

Shepway District Council

CONSERVATION AREA APPRAISAL



HYTHER



CONSERVATION
ARCHITECTURE
& PLANNING

Wey House Stanford La.
Headley Harth, GU35 8RH
tel 01420 472830 fax 01420 477346
email cap@capstudios.co.uk

ACKNOWLEDGEMENTS

The authors of this Study are:

Conservation Architecture & Planning

Jack Warshaw	RIBA, MRTPI, IHBC, FRSA	Project Director
Sue Beech	BARCH (HONS) MSC IHBC	Author / Mapping
Liz Cartell	BA (HONS) HIDIP ADMIN	Coordinator/Production

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Shepway District Council

John Gabbé	Planning and Environment
Lisette Patching	Planning and Environment
Sue Yates	Planning and Environment
Geoff Pearson	Planning and Environment
Chris Beech	GIS Technician

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INTRODUCTION

- 1 A Conservation Area (CA) is defined in law as an area of special architectural and historic interest. The purpose of this appraisal is to help us understand why Hythe is special and provide a framework for keeping it that way. Its character, or specialness, needs to be defined. What is happening to it needs to be documented and analysed. What should happen in the future needs to be celebrated, guided and well managed.
- 2 This appraisal forms one of a series of 21 CA appraisals commissioned by Shepway District Council. The original CA designation for Hythe came into effect on 14 November 1969 and was reviewed and extended in 1992. It has been undertaken using the methodology of the English Heritage consultative *Guidance on conservation area appraisals, 2005*. A companion guide, *Guidance on the management of conservation areas*, recommends a procedure to follow the appraisal.

PLANNING POLICY FRAMEWORK

- 3 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the process of assessment, definition or revision of boundaries as well as the formulation of proposals for CA's and the identification and protection of listed buildings. Authorities are required to pay special attention to the desirability of preserving or enhancing the character or appearance of a CA, or in case of listed buildings, to have special regard for their preservation in the exercise of their powers under the Planning Acts.
- 4 Planning Policy Guidance (PPG) Note 15, for local and other public authorities, property owners, developers, amenity bodies and the public, sets out Government policies for the identification and protection of historic buildings, CA's and other elements of the historic environment. Shepway Council's Local Plan/LDF includes its statutory policies for implementing the Acts and applying the PPG. This Appraisal should be taken into account when considering, applying for or determining planning or listed building applications within the CA.
- 5 The underlying objective of the relevant legislation and guidance is the preservation or enhancement of character or appearance of CA's. Any proposed development that conflicts with that objective should normally expect to be refused. PPG 15 and local policy support a presumption in favour of preservation of any building or object that is considered to make a

positive contribution to the character of a CA. At the same time, the need to accommodate change that respects or reinforces the character of the area in order to maintain its vitality is recognised. Regard must also be had to the requirements of other national guidance, including PPG16 covering archaeology and PPS 1, which includes policies on sustainable development and urban design.

- 6 Many local planning policies, not just design and conservation, can affect what happens in a CA. For example, policies on sustainable development, meeting housing needs, affordable housing, landscape, biodiversity, energy efficiency, transport, people with disabilities, employment, town centres and many others all influence development and the quality of the environment in CA's. However, policies concerned with design quality and character take on greater importance in CA's. The adopted District Plan's chapter on Built Environment covers conservation and design matters. The key policies of this chapter state:

7 POLICY BE3

When considering new or reviewing existing CA's, the following criteria will be taken into account:

The area is:

- a. of special architectural or historic interest, the character of which it is desirable to preserve and enhance;
- b. includes sufficient buildings of historic and/or architectural interest, listed or unlisted, to give a strong character;
- c. includes sufficient good quality hard and/or soft landscape;
- d. shows strong relationships between buildings, and buildings and open spaces that create a sense of place;
- e. one which either illustrates local architectural development or an area of one architectural period which remains largely in its original condition.

8 POLICY BE4

The District Planning Authority will:

- a. refuse CA consent for the demolition of buildings which contribute to the character or appearance of a CA;
- b. refuse proposals for infill or backland development which would adversely affect the character of a CA;

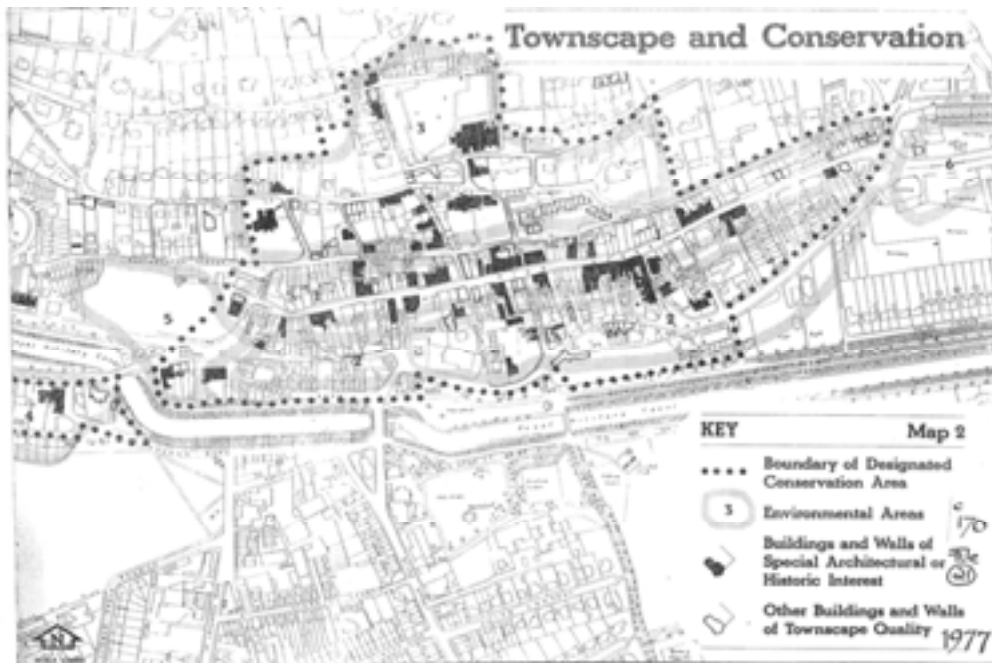
HYPHE CONSERVATION AREA APPRAISAL

- c. require the height, scale, form and materials of new development, including alterations or extensions to existing buildings, to respect the character of CA's;
- d. seek to retain materials, features and details of unlisted buildings or structures which preserve or enhance the character or appearance of CA's;
- e. seek to retain the historic patterns, plot boundaries, building lines, open spaces, footways, footpaths and kerb lines which are essential to the character or appearance of CA's;
- f. protect trees and hedgerows which enhance both the setting and character of CA's.

- 9 Other policies dealing with historic or built environment matters are BE 1, 2 and 5-19.

DEVELOPMENT CONTROL

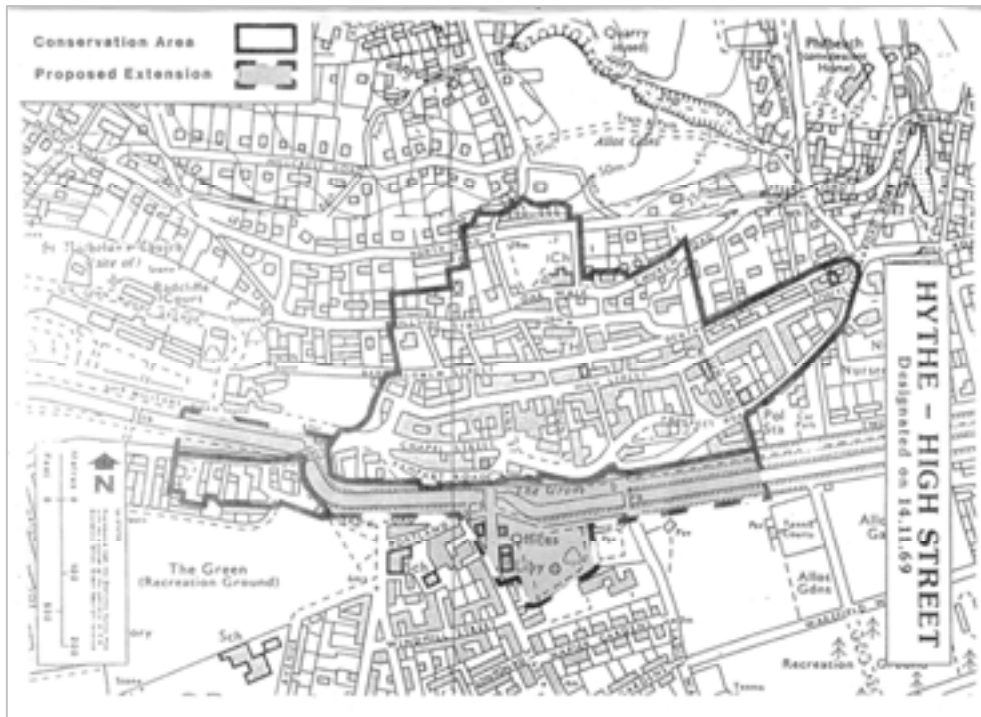
- 10 Greater restrictions on "permitted development" apply in CA's than elsewhere. Anyone contemplating alterations, extensions or new building should familiarise themselves with the policies set out above and consult the Council's Planning Department for advice on how to apply for permission and whether the proposal is likely to be acceptable.



1977 Townscape and Conservation map

BOUNDARY

- 11 The above map shows that the 1969 boundary comprised the area of the medieval town and the incremental building, which has continued to the present day. The amended boundary of 1992 includes Oaklands, a section of The Royal Military Canal, and the South Road Recreation Ground. All boundaries are to be found in the historic maps appendices.



1992 extension to the Conservation Area

SUMMARY of SPECIAL INTEREST

- 12 The town's 1000 year evolution chronicles the survival of a town whose principal sources of livelihood were lost, testifying to the adaptability of its people. It first became a Cinque Port, with its associated privileges. When the harbour silted up, despite great effort to prevent it, seamen turned to fishing, smuggling and marine salvage.
- 13 In the C19 and early C20 Hythe was a military town, with The School of Musketry and three forts at the western fringes. The famous Mackeson Brewery (redeveloped 1981), which operated from 1801 to 1968, was built on Military Road.

- 14 Hythe had some success as a seaside resort and has avoided the air of decline seen in similar places along the coast. Through earthquake, fire and plague, Hythe remains a thriving town.
- 15 The picturesque setting, sheltered by the North Downs, quickly rises from sea level to 50m, overlooking the English Channel. North Road follows the line of a Roman road. The Saxon church of St Leonard's, set up high and overlooking the town, dates from 1080. Around it, medieval streets and tenement plots were laid out.
- 16 The dominant axis of the medieval layout is east west, with north-south interconnecting passages leading to the harbour area south of the High Street. The medieval town is bounded to the south by Prospect Road, Rampart Road and the early 19th Century Royal Military Canal, and it is this layout that sets the historic pattern of development which dominates today. Most street names and many of the medieval ragstone walls survive. Streets in the medieval town are narrow with no pavements, but any conflict between cars and pedestrians is minimised by the inherent traffic calming effect.
- 17 The medieval stone walls are all listed with many still intact and up to three meters high. These walls form a prime characteristic of the area and act as boundaries to the town's historic tenement plot layout.
- 18 The former harbour is now developed and offers a mix of housing, recreation and the remains of its important military history.
- 19 Hythe's military history is associated with the Royal Military Canal, now a Scheduled Monument. It was constructed between 1803 and 1809 and formed part of the Martello Tower defensive system against Napoleonic invasion. The canal is twenty eight miles long and runs from Sandgate in the north to Pett Level, near Rye to the south west. The canal remains important in the management of irrigation and drainage of Romney Marsh and management of the outflow to the sea of the Seabrook Stream, Brockhill Stream and Mill Leese.
- 20 The High Street is used mainly by local traders. Ancient passages to the sea, Sun Lane, Marine Walk Street, Theatre Street and Mount Street are still used, and most building widths conform to historical plot divisions. Buildings occupying several plots are still divided into similar bay sizes, maintaining rhythm and historical reference. The High Street is narrow, with buildings on the south side receiving little sun and in turn shading ground floors on the north side.
- 21 Traditional walling materials are local brick, stone and some stucco facing, with slate or clay tiled roofs. There are some white painted shiplap buildings within the area. Because these characteristics linking with the medieval past

are of primary significance, any future development must respect the scale, grain, ancient plot divisions and use local materials.

- 22 The hillside is well covered by mature indigenous trees, holm oak, yew, lime, oak, and interspersed with hawthorn hedges. The principal views of the CA are from the South Road Recreation Ground and from the top of Church Hill at the junction with North Road. These illustrate the green landscape and are dominated by St Leonard's Church.

