Folkestone & Hythe District Heritage Strategy

Appendix 1: Theme 7 Settlement

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Appendix 1, Theme 7 – Settlement

Summary

7.1 The settlement pattern of the district is very much a response to its varied and changing landscapes. It includes the evidence for early settlement including the major Roman port of entry Portus Lemanis now land locked at Lympne. Important Cinque Ports and their limbs developed on its medieval coastline only to eventually suffer from the changing coast line and development of the marshlands. Later the coastline saw the development of fashionable seaside towns and resorts, the major cross channel port of Folkestone and the development of the unique settlement at Dungeness. Settlements expanded to accommodate the garrisons of the areas defences and those training before departure to conflicts abroad. These are supported by a pattern of villages and small towns scattered through the North Downs, Romney Marsh and Greensand Vale. The settlement of the district has a rich history and heritage that illustrates the story of the place.

Introduction

7.2 The character of settlement in the District today has changed significantly over the last two millennium influenced by a number of factors: coastal change, travel, defence and leisure which have been discussed in detail in the various theme papers of this strategy.

7.3 The Council has, in its Core Strategy Local Plan 2013 published a 'settlement hierarchy' to provide a strategic framework to accommodate place-shaping change. The hierarchy has six levels and identifies the following settlements in each

Sub-Regional Town	Folkestone
Strategic Towns for Shepway	Hythe New Romney (including Littlestone -on-Sea
Service Centres for Shepway	Lydd Hawkinge
Rural Centres	Dymchurch Elham Lyminge Sellindge
Primary Villages	St Mary's Bay Greatstone-on-Sea Brookland

	Brenzett
	Lympne
	Stanford / Westenhanger
	Saltwood
Secondary Villages	Ivychurch
	Newchurch
	Burmarsh
	Stelling Minnis
	Densole
	Etchinghill

7.4 The settlement hierarchy above, which is effectively a planning framework, is not intended to reflect the relative historical predominance of some of the settlements that today are found lower in the hierarchy or include those that have almost completely disappeared or are now merely hamlets amongst the many spread throughout the district.

Development of the settlement pattern

7.5 The coastal situation of the district, close to the shortest channel crossing to the continent and the worlds busiest maritime route has been a major influence in the development of its settlements. As significantly is the effect that the dynamic coastal change seen in the district has also had on the settlements. Once effective harbours became silted up and abandoned for newer locations and as the Romney marshes developed those former coastal settlements have become ever more landlocked. The process of the coastal change is described in more detail in the landscape theme papers (Appendix 1, Themes 1a, 1c, 1d).

7.6 Other important influences on the settlement pattern have been the role of the communication routes established through the District. The communication corridor through the Greensand Vale linking the channel ports with the country has led to the establishment of a number of settlements while others have been sited to act as local centres for the economic activity in the North Downs and are located on key routes through them. Stone Street, the road linking the former Roman port of Portus Lemanis with Canterbury has also influenced settlement patterns.

7.7 Other change has been brought about by the defensive aspects of the District with settlements servicing garrisons, those in training and due for embarkment for foreign fields. The rise of coastal leisure in the 19th century has also had a marked impact on the development of the district's coastal towns and settlements.

7.8 These will all be touched on briefly below however more detail on each aspect can be found in the relevant theme papers in Appendix 1.

The earliest settlers

7.9   Early settlement evidence for the district is sparse and largely arises from archaeological discoveries. Aerial photographs are also illustrating significant archaeological landscapes lie buried through the district. The large number of scheduled barrows surviving as earthworks on the North Downs provide further indication of a much settled and utilised landscape during prehistoric times.

7.10   The Palaeolithic period is the earliest in human history and in Britain covers the period between 800,000 years ago up to the end of the last ice age around 10,000 BC. The start of the Palaeolithic in Britain is marked by the first colonisations by early hominins. The vast majority of evidence for early human occupation of Britain comes from worked flint and the resulting implements. Notably, Kent has the highest number of Palaeolithic artefacts and recorded find spots than any other county in the country. It is an area with an abundance of local flint and more importantly is the part of Britain closest to the continent. Kent is therefore significant to the study of the British Palaeolithic because of this proximity to Europe making it the likely entry point for hominins and perhaps the first place to have been colonised. For the duration of the Palaeolithic, Britain was connected to Europe by a land bridge that would have been periodically accessible during climatic changes. It wasn't until the Mesolithic period that the land bridge was finally flooded ultimately separating Britain from Europe. Kent was arguably the gateway into Britain via the land bridge for Palaeolithic humans, and with Kent also being relatively unaffected by glaciation during this period, geological deposits and archaeological evidence have been well preserved.

7.11   In the district evidence for a Lower Palaeolithic occupation has been found and is comparatively far more common in the archaeological record than evidence from the Middle Palaeolithic. As yet, evidence for the later periods of the Palaeolithic is extremely rare. The evidence from the Lower Palaeolithic primarily consists of Acheulian hand axes from the Lympne, Elham, Folkestone and Hawkinge areas. These finds are particularly concentrated around Dreal's Farm within the Elham Valley. A number of further flint implements have been found dating to the Lower and Middle Palaeolithic, a notable example from the Middle Palaeolithic being a Mousterian hand axe found in the Folkestone area which is a tool technology associated with Neanderthals. Significantly, during the Channel Tunnel Rail Link excavations at the Saltwood Tunnel, a single worked flint identified as a burin was found that can be dated to the Upper Palaeolithic.

