



Archaeological Desk-Based Assessment

Land Near Princes Parade,
Hythe, CT21 5FD

Iceni Projects Limited on behalf of
Hadron Consulting

June 2021



Iceni Projects

London: Da Vinci House, 44 Saffron Hill, London, EC1N 8FH

Manchester: This is The Space, 68 Quay Street, Manchester, M3 3EJ

Edinburgh: 11 Alva Street, Edinburgh, EH2 4PH

Glasgow: 177 West George Street, Glasgow, G2 2LB

t: 020 3640 8508 | w: iceniprojects.com | e: mail@iceniprojects.com
linkedin: [linkedin.com/company/iceni-projects](https://www.linkedin.com/company/iceni-projects) | twitter: [@iceniprojects](https://twitter.com/iceniprojects)

ICENI PROJECTS LIMITED
ON BEHALF OF HADRON
CONSULTING

Archaeological Desk-Based
Assessment

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of proposed development at

**Land Near Princes Parade,
Hythe, CT21 5FD**

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Report by	██████████ Archaeologist, ACIfA
Project Lead	██████████ Project Manager, MCIfA
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Non-technical Summary

This document is a baseline Archaeological Desk-Based Assessment (DBA) which assesses the potential presence and significance of archaeological assets on the Site within a set Study Area. Historic structures are not specifically considered within this report except where the relevant to the archaeological interpretation of the Site.

The Proposed Development of the Site includes the construction of a new leisure centre, small-scale commercial premises and a boutique hotel, the realignment of Princes Parade, the construction of up to 150 new housing units, and the creation of new public open space to enhance the recreational opportunities along the seafront. This assessment considers the potential and character of any buried heritage assets on the Site. The impact of any subsequent development proposal for the Site will be assessed during the application for that scheme.

This report concludes that no archaeological remains of international or national significance will be directly impacted by the development.

The potential archaeology on site is as follows:

- It is concluded that the potential for **prehistoric** features and/or artefacts is considered **low (local area significance)**
- The potential for **Roman** remains, such as residual artefacts or sparse rural occupational evidence, is considered **low (local area significance)**
- The potential for **Anglo-Saxon** or **medieval** remains, such as agricultural evidence or occupation, is considered **low (local area significance)**
- **Post-medieval** activity, such as evidence relating to the construction of the Royal Military Canal or to early-to-mid 20th century military defences, is considered **low–moderate (local area significance)**.

The aim of a Desk-Based Assessment is to provide the Archaeological Advisor and Local Planning Authority with sufficient information to determine a) the significance of potential heritage assets surviving on site and b) how they will be affected by the proposed development. This document will also assist the LPA in determining whether intrusive archaeological investigation is required in pursuant to a planning condition.

1. Introduction

- 1.1.1 This baseline Archaeological Desk-Based Assessment (DBA) is for land near Princes Parade (hereafter referred to as 'the Site') (Figure 1). It has been commissioned from Icen Projects by Hadron Consulting on behalf of Faithful + Gould Ltd.
- 1.1.2 The Site measures approximately 10.07 hectares (100,700²) in size and is currently located within open ground dominated by scrub vegetation immediately fronting the coastline. There are no substantial structures on the Site, although at the eastern end is a small visitors carpark, children's play area, and temporary accommodation for the Seapoint Canoe Centre. It is bound by the Royal Military Canal (RMC), a Scheduled Monument (1003260), immediately to the north, the beach to the south, the Imperial Golf Course to the west, and residential apartments, restaurant, and petrol station to the east.
- 1.1.3 The centre of the site lies at National Grid Reference 618334, 134792 and this document utilises a Study Area with a radius of 1km from this point (Figure 1).
- 1.1.4 The elevation of the Site is recorded as generally low-lying, ranging from 2.5m OD to 5.0m OD (Peter Radmall Associates 2017a.)
- 1.1.5 The Site is located partially within an Area of Archaeological Potential (AAP) associated with the Royal Military Canal (Figure 2).
- 1.1.6 Paragraph 189 of the National Planning Policy Framework advises that:
Where a site on which development is proposed includes or has the potential to include *heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.*
- 1.1.7 This document has also been undertaken in accordance with the Chartered Institute of Field Archaeologists (CIfA) standards and guidance (CIfA 2014a; 2014b) and the Local Planning Authority Local plan which states:

Folkstone and Hythe District Places and Policies Local Plan (adopted September 2020) states -

Archaeology

17.17 *In areas of known or suspected archaeological potential, as identified using available information, including the Kent Historic Environment Record and the Areas of Archaeological Potential, there is a reasonable possibility that archaeological remains exist and therefore the potential impact of any proposed development will need to be considered. This could be by an appropriate desk-based assessment and, where necessary, a field evaluation.*

17.18 *Where archaeological finds occur unexpectedly during development, the Council will seek specialist advice and guidance and this could result in further work needing to be undertaken, such as recording or further excavations.*

Policy HE2

Archaeology

Important archaeological sites, together with their settings, will be protected and, where possible, enhanced. Development which would adversely affect them will not be permitted. Proposals for new development must include an appropriate description of the significance of any heritage assets that may be affected, including the contribution of their setting. The impact of the development proposals on the significance of the heritage assets should be sufficiently assessed using appropriate expertise where necessary. Desk-based assessment, archaeological field evaluation and/or historic building assessment may be required as appropriate to the case.

Where the case for development affecting a heritage asset of archaeological interest is accepted, the archaeological remains should be preserved in situ as the preferred approach. Where this is not possible or justified, appropriate provision for preservation by record may be an acceptable alternative. Any archaeological investigation and recording should be undertaken in accordance with a specification and programme of work (including details of a suitable archaeological body to carry out the work) to be submitted to and approved by the Council in advance of development commencing.

1.1.8 The Proposed Development (Appendix B) will include –

- A new leisure centre consisting of a 25m swimming pool, teaching pool, studio space, and gym to replace the existing Hythe Swimming Pool, which is obsolete;
- Realignment of Princes Parade to an in-land route behind the planned residential sites. A new promenade will be provided, linking east to west, in front of the residential and leisure sites;
- New public open space to replace the existing, underused space on the site and to provide enhanced recreational opportunities at the seafront;
- Up to 150 new housing units, including up to 45 affordable units, to address housing needs within the District. The housing development will also help fund the delivery of the leisure centre and accessible new public open space; and
- Small-scale commercial uses including potentially shops/café/restaurant and a boutique hotel to expand the range of local services at the seafront and bring activity to the site.

2. Objectives

- 1.2.1 The aim of a desk-based assessment is to provide the Archaeological Advisor and Local Planning Authority with sufficient information to determine whether or not planning permission is justifiable with consideration to how the proposed development will affect any buried heritage assets surviving on site.
- 1.2.2 This document has been undertaken pursuant to the professional guidance issued within the Chartered Institute for Archaeologists (2014a; 2014b), which sets the standard for desk-based assessments as:

Desk-based assessment will determine, as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within a specified area. Desk-based assessment will be undertaken using appropriate methods and practices which satisfy the stated aims of the project, and which comply with the Code of conduct and other relevant regulations of CIfA. In a development context desk-based assessment will establish the impact of the proposed development on the significance of the historic environment (or will identify the need for further evaluation to do so), and will enable reasoned proposals and decisions to be made whether to mitigate, offset or accept without further intervention that impact.

The CIfA Standard also provides the following definition / guidance that a desk-based assessment is:

'a programme of study of the historic environment within a specified area or site on land, the inter-tidal zone or underwater that addresses agreed research and/or conservation objectives. It consists of an analysis of existing written, graphic, photographic and electronic information in order to identify the likely heritage assets, their interests and significance and the character of the study area, including appropriate consideration of the settings of heritage assets and, in England, the nature, extent and quality of the known or potential archaeological, historic, architectural and artistic interest. Significance is to be judged in a local, regional, national or international context as appropriate.

- 1.2.3 The aim of this baseline desk-based assessment is to:
- Identify the presence of any known or potential buried heritage assets that may be affected by the proposals,
 - describe the significance of such assets, as required by national planning policy and,
 - provisionally assess the likely impacts upon the significance of the assets arising from the Proposed Development.

3. Methodology and Sources Consulted

Archaeological Potential

3.1.1 The **potential** for surviving archaeology of various periods is defined within this report as either:

High: The available evidence suggests a high likelihood for past activity within the Site and a strong potential for archaeological evidence to survive intact or reasonably intact.

Moderate: The available evidence suggests a reasonable likelihood for past activity within the site and a potential that archaeological evidence may survive although the nature and extent of survival is not thought to be significant.

Low: The available evidence suggests archaeological evidence of significant activity is unlikely to survive within the site, although some minor land-use may have occurred.

Uncertain: Insufficient information to assess.

Archaeological Significance

3.1.2 The **significance** value of potential archaeology is defined in this report as follows:

International / National (very high): The highest status of asset and indicative of national importance.

e.g. World Heritage Sites (WHS), Scheduled Ancient Monuments (SAMs), Grade I and II* Listed Buildings (LBs), Grade I and II* Registered Parks and Gardens (RPGs), Protected Wrecks, Heritage assets of national importance, well preserved historic landscapes with exceptional coherence, time depth, or other critical factor(s).

National / Regional / County (high): Archaeological sites that may be designated or undesignated, may contain well preserved or in situ structures, buildings of historical significance, historic landscapes with a reasonably defined extent, or reasonable evidence of occupation/settlement or activities (ritual, industrial etc.).

e.g. Grade II RPGs, Conservation Areas (CAs), Designated historic battlefields, Grade II LBs, burial grounds, protected heritage landscapes such as Ancient Woodland, heritage assets of regional or county importance.

Sub-regional / District (moderate): Designated or undesignated archaeological sites with reasonable evidence of human activity. Assets may be of limited historic value but may contribute to district or local knowledge and/or research objectives. May contain structures or

buildings of potential historic merit.

e.g. Historic village settlements, associated historic field systems and boundaries, historic road systems.

Local Area / Parish (Low): Heritage assets with a local level cultural or education value only

e.g. Historic field systems and boundaries, agricultural features such as ridge and furrow, ephemeral archaeological evidence, artefacts of poor contextual stratigraphy.

Negligible: Historic assets with very little or no surviving archaeological interest or stratigraphic integrity. Buildings and landscapes of no historical significance.

e.g. Destroyed objects, buildings of no architectural merit, relatively modern landscape features or disturbances such as quarries, field boundaries, drains etc.

Unknown: Insufficient information exists to assess the importance. Significance of below ground archaeological remains is often unknown until their nature and extent has been sufficiently determined through archaeological fieldwork.

3.1.3 Potential and significance values are based on guidance in the following documents:

- Standards and guidance for historic environment desk-based assessment (ClfA 2017);
- Good Practice Advice in Planning Note 3 (Historic England 2017);
- Conservation Principles [draft]: Policy and guidance for the sustainable management of the historic environment (Historic England 2017).

Sources

3.1.4 The following sources were consulted in the production of this assessment:

- **HER data** detailing the results of previous archaeological investigations on site and in the surrounding Study Area. The HER data was obtained on 26/05/2021 and is the copyright of Historic England 2021.
- **Historic England** - Information on statutory Designated Assets data including Scheduled Ancient Monuments, Listed buildings, and any identified Heritage at Risk.
- **Groundsure** - Ordnance Survey (OS) maps from their historic first edition through to modern OS mapping. Earlier historic maps were also consulted where available.
- **British Geological Survey (BGS)** - Solid and Drift geology digital mapping and geological borehole data where applicable.
- **LPA local plan** and other information on historic environment policies, conservation areas and locally listed buildings where published online.
- **Archaeological Data Service (ADS)** - A comprehensive archive of published and

unpublished fieldwork reports.

- **Volumes of the Victoria County History (VCH)** - An ongoing history project with the aim of creating an encyclopaedic history of each of the historic counties of England.
- **Local record office** – A visit to the Kent County Archives in Maidstone was made on 10/06/2021, and sources consulted included historic tithe maps, historic OS mapping, and historic records relating to the construction of the Royal Military Canal.
- **LIDAR** – Site topography was examined at Lidar Finder (<https://www.lidarfinder.com/>)
- **Aerial photography** – Historic and modern aerial photography was examined Britain from Above (<https://britainfromabove.org.uk/en>).
- **Site reports** – Reports on past archaeological investigations
- Details of the Proposed Development - Existing and proposed site plan, topographical survey, contamination report, existing site services and utilities report.

3.1.5 A site visit was undertaken on 10/06/2021 by Icen Projects, which included a visual assessment and photographic survey as well as an assessment of the topography and ground disturbance, the existing land use, and nature of the buildings.

4. Geological, Topographical, Archaeological and Historical Background

- 4.1.1 To assess the archaeological potential within the area of the Proposed Development, Historic Environment Record data (HER) has been obtained from the Kent Historic Environment Record within a 1km study area of the Site.
- 4.1.2 The Study Area and HER data have been examined to locate known archaeological sites and thus predict and inform the likely archaeological survival on site. All references to archaeological interventions/findspots on Figure 2 and Figure 3 will be contained within parenthesis throughout the document. Many entries from the HER data record result from chance discoveries. Other information and sources including documentary, cartographic, unpublished grey literature reports, and internet resources have also been used to supplement this data. These sources are detailed further in Section 3.
- 4.1.3 Historic structures are not specifically considered within this assessment except where they are relevant to the archaeological interpretation of the Site. Listed and Locally Listed buildings are illustrated in Figure 4.

Geology

- 4.1.4 British Geological Survey (BGS) records show the Site is located on deposits of Weald Clay Formation (Mudstone) underlying superficial deposits of Storm Beach Deposits (Gravels) with a band of Tidal Flat Deposits (Clay and Silt). The Weald Clay Formation (Mudstone) is sedimentary in nature and formed approximately 126 to 134 million years ago in a fluvial local environment dominated by swamps, estuaries, and deltas. The overlying deposits of Storm Beach Deposits (Gravel) were deposited up to 3 million years ago, and Tidal Flat Deposits (Clay and Silt) up to 2 million years ago, within a local environment dominated by coastal shorelines.
- 4.1.5 Geotechnical investigations undertaken in 2017 note that much of the site comprises overgrown, former inert landfill and is contaminated with metals, PAH (polycyclic aromatic hydrocarbons), TPH (total petroleum hydrocarbons), and asbestos within the made ground. PAH contamination was also encountered in natural stratum immediately below the made ground (Peter Radmall Associates 2017a).
- 4.1.6 Ground Solutions Group Limited (GSG) completed a Phase 2 Geo-Environmental Investigation on the Site in October 2002, comprising three boreholes (to 7.5m), thirty trial pits (to depths between 3.3 and 5.0m) and ten static cone penetration tests. Contamination was noted in all trial pits, including (sterile) medical waste (Peter Radmall Associates 2017a).
- 4.1.7 Further intrusive Site Investigation works were undertaken between the 17th and 18th June 2015, comprising eight shallow windowless sample probe holes (MWS1 – MWS7A) to a maximum depth of 5.0mbgl and five machine-dug trial holes (MTP1-MTP5) to a maximum depth of 3.0mbgl (Peter Radmall Associates 2017a) (Table 1). The location of these trial pits are illustrated on Figure 5.

Trial Pit	Depth of Topsoil (mbgl)	Depth of Made Ground (mbgl)	Depth of Sandy Gravels (mbgl)	Depth of sandy silt (mbgl)	Depth of Trial Pit (mbgl)
MTP1	0 - 0.20m	0.20 - 2.60 +	-	-	2.60m
MTP2	0 - 0.50m	0.50 - 2.60m +	-	-	2.60m
MTP3	0 - 0.60m	0.60 – 3.00m +	-	-	3.00m
MTP4	0 - 0.40m	0.40 – 2.70m +	-	-	2.70m
MTP5	0 – 0.30m	0.30 – 1.7m	-	-	1.70m
MWS1	0 – 0.40m	0.40 – 2.80*m	2.80 – 5.0m +	-	5.0m
MWS2	0 – 0.20m	0.20** – 1.60m	1.60 – 4.0m +	-	4.0m
MWS3	0 – 0.30m	0.30 – 2.50m	2.50 – 3.35m +	-	3.35m
MWS4	0 – 0.30m	0.30 – 1.90m	1.90 – 4.0m +	-	4.0m
MWS5	0 – 0.20m	-	0.20 – 0.280m	2.80 – 3.0m +	3.0m
MWS6	0 – 0.10m	0.10 – 4.0m***	4.0 – 4.80m	4.80 – 5.0m +	5.0m
MWS7	0 – 0.20m	0.20 – 3.50m	3.50 – 3.80m	3.80 – 5.0m +	5.0m
MWS7A	-	-	-	-	0.0m

Table 1: Geological trial pits across the Site (mbgl)

*includes concrete slab between 2.70 – 2.80mbgl

**includes concrete slab between 0.20 – 0.25mbgl

*** includes tarmac layer (0.50 – 0.55mbgl) and concrete cobble layer (0.95 – 1.0mbgl)

Topography

4.1.8 The topography of the Site is generally low-lying, with elevations ranging from approximately 2.5m OD to 5m OD (Peter Radmall Associates 2017a). The present Site is dominated by undulating open scrubland, with no substantial structures present. The small children's play area, carpark and Seapoint Canoe Centre is located in the east.

4.1.9 Contemporary LiDAR imagery shows that the Site is relatively flat in the east at the location of the Seapoint Canoe Centre, with uneven topography across the rest of the Site (LiDAR Finder). Depressions where the two footbridges cross the Royal Military Canal are clearly visible at the centre of the Site and at the western end. The ground level is shown to be relatively higher compared to the Imperial Golf Course immediately to the west, illustrating the made ground associated with the former waste disposal (Figure 6).

4.1.10 The Site visit undertaken in June 2021 confirmed that the Site has remained relatively

unchanged since the latest OS mapping records. The majority of the Site remains undeveloped, with undulating topography and dense, scrubby vegetation (Figure 7 and Figure 8). The banks of the Royal Military Canal are somewhat overgrown with weeds, with the northern rampart obscured by vegetation, but the southern towing path clear and open to pedestrians (Figure 9). The artificially raised ground level of the Site disrupts the original sight lines between the Canal and the coastline and is easily discernible compared to the adjacent Imperial Golf Course directly to the west (Figure 9 and Figure 10). The carpark, children's play area, and the temporary Seapoint Canoe Centre, comparatively, has been landscaped, with partial hardstanding and fencing (Figure 11). Interpretive signage, explaining details of the Royal Military Canal, are placed on areas open to pedestrian traffic (such as the footbridges and carparking area) (Figure 12 and Figure 13).

Palaeolithic period to Iron Age (Prehistoric c500,000 BC – AD 43)

- 4.1.11 The prehistoric is a broad period comprising the Palaeolithic (c500,000 -10,000BC), Mesolithic (c10,000 – 4,000BC), Neolithic (c4,000 – 2,500BC), Bronze Age (c2,500 -700BC), and Iron Age (c700BC – 43AD). Continuous human occupation of Britain began as the climate improved at the end of the last Ice Age, with nomadic hunter gatherer societies exploiting wild plants and animals. Farming was first introduced from the continent to Britain around 4000BC and was accompanied by changes in pottery, burial customs, and new types of monuments. The arrival of metalworking in the Bronze Age saw a gradual shift in burial practices, an increase in permanent occupational evidence and distinctive field systems and ceremonial landscape monuments. During the Iron Age elaborate hillfort type structures are constructed, with evidence of ritual offerings and fine iron metalwork suggestive of a warrior aristocracy and the emergence of extensive tribal territories.
- 4.1.12 For much of the prehistoric period, the Site was located on marginal wetlands on the edge of the Romney Marshes, an area of low-lying marshlands and waterways along the southern Kent coastline. Due to its low-lying topography, it was likely unsuitable for prehistoric habitation and evidence of prehistoric settlement and activity is therefore limited within the Study Area. A potential, singular undated ring ditch (TR 13 NE 234), however, was identified in 1990 as a cropmark in aerial photography, located to the east of the Sene Valley Golf Course, approximately 720m to the north of the present Site.
- 4.1.13 Additionally, a findspot for late Iron Age/early Roman Belgic pottery (TR 13 NE 5) from the 1930s is recorded approximately 320m to the north of the western end of the Site, close to the alleged projection of the Roman road to Lympne (*Portus Lemanis*) (see below discussion).

Roman Period (AD 43–410)

- 4.1.14 Hythe does not appear to have been a major settlement during the Roman period, with the closest Roman settlements located at Lympne (*Portus Lemanis*) to the west, and Dover (*Portus Dubris*) to the east. It is possible that there was a small port at Hythe (*Portus Hithinus*), but it is

likely to have been located to the east of the present Site, and on the ancient Hythe Haven (prior to its silting up in the later medieval period).

- 4.1.15 The Roman road connecting the two settlements is alleged to have run to the north of Folkestone and Hythe, before turning northwards towards the oppidum of Canterbury (*Durovernum Cantiacorum*), following the route of the modern B2068 ('Stone Street').
- 4.1.16 There is no further Roman material recorded within the present Study Area, suggesting that the Site may have been located within marginal wetlands and rural hinterland between the two defended military forts/settlements along the Saxon Shore (*litus Saxonicum*). The location of the Site during this period suggests it has limited potential for Roman remains being present.

Medieval period (AD 410–1485)

- 4.1.17 Hythe is recorded in the Domesday Book as the settlement of *Heane*, although no households or population were recorded, suggesting that the settlement may have been abandoned in the years surrounding the Norman Conquest, with the inhabitants possibly living in the much larger settlement at nearby Folkestone (Open Domesday).
- 4.1.18 Located within the ancient Hundred of *Heane*, it is sometimes also recorded as *Hethe* or *Hede*, an Anglo-Saxon name meaning harbour or haven, illustrating the port that was located here. The Roman name *Portus Hithinus* has also been recorded, suggesting that the small port may have been in existence since Roman times (Haasted 1799).
- 4.1.19 The port of Hythe was likely defended by two castles; one at nearby Saltwood, and one at Lympe. It is recorded that the land associated with the former was given, along with Hythe, to Christchurch in the year 1036, in the presence of King Cnute, by one of the princes of England (likely Halfdan) (Hasted 1799). By the time of Domesday, although Hythe is recorded as empty, the manor of Saltwood is recorded as still belonging to the Archbishop of Canterbury and held by his knight Hugo de Montford, and therefore there is the possibility that it is the same for Hythe (Open Domesday; Hasted 1799).
- 4.1.20 Hythe is named as one of the original Cinque Ports, a confederation of five Anglo-Saxon ports including Hastings, New Romney, Dover, and Sandwich, that held special status of tax exemption, self-governance, and permission to claim unclaimed goods and shipwrecked material, in exchange for providing men and ships to the crown for the purposes of war, trade, and travel.
- 4.1.21 Medieval remains are relatively scarce within the Study Area, with the exception of the medieval church of St Nicholas in Newington (TR 13 37), approximately 830m to the north of the western edge of the present Site, and the medieval church of St Leonards (TR 13 SE5), located approximately 315m to the north of the present Site. The latter contains a rare example of an intact ossuary dating from the medieval period, with Haasted (1799) describing it as '*a vast quantity of human skulls and bones...they are by the most probable conjectures supposed to have been the remains of the Britons, slain in a bloody battle, fought on the shore between this place and Folkestone, with the retreating Saxons, in the year 456, and to have attained their*

whiteness by lying for some length of time exposed on the sea shore. Several skulls have deep cuts in them, as if made by some heavy weapon, most likely of the Saxons.'