Location and context

- 23 Hythe is located near the centre of a bay, stretching approximately 17 miles between Folkestone and Dungeness. The bay forms the setting of a number of coastal towns in Shepway District on the south east coast of Kent. To the north east lies Folkestone on a high point where the cliffs of the North Downs, the White Cliffs of Dover, meet the sea.
- 24 The area, some 20 miles from the French coast, has always played a key part in the defence of the nation against naval invasion. The natural barrier of the cliffs has been reinforced in every period by numerous shore fortifications, protective walls, drainage and irrigation channels. Hythe is no exception.



- 25 Hythe has good connections for national and international travel. To the north the M20 motorway connects with Ashford International Station, The Channel Tunnel at Folkestone, the M25 and London. The Channel Tunnel High Speed Rail Link (CTRL) will bring the Kent coast and Northern France within commuting distance of London. As a result, development pressure is increasing dramatically.

- 26 The A259 coast road connects Hythe with Sandgate and Folkestone. Stone Street (B2068) follows a Roman Road built from Hythe to Canterbury and its World Heritage Site. The Royal Military Canal is used for fishing, boating and other leisure pursuits together with the drainage of the Seabrook Stream. The Romney Hythe and Dymchurch Railway runs a popular seasonal service between Hythe and Dungeness and the local roads between the villages on Romney Marsh form a network of picturesque routes.

General character and plan form

- 27 Hythe can be clearly divided into two distinct plan forms.
- a. The early town built on and at the base of the North Downs escarpment. An east west grid of roads follows the landscape contours. The streets are connected by narrow north south running passages which lead from the beach to the top of the hillside. This formed the ancient tenement plot divisions. This area does not have a direct relationship with the sea because the Royal Military Canal and the traffic system separate it from direct contact with the sea.
 - b. The reclaimed harbour. This provides the coastal road route and the Royal Military Canal. To the south recreation areas and late C19 and C20 housing are built on a north south, east west grid.

Landscape setting and geology

- 28 The rocks at the surface are of Cretaceous and Tertiary age (from about 140 to 50 million years ago). They are a thick sequence of sands, clays and limestone gently folded into an upfold known as the Weald Dome.
- 29 Three sandstone/clay cycles can be recognised as the London Platform was repeatedly uplifted and eroded. As the uplift cycles waned an extensive mud plain developed that is preserved as the Weald Clay. Because sandstones predominate in the first and second cycle their low resistance to weathering creates the rolling, wooded High Weald. The softer overlying Weald Clay forms the low-lying Low Weald.
- 30 Ragstone was quarried on the escarpment overlooking Romney Marsh. The ragstone bearing bed runs along the line from Hythe to Maidstone to Westerham. This stone was widely used by the Romans in preference to timber.

- 31 The geological strata have provided the materials for locally manufactured red brick and clay tiles, which are found in many of the buildings. These are used freely on many of the local buildings often combined with the Kentish Ragstone.

Topography of the CA and wider environment



Hythe Conservation Area from the playing fields

- 32 The North Downs form a natural boundary to Shepway District. The escarpment slopes away to the south west of Hythe into Romney Marsh, one of only three wetland marshes in the England. This escarpment, being drier than the lowland was used to develop the early town. To the south and east is the English Channel and The Straits of Dover.
- 33 This area of coastal marshland is lower than sea level, and requires protection from flooding both from the sea and the river water draining into the marsh. The Rhee Wall, protects flooding from the sea and forms a significant southern boundary. Today the Royal Military Canal's dual function is to irrigate the marsh and protect from flooding.
- 34 The land between the High Street and the banks of the canal is level and in medieval times was the beach. The Royal Military Canal forms a man made barrier between the historic town and the reclaimed beach and harbour to the south which now provides recreation grounds and late C19 and early C20 housing. Stade Street was built to connect The Stade with the town and provided a route for ships cargo to be transported to the town.
- 35 Rampart Road and Prospect Road now divert through traffic from the traffic calmed High Street. North of the High Street the land rises steeply and access to the terraced medieval roads is by a north-south network of passages.

Historic development

- 36 The Romans landed in 43AD at Port Lemanis (Lymyne) two miles northwest of Hythe. They built a route along North Road; this road formed the northern boundary of the developed town for almost 1,500 years. Hythe developed later as a harbour following the silting up of the harbour of West Hythe, a lagoon previously accessed by the River Limen and protected from the sea by a bank of shingle.
- 37 Almost all Saxon buildings were lost during the Norman invasion and therefore little evidence of the Saxon trading community remains. There is archaeological evidence of a Medieval Borough 1000 AD at the junction Dymchurch Road and Scanlon's Bridge.
- 38 The oldest surviving building within the CA is the Grade 1 listed Parish Church of St Leonard's dating from around 1080. The church was extensively rebuilt in the early English Style between 1156 and 1220 and this building activity gives an indication of the town's prosperity during the medieval period.



The Parish Church of St Leonard's viewed from Church Hill

- 39 St Bartholomew's Hospital, now called Centuries in Bartholomew Street, was built for the benefit of ten poor people of Hythe it is dated as 1107. In 1336 it was granted an Almshouse Charter. The house was extended in 1811, closed in 1949 and converted to houses.



Centuries in Bartholomew Street, one of the few surviving medieval buildings in the CA

- 40 In the Middle Ages Hythe was a member of the Cinque Ports Federation with its role in the defence of the nation. In 1229 Hythe had to provide five ships, masters and crews for 15 days a year, without charge. The silting up of the harbour with shingle following the great storm of 1287 hampered these operations and the port generally. The seamen of Hythe prevented a general invasion at Sandwich in 1217 and in 1242 they were authorised to 'harry and raid' the French coast. The fruits of these raiding parties added considerably to the wealth of the town. In 1292 they joined forces with Dutch, Irish and Gascon Fleets in a successful battle off the Flemish coasts against a combined French, Norman, Flemish and Genoese Fleet.
- 41 Hythe owns the only surviving copy, in Latin, of the Cinque Ports Charter which described the privileges afforded to a Cinque Port in return for their services to The Crown. One privilege was to elect and return two Members of Parliament, who would also be responsible for making enhancements to the town. In 1832 the Reform Act reduced the number of MPs to one and the constituency was enlarged.

- 42 The increasing size of ships and the foundation of the Royal Navy in the Tudor period contributed to the demise of Hythe as a naval port. The harbour continued to silt up and only a small navigable channel survived leaving the port unable to accept larger vessels. The new Naval Dockyards at Chatham Portsmouth and Woolwich would equip the next generation of naval power and Hythe was destined to become a small fishing port. The 1566 survey of the Cinque Ports fleet showed Hythe as having four 60 ton vessels, three of 30 tons, 25 fishing craft and 160 fishermen.
- 43 The decision to allow the harbour to succumb to the silting process was slow and expensive; with many townsmen losing their donation to fund many attempts at clearing. A final, unsuccessful attempt in 1676 ended over four centuries of attempts to control nature. Following this an earth bank was constructed to keep back the sea. This was called Sir William's Wall and connected with the Town Wall to form a Promenade popular with the local people and visitors to the seaside. Remains can be found in the recreation ground.
- 44 The beach was now approx 1.5 Km from the High Street and ships unloaded their cargo at The Stade. The town clung to its maritime heritage and in 1625 the 200 men sailing from The Stade were all fishermen, the principal occupation of the town inhabitants. The marshy land formed by the old silted up harbour between the sea and the High Street was reclaimed using earth banks and walls strengthened with rods. Stade Street developed as the route along which goods were transported to the town.
- 45 It was during this period of change from defence harbour to fishing town that Queen Elizabeth 1st granted the town its Royal Charter in 1575. The charter gave to the townspeople, among other privileges, the right to elect a town mayor, 12 jurats and four councillors. A plaque commemorating this is located in St Leonard's Church. It also marked the beginning of a less prosperous period for the town.
- 46 St John's Hospital in the High Street was built in C16 as an almshouse for lepers and later provided beds for the poor and those injured a war. It was altered in 1802. Now listed, it houses elderly Hythe residents.
- 47 In the sixteenth century The Deedes family were influential in the town and between 1640 and 1695 members of the family were listed as mayor twenty two times. Julius Deedes was instrumental in rebuilding the tower of St Leonard's Church in 1750 and reconstruction of the south transept in which was placed a private chapel. The Manor House erected opposite the church lower down the hill was built by Captain John Deedes the Hythe Member of Parliament.

- 48 The Market Hall was built in 1660 and later known as the Court Hall. The Town Hall (Grade II * listed) was built in 1794 on the site of the Market Hall. The building is a classical design, stuccoed with a central pediment and parapet roof. It is a modest building two storeys high. There are three bays, the central bay has three five by three sash windows, flanked by two outer bays with one sash window each. The first floor facing the street is supported by Tuscan columns arranged beneath the central bay this creates an undercroft, used as a market place. A passage, Market Hill, leads from the undercroft connecting The High Street with Bartholomew Street and Hillside Street.



The Town Hall

- 49 Along with fishing for a living there are tales of smuggling made worthwhile by the rise in custom duties in the late C18 and in The Napoleonic Wars. Salvaging from wrecked vessels off the coast was another way of providing an income.
- 50 The Napoleonic Period presented a significant threat of an invasion by a fleet of over 2,000 vessels and an army of 130,000 soldiers. This threat gives Hythe special military significance. The remains of structures built from 1803 to repel Napoleon's invasion are still to be found in the string of Martello Towers and the Royal Military Canal.



1801 Plan of the Royal Military Canal

- 51 The round Martello Towers derive their name from a prototype at Cape Martella in Corsica. Many of these beach defences remain along the coast. They were constructed as interdependent gun-towers, placed approx 600 yards apart on the coastline and therefore always within cannon shot of the enemy. The 30 -35 ft high towers had walls 7 feet thick at the rear and 13 feet thick at the seaward side. They were armed with a 24 pounder gun and accommodated one officer and 24 men.
- 52 The 12 Martello Towers in Hythe were rearmed and used as recently as the Second World War when they were armed with anti aircraft guns. In peacetime they were used as lookouts for smugglers. Of those remaining, none of which are in the CA, one was converted to a house named The Martello in 1928. Two are on Hythe Ranges. The remainder have been demolished for development or destroyed by the sea. Hythe's three small forts, Forts Twiss, Sutherland and Moncrieff, were all demolished. None of these structures are within the CA but have a significant influence on the prosperity and survival of Hythe.
- 53 The Royal Military Canal was built to form a physical barrier to the invader and provide a means of transporting troops. It also acted as a sink for the network of ditches on Romney Marsh. Excavated soil was piled up on the landward side to form a parapet to enable troops to move along the canal protected from enemy fire and a towpath was built on the seaward side.
- 54 The canal followed the old Saxon shoreline across the Romney Marsh. Over 60 foot wide at the surface, the canal was designed with unique "kinks" every 500 meters for the placement of field guns. The canal was planted with Huntingdon Elm trees by The War Office. Their timber was utilised for the construction of muzzleloaders in the First World War. The threatened invasion did not materialise and in 1810 the canal was open for general trade and navigation as a toll route.
- 55 The canal is still used to control the water levels on Romney Marsh. The Seabrook Stream enters the canal east of Hythe. The canal collects excess rain and drains Romney Marsh in winter when the excess water is transported

to the sea for discharge at Ilden Lock or the sluice at Dymchurch Redoubt. In the summer it is used for irrigation of Romney Marsh. The length of canal east of West Hythe dam which runs through the CA takes excess rainwater from the Brockhill Stream, Mill Leese Stream and Seabrook Stream to the sluice at Seabrook. The canal is stocked with perch and is also used for pleasure and recreation. In 1877 the Seabrook Hythe portion of the canal was leased to Hythe Corporation on a 999 year lease. The elms died in the outbreak of Dutch Elm disease and replanting with indigenous species has taken place.

- 56 The structures built to repel Napoleon's army were called into use again in the C20 when England required Hythe's defences during both World War 1 and World War 2. In World War 2 evacuation of the town was ordered and the population fell to 3,000.

"whole streets stood empty, houses locked, gardens overgrown, while the beach and approach roads sprouted obstacles, barbed wire and pill boxes. Bombs, shells and 'Doodle Bugs' destroyed property and took many lives. After the War, to ensure that the re-building would reflect Hythe's former character, townsfolk set up a Society, now the Hythe Civic Society, to protect and enhance Hythe's amenities."

