

Kent Historic Towns Survey

HYTHE

Archaeological Assessment Document

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KENT HISTORIC TOWNS' SURVEY

**HYTHE - KENT
ARCHAEOLOGICAL ASSESSMENT
DOCUMENT**

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1 INTRODUCTION

1.1 Background

Hythe is situated on the south-east coast of Kent, in Shepway district, *c.* 7km west of Folkestone, 16km south-east of Ashford and 22.5km south of Canterbury. During the Roman period there was a port and fort at Lympne within a sheltered lagoon protected by a sand and gravel bank which was itself the site of *Sandtun* perhaps a seasonal trading port, in the middle to late Saxon period. By the late Saxon period Hythe was an important sea port, one of the original Cinque Ports. It was recorded as a borough in 1086, by which time it had become a medium-sized market town. Between the fifteenth and seventeenth century the natural harbour silted up, leaving the port virtually land-locked.

This study aims to provide an evaluation of the archaeological and historical remains of the settlement as a basis for informing decision-making in the planning process where archaeological deposits may be affected by development proposals. The Kent County Sites and Monuments Record (SMR) was checked for information relating to the study area (see below), and this provided 40 relevant entries: two prehistoric, seven Roman, four Saxon, eleven medieval, fifteen post-medieval and one of recent date. Hythe is fairly typical of many towns in England in that there has as yet been little significant archaeological research or large-scale excavations within the town, and few modern investigations in the immediate surroundings. Thus much of this study is based on documentary evidence, secondary published sources and analysis of the settlement's topography.

Most of the visible features date from the seventeenth and eighteenth centuries, although there are a few earlier structures and many more recent ones. The town is seen as historically significant because of its built environment and its well-documented history rather than because of well-known archaeological deposits.

1.2 Situation

The ancient town of Hythe grew up on high land beside a natural harbour formed by a broad creek which has long been silted up, so that the old town of Hythe is now *c.* 1km inland and there are modern residential developments to the south built over the former harbour. The early settlement lies at the foot of a steep hill, which rises from 5m OD to 50m OD (Figure 1).

Geologically, the ancient town of Hythe is situated on a deposit of landslip, being a degraded cliff-slope of the lower greensand of the Hythe beds, with a band of Weald clay at its base. A broad bed of sand overlies the clay and gravel storm-beach deposits, with bands of marine alluvium running through it (Figure 2).

1.3 Study area

The area selected for general study lies between TR 115330 and TR 175355. More in-depth study, focusing on the evolution of the settlement and its historical components is centred on the historic core of the settlement between TR 15503450 and TR 16503500.

2. ARCHAEOLOGICAL DATA

There are few archaeological data for the town of Hythe and slightly more for its surroundings. Since the mid 1950s there have been six very small excavations. The Sites and Monuments Record (SMR) for the area of study records the following evidence. Unprovenanced material and historic buildings have been omitted (see also Figure 3).

2.1 Iron Age

TR 13 SW 36 - iron age pottery has been discovered on the ridge above Stutfall Castle, Lympe, at TR 116 346 (Collins 1992, 8).

TR 13 SE 20 - An iron age ditch with sloping sides and a flat bottom was traced for *c.* 20m to the west of St Leonard's church, at TR 15503495. The ditch contained daub, animal bones and iron age potsherds of *c.* 500-350 BC, sealed by a deposit containing daub, oyster shells, animal bones, iron nails and iron age, Roman and medieval potsherds. The iron age features are thought to represent a small settlement (Willson 1984, 150-155).

2.2 Romano-British

TR 13 NW 8 – Building foundations, bricks and tiles were discovered in 1864 at the south-east corner of Harp Wood, at TR 14683543 (VCH III, 134).

TR 13 NW 14 - Much Romano-British material was collected from the fields through which Stone Street (now a footpath) runs, mainly in the area centred on TR 12503503. The finds include many Samian and coarse-ware sherds plus two coins of late third century date (Bradshaw 1971, 238).

TR 13 NW 48 - A dispersed scatter of Roman pottery and tiles was discovered during field walking north of Berwick Lane, Lympe at TR 137353 in 1992-3 (Glass 1993).

TR 13 NW 50 - Romano-British material including coins, coarse pottery, Samian ware and tiles, suggesting a building nearby, were found in 1992-3 during field walking north of Berwick Lane, at TR 126352 (Glass 1993).

TR 13 SW 5 - Stutfall castle (*Portus Lemanis*). Excavations in 1850 and 1894 revealed east, west and north walls surrounding an irregularly shaped fort with a bathhouse and part of the headquarters building (*principia*). The main east gate was also excavated. Eleven tiles stamped with variations of CLBR (*Classis Britannica*), a Romano-British altar and 261 coins were found. Further small-scale excavations from 1976 to 1978 produced a revised plan but no trace of an earlier *Classis Britannica* base. Work carried out 1978–1981 on nearby farmland and marsh to the south revealed a storm beach containing large quantities of Romano-British material including tile fragments and a worn stamp of *Classis Britannica* type, suggesting that the *Classis Britannica* base lay *c.* 1km south of the later fort (Cunliffe 1980, 227-228; Horsley 1894; Philp 1982, 175-191; Smith 1850, 233-268). The later fort is a Scheduled Monument, SAM Kent 74.

TR 13 SW 34 – Prehistoric, Romano-British and medieval pottery was recovered during field walking *c.* 1992 on The Roughs above Burmarsh Road, West Hythe at TR 139344 (Collins 1992).

TR 13 SE 10 - A coin of Gordianus Pius was found between North Road and the Small Arms School, Hythe at TR 155348 (OS Record Card).

2.3 Saxon

TR 13 NE 4 - Saxon brooches, beads and other material have been found north of Hillcrest Road, Hythe at TR 15893507. Saxon brooches and a spindle were exhibited in 1863 and part of a square-headed brooch of *c.* AD 600, found in the same area, was displayed at Folkestone.

The finds are thought to represent a group of Saxon burials. Saxon inhumation burials are marked on the 1872 OS map, at TR 158350 (Meaney 1964, 125).

TR 13 SW 7 - In 1947-8 a Saxon occupation site was excavated on the sand dunes at *Sandtun*, West Hythe, at TR 12143388. The finds included hearths, fishhooks, shears, scramasaxes, bronze pins, an almost complete Merovingian pot of continental pattern and large quantities of bones of cod. An infant burial and the burial of a cat were also found at the site, but it is not certain whether they are contemporary with the occupation debris. An adult burial and that of another child were reported from the area during the Second World War. The site was interpreted as a seasonal occupation site, probably a summer-camp for fishermen. The lower level of the excavation revealed an eighth to ninth century North French spouted pitcher; the upper level produced a sherd of eleventh to twelfth century pottery from Normandy. Both layers yielded rough sherds of early medieval pottery, possibly of middle Saxon date (Hurst 1959, 21). The site was re-examined from 1993-1998 in advance of housing development and for research purposes (Gardiner 2001). The site was located on a sandbank near the mouth of a gradually silting inlet and was occupied from c.700 AD until the later ninth century. Evidence was recovered from a diverse range of activities including bone-working, spindlewhorl manufacturing and fishing. Salt-making is also referred to in documentary evidence. There was also metalwork typical of rural sites of the period. The pottery assemblage contained a high proportion of imported types and the excavators suggest that the site may have served as a landing-place for trading ships.

TR 13 SW 25 - Saxon 'vases' are reported to have been found below Shepway Cross on Lympne Hill, Lympne at TR 125349 (OS Record Card).

TR 13 SW 35 - Sherds of Saxo-Norman and medieval pottery, animal bone, tile and possible house platforms were discovered c. 1992 during field walking on The Roughs above Burmarsh Road at TR 135342 (Collins 1992).

2.4 Medieval

TR 13 SW 3 - St Stephen's church, Lympne at TR 11973466.

TR 13 SW 4 - Lympne castle, at TR 11923467. A fortified manor house of the Archdeacons of Canterbury, built 1420-1430, restored several times in the twentieth century (Rigold 1969, 260-262; Vallance 1932, 294).

TR 13 SW 9 - The remains of St Mary's church, West Hythe at TR 12763426. Now roofless with the nave still standing but the chancel collapsed almost entirely (Livett 1914a 251-257; DoE 1973, 34). The church is a Scheduled Monument, SAM. Kent 147.

TR 13 SW 18 - Lambarde's *Carde* of c. 1570 shows a beacon at 'Lympne'. The beacon system dropped out of use after 1640. Although 'Beacon Fields' are shown at TR 123348 and TR 128349. There is nothing to be seen on the ground (White 1934).

TR 13 SW 23 - West Hythe deserted medieval village (?), TR 125342. No visible remains and a doubtful site (Beresford and Hurst 1971).

TR 13 SE 1 - Trial trenches through the site of the church of St Nicholas at TR 1555349, exposed some fragmentary walling; one stretch c. 1m long and c. 0.7m wide may have formed

part of the nave. In 1902 many bones but no building foundations were discovered while levelling the slope at the eastern side of St Nicholas churchyard. 1978 excavations revealed a medieval ditch cutting through a deposit containing potsheards of *c.* AD 1300, and a grave on an east-west axis with the remains of an adult with the head to the west and the left arm across the chest. Four iron nails were found close to the skull, suggesting a wooden coffin. There may have been a small medieval settlement here (Elliston-Erwood 1954, 216; Livett 1914a, 257- 261; Willson 1984, 150-155).

TR 13 SE 5 - Sculpted stones and some bones were discovered *c.* 1874 when building Cannongate Road, Hythe. This may be the site of the church of St Mary mentioned by Leland in his *Itineraries* (Livett 1914a, 261).

TR 13 SE 12 - The site of the medieval St John's Hospital in the High Street, Hythe at TR 16403484. Founded in the fourteenth century, the present building dates from the sixteenth century and was greatly altered in 1802 (DoE 1973, 20).

TR 13 SE 18 - The Manor House, Hillside Street, Hythe at TR 16163485. Excavations inside the building in 1973 and 1975 exposed three masonry walls, a clay floor sealing a small pit, two gullies and 13 stake-holes cut into underlying deposits in the north-west corner of the house. A thick layer of burnt clay, wood and tile, representing the collapse of a timber and clay internal partition during a serious fire in the fifteenth century, sealed the earlier features. The fire debris contained iron fittings, a carbonised wooden shutter, pottery, a bronze cauldron, a crushed and burnt iron bucket, a large iron bill-hook and a broken bottle, most of which were distorted by the fire. The present house was built *c.* 1660 (Mynott 1974, 227; Philp 1996, 130 - 141).

TR 13 SE 21 - St Bartholomew's hospital, Bartholomew Street, Hythe at TR 16113481, founded before 1276, closed by 1334 and re-founded in 1342. The walls are fourteenth century, but the doorway, windows and the extension up Church Hill are all nineteenth century (Newman 1969, 346).

TR 13 SE 60 - A hardstanding for the beaching of boats was located in 1998 during excavations at 136-138 High Street, Hythe at TR 16353477. The hard is on the edge of a former shoreline, is probably medieval and in use from the early thirteenth to fourteenth centuries. Subsequently the area was used as a rubbish dump before fourteenth and fifteenth century silting created a tidal mudflat across the area (Priestly-Bell 1998).

2.5 Post-medieval

TR 13 NE 32 - Burch's corn mill, a watermill built in 1773, immediately north of Mill Road, Hythe at TR 16653498. The machinery, pond and bypass sluice still exist and the tailrace is carried in a tunnel for *c.* 250m under the mill house and road, to discharge into the Royal Military Canal (Haselfoot 1978, 44).

TR 13 NE 60 - Two lime kilns on the north side of North Road, Hythe at TR 15613506. The site has since been built over (OS 1st edition 1872).

TR 13 SW 12 - Martello Tower at TR 14863350. Built in 1805; only fragments of the wall remain (Bennett 1977, 38).

TR 13 SW 13 - Martello Tower at TR 14523329. Built in 1805 but subsequently destroyed by the sea. There are no remains *in situ* but a few fragments can be seen on the foreshore (Bennett 1977, 38).

TR 13 SW 14 - Site of a Martello Tower at TR 14193308. Built in 1805, destroyed by the sea before World War II. No remains visible (Bennett 1977, 38).

TR 13 SW 22 - Fort Moncrieff Battery, at TR 141330. Built 1798, with an armament of eight 24-pounders (Bennett 1977, 38).

TR 13 SE 2 - Martello Tower at TR 15873400, now a private house. Built in 1805, sold by the War Department in 1906 and used as a dwelling since 1928 (Bennett 1977, 38).

TR 13 SE 4 - Martello Tower at TR 15503383. Built in 1806 in brick with a coating of cement on the outside. Of two storeys with a flat-roof gun emplacement (Bennett 1977, 38; Scheduled Monument, SAM Kent 76).

TR 13 SE 6 - Martello Tower At TR 15213369. As above. Scheduled Monument, SAM Kent 76.

TR 13 SE 7 - Martello Tower at TR 16253415. No trace of the tower has been found above ground and a road covers the site. This tower along with Sites 34 and 35 were part of the long line of low-level towers built on the shore in front of Hythe. They were demolished in the nineteenth century when the Promenade was constructed (Sutcliffe 1972, 87-88).

TR 13 SE 8 - Martello Tower at TR 16493422. See Site 33.

TR 13 SE 14 - Martello Tower at TR 170344. See Site 33.

TR 13 SE 15 - Fort Sutherland, at TR 154337. Built in 1798 with an armament of eight 24-pounders (Bennett 1977, 38).

TR 13 SE 16 - Saltwood Heights Battery, at TR 155349. Built in 1798 with an armament of two 24-pounders (Bennett 1977, 38).

TR 13 SE 17 - Fort Twiss Battery, at TR 16493443. Built 1798 (Bennett 1977, 38).

2.6 Modern

TR 13 SW 19 - An anti-aircraft acoustic-detection device at TR 13823443. It is similar to one at Greatstone, Lydd which was built for the RAF between 1930 and 1934 but which went out of use by 1935 with the introduction of radar.

3 HISTORICAL RECORDS

3.1 Early charters

In a charter of AD 773 King Egbert of Kent granted land at *Sandtun* (West Hythe) to Dunn, abbot of Lyminge. The land was bounded by the river *Liminnace* (Limen) on the south and *hudan fleot* (Huda's fleet or creek) on the west and north. Saltworks near Lymyne are also mentioned in a charter of AD 833. King Alfred may have granted land at Hythe to Christ Church, Canterbury in AD 899, confirmed by King Canut in 1032. Other charters of the

eighth to tenth centuries relate to the reclamation of the area around the port, and in 1036 Saltwood and *Hethe* (Hythe) were granted to Christ Church, Canterbury (Sawyer 1968, charter nos 270 and 1221).

3.2 Domesday Book

Hythe is not recorded as a parish or manor in its own right in 1086, but it is mentioned as *Hede*, a borough belonging to the manor of Saltwood with 225 burgesses' properties. In the time of Edward the Confessor, the borough and manor together were worth £16; in 1086 they were worth £29. 6s. 4d. The Archbishop's manor of *Leminges* (Lyminge) also possessed six properties in *Hede*.