- 4.1.22 Additionally, there are three findspots recorded for silver medieval coins, (MKE67711, MKE113604, and MKE113605).
- 4.1.23 During the thirteenth century, a series of powerful storms battered the south coast of England, causing substantial changes to the coastline, diverting the rivers, and silting up a number of the natural harbours. Hythe and its harbour, Hythe Haven, seemed to have escaped this fate, remaining an open tidal inlet throughout the Saxon period, and well into the eleventh century, when it was a thriving seaport (Folkestone & Hythe District Council, 2018).

Post-medieval to modern period (AD 1485–present)

- 4.1.24 The present Site was located in the ancient parish of Hythe, within the Hundred of Heane, and in the county of Kent. This part of the English coast, due to the proximity to the European continent, made it an asset in times of peace, but incredibly vulnerable in times of conflict. Much of the Site's post-medieval history is associated with various programmes of construction aimed at defence, beginning with the Napoleonic Wars in the late 1700s and continuing until World War II.
- 4.1.25 In terms of the natural topography, the Andrew's, Drury and Herbert (1769) *Topographical Map of Kent*, shows that by the late 1700s, the Site was an area of undeveloped land fronting the coast, located to the east of the small village of Hythe. Although Hythe Haven is illustrated, slightly to the west, the coastline appears straight, with no evidence of the once large natural harbour that lay here (Figure 14). Seabrook Road and Horn Street are clearly laid out by this time, and there are a series of natural creeks and drainage channels criss-crossing the area. Of particular interest is the creek that flows down from the north, before veering to the west and entering the sea south of Hythe village. This natural creek appears to have been later altered and used during the construction of the Royal Military Canal (TW 92 NW 18; Scheduled Monument 1003260).
- 4.1.26 During the late 1700s and early 1800s, the Romney Marshes, located to the west of Hythe, were identified as a vulnerable, low-lying natural feature that could potentially be used as a bridgehead by enemy forces. Consequently, a series of defensive structures were built in response to the threat of invasion from Napoleon's Army in France after the execution of the French Royal family.
- 4.1.27 The Shorncliffe Battery (TR 13 SE 235; Scheduled Monument 1401815), including the battery wall (TR 13 SE 23/619776) and associated redoubt (TR 13 NE 90) was completed in 1804, and fortified with at least 10 24 pounder guns on emplacements (TR 13 NE 222; TR 13 NE 223), with a commanding view of the coastline in both directions. A training camp consisting of temporary structures and tents were set up during the summer training season, set to the north and east of the redoubt, becoming permanent by the 1850s. Various investigations have been undertaken at the Scheduled Monument, including a Watching Brief (EKE12035) by Archaeology South East (ASE) in 2004 that recorded further sections of the battery wall, an investigation by Time Team

(EK9293) in 2006 that established the lines of defences along the north and east, and an evaluation by Wessex Archaeology (EK12181) in 2008 that demonstrated heavy truncation of the earlier features.

- 4.1.28 The Royal Military Canal (TQ 92 NW 18) followed quickly after, with construction beginning on 30 October 1804 in Seabrook, immediately to the east of the present Site (Figure 15). The defensive canal was originally 60 feet wide and 9 feet deep, with an adjacent rampart (parapet and banquette), a military road and government drain on the landward side ('back drain'), and a towpath and another drain on the seaward side ('front drain') (Figure 16). At the very eastern end, a Station House (No. 1) was constructed to guard the canal crossing (TR 13 SE 242). At every third of a mile, a 'kink' was deliberately constructed, and the positions defended by 18 pounder cannons positioned on raised banks. One of these 'kinks' is located immediately along the northwestern extent of the present Site. The canal was sold in sections during the late 19th century, although was taken over for military use during both WWI and WWII, with gun emplacements placed on the original 'kinks'.
- 4.1.29 In addition to the canal, a series of defensive Martello towers were also constructed along the shoreline around Hythe, including Martello Tower No. 9 (TR 13 NE 147), No.10 (TR 13 SE 14), No. 11 (TR 13 NE 8), and No. 12 (TR 13 SE 7). Martello Tower No. 9 is the closest to the present site, located approximately 300m to the northeast within easy view of the Royal Military Canal.
- 4.1.30 The Royal Military Canal and the associated infrastructure (ramparts, military road etc) have been archaeological investigated on numerous occasions, including immediately to the north of the present Site. In 2002, an evaluation of the military road construction was undertaken by Canterbury Archaeological Trust (EKE10831), which revealed the cobbled surface of the road. In the same year, Canterbury Archaeological Trust also undertook a watching brief during the levelling of a section of rampart immediately to the north of the present Site, to allow for dredging of the canal at Seaview Bridge (EKE10846), as well as the stripping of the gun emplacement at Cannongate Road (EKE10847). The latter failed to locate the gun emplacement structure anticipated for the area.
- 4.1.31 After the threat of the Napoleonic War had faded, parts of the Royal Military Canal were sold off and turned over for civilian use, including for fishing and the movement of goods via commercial barges. Parts of the Seabrook section were altered, including the removal of the drawbridge across the Seabrook in 1840, and part of the unfinished defensive works blocking the Sandgate-Hythe Road in 1841. Parts of the rampart have been landscaped and flattened out, particularly the section immediately to the north of the Imperial Golf Course (located directly to the west of the present Site).
- 4.1.32 The 1873-1874 OS Mapping (Figure 17, Figure 18, Figure 19) shows the present Site was surrounded by largely undeveloped land during this time, with the Station House (No. 1) (TR 13 SE 242) still standing at the eastern end, with a police station and Shorncliffe Battery to the east marked as 'ruins'. Directly to the north and on the landward site of the Royal Military Canal, a large gasworks is marked. In the west, immediately to the north is a gravel pit, and Princes

Parade has yet to be constructed, as the Site appears to be either on or immediately adjacent to the beach.

- 4.1.33 By the 1890s (Figure 20, Figure 21, Figure 22), the land surrounding the Site appears to have been developed, including the construction of Princes 'Road' fronting the beach with an associated promenade and tramway (TR 13 NE 233; Figure 23), the construction of footbridges crossing the Canal, and at the eastern end, boathouses, a landing stage, a school, a new police station, and the Sandgate Railway Station (Railway Line TR 13 NE 229). Breakwater groynes have also been constructed on the coastline.
- 4.1.34 An aerial photograph taken in 1929 (Figure 24) of the eastern part of the Site clearly shows the Royal Military Canal and sluice gate, the low-lying nature of the Site, and the steep cliffs to the north and east that mark the remnant coastline of Hythe Haven. The series of breakwater groynes can clearly be seen, stretching into the English Channel.
- 4.1.35 Development slowly continues throughout the early part of the 19th century, mostly to the north of the Site (Sandgate). By the early 1930s (Figure 25, Figure 26, Figure 27), the Royal Military Canal is clearly marked, with a recreation ground marked out in the central area of the Site. A series of playing fields have been marked out to the north and west of the Site.
- 4.1.36 Immediately prior and during both second World Wars, the area around Hythe and Sandgate were heavily fortified against invasion from Europe. Shorncliffe Battery was turned into a Military Garrison (TR 13 NE 243), including military buildings, practice trenches (MWX51426), trackways, and earthworks, two military chapels (TR 13 NE 284; TR 13 NE 285), a firing range (TR 13 NE 240), and a cemetery (TR 13 NE 289). A series of military hospitals were established, including the Royal Military Hospital (TR 13 NE 17) and the Moore Barracks Military Hospital (TR 13 NE 208), (operated by the Canadian Army Medical Corps during World War I), as well as the Helena Military Hospital (TR 13 NE 16), specifically for the treatment of officers.
- 4.1.37 Princes Parade was the location of a large, defended locality (MWX51343), consisting of regularly spaced, small one-man sized pillboxes along the road, with a roadblock at either end and barbed wire obstructions along the beach and promenade.
- 4.1.38 Larger pillboxes were also constructed in the area, including numerous across the present Site (TR 13 SE 196; TR 13 SE 191; TR 13 SE 192; MWX51403; MWX51304; MWX51377). It appears that the majority of these have been demolished, although evidence of foundations may remain.
- 4.1.39 Other temporary defensive structures included roadblocks (MWX51413), beach (MWX51462) and marine parade defences (HER 1422553), barbed wire obstructions (MWX51426; MWX51522), and anti-tank obstacles (HER 1536313; TR13 NW 707), all of which have now been cleared.
- 4.1.40 Light anti-aircraft batteries (HER 1478063; 1478061; 1478116; 1477299) and navy gun emplacements (HER 1422553; 1422552; TR 13 NE 184; TR 13 NE 302), air raid shelters (TR 13 NE 244), a fortified house (TR 13 NE 159) and a spigot gun emplacement (TR 13 NE 302) are also located within the Study Area.

- 4.1.41 Other general post-medieval remains in the Study Area include a number of shipwrecks along the coast, including the *Baker* (sunk in 1877; TR 13 SE 32) and the *Benvenue* (sunk in 1891; TR 13 SE 48). Additionally, there are two protected airplane crash sites, the location of Spitfire MK IIA P7351 (crashed 20 April 1941; TR 13 NE 259) and Hawker Hurricane I (crashed 15 August 1940; TR 13 NE 260), both located approximately 970m and 200m to the east of the present Site.
- 4.1.42 After the end of World War II, the land around Princes Parade appears to have been cleared of all the temporary defences, guns, and pillboxes. The 1957-1959 OS mapping (Figure 28, Figure 29, Figure 30) shows the Royal Military Canal as 'disused', and all evidence of the previous recreation ground and building structures are completely absent. The Site appears undulating, with the front drains clearly marked and differences in topography also illustrated.
- 4.1.43 It is recorded that the Site became a municipal rubbish tip following the end of the war, with evidence suggesting it received both inert and commercial waste between December 1946 and December 1974 (Peter Radmall Associates 2017a).
- 4.1.44 The 1970s and 1990s OS mapping (not shown) shows no discernible difference to the Site, with the Royal Military Canal still described as 'disused', and no buildings, structures, or other features marked on the Site, apart from the towpath located immediately to the south of the canal.
- 4.1.45 The development of the visitor's carpark, children's play area, and temporary accommodation for the Seapoint Canoe Centre was in place by 2010 (Peter Radmall Associates 2017a). An archaeological evaluation by Trust for Thanet Archaeology in 2012 (EKE12109), consisting of two trenches and two test pits immediately to the east of the present site, revealed no archaeological finds or features.

Past archaeological investigations within the Site

- 4.1.46 No archaeological investigations have been carried out within the Site to date, although a series of investigations associated with the Seapoint Canoe Centre (immediately to the east of the present Site), have been undertaken, including –
- Archaeological Desk-Based Assessment (CgMS 2006)
 - Archaeological Evaluation (Trust for Thanet Archaeology 2012)
- 4.1.47 A number of heritage statements have been produced for the present Site, including –
- Technical Annex 2 Cultural Heritage (Peter Radmall Associates 2017b)
 - Princes Parade Hythe, Planning Application Y17/1042/SH Additional Information and Clarification – February 2018, Appendix 01 Heritage (McKay 2018a)
 - Princes Parade Hythe, Planning Application Y17/1042/SH Additional Information and Clarification, March 2018, Appendix 02 Heritage (McKay 2018b).

5. Archaeological Potential and Significance

- 5.1.1 A review has been undertaken of the sources detailed in Section 4 including archaeological investigations conducted close to the proposed site and a handful of findspots, sites with historic or cartographic references and listed buildings. These are shown on Figure 2, Figure 3, and Figure 4).
- 5.1.2 The potential for archaeological evidence originating from the various periods is summarised below. HER data is only a partial reflection of the buried archaeological record and the true archaeological potential of the area may be higher than suggested. Historic impacts are also taken into consideration when assessing potential.
- 5.1.3 The cartographic sources suggest that the Site, located on marginal land adjacent to the Romney Marshes, was likely not suitable for occupation during much of the prehistoric and early medieval periods. It is likely that it was represented by shifting storm gravels or coastal deposits, and only became solidly consolidated after the silting up of Hythe Haven sometime in the later medieval period. Even into the 1700s, the Site is shown as undeveloped land fronting the beach, in an area in between the settlements of Hythe (to the west) and Sandgate (to the east).
- 5.1.4 It appears that the development of the area immediately around the Site began in earnest during the post-medieval period, with the realisation that it may have been vulnerable to attack from the English Channel. The immediate area of Sandgate and Seabrook developed alongside the military defences, including Shorncliffe Battery (on the higher ground to the east of the present Site) and the Royal Military Canal (immediately to the north and east of the Site). The construction of the Canal and the Station House (No. 1) appear to be the first occupation to occur on the previously marginal coastal strip.
- 5.1.5 After the threat of invasion from Napoleon subsided after the Battle of Waterloo, the area around Sandgate appears to have been adapted for civilian use, including the canal which was turned over to barges and fishing. Boat houses and a landing stage were constructed at the eastern end of the canal above the sluice gates, allowing access to the waterway, and a recreation ground is marked out on the OS mapping. The defensive ramparts were flattened in places as the town of Sandgate flourished, and the Shorncliffe Battery fell into disuse and ruin. Princes Parade was created as a Victorian seaside promenade and formally opened by the then Prince of Wales (later King Edward VII) in 1881, complete with a seawall and tramway that allowed passage between Folkestone and Hythe. The Site appears to remain as undeveloped, open land during this time.
- 5.1.6 With the threat of the Great War, and later, World War II, the area around Hythe and Sandgate are again heavily fortified against invasion from the Continent. There is a Military Garrison established at Shorncliffe Battery, including buildings, practice trenches, trackways, earthworks, firing ranges, chapels, and a cemetery. In the wider vicinity, multiple military hospitals are set up to receive injured soldiers from the Western Front. An aerial photograph taken in the inter-war years (1929), indicates that the Site remained as low-lying, undeveloped land, which appears to be affected by flooding.

- 5.1.7 During World War II, Princes Parade becomes the location of a large, defended locality, which included a series of regularly spaced, one-man pillboxes along the road guarding the coast, a roadblock at either end, and barbed wire obstructions along the beachfront and promenade. A series of larger pillboxes, set back from the beach, were constructed across the Site.
- 5.1.8 It appears that after World War II, the Site is cleared of all temporary defensive structures, such as barbed wire and roadblocks, and the pillboxes are all decommissioned and removed. The Site is set aside as a municipal rubbish tip, receiving waste between 1946-1974, and raising the ground level by approximately 3.5m, which is still evident.
- 5.1.9 The majority of the Site has remained undeveloped since its use as a rubbish tip, and is now revegetated as an open recreational space. A visitor's carpark, children's play area, and temporary accommodation for the Seapoint Canoe Centre have been established at the eastern edge of the Site.

Prehistoric

- 5.1.10 The Site has **low potential** to contain prehistoric remains. Prehistoric evidence in the Study Area is limited, and no previous finds or evidence of prehistoric occupation have been found during excavations immediately adjacent to the Site. The Site would have been located on marginal land on the edge of the Romney Marshes, and perhaps on shifting storm gravel deposits along the Kent coastline. Any remains that may be present within the Site would likely comprise isolated artefacts within the storm beach gravels. Such remains would be considered as having **local area significance**.

Roman

- 5.1.11 The Site has **low potential** to contain Roman remains. Hythe does not appear to have been a major settlement during the Roman period, apparently located in between the larger settlements of Lympne (*Portus Lemanis*) and Dover (*Portus Dubris*). Although there may have potentially been a small settlement located to the east, at Hythe (*Portus Hithinus*), it is likely that the Site itself was located in rural hinterland along the Saxon Shore (*litus Saxonicum*). The Site has a low potential to contain archaeological remains dated to the Roman period. These are likely to constitute remains of a residual nature or sparse rural occupational activity. Such remains would be considered as having **local area significance**.

Medieval

- 5.1.12 The Site has **low potential** to contain Saxon or medieval remains. The Site appears to have belonged to the manor of Saltwood, and was located to the east of the flourishing medieval Cinque Port of Hythe. Any medieval remains are likely to be residual in nature or sparse, rural occupational activity. Such remains would be considered as having **local area significance**.

Post-Medieval

- 5.1.13 The Site has a **low-moderate potential** to contain post-medieval remains, particularly relating to evidence of the construction of the Royal Military Canal, as well as evidence of the defensive

structures (ie, isolated artefacts, pillbox foundations) associated with World War I and II. Such remains are likely to be of **local area significance**.

Impact of Proposals

- 6.1.1 The Proposed Development will include –
- A new leisure centre consisting of a 25m swimming pool, teaching pool, studio space, and gym to replace the existing Hythe Swimming Pool, which is obsolete;
 - Realignment of Princes Parade to an in-land route behind the planned residential sites. A new promenade will be provided, linking east to west, in front of the residential and leisure sites;
 - New public open space to replace the existing, underused space on the site and to provide enhanced recreational opportunities at the seafront;
 - Up to 150 new housing units, including up to 45 affordable units, to address housing needs within the District. The housing development will also help fund the delivery of the leisure centre and accessible new public open space; and
 - Small-scale commercial uses including potentially shops/café/restaurant and a boutique hotel to expand the range of local services at the seafront and bring activity to the site.
- 6.1.2 The existing impacts on the site include the construction of the Royal Military Canal and associated features (towpath, drains), the previous structures (such as Station House No. 1 and World War II defensive structures), and the Site's former use as a rubbish tip. The previous structures on site were unlikely to have contained basements, but concrete base slabs may be present, particularly from the pillboxes running along the southern area of site, preserved beneath the rubbish tipping that has artificially raised the ground level by approximately 3.5m across the Site.
- 6.1.3 At the time of writing, the Proposed Development is not at the design freeze stage, so the depth, type and extent of foundations and groundworks is not known. The insertion of pile caps would remove any below ground archaeological deposits and remains. The above-mentioned proposals would impact any below ground archaeological remains that survive outside of the footprint of the present buildings.
- 6.1.4 This document will need to be updated once a design freeze is issued to include an impact assessment.
- 6.1.5 Any groundworks outside the footprint of the proposed foundations and piles (such as service runs, crane bases, grubbing out of obstructions, levelling etc) associated with construction, also have the potential to impact and in-situ archaeological remains. The extent of these activities is yet to be defined.

6. Conclusion

- 7.1.1 The primary objectives of this report were to identify the nature, extent, and significance of any archaeological heritage assets that may be impacted by the proposed development.
- 7.1.2 The Site lies immediately adjacent to the Royal Military Canal (Scheduled Monument 1003260) and within partially within an Area of Archaeological Potential (AAO) associated with the RMC.
- 7.1.3 No previous excavations have occurred on the Site, however, a series of evaluation trenches immediately to the east failed to identify any archaeological finds or features (Trust for Thanet Archaeology 2012).
- 7.1.4 With consideration to the archaeology recorded within the 1km Study Area and the nature of the site's topography, geology, and archaeological and historical background, there is a **low potential** for prehistoric, Roman, and medieval remains, and a **low to moderate potential** for post-medieval remains to be present on the Site.
- 7.1.5 Any surviving archaeological remains on the Site are likely to be of **local area significance**. The proposed development will include below ground intrusions (piling, foundations, service runs etc) with the potential to impact on any below ground archaeological remains, if present.