Hythe Town Walk 2005

- 57 The Seabrook to West Hythe section of the Royal Military Canal, was restored between 2001-2004. This has enhanced the appearance, heritage and amenity value of the CA. The Venetian Fete became an annual event late in the C19. It is still celebrated as a bi-annual celebration on the Royal Military Canal. This features a procession of flotillas and fireworks on the section of canal within the town.
- 58 Lost buildings connected with Hythe's military past include The Military School of Musketry 1853 – 1968. It occupied buildings built for the Royal Staff Corps in 1807 north of Military Road. This first such school in the UK was renamed the Small Arms School in 1918. In 1969, following its move to Warminster all the buildings were demolished. The history of the school is held at Oaklands. Now used by the town as a museum and library, Oaklands together with the park (once the garden of the house and surgery) was bequeathed to the town by Dr Randell Davis who died in 1932.
- 59 At the Prospect Road entrance to The Grove two bronze statues of Musketeers commemorate the School of Musketry. These join a tank and a field gun at the War Memorial (1921) designed by Gilbert Bays this memorial commemorates the war dead.



Hythe War Memorial

Hythe – The seaside town

- 60 Hythe was marketed as a healthy place to visit in the early 1780's. Visitors, arriving by coach, were promised mild sea breezes, bathing and accommodation at The White Hart or The Swan. In 1804 there was a town theatre, reading room and pleasant walks down Ladies Walk (Marine Walk) to the seafront. This walk set out in 1810 commemorated the Golden Jubilee of George III.



Beaconsfield Terrace 1903

- 61 In 1874 the SE & CR Railway line was opened and brought visitors and military personnel to Hythe via Ashford and Sandling. It was taken over by Southern Railway in the regrouping of the railways in 1923. Diminishing passenger numbers finally saw the closure of the line between Sandling and Hythe in 1951.
- 62 Hythe Cooperation opened a bathing establishment in South Road as an alternative to sea bathing. The Hythe Land and Building Investment Company built a promenade and sea wall. Beaconsfield Terrace and Hythe Gardens were built adjacent to the promenade. These terraces survive today, albeit with 'modernisation' of windows and doors.
- 63 A horse drawn tram provided a service between Sandgate and Hythe and left from Red Lion Square. The tram sheds have since been converted for mixed use, however the original signage can still be found on the west elevation.

Changes in the 20th century

- 64 The Mackeson's Brewery which has an historic association with the town since the C17 finally closed in 1968. The site has been developed into flats and a car park. 1-3 the High Street once the brewery offices have been extended and converted into flats. The Malthouse and the Mackeson's Cistern survive as a reminder of this historic brewery.



The Malthouse

- 65 The library at Oaklands was extended in 1962 and now houses a small museum and local history room.
- 66 The sea defences were upgraded in the latter part of the C20 with the building of rock groins to stop the movement of shingle. Further sea defences have taken place to give additional protection from flooding along the promenade.
- 67 In the late 1970 Prospect Road was reconstructed to enable the historic High Street to be bypassed. In 1984 proposals were made to pedestrianise the High Street. The scheme gained final approval for pedestrianisation at certain times following a public enquiry in 1993.

Archaeological significance

- 68 The Heritage Department of Kent County Council has written a comprehensive archaeological survey of Hythe. Findings are detailed in the Kent County Council Archaeological Survey. The survey has highlighted the area as having high archaeological potential in areas not surveyed. Some of the finds are listed below:
 - a. The Royal Military Canal constructed 1803/1809 is now a Scheduled Monument.
 - b. North Street was built by the Romans.
 - c. The network of medieval streets which survive as Oak Walk, Hillside Street, Church Road, Bartholomew St which extended as far as John Moore Avenue.
 - d. Many of the Kent ragstone walls built in the medieval period survive and are listed structures.
 - e. The crypt of St Leonard's Church houses 6000 bones. Many are skulls set out on shelves, with long bones left in a pile. Their origin is not clear.
 - f. Manor House, Hillside Street excavations during alterations by two owners between 1973 and 1975 (non-continuous) revealed part of a substantial medieval building beneath the 17th century manor-house. The earlier building had been destroyed by fire and abandoned.
 - g. Pillbox (TYPE FW3/22) RMC

- h. Saxon fibulae, beads etc found AD 1870 in old quarries North-West of Hythe.
- i. Leper Hospital documented at Hythe in 1169.
- j. St Leonard's Church. Early C12 and later.
- k. Hillside Street, C3 Roman coins.
- l. Kipp's Bookshop. An early C15 century house, extended in the C19 century, now used as a shop.
- m. St John's Almshouse. The Medieval hospital was founded in 1426. It was apparently re-founded in 1546 as an almshouse. The present building is C16 restored and altered in 1802.
- n. Medieval Borough 1000 AD. Junction Dymchurch Rd and Scanlon's bridge.
- o. 58-58a High Street house of Wealden form, recessed to both front and rear. The unusually small house was floored over in the early C16 and a brick stack inserted. In the late C16 or C17 century a wing was added to the rear.
- p. 67 - 69 High Street. Early C15 century Wealden house.

Origins of place names

- 69 Hythe represents the Old English word *hyth*, a 'landing-place' or 'harbour'. It was spelt *Hyth* on the 1769 map. The name first appears as the Normanised form *Hede* in the Domesday Book. Hythe has also evolved from the Saxon 'Hyeth' haven or landing place. Shepway derives from the Saxon word 'scepawag' meaning sheep path.

Historic maps

- 70 A large number of maps exist for the area. The description of the development of the built environment of Hythe is described by the centuries in which the maps were produced. The historic maps are reproduced in Appendix 1.

16th Century

- 71 Map sources 1575 Saxton Map, 1596 Symonson Map, C16 Map from the Cottonian Collection. These three maps when read together establish the early historic relationship between Hythe and West Hythe during the C16. The Symonson map illustrates most clearly all the topographic and morphological features. The factors which linked these places are twofold:

a. The documented ecclesiastical connection with the See of Canterbury

- 72 The Symonson map shows St Leonard's Church at Hythe together with the church and castle at Saltwood. The Cottonian map illustrates small buildings between St Leonard's Church and the harbour. This is the first record of any buildings within the area which were not ecclesiastical or defence.

b. Hythe and West Hythe

- 73 Hythe developed as a port because the navigation route to West Hythe through Hythe Haven silted up and became un-navigable.
- 74 The 1596 Symonson Map and the Cottonian Map, illustrates the North Downs. Neither of the maps shows a navigable route to West Hythe so it had presumably been closed prior to these records.
- 75 Hythe is shown to have developed between the intersection of the River Seabrook, to the east and an unnamed river to the west. It is believed that this was the River Limen. These rivers ran off the escarpment of the North Downs into the oval harbour. The two islands provided shelter from the sea after vessels had navigated the creek from the sea opening into Hythe Haven. To the east sea cliffs, in the location of Sandgate, are illustrated.

17th Century

- 76 Map source 1684 Thomas Hills Hythe hospital map. This map is the first to show the post medieval town following two fires and an earthquake in the C14 and C15. It illustrates a densely developed town based on a tenement plot layout system. To the west of the town a bridge, roughly in the location of Red Lion Square crosses the River Limen. St Leonard's Church, White Heart (Inn) and Captain Deedes House (an important family in Hythe) are named. The beach extends for some distance towards the sea, south of the High Street.

18th Century

- 77 Map sources 1719 Parker, 1769 Andrews, Drury and Herbert; 1778 Hasted. Of these three maps the 1769 Andrews, Drury and Herbert, and the 1778 Hasted Maps show the greatest detail. Both maps illustrate the topography. The Limen and Seabrook rivers flow into a marshy area, previously the harbour, traversed by drainage channels and named Seabrook. The River Seabrook has two bridging points east of Dental Street and the High Street,
- 78 Between the dates of these maps, Prospect Road has been constructed. In the 1769 map the links between Hythe and West Hythe are clearly shown. The main settlement remains south of St Leonard's Church and along the west of the High Street. North Street and Castle Hill Road leading to Hythe are now shown. Tracks connect Hythe with Sandgate and West Hythe.

19th Century

- 79 Map sources: 1801 Mudge; Greenwood 1821; 1st OS 1881; 2nd OS 1899; 3rd OS. The Mudge Map is important in its own right. It was the first ordnance map survey and Kent was the first county to be surveyed. Its existence as a record of Kent acknowledges the strategic military position Kent holds in the defences of England. The topography is clearly illustrated and rivers Limen and Seabrook are shown with their river valleys terminating at the Royal Military Canal. The routes leading into and out of Hythe are now a dominant feature, with a turnpike at, what is now, Dymchurch Road.
- 80 The roundabout junction at the east end of the High Street is clearly seen. The routes to Hythe from the centre of the town are illustrated, together with some possibly temporary buildings on the top of the hillside. These are absent in the Greenwood map of 1821. The then un-built section of the Royal Military Canal is also shown. Stade Street and Twiss Road have been set out.

Greenwood

- 81 Greenwood's map shows further development south of the Royal Military Canal. Buildings form an almost continuous frontage along the west side of Stade Street many are still present and some are listed. Windmill Street, links St Leonard's Street with Stade Street. The Martello Towers, Twiss Fort and Southerland Fort (now demolished) all illustrate the important role this coastline played in the defence of the country. The area west of the High Street illustrates development; south of Dymchurch Road the 18C houses

illustrated are now listed. Much of this C19 development is outside the CA. It has been recommended for an appraisal with a view to future designation.

First edition OS 1872

- 82 This is the first detailed map of the area and gives greater information and details activities within the area. The main development is still confined to south and west of St Leonard's Church; with small scale development north west of the church yard on Church Hill and North Road. The School of Musketry, brewery, a corn mill, ecclesiastical, retail and services, inns, residential and fishing appear. Red Lion Square is formed at the junction of The High Street, Military Road and Market Street. It is here that the horse tram terminus was situated.

Second edition OS 1881

- 83 Development continues between the Royal Military Canal and the sea and land west of the High Street. The old town is further infilled. South of the Royal Military Canal the street layout is more complete. The cricket pavilion and football ground are illustrated. North Road has been extended westwards. A disused quarry to the east of Castle Hill, not shown on earlier maps, is marked. Northeast of the church on North Road lay the reservoir and Mackeson's cistern.

Third Edition OS 1897

- 84 Expansion continues. The Seabrook Hotel is shown. Twiss Fort has been demolished. There is minor infill between Stade Street and St Leonard's Road. North Road has a terrace to the east of Church Hill. Development of semi-detached villas in Castle Road has commenced. Large houses occupy the tenement plots north of Dental Street and Bartholomew Street. Development adjacent to the sea includes Beaconsfield Terrace. The reclaimed land north of South Road is illustrated with a football pitch and a cricket ground with pavilion.

Fourth edition 1907

- 85 Little change except for further infilling. The tramway from Red Lion Square down Stade Street and along South Road Parade is shown. This is the Hythe section of the route that took the horse drawn tram to Sandgate. Recreation

facilities such as baths and a pavilion were built along Marine Parade and allotments filled the area between Twiss Road and the cricket ground, some of these are now playing fields.

CHARACTER ANALYSIS

- 86 Four historic character area types have been identified. These can be referred to on the Proposed Character Area map in Appendix 2.

Character Area 1 The Medieval Core

Character Area 2 C18 and C19 development around medieval core.

This section is divided into subsections which have distinct characteristics of their own but were part of the development of the medieval town following the silting up of the harbour:

- 2.1 West of Medieval Core
- 2.2 South of High Street
- 2.3 Red Lion square
- 2.4 Dymchurch Road
- 2.5 Stade Street

Character Area 3 The High Street

Character Area 4 Open spaces

- 4.1 Royal Military Canal and Open Space
- 4.2 Woods north of North Road

- 87 In addition, the Character Area Map identifies C20 and recent development which has extended the town, or in some places has replaced earlier development. These areas are shown on the Character Area Map to illustrate references in the text on their contribution to the CA.

CHARACTER AREA 1 - The Medieval Core

- 88 This is the oldest surviving part of the CA. The character area extends between North Road and Bartholomew Street, where Centuries is to be found together with some C18 and C19 replacement buildings. It is bounded to the west by Church Hill and to the south east Market Hill and north east the burial ground.



St Leonard's and the Manor House dominate the Medieval Core

SPATIAL ANALYSIS

- 89 The development of the historic street pattern and spatial relationships within the area are defined by:
- a. The topography dictates the layout of the streets and access to the church. The church building forms a boundary of Oak Walk where the entrance steps join the street in Oak Walk. The south door is on a north south access with the Manor House which was attached to the vicarage. A steep flight of stone steps takes the visitor up into the porch with further steps rising to the church door. This gives the church its height and consequently its ability to be seen from many viewpoints. Along its east wall it is heavily buttressed and the basement contains the crypt and family burial vaults puncture the south wall.