7.12   The recolonisation of Britain towards the end of the last ice age spans the end of the Upper Palaeolithic and the beginning of the Mesolithic period around 10,000 BC. As the climate began to improve in Britain, new fauna and flora such as roe deer, wild boar and alder forests became established and these new landscapes and food sources required different hunting tools which began to include microliths and barbs in the development of harpoons and spears. More complex patterns of seasonal and in some cases more

permanent occupation dependent on food and land source management starts to become evident in the archaeological record.

7.13   Evidence for a Mesolithic occupation in the district is fairly sparse and is again concentrated around areas such as Elham, Saltwood, Folkestone and Hawkinge. During excavations as part of the Channel Tunnel Rail Link near the Saltwood Tunnel, a pit containing early Mesolithic retouched points was found. Two flint working sites were also identified above Elham and further Mesolithic flints were excavated at Tayne Field during the *Lyminge Archaeological Project*. Further excavation in areas such as the Romney Marsh may produce valuable evidence for a clearer picture of the Mesolithic occupation in Kent; particularly as the marshland wet conditions may provide conditions for better preservation of archaeological materials.

7.14   The introduction of farming into Britain coincides with the beginning of the Neolithic period around 4500 BC. Hunter-gatherer ways of life were still changing as the climate warmed and food and landscape resources continued to respond to these changes. There is an increasing amount of material within the archaeological record as settlements became permanent and farming practices begin to develop. Wider ranges of material culture such as polished stone axes, pottery and leaf-shaped arrowheads are increasingly found as well as early earthwork sites such as long barrows used for communal burials and causewayed enclosures. An intensification in woodland clearance also marks the start of this period, particularly seen in the Low Weald, and human activity begins to have a significant impact on the District's landscape. Exploitation of forests provided important resources such as timber and food, and also cleared spaces for settlement. Evidence for a continuous occupation between the Mesolithic and Neolithic is unfortunately rare but there have been important finds evidencing a Neolithic occupation within the District.

7.15   Neolithic finds within the District include flint implements such as handaxes, scrapers and arrowheads. Flint working sites have been excavated near Acrise and Hawkinge and would have provided early humans with tools for various uses such as hunting and wood clearance. Flint implements have also been found in areas around Elham, Folkestone, Sandgate, Lyminge and Swingfield.

7.16   During excavations as part of the Channel Tunnel Rail Link project, Neolithic pottery and flint implements were found around the Folkestone terminal, Saltwood Tunnel and Westenhanger. Pits containing Neolithic pottery, animal bone and flint were excavated at the Saltwood Tunnel and also contained organic material that suggested humans here had a mixed diet of wild and cultivated food sources. Dense scatters of pottery and flint implements have also been found at West Wood in Lyminge which suggest longer-term occupation though there is no evidence for permanent dwellings within the District. Ceremonial evidence is also important for the Neolithic period and one of the megalithic long barrows belonging to the Stour group is located at Elmstead. There is also a possible causewayed enclosure close to Summerhouse Hill near Folkestone which is another type of Neolithic monument found elsewhere in Kent.

Settlement and agriculture

7.17   As we move into the late Neolithic and early Bronze Age the building of monuments becomes far more prolific as cross channel connections bring with it changes in burial practices, new material culture and novel metal technology. The most common monument is the round barrow, and a significant number are known from across the District including a significant number that uncommonly for Kent survive as earthworks and are protected as Scheduled Monuments. Important clusters of round barrows have been investigated during excavations ahead of the Channel Tunnel Rail Link project at Saltwood and at Castle Hill near Folkestone.

7.18   As with earlier periods, evidence for Neolithic human settlement remains elusive and is again represented by finds such as flint implements and pottery. An analysis of a flint assemblage at Lyminge suggests human activity and perhaps occupation as well as examples of Peterborough Ware pottery at sites near Castle Hill in Folkestone and Cheriton. A particularly significant discovery relating to prehistoric humans within the District was made at Holywell Coombe, on the westerns foot of Sugar Loaf Hill, Folkestone in advance of Channel Tunnel portal construction. The site at Holywell Coombe appears to have been a long-lived settlement based on pottery and flint finds that date back to the Neolithic and early Bronze Age period (4000 to 1500 BC). Plough marks and animal bones found in postholes provide evidence for prehistoric farming as well as the use of enclosures or structures in animal husbandry. Notably the site included rare evidence that the site was occupied by people of the 'Beaker' culture which reached Britain from Europe around 2400 BC. Traces of timber framed huts and fence lines that formed part of the long-term settlement were also found.