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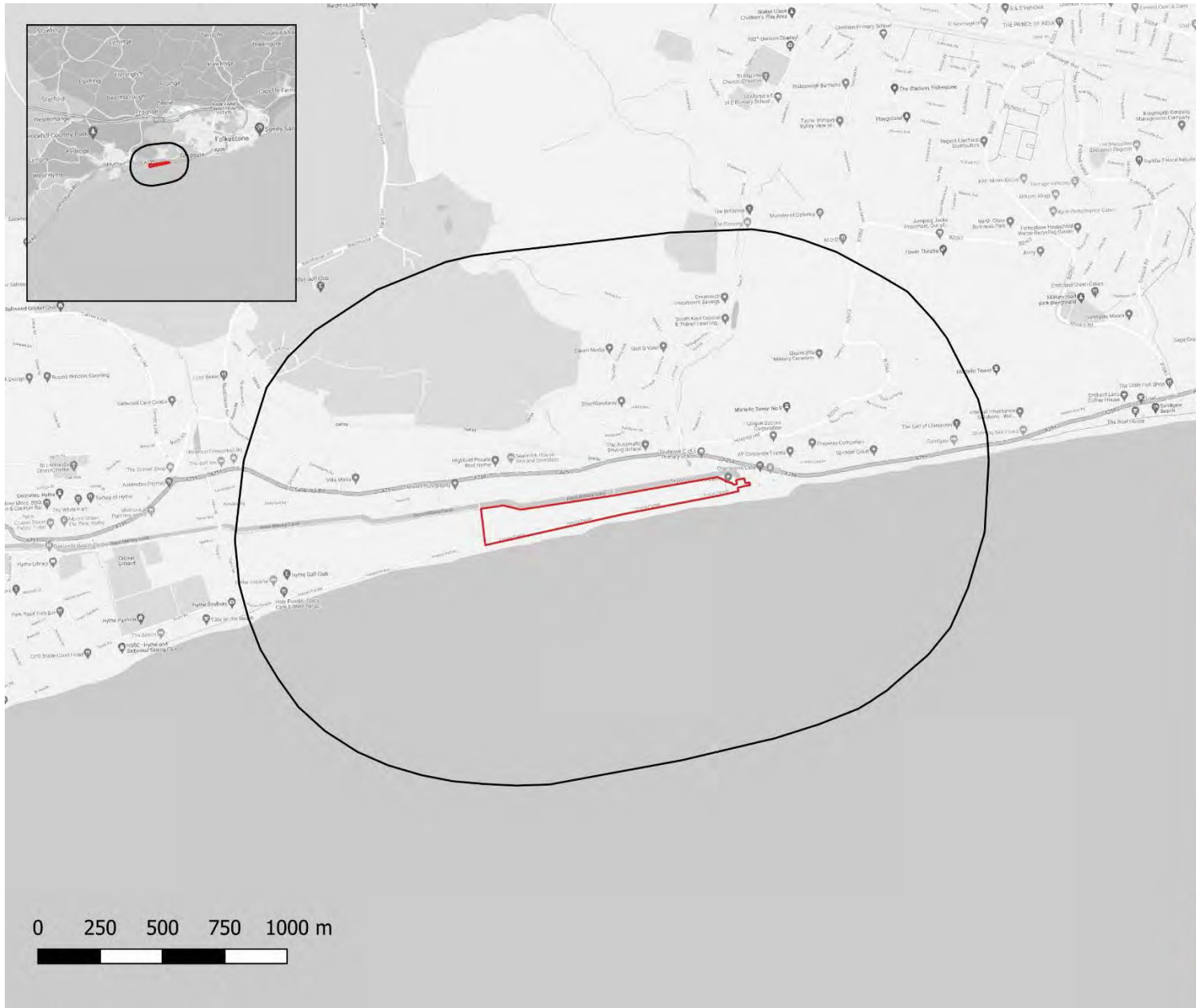
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Legend
 □ Study Area (1km)
 □ Site Outline

Figure 1: Site location map

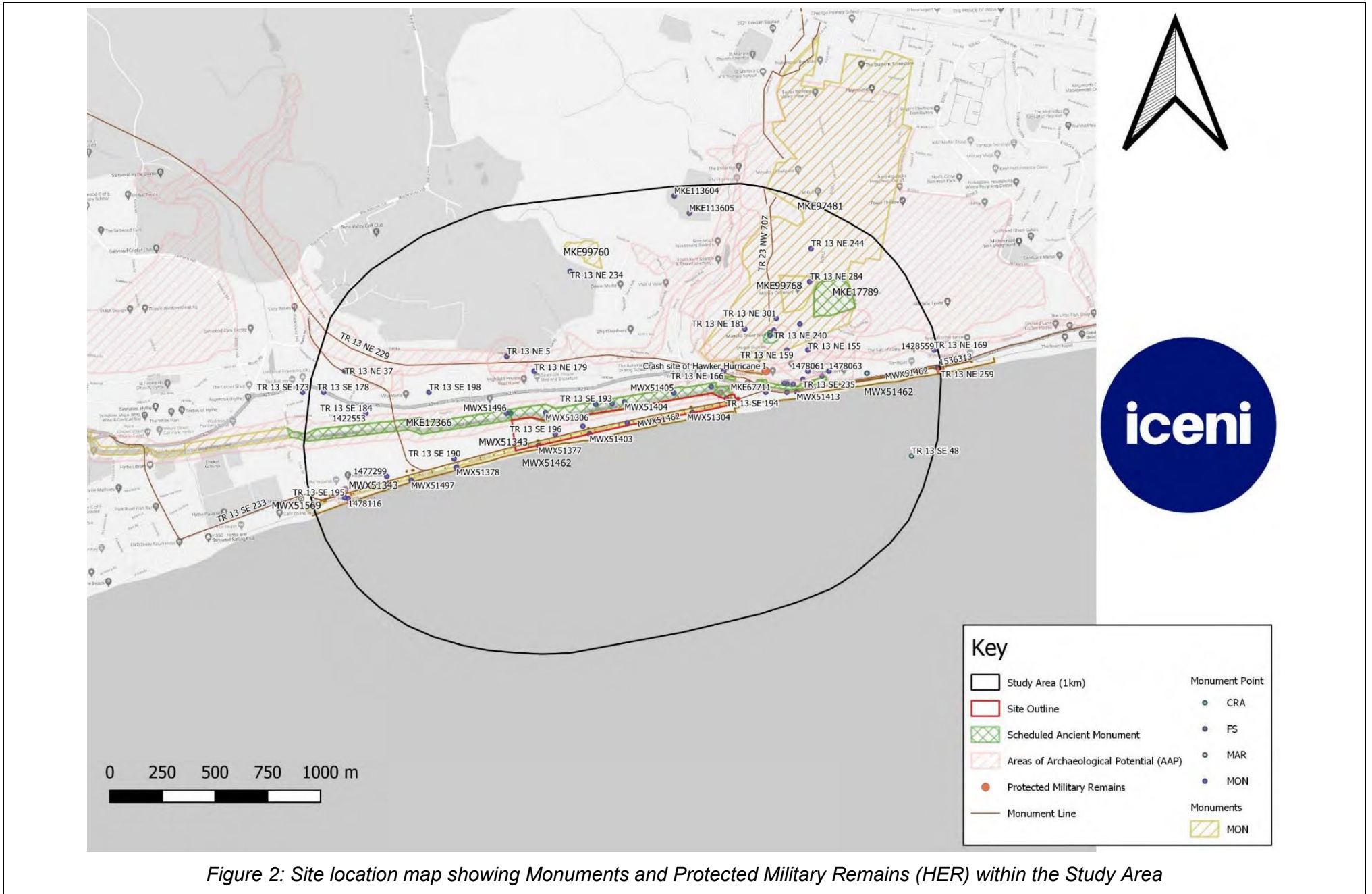
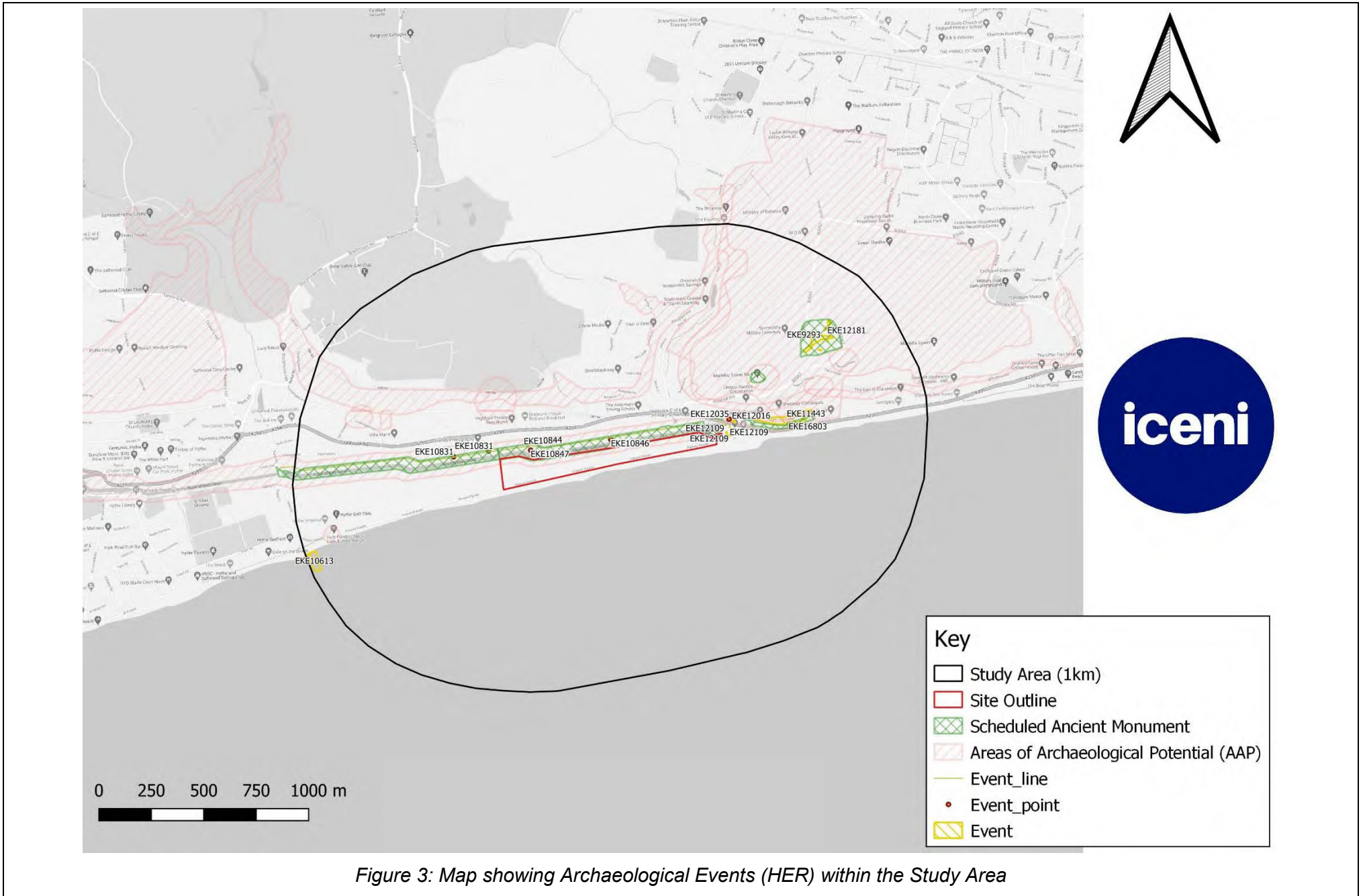


Figure 2: Site location map showing Monuments and Protected Military Remains (HER) within the Study Area



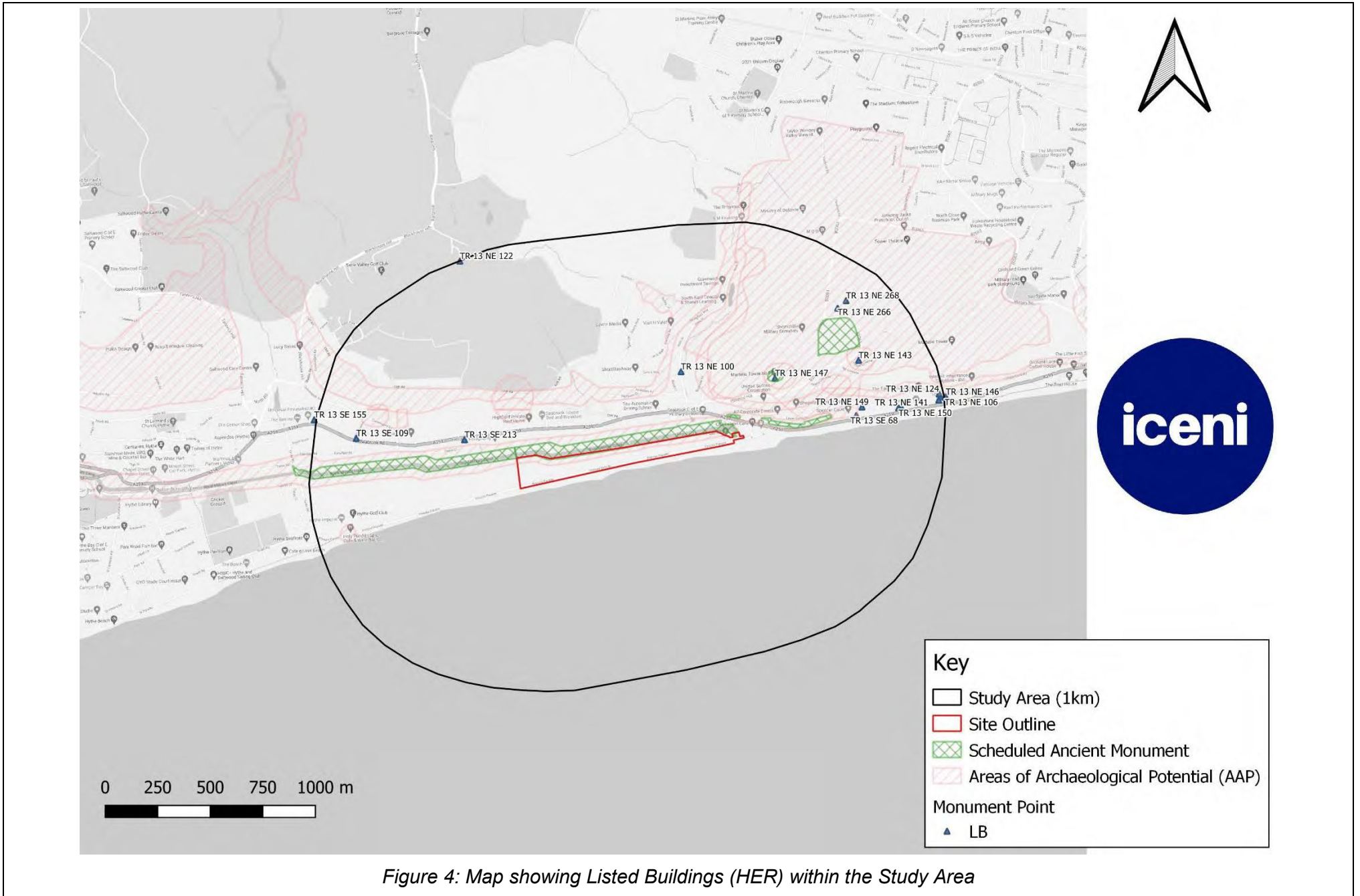


Figure 4: Map showing Listed Buildings (HER) within the Study Area



- Legend
- Site boundary
 - ⊠ MTP#
Merebrook trial pit with location reference
 - MWS#
Merebrook window sample with location reference

Based on OS	14-07-2015	-
Issue Details	PDT	-
	Dwn	Chd
		App'd

Client/Project

Shepway District Council
Princes Parade
Seabrook, Hythe

Dwg Title

Site Investigation Locations

Job No.	Dwg No.	Revision
17436a1	304-001	-
Scale	Date	Frame Dimensions mm
NTS	July 2015	(A3) 400 x 280
Drawn	Checked	Approved
PDT	-	-

London
Kent
Derby
Cardiff

Figure 5: Location of geotechnical test pits (Peter Radmall Associates 2017a)



Figure 6: LiDAR of Site (LiDAR Finder 2021)



Figure 7: Land near Princes Parade, showing topography and scrubby vegetation (facing west)



Figure 8: Royal Military Canal, showing overgrown ramparts (left) and towing path (right) (facing east)



Figure 9: Differences in ground level compared to the Imperial Golf Course (right) (facing north)



Figure 10: Obscured original site lines of the Royal Military Canal, showing the southern towpath (facing east)



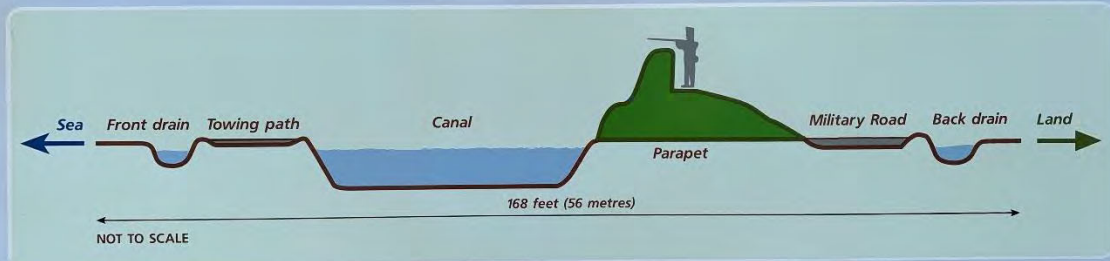
Figure 11: Carparking area at the eastern end, near the Seapoint Canoe Centre, showing landscaping (facing east)



Figure 12: Interpretative heritage signage on footbridge across Royal Military (facing east)

Dual purpose design

The Canal had a series of forts and guardposts, and a unique cross-section to repel invaders. Sharp 'kinks' every 600 yards (549 metres) could be defended by enfilade, or crossfire.



You can study, and play on, a scale model of the Canal at the end of the car park.

The Royal Military Canal was expensive. It cost £234,310 – the same as four of the biggest warships of the time.

Figure 13: Interpretive heritage signage about the Royal Military Canal within carparking area

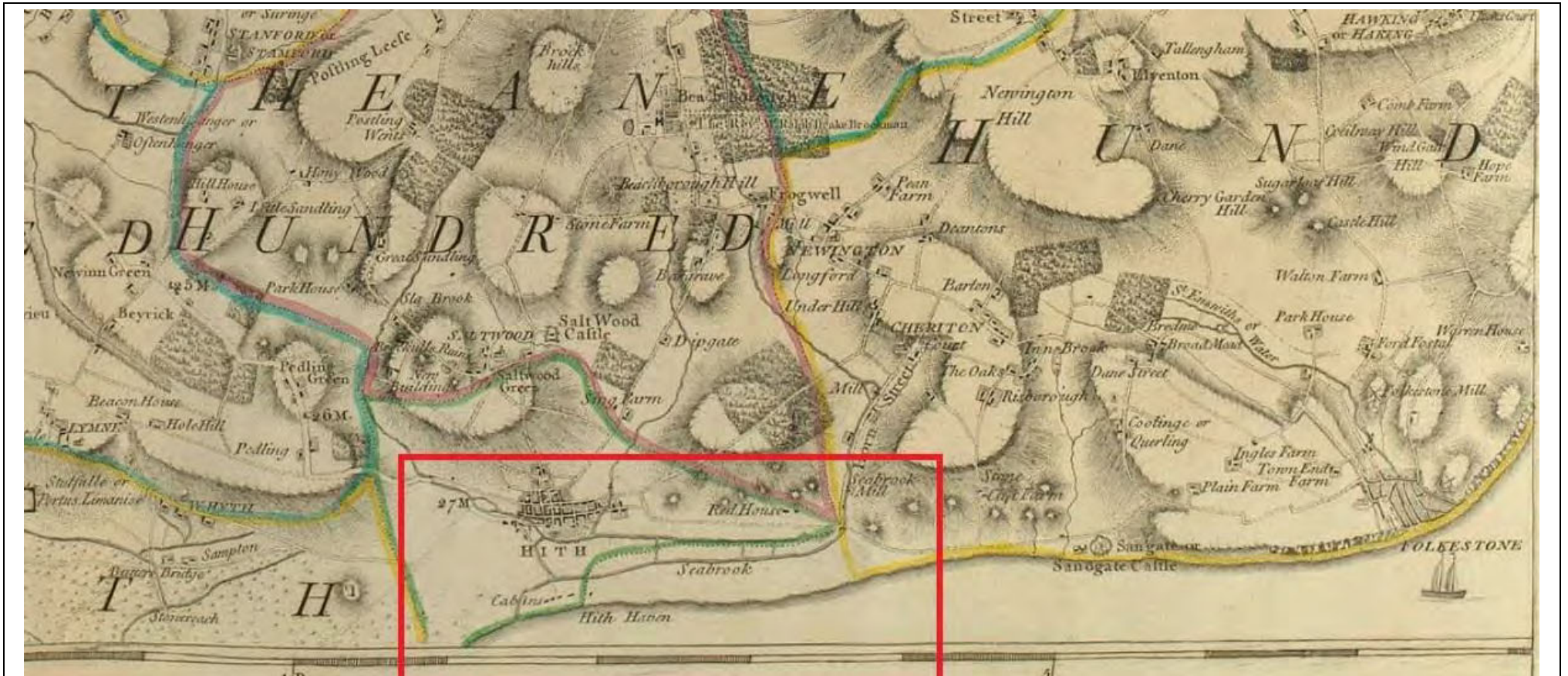


Figure 14: Andrews, Drury and Herbert (1769), with approximate Site location marked in red

Memorandum respecting the Royal Military Canal.

The Romney Canal was commenced in Nov 1804 and was in the hands of Contractors Messrs Mellisworth, Brough & Ogden until June 1805, when on consequence of the Contractors having failed in their engagements, it was taken into the hands of Government and carried on by the Quarter-Master General's Department under the name of the "Royal Military Canal". Men of the South Lincoln, Lancashire, and Cambridge Regt of Militia were now placed on the Canal to work, as well as from 300 to 500 Civilian employed proximately by the Contractors who had wisdom more than 450 Men at a time. Labourers were paid 5/6 p/week, and to Men working 12 1/2 hrs at Hornediff 1/6 a day, and they frequently worked two days in 24 hours. The men at work excavating the Canal generally performed 10 cubic yards each in 5 days of the work; this gives an average of about 2 1/2 cubic yards. The Carriers were chiefly confined to the work and the sledges were generally employed at forming the Ramparts and Surfing the Banks and were paid 10 p/day.

The Bulwarks from the Back Drain into the Canal were constructed on October 10, 1805 - they are generally 90 feet long, 5 feet diam and 10 under the surface, so as to deliver the water at the bottom of the Canal without fall. The 6th Trees planted on the Banks of the R.M. Canal were procured from Messrs Russell & Whitson of Leasithorn in 1787/8.

The Brick work of the R. M. Lock was commenced Oct: 1807. - The Gate made and fixed on the evening of 1808.

In August 1808 the R.M. Canal was opened to the Rother and the Duke of York and has since that conveyed from Hythe to the Lock on 2 1/2 hours in a small Boat drawn by Horses. The Canal not quite completed but still sufficient for all purposes of Defence: expense to this time under £100,000.

Feb: 16th 1809. The purchase money of land taken between Hornediff & Rye (including damage paid) amounted to £38,500, which includes £3,000

for the Turnpikes between Little's Head and Rye.

The Batteries on the height in Pitt Head (between Winchelsea and Cliff End) and at Little's Head were constructed. Platforms and gun placed thereon long before the Canal was made or thought of.

In 1806 (23rd Apr) Mr. Haddell of Norwich furnished 1000 Rails as under:
 3 fad 6 1/2, 6 fad long each
 9 fad Oak Rail full wood, 1 1/2 pair 5 1/2 = 16 1/2 p/rod.
 In 1808 89 (for 2 Rods and 6 Rods) was charged 16 1/2 p/rod.
 Beach or Shingle delivered at Little's Head - at 1/3 p/rod.
 Oak Plank or Scantling 6 1/2 p/rod each.

Nov: 18th 1808. A great storm and consequent inundation of the sea, flooded the country between Hornediff and West Hythe & destroyed the South Bank of the Canal for nearly two miles (on one place 4 feet deep) for upwards of 100 yards; the sea was 6 ft above the water level, and the Canal was immediately filled to a level with the sea - an Express was sent to the Lock to have the Gates opened, and fortunately arrived in time, so that when the water reached that place it rushed into the Rother. The Bridge was on the most imminent danger, as the head of the rushing water was 5 feet high. To guard against a similar accident, a piece of Land about 30 feet wide and about 5380 feet long (between two Bridges and the Stanbury Wood Wall near Hornediff) was purchased amounting to £2500 upon which was formed the present Sea Embankment.