The north elevation and undercroft



The south porch is on an axis with the Manor



Family vault in the South wall

- b. The ecclesiastical influence centred on the Grade I Listed Church of St Leonard's, with its burial ground, is built into the hillside to the north.
- 90 The street grid, tenement plots enclosed by the medieval walls form the spatial character.
- 91 Most houses and gardens are still semi-concealed behind walls. Many doors open directly onto the street.
- 92 Notwithstanding some late C18 and early C19 replacement, the street pattern is intact. The buildings are residential or ecclesiastical.
- 93 The terraced hillside north of the High Street is enclosed on its northern edge by a belt of indigenous oak, ash, birch, and beech.
- 94 Roads, including the Roman North Road, developed along the terraces. Roughly parallel with North Road, which is built on an east west axis, three streets developed in the medieval period. The High Street, Bartholomew / Dental Street and Hillside Street, Oak Walk and Church Road. The High Street is considered to have a separate character and is described separately in Character Area 3.



Descending Church hill the town's roofscape, the coast and the English Channel provide significant views



St Leonard's church yard

- 95 Steep north south passages provide pedestrian access between the High Street and North Road. Church Hill and Castle Road, the old route to Saltwood, ran next to a watercourse.
- 96 The church yard provides significant open space and green areas. Mature indigenous trees, form the east and south west boundaries of the graveyard. Banks of wild flowers are found at the base of the mediaeval walls.
- 97 Enclosed spaces, intimate views, historic continuity and little traffic create calmness.

Key views and vistas

- 98 Views from the top of Church Hill include roofscapes and the church, distant houses on the promenade and, on clear days, the Straits of Dover and French coastline.
- 99 Viewed from the Royal Military Canal, the hillside town is dominated by St Leonard's Church and is visible from many points within the CA.

Influences of former use

- 100 The Roman influence on the town's layout and structure is manifested in the route of North Street built parallel to the gradient of the land. This formed the historic boundary to the town for many centuries.
- 101 The Church of St Leonard's has served the community since Saxon times. The Manor of Hythe was given to the Archbishop of Canterbury in 1036, together with the church and castle at Saltwood. The former Archbishop Bailiffs' house stood in the northwest corner of St Leonard's Churchyard.
- 102 The ecclesiastical link led to a physical one in the form of a road. The road followed the course of a stream, now known as Castle Road and Church Hill. They linked the High Street with Saltwood and give the town plan its north-south axis.
- 103 The church is set high on a plinth along Oak Walk. From within the immediate vicinity, south of the church, it is impossible to see the entire building. There is a sense of enclosure and privacy. This is in contrast with general views from the town where from many places St Leonard's Church dominates the view.
- 104 The layout illustrates the strong link between the Manor House and the church. This link is associated with the historic patronage of the Deedes family, early occupants of the Manor House, who have given to the church both in Hythe and Saltwood.
- 105 Together with the street pattern of character areas 2 (2.1-2.3), 3, 5.5, 6.2 & 6.3 this area was laid out in medieval times and survives almost intact. Medieval and later boundary walls are a predominant feature of the area. The majority are constructed from grey Kentish ragstone, with red brick quoins and copings. Some are retaining walls, others for the purpose of privacy. Most walls within this sub area are listed.

- 106 The use of land within the tenement plots has changed. The difference in density between the tightly packed houses of the Thomas Hill Map and that of today is remarkable.
- 107 The Manor House has traces of burnt timbers, an indication that the fire had occurred but this was probably earlier than 1684.

CHARACTER ANALYSIS

- 108 The character is formed by the combination of the following elements:

Listed buildings

- 109 There are twelve listed buildings and several listed medieval walls. The significance of the medieval walls is detailed in the preceding sections. Many of the town's buildings were destroyed by fire. Therefore those buildings and structures which survive to today have the greatest historic significance. They give us an indication of how many of the town's building would have looked.
- 110 These buildings include St Leonard's Church and Centuries. The church building commenced with the C11 nave and C12 chancel. It is constructed of Kentish Ragstone with Caen Stone dressings to the window and door openings. In the C14 the square tower was damaged by an earthquake. It was only rebuilt after 1750 with money from the Deedes family. In 1889 a restoration, supposedly to complete its Norman plan was overseen by J L Pearson. Further damage was caused by bombing in the C20 wars, when the verger was killed in the church yard. The Manor House survives in its original location although it has undergone rebuilding and subsequent remodelling.
- 111 These buildings are marked on the Historic Environment Analysis map in Appendix 2.

Unlisted buildings

- 112 There are 6 buildings of local merit. These buildings are also marked on the Historic Environment Analysis map in Appendix 2 and listed in Appendix 3.
- 113 These unlisted buildings are considered to contribute to the character by exemplifying the following characteristics:

- a. built inside a tenement plot surrounded by high medieval walls.
- b. built of local materials
- c. inward looking and enclosed.
- d. utilise the existing street pattern
- e. are a domestic low rise scale.

LOCAL DETAILS

Building materials

114 The predominant building materials are:

115 Roofs: Roofs are mainly covered in red clay tiles. There are some slated roofs.

116 Walls: The buildings within this area are predominantly built from Kentish Ragstone, often with red brick quoins on corners and around window openings.

117 Windows: Timber, sash or casement with small panes.

118 Chimneys: Brick chimneys with clay pots.

119 Entrances: Openings in the boundary walls have brick pillars and timber gates.

120 Boundaries: High ragstone walls are capped either with ragstone or the red brick. Some boundary walls are also the external walls of houses. Openings in the boundary walls have brick pillars and timber gates.

Green spaces

121 The church yard, with its mature evergreen and deciduous trees, provides much of the green space. A number of holm oaks and yews line the boundary. The pathway between the church yard and the grave yard is picturesque and offers a green shady bower between Oak Walk and North Street. Banks at the bases of some walls afford opportunities for formal and wild flower bedding.



Footpath between North Road and Oak Walk

Public realm

122 The road surfaces and pavements are tarmacadam. Kerb edges, where present, are concrete. Many of the streets have no pavements. The streets are narrow with street markings e.g. double yellow lines, white lines etc. Iron railings are installed in Church Hill and a steel barrier at the bottom of Church Hill and Bartholomew Street.

Negative factors & enhancement opportunities

123 Railings and steps in Church Hill. The materials are inappropriate for the setting. Some require maintenance - painting and weeding.

124 Railings up Church Hill are distorted because their supports are too wide apart.

125 The road markings are out of place and largely ignored.

126 The multiple ownership of the Manor House is perhaps contributing to its poorly maintained exterior. Leakage from soil pipes, poor windows and brickwork condition and a build up of moss are just some of the problems with the buildings historic fabric. Set in such a sensitive area it would benefit from active conservation to prevent further deterioration.

127 The Manor Coach House in Hillside Road is in poor repair.

128 The boarding on top of the east wall of Church Hill just north of the Bartholomew Street junction is inappropriate.



Examples of enhancement opportunities in and around Bartholomew Street and Church Hill

- 129 Street parking and the storage of waste bins is a problem.
- 130 The yards on Bartholomew Street which are part of the High Street sub area have a significant negative impact on the setting of the medieval core.
- 131 The public realm, including signage.
- 132 Encouragement towards reversal of previous inappropriate changes and reinstatement of lost features.

Neutral areas

- 133 The tarmac road surfaces are inappropriate in such a historic setting.

Problems, pressures & capacity for change

- 134 There is little capacity for change within the historic core, either because of the many listed buildings and sensitive settings, or because all plots have been developed in a reasonably compatible manner, such that redevelopment or further intensification is likely to detract from character.

Conserving and enhancing

- 135 The following items require active conservation and enhancement :
- 136 The Manor House and the Manor Coach House require careful management to avoid the buildings falling into a state of irreversible disrepair.

- 137 Within this area the medieval walls are well kept. Together with the Church of St Leonard's they create a framework which should be given high priority for proactive conservation due to its great age and influence on the present day street pattern.
- 138 On the edge of this character area the signage and street furniture and surfaces require maintenance.
- 139 Stone setts or natural gravel rolled-in surface could be considered. However, such decisions should be part of a co-ordinated public realm scheme rather than ad-hoc.
- 140 Encouragement towards reversal of inappropriate changes, e.g. the fencing on top of the wall on Church Hill opposite Centuries.

CHARACTER AREA 2 - Late 18th & Early 19th Century Developments

- 141 Much expansion and redevelopment followed in the mid to late C18. This included building new houses and workshops but also replacing medieval buildings destroyed by fire. This development focused on three distinct areas, within the medieval tenement plots north of the High Street and of the old fishing town south of the High Street. In addition expansion occurred to the southwest of the town on the reclaimed harbour and dried up riverbed of the River Leman.

SPATIAL ANALYSIS

- 142 The scale and grain of these sub areas have similarities; two and three storey domestic buildings, with doors opening directly onto the street.

Area 2.1 - Church Hill, North Road, Hillside Street

- 143 Development of this period utilised the medieval tenement plots and street layout. The street pattern and the historic walls are intact but later redevelopment of sub areas 6.2, 6.3, and 5.5 have interrupted the scale and grain of the medieval plot layout.
- 144 The modern sub area 6.1 has maintained the street layout and scale and grain within this area.



Recent development has not interrupted the street pattern, and the stepping back of the gardens has resulted in the earlier buildings being visible from lower down the hill.

Area 2.2 - South of the High Street

- 145 This area, together with the High Street, forms the working town. Sub areas 2.2, 2.3, and 2.4 had historic associations with the harbour. The narrow north south orientated streets connected the harbour and the High Street. These streets include Sun Lane, Marine Walk Street, Theatre Street and Bank Street.
- 146 Theatre Street, which, in part was renamed Prospect Road where it is orientated east west, and the High Street enclose this richly textured historic fabric and ancient network of streets, passages and courtyard developments.
- 147 Small 18C and 19C terraced houses face Chapel Street, orientated east west, and continue with Prospect Road. It has some buildings on its north side with back entrances and courtyards shared with the High Street. On the south side back entrances and courtyards for buildings in Rampart Road are found between the terraces of C18 and early C19 houses. The street is predominantly residential.



The rich historic texture of Theatre Street and Chapel Street

148 Some recent developments have successfully been inserted into this area providing high density housing with off road parking provision.

- a. 13-19 Rampart Road
- b. Rear of 40-46 High Street
- c. Sun Lane Mews



Successful recent development in Chapel Street Mews and Sun Lane Mews

149 Along Rampart Road there are a mixture of two and three storey houses built between the C18 and C19, here there is a variety of scale with small semidetached cottages and three storey Victorian terraces. This road forms part of a busy traffic system.

Area 2.3 - Red Lion Square

150 The scale, grain and spatial quality are similar to areas 2.2. Red Lion Square and The Red Lion public house historically formed the western termination of the High Street and area 2.2. Now it is separated from the town by the altered traffic system.



View west from Rampart Road to the Red Lion public house



Dymchurch Road

Area 2.4 - Dymchurch Road and Portland Road

151 The detached late C18 expansion on the southern bank of the former River Limen forms the area. The houses vary from a terraced group to large villas and semi detached houses within larger gardens. Uneasy separation from the town and Red Lion Square is exacerbated by traffic noise and volume.

Area 2.5 - Stade Street

152 This linear street is lined with C18 & C19 houses. It linked The Stade (landing beach) to the High Street by means of a bridge over The Royal Military Canal into Bank Street. It now enters the traffic system at Rampart Road. It is broader than any of the other streets which form Character Area 2 and consequently is used by more traffic for parking.

Key views and vistas

153 The level land is a sharp contrast with the steep streets of areas 1 and 2.1 and as a consequence views are truncated by the High Street when looking north and Prospect Road when looking south.

- 154 The northern branch of Prospect Road between Marine Walk Street and Theatre Street, looking west from Theatre Street has pleasant views of the curved terrace of housing and the backs of the houses at the end of Marine Walk Street.

Influences of former use

Area 2.1 - Church Hill, North Road, Hillside Street

- 155 New development is spread out on the east west facing terraces which align with the contours of the hillside. Many of the early, densely packed houses, shown on the Thomas Hill Map have been replaced by the C18 and C19 terraced cottages of brick and stone, with doors opening directly onto the streets. They have private gardens hidden from view by high walls. The hillside was the logical place for an increasing population to colonise, diversifying from fishing, when valley building land became scarce. Despite numerous alterations to the cottages, their origins can still be read.

Area 2.2 - South of the High Street

- 156 Until the late C17 the harbour reached up to Rampart Road and Prospect Road which are built on the medieval beach area. Streets connecting the High Street to the beach evolved. Workshops and houses to serve the fishing and sailing community were built. These ancient routes remain intact. The continuity is now disrupted by C20/21 development of inappropriate grain and scale. They are identified on the Character Areas Map in Appendix 2.