3.3 Origin of place name

The place-name *Hede* (Hythe) has been translated as a 'port, haven or landing place' from the Old English *hyp*. The place-name can be traced to its present form thus:

OE	<i>hyp</i>	...	1052	<i>Hype</i>
1086	<i>Hede</i>	...	c.1100	<i>Hethe</i>
1135	<i>Heda</i>	...	1228	<i>Heth</i>
1684	<i>Hithe</i>		1790	Hythe

Whereas West Hythe is recorded as

1293	<i>Westheche..</i>	1305	<i>Westhithe</i>
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4 HISTORICAL DATA BY PERIOD

4.1 Pre-urban evidence

4.1.1 The prehistoric period

There is very little evidence of prehistoric activity within the study area, but this may be due to the lack of archaeological research carried out around Hythe. The Sites and Monuments Record does, however, list a number of finds and one site within the area of study but of these a mesolithic tranchet axe, three bronze age bronze axes of eighth to seventh century BC date and two iron age coins are of uncertain provenance. The only certain information comprises the iron age potsherds found in two places on the hillsides above West Hythe in 1992, and an iron age ditch discovered in 1978 containing domestic rubbish, daub and pottery sherds, possibly indicating that a small farmstead stood on the slopes at the western fringe of Hythe town-centre sometime between 500 to 350 BC. Further research and fieldwork is needed.

4.1.2 The Romano-British period

In the first century AD the area to the west of modern Hythe was a lagoon-like expanse of open water beside a marshland creek, the *Limen*, which both gave access to the Weald and formed a natural harbour. By the early second century an area of dry land on the edge of the lagoon close to the present West Hythe was chosen for the establishment of a base and harbour for the *Classis Britannica* (the Roman fleet in British waters) named *Portus Lemanis*. It is mentioned in the late second or early third century *Antonine Itinerary* as being XVI Roman miles (c. 22km) from Canterbury.

Excavations on the site of the third century Roman fort at Lympne (Stutfall castle; see below) in 1850 recovered Roman objects including tiles stamped with the letters CLBR, the insignia of the *Classis Britannica*, and a Romano-British altar dedicated to Neptune by Aufidus

Pantera, Commander (*Praefectus*) of the *Classis Britannica*. These discoveries confirmed the existence of the Roman naval base, but no traces of the base itself were found. Further excavations in the fort between 1976 and 1978 also failed to reveal the *Classis Britannica* base, but the discovery of reused masonry, an altar and stamped tiles suggested that it had lain nearby and may have been destroyed when the fort was built in the mid-third century. Excavations in areas adjacent to the fort, but south of the later Royal Military Canal, between 1978 and 1981 revealed a storm-beach containing large quantities of Romano-British artefacts, including many fragments of tile, one bearing a worn CLBR stamp. It is likely that the *Classis Britannica* base had been situated very close to the later fort, and one must assume either that it has been destroyed by erosion or its masonry removed by the builders of the later fort. It may, however, still remain to be found.

When the sea level rose during the third century AD many Romano-British coastal sites were inundated and abandoned; this may have been the fate of the *Classis Britannica* base near Hythe. At the same time, a series of large defensive forts were built along the east and south-east coasts of Britain as the Romans' response to new threat of piratical attacks. These are known as forts of the Saxon Shore, and four were built in Kent, at Reculver, Richborough, Dover and Lympne. The fort at Lympne (now Stutfall castle) was erected *c.* AD 260-270 and is very fragmentary and displaced through landslips. The remaining walling, constructed of typical Romano-British masonry of local ragstone with occasional tile bonding courses, is 3.5-3.7m thick and stands to a height of 5m in places. The fort appears to have been of pentagonal plan covering an area of *c.* 10 to 11 acres, with a main east gate, two postern gates to the north and west and, probably, a south gate leading to the quayside. There were also at least nine semi-circular bastions along its walls, which enclosed at least two large masonry buildings, probably the *principia* (headquarters building) and a bathhouse. Coin evidence suggests that the fort was in use from about *c.* 250 until *c.* 370 when it was abandoned, possibly because of coastal erosion and silting of the harbour. Excavations have revealed that the shoreline was originally 1.8m below the current level OD.

Portus Lemanis was connected to the Roman road system. The most direct route ran from Canterbury (*Durovernum Cantiacorum*) to Lympne (Margary route 12), crossing the Maidstone to Dover Roman road (Margary route 131) at Shepway Cross, inland from Lympne. London, the coastal towns and the Weald were all accessible overland.

No evidence for a civilian settlement near the Roman fort has been found, but scatters of Romano-British pottery, coins, building materials and patches of metallurgy have been discovered on the high ground just north of Shepway Cross and on each side of the line of the old Stone Street, now a footpath through the fields. There may have been a second or third century roadside settlement there.

4.2 Urban evidence

4.2.1 The Saxon period

Although the Roman fort at Lympne had been abandoned by the late fourth century, the tidal inlet probably remained as a natural harbour throughout the Saxon period, and there may have been a Saxon settlement within the remains of the fort. By the early ninth century Lympne was a centre for the administration of properties of the archbishop of Canterbury, and from *c.* 928 to *c.* 1035 a mint was operating there. Some coins of the Saxon king Edgar (AD 959-975) bear the legend *Limen*. In the mid eleventh century the mint moved from Lympne to Hythe where a new port was established.

As the estuary continued to silt up, a new settlement was established at *Sandtun* on the sand and shingle bank referred to in charters of AD 732 and AD 833 (see above), which lay immediately south-east of the Roman fort and west of West Hythe. *Sandtun* may have originated as a trading centre possibly the ‘town of Limen’ which was forced, by silting in the late Saxon and medieval periods, to migrate eastwards to the present West Hythe and then Hythe.

Excavations at *Sandtun* in 1947 and 1993-94 have revealed the remains of a trading, and fishing and probably salt-working settlement from the early century to the later ninth century. The occupation gradually shifted eastwards, it was first replaced by West Hythe, and finally by Hythe itself. The precise dates of the shifts in settlement are unclear, but a charter of *c.* 1036 (see above) indicates that Hythe was then on its present site. By *c.* 1050 Hythe, Dover, Romney, Sandwich and Hastings were providing King Edward the Confessor with ship-service as part of a new system of coastal defence. This group of ports grew into the Confederation of the Cinque Ports.

4.2.2 The medieval period

In 1086 Hythe was recorded as a borough with a probable population of between 900 and 1,200 people. It must have had a substantial harbour and a fishing fleet, and there were at least two churches: St Leonard’s and St Mary’s. It may also have held a market. In 1155 Henry II confirmed the borough status of Hythe with the privileges of the Cinque Ports.

4.2.2.1 Markets and fairs

Hythe probably had a market by the late tenth or early eleventh century, and almost certainly before AD 1200. Its site is uncertain; tradition and topography suggest that the market was held in the middle section of the High Street where the road appears to have widened, a common arrangement for an undefended market town.

Henry II’s charter of 1155, confirming the rights, liberties and privileges of the town from the time of Edward the Confessor, probably included the rights to a market, and in 1278 Edward I confirmed from earlier charters the right of *lovecopefree* (freedom to trade without paying market fees and unrestricted by guilds or monopolies). At the end of the medieval period the market was held weekly on Saturdays. In 1278 Edward I granted ‘to the barons and good men of Hethe (Hythe)’ the right to hold two annual fairs, one to begin on the feast of SS Peter and Paul (29th June) and one on the feast of St Edmund (20th November). It is likely that each fair was held over several days.

4.2.2.2 The manor

From 1032 to *c.* 1088 the manor of Saltwood, of which Hythe formed a part, was held by Christ Church, Canterbury, and thereafter by the archbishops, who until 1541 had the right to appoint the town’s bailiff. Although the site of the town’s administrative centre or manor house is unknown, Leland (*c.* 1540) noted ruins of houses of the abbey at the top of the churchyard. Christ Church held many properties around St Leonard’s church and some of the medieval stone boundary walls survive, particularly in Hillside Street south of the church. The present Manor House is the same area but was never the manor.

4.2.2.3 The churches

There were five parishes and parish churches in Hythe during the medieval period: St Leonard, St Nicholas, St Mary, St Michael Ashe and St Mary West Hythe. All except St Mary West Hythe were chapels-of-ease to Saltwood. Three have disappeared and St Mary West Hythe is a ruin; only St Leonard's survived later than the fourteenth century, becoming Hythe's parish church in 1844. No church at Hythe is recorded in Domesday Book, but St Leonard and St Mary West Hythe are listed in the late eleventh century Domesday Monachorum as chapels subordinate to Lympne. The *Taxatio* of Pope Nicholas IV of 1291 mentions no churches.

The church of St Leonard

By c. 1100 the church consisted of an aisleless nave and a chancel. Aisles and transepts were added in the late twelfth century. Sometime after 1230 the chancel was lengthened, the sanctuary raised over a vaulted passage, and the Lady Chapel in the south choir aisle and St Katherine's Chapel in the north choir aisle were built. Together they form the grandest chancel of any non-monastic church in Kent. The west tower was also built at this time. About 1,200 skulls and 8,000 thighbones from the thirteenth and fourteenth centuries are kept in the church. They may have been exhumed from the graveyard to make room for plague victims. The bailiff and jurats of Hythe used to meet in council by St Edmund's altar in the north transept.

The church of St Nicholas

There are references to St Nicholas church in the thirteenth, fourteenth and fifteenth centuries, but it seems to have been destroyed by the sixteenth century. The Hythe hospital map of 1684/5 shows a plot of land, called St Nicholas churchyard, lying to the west of the town, and the church's probable site is marked on the 1st edition 1:25" OS map. A limited excavation north of Sir John Moore Avenue in 1954 located some walling believed to be part of the nave of the church and the surrounding area is reputed to be full of human bones. A medieval grave was discovered there in 1978.

The church of St Mary

The church of St Mary is thought to have stood north-east of the historic core and north of Cannongate Road. Nothing is known about this church or its foundation, although sculptured stones and some human bones found in the 1870s indicate its site.

The church of St Michael Ashe

Very little is known about the church of St Michael, which is thought to have stood to the west of the town, at the site marked 'M' on the 1684/5 map; this is described as St Martin's Ashe, property of the hospital of St John. There is no information about the church building or its graveyard.

The church of St Mary West Hythe

The church mentioned in the Domesday Monachorum of c. 1089 may have been that of St Mary West Hythe. Nothing is known of the Saxon church; the earliest fabric, ragstone with Caen stone dressings, dates from the twelfth century when the church consisted of a simple nave and chancel. The nave was extended in the thirteenth century and a west porch added. By 1563 West Hythe had dwindled to four households with fourteen communicants, and the church fell into disrepair. In 1620 it was almost completely destroyed by fire and much of its masonry removed for use in nearby buildings. There are no traces of a burial ground.

4.2.2.4 Other religious organisations

The hospital of St John

The hospital was founded and maintained by the jurats and common council of Hythe, and although the date of its foundation is uncertain, by the early fourteenth century it was a leper house (leper hospital), probably the institution referred to in the foundation charter for St Andrew's hospital, dated 1336 (see below). The hospital was situated close to the eastern end of the High Street, on its south side away from the main population. It survived the Dissolution, and the present building (now 150 High Street) dates from the sixteenth century. Its gross income was £5. 19s. 8 ½d. in 1545/66.

The hospital of St Andrew

In 1336 Bishop Hamo of Rochester and the common council of the port founded the hospital of St Andrew, at the place in the parish of St Leonard's where the bishop and his parents had lived. A master and nine poor persons of either sex were to be nominated by the council; no lepers were eligible as there was already another hospital in the town. Hamo's family house was at 1-2 Bartholomew Street (now known as Centuries) where St Bartholomew's hospital stood in the post-medieval period, and it is possible that St Andrew's was rededicated as St Bartholomew's in 1342.

The hospital of St Bartholomew

Deeds belonging to the hospital of St Bartholomew suggest that the hospital was in existence in 1276, although the date and circumstances of its foundation are unknown. It may be that when Bishop Hamo founded St Andrew's in 1342 he used an already existing hospital, and that the dedication to St Andrew superseded St Bartholomew, and then itself lapsed after a short time. In the *Valor Ecclesiasticus* of 1535 the Hospital of St Bartholomew is described as being 'in Saltwood', and in 1562 it was described as 'near Hythe'. It survived the Dissolution.

4.2.2.5 Industry and trade

During the height of the settlement's prosperity, the town records mention many trades and crafts, including butchers, brewers, fishermen, skimmers, masons, tilers and glovers. Weaving must also have been practised: in 1412 Henry Matlow paid duty on 800 ells of woollen cloth and 500 ells of linen woven in Hythe. Agriculture was of little significance. By the late medieval period there were 17 farmers, in contrast to 74 seamen and fishermen. This is not surprising as Hythe's trade and industry were mostly related to the sea.

The Cinque ports connection

The Confederation of the Cinque Ports was a group of five towns (Hastings, Romney, Hythe, Dover and Sandwich) which were deemed capable of providing the king with ships and men to protect the coastal waters around South-East England, and to transport soldiers to the Continent (ship service). It was active from the eleventh century until the sixteenth century. All the towns had harbours and fishing fleets, and in return for their ship-service they received a degree of autonomy and urban privileges.

After the Norman Conquest, William I appears to have continued the ship-service arrangements that had evolved during Edward the Confessor's reign. In 1111 Henry II granted charters to the original Cinque Ports and the Two 'Antient Ports' of Winchelsea and Rye, giving them rights and privileges in return for supplying up to 57 fully-manned ships for

the king's use. A charter of Edward I (a copy of which hangs in Hythe's Public Library) sets out all the port's obligations and privileges that had been contained in earlier individual charters. West Hythe was Hythe's only limb (non-corporate member).

In 1229 Hythe provided five ships, each with a master and crew of twenty men and a boy, for up to fifteen days per annum. In 1345 the port provided six ships with 112 men to assist Edward III in the siege of Calais. When, in 1400, a serious fire destroyed some 200 houses in Hythe, and about the same time the town lost five ships at sea, along with 100 seamen, the townsfolk petitioned Henry IV to allow them to abandon Hythe and to settle further along the coast. Although the king refused the request, he exempted the port from ship service for five years. The exemption was extended, and after 1414 Hythe was never able to give full ship service. In 1428, for example, it had to hire a ship from Smallhythe to perform its ship service. By the beginning of the sixteenth century Hythe was declining as its harbour and access to the sea were becoming blocked.

The port

Hythe was at its peak as a port between the twelfth and fourteenth century. As the harbour began to silt up larger merchantmen were unable to berth at Hythe and commerce began to decline although fishing continued to flourish. During the fifteenth century attempts were made to dig out the silted harbour (for instance, the whole population were put to work digging for four days), but by the mid sixteenth century the harbour was completely silted. There was, however, still some waterborne trade during the first half of the sixteenth century. For example, horses were shipped to France, the garrison at Calais was victualled through Hythe, and there was still passenger traffic.

Fishing

During the twelfth and thirteenth centuries Hythe could muster five good vessels of *c.* 50 tons for ship service and for trade. In addition there would have been a fleet of smaller fishing boats. In 1335 three ships of 120 tons, 100 tons and 80 tons plus many smaller fishing vessels were based at Hythe. Although the disasters of 1400 devastated the economy of the town (see above), fishing continued and remained the most important commercial activity in the town. Sprats, whiting, haddock, porpoises, mackerel and herrings were all caught.

In 1533 Hythe had *c.* 80 fishing vessels, more than any of the Cinque Ports, and by 1566 there were 160 men from 122 households engaged in fishing. Many late medieval wills include bequests of stadeboats, fishing boats, shares in boats, nets, lines and hooks and small hooks. Stadeboats were the smaller boats which could be drawn up on the Stade (the open beach) by horse-powered capstans.

The mint

In *c.* 1048 the mint, originally established at Lympne *c.* 928, was transferred to Hythe, although it functioned only at irregular intervals before the Norman Conquest. Its first Norman coinage was for William I in *c.* 1077. Production then ceased until 1086 from which date there was regular minting until 1100, with all five types of William II being produced. The mint closed on the accession of Henry I in 1100. It seems that only one moneyer practised at any one time, and 'Edred' is the only one known by name from Norman times.

