



Historic England

Historic Characterisation of Ramsgate: Appendix 5

Prepared by LUC and Archangel Heritage

Discovery, Innovation and Science in the Historic Environment





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Ramsgate Appendix 5 Texts

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Introduction

The following texts are the Historic Character Type (HCT) texts for the Ramsgate Historic Landscape Characterisation (HLC) and Historic Seascape Characterisation (HSC).

The header on each page contains the Broad Type and Narrow type for the HLC texts; and the Broad Character Type, Character Type and Character Sub-types for the HSC. The colour of each header matches the symbology assigned in the HLC and HSC GIS data.

The HCT texts are presented as follows:

- **Map** – showing the location of Narrow Type (HLC)/Character Sub-type (HSC). Maps show current and previous instances of each feature, in addition the HSC maps indicate in which marine level the Character Sub-type is expressed.
- **Introduction** – short summary of defining and/or distinctive characteristics and features of the HCT, any variability (e.g. in form or date) and location of good examples;
- **Historic processes** – influences on HCT development and, where appropriate, change since its origin;
- **Condition** – usually a consideration of survival and maintenance;
- **Vulnerability** – in terms of how its short and medium term future looks in relation to forces for change;
- **Forces for Change** – those factors that may reasonably be expected to affect examples of the Type;
- **Relationships** – both functional and geographical with other Character Types;
- **Heritage values** – an assessment of the Type under the four types of heritage value set out in English Heritage 2008 *Conservation Principles*:
 - Evidential
 - Historical
 - Aesthetic
 - Communal
- **Sources** used to identify, map and interpret the Type.

HISTORIC LANDSCAPE CHARACTERISATION

Introduction

A municipal installation comprising buildings, engineering constructions and machinery, used for the purpose of supplying a town, or region with water distributed through pipes. They are usually Victorian and often distinctive due to their tall water towers and execution in styles which reference Classical architecture.

There is only one extant example in the project area, at Southwood Road. This is no longer in use as a piece of civic infrastructure. Part has been redeveloped and the remainder has been converted to residential accommodation. A further waterworks, at Whitehall, was demolished and redeveloped in the later 20th century.

Historic processes

Waterworks were a key part of the public water supply systems constructed in England in the mid to later 19th century. This was in response to a growing need for drinking water which arose as natural supplies either became polluted or became insufficient to support an area's population. This was coupled with an increased understanding from the mid-19th century that some management of the water supply was necessary to ensure it was of a quality fit for human consumption.

Both waterworks were built in the late 19th century by the Ramsgate Corporation. That at Southwood Road comprised waterworks buildings, including a water tower, and a covered reservoir. It is no longer in use as a functioning piece of civic infrastructure. The former area of the reservoir is now a small housing development. The former water tower is a Grade II Listed Building¹ and has been converted into flats. It is brick-built and in the classically-influenced style typical of many Victorian civic works. That at Whitehall comprised a pumping station and was demolished between 1960 and 1990. The site was entirely cleared and is now occupied by housing.



Former Ramsgate Water Works tower, now flats, Southwood Road

Condition

Following conversion to residential use the water tower appears in stable condition.

Vulnerability

The extant instance of the Type is likely to be vulnerable to further change associated with its current use as residential properties.

Forces for change

The extant example is likely to be subject to forces for change associated with its current use as residential properties. These will be driven by the need for modernisation and personalisation in line with occupants' perceived needs. This may, at times, conflict with the conservation of the Type's heritage significance.

Relationships with other character types

It is functionally related to Reservoir, representing the other end of the public water supply system, and lies within the Terraced Housing that typifies the later 19th century expansion of the town.

Heritage values

Evidential

The Type has evidential value as it provides a physical demonstration of infrastructure developed in later 19th century to respond to growing town's need for drinking water.

Historical

The Type has historical value. This is illustrative and relates to the way it visibly demonstrates the engineering measures necessary to supply the growing town with water and the capability of its civic administration.

Aesthetic

The Type has aesthetic value. This is related to the imposing, classically-influenced, design of the surviving water tower and the way in which this conveys civic capability in such a key area of the town's life.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic Aerial Photography;
- Current digital aerial photography;
- Historic England listing information;
- Site visit

¹ <https://historicengland.org.uk/listing/the-list/list-entry/1203415>

Broad Type: Civic Provision

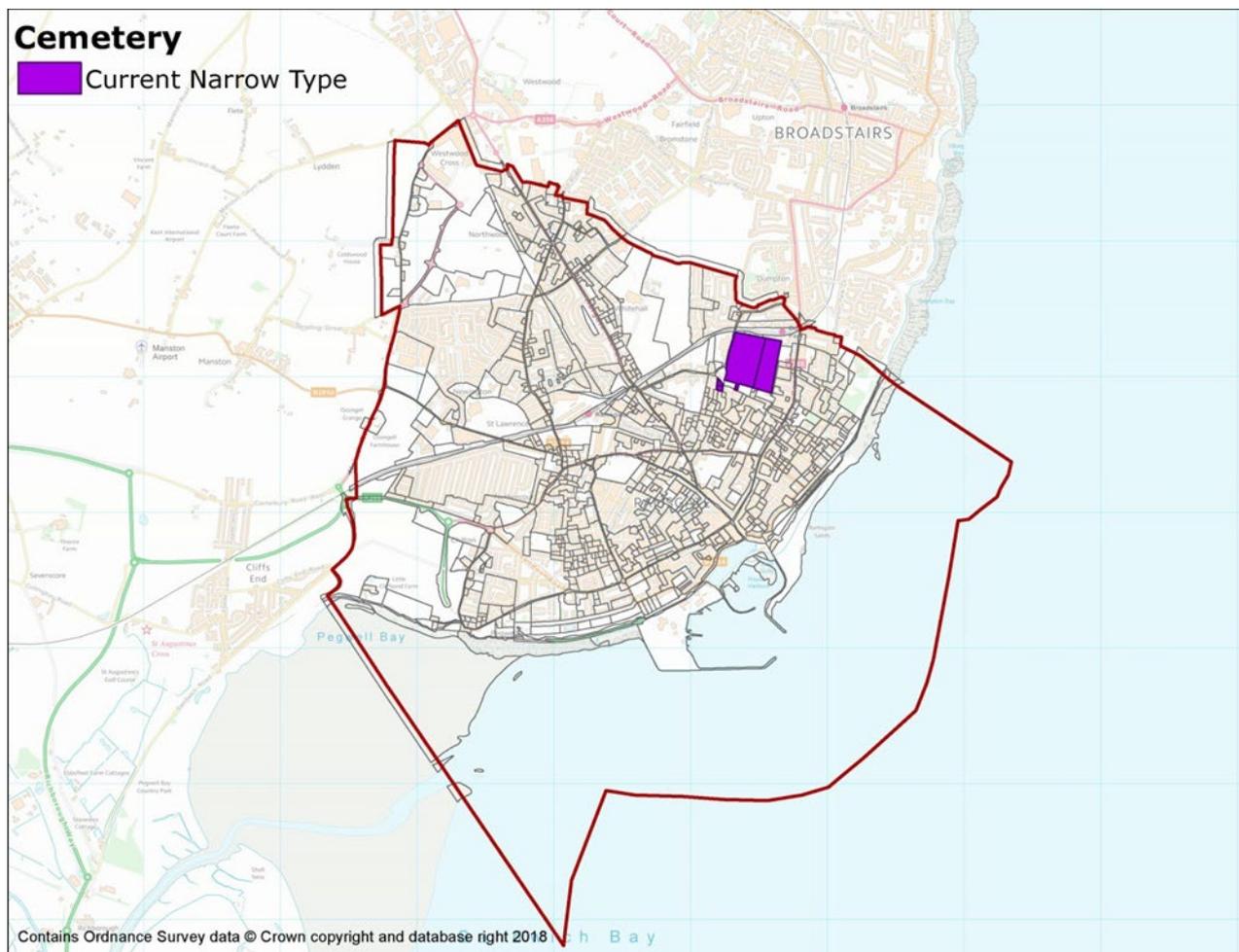
Narrow Type: Cemetery

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: Cemetery



Introduction

A defined space where the dead are carefully and respectfully placed, usually via interment. These are usually characterised by walled-off areas divided into burial plots of regular shape and size. Burial plots may be marked with monumental memorials or other grave markers of a religious or secular form, dependent upon the type of cemetery. The Type covers large civic cemeteries and smaller faith-specific burial grounds. Burial grounds directly associated with churches or other places of worship are characterised as part of that place of worship and are not covered by this Type.

Historic processes

Prior to the mid-19th century, most burials were in cemeteries directly associated with the local place of worship. Concerns over public health and crowding in existing burial grounds led to the creation of large purpose-built cemeteries on the outskirts of towns and cities. Many of these mid to late 19th century municipal cemeteries were in the form of garden cemeteries where ornamental planting, walkways and burial plots were laid out to create a peaceful and reflective environment.

The project area has a single large garden-style cemetery, Ramsgate Cemetery, which was developed in the late 19th century on what was then the outskirts of the town. It now lies within the built-up area of the town.

The project area also contains a Jewish cemetery at the junction of Dumpton Park Road and Cecilia Road. It dates from the latter half of the 19th century, with the first burial taking place in 1872. It reflects the fact that the town had a significant Jewish community at this time. The size of this community has since declined to an extent but the cemetery is still well-maintained.

Condition

The cemeteries in the project area are in active use and appear well-maintained.

Vulnerability

The nature of this Type means it is always in a state of some change as new burials are made.

These changes are generally controlled by regulations and bylaws so they do not result in palpable change to the appearance or feel of the cemetery.

The Type is protected by legislation governing burials. It is also an important community resource and valued by those relatives and ancestors are buried within the cemetery. These aspects combine to mean that both incidental and large-scale change, such as deconsecrating for redevelopment, are likely to be resisted.

Forces for change

In municipal cemeteries, the reduced funding local authorities have seen over the last few years has

the potential to affect the degree to which the facility can be maintained.

There is a growing shortage of burial land. Some local authorities are adopting relatively novel solutions to providing additional burial plots within existing cemeteries, such as raising ground levels to allow further burials in areas that have already been used for burials. This can cause some change to the appearance of the cemeteries but does not appear to be a measure which has been considered yet for the cemeteries in the project area.

The wider acceptance of cremation as an appropriate burial rite for many secular and Christian individuals also means that the faith demographic for municipal cemeteries is changing. This can mean that more recent burials tend towards those faiths in which interment is a key facet of their religion, such as Judaism, Catholicism and Islam.

Relationships with other character types

19th-century cemeteries were commonly sited on the edge of the town at that time and usually, therefore, occur in relatively close proximity to housing types, such as Terraced Housing, which are typical of urban development of this date.

Heritage values

Evidential

Cemeteries provide significant physical evidence for the way in which the disposal of, and attitudes to, the dead have evolved. The kinds of memorial used to commemorate the dead has changed through time and also varies between classes and, in municipal cemeteries particularly, between different faiths. The burials themselves also have the potential to hold evidential value in the study of disease and other pathologies in historic populations.

All cemeteries in the project area are recent so evidence relates to arrangements from the later 19th century onwards.

Historical

Cemeteries have significant illustrative historical value by making visible the ways in which the dead have been buried and commemorated in religious cemeteries and in municipal cemeteries.

Cemeteries can also have associative historical value through the presence of burials of notable individuals and, on occasion, burials associated with the victims of incidents and disasters. The cemeteries in the project area appear to have few particularly notable burials (e.g. there are few personal burial monuments Listed in their own right) but include burials of those who were of importance in the history and development of the local area.

Aesthetic

Cemeteries can have a high degree of aesthetic value. They are generally laid out in a coherent and relatively regimented way with memorials upon

each plot. In cemeteries which have been in use for many generations, such as those established in the Victorian period, there can be variation in memorial types and in states of repair. Memorials were often designed to be aesthetically pleasing; some have architectural sophistication, particularly when using mournful and classically-inspired statuary. This harmony of plots, variation of memorial types and sense of timelessness through decay creates an appearance which many find tranquil, palpably historic and prompting of reflection. Victorian cemetery planning, with the garden cemetery movement, underscored this by complementing the efficient regimentation of burial plots with ornamental paths and planting of shrubs and trees to create calm green spaces.

Communal

Cemeteries have a high degree of communal value. This is likely to be associated with their being the resting places of ancestors of local residents.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial Photography;
- Site visit.

Broad Type: Civic Provision

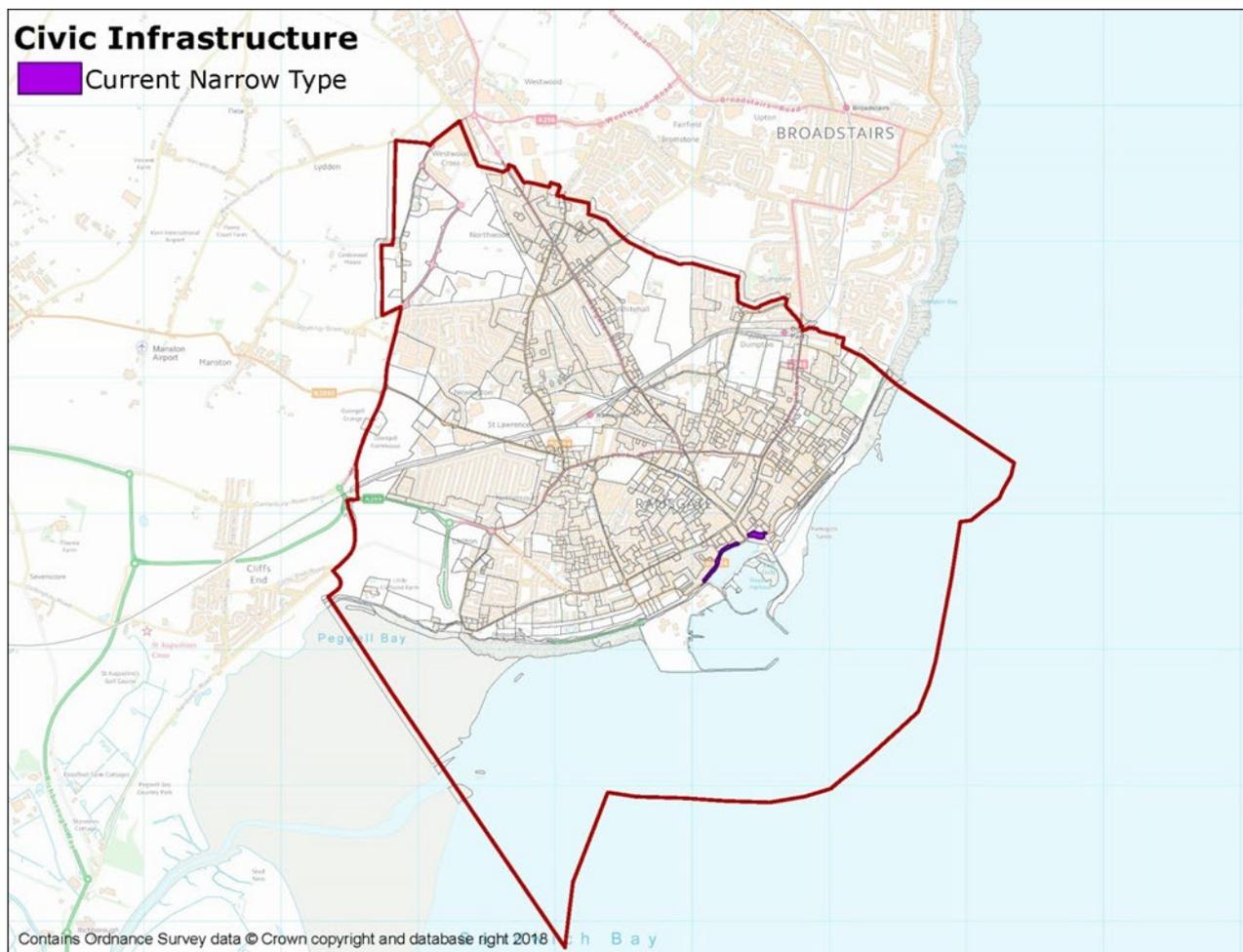
Narrow Type: Civic Infrastructure

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: Civic Infrastructure



Introduction

This Type comprises areas dominated by major, often publicly funded, civil engineering works designed to improve the social and economic functioning of relatively large parts of urban areas.

In the project area the Type is found only around the harbour and consists of the complex of roadway engineering, with built in stores and gardens, which links the harbour to the East Cliff and West Cliff.

Historic processes

This is a type that developed from the 19th century as improvements in civil engineering and construction materials enabled topographical issues that had affected the development of places to be tackled. In the project area, this was the problem presented by the steep cliffs either side of the harbour which prevented access to the seafront from the early suburban expansion² on the East Cliff and West Cliff. Whilst this had been addressed to an extent for foot traffic from the East Cliff, which could descend from the clifftop to the beach via the Augusta Steps built in the mid-19th century the cliffs prevented all other access and traffic had to come into the harbour and seafront via the High Street from roads, such as King Street and Queen Street, which link to it further inland. In the late 19th century, an engineering approach was designed that allowed the practical issue of changing levels and cliff stability to be addressed in a distinctive and attractive way which added to the appeal of the town as a resort. The scheme entailed cutting of a roadway into the West Cliff face above the harbour and cutting through a roadway from Albion Place Garden, at the top of East Cliff through both the bedrock and the existing properties that had developed on Harbour Street. The ambitious scheme was designed by Borough Engineer W. A. Valon and built in the early 1890s under his direction.

Works on the West Cliff entailed part cut and part fill and construction of retaining structures to stabilise the cliff. The retaining structures were a mix of brick built with stonework on the parapets. They were given an ornamental, arcaded, appearance with the use of decorative brickwork and architectural ceramics, the latter including several roundels displaying coats of arms of the town, the Cinque Ports and Kent. Underneath the roadway, to compensate for land lost around the harbour side, a series of stores were built in the arches. These increase in size as the height of roadway above the harbour level increases. In the sections of the arcade above the roadway, Pulhamite³ ornamentation was applied to the back

face of the shallow arches. Many of these contain recesses for benches and were flanked by flowerbeds built in to the lower section of the Pulhamite work. The combined effect of the West Cliff works created a grand and imposing backdrop to the harbour and one which is still perceptible now, despite the addition of features such as cycle lanes and modern safety railings and the loss of features such as the benches from the upper arcade. The arches remain in use and house a variety of local businesses. These include ones with a maritime connection, including marine services and diving supplies, and restaurants and cafés. Unlike the majority of surviving ornamental works involving Pulhamite within the town, that flanking the Royal Parade is not a Listed Building.

Works on the East Cliff were slightly different in nature as an existing roadway already came very close to the cliff edge at Albion Place Garden. This existing route, then minor, was widened and extended down to the level of Harbour Street through demolition of existing properties and excavating a sinuous roadway through the bedrock. The edges of the cutting were turned into ornamental gardens flanking the road. These too made extensive use of Pulhamite and form an impressive feature of the eastern part of the town centre. The flanking gardens also included a cascade, sarcastically known as the "Ratepayer's Tears" due to the perceived high cost of the work. The sinuous roadway and combined gardens are unlike any other ornamental space in Ramsgate and are a Grade II Listed Building⁴.



Royal Parade, from Harbour Parade



² See Townhouses and Terraced Housing Type texts

³ This was a mortar developed James Pulham & Son, and firms associated with them, for use as render in the creation of artificial rockwork. Its chief period of use was from the 1830s to 1870s and it was referred to as "Lockwood's Portland Stone Cement", "Pulham's Stone Cement", and later "Pulhamite". The render was applied to a masonry core or backing structure to produce texture and colour variations in imitation of natural rock.

⁴ <https://historicengland.org.uk/listing/the-list/list-entry/1336691>

Royal Parade, from Paragon Parade



Madeira Walk, from the junction with Harbour Street

Condition

The Type is in active use, providing both a valuable route through the town from the harbour as well as distinctive commercial space (used for a range of businesses from retail to manufacture). It appears in generally good condition although there are some instances of vegetation growth on the faces of the arcade above Royal Parade.

Vulnerability

The Type, as it includes actively used roadways and areas used for business, is liable to accidental damage in connection with vehicle movements and uses of the arches.

The Type is also maintained at public expense so has some vulnerability to public spending cutbacks undertaken under austerity that affect factors such as frequency of cleaning and maintenance. The Type is however, valued as a distinctive part of the harbour (a key part of town aesthetic and visitor draw), and this is likely to promote continued necessary maintenance and preservation of its appearance.

The West Cliff instance is in a coastal location so has some vulnerability to damage associated with storms and salt-water ingress.

The Pulhamite work requires specific conservation techniques and materials in any repair to the Pulhamite render. Any repairs undertaken without using these methods risk damage to the structure.

Forces for change

The Type is likely to face challenges associated with the availability of public funds for its maintenance and conservation. It is valued as a distinctive part

of the harbour and something which is integral to the town's distinctiveness which means change to its character, either as a result of neglect or damage, is likely to be resisted and any necessary maintenance and conservation supported. The Type uses distinctive brick and architectural ceramics on its West Cliff instance. It is possible that challenges may arise around the availability of these materials for conservation work.

The West Cliff instance is likely to face a greater risk of storm damage as climate change projections predict increased storminess.

Relationships with other character types

The Type is intrinsically linked to the Harbour and Historic Urban Core types.

Heritage values

Evidential

Provides evidence for a distinctive and bold way the town addressed changes in levels between the harbour and clifftop to connect the harbour and beach with growing settlement away from historic nexus (served by High Street).

Historical

The Type illustrates the scale of adaptations deemed necessary to maintain economic viability in a context of resort town competition in the later 19th century and the ways in which Victorian engineers sought to make infrastructure both functional and attractive.

The Type also has associative value with the work of the Borough Engineer WA Valon.

Aesthetic

The Type has aesthetic value since it was designed to be an impressive and striking structure, both when seen from the harbour and seaward approaches and for those using its roadways and gardens.

Communal

The Type forms part of what makes Ramsgate harbour so distinctive. As such it is likely to have significant communal values amongst both residents and visitors.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial Photography;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Civic Provision

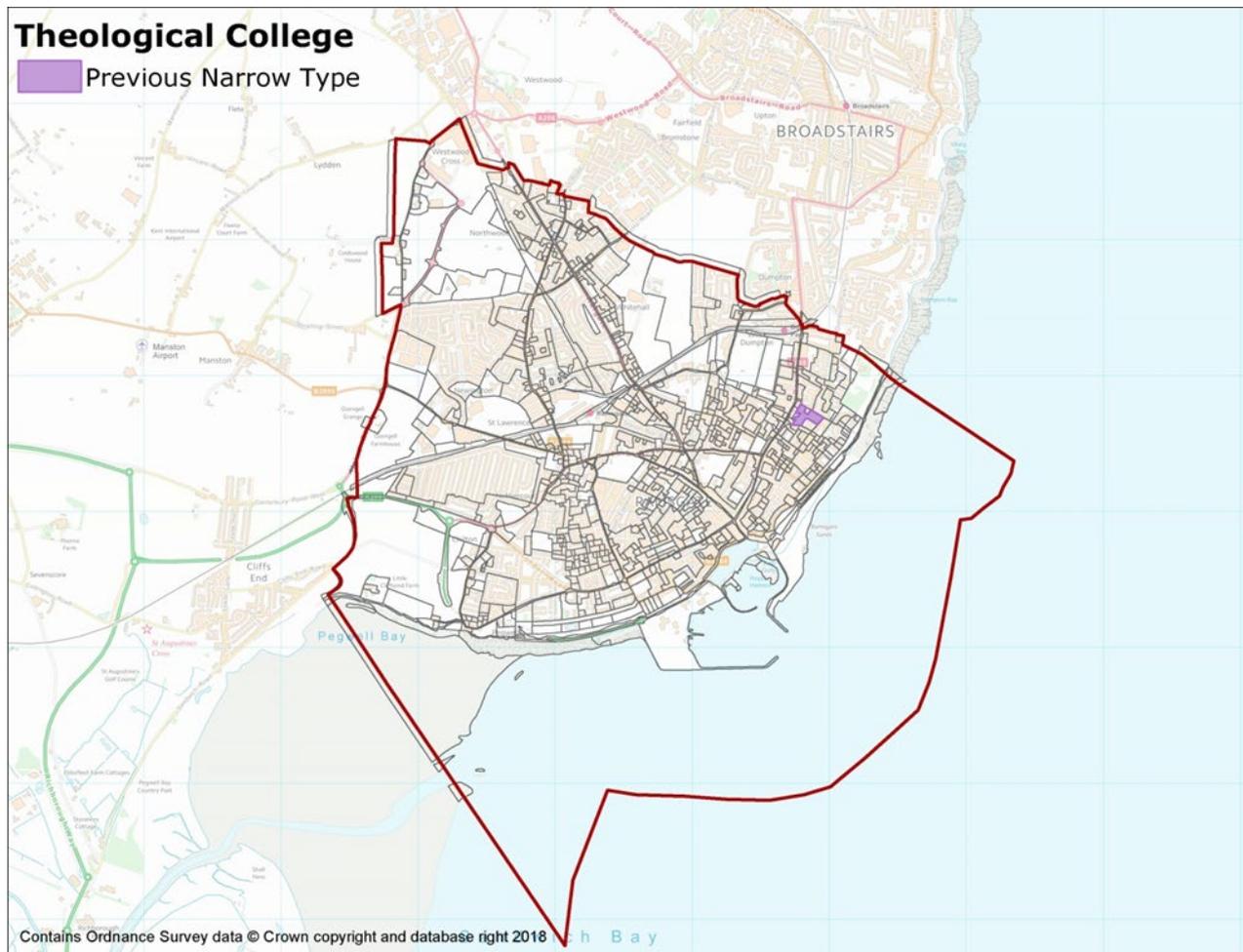
Narrow Type: Theological College

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: Theological College



Introduction

An establishment dedicated to the study of theology and religious training. Such establishments can comprise purpose-built facilities or repurposed buildings and are usually set in distinct grounds.

There is only a single example in the project area, occurring as a previous Type.

Historic processes

The example in the project area is a religious college founded by Sir Moses Montefiore in the 1860s. It was endowed as a memorial to his wife Judith following her death in 1862. Montefiore's original intention was that the college be in Jerusalem but then settled on building the Judith Lady Montefiore College on land adjoining his private synagogue, near to his home at Eastcliff Lodge. The original purpose was that it should be a community of ten elderly retired scholars "distinguished for their great learning in the Holy Law and piety" who would follow a rule of study established by Montefiore⁵.

Following Montefiore's death in 1885, running of the college was assumed by the Elders of the Spanish and Portuguese Jews' Congregation in London. They relaxed Montefiore's prescriptions over the nature of scholars and the timetable for studies and eventually transformed the college into a seminary. The college operated from this site into the 1960s, at which point, owing to difficulties in attracting teachers to Ramsgate, and a decline in the local Jewish population, it was transferred to London.

The college buildings were demolished at some point between 1960 and 1990 and the area has since been reclaimed by woodland. Some traces of the past use of the site remain visible, particularly the distinctive wall and entrance way, with ornamental stone piers, which marks the site boundary to the track which runs from Hereson Road and Dumpton Park Drive. Access to the site is allowed for appreciation of the woodland that has developed.



Former boundary wall and entrance gates to Judith Lady Montefiore College

Condition

The Type is no longer in active use and has had the majority of structures associated with it, aside from the boundary wall and entrance way, removed. It is in poor condition with the majority of the site now covered in woodland and the boundary walling beginning to show signs of decay (e.g. loss of capping stones).

Vulnerability

As an area of undeveloped ground close to the centre of Ramsgate and within its early suburban expansion, surviving structural remains associated with the Type are likely to be vulnerable to development pressure. As community use of the area is encouraged, this may be tempered by the value placed on it as a recreational or amenity space.

Forces for change

The site is likely to face pressure for development owing to its position in proximity to the centre of Ramsgate in an area largely already developed for housing.

Relationships with other character types

The Type is one of several features in this part of Ramsgate whose construction and evolution is inherently linked to the residence of Sir Moses Montefiore at Eastcliff Lodge (Synagogue and Country House).

Heritage values

Evidential

The Type, although only surviving in fragmentary form, provides physical evidence for one of the institutions built by Sir Moses Montefiore. It also provides evidence for a kind of institution, a Jewish college and seminary, not commonly found in the UK.

Historical

The Type has illustrative value as a visible document of Ramsgate's 19th century and later Jewish community and its institutions. The level of this value is compromised by the degree of survival of the Type.

It also has associative value with Sir Moses Montefiore. Montefiore was a key figure in 19th century public life in Britain but also influential overseas in promoting the rights of minority Jewish communities in Eastern Europe and the Middle East at a time when they were often systematically discriminated against by the prevailing ruling regimes.

Aesthetic

The Type has some aesthetic value. This relates to the way in which the college structures were designed to be an attractive and harmonious part of the religious complex developed at this location by Montefiore in the 1860s. Although much of the college elements of this complex have been lost,

⁵ <https://www.montefioreendowment.org.uk/college/about/history/>

the surviving elements retain some of the associated aesthetic value. They also, in their ruinous state, may provide intellectual stimulation by evidencing time-depth in the landscape and the way that even impressive institutions can quickly fade from the landscape.

Communal

The Type may have communal values related to the way in which it evidences a former Jewish institution.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial Photography;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books;
- Montefiore Endowment. 2018. Montefiore Endowment website [online]. [Accessed 20180606] Available from: <https://www.montefioreendowment.org.uk/sirmoses/endowment/>.

Broad Type: Civic Provision

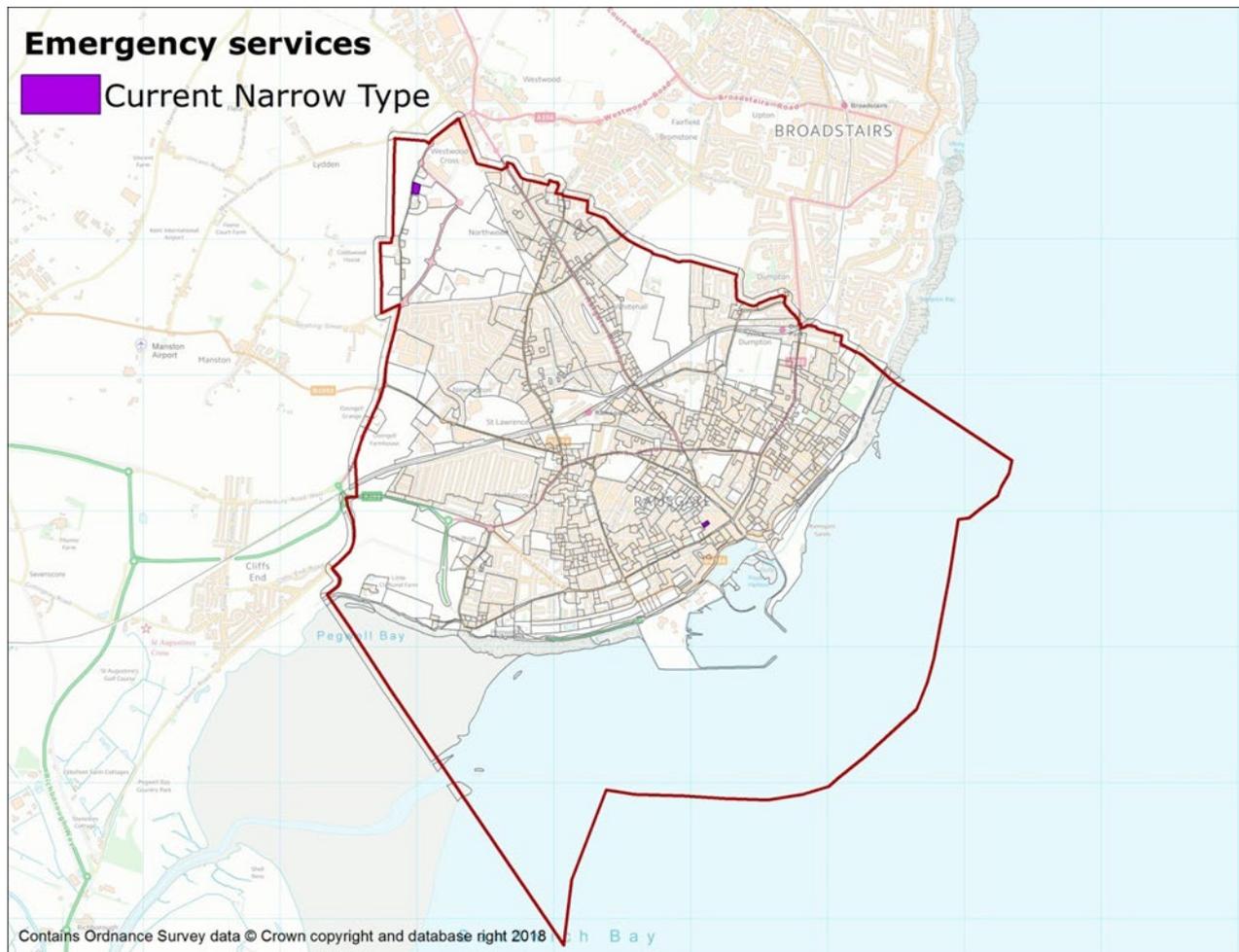
Narrow Type: Emergency Services

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: Emergency Services



Introduction

Buildings and land for the provision of emergency services, including fire stations and ambulance stations. They usually comprise relatively recent purpose-built structures (1960s and onwards) of an often utilitarian nature. Older examples have greater architectural sophistication. All generally have an accessible apron at the frontage of the compound to allow easy access to the road system for emergency vehicles and secure perimeter fencing on all other sides.

Historic processes

The provision of private fire services has a long history but the creation of purpose built fire stations in England is generally associated with the creation of publicly-funded municipal fire brigades. Whilst this process began during the 19th century, most structures associated with the fire service are later 20th century and onwards in date.

The provision of ambulance services was, in most places, a result of the establishment of the NHS in 1948. As such, most structures associated with the service are relatively recent in date and utilitarian in nature.

For both services the changing nature of both their equipment and administrative organisation has driven the location and nature of buildings. As buildings have become obsolete, services have relocated to new sites leading to the redevelopment or conversion of their earlier sites.

Ramsgate is rare in retaining an early municipal fire station, opened 1905, which remains in active use. This is a Grade II Listed Building⁶ and lies right in the heart of the historic town centre. This station was not a purpose-built structure but a conversion of an existing building, an early 18th century house.

The town also has a recent purpose-built ambulance station on the western outskirts of the town, adjacent to the large new retail park at Haine Road. This is composed of utilitarian shed-like buildings with panel cladding.



Ramsgate Fire station

Condition

The condition of both stations appears good. They are in active use and appear well-maintained.

⁶ <https://historicengland.org.uk/listing/the-list/list-entry/1101734>

Vulnerability

This Type provides a locally-important facility for public health and safety. As such, it is likely to continue to be maintained despite a generally challenging climate for the emergency services' finances.

Forces for change

Funding for public services remains tight in an era of continuing austerity. The Type is likely to face pressure due to this climate which has led, in many areas, to loss of instances of this Type due to the amalgamation of services.

Relationships with other character types

The older instances of the Type are generally found amongst the Historic Urban Core. Newer instances are often found in close association with recently built Roads.

Heritage values

Evidential

The Type provides evidence for the public provision of emergency services since the earlier 20th century. It uses distinctive structures and layouts which are designed expressly for the purposes of providing emergency services and housing the equipment necessary to provide this service.

Historical

The Type provides visible examples of the public provision of emergency services since the earlier 20th century. Its distinctive structures and premises are readily recognisable as instances of emergency provision.

Aesthetic

Early examples of this Type, particularly fire stations, were designed in the prevailing civic architectural forms of the time and often have some architectural sophistication. This confers some aesthetic value since the stations were designed to have a harmonious and solid appearance.

Later examples of the Type, from the mid-20th century onwards, are generally utilitarian in form and may lack architectural sophistication.

Communal

The Type is likely to have communal values associated with its provision of a service that the community feels reassured to have in close proximity to their homes but hopes that they will never have cause to use.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial Photography;
- Site visit.

Broad Type: Civic Provision

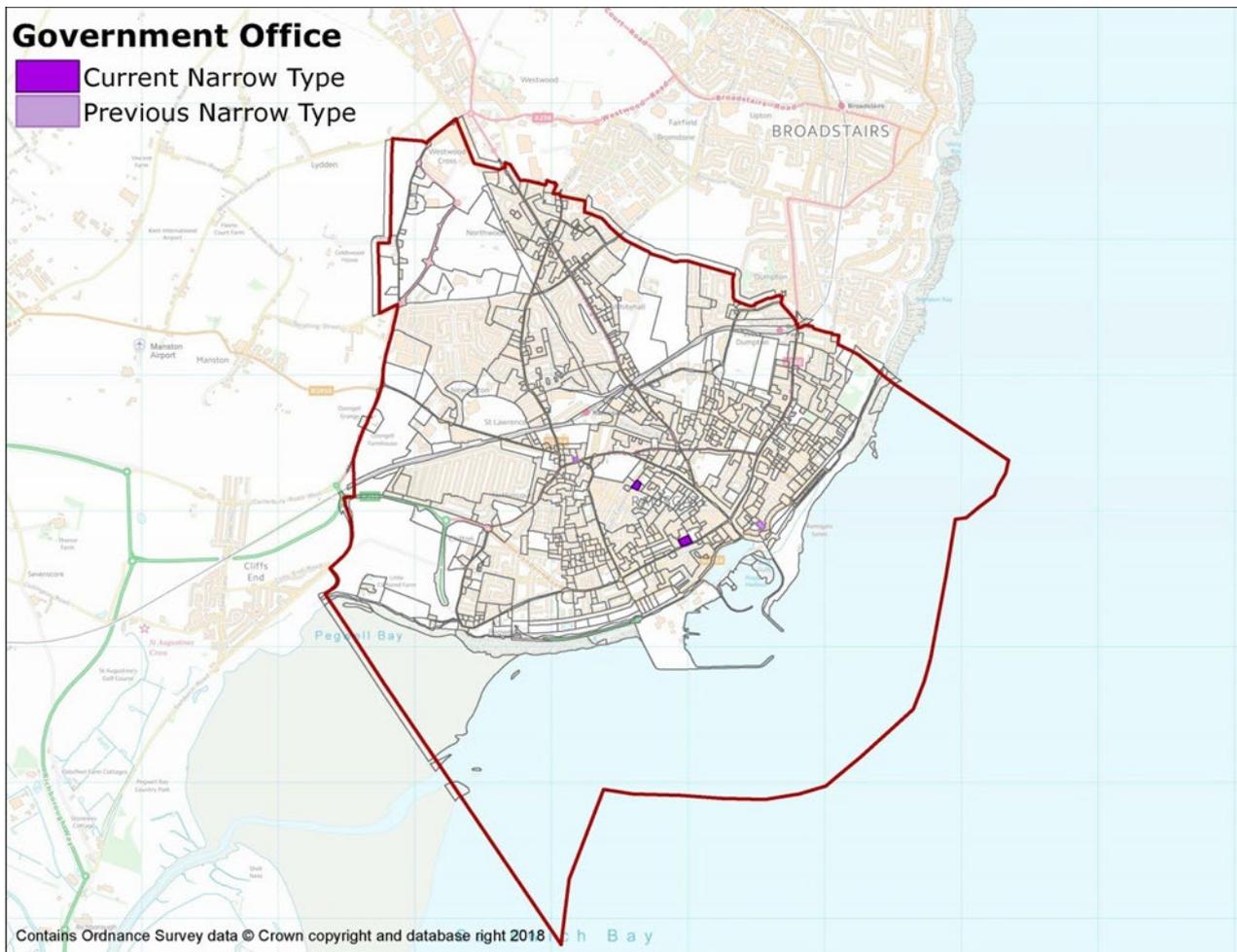
Narrow Type: Government Office

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: Government Office



Introduction

The offices and directly associated grounds of a local or national governmental agency. These are usually purpose-built buildings comprising administrative office space and public areas such as meeting rooms and receptions. They were designed in the architectural forms prevailing at the time of their construction and, as such, span a variety of architectural styles from Victorian neo-Baroque to modernist later 20th century buildings.

Historic processes

The nature of the space required for government bodies has evolved significantly and reflects the many functions that they have acquired and the reorganisations effected by changes in policy and organisation instigated by central government, particularly over the course of the 20th century and into the 21st century.

Ramsgate is no longer a major administrative centre having had all but its town council functions transferred to Thanet District Council (TDC) following amalgamation of borough councils. As a result, there are no main local government offices in the town. The former offices of the council, a 1950s block on Albion Terrace, have been converted into flats.

As such, only specific services have premises in the project area. In most instances, these are too small to be represented in this characterisation. The exceptions to this are the Register Office and the Job Centre. The Register Office, Aberdeen House, is sited in a former villa, built in the late 19th century, and retains much of the character of this preceding use as it retains the ornamental grounds of the former house. The Job Centre and allied office functions are within a 1960s block adjacent to the historic core of the town on a site formerly occupied by part of a brewery. It retains no aspects of this preceding character.

Condition

The condition of the present offices appears stable. They are in active use and appear well-maintained.

Vulnerability

This Type provides locally-important facilities for public safety. As such, it is likely to continue to be maintained despite a generally challenging climate for public services finances.

Forces for change

Funding for public services remains tight in an era of continuing austerity. The Type is likely to face pressure due to this climate which has led, in many areas, to loss of instances of this type due to the amalgamation of services.

Relationships with other character types

The Type has no inherent associations with other types in the project area. The Job Centre instance

is found in association with the Historic Urban Core and marks localised redevelopment of earlier urban development. The Register Office is a direct conversion of an earlier Villa.

Heritage values

Evidential

The Type provides evidence for the public provision of services since the earlier 20th century.

Where purpose-built, the Type uses distinctive structures and layouts which are designed expressly for the purposes of providing services and housing the equipment necessary for this service.

Where the Type is a conversion, such as the Register Office, it shows the effect of repurposing of other structures to civic use.

Historical

The Type provides visible examples of the public provision of services since the later 20th century. Its distinctive structures and premises are readily recognisable as instances of civic provision.

Where the Type is a conversion, such as the Register Office, it illustrates the repurposing of other structures to civic use. In the case of Register Offices, an earlier structure, such as a higher status house, is often chosen for the attractive, aesthetic quality that provides a fitting environment for conducting major life events such as marriages.

Aesthetic

The purpose-built examples of the Type, from the mid-20th century onwards, are generally utilitarian in form and lack architectural sophistication.

The Register Office, as a conversion of an earlier Villa, has aesthetic value derived from this former house. It may also have some aesthetic quality associated with the activity associated with ceremonies, particularly the festivities around leaving the wedding venue (gatherings of people, confetti).

Communal

The Type is likely to have communal values associated with its provision of key public services. In the case of the Job Centre this may be complicated by its provision of a service that the community feels reassured to have but would not like to become overly familiar with, and could be associated with negative life experiences for some. The Register Office is likely to have values associated with its role in major life events, sometime positively and sometimes negatively.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

Broad Type: Civic Provision

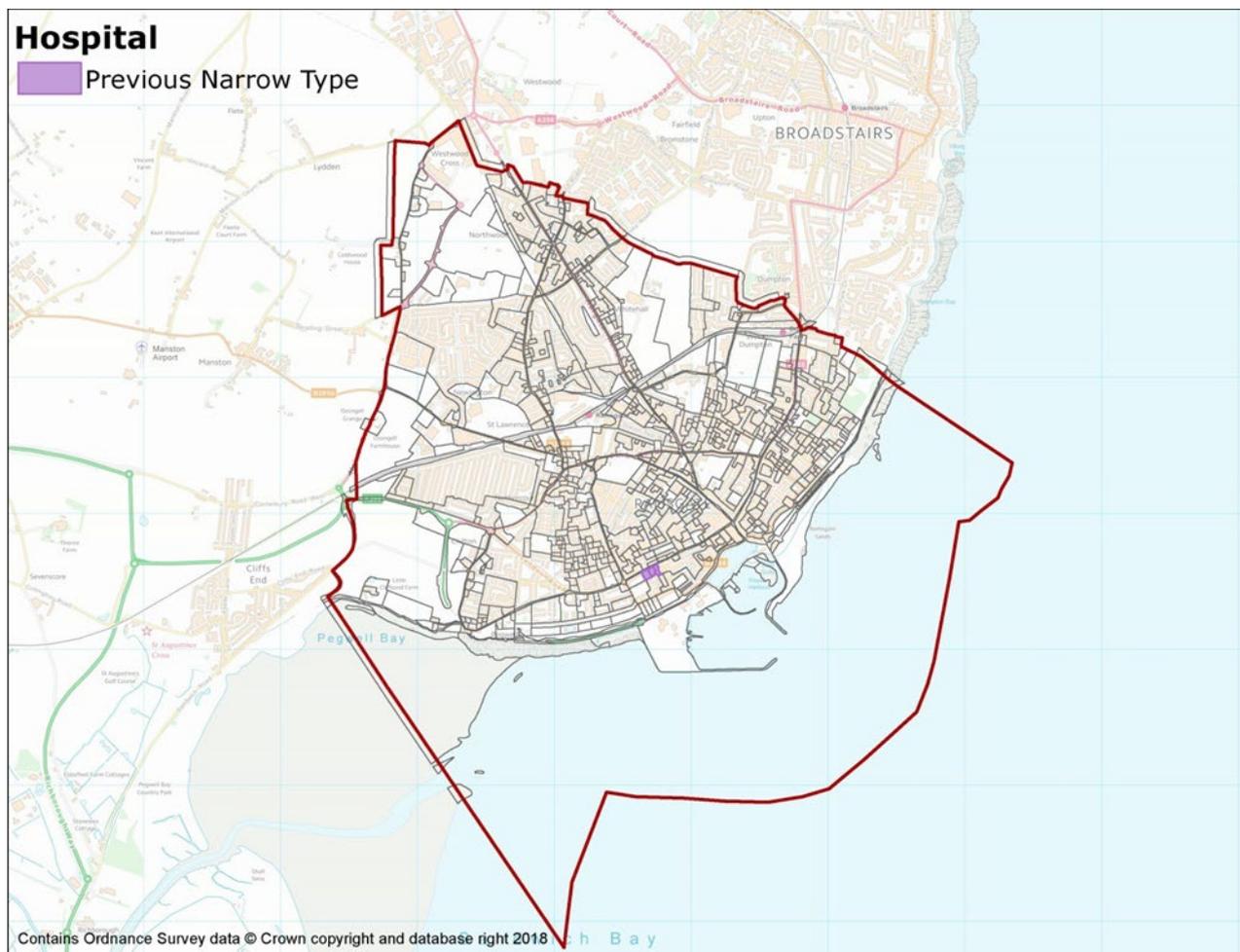
Narrow Type: Hospital

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: Hospital



Introduction

Medical establishment consisting of purpose-built buildings to provide care to casualties and the seriously or chronically ill. They usually cover extensive sites and the grounds can be laid out to provide a therapeutic environment. At the time of writing, the majority of British hospitals are general hospitals providing NHS treatment although private hospitals and specialist centres (including mental health facilities) also exist. There is usually little except signage, the degree of perimeter security and whether parking is free, to distinguish between NHS and other facilities.

The Type occurs only as a Previous Type in the project area.

Historic processes

Hospitals in the modern sense began to be established in Britain by charitable benefactors or municipal boards in the Victorian period.

Many of these early establishments were transferred to the fledging NHS in the 1940s and, at such sites, there is usually a variety of building forms to be seen from High-Victorian wards to 21st century specialist care wards in modern buildings and materials and everything in between (including Portakabins and other temporary structures). More recent buildings tend toward the utilitarian and have lesser levels of architectural sophistication.

Following charitable provision of some medical care locally, particularly for sailors, in the later 19th century, a general hospital was established in Ramsgate in the early 20th century. This was built in 1907-9 in a Neo-Georgian style and is a Grade II Listed Building⁷. It became part of the NHS in the 1940s and was subsequently expanded from its original core buildings with a series of additional wings, in utilitarian forms, added in the later 20th century. The hospital remained operational until the early 21st century. Following closure, the Listed core of the hospital was converted into residential accommodation in the early 2000s and the later wings demolished and redeveloped for housing.

Condition

Although converted into residential accommodation, the Listed core buildings appear to be in stable condition.

Vulnerability

The extant instance of the Type is likely to be vulnerable to further change associated with its current use as residential properties.

Forces for change

The extant example is likely to be subject to forces for change associated with its current use as residential properties. These will be driven by the need for modernisation and personalisation in line

with occupants' perceived needs. This may, at times, conflict with the conservation of the Type's heritage significance

Relationships with other character types

The Type survives, albeit in modified form, as an instance of Flats and Apartments (Conversions).

Heritage values

Evidential

The Type provides evidence for changes in the provision of healthcare since the start of the 20th century. Hospitals use distinctive structures and layouts which are designed expressly for the purposes of providing care and promoting recovery. The Type has evidential value for physically documenting healthcare provision prior to the creation of the NHS. Whilst this is a process that occurred nationally, the Type evidences how that was expressed in Ramsgate. The legibility of this evidence has been affected to a degree by conversion of the hospital core into accommodation and the loss of the later wings.

Historical

The Type provides visible examples of provision of healthcare since the early 20th century. Its distinctive structures and premises are readily recognisable as instances of civic and charitable provision of this key service.

In illustrative terms, this Type makes visible the evolution of healthcare in the area and, through conversion of the Type to housing, the recent rationalisation of that provision.

Aesthetic

This instance of the Type, as an early example of the type, was designed in the prevailing civic architectural forms of the time so has some architectural sophistication. This confers aesthetic value since the hospitals were designed to have a harmonious and solid appearance which promoted recovery.

Communal

Although no longer in operation as a hospital, the Type is likely to have some communal values attached to it, particularly associations with key moments in the lives of the local populace.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- Historic England Listing information.

⁷ <https://historicengland.org.uk/listing/the-list/list-entry/1262019>

Introduction

A building, room or suite of rooms where books, or other materials, are classified by subject and stored for use by the library's members.

Includes directly associated and usually defined grounds. The buildings are usually purpose-built but can include converted buildings.

They are mapped within this dataset only where extensive enough to be characteristic. There is only one instance in the project area, the public library at Guilford Lawn.

Historic processes

The influences behind the development of libraries are many and varied, ranging from a desire to convey a sense of the importance of knowledge and learning and enable these to be furthered to showcasing one's own personal collection of books. The earliest public libraries in the country have their origins in the Public Library Acts of the 1850s. These acts, and their subsequent amendments, allowed local authorities to open and run free public libraries.

Whilst Ramsgate had several libraries in the later 19th century, the present one has its roots in a civic initiative at the start of the 20th century. This established an impressive purpose-built library in associated landscaped grounds on Guilford lawn, then at the edge of the town centre. This was opened in 1904 and gradually also came to house an important local historic collection, including artefacts from antiquarian investigations in the town. The library was subject to a catastrophic fire in 2004⁸ which destroyed much of its collections and left the building in a ruinous state. After an extensive programme of conservation and reconstruction, the library reopened on the Guilford Lawn site in 2009 in a structure which occupied the same footprint as the 1904 library and retained its façade⁹. The Library¹⁰ and the entrance gates to its grounds are Grade II Listed buildings¹¹.



Ramsgate Library, from Guildford Lawn

Condition

The library is in active use and appears in satisfactory condition.

Vulnerability

The library, as a recently restored and well-used facility, appears to have a relatively low-level of vulnerability. As a public service, it retains some vulnerability to the effects of austerity measures on the provision of services by the local authority.

Forces for change

Provision of library services by local authorities has been severely affected by cuts to or scaling back of public services necessitated by austerity measures. This has led many councils to rationalise services by co-locating them with other services provided by the council. In Ramsgate, this has led to the bringing in of other services into the library, including a Wellbeing Zone and the facility to register births and deaths.

Relationships with other character types

This Type has no inherent relationships to other types but is generally found at the edge of a Historic Urban Core or urban settlement expansion of 19th century date. In Ramsgate, the library was built on land that had formed public garden, lying at the 19th century town's edge.

Heritage values

Evidential

The Type provides evidence for changes in the public provision of library services since the earlier 20th century. It uses distinctive structures and layouts which are designed expressly for the purposes of providing this service. A degree of this evidential value has been eroded by the loss of aspects of the original library structure in the 2004 fire. The rebuilding and re-planning of the library after the fire adds another layer of evidential value and shows the provision and facilities now being designed into libraries as well as their integration into historic spaces.

⁸ <https://www.kentonline.co.uk/kent/news/arson-probe-after-%20huge-library-b-a14402/>

⁹ <https://www.kentonline.co.uk/kent/news/ramsgate-library-reopens-fire-ye-a50279/>

¹⁰ <https://historicengland.org.uk/listing/the-list/list-entry/1357573>

¹¹ <https://historicengland.org.uk/listing/the-list/list-entry/1336648>

Historical

In illustrative terms, the library makes visible the importance placed upon public access to knowledge in the Edwardian period and the significant investment by the town to provide what was felt to be a key free resource to the populace.

The change effected by the fire and the rebuilding of the library illustrate the continuing relevance and importance of the library to the town.

Aesthetic

The library has aesthetic value as it is designed to convey a sense of both civic gravitas and the importance of knowledge.