On the 30th January following (1809) another violent storm accompanied by a spring tide, caused the sea to break over the Beach Bank near Hornediff, but the Sea Embankment being in a great state of perfection the damage done was comparatively trifling. Consisting chiefly of a quantity of Beach washed into the Canal. The public road between Hornediff and Sandgate sustained great injury.

The Barracks for the Staff Corps were commenced early in 1808, and in some the buildings were covered in with Bangor Board and slates all 9 p/rod & Latin Walls at £3 p/rod. The new Barracks were first completed and occupied in May 1810.

The Experimental stores on Hythe Beach were consumed by fire on the night of the 9th Jan: 1809. A quantity of Officers Baggage & the clothing of that year for the Companies on Foreign Service were destroyed (Public Property valued at £500).

The Government having granted an allowance of £1000 a year for 5 years for the purchase of Loads of, to be planted on the Banks of the R.M. Canal, the undermentioned quantities were purchased, as follows:

1817 Oct: 31st. Seed Potatoes at 1/6 p/rod for 10 (from Mr. Eastwood's subject) £100.
 1818 Oct: 20th. Miscellaneous Stores, Occasional Expenses, &c. (from London) £28.18 -
 1819 Oct: 22nd. 180,000 - 2 or 3 year old Ducks at 1/12 p/rod (for hatch) £104.10.6
 1825 Feb: 26th. A Hurricane from the South East caused the water in the Canal to be driven violently to the Eastward toward Sandgate, so that at West Hill it stood 8 feet high at the Office, while at the same hour it was only 6 ft 6 in by the Enders at the Lock. The same depth was continued as far as Hornediff, from thence to Hornediff appeared to be a gradual rise to the height above mentioned. At this time, in consequence of the sluices having lately been well cleaned out, no water passed into the Canal through the Bulwarks, Capt White observing this, & that the sluices in the Rother were above the surface level of the Canal, threw open the Lock Gates and admitted about 1500 of water in one tide. This operation should never be performed except under the eye of an Officer, who should take the greatest possible care to open and shut the Gates simultaneously with those at Little's Head, for when they are first shut at the time of great floods, the wind of back water up the River is so great as to force it to the Canal Gates, and when they are opened to let the Water retire, the draught then is so excessive, that if the Eastern Canal Gates are not instantly closed, they would be in great danger of being carried away.

INDEX MAP.

Title Contents of the Canal Papers,
as stated by Messrs for the information of the Director 24th July 1802.

Grounds of Bridges in 11	7. 5. 7
Roads & Small Foot Paths, and from 210	11. 0. 21
500 Acres of Woodland	7. 1. 20
Dk of Occupation fenced off	367. 0. 26
Pasture Land	11. 2. 30
Shingle only	23. 1. 27
Land covered by Water	620. 2. 11
Total 620. 2. 11	

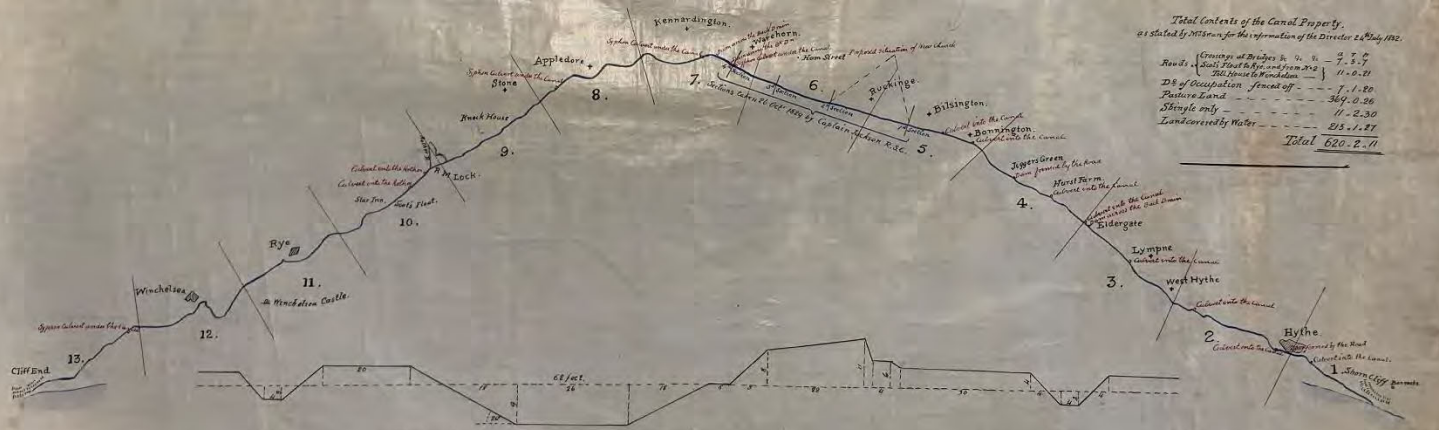


Figure 15: Hand drawn plan of the Royal Military Canal, including a typical cross section (1806)

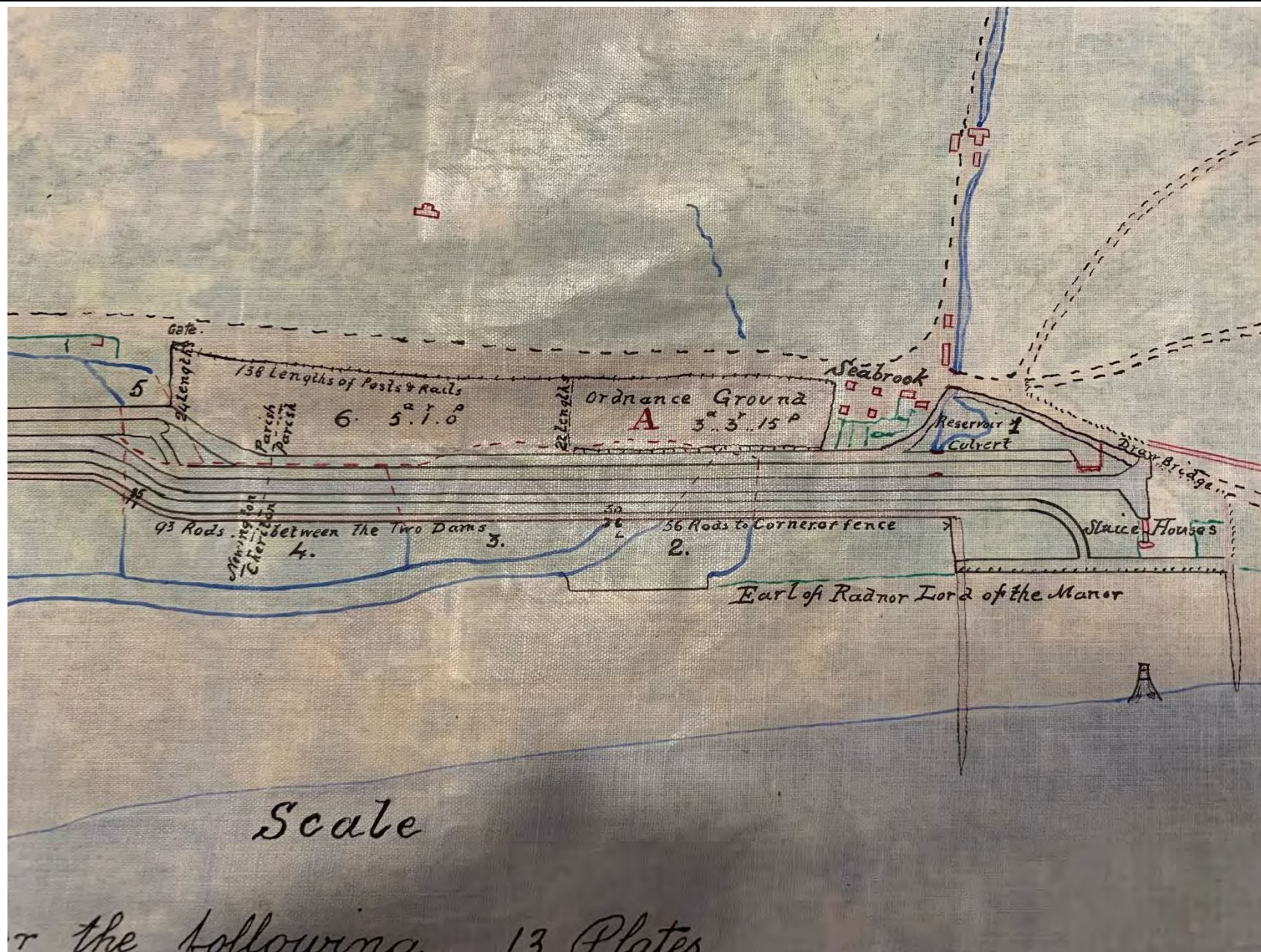


Figure 16: Hand drawn plan of the Seabrook section of the Royal Military Canal, showing the present Site immediately to the south (1806)

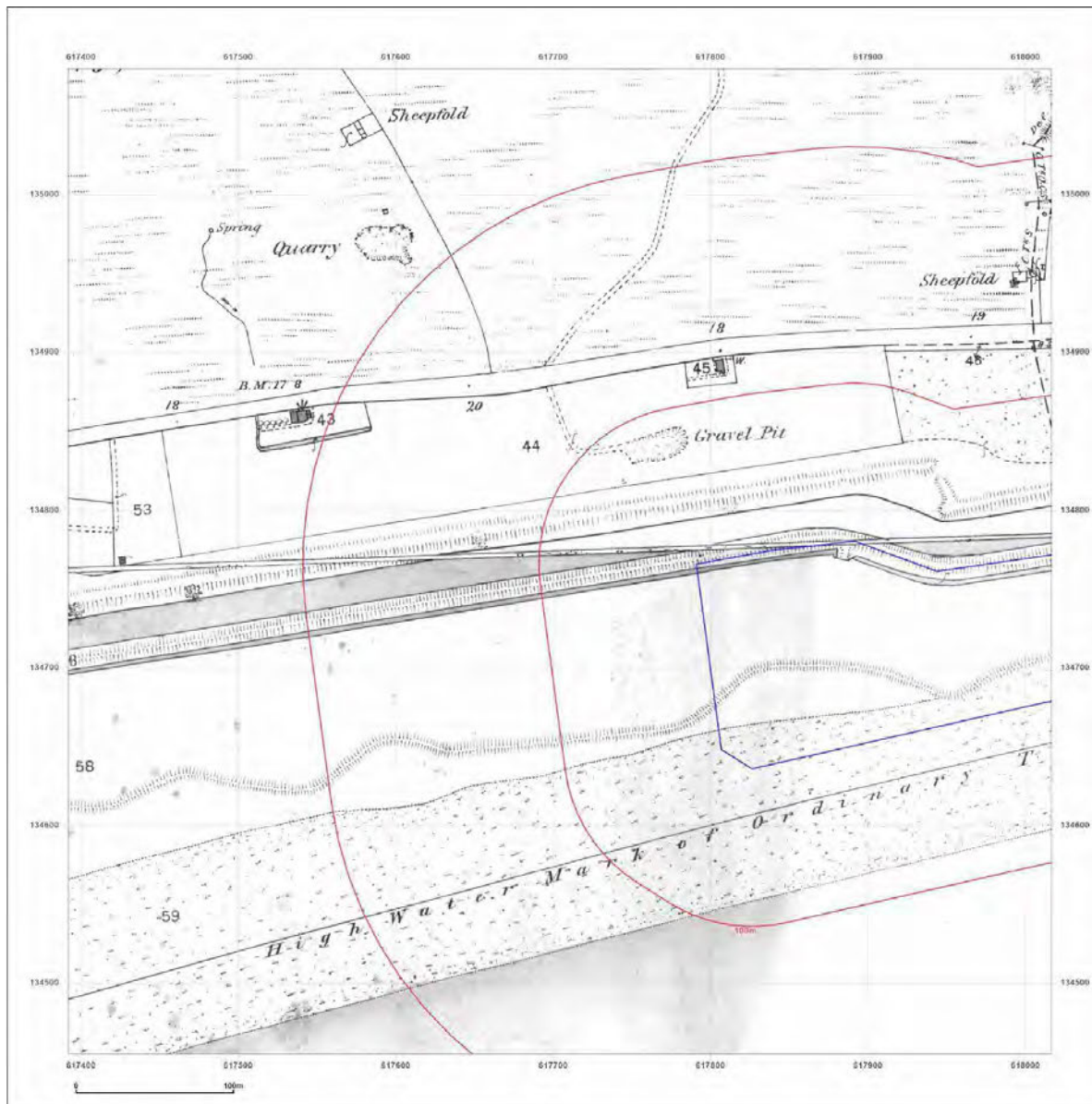


Figure 17: 1873-1874 OS Map of the present Site (western section)



Site Details:
618334 134792

Client Ref: 21-A012_-_Prince_Parade_
Report Ref: GS-7903876_LS_1_1
Grid Ref: 617704, 134767

Map Name: County Series

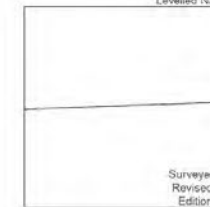
Map date: 1873-1874

Scale: 1:2,500

Printed at: 1:2,500



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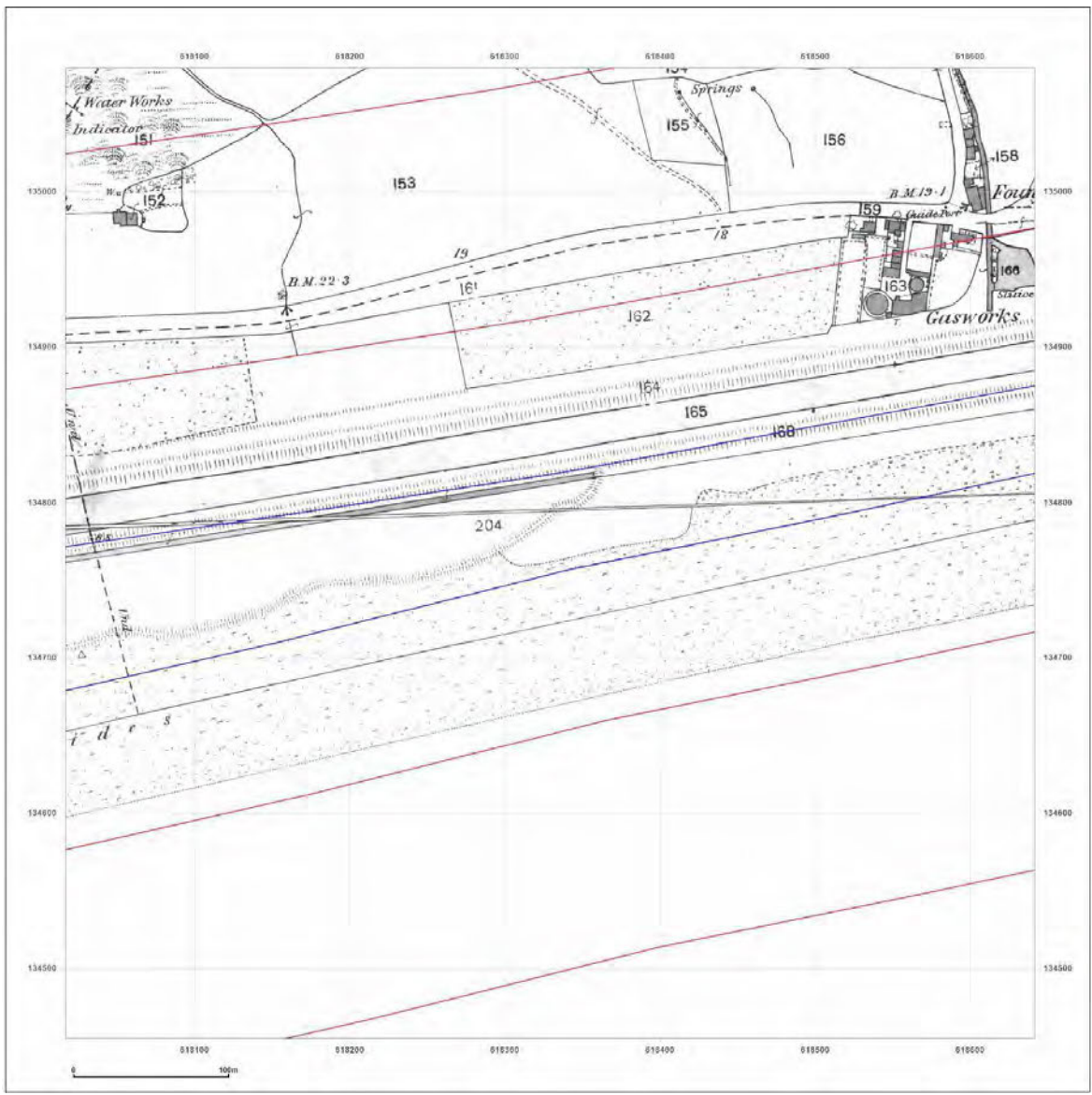


Figure 18: 1873-1874 OS Map (central section)



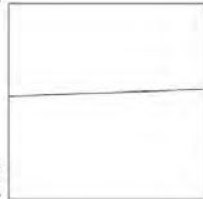
Site Details:
618334 134792

Client Ref: 21-A012 - Prince Parade
Report Ref: GS-7903876_LS_2_1
Grid Ref: 618329, 134767

Map Name: County Series
Map date: 1873-1874
Scale: 1:2,500
Printed at: 1:2,500



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Revised 1873
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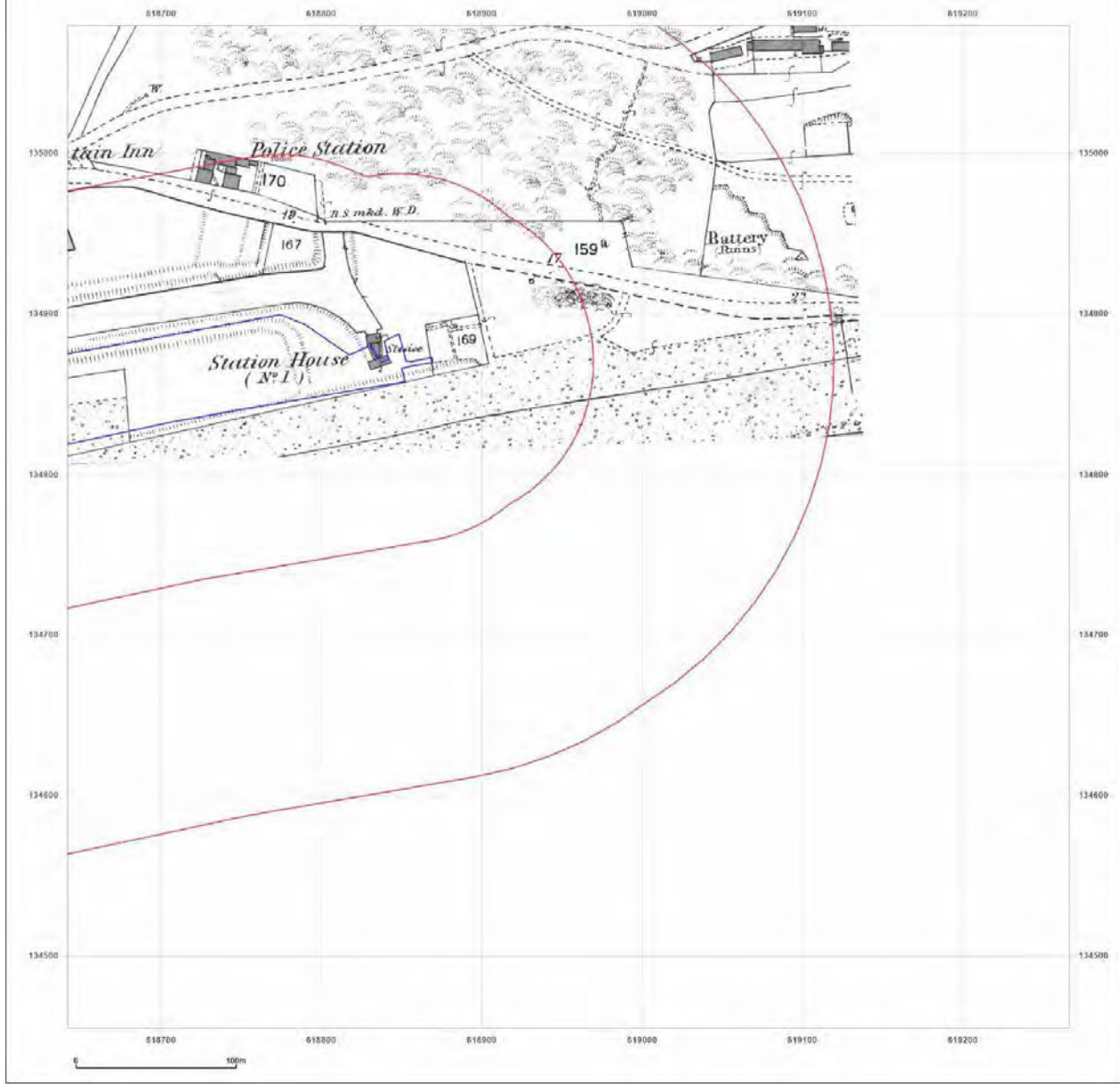
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Site Details:

618334 134792

Client Ref: 21-A012_-_Prince_Parade_
 Report Ref: GS-7903876_LS_3_1
 Grid Ref: 618954, 134767

Map Name: County Series

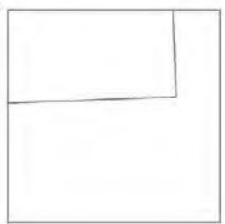
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Scale: 1:2,500