4.2.3 The post-medieval period

4.2.3.1 Markets and fairs

By 1657 the weekly Saturday market was smaller than it had been, and from 1672 it was held in an arcaded market-place under the court hall, on the north side of the High Street. The court hall was replaced by a town hall in 1794, the new building comprising an arcaded ground floor with a small lock-up and a council chamber or guildhall above. The market was held beneath the arcades for a few years but by 1799 it had been discontinued, to be replaced by a corn and livestock market on Thursdays at the west end of the town beside The Duke's Head Inn in Dymchurch Road. Today, a covered market is held on Wednesdays.

The two annual fairs survived until the end of the nineteenth century, at first on the traditional dates of 29th June and 20th November, and then on 10th July and 1st December.

4.2.3.2 The manor

After the Dissolution the manor became Crown property, and the monarch appointed the town bailiff. In 1575 Elizabeth I granted Hythe its Charter of Incorporation whereby the town was to be governed by a mayor elected by the people and a corporation of twelve jurats and twenty-four common councillors and various other officials. Until the town hall was built in 1794, they met in a room over the entrance to St Leonard's church. This system of local government lasted until the Municipal Corporation Act of 1836.

4.2.3.3. The church St Leonard

In 1739 the tower collapsed and it and the south transept were rebuilt in 1750. The nave was restored in 1875 and the chancel in 1887 when the galleries were removed. It was separated from Saltwood in 1844 when it became the parish church of Hythe.

4.2.3.4 Other religious organisations

The hospital of St. John

By 1562 St John's had become an almshouse under the management of trustees, generally members of the corporation. At the end of the eighteenth century the poor were housed in six apartments. Its present facade was added in 1802.

The hospital of St Bartholomew

The hospital remained in use after the Reformation, and in 1685 it moved from its original site to Bartholomew Street. At the end of the eighteenth century it housed five men and five women and was managed by three trustees, or wardens, chosen by the mayor and corporation. The building was enlarged in 1811, and in 1837 there were four male and eight female inhabitants plus one 'out-brother'. After World War II the residents were transferred to St John's almshouse and St Bartholomew's became a private residence.

4.2.3.5 Industry and trade

The Cinque ports connection

Although in 1556 Hythe had no ships large enough for ship service, in 1588 Elizabeth I ordered Hythe to provide a ship to join the fleet against the Spanish Armada. The town hired a 59-ton pinnace, the *Grace of God*, and also prepared twelve small fishing boats with light arms. This was the last real offensive operation carried out by the Cinque Ports, although various ships, troops and ship money were requested at times of trouble during the seventeenth century. The Local Government Acts of the nineteenth and twentieth centuries

removed the last remnants of the ports' former privileges, but the Confederation still survives in name.

The port

The harbour suffered so badly from silting that by the mid-sixteenth century it was dry, and it was finally reclaimed. The new land belonged to the town and the corporation leased it out to individuals, although retaining rights to the beach for the townspeople, for collecting shellfish and landing boats. Symonson's map of 1596 (Figure 5) shows a narrow entrance to Hythe haven with two islands in the harbour at the west end of the town and a narrow river running between the town and the beach as far east as Seabrook. The riverine channel, called the Channel of the Hoy was improved in the seventeenth century by the addition of a sluice gate and slipways, so that small boats could reach the town. By 1784 the channel had become blocked, and henceforward all vessels had to unload on the beach, which by then was a mile from the town.

Inns

In 1686 there were 17 guest beds and stabling for 36 horses in Hythe. Several early inns are mentioned in sixteenth to eighteenth century records, including The Bell Inn in Seabrook Road at the east end of the town, which probably served as the harbour tavern in the fifteenth and sixteenth centuries. Its eighteenth century front conceals an earlier timber-framed building. The Swan Inn on the north side of the High Street is first mentioned in a will of 1506 and was the recognised posting inn during the eighteenth century when the present structure was built. The White Hart Inn, on the north side of the High Street is first mentioned by name in 1625, and deeds dated 1648 refer to two previous owners. It is believed to be sixteenth century in origin but the first building is said to have collapsed during an earthquake in 1580. It now has an eighteenth century façade. The earliest reference to The Kings Head in the High Street is in 1583, when it was called The George. In 1714 its name was changed to The Sun Inn, commemorated in the name of the lane opposite, and it acquired its present name in 1750. The Red Lion in Dymchurch Road (in what was once Red Lion Square) was known as the Three Mariners in 1670 but was probably established earlier. It was rebuilt during the early nineteenth century.

The brewery

James Pashley established a brewery at the west end of the High Street in 1669. The Mackeson family purchased the brewery in 1801, but in the 1920s it passed out of Mackeson hands and was finally acquired and closed by Whitbread's in 1968. Most of the brewery buildings were demolished and the site redeveloped, but the offices and malthouse were retained.

4.2.3.6 The sea-bathing resort

In the eighteenth century seaside resorts began to be developed to take advantage of the medicinal properties of sea bathing and sea air. Hythe was a resort by 1792, boasting bathing machines and lodging-houses in season, and coaches ran daily between Dover and Hastings to service it. Much custom derived from military officers and their families stationed in the area during and after the Napoleonic Wars. More holidaymakers visited the town once the railway reached Hythe, and in 1880 the South Eastern Railway Company built the grand Seabrook Hotel on the seafront. It became The Imperial Hotel in 1901.

4.2.3.7 The military town

In the seventeenth century there was a gun battery on a platform in front of the town, facing the sea. It had four guns in 1684 and six guns in 1799. Four new forts were built in 1798. Fort Twiss, on the sea shore at the east end of the town where The Imperial Hotel now stands, had a battery of 24-pounder guns and accommodation for up to 100 men. It was demolished in 1878 when the hotel was built. Fort Sutherland at the west end of Range Road was armed with eight 24-pounder guns; it has also been demolished. Fort Moncrieff, with eight 24-pounder guns, lay further west, on what are now the Hythe Ranges, and Saltwood Heights Battery was high on the hillside above the west end of the town and was armed with two 24-pounder guns.

Between 1805 and 1808 26 Martello Towers constructed between Folkestone and St Mary's Bay on Romney Marsh enhanced the coastal defences. Nine fall within the study area of Hythe. Designed in imitation of the fort at Cape Martella in Corsica, they were massive circular buildings tapering towards the top and built of rendered brick. Each had accommodation for one officer and 28 men in the upper storey and had a single 24-pounder gun.

The third and perhaps greatest of the new defences was the Royal Military Canal, constructed between 1804 and 1809 by both civilian and military workforces under the direction of the famous engineer John Rennie. It was designed for transporting troops and supplies, and also for delaying a possible enemy advance. The main garrison for troops was at Hythe, close to the Duke's Head Bridge. Together, the canal, the forts and the Martello Towers were a formidable defence system, but it was never tested by enemy action. The Royal Military Canal is a Scheduled Monument - SAM Kent 396.

The military presence in Hythe

There was a high military presence in Hythe during the nineteenth century, with c. 15,000 soldiers garrisoned in the area during the Napoleonic War. In 1805-7 the headquarters of the Royal Staff Corps moved from Chatham to Hythe, and barracks were built at the bottom of the hill at Military Road. By 1821, Hythe was described as being 'half barracks'.

More barrack blocks were built on the hillside above Military Road in 1865 when the school of musketry was opened, and a large commandant's house was built on the site of the old St Nicholas church. It survived until 1968, its firing range on the shingle beach to the west of the town forming the nucleus of the military ranges of today.

4.2.3.8 The railway

Although the main line reached Folkestone and Dover in 1843 and 1844 respectively, Hythe had no railway until 1874 when a single-track branch line was brought down from Sandling to Hythe. The line was closed in the 1950s and the line dismantled.

4.2.4 The modern town

The historic centre of the modern settlement has changed little since the end of the eighteenth century, when there were c. 200 houses, a main street 'of handsome breadth'

Modern Hythe has two main areas: the historic core along three main east-west roads on the hillside south of the church, and the modern expansion to the south, south-east, west and north. Much of the core retains its character, with a few sixteenth century or earlier buildings

and a larger number of seventeenth and eighteenth century structures, but there has also been modern development around the High Street. During the late nineteenth century the town began to expand south of the Royal Military Canal, mostly along the Stade, and there has been much twentieth century house building. This growth can be seen by comparing early maps (Figures 5 to 11) with the modern OS map.

The modern town of Hythe is comparatively small, with some local employment provided by the small shops and businesses in the town and a little light industry. Some of the working population commute to Canterbury, Folkestone and Ashford. The surrounding area is predominantly agricultural.

4.2.5 Population

Hythe flourished from its eleventh century foundation until the mid-fourteenth century. A fire at the beginning of the fourteenth century reputedly destroyed 360 houses (although the number may be exaggerated) and in 1400 another fire destroyed 200 dwellings, perhaps most of the town. In addition, the town was badly affected by the Black Death in 1349 and again 50 years later. By the end of the medieval period the settlement had shrunk to the area around the church of St Leonard.

Domesday Book recorded 231 habitable dwellings in Hythe in 1086, probably representing a population of between 920 and 1,150 people. The population may have increased during the heyday of the port in the twelfth and thirteenth centuries, but the plagues of the fourteenth century, the silting up of the harbour, the disastrous fire and the loss of 100 men drowned at sea in 1400 must have resulted in a steep decline. Only 555 persons were recorded in the diocesan survey of 1563, and in 1566 the survey of the Kent coast listed 122 dwellings, probably housing *c.* 500 to 600 people. By 1676 there were 451 inhabitants.

Hythe's economy improved when it became a sea-bathing resort in the eighteenth century and also when military personnel dominated the town during the Napoleonic War. The first census of 1801 gives a population of 1,365. By 1831 there were 2,287 inhabitants, and 2,675 by 1851. This conforms to Kent's general demographic growth at that period, with the population doubling between 1788 and 1831. There was then a more gradual increase, with 3,522 inhabitants in 1881, 4,641 in 1901 and 5,568 in 1921. Housing after World War II led to rapid population growth, and there were 13,742 inhabitants in 1991.

5 URBAN CHARACTERISTICS

The following summary of the principal urban features in Hythe has been divided into those of the medieval and post-medieval periods (ie. before and after *c.* 1540). The Ordnance Surveyors' field drawing of 1800 have been taken as the basis for the historic town plan. They have been chosen because they reflect the town in its pre-industrial and pre-railway phase, that is, the period before nineteenth and twentieth century development changed the medieval or post-medieval urban layout.

5.1 Medieval plan components and medieval urban features (Figures 13 and 14)

The town appears to have been based along three main east-west aligned roads: the High Street at the bottom of the hill, Bartholomew Street and Dental Street above it, Hillside Street above that and just possibly a fourth small road, Church Road, to the south of St Leonard's Church. Numerous north-south lanes connected these and passages climbed the steep hillside. One of the latter (Great Conduit Street/Church Hill/Castle Road) formed the main route to

Saltwood. To the east Blackhouse Hill was the road to Lyminge and Canterbury, whilst to the west London Road led to the Roman road, giving access to Canterbury, Dover or Ashford.

The medieval settlement was largely confined to the steep hillside overlooking a natural haven at the mouth of the river Limen. It comprised St Leonard's church and churchyard (PC1), St Nicholas church and churchyard (PC2), St John's hospital (PC3), the market place (PC4), the harbour and quayside (PC5), the Stade (PC6), the possible site of the bailiff's house (PC7), the High Street (PC8), the early road from Lymyne and Dover (PC9), the early road from West Hythe (PC 10), the early road from Saltwood (PC11), Bartholomew Street/Dental Street (PC12), Hillside Street (PC 13), Church Road (PC14), and nineteen possible tenement plots (PC 15-33). The churches of St Mary (PC34) and St Michael Ashe (PC 35) fall outside the limits of the map.

The early plan-form of Hythe seems relatively simple, comprising the principal elements of churches, hospitals, market place, harbour, bailiff's house, tenement plots and roads. The chronological framework for its development is, however, less clear.

PC1. St Leonard's Church and Churchyard.

- a) (MUF1) The parish church of St Leonard and surrounding churchyard. Built in the late eleventh century with twelfth to fourteenth century additions (DoE 1973, 30).

PC2. St Nicholas Church and Churchyard, no traces visible.

PC3. Site of St John's Hospital.

- a) (MUF2) The hospital of St John, High Street. Although the hospital was founded in the fourteenth century, the present building dates from the sixteenth century with alterations of 1802. The west side of the building is tile hung (DoE 1973, 20).
- b) (MUF3) 152-156 High Street. A sixteenth century timber-framed building, originally one house. The building has been restored and the ground floor changed, but the protruding ends of the floor joists which carried the overhang are still visible. Modern shop-fronts have been added (DoE 1973, 21).

PC4. The Market Place.

PC5. The probable site of the Harbour and Quayside.

PC6. The probable site of the Stade.

PC7. The possible site of bailiff's house and offices, from which the manor, town and port were controlled.

PC8. The High Street.

PC9. The Roman Road from Lymyne to Dover, later North Road.

PC10. The early road from West Hythe.

PC11. The early road from Saltwood later called Castle Road, Church Hill and Great Conduit Street.

PC12. Bartholomew Street/Dental Street.

PC13. Hillside Street.

PC14. Church Road.

PC15. Group of tenement plots fronting the west side of the High Street.

PC16. Group of tenement plots fronting the south side of the High Street.

PC17. Group of tenement plots fronting the south side of the High Street.

PC18. Group of tenement plots fronting the south side of the High Street.

PC19. Group of tenement plots fronting the south side of the High Street.

- a) (MUF4) 94-98 High Street. A fifteenth century timber-framed building, originally one house. Refronted with brick and plaster, but the first floor overhang is partially preserved, and traces of a bressumer survive in No. 98. Modern shop fronts added (DoE 1973, 18).

PC20. Group of tenement plots fronting the south side of the High Street.

PC21. Group of tenement plots fronting the north side of the High Street.

- a) (MUF5) The King's Head Inn,.117 High Street. The west half of the building is a timber-framed structure perhaps of sixteenth century date refronted in the eighteenth century with red brick above original stone rubble on ground floor. Trace of overhang at corner (DoE 1973, 15).

PC22. Group of tenement plots fronting the north side of the High Street.

PC23. Group of tenement plots fronting the north side of the High Street.

PC24. Group of tenement plots fronting the north side of the High Street.

PC25. Group of tenement plots fronting the north side of the High Street.

PC26. Group of tenement plots fronting the north side of Bartholomew Street.

PC27. Group of tenement plots fronting the north side of Bartholomew Street.

PC28. Group of tenement plots fronting the north side of Bartholomew Street and the south side of Hillside Street.

- a) (MUF6) Centuries, 1-2 Bartholomew Street. A thirteenth century building built of ragstone, with a medieval arch to an undercroft. The building became St Bartholomew's Hospital in 1685 and was extended with a north wing in 1811 when some pointed windows and a pointed doorcase were added. The pointed doorcase in the east wing is original (DoE 1973, 1; Newman 1969, 346).

PC29. Group of tenement plots fronting the north side of Dental Street and the south side of Hillside Street.

PC30. Group of tenement plots fronting the north side of Dental Street and the south side of Hillside Street.

PC31. Group of tenement plots fronting the south side of Church Road.

PC32. Group of tenement plots fronting the south side of Church Road.

PC33. Group of tenement plots fronting the south side of Church Road.

PC34. Ruins of medieval church of St Mary, beyond the limits of the map.

PC35. Site of the medieval church of St Michael Ashe, beyond the limits of the map.

5.2 Post-medieval plan components and post-medieval urban features (Figures 15 and 16)

Hythe changed little until the end of the eighteenth century when it became a sea-bathing resort and a military town. New buildings replaced many of the old ones, gaps were infilled, barrack blocks were built in the Military Road area and a series of defences were constructed. The town's population doubled and ribbon developments were begun, some spreading south beyond the Military Canal, onto the beach.