Communal

The Type is likely to have communal values associated with its provision of an important community facility and service. This is likely to not just be associated with the ability to access books and other information but also with formative experiences of learning and play due to their other role as community hubs.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- Historic England listing information;
- Kent Online.

Broad Type: Civic Provision

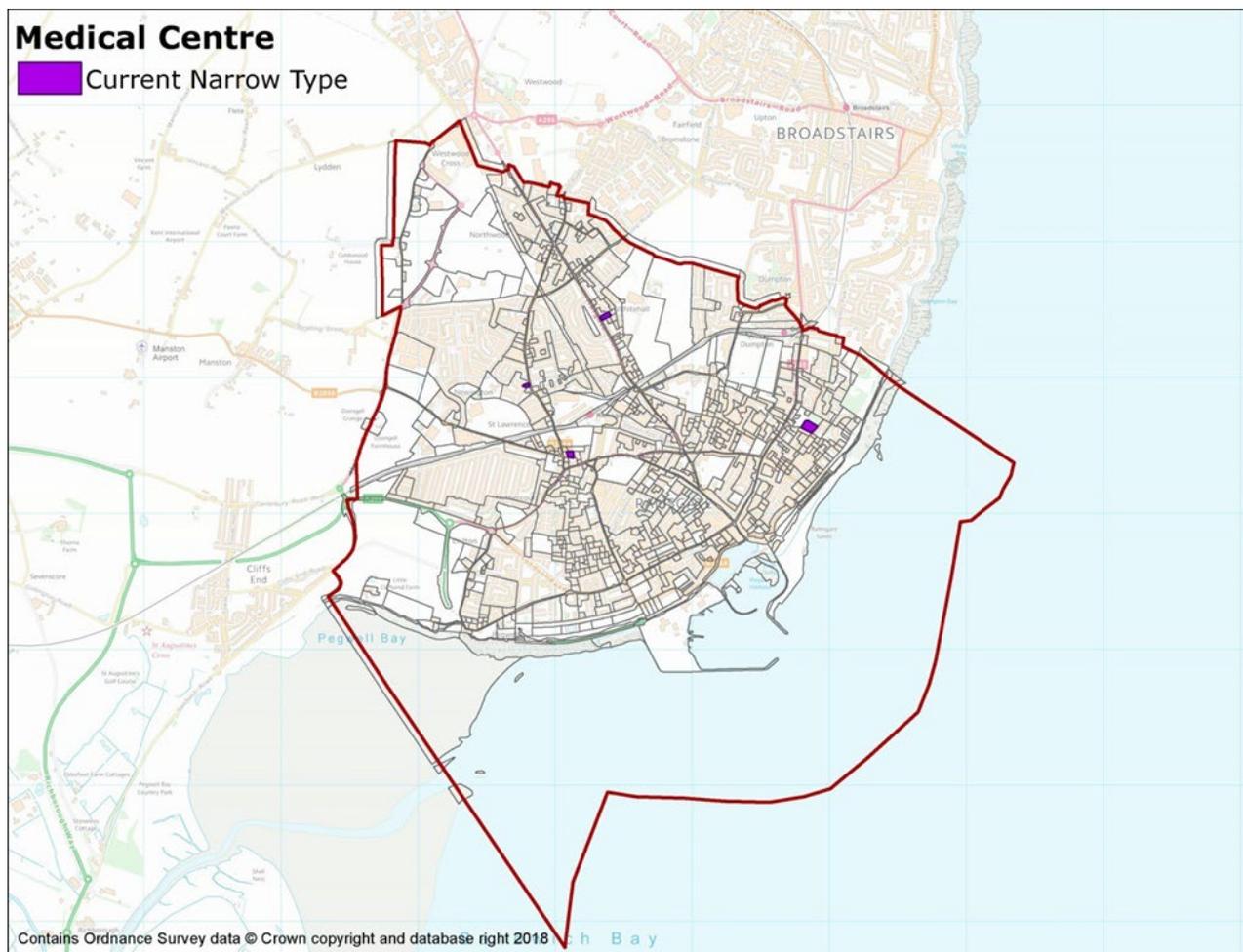
Narrow Type: Medical Centre

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: Medical Centre



Introduction

A building where advice, counselling and medical treatment is available. These are usually purpose-built modern, utilitarian structures housing GPs' surgeries and allied services such as physiotherapy but can also include converted buildings.

They are mapped within this dataset only where they are extensive enough to meet the project's mapping threshold and have altered any preceding or surrounding character enough to be characteristic

Historic processes

Purpose-built medical centres began to be built in the latter part of the 20th century. Many were built in the large housing estates added to towns and cities during this period to provide for the newly-resident population in that area. In areas of more historic settlement, surgeries which had previously been housed in converted commercial or domestic properties gradually became obsolete as a need to house a wider range of services (than simply consulting rooms) emerged due to changes in NHS organisation.

This has led to the construction of some medical centres as part of town centre redevelopment.

The majority of medical centres lie within the suburbs. They include have been built either as a result of redevelopment of an earlier land use (East Cliff Practice on the site of former allotments; Summerhill Surgery – redevelopment of preceding housing) or as an inherent part of a housing development (Dashwood Medical Centre).

Condition

The Type appears generally in stable, as a key element of primary medical and social care infrastructure.

Vulnerability

The Type is generally resilient to change, as local primary care provision is central to current

approaches to healthcare delivery. Local health and social care infrastructure is therefore generally well maintained.

Forces for change

Pressures on the NHS may result in changing patterns of delivery or prioritisation, which could result in loss – or conversely expansion – of existing facilities.

Relationships with other character types

The distribution of the Type is very closely tied to that of Housing Estates.

Heritage values

Evidential

The Type provides physical evidence of the changing form of provision of medical care.

Historical

The Type illustrates society's organisation of care for members of communities and the way in which this has evolved as the town of Ramsgate has grown over the latter part of the 20th century.

Aesthetic

The Type is comprised of recent buildings of utilitarian design, with little architectural sophistication.

Communal

Local healthcare facilities provide vital services to communities, meaning that the Type is likely to be highly valued.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

Broad Type: Civic Provision

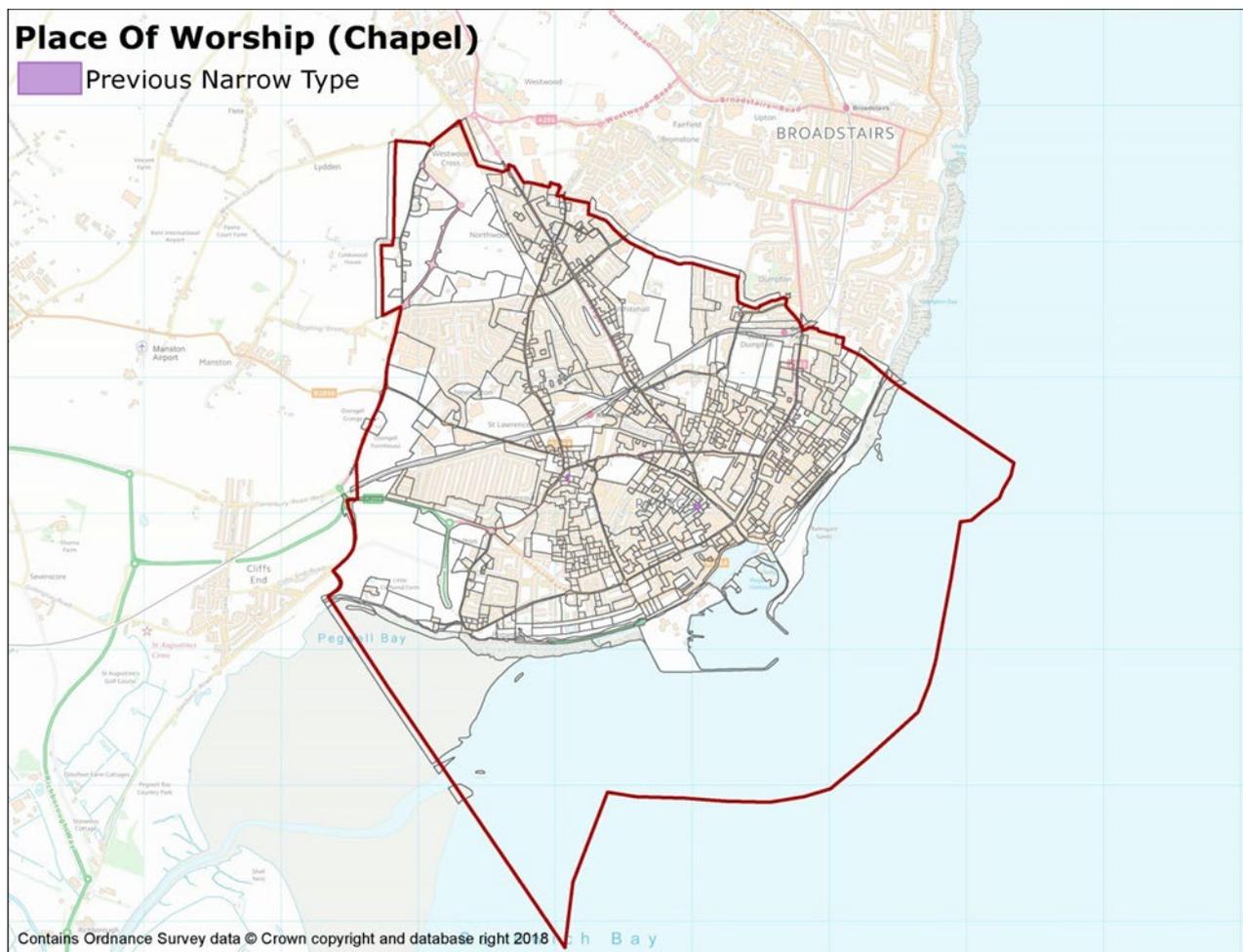
Narrow Type: Place of Worship (Chapel)

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: Place of Worship (Chapel)



Introduction

A place of Christian worship, distinct from a church due to status and, often, associated with a nonconformist denomination. Includes immediately associated and usually physically defined land. They are typified by the presence of religious buildings which, due to association with nonconformist nominations, are typically relatively plain in execution.

Although the town possessed many small chapels, a reflection of the strength of non-conformism in Ramsgate, the majority are not large enough to be mapped within this characterisation dataset.

Historic processes

Chapels became more prevalent with the rise of non-conformism from the 17th century onwards. They were particularly densely distributed in urban areas, including port towns, where nonconformist traditions and practices gained a foothold amongst the working classes. Owing to a decline in most forms of Christian worship, many chapels became redundant and have since been converted to other uses (particularly housing).

Although the town possessed many chapels, most were small and only two were large enough to meet the threshold for mapping within the characterisation dataset. These comprise the Methodist Chapel on Chapel Road, St Lawrence and the Congregational Chapel on Meeting Street. Both are no longer in religious use and have been converted to educational uses. This has not led to extensive external modification of the structures so they remain appreciable as former chapels.



Former Congregational Chapel, Meeting Street

Condition

Following conversion to other uses the chapels appear to be in stable condition.

Vulnerability

The Type, expressed as a previous type within the study area, is vulnerable to changes to the buildings allied with, or potentially in place of, their current residential function. Such change could obscure or harm the legibility of the chapel's original form and function.

Forces for change

The Type could be affected by intensification or extension of the current, residential, use of the two examples in the study area. Alternatively, further changes in use could occur, driven by changing local social and economic conditions.

Relationships with other character types

The Type is generally sited within or at the edge of a Historic Urban Core or adjacent to types associated with 18th to 19th century settlement expansion.

Heritage values

Evidential

Evidences the provision and evolution of religion and places of worship in the project area since the 19th century.

The presence of chapels associated with non-conformists evidences the breadth of non-conformist doctrines established within the local populace.

Historical

The Type has illustrative value for the way in which it demonstrates the above aspects. It also shows the central place of religion in public life, even into 20th century, with construction of churches specifically to serve new suburbs. It also illustrates the propagation and expansion of Christian nonconformist worship in 19th century England.

The renewal of churches to accommodate new uses also illustrates the changing role of religion in public life during the 20th and 21st centuries.

Aesthetic

The Type generally has aesthetic value. This relates to the way in which chapels are designed to provide a sober yet fitting space in which to conduct worship. Although now in other uses, both instances of this Type retain aesthetic value since they are still appreciable as chapels.

Communal

The Type is likely to have had a key place in the life of residents and have played a central role in the rituals of life (births, marriages and deaths). The Type may also be valued by past visitors since it allowed them to carry on worship and observance even when on holiday.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

Broad Type: Civic Provision

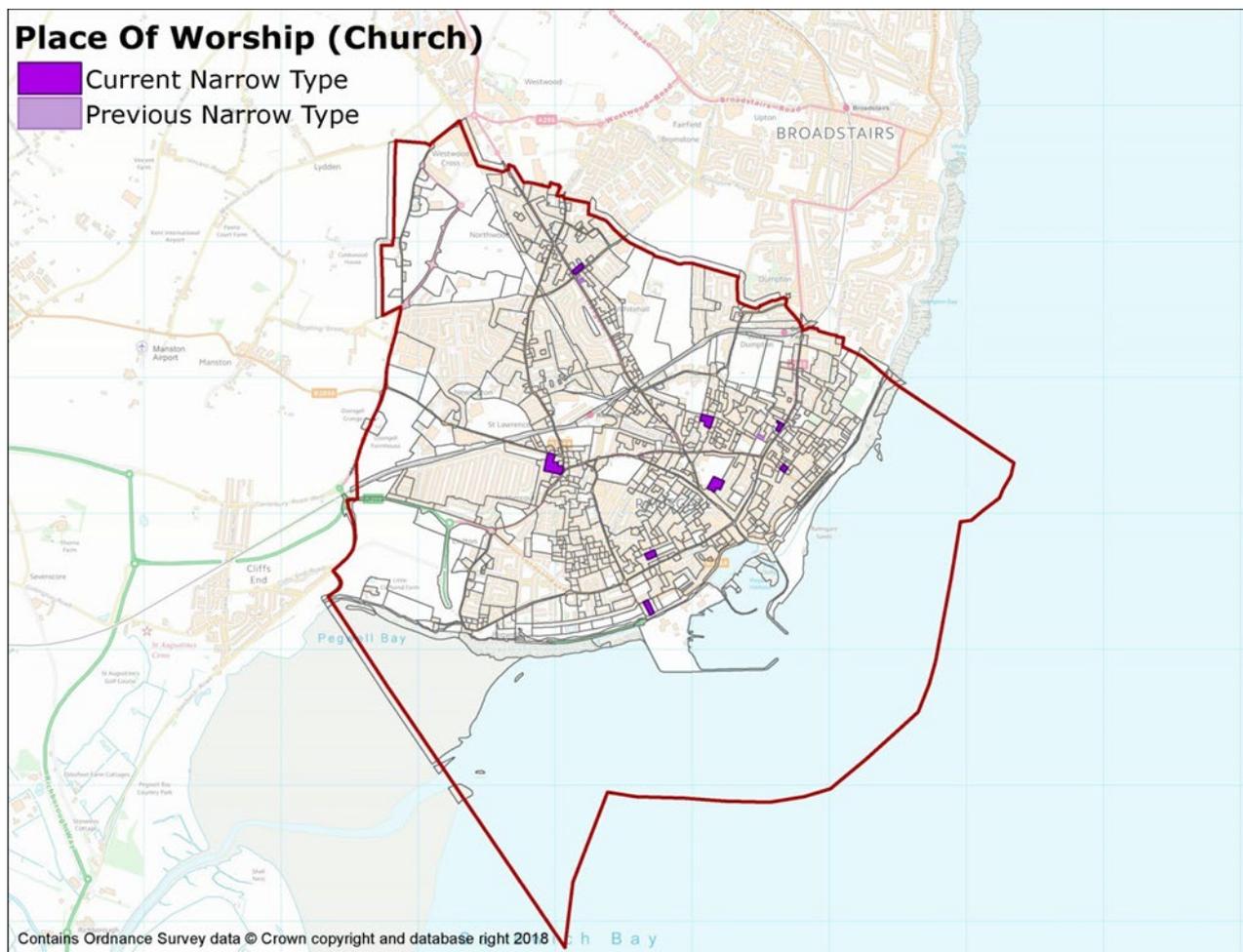
Narrow Type: Place of Worship (Church)

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: Place of Worship (Church)



Introduction

Building, usually purpose-built, designed for and dedicated to Christian worship, usually serving a parish. This includes any associated churchyard and immediately related features. Churches have been a key part of the British landscape from the early medieval period. Due to the durability of materials used in churches and the pivotal role they played in communities, extant structural remains of churches, executed in a wide variety of architectural styles, date back as far as the 10th century.

Historic processes

Many historic parish churches are medieval in origin. Changing liturgical requirements and the varying fortunes of both local economies and individual church patrons were the chief influences on the form and style of parish churches. This means that each historic church is a microcosm of its fortunes, and those of its patrons and the wider settlement, over its long life and can contain styles as contrasting as Romanesque architecture and modernist additions. Such churches also cover the transition from Catholicism to the Church of England. As such they can contain traces of these different forms of worship and subsequent reforming movements.

Towns and settlements which grew significantly during the later 19th century usually required churches to be built from scratch to service the emerging suburban communities and were often associated with the delineation of new Anglican parishes. Churches of this kind are usually of a single period and style. The 19th century also brought a relaxation of restrictions on other Christian denominations and a rise in the number of non-conformist places of worship.

The project area contains a wide variety of churches and many are designated as Listed Buildings. They span the medieval parish church with rare early Norman elements (St Lawrence¹²), grand neo-Gothic civic edifices celebrating the town's independence from its original parent settlement (St George's, Ramsgate¹³), suburban neo-Gothic churches (Holy Trinity¹⁴, Christ Church¹⁵ and St Peter's), and later 20th century modernist structures (Hadres Street Methodist United Church).



St. Lawrence's Church, St. Lawrence



St George's, Ramsgate. The Town's first church independent of its parent settlement at St Lawrence

The churches include those built for the established religion as well as for other Christian denominations. The latter all relate to the provision of places of worship after Ramsgate started to develop as a resort since the area did not have a tradition of non-conformism prior to this.

One of the earliest churches built for another denomination was the Church of St Augustine of England¹⁶. This was built in the later 1840s by Augustus Welby Northmore Pugin adjacent to his house, The Grange, and sought to provide a fitting commemoration of the mission bringing of Christianity to England by Augustine who is reputed to have landed on this stretch of the Kent coast. Together the structures form a part of Pugin's promotion of Catholicism through the example of his own life and public service in Ramsgate, as well as in his wider public life and architectural work.

They also, with the later Abbey of St Augustine on the opposite side of the road, form one of the most celebrated and influential groups of Gothic Revival buildings in the country.

¹² <https://historicengland.org.uk/listing/the-list/list-entry/1336662>

¹³ <https://historicengland.org.uk/listing/the-list/list-entry/1085430>

¹⁴ <https://historicengland.org.uk/listing/the-list/list-entry/1085426>

¹⁵ <https://historicengland.org.uk/listing/the-list/list-entry/1086069>

¹⁶ <https://historicengland.org.uk/listing/the-list/list-entry/1281779>



St. Augustine's, centre ground, within the grounds of The Grange.

Whilst the majority of churches are still in active use for worship, there are instances of former churches now in other uses. These comprise a Methodist church at Whitehall and an unnamed church on St. Luke's Avenue. The Methodist church was built in the early 20th century, first appearing on the third edition Ordnance Survey coverage for the area, and appears to have been variously a Wesleyan or Mission church. It remains in use as a place of worship but for another religion, now being home to the Thanet Reform Synagogue. The church at St Luke's Avenue appears to have fallen out of use very soon after its construction. It is first shown, labelled simply as 'Church' on the first edition Ordnance Survey coverage for the area but is shown as St Luke's Hall by the time of the second edition. At some point it became a Masonic Hall, being first shown as such on the initial post-war Ordnance Survey edition, and remains in this use.

Condition

With the exception the former Wesleyan Methodist (Whitehall) and the former St. Luke's, churches in the study area are in active use for worship. All appear generally well-maintained.

Vulnerability

Churches are vulnerable to anything that affects the numbers of regular worshippers and the availability of funds to maintain buildings and other premises.

Older churches are also vulnerable to the decay of ageing building materials either as they reach the end of the material's design life or as more recent interventions (such as retrofitted heating or windows) cause unforeseen complications by changing the climate regime in or around the structure.

Forces for change

Churches are, in general, seeing changes in the make-up of congregations and a fall in the regular numbers of worshippers. This is leading many to accept a wider range of uses, such as cafes, clubs and exercise classes which are accommodated either in the church proper or associated halls. This

functions both to maintain the churches' historic role as a community hub and to bring in additional funds for maintenance. This can lead to a need to modify buildings, and particularly interior fittings, to allow a wider range of uses. For some denominations, such as Roman Catholicism, recent migration into the UK from the EU has arrested or reversed the decline in congregations. This too could become a force for change if the rise in the congregation is sustained as buildings may need modification or expansion.

Older churches can require periodic renewal or alteration to maintain buildings which are both a useable and compliant with access legislation.

Relationships with other character types

Churches are generally sited within or at the edge of a Village or within Settlement types associated with 19th century and later suburban expansion.

Many churches in coastal areas have historically functioned, and continue to function, as navigational aids to sailors. The Type, therefore, sometimes acts as a daymark for navigational use (see HSC Sub-type 'Daymark').

Heritage values

Evidential

The Type evidences the provision and evolution of places of worship in the project area. The instances which derive from medieval parish churches show this over the longest period with aspects of St Lawrence's Church dating back to the 11th century.

The presence of churches of different denominations evidences that significant numbers of non-conformists became resident within the local populace from the 19th century onwards, in parallel with the growth of the resort.

Historical

The Type has illustrative value for the way in which it demonstrates the above aspects. It also shows the central place of religion in public life, even into 20th century, with the construction of modern churches such as that on Hadres Street.

The renewal of churches to accommodate new uses also illustrates the changing role of religion in public life.

Specific churches also have associative value, principally with the notable architects involved in their design and construction. These include Pugin's work at St. Augustine and Sir George Gilbert Scott's work at Christ Church.

Aesthetic

The Type generally has aesthetic value. This relates to the way in which churches are designed to provide a fitting space in which to worship God and, in some cases, with the structure itself intended to reflect, and act as an offering to, the glory of God.

The earlier examples of the Type, particularly the medieval parish churches, have a timelessness

associated with the visibly historic styles and forms used over the life of the church. These are also often sited in elevated or central places within a settlement so allow an appreciation of the depth of history associated with that place.

More recent examples tend to borrow from, and reinterpret, historic church architecture to create modern spaces that still seek to glorify God and underscore the churches' roles in the community.

Communal

The Type is likely to have a key place in the life of residents and have played a central role in the rituals of life (births, marriages and deaths). The Type may also be valued by past and present

visitors since it allows them to carry on worship and observance even when on holiday.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- Historic England listing information;
- Church websites;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Civic Provision

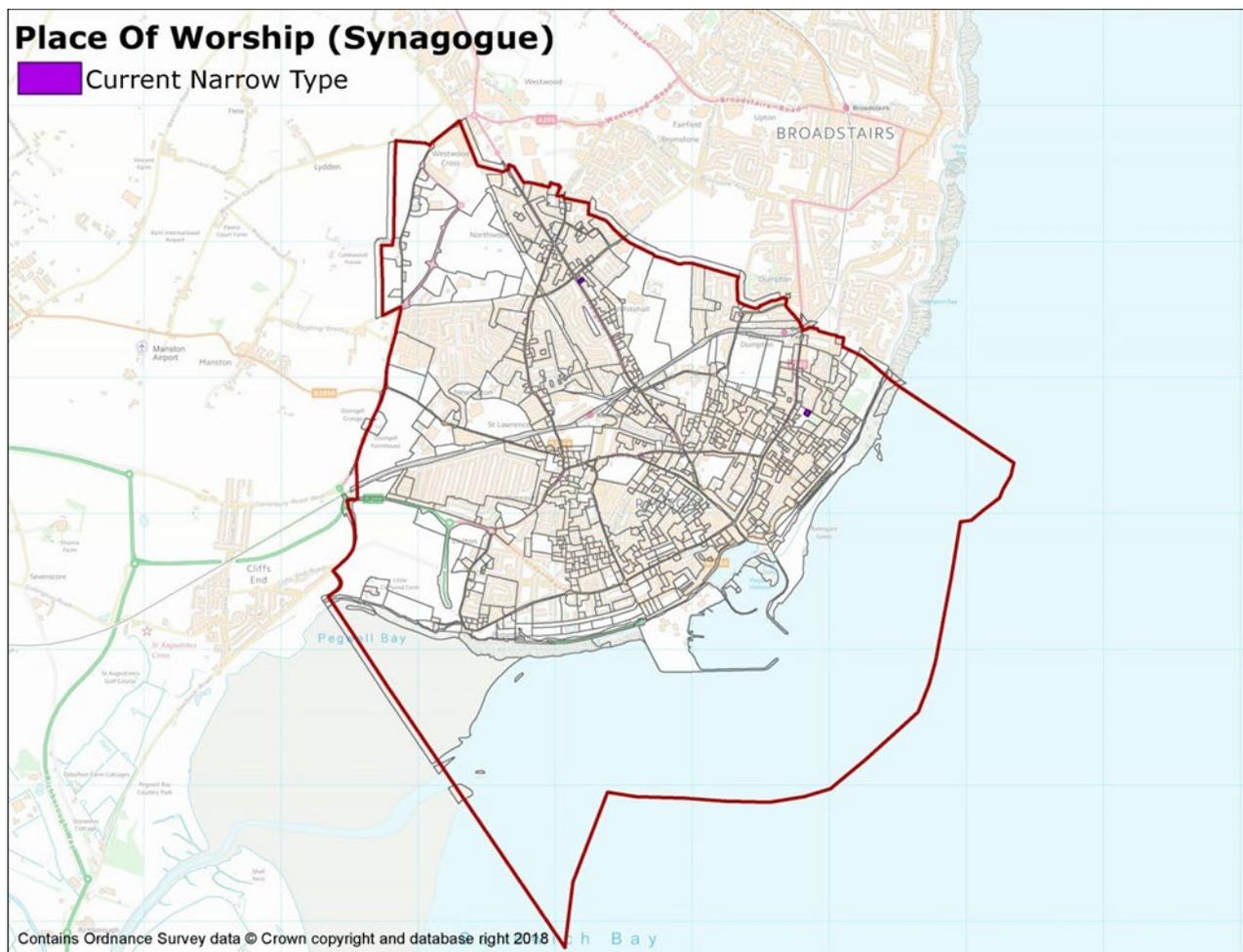
Narrow Type: Place of Worship (Synagogue)

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: Place of Worship (Synagogue)



Introduction

Place of worship for Jewish communities. These are composed of purpose-built structures and associated landscaped grounds.

Two synagogues exist in the project area; the Montefiore synagogue off Dumpton Park Drive and the Thanet Reform Synagogue on Margate Road.

Historic processes

Jewish populations have been resident in the British Isles since the medieval period and will have constructed places of worship over the length of this period. Due to religious intolerance and formal suppression until the 19th century, surviving synagogues which predate the 19th century are uncommon. The design of synagogues is heavily influenced by liturgical requirements and tradition.

The presence of a Jewish population and associated place of worship in Ramsgate is thought to be inextricably linked to the Sir Moses Montefiore, who moved to Ramsgate in the 1820s¹⁷ after becoming enchanted with the place whilst visiting on honeymoon in the previous decade. Montefiore retired early from a successful city career, taking up residence in the nearby Eastcliff Lodge, and built the synagogue in 1833¹⁸. The synagogue is Grade II* Listed¹⁹ and remains in use. On the death of his wife Judith in the 1862, Montefiore added a mausoleum for his wife adjacent to the synagogue. He too was eventually laid to rest on his death aged 100 in 1885. The mausoleum is also a Grade II* Listed Building²⁰ and the other ancillary structures at the synagogue are Grade II Listed Buildings (gates and gate piers²¹, gentleman's toilet²²).



The Montefiore Synagogue

¹⁷ <https://www.jewishgen.org/jcr-uk/Community/ramsgate.htm>

¹⁸ The house is demolished but its grounds are now King George VI Memorial Park and some features, such as the former Lodge and service range plus the Montefiore glasshouse, remain.

¹⁹ <https://historicengland.org.uk/listing/the-list/list-entry/1051632>

²⁰ <https://historicengland.org.uk/listing/the-list/list-entry/1085375>

²¹ <https://historicengland.org.uk/listing/the-list/list-entry/1378741>

²² <https://historicengland.org.uk/listing/the-list/list-entry/1390615>

A Reform Synagogue²³ also exists on Margate Road in the town's later 20th century suburb of Northwood. This is housed in a former Methodist church built in the early 20th century.

Condition

Both synagogues are in active use for worship and appear well-maintained.

Vulnerability

As a place of worship, the Type is vulnerable to anything that affects the numbers of regular worshippers and the availability of funds to maintain buildings and other premises.

Forces for change

As a place of worship, the Type faces similar challenges as other places of worship including an increased secularisation of society.

Relationships with other character types

The Type developed to fulfil a need of a specific section of the local populace and has no inherent associations with other types.

Heritage values

Evidential

The Type evidences the provision and evolution of places of worship in the project area since the 19th century.

The presence of the synagogues also provides evidence for the breadth of religion established within the local populace.

Historical

The Type has illustrative value for the way in which it demonstrates the above aspects. The older example also has significant associative value due to the patronage of Sir Moses Montefiore. Montefiore was a key figure in 19th century public life in Britain but also influential overseas in promoting the rights of minority Jewish communities in Eastern Europe and the Middle East at a time when they were often systematically discriminated against by the prevailing ruling regime.

Aesthetic

The Type generally has aesthetic value relating to the way in which it is designed to provide a fitting space in which to house the Torah and conduct worship. The Montefiore synagogue, through the quality and execution of its design and reflection of historic examples of Jewish ritual buildings in Jerusalem, is a confident statement on the importance of the patron's religion beliefs.

The later synagogue, in converting and repurposing a religious building of a Christian denomination for Jewish worship, has some unique aesthetic value. This relates to the way in which it has the potential

²³ <http://tdrs.org.uk/>

to surprise passing observers, retaining some of the external appearance we associate with a Christian chapel but, on closer inspection, being a Jewish place of worship.

Communal

The Type is likely to have had a key place in the life of Jewish residents and have played a central role in the rituals of life (brit milah, bar and bat mitzvahs, marriages and funerals). The Type may also be valued by visitors since it allowed them to carry on worship and observance even when on holiday. The Type will also have communal value to the wider populace of Ramsgate, in underlining the historical and continued presence of the Jewish community in the town.

Sources

- Synagogue websites:
 - <https://www.jewishgen.org/jcr-uk/Community/ramsgate.htm>
 - <http://tdrs.org.uk/>
- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- Historic England listing information;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Civic Provision

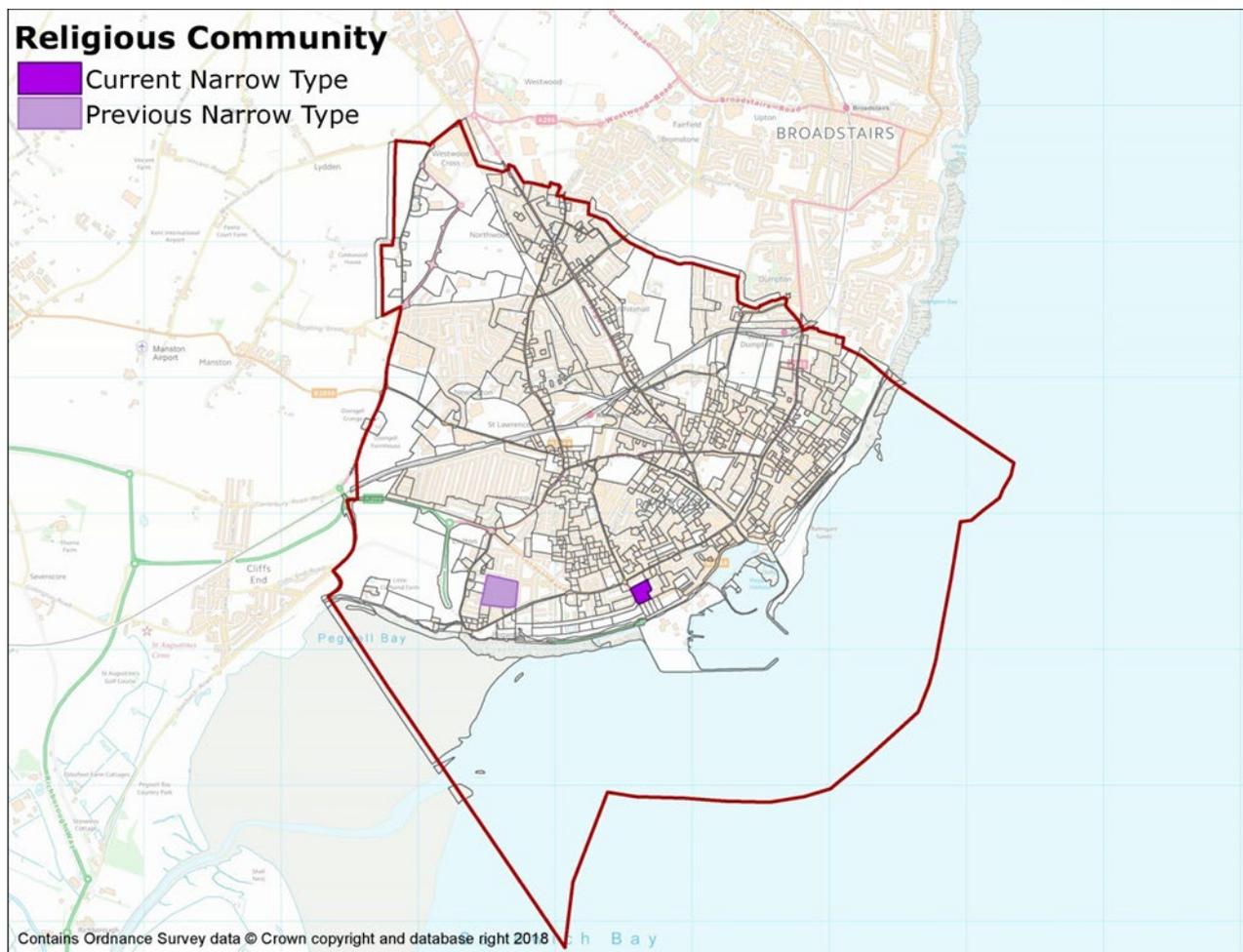
Narrow Type: Religious Community

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: Religious Community



Introduction

Buildings and grounds where a group of devotees to a religion live and worship. Whilst the Type varies according to what doctrine is practised by the resident community, the religious communities of particular religions, especially those of Christianity, tend to utilise similar layouts and forms.

The Type occurs as both a current and a previous type in the project area and is associated with Catholic foundations in both cases.

Historic processes

Religious communities in the British Isles have a long, if intermittent, history stretching back into the 5th century. Those of the later medieval period, particularly the monasteries, had an extensive impact on the landscape and bequeathed some of our most recognisable heritage assets. The dissolution of the monasteries under Henry VIII led to a near cessation of communal religious life until an expansion of religious tolerance in the 19th century, including Catholic emancipation. In the wake of this, Catholic religious houses, spanning abbeys and convents, were established in many parts of Britain. Many were by Orders, such as the Benedictines, who had had religious houses prior to the dissolution. The growth of other religions in Britain since the later 19th century has seen a greater diversity of religious communities established, with foundations of Buddhist communities now relatively common across the UK.

In the project area, the Type is entirely associated with Catholic communities established in Ramsgate town in the latter part of the 19th century. These followed on from the pioneering work of Augustus Welby Northmore Pugin in establishing a visible Catholic presence by building his home and St Augustine's Church at the Grange in the 1840s. A Benedictine abbey was founded at Ramsgate following Pugin's bequest of St Augustine's to the Diocese of Southwark at his untimely and early death in 1852. A small community of Benedictines was established at the church, eventually making their home in a purpose-built monastery on the opposite side of St Augustine's Road. This was also dedicated to St Augustine and designed by Pugin's son Edward Welby Pugin and later became an abbey. Whilst some of the abbey grounds were redeveloped for housing in the late 20th century, the bulk of the complex remains and is a Grade II Listed Building²⁴. It remains in religious use and is now a Catholic retreat centre run by a Vincentian order.

Together with the Grange and St Augustine's Church, the Abbey forms one of the most celebrated and influential groups of Gothic Revival buildings in the country.

Shortly after its own establishment, the Abbey founded the Convent of the Assumption in 1864. This was sited on Downs Road, c.800m to the west of the Abbey, in an area that was then a rural site near Pegwell and beyond the limit of Ramsgate's urban area. The Convent later developed into a Catholic girls' school, run by a community of resident nuns. This continued in operation into the latter part of the 20th century, by which time the surrounding areas had mostly been developed for housing. The Convent was closed and the site redeveloped for housing by 1990. The former Convent gate, adjacent lodges and stretches of boundary wall survive and are a Grade II Listed Building²⁵.

Condition

The instance of the current Type is in active use and appears in good condition.

Vulnerability

The current instance of the Type is run by a religious order similar to that for which the Abbey was built. They appear to value the historic significance of the site and the associations with Pugin. As such, it is likely to be cared for sympathetically so is likely to have a low level of vulnerability in general.

At the same time, the Type is one which was designed to house persons in religious orders 150 years ago so is likely to require periodic renewal and modification to keep it fit for use. This carries with it some risks to the historic fabric of the Type. The Listing of the building is likely to act to minimise these risks.

Forces for change

As the Type is one which depends upon people hearing and acting on a spiritual calling, it faces challenges in an increasingly secular society.

Relationships with other character types

The Type is inherently related to those instances of the Church and Villas types which relate to the work of AWN Pugin and his descendants in Ramsgate.

Heritage values

Evidential

Provides evidence for the establishment of Catholic religious communities in Ramsgate in the later 19th century and their functioning into the 21st century. This is a trend that occurred nationally following establishment of religious tolerance in the earlier 19th century. The structures themselves provide physical evidence for the adoption of the Gothic revival style which was particularly popular with Catholic establishments of this date.

²⁴ <https://historicengland.org.uk/listing/the-list/list-entry/1281732>

²⁵ <https://historicengland.org.uk/listing/the-list/list-entry/1338880>

Historical

The Type has illustrative value for the way in which it demonstrates the above aspects. This is stronger in the St Augustine's Abbey instance as the other example has lost most of its legibility as a former religious community due to redevelopment.

St Augustine's Abbey has associative value as a work of EW Pugin and as a continuance and deepening of the Catholic presence established by his father, AWN Pugin, in Ramsgate.

Aesthetic

The Type has inherent aesthetic value due to the way in which it is designed to create a separate, contemplative environment for service to, and worship of, God. This is strongest in St Augustine's Abbey, both due to its level of survival and due to the conscious choice of a style of architecture which harks back to before the interruption of religious community life in Britain.

Communal

The Type may have communal values as a place of seclusion and contemplation, probably most strongly amongst former inhabitants and visitors to the community.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- Historic England Listing documents;
- <http://divineuk.org/about-us/ramsgate/>
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Civic Provision

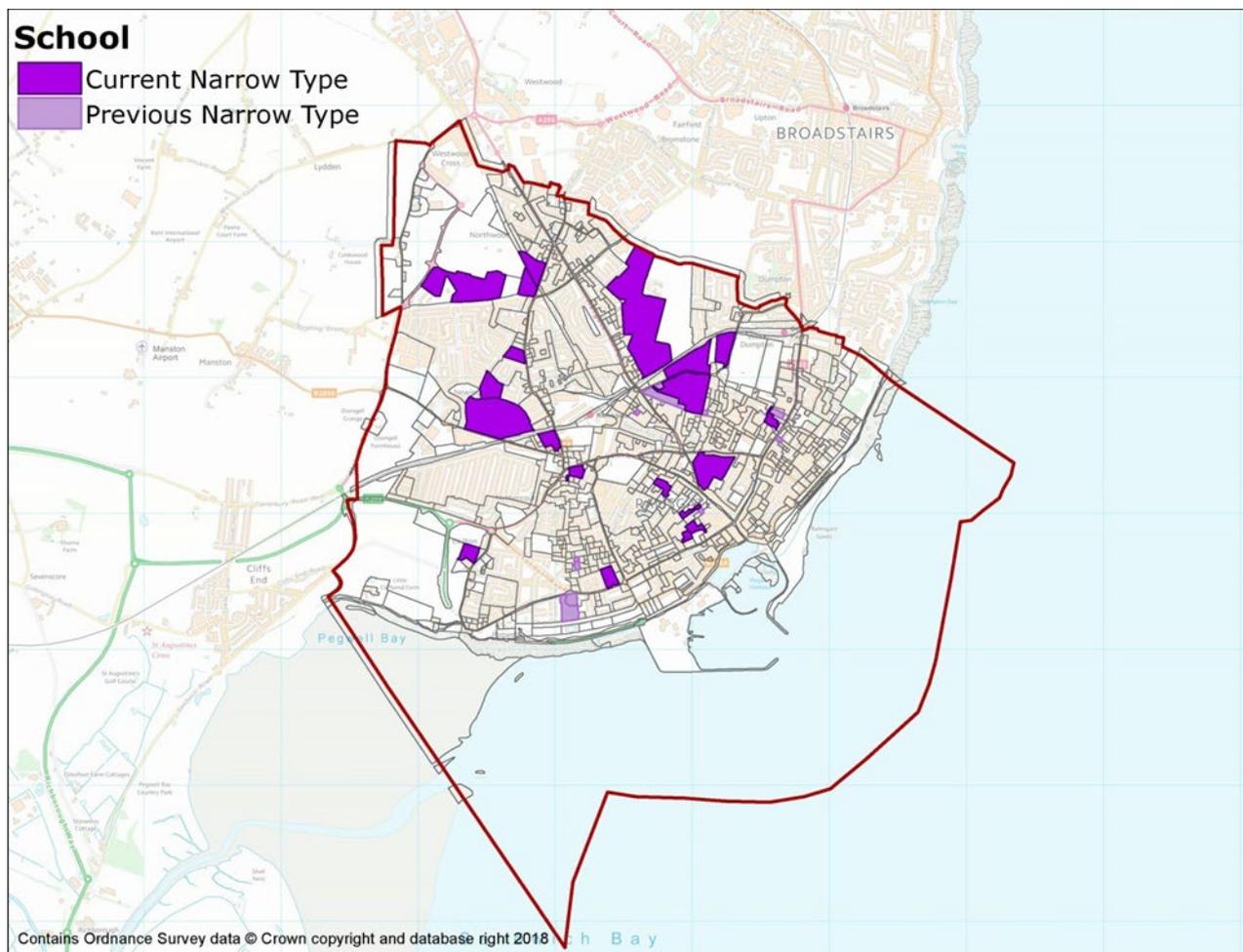
Narrow Type: School

Broad Type: Civic Provision

Services provided by national or local government, or by other public bodies, charities and organised religions, that affect or are available to individual members of society. Many are physical representations of the principles of civil society which have developed in Britain and Europe over many centuries: providing for good health and spiritual succour, respectfully disposing of the dead,

educating young people and enabling the continued development of adults, and dealing appropriately with those who break the law. The class also encompasses the civil bureaucracies that maintain these services. Many of the terms focus on particular building types, but HLC and HSC typically also draw in all directly related spaces and ancillary features.

Narrow Type: School



Introduction

Purpose-built facilities for primary and secondary education. They comprise a range of educational buildings and associated grounds for play and sport.

Historic processes

The provision of publicly-funded schools dates back to legislation in the 1870s, though various charitable trusts provided simple schools (including National Schools) before the 1870 Education Act. Early schools followed a clear template and bore the hallmark of the local education board which established them and were often built to a set range of designs. Many schools of this date remain in use, albeit modified to meet modern health and safety requirements. Some examples have been converted into other uses, such as community centres and residential properties.

Kent retained the grammar school system in the face of the changes in secondary education elsewhere in England that led to the adoption of the comprehensive education system from the 1960s onwards. It has not though escaped the effect of recent ideological changes in government education policy that has led to the development of entirely new schools, known as 'academies'. Many of these new schools have buildings similar in character to those erected at existing state schools but, as they have been erected on entirely new sites, often have a greater coherence since they have not had to work around existing buildings during the construction.

The project area contains a spread of school types which is very distinctive to Kent, with its retention of grammar schools. It has schools built following the 1870s legislation (Chatham and Clarendon Grammar's Chatham House complex, also a Grade II Listed Building²⁶), interwar schools (the Chatham and Clarendon Grammar's Guildford Lawn site), modern academy-style schools (The Royal Harbour School) and also private schools covering extensive grounds (St Lawrence College). There are fine examples of Victorian and earlier 20th century school architecture on the Chatham and Clarendon and St. Lawrence College campuses.



Chatham and Clarendon Grammar School, Chatham House (centre) on Chatham Street



Chatham and Clarendon Grammar School, Guildford Lawn site

Ramsgate also contains some former schools that have been converted to other uses, such as the school in St Luke's which is now in use as a community clubhouse.

Condition

The Type is generally in good condition.

Vulnerability

The Type is generally resilient, although some occurrences have specific maintenance issues (e.g. historic buildings, or flat-roofed mid-century structures).

Historically local authority decisions with regard to educational provision and funding have, in some areas, resulted in closure of schools.

Forces for change

Projected population increases may affect schools provision, in that additional facilities may be required. This may necessitate expansion of existing sites or, potentially, consolidation on larger sites.

Relationships with other character types

Schools are generally sited within or at the edge of a historic core or urban settlement type associated with 18th century and later settlement expansion. Some are associated with later housing estates, built in parallel with later 20th and 21st century developments.

Heritage values

Evidential

Schools are a physical document of the provision of education locally since the later 19th century. This spans surviving examples of high quality Victorian and early 20th century schools and very recent schools.

Historical

The Type has some historical value, as the pattern of school development in Ramsgate illustrates the wider trends in education across Kent – through the retention of grammar schools, including a

²⁶ <https://historicengland.org.uk/listing/the-list/list-entry/1336641>

particularly large example in the form of Chatham and Clarendon.

Aesthetic

The older instances of the Type have considerable aesthetic value due to the quality of design and buildings they employ, typically echoing gothic forms. More recent examples, particularly those of the latter part of the 20th century tend to deploy more utilitarian buildings.

Communal

The Type is likely to have substantial communal values, as a significant proportion of residents will have attended these schools.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- Historic England Listing documents;
- Thanet District Council website.

Introduction

Area designed to accommodate several businesses, usually non-industrial, but normally not exclusively retail. These are usually purpose-built developments comprising office and warehousing units, often with multiple storeys, and associated surface car parking. They also usually have some kind of amenity landscaping and planting as part of the layout.

Historic processes

Business parks are a relatively modern kind of land-use and reflect the modern commercial need for flexible premises with ample parking for both staff and customers. They appear to originate in the late 1980s and are becoming a common form of development upon urban fringes.

In the project area the Type is limited to two instances. These are both sited around the recently new road, New Haine Road, and have been built since 2000.

Condition

The Type is generally in good condition, being in active business use.

Vulnerability

The Type is generally resilient to change, being largely robust and utilitarian structures.

Forces for change

The majority of the Type is strongly connected to travel by private car, being closely associated with the strategic road network. Modal shift in transport (e.g. to public transport) may reduce the attractiveness of such locations for businesses, prioritising instead locations with better bus and rail links.

Relationships with other character types

The presence of accessible road infrastructure (Motorways and Roads) appears to be the key driver in the location of this Type.

Heritage values

Evidential

The Type provides physical evidence for the ways in which workplaces evolved since the latter part of the 20th century and the rise of employment in office-based jobs as a key part of the economy. Their placement adjacent to major road junctions and on arterial routes gives evidence of the rise of private car transport as a chief means of travelling to work.

Historical

The Type is illustrative of changes in retail, distribution and working practices from the later 20th century onwards.

Aesthetic

The Type is generally composed of utilitarian buildings of standard design and limited architectural sophistication. Appreciation of modern anonymous and standardised complexes, such as business parks, is, however, increasing.

Communal

The Type may have some communal values associated with their functions as people's workplaces, and the services they provide.

Sources

- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial photography;
- Site visit.

Broad Type: Commerce

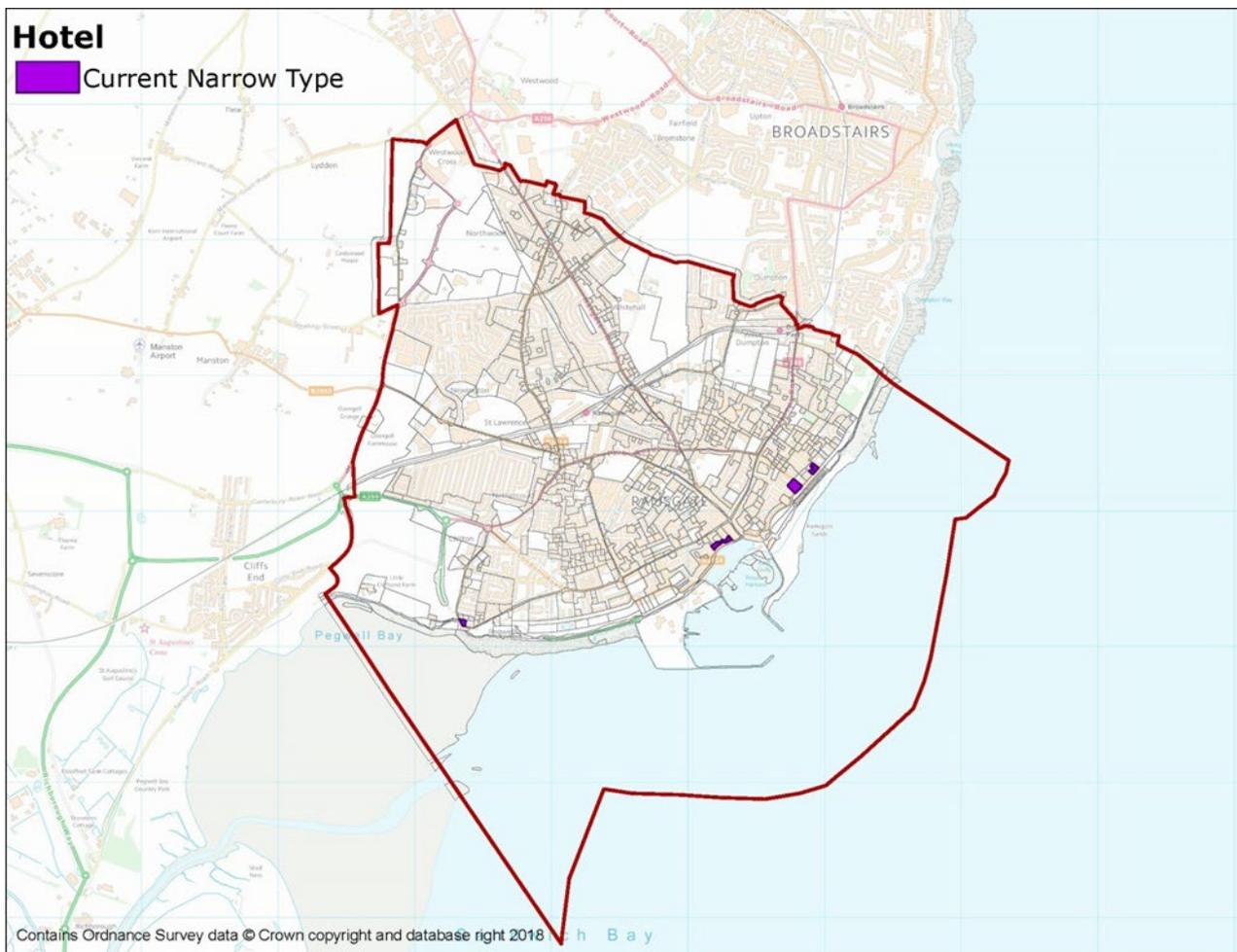
Narrow Type: Hotel

Broad Type: Commerce

Systems, activities, functions and institutions involved in transferring goods and services from producers to consumers and thus affecting the business and profitability of an economy. At the level of HLC, this normally includes fairly localised hubs but in HSC it can also include such facilities directly serving major national and international

trade hubs. In all cases, these systems of commerce also depend on the separate class Communications and Movement and the products of several other classes (Enclosure, Industry, Orchards and Horticulture, Unimproved Land and Woodland).

Narrow Type: Hotel



Introduction

A building and its directly associated grounds, used for the accommodation of travellers and guests.

The project area contains numerous hotels, some of which lie within the Historic Urban Core of the town. Hotels are included within this characterisation dataset when they, or groups of them, occupy a sufficiently extensive area to meet the mapping threshold. As such, the hotels mapped form a subset of those in the project area as a whole. Further information on individual premises, including those that fall below the threshold for characterisation mapping, is included within the Historic England Historic Area Assessment.

Historic processes

Guest accommodation in purpose-built hotels or properties converted to function as hotels, as opposed to that historically available in inns and in private lodgings, is a relatively recent phenomenon that coincides with the rise of polite society and its recreations from the later 18th century onwards.