7.19   The later Bronze Age around 1000 BC sees changing agriculture and settlement patterns offering new opportunities particularly for industry and material culture. With a move away from building monuments the archaeological record becomes dominated by remains of domestic settlements and land divisions and we also start to find evidence of metal artefacts. The district contains examples of late Bronze Age hoards and related metal objects that illustrate the manufacture of items and not just their use. A metal-workers hoard of pieces such as socketed axes, spearheads, blades and ingots for recasting was found at Saltwood in 1872. Others have been found at Lydd, Lyminge and some evidence of metalworking at Old Romney,

7.20   The Iron Age in Britain begins around 800 BC when iron working techniques reached the country from and continues until the arrival of the Romans in 43 AD. Iron Age Britain sees a predominance of peoples living in small villages and farmsteads and an increase in agricultural production.

7.21   Evidence of late Bronze Age and early Iron Age settlement is known from a number of sites across the District. Late Bronze Age occupation sites are known from Folkestone, Saltwood and Lydd. Evidence for Iron Age settlement is known from areas such as Folkestone, Cheriton, Hythe, and Hawkinge. A site at Hawkinge revealed early Iron Age quarry pits and probable ovens and furnaces together with traces of a settlement. Excavation of another site near the Hawkinge Aerodrome in 1993 also found features that suggest an early Iron Age settlement in the area. An extensive early Iron Age open settlement is also known at Dolland's Moor alongside a system of open fields.

7.22   The archaeological record for the middle Iron Age in the district is sparse and little understood. It appears that many late Bronze Age and early Iron Age settlements were abandoned and not reoccupied until later in the late Iron Age. Some evidence of middle Iron Age activity is known from Cheriton where pits, postholes and a ditch were found.

7.23   Hill forts first appear in the late Bronze Age and become much larger and elaborate during the Iron Age. There are no confirmed hill forts within the District but evidence at Castle Hill in Folkestone and at Acrise may suggest the presence of Iron Age structures, possibly hill forts.

7.24   Evidence for settlements dating to the late Iron Age are again present in the archaeological record. Hawkinge and Dolland's Moor are important examples of the expansion of settlements later on in the Iron Age at sites that were occupied during the late Bronze Age and early Iron Age. The site at Dolland's Moor appears to change to a more enclosed settlement where it had earlier been an extensive open settlement, with features enclosed by ditches and paddocks. Later, during the Roman period this settlement shifted north and the old enclosure was converted to fields.

7.25   Another important Iron Age site within the district is located at East Wear Bay in Folkestone. This site is primarily known for its Roman villa, but there is also important evidence for a late Iron Age occupation. Recent excavations at the site suggest that the site was a major coastal trading post as well as a rotary quern production site from around the second century BC. During the first century BC it is believed that the manufacture of quern stones from the local Greensand was taking place on an industrial scale. Examples of these quern stones have been found across Kent, the Lower Thames Valley and in East Anglia.

7.26   There is some evidence from discoveries at Saltwood as part of the Channel Tunnel Rail Link to suggest that the grain of the Iron Age landscape is encapsulated in the road pattern there today.

Romano-British

7.27   Migration and trade between Britain and continental Europe was already well established by the time that Julius Caesar made two expeditions to Britain in 55 and 54 BC. In 43 AD a Roman invasion force had landed in

East Kent and quickly taken control of the southeast of Britain before moving north and west. Roman authority over Britain was established across a number of decades, and Britain would remain as a province of the Roman Empire until the early fifth century AD. East Kent remained throughout the Roman period a major point of entry into the new province. Within the District we see the establishment of a port at Lympne (*Portus Lemanis*) and the creation of Stone Street connecting the port with Canterbury (*Durovernum Cantiacorum*) the administrative centre of the *Civitas Cantiacorum* (broadly Kent)*.*

7.28   Compared to the two other major ports of entry in East Kent at Richborough and Dover, very little is understood of the date and form of the Roman vicus at Lympne. Rapid coastal change and the creation of the Romney Marsh has resulted in the former port now being found more than a couple of kilometres inland. At the time of the Romans the port was established on wide navigable river, the Limen (today the Rother) which ran westwards from just south of Hythe. The historical relationship with the river and inlet can to some extent still be appreciated through the topography of Lympne sitting on the former cliff line overlooking the marshland. A very visible remnant of the Roman port and settlement at Lympne are the remains of a Roman fort there known today as Stutfall Castle.

7.29   The fort was one of a series of Roman forts that were constructed along the Saxon Shore during the third century AD to counter increased raiding. Other forts of the Saxon Shore in Kent can be seen at Richborough, Reculver and Dover. Archaeological excavation at *Portus Lemanis* suggests that the fort was built in the mid to late 270s AD, the other Saxon Shore forts being constructed piecemeal over approximately a 50 year period around this time. The fort reused masonry from the earlier settlement at the site. The finding of *Classis Britannica* tiles at *Portus Lemanis* suggests a strong association with the Roman fleet and possibly the presence of a naval base there. The site's military connections fit well with a mention of *Portus Lemanis* in the early third century *Antonine Itinerary*. Coin evidence suggests that the fort was abandoned by the later fourth century AD coinciding with the removal of military resources from Britain ahead of the withdrawal of Roman administration in the early fifth century AD.