Printed at: 1:2,500



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 Revised 1873
 Edition N/A
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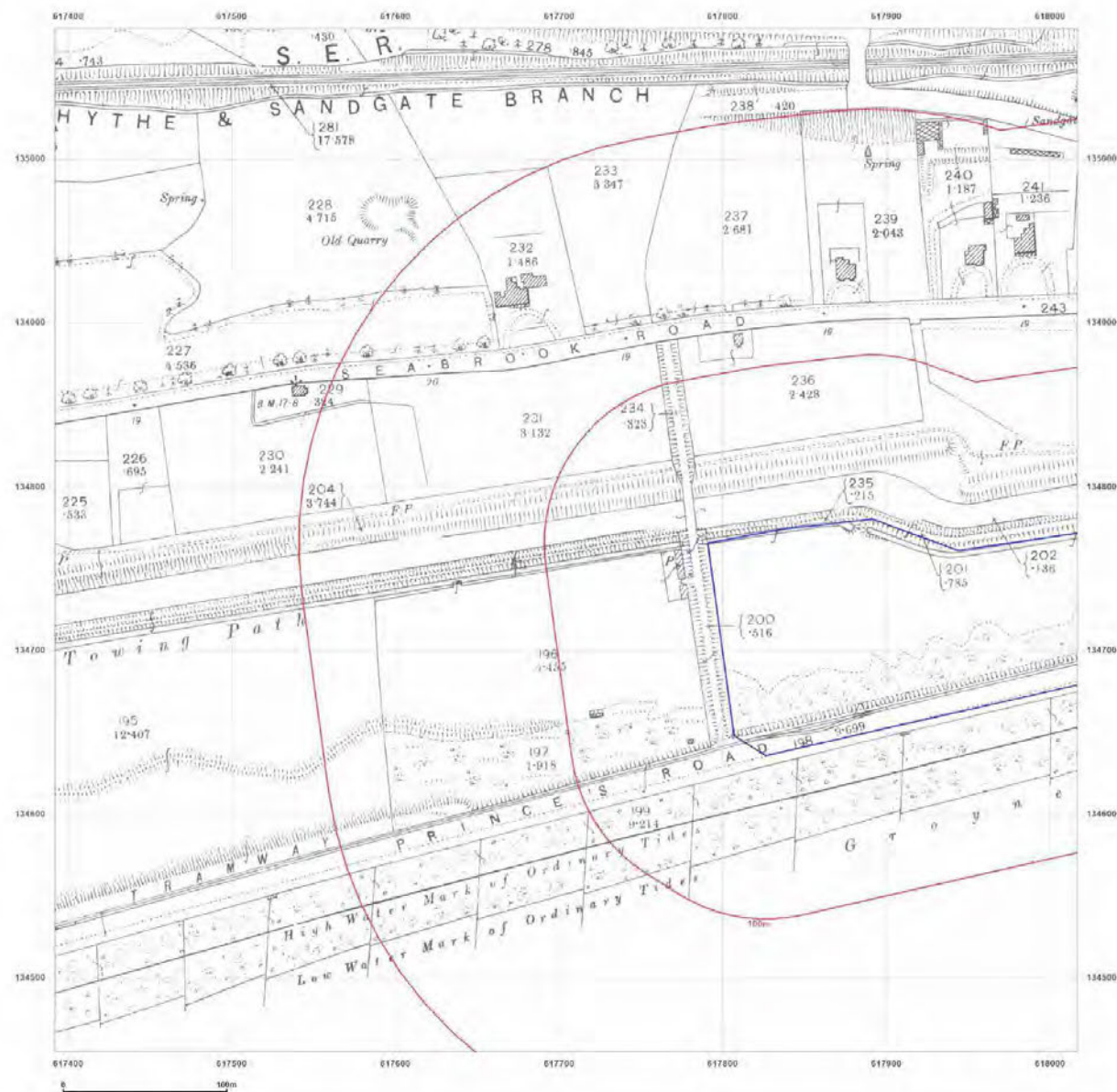
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Figure 19: 1873-1847 OS Map (eastern section)



Site Details:

618334 134792

Client Ref: 21-A012_-_Prince_Parade_
 Report Ref: GS-7903876_LS_1_1
 Grid Ref: 617704, 134767

Map Name: County Series

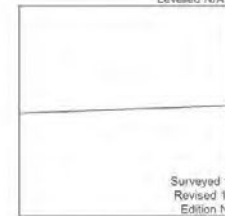
Map date: 1898

Scale: 1:2,500

Printed at: 1:2,500



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 Revised 1898
 Edition N/A
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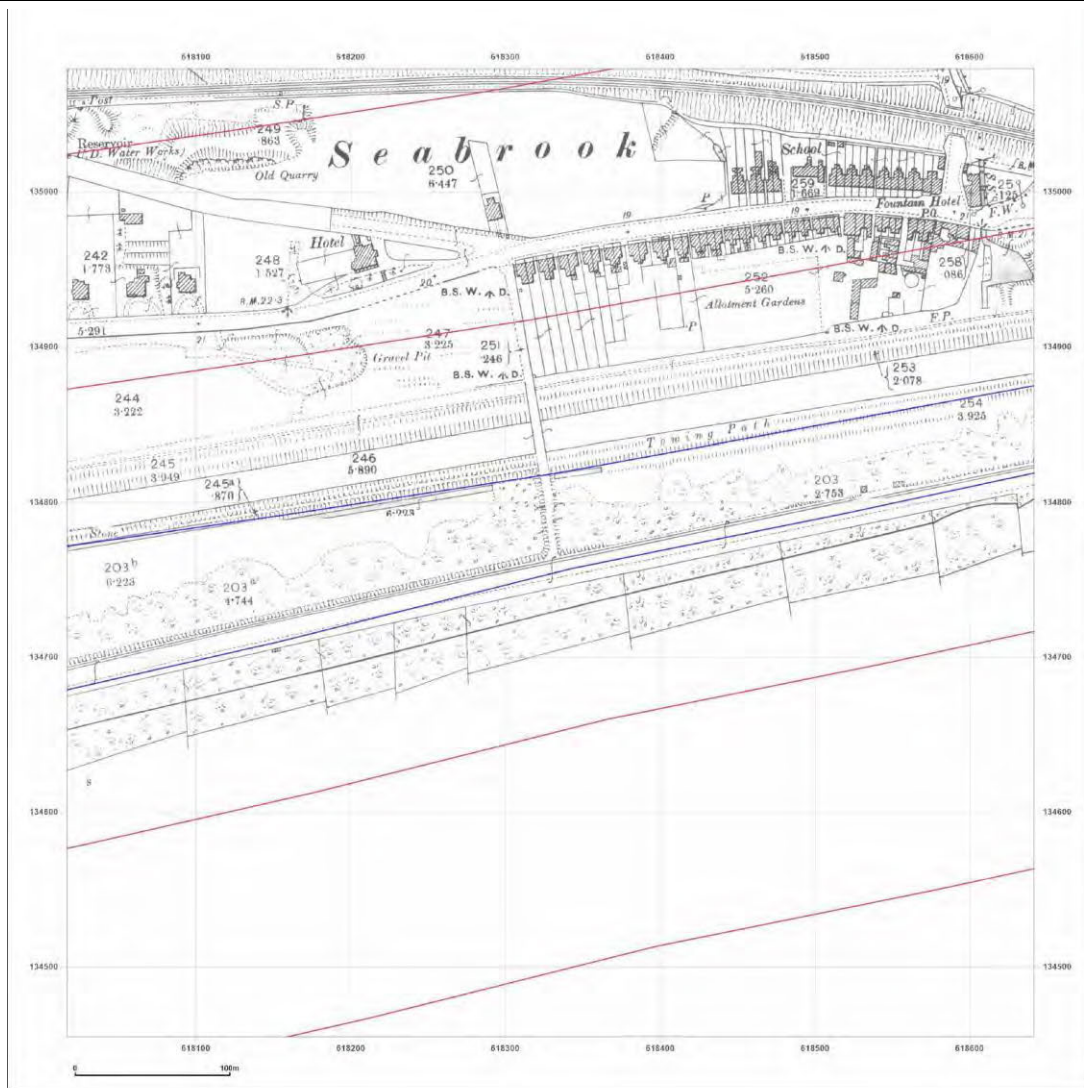
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Figure 20: 1898 OS Map (western section)



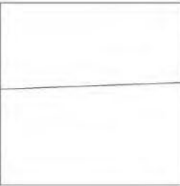
Site Details:
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Client Ref: 21-A012_-_Prince_Parade_
Report Ref: GS-7903876_LS_2_1
Grid Ref: 618329, 134767

Map Name: County Series
Map date: 1898
Scale: 1:2,500
Printed at: 1:2,500



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Surveyed 1898
Revised 1898
Edition N/A
Copyright N/A
Levelled N/A



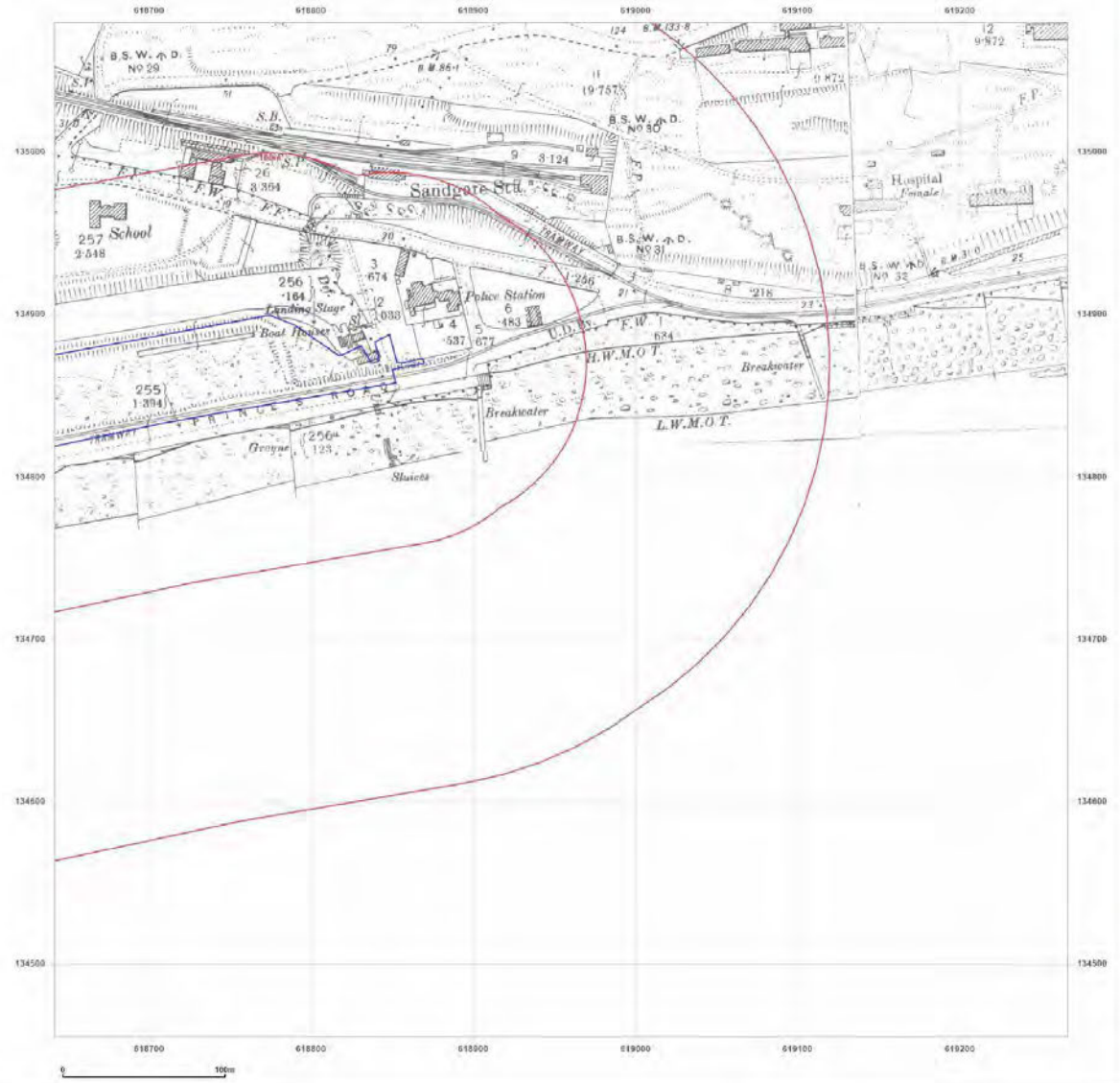
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Production date: 27 May 2021

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Figure 21: 1898 OS Map (central section)



Site Details:
618334 134792

Client Ref: 21-A012_-_Prince_Parade_
Report Ref: GS-7903876_LS_3_1
Grid Ref: 618954, 134767

Map Name: County Series

Map date: 1898

Scale: 1:2,500

Printed at: 1:2,500



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Revised 1898
Edition N/A
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Figure 22: 1898 OS Map (eastern section)



Figure 23: Historic photograph of the Princes Parade tramway between Folkestone and Hythe (Disused Stations Site Record (Hythe & Sandgate Tramway), 2021)



Figure 24: Aerial photograph (EPW026114) showing the present Site, 1929 (Britain from Above)

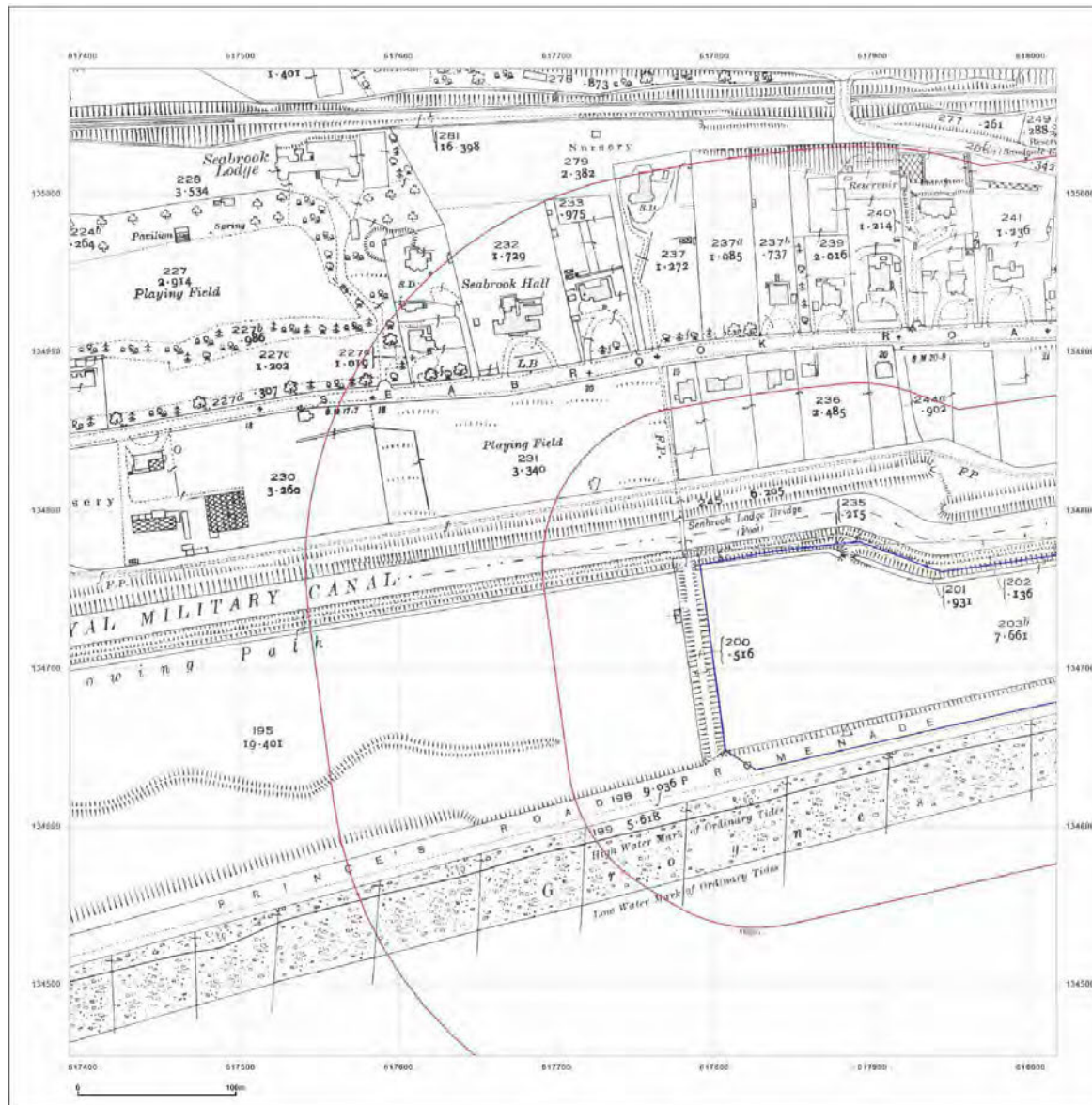


Figure 25: 1933 OS Map (western section)



Site Details:

618334 134792

Client Ref: 21-A012_-_Prince_Parade_
 Report Ref: GS-7903876_LS_1.1
 Grid Ref: 617704, 134767

Map Name: County Series

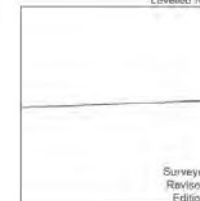
Map date: 1933

Scale: 1:2,500

Printed at: 1:2,500



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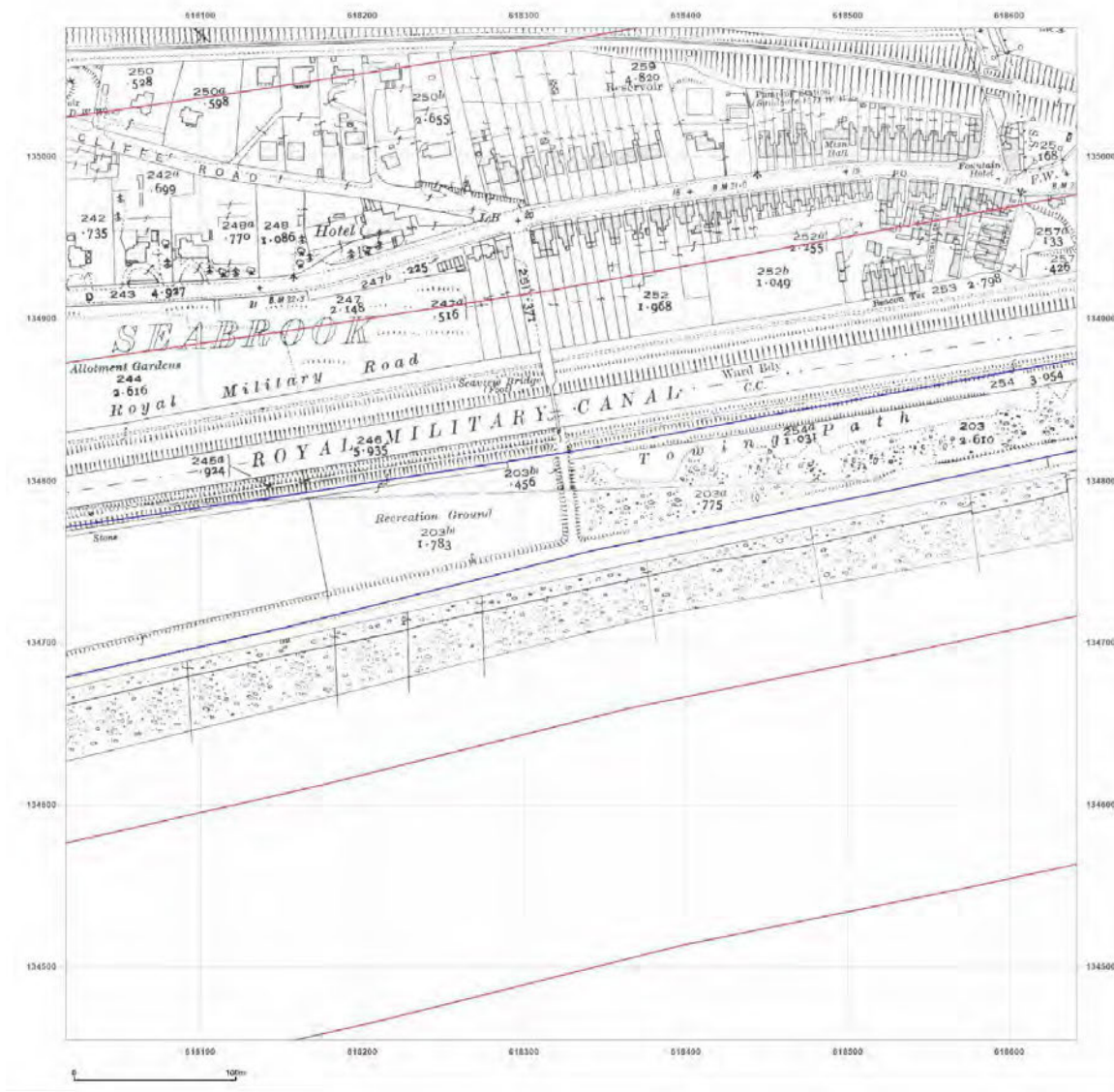


Figure 26: 1933 OS Map (central section)



Site Details:

618334 134792

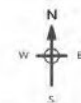
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 Report Ref: GS-7903876_LS_2_1
 Grid Ref: 618329, 134767