During the late nineteenth and the first half of the twentieth century the population continued to rise slowly and further housing development spread into the hillside, to the west along Dymchurch Road and the east around the railway which had arrived in 1874. The brewery expanded, a musketry school and ranges opened, various small light industrial works, a gas works and waterworks became established. Other amenities such as schools, chapels, an institute, new shops and public houses, a large seafront hotel, pleasure gardens and a seafront promenade were also constructed. By the second half of the twentieth century Hythe had become less important as a seaside holiday resort but attracted increasing numbers of retired people. More housing was built on the sites of former barracks.

These changes have altered some aspects of the medieval plan form of Hythe; thus the following post-medieval plan components at *c.* 1805 are shown on Figure 15.

PC1. St Leonard's Church and Churchyard.

- a) (PMUF 1) The parish church of St Leonard and surrounding churchyard. The tower was replaced in 1751 and the church renovated in 1886 by J.L Pearson (Newman 1983, 358-359).
- PC2.** Site of St John's Hospital.
- PC3.** St Bartholomew's Hospital.
- PC4.** The Market Place.
- PC5.** The Royal Military Canal.
- PC6.** The Rampart.
- PC7.** Bridges across the Canal, Dukes Head Bridge to the west and Stade Bridge to the south.
- PC8.** The High Street.
- PC9.** North Road (formerly the Roman Road from Lympe to Dover).
- PC10.** Military Road (formerly the road to West Hythe)
- PC11.** Castle Road/Church Hill/Great Conduit Street (formerly the road from Saltwood). A large conduit carried the spring, which rose near St Leonard's church, down to the sea.
- PC12.** Bartholomew Street/Dental Street.
- PC13.** Hillside Street.
- PC14.** Church Road
- PC15.** Group of tenement plots fronting the west side of the High Street.
- PC16.** Group of tenement plots fronting the south side of the High Street.
- a) (PMUF2) Formerly The Oak Inn, High Street. An eighteenth century brick building with modern pub front (DoE 1973, 16).
- b) (PMUF 3) 36 High Street. An eighteenth century building with a stucco finish and a nineteenth century shop front added (DoE 1973, 16).
- c) (PMUF4) 38-40 High Street. A probable seventeenth century timber-framed building, refronted in the eighteenth century but preserving the first-floor overhang. Modern shop fronts added (DoE 1973, 16).
- PC17.** Group of tenement plots fronting the south side of the High Street.

PC18. Group of tenement plots fronting the south side of the High Street.

- a) (PMUF5) Pelton House, 86 High Street. An eighteenth century building in red brick, probably once an inn. The narrow west end is fronted with weather boarding. A bay window on first floor. A carriage entrance with doors on ground floor originally leading to the back yard of the inn (DoE 1973, 17).

PC19. Group of tenement plots fronting the south side of the High Street and the west side of Theatre Street.

- a) (PMUF6) 112-112a High Street. Originally one house built in the eighteenth century of red brick, modern shop fronts (DoE 1973, 18).
- b) (PMUF7) 116-120 High Street. A late sixteenth or seventeenth century timber-framed building refronted with stucco in the eighteenth century, part of which has since been refaced with cement. A modern single storey addition to the rear and modern shop fronts (DoE 1973, 19).
- c) (PMUF8) 22 High Street. An eighteenth century building with a plastered first floor, ground floor has a nineteenth century shop window (DoE 1973, 19).
- d) (PMUF9) 2-4 Theatre Street. An early nineteenth century building of brick with weatherboarding to first floor, and a nineteenth century shop front (DoE 1973, 37).

PC20. Group of tenement plots fronting the south side of the High Street and the east side of Theatre Street.

- a) (PMUF10) 1-5 Theatre Street. Terrace of houses, eighteenth century or earlier. The portion fronting on to the High Street has been modernised, but contains beams and two medieval carved angel corbels (DoE 1973, 37).
- b) (PMUF11) Site of Congregational Church, High Street. Built in 1868, now developed as housing (OS 1st edition 1872).

PC21. Group of tenement plots fronting the south side of the High Street.

PC22. Group of tenement plots fronting the south side of the High Street.

PC23. Group of tenement plots fronting the north side of the High Street.

- a) (PMUF12) 125 High Street. An eighteenth century building that has been stuccoed and once had a shop front with a curved top; a modern shop window has since been added (DoE 1973, 15).
- b) (PMUF13) 117 High Street. The King's Head Inn. Probably originally two houses, as there are two roof levels. The east half dates from the eighteenth century, while the west half has an eighteenth century front on a sixteenth century timber-framed building. The east half is of red brick with a modern

public house front on the ground floor. The west half is fronted with stone rubble on the ground floor with red brick above (DoE 1973, 15).

PC24. Group of tenement plots fronting the north side of the High Street.

- a) (PMUF 14) 93-93a High Street. Originally one house, now sub-divided. Built in the eighteenth century of red brick, modern shop fronts added (DoE 1973, 14).
- b) (PMUF 15) 87 High Street. An eighteenth century building, red brick to front, west walls of stone rubble. Modern shop fronts added (DoE 1973,14).
- c) (PMUF16) 73-79 High Street. National Westminster Bank, built in 1912 by Banister Fletcher and Sons (DoE 1973, 14).

PC25. Group of tenement plots fronting the north side of the High Street.

- a) (PMUF17) The Town Hall, High Street. Built in 1794 replacing an earlier Court Hall, with covered market on ground floor. A carriage entrance at each end flanked by a stone wall fronted with rusticated stuccoed quoins. Between them, an arcade of two rows of four Tuscan columns, with cornice and pedimented parapet. The first floor contains the Council Chamber or Guildhall. A clock on brackets projecting from the tympanum of the pediment is a later addition (DoE 1973, 15).
- b) (PMUF18) The site of the Whyte Heart Inn, High Street, shown on the 1684 map. The redbrick inn was rebuilt as the White Hart Inn in the eighteenth century when it became an important post-house during the coaching era (DoE 1973, 13).
- c) (PMUF19) 67-69 High Street. Originally one house built in the eighteenth century or earlier, now sub-divided, modern shop fronts added (DoE 1973,13).

PC26. Group of tenement plots fronting the north side of the High Street.

- a) (PMUF20). The Swan Hotel, High Street. An eighteenth century inn of two storeys, once an important post-house. A milestone incorporated into the wall of the ground floor carries the inscription: 'From London Bridge 71 miles by Rochester, From Ashford 12 miles' (DoE 1973, 12).
- b) (PMUF21) 53-53a High Street. An eighteenth century redbrick building, modern shop fronts added (DoE 1973, 12).
- c) (PMUF22) 31-33 High Street. An eighteenth century house of two storeys, built in brick. A tablet on the house records that 'Sir Francis Pettit Smith. 1808-1874, Inventor of Steam Screw Propellers, was born here'. Modern shop front added (DoE 1973, 12).

PC27. Group of tenement plots fronting the north side of the High Street.

PC28. Group of tenement plots fronting the north side of Bartholomew Street.

- a) (PMUF23) Hillside House, 34 Bartholomew Street. A large eighteenth century house of red brick, now refronted with cement. An extension was added in the nineteenth century. Wide doorcase with Doric columns, triglyph frieze and semi-circular fanlight approached by a pair of curved stairs (DoE 1973, 3).

PC29. Group of tenement plots fronting the north side of Bartholomew Street.

- a) (PMUF24) Oak Hall, Bartholomew Street. An eighteenth century house of red brick, tile hung above (DoE 1973, 2).

PC30. Group of tenement plots fronting the north side of Bartholomew Street.

- a) (PMUF25) 22-26 Bartholomew Street. Three eighteenth century cottages. Nos. 22 and 24 are in red brick, No. 26 is weatherboarded (DoE 1973, 2).

PC31. Group of tenement plots fronting the north side of Dental Street and the south side of Hillside Street.

- a) (PMUF26) The Manor House, Hillside Street, formerly known as St Leonard's House. The building is dated 1654. The road elevation is of three storeys of red brick on a base of rubble. A small wooden ground floor projection forms the tradesmen's entrance to the west of the main wing. Remains of a medieval stone and timber building burnt down c. 1400 have been found below the floor (DoE 1973, 22).
- b) (PMUF27) 5-5a Hillside Street. Formerly the vicarage, this was once part of St Leonard's House, of red brick, but since altered (DoE 1973, 22).

PC32. Group of tenement plots fronting the north side of Dental Street and the south side of Hillside Street.

PC33. Group of tenement plots fronting the south side of Church Road.

PC34. Group of tenement plots fronting the south side of Church Road.

PC35. Group of tenement plots fronting the south side of Church Road.

PC36. Group of tenement plots fronting the west side of Church Hill.

- a) (PMUF28) 21-27 Church Hill. A row of four eighteenth century cottages, ground floor of sandstone rubble, first floor of red brick except No. 21, which is weatherboarded (DoE 1973, 8).

PC37. Group of tenement plots fronting the south side of Chapel Street and the north side of Rampart Road.

- a) (PMUF29) The Methodist church, Rampart Road. Built in 1897 replacing an earlier chapel built in 1845 (1st edition OS map, 1872).

PC38. Group of tenement plots fronting the south side of Dymchurch Road.

- a) (PMUF30) The Duke's Head Inn, 9 Dymchurch Road. An early nineteenth century L-shaped building close to the old livestock market (DoE 1973, 10).
- b) (PMUF 31) 15-17 Dymchurch Road. Three early nineteenth century brick houses (DoE 1973, 10).

PC39. Group of tenement plots fronting the west side of Stade Street.

- a) (PMUF32) 26-38 Stade Street. A row of early nineteenth century houses; of red brick except Nos. 36 and 38 which are of stone rubble with red brick dressings and are possibly older than the others (DoE 1973, 35).

PC40. St Nicholas church and churchyard, no traces visible

Not located in a plan component

- a) (PMUF 33) 80 North Road. A seventeenth century timber-framed building, refronted with ashlar and red brick quoins (DoE 1973, 30).
- b) (PMUF34) Paddock House, Military Road. The Commandant's House built in 1804 and altered in 1869. From 1809 onwards it was the residence of Brown, the builder of the Royal Military Canal. Built of brick, it has a doorcase with two engaged Tuscan columns and a semi-circular fanlight. There is a glass conservatory to the left of the entrance (DoE 1973, facing page 28).

6 THE POTENTIAL OF HYTHE

6.1 Archaeological resource overview

Only limited archaeological investigations have so far been undertaken within the town or its surroundings. Thus little is known about the extent of surviving archaeological sub-surface deposits. There is a good possibility that some sub-surface archaeological deposits may have survived in those areas that have not been cellared, although the medieval stratigraphy may be comparatively thin and not far below the present ground surface. If surviving areas of intact medieval and earlier stratigraphy can be located they could help to establish the evolution and development of the medieval port and market town.

Hythe is well documented in the Saxon and medieval periods and early antiquarians also wrote much about it. A number of historic buildings have been preserved within the settlement, although only a few of them predate *c.*1600. The importance of the town in the post-medieval period is also evident in and around the settlement, with Napoleonic defences such as the Royal Military Canal, Martello Towers and various batteries and the military ranges, all emphasising the defensive and strategic importance of the area.

6.2 Research questions

The purpose of this document is to develop policy for Hythe's archaeological deposits, particularly in the historic core. Little of the Saxon, medieval and post-medieval components of the town have been archaeologically investigated and there is virtually no archaeological evidence for the economic base of the medieval town.

6.3 Key areas for research

6.3.1 *The origins of Hythe*

The following need to be investigated

- The nature, date and extent of the earliest settlement remains at Hythe
- The earliest remains which can be classed as urban or proto-urban
- The location, origins and development of any Saxon settlement
- The origins, location and development of the church
- The relationship of the Saxon port at West Hythe to the development of the town
- The origins and location of the harbour
- The origins, location and development of the market
- The origins and location of the manor of Hythe

6.3.2 *Hythe in the medieval period*

The following need to be investigated

- The impact of the Norman Conquest on the character, form and development of the town
- The location and development of the churches and churchyards
- The location and development of the harbour
- The location and development of the markets and fairs
- The location and development of the ecclesiastical manor
- The development of the town as a Cinque Port
- The economic basis of the town and its industries
- The origins, locations and development of the medieval hospitals of St Andrew, St John and St Bartholomew
- The form and character of individual properties
- The development of the High Street
- The impact of the fires on the development of the town

6.3.3 *Hythe in the post-medieval period*

The following need to be investigated

- The impact of coastal changes on the development and decline of the town and harbour
- The location and development of the markets
- The form and character of individual properties
- The economic basis of the post-medieval town and its industries
- The impact of the military on the development of the town
- The construction of the 19th century defence structures and their impact on the character and development of the town

6.3.4 *General questions*

- The evidence of artefactual remains in interpreting Hythe's pre-urban and urban role
- The palaeo- environmental history of the town

The discovery and study of both structures and artefacts would illuminate these topics. Small-scale archaeological sampling in individual properties in Hythe would provide answers to specific questions. Consideration should be given, however, to large-scale excavations over a number of properties, which would provide a wider picture, if desk-top assessment and field evaluation demonstrate the case. The position and importance of Hythe in the hierarchy of

Kent's town's can be solved only through excavation, field survey and consultation of historical documentation.