7.30   Archaeological investigation of the fort and wider site has been limited, though geophysical surveys by the University of Kent in 2015 suggest that there are well preserved underground remains that could provide valuable future archaeological discoveries that would further improve our understanding of the site and its function. Accurate interpretations of the fort are made difficult by the unstable soils that the site lies on which have caused significant ground slippage and parts of the fort have now shifted down the hillside and distorted the original layout.

7.31   A legacy of the former port is the very prominent road that linked it to the local capital at Canterbury. Stone Street is still distinctive in the District's landscape cutting northwards across the Greensand Vale and the North Downs and forms an important part of today's road network. Further work is

needed to identify and understand the additional road network that linked the wider Romano-British settlement through the District.

7.32   In the early years following the Roman conquest, a number of late Iron Age settlements continue to be occupied into the Romano-British period. Sites such as those at Hawkinge and Dolland's Moor described above show a continuation of occupation from the Iron Age through to the Roman period. Recent work on several sites at Hawkinge have revealed evidence of Romano-British occupation at 'Terlingham III' including a round house structure.

7.33   Further evidence for Roman occupation has been excavated in other areas of the District including Lyminge, Saltwood, Brenzett and Lydd. Evidence of salt production at Lydd and Brenzett suggest sites with a more specialist function. A potentially important site has been identified at Allensbank in Lydd. Geophysical Survey of an area proposed for quarry works identified a high concentration of features interpreted as an area of concentrated settlement on a former gravel ridge. The exact nature of the Allensbank site has still to be established but could represent the focus of the Romano-British occupation associated with the industrial production of salt in this area.

7.34   One of the best known Roman sites in the District is the Roman villa site at East Wear Bay in Folkestone which is designated as a Scheduled Monument. The villa, which is being gradually lost to coastal erosion has been the subject of a number of investigations including recently in the *A Town Unearthed: Folkestone Before 1500* community archaeology project and continues to be investigated as part of the *East Wear Bay Archaeological Project*.

7.35   At East Wear Bay, a Roman villa was constructed *c.* 100 AD on the site of the Iron Age coastal trading post and quern stone production site mentioned earlier. This first villa was demolished in the late second century and a second, more substantial villa building constructed. Recent evidence suggests that the second villa was abandoned sometime during the late third century and was then reoccupied in the late fourth century. The villa was finally abandoned by the early fifth century. Findings at the villa which includes mosaic floors show that the site was an important one. Tiles stamped as *Classis Britannica* suggest that perhaps it had naval connections and possibly an administrative role.

7.36   Other villas are known in the district. A second in Folkestone at Warren Road was excavated in the 18th and 19th centuries, a further possible villa identified at Pedlinge and very recently a well preserved villa was discovered during survey works in advance of the development of the new settlement at Otterpool.

Anglo-Saxon

7.37   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 especially through Holmesdale. The Anglo-Saxon period lasted for around 600 years until the Norman Conquest in 1066. The early Saxon settlers established their own patterns of estate and political organisation that began with small tribal groups and then became kingdoms and sub-kingdoms. Early texts refer to a series of kings in Kent by the seventh century AD that had become politically powerful and were able to influence other southern and eastern kingdoms. Kent was probably originally divided into two kingdoms, east and west, and was ruled over by a pair of Kings, the senior of which ruled the east. 'Kent' was created in this period and by the end of the sixth century AD it included most of the area of the modern county.

7.38   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. An example of this within the district is at Lyminge. Other estate centres may have been at Lydd, Lympne and Folkestone.

7.39   The bulk of archaeological evidence for the Anglo-Saxon period comes from cemeteries and burials. In the district, there are significant Anglo-Saxon cemeteries known at Saltwood, Folkestone and Lyminge. Excavations were carried out at the Saltwood Tunnel as part of the Channel Tunnel Rail Link (CTRL) work between 1998 and 2001. There three early Saxon cemeteries containing 217 inhumations, a cremation and a horse burial were found that were spatially distinct phases each around a separate early Bronze Age barrow. There is a degree of chronological overlap between the 3 cemeteries and as a whole they cover a period between the late fifth century and late seventh century AD. Many of the burials were richly adorned with weapons, jewellery and other grave goods with several being clearly of high status individuals.

7.40   Elsewhere a smaller cemetery of 36 inhumation burials was discovered at Dover Hill in Folkestone during road widening and another substantial Jutish cemetery focused on Bronze Age barrows has been found at Lyminge. Alongside these large cemeteries are several other findings of Saxon burials indicating the dispersed nature of early Saxon settlement in the District's valleys, along its coast at Folkestone and in the Greensand Vale.

7.41   While evidence for Anglo-Saxon settlement in the district is relatively rare, concerted archaeological work in the last decade at the former royal estate centre at Lyminge has revealed a wealth of evidence for an important settlement and early monastic site. Excavations undertaken as part of the Lyminge Archaeological project at Tayne Field have revealed significant evidence for Anglo-Saxon buildings dating to the seventh century AD

including a 'feasting hall'. Lyminge also contains the remains of what is one of the most significant early monastic sites in the country, one of the earliest following the conversion to Christianity in the late 6th century. Archaeological work has found the original seventh century church beneath and in the surrounding ground of the present day church that is dedicated to St Ethelburga, the royal Abbess who presided over the Lyminge Abbey that was established in 633 AD. Significantly, Ethelburga was daughter of the first Kentish Christian King, Ethelbert, and presided over the double monastery of nuns and monks at Lyminge until her death in 647 AD. Recent archaeological work on the site has uncovered a substantial amount of archaeological material from the Anglo-Saxon church and associated monastic site.