Map Name: County Series

Map date: 1933

Scale: 1:2,500

Printed at: 1:2,500



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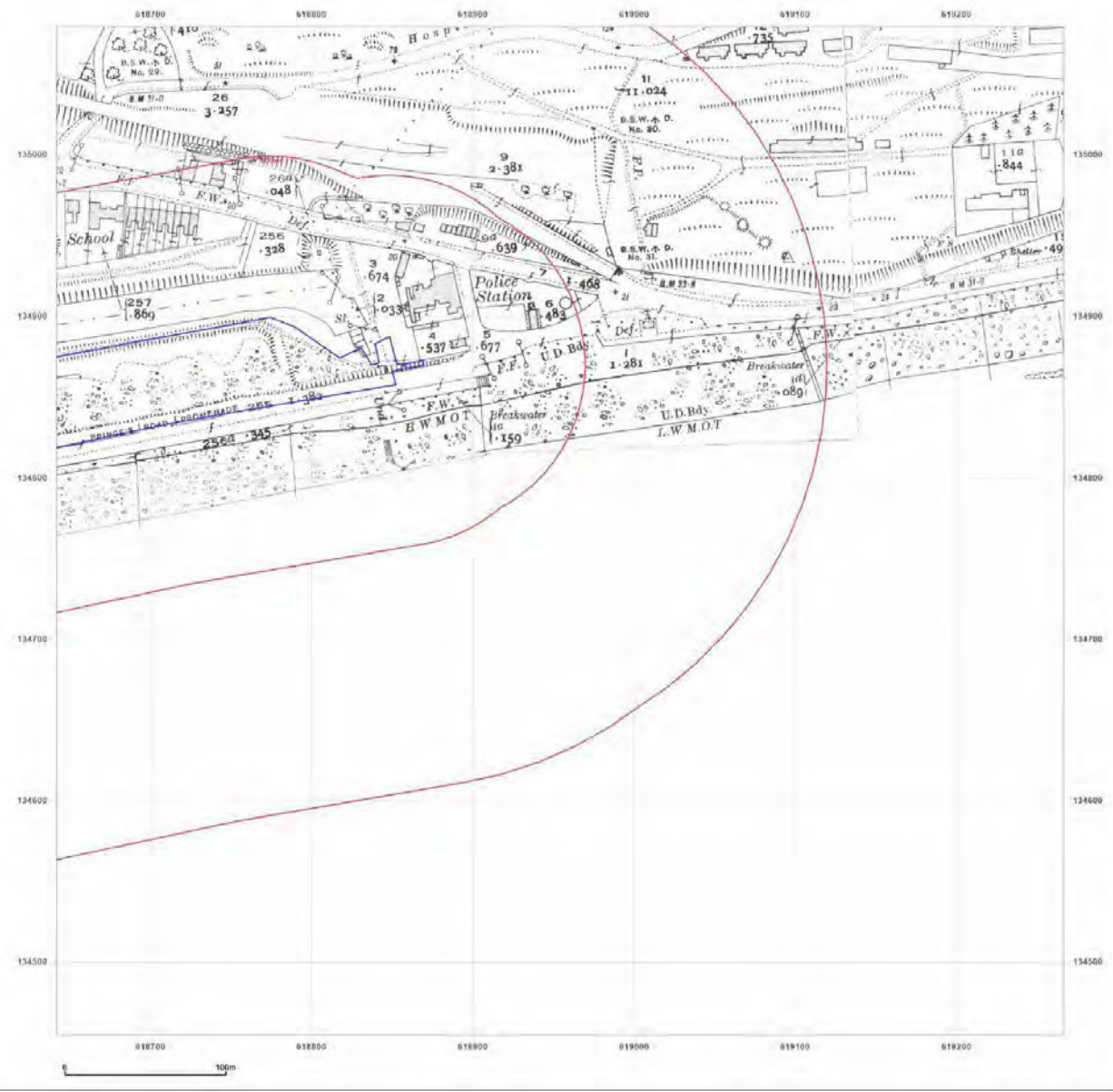


Figure 27: 1933 OS Map (eastern section)



Site Details:
618334 134792

Client Ref: 21-A012_-_Prince_Parade_
Report Ref: GS-7903876_LS_3_1
Grid Ref: 618954, 134767

Map Name: County Series
Map date: 1933
Scale: 1:2,500
Printed at: 1:2,500



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Revised 1933
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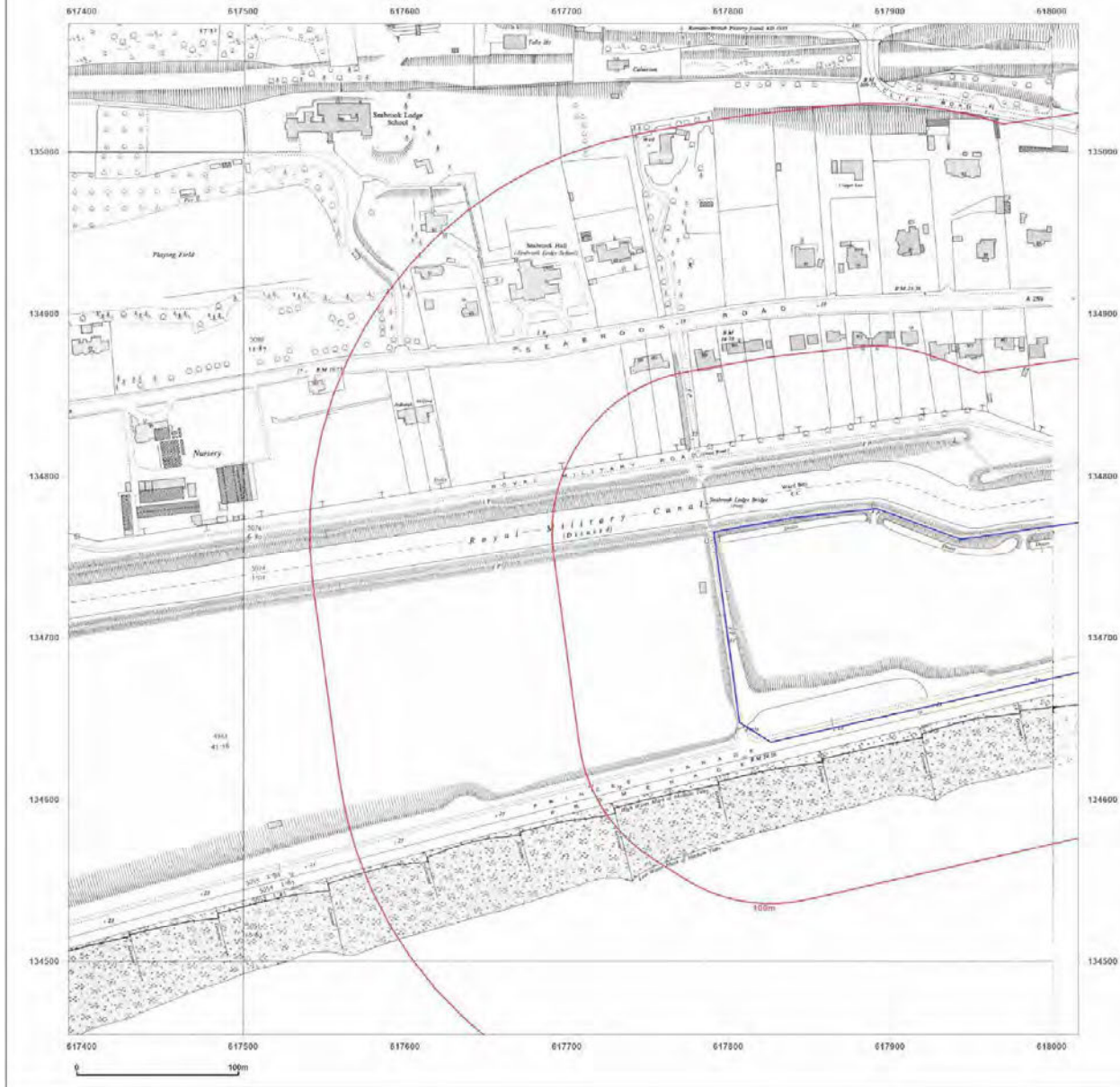
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Production date: 27 May 2021

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Site Details:

618334 134792

Client Ref: 21-A012_-_Prince_Parade_
 Report Ref: GS-7903876_LS_1_1
 Grid Ref: 617704, 134767

Map Name: National Grid

Map date: 1957-1959

Scale: 1:2,500

Printed at: 1:2,500



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 Edition 1958
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 Revised 1957
 Edition 1959
 Copyright 1959
 Levelled 1951

Surveyed 1957
 Revised 1957
 Edition 1959
 Copyright 1959
 Levelled 1951

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 Revised N/A
 Edition N/A
 Copyright N/A
 Levelled N/A



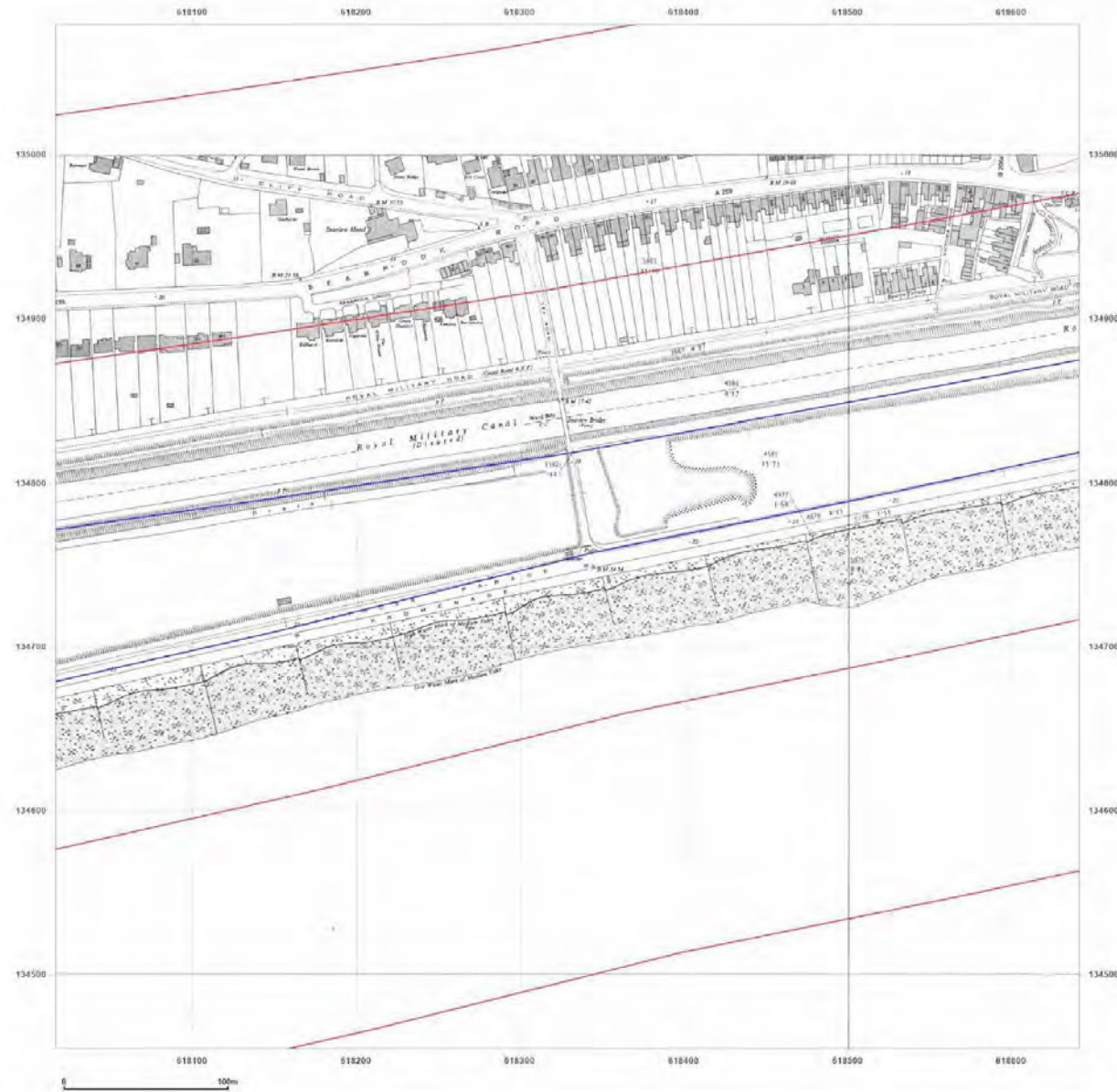
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Production date: 27 May 2021

Map legend available at:
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Figure 28: 1957-1959 OS Map (western section)



Site Details:
618334 134792

Client Ref: 21-A012_-_Prince_Parade_
Report Ref: GS-7903876_LS_2_1
Grid Ref: 618329, 134767

Map Name: National Grid
Map date: 1958
Scale: 1:2,500
Printed at: 1:2,500



Surveyed 1957
Revised 1957
Edition 1958
Copyright N/A
Levelled 1951



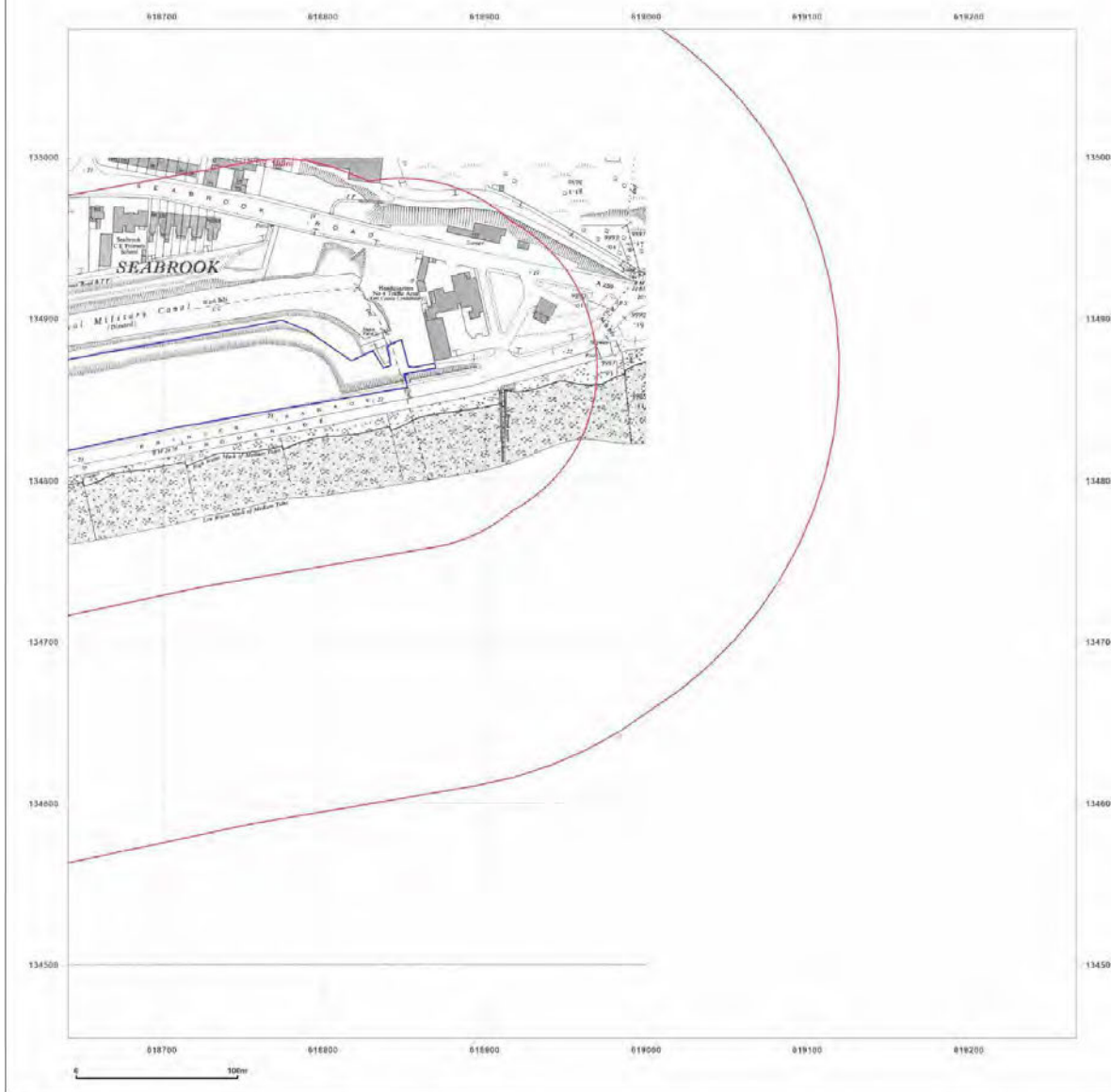
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Production date: 27 May 2021

Map legend available at:
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Figure 29: 1957-1959 OS Map (central section)



Site Details:
618334 134792

Client Ref: 21-A012_-_Prince_Parade_
Report Ref: GS-7903876_LS_3_1
Grid Ref: 618954, 134767

Map Name: National Grid
Map date: 1958
Scale: 1:2,500
Printed at: 1:2,500



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Revised 1957
Edition 1958
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Production date: 27 May 2021

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Figure 30: 1957-1959 OS Map (eastern section)

Appendix A: Planning Policies

National Planning Policy Framework (NPPF) 2018

In July 2018, the government published the updated National Planning Policy Framework (“NPPF”), with minor updates in February and June 2019. This maintains the focus on the promotion of sustainable development that was established as the core of the previous, 2012, NPPF.

The guidance contained within Section 16, ‘Conserving and enhancing the historic environment’, relates to the historic environment, and developments which may have an effect upon it. Relative paragraphs have been reproduced in full below:

Conserving and enhancing the historic environment

Para 184. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Para 185. Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

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

Para 186. When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest.

Para 187. Local planning authorities should maintain or have access to a historic environment record. This should contain up-to-date evidence about the historic environment in their area and be used to:

- a) assess the significance of heritage assets and the contribution they make to their environment; and
- b) predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future.

Para 188. Local planning authorities should make information about the historic environment, gathered as part of policy-making or development management, publicly accessible.

Proposals affecting heritage assets

Para 189. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Para 190. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the

impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Para 191. Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

Para 192. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Considering potential impacts

Para 193. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Para 194. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Para 195. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the Site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the Site back into use.

Para 196. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Para 197. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Para 198. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Para 199. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and

the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

Para 200. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Para 201. Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

Para 202. Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies, but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

Local Planning Policy

Following the Planning and Compulsory Purchase Act 2004, Planning Authorities have replaced their Unitary Development Plans, Local Plans and Supplementary Planning Guidance with a new system of Local Development Frameworks (LDFs). UDP policies have been either 'saved' or 'deleted'. In most cases archaeology policies are likely to be 'saved' because there have been no significant changes in legislation or advice at a national level, whilst Built Heritage policies often have been subject to change and strengthening, following the lead of the NPPF (2012 and 2018). On occasion Supplementary Planning Documents (SPDs) may also apply.

The principal existing local plan policies relating to archaeology within the historic environment are as follows:

Folkstone and Hythe District Places and Policies Local Plan (adopted September 2020) states -

Archaeology

17.17 In areas of known or suspected archaeological potential, as identified using available information, including the Kent Historic Environment Record and the Areas of Archaeological Potential, there is a reasonable possibility that archaeological remains exist and therefore the potential impact of any proposed development will need to be considered. This could be by an appropriate desk-based assessment and, where necessary, a field evaluation.

17.18 Where archaeological finds occur unexpectedly during development, the Council will seek specialist advice and guidance and this could result in further work needing to be undertaken, such as recording or further excavations.

Policy HE2

Archaeology

Important archaeological sites, together with their settings, will be protected and, where possible, enhanced. Development which would adversely affect them will not be permitted.

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

Where the case for development affecting a heritage asset of archaeological interest is accepted, the archaeological remains should be preserved in situ as the preferred approach. Where this is not possible or justified, appropriate provision for preservation by record may be an acceptable alternative. Any archaeological investigation and recording should be undertaken in accordance with a specification and programme of work (including details of a suitable archaeological body to carry out the work) to be submitted to and approved by the Council in advance of development commencing.

Appendix B: Proposed Plans

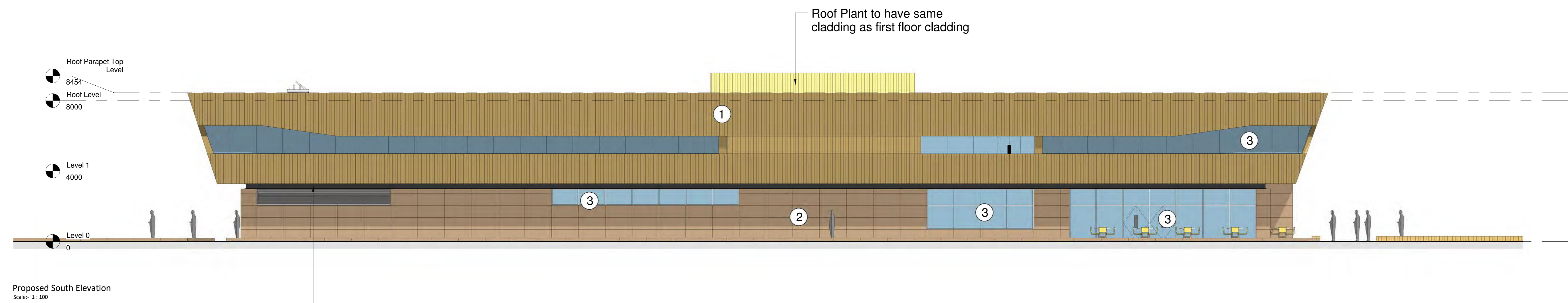


Princes Parade

Illustrative Masterplan

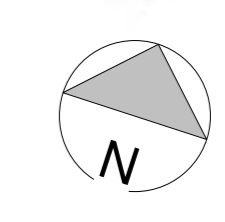
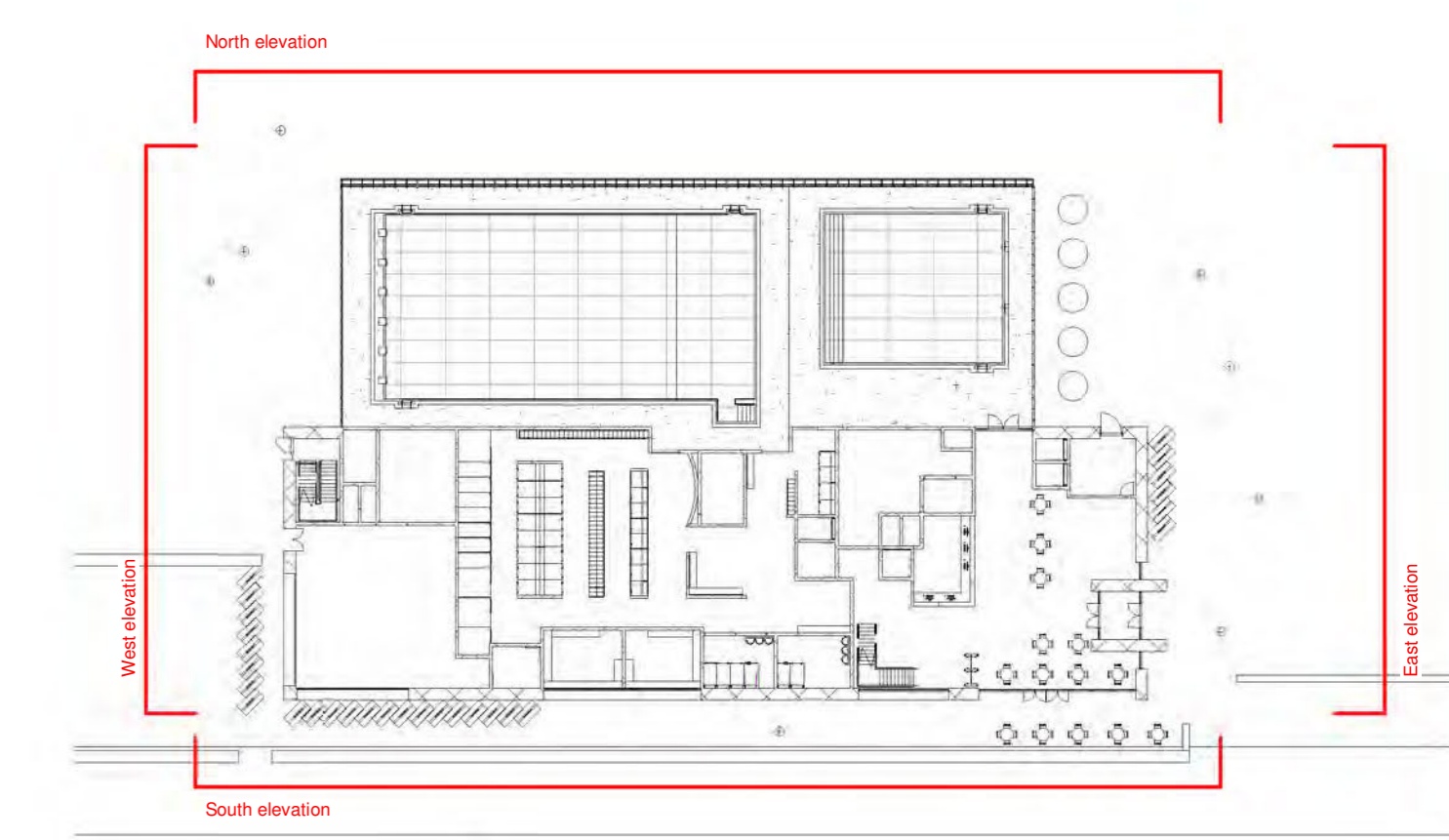
drawing no. IM 007
 scale 1: 2,000 @ A2
 date 08-08-2017