Purpose built-hotels in Ramsgate are generally a Victorian to Edwardian phenomenon. Prior to this, guest accommodation was provided by inns or in townhouses which could just as easily be let as lodgings or as more permanent accommodation.

Hotel accommodation was first established near to the harbour and pier, and offered inn-type accommodation. The Albion Hotel was trading by 1831, and within three decades had been renamed the Royal Albion Hotel, and was vying for custom with the Royal Hotel on Harbour Street and the Castle Hotel opposite the pier gates. Subsequent hotels were not purpose- built, and there were no grand hotels as at other seaside resorts; rather they tended to be to be converted residences. The Granville Hotel, East Cliff, and Hotel St Cloud (now the Comfort Inn), were designed as grand terraces of townhouses in the mid-later 19th century, although were almost immediately converted to hotels. The Granville was a luxury hotel, opened in 1869, and converted from a terrace designed by EW Pugin as part of a wider scheme in East Cliff. It remains in operation and is a Grade II Listed Building²⁷. The Hotel St Cloud was a middle class establishment opened in 1887 and also converted from the Pugin-designed development of the area. It too remains in operation and is a Grade II Listed Building²⁸.

The heavy bombing of Ramsgate during World War I had a devastating effect upon its holiday industry, as visitors stayed away, and hotels were closed or sold. The resort never quite recovered, and this was not aided by the closure of many hotels to guests during World War II. The post- war period saw a recovery of sorts, and the 1950s in particular, were

a boom time for seaside holidays, albeit with relatively cheaper hotel accommodation. Some hotels were able to forge a distinctive niche, such as the St Cloud (now the Comfort Inn) which attracted guests from the show-business world and overseas royalty.

The decline of seaside holidays in the latter part of the 20th century affected Ramsgate's remaining hotels, with many falling into disrepair. However, an upturn in visitors in recent years has led to the construction of some modern purpose-built hotels, such as the seafront Travelodge, and the renovation or gentrification of older hotels (e.g. the Comfort Inn). Ramsgate, due to its proximity to London and contemporary art centres, is also seeing a gradual rise in the number of "boutique hotels" (e.g. Albion House, the Falstaff) which cater for metropolitan tastes. The majority of these latter hotels are single buildings set within the Historic Urban Core of the town or its early townhouse expansion. As such, they are too small in extent to appear in this HLC dataset.



The Granville Hotel, East Cliff



Comfort Inn, East Cliff, formerly the Hotel St Cloud or Hotel San Clu

Condition

The Type is in generally good condition.

Vulnerability

The Type is economically vulnerable to changes in tourism, particularly fluctuations in visitor levels.

Some instances of the Type are in a seafront location so are, in theory, vulnerable to storm surges.

²⁷ <https://historicengland.org.uk/listing/the-list/list-entry/1203535>

²⁸ <https://historicengland.org.uk/listing/the-list/list-entry/1086071>

Forces for change

The Type depends upon continued tourist traffic through the town, particularly those making overnight stays. The town has been going through significant changes and readjustments in its visitor offer and numbers since the onset of cheap overseas travel in the latter part of the 20th century.

Seafront instances of the Type are likely to face greater a greater risk of storm damage as climate change projections predict increased storminess.

Relationships with other character types

The Type is part of the town's resort facilities so is closely allied to Promenades, other ornamental civic spaces (such as seafront Municipal Parks) and the Historic Urban Core.

Two of the most distinctive instances of the Type are conversions of earlier Townhouses.

Heritage values

Evidential

Provides physical evidence for the facilities developed to provide accommodation for visitors. This spans those associated with its late Victorian heyday and the ways in which the hotel trade in Ramsgate has adapted and changed since the initial decline of visitors brought about by foreign package holidays. The Type, both through those older hotels which have been refurbished and the ones which have been built since the start of the 21st century, also evidences the recent resurgence of Ramsgate as a destination for overnight stays.

Those examples which are conversions of earlier residential properties are also evidence of the change in the demographic over the latter part of the 19th century as higher status homes struggled to find buyers so were converted for the then buoyant hotel trade.

Historical

Illustrates the ways in which visitor accommodation has evolved as the resort has grown and changed during its history.

The Type also illustrates the repurposing of earlier residential properties to hotel use from the late 19th century to the mid-20th century which is related to changes in the character of the resort and visitor numbers and demographic.

Aesthetic

Hotels are designed to be appealing and distinctive places to stay and also to be as, or more, appealing than nearby competitors. This confers a degree of aesthetic value since they usually deploy high-quality facades using the styles prevailing at the time of their construction.

Recent hotels, such as those built by the Travelodge chain, tend to deploy the same style regardless of location to enable brand recognition.

Communal

The older examples of the Type may hold communal values amongst residents since they are a part of the town's resort identity in which many have historically found employment. It is also likely to be associated with formative holiday experiences for visitors.

Prominent and large instances of the Type, such as the Grand Atlantic and Premier Inn, may act as landmarks for both visitors and residents

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Commerce

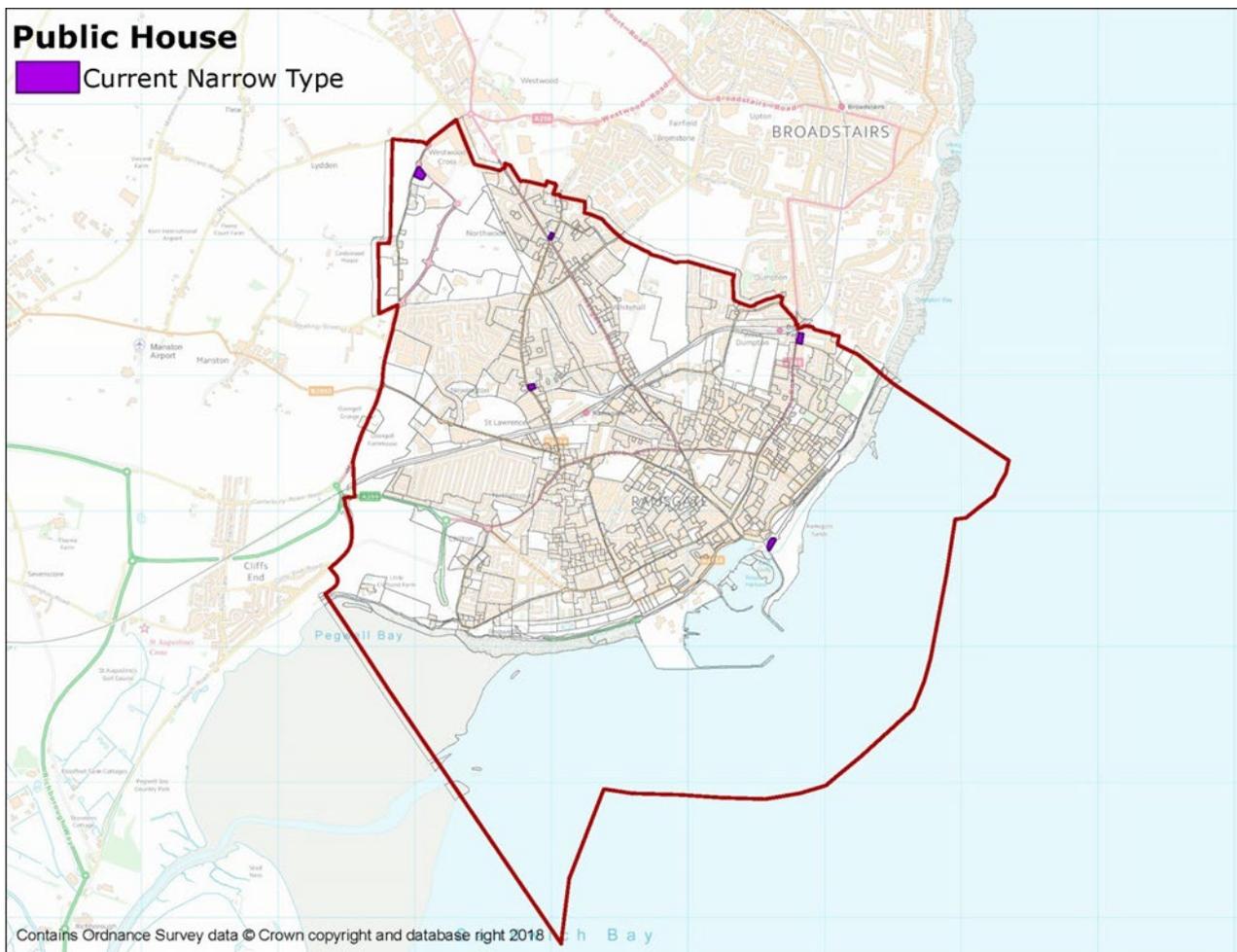
Narrow Type: Public House

Broad Type: Commerce

Systems, activities, functions and institutions involved in transferring goods and services from producers to consumers and thus affecting the business and profitability of an economy. At the level of HLC, this normally includes fairly localised hubs but in HSC it can also include such facilities directly serving major national and international

trade hubs. In all cases, these systems of commerce also depend on the separate class Communications and Movement and the products of several other classes (Enclosure, Industry, Orchards and Horticulture, Unimproved Land and Woodland).

Narrow Type: Public House



Introduction

Establishments authorised to sell and allow the consumption of alcoholic liquors on their premises.

The project area contains numerous public houses, many of which lie within the historic urban core of the town or its Victorian expansion. They are included within the characterisation dataset when they are of sufficiently large size to meet the project's mapping threshold. As such, the pubs mapped form a small subset of those in the project area as a whole. Further information on individual premises, including those that fall below the mapping threshold for this project, is included within the Historic England Historic Area Assessment.

Historic processes

Whilst public houses are a largely 19th century development, those within the project area which are sufficiently extensive to be characterised are generally those which are relatively recent in origin (later 20th century or onwards). They include those established in purpose-built premises to serve a new settlement area (both mid-20th century estate pubs and 21st century 'eating barns') and those which form a similar function but reuse an earlier building.

Pubs of this kind are a relatively uncommon feature of the project area, possibly as the older parts of the town have both a long history and high density of smaller pubs and inns, many of which remain in use. The majority of those mapped within the project area are modern. The exception to this is the Hare and Hounds which lies at the junction of Northwood Road and Margate Road. These roads were historically arterial routes through the area, the former running between the villages of St. Lawrence and St. Peter, and the latter from Ramsgate to Margate. The Margate road was turnpiked in the early 19th century, realigning the point of this cross roads slightly, and a turnpike bar was maintained at this junction. The pub appears to have developed after establishment of the turnpike as no development is shown at this location on the Ordnance Survey Surveyors Drawing of 1797. This is possibly as the turnpike created a source of trade from traffic stopping to pass the bar or change onto the cross-country route between St. Peter's and St Lawrence that had not been as formalised prior to installation of the check bar.

The remaining pubs consist of some of the mid-20th century estate pubs or very recent food-focused large pubs. The estate pubs, The Racing Greyhound on Hereson Road and The Windmill on Newington Road, are built in a mock-Tudor style. The more recent pubs are early 21st century and consist of the Toby Carvery Thanet, a large, also mock-Tudor, eating pub at the edge of a retail park, and the Royal Victoria Pavilion on the seafront. The Royal Victoria Pavilion in its pub guise is very recent redevelopment, opened by

Wetherspoon's in 2017, in a former concert hall²⁹. This has enabled the reuse and retention of one of the town's important seafront landmarks, which is also a Grade II Listed Building³⁰.



Wetherspoon's Royal Victoria Pavilion, Ramsgate

Condition

Whilst the condition of the recorded pubs within the project area's housing estates varies to an extent, all appear in a satisfactory condition. The very recent establishments, particularly the Royal Victoria Pavilion, generally appear in good condition; this may well be a factor of their age.

Vulnerability

In general, out-of-town-centre pubs in England are facing tough trading conditions. This is linked to a general demise in regular social drinking bought on by the interplay of a variety of factors such as tightening of drink-driving laws, availability of a larger range of cheaper alcohol in supermarkets and an increased awareness of the health effects of excessive alcohol consumption.

Chain pubs, such as those of Wetherspoon's, perceived as offering good value and reliability sited in town centre locations are generally doing well compared to many smaller independents. Wetherspoon's in Ramsgate offers this in a very attractive setting, namely a historic building sited right on the beach so appears to be doing very well. This instance is, however, vulnerable to storm surges due to its beachfront location.

Forces for change

The tough trading conditions and downturn in social drinking appears to be affecting pubs severely, with establishments going out of business on a regular basis. This trend does not appear to be reversing. Some establishments are fighting back by diversifying their commercial offer to focus much more greatly on food or showing sport. The tenurial arrangements applied by many pub 'chains', particularly those owned by large breweries, have also been held responsible for numerous pub closures in recent years.

²⁹ For further detail on this past use, see Concert Hall Type text

³⁰ <https://historicengland.org.uk/listing/the-list/list-entry/1336672>

The Royal Victoria Pavilion is likely to face increased risk of storm damage as climate change projections predict increased storminess.

Relationships with other character types

The distribution of this Type is very closely related to the mid-20th century Housing Estates, Retail Parks. The Royal Victoria Pavilion is a direct successor to an instance of the Concert Hall Type.

Heritage values

Evidential

The evidential value of stand-alone public houses is very mixed. In the case of estate pubs, they provide physical evidence of the level of planning that went into the creation of new neighbourhoods and the kinds of facilities planners and developers thought were important to communities. The more recent examples, with their focus on food evidence a shift away from drink as the prime business of pubs into food and 'family-friendly' environments.

The Royal Victoria Pavilion also shows clear evidence of the changing nature of Ramsgate's seafront economy.

Historical

The historical value of these public houses is chiefly associated with illustrating aspects of housing estate planning in the later 20th century and the focal role of pubs in communities. At this date, public houses were so central to communities that planners and developers thought it necessary to include them as part of entirely new housing estates. The recent examples illustrate societal change in drinking and eating culture.

The Royal Victoria Pavilion also illustrates how iconic buildings from Ramsgate's resort heyday are valued and reused.

Aesthetic

The aesthetic value of these public houses is largely associated with the adoption or reuse of historic forms of architecture for estate pub styles. The estate pub largely uses styles, such as mock-Tudor, which were presumably regarded at the time of their construction as providing appropriate historical resonance befitting a pub at the hub of a community. This is something that has been carried through in to recent examples at retail parks, like the Toby Carvery.

The Royal Victoria Pavilion has a high degree of aesthetic value which derives from the design of the structure it reuses. This was designed to be an attractive, sophisticated and landmark addition to the seafront when built.

Communal

This Type is likely to have communal values associated with its place as a hub within the community.

Sources

- Ordnance Survey Surveyors Drawing No. 108 Pt2 (1797);
- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

Broad Type: Commerce

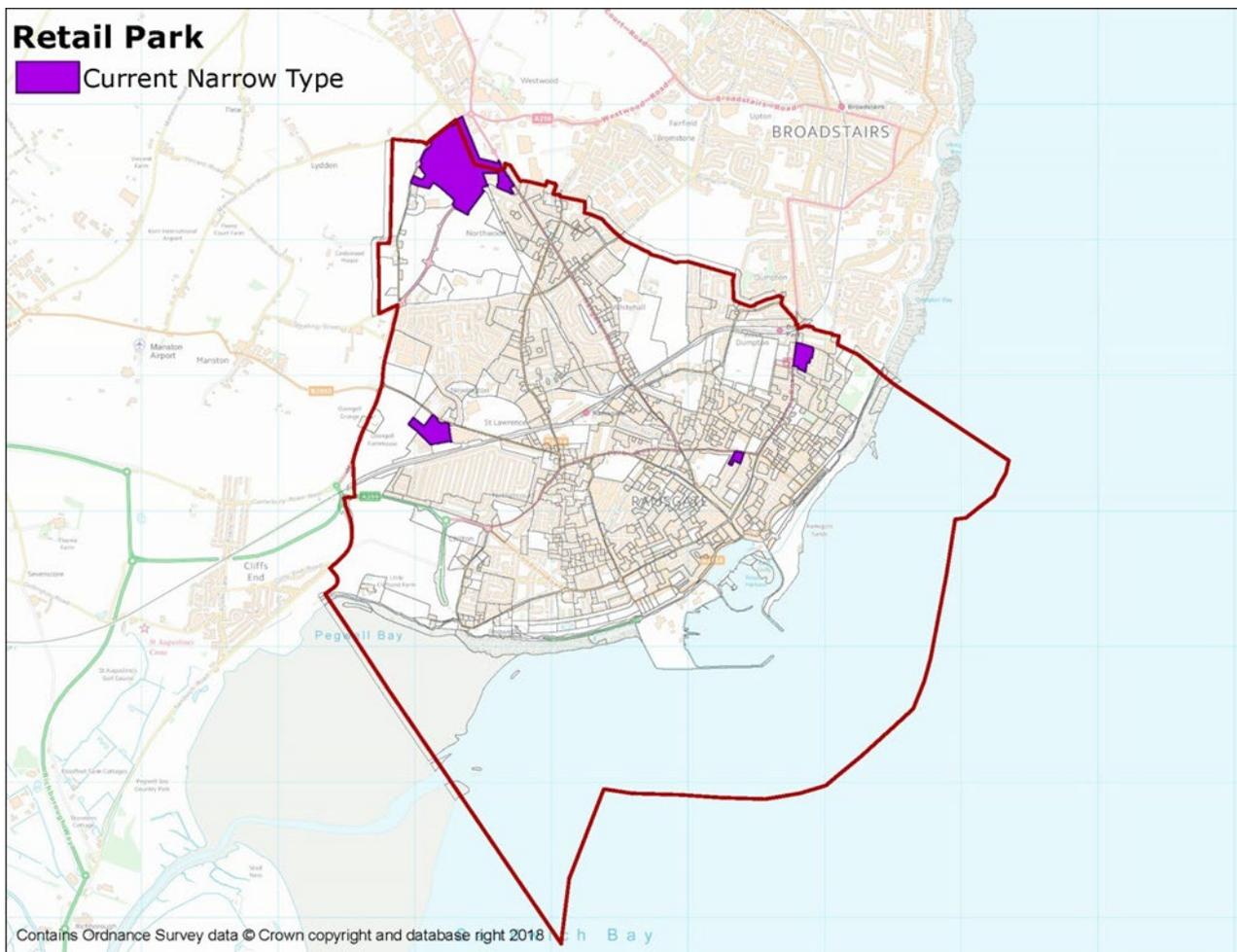
Narrow Type: Retail Park

Broad Type: Commerce

Systems, activities, functions and institutions involved in transferring goods and services from producers to consumers and thus affecting the business and profitability of an economy. At the level of HLC, this normally includes fairly localised hubs but in HSC it can also include such facilities directly serving major national and international

trade hubs. In all cases, these systems of commerce also depend on the separate class Communications and Movement and the products of several other classes (Enclosure, Industry, Orchards and Horticulture, Unimproved Land and Woodland).

Narrow Type: Retail Park



Introduction

Area designed to accommodate several retail and recreation businesses. These are usually purpose-built developments comprising big-shed retail and entertainment space and associated surface car parking. They also usually have some kind of amenity landscaping and planting as part of the layout.

Historic processes

Retail parks are a relatively modern kind of land-use and reflect the growth of out-of-town shopping with ample parking for both staff and customers, partly as a recreational activity. They appear to originate in the late 1980s and are becoming a common form of development upon urban fringes and one inherently linked to the road network due to the central place motorised transport plays in the shopping experience.

Examples of the Type in Ramsgate are dispersed throughout the project area, and typically comprise large solitary superstores within, or adjacent to, areas of settlement. Westwood Cross is a larger multi-store complex, providing a wide range of retail and leisure facilities, located on the urban fringe to the northeast of the project area.

Condition

The Type is generally in good condition.

Vulnerability

The Type is generally resilient to change.

Forces for change

The rise in online shopping is disrupting shopping businesses that rely on face-to-face purchases in shops and showrooms. This is leading to tougher trading conditions for retail businesses with some responding by scaling back the numbers of physical shops operated.

A key force for change in the longer term is the inherent unsustainability of large-scale road transport reliant on diesel-powered trucks.

Increasing fuel costs may affect the viability of this approach to supply chain management – although the development of hybrid, electric and other alternative powertrains for haulage vehicles may prolong the life of the Type.

Relationships with other character types

The presence of accessible road infrastructure appears to be the key driver in the location of this Type.

Heritage values

Evidential

The Type provides physical evidence of the late 1980s onwards trend towards out-of-town centre retailing and of changes in practices and forms.

Historical

The Type illustrates a late 20th and early 21st century approach to 'big box' retailing.

Aesthetic

The Type is generally composed of utilitarian structures and extensive car parking.

Communal

The Type may have some communal values associated with its heavy use by local people to acquire goods and services.

Sources

- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial photography;
- Site visit.

Broad Type: Commerce

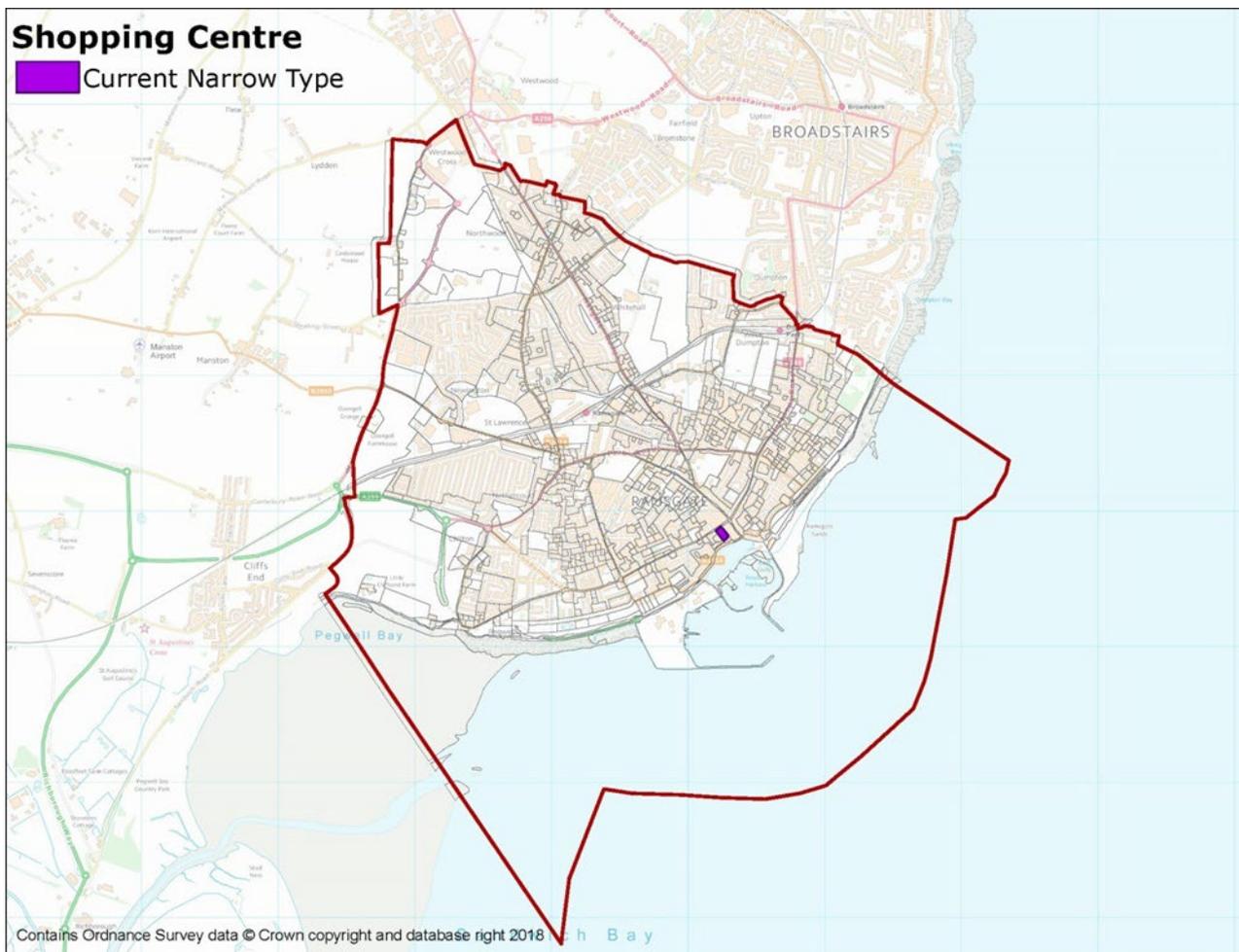
Narrow Type: Shopping Centre

Broad Type: Commerce

Systems, activities, functions and institutions involved in transferring goods and services from producers to consumers and thus affecting the business and profitability of an economy. At the level of HLC, this normally includes fairly localised hubs but in HSC it can also include such facilities directly serving major national and international

trade hubs. In all cases, these systems of commerce also depend on the separate class Communications and Movement and the products of several other classes (Enclosure, Industry, Orchards and Horticulture, Unimproved Land and Woodland).

Narrow Type: Shopping Centre



Introduction

A purpose-built shopping development within a town centre. Typically they also include multi-storey car parking as part of the same development. They are usually built in modernist or post-modernist style with limited architectural sophistication. Many were constructed as part of post-war redevelopment, sometimes on sites opened up through bomb damage, so they often sit cheek-by-jowl with older properties.

Historic processes

Shopping centres are a form of town-centre development which appears to have evolved in the post-war period as a way to combine a high density of shops with the convenience of excluding factors, such as the weather, which affect people's willingness to shop. Whilst they have early predecessors in the arcades of shops built in the Victorian period, they are a largely mid and late 20th century phenomenon and often closely associated with post-war redevelopment.

Although there are several post-war commercial redevelopments within the town's historic urban core, there is only one shopping centre, the Argyle Centre. This occupies the majority of the block defined by Queen Street, Leopold Street, Royal Parade and York Street; an area at the heart of the town's historic core. It was constructed in the 1960s and includes shops at street level with a mixture of storage space and residential accommodation above. This is an area that appears to have escaped extensive bomb damage during World War II so construction of the Argyle Centre was a direct replacement for the earlier mixed residential and commercial buildings that had previously occupied this part of the town centre. It is a stark, almost brutalist, structure which stands in great contrast to the mix of older buildings, many of which are lower-rise, in the adjacent part of the town centre, particularly on York Street and Queen Street.



Argyle Centre, from Queen Street

Condition

The shopping centre is in active use and appears well maintained.

Vulnerability

Shopping centres are built to provide flexible retail space and, as such, are in principle relatively resilient. They were, however, constructed before the seismic change in shopping habits brought about by initially out-of-town retail centres and now the availability of reliable online shopping. As with older conventional retail premises, they are struggling to adapt to changed trading conditions and lower high street footfall.

Forces for change

Designed for high street shopping so facing competition from online shopping. Many high street names have either ceased to trade (e.g. Woolworths) or have shifted focus from the traditional high street to out-of-town retail parks, leading to a relatively high vacancy level in both traditional shopping streets and shopping centres. Many towns are seeking to attract smaller and/or independent retailers to previously prime locations in town centres and shopping centres to fill up vacant shops.

Relationships with other character types

The Type lies within the town's Historic Urban Core.

Heritage values

Evidential

The Type provides physical evidence for the way in which shopping habits changed over the latter part of the 20th century, marking a shift from individual, owner- or single tenant-occupied shop units set within the wider urban fabric, to monolithic purpose-built retail blocks. In turn, the recent decline of the Type provides physical evidence of the comparatively ephemeral trend towards online retail in many sectors.

Historical

The Type is illustrative of changes in shopping habits from the later 20th century, as noted above.

Aesthetic

The Type comprises a building executed in a relatively restrained modernist style. The shopping centre is of a mass which is much greater than that of the more traditional surrounding older buildings of the town centre.

Communal

The Type may have some communal values associated with retail experiences, sometimes formative, such as the first time being allowed into town without a parent, and also the concentration of outlets in a single location.

The concentration of shops also suggests that the shopping centre is likely to have employed a significant number of people during its lifespan to date. It is therefore likely to have some communal value to these individuals and their families.

Sources

- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic aerial photography;
- Site visit.

Broad Type: Commerce

Narrow Type: Shopping Street

Broad Type: Commerce

Systems, activities, functions and institutions involved in transferring goods and services from producers to consumers and thus affecting the business and profitability of an economy. At the level of HLC, this normally includes fairly localised hubs but in HSC it can also include such facilities directly serving major national and international

trade hubs. In all cases, these systems of commerce also depend on the separate class Communications and Movement and the products of several other classes (Enclosure, Industry, Orchards and Horticulture, Unimproved Land and Woodland).

Narrow Type: Shopping Street



Introduction

Street within a built-up area of properties which are predominantly fitted out to function as retail outlets. The Type includes associated back yards. The streets were specifically built with properties comprising retail areas on the ground floor and either warehousing and/or accommodation for proprietors above.

The Type is not particularly common in the project area with only three recorded examples, all very different in nature and one no longer in use for retail.

Historic processes

This is a Type closely associated with planning or replanning of town centres, primarily in the Victorian or Edwardian period. Shopping streets were also created on a much less extensive and grand scale as part of housing estate developments of the later 20th century onwards. These are usually in the form of small parades or precincts of shops at key junctions or central places within the estate.

Due to the more organic growth and longer-lived nature of Ramsgate's historic core, streets defined entirely by purpose-built shops are not common occurrences. The only one within the historic town centre is West Cliff Arcade. This is integrated into a walkway that forms part of engineered roadways above the harbour³¹ and allows access from the harbour level at Leopold Street to the cliff level at the West Cliff. This means that there are expansive views from the walkway and shopfronts over the harbour. The shops are part-recessed into grounds of the contemporary properties built at the cliff top.

They have white-washed façades and ornamental canopies of cast iron and glass featuring matching sign plates. Several are now in use as restaurants or cafes and these have taken advantage of the slightly elevated views of the harbour gained from the walkway through the use of outdoor seating. The Arcade is a very distinctive place unlike anywhere else in the town due to its combination of distinctive shops and position in relation to the harbour.



West Cliff Arcade, lower centre ground, overlooking

The only other current instance of the Type is at Northwood, at the junction of Northwood Road and Margate Road. This is a suburban shopping parade built in the 1980s in a similar style to nearby contemporary housing development.

There is one instance of the Type as a previous type. This is the Granville Marina, now known simply as the Marina. This was not a marina in the way that we would understand it today but rather a purpose-built development of shops and café's created to capture seaside trade. It was built in the 1870s by the owner of the Granville Hotel, sited on the cliffs above the Marina. It was an involved engineering effort as the Marina was part recessed into the cliffs and the hairpin roadway that connected the seafront the top of the East Cliff near by the Granville Hotel. The Marina has been partly redeveloped, with the loss of some component buildings, and its entire area, including surviving former shop premises, are now in residential use.



The former Granville Marina, now in residential use

Condition

The majority of shops within the Type appear to be in use. Whilst condition varies from shop to shop, the Type appears in generally satisfactory condition.

Vulnerability

Shopping Streets were built or created prior to the seismic change in shopping habits brought about by initially out-of-town retail centres and now the availability of reliable online shopping. Some are struggling to adapt to the changed trading conditions and lower footfall.

Forces for change

Shopping streets were designed for, and remain geared towards, small-scale retail. As online shopping is revolutionising the way in which we browse for and buy items, retailers face tough trading conditions. Over the last few years this has led to many small businesses ceasing to trade or refocusing their activity to online shops. This trend is continuing and is currently leading to a relatively high vacancy level in both traditional shopping streets and shopping centres. Many towns are seeking to attract smaller and/or independent retailers to previously prime locations in town centres and shopping centres to fill up vacant shops. In this climate it is likely that the more

³¹ See Civic Infrastructure Type text

distinctive premises offered by Shopping Streets may be more likely to attract such businesses than other retail spaces.

Relationships with other character types

The town centre instance of the Type occurs at an interface between the Historic Urban Core and Civic Infrastructure Type. The Northwood instance lies adjacent to a Public House and Housing Estates.

Heritage values

Evidential

Physical evidence for the importance of retail in the economy from the later 19th century. The various types of building employed are in the prevailing architectural style of the period and evidence general trends in both commercial and domestic architecture. They usually include a combination of ground floor shop and upstairs accommodation for the shopkeeper and family and highlight the interlinked nature of commercial and domestic life for proprietors.

Historical

Illustrative of the importance of shopkeepers (and shopping) to the economy since the later 19th century. The differing architectural styles deployed between periods also show trends in architecture more generally. The contrast between West Cliff Arcade and the later suburban shops at Northwood

illustrate this well, both are fundamentally the same structure in terms of function but the use of the prevailing style of the time creates a very different look and feel to the parades.

Aesthetic

The aesthetic value varies according to the style of buildings and the effect of change and maintenance on their architectural coherence, and their placement within the townscape. West Cliff Parade uses a distinctive and coherent style and is integrated into the walkway above the Royal Harbour meaning that there are expansive views from the shopfronts. This confers a significant degree of aesthetic value.

Communal

Certain shops are landmarks; many will have associations with formative experiences for local residents, such as being sent on errands to particular shops.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

Broad Type: Commerce

Narrow Type: Shops and Showrooms

Broad Type: Commerce

Systems, activities, functions and institutions involved in transferring goods and services from producers to consumers and thus affecting the business and profitability of an economy. At the level of HLC, this normally includes fairly localised hubs but in HSC it can also include such facilities directly serving major national and international

trade hubs. In all cases, these systems of commerce also depend on the separate class Communications and Movement and the products of several other classes (Enclosure, Industry, Orchards and Horticulture, Unimproved Land and Woodland).

Narrow Type: Shops and Showrooms



Introduction

This Type comprises structures designed as, or in use as, retail premises. They are distinct from Shopping Centres and Shopping Streets as they are usually single concerns set amidst a differing land use. They are an infrequent type and the majority are of fairly recent origin and occupy modern utilitarian buildings or repurposed earlier structures.

In the project area this Type consists a wide range of retail concerns and building types.

Historic processes

The growth of the Type is largely influenced by the spread of retail and commercial premises beyond their traditional locations (i.e. town centres and shopping parades) in the latter part of the 20th century. The Type also includes purpose-built supermarkets and associated car parking.

The Type, as recorded in the project area, spans a wide range of retail concerns and building types of differing dates. It includes recent purpose built-supermarkets at the edge of the town's Historic Urban Core (Waitrose and Asda), smaller purpose-built modern spaces (Tesco and associated shops at St. Lawrence, Magnet on Northwood Road, garages at St Lawrence and Canterbury Road East), and repurposed earlier buildings. The recent purpose-built retail properties generally use modern and utilitarian building styles. The main exception to this is Tesco at St Lawrence, owing to its position in the heart of the historic village and adjacent to the churchyard of the Church of St Lawrence (a Grade I Listed Building) it uses traditional materials and a design more akin to forms used in local vernacular architecture. Both Asda and Waitrose were built on sites formerly occupied by industrial concerns, the former an ice factory and the latter part of a brewery complex.



Lawrence village showing recent Tesco

The instances of the Type occupying converted buildings are a diverse range of concerns. They include a furniture showroom (Farleys on Chatham Street) a self-styled 'emporium' (Petticoat Lane Emporium on Dumpton Park Road), Tesco Express in Hereson and a motorbike spares dealer near the train station.

Farleys is a long-standing Ramsgate furniture business which, up until recently, occupied a property comprising a mix of a late 18th century

villa, Townley House (a Grade II* Listed Building³²), and attached early and later 20th century purpose-built shops on Chatham Road. It opened in 1928, in one of the then recently purpose-built shops on Chatham Road, and relocated to a site in St Lawrence in 2017³³. The site is due for redevelopment into residential properties. Under this scheme, Townley House is to be converted into apartments and the purpose-built shop elements demolished to provide garden and parking space.



Farleys furniture showroom Townley House section, Chatham Street³⁴

The Petticoat Lane Emporium reuses a building which has had a mixed history. It appears to have been built as a factory in the late 19th century and then have been briefly in use as an ice skating rink in the interwar period before returning to use for light industry. It now houses what is essentially a covered market for small independent retailers of self-styled 'vintage' goods.



Petticoat Lane Emporium

The Tesco Express in Hereson occupies a former industrial building of early 20th century date. The exact former use of this building is not clear since it is unlabelled on maps from the time of its first

³² <https://historicengland.org.uk/listing/the-list/list-entry/1336642>

³³ <https://theisleofthanetnews.com/2017/07/13/end-of-an-era-as-farleys-gets-set-to-move-out-of-ramsgate-town-after-almost-nine-decades/>

³⁴ Source <http://www.geograph.org.uk/photo/3863635>. Copyright Mike Quinn and licensed for reuse under a Creative Commons Licence (details at <https://creativecommons.org/licenses/by-sa/2.0/>)

depiction on the fourth edition Ordnance Survey coverage for the area.



Tesco in Hereson³⁵

The final instance of the Type is a motorbike spares dealer on Central Road near the train station. This is housed within the buildings and grounds of a former school of late 19th century date.

Condition

The Type consists of diverse commercial concerns and appears in generally satisfactory condition.

Vulnerability

It is difficult to ascribe vulnerability at a type level since this Type comprises such diverse commercial concerns and these are subject to operating conditions which are specific to their sector.

Forces for change

In general, as with other shopping types, the growth of online retail has some potential to undermine business. That said this Type does include some businesses, such as caravan sales and funeral directors, which are less susceptible to online or discount retailers.

Relationships with other character types

No inherently allied types.

Heritage values

Evidential

The Type provides physical evidence for the evolution of retail from the later 20th century and/or emergence of novel businesses.

Those instances of the Type which repurpose earlier buildings will have some evidential value related to their original use and conversion to commercial use.

Historical

Illustrative value derived from how the Type demonstrates the changes in commerce discussed above and the reuse of buildings designed for other purposes.

Aesthetic

The Type generally deploys modern, utilitarian structures with little or no architectural detailing.

The former Farleys showroom has aesthetic value which derives from the design of the structure it reuses. This was designed to be an attractive, sophisticated and landmark home when built.

Communal

The Type, as a relatively modern feature of the project area, may have familiar attachments resulting from routine shopping activities, or in the case of retailers such as Farleys, major home-making purchases.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

³⁵ Source <http://www.geograph.org.uk/photo/3856565>. Copyright David Anstiss and licensed for reuse under a Creative Commons Licence (details at <https://creativecommons.org/licenses/by-sa/2.0/>)

Broad Type: Communications

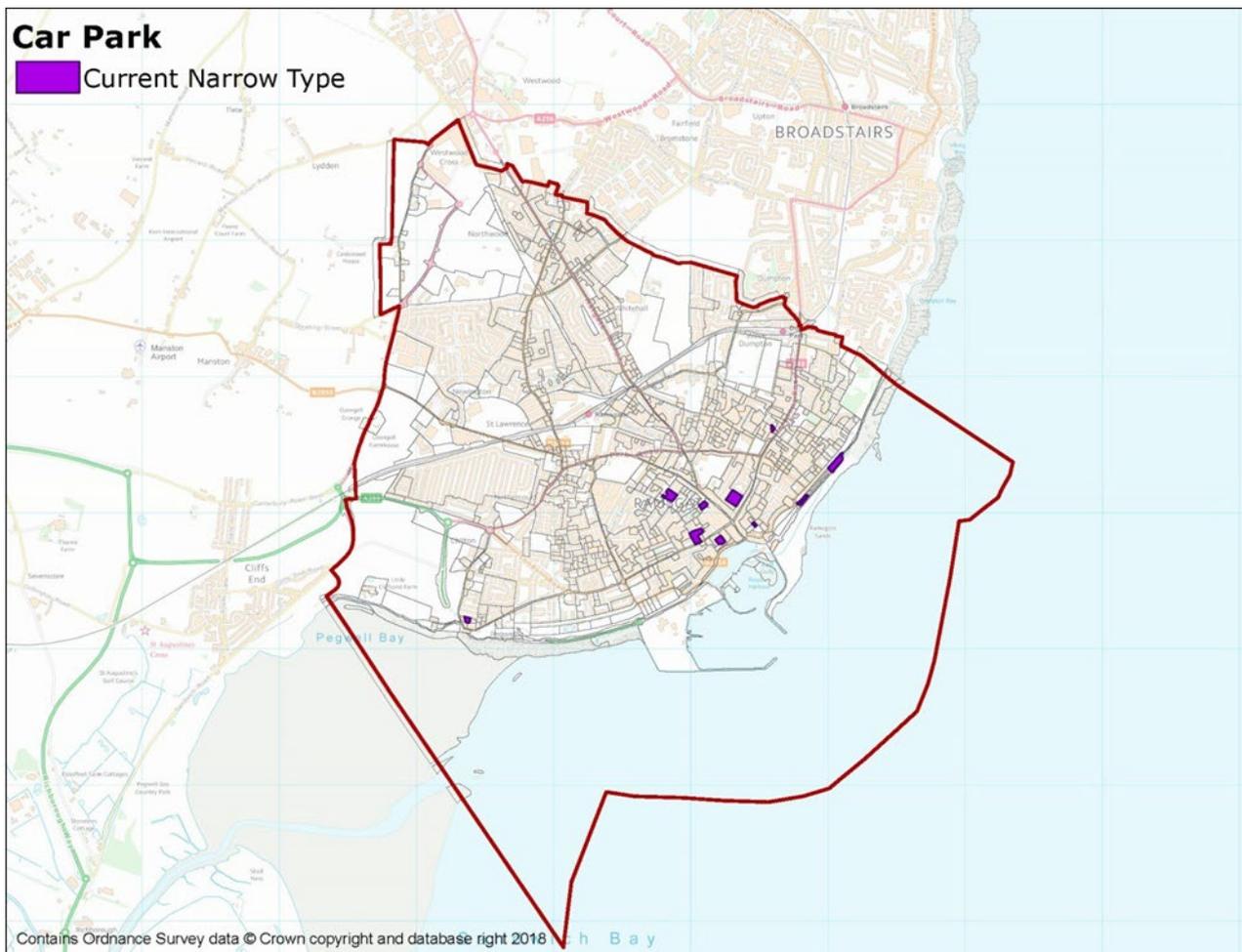
Narrow Type: Car Park

Broad Type: Communications

This is a wide-ranging class that includes movement of people, information and freight over land, through the air and across water. It covers systems whose organisational rigour (largely dependent on safety concerns) is variable. Moving from A to B makes physical expression of many of these terms either linear or nodal, forming networks that overlay and to varying degrees help us understand and give meaning to other characterisations. There is a particularly close relationship with Commerce, for example.

Provision for water transport is especially complex, reflected in the proliferation of related terms, but this properly reflects the extent that the sea, in particular, is utilised by society, and how complex are the ways that it is perceived in relation to transport, for example through the range of hazards it presents and the devices created to counter these.

Narrow Type: Car Park



Introduction

Area for parking motor vehicles; usually with permanent surfacing, sometimes in purpose-built multi-storey buildings.

Historic processes

Car parks became an urban requirement as the rise of personal car ownership grew and the use of the car as the primary form of individual and family transport eclipsed almost all other methods over the latter part of the 20th century. Car parks also became a requirement for places popular with visitors, such as the seaside. Their presence can feel somewhat discordant when they are juxtaposed with the “natural beauty” which drew the visitors in the first place.

The majority of car parks in the project area are surface car parks and located in the town centre providing access to the seafront and general amenities. The only exception is the Leopold Street car park which is multi-storey, and the car park by the Pegwell Hotel, located to the west of the town centre on the settlement edge.

Condition

With the exception of the central car park on Marina Esplanade, the majority of examples of the Type in Ramsgate appear in stable condition. The central car park on Marina Esplanade occupies a sunken area between Marina Road and Marina Esplanade with its walls formed by the parapets to these roads. These are deteriorating in places where vegetation has taken root in the masonry.

Vulnerability

The Type is comparatively resilient to change and, with appropriate maintenance, faces few direct threats.

Forces for change

Large car parks are frequently targets for development, particularly in desirable urban areas.

A need to manage surface water more effectively, particularly in the face of predicted increases in the frequency and severity of extreme weather events, may increase the use of permeable surfaces, the retro-fitting of Sustainable Drainage Systems (SuDS). This could result in some changes in character to the Type.

A larger-scale move towards electric car use and ownership may result in some internal changes to car parks – most notably the need to provide electrical charging points for a far greater number of vehicles.

Relationships with other character types

Those at Ramsgate are closely related to the Historic Urban core and Promenade, reflecting the central role of the town centre in the local economy and the importance of the seafront for visitors.

Heritage values

Evidential

Little evidential value in itself (though the architecture of car parks is now increasingly appreciated), but many car parks are within areas of the town where there may be significant below-ground remains of earlier phases in the town's development. Their development and continued presence provides physical evidence of the reliance of the private car that dominated planning and urban design decisions from the 1950s until the 2000s. Their continued use further evidences society's ongoing dependence on the car as a dominant mode of transport.

Historical

Illustrate the importance of the car in transporting people to commercial, industrial and recreational zones.

As indicated above, the Type underscores the dominance of the car, and the exponential increase in private ownership thereof, from the mid-20th century onwards.

Aesthetic

Generally little aesthetic value though the architecture of multi-storey car parks is increasingly being appreciated.

Communal

Busy places that serve as foci for those engaged in activities across the town.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local).

Broad Type: Communications

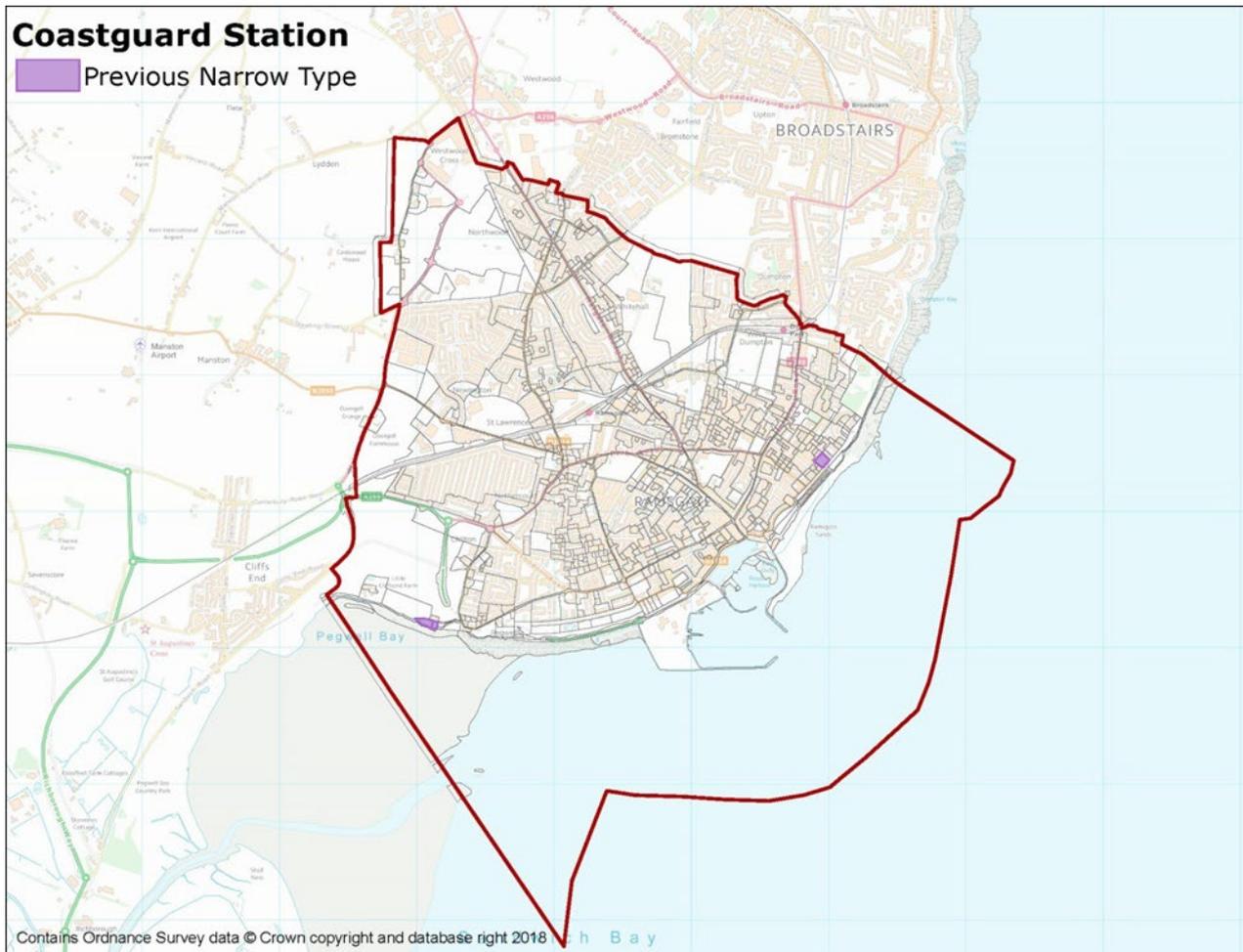
Narrow Type: Coastguard Station

Broad Type: Communications

This is a wide-ranging class that includes movement of people, information and freight over land, through the air and across water. It covers systems whose organisational rigour (largely dependent on safety concerns) is variable. Moving from A to B makes physical expression of many of these terms either linear or nodal, forming networks that overlay and to varying degrees help us understand and give meaning to other characterisations. There is a particularly close relationship with Commerce, for example.

Provision for water transport is especially complex, reflected in the proliferation of related terms, but this properly reflects the extent that the sea, in particular, is utilised by society, and how complex are the ways that it is perceived in relation to transport, for example through the range of hazards it presents and the devices created to counter these.

Narrow Type: Coastguard Station



Introduction

A building or group of buildings situated close to the sea used by coastguards, or a volunteer coastwatch, to enable them to monitor the coastline. Early coastguard stations, particularly those of 19th century date, included accommodation for resident personnel. More recent facilities tend to consist simply of a coastal look-out station or operation buildings.

The Type occurs only as a previous type in the project area.

Historic processes

The Coast Guard (later 'Coastguard') was established in the 1820s as part of formalisation of earlier government bodies charged with the prevention of smuggling and giving assistance to shipwrecks. In the 1830s it became responsible for these services along the length of the British coast. The decline in smuggling and a rise in lifesaving activities by volunteer services, particularly the Royal National Lifeboat Institution (RNLI)³⁶, over the course of the 19th century led to the re-establishment of the Coastguard in the 1920s as a coastal safety and rescue service under the Board of Trade. In the latter part of the 20th century, further reorganisation saw the service become a part of the Maritime and Coastguard Agency (MCA). The service still maintains search and rescue services around the UK coast. Whilst there are now no active coastguard stations in the project area, two formerly operated; one was sited at East Cliff and the other at Pegwell³⁷.

The Pegwell station was built by the late 1830s and is first shown on the St Lawrence tithe map (1839). It overlooks the extensive intertidal zone around Pegwell Bay which, as well as having shallow water that could present a hazard to shipping, may have been a suitable location for landing cargoes in a less populous area and, therefore, attractive to smugglers. The station buildings were of a relatively simple design and included a series of brick-built cottages. The station appears to have fallen out of use by the 1930s as the area was no longer labelled as the Coastguard Station on the Ordnance Survey 1:2500 fourth edition (1938).

The cottages remain in use as private housing whereas the other parts of the station have been redeveloped.

The station at East Cliff was built in the 1860s overlooking the cliffs and eastern harbour approaches. The station was built in a style reminiscent of grand Tudor houses, with buildings on three sides of a courtyard with the other side left undeveloped to allow clear views out to sea. The station remained in use into the latter part of the 20th century and, following disuse, was converted into private residential accommodation, known as

Coastguard Cottages. The majority of the surviving structures are Grade II Listed Buildings³⁸ and the former station is a very distinctive feature on the East Cliff.



Former Coastguard Station, East Cliff

Condition

Whilst the Type is no longer in active use, the related structures that survive in residential use appear to be in stable condition.

Vulnerability

The surviving buildings may be vulnerable to loss of character or alteration to historic fabric as a result of future alterations associated with their current, domestic, use. The extent of this is likely to be controlled at the former East Cliff station due to its Listed status.

The Type is in a coastal location so is vulnerable, to some extent, to storm damage.

Forces for change

The Type survives as purpose-built coastguard buildings that have been adapted to other uses. These structures range from 150 to nearly 200 years old. They are likely to require interventions to maintain them in a fit state for modern living standards. This may pose some risk to the legibility of the Type.

Being in a coastal location, the Type is likely to face greater a greater risk of storm damage as climate change projections predict increased storminess.

Relationships with other character types

The Type survives, albeit in modified form, as an instance of Flats and Apartments (Conversions).

Heritage values

Evidential

The Type is a physical document, albeit somewhat modified, of the construction and use of buildings for the Coastguard and its role in maritime safety and in controlling smuggling. At the time of the Pegwell station's construction, this was a relatively young organisation but by the time of the building

³⁶ See type text for Lifeboat Station

³⁷ Kent HER, ref. MWX43904

³⁸ Cottages - <https://historicengland.org.uk/listing/the-list/list-entry/1203551>; <https://historicengland.org.uk/listing/the-list/list-entry/1203557> and <https://historicengland.org.uk/listing/the-list/list-entry/1336317>. Boundary walls - <https://historicengland.org.uk/listing/the-list/list-entry/1086072>

of the East Cliff station it had become more established. This is shown, to an extent, by the greater sophistication of the buildings of the East Cliff station.