7.42 The middle Anglo-Saxon period saw the development of early ports and trading centres (wics). Excavations in 1947 and 1948 on sand dunes near West Hythe discovered *Sandtun*, a 8th to 9th century trading centre on the north side of the Limen inlet. A variety of activities were evidently practiced at *Sandtun* including seasonal fishing, salt-making and bone working. It may also have acted as a landing place for waterborne trade from the continent which is evidenced by ceramic assemblages found at the site. The occupation of *Sandtun* appears to have ended abruptly around 850 – 875 AD and settlement moved eastwards towards West Hythe and then Hythe, which was established as a harbour market town by the eleventh century. Other significant trading centres became established at Lydd, New Romney and Hythe.

7.43 Gradually settlement penetrated further inland and by the late Saxon period many of the village names we are familiar with in the district had some form of Anglo-Saxon settlement though the extent to which these were villages rather than more dispersed settlements is unknown. Today, the place names of many settlements are testament to their Anglo-Saxon origins. Several of the churches within the district, for example St Martin's in Cheriton and at Lyminge have Anglo-Saxon fabric surviving and are amongst some of the earliest in the country.

Medieval ports and market towns

7.44 At the beginning of the medieval period the two largest settlements in the district are the ports of New Romney and Hythe. The earliest origins of Romney can be traced back to a charter of 741 AD in which Ethelbert II granted a fishery on a shingle spur at the mouth of the Limin. The traditional view that Old Romney was a predecessor to New Romney is disputed. Recent fieldwork and documentary studies suggest that Old Romney, rather than being a predecessor, was actually a scattered village concentrated around the church of St Clement and that the *Romenel* of the Domesday Book was situated close to the Saxon church of St Martin (New Romney). It is unclear when these settlements began, but it is clear that both must have grown in size and importance from the eighth century AD. A long port was probably laid between the two along the banks of the Limen. The estuary of the Limen was a narrow tidal channel flanked by extensive mudflats and numerous salterns which were located in the slow-flowing water. Temporary

fishermen's huts have been excavated on the eastern side and it is believed that the early town would have been established on a shingle bank along which a shelving beach ran.

7.45   During the late Anglo-Saxon period the port at Romney appears to have developed as a market town with shallow draught trading and fishing that could easily be floated on and off the beach. A mint was established during the reign of Aethelred II (c. 997 – 1003) and a port also founded. In 1066, the men of New Romney repulsed William, Duke of Normandy when he and some of his men attempted to land at the town but suffered retribution later as a consequence of their actions. Twenty years later the town's population was recorded as being between 650 and 800 with a harbour, church and mint laid out in a grid pattern along an east-west axis with the river Limen to the west and north-west and the sea to the east and south-east.

7.46   The continued urban development of New Romney is clear with the construction of the church of St Nicholas during the twelfth century which lay near the harbour and market. By the reign of Edward the Confessor (1042 – 1066) the town and port had become well established and was supplying the King with ship service as one of the original five Cinque Ports. Other small ports along the Limen (later Rother) which also acted as ports during the Saxon and early medieval period became non-corporate Cinque Port 'limbs' to New Romney as a head port. These included Broomhill, Dengemarsh and Oswaldstone, all of which have since been lost as villages on the Romney Marsh. The river Rother continued to exit to the sea at Romney until the late thirteenth century when great storms ultimately changed the course of the Rother towards Rye and deposited such a substantial amount of silt into the Romney harbour that it would find itself landlocked over a mile from the sea. Other parts of the Marsh were also significantly affected, such as Broomhill that was lost to the sea during the Great Storm in 1287.

7.47   Progressive silting of the Limin saw the abandonment of *Sandtun* and settlement shift eastwards first being replaced by West Hythe and later by Hythe. The date of this move is unclear however a charter of 1036 indicated that Hythe was well established by that date and by 1086 is recorded as being a medium sized market town with the establishment of a mint moved from Lympne. Throughout the early medieval period Hythe had a substantial harbour and fishing fleet and like New Romney was providing ship service to King Edward as one of the original Cinque Ports.

7.48   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. The settlement pattern generally was one of dispersed settlements and hamlets, rather than nucleated villages. 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. A

number of the settlements grew on routes through the North Downs or along the Greensand Vale. Others scattered around the Romney Marsh taking advantage of the rich grazing lands. Before 1200 markets in the District were at New Romney, Hythe, Eastbridge and at Lydd. By 1350 these had grown to include Stowting, Elham and Folkestone. Elham was granted market rights in the 13th century and remained as a small market town until the 18th century.