Tibbalds



Roof Plant to have same cladding as first floor cladding

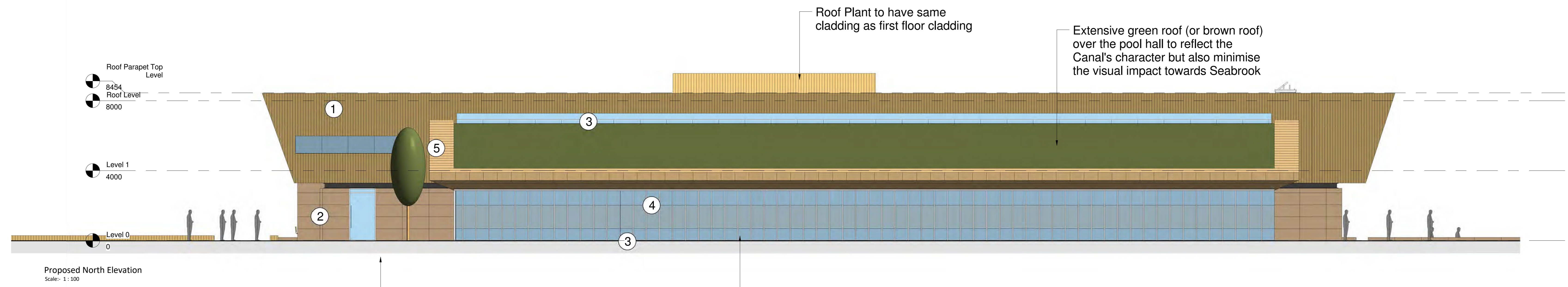
Metal plate to act as a shadow gap and divide between ground floor 'plinth' and first floor platform



- Key to Materials**
- 1 Hit 'n' Miss Timber cladding
 - 2 Stone-filled gabion walls
 - 3 Clear Glazing
 - 4 Polycarbonate glass (mix of opaque & translucent panels)
 - 5 Anodised aluminium (colour bronze or similar)

NOTE:

1. FOR DETAILED LANDSCAPE DESIGN PLEASE REFER TO DRAWINGS:
 - 'MHS175.16-001 Landscape Proposals 1 of 2 - Rev D'
 - 'MHS175.16-002 Landscape Proposals 2 of 2 - Rev D'
 - 'MHS175.16-003 Landscape Elements - Rev A'

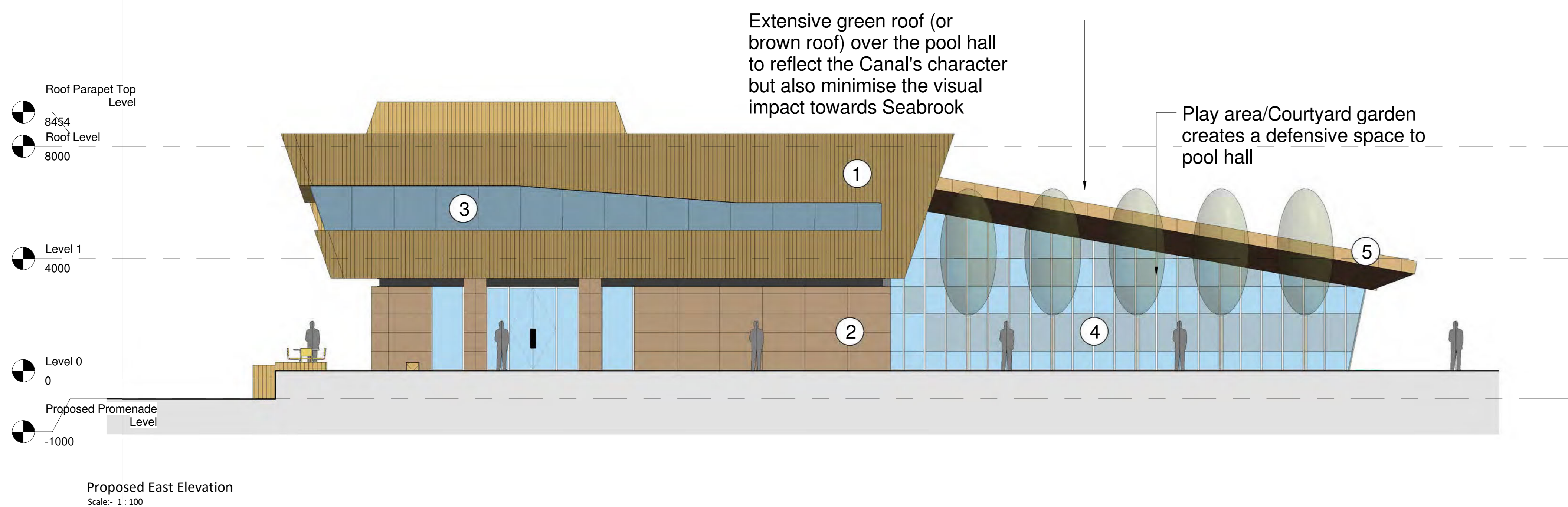


Roof Plant to have same cladding as first floor cladding

Extensive green roof (or brown roof) over the pool hall to reflect the Canal's character but also minimise the visual impact towards Seabrook

Playground/Courtyard garden creates a defensive space to pool hall

A mix of opaque & translucent panels allow filtered natural light in the pool hall while preserving privacy for the users. The bottom strip of clear glazing allows for long views towards the hills while people are swimming



Extensive green roof (or brown roof) over the pool hall to reflect the Canal's character but also minimise the visual impact towards Seabrook

Play area/Courtyard garden creates a defensive space to pool hall

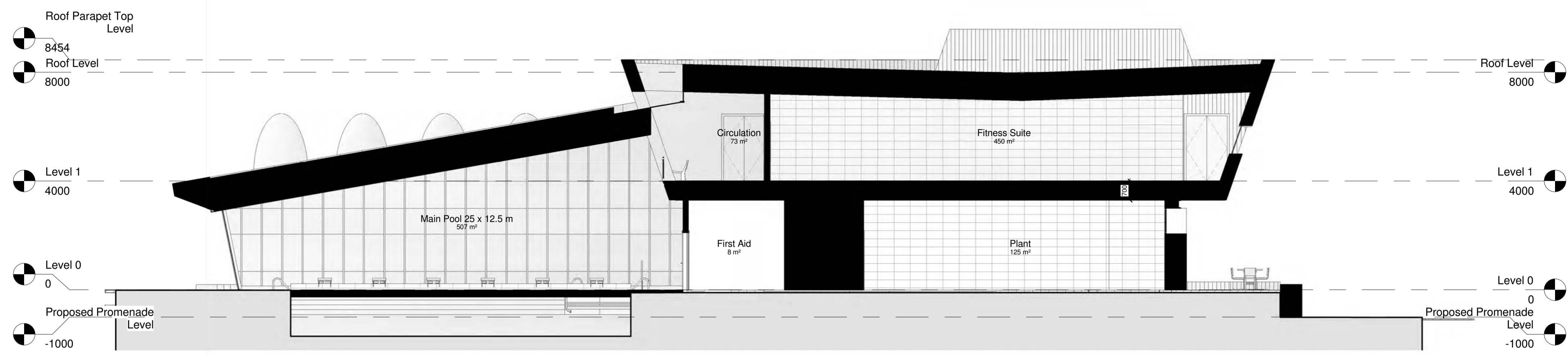


Extensive green roof (or brown roof) over the pool hall to reflect the Canal's character but also minimise the visual impact towards Seabrook

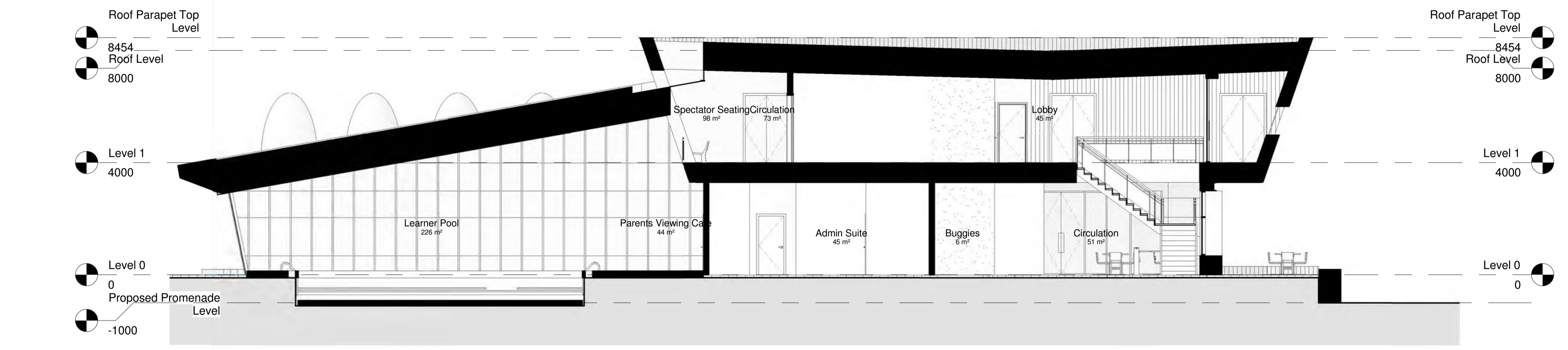
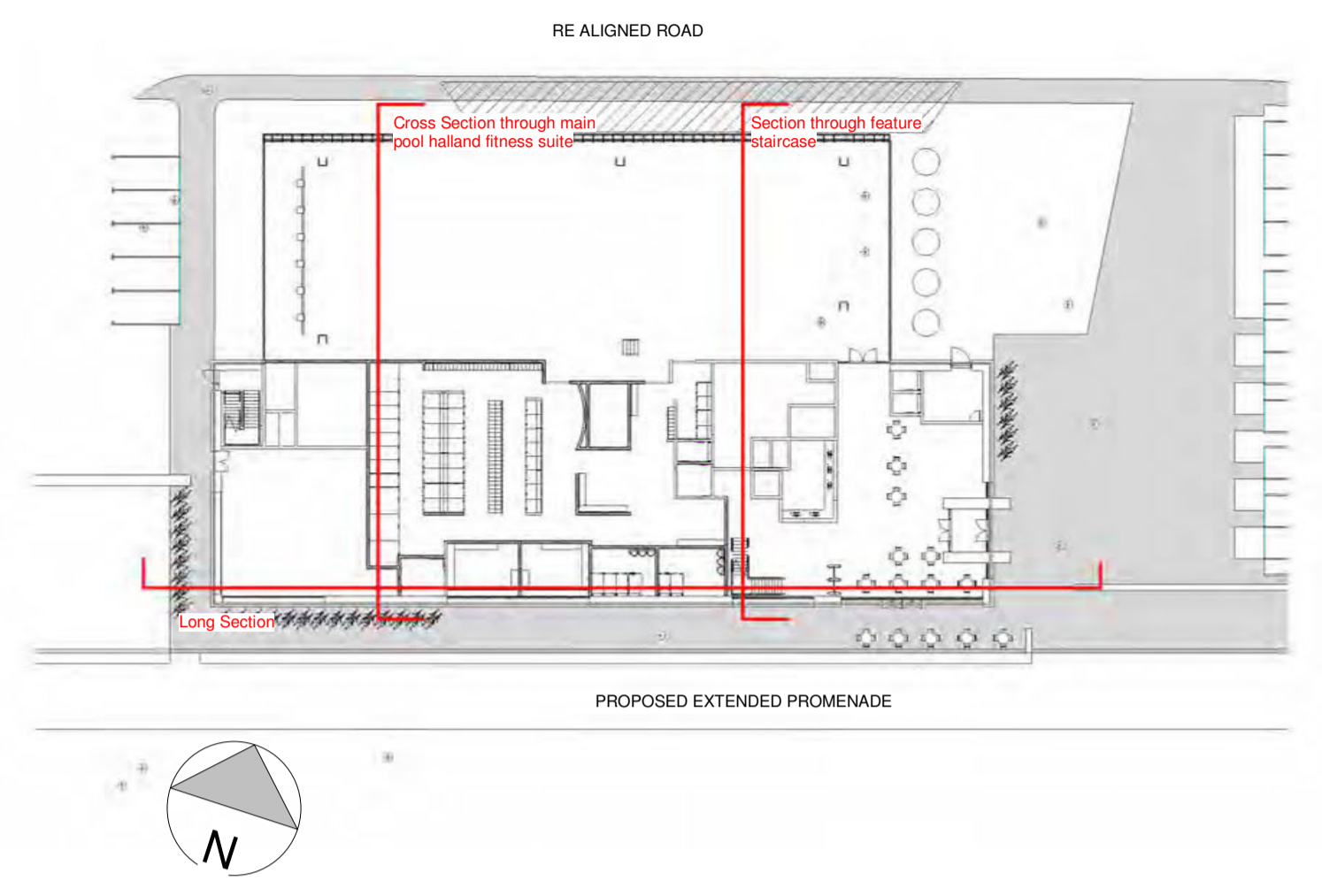
Rev	Description	Date	Drawn By
5	Issued for Planning Application	28/01/17	CTs
4	Issued for client review prior to planning application	14/08/17	CTs
3	Issue resolved drawings for planning application	12/04/17	CTs
2	Updated prior to Client Meeting	16/01/17	CTs
1	Updated following comments from ST Panel	09/01/17	CTs

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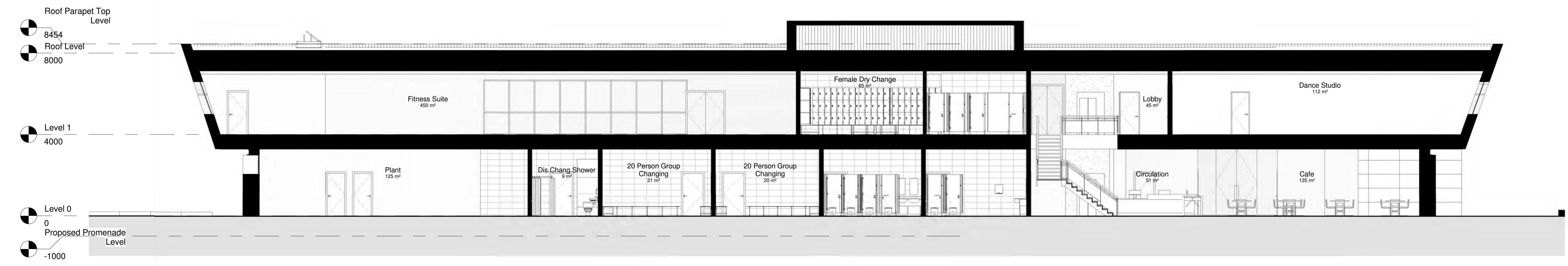
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Cross Section Pool Hall & Fitness suite
Scale: 1 : 100



Cross Section through feature staircase
Scale: 1 : 100



Long Section along cafe & feature staircase
Scale: 1 : 100

5	Issued for Planning Application	28/07/17	CTs
4	Issued for client review prior to planning application	14/06/17	CTs
3	Issue revised drawings for design freeze	12/04/17	CTs
2	Floor to floor height spotted after Client meeting on 03.02.17	03/02/17	CTs
1	Updated following comments from SE Design Panel	09/01/17	CTs

Rev	Description	Date	Drawn By
Planning			
Shepway District Council Shepway ARC Model Prince's Parade			

Proposed Sections			
JOB NO:	10100		
DWG NO:	300-04		
SCALE:	As indicated @ A1		
DRAWN BY:	CTs		

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2nd Floor: TWO
Jennons Three Six
Newcastle Upon Tyne
NE2 1DB
10191 2817700
info@gt3architects.com

Stanford House
18 Castle Gate
Nottingham
NG1 7AQ
10115 9470800
www.gt3architects.com

NOTE:

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 - 'MHS175.16-002 Landscape Proposals 2 of 2 - Rev D'
 - 'MHS175.16-003 Landscape Elements - Rev A'

- Re aligned road layout based on drawing '617845-CIV-SK105-P2 Proposed_Road_Contours' provided by MLM on 01.06.17

- Canoe Centre is a separate planning application & its location is based on the drawing 'Planning Application Canoe Club' provided by Tibbalds on 08.03.17 in pdf format and as such its accuracy cannot be guaranteed.

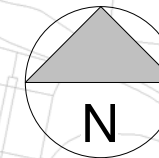
- Finished floor levels for the external landscaping and ground floor subject to re aligned road levels and build up

NOTE:

Rationalized car park split into 2 areas.

The eastern car park includes:
 - 39 spaces for the Leisure Centre (incl. 7 accessible spaces)
 - Circa 23 public spaces in lieu of existing spaces (incl. 2 accessible spaces) as highlighted in the traffic survey
 The western part includes:
 - 69 standard spaces for the Leisure Centre

108 spaces are provided for the new Leisure Centre (based on Kent parking Standards) in total. All car park provision numbers provided by MLM. The car park provides 20% of spaces to include electric charging points.



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10	Issued for Planning Application	28/07/17	CTs
9	Site Location Plan updated	26/06/17	CTs
8	Issued for client review prior to planning application	14/06/17	CTs
7	Secondary splash wall moved 1m towards the south after Tibbalds feedback	07/06/17	CTs
6	Car park layout updated based on new road levels and layout	01/06/17	CTs
5	Issue revised drawings for design freeze	12/04/17	CTs
4	Car park Layout updated based on MLM road layout on 27.03.17	28/03/17	CTs
3	Leisure Centre and service road relocated 3m to the east	15/03/17	CTs
2	Embankment zone included	10/03/17	CTs
1	First Issue	06/03/17	CTs
Rev	Description	Date	Drawn By

Planning

Shepway District Council
 Shepway ARC Model
 Prince's Parade

Proposed Location Plan

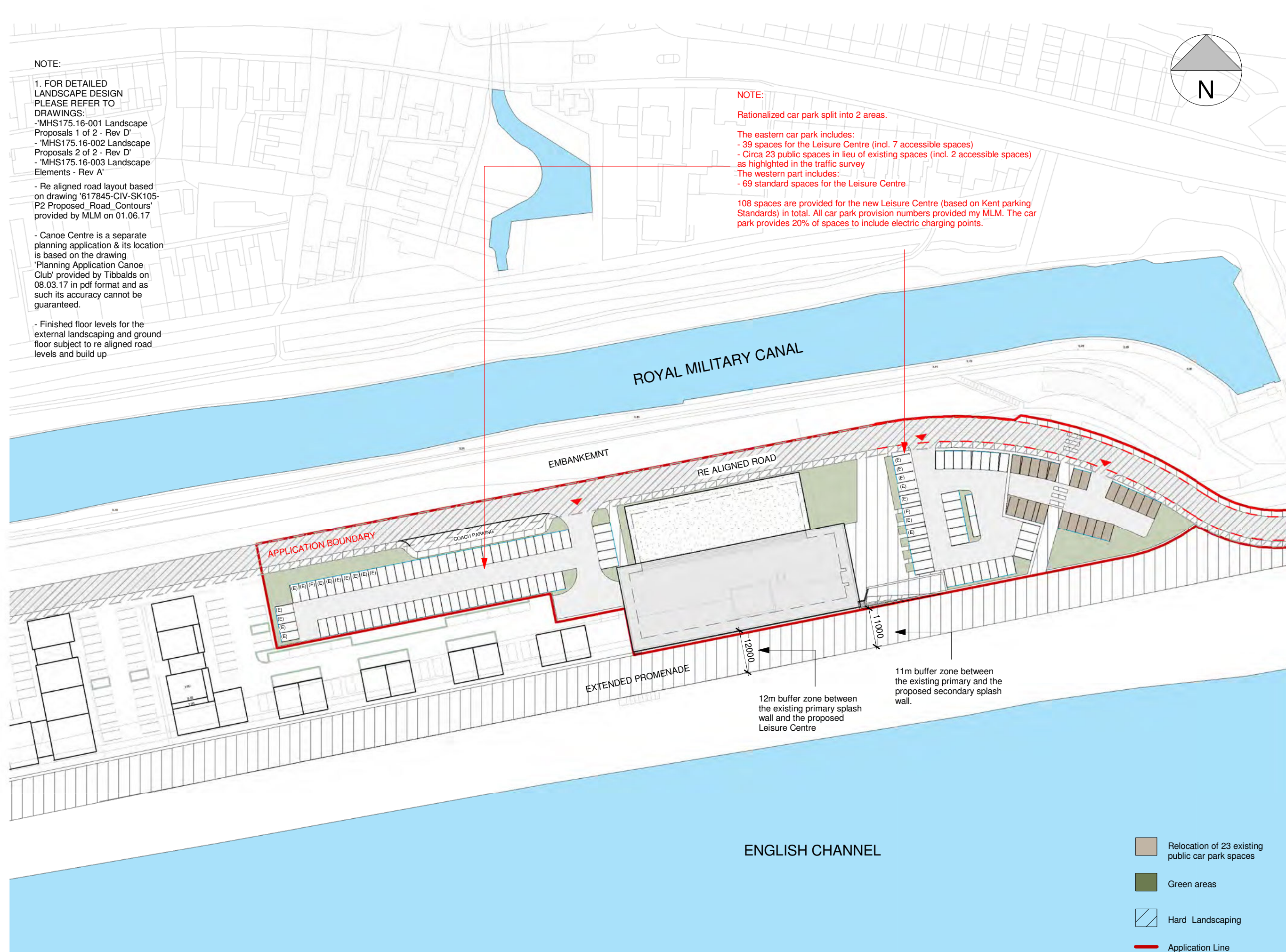
JOB NO: 10100
 DWG NO: 150-01
 SCALE: 1 : 1000 @ A3
 DRAWN BY: CTs