Prospect Road and rear of Marine Walk



Conservation and re-use to the rear of the High Street

- 157 The houses and workshops were rebuilt during the C18 and C19, some forming part of the curtilage of the High Street shops and houses and some facing Prospect Road and Rampart Road.
- 158 When the town expanded south, reclaiming the beach the fishermen's sheds were probably demolished. The area is now high density mixed use. Terraced houses are grouped together to form courtyards and workshop occupy spaces between Prospect Road and the High Street. The mixed use accentuates a livelier, more dynamic atmosphere than area 2.1. Some locations are noisy, while some are quite peaceful, especially the courtyards. Redevelopment of backland sites as well designed courtyards is complimenting historic characteristics.

Area 2.3 - Red Lion Square

- 159 Red Lion Square formed a pivotal position in the town being the terminus for the Folkestone, Sandgate and Hythe Tramway Company which started a service in 1892. From the square the horse drawn trams provided a service between Hythe and Sandgate via Stade Street and The Promenade.
- 160 The Tramway Stables in Rampart Road has now been converted into office accommodation and a restaurant (currently closed). The terracotta sign is still visible on the west flank wall of the conversion. The building is separated from the square by Rampart Road
- 161 The Red Lion Hotel has provided accommodation for visitors, coaching facilities and hospitality on this site for over three centuries.
- 162 Before the one way system of traffic was created Red Lion Square formed the termination of the High Street and the junction with the Dymchurch Road and Rampart Road.

Area 2.4 - Dymchurch Road and Portland Road

- 163 This area developed on the reclaimed river bed of the River Limen.

Area 2.5 - Stade Street

- 164 The beach and harbour are now 700mt from the sea. Stade Street was developed on the reclaimed ground of the former harbour to transport goods, mainly the fishing catch from The Stade to the High Street.

CHARACTER ANALYSIS

165 The buildings are all vernacular buildings with tiled or slate roofs brick or stone walls. Some are painted and originally had timber sash or casement windows. They are a legacy of a past that required simple buildings for shelter and everyday activities. The character is formed by the combination of the following elements:

Listed buildings

166 Many of the buildings are listed and are identified on the Historic Environment Analysis map in Appendix 2 of this appraisal.

167 There are some listed medieval walls, illustrated on the map, in Bartholomew Street, Hillside Street, Church Hill, Upper Malthouse Hill and Oak Hall Passage.

Unlisted buildings

168 There are many unlisted buildings that have similar characteristics as the listed buildings. Some have been identified as requiring further analysis and possible listing (Appendix 3). They display the following characteristics:

- a. Small cottages opening directly onto the street
- b. Steeply pitched roofs covered with slate or clay tile
- c. Built of local materials often several different materials are combined in one building
- d. Utilise the existing street pattern
- e. Mixed use low rise
- f. Workshops and courtyards formed between the back gardens in area 2.2
- g. Built in the late C18 and early C19 and little altered.

LOCAL DETAILS

169 In areas 2.1-2.3 the houses are built on the medieval grid of tenement plots and they all open onto ancient routes. The majority of the buildings within these areas are two storey terraced cottages, with their doors leading directly onto the street.

170 The back land of the houses in area 2.2 is used for workshops and service areas to the High Street buildings.

171 The rhythms of their facades reflect the narrow plot sizes. No single style prevails and there is nothing grand about the buildings. Even where cottages

are terraced the buildings may be different in height, material or fenestration. Most have vernacular qualities using locally sourced materials

172 This is a lively, fragile vernacular mixture, with small scale traditional construction which gives the town its special character. Buildings that illustrate the wider influence of architectural style and grand statements are absent.

Building materials

173 Roofs: Clay tile and some slate. Pitched with hips and Dutch gables.

174 Walls: Red brick, vertical tile hanging, shiplap, some ragstone particularly at base of walls.

175 Windows: Timber, sash or casement many have small panes.

176 Chimneys: Brick chimneys with clay pots.

177 Boundaries: The houses open onto the street and often have communal courtyards at the back

Green spaces

178 There is little greenery within these areas. It is mainly found in the car park between Prospect Road and some of the gardens in Prospect Road.

Public realm

179 The streets in areas 2.1-2.3 are all narrow some have pavements but many have shared pedestrian and vehicular surface which are predominantly tarmac. Some streets as they enter the High Street are paved with herringbone red pavers.

180 Street lighting is minimal but where it is present the fittings are modern and inappropriate.

181 Stade Street (area 2.5) is a principal road leading to the sea. The materials of the public realm comprise tarmac pavements, concrete kerbs and modern electric lighting with concrete poles. Overhead telephone cables are dominant. There is a noticeably small amount of the visual clutter created by traffic information signs.

Negative factors & enhancement opportunities

182 These are marked on the Historic Environment Analysis map in Appendix 2 and listed below.

Area 2.1 - Church Hill, North Road, Hillside Street

183

- a. Church Heights housing development breaks scale and grain of the medieval layout and has been removed from the CA.
- b. Homepeak House inappropriate mass and scale within medieval walls.
- c. Insertion of replacement UPVC windows and doors.
- d. Palace Court car park.
- e. Street lamps poorly maintained.
- f. Street surfaces and railings.



Church Rise and Homepeak House create negative impact through inappropriate use of scale and mass

Area 2.2 - South of the High Street

184

- a. Backland maintenance is required in a number of areas.
- b. Insertion of replacement UPVC windows and doors.
- c. Overhead telephone cables in Marine Walk Street.
- d. Yellow lines and poor road surfaces.
- e. Street parking is a problem and illustrated in many of the photos.
- f. Area 6.5 , the car park of 72 High Street, bisects Area 2.2 and the building interrupts the grain and scale of the area with its massing.
- g. Public Convenience building at the east end of Chapel Street.
- h. Backland access on east Chapel Street.
- i. Street lighting at junction of Bank Street and Chapel Street.
- j. General appearance of the area at Bank Street and Chapel Street junction.



The bulk of the building and car park have broken the continuity and scale of the historic grain



Public conveniences and general view of junction of Bank Street with Chapel and Rampart Street

Area 2.3 - Red Lion Square

185

- a. Rear access to Red Lion Hotel.
- b. Junction of Rampart Road and Red Lion Square.
- c. Interface with Rampart Road.

Area 2.4 - Dymchurch Road and Portland Road

186

- a. Many of the buildings within this section are listed but the setting is compromised by heavy vehicular traffic and associated noise.
- b. Portland Court affects the setting of the listed buildings which flank it.

Area 2.5 - Stade Street

187

- a. Parking is a problem along this road.
- b. Some replacement buildings have broken the scale and rhythm of the street.
- c. UPVC Replacement windows and doors.
- d. Overhead telephone cables.

Neutral areas

- 188 Any area not identified on the Historic Environment Analysis Map as positive or negative is considered to be neutral.

General condition

- 189 The condition is variable, with many well maintained houses retaining many of their original features. Some poorly maintained back land areas are to be found.

Problems, pressures and capacity for change

- 190 There are problems associated with the age of the buildings and the need for their care, maintenance and adaptation for future uses.
- 191 A number of relatively new insertions have achieved a good relationship with the existing fabric.
- 192 Where demolition and replacement buildings are proposed, the replacement buildings should respect the scale grain and local character of the immediate surroundings.
- 193 The demand for demolition and replacement of historic buildings should be resisted and creative new uses and adaptations found.

Conserving and enhancing

- 194 Conservation and enhancement are a priority within these areas. Where opportunity arises the emphasis should be made on good CA management and practice. This is particularly important in the backland courtyards which form a visual connection with each other and the High Street and are seen from multiple viewpoints.
- 195 The replacement of timber windows with UPVC should be discouraged through dissemination of sound advice and an Article 4 Direction.
- 196 Buildings, which have broken the grain and scale, when the opportunity arises, should be replaced in a style more sensitive to the area.

CHARACTER AREA 3 - The High Street

SPATIAL ANALYSIS

- 197 The narrow linear High Street runs east to west. Development in this area is of greater intensity than elsewhere in the CA. Most buildings date from early C19 to early C20 and have replaced earlier buildings. Building heights are mainly two and three storey, typically of modest, human scaled storey heights.

- 198 On the north side, the buildings have their back yards and entrances in Dental Street and Bartholomew Street. Several ancient pedestrian passages connect with the north of the town.
- 199 Wider streets lead south to the passages and related backland development, of Prospect Road and Rampart Road recalling the historic connection with the harbour.
- 200 There is relatively little modern development on the High Street. Where it has occurred, traditional plot sizes and rhythms have generally been respected.

Key views and vistas

- 201 The south side receives little sunlight and north side fronts are often in shade. As with other character areas there is a sense of enclosure. The High Street is approx 700 metres long, subtle bends create sequential, picturesque views.



The High Street

Influences of former use

- 202 The High Street has evolved over at least seven centuries and developed at a time when most people could not swim and feared the power of the sea, where ships and men were often lost. They did not regard the seafront as an amenity, but, as here, set their main thoroughfares facing inland.
- 203 Many of the shops and offices are converted from houses and cottages, with some still used for domestic purposes. The High Street has always been the centre of commercial and retail activity, centred on the Old Town Square where the Town Hall now stands.

CHARACTER ANALYSIS

Listed buildings

204 There are many listed buildings within the High Street. Some of the shop fronts are of excellent quality, often hiding older buildings. Their rhythms are those of narrow deep plots. A variety of style and simple vernacular quality is prevalent. The few more deliberate architectural statements are:

- a. The Town Hall
- b. National Westminster Bank
- c. 1 The High Street, home of the Mackeson family



National Westminster Bank



The Mackeson Offices, 1 The High Street



103 High Street



129-131 High Street

Unlisted buildings

- 205 There are many buildings of local interest. The buildings cover a wide variety of form and demonstrate a diversity of vernacular building techniques.
- 206 The buildings within the High Street display a wide variety of local building materials, yet all are traditional in some way and are happily juxtaposed. The picturesque quality is assisted by the human scale and adherence to historic plot sizes.



146-188 High Street



63 High Street

- 207 Some of the buildings are of a high quality and should be considered for listing. These are highlighted with emboldened text within Appendix 3 and also identified on the 'Historic Environment Analysis' map in Appendix 2. These buildings have been identified because they exhibit several of the following features:

- a. They conform to historic building plot divisions.
- b. Are built from vernacular materials i.e. brick, stone slate tile both vertical and for roof covering.
- c. Demonstrate good shop front design and retain the original fascia.
- d. Have steep pitched roofs often with flat dormers covered in lead or pitched tiled dormers, or parapet roofs.
- e. Demonstrate good quality brick work, often English or Flemish bond.
- f. Retain much of the original detail e.g. glazing patterns, glazing, cornice detail, rainwater goods.

LOCAL DETAILS

Building materials

- 208 Roofs: Steeply pitched roofs covered with clay or slate, parapet, brick chimneys. Cast iron rainwater goods.
- 209 Dormers: Flat with lead covering or pitched tiled or slate to match the roof covering.
- 210 Walls: Brick, render, clay vertical tile hanging, historic timber frame, some stone at base possibly the remnants of earlier building reutilised in new build.
- 211 Windows: Timber sash windows and some casement, with small panes.
- 212 Shopfronts: Splayed shop fronts with central doors and encaustic tiled entrances. Some original blinds and fascias.
- 213 Signage: Wrought iron sign brackets – mostly unused.
- 214 Doors: Timber either glazed or solid with historically patterns.

Unusual juxtaposition

- 215 Several buildings along the High Street illustrate a later extension in which the new building has a parapet breaking into the line of the pitched roof.



58-60 High Street

Positive shopfronts

216 There are a number of positive shop fronts within the High street that have been identified because they display some of the following features:

- a. They are well proportioned because:
 - i. They have kept the door and shop front casings.
 - ii. The fenestration is original both in retaining historic glazing and the glazing patterns.
 - iii. The fascia do not over dominate the façade.
- b. The doors and entrances display original design.



133-135 High Street



81-85 High Street



High Street doorway

Green Space

217 The dense nature of the High Street provides little opportunity for any significant green or public open space, therefore it comprises mostly hard landscaping. However two small interventions are identified as being green spaces.

- a. A pleasant area has been created with trees and benches outside the Aldi store
- b. The eating area outside the Butt of Sherry gives a further small area of green space.



A pleasing public space has been created in front of the Aldi store



A further area of open space on the High Street at the Butt of Sherry

Public Realm

218 The quality of the public realm is varied and some considerable effort has been made with improvements, this includes some of the History Walk signage. This co-ordinates with the rest of the CA signage. They are unified both in styling and colour which is dark blue with gold writing and highlighting of detail. This colour combination fits well into the historic environment and does not over dominate.

219 Floorscape surfaces are varied. Tarmac roadway, stone kerbs and concrete slab footway paving predominate. Many are in poor condition.