Historical

The Type illustrates the above aspects and also, through its disuse and conversion to housing, how the role and administration of the Coastguard has evolved so that stations with resident guards are no longer required.

The presence of two Coastguard stations also illustrates the importance of Ramsgate as a harbour and the facility to land illicit cargos toward Pegwell.

Aesthetic

The Pegwell instance has limited aesthetic value due to the high degree of redevelopment of the buildings resulting in a serious loss of legibility of

this instance. The former East Cliff station, as conversion has had a lesser effect upon its external appearance and as it was designed to be an impressive set of buildings, has clearer aesthetic value as a local landmark building.

Communal

Though disused, the Type may retain some communal values associated with its purpose as a something that helped to ensure safety of mariners in the area.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography;
- Site visit.

Broad Type: Communications

Narrow Type: Lifeboat Station

Broad Type: Communications

This is a wide-ranging class that includes movement of people, information and freight over land, through the air and across water. It covers systems whose organisational rigour (largely dependent on safety concerns) is variable. Moving from A to B makes physical expression of many of these terms either linear or nodal, forming networks that overlay and to varying degrees help us understand and give meaning to other characterisations. There is a particularly close relationship with Commerce, for example.

Provision for water transport is especially complex, reflected in the proliferation of related terms, but this properly reflects the extent that the sea, in particular, is utilised by society, and how complex are the ways that it is perceived in relation to transport, for example through the range of hazards it presents and the devices created to counter these.

Narrow Type: Lifeboat Station



Introduction

A building designed to house a lifeboat, usually with a ramp to launch the boat into the sea, to enable provision of lifesaving services along the coast and in inshore and offshore waters.

Generally lifeboat stations have a structure or storage area for housing the boat. This structure also usually houses a crew area. The structures are owned and operated by the Royal National Lifeboat Institution (RNLI). As the RNLI has been in operation since the 1820s, the form and date of lifeboat stations varies widely. Early lifeboat stations are either stone-built and sited on the shore, or of a Dutch Barn Type (typically in wood frame with corrugated cladding) and raised on an iron jetty framework above the sea. The latter are commonly found in places with a high tidal range to facilitate launch at all stages of the tide. More recent structures use a range of modern utilitarian materials and their form is heavily influenced by the kind of vessels launched from there.

Historic processes

The RNLI was established in the 1820s and has gradually expanded to provide lifesaving services around the coast of the British Isles. It is a charity and relies on a highly-trained and largely volunteer crew to operate these services. As the RNLI has operated over a significant length of time, the boats it has used and the manner in which they are housed and launched has evolved considerably over this period.

The RNLI operates both inshore³⁹ and all-weather⁴⁰ lifeboats. The need to accommodate the RNLI's newer classes of lifeboat (particularly the Shannon all-weather lifeboat, adopted in 2013⁴¹) has led to the redevelopment, including demolition and replacement, of some older lifeboat stations which were too small to house and operate them (e.g. Bembridge, Selsey).

The lifeboat service in Ramsgate is one of the country's oldest, being established in 1802, and significantly predates the formation of the RNLI. The RNLI took partial control of the station in 1865, being in joint control with the Board of Trade until 1922 after which it was solely responsible for its operation⁴². The station played a key role in the Dunkirk evacuation acting as tow for boats, mostly wherries, between the shore and larger transport ships. Many of the station's peacetime calls have also been to foreign shipping, reflecting its proximity to a major international shipping lane (English Channel). The station has received thanks and commemoration from several governments and

heads of state associated with these rescues, including from Denmark, USA and Germany.

The historic station is no longer in use and was redeveloped in the 1990s. The present station is a modern steel and brick structure and is sited on a recent harbour extension (piled concrete jetty). The present station has been in operation since 1998 and operates both an inshore and all-weather boat.



Ramsgate RNLI station, from West Pier

Condition

The lifeboat station is in active use and appears well-maintained.

Vulnerability

The coastal location of the boathouses also has inherent challenges associated with storm events which can cause damage to the structure of the station.

Forces for change

Owing to the charitable nature of its funding, the RNLI must constantly seek to run its services as efficiently as possible. Over recent years, this has led to some replanning of services and construction of new boathouses where older ones are no longer fit for purpose. As a relatively recent station lying in close proximity to hazardous waters, the station is unlikely to face threats associated with service replanning or obsolescence.

Climate change is predicted to increase the frequency and severity of storm events. This is likely to intensify an existing source of potential damage to the station.

Relationships with other character types

No specific related or allied types since the location of facilities is largely dictated by need and the RNLI's past ability to acquire a suitable patch of coastal land. In general they are associated with types associated with the coast. This instance is located in the outer Harbour to allow ready access to the sea.

Heritage values

Evidential

The existing station has limited evidential value as a document of the presence of lifesaving services under the auspices of the RNLI at Ramsgate. The

³⁹ Inflatable boats or rigid inflatable boats (RIBs) which have no covered crew area

⁴⁰ Rigid-hulled and with a covered crew area

⁴¹ <https://rnli.org/what-we-do/lifeboats-and-stations/our-lifeboat-fleet/shannon-class-lifeboat>

⁴² <http://www.ramsgatelifeboat.org.uk/station-history.html>

present structure can only evidence the most recent part of the station's long history due to its modern site and construction.

The siting of lifesaving services at Ramsgate also provides evidence for both the suitability of the harbour as a launching site and the need for services generated by the town's importance as a harbour and proximity to the hazardous water in nearby shipping lanes (i.e. due to the Goodwin Sands).

Historical

The visible presence of the station has illustrative value in demonstrating the presence of RNLI services in the town, the importance of the town's harbour and the many hazards to shipping in the adjacent stretch of the English Channel.

That a station was required also shows the, at times treacherous, conditions that can arise along this stretch of coast due to the presence of offshore hazards such as the Goodwin Sands.

Many stations contain commemorative material relating to lifeboat operations from that station. Where present, such material has important historical value, both as a document of local events and as a demonstration of the operation and influence of the RNLI. In the case of the Ramsgate station, this also includes material from foreign governments due to calls to aid their shipping in the English Channel. The station is also associated

with specific rescues which are documented in the station's archives but are also likely to feature in local memories. This confers some historical value to the station.

Aesthetic

The station is a modern and relatively utilitarian construction juxtaposed against the historic harbour.

Communal

The station's communal values are likely to be associated primarily with its purpose. This could be as a feature which is associated with particular rescues but could more generally relate to the feeling of protection and safety that comes with having the station at such close proximity to both the well-used beach and also the heavily-used seaways.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- <https://rnli.org/about-us/our-history>;
- <http://www.ramsgatelifeboat.org.uk/index.htm>.

Broad Type: Communications

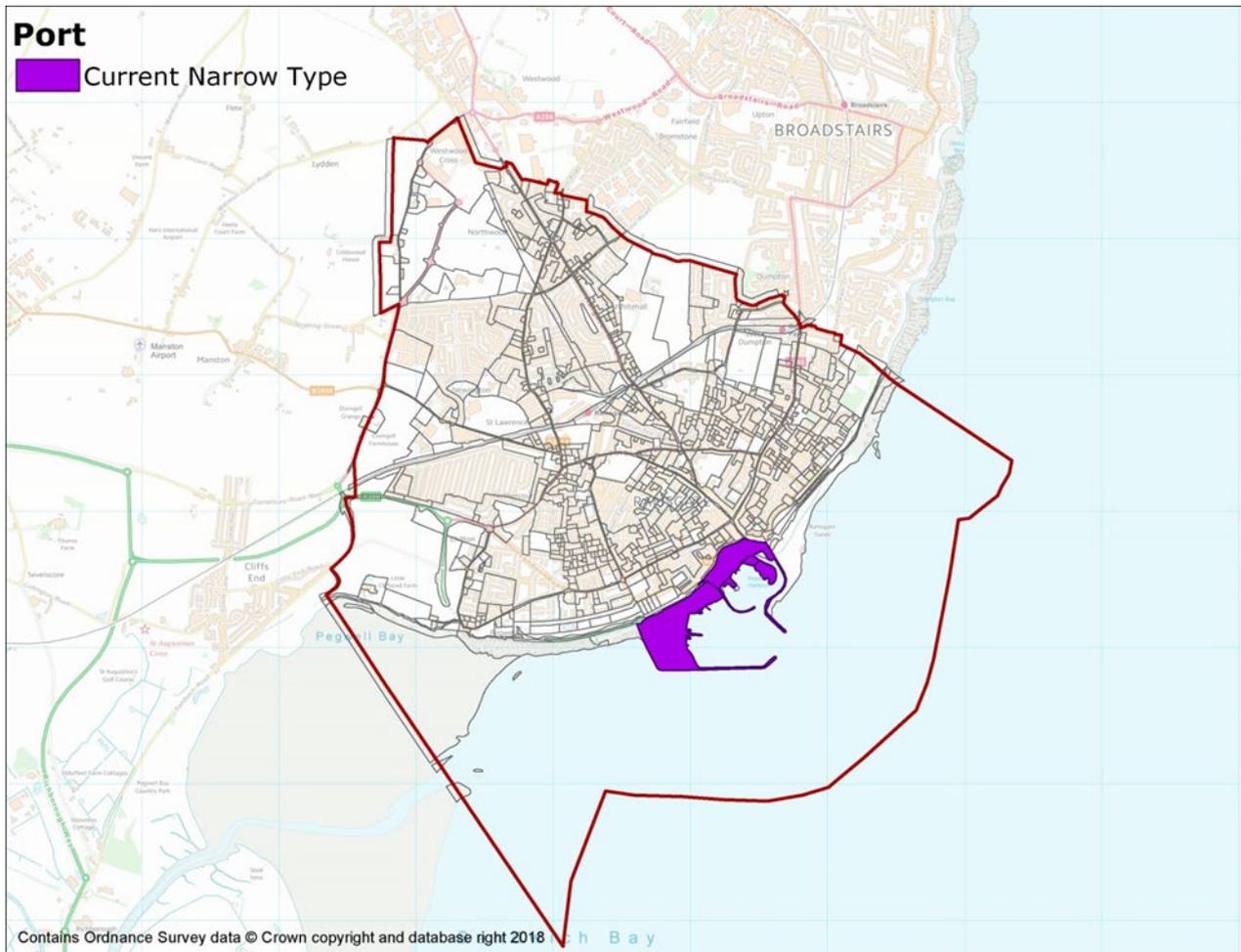
Narrow Type: Port

Broad Type: Communications

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Provision for water transport is especially complex, reflected in the proliferation of related terms, but this properly reflects the extent that the sea, in particular, is utilised by society, and how complex are the ways that it is perceived in relation to transport, for example through the range of hazards it presents and the devices created to counter these.

Narrow Type: Port



Introduction

An area that combines a harbour and terminal facilities at the interface between land and water transportation systems.

The project area has an extensive port, comprising Ramsgate's 18th century harbour infrastructure, the site of its original port, and a 1980s port extension.

Historic processes

Ports have been an important aspect of the country's infrastructure for many centuries. Many evolved at places on the coast at which landing vessels was possible due to aspects of the local coastline, such as embayments or strands, and gradually accreted formal infrastructure, such as quays and warehousing, as shipping and cargos developed in size. Others were developed almost from scratch at locations that became important due to the changes in navigational conditions, such as silting of approach routes to older ports, or the shipping and trading networks brought about by colonialism and the development of novel international markets. At a successful port, infrastructure has to evolve to keep pace with the requirements of ship size and cargo handling to enable to its continued survival. This can lead to relocation or shifting of focus in activities at long-lived ports.

The origins of the port at Ramsgate fall somewhere between these two extremes. Some kind of settlement geared around fishing and trade had grown up at Ramsgate by the later medieval period due to its sheltered position at a gap in the cliff line making it the closest useable landing place to older inland settlements, such as St. Lawrence. Owing to the presence of nearby larger and more important port towns, such as the Cinque Port of Sandwich, Ramsgate did not develop into a fully-fledged port. This changed in the 18th century when the Great Storm of 1703 led to the loss of numerous ships in the channel, with many foundering around the Goodwin Sands juts offshore from Ramsgate. The storm, and the lack of sufficient harbours in close proximity to the Sands to which ships could make for in order to gain safe harbour, led the Admiralty to propose construction of a harbour of refuge on this stretch of the coast and, eventually Ramsgate was selected. This was in part due to its proximity to the Sands but also as Sandwich was becoming a less viable port due to increased levels of silting in its approaches. The works to create a harbour of refuge were extensive and began in the 1750s and were not completed until the mid-19th century. They saw the addition of harbour walls and breakwaters to create inner and outer basins. The outer breakwaters had lighthouses sited on their ends to act as navigational aids. The harbour improvements were designed and overseen by many of the early leading lights in civil and marine engineering, including John Smeaton, Samuel Wyatt, John Rennie and Sir John Rennie, and included many then-innovative methods. The quality of the harbour and the comparative ease of

approach to Sandwich began to attract much shipping for landing, not simply refuge, and quickly led to the town developing as a port in its own right.

Ramsgate remained an important port, operating out of largely later 18th century infrastructure, into the 20th century. It was granted status as a Royal Harbour in the 1820s by George IV in recognition of the town's hospitality during his visit by yacht. Ramsgate's quality harbour and its proximity to the French coast also meant that it was a key embarkation point in both the Napoleonic Wars and World War II. It was particularly active in the Dunkirk evacuations, with many of the little boats coming from Ramsgate.



Ramsgate harbour, from the quayside toward the Royal Victoria Pavilion



Ramsgate harbour, looking toward the western breakwater

Whilst there were some alterations to the eastern breakwater (café and extended breakwater) in the 1950s, the port infrastructure remained little altered into the late 20th century. The rise in commercial shipping size and the massive re-organisation of sea-borne freight handling brought about by containerisation meant that the traffic through the port had begun to change by this date. Over the course of the 20th century ship size has increased significantly, the method of cargo handling has changed enormously and new cargoes (e.g. vehicles) have emerged. These combined trends have led to a need to accommodate larger berths and large areas of hardstanding within ports for the manoeuvre of cargoes. The existing harbour at Ramsgate could not easily accommodate such areas so new ship berths and an extensive area of flat working land was created through land

reclamation immediately west of the original port in the 1980s to handle the larger-scale freight traffic. The original port gradually became more attuned to leisure traffic and port facilities were formally relocated to the new port facility.

Although the original port now has a significant amount of leisure craft moored, it remains the home of a number of marine businesses, particularly those related to offshore wind, and the Ramsgate RNLI station. The 1750s work still forms the underpinning design of the original port and is the source of its palpably historic feel. The majority of the 18th-19th century harbour works are Grade II Listed Buildings. The original port remains one of the town's key assets for attracting visitors

The new port comprises tarmac-surfaced holding and storage areas, a central modern operations building and a variety of berthing facilities; the latter including RoRo ferry berths. A continental ferry service was operated from Ramsgate from the 1980s to the early 2010s but is not currently operational. It was initially operated by Sally Line from 1981 to 1998 and served initially only Dunkerque with a route to Ostend added in the 1990s. The Ostend Service was revived under a different operator, TransEuropa Ferries, in 2004 and ran until 2013 when the company went bankrupt. The port currently handles freight, aggregates (berthing and storage) and also has a focus on servicing windfarm operation and maintenance. Thanet District Council, in tandem with the port, is currently exploring options for restoration of a ferry service.



Modern port infrastructure at Ramsgate

Condition

Both port areas are in active use and appear generally stable.

Vulnerability

The original port, although a key marine asset, is also valued for its contribution to the town's scenic qualities and visitor appeal. It is, therefore, likely to be less vulnerable to proposals that might cause unsympathetic alteration to it or loss.

Much of the original port elements are Grade II Listed Buildings and are subject to statutory protection from unauthorised works.

The original port is well used by marine traffic, both commercial and leisure. This brings some inherent vulnerability to accidental damage. Due to the generally small size of vessels using the harbour and its sturdy construction, any such damage is not likely to be extensive.

The new port is not currently used to its full capacity and has to compete with the larger port at Dover for traffic. This may make it vulnerable to obsolescence as lower revenues may mean that maintenance and improvements to facilities may need to be more carefully targeted than if it were used at full capacity.

The marine location of both port areas brings inherent challenges associated with storm events which can cause damage to its structure.

Forces for change

The original port is greatly valued for its contribution to the town's scenic qualities and visitor appeal. As such, it is likely to continue to be managed in a way which preserves these qualities whilst also enabling it to function as a maritime resource.

Several proposals to bring additional business to the new port, including the restoration of ferry services and an aggregate processing facility, have been mooted in recent years but none have thus far progressed. If any prove to be viable this is likely to lead to changes to the port. This is unlikely to lead to extensive change to character of the type as expressed at the new port since it is already a wholly modern port facility.

Climate change is predicted to increase the frequency and severity of storm events. This is likely to intensify an existing source of potential damage to both ports.

Relationships with other character types

The type is related to the Historic Urban Core and Lifeboat Station.

Due the importance of transfer of freight to the road network, this type is commonly associated with the Roads type. The Royal Harbour Approach road, including tunnel, was specifically constructed to allow access into the port without traffic having to be routed through the Historic Urban Core.

Heritage values

Evidential

The Type has significant evidential value as a physical document of the engineering and structures that were required for port operation from the mid-18th century onwards. The Type also has provides evidence of the alteration of original harbour fabric to serve the evolving needs of vessels and for the addition of capacity in the later 20th century with new areas of quay and to the relocation of port facilities to the new port in the 1980s. This latter aspect documents the changed nature of facilities required by modern shipping and ferry operations. It also evidences the capability of

modern marine engineering in reclaiming such large tracts of land from the sea to, in this case, create port facilities.

Historical

The Type has significant historical value, both illustrative and associative. In illustrative terms, it provides a visible demonstration of how the harbour of refuge was conceived and the port operated from the 18th century onwards. It also illustrates some aspects of the wider settlement of Ramsgate, since the prosperity and growth of the town was intrinsically linked to the port.

In associative terms, the original port is associated with many of the great and innovative engineers operating in the later 18th to early 19th century, notably John Smeaton, Samuel Wyatt, John Rennie and Sir John Rennie. It is also associated with royal visits, through its status as a Royal Harbour, and played a key role in pivotal events in British history (the Napoleonic Wars, Dunkirk evacuation).

The new port, through its construction adjacent to the original port, illustrates the provisions necessary for modern shipping that could not be accommodated within the older facilities. Since the original port was preserved rather than entirely redeveloped to facilitate modern shipping, this also demonstrates recognition of the importance of the original port, both as a historic asset and an asset which forms the town's character.

Aesthetic

The original port has significant aesthetic value. This is in part a factor of its solid but elegant 18th century design but also due its location. The town and port developed at a break in the cliff line so as the land to either side of it rises, from seaward, they are framed by chalk cliffs whilst from the land they appear nestled and protected in this valley. This factor, combined with the somewhat liminal nature of the original port – a projection of protective, human-made, features into the sea – and its harmonious design, means that it has considerable aesthetic quality. This is further underscored by the movement and variety introduced by the presence of vessels, whether moored or in movement

The new port, though a modern construction which uses utilitarian buildings, structures and surfaces

also has aesthetic value associated with the ports function. The movement of vessels, people, goods and vehicles at the port and the periodic nature of this activity, with peaks when ships dock, can be a source of interest and stimulus.

Communal

The Type is likely to have strong communal values amongst both residents and visitors. This is likely to be related to:

- Its status as the defining feature of the town;
- The way it acts as a reminder of the town's distinguished maritime past (particularly the Dunkirk associations); and,
- Its contribution to the town's scenic qualities, particularly the original port;
- Its role as a local employer and, although not currently, a means of travelling abroad.

These latter values may be somewhat complicated as the new port is not currently operating at full capacity and also houses some activities, such as aggregates handling, that some find unpalatable (perceived potential for noise, dust and water pollution).

Sources

- 1755 proposed harbour plan (TNA MPH/422);
- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography;
- Historic England listing information;
- Matkin, R.B., *The Construction of Ramsgate Harbour. Transactions of the Newcomen Society* 48:1, pp. 53-72;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books;
- Isle of Thanet News article on ferry proposals - <https://theisleofthanetnews.com/what-you-need-to-know-about-ramsgate-port-as-the-ferry-service-bid-continues/>;
- Site visit.

Broad Type: Communications

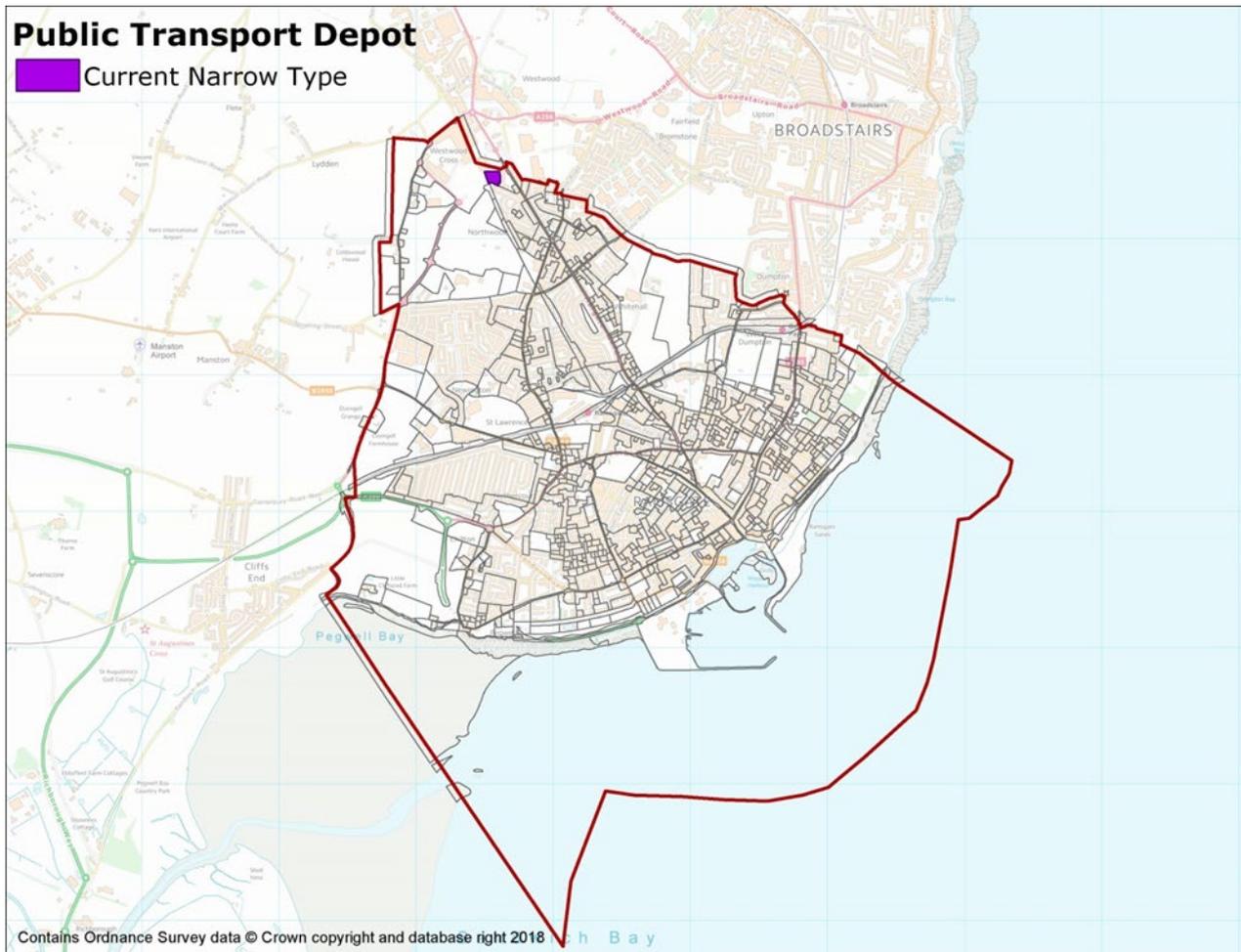
Narrow Type: Public Transport Depot

Broad Type: Communications

This is a wide-ranging class that includes movement of people, information and freight over land, through the air and across water. It covers systems whose organisational rigour (largely dependent on safety concerns) is variable. Moving from A to B makes physical expression of many of these terms either linear or nodal, forming networks that overlay and to varying degrees help us understand and give meaning to other characterisations. There is a particularly close relationship with Commerce, for example.

Provision for water transport is especially complex, reflected in the proliferation of related terms, but this properly reflects the extent that the sea, in particular, is utilised by society, and how complex are the ways that it is perceived in relation to transport, for example through the range of hazards it presents and the devices created to counter these.

Narrow Type: Public Transport Depot



Introduction

A building, with adjacent open areas, in which buses are maintained, usually having an extensive area free from upright columns or stanchions to permit overnight storage, repair bays, stores and an office.

There is a single instance of the Type in the project area, between Northwood and Westwood Cross.

Historic processes

The development of public transport depots is a relatively recent phenomenon and are a mark of the pivotal role road transport has played in our society in the mid-20th century.

The bus depot is sited off Margate Road. An omnibus depot was established at the site in the earlier 20th century, first shown on the fourth edition Ordnance Survey coverage. The frontage of the present depot appears to be relatively recent but it is possible that it is a refronting of earlier depot buildings after removal and redevelopment the eastward portion of the depot in the early 21st century. This is as the style of the depot roof, as seen by aerial photography, appears to remain unaltered from the 1940s to the most recent coverage (2017).

Condition

The Type appears in good condition, being in active business use.

Vulnerability

The Type lies in areas with pressure for redevelopment, evidenced by the redevelopment of part of the bus depot.

Forces for change

Commercial pressures, such as the need for variation in the numbers and nature of the fleet, may affect the need for, and form of, of the Type.

Redevelopment pressure is likely to be a key force for change owing to the location of the Type.

Relationships with other character types

The Type is usually sited toward the fringe of suburban development so is often found in or adjacent to the Housing Estate Type. It also requires access to the road network so has a close association with the Route Type.

Heritage values

Evidential

The Type has value in demonstrating the infrastructure required to support the role of buses in mass transit from the mid-20th century physical expression.

Historical

The Type shows the provision and evolution of mass transit since the mid-20th century.

Aesthetic

The Type comprises utilitarian structures of mid-20th century date.

Communal

As well as being of considerable economic and social importance, the modern road network has communal values associated with being among the most regularly experienced elements of a place, and the means and routes by which we move between other significant places.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local).

Broad Type: Communications

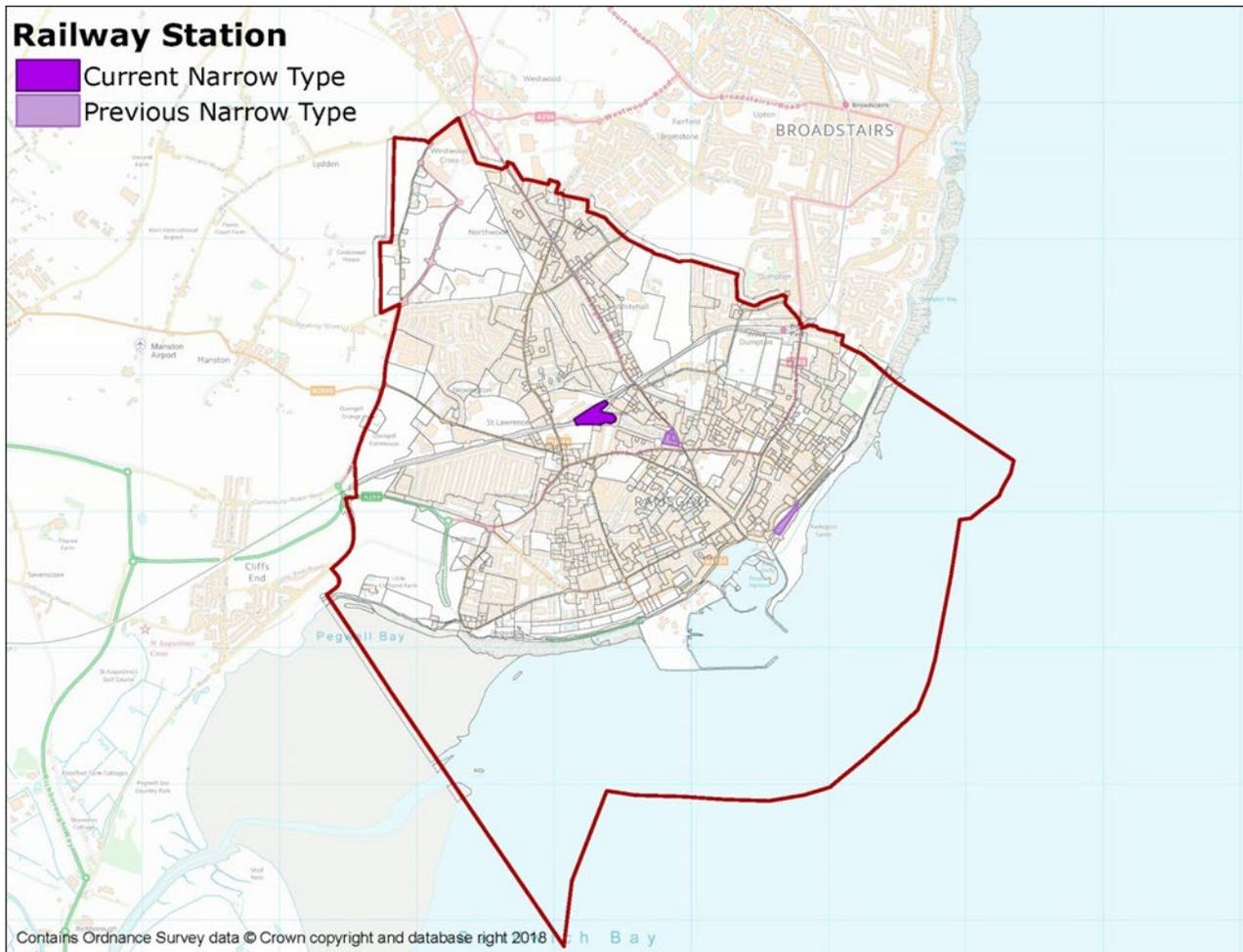
Narrow Type: Railway Station

Broad Type: Communications

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Narrow Type: Railway Station



Introduction

Where railway trains stop to load and unload passengers and/or freight. Includes buildings and directly related areas.

Historic processes

The majority of the country's railways were built in the mid- to late 19th century. The stations that allow access to these systems are much more varied in date. Some retain early 19th century station buildings whilst others date from subsequent reorganisation of the rail network (such as 1920s works following the Grouping Act reorganisation) or from redevelopment of individual stations to suit local needs or emerging government initiatives (e.g. modern "parkway" stations). As such they have a very varied character with the earlier structures (1920s and earlier) having a distinctive "railway" architecture associated with different railway companies' branding, whereas more recent stations are more utilitarian and/or modernist in character.

Ramsgate originally had two terminus stations each associated with a different company's line. The earliest was that of the South Eastern Railway (SER) built in the 1840s in a slightly inland location and known as Ramsgate Town. That of the London, Chatham and Dover Railway (LCDR) was built in the 1850s and terminated at a station, later known as Ramsgate Harbour, sited directly on the beach.

As part of the 1920s rationalisation the two companies were combined to form a new entity, also known as SER, and this led to reorganisation of the lines and stations. Both earlier termini were removed as part of this, the site of the Harbour station becoming an Amusement Park and that of the Town station redeveloped into housing, and a new station built northeast of St Lawrence. The 1920s rationalisation period station is that which now serves the town and is a distinctive building in the style used for SER stations in this area during this period (Margate (still extant) and Dumpton Park (demolished)). These are thought to have been designed by E Maxwell Fry, who became chief assistant to the railway company's Chief Architect, J. R. Scott, in 1923. The stations are a good example of Fry's early classically-influenced work, which he abandoned early in his career, and are a stark contrast to the modernism which characterised the bulk of his work. The station is a Grade II Listed Building⁴³.



Ramsgate station

Condition

The present station buildings are in good condition, and their historic origins are clearly legible, despite minor additions of modern signage and canopy alterations.

The urban design of the approach and link roads, along with parking and public realm is of a high quality and reflects the systematic replanning of the area at the time of the station's construction.

Vulnerability

The Type, in the form of the station building and associated infrastructure, is robust and is relatively resilient to change. Some of the building details, particularly historic joinery and ironwork, need periodic maintenance to appropriate standards to prevent degradation – but this appears to be being undertaken by the operators.

Forces for change

The continued policy priority to increase public transport usage may require infrastructure enhancements to meet any increase in rail capacity (e.g. larger and/or more frequent services). This could require alteration to station buildings or development of railway land currently within the Type.

Relationships with other character types

The Type is intrinsically linked to the Railway and Railyard types, and of the Settlement and Recreation that drew the railway to Ramsgate.

Heritage values

Evidential

Although well understood from archive and published material, it is nonetheless valuable as a physical example of a provincial SER station from a key period of railway reorganisation. It retains substantial authenticity and integrity, with only comparatively minor external alterations.

⁴³ <https://historicengland.org.uk/listing/the-list/list-entry/1086060>

Historical

The Type has illustrative value as a good example of early 20th century railway architecture. It also illustrates the effect of reorganisation of railway services at this time, a factor driven both by local requirements and national initiatives.

The Type has associative value as a work of E Maxwell Fry, later a leading Modernist and town planner. It shows the classical influences of his early career which he quickly abandoned in favour of Modernism.

Aesthetic

The Type, particularly the station building itself, has considerable aesthetic value. While an ostensibly utilitarian structure, the classically- influenced style and distinctive local materials combine to create an attractive building. This is underscored by the contemporary road system and housing which focus

on, and allow appreciation, of the station from the townward approach.

Communal

The station has considerable communal values as a heavily-used piece of key infrastructure for residents, visitors and holidaymakers alike.

Many people are likely to have fond memories of arriving in Ramsgate by train for seaside excursions and holidays.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- Historic England listing documents.

Broad Type: Communications

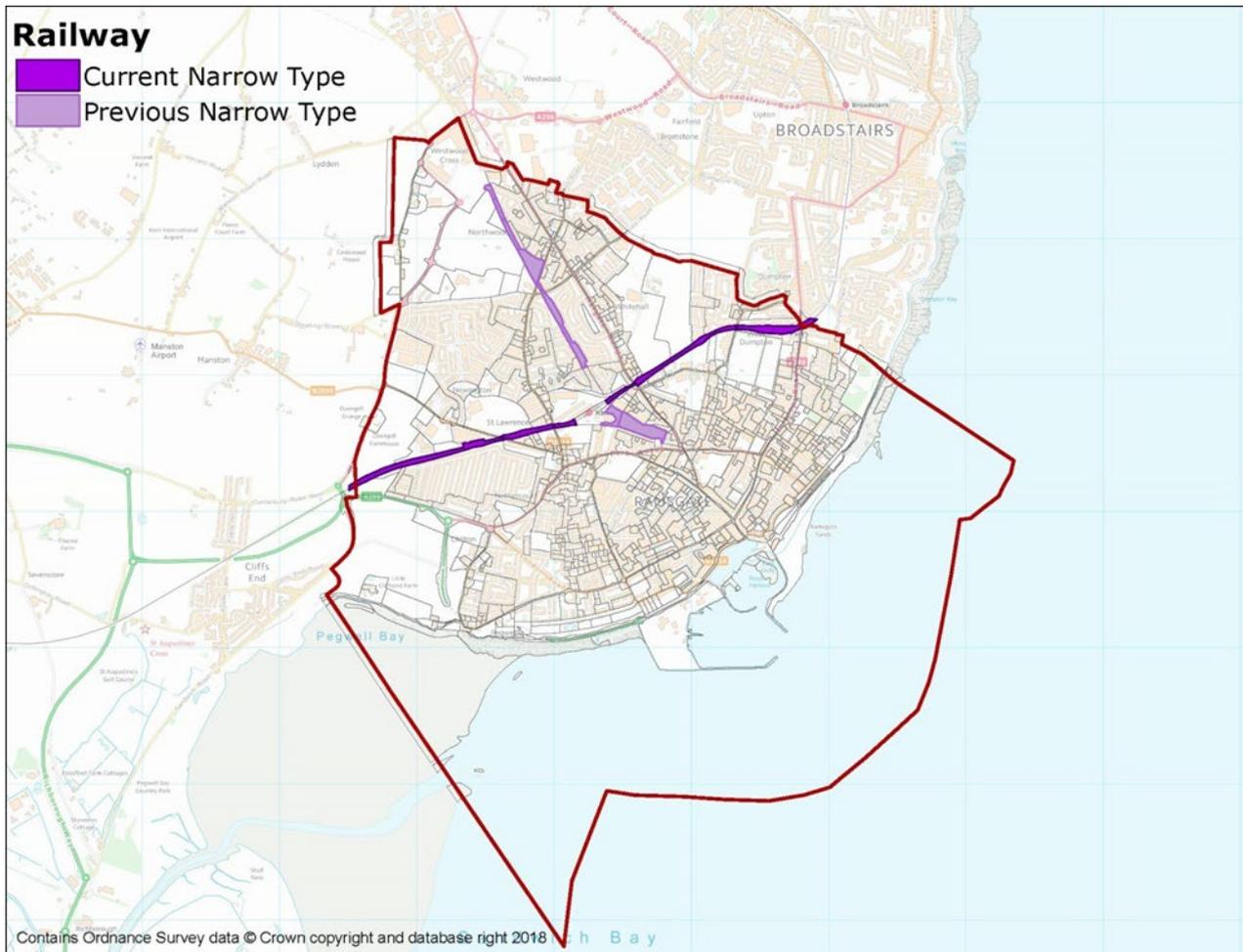
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Narrow Type: Railway



Introduction

System of rail tracks along which passenger carriages or goods wagons are moved, usually by locomotive engines. Usually includes beds, cuttings, embankments, tunnels etc.

Historic processes

The majority of the country's railways were built in the mid- to-late 19th century. The network was initially the result of competing companies which mean that some towns and cities were served by more than one railway company and had multiple stations. Some of these competing companies were amalgamated as a result of the 1923 Grouping Act and this led to a degree of rationalisation of lines and stations in the 1920s.

The rail network was nationalised in 1948 and then was radically reduced following the Beeching Report of the early 1960s which saw many lines and stations permanently closed as a result of its recommendations. The present network, a mixture of mostly private operating companies running on a nationalised track, has been in operation since 1997.

Several railways run through the project area. These derive from lines built by South Eastern Railway (SER) in the 1840s and the London, Chatham and Dover Railway (LCDR) 1850s. The LCDR line terminated at a station, later known as Ramsgate Harbour, directly on the beach which came in via a tunnel under East Cliff.

Much of the hard engineering of the coast at this point, including sections of the promenade and the cliff retaining walls, appear to derive from works undertaken in association with this terminus and incoming line. The SER terminus was slightly inland and known as Ramsgate Town.

As part of the 1920s rationalisation the two companies were combined to form a new entity, also known as SER, and this led to reorganisation of the lines and stations. A new line, amalgamating sections of both railways was created which provided a through route along the coast, calling at the new Ramsgate station. The redundant sections of line were taken up and those above ground were redeveloped. The course of some of the earlier lines remains preserved in places in plot boundaries of housing and woodland in the north of the project area.

The present Station Approach actually runs along the final part of the course of SER line into the former Ramsgate Town station. The redundant tunnels which had served the Harbour station were later reused as the basis for an extensive system of

public air raid shelters during World War II. These are now a major visitor attraction in the town.

Condition

Where extant, the railway network is generally in good condition and is actively maintained, as befits key transport infrastructure. There are a number of occurrences as a previous type, where closure of the original lines has created redundant land.

Vulnerability

The Type is generally resilient to change, as it is an important part of local and national infrastructure, so is subject to few direct threats.

Forces for change

Within the study area, the Type is unlikely to experience significant change in the near future.

Relationships with other character types

The Type is intrinsically linked to the Railway Station and Railyard types.

Heritage values

Evidential

The Type has evidential value as an example of 19th to early 20th century railway engineering.

Historical

The Type has some illustrative value. The previous and current instances of the Type demonstrate the effect that the early railways had on the landscape and the wholesale reorganisation of services in the area in the 1920s.

Aesthetic

Although the form of the Type reflects functional engineering concerns, some may find stimulus in the sinuous forms of the lines and the periodic movement of trains of various styles and at varying speeds.

Communal

Railways have substantial communal values, both in terms of their value as a key part of the transport infrastructure and also as an aspect of industrial history that enjoys significant public interest.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

Broad Type: Communications

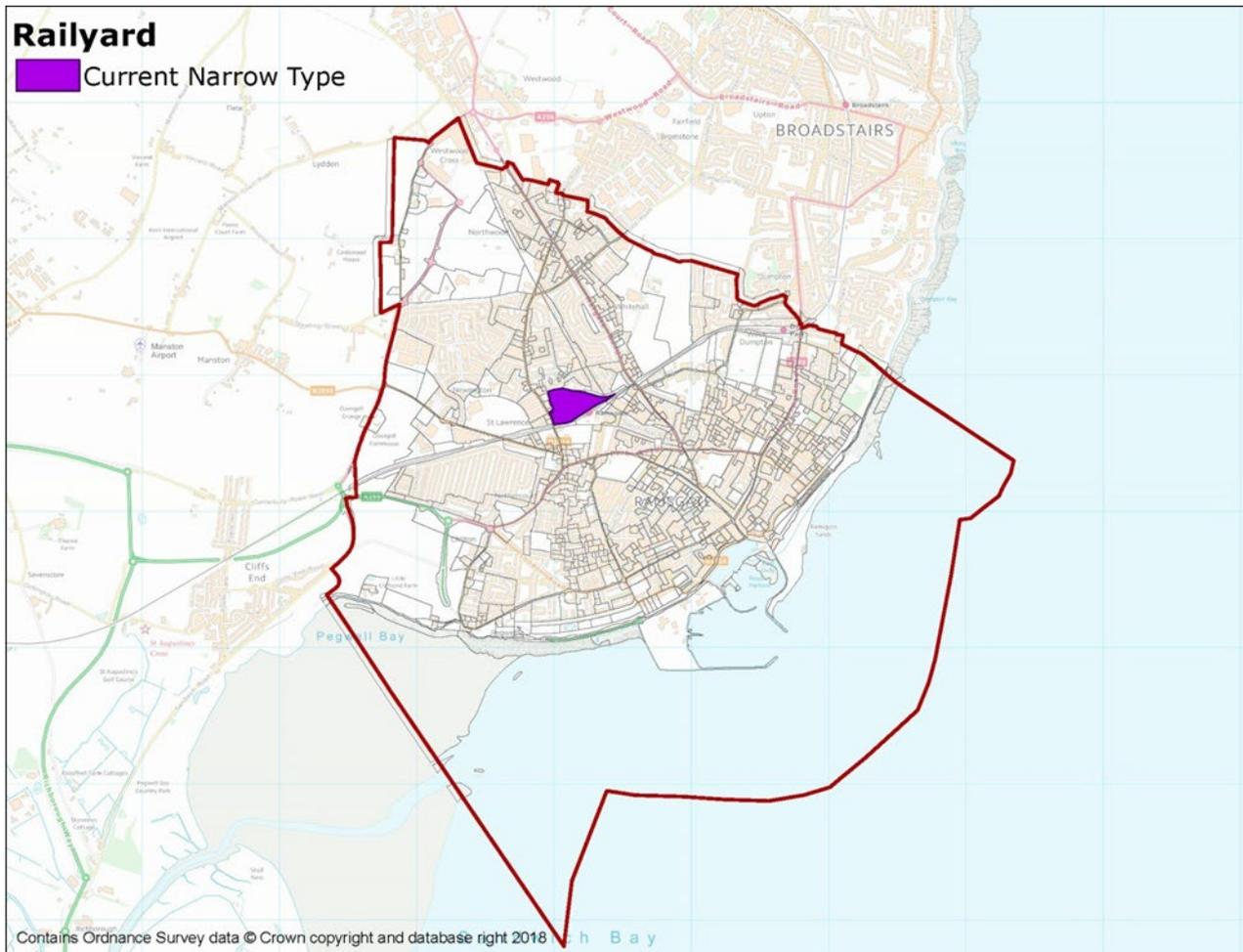
Narrow Type: Railyard

Broad Type: Communications

This is a wide-ranging class that includes movement of people, information and freight over land, through the air and across water. It covers systems whose organisational rigour (largely dependent on safety concerns) is variable. Moving from A to B makes physical expression of many of these terms either linear or nodal, forming networks that overlay and to varying degrees help us understand and give meaning to other characterisations. There is a particularly close relationship with Commerce, for example.

Provision for water transport is especially complex, reflected in the proliferation of related terms, but this properly reflects the extent that the sea, in particular, is utilised by society, and how complex are the ways that it is perceived in relation to transport, for example through the range of hazards it presents and the devices created to counter these.

Narrow Type: Railyard



Introduction

Complex of sidings and buildings, often attached to a railway station, where rolling stock (engines, coaches and wagons) are laid up and maintained.

Historic processes

Railyards were developed to allow maintenance of rolling stock at convenient points on a company's network. They are of various dates and their date of construction reflects the companies need at that point in time.

There is only one railyard in the project area, adjacent to Ramsgate Station. As with the station, it was developed following the amalgamation of the two routes serving the town in the 1920s.

Condition

Where extant, the railway network is generally in good condition and is actively maintained, as befits key transport infrastructure.

Vulnerability

The Type is generally resilient to change and, within the study area, is subject to few direct threats.

Forces for change

Within the study area, the Type is unlikely to experience significant change in the near future.

Relationships with other character types

The Type is intrinsically linked to the Railway Station and Railway types.

Heritage values

Evidential

The Type has evidential value as an example of early 20th century railway engineering.

Historical

The Type presents some illustrative value. The Type demonstrates the effect that wholesale reorganisation of services in the area had in the 1920s and which made Ramsgate a suitable place for marshalling trains.

Aesthetic

Although the form of the Type reflects functional engineering concerns, some may find stimulus in the periodic movement of trains of various styles in and out of the yard.

Communal

As part of the railway network, the Type may have communal values associated with public perception of this infrastructure. This may be in terms of its value as part of the transport network and also as an aspect of industrial history that enjoys significant public interest.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

Broad Type: Communications

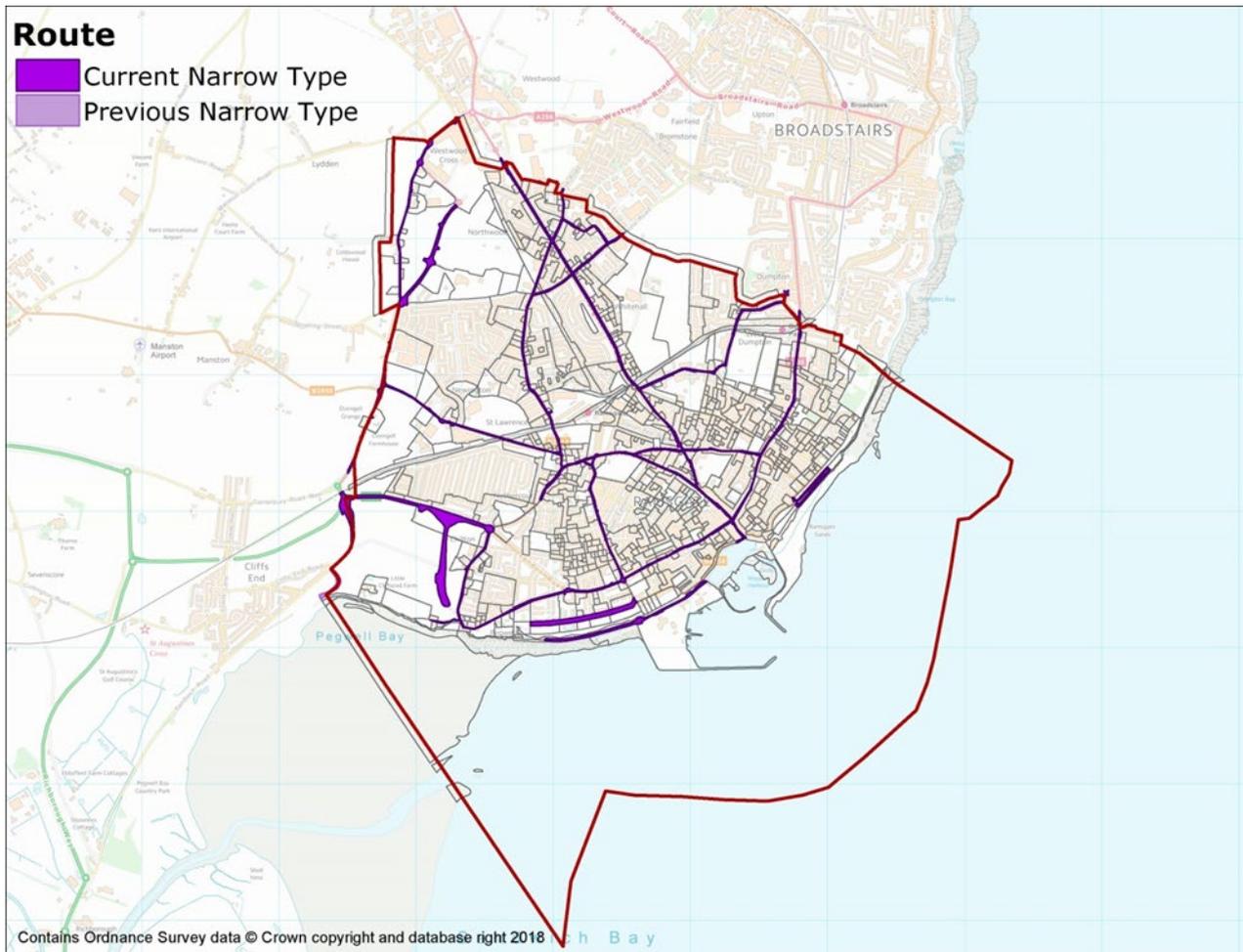
Narrow Type: Route

Broad Type: Communications

This is a wide-ranging class that includes movement of people, information and freight over land, through the air and across water. It covers systems whose organisational rigour (largely dependent on safety concerns) is variable. Moving from A to B makes physical expression of many of these terms either linear or nodal, forming networks that overlay and to varying degrees help us understand and give meaning to other characterisations. There is a particularly close relationship with Commerce, for example.

Provision for water transport is especially complex, reflected in the proliferation of related terms, but this properly reflects the extent that the sea, in particular, is utilised by society, and how complex are the ways that it is perceived in relation to transport, for example through the range of hazards it presents and the devices created to counter these.

Narrow Type: Route



Introduction

This Type reflects key routes through the landscape that are important to the movement of people and goods between settlements and markets (including via landing points). The mapped extent of the Type includes the carriageway and associated land-take for aspects such as landscaping – often provided to mitigate noise, visual and landscape effects of new roads development. Although all now take the form of roadways incorporated in the area's road network, the Type includes those which have developed from routes used prior to the advent of motorised transport as well as more recent arterial routes. These, along with historic settlement nuclei, provide the framework along which much modern, particularly urban, development spreads. In some cases these routes are the foundation of the modern road network and may now be much enlarged from the inter-village trackway from which it originated. In other cases, a route may now have been partially superseded by recent improvements, for instance the construction of bypasses, but still remain in use as byways and continue to condition the layout of the surrounding land use.

The Type is found across the project area and, whilst it is generally recorded as a current land use, there is a single instance of it occurring as a previous type, near Cliffsend.

Historic processes

The origins of the systems of tracks and roads that cross the British landscape are diverse and varied, with some reputed to stretch back into prehistory and Roman routes still in use in many areas. Whilst the system of routes within the project area has not been closely dated, the earliest elements are likely to be of at least medieval date. This is as they connect places, chiefly villages and hamlets but also the landing point at the harbour, which are known to have been in use since the medieval period. It is possible that some, for instance those which connect pre-Conquest places, may be of greater antiquity.

The majority of routes in the project area have been transformed from the unsurfaced tracks to modern tarmac-surfaced roadways. This process is a mark of the pivotal role road transport now plays in our society. In most cases, this was a gradual process of incremental improvements that have largely gone unmentioned on by historians of Ramsgate and has resulted in a series of routes which seem, to a casual eye, of no particular distinction in the urban and suburban landscape (such as the junction of inland and coastal routes at Ellington Place and High Street, St Lawrence). This belies their importance in shaping the pattern of development in the area. Some, such as Ramsgate High Street, show the way in which the route has evolved in parallel with the adjacent buildings with the route kinking to go around buildings at the street frontage. Other roads, such as the Margate Road were subject to more extensive early improvement through turnpiking in the 19th

century. This is evident from the degree of comparative straightness exhibited by the Margate Road north of Boundary Road.

Whilst many routes are widenings or improvements of earlier routes, others are new routes created since the later 20th century for specific reasons. These comprise bypasses, to alleviate traffic within settlements, and access routes to particular developments or facilities. These are confined to the north and east of the project area and comprise the A256 improvements, routes around the Westwood Cross Retail Park and those created for port access (Royal Harbour Approach). Royal Harbour Approach was the biggest road scheme to be undertaken in the project area and was built in the late 1990s. It entailed cutting of a tunnel through the cliff from farmland immediately west of Pegwell to carry a road from Canterbury Road East (A299 and A255) to the extended port built which had been immediately west of the town's original harbour.