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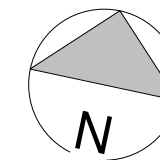
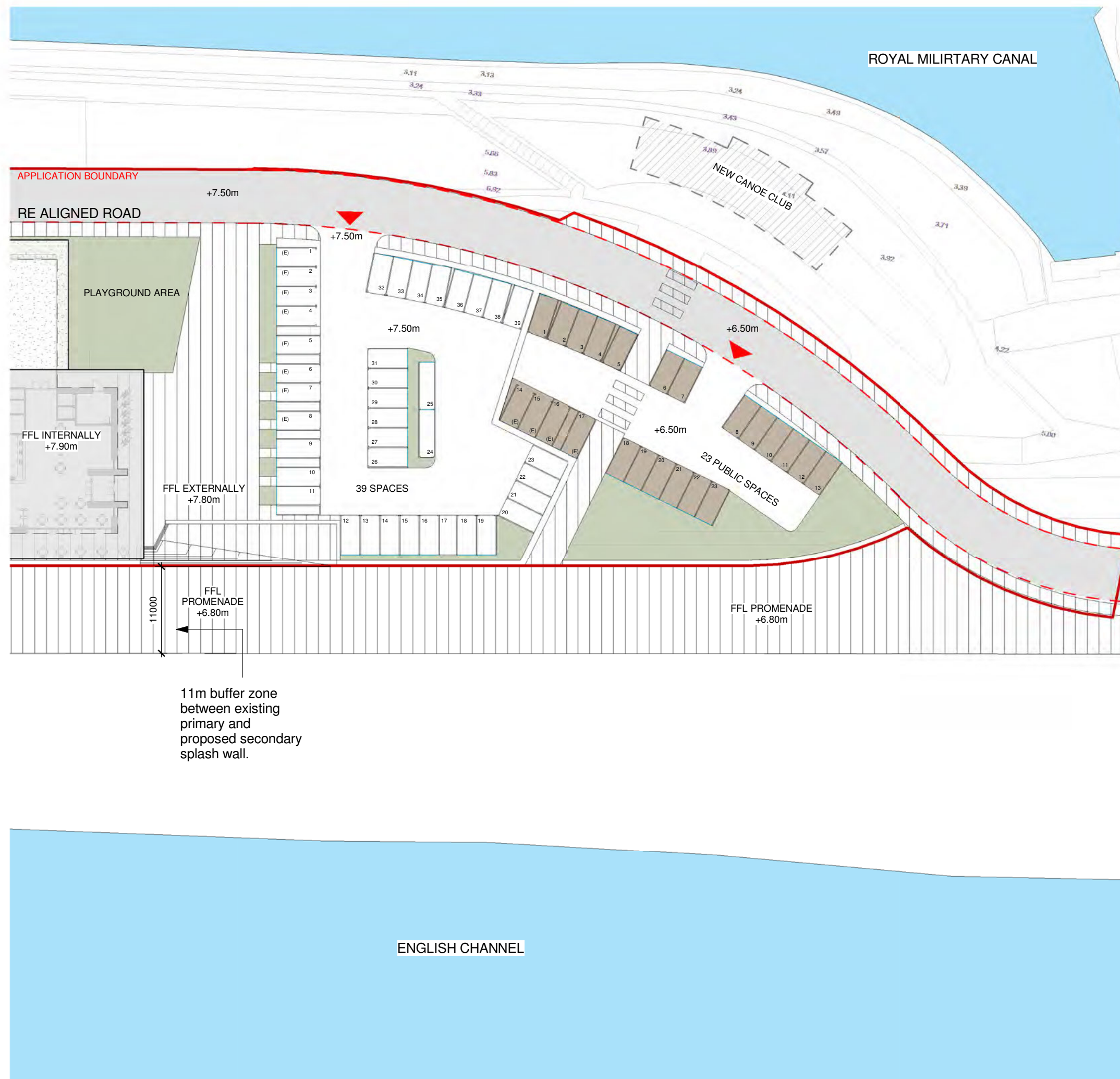
2nd Floor, TWO
 Jesmond Three Sixty
 Newcastle Upon Tyne
 NE2 1DB
 t 0191 2817700
 info@gt3architects.com

Stanford House
 19 Castle Gate
 Nottingham
 NG1 7AQ
 t 0115 9470800
 www.gt3architects.com



ENGLISH CHANNEL

-  Relocation of 23 existing public car park spaces
-  Green areas
-  Hard Landscaping
-  Application Line



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- 'MHS175.16-003 Landscape Elements - Rev A'

- Re aligned road layout based on drawing '617845-CIV-SK105-P2 Proposed_Road_Contours' provided by MLM on 01.06.17

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- Finished floor levels for the external landscaping and ground floor subject to re aligned road levels and build up

- Rationalized car park split into 2 areas.

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 - Circa 23 public spaces (incl. 2 accessible spaces) as highlighted in the traffic survey

The western part includes:
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108 spaces are provided for the new Leisure Centre (based on Kent parking Standards) in total. All car park provision numbers provided by MLM. The car park provides 20% of spaces to include electric charging points.

Rev	Description	Date	Drawn By
2	Issued for Planning Application	28/07/17	CTs
1	Issued for client review prior to planning application	14/06/17	CTs

Planning

Shepway District Council
 Shepway ARC Model
 Prince's Parade

Proposed Site Plan-Part A

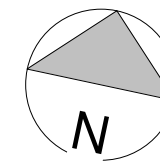
JOB NO: 10100
 DWG NO: 200-01
 SCALE: 1 : 500 @ A3
 DRAWN BY: CTs

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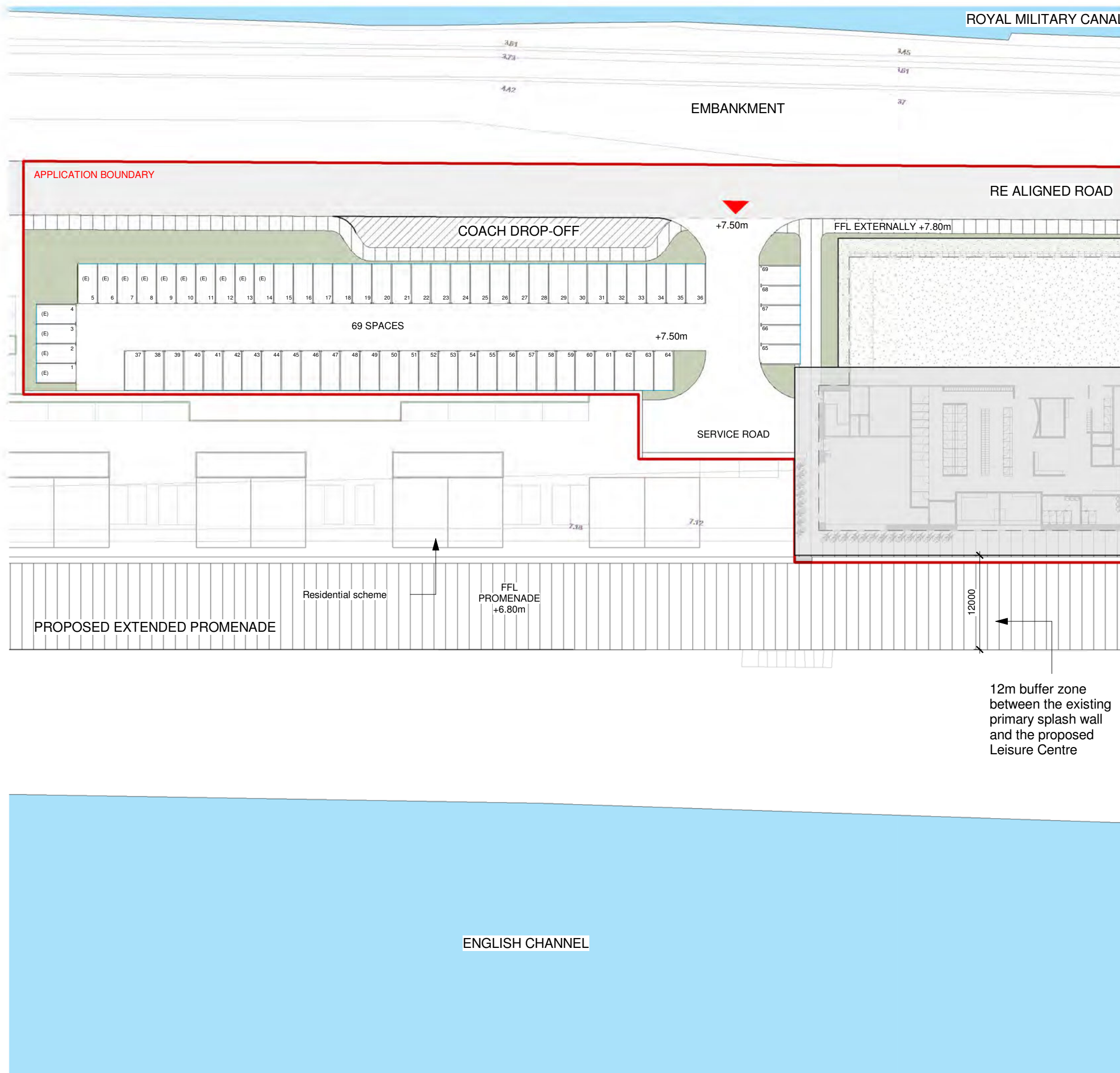
2nd Floor, TWO
 Jesmond Three Sixty
 Newcastle Upon Tyne
 NE2 1DB
 t 0191 2817700
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 19 Castle Gate
 Nottingham
 NG1 7AQ
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 - 'MHS175.16-002 Landscape Proposals 2 of 2 - Rev D'
 - 'MHS175.16-003 Landscape Elements - Rev A'

- Re aligned road layout based on drawing '617845-CIV-SK105-P2 Proposed_Road_Contours' provided by MLM on 01.06.17

- Canoe Centre is a separate planning application & its location is based on the drawing 'Planning Application Canoe Club' provided by Tibbalds on 08.03.17 in pdf format and as such its accuracy cannot be guaranteed.

- Finished floor levels for the external landscaping and ground floor subject to re aligned road levels and build up

- Rationalized car park split into 2 areas.

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Rev	Description	Date	Drawn By
2	Issued for Planning Application	28/07/17	CTs
1	Issued for client review prior to planning application	14/06/17	CTs

Planning
 Shepway District Council
 Shepway ARC Model
 Prince's Parade

Proposed Site Plan-Part B
 JOB NO: 10100
 DWG NO: 200-02
 SCALE: 1 : 500 @ A3
 DRAWN BY: CTs

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2nd Floor, TWO
 Jesmond Three Sixty
 Newcastle Upon Tyne
 NE2 1DB
 t 0191 2817700
 info@gt3architects.com

Stanford House
 19 Castle Gate
 Nottingham
 NG1 7AQ
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 - MHS175.16-003 Landscape Elements - Rev A'



Rev	Description	Date	Drawn By
9	Issued for Planning Application	28/07/17	CTs
8	Issued for client review prior to planning application	14/06/17	CTs
7	Ground & First Floor layout updated	12/05/17	CTs
6	Issue revised drawings for design freeze	12/04/17	CTs
5	Updated prior to Client Meeting	16/01/17	CTs
4	Updated following comments from SE Design Panel	09/01/17	CTs
3	Updated design prior to South East Design Panel Meeting	21/11/16	CTs
2	Updated based on client's feedback after DTM on November 2nd	14/11/16	CTs
1	First Issue	27/10/16	CTs

Planning
 Shepway District Council
 Shepway ARC Model
 Prince's Parade

Ground Floor Plan
 JOB NO: 10100
 DWG NO: 300-01
 SCALE: 1:100 @ A1
 DRAWN BY: CTs

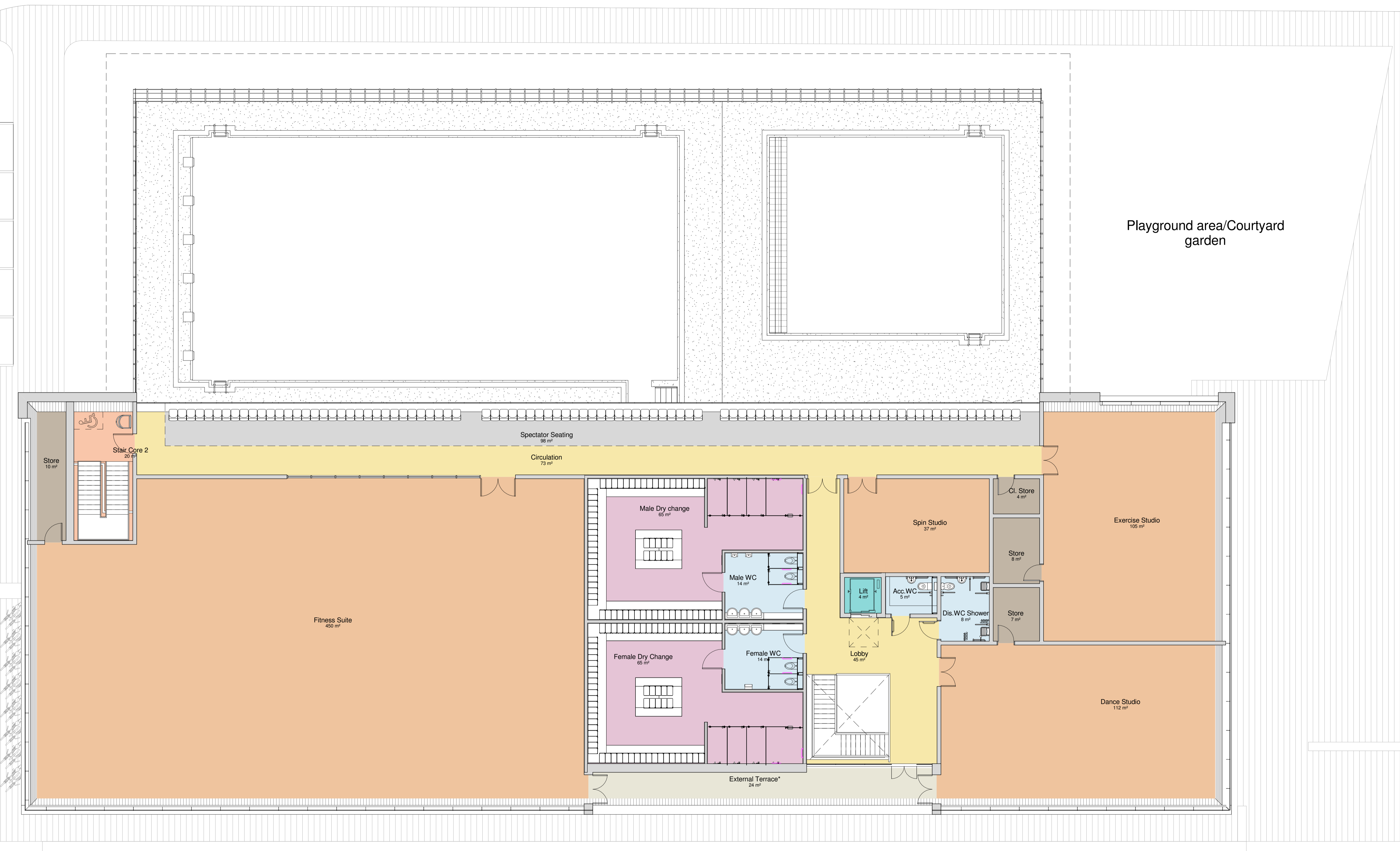
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 - MHS175.16-003 Landscape Elements - Rev A'



Playground area/Courtyard garden

9	Issued for Planning Application	27/07/17	CTs
8	Issued for client review prior to planning application	14/06/17	CTs
7	Ground & First Floor layout updated	12/05/17	CTs
6	Issue revised drawings for design freeze	12/04/17	CTs
5	Updated prior to Client Meeting	16/01/17	CTs
4	Updated following comments from SE Design Panel	09/01/17	CTs
3	Updated design prior to South East Design Panel Meeting	21/11/16	CTs
2	Updated based on client's feedback after DTM on November 3rd	14/11/16	CTs
1	First Issue	27/10/16	CTs

Rev Description Date Drawn By

Planning
Shepway District Council
Shepway ARC Model
Prince's Parade

First Floor Plan
JOB NO: 10100
DWG NO: 300-02
SCALE: 1:100 @ A1
DRAWN BY: CTs

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2nd Floor: TWO
Jennond Three Six
Newcastle Upon Tyne
NE2 1DB
10191 2817700
info@gt3architects.com

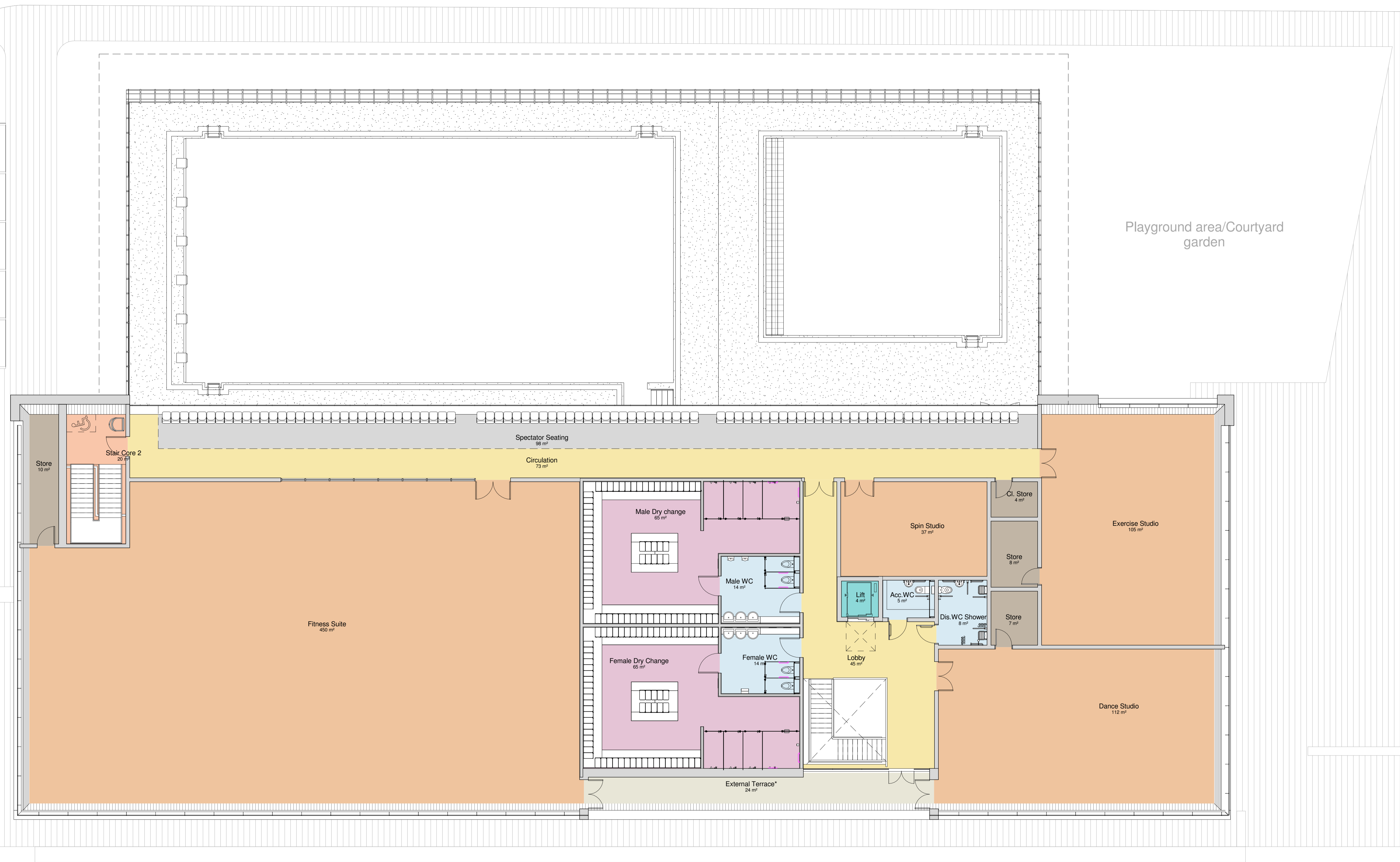
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18 Castle Gate
Nottingham
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10115 9470800
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 - MHS175.16-003 Landscape Elements - Rev A'



Rev	Description	Date	Drawn By
9	Issued for Planning Application	28/07/17	CTs
8	Issued for client review prior to planning application	14/06/17	CTs
7	Ground & First Floor layout updated	12/05/17	CTs
6	Issue revised drawings for design freeze	12/04/17	CTs
5	Updated prior to Client Meeting	16/01/17	CTs
4	Updated following comments from SE Design Panel	09/01/17	CTs
3	Updated design prior to South East Design Panel Meeting	21/11/16	CTs
2	Updated based on client's feedback after DTM on November 3rd	14/11/16	CTs
1	First Issue	27/10/16	CTs

Shepway District Council
Shepway ARC Model
Prince's Parade

Proposed First Floor Plan
JOB NO: 10100
DWG NO: 300-02
SCALE: 1:100 @ A1
DRAWN BY: CTs

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