220 To the west of the High Street the pedestrian area has been paved with red herringbone pavers and the pavement material upgraded to stone.

221 Lighting is provided by a mix of electric lights on buildings and lighting on posts. These are modern reproductions of gas lamp styles and coordinate with the History Walk signage.



A number of street surface improvements have been made but the overall continuity and quality of materials require coordinated planning and execution

- 222 A series of direction posts have been erected in the town. Together with traffic control bollards and waste bins these have been recently installed.
- 223 Traffic control barriers are installed in the pedestrianised area of the High Street and in the car parks. These are alien to the traditional character of the place.



A more sympathetic design of traffic control barriers would be more appropriate for the character of the High Street

224 The High Street forms an attractive focus to the town and provides a positive visitor experience. The predominance of local traders increases a sense of individuality and local distinctiveness.

Negative factors & enhancement opportunities

225 Several buildings are considered negative and are identified on the Historic Environment Map in Appendix 2. They have been identified as having features which do not enhance the character of the CA because of the following features:

- a Do not conform to historic plot layout.
- b Have either a strong vertical or horizontal rhythm carried consecutively across a number of historic plot divisions.
- c Are built from materials which do not harmonise with the existing materials e.g. concrete, extensive areas of glazing.



These more recent interventions do not respect the rhythm of the plot sizes, material or form



Untidy cabling and highly visible CCTV cameras are negative features

- d Use overly large glazed windows, predominantly UPVC.
- e Have lost architectural detail e.g. mouldings, cornice, fenestration.
- f Poorly proportioned design.
- g Overdeep signage fascia.
- h Blank facades.
- i Cables and CCTV cameras

226 The stone walls, forming the north boundary of the High Street curtilages, create a sense of enclosure and small scale secluded spaces which are characteristic of many hill towns. They form an important and distinctive part of the area's character. Where these walls have been demolished to facilitate vehicle access, character has been considerably degraded.



The removal of walls to provide parking behind the High Street shops is to be discouraged. Reinstatement of the boundaries that have been removed is important to the setting of the CA.

227 There is a problem with "A" boards within the High Street. Together with the high number of traffic bollards, they contribute to an increase in visual clutter, impede pedestrian movement and create accessibility problems.

228 Some of the street floorscape finishes are of poor quality.

229 Yards to the south east of the High Street between the east side of Sun Lane and the High Street roundabout require enhancement.



These yards, visible from Prospect Road and the High Street create a negative impression

- 230 The treatment of highly visible backland areas between Prospect Road and the High Street is an important issue. Some of these yards have been upgraded with mews type developments; others form a poor visual link between the town centre and its boundaries. Improvement would enhance this part of the CA and encourage visitors into the High Street.



The Malthouse Garden

- 231 The garden south of The Malthouse. There are few opportunities in the High Street area to provide high quality open space. This small untended area is a landscape enhancement opportunity.
- 232 The west end of the High Street between Red Lion Square and Malthouse Hill. This area has lost its identity. No's 1- 3 are severed from the main High Street by Malthouse Hill. The historic termination of the High Street, once a busy pedestrian route, is now a car park. The negative quality of the space is a wound needing treatment.



Though a start has been made, further enhancement is needed to help this space contribute positively

- 233 The car park to the west of the High Street. This featureless car park is situated on the Old Mackeson Brewery Site. Bartholomew Street is accessed by concrete steps. An enhancement opportunity lies within the car park and the open space on Bartholomew Street.

Negative shopfronts

- 234 A number of shopfronts within the High Street are clearly of alien design in relation to their parent buildings and the historic character of the area generally. Others would require some improvement to enable them to fit into the historic street scene.
- 235 Shopfront guidance, whether in house or externally commissioned, should be considered. This could be locally targeted or if sufficiently broad in scope, district wide.



A poorly designed shopfront, out of keeping with the scale and proportions of the parent building



Shopfront façade out of keeping with the High Street

Neutral areas

- 236 Buildings and spaces considered neutral are left unmarked on the analysis map. These buildings in general require proactive conservation led improvements.

Problems, pressures & capacity for change

- 237 Shop fronts vary considerably in intrinsic quality and in their respect for the parent buildings.
- 238 Backland between The High Street and Prospect Road and High Street/ Dental Street and Bartholomew Street requires upgrading and enhancement.

- 239 There is little capacity for change within the High Street. When sites require redevelopment they should:
- a. Respect the existing scale, grain and use of local materials.
 - b. The continuation of the historic mixed use of the High Street should be encouraged through the future management plan.
 - c. Avoid the use of blank facades.
 - d. Negative buildings should be enhanced.

Conserving and enhancing

- 240 There is immense opportunity for conservation and enhancement within the High Street both in the public and private realm.
- 241 Traffic calming measures should assist a sense of pedestrian priority, safer shopping and access.
- 242 As the High Street is pedestrianised for part of the day, various highway engineering measures have been implemented which, while effective, might otherwise have permitted a simpler, more historically appropriate character to be reinstated. The design of this stretch could be reconsidered as part of the recommended public realm design review.
- 243 Continuation of the public realm enhancement work which has already begun. Remedial and enhancement measures should be considered to include:
- a. Floorscapes in traditional materials
 - b. Co-ordinated street furniture and services.
 - c. Maintenance of bollards, lighting hardware and signage.
 - d. Re-design of barriers for pedestrianisation.
- 244 An audit is recommended to establish the condition of buildings and the scope for detailed guidance and enhancement at the Management Plan Stage. This could be undertaken by the authority itself or by consultants as appropriate, and include the following elements:
- a. Condition of building fabric.
 - b. Shopfront audit.
 - c. Signage design and coordination.
 - d. Fenestration.
 - e. Intrusive fittings e.g. cables – alarm boxes, security screens etc

- 245 Consideration should be given at the Management Plan Stage to the development of a detailed local evaluation tool which would be more objective in measuring development proposals, whether alterations or new build, against the key characteristics of the CA, or its CA', as appropriate.

CHARACTER AREA 4 - Open spaces

Area 4.1 - The Royal Military Canal

SPATIAL ANALYSIS

- 246 Early in the C19 the Royal Military Canal was constructed. This restored section of the Royal Military Canal, described earlier, is a historic feature, amenity space and a barrier between the town and the sea. It provides pleasant walks, seating, shady trees and wildlife.
- 247 The road system, developed in the C18, has been modified to take traffic away from the town centre. Three sub areas, with separate identities have a linear quality and form well used routes connecting with the town.

Section 1 Twiss Road and Stade Street

- 248 This steep sided, tree lined 700m section is bounded by Stade Street to the west and Twiss Road to the east, each with a traffic bridge. The pedestrian bridge extends across the canal linking Ladies Walk to the south with the War Memorial and The Grove on the north bank. Tarmac footpaths run along the top of both banks. Prospect Road separates the canal from the town.



The Royal Military Canal view to the west from Twiss Road Bridge

- 249 The former Royal Military Road, now a footpath to the north of the rampart, has recently been identified and its surface upgraded.
- 250 Entrances to the canal are frequent, connecting open spaces, including the playing fields, cricket club, bowling green, allotment gardens, Oaklands, and The Grove and South Road playing fields.
- 251 The open gardens of The Grove, with the War Memorial on the north bank and the more enclosed gardens of Oaklands to the south providing a more traditional type of public park. The character area is peaceful and accessible.



Oaklands Park



The allotments

- 252 Further south the South Road Playing Fields and allotment gardens provide a significant amount of public open space with multiple recreational functions.

Section 2 Stade Street to Dymchurch Road

- 253 This is a complex area resulting in a bleak stretch of canal north of Portland Road and South of Rampart Road. Red Lion Square was built on land adjacent to the beach where the River Limen drained into the harbour at the west end of the High Street and its junction with Military Road.
- 254 The Royal Military Canal was built south of the Red Lion Inn and Square and at this junction a bend in the canal was built to hold the gun battery. To the south of the canal, on the south bank of the River Limen, prior to the building of the canal, lies Portland Road connected by a bridge to The Square and Market Street (now Dymchurch Road).

Section 3 Dymchurch Road and Scanlon's Bridge Road

- 255 This section bisects the C19th expansion of the town to the west. The canal is bounded on Dymchurch Road and Military Road by a low ragstone wall. These roads form a busy one way traffic system. The boundaries form a

triangle of parkland, with its point facing Rampart Road and its base at Scanlon's Bridge.

- 256 The canal runs parallel with Military Road and is lined with trees and a footpath. Landscaped tarmacadam paths and grassed areas form the south bank of the canal. The banks are connected by a pedestrian bridge. On the north bank mature trees line Military Road, the boundary of the CA.



Various views of the Royal Military Canal

Open space

- 257 The open spaces provided by the playing fields and allotments are set out with some formal footpaths which interlink the elements of the playing fields.
- 258 The area is very open and significant amounts of open sky and distant views increase the sense of openness. It is bounded on the south east and west by housing principally of the C20.
- 259 The allotments have post and wire fences.
- 260 Ladies Walk is a tree lined footpath, leading from South Road to The Royal Military Canal and the Town Bridge.

Key views and vistas

- 261 The principal view within the CA is to be found from the playing fields where the entire CA can be seen.
- 262 Views along the canal paths and from the bridges in both directions, in sections 1&3.



Ladies Walk



Royal Military Canal footbridge

Influences of former use

- 263 This comprises part of the level area formed by the abandoned beach, the silted up harbour and mouth of the River Limen. The route of the canal south of the town closely follows the course of the River Seabrook shown on the 1778 Hasted Map.
- 264 The Royal Military Canal is a reminder of the important defence role of this area. It now forms part of the drainage of the River Seabrook and a recreational facility. The present recreational and functional value can be considered no less important than its original purpose.
- 265 Oaklands was left to the community by Dr Randell as a museum and library and park.
- 266 The Grove is shown on the First Edition Ordnance Survey map. Early images show a shady grove of trees and a bandstand. In 1921 The War Memorial was unveiled. Today it is still a focus of military history. The recently added bronze statues of musketeers, made by Burleighfield Arts of High Wycombe, were part of the Heritage Lottery Fund restoration.
- 267 The playing fields are set out on the reclaimed land of the harbour.

CHARACTER ANALYSIS

Scheduled monuments

268 The canal is a Scheduled Monument.

Unlisted buildings

269 There are several buildings of architectural and historic merit which contribute to the character of this area and are marked on the Historic Environment Analysis Map.

- a. St Michael's and All Angel's Church a 'tin tabernacle' erected at the junction of Stade Street and Rampart Road in 1893 to serve the expanding community south of the Royal Military Canal.
- b. Oaklands is a well proportioned Georgian building.
- c. The 1930's library.
- d. The bandstand.
- e. 1-6 The Avenue.



The 1930's Oaklands Library building



The Avenue overlooking the Royal Military Canal

Green spaces

270 The environs of the canal and Oaklands provide a high quality public open space. On the whole it is well tended, litter and graffiti free and well used. The footpaths are all fully accessible. The waterway forms a continuous biologically diverse habitat.

271 The South Road Playing Fields provide a significant amount of open space which is available for diverse public uses.

272 The Bowling Green and its environs provide private recreational facilities within an enclosed area adjacent to the canal.



War Memorial street lamp



Recent additions to the street furniture

Local details

273 New street furniture has been installed along the canal as part of its recent restoration. This is coordinated and is supplemented by information boards which form part of the Hythe Heritage Trail.

Public realm

274 The restoration of the Royal Military Canal has used high quality modern materials for the furniture, bridges and signage. A more appropriate material for the tarmacadam footpaths on the higher banks would have been tar shingle. This would then compliment the finish which has been used for the former Royal Military Road.

275 The public realm here is in good condition with very well kept areas of open space and formal footpaths.

Negative factors & enhancement opportunities

- 276 Section two of this character area requires further improvement, particularly the footpath adjacent to Rampart Road which has poor quality barriers.



The car park and rear of the cricket pavilion require enhancement



The blank façade of the supermarket is a negative feature along this stretch of canal

- 277 The supermarket built adjacent to the canal has a blank monolithic façade.
- 278 The modern cricket pavilion extension and car park adjacent to the Royal Military Canal.

Neutral areas

- 279 Buildings not highlighted on the map are considered neutral.

Problems & pressures and capacity for change

- 280 Any inappropriate development in adjoining areas would be likely to harm the setting of the canal.

Conserving and enhancing

- 281 Rampart Road requires enhancement to ameliorate the influence of noisy traffic.
- 282 Seating and street lamps on Ladies Walk are falling into disrepair.
- 283 Landscape enhancement is required on the banks of Section 2 of the RMC, Rampart Road and Red Lion Square.