A handful of the routes in the project area have not remained in use and the majority of these are older routes. Those previously running through what is now Newington have been lost to wholesale reorganisation of routes during construction of housing estates in the mid-20th century. The project area contains one instance of a recent route which is no longer in active use. This is the access way into the former Hoverport ferry terminal at Cliffsend. Whilst it remains legible as a former roadway, it is gradually being reclaimed by nature in its disuse with vegetation starting to spring up in its carriageway.



High Street, Ramsgate



Junction of Ellington Place and High Street, St Lawrence



Royal Harbour Approach and port from the West Cliff

Condition

The current examples of the Type appear to be in good condition generally. The former instance at Cliffsend is becoming overgrown.

Vulnerability

Broadly, the Type is resilient to change and, due to its economic and social significance, faces few meaningful threats. Nevertheless, both trunk roads, maintained by central government, and particularly those adopted by local roads authorities are likely to face continued financial squeeze. This is likely to result in continued visibility of management and maintenance issues.

The Type is also responsive to changes in factors, such as traffic volumes, demographic and settlement patterns, which can lead to successive new rationalisations of the network. These can sometimes have the effect of bypassing or truncating earlier routes.

Forces for change

Climate change has the potential to affect the network through the need for improved surface water management and flood protection, particularly in lower-lying and already flood-prone areas.

Aspirations for both road improvement and housing development may also change the character of the network in places, through the need to add junctions and capacity.

Relationships with other character types

The Type is intrinsically related to types associated with settlement, particularly those relating to settlement prior to the suburban expansion of the town, and to the Port since it provided the land-based network which allowed the movement of people and goods between the coast and inland.

Additions to the route network since the mid-20th century have acted as a driver for reorganisation of field patterns as a consequence of severance.

Heritage values

Evidential

The Type provides a physical document of the continuity of transport between settlements and to the sea and port stretching back in to at least the medieval period.

The physical expression of the Type has value in terms of understanding the role of the modern road network as a driver for and instrument of change. The influence of the car and other motorised vehicles on the landscape and our perception of it is a rapidly growing area of study.

Historical

The Type illustrates the way in which people moved through the landscape, connecting settlements to each other and the coast over a long period over time. The form and patterns of the routes has evolved, particularly following adoption as public highways and concomitant improvements in surfacing transforming them from foot and wagon ways to modern roads.

More recent novel routes also show the evolving 20th and 21st century approaches to infrastructure-led, versus reactive models of development.

Aesthetic

The Type may have aesthetic value for the way in which it visibly connects places and directs movement through the landscape.

Some stretches, particularly those running through the town's historic urban core, may be readily perceived as having historic character through the considerable time-depth exhibited by the buildings of varying age constructed along them.

Whilst more recent examples lack the aesthetic qualities that come from time depth, some may find stimulus in the way the infrastructure snakes its way across the landscape, particularly when using the route, and the always-varying nature of the movement upon it.

Communal

The Type may have some communal values associated with the way it connects people to places and allows access and also as it forms a way through which many experience the landscape.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography;
- Site visit.

Broad Type: Communications

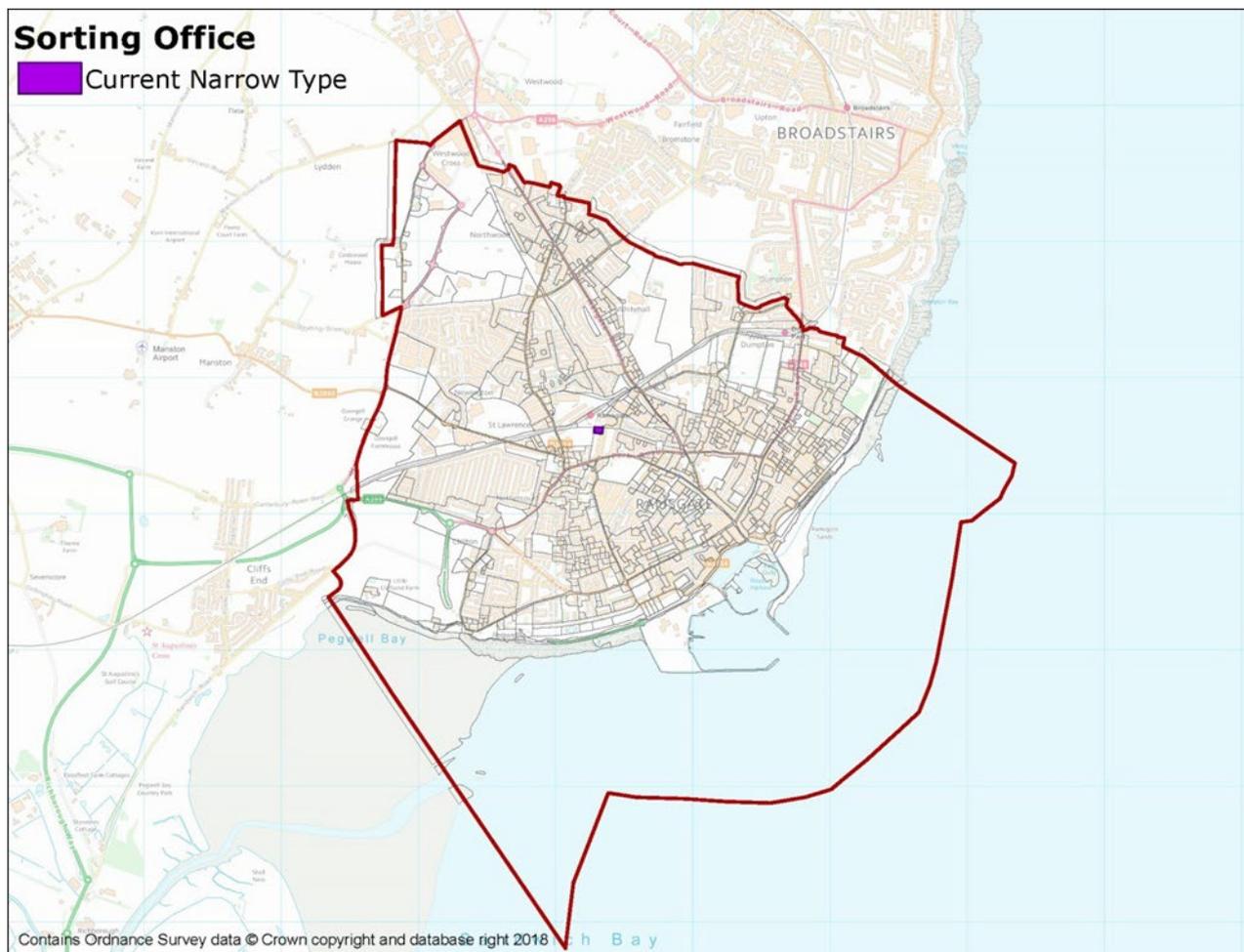
Narrow Type: Sorting Office

Broad Type: Communications

This is a wide-ranging class that includes movement of people, information and freight over land, through the air and across water. It covers systems whose organisational rigour (largely dependent on safety concerns) is variable. Moving from A to B makes physical expression of many of these terms either linear or nodal, forming networks that overlay and to varying degrees help us understand and give meaning to other characterisations. There is a particularly close relationship with Commerce, for example.

Provision for water transport is especially complex, reflected in the proliferation of related terms, but this properly reflects the extent that the sea, in particular, is utilised by society, and how complex are the ways that it is perceived in relation to transport, for example through the range of hazards it presents and the devices created to counter these.

Narrow Type: Sorting Office



Introduction

A place where letters and parcels are sorted before being distributed. Whilst older examples were usually found in association with a large general post office, more recent ones are standalone and often close to distribution networks.

That in the project area is later 20th century in date and is next to the Ramsgate train station.

Historic processes

Sorting offices evolved as a part of the national mass mail service that developed under the auspices of the General Post Office. Whilst sorting infrastructure was a key part of the postal service from its inception, allowing letters to be collated and directed to their destination, the development of sorting offices became necessary with the increasingly high volumes of mail sent from the 1840s. This followed reforms in postage charges, bringing the service in reach of greater swathes of the population, and, as the century wore on, greater uptake of the service due to rising literacy levels and need for inter- settlement communication. Many early sorting offices were built as part of General Post Office premises or in close association with the rail network, as long distance post was distributed by mail trains. With the rise of distribution via the road network in the latter part of the 20th century and as older facilities became unfit, standalone sorting offices were built in locations also suited to road access. Many of these were also still near railway infrastructure. Following deregulation and privatisation of mail services in the 2000s there are now multiple companies operating in this sector. The Royal Mail, a privatised version of its forerunner the General Post Office, still retains much of the market including domestic doorstep deliveries and associated infrastructure.

There is a single instance of the Type in the project area. This lies adjacent to Ramsgate Railway Station on Wilfred Road. This is an area that was re-planned when the present railway station was constructed in the late 1920s. The sorting office itself was not built until the latter part of the 20th century and its site was previously allotments laid out as part of the replanning of the area. The sorting office consists of a utilitarian brick and concrete building with an extensive yard area for storage of postal vehicles.

Condition

The Type appears in good condition, being relatively recent in origin and in active business use.

Vulnerability

The Type forms an important part of local postal infrastructure so is likely to be of a relatively low level of vulnerability apart from potential closure due to future rationalization of the mail handling network.

Forces for change

Although the Type is located within the built up extent of the town, pressure for redevelopment is likely to be resisted due to the importance of the service it provides.

The postal industry has been going through many changes since the deregulation of services in the early 2000s and subsequent privatisation of Royal Mail. This process is still ongoing so could result in threats to the Type if the position of Royal Mail as the prime distributor of domestic mail is challenged.

Relationships with other character types

Due to its reliance on the communications network, the Type is sited on or very near the Railway and Route Type.

Heritage values

Evidential

The Type has some evidential value as it documents the role and operation of the country's national postal service.

Historical

The Type is illustrative of the above factor and, though recent, relates to a service that has been in operation since the 17th century.

Aesthetic

The Type consists of relatively utilitarian structures.

Communal

The Type may have communal values associated with the valuable service it provides to individuals, business and public administration.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography;
- Site visit.

Broad Type: Cultural Topography

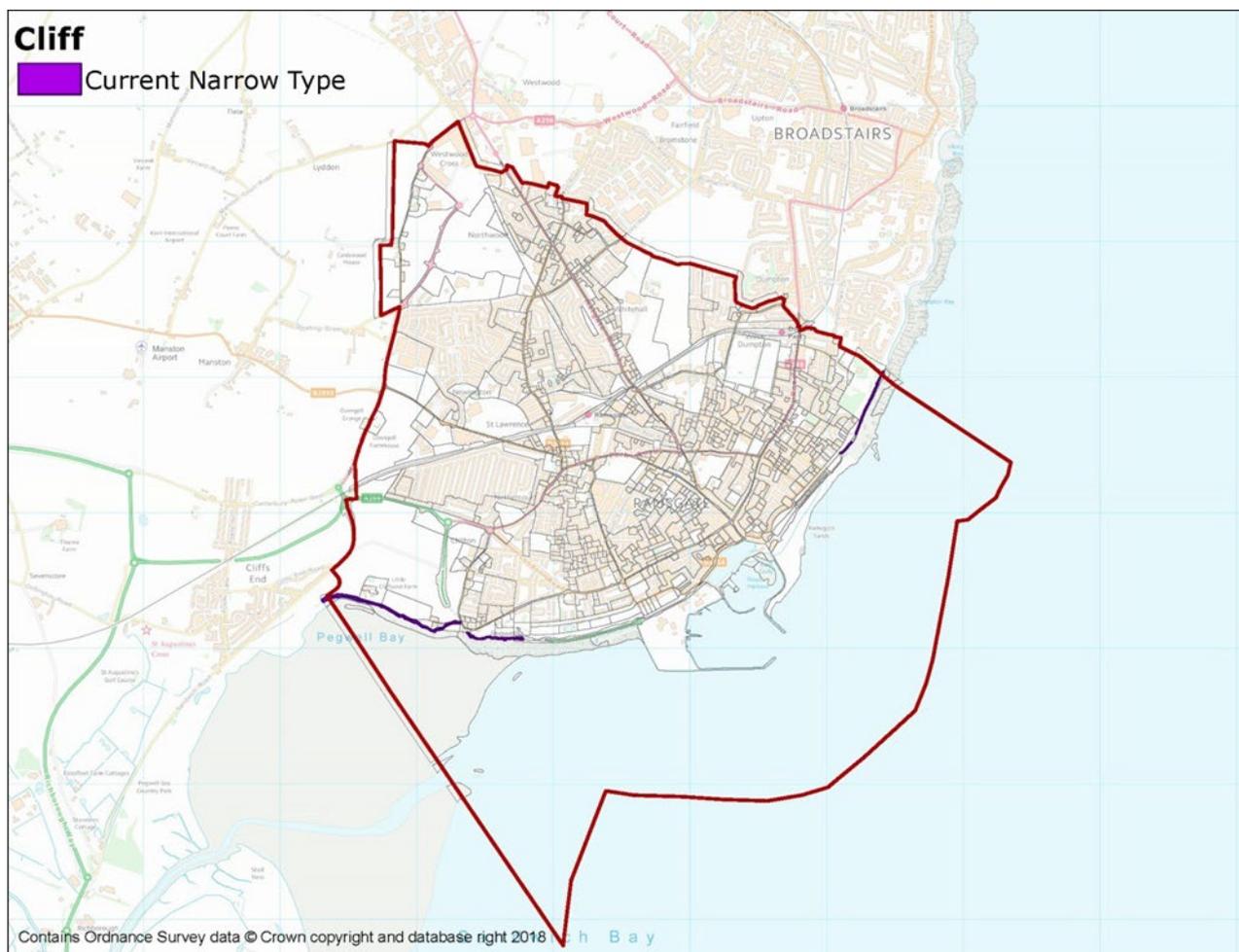
Narrow Type: Cliff

Broad Type: Cultural Topography

Topographical forms on land or coast or on, within or beneath the sea that are made cultural by their cultural perceptions and use by people and often by their shaping and imprints from various cultural processes. Some have been used for economic gain, such as through the grazing of bogs, cliffs, marshes, etc. or the use of waterbodies to transport people and goods.

Others are commonly perceived as 'natural' and celebrated as 'wild' places to be explored, enjoyed or admired. All on land are owned and considered property; most are named, and most have stories attached to them. At sea, most are either owned or formally administered, and again much is named and made meaningful through knowledge and narratives.

Narrow Type: Cliff



Introduction

A tall, steep and largely exposed face of the local geological formation. Whilst cliffs can form from erosion of softer materials (e.g. sands and clays), all of those in the project area are of rock. They are mapped within the dataset when they are of sufficient extent to become characteristic of an area. Areas where coastal cliffs are more localised and/or intermixed with scree, rough ground or scrub are generally not mapped as cliffs.

Historic processes

Cliffs are landscape features which gradually evolve through weathering and water action acting on an exposed face of solid or drift geology. They are usually natural but can also be created by quarrying activity. Physical human influence on natural cliffs is usually limited to features such as formal or informal paths which allow access between the base of the cliff (often the intertidal zone) and clifftop and also through aspects such as localised reinforcement of the cliffside. This latter element can be through relatively invasive structures, such as concrete reinforcing walls, or netting to allow growth of vegetation which will act as a slope stabiliser.

Cliffs define the majority of the coastline of the project area with the exception of the immediate area of the harbour where the natural cliffs have been reshaped into the Civic Infrastructure Type. There are areas of concrete and other stabilisation works to the cliffs under the east and west promenades. The cliffs also house entrances into former uses (the original railway line into Ramsgate Harbour station and reuse of this tunnel as an air raid shelter in World War II) and operational transport infrastructure (the roadway linking the Port of Ramsgate to the East Kent Access Road).

Condition

The cliffs are in a constant state of change and evolution as action of the sea and storms leads to their weathering. As such their condition varies widely. Those within the project area display this characteristic variability.

Vulnerability

The cliffs are vulnerable to weathering from the normal action of the sea and may eventually be subject to interventions attempting to manage that erosion, especially where cliff-falls pose clear threats to users of areas, such as roads, beneath.

Forces for change

The Type is likely to face greater erosion (and attempts to manage that) as climate change projections predict increased storminess.

Relationships with other character types

The Type is generally related to coastal character types such as Foreshore Types and Rough Ground.

Heritage values

Evidential

The cliffs within the project area, as a natural feature, have limited evidential value. Any evidential value would be associated with human interventions to the rock face which seem generally lacking from this section of cliffs.

Historical

In principle, any historical value of cliffs would be illustrative, and related to human interventions to the rock face, or would be associative, and related to notable events that have taken place on this stretch of coast or descriptions and representations made of them.

Aesthetic

Perceived as a wild and natural feature that frames views along the coast and toward the coast from the sea.

Communal

Cliffs may have some communal values associated with their being attractive or stimulating elements of the natural landscape and its interface with the seascape.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

Broad Type: Cultural Topography

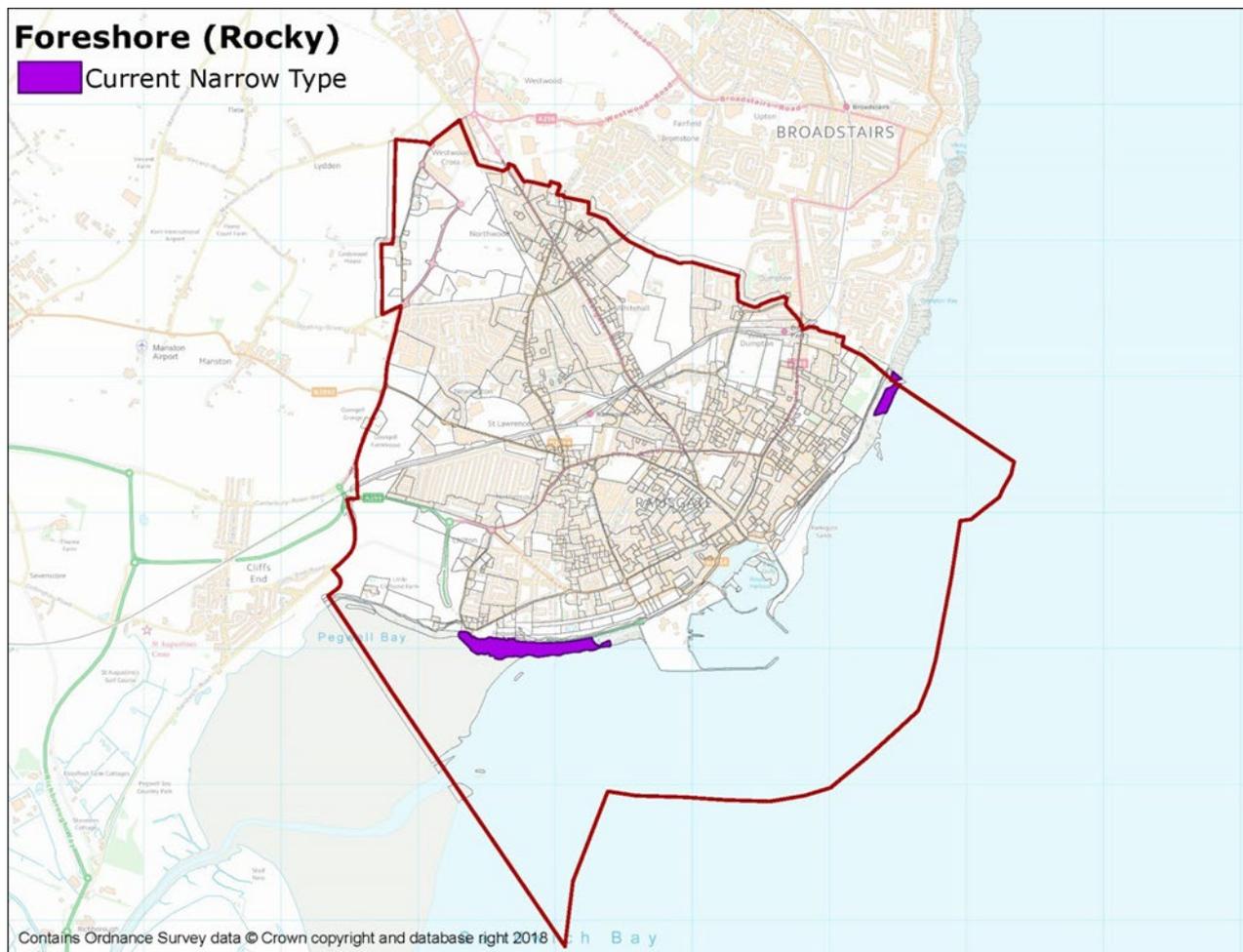
Narrow Type: Foreshore (Rocky)

Broad Type: Cultural Topography

Topographical forms on land or coast or on, within or beneath the sea that are made cultural by their cultural perceptions and use by people and often by their shaping and imprints from various cultural processes. Some have been used for economic gain, such as through the grazing of bogs, cliffs, marshes, etc. or the use of waterbodies to transport people and goods.

Others are commonly perceived as 'natural' and celebrated as 'wild' places to be explored, enjoyed or admired. All on land are owned and considered property; most are named, and most have stories attached to them. At sea, most are either owned or formally administered, and again much is named and made meaningful through knowledge and narratives.

Narrow Type: Foreshore (Rocky)



Introduction

An area of foreshore where the predominant cover is exposed bedrock. A rocky foreshore gradually evolves through tidal weathering and has limited human influence.

Historic processes

The intertidal zone has been subject to human use for millennia. Owing to the hard and irregular nature of rocky foreshores and the hazardous water conditions this creates, the ability to have a lasting impact on such areas has been generally limited. Human influence on such areas is usually through the creation of coastal features such as loading platforms, bathing pools, jetties and slips. These often leave some trace of their presence once disused and subject to the vicissitudes of the tide.

Within the project area, rocky foreshores are found between the port and Pegwell Bay and toward Dumpton Gap.

Condition

The Type is subject to weathering through tidal action but appears currently stable.

Vulnerability

The Type is vulnerable to weathering from the normal action of the sea.

Forces for change

The Type is likely to face greater erosion risk as climate change projections predict increased storminess.

Relationships with other character types

The Type is generally found in association with coastal character types, particularly Foreshore

Types. Within the project area, it is also found in conjunction with Leisure Beach and Harbour.

Heritage values

Evidential

Any evidential value would be associated with traces of human interventions to the rock surface but these appear lacking in the mapped sources.

Historical

These values would be illustrative, and related to human interventions to the rock surface, or would be associative by being related to notable events that have taken place on this stretch of coast. There are no clear traces of significant modification so historical values are likely to be absent.

Aesthetic

The Type is likely to have some aesthetic value. This is likely to be associated with the perception of them as an untamed natural feature.

Communal

The Type may have some communal values associated with their perception as being attractive or stimulating elements of the natural landscape and its interface with the sea. It may also have values associated with seaside recreation, such as rock-pooling.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial Photography.

Broad Type: Cultural Topography

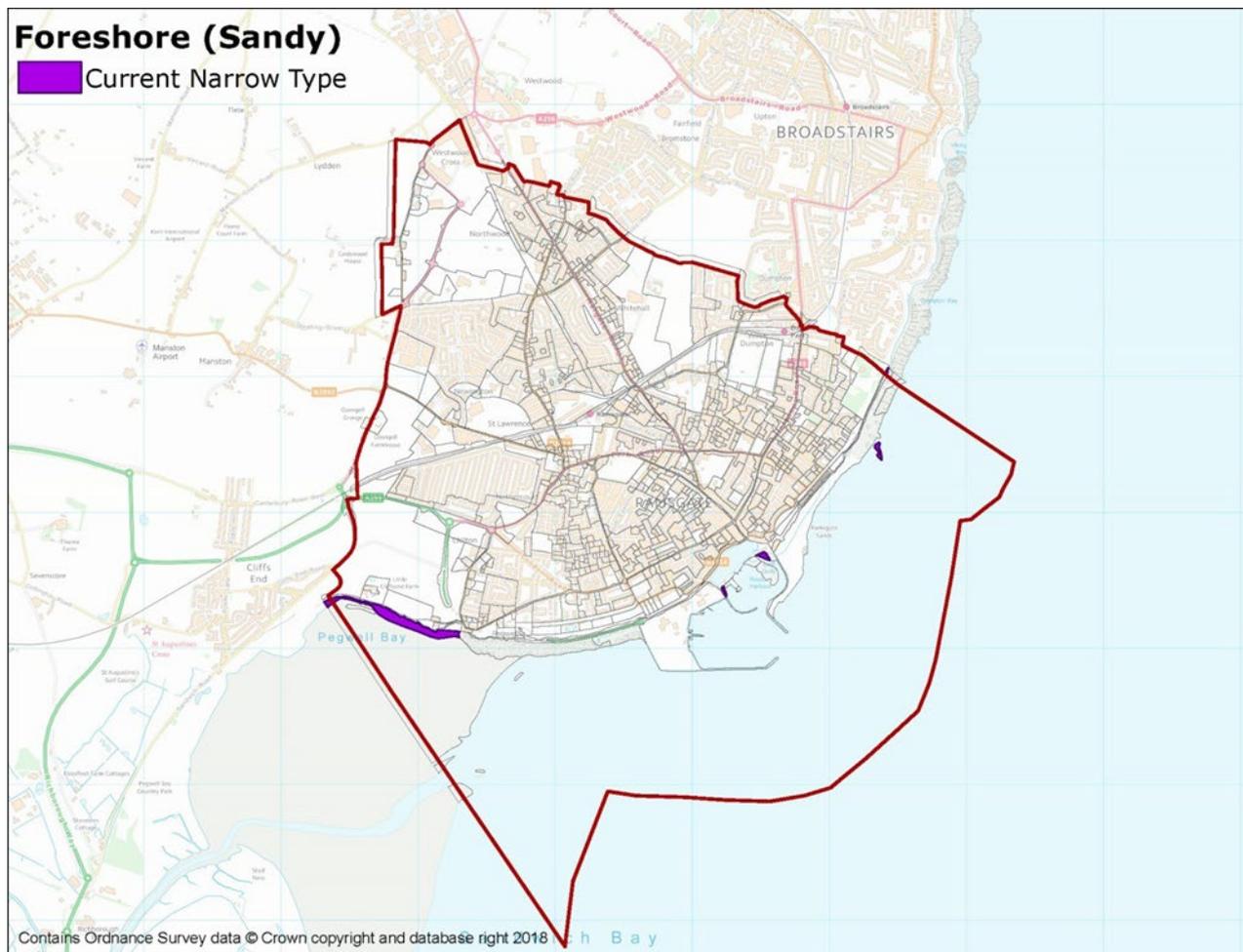
Narrow Type: Foreshore (Sandy)

Broad Type: Cultural Topography

Topographical forms on land or coast or on, within or beneath the sea that are made cultural by their cultural perceptions and use by people and often by their shaping and imprints from various cultural processes. Some have been used for economic gain, such as through the grazing of bogs, cliffs, marshes, etc. or the use of waterbodies to transport people and goods.

Others are commonly perceived as 'natural' and celebrated as 'wild' places to be explored, enjoyed or admired. All on land are owned and considered property; most are named, and most have stories attached to them. At sea, most are either owned or formally administered, and again much is named and made meaningful through knowledge and narratives.

Narrow Type: Foreshore (Sandy)



Introduction

An area of foreshore where the predominant cover is exposed fine rock sediments of a grain size generally perceived as 'sand'. These generally lack features associated with intensive recreation activity so are distinct from areas of foreshore which have developed into leisure beaches.

Within the project area, the largest sandy foreshore is at Pegwell Bay, but there are further smaller examples within the harbour and at East Cliff.

Historic processes

The creation and deposition of sandy beaches is a natural geological process.

The presence of an extensive natural beach, preferably sandy, was an important factor in the creation of seaside resorts and their subsequent success. Despite the presence of the resort of Ramsgate from the later 18th century, not all of its areas of sandy foreshore became used as leisure beaches. Those which exist at present beyond the limits of the town's primary leisure beach are either cut off from the main body of the beach by either sea (by East Cliff) or marine infrastructure (Outer Harbour) or are distant from the resort (Pegwell Bay). That at Pegwell Bay is used for informal leisure activity but remains a sandy foreshore of largely natural appearance as it has not attracted the kind of recreational infrastructure (shelters, pavilions, esplanades) found on leisure beaches.

Condition

The Type is subject to weathering through tidal action but appears currently stable.

Vulnerability

The Type is vulnerable to weathering from the normal action of the sea and wind.

Forces for change

The Type is likely to face greater erosion as climate change projections predict increased storminess.

Relationships with other character types

The Type is related to other Foreshore Types.

Heritage values

Evidential

As a feature of largely natural origin, the Type in itself has very limited evidential value. Any evidential value would be associated with traces of human interventions to the beach but these are lacking in the mapped occurrences.

Historical

In principle, any historical value would be illustrative, and related with human interventions to and uses of the beach, while associative values would be related to events or activities that have taken place on the beach.

Historically the beach at Pegwell was also known for its fishing activity, particularly shrimping.

Aesthetic

The aesthetic value attached to the foreshore derives from a combination of factors. They are frequently perceived as attractive or stimulating elements of the natural landscape and its interface with the seascape.

Communal

The Type may have communal values associated with:

- Being an attractive and/or stimulating elements of the natural landscape and its interface with the seascape;
- Seaside recreation, including formative holiday experiences.

These values may be shared by the local populace and the many visitors the area has historically attracted from London.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial Photography;
- <https://www.tate.org.uk/research/publications/in-focus/pegwell-bay-kent-william-dyce/coastal-resort>.

Broad Type: Cultural Topography

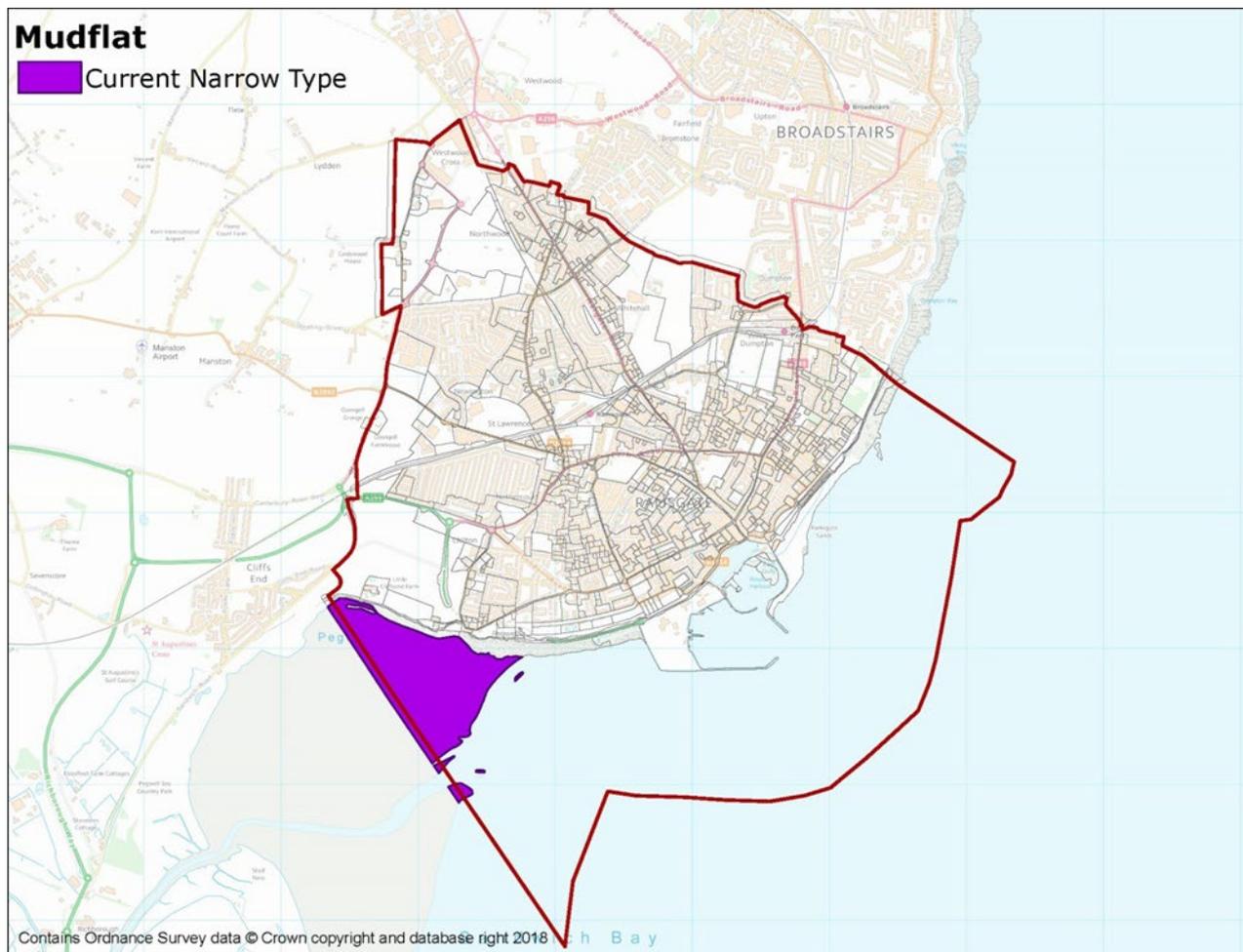
Narrow Type: Mudflat

Broad Type: Cultural Topography

Topographical forms on land or coast or on, within or beneath the sea that are made cultural by their cultural perceptions and use by people and often by their shaping and imprints from various cultural processes. Some have been used for economic gain, such as through the grazing of bogs, cliffs, marshes, etc. or the use of waterbodies to transport people and goods.

Others are commonly perceived as 'natural' and celebrated as 'wild' places to be explored, enjoyed or admired. All on land are owned and considered property; most are named, and most have stories attached to them. At sea, most are either owned or formally administered, and again much is named and made meaningful through knowledge and narratives.

Narrow Type: Mudflat



Introduction

Areas of relatively mobile, thick deposits of clays, silts, organic detritus and some very fine sand content, submerged at high tide and exposed at low tide, and often expressed as areas of muddy banks in sheltered areas along estuary sides.

The Type exists at Pegwell Bay.

Historic processes

The deposition and reworking of mudflats is a natural geological process. However, their present extents are often controlled by the effects of human activities (such as the installation and maintenance of sea defences) on natural sediment dynamics.

Extensive stretches of mudflat, only part of which lie within the project area, exist in Pegwell Bay around the mouth of the River Stour. These are part of an internationally important nature reserve. Although relatively safe, the area is a Special Protection Area for rare birds and people are encouraged to avoid disturbing them. This means the normal activities that might be associated with the area such as digging for bait, dog walking, sailing, kite flying etc., are less likely to take place. The bay is also a known source of inspiration for writers (e.g. Charles Dickens 'The Tuggses at Ramsgate') and painters (e.g. William Dyce).

The Type as it exists in the project area appears to lack evidence of human intervention, but forms part of the wider Pegwell Bay area which is suggested, through archaeological evidence and documentary sources, to be the landing place for Caesar's invasion of Britain⁴⁴, St Augustine in bringing Christianity to England and Viking incursions. In the 19th century it was renowned for its shrimping trade⁴⁵.

Documentary sources indicate that a pleasure pier once existed, anchored into the mudflats near the Pegwell Bay Hotel. Built in 1879, it was Britain's shortest-lived pleasure pier. It was not a commercial success and closed after being damaged when the hull of a wrecked boat was driven into it during a storm at the end of 1884. The piles of the pier are reputedly visible within the mudflats exposed at low tide. A rifle range, shown on the early OS maps, was also sited on the clifftops at Pegwell Bay, near to the pier. This had targets in the adjacent intertidal mudflats.

Condition

The Type is subject to constant transport of sediment through tidal action but appears currently stable.

Vulnerability

The Type is vulnerable to weathering from the normal action of the sea.

Forces for change

The Type is likely to face greater erosion risk as climate change projections predict increased storminess. The Type in Pegwell Bay benefits from extensive protections from the effects of development, as befits its status as part of the Europe-wide Natura network of protected sites – in this case designated as a Special Protection Area⁴⁶.

Relationships with other character types

The Type is spatially related to coastal character types such as Foreshore Types.

Heritage values

Evidential

The Type in itself, as something largely created by natural processes, has limited evidential value. Any evidential value would be associated with traces of human interventions but, with the exception of the 19th century rifle range and pier, these are generally lacking in the mapped occurrences.

Historical

Historical values would be illustrative, and related to human interventions to the mudflat, or would be associative, and related to notable or particular events or activities that have taken place on the beach. The Type, as part of Pegwell Bay, has associative value with historic and semi-mythical events, such as Caesar's invasion landing, the coming of St Augustine to England and Viking incursions, and with shrimping.

Aesthetic

The aesthetic value attached to mudflats derives from a combination of factors. They are frequently perceived as attractive or stimulating elements of the landscape and its interface with the seascape.

Communal

The Type may have some communal values associated with:

- Being perceived as an attractive and/or stimulating elements of the landscape and its interface with the seascape;
- Its role as an internationally important habitat for valued wildlife;
- Seaside recreation, including formative holiday experiences.

These values may be shared by the local populace and the many visitors the town has historically attracted from areas such as London.

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<https://www2.le.ac.uk/departments/archaeology/research/projects/footsteps-of-caesar/in-the-footsteps-of-caesar-the-archaeology-of-the-first-roman-invasions-of-britain>

45 <https://www.tate.org.uk/research/publications/in-focus/pegwell-bay-kent-william-dyce/coastal-resort>

46 Under the Conservation of Habitats and Species Regulations 2017, which transposes the EU Habitats (92/43/EEC) and Birds Directives (2009/147/EC) in England and Wales

Sources

- <https://www.piers.org.uk/pier/pegwell-bay/> [accessed 28.06.18]
- <https://www2.le.ac.uk/departments/archaeology/research/projects/footsteps-of-caesar/in-the-footsteps-of-caesar-the-archaeology-of-the-first-roman-invasions-of-britain> [accessed 28.06.18]
- <http://www.tate.org.uk/research/publications/in-focus/pegwell-bay-kent-william-dyce-coastal-resort> [accessed 28.06.18]
- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial Photography.

Broad Type: Cultural Topography

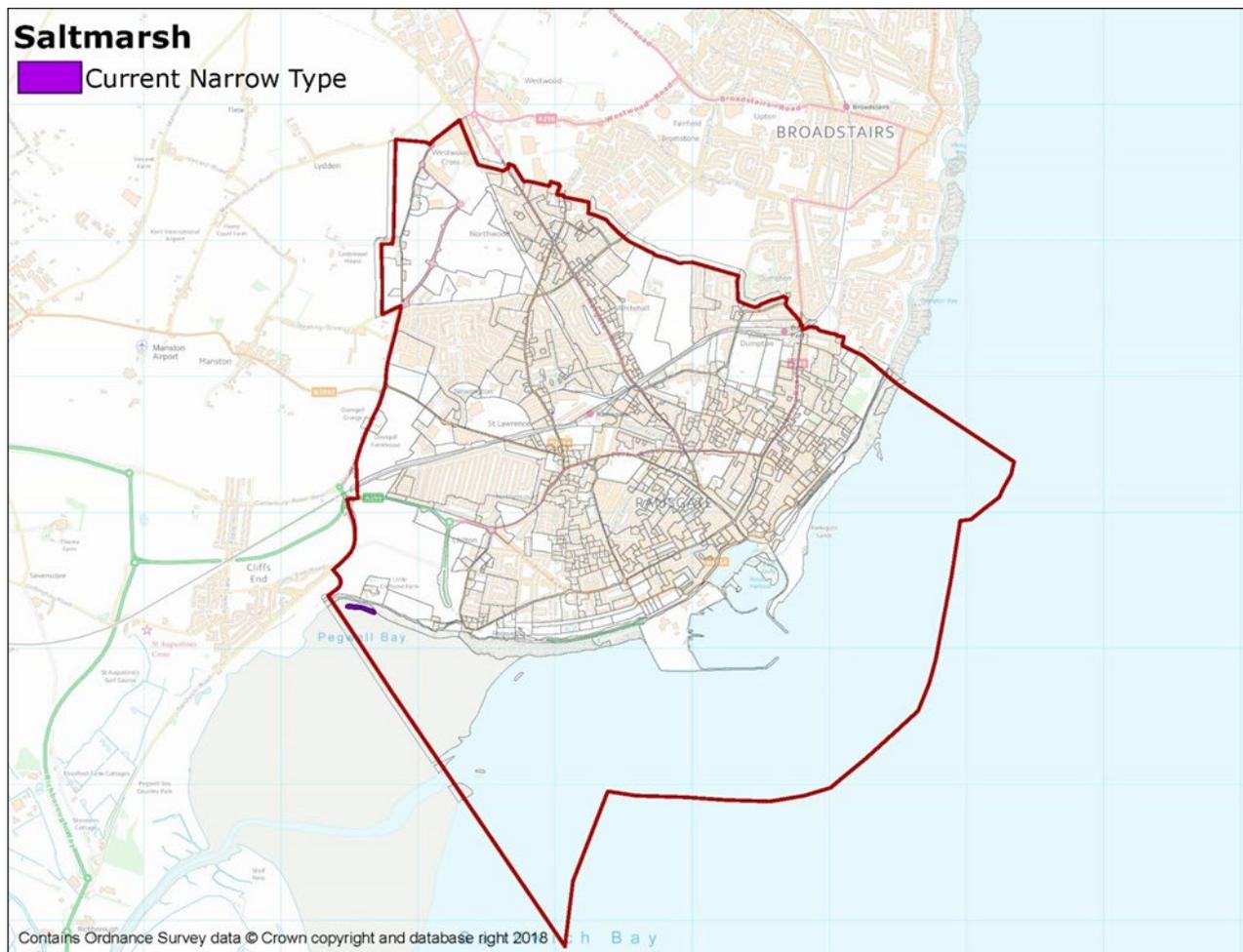
Narrow Type: Saltmarsh

Broad Type: Cultural Topography

Topographical forms on land or coast or on, within or beneath the sea that are made cultural by their cultural perceptions and use by people and often by their shaping and imprints from various cultural processes. Some have been used for economic gain, such as through the grazing of bogs, cliffs, marshes, etc. or the use of waterbodies to transport people and goods.

Others are commonly perceived as 'natural' and celebrated as 'wild' places to be explored, enjoyed or admired. All on land are owned and considered property; most are named, and most have stories attached to them. At sea, most are either owned or formally administered, and again much is named and made meaningful through knowledge and narratives.

Narrow Type: Saltmarsh



Introduction

An area in the upper intertidal zone that is sometimes overflowed by the sea and whose vegetation is dominated by salt tolerant herbaceous plants. Saltmarshes are often used for pasture or for collecting water and, historically, for the production of salt.

Historic processes

The creation, reworking and periodic destruction of saltmarshes is a natural process that occurs due to the periodic inundation of intertidal land and wider patterns of marine sediment dynamics. Their present extents are often controlled by human activities (such as the installation and maintenance of sea defences), interacting with cyclical estuarine and marine processes. Some have been used in historic periods for the production of salt and grazing of livestock. The areas immediately inland of the project area, reclaimed from the Wantsum Channel that previously separated Thanet from the rest of Kent, have extensive traces of salting activity within saltmarshes stretching back into the medieval period.

Whilst extensive areas of saltmarsh exist in Pegwell Bay, only a small section of these lie in the project area. This is not contiguous with the remainder of the saltmarsh and lies adjacent to Little Cliffsend Farm.

Condition

The area of saltmarsh, subject to regular tidal inundation, appears in stable condition.

Vulnerability

The example of this Type, due to its coastal location, is vulnerable to storm surges.

Forces for change

The Type is likely to face greater erosion risk as climate change projections predict increased storminess. The instance of the Type within the project area is also likely to be at risk from 'coastal squeeze' – a phenomenon that occurs as sea levels, and the inland reach of storm events, increase. Where coastal features often have 'climate space' into which they can expand in response to rising water levels, in this instance the saltmarsh is pinned between the sea and a low chalk cliff. This

means that the habitat cannot expand inland and will likely be progressively scoured away by wave action during severe weather events.

Relationships with other character types

The Type forms at the interface of estuarine rivers and tidal environments and, in the project area, lies within an area of Mudflats at Pegwell Bay.

Heritage values

Evidential

The Type has some evidential value as a survival of the kind of land cover formerly characteristic of sections of the coast and inland areas before its removal by enclosure, drainage or coastal development.

Historical

The Type has some historical value. This value is illustrative and related to it being a visible survival of the kind of land cover formerly characteristic of sections of the county's coast and along Wantsum Channel.

Aesthetic

Saltmarshes can have aesthetic value associated with their perceived wildness and the way in which they combine elements of land with those of watery environments. This can include distinctive flora and fauna, particularly birdlife. This is a trait many now find appealing and stimulating but, historically, could be negatively perceived, including as a source of disease.

Communal

Saltmarshes are likely to have communal values associated with:

- Perceived wildness;
- Habitat for valued wildlife, particularly birds – part of an internationally important area for overwintering waders, designated as a Special Protection Area.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local)
- Current and historic aerial photography.

Broad Type: Enclosure

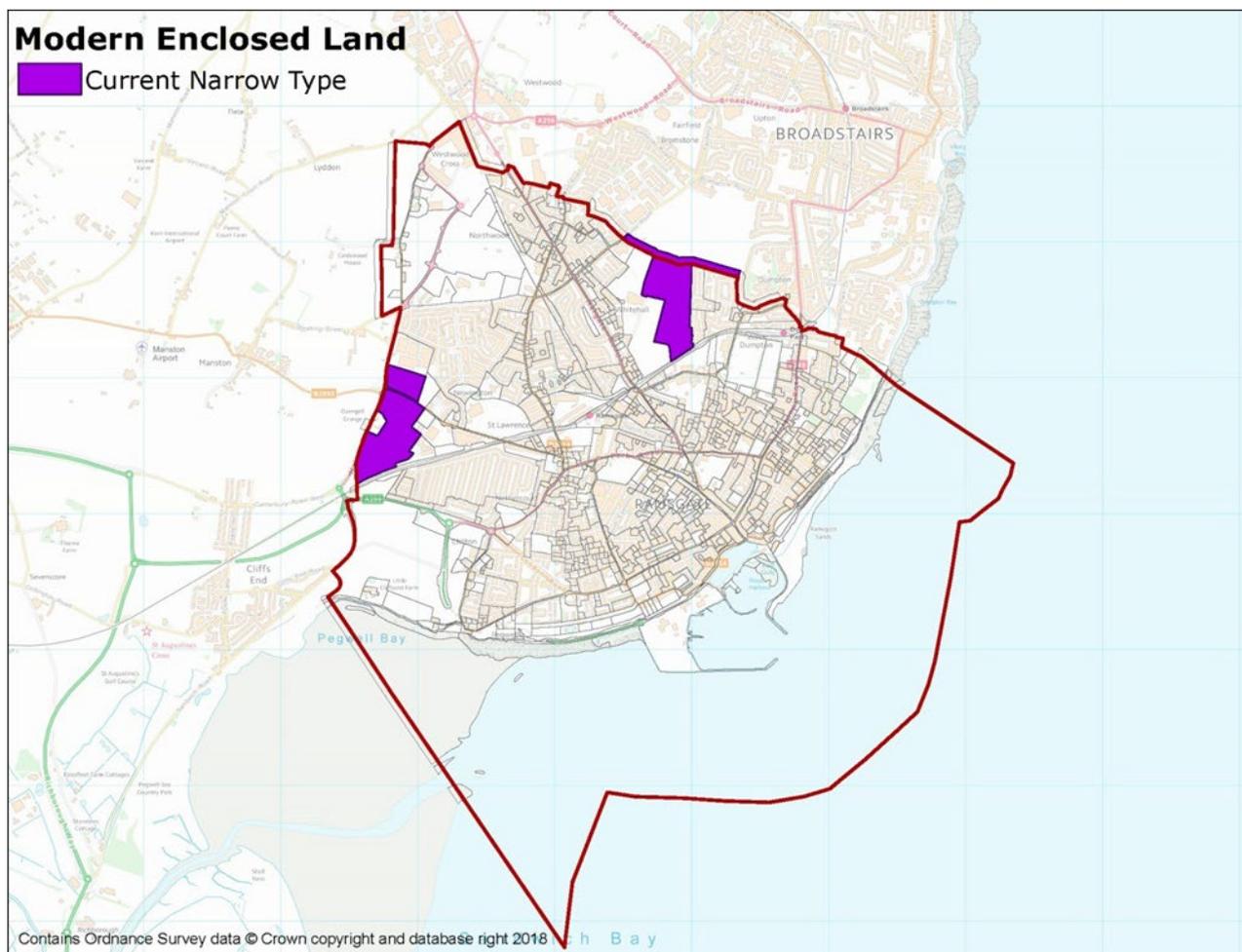
Narrow Type: Modern Enclosed Land

Broad Type: Enclosure

In most HLCs this is the most extensive class and also often one of those most locally distinctive, or particular to place. This reflects the ways that farming communities have adapted changing cultural norms to local topography, and have been inclined to be more or less conservative (or innovative) according to the opportunities or constraints of local economies. HLCs have therefore been locally designed to capture and interpret those local patterns.

The study of enclosed land is one of the more contested and controversial areas of landscape history, reflecting the different emphases placed on the wide range of economic, social, agricultural, topographical and cultural factors involved in enclosed land's creation, maintenance and change. HLC attempts to include all such interests, but also has to corral them into a reasonable scheme that works at the national (or regional) level, whilst allowing the more local forms to be fitted in.

Narrow Type: Modern Enclosed Land



Introduction

Farmland, whose predominant character has developed since World War II. This is often a broad category comprising farmland that has not been recently turned to agricultural use but whose current character has been shaped by the application of post-war agricultural process, chiefly machinery-dependent farming on an industrial scale.

In the project area this accounts for the majority of surviving agricultural land.

Historic processes

This Type has a broad range of expressions that are tied to how trends in agriculture as a whole since World War II, chiefly growing mechanisation, has shaped the character of land that was in agricultural use prior to this date. It is a type whose expression is profoundly influenced by the nature of agriculture prior to World War II.

The project area has what appears to be an unusual character to its agricultural land. The area appears to have been mostly occupied by open fields⁴⁷ since the medieval period. These were farmed in common by the occupants of the nearby village and hamlet settlements. Unlike in many areas, the majority of these open fields do not appear to have ever been enclosed into separate fields, either through informal piecemeal enclosure or more planned means such as enclosure via Act of Parliament. By the time that the first detailed mapping of the project area becomes available, the Tithe maps of c.1840, these fields appear to still be unenclosed. This persists through the early epochs of Ordnance Survey mapping but it is evident that, by the time of more comprehensive coverage via aerial photography in the latter part of the 20th century, the land was clearly being farmed as a series of fields rather than in common. These fields still appear to have no formal boundary infrastructure with 'edges' of fields being defined by changes in planting or state of cultivation or by the presence of other land uses, such as roads. This unenclosed nature of agricultural land appears to continue outside of the project area into the agricultural land bordering it. As such, whilst this may be a characteristic of local farming practice, it is something which is fairly unusual for the modern farmed landscape of southern England.

Condition

The Type is in active use farming and appears in generally stable condition.

Vulnerability

In theory, the Type is vulnerable to alterations in farming practice.

The majority of instances of the Type lie on the fringes of the project area's built up areas and/or

adjacent to the transport network. These have vulnerability to redevelopment for residential or commercial development.

Coastal and low-lying instances of the Type are vulnerable to flooding associated with extreme weather events.

Forces for change

The key forces for change that are likely to affect this Type are; development pressure, changes to farming practices and extreme weather events. Instances of extreme weather events are forecast to rise as part of climate change projections. This may make instances of this Type in low-lying and/or coastal areas unsuited to farming.

Relationships with other character types

This Type is a direct successor to the Open Field System Type. It exists in the undeveloped sections of the project area so usually abuts types related to modern settlement and industry.

Heritage values

Evidential

The Type has evidential value as a distinctive form of agricultural land which retains some of the unenclosed characteristics of the farming system operating in the medieval period

Historical

The Type illustrates a locally distinctive form of modern agriculture.

Aesthetic

As an element of the rural landscape, the Type may be perceived by some as timeless and unchanging, despite the fact they are clearly of human origin and the work of generations who have farmed the landscape. This perception is an aesthetic value and appears to apply even though this is, in fact, a relatively modern type.

Communal

Communal values associated with types of enclosure tend to relate to the way in which fields are perceived as a timeless and unchanging part of the landscape. Fields – regardless of their form and precise historical origins – can be perceived as marking the transition from urban, developed areas into the countryside. This distinction, while sometimes romanticised, is an important one for many people contributing strongly to a sense of place, local understanding and identity.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial Photography.