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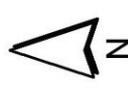
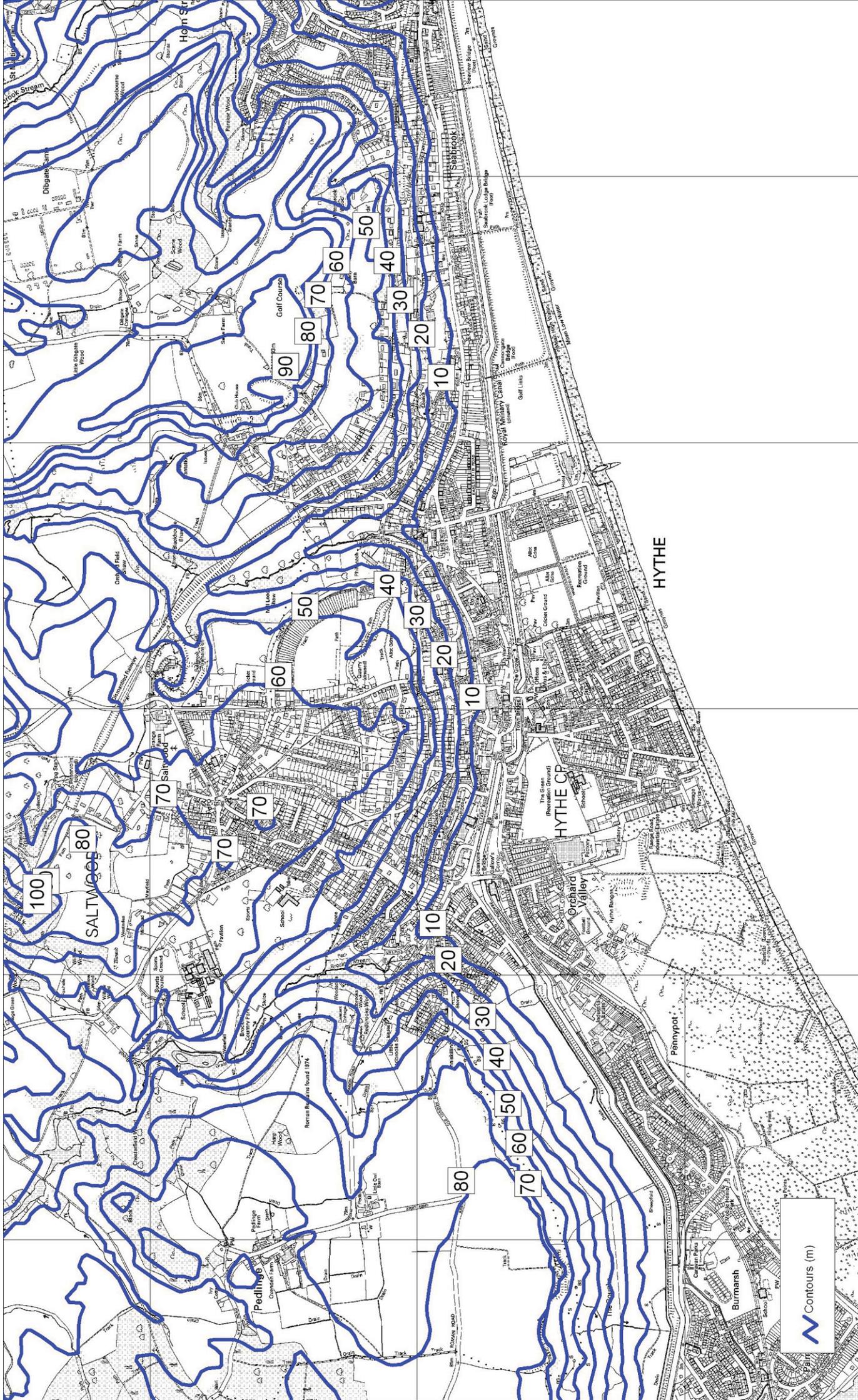
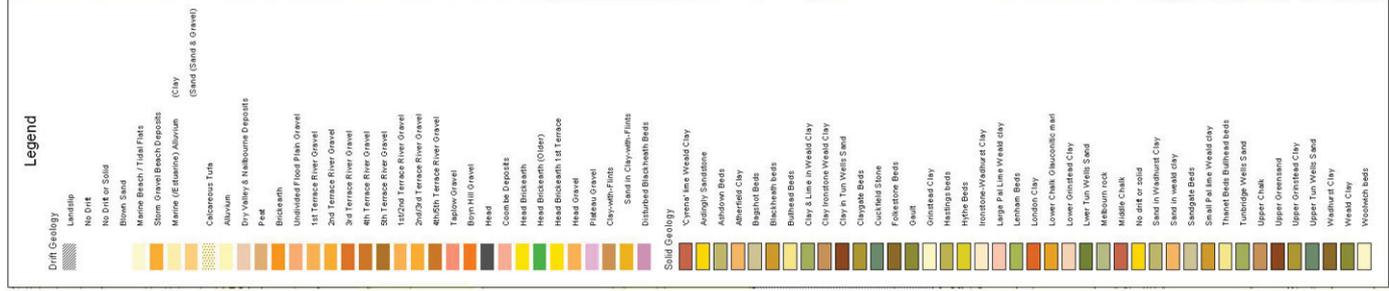
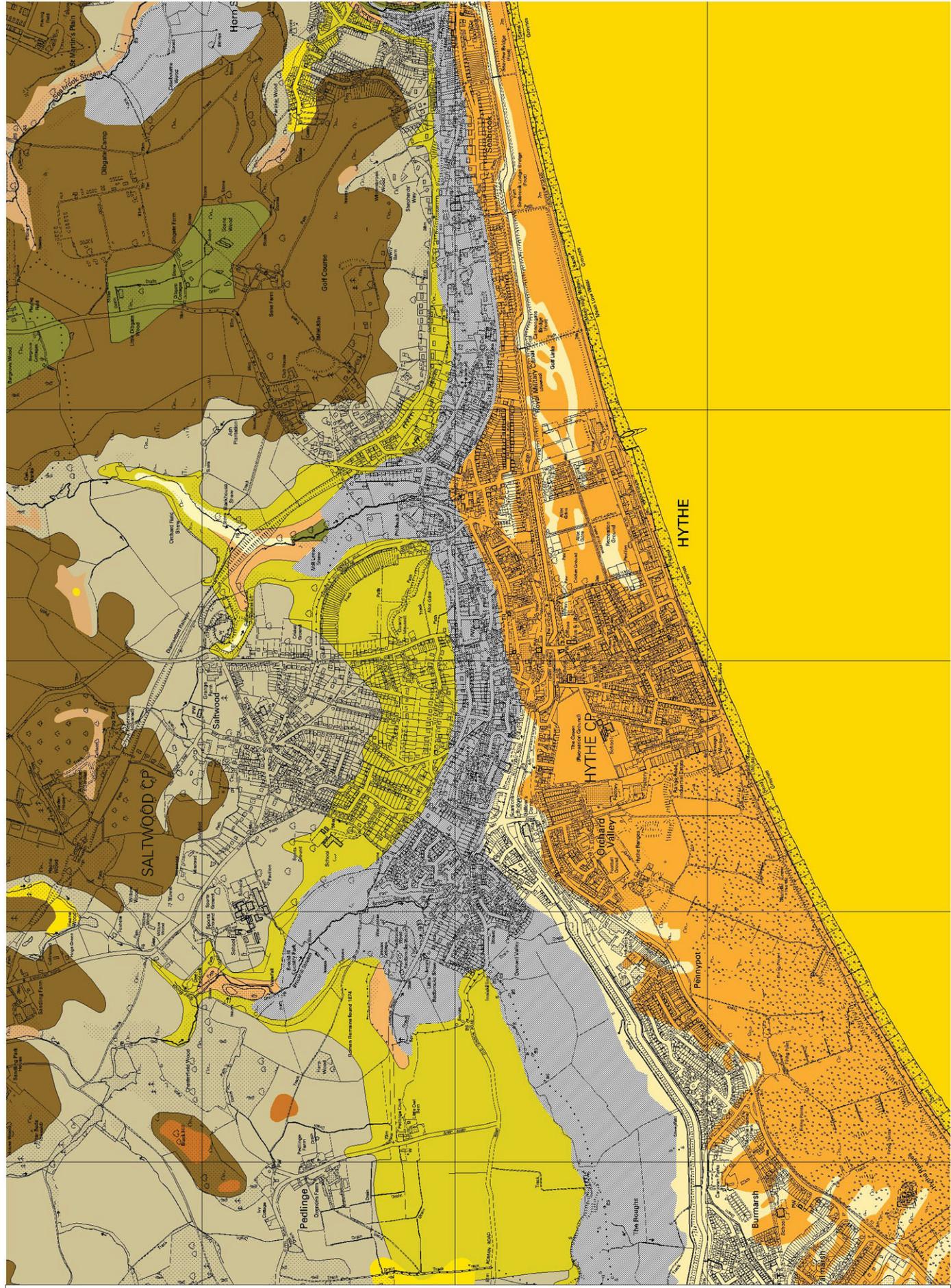


Figure 1. Map of Hythe showing contours

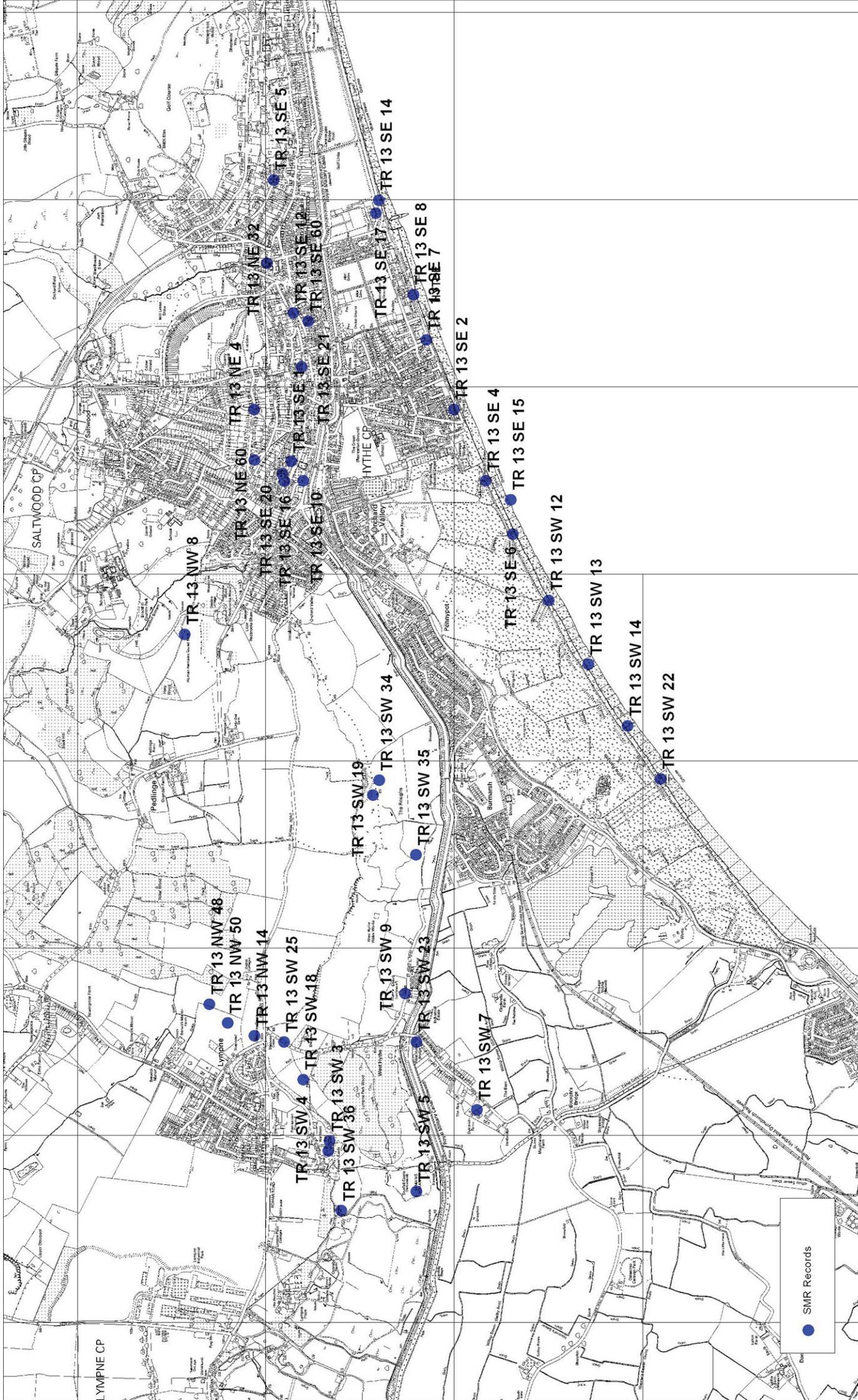
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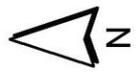
Scale 1:15000 Figure 2 Map of Hythe showing geology

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Figure 3. Map of the Hythe area showing archaeological remains



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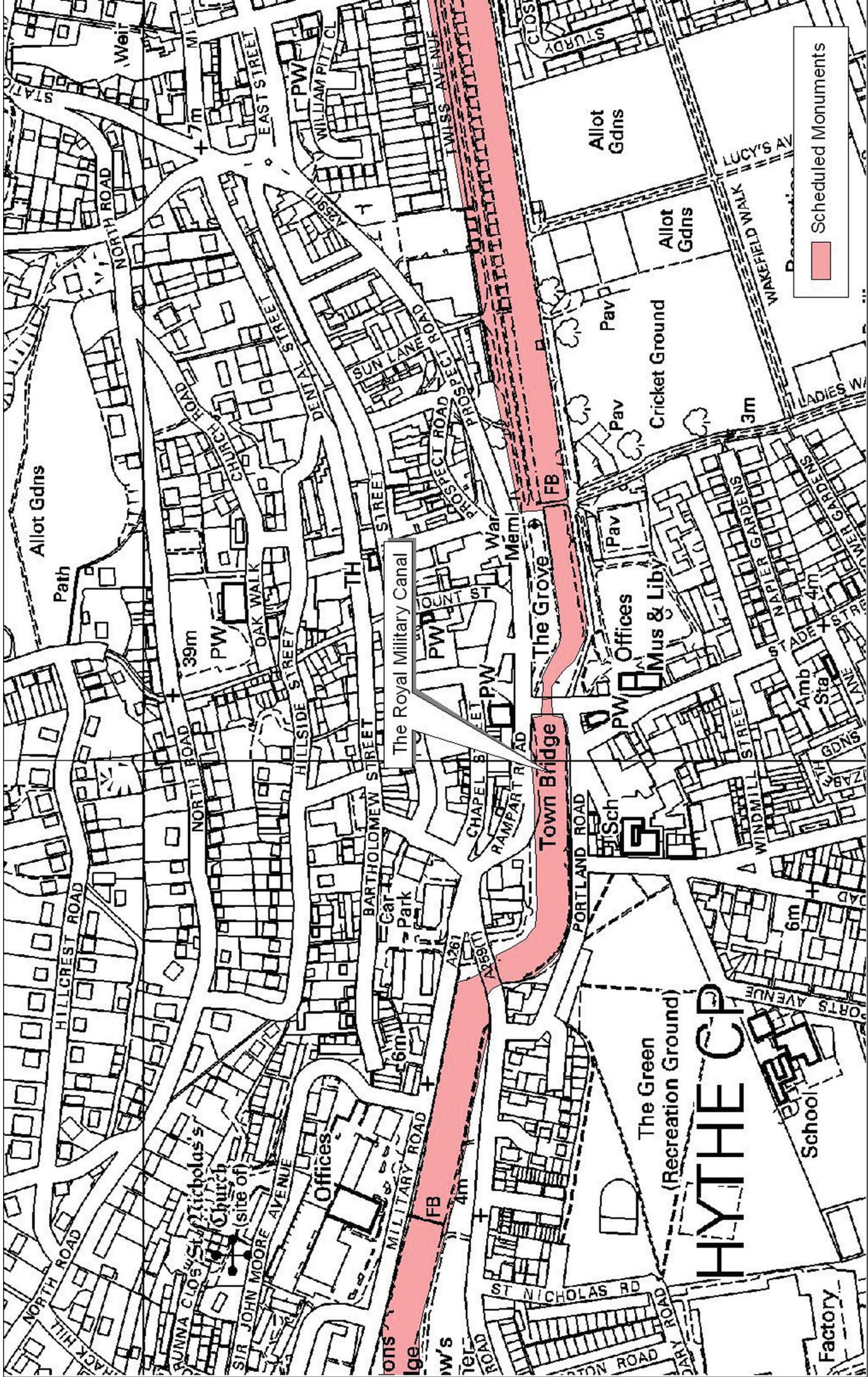