Area 4.2 - Woodland to the north of North Road

284 The designated CA is bounded by woodland at the north of North Road. It is proposed that a section of this open land is included in the CA.

SPATIAL ANALYSIS

285 There are a number of interlinking paths within the woodland. It is approached by a footpath at the top of Castle Hill and steep steps from Tanners Hill. The woodland is enclosed by these two roads and the boundaries of houses on the north side of North Road.

Key views and vistas

286 From the edge of the woodland views across the CA to the coast and in the distance, across the English Channel, the French coast can be seen on fine days.



Woodland path



*Views across the town to the coast
and English Channel*

287 The woodland is situated on the ridge to the north of the CA. It forms a backdrop which is an important feature of the setting of the CA. This therefore is an important element of the setting which requires conservation and enhancement.

CHARACTER ANALYSIS

Green space

- 288 The woodland provides valuable accessible green space for the northern edge of the town, however requires active woodland management and conservation including maintenance of the footpaths, steps and boundaries.

Problems, pressures & the capacity for change

- 289 There will be pressure to develop any previously undeveloped land within the CA.
- 290 This land is most sensitive because any development within the woodland would have a negative impact on the setting of the whole CA.

Enhancement opportunities

- 291 Conservation and management of the woodland should be aimed at ensuring the long term future of the woodland.
- 292 Improve access, boundaries and pathways

CHARACTER AREA 5 – 20th Century Development

- 293 Within the CA there are several C20 and C21 developments which have interrupted the grain and scale of the CA and others which have been the result of incremental addition to the town.
- 294 Some of the developments have had a negative impact on the CA, whilst others have blended well and have either a positive or neutral effect on the setting of the CA. The developments have been identified on the character area map and their effect on the CA evaluated.
- 295 Future development and changes are inevitable and will have a direct effect on the whole of the CA. It is therefore vital that the management plan should consider the effects any development proposals have on the entire setting and character of the CA.

Area 5.1 East of Medieval Core and Church

SPATIAL ANALYSIS

- 296 Little development had taken place despite Church Road, North Road and Dental Street extending as far as Tanners Hill in medieval times. The tenement plots did not extend into this area. It was not developed until early C20 when several large detached houses were built within large plots, south and east of the town reservoir. Many of these have been replaced by modern one and two storey detached and semi-detached buildings in medium sized gardens.
- 297 The gardens on the north side of Church Road are terraced and frame the houses and those at street level are mainly natural and informal. Houses on the south side are bounded by high ragstone walls. Again there are no pavements, with the walls and hedgerows forming the edges of the road
- 298 This area is divided by Tanners Hill, the vehicular route to Saltwood and bounded by Station Road. Some good examples of early Victorian villas remain in this triangular section of land which rises steeply up the hillside.

Key views and vistas

- 299 There are many views to be glimpsed of the town roofscapes and the sea.
- 300 The views within the area are pleasant and have a semi - rural atmosphere.



Views east along Church Road

Influences of former uses

- 301 Church Road, North Road and Dental Street extended as far as Tanners Hill in medieval times. South of Church Road bounded by Dental Street, a medieval street, the land was undeveloped.
- 302 This area was undeveloped until the mid C19, when the town reservoir and Mackeson's Cistern were built as storage for the town and brewery water. Incremental building development began in the late 1860's when Tynwald was built. Development has continued to the present day.
- 303 Much of this sub area is still open space and appears to have an infrastructure pertaining to the town's water supply beneath. The town reservoir was situated to the north of North Road where there is now modern housing.



The Mackeson Cistern



Open space to the west of the water cistern

CHARACTER ANALYSIS

- 304 It is the form of the area and the land which forms the open space west of the cistern which is of value. Within this area there are a number of buildings of quality.

Listed buildings

- 305 The Mackeson water cistern.

Unlisted buildings

- 306 There are good examples of Victorian villas on Tanners Hill. The area is relatively homogenous with no outstanding buildings. Many are much altered having been divided into apartments. The houses which have been identified to add value are marked on the Historic Environment Analysis Map. They display the following features:

- a. They are located behind high walls – often medieval.
- b. They are not clearly visible from the road.
- c. They have pitched roofs with traditional covering of slate or clay tile.
- d. They are of distinctive design, eg 30 North Road which is an Arts and Crafts style house.
- e. They are built from local materials brick, clay tile, ragstone.



30 North Road



Many houses are part hidden by high ragstone walls

LOCAL DETAILS

Building materials

- 307 The continuation of ragstone walling, built after the medieval period.
- 308 The cistern building has interesting brickwork and dressed coursed stonework panels.

Green space

- 309 North Road and Church Road unite at a junction some 200 metres from Tanners Hill forming a triangle of land, some of which is still undeveloped. This land west of the cistern is bounded by mixed deciduous hedges of beech, hawthorn etc.
- 310 Mature deciduous trees in private gardens contribute considerable attractive greenery to the area.
- 311 Grassy banks at the base of the boundary walls and hedges fill with seasonal wild flowers, providing an appropriate rural backdrop.

Public realm

- 312 The road surface is tarmacadam with no pavements, wild flower banks are often found at the base of the walls and on property boundaries.
- 313 The general condition of the public realm is generally very good.

Negative factors & enhancement opportunities

- 314 The Mackeson Cistern requires urgent consideration of appropriate, proactive repair and conservation measures.
- 315 Concrete hard standing for cars creates a negative impact on the surrounding area.
- 316 Prefabricated larch lap fencing adjacent to the roads should be discouraged in favour of green indigenous hedging or traditional ragstone/brick walls.

Problems, pressures and capacity for change

- 317 There will be pressure to develop within the curtilages of the larger houses and on the land to the west of The Mackeson Cistern.
- 318 Car parking is a problem.
- 319 There is a limited capacity for change with replacement buildings requiring a variety of design detailing which will reflect the character of the whole CA.
- 320 Where development is proposed it should:
 - a. Resist monolithic block building styles for the provision of high density accommodation.
 - b. Be encouraged to maintain the grain and scale of the area and use local materials.
 - c. Be low rise and avoid over domination in views into the CA from the playing fields.
 - d. Provide adequate parking within the curtilage of buildings through the design process, replacement of buildings, extensions and conversions in the sub area should harmonise with the entire CA.

Conserving and enhancing

- 321 The boundary walls require continual repair. Many of the walls have become host to self seeded plants growing in the mortar. A care guide for all the medieval and post medieval ragstone walls is required to ensure appropriate repair and demolition is not undertaken by owners.
- 322 Trees within the curtilages of houses are an important feature. They add to the overall green landscape quality.
- 323 Timber fencing and cement render on boundaries is inappropriate. Boundaries of stone and red local brick or hedging of indigenous trees such as beech and hawthorn are more appropriate.

Area 5.2 - Douglas Avenue

- 324 This later development between the High Street and the newly extended Theatre Street and Prospect Road, was built between 1872 and 1907. It includes the east side of Sun Lane, which was a historic route to the harbour and scattered development along the northern side of Prospect Road.

SPATIAL ANALYSIS

- 325 Prospect Road forms the principal traffic route through the town. The scale and grain of the buildings are more loosely connected.



Douglas Road



Car park in Sun Lane

- 326 Douglas Avenue is a linear street of terraced houses.
- 327 In Sun Lane the development of C20 healthcare facilities and car parking dominate.

Key views and vistas

328 The view into Douglas Avenue from both Prospect Road and the High Street.

Influences of former use

329 There is a historic connection between the High Street and Sun Lane which led to the harbour.

330 To the east and south of Sun Lane open land dominated the landscape. Therefore most of the building south east of the High Street date from a later period and the tight grain and scale of historic core ends at this point.

CHARACTER ANALYSIS

331 The terraces of Victorian houses on Douglas Avenue have high group value and demonstrate the exuberance of Victorian architecture.

Listed buildings

332 There are no listed buildings in this sub area but there are listed buildings and buildings of local merit on its boundaries and it therefore contributes to their setting.

Unlisted buildings

333 The houses in Douglas Avenue form a handsome terrace of three storey Victorian houses demonstrating an abundance of detail, much of which is a reflection of the Arts and Crafts Movement.



This building, which forms the corner of Prospect Road and the High Street, has good form but requires conservation and enhancement to add value to its prominent location

334 Le Ha Bon on the corner of the High Street and Prospect Road.

LOCAL DETAILS

Building materials

335 Douglas Avenue has distinctive use of materials and the details require special mention within this area.

336 Roofs: The roofs are clay tiled and have brick ridges with stone coping. The partition walls between the houses extend above the roof and are finished with stone coping. The tall brick chimneys are highly decorated with the use of recessed brick panels, shaped brick cornices with stone parapets and clay pots.

337 Walls: Almost all the buildings are constructed of red brick. The terraces in Douglas Avenue are designed with two houses set forward at either end and with the eaves facing the street. The end pairs have highly detailed brickwork forming a double arch with recessed brickwork beneath. The main brick work is English Bond with herringbone inserts at the ridge.

338 Windows, doors and decorative features:

White painted timber is a predominant feature of these terraces. The end pairs have shaped timber barge boards. All the houses have timber soffits and balconies supported by modestly carved brackets. Many have the original timber windows and casement doors. Casement doors on the first floor open onto balconies and have deep timber cornices with deep lead dressings.

339 Boundaries : The houses have small front gardens with low brick boundary walls.

340 Other materials used are slate, brick and render.

Green spaces

341 Douglas Avenue is planted with pollard limes this provides a welcome green backdrop to a high density area shading both the houses and the street. Part of Prospect Road has trees planted on the pavement boundary.

Public realm

- 342 Douglas Avenue has a suburban quality. The street is highly visible from Prospect Road. One way traffic enters from the High Street. The pavements and the road surfaces are tarmacadam. The street is fitted with two street lights of a modern design. The base is concrete and the upper part steel with neon light fittings. They are relatively unobtrusive having been aligned with the trees.
- 343 There is resident street parking and therefore a continual traffic presence, because there is no off street parking facility.
- 344 Prospect Road has modern street lamps, tarmacadam road surface and pavement. It is noisy because it forms the main vehicular traffic route through the town.
- 345 There is a roundabout at the of junction at Prospect Road with The High Street, Tanners Hill and East Street. Recent hard landscaping is in evidence. Prospect Road has some tree planting along the edges. Modern street lamps line the road.



Roundabout at the Junction of High Street, Prospect Road and Tanners Hill



This area of Prospect Road requires enhancement

- 346 Sun Lane is a narrow road providing access to houses and local facilities. The road is shared by pedestrians and vehicles. Double yellow lines are painted on the street. The street is free of visual clutter which has been transposed into the car parking facilities associated with the health clinic.
- 347 There is room for improvement of the public and private realm between the High Street and Prospect Road, except for Douglas Avenue which forms a unified composition. These areas comprise backlands of commercial properties mainly used for storage and vehicle parking and are marked on the Historic Analysis Map as negative spaces.

Negative factors & enhancement opportunities

- 348 The yards between the High Street and Prospect Road require enhancement. These are visible from passing traffic in Prospect Road and give a poor impression of the area. They are identified on the Historic Environment Analysis map in Appendix 2.
- 349 To the east side of Sun Lane the buildings are modern with flat roofs. The health centre and its car park break the lively visual roofscape and rear extension pattern found at the rear of the High Street.
- 350 Le Ha Bon requires active conservation measures to enhance the eastern entrance to the High Street.

Neutral areas

- 351 Unmarked buildings on the Historic Environment Analysis Map are considered neutral.

Problems, pressures, & capacity for change

- 352 The volume of street traffic along Prospect Road creates an unpleasant hinterland between the town and seafront recreational activity.

Conserving and enhancing

- 353 Any new development or redevelopment should respect the scale, grain and lively composition found at the rear of the High Street, through the use of rich textures and forms.
- 354 Continuation of the planting scheme along Prospect Road.

Area 5.3 - Twiss Avenue

SPATIAL ANALYSIS

- 355 This is an interwar development semi-detached houses set adjacent to the Royal Military Canal. External style and details are typical of the period. The houses have deep front gardens. Tree lined highways with footways display a suburban, typically interwar planned layout.



The Avenue adjacent to the Royal Military Canal

Influences of former use

356 This was previously un-developed land on the northern bank of the Royal Military Canal.

CHARACTER ANALYSIS

Unlisted buildings

357 These houses are typical of the houses found in suburbs throughout England. They are influenced by the Arts and Crafts Movement and adapted to mass production. They have steeply tiled roofs, deep soffit and barge boards, bay windows and interesting porches,

Local details

358 Roof: Steeply pitched hipped roofs with clay tiles. Brick and render chimneys.

359 Walls: Tile hanging to bay windows rendered walls.

360 Windows: Timber although some UPVC replacement is to be found. An important rhythm of the street is created by the splayed bay windows and associate hipped roof.