⁴⁷ See type text for Open Field System

Broad Type: Enclosure

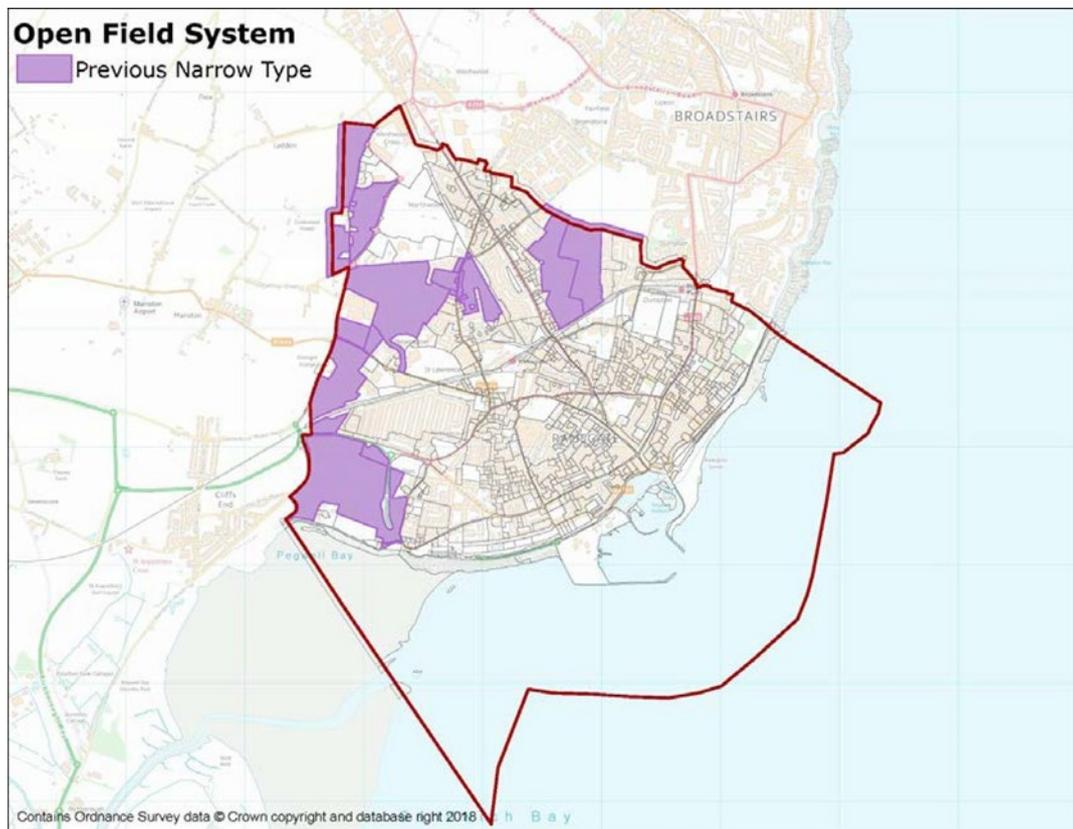
Narrow Type: Open Field System

Broad Type: Enclosure

In most HLCs this is the most extensive class and also often one of those most locally distinctive, or particular to place. This reflects the ways that farming communities have adapted changing cultural norms to local topography, and have been inclined to be more or less conservative (or innovative) according to the opportunities or constraints of local economies. HLCs have therefore been locally designed to capture and interpret those local patterns.

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Narrow Type: Open Field System



Introduction

System of fields in which several farmers held land in common, intermixed in narrow strips assessable via length and width, with low or no separating boundaries. Such systems are mostly medieval in date and few survive in active use.

Their past presence can be evidenced both from information in documentary sources and by the incorporation of aspects of their layout or operation in the landscape. This comes about when the formerly open land is enclosed into fields and the resulting boundaries or edges follow the former extents or strips of the open fields. Such boundaries may have a distinctive “reverse S” shape. The survival of earthworks associated with the ridge and furrow cultivation practiced in open field farming in later fields, particularly those under pasture, also provides evidence for the previous existence of this Type of farming.

Historic processes

The open field system evolved by the medieval period as a system which allowed relatively equitable distribution of farmland between those with a right to it in a community and also to spread the management and risk associated with crop raising. The system began to wane over a very long period (13th to 20th century) due to a number of influences but this was greatly accelerated by the push for enclosed land as part of the agricultural revolution and model methods of farming. Much was lost as a result of piecemeal or planned enclosure to create individual fields. This was a process undertaken between, or by landholders, sometimes with recourse to external bodies for authority to override individuals’ rights in former open fields⁴⁸.

Ramsgate’s agricultural hinterland appears to have been composed of an open field system. Much of this remained unenclosed at the end of the 19th century and does not appear to have ever been formally enclosed. The surviving agricultural land within the project area (see Modern Enclosed Land Type text), whilst not in use as an open field system, still lacks formal fixed boundaries in the form of hedges or fences. This is a relatively rare feature nationally but appears to be common in the immediate environs of the project area.

Condition

Not applicable – the Type occurs only as a previous type.

Vulnerability

The Type is vulnerable to modification of agricultural practices and other land-use which could result in the loss of legibility of the incorporated earlier field pattern and reduce or

remove this element of time-depth from the landscape.

Similarly, the Type is vulnerable to pressure on land, particularly on the urban fringe, for settlement expansion and development.

Forces for change

Development pressure, particularly on the urban fringe, is likely to be the principal force for change acting on the Type.

Changes in land management regimes – potentially arising as a consequence of Brexit, and the loss of agricultural production subsidies (CAP ‘Pillar 1’) could drive amalgamation of holdings and fields as smaller producers struggle to cope with challenging conditions. The loss of CAP ‘Pillar 2’ agri-environment schemes could also drive further loss of character as incentives to retain hedgerows and field trees are withdrawn. At the time of writing, no clarity on post-Brexit rural development funding was available.

Relationships with other character types

Closely allied to types associated with historic settlement patterns (Village, Hamlet) and is generally succeeded by Enclosure Types. In the project area this consists of Modern Enclosed Land.

Heritage values

Evidential

Whilst no longer in operation, the physical traces of the existence of open fields found in later enclosures indicate of the past existence of this Type. This provides physical evidence for communal management of the farming landscape which is generally thought to date back to at least the start of the later medieval period. There is also potential for the survival of important below-ground archaeological remains, including those of earlier settlements and fields.

Historical

Whilst no longer in operation, the boundaries and tracks inherited by the Modern Enclosed Land indicate of the past existence of this Type. This has some illustrative value as they provide a visual clue to the past management of the farming landscape which is generally thought to date back to at least the start of the later medieval period. It allows an appreciation of the time-depth of human activity in the landscape.

Aesthetic

The Type is no longer extant so cannot be experienced, consequently it lacks aesthetic value.

Communal

The Type is unlikely to have particular communal values attached to it since it is imperceptible in the present landscape without knowledge of its prior existence. The presence of open field systems does not appear to be something commonly associated

⁴⁸ This latter form is referred to as see Parliamentary Enclosure since it required an Act of Parliament

with, or mentioned as part of, the development of Ramsgate.

Sources

- Ordnance Survey Surveyor's Drawing No. 108 (Pt. 2), 1797;
- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local)
- Aerial photography.

Broad Type: Enclosure

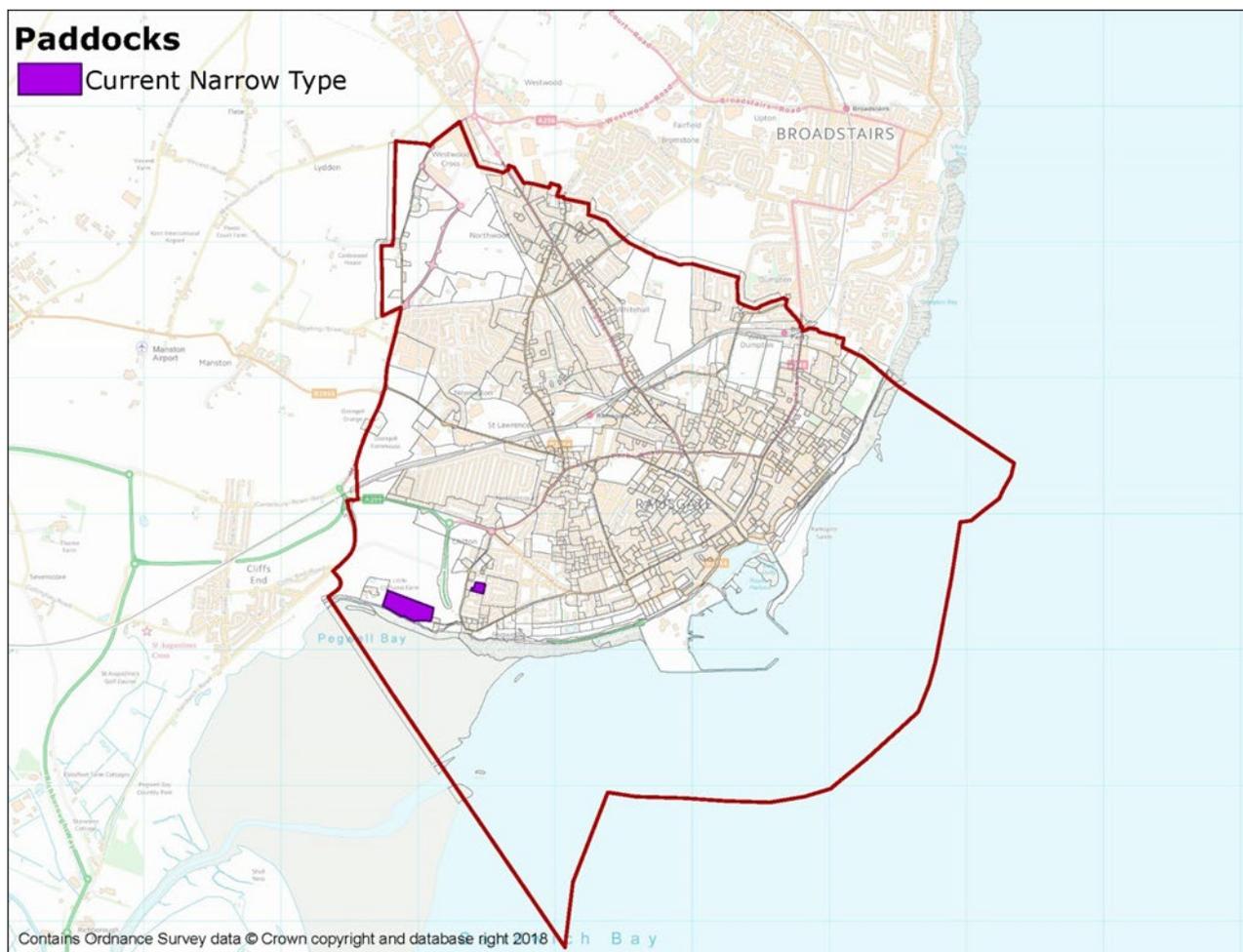
Narrow Type: Paddocks

Broad Type: Enclosure

In most HLCs this is the most extensive class and also often one of those most locally distinctive, or particular to place. This reflects the ways that farming communities have adapted changing cultural norms to local topography, and have been inclined to be more or less conservative (or innovative) according to the opportunities or constraints of local economies. HLCs have therefore been locally designed to capture and interpret those local patterns.

The study of enclosed land is one of the more contested and controversial areas of landscape history, reflecting the different emphases placed on the wide range of economic, social, agricultural, topographical and cultural factors involved in enclosed land's creation, maintenance and change. HLC attempts to include all such interests, but also has to corral them into a reasonable scheme that works at the national (or regional) level, whilst allowing the more local forms to be fitted in.

Narrow Type: Paddocks



Introduction

Enclosed fields for horses or other livestock. Usually a modern adaptation of an earlier field system through insertion of post-and-rail or electrical fences to subdivide fields into smaller units. The small enclosures this created are usually rectilinear in plan. There are sometimes also small shelter structures, such as sheds or stables, constructed within the paddocks.

Historic processes

The creation of paddocks is generally a recent trend associated with a rise in the numbers of people keeping horses for leisure, either personally, or through bodies such as riding stables and liveryies. They are not particularly common features of the project area. In general, paddocks appear to be a relatively "opportunistic" land use, i.e. they are created where land is available close to the need for it, rather than being sited on land with particular qualities.

Condition

The Type is an active use part of the rural or peri-urban landscape and appears in stable condition.

Vulnerability

Several instances of the Type lie on the fringes of the project area's built up areas and/or adjacent to the transport network. These have vulnerability to redevelopment for residential or commercial development.

Coastal and low-lying instances of the Type are vulnerable to flooding associated with extreme weather events.

Forces for change

The key forces for change that are likely to affect this Type are; development pressure, changes to farming practices and extreme weather events. Instances of extreme weather events are forecast to rise as part of climate change projections and may make low-lying and/or coastal areas unsuited for use as paddocks.

Relationships with other character types

No clearly allied types. The Type appears to develop where there is space and need.

Heritage values

Evidential

Evidential value is usually related to the way in which it provides physical evidence for equestrian ownership. In most parts of England this is usually a recent phenomenon and associated with rising horse and pony ownership due to increases in disposable income since the later 20th century. As paddocks are usually subdivisions of earlier field systems there will be potential for the survival of important below-ground archaeological remains, including those of earlier settlements and fields.

Historical

Historical value is usually illustrative and related to the way in which it provides visible evidence for equestrian ownership. In most places this is usually a recent phenomenon and associated with rising horse and pony ownership due to increase in disposable income since the later 20th century.

Aesthetic

The Type has limited aesthetic value. The pattern of subdivision can appear haphazard and temporary, often accentuated by the ephemeral and changing nature of boundaries within paddocks (particularly the electric fences). The horses, however, are of high visual interest.

Communal

Valued by owners and users of horses, ponies and donkeys.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial photography.

Broad Type: Enclosure

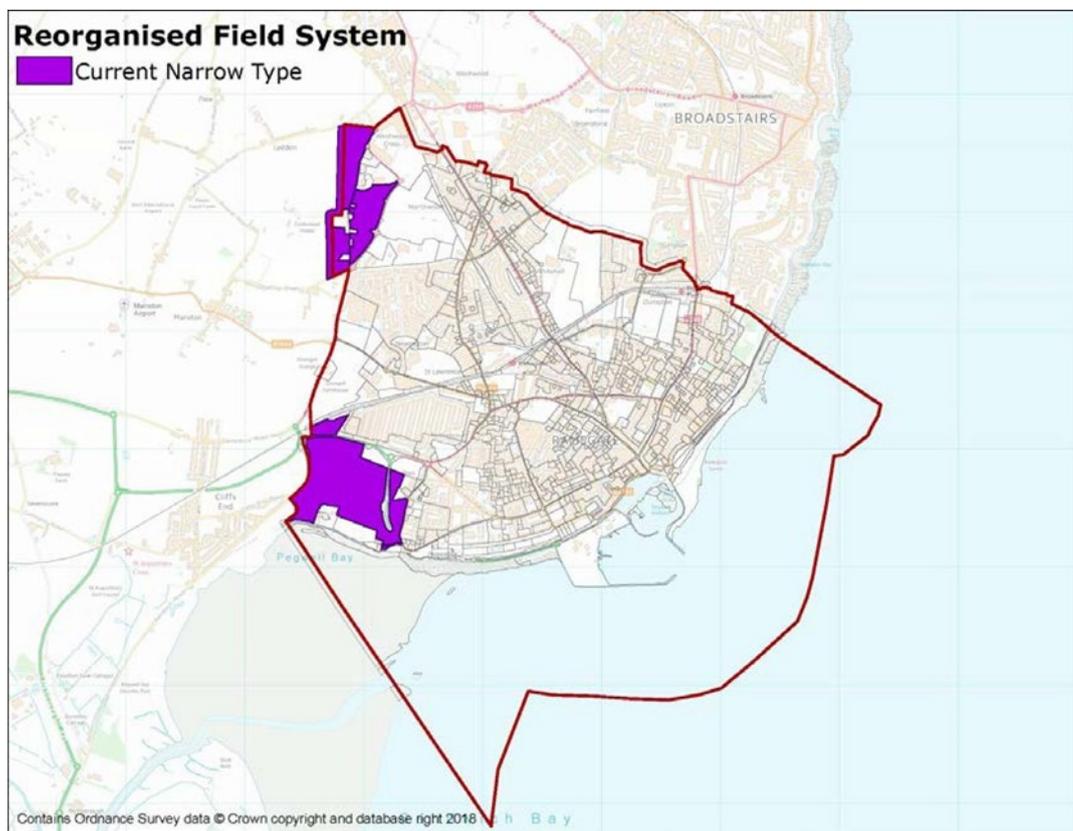
Narrow Type: Reorganised Field System

Broad Type: Enclosure

In most HLCs this is the most extensive class and also often one of those most locally distinctive, or particular to place. This reflects the ways that farming communities have adapted changing cultural norms to local topography, and have been inclined to be more or less conservative (or innovative) according to the opportunities or constraints of local economies. HLCs have therefore been locally designed to capture and interpret those local patterns.

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Narrow Type: Reorganised Field System



Introduction

Field patterns which have been subject to some revision but where the previous field system remains legible. Reorganisation can come through either insertion of boundaries or through truncation of fields by other processes (i.e. road and rail corridors). The resulting field system usually inherits elements of the preceding field system, such as historic hedges, in combination with more modern boundary treatments (including fences). This can confer some sense of time-depth to the Type.

Historic processes

Whilst the reorganisation of agricultural holdings will have occurred over a long period of time, the fields represented by this Type are a largely recent phenomenon. The influences on development of this Type are twofold; the adoption of mechanised agriculture and the effect of recent large scale development, particularly transport links.

Owing to the highly built-up nature of the project area, this Type is found only at its western edge. It comprises those fields which have not been formally enclosed from open field systems.

Condition

The Type is in active farming use and appears in generally stable condition.

Vulnerability

In theory, the Type is vulnerable to alterations in farming practice.

The majority of instances of the Type lie on the fringes of built up areas and/or adjacent to the transport network. These have vulnerability to redevelopment for residential or commercial development.

Coastal and low-lying instances of the Type are vulnerable to flooding associated with extreme weather events.

Forces for change

The key forces for change that are likely to affect this Type are development pressure, changes to farming practices and extreme weather events. Extreme weather events are forecast to increase in frequency in line with the predicted effects of climate change. This may make instances of this Type in low-lying and/or coastal areas unsuited to farming.

Relationships with other character types

This Type is closely associated with Communication Types (Road) as these are usually an important driver of fieldscape reorganisation since they cut across the landscape along novel routes.

It is also associated with other Enclosure Types. It is a successor to earlier Enclosure forms and often sits adjacent to Modern Enclosed Land.

Heritage values

Evidential

Reorganised fields have evidential value as they provide physical evidence of the transformation wrought by development and also the effect of the adoption of mechanised farming. There is also potential for the survival of land divisions of preceding farming systems, containing much evidence for changing land use. There may also be expected to be important below-ground archaeological remains, including those of earlier settlements and fields.

Historical

Illustrative value is related to the way in which reorganised fields show the transformation wrought by recent communications development, chiefly road improvements, and also the effect of the adoption of mechanised farming

Aesthetic

As an element of the rural fieldscape, the Type may be perceived as timeless and unchanging, despite the fact it is clearly of human origin and the work of generations who have farmed the landscape. This perception is an aesthetic value and appears to apply even though this is, in fact, a relatively modern type.

Communal

Communal values associated with types of enclosure tend to relate to the way in which fields are perceived as a timeless and unchanging part of the landscape. Of value to those who farm the land and those who appreciate the cultural importance of farming and its contrast to other more damaging forms of land use.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap, OS VectorMap Local);
- Aerial photography.

Broad Type: Industry

Narrow Type: Brickworks

Broad Type: Industry

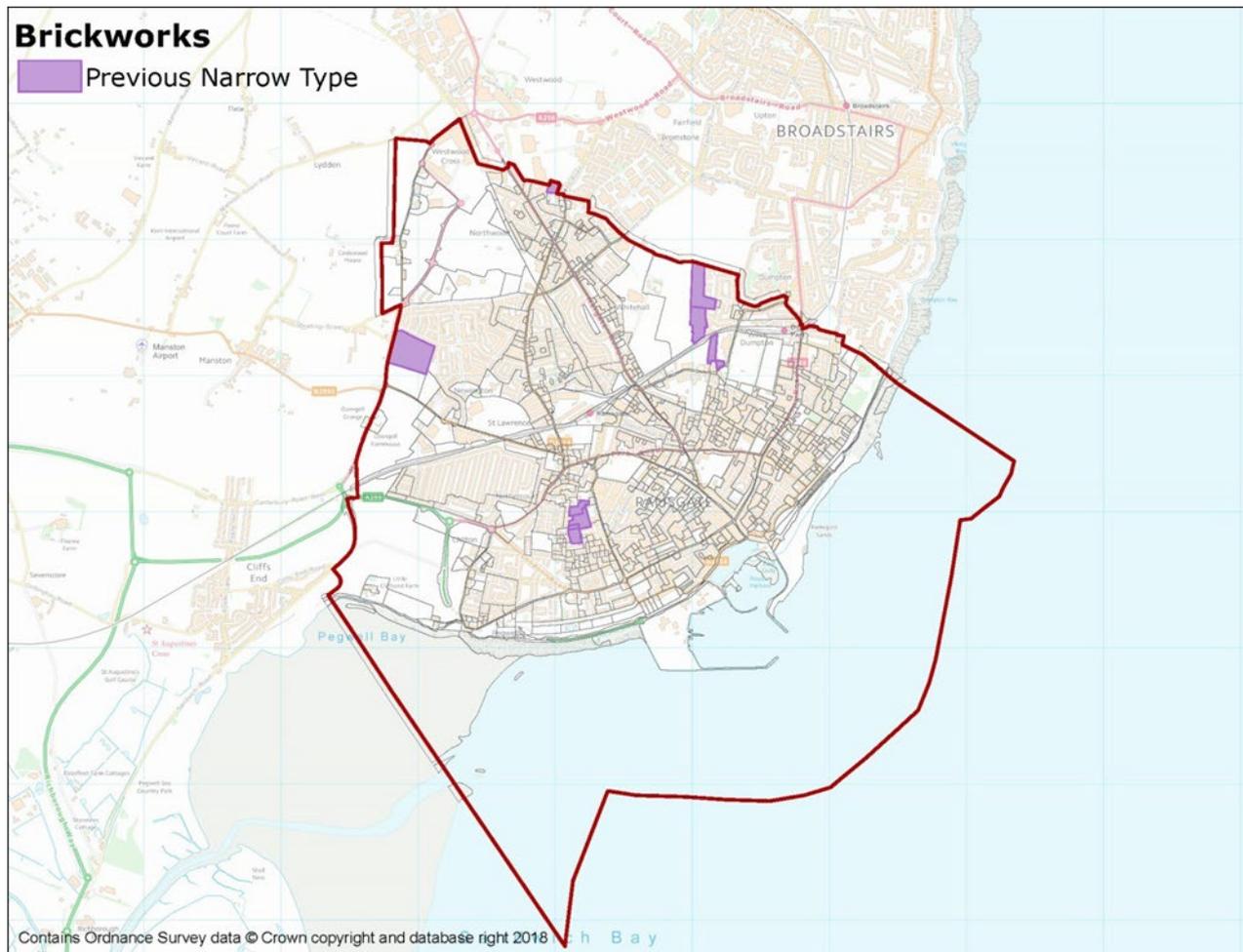
Industry in HLC and HSC covers large-scale activities that relate to the creation of economic goods, normally material rather than services (which tend to be covered by classes like commerce, civic provision, etc.). It is therefore largely concerned with primary (extractive) and various forms of secondary (refining, processing and manufacturing) industry, the latter including generation and transmission of energy.

Many industries are largely modern, of the last two or three centuries, but some have longer histories.

They are usually associated with highly specialised and therefore immediately distinctive patterns and forms of structures, buildings and by-products (heaps, etc.), all developed to achieve, most cost-effectively, the particular industry's ends.

Most of the industries covered by HLC and HSC can be subjected to further subdivision of terms as characterisation is made more fine-grained and detailed.

Narrow Type: Brickworks



Introduction

An industrial manufacturing complex producing bricks. In some cases these comprise simply the works buildings and storage areas whereas in others, particularly earlier examples located close to where the bricks were to be used, the Type also includes associated adjacent brick pits from which the clay was extracted.

The Type occurs only as a previous type in the project area.

Historic processes

Brickworks have long been a feature of the landscape in those areas of the country where clay suitable for brick manufacture exists. The project area contained deposits suitable for brickmaking and lacked good quality building stone so bricks were used from a relatively early date in vernacular buildings. Ramsgate town centre contains several instances of early buildings⁴⁹ using brick. The majority of brickworks in the project area comprised brick pits as well as buildings and areas for manufacture and storage. Most appear to have been located to service the building of contemporary development and there are instances of later 19th century date in areas that had been laid out for development (e.g. in Southwood). In several instances, including that at Southwood, the brickworks sites appear to have been developed into housing or other uses shortly after their working life was over. In the case of the example at Southwood, brickworks are depicted on the first edition Ordnance Survey coverage but had been developed into terraced housing by the third edition.

The close relationship between brickworks and construction in the town means that locally- made bricks form a major part of its historic character and identity.

The Type now occurs only as a previous type and all instances have now been redeveloped into other uses. Their former presence is evident through the way they condition the limit and layout of subsequent development of the site rather than through the apparent survival of physical remains associated with the brickworks.

Condition

Not applicable – the Type is present only as plot patterns which reflect its former existence.

Vulnerability

The Type is vulnerable to any changes, such as large-scale redevelopment, which affect the retention of related plot patterns which remain legible in the successor land use.

Forces for change

The retained plot patterns which show the Type's former existence lie in areas of urban development, particularly areas of terraced housing. These are a form of development which are highly-valued and are, therefore, unlikely to be affected by large-scale redevelopment.

Relationships with other character types

The bricks made in these works were used in much of the early housing expansion in the town. Some housing developments directly succeeded brickworks, particularly Terrace Housing at Southwood.

Heritage values

Evidential

The Type has some evidential value as a document of industries once carried out in the project area. The extent of this value is compromised by the redevelopment of all instances.

Historical

The Type has some historical value in relation to its potential association with buildings in the town.

Aesthetic

The Type has no visible expression, having been redeveloped, so lacks aesthetic value.

Communal

Whilst the brickworks' products underpin aspects of the distinctiveness of Ramsgate's 18th to 19th century development, the Type itself is unlikely to have particular communal values attached to it. This is as it the Type is imperceptible in the present landscape so the sources of the bricks which made Ramsgate during this period cannot readily be equated to specific works or areas.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local).

⁴⁹ Historic England draft Historic Area Assessment information

Broad Type: Industry

Narrow Type: Storage and Handling

Broad Type: Industry

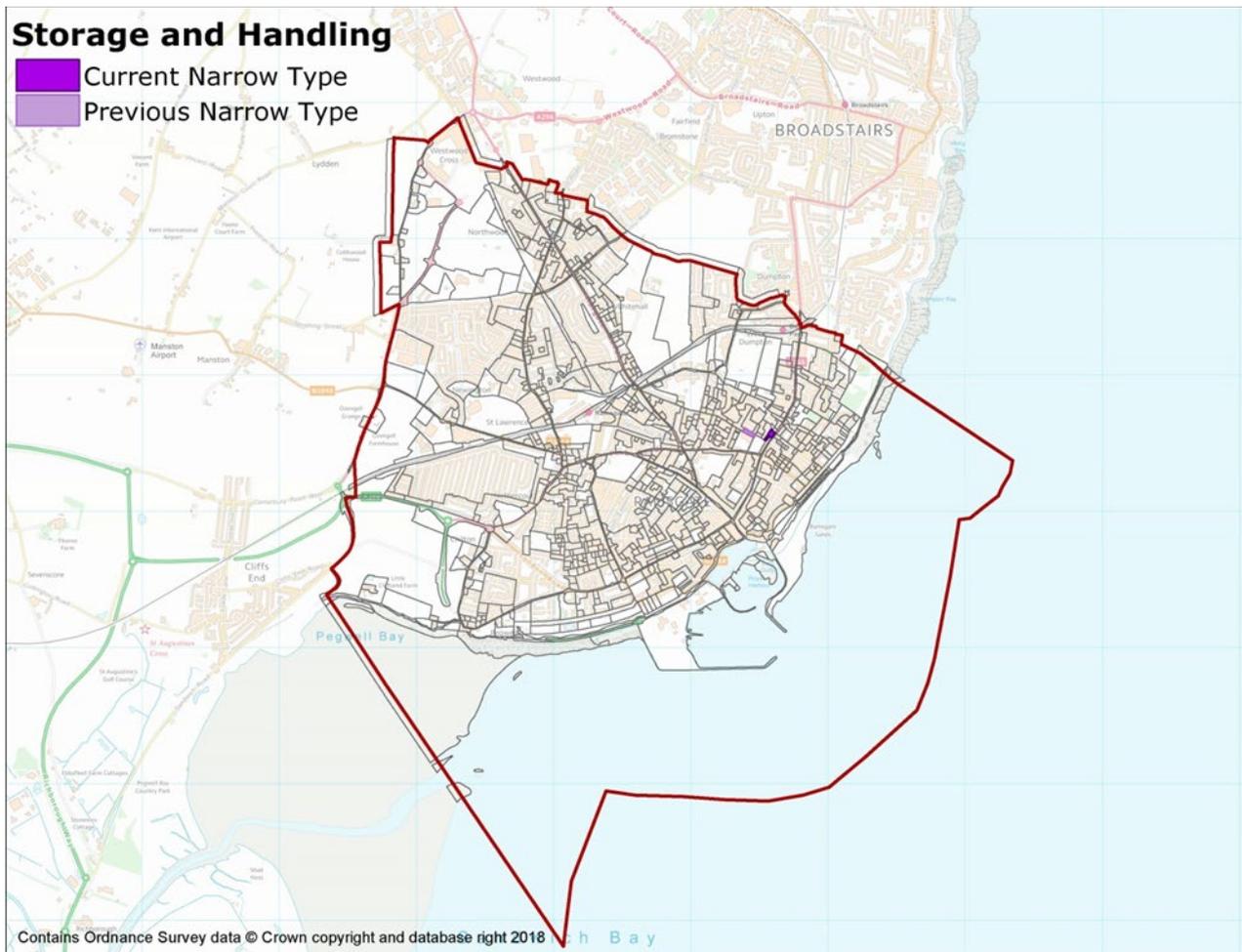
Industry in HLC and HSC covers large-scale activities that relate to the creation of economic goods, normally material rather than services (which tend to be covered by classes like commerce, civic provision, etc). It is therefore largely concerned with primary (extractive) and various forms of secondary (refining, processing and manufacturing) industry, the latter including generation and transmission of energy.

Many industries are largely modern, of the last two or three centuries, but some have longer histories.

They are usually associated with highly specialised and therefore immediately distinctive patterns and forms of structures, buildings and by-products (heaps, etc), all developed to achieve, most cost-effectively, the particular industry's ends.

Most of the industries covered by HLC and HSC can be subjected to subdivision of terms as characterisation is made more fine-grained and detailed.

Narrow Type: Storage and Handling



Introduction

A building or buildings and directly associated grounds, used for the collation, storage and transfer of supplies, goods, vehicles or machinery by a business. Structures employed in such centres are commonly recent, purpose-built and utilitarian. Some instances include building repurposed from the use for which they were originally designed.

There is one current example in the project area on Hereson Road and a former example nearby by Saint Luke's Recreation Ground.

Historic processes

This is a relatively recent type which is found where a business need for such a facility has arisen. There is a single instance in the project area, related to the building trade.

The builder's depot is in Hereson and is a builder's yard occupying an area of former terraced housing and associated yards. This appears to have grown from a small office and yard of a longstanding local building firm, W.W. Martin, which was established at this location in the earlier 20th century, first shown on the fourth edition Ordnance Survey coverage. It has since grown and led to the demolition of houses fronting Hereson Road and the knocking through of associated yards to expand the depot.

A storage yard, formerly associated with the Corporation of Ramsgate, had been created adjacent to the Gasworks and Recreation Ground at St Luke's by the early 20th century. This was redeveloped for housing in the early 21st century.

Condition

The Type appears in stable condition, being relatively recent in origin and in active business use.

Vulnerability

The Type lies in areas with pressure for redevelopment, evidenced by the redevelopment of part of the bus depot.

Forces for change

Redevelopment pressure is likely to be a key force for change owing to the location of the remaining instance of the Type.

Relationships with other character types

The Type relates to businesses that rely on road transport so is sited on or very near the Route Type.

Heritage values

Evidential

The Type has evidential value in documenting one aspect of the 20th century industrial activity in the area.

Historical

The Type is illustrative of the premises requirements of the building and maintenance industry.

Aesthetic

The Type is representative of early 20th century relatively utilitarian structures.

Communal

The Type, as it is related specifically to the internal operation of a limited number of businesses, is unlikely to have generated communal values other than familiarity of them as local landmarks.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography;
- Site visit.

Broad Type: Industry

Narrow Type: Energy Generation (Power Station)

Broad Type: Industry

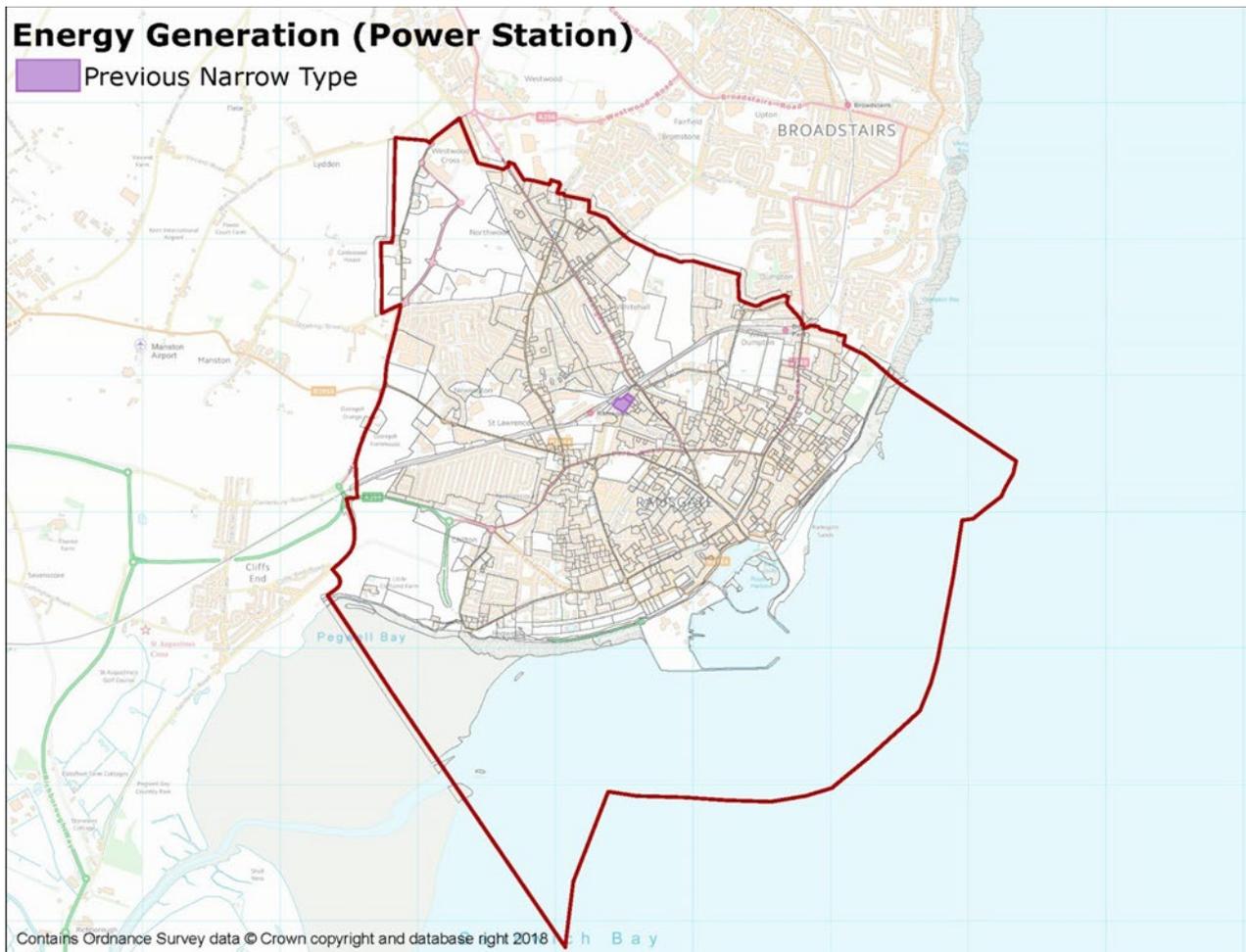
Industry in HLC and HSC covers large-scale activities that relate to the creation of economic goods, normally material rather than services (which tend to be covered by classes like commerce, civic provision, etc). It is therefore largely concerned with primary (extractive) and various forms of secondary (refining, processing and manufacturing) industry, the latter including generation and transmission of energy.

Many industries are largely modern, of the last two or three centuries, but some have longer histories.

They are usually associated with highly specialised and therefore immediately distinctive patterns and forms of structures, buildings and by-products (heaps, etc), all developed to achieve, most cost-effectively, the particular industry's ends.

Most of the industries covered by HLC and HSC can be subjected to subdivision of terms as characterisation is made more fine-grained and detailed.

Narrow Type: Energy Generation (Power Station)



Introduction

A building or set of buildings and structures where power, especially electrical or mechanical, is generated.

There is only one example of a power station in the project area. This is now partly redeveloped and in other industrial uses so is recorded as a previous type.

Historic processes

Deployment of commercial and domestic electricity supply began in late 19th century, with the passage of legislation allowing the incorporation of companies to generate and supply electricity (The Electric Lighting Act 1882). This facilitated entrepreneurial development of generation capacity and supply networks, often varying in voltages and delivery mechanisms.

Ramsgate's power station appears to have been relatively small in scale, and co-located with a refuse incinerator. It was first shown on the third edition Ordnance Survey 25-inch map, labelled 'Electric Light Works'. The Ramsgate and District Electric Supply Company survived until nationalisation in 1947, with the creation of regional electricity boards, although this works was seemingly short-lived – the site having been cleared during the 1960s. Part of the complex has been redeveloped as an industrial estate whilst the remainder is now an area of hardstanding covered in scrub.

Condition

Not applicable - the Type occurs only as a previous type and there are no apparent upstanding remains of the station.

Vulnerability

All historic generating infrastructure has been removed, therefore the Type is not vulnerable to further change.

Forces for change

The strategic scale at which electricity generation has taken place since nationalisation has resulted in the loss of virtually all such decentralised, smaller-scale generating capacity. As a previous type, there are no meaningful forces for change acting.

Relationships with other character types

No clearly related types in the project area, although the station is close to the housing and other concerns which would have been supplied by it.

Heritage values

Evidential

All historic buildings and infrastructure have been removed, but there may be some below-ground remains of aspects of the works.

Historical

Contributes to understanding the development of the town and the provision of electricity, initially by the private local generation and supply company.

Aesthetic

The Type has limited aesthetic value although some might appreciate the area of open ground that has developed within its footprint.

Communal

There may be former employees of the station and older residents who recall it in operation.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography.

Broad Type: Industry

Narrow Type: Energy Industry (Gasworks)

Broad Type: Industry

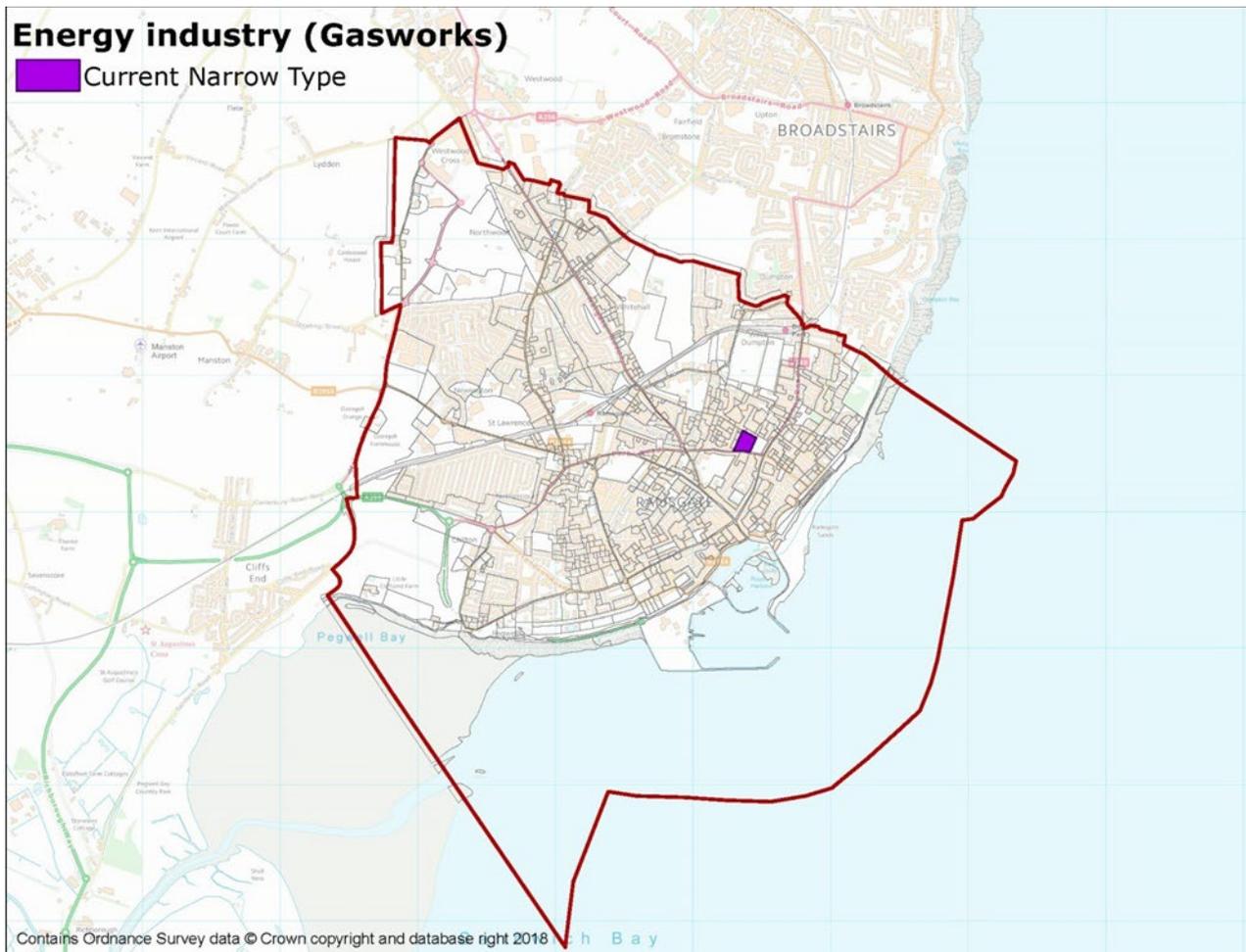
Industry in HLC and HSC covers large-scale activities that relate to the creation of economic goods, normally material rather than services (which tend to be covered by classes like commerce, civic provision, etc). It is therefore largely concerned with primary (extractive) and various forms of secondary (refining, processing and manufacturing) industry, the latter including generation and transmission of energy.

Many industries are largely modern, of the last two or three centuries, but some have longer histories.

They are usually associated with highly specialised and therefore immediately distinctive patterns and forms of structures, buildings and by-products (heaps, etc), all developed to achieve, most cost-effectively, the particular industry's ends.

Most of the industries covered by HLC and HSC can be subjected to subdivision of terms as characterisation is made more fine-grained and detailed.

Narrow Type: Energy Industry (Gasworks)



Introduction

An area of buildings, other structures, compounds and hardstanding associated with creation and distribution of gas to the consumer network for industrial and domestic use (e.g. high and low-pressure gas storage, including 'gasometers', compressor stations and trans-shipment facilities).

Historic processes

Gas distribution infrastructure developed from the mid-19th century to facilitate the production and transmission of gas to municipal, domestic and commercial customers. Initially, this was focused on the production of 'town gas' from gasification of coal. Gas was initially adopted for street and domestic lighting, through the use of incandescent mantle lamps and, later, for cooking, water and space heating.

Ramsgate's gasworks developed from the mid-19th century, expanding to fill much of the current site by the early 20th century. It comprised a series of office and works buildings (mainly brick built) alongside two gasholders.

The whole complex was enclosed with a high boundary wall separating it from off from the adjacent terraced housing.

Nationalisation in 1949 precipitated ever-greater centralisation of production of gas, resulting in the progressive closure of smaller local works; production in Ramsgate ceased in the late 1950s although the extant gas holders remained in use. Similarly, electrification of homes and street lighting reduced overall demand for gas in the inter-war and immediate post-war periods.

Rapid development of the North Sea gas fields, and deployment of national distribution infrastructure, rendered virtually all town gas works, including Ramsgate's, redundant by the mid-1970s.

Although now disused and with part of the site cleared, the gasworks remains a tangible presence in the area. It retains the distinctive boundary wall, gasholder expanding tank pits, and its office building. The gasworks office building, constructed at the close of the 19th century, is a distinctive building in brick with terracotta detailing built in a Tudor-influenced style. It, along with adjoining boundary walls and railings, is a Grade II Listed Building⁵⁰. The site lies within the early suburban expansion of the town and is close proximity to the town centre and railway station. As such, it has attracted several proposals for housing redevelopment but none have yet come to fruition.

Condition

The majority of the gasworks site has been cleared, leaving a large area of hardstanding and the truncated remains of the two gasholders.

Much of the site has begun to become covered in scrub but the surviving structures, including the offices, appear in stable condition.

Vulnerability

The majority of the historic gas infrastructure has been removed so the Type may be less vulnerable to further change – although loss or damage to the boundary walls and office building would compromise the legibility of the Type. The listed status of the office block and boundary features provides some protection against future proposed change.

Forces for change

Much of the gas works infrastructure has already been removed. The site is likely to attract further redevelopment proposals. These are likely to retain and protect the surviving structures, due to their listed status, to some extent which is likely to mean some survival of Type as a legible past feature of the area even if redeveloped.

Relationships with other character types

The Type lies amidst roughly contemporary housing development (Terraced Housing).

Heritage values

Evidential

The buildings and infrastructure remaining on site physically document the past use of the site for gas production.

Historical

The extant buildings and boundary walls illustrate the extent of the works, and some of its influence on the surrounding area, and allow this to be understood and appreciated.

Aesthetic

The Type has aesthetic value, as the office block is a fine example of Victorian industrial architecture, while the boundary walls are distinctive and contribute to local character.

Communal

There are likely to be communal values attached to this distinctive local landmark of Victorian architecture. There may also be surviving employees of the town gasworks, and later installations, and older residents are likely to remember the site in operation.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography.

⁵⁰ <https://historicengland.org.uk/listing/the-list/list-entry/1085429>

Broad Type: Industry

Narrow Type: Factory

Broad Type: Industry

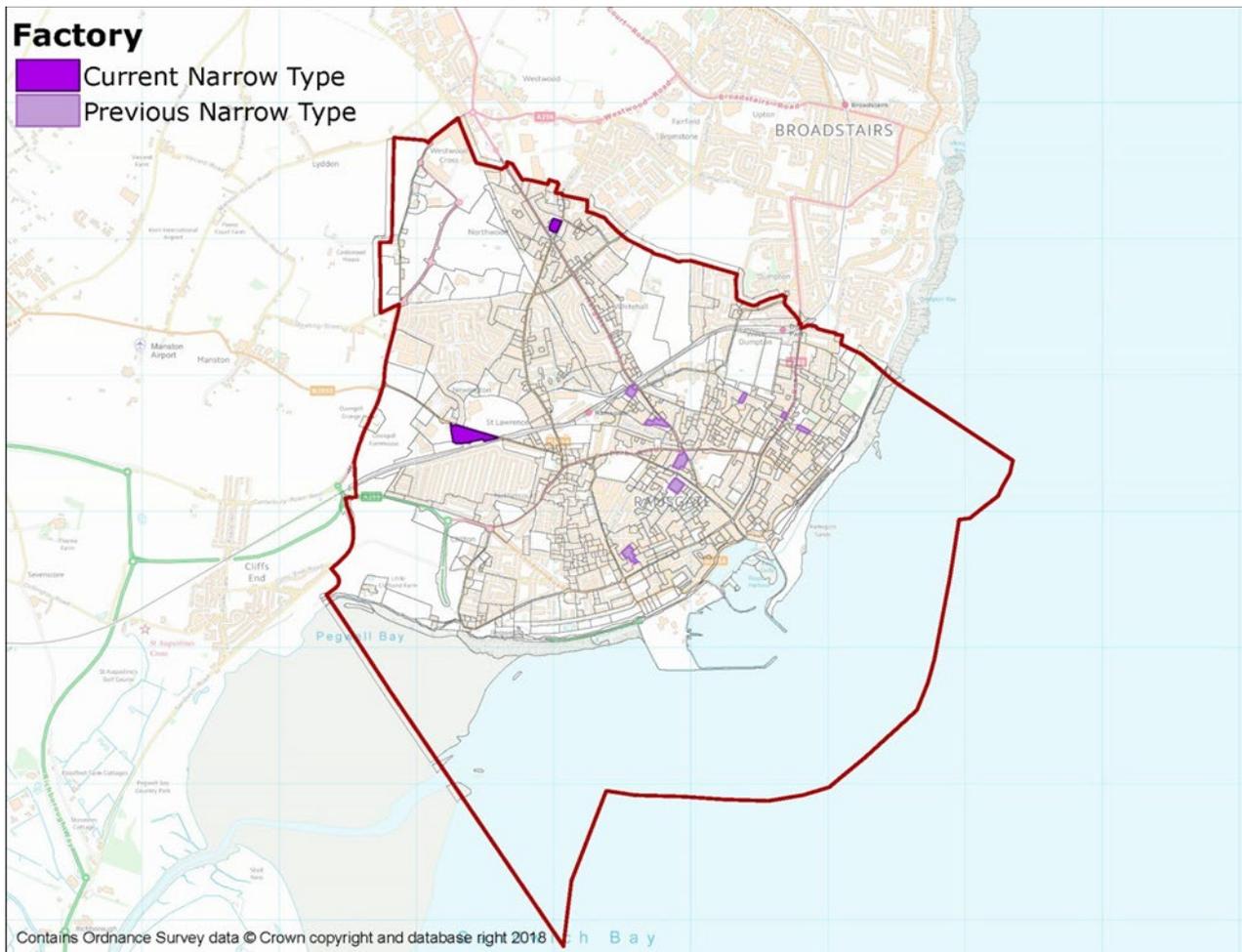
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Most of the industries covered by HLC and HSC can be subjected to subdivision of terms as characterisation is made more fine-grained and detailed.

Narrow Type: Factory



Introduction

A complex of industrial buildings housing powered machinery and employing a workforce for manufacturing. Factories are commonly purpose-built but can include earlier structures modified to enable manufacturing use.

Historic processes

Factories are a feature that largely came in with the Industrial Revolution in the later 18th century as most goods were previously made by individual workers on a more localised piecemeal basis. The factory system is typified by applying a systematised approach to production with multiple processes brought together on the same site and labour being divided between the processes to achieve an efficient workflow.

Industry was historically of secondary importance in the town's economy and only a handful of fully-fledged industrial concerns ever developed.

There are only two current examples of the Type in the project area with the majority of instances being as a past type. The largest current instance is the Flambeau Europlast Ltd plastics factory on Manston Road adjacent to the railway line⁵¹. This was built in the 1960s and comprises a series of utilitarian buildings housing factory and office operations. The other instance is a laundry works on Northwood road. This is a slightly older concern, first shown on the fourth edition Ordnance Survey coverage for the areas. The original brick-built works buildings appear to survive amidst later extensions. All are of a utilitarian nature.

The instances recorded as previous types are mostly later 19th to early 20th century in date. They comprise an ice factory and brewery on the fringe of the town's historic core and two smaller factories in Hereson. The ice factory has been demolished and redeveloped as an Asda whereas the brewery site is in use as an industrial estate with some reuse of brewery structures. The Hereson works consist of a works for an unknown purpose, now Tesco Express, and a mid-20th century clothing factory, now demolished and redeveloped into housing. The clothing factory is an unusual feature, sited on Cecilia Road in what was otherwise a suburban area. It appears to have had a short period of use, being only depicted on the first coverage of the Ordnance Survey 1:2,500 issued post-war.



Tesco in Hereson⁵²

Condition

The extant instances of the Type appear to be in use and in stable condition. The reused instances, though converted, also appear to be in stable condition.

Vulnerability

Those instances in active use are vulnerable to changes in the wider economy. The plastics factory, as part of a wider international company that exports to Europe, may be affected by Brexit.

Some instances survive in the form of repurposed buildings and plot patterns. As such, they are vulnerable to change should these buildings become unsuited to the new uses they have been put to.

Forces for change

The key force for change is the commercial viability of use of its buildings. All instances of the Type lie in areas of redevelopment pressure.

Relationships with other character types

Factories require ready access to distribution networks so the Type is found adjacent to Road, Route and Railway.

Heritage values

Evidential

Physical evidence, albeit sometimes in modified form, for the industrial businesses which have been or remain key parts of the local economy.

Historical

The Type illustrates the changing nature of industry in the project area.