Figure 3a. Map of Hythe showing Scheduled Monuments

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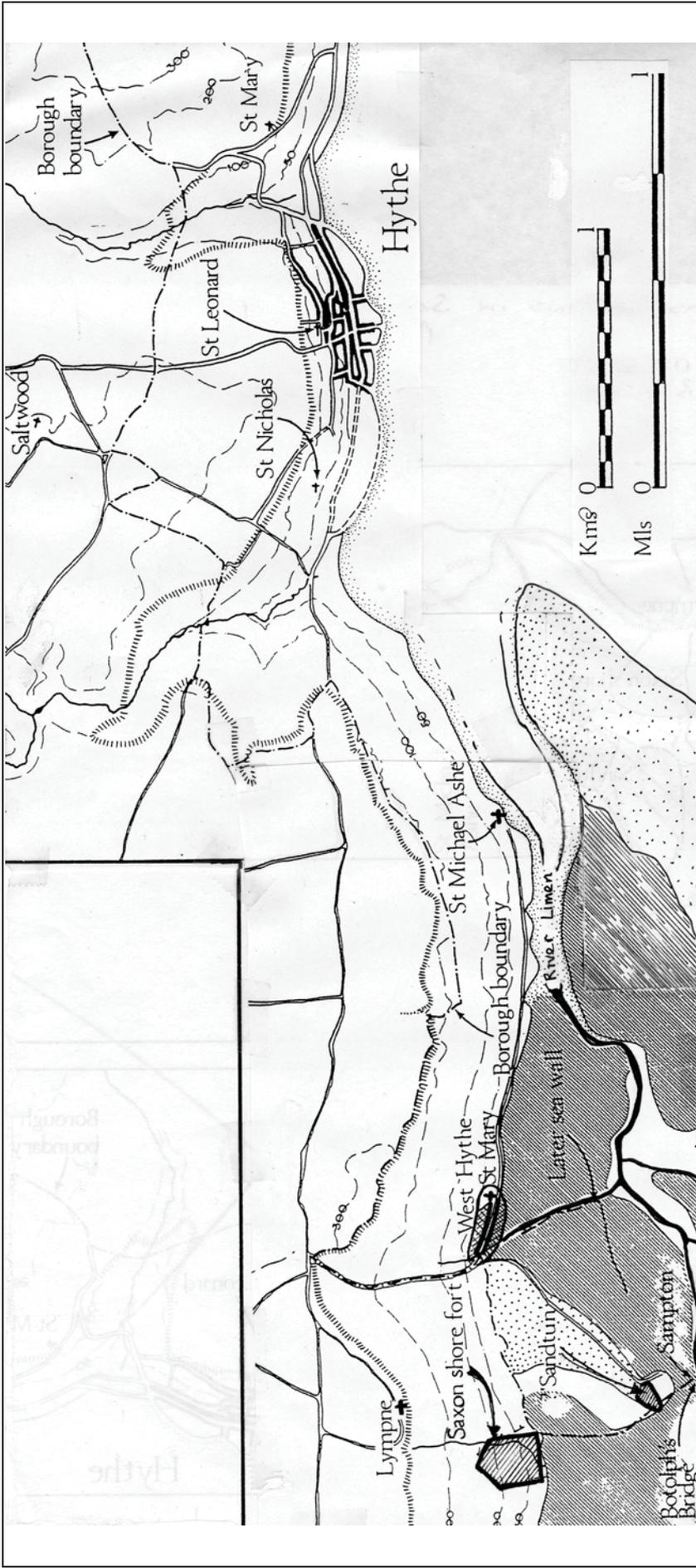