361 Doors: Timber with arched entrance porches.

362 Boundaries: Low walls with hedges in small front gardens tarmac or block paved driveways.

Public realm

363 Tarmac, with pavements on one side of the avenue. Dropped kerbs give access to driveways.

Green space

364 Front gardens are planted with hedges and shrubs. The area benefits from the landscaping of the Royal Military Canal which fronts the road.

Negative factors

365 UPVC replacement windows are degrading authenticity and detracting from both group and area character. Timber front boundary fences are inappropriate.

366 The car park at No 20 and the general appearance of the street at its junction with the supermarket car park contributes to negative impact.



Enhancement is required at the junction of the Avenue with the car park and the Royal Military Canal

General condition

367 Good, except for the end of the cul-de-sac which requires enhancement as it joins with an access path to the Royal Military Canal.

Problems & pressures

368 These houses are typical of inter war semi detached houses built throughout England during this period. They are at risk from 'modernisation' and there is no capacity for alteration to original front facades. Carefully handled rear alterations or extensions could be accommodated if a similar design language is used throughout.

Capacity for change

369 There is no capacity for change.

Conserving and enhancing

370 The end of the avenue at the junction with the supermarket car park would benefit from a hard and soft landscaping scheme which would complement the Royal Military Canal and the rest of the street.

Area 5.4 - East of Stade Street

SPATIAL ANALYSIS

371 This area has developed on the land created by the reclamation of the harbour. It is set out as parallel suburban roads aligned in an east west direction. Detached and semi detached houses set in good sized gardens, have front boundaries enclosing small front gardens with driveways. The Fairway at the southern end of this area is aligned north to south with large detached houses in large gardens. There is a suburban feel to the area. The houses exhibit influences of the Arts and Crafts Movement and there are many individual details but the overall forms are similar.

Influences of former use

372 Following the reclamation of the harbour this land was initially used for recreational purposes and allotment gardens. Pedestrian routes to the recreation grounds from Stade Street were later developed with housing. Development began in the early C20 when houses were built at either end of Napier Gardens. Tower Gardens and The Fairway followed and finally the allotment gardens were developed in the late C20.

CHARACTER ANALYSIS

Unlisted buildings

373 There are 3 buildings of local merit. These buildings are marked on the Historic Environment Analysis map in Appendix 2 and listed in Appendix 3. They exhibit varied form and materials influenced by the Arts and Craft movement.



Napier Gardens - buildings of merit



Door detail

LOCAL DETAILS

Building Materials

- 374 Roof: Clay tiles, steeply pitched, gabled or hipped, large chimneys.
- 375 Walls: Brick, painted render, some half timbering.
- 376 Windows: Many original timber casement windows, square bays and leaded lights.
- 377 Doors: Many original doors with porches of varying original designs.
- 378 Boundaries: Low brick or rendered walls.

Green space

- 379 The front gardens of the houses and trees and verges on Tower Gardens all contribute to the green space. These roads have direct access onto Ladies Walk and The Playing Fields.

Public realm

- 380 The predominant material is tarmacadam. Tower Gardens, however, is unmade with a gravel surface. There are a number of treelined grass verges. There is no street lighting along most of these roads.



Tower Gardens from Ladies Walk

- 381 South Road is a busy connection between Stade Street and Twiss Road and forms the boundary of this sub area and the CA. It has poor street lighting fittings and overhead cables.

Negative factors and enhancement opportunities

- 382 The houses are well maintained but the boundary treatments, where timber fences have been used to replace the front boundary walls, are inappropriate. Some replacement UPVC windows are to be found and flat roofed extensions and telephone cables detract.
- 383 Within this area there is isolated redevelopment, particularly on the junctions of the roads with Stade Street. The scale and form of these buildings is inappropriate. These include The Garage, and Spicer's Court.

Neutral areas

- 384 The development of the allotments has resulted in buildings which have a neutral impact on the CA.

Problems and pressures & capacity for change

- 385 Some extensions and alterations to houses have used inappropriate design and materials. Small rear extensions to the properties or carefully designed side extensions are appropriate but with the pressure of car parking an increasing problem, the removal of car parking space within the curtilage is to be discouraged.
- 386 Encouragement should be given to rebuild boundary walls using original materials, and where possible, replace flat roofed extensions with pitched roofs. The use of UPVC window replacements should be discouraged.

Area 5.5 - West of Medieval Core

SPATIAL ANALYSIS

- 387 This site is part of the historic medieval tenement plot layout. The land rises steeply between Bartholomew Street and Hillside Street, with a number of buildings located behind high walls.

Key views and vistas

- 388 From Hillside Street there are views to the sea.

Influence of former use

- 389 This area is a remnant of the medieval plot layout, as illustrated on Thomas Hills Hythe Hospital map of 1684. Redevelopment occurred early in the C20 resulting in the loss of the old buildings, however, the historic medieval walls are still in place along Bartholomew Street. There is evidence the walls continued along Hillside Street but they have since been demolished to form entrances to houses. Together with Character areas 1, 2.1, 6.1, 6.2, and 6.3 this area formed the medieval town.

CHARACTER ANALYSIS

Listed buildings

390 The medieval walls along Bartholomew Street are listed.

Unlisted buildings

391 There are three Edwardian houses set high above the road: Corner House, Quorndon and West Bank. These are good examples of the period and retain many of their original features.



Edwardian houses sit on high ground above medieval retaining wall

LOCAL DETAIL

Building materials

392 Roofs: Clay tile.

393 Walls: Brick or render.

394 Windows: Timber sash.

395 Doors: Timber.

396 Boundaries: Kentish Ragstone with red brick quoins and coping. Some of these walls act as retaining walls along Bartholomew Street. Openings in the boundary walls have pillars and timber gates

Green space

397 The trees on the boundary of The Cedars contribute to the overall green landscape of the whole CA.

Public realm

398 Tarmac roads and pavements, modern street light fittings and overhead cables.

Negative factors and enhancement opportunities

399 The Cedars a semi derelict early C20 house. The curtilage of this house is bounded by Hillside Street to the north and Bartholomew Street to the south occupying approx half this sub area. It lies behind a high medieval wall and is virtually unseen from either street. The walls need some repair and the house requires urgent repair and re-use.

400 Llanberis, a mid C20 brick house, is approached from Hillside Street. It maintains the inward facing private layout of the medieval tenement plot layout. However the materials, detail and demolition of the boundary wall are all considered negative.



Llanberis (left) and The Cedars (right) present enhancement opportunities

401 The boundary walls along Hillside Street require repair and maintenance and present an enhancement opportunity. The public realm suffers from repeated excavation by the undertakers and therefore there are many patchy repairs.

Neutral areas

402 The tarmac road surfaces are in poor repair.

Problems and pressures and capacity for change

403 The unoccupied site of The Cedars is considered an enhancement opportunity. Any proposed development should respect the medieval plot layout, avoid monolithic high rise building, provide off street parking and incorporate local, materials and forms. The medieval walls should not be damaged or opened into in any way, other than the openings that already exist.

Conserving and enhancing

404 The walls are an important historic legacy forming part of the larger network of medieval walls. The management plan should contain guidance on the care and maintenance of these walls.

405 The street materials and repair should reflect the historic value of the area. The whole of the medieval town remnants would benefit from the implementation of an integrated public realm enhancement scheme.

CHARACTER AREA 6 - Recent Development

406 These sub areas, interventions of the late C20 and early C21, have been identified in the appraisal because they have an impact on the setting of the historic medieval core or a scheduled monument.

407 Development 6.1 along Church Hill has sensitively interpreted the character of the area in modern way by the insertion of two storey houses which are stepped up the hill side. The front gardens set back from the earlier development preserve existing views of the C18 cottages.

408 By contrast, Church Heights, Area 6.2 destroys the medieval street pattern, appearing alien and discordant, and has been removed from the CA. Elm House, Area 6.3, maintains the grain and scale of earlier development.

409 The Waitrose building, Area 6.4 has a blank façade facing the Royal Military Canal. The associated infrastructure and bulk of the building detract from the setting of the area. The planting along Prospect Road is welcome, but the siting and design of the recycling unit adjacent to the road is harmful, also the security gates to the yard are visually oppressive. The car park identified as Area 6.5 has bisected and destroyed the grain and scale of Area 2.2.



The gates to Waitrose's delivery area are visually oppressive and a negative feature, as are the recycling bins which require resiting to a less sensitive location within the supermarket complex

SUGGESTED BOUNDARY CHANGES

- 410 The appended map Suggested Boundary Changes in Appendix 2 outlines recommended additions to the CA boundary. These additions are considered for one or more of the following reasons:
- a. They contain comparable features which are present within the existing CA.
 - b. Development within them has, or will have, a significant impact on the CA and therefore they require enhancement and protection.
 - c. Non-designation is likely to lead to the erosion of the features and setting of a locally distinctive late C19 early C20 area.
- 411 Church Heights has been recommended for removal from the CA due to its negative impact on the grain and scale of the medieval street layout. Exclusion of 35 - 97 Dymchurch Road because, they are not a cohesive group within the context of Hythe Conservation Area. There have been many materials changes within this group - new roofs, UPVC windows, doors and porches. They are more in character with the C19th development west of Stade Street, highlighted in turquoise on the boundary map for possible future analysis in the context of that area. (See Appendix 2)
- 412 Inspection of a wider area around the boundary has identified the potential for two further, separate designations. A future study should be undertaken with a view to considering the character and extent of these areas.
- a. South of South Road
 - b. West of Stade Street
 - c. North west of Castle Hill.

ARTICLE 4 DIRECTIONS

413 The introduction of Article 4 Directions is recommended. Their purpose is to prevent further harmful alteration to the exteriors of single family houses by removing the rights to make changes allowed under permitted development rights.

Examples of what can be controlled

414

- a. Any changes to roof coverings.
- b. Certain roof lights and solar panels.
- c. The erection of fencing and boundary walls.
- d. The removal of walls, fences or any other boundary treatments.
- e. The erection of sheds, garages and outbuildings.
- f. The erection of a hard standing.
- g. Painting or rendering of natural masonry.
- h. Any extensions or conservatories.
- i. Any changes to doors and windows.
- j. Any changes to elevations of the building that is visible from the public highway.

COMMUNITY INVOLVEMENT

415 In accordance with English Heritage advice, the Council's brief included a requirement to involve key stakeholders in the appraisal process. The principal means was by a questionnaire, the content of which was agreed with the Council, requiring careful consideration and in some instances detailed responses. Careful regard to the questionnaire responses has been paid in this text.

416 Stakeholder feedback responses are reported upon in Appendix 4. Critical comments raised by stakeholders and our responses are set out in the table below.

Summary of issues raised by stakeholders

Comment	Response
<i>As the only open aspect left between the Royal Military Canal and the sea, the importance of Princes Parade remaining an open space and protected from development.</i>	We have recommended that this area, which is outside the CA boundary, as well as a number of other areas close to the proposed boundary should be the subject of further appraisals. This would establish whether they should be designated into separate CA's. Please refer to the proposed boundary changes map in Appendix 2 to view these areas.
<i>Concern over the disappearance of trees and the gradual erosion of 'greenness' due to development. More Tree Protection Orders needed.</i>	All trees in the CA with a diameter greater than 150mm are protected from felling, lopping and tree surgery and subject to obtaining permission. The proposed boundary extension includes woodland to the north of North Road which has a positive impact on the setting of the CA.
<i>Ineffective control and inappropriate scale, mass and design of development allowed by Shepway District Council eg new Oaklands Surgery, proposal for the Palmarsh quarry site to the west of Hythe, the demolishing of old houses to replace with blocks of flats as in the case of Seabrook Road .</i>	This appraisal emphasises the importance of scale, mass and design of new development in the CA. The surgery site was surrounded in scaffolding and safety netting when this appraisal was undertaken, therefore comments about its contribution to the CA have not been made. Palmarsh Quarry and flats in Seabrook Road are not in the CA.
<i>The hillside around Hythe, stretching from the Romney Marsh through Sandgate and Seabrook should be protected by CA status.</i>	This area is included in the proposed boundary changes map .
<i>Concern that traffic is on the increase and getting worse due to the amount of development being allowed in the area.</i>	The impact of traffic has been noted in the appraisal. Highways are the responsibility of the County Council and there is a need for coordination of traffic proposals at District and County Council level.

USEFUL INFORMATION

Contact Details

John Gabbé
Design and Conservation Architect
Planning and Environment
Shepway District Council
Civic Centre, Castle Hill Avenue
Folkestone,
Kent, CT20 2QY

Tel: 01303 853486
Fax: 01303 853333

email: john.gabbe@shepway.gov.uk

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