Aesthetic

Largely utilitarian structures which characterise the Type.

⁵¹ <http://www.bpf.co.uk/directory/flambeau-europlast-ltd-324.aspx>

⁵² Source <http://www.geograph.org.uk/photo/3856565>. Copyright David Anstiss and licensed for reuse under a Creative Commons Licence (details at <https://creativecommons.org/licenses/by-sa/2.0/>)

Communal

Associated with the importance of the factories as local employers and there is often some popular civic pride in local products.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (1:10,000 map; current OS VectorMap Local);
- Historic and current aerial photography;
- Site Visit.

Broad Type: Industry

Narrow Type: Industrial Estate

Broad Type: Industry

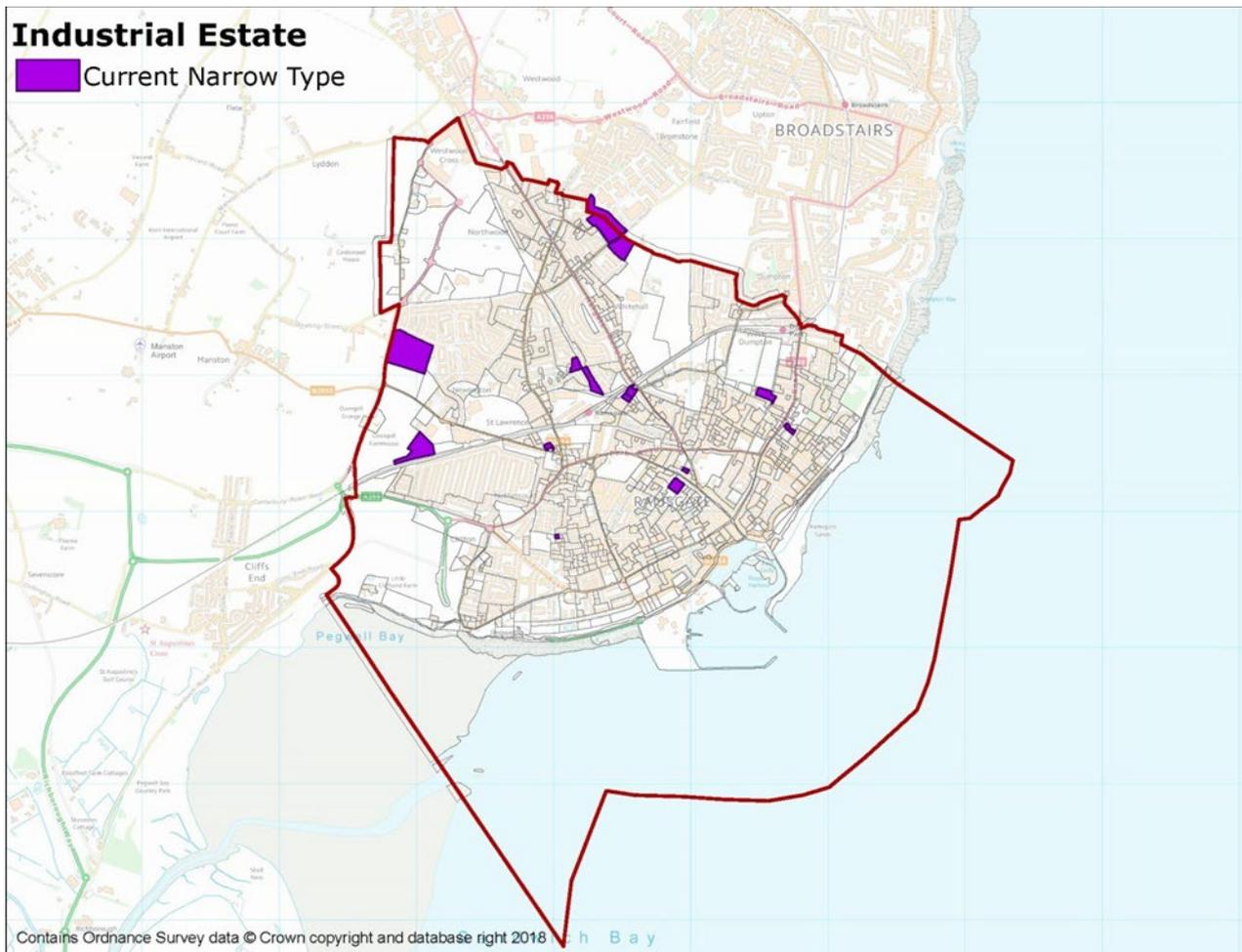
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Most of the industries covered by HLC and HSC can be subjected to subdivision of terms as characterisation is made more fine-grained and detailed.

Narrow Type: Industrial Estate



Introduction

An area of land owned by a developer, whether a private entrepreneur or a public authority, and divided into plots for leasing or sale to manufacturing or commercial concerns which may share some common services. They are characterised by small industrial premises, usually shed-like structures, arrayed around a central service road. They are generally sited at the edges of towns to take advantage of the road network.

Historic processes

Industrial estates developed from the mid-20th century to provide bases for smaller companies undertaking a range of light-industrial processes.

There are several examples of the Type throughout the project area, the largest of which are located on the urban fringes. The Type is frequently located near to strategic transport routes, with four examples close to the railway line. Nearly all examples make use of brownfield land, for instance, Haine Industrial Estate is located on a former brickwork site, and the example at Whitehall lies on the former route of the Margate branch line.

Condition

The Type is in mixed condition, but is generally robust.

Vulnerability

The Type is generally resilient to change, with commercial forces being the main source of likely change.

Forces for change

In more central locations, the need for housing land may be a driver for regeneration and land use change.

Relationships with other character types

Most are located alongside the Road and Route Types, due to the importance of access to the road distribution network, and several are also close to the Railway.

Heritage values

Evidential

A physical expression of a wider trend in late 20th and 21st century commercial development across Britain.

Historical

Illustrates a particular trend toward co-location of light industrial uses outside urban centres – reflecting post-war redevelopment and the priority placed on separating ‘anti-social’ uses from town centres.

Aesthetic

Generally utilitarian structures and infrastructure.

Communal

Communal values derive from these being places of work.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local)
- Historic and current aerial photography.

Broad Type: Industry

Narrow Type: Mill

Broad Type: Industry

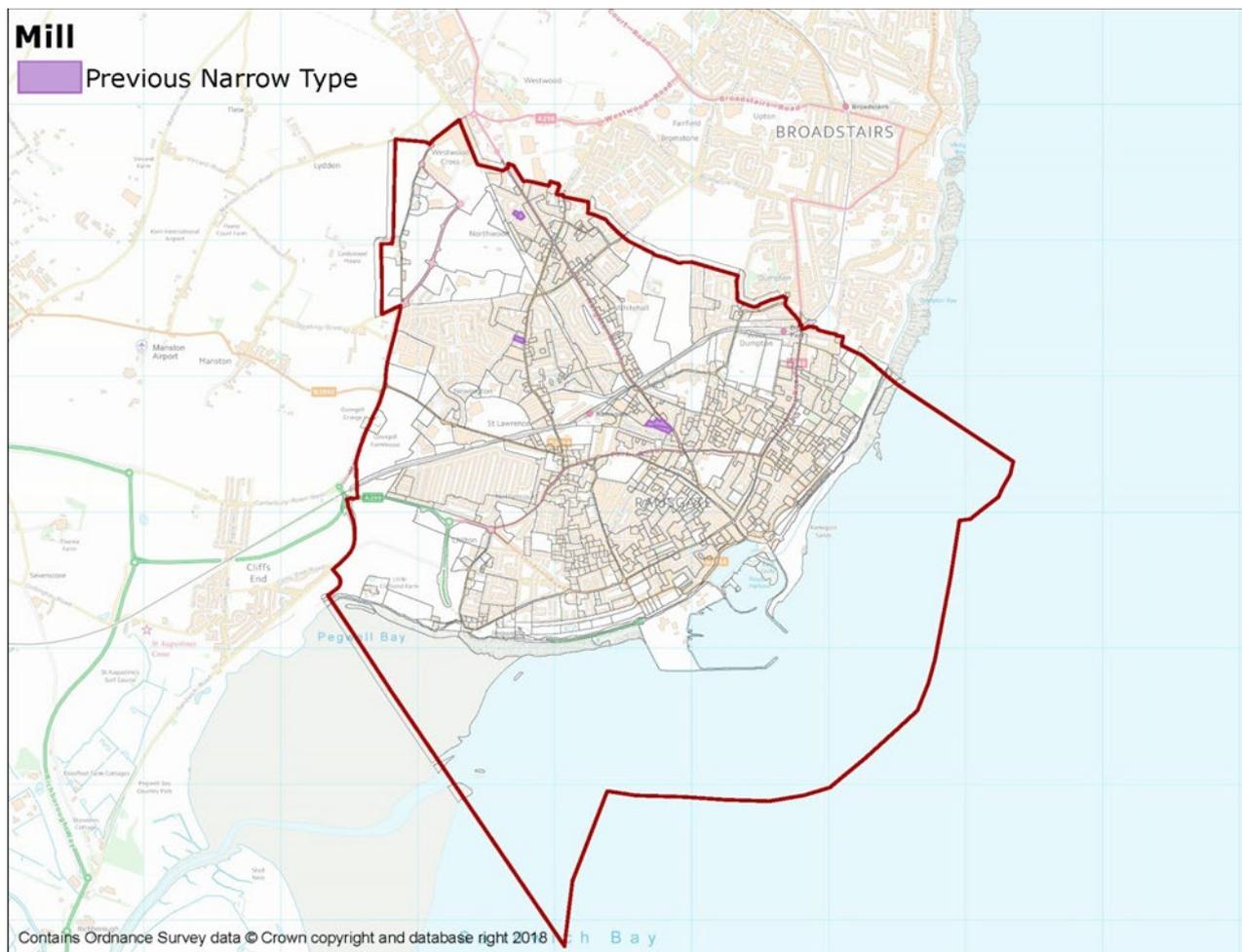
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They are usually associated with highly specialised and therefore immediately distinctive patterns and forms of structures, buildings and by-products (heaps, etc), all developed to achieve, most cost-effectively, the particular industry's ends.

Most of the industries covered by HLC and HSC can be subjected to subdivision of terms as characterisation is made more fine-grained and detailed.

Narrow Type: Mill



Introduction

Mill for processing range of material, mostly corn and grain. This can span small concerns, such as windmills, to larger-scale processing in factory-sized premises. The Type is mapped when the mill and associated land and buildings are extensive enough to meet the mapping threshold.

The Type occurs only as a previous type in the project area.

Historic processes

Mills are a key part of the country's historic industrial landscape. In England, examples of milling activity of Anglo-Saxon date have been discovered through excavation of mill sites. Medieval growers were often required to carry their grain to their lord's mill. Until the industrial revolution, processing was mainly carried out on a local basis. In the 19th century, larger mills operating from factory-like premises developed. This form of mill was usually located adjacent to the long-distance communications networks of their day to allow ready movement of raw materials into, and flour out of, the mill.

In the project area, the Type is found as a previous type.

There were several windmills in the project area but the majority have been removed by later development leaving no trace of the former mill. As such, there are only two mapped instances of a windmill in the project area; Newington Mill and Thanet Windmill. Thanet Windmill was sited close to the Margate Road in Northwood and appears to be of at least late 18th century date as buildings are depicted at this location on the Ordnance Survey Surveyors Drawing of 1797.

Newington Mill appears to be a relatively late creation as it is not shown on any maps prior to the Ordnance Survey first edition coverage. In both cases, the footprint of the former mill complex survives despite redevelopment of the site for housing in the 1990s. A two-storey building appears to survive at Thanet Windmill. This is now in use as a private house and may possibly have been the house of the miller.

The other instance of the Type is the former Hovis Mills on Margate Road. This was built in the 1860s for the Isle of Thanet Steam Flour Mills to designs by E.W. Pugin. It was connected to the rail network which, at the time, ran immediately south of the site into the nearby Ramsgate Town station. The mill was taken over in the 1960s by the country's then largest flour Miller, Rank Hovis. The mill was extended, with the addition of further buildings south of the original mill complex onto what had been the mills railway sidings. The mill continued in operation into the early 21st century. It is currently undergoing conversion to residential use. This has seen the retention and conversion of the 1860s Pugin office and mill buildings, both Grade II Listed

Buildings^{53, 54}, and demolition and redevelopment of the later structures. The development is known as the Bread Factory⁵⁵.

Condition

The Type is not in active use for its original purpose but, at the Hovis site, some structures have been converted and appear to be in reasonable condition.

Vulnerability

The Type survives in the form of repurposed buildings and plot patterns. As such, it is vulnerable to change should these buildings become unsuited to the new uses they have been put to.

Forces for change

The key force for change is the commercial viability of use of its buildings for other, non-industrial, purposes.

Relationships with other character types

Mills require ready access to distribution networks and power supplies. In the project area, the later examples are found adjacent to the Road and Railway Types.

Heritage values

Evidential

Physical evidence, albeit in modified form, for the industrial businesses which were once key parts of the local economy and which are now no longer going concerns.

Historical

The Type has illustrative value for past industry in the town.

The Hovis mill also has associative value. This is twofold, relates to its design by a key exponent of the Gothic revival, E.W. Pugin, and with a company which was once an important feature of the town's economy. The mill is an example of Pugin's work away from the ecclesiastical context he is more closely associated with and one of several buildings he designed in the town.

Aesthetic

Although designed for a utilitarian purpose, the E.W. Pugin work at the mill introduces some architectural flourishes, such as redbrick detailing and crow-stepped gables. This confers a solid but harmonious appearance.

Communal

Associated with the former importance of the factories as local employers. In the case of the Hovis mill, this may entail a complicated set of

⁵³ <https://historicengland.org.uk/listing/the-list/list-entry/1298860>

⁵⁴ <https://historicengland.org.uk/listing/the-list/list-entry/1085349>

⁵⁵ <https://thebreadfactoryramsgate.com/>

values and perceptions due to the toll the town felt when it was lost as an employer.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (1:10,000 map; current OS VectorMap Local);
- Historic England listing information;
- Bread Factory development website: <https://thebreadfactoryramsgate.com/>.

Broad Type: Orchards and Horticulture

Narrow Type: Allotments

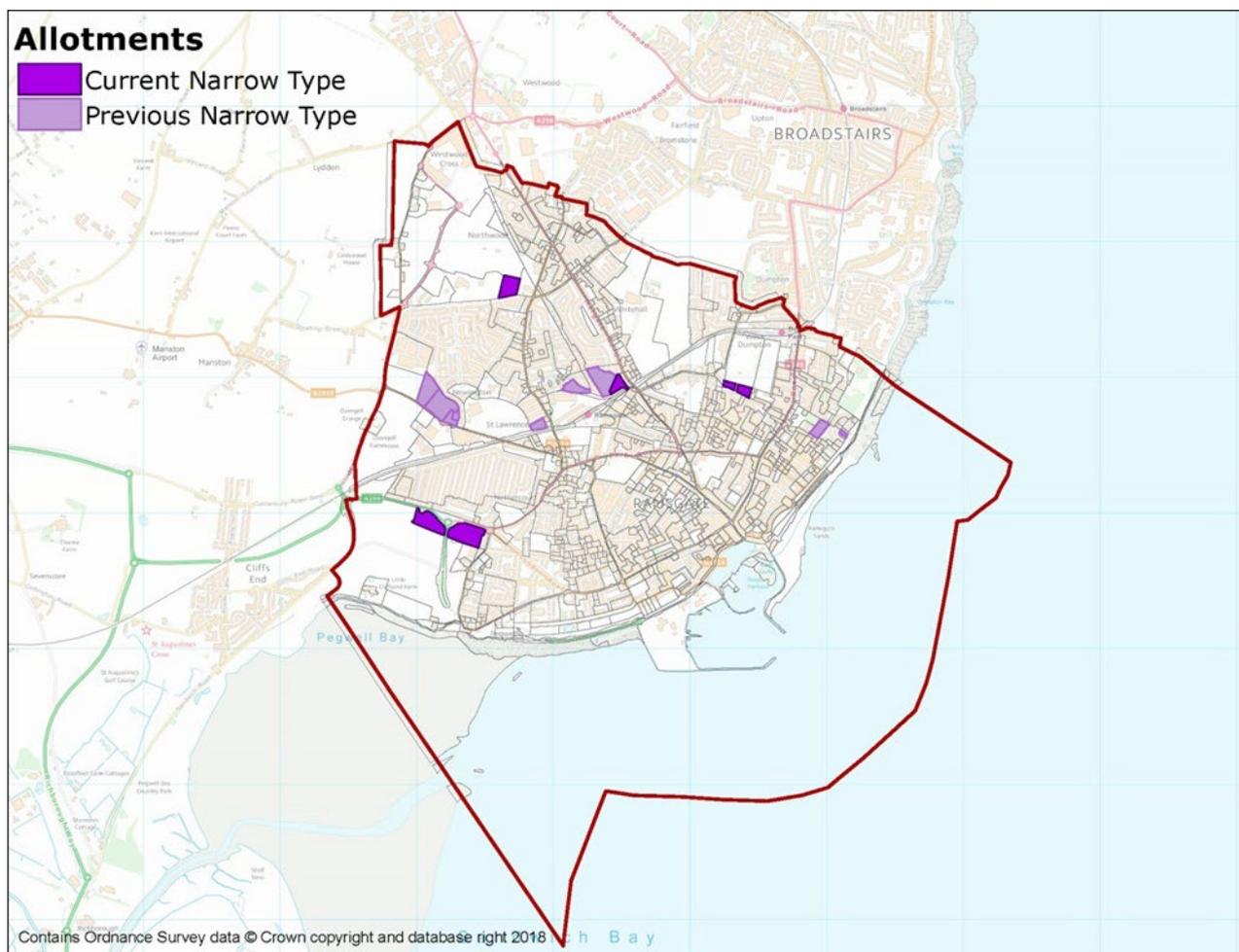
Broad Type: Orchards and Horticulture

Land use in many parts of the country either is or has been dominated by the extensive, systematic and sometimes intensive commercial cultivation of particular crops, usually fruit, nuts, vegetables and flowers. Such areas have usually developed their

specialism because of particular qualities that provide a competitive edge (climate, soils, proximity to markets etc).

This category also includes non-commercial expressions of horticulture, such as Allotments.

Narrow Type: Allotments



Introduction

A share or portion of land, allotted to a person, often used for growing vegetables, fruit, etc. The majority of those in use are within municipal allotment areas and consist of regularly sized portions.

Historic processes

During the late 19th and early 20th centuries, creation of allotments was seen as a way to provide the urban working classes with fresh produce and also to provide wholesome recreation. Some were created as part of the terraced housing developments of the later 19th century to early 20th century. Still more were created as part of the "Dig for Victory" campaign during World War II. Following the war some areas of allotments were redeveloped for other uses.

In recent years, allotments have become a feature of an aspirational sustainable lifestyle and this has created pressure on remaining allotment gardens to the extent that many now have waiting lists. The majority of provision remains in local authority ownership and management, although a range of private and third-sector bodies are involved on a local and regional basis.

In Ramsgate, many of the existing allotment areas derive from land taken into this use as part of the "Dig for Victory" campaign but not subsequently taken back. This illustrates a certain lack of pressure for land for building and may provide further evidence for the town's faltering post-war economy. There are though, some instances of formal allotment areas, connected with later 19th and early 20th century housing, being redeveloped at the fringes of the town in the later part of the 20th century.

Condition

The Type is generally in good condition across the project area, with some variance in use but no evidence of decline or dereliction.

Vulnerability

The majority of allotments, with the exception of recently-created areas, are identified in the Local Plan and receive a measure of policy protection from loss to development. There is clearly significant demand for allotment land in the project area, therefore it is likely that the conservation of existing assets is a community priority.

Forces for change

Conversion of allotment land for housing or employment use remains a threat. The Type can be

fairly disparate in character, depending on local and site-specific bylaws governing uses, appearance and construction of sheds and ancillary structures (e.g. greenhouses).

Relationships with other character types

Allotment cultivation is a domestic activity so allotments are most closely associated with the Terraced Housing and Housing Estate Types.

Heritage values

Evidential

The Type has some evidential value as it contains examples of varying dates, including ones established during the World War II 'Dig for Victory' campaign. In addition, the patterns of subdivision and the minor infrastructure of allotments reveal much about how these semi-communal places were and are organised and used.

Historical

The Type shows how local authorities and other bodies have supported the aspirations of individuals to grow their own food in healthy ways. This includes the drive for self-sufficiency during World War II.

Aesthetic

The Type has considerable aesthetic value, including the often dramatic, occasionally very regimented horticultural interest of individual plots. They are also relatively open-spaces with considerable visual interest (flowers, bean poles, sheds, gardeners, etc) set within or beside built up areas.

Communal

Allotments have strong communal values and are often passed down through families, where local rules allow, meaning that multiple generations can develop attachments to plots and the Type in general.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (1:10,000 map; current OS VectorMap Local);
- Current and historic aerial photography;
- Kent Historic Environment Record;
- National Mapping Programme data;
- Thanet Local Plan (2006).

Broad Type: Orchards and Horticulture

Narrow Type: Orchard

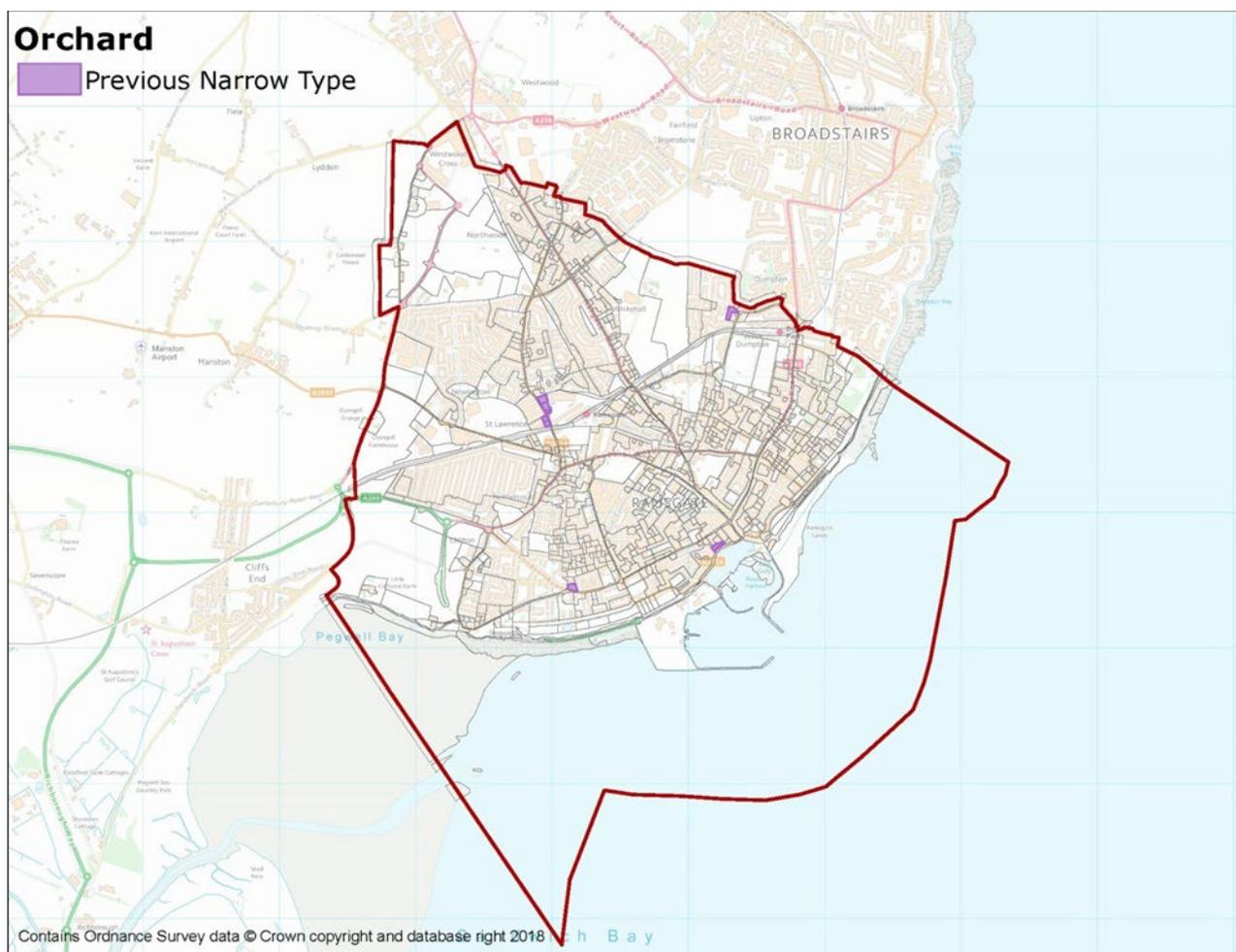
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specialism because of particular qualities that provide a competitive edge (climate, soils, proximity to markets etc).

This category also includes non-commercial expressions of horticulture, such as Allotments.

Narrow Type: Orchard



Introduction

An enclosed area of land or garden for the growing of fruit-bearing trees.

Historic processes

The cultivation of apples, pears and, to a lesser extent, plums and other tree-borne fruit has ancient origins. The earliest references to formal orchards in Britain – as opposed to collection of wild resources – come from medieval monastic records. There is good evidence, from court records of Henry VIII, of plant material for grafting being imported from the Netherlands and France and the King himself maintaining an orchard at Teynham in Kent which experimented in fruit breeding. Beginning as a largely aristocratic type, orchards became a key part of the economic life of large estates and smaller farms alike, providing a valuable commodity that could be sold at market, used directly on the farm, and could readily be stored or made into cider – which, in places, formed a part of farm labourers' pay.

With the large-scale industrialisation of farming during the 20th century, traditional orcharding fell rapidly out of favour as holdings were amalgamated and maximisation of crop yields were prioritised.

Historically, there were several small areas of orchards in Ramsgate. These are shown on early editions of the Ordnance Survey. All of the examples, save for one located between the harbour and the historic urban core, were situated in agricultural land lying beyond the main focus of settlement in the 19th century.

Pressure to maximise growing space for other crops or for housing development appears to have resulted in the grubbing out of large numbers of orchards. Indeed, within the project area, the Type occurs only as a previous type, illustrating the extent to which this characteristic resource has been lost. This loss has mostly been to housing and commerce, and historic orchard plot boundaries are retained in development patterns. These are in the form of plot patterns rather than features associated with the orchard itself.

Condition

The Type exists solely as a previous type, and therefore has no real 'condition' per se. The former plot patterns that provide the evidence of their existence are relatively clear from maps or aerial photography.

Vulnerability

The Type is vulnerable to any changes, such as redevelopment, which affect the retention of related plot patterns which remain legible in the successor land use.

Forces for change

As the Type exists solely as a previous type, forces for change act principally on current land use and character – in this case, mainly housing. As such, the Type does not face threats in its own right. The retained plot patterns which show the Type's former existence lie in areas of urban development, particularly areas of housing. These are a form of development which are highly-valued and are, therefore, unlikely to be affected by large-scale redevelopment.

Relationships with other character types

Generally, the Type is often related to Country Houses or Landscape Parks. There is an example of this in the study area, with a number of orchards formerly clustered near to Newington House, however, others appear to be related to farmsteads e.g. on London Road (previously Pegwell Road).

Heritage values

Evidential

The Type, as expressed in Ramsgate, has some evidential value in providing the sole surviving physical trace of what was once a major land use and economic activity.

Historical

The Type, as expressed in Ramsgate, has limited historical value due to the limited way in which it manifests in the landscape. While the preservation of historic plot patterns could be held to represent a degree of illustrative value, the general lack of legibility of the Type limits the extent of this value.

Aesthetic

The Type, as expressed in Ramsgate, has no aesthetic value since, as it survives solely as plot patterns, cannot generally be perceived on the ground.

Communal

The Type, as represented currently, is not likely to have communal values. Ramsgate is not an area in which orchards and cider-making have widely understood historical and local significance, and it is very unlikely that the specific instances of the Type, since they all occur as previous types, are recognised by local people.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (1:10,000 map; current OS VectorMap Local);
- Current and historic aerial photography.

Broad Type: Ornamentation

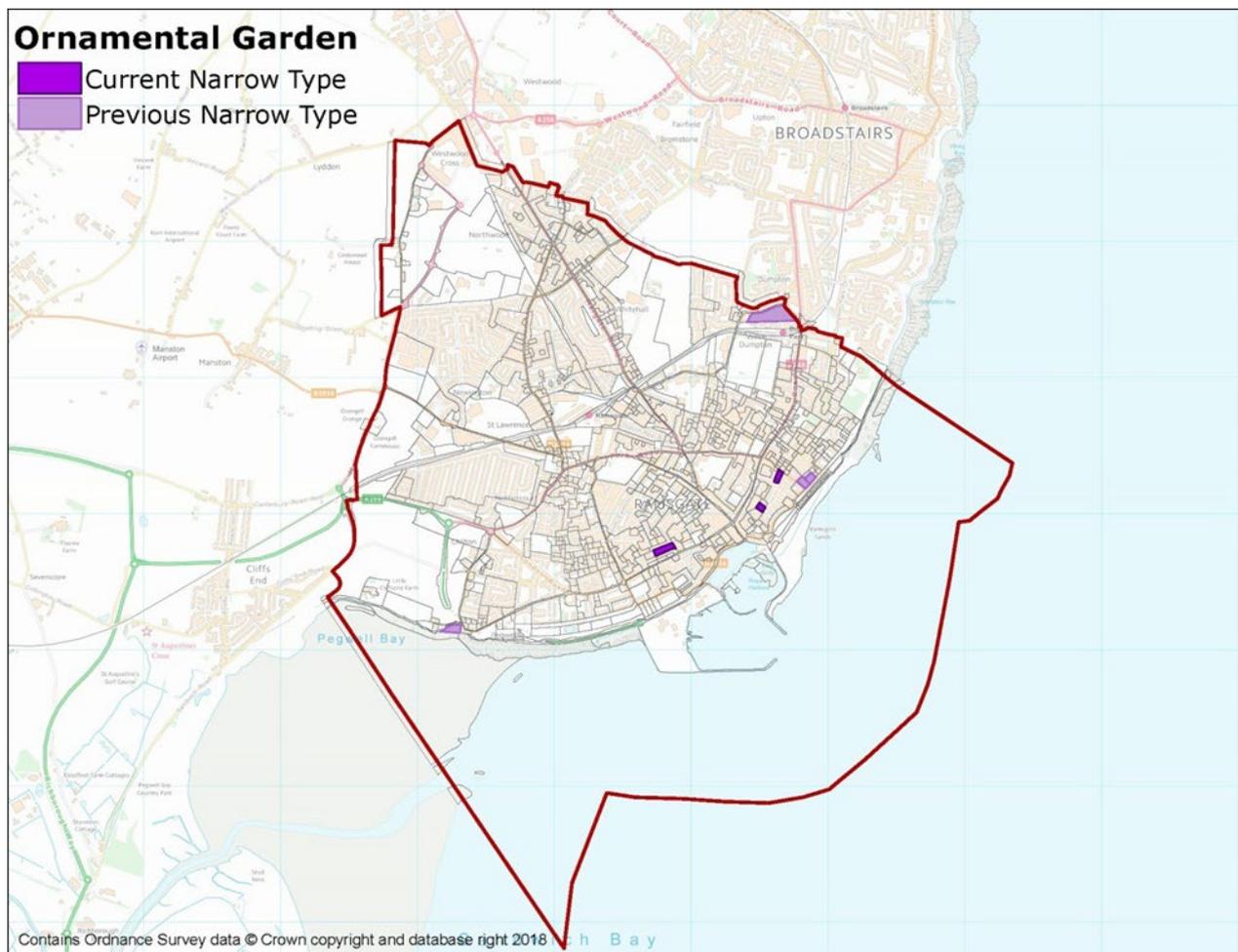
Narrow Type: Ornamental Garden

Broad Type: Ornamentation

This class covers land whose principal character is the result of deliberate and planned design. At the scales at which HLC generally operates, this is usually in the eighteenth, nineteenth and twentieth centuries, intended to create or enhance a sense of natural scenery, typically regarded as beautiful, picturesque or even sublime. Usually associated with the large country houses of the gentry, and now regarded as part of one of Britain's most important artistic movements, with several famous designers (Kent, Bridgman, Brown and Repton)

either responsible for or inspiring the creation of such landscape in the eighteenth and early nineteenth centuries. The class also includes examples of ornamental landscapes created in other contexts. This includes aspects such as gardens created to function as visitor attractions, on a fee-paying or free basis, and the private communal gardens created as an integral part of housing developments (e.g. Georgian garden squares).

Narrow Type: Ornamental Garden



Introduction

Gardens designed and developed for the purpose of aesthetic and sensory pleasure, rather than for production of food or flowers for commercial or domestic purposes.

Often associated with the formal pleasure grounds attached to country houses and high- status residences, such gardens may also occur in urban areas. This can be as public space for the enjoyment of any and all visitors, but related solely to relaxation and aesthetic enjoyment of plants, views, sculpture and a pleasing design – as opposed to Municipal Parks that incorporate a potentially wider range of leisure and recreation activities.

The Type may also occur as private space – for example associated with higher density apartment or townhouse development, both recent and historical, for the sole use of residents often in lieu of personal garden space.

Historic processes

Ornamental gardens have existed in England in some form since the Roman period. However, the Type is most strongly associated with the development of landscape architecture and design from the 16th century onwards. Initially influenced by French formal gardens (*jardin à la française*) – inspired by Classical and Renaissance formal gardens – survivals of the earliest periods are rare. A fine example, based on extensive garden archaeology and written accounts, is the recently reinstated Elizabethan garden at Kenilworth Castle.

The Type developed through the 17th century as an element of pleasure grounds associated with large country houses. For example, Vanbrugh and Hawksmoor's attempt to anglicise the formality of Versailles at Castle Howard. Smaller examples, in the form of *parterre* and *broderie* gardens proliferated and generally survived the naturalising tendency of 18th century fashions in landscape design.

In urban areas, formal ornamental gardens are generally an 18th and 19th century type, accompanying Georgian squares and circuses of townhouses and reinforcing the neoclassical aesthetic of the time. Victorian ornamental gardens rediscovered formality and often translated this into the public realm through the provision of municipal gardens, both within urban areas and as components of larger parks. Winter gardens, either under glass or designed with hardy species for a year-round show, are principally a Victorian innovation due to the availability of suitable wrought and cast iron and toughened glass to facilitate the construction of large glasshouses and conservatories in the mid- 19th century. Decimus Burton's (lost) conservatory in Regents Park, for the Royal Botanic Society, opened to the public in 1846, is widely considered to be the first of its type and created significant interest in the structures, culminating in Paxton's Crystal Palace of 1851.

The Type, as it occurs in Ramsgate, relates to gardens laid out as private grounds associated with residential development in the form of townhouses in the later 18th and early 19th century. These gardens were communal for residents of a particular development and provided in addition to the private garden and yard space associated with each property. There are three instances of the Type in the project area and all are garden squares; Vale Square, La Belle Alliance Square and Arklow Square. Of these, only Vale Square remains a private garden with the remainder now public open spaces. Vale Square retains formal planting whereas the other, now public, squares have amenity grassland and, in the case of La Belle Alliance Square, play facilities.



Arklow Square



La Belle Alliance Square

Condition

The Type is generally in good condition in Ramsgate.

Vulnerability

The Type requires management and maintenance to ensure planting remains healthy, succession of shrubs and trees is planned, scrub growth is prevented and other amenities are maintained in safe condition. This is a key vulnerability for the now public instances of the Type as funding for parks and gardens is threatened by austerity.

Forces for change

As the Type forms part of Ramsgate's greenspace resource, and comprises relatively small plots enclosed by and planned as an integral part of historic development, the potential of loss to development is comparatively low. The effects of climate change are likely to be a key pressure on

the Type, in terms of impacts on viable tree and shrub species.

Relationships with other character types

The Type is generally found within or at the fringe of 19th century settlement expansion as it provided a private communal garden area for a particular residential development. It is similar to Municipal Park but distinct from this since such gardens were not originally publicly accessible.

Heritage values

Evidential

The Type provides physical evidence of the broader spatial planning of the adjacent townhouse developments, for which they originally provided private greenspace.

Historical

Illustrates the relationship between the ornamental gardens and adjacent townhouse development.

Aesthetic

The Type is specifically designed to provide an attractive, sensory environment that complements the built form. They make an important contribution to the setting of adjacent historic buildings, ranging from Listed villas to Vale Square.

Communal

The Type is likely to have some communal values as it provides a resource for outdoor enjoyment and contributes, particularly aesthetically, to local character.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic England designation information;
- Site visit;
- Historic and current aerial photography.

Broad Type: Recreation and Leisure

Narrow Type: Amusements

Broad Type: Recreation and Leisure

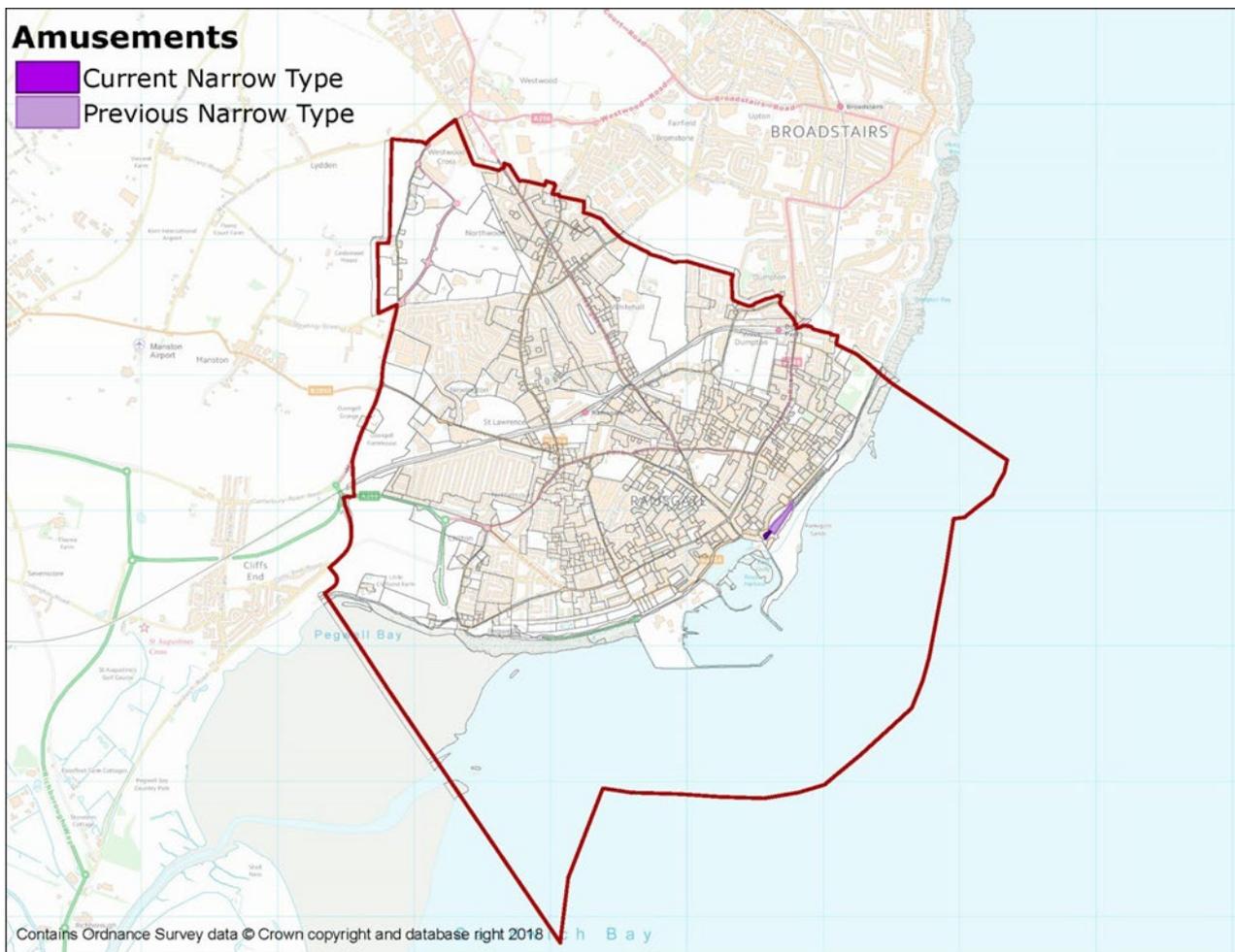
Complexes and areas where leisure, sport and other recreation are dominant activities.

Sometimes includes accommodation for people so engaged. Can also include extensive areas like country and municipal parks. The seaside resort character of the study area has a strong influence

on the narrow types found locally, given the historical importance of tourism, leisure and recreation to the economy and character of the area.

Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Amusements



Introduction

An area or place for recreation, typically with indoor rides, electronic game machines and gambling machines.

Historic processes

Amusements are relatively recent facilities built to cater for seaside visitors and provide less weather-dependent diversions than the beach. They have their roots in the mechanised seaside entertainments which began to emerge by the turn of the 20th century (e.g. automated fortune-tellers, shooting ranges, strength-testers and kinematographs). These gradually began to be concentrated into dedicated buildings in the 1920s and 1930s. With the decline of the British seaside holiday in the 1960s and 1970s, some formerly grander resort facilities (such as baths, cinemas and theatres) were converted into amusement arcades.

Ramsgate contains some instances of small amusement arcades intermixed with other commercial properties. As they are intermixed, the amusement arcades have generally not created areas with a distinctive "amusements" character that are extensive enough to be mapped separately. The only exception to this is on Harbour Parade, adjacent to the Royal Victoria Pavilion (now Wetherspoons) and Kent Terrace, where amusements are housed in a low-rise 1930s building. This site has been used for various resort facilities, including dining rooms and public houses, since the mid-19th century.



Amusements, Harbour Parade

Condition

The Type is in active use and appears in stable condition.

Vulnerability

The Type is designed purely to function as a visitor attraction so is vulnerable to changes in tourism, particularly fluctuations in visitor levels. As something that is not weather dependent, the Type

is slightly less vulnerable than visitor attractions that rely solely on outdoor facilities or environments.

The Type is in a seafront location so is vulnerable to storm surges.

Forces for change

As a visitor attraction, the Type depends upon continued tourist traffic through the town. The town has been going through significant changes and adjustments in its visitor type and numbers since the onset of cheap overseas travel in the latter part of the 20th century.

The Type is likely to face a greater risk of storm damage as climate change projections predict increased storminess.

Relationships with other character types

The Type is related to Leisure Beach.

Heritage values

Evidential

The Type provides physical evidence for the kinds of beachfront leisure attractions developed in the 20th century.

Historical

A visible document of a late 20th century visitor attraction that also illustrates changes in seaside recreation, the need for wet weather attractions and the continuing importance of the seafront even in a period of declining visitors and changing holiday patterns.

Aesthetic

The low-rise 1930s structure is distinctive and different to other seafront structures.

Communal

The Type may be associated with formative holiday experiences for visitors.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography;
- Historic England draft Historic Area Assessment documentation;
- Site visit;
- <http://eprints.bournemouth.ac.uk/24664/3/Content.%20paper.pdf>.

Introduction

An area of closely mown lawn measured out and appropriately marked for use in the game of lawn bowls (either the flat or crown green bowling disciplines). The Type does not include bowls clubs comprising solely indoor facilities.

The area mapped includes the playing surface, pavilions (providing changing rooms and refreshment facilities), indoor rinks (where present) and any ancillary development directly related to grounds maintenance or for practice.

There are two examples within the project area, both appear to be flat green bowling clubs.

Historic processes

Lawn bowls is historically attested at least as far back as the 13th century in England. The oldest known bowling green is in Southampton, reputedly the world's oldest, and is said to have been in use since 1299⁵⁶. The playing of bowls was restricted in the medieval period, originally due to concerns that it might detract from the practice of archery but later due to its association with lower class unruliness focused around taverns. The restrictive laws were only lifted from the working classes in the 1850s and, for some time after this date, bowls had remained a relatively elite pursuit. As with many sporting pursuits, the rules of bowls were codified by a Scotsman in the mid-19th century. The sport subsequently divided between the crown-green (played across the length and width of a grass surface with some unevenness) and flat green (played on an even surface) forms which developed similar but somewhat divergent rules⁵⁷. Following lifting of restrictions, the sport grew in popularity with many clubs established by the end of the 19th century.

Those in the project area comprise the Thanet Bowls Club, based at the Montefiore Games Centre adjacent to King George VI Memorial Park, and the Ramsgate Esplanade Bowls Club, based on West Cliff. The Thanet Bowls club opened in 1909 on land that was formerly part of the Montefiore estate⁵⁸. The Esplanade Club occupies a ground laid out as part of the comprehensive improvements of the West Cliff in the 1920s by Sir John Burnet and Partners. The club's pavilion is one of the structures built as part of these improvements and is a Grade II Listed Building⁵⁹ due to its group value as part of this scheme.

Condition

The bowling greens in the project area appear to be in good condition and in active use.

Vulnerability

As areas of open space within the urban expansion of the town, the greens are likely to face some pressure from development.

However, as well-used and valued community assets it is likely that they are, at present, relatively secure.

As sporting facilities associated with a club, the Type is inherently vulnerable as it is dependent on funds, either in the forms of membership subs or grants, to be able to open and run. They have a need to attract members and users to get in sufficient money to maintain both the premises and the services and facilities that are offered.

Forces for change

Pressure for housing development in urban areas is likely to be faced by this Type.

As an element of wider social activity, the Type is likely to be affected by changes in social practices and customs as well as changes in levels of disposable income. It is possible that they may face challenges as the sport seeks to attract younger members.

Relationships with other character types

The Type is located either adjacent to or within Municipal Parks.

Heritage values

Evidential

A physical document of a popular sporting pastime in modern society and the appeal of bowls since lifting of restrictions on its playing in the mid-19th century.

Historical

Illustrates the development and distribution of communal sport facilities in towns from the end of the Victorian period.

The Esplanade Bowls Club has both illustrative and associative value with the work of Sir John Burnet and Partners in the 1920s promenade improvements.

Aesthetic

Areas of open green space within the urban area, often with trees and other vegetation beyond the boundary of the playing surface. For some the sight of bowls being played on a manicured lawn, by people dressed in whites in a rule-bound and respectful competitive spirit distils an important essence of British life.

Communal

The Type is likely to have strong communal values for local people involved in playing bowls.

Sources

- Historic Ordnance Survey;

⁵⁶ <http://www.sobg.co.uk/>

⁵⁷ <https://www.bowls.org.uk/crown-green-vs-flat-green>

⁵⁸ <http://thanetbowlsclub.co.uk/history.php>

⁵⁹ <https://historicengland.org.uk/listing/the-list/list-entry/1086087>

- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography;
- Bowls Club websites:
<http://thanetbowlsclub.co.uk/history.php>.

Broad Type: Recreation and Leisure

Narrow Type: Caravan Site

Broad Type: Recreation and Leisure

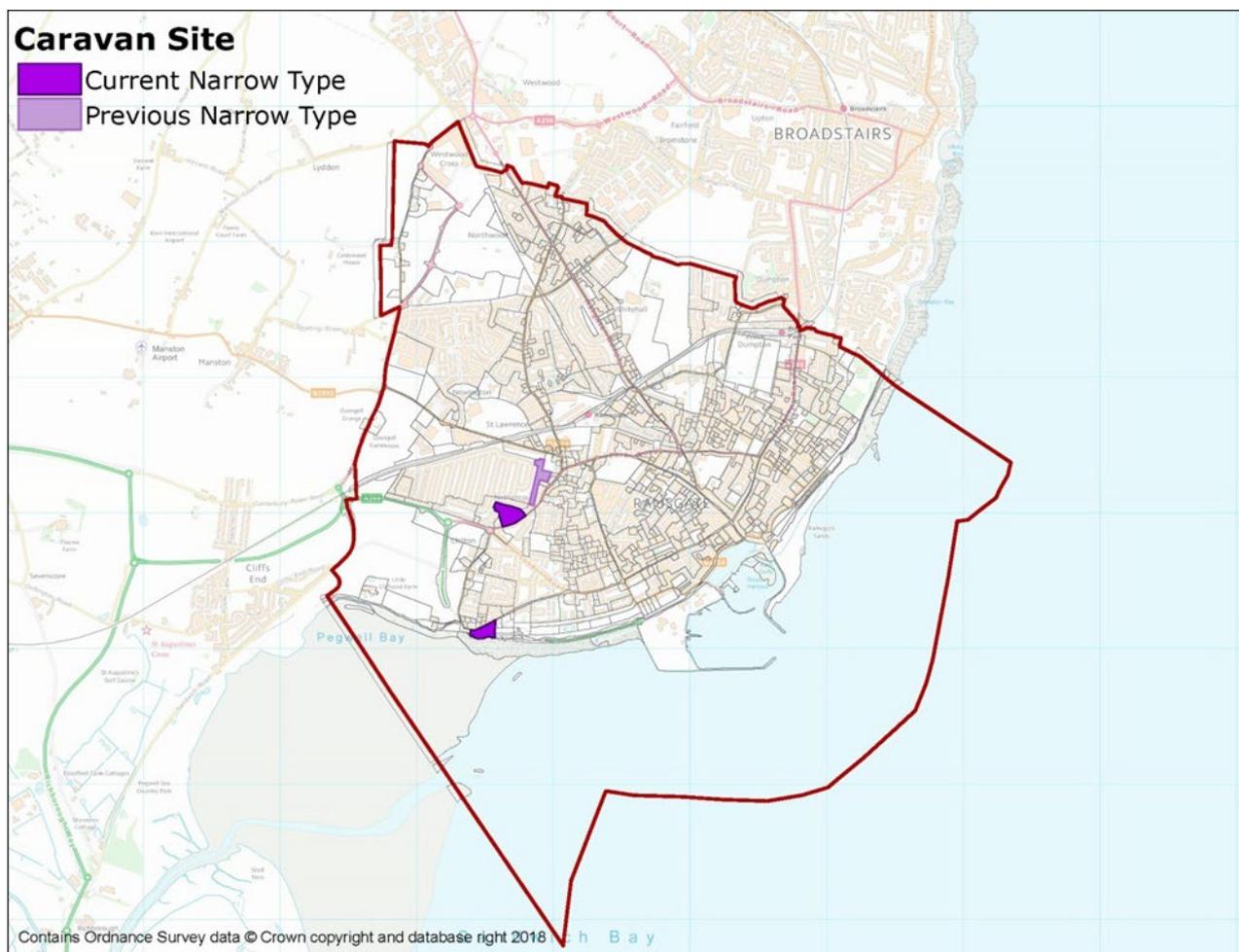
Complexes and areas where leisure, sport and other recreation are dominant activities.

Sometimes includes accommodation for people so engaged. Can also include extensive areas like country and municipal parks. The seaside resort character of the study area has a strong influence

on the narrow types found locally, given the historical importance of tourism, leisure and recreation to the economy and character of the area.

Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Caravan Site



Introduction

An area providing space for those with caravans or similar recreational vehicles to park.

Sometimes with associated facilities such as power points, toilet blocks etc.

The Type also includes sites partly or wholly comprising static caravans specifically for holiday and leisure purposes, rather than as permanent dwellings⁶⁰.

There are two instances of the Type and one former example. All are in the west of the project area.

Historic processes

These are recent facilities which have largely developed since the growth of car ownership in the mid-20th century to cater for recreational caravanners. Many sites are in relatively close proximity to the coast as that is often the primary draw for holidaymakers.

There are two instances of the Type, Nethercourt Touring Park and Pegwell Bay Caravan Park.

Both are located on the western side of the town in close proximity to trunk roads. Both occupy the grounds of former country houses⁶¹ and retain elements of the landscape planting associated with this earlier use.

A further, apparently quite short lived, caravan park formerly existed to the north of that at Nethercourt. This is visible on 1960s aerial photography but appears to have ceased operation in the early 2000s. Its site has since been developed as housing.

Condition

The extant examples of the Type appear to largely be in good condition and in active use.

Vulnerability

The Type is largely resilient, being composed principally of areas of hardstanding, services and small ancillary buildings. Caravans themselves are either mobile, and therefore removed at the end of users' visits, or static but maintained by either site or private owners/leaseholders.

Forces for change

Examples within developed areas may face pressure for conversion to housing land.

Similarly, the recent trend toward 'Park Homes' as a more affordable route to home-ownership may drive conversion of existing leisure sites to this use.

Wider macroeconomic forces, affecting national holidaying preferences, may drive expansion of the Type – or indeed contribute to contraction.

Relationships with other character types

The Type is strongly related to Park Homes, with the chief distinction being that the latter is permanently occupied and residential, rather than concerned with leisure and recreation.

Heritage values

Evidential

Contributes to understanding of how the holiday accommodation market has developed in the project area.

Historical

The Type illustrates the development of touring and static caravans as both a key element of Kent's – and England's – holiday accommodation market.

Aesthetic

Regarded by some as a negative influence on the landscape where it occurs in scenic areas.

Communal

Likely to have significant communal values to its users as places from which holidays were enjoyed.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and recent aerial photography.