7.49   The prestige brought about by their membership of the Confederacy of the Cinque ports brought prosperity to both Hythe and New Romney and also to their limbs. This was short-lived however as silting of harbours and fluctuating coastlines, accentuated by substantial storms in the late 13th century saw a demise in the ports,

7.50   Increasingly cut off from maritime trade, New Romney looked inland to the rich pasturelands created by the drainage of the former marshes by the great monasteries at Canterbury. The Marsh became a nationally important centre of sheep-farming, the wool trade flourished and with a famous annual livestock fair on St Martin's Field, the town transformed into a profitable market town. The distinctive grid-plan of the town, more extensive even than seen today, probably developed as the town was rebuilt following the great storm. The town went through periods of social and economic cycles over the ensuing centuries. Agriculture remained important but diverse trades and industries developed and can be seen in the fabric of the town which became incorporated in 1834-5. A modest fishing industry remained on the nearby shoreline and smuggling became a feature of the town and surrounding marshland in the 17th to 19th centuries. The railway arrived in 1884 opening the nearby coast to seaside visitors. Tourism took off with the arrival of the Romney Hythe and Dymchurch Railway on 1927 with visitors to experience the charm of the unspoilt 'Ancient Cinque Port' .

7.51   With the harbour at Hythe silting from the 13th century despite many attempts to clear it, by the Tudor period the harbour could only be accessed by smaller vessels. Following a final unsuccessful attempt in 1676, an earth bank known as Sir William's Wall was constructed to keep back the sea. With the beach now more than a kilometre distant, the town continued its maritime links with ships unloading at The Stade, the principle occupation being fishing. The town's populace had suffered badly during the 14th and 15th centuries through two large fires which destroyed many of the town's dwellings, the effects of the Black Death and the loss of 100 lives at sea. The town was granted a Royal Charter by Elizabeth I. From the 16th century the Deedes family became prominent in the town, they helped the rebuilding of the tower of St Leonards in 1750 and erected a manor house opposite the church. With the further demise of the town from the 16th century, smuggling and salvaging of wreck became associated activities with the town in the late 18th century and through the French wars.

Post Medieval expansion and settlement change

7.52   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 coming of the railways accelerated the process, the construction of defences and fortifications on the coastline brought their own associated settlement and the onset of coastal leisure brought substantial change to the settlement pattern in the District at this time.

Defence

7.53   Kent has always been a centre of defence related activity and the settlement patterns in Folkestone & Hythe District have often been affected by the changing military situation. Although to some extent medieval settlement would have been affected by the construction of early fortifications as can be seen for example at Saltwood it was the construction of the coastal defences initially in the Tudor period and later the Napoleonic period that saw a significant effect. The building of the Henrician fort at Sandgate saw the initial development of the area with shipbuilding adding to the life of the new settlement.

7.54   The threat of Napoleonic invasion gave Hythe a strategic significance that was reflected in the construction of the Royal Military Canal and the Martello Towers. The canal became an important asset to the town and its surroundings. As well as its defensive role It assisted drainage and irrigation of the nearby marshes and farmland and in 1810 was opened for general trade and navigation. Later it was used for recreation including the Venetian Fete in the late 19th century. Hythe continued to maintain a military link with the development of nearby ranges and the Military School of Musketry in 1853.

7.55   Shorncliffe Battery was constructed in 1793 on land belonging to the Lord of the Manor of Cheriton. The following year 229 acres of land adjacent to the battery were purchased "for the better securing His Majesty's Batteries and other works" and a camp for the garrison was established. In 1794 the Shorncliffe Redoubt was constructed as an anti-invasion defence against a possible landing on the beaches to the west of Folkestone. The camp continued to grow with the construction of temporary buildings and tents around the redoubt during the Napoleonic wars. A new camp of temporary huts was laid out in 1855 following the Crimean War. By the end of the 19th century these wooden huts had been replaced by brick ones and Somerset, Moore, Ross and Napier barracks built. Risborough was added soon after along with training grounds at St Martin's Plain. By the time of the great war in 1914 the barracks at Shorncliffe could accommodate almost 175,000 men a figure that increased to 260,000. Following the Great war, Shorncliffe saw several modifications as it responded to its role as a training camp.

7.56   Lydd has been known as a military town some years prior to the First World War where it housed an established Army Training Camp. At the outbreak of war in 1914, Lydd was expanded as a military garrison and the camp was extended by the addition of metal huts which were known by the locals as 'tin towns'. Lydd has also been used as a military firing range for over 150 years and remains in use today.