Figure 4. Map of the Limen-Hythe area in the Saxon period



Figure 5. Symonson's map of 1596 showing the Hythe inlet and Haven

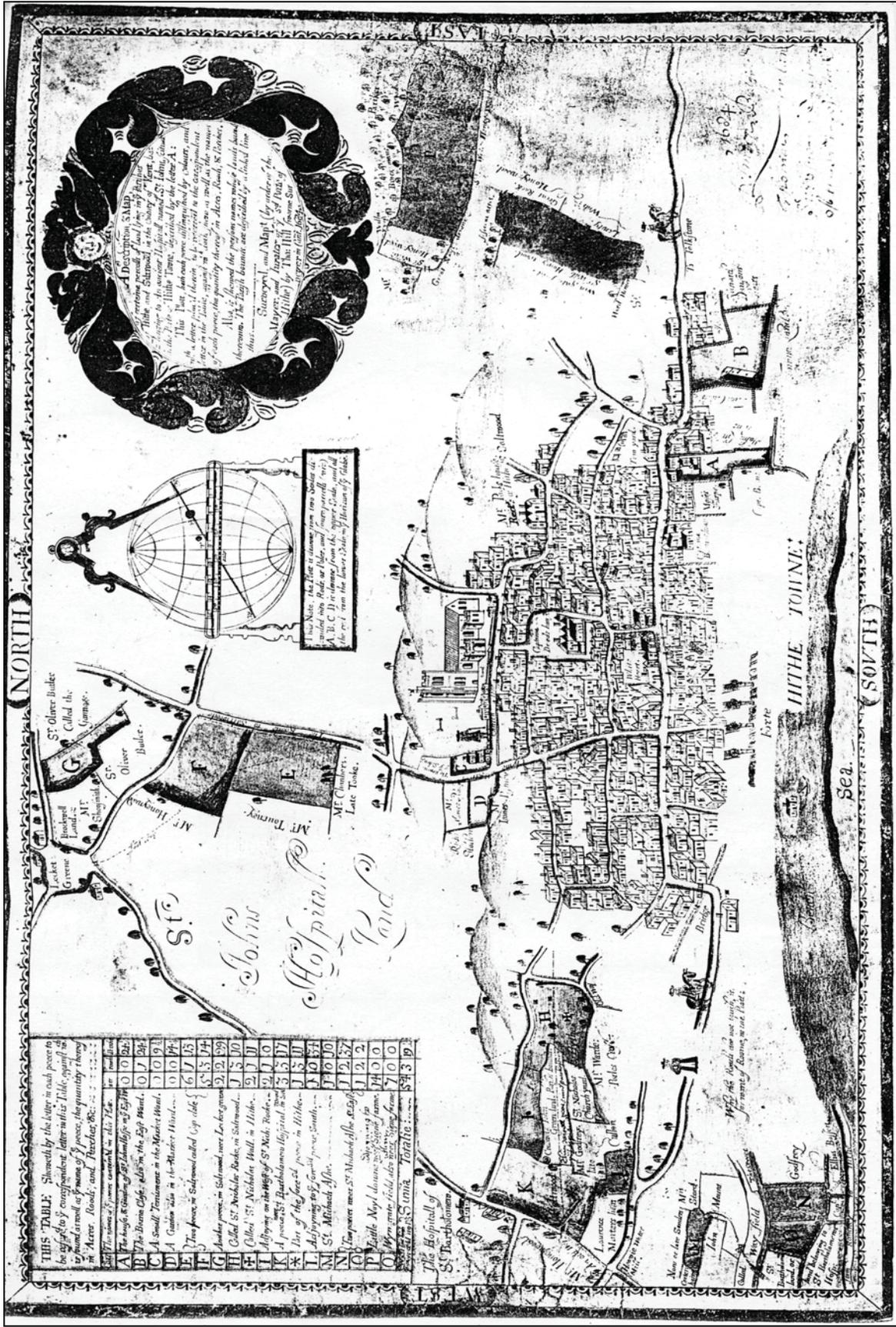


Figure 6. Thomas Hill's St John's Hospital map of Hythe, 1684

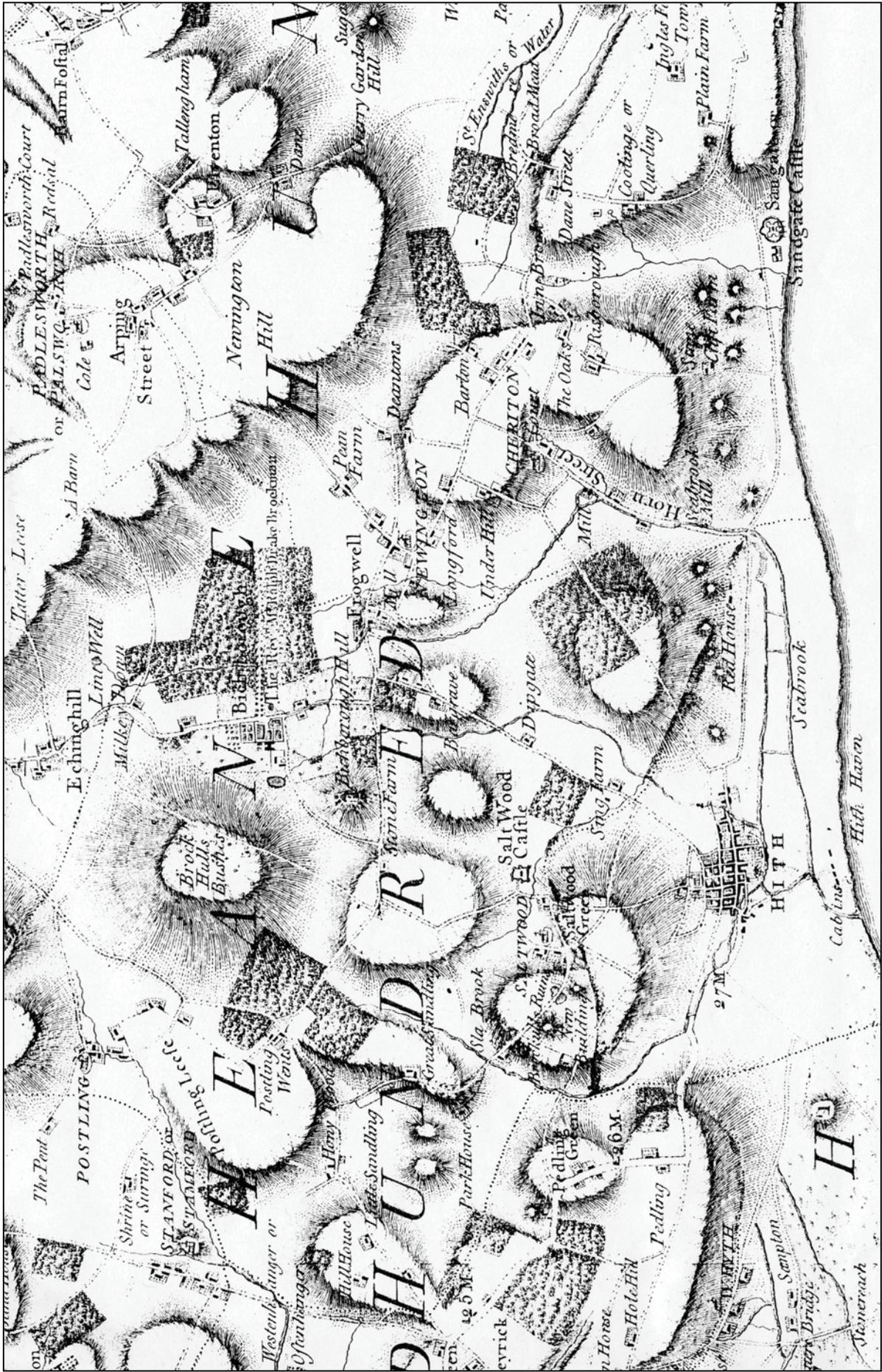


Figure 7. Andrews, Dury and Herbert's map of Hythe, 1769

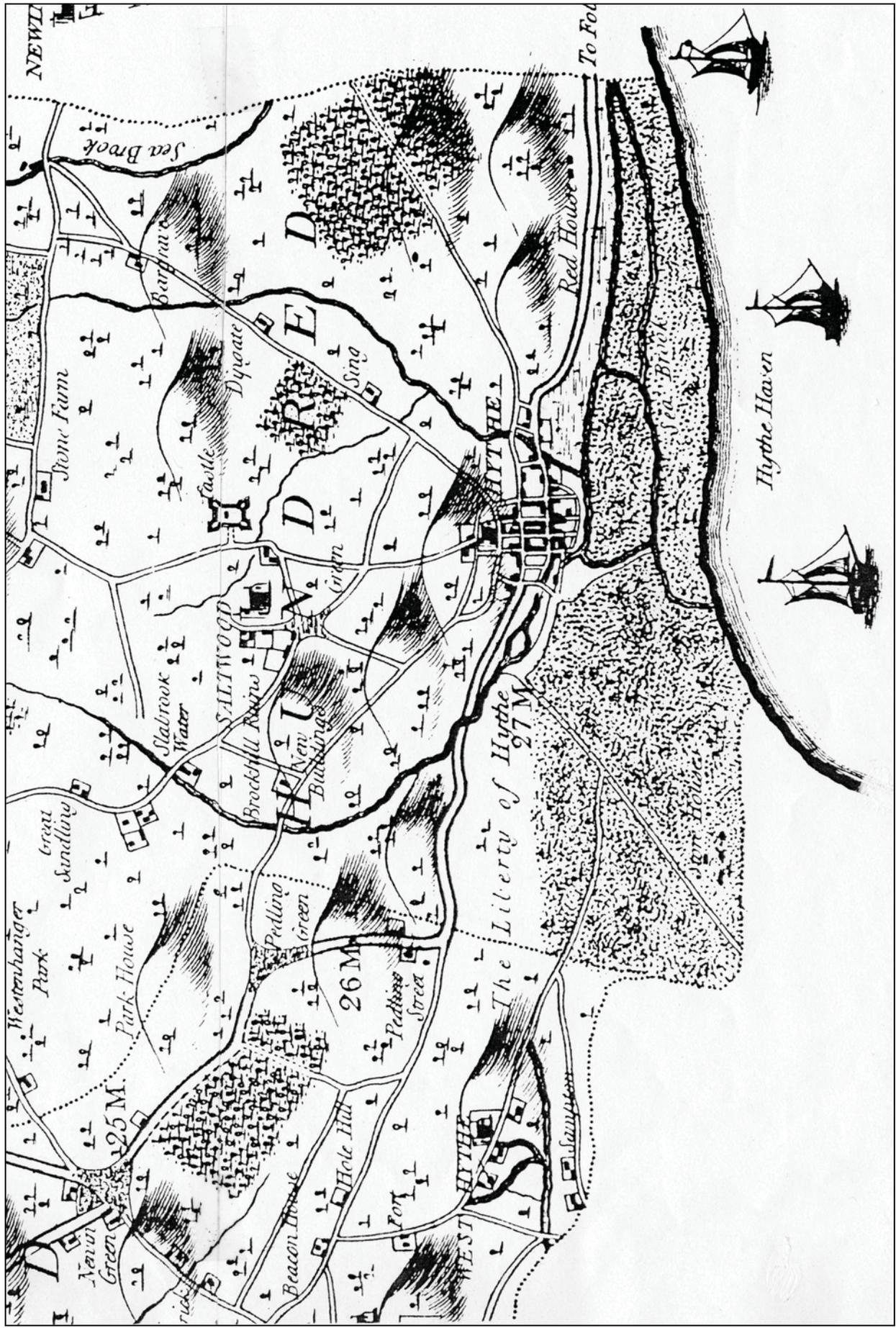


Figure 8. Hasted's map of Hythe, c.1799

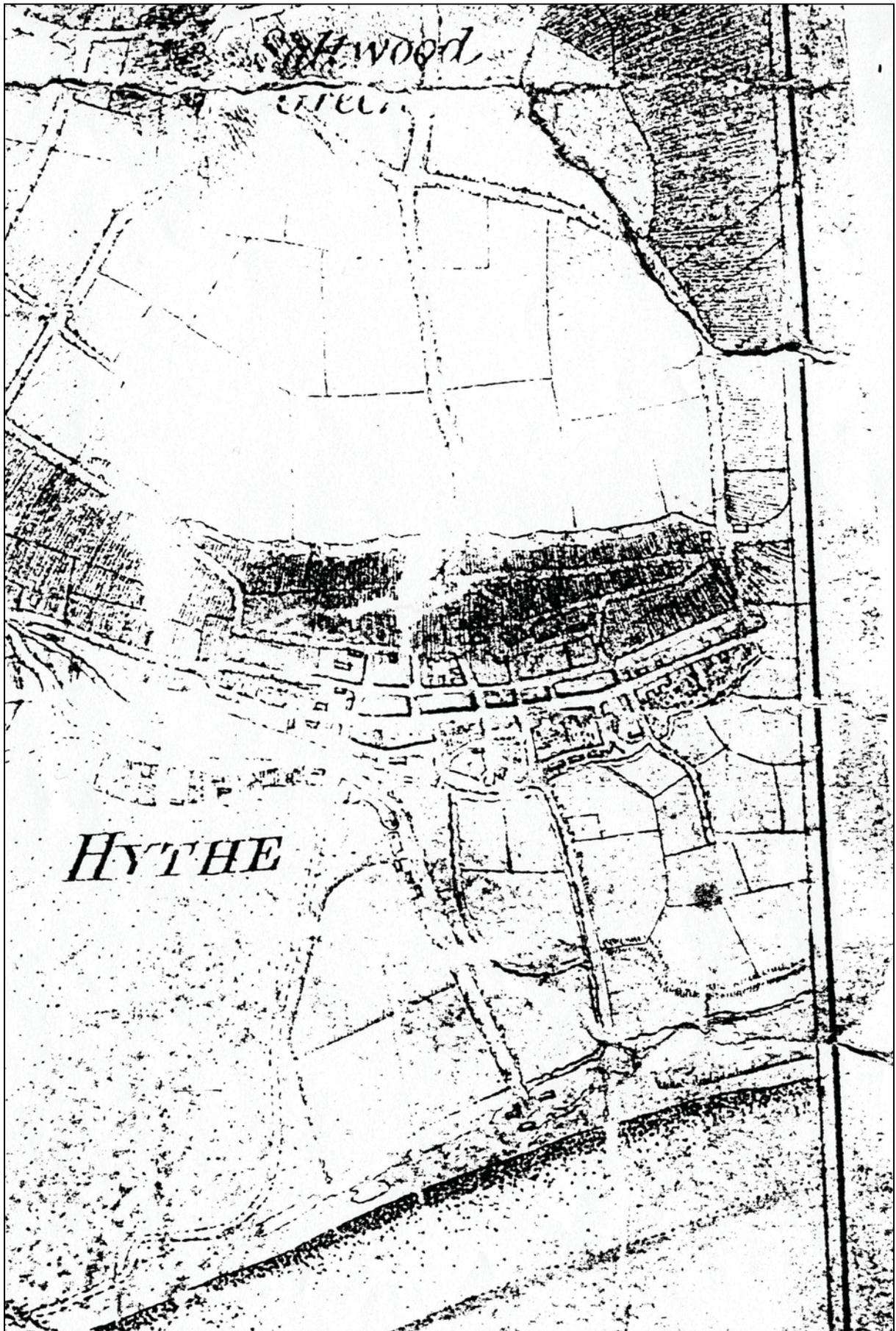


Figure 9. Ordnance Surveyor's field drawing for 1st Edition OS, c.1800-1805

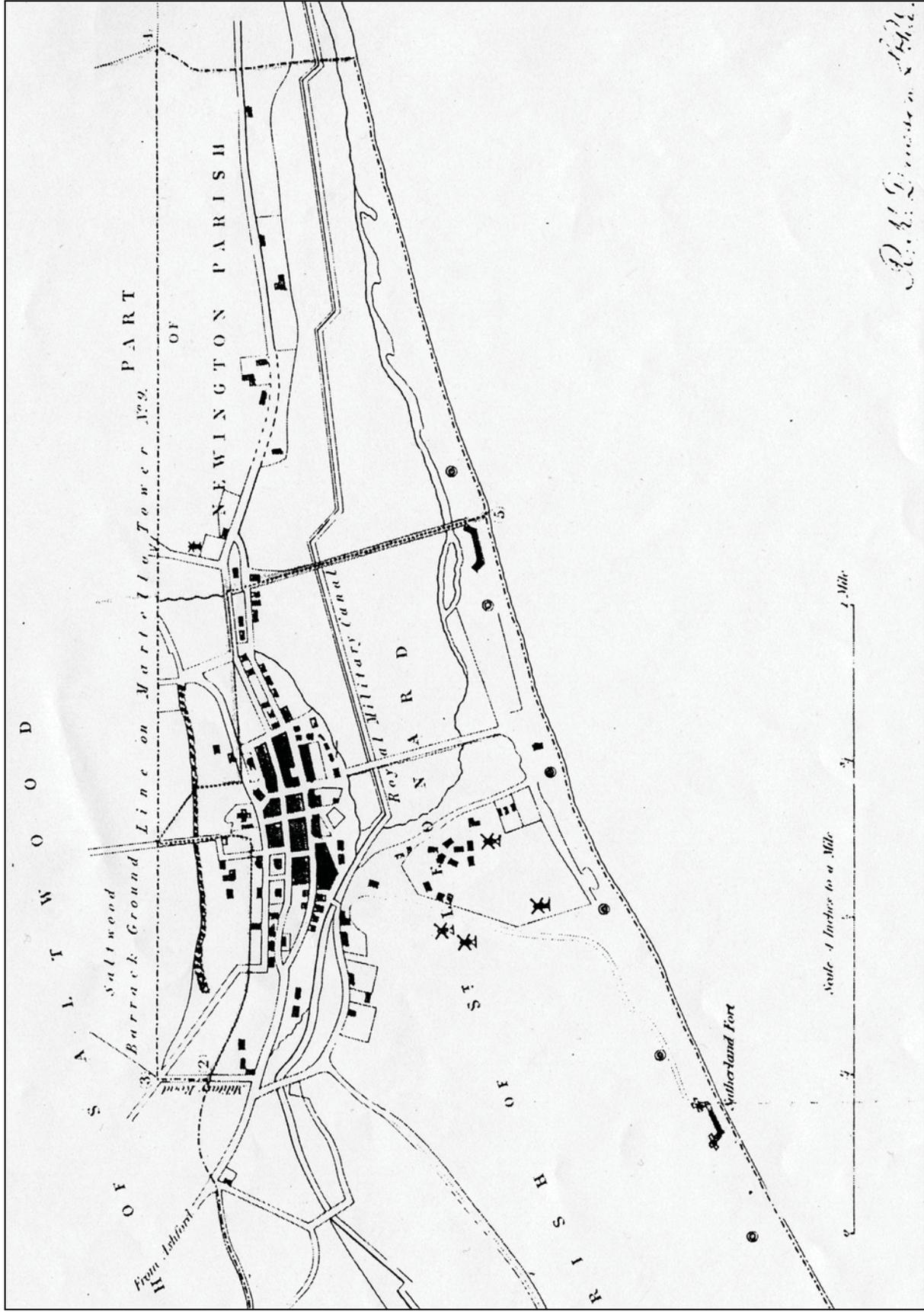
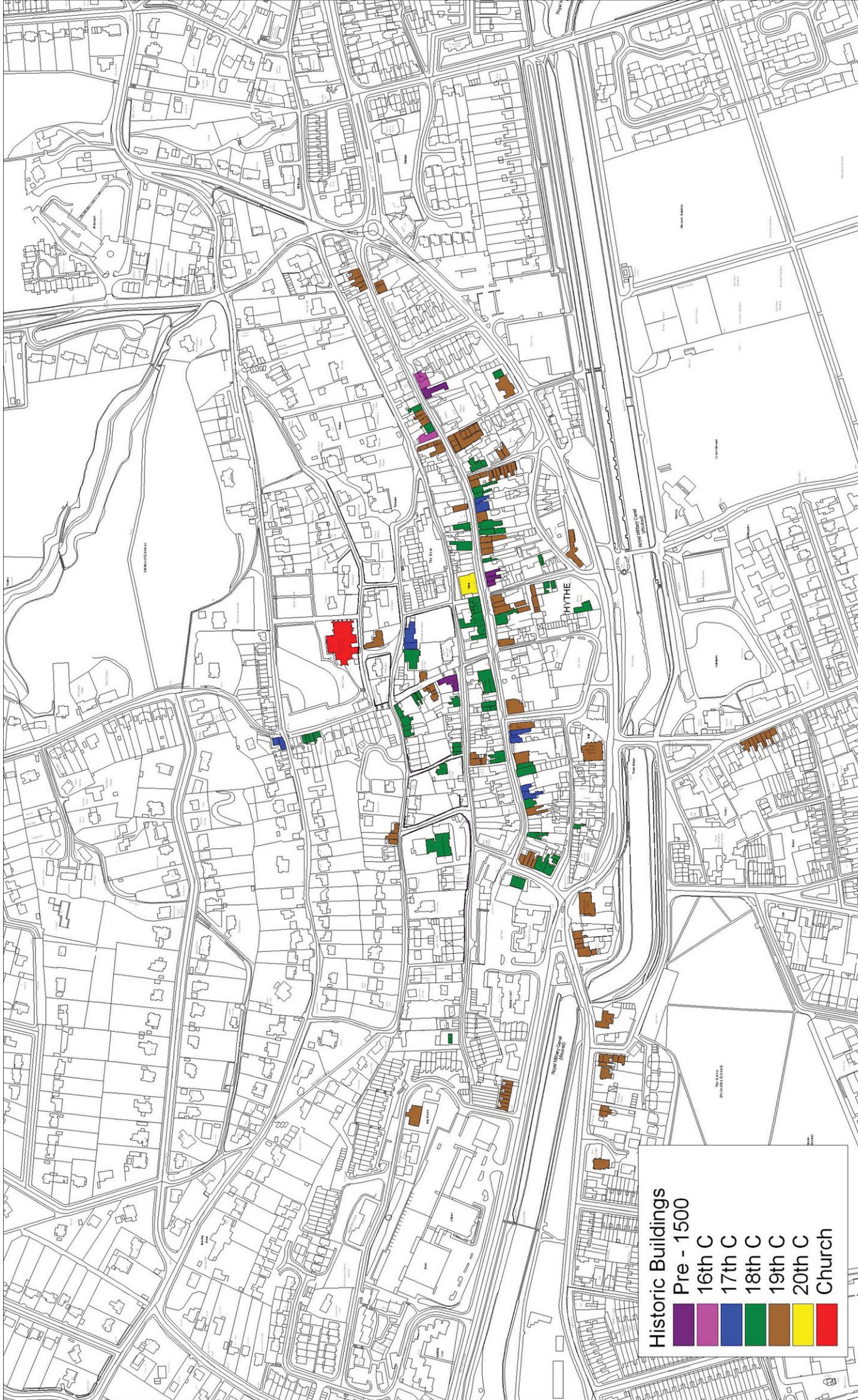


Figure 10. Map of Hythe based on Ordnance Survey, c.1835

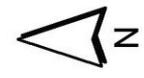


Historic Buildings

- Pre - 1500
- 16th C
- 17th C
- 18th C
- 19th C
- 20th C
- Church

1:3812

Figure 12. Map of the Hythe area showing historic buildings



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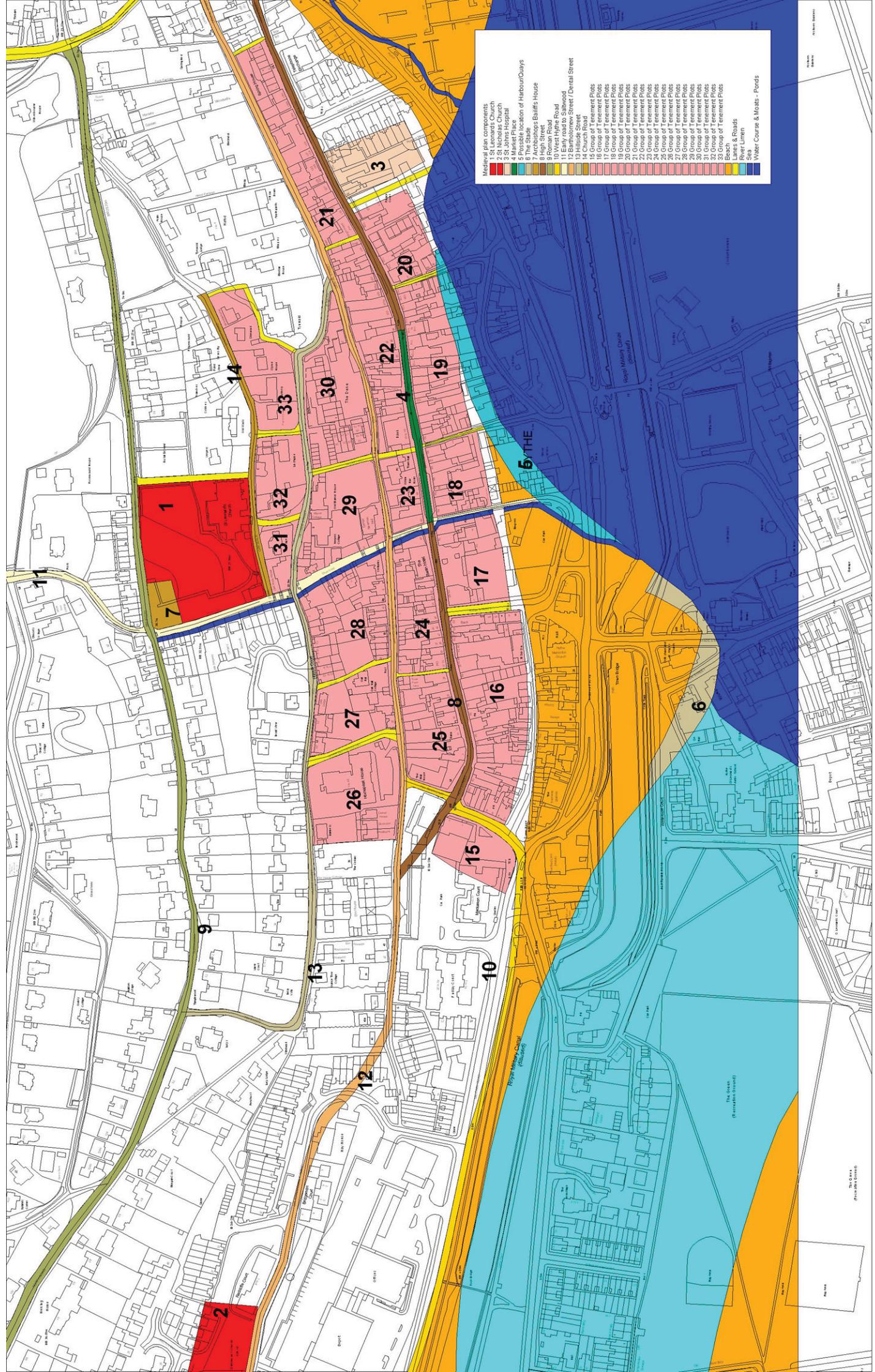
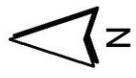


Figure 13. Map of Hythe showing medieval plan components

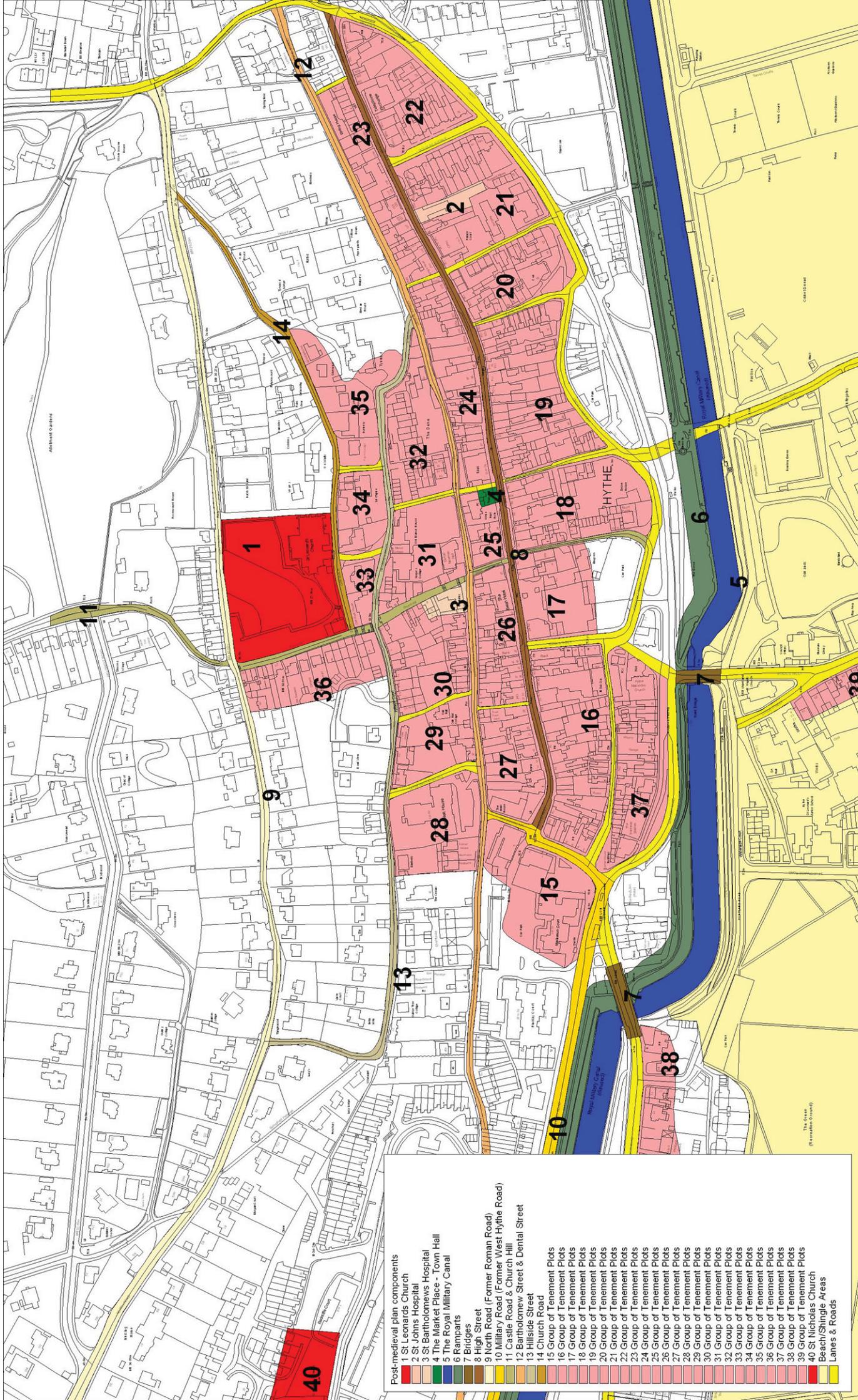


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Figure 14. Map of Hythe showing medieval urban features