⁶⁰ Known as Park Homes

⁶¹ See type text for Country House

Broad Type: Recreation and Leisure

Narrow Type: Club House

Broad Type: Recreation and Leisure

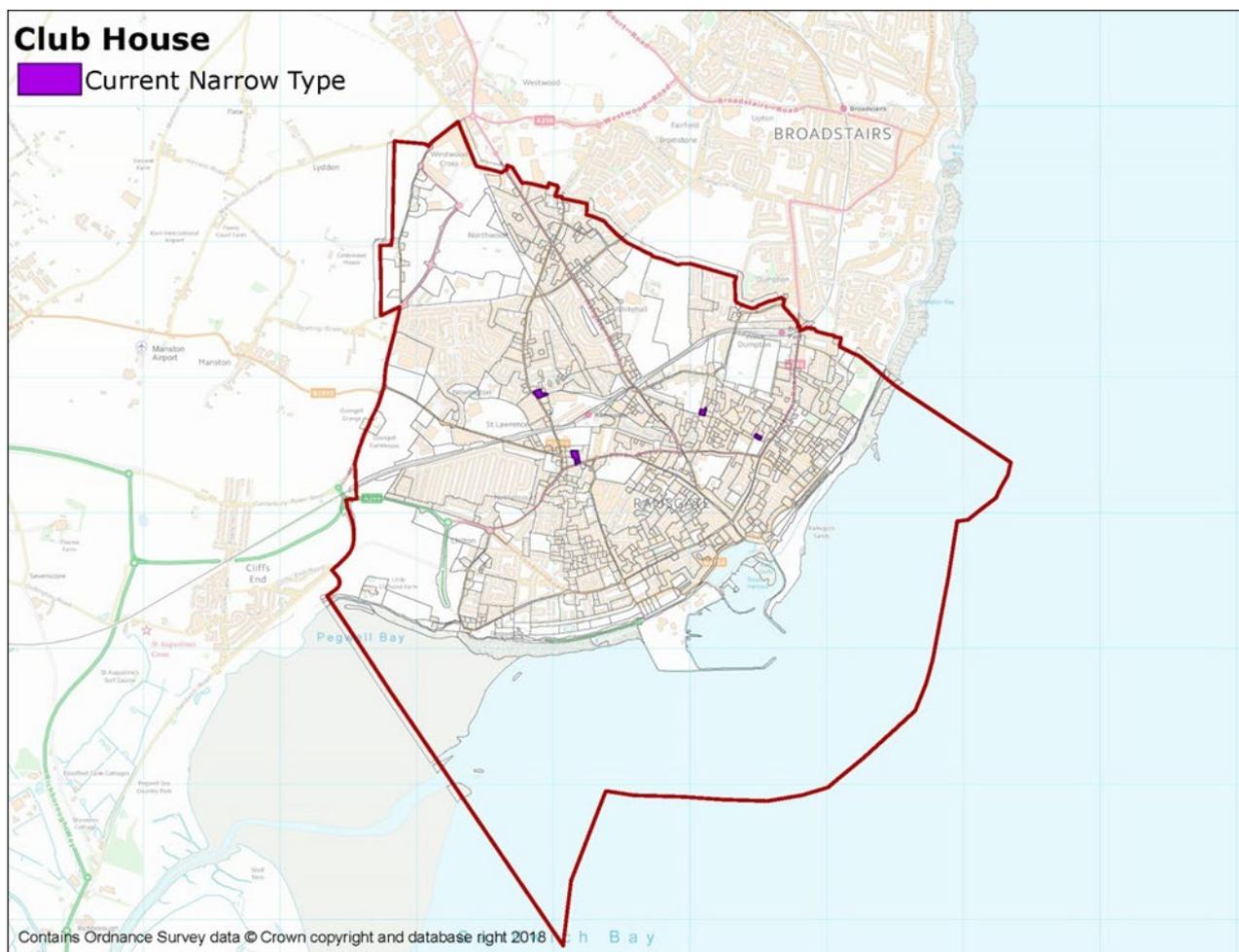
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on the narrow types found locally, given the historical importance of tourism, leisure and recreation to the economy and character of the area.

Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Club House



Introduction

A building or group of buildings providing social, recreational and/or training facilities for a member's club. These generally lack extensive associated grounds and can include purpose built facilities or converted buildings. They are mapped in the dataset where their premises are sufficiently extensive to become characteristic of an area.

Historic processes

Club houses within the project area are a relatively modern feature, with the majority dating from the later 20th century. They include two youth clubs, a community club and a Masonic Hall. The community club, on the corner of Whitehall Road, and the youth club on St Lawrence High Street are later 20th century utilitarian structures, which appear purpose-built. The Masonic Hall, on St Luke's Road, includes a modern addition to a re-used 19th century church and the youth club further west along the same road, makes use of a late 19th century school building.

Condition

All of the mapped instances of club houses appear to be in active use and in stable condition.

Vulnerability

Club houses are inherently vulnerable as they are dependent on funds, either in the forms of membership subs or grants, to be able to open and run. They have a need to attract members and users to get in sufficient money to maintain both the premises and the services and facilities that are offered.

Forces for change

Club houses, as an element of wider social activity, are likely to be affected by changes in social practices and customs as well as changes in levels of disposable income. It is possible that they may face challenges as people are less inclined to spend money in a difficult financial climate but, likewise,

may also become more popular as ways of finding community and belonging in a changing social landscape.

Relationships with other character types

Other than generally being found in areas that are developed for housing, the Type has no commonly related types.

Heritage values

Evidential

A physical document of elements of modern civil society.

Historical

In illustrative terms it demonstrates aspects of modern civil society. In associative terms, the Masonic Hall is the work of an influential international organisation.

Aesthetic

Aesthetic values will depend on the character of the buildings they commonly use. Purpose-built examples comprise generally utilitarian architecture, some have a clearer aesthetic value where they reuse 19th century civic buildings (St Luke's youth club and Masonic Hall).

Communal

These values will be focussed in those who are members of and users of the Club House in question. Instances such as the Masonic Hall may have somewhat complicated communal values due to the perceived 'exclusiveness' of the organisation and uncertainties about the level of influence its members may have on wider society.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography;
- Site visit.

Broad Type: Recreation and Leisure

Narrow Type: Concert Hall

Broad Type: Recreation and Leisure

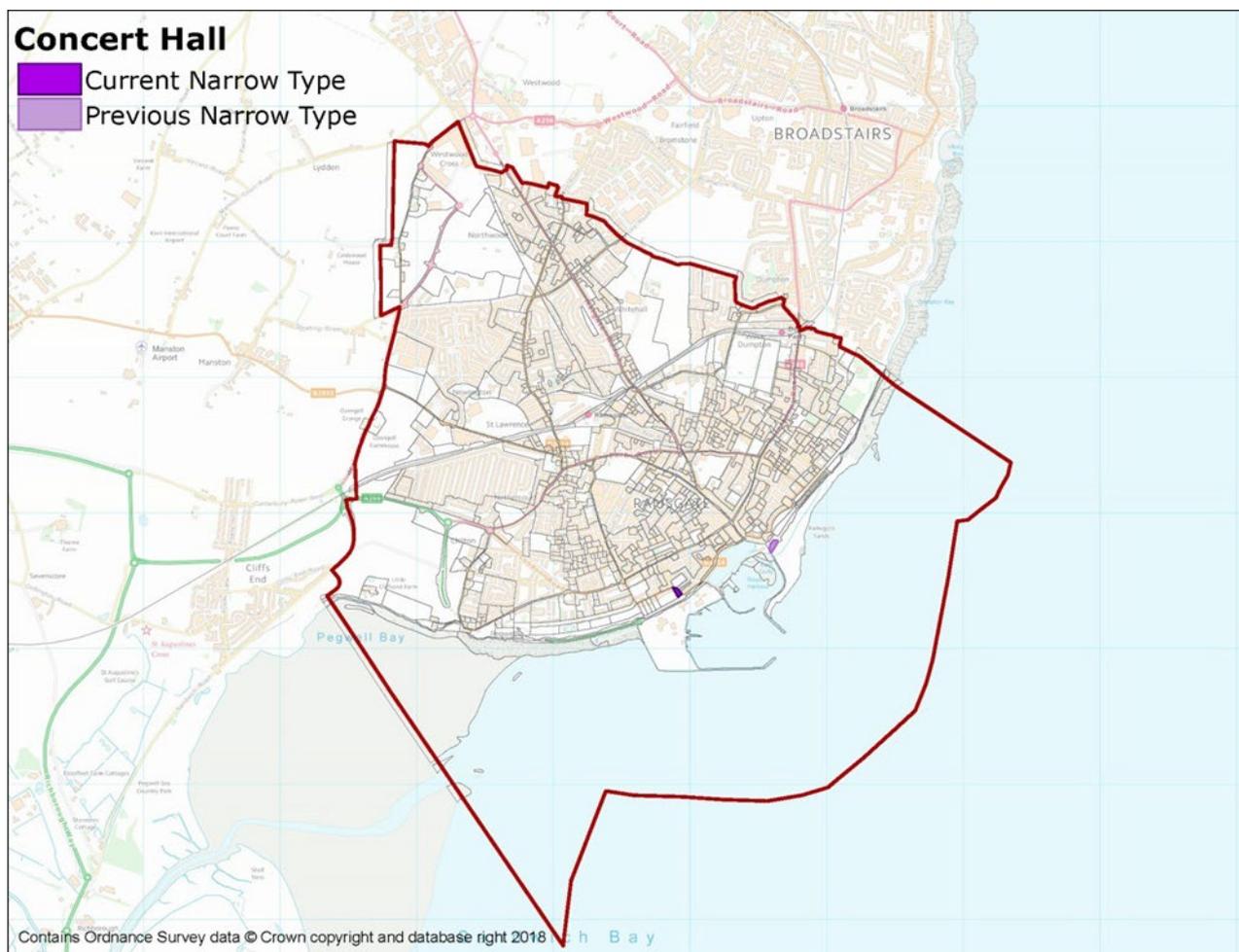
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on the narrow types found locally, given the historical importance of tourism, leisure and recreation to the economy and character of the area.

Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Concert Hall



Introduction

An establishment where musical and related performances take place. They are mapped within this dataset only where their area is extensive enough to meet the project's mapping threshold and be characteristic.

Historic processes

Concert halls emerged as a specific kind of building in England the mid-19th century. Many were associated with resort towns as listening to musical performances or watching shows became part and parcel of the seaside experience.

Whilst Ramsgate had several examples of performance buildings, the only ones which remains legible to any extent and are large enough to feature within the characterisation are the Royal Victoria Pavilion and the West Cliff Hall.

The Royal Victoria Pavilion was built in 1903 and is a Grade II Listed Building⁶². It is one of the most distinctive buildings on the seafront, designed by S.D. Adshead in the style of a Robert Adam orangery, and a major landmark. The Pavilion was formally opened by Princess Louise in 1904 and hosted a diverse range of entertainments. As with many seaside concert halls, the Pavilion was put to other uses in the later of the 20th century as tastes in entertainment changed and the appeal of concerts waned. The Pavilion was converted to cinema use in the late 1930s and then functioned as a casino into the 21st century. It opened as a Wetherspoon's public house in late 2017 after a major redevelopment and restoration project.



Wetherspoon's Royal Victoria Pavilion, Ramsgate

West Cliff Hall was built in 1914 at the interface of the Western Promenade and The Paragon. The area had formerly been a sunken garden and the new concert hall was, accordingly, built with a subterranean nature. The main body of the concert hall was built under the Western Promenade, the final 40m of the promenade doubling as its roof, with its frontage facing The Paragon and accessed via a sunken garden forecourt. It opened in July 1914 shortly before the outbreak of World War I. Despite opening at such an inauspicious time and suffering from bombardment during the war, the

convert hall became a popular part of the resort, being extended in the 1930s. It continued to host concerts, including one by the Rolling Stones in 1964, into the 1980s. At this point it was converted into a Motor Museum which operated from the site until 2005. Since then the hall, in the ownership of Thanet District Council, has been disused and an arts-focussed regeneration scheme, Project Motor House, have been mooted for the site with support from both community groups and notable actors and journalists with a connection to Ramsgate. None had, as the time of writing, yet been progressed beyond surveys into building stability and initial designs. These surveys showed that there were serious structural issues with the building, chiefly associated with water ingress. The hall had also been the target of arson in the summer of 2017. It was due to be disposed by Thanet District Council at auction in October 2018. West Cliff Hall lies in a Conservation Area but, unlike many elements of Ramsgate promenades, is not Listed.



West Cliff Hall frontage, from The Paragon

Condition

The Type is a no longer in active use. The Royal Victoria Pavilion, as retained in its current guise as a pub (see HLC: 'Public House'), appears to be in good condition. West Cliff Hall, as demonstrated by surveys undertaken to inform regeneration of the site, is in poor condition.

Vulnerability

The Royal Victoria Pavilion survives in the form of a repurposed building. As such, it is vulnerable to change should these buildings become unsuited to the new uses they have been put to. The building's Listed status should act to limit any harmful effects associated with this.

As a disused building, West Cliff Hall is vulnerable to further vandalism and deterioration due to water ingress.

Both examples of the Type lie in seafront locations so is vulnerable to storm surges.

Forces for change

The key force for change at Royal Victoria Pavilion is the commercial viability of use of its buildings for its new purpose as a public house.

⁶² <https://historicengland.org.uk/listing/the-list/list-entry/1336672>

West Cliff Hall lacks a use at present and the regeneration proposals, whilst evidently supported locally, require significant funds as well as planning permission. The availability of funds and will to permit proposed changes will be the key forces affecting its future.

The Type is likely to face greater a greater risk of storm damage as climate change projections predict increased storminess.

Relationships with other character types

The Type is intrinsically linked to the Promenade and Leisure Beach Types and was built as a part of the redevelopments of the town's promenades in the early 20th century.

Heritage values

Evidential

Physical evidence for the importance of the concerts in early 20th century society and the use of distinctive architecture to stand out and attract custom to this institution as opposed to other attractions. It's repurposing, and associated modification, testifies to the enduring appeal of the building.

Historical

In illustrative terms, it provides a visible demonstration of the rise of concert-going as part of the seaside experience in the late 19th and early 20th century.

Aesthetic

This is associated both with its highly distinctive Adam-influence design, scale and placement on a key position on the seafront. These qualities, along with its clear difference from the surrounding architecture, give it a landmark quality.

Communal

This is likely to be associated with people's formative moments, such as fateful dates and seminal concerts, being allowed out unsupervised for the first time or escaping the weather.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- Historic England draft Historic Area Assessment documentation;
- Historic England designation information;
- Isle of Thanet News West Cliff Hall article <https://theisleofthanetnews.com/2017/06/25/west-cliff-hall-from-concert-venue-to-delapidation-and-hopes-for-the-future/>;
- Project Motor House - architect's design summary: <https://www.guyhollaway.co.uk/architecture/project-motor-house/>.

Introduction

A site including a pitch, clubhouse, changing rooms, stands and other ancillary buildings associated with the sport of association football.

There is a single instance of the Type in the project area at Southwood.

Historic processes

While soccer likely has ancient origins, developing in many locations across the world, no formal attempts were made to codify the rules of the sport until the mid-19th century. The Cambridge Rules, drawn up at Cambridge University in 1848, by agreement between representatives from the main public schools where soccer was played, began the process of codifying the widely played – but widely varying – game of football. The formation of the Football Association in 1863, and the International Football Association Board in 1886 – the rules established by both were adopted by Fédération Internationale de Football Association (FIFA) in 1906 – secured the format and status of the sport.

Amateur and, later, professional clubs developed relatively rapidly across England during the later 19th century. Ramsgate Football Club was founded in 1886, based at a ground off Price's Avenue in Southwood a short distance from the town centre. The team folded in 1924 and local rivals Ramsgate Glenville took over the Southwood ground. Glenville did not reform after World War II and a new club, Ramsgate Athletic, took over Southwood. The 'Athletic' moniker was dropped in 1972, reverting to the original club name, Ramsgate Football Club⁶³.

The club still plays at Southwood and the ground now consists of a roughly east-west aligned pitch surrounded by stands, part-covered, on all sides apart from the north. The stands appear to be mid-20th century in date, first being shown on aerial photographs from the 1960s. The canopies appear to have been installed in stages between 1990 and 2009. The ground is surrounded by housing of varying dates on all sides.

Condition

The ground is in active use and maintained. It appears to be good condition.

Vulnerability

The Type is relatively resilient as it is actively used and faces few threats.

Forces for change

The pressure to redevelop grounds in or near town centres remains a feature nationally. So too are pressures to upgrade football ground facilities although action usually depends on the performance and commercial success of the football team.

Relationships with other character types

The Type is generally found within or at the fringe of contemporary settlement expansion.

Heritage values

Evidential

The ground layout, including the stands, appear to be mid-20th century in date so have some value in physically documenting the nature of grounds prior to the modernisations undertaken at larger grounds due to safety regulations in the wake of several stadium tragedies in the late 20th century.

Historical

The Type illustrates the above aspects and also the continuity of the game at Southwood.

Aesthetic

While the structures themselves are comparatively utilitarian, the ground and the surrounding area are likely to be transformed when a match is being played. This instance of the Type, as it has not been substantially altered since the stands were added in the mid-20th century and remains home to a small-scale club, may also evoke nostalgia for the days when football clubs were more centred in their community.

Communal

Particularly to players, members and supporters of the club, but also as an occasional source of pride to the town.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Ramsgate Football Club Website: <http://www.ramsgate-fc.co.uk/>.
- Historic and current aerial photography.

⁶³ <http://www.ramsgate-fc.co.uk/a/history-44530.html>

Broad Type: Recreation and Leisure

Narrow Type: Greyhound Racing

Broad Type: Recreation and Leisure

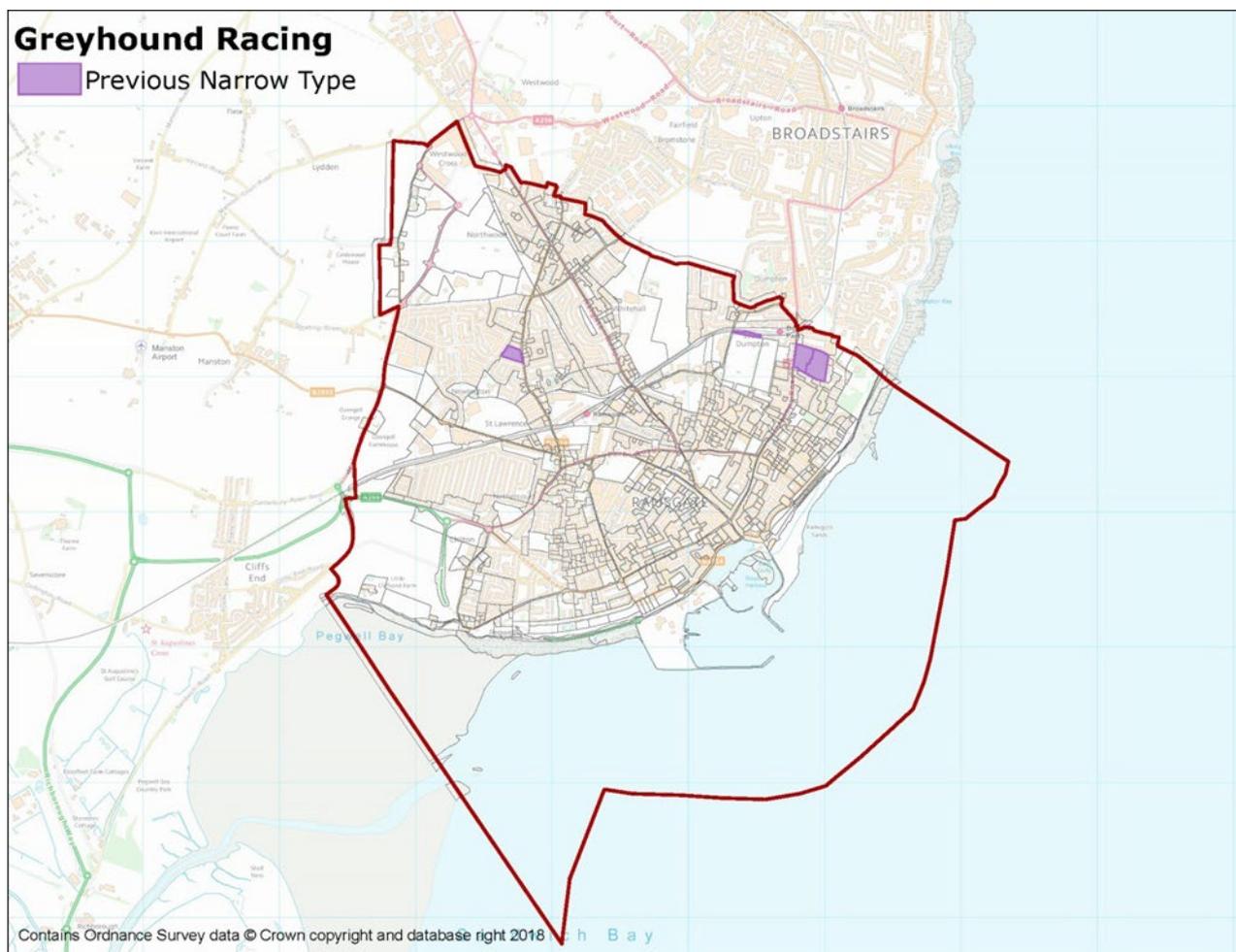
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Sometimes includes accommodation for people so engaged. Can also include extensive areas like country and municipal parks. The seaside resort character of the study area has a strong influence

on the narrow types found locally, given the historical importance of tourism, leisure and recreation to the economy and character of the area.

Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Greyhound Racing



Introduction

Stadia and associated facilities (e.g. kennels) for the sport of greyhound racing.

The Type only occurs as a previous type in the project area.

Historic processes

Greyhound racing in its current form developed in the United States of America during the early 20th century. It was first staged in England in 1926 at the Belle Vue Stadium, Manchester. It was evidently popular since 30 tracks were in operation by the end of 1926. There was an exponential rise in the number of tracks and, by 1939, over a hundred were licenced in England. Greyhound racing was, and remains, a sport popular with the working classes, initially encouraged by betting restrictions⁶⁴. Grounds were generally speculatively built and basic and often established at what were, at the time, sites on the outskirts of settlements. The latter part of the 20th century saw a sharp decline in the numbers of regular racegoers and by the early 21st century only a fraction of the tracks remained in operation. As the tracks were sited in what have become areas of pressure for housing, many have been redeveloped into housing estates.

Ramsgate had two dog tracks, sited in Newington and Hereson. Their fortunes mirror national trends in the sport. The stadium at Hereson was extensive, with the track, stands complex and parking areas occupying a site stretching from Hereson Road to Dumpton Park Drive. It also had a detached kennels complex abutting the railway on the west side of Hereson Road. The stadium site was redeveloped, as a mix of housing and retail premises, at the end of the 20th century. The kennels have since been redeveloped for housing. All that now remains to indicate the former presence of the track is the Racing Greyhound pub on Hereson Road and street names within the housing occupying the track site (Brindle Grove, Harebrook).

The Newington stadium was much smaller and very short lived. It was first shown on the initial post-war Ordnance Survey edition but labelled as disused. It appears to have been redeveloped, into industrial premises, by the 1960s. The site has since been redeveloped as a school and there is now no trace of the former racing use aside from the fact that the plot size and extent remains the same as when it was in use as a stadium.

Condition

Not applicable – the Type occurs only as a previous type with no extant remains.

Vulnerability

Not applicable – the Type occurs only as a previous type with no extant remains.

Forces for change

Not applicable – the Type occurs only as a previous type with no extant remains.

Relationships with other character types

The Type is located within 20th century housing expansion (Housing Estate) and adjacent to the Route Type.

Heritage values

Evidential

The Type has some evidential value as a document of a sport once carried out in the project area. The extent of this value is largely compromised by wholesale redevelopment of all instances.

Historical

The Type has some historical value as a demonstration of the national decline of greyhound racing and, typically, the redevelopment of its tracks since the later 20th century.

Aesthetic

The Type has no visible expression, having been redeveloped, so lacks aesthetic value.

Communal

The Type, owing to its loss from the familiar landscape, is unlikely to have widespread communal values. It may exist in memory for former racegoers who may fondly remember it and feel its loss.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography.

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<https://www.theguardian.com/uk/2008/aug/09/london.greyhound.racing>

Broad Type: Recreation and Leisure

Narrow Type: Leisure Beach

Broad Type: Recreation and Leisure

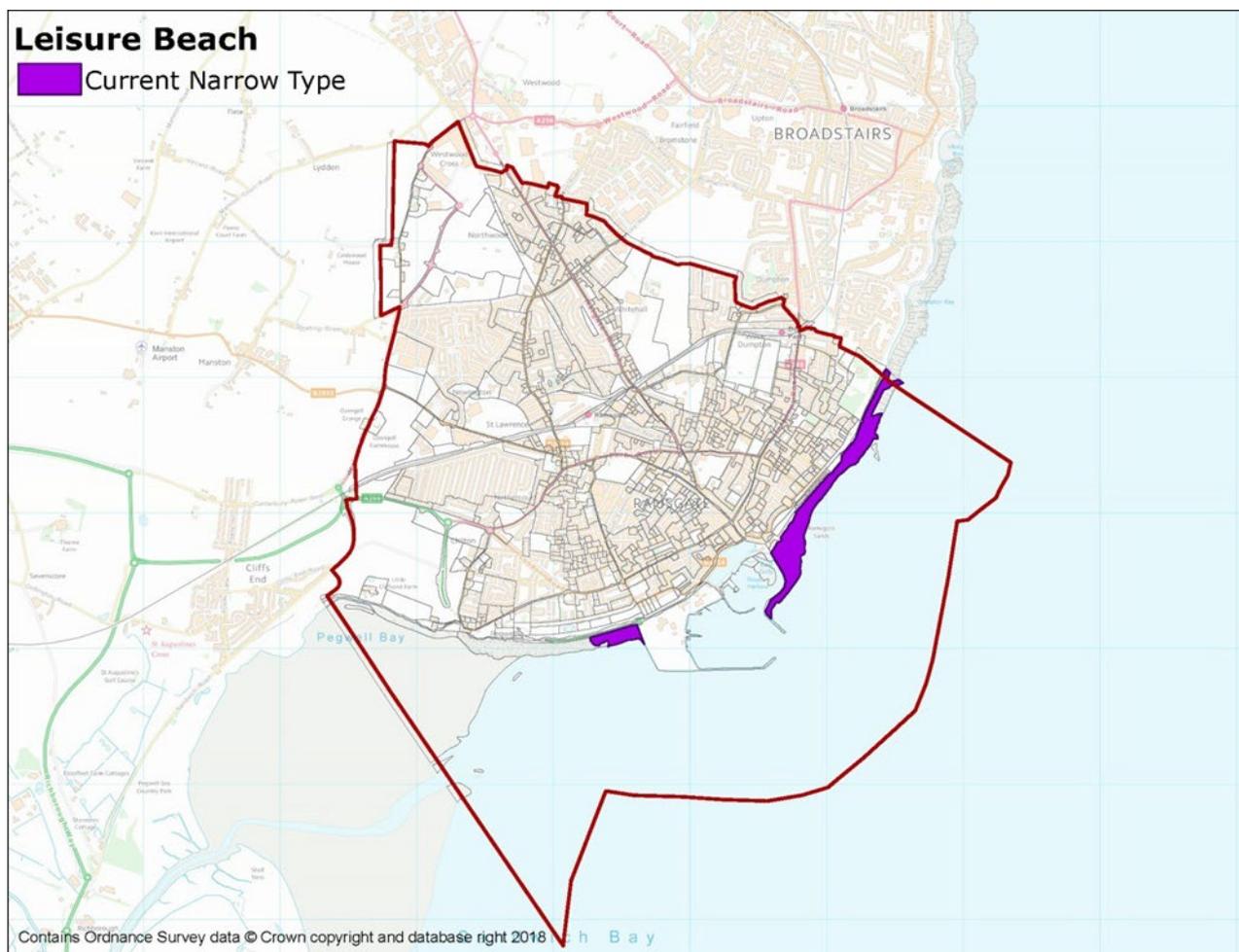
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on the narrow types found locally, given the historical importance of tourism, leisure and recreation to the economy and character of the area.

Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Leisure Beach



Introduction

Largely intertidal areas, predominantly of sand, used mostly for leisure and relaxation by coastal visitors. The beach may be managed actively, e.g. by periodic scraping or beach replenishment, or passively, e.g. by fixed groynes, to retain the sand cover. It is arguably the key tourist asset for the town, and is therefore of both scenic and strategic importance.

The Type, as it occurs at Ramsgate, is equated with the sandy sections of the intertidal zone reachable from the town's seafront. The other sections of foreshore exposed at low tide are either sandy but not contiguous with the main beach or formed of other sediments (including mud). These are classed under the relevant Cultural Topography Type since they are less dominated by recreational activity and lack permanent visitor facilities.

Historic processes

Leisure beaches, a mix of natural and managed space, date back to the 18th century when sea-bathing began to become popular as a health measure. Over the course of the 19th century beach use became a less-formal affair tied explicitly to sea-bathing and a wider range of recreational uses such as beach games, donkey rides and amusements also became popular.

Over the course of the 20th century and up to the present this has become less formal still with many visitors simply spending time being at the beach without the need for organised distraction.

Ramsgate's principal leisure beach, the Main Sands, is reputed to have begun to increase in size from a natural sandy beach due to changed depositional characteristics following construction of the harbour breakwaters in the 1750s⁶⁵. Ramsgate then found itself in possession of both a substantial sandy beach and good transport connections, in the form of the new harbour, at the onset of the trend for sea-bathing amongst polite society. This drew numerous wealthy visitors, particularly from London, to the town from the later 18th century onwards to take advantage of this combination of sea and sand. The town grew in popularity as a resort over the 19th century. The importance of the beach to the resort is shown by the fact that one of the early train companies to open a route into Ramsgate did so by the engineering feat of tunnelling through the cliffs to bring its line to a beach-side terminus adjacent to the harbour.

Ramsgate's beach remains a largely natural beach with little permanent human intervention other than the construction of features which limit its landward edge, such as the Promenade and the visitor facilities it supports (Beach Café, Royal Victoria Pavilion).



Ramsgate Main Sands

The small leisure beach immediately west of the Port appears to be a later 20th century artificial beach, created through import of sand, and is retained by groynes.

Condition

Ramsgate's beach is managed to maintain its cleanliness and accessibility so is in stable condition.

The Type is also subject to weathering through tidal action but appears stable.

Vulnerability

The beach itself is comparatively resilient, although it requires management to remain clear of debris and to prevent loss of sand. The Type is vulnerable to weathering from the normal action of the sea and wind. Rising sea levels and changes to coastal processes as a consequence of climate change are the biggest threats to the Type.

Forces for change

As noted above, climate change – both in terms of sea level rise and changes to coastal processes – represent the most significant driver for change to the Type. Changes in the holiday market as a consequence of macro-economic factors could either increase numbers of people holidaying in Britain, or result in a reduction.

The Type has had visitor infrastructure, such as the Harbour Railway Station, Royal Victoria Pavilion and the beach cafe constructed on and over it in the past. There are no plans for further such features at present but the beach, as the key asset in the resort, may attract similar schemes in the future. This could result in localised loss of beach or change in character.

The Type is also likely to face greater erosion as climate change projections predict increased storminess.

Relationships with other character types

The Type is related to Foreshore Types and to aspects associated with the resort; Promenade, Concert Hall (now Public House) the former Harbour Railway Station and Amusements. It is also sited adjacent to the Harbour.

⁶⁵ Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Heritage values

Evidential

The Type has some evidential value in the form of features built for the enjoyment of visitors. Beyond this, as the Main Sands in this Type is largely naturally accumulated open sand built up against the harbour breakwater, its character being direct evidence of how cultural perceptions accommodate and drive the uses of natural features: the cultural dimension of the semi-natural.

Historical

Illustrative value would be related to human interventions to and uses of the beach while associative values would be related to events or activities that have taken place on the beach.

This beach, whilst not substantially altered from its natural form, illustrates the *raison d'être* for the growth and success of the resort and has been the scene of much of the activity that gave Ramsgate its character and reputation as a resort. This spans genteel activities such as sea bathing using bathing machines to the more working-class pursuits such as sunbathing, sandcastle building, donkey rides and fairs.

Whilst these have left little trace on the beach, it still affords the ability to understand that these activities were a key part of the resort and, at certain times of year, to actually see some in action.

Aesthetic

The Type has considerable aesthetic value, providing the critical element of setting (in functional and visual terms) for early seaside

resorts like Ramsgate. Views across the beach and out to sea are iconic representations of the place and feature in historic photographs, postcards and artistic representations.

It is frequently perceived as an attractive or stimulating element of the natural landscape and its interface with the seascape. Due to the intensity of human use of the beach for recreational activities they can also have a significant degree of aesthetic appeal associated with either the *joie de vivre* conveyed by a busy beach or the contemplative solitude of such an environment when quieter, for instance in wintertime.

Communal

The Type is likely to have significant communal values to local people and visitors alike, including the many visitors the town has historically attracted from London. It is a key reason for visitors coming to Ramsgate, and makes a substantial contribution to the quality of life of local people.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic and aerial photography;
- Site Visit;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Recreation and Leisure

Narrow Type: Leisure Centre

Broad Type: Recreation and Leisure

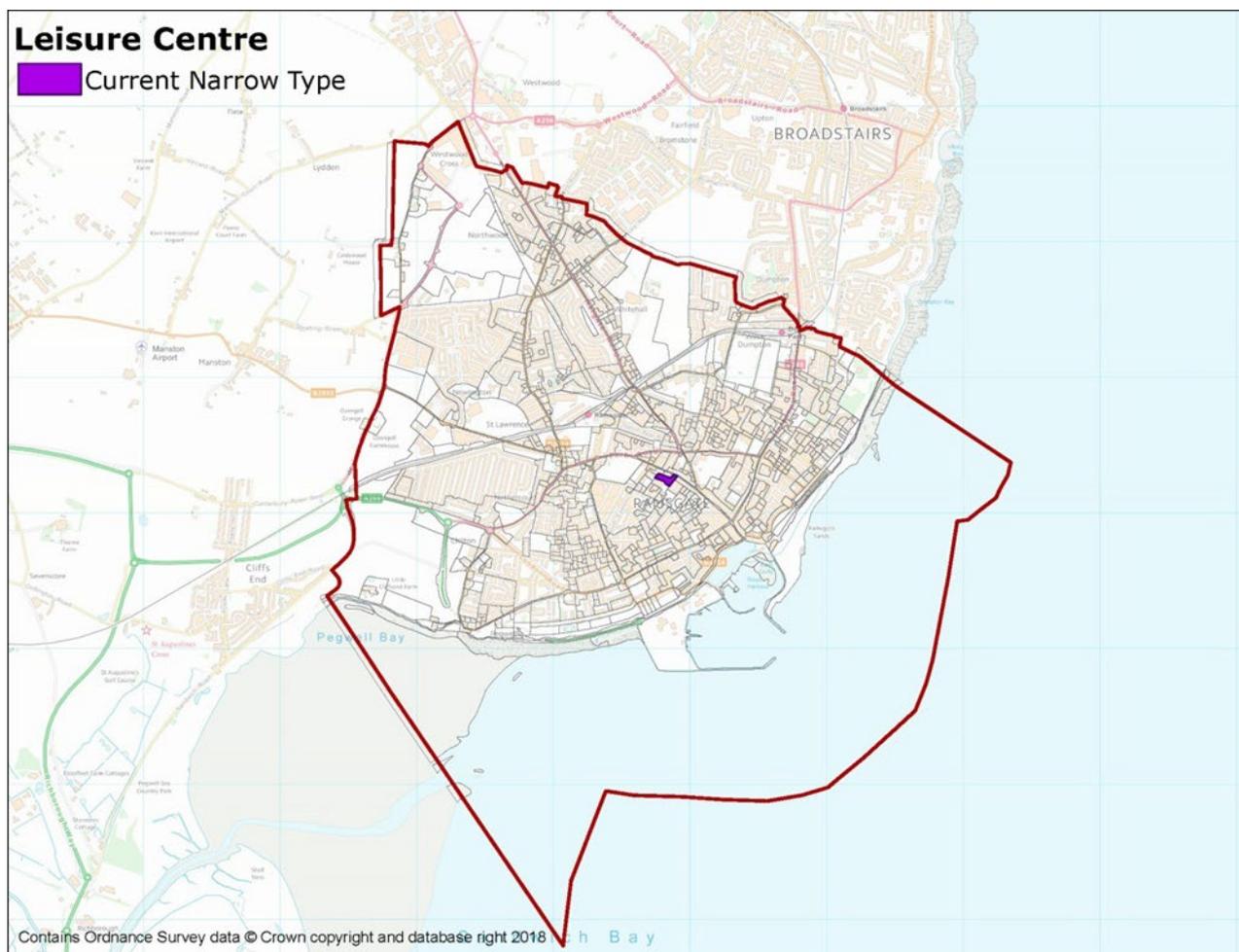
Complexes and areas where leisure, sport and other recreation are dominant activities.

Sometimes includes accommodation for people so engaged. Can also include extensive areas like country and municipal parks. The seaside resort character of the study area has a strong influence

on the narrow types found locally, given the historical importance of tourism, leisure and recreation to the economy and character of the area.

Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Leisure Centre



Introduction

A purpose-built building and associated grounds, usually owned and operated by a local authority, or on their behalf, where people go to keep fit or relax through using the facilities. The centres usually provide for both wet (swimming and diving) and dry (badminton, basketball, volleyball and five-a-side football) sports and activities. The buildings are usually large, shed-like, constructions to allow accommodation of numerous sports facilities, including pools, and associated plant plus sports halls under one roof. Many were built in the 1970s and 1980s so they commonly employ extensive metal cladding and large areas of glazing. The latter are usually to create a light and airy feel in poolside areas.

Historic processes

Leisure centres are a relatively modern building Type and were developed to meet the aims of the 1960 Wolfenden Report on Sport and the Community. This led to the formation of the Sports Council and the 'Sport for All' initiative. The additional funding available to local authorities to meet new sport and activity targets led many to create new purpose-built centres, often at the expense of earlier swimming baths, to house multiple sports. In some cases these were standalone facilities, whereas in others they were built in conjunction with secondary school sites.

As a result of outsourcing of local government services, many public leisure centres are now run by private companies. In most cases these are the same facilities which were built in response to the Sport for All initiative. Since the start of the present century, some new public leisure centres have been built by local authorities (some using private finance initiatives). This is a trend that is likely to continue as new facilities are built as new housing estates are built which lack access to leisure facilities or as the 'Sport for All' period facilities become obsolete or uneconomic to run.

Since the 1990s, commercial fitness operators have also developed their own leisure centres which are available to paying members. These bear some similarity to public leisure centres but are usually smaller and have less extensive grounds, focussing on indoor sport and exercise. There are none in the project area.

The present Ramsgate Sports Centre opened in 2000 and was constructed on the former site of Thanet Technical College.

Condition

Ramsgate Sports Centre is in active use and appears in good condition.

Vulnerability

The Type provides a locally-important leisure facility. As such, it is likely to continue to be maintained despite a generally challenging climate for public services finances.

Forces for change

The Type, in some form, is likely to become more important as working lives become more sedentary and fitness takes on an important role in preventative healthcare. This is likely to make the promotion and availability of sport and exercise to the widest possible audience an important factor in national and local policy.

Whilst this may help the survival of the Type, it may also cause it to evolve into new forms to meet changing fashions in exercise (such as the rise of studio cycling and outdoor exercise trends like British Military Fitness and Park Run) and thinking on healthy lifestyles.

Austerity is likely to continue to affect local authority spending and this may have an effect upon the condition of the Type.

Relationships with other character types

Whilst the Type is often found in association with Sports Field, that in Ramsgate is in a town centre location and abuts the Historic Urban Core.

Heritage values

Evidential

Physical evidence for the provision of sport and fitness facilities by local authorities as a social good since the 1970s.

Historical

In illustrative terms, it demonstrates the importance that has been placed upon public access to a range of sport and exercise facilities as a social good since the pivotal Wolfenden report of the 1960s.

Aesthetic

The Type uses utilitarian forms of modern building styles.

Communal

The Type provides an important public facility and is likely to be valued by its users.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- Historic and current aerial photography.

Broad Type: Recreation and Leisure

Narrow Type: Lido

Broad Type: Recreation and Leisure

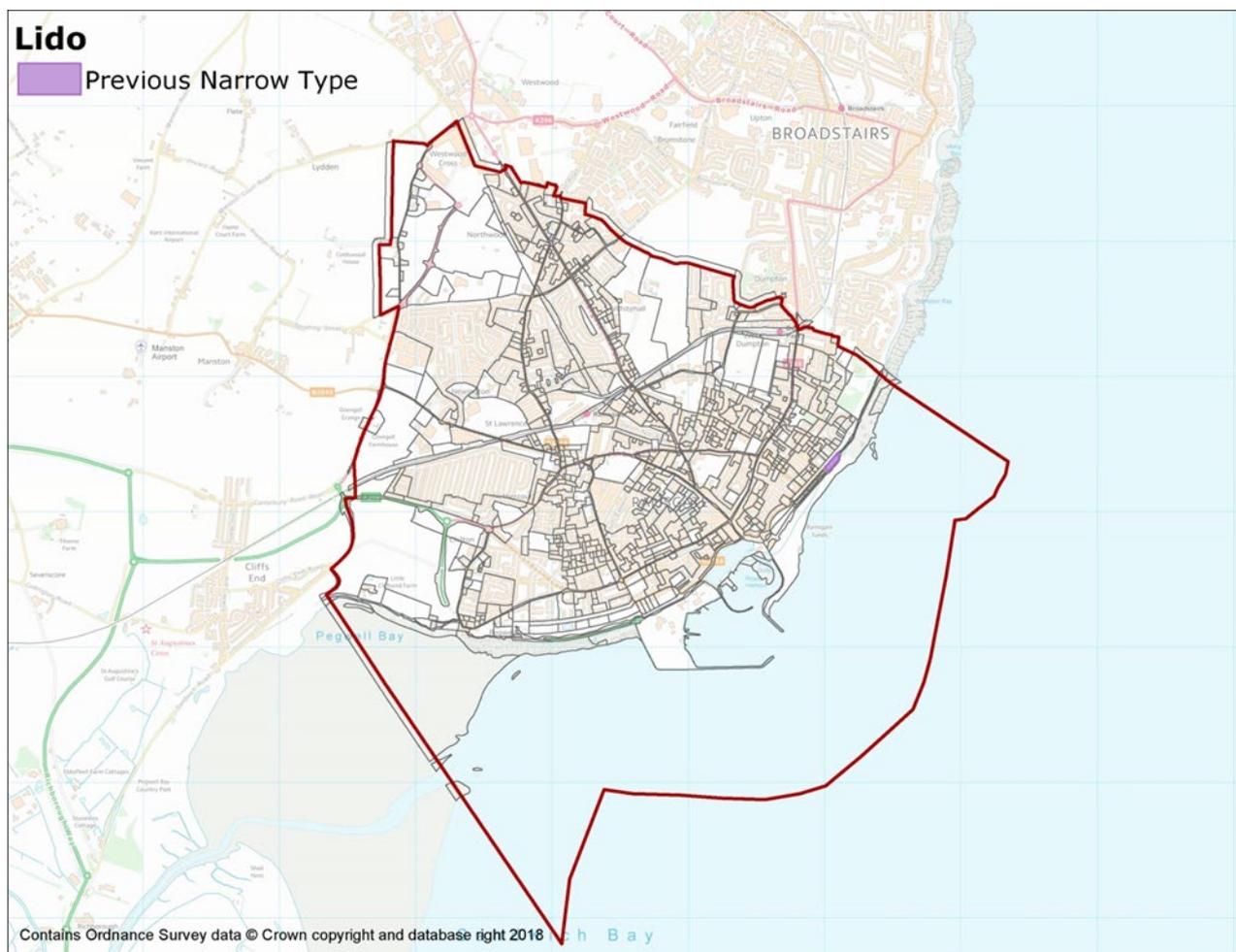
Complexes and areas where leisure, sport and other recreation are dominant activities.

Sometimes includes accommodation for people so engaged. Can also include extensive areas like country and municipal parks. The seaside resort character of the study area has a strong influence

on the narrow types found locally, given the historical importance of tourism, leisure and recreation to the economy and character of the area.

Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Lido



Introduction

A public recreational complex centred around an open-air swimming pool. The Type tends to comprise mid-20th century and earlier pools. These were developed before the move to co-locate swimming and other sports facilities into purpose-built Leisure Centres from the 1960s onwards.

Ramsgate contains a former swimming pool, now converted to other uses, associated with the heyday of the resort. The town's current swimming pool provision is housed within the Ramsgate Sports Centre (discussed under the Leisure Centre Type).

Historic processes

Outdoor swimming pools in Britain have a deep historic precedent⁶⁶ but became fixtures of the landscape in the 1930s when a craze for lidos swept Britain. This saw examples opened around the country in both inland and coastal locations.

Although the town's beaches provided ample swimming facilities, the council funded the creation of a lido, incorporating a boating lake, on the seafront below East Cliff in the 1930s. The lido was a very distinctive structure with a series of high diving platforms, banks of seating terraces on two sides of the pool and a complex housing a cafe and changing facilities at its townward end. As with many lidos, it fell victim to the downturn in holidaying at the British seaside and the high cost of upkeep of such a structure in economic climate of declining visitor numbers. By the late 20th century it was disused and the superstructure had been removed. By 2007 the site had been redeveloped into a carpark, the modern retaining walls of which preserve some of the course of the lido's external outline.



Former Lido, now carpark, Marina Road

Condition

Not known – the single example of the Type has been redeveloped and it is unclear if any physical remains survive.

Vulnerability

The Type is vulnerable to any changes, such as redevelopment, storm damage or coastal erosion, which affect the retention of related plot patterns which remain legible in the successor land use.

Forces for change

The retained plot patterns which show the Type's former existence lie at the seafront so are likely to experience issues related to storm damage or coastal erosion.

Relationships with other character types

The Type is related to Promenade and Leisure Beach.

Heritage values

Evidential

The outline of the former lido is preserved in later land use which provides some evidence for the kinds of beachfront attractions developed in the resort.

Historical

The Type illustrates the ways in which the resort has evolved and the facilities provided at different points in its history. It also shows the inter-war Council's push to keep Ramsgate an up-to-date resort.

Aesthetic

The Type has a limited aesthetic value reflecting its correspondingly limited physical presence in Ramsgate's present landscape.

Communal

There may be some communal values amongst both visitors and residents, associated with using the lido in their formative seaside experiences.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography.

⁶⁶ Namely the very short-lived outdoor pool at the Roman town of Macellum (Wroxeter). Ellis, P., 2000. *The Roman Baths and Macellum at Wroxeter: Excavations by Graham Webster 1955-85*. English Heritage

Broad Type: Recreation and Leisure

Narrow Type: Municipal Park

Broad Type: Recreation and Leisure

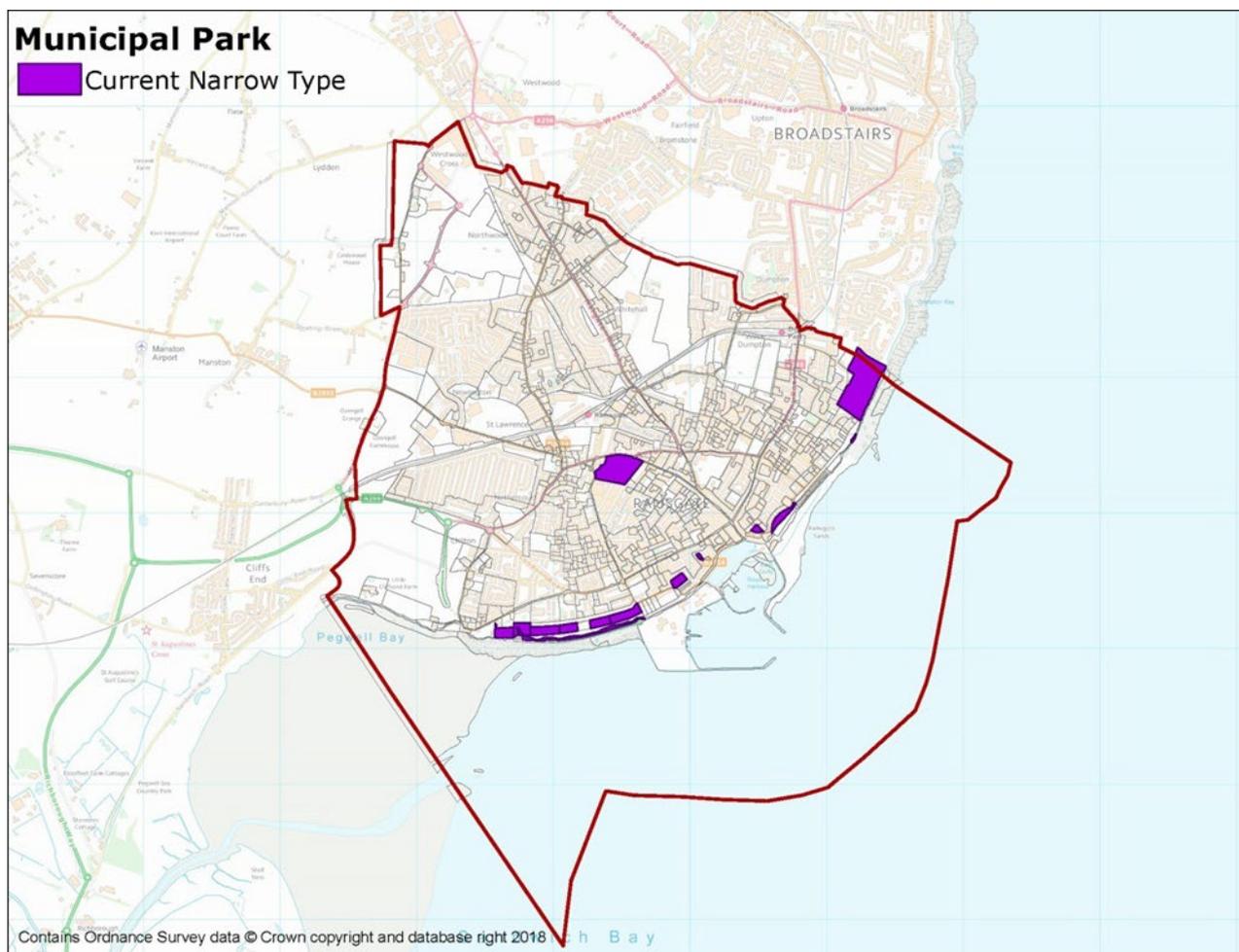
Complexes and areas where leisure, sport and other recreation are dominant activities.

Sometimes includes accommodation for people so engaged. Can also include extensive areas like country and municipal parks. The seaside resort character of the study area has a strong influence

on the narrow types found locally, given the historical importance of tourism, leisure and recreation to the economy and character of the area.

Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Municipal Park



Introduction

Land, often in urban areas, dedicated to outdoor public recreation. Such parks are in public ownership, usually the local authority, and are free to access for general recreation although some specific facilities, such as sports courts, may attract charges. They usually with ornamental planting of trees and shrubs and some formal gardens. They can also include features such as ornamental ponds and bandstands.

Historic processes

Formal parks of this kind are of later 19th and early 20th century date. They are usually sited within contemporary urban expansion to provide additional space for recreation.

Municipal Parks are relatively uncommon in the project area and consist of parks developed from the acquisition of earlier 'country houses' by the town council and the gardens built in association with the Promenades. The former comprise Ellington Park, the King George VI Memorial Park and Court Stairs Park. In the case of the former two parks, the mansions which had stood within these grounds have now been removed. King George VI Memorial Park has the most legible traces of its former use. It was formerly Eastcliff Lodge, a grand house built in the Gothic revival style in the later 18th century as Ramsgate was gaining status as a resort. In its early life it was connected with stays by royalty and the Duke of Wellington but was bought in the 1820s by Sir Moses Montefiore who was resident there until his death. Although the house has been demolished and the grounds converted into a public park, several of its service structures remain and are Listed Buildings. These are concentrated in the northern part of the park and comprise a lodge, service range and walled garden. The buildings are in use as private housing. The most distinctive surviving structure, and a tourist attraction in its own right, is the Italianate Glasshouse a later 18th century conservatory moved to its current location for Montefiore (a Grade II* Listed Building⁶⁷).



King George VI Memorial Park, amenity grassland and woodland planting

⁶⁷ <https://historicengland.org.uk/listing/the-list/list-entry/1085336>



King George VI Memorial Park, Grade II* Listed Italianate Glasshouse

Although promenades were constructed in the resort in the 19th century, the present promenades, and their associated gardens, were built in the early 20th century. They consist of areas of lawns with more formal garden features and structures such as bandstands and shelters interspersed. The garden features make extensive use of Pulhamite⁶⁸ in the creation of artificial, though realistic seeming, rockeries. In some cases the Pulhamite rockeries form ornamental features in their own right whereas, at others, they frame features within the gardens such as steps to other levels or a bandstand