Coastal leisure

7.57   At the beginning of the nineteenth century Folkestone was little more than a small fishing village focused around the mouth of the Pent Stream. This was all to change with the coming of railway in 1843 and by the end of the century Folkestone, along with neighbouring Sandgate, had developed into a fashionable seaside resort, complete with grand residences and hotels, promenades, pleasure gardens, theatres, bathing facilities, and of course a pier. In the later years of the nineteenth and into the early years of the twentieth century Folkestone was at its zenith, being the haunt of Royalty (including King Edward VII), maharajas, leading politicians and the rich and famous. It was for good reason that the town became known as the 'gem of the south coast'. Despite the interruption of two world wars and changing fashions, the town's prosperity as a seaside resort continued into the 1960s. The growth of leisure time, increased disposable income and cheap foreign holidays in the second half of the twentieth century was to change the face of Folkestone. The town, as with many of the country's coastal resort towns entered a period of decline. The story of Folkestone and Sandgate as seaside resorts reflects the national picture of changing seaside vogues

7.58   The growth in seaside tourism and leisure time during the nineteenth century resulted in a rise in coastal resort towns along the coastline and by the twentieth century Dymchurch, St Mary's Bay and Romney Sands all had popular holiday camps that were easily accessible by the Romney, Hythe and Dymchurch Railway that was opened in 1927. All of these areas continue today as popular seaside destinations and boast attractive beaches as well as a number of valuable heritage assets that relate to its history of smuggling, farming and defence of the coast. Hythe also became a prominent leisure town from the end of the 18th century when it became a sea bathing resort.

7.59   A further important settlement associated with coastal leisure is found at Dungeness. Here former beach huts and fisherman's dwellings, originally designed for very short term lets, grew in a undesigned way providing a settlement of unique character set within a fragile and remote landscape. The area is a strong draw to visitors with access facilitated through the presence of the Romney, Hythe and Dymchurch Railway.

Folkestone port of entry

7.60   Although Folkestone is today the most substantial town in the District its predominance has been relatively recent. Earlier history includes Iron Age occupation and an important Roman villa on East Cliff, the site of a Saxon nunnery and fortress, possibly at the Bayle and later a small Abbey that survived to the dissolution. Otherwise the settlement was a modest fishing village, a limb to the cinque ports. The town's status as an important cross channel port was not established until the nineteenth century when the formal harbour was finally constructed and the railway arrived in the town in 1843. The town saw rapid expansion associated with the growth of the harbour, its importance as a highly popular leisure town and its association with the military. The town has continued to expand taking in areas such as Cheriton, Shorncliffe and Sandgate into an extended urban area.

Description of the Heritage Assets

7.61   The heritage assets associated with the settlement of the District are covered in detail in the accompanying theme papers to this strategy. The settlements themselves are heritage assets and within each there are numerous assets that contribute individually or collectively to their significance and character.

7.62   A number of the settlements include areas that are designated as conservation areas. These are explained in detail in Appendix 1 Theme 13. The 21 Conservation Areas in Folkestone and Hythe District are:

Conservation Area	Designated	Conservation Area Appraisal	Type
Hythe	14/11/69	Adopted	Historic Town & Military Canal
Elham	13/11/70	Adopted	Historic Town
New Romney Cannon Street	5/2/71	Draft Combined	Historic Town
New Romney High Street	5/2/71	Draft Combined	Historic Town
Lympne	12/3/71	Draft	Village
Dymchurch Church Area	3/12/71		Historic Settlement
Dymchurch High Street	3/12/71		Historic Settlement
Folkestone, Leas and Bayle	28/1/72	Old Town Character Area only	Historic Town
Sandgate Esplanade	15/9/72	Adopted Combined	Seaside Settlement
Sandgate	15/9/72	Adopted	Historic Town& Military

High Street		Combined	Defences
Postling	13/3/73	Adopted	Hamlet
Etchinghill	20/7/73	Draft	Village
Lydd	20/7/73		Historic Town
Newchurch	7/9/73		Village
Old Romney	7/9/73		Farm, Church
Brooklands	2/11/73		Village
Newington	25/1/74	Draft	Village
Saltwood	14/8/74	Adopted	Village & Castle
Dungeness	26/6/85	Adopted	Coastal Landscape & Settlement
Littlestone	17/4/90		Seaside Settlement
Frogholt	29/8/90	Adopted	Hamlet & Setting

7.63   Many of the District's early settlement evidence takes the form of buried archaeology and finds. Much remains to be found providing important information to better understand the settlement of the district. Suggested hot spots detailed earlier in this paper perhaps more reflect the focus of archaeological investigation in response to development than the true focus of settlement activity though a number of important sites can be considered as known key assets. .

7.64   Each of the Districts settlements includes numerous built heritage assets that are important to them both as key features and as making important contributions to their general character and distinctiveness. While some will be recognised and protected as listed buildings there will be many more that are not.

7.65   Documentation describing and explaining the development of the District's settlements is limited. A number of the Conservation areas have adopted appraisals and the towns of New Romney, Hythe, Folkestone and Elham are all included in the Kent historic Towns Survey. Often these are out of date and require updating to provide a more thorough understanding of the settlements.

Statement of Significance

7.66   The historic settlement of Folkestone and Hythe District contains examples that are rare and sometimes unique. Amongst the general settlement pattern of the district at the gateway to the country can be found the highly significant examples of the Roman port of entry at Lympne, the early Christian centre and Saxon royal estate at Lyminge, the trading centre at *Sandtun* and two of the Cinque ports at New Romney and Hythe. Later the District sees one of the most fashionable resort towns at Folkestone, the large garrison at Shorncliffe and its associated training areas and the unique settlement at Dungeness. As such the District's settlement theme is of **outstanding significance**.

Evidential Value

7.67   The settlements of Folkestone & Hythe 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. The increasing archaeological discovery of settlement evidence in areas of the district arising that have seen limited research and investigation in the past is a strong illustration of the potential for better understanding.