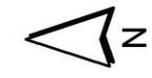


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Figure 15. Map of Hythe showing post-medieval plan components



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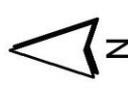


Figure 16. Map of Hythe showing post-medieval urban features

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APPENDIX I: KENT AND MEDWAY STRUCTURE PLAN – MAPPING OUT THE FUTURE: *DRAFT SUPPLEMENTARY PLANNING GUIDANCE (SPG 3) ON ARCHAEOLOGY IN HISTORIC TOWNS*

1. Introduction

1.1 The Extensive Urban Archaeological Survey, undertaken by Kent County Council, assesses the archaeological potential of the historic towns in Kent and Medway, particularly in relation to potential impacts from development. It constitutes draft supplementary planning guidance (as revised following consultation). Following adoption of the Kent and Medway Structure Plan (KMSP) (anticipated in late 2005) this draft guidance will be taken forward as Supplementary Planning Guidance to KMSP Policy QL8 [Archaeological Sites] which sets out the requirements for the conservation and management of archaeological sites and finds. The draft KMSP and the draft supplementary guidance on archaeology (SPG3) were subject to full public consultation in late 2003. The draft supplementary planning guidance has been revised in the light of the responses received to that consultation. Policy QL8 is also the subject of a Proposed Change put forward in 2004 prior to the Structure Plan Examination in Public.

Policy QL8: Archaeological Sites

The archaeological and historic integrity of scheduled ancient monuments and other important archaeological sites, together with their settings, will be protected and, where possible, enhanced. Development which would adversely affect them will not normally be permitted.

Where important or potentially important archaeological remains may exist, developers will be required to arrange for archaeological assessment and/or field evaluation to be carried out in advance of the determination of planning applications.

Where the case for development affecting an archaeological site is accepted, the archaeological remains should be preserved in situ. Where preservation in situ is not possible or justified, appropriate provision for preservation by record will be required.

Source : Kent and Medway Structure Plan:Deposit Plan September 2003 as amended by Proposed Pre – Examination in Public Changes: June 2004

1.2 Precisely defining what is a town is not straightforward; for the purposes of this study, places that can be seen historically to have fulfilled roles as central places socially and economically, and perhaps with a market, have been included. Inevitably the distinction between village and town is not always clear. The Extensive Urban Archaeological Survey includes some medieval towns that are no longer of urban character and extends to towns which developed in the eighteenth century. Roman towns that now only survive as buried remains in a rural context are not included. The Guidance is concerned with the impact of development on archaeological remains within towns rather than sites in the surrounding countryside. In particular it seeks to raise awareness of areas of archaeological importance

within a town, provide more accurate information on the extent of these areas and establish a consistent approach towards dealing with the impact of development proposals across Kent and Medway¹. Canterbury and Dover have not been included in the Extensive Urban Archaeological Survey, as a more detailed Urban Archaeological Database is being developed for Canterbury and one is proposed for Dover.

1.3 The Guidance is aimed at local planning authorities, developers and their advisers. It may also be of interest to landowners, householders and local historical groups. Pending adoption of the Kent and Medway Structure Plan, this Guidance amplifies Policy ENV18 of the adopted Kent Structure Plan 1996. Local Planning Authorities are encouraged to take the guidance into account in the preparation of their Local Plans/ Development Plan Documents and site specific Supplementary Planning Documents. The Guidance does not apply outside the identified urban areas and should be read alongside existing Local Plan policies on archaeology. The Guidance has been issued both as a Kent and Medway edition containing maps for all the settlements to which it applies and a district edition containing maps only for those settlements falling in the respective district area. There is no difference in the wording or application of the Guidance in either edition.

2. SPG Background

2.1 Kent's historic towns, some of which have been occupied since Roman times or even earlier, contain a wealth of evidence of past ways of life. This may take the form of buried archaeological deposits, standing buildings or structures, such as castles or town walls, or the present street patterns which may reflect past urban forms. At the same time, our towns need to develop as thriving communities. The Guidance aims to reduce conflict between the need for development and the need to preserve important archaeological remains, through the preparation of an ongoing and integrated strategy for conserving the urban archaeological resource.

2.2 The Government's policy on archaeological remains is set out in PPG16: Archaeology and Planning. It states (para. 6) that:

'Archaeological remains should be seen as a finite and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. Appropriate management is therefore essential to ensure they survive in good condition. In particular, care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed. They can contain irreplaceable information about our past and the potential for an increase in future knowledge. They are part of our sense of national identity and are valuable both for their own sake and for their role in education, leisure and tourism.'

2.3 Archaeological remains are not always buried below ground and in many cases historic buildings within a town will contain important archaeological information, irrespective of whether they are Listed Buildings or not. Indeed, as noted in PPG15 (para. 2.15):

'Some historic buildings are scheduled ancient monuments, and many which are not scheduled are of intrinsic archaeological interest or stand on ground which contains' archaeological remains.'

¹ Please note that Kent County Council provides an archaeological service for the Medway area on behalf of Medway Council.

2.4 The means by which provision for archaeological preservation or recording is secured is also discussed in PPG16. In the event that archaeological work may be required prior to a planning decision being taken (para 21):

'it is reasonable for the planning authority to request the prospective developer to arrange for an archaeological field evaluation to be carried out before any decision on the planning application is taken.'

If the planning authority is willing to grant planning permission but requires that preservation in-situ or archaeological recording take place (para 30):

'it is open to them to do so by the use of a negative condition i.e. a condition prohibiting the carrying out of development until such time as works or other action, e.g. an excavation, have been carried out by a third party. '

3. Urban Archaeological Zones and Guidance

3.1 The Guidance relates to 46 towns in Kent and Medway as listed in Section 9. A plan has been produced for each town (for Hythe here Figure 17) providing archaeological response zones based on the known importance of archaeological deposits in that town, which again derives from the Extensive Urban Archaeological Survey. The boundaries of these zones are related to the possible extent of archaeological deposits rather than modern boundaries. Key documents in assessing the archaeological potential of Kent's towns are the Ordnance Surveyors' Field Drawings of c. 1800 (held by the British Library). These provide consistent, fairly detailed cartography of the various towns before the population explosion of the 19th century. While they do not map the extent and layout of the towns in the medieval period, they nonetheless provide a useful baseline for assessing the extent and layout of the towns in the Middle Ages. In the case of applications for Listed Building Consent or where the building is historic in character, and where the proposal impacts on the historic fabric, then the Local Planning Authority will need to consider whether or not to consult the County Archaeologist in respect of considerations of archaeology or industrial archaeology. Similarly, developers considering proposals in these areas are encouraged to consult the County Archaeologist at an early stage in the design process. Four types of Urban Archaeological Zone have been identified although they will not necessarily be present in all the towns. The zones indicate:

Zone 1 – Areas of known national importance;

Zone 2 – Areas of known archaeological potential where clarification of the nature of this potential is required;

Zone 3 – Areas where archaeological potential is thought to be lower; and

Zone 4 – Areas in which archaeological remains have been completely removed.

Further information detailing the state of knowledge of the archaeology of each of these towns including analysis of their topography and historical development is available in the form of an Assessment Report. These reports can be purchased from the County Archaeologist (see section 7 for contact details).

3.2 **Zone 1** identifies, as suggested in PPG16 (para 16), archaeological remains of known national importance, and comprises both Scheduled Monuments and unscheduled remains. PPG16 (para 8) states that:

'Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation.'

3.3 Scheduled Monuments (formerly known as Scheduled Ancient Monuments) are protected under Part 1 of the Ancient Monuments and Archaeological Areas Act 1979, and prior consent from the Secretary of State is required for all works affecting such monuments, whether or not those works require planning permission. Local planning authorities should secure, through the development control process, the protection of nationally important remains that are not scheduled.

3.4 Development proposals within Zone 1 that are likely to affect nationally important archaeological remains whether scheduled or not, should include a detailed archaeological assessment of the remains and a mitigation strategy setting out how the remains will be protected. Buildings and foundations may need to be designed and/or located to allow preservation of archaeological remains. Such considerations should be addressed at an early stage in the design process, if possible before a planning application is actually submitted, in order to avoid unnecessary costs.

3.5 The archaeological and historic integrity of sites within Zone 1, together with their settings, should be protected and where possible enhanced. Where development would adversely affect them permission will normally be refused.

3.6 Where permission is granted, conditions will normally be applied, or agreements entered into, to ensure that any necessary mitigation strategy is implemented. Applications for planning permission and other consents that affect the fabric of historic buildings, or other historic structures or earthworks, and/or that disturb the ground, should be accompanied by the following:

- i.) a detailed report on the character and extent of any archaeological remains likely to be affected; and
- ii.) a mitigation strategy detailing how any possible archaeological impacts would be avoided.

3.7 **Zone 2** contains archaeological remains, some of which may be of national importance but whose precise extent, quality or level of importance is currently not clear, and where clarification of potential is required. Early consultation with the local planning authority, preferably prior to the submission of a planning application, will enable the implications of the proposals to be assessed, the appropriate course of action identified, and expensive redesign costs avoided.

3.8 The archaeological and historic integrity of sites within Zone 2, together with their settings, should be protected and where possible enhanced. Further information will be needed in this respect before informed decisions can be made. Therefore development proposals

within Zone 2 that affect the historic fabric of buildings, or other historic structures or earthworks, and/or that disturb the ground, should be accompanied by a detailed report on the character and extent of any archaeological remains likely to be affected. Field evaluation may need to be carried out and the results made available prior to the determination of a planning application.

3.9 If significant archaeological remains are found to be affected by the proposals, preservation *in situ* of the remains will normally be sought. In some cases the need to preserve important archaeological remains may result in planning permission having to be refused. If permission is granted, a mitigation strategy detailing how preservation *in situ* is to be achieved should be submitted to and agreed with the local planning authority. Where preservation *in situ* is not justified appropriate provision for archaeological investigation, recording, analysis, publication and archiving will be required, in accordance with a written specification and timetable to be agreed with the local planning authority. Conditions will normally be applied to permissions or agreements sought to implement the mitigation strategy or programme of archaeological work.

3.10 **Zone 3** contains archaeological remains which on current evidence are of lesser importance. Development proposals within Zone 3 that affect the historic fabric of buildings, or other historic structures or earthworks, and/or that will disturb the ground should include provision for archaeological investigation, generally in the form of monitoring and/or borehole investigation, and the recording of finds and information of archaeological interest. If extensive or particularly important archaeological remains are unexpectedly encountered during the development process, there may be a need to arrange for their physical preservation and/or a more detailed programme of archaeological investigation and recording. Where permission is granted, conditions will normally be applied or agreements sought to implement the archaeological work.

3.11 **Zone 4** comprises areas where archaeological remains are known already to have been entirely removed by previous development, or other activity, including archaeological excavation. This Zone is only defined on the plan where it lies within the study area.

4. Outside the Urban Archaeological Zoned Area

4.1 Archaeological remains may be known or thought likely to exist outside the areas covered by the Extensive Urban Archaeological Survey and the Urban Archaeological Zones. Developers considering proposals in these areas are encouraged to consult the County Archaeologist at an early stage in the design process.

5. Updating of the Urban Archaeological Zones

5.1 As new archaeological and historical information concerning the historic towns becomes available, it may be necessary for the County Archaeologist in conjunction with the Local Planning Authority to revise the boundaries of the Urban Archaeological Zones.

6. Glossary of Terms

Scheduled Monument

Under the Ancient Monument and Archaeological Areas Act 1979 the Secretary of State has a duty to compile and maintain a schedule of monuments, such monuments having statutory protection. Monuments on the schedule are by definition of national importance and the

appropriateness of addition to the list is assessed against a set of criteria as set out in PPG16 Annex 4.

PPG15

Planning Policy Guidance 15: Planning and the Historic Environment (Department of the Environment and the Department of National Heritage 1994)

PPG16

Planning Policy Guidance 16: Archaeology and Planning (Department of the Environment 1990)

NB PPG15 and PPG16 are currently being revised and consolidated into a new Planning Policy Statement for the Historic Environment – PPS15

Assessment

This is normally a desk based activity bringing together all known evidence relating to the importance or potential of a given site or area.

Evaluation

This is normally supplementary work undertaken in the field (either non-intrusive such as fieldwalking or geophysical survey, or intrusive such as boreholing or trial trenching) to obtain further information on the character, extent, date and potential of a given site or area.

Mitigation

Archaeological mitigation aims to minimise the effects of proposed development and normally consists of either preservation *in situ* of the archaeological remains, and/or archaeological investigation, recording, publication and archiving, where preservation is not justified or possible.

7. Useful Addresses and Contacts

County Archaeologist
Heritage Conservation Group
Kent County Council
Invicta House
County Hall
Maidstone
Kent
ME14 1XX
Tel: 01622-221541

English Heritage
Eastgate Court
195-205 High Street
Guildford
GU1 3EH
Tel: 01483 252038

8. List of Settlements to which draft SPG3 Applies

Appledore
Ashford
Charing
Chatham
Chilham
Cranbrook
Dartford
Deal
Edenbridge
Elham
Faversham
Folkestone
Fordwich
Gillingham
Goudhurst
Gravesend
Headcorn
Hythe
Ightham
Lenham
Lydd
Maidstone
Marden
Margate
Milton Regis
Minster in Thanet
New Romney
Northfleet
Queenborough
Ramsgate
Rochester
Sandwich
Sevenoaks
Sheerness
Sittingbourne
Smarden
Tenterden
Tonbridge
Tunbridge Wells
West Malling
Westerham
Whitstable
Wingham
Wrotham
Wye
Yalding

Areas in white are not zoned as they do not form part of the historic town. It should not be assumed that these areas contain no archaeological remains.

Royal Military Canal
(Scheduled Monument)

Urban Archaeological Zones

- Zone 2
- Zone 3

Figure 17. Map of Hythe showing Urban Archaeological Zones