7.68   There is particular potential for discovering more on the evolution of the District's ports and harbours and how they were established and responded to the changing topographical conditions of the District's coastal landscapes. Little is known about the Roman vicus at Lympne, the development of trading centres in the Saxon period and the establishment of the Cinque Ports and their Limbs, especially in their early forms. The evidential value is not solely contained within the archaeology of these settlements but also the structural fabric which programmes of analysis could unlock

7.69   Very few archaeological investigations have so far been carried out in the district's smaller settlements and the evolution of both the settlements themselves and the general settlement pattern is not well understood. Such study is particularly needed to define the early Anglo-Saxon period and the move from settlement in the river valleys into Holmesdale and wider. The archaeology of the royal estate centre at Lyminge illustrates the potential for some of the important Saxon establishments in the District to reveal important information on their origins.

7.70   The evidential value of the later settlements of the District is also significant. Archaeological, built heritage and documentary analysis can improve our understanding of important aspects of the settlements and the lives of the people who lived and worked in them. Understanding the life and form of the port towns, those who lived in and visited the leisure towns and the lives of the defensive garrisons and those who served them.

Historical Illustrative Value

7.71   The settlements of Folkestone & Hythe District are illustrative of the developing history of the area from prehistory to the present day.   They illustrate the changing use of natural resources, response to environmental change and challenges. They illustrate the arrival of new peoples and administration and changes brought about by new technologies, industries, communications and leisure practices. Where people chose to live, and the form of those settlements, tells us much about social, political and economic organisation in the past.

7.72   In particular the District's settlements provide significant contributions towards illustrating the development of coastal ports and harbours from Roman and possibly pre-Roman times through Saxon trading centres to the rise and prominence of the Cinque Port Federation. They also provide important evidence for early Christianisation of the country, the development of garrison towns and the development of coastal and sea-side leisure.

Historical Associative Value

7.73   Many elements of the District's settlement are associated with important events in British history. The development of the port at Portus Lemanis reflects the arrival and establishment of Roman Britain and the later abandonment of the province. 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. The establishment of Christianity is also reflected in the very early monastic site at Lyminge and in the particularly early church remains elsewhere in the District.

7.74   The District's ports also are prominent in the story of the Cinque ports and their limbs. New Romney has a particular association with the Norman Conquest. The settlements also have a strong association with the defence of the realm from invasion and response to conflict on the continent.

7.75   Many notable visitors, especially writers and artists are associated with the fashionable resorts at Folkestone and Sandgate.

Aesthetic Value

7.76   The historic settlements of the district are of significant aesthetic value. The historic cores of the medieval towns at new Romney, Hythe and Elham contain many fine buildings and streetscapes that are highly valued by those who live there and visitors alike. The Edwardian and Victorian architecture of Folkestone and Sandgate is particularly valued for its aesthetic qualities.

7.77   In the rural areas it is the interplay of the settlement and the natural landscape that provides an attractive resource for the District's residents and tourists alike. Many of the villages in the North Downs have particular strong relationships with the valleys and hill surroundings; the settlements of the Romney Marsh are distinctive elements in an otherwise level landscape. The hut settlement at Dungeness is particularly valued for its organic character and aesthetic quality and is a huge draw for visitors.

Communal Value

7.78   The historic settlements of Dover District have great communal value for residents, creating a sense of place which many are proud of. Many are celebrated through activities and events. The settlements are an attractive draw for visitors to the District, whether it is those wishing to walk the North Downs or visit the unique landscapes of the Romany Marsh and Dungeness.

Vulnerabilities

7.79   The historic settlements of Folkestone and Hythe District are subject to a wide range of pressures that make aspects of the heritage vulnerable.

7.80   The expansion of settlements can potentially affect their form and grain or obstruct their relationship with the landscape.

7.81   Within existing settlements uncontrolled development could impact on the historic integrity and character of urban cores. Many of the Conservation Area appraisals described in Theme 13 have highlighted negative impacts that change is having on their character.

7.82   In common with most coastal areas, many of the District's historic leisure settlements are vulnerable to decline and disuse of historic buildings and features. Areas such as the Leas in Folkestone face particular challenges.

7.83   A number of early key settlement assets have been affected by natural action. The Iron Age entrepot and Roman villa at East Wear Bay is threatened by coastal erosion while much of the roman port at Lympne has been affected by land slip.

7.84   The unique character of the settlement at Dungeness is particularly fragile and vulnerable to incremental change of properties and to the effect of visitors to the area.

Opportunities

7.85   There is nonetheless a range of opportunities provided by the district's historic settlements. The heritage assets of Folkestone can act as a means of shaping and enhancing regeneration-led development.

7.86   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.

7.87   The historic settlements of the District have a key role to play in the economic future of the area. Tourism is likely to remain a major component of the District's economic future and 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.

7.88   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. The completion of Conservation Area Appraisal and the

updating and enhancing of the historic town surveys would help management of the historic places. Hythe in particular needs a thorough study of its archaeology and historic fabric to better understand its development and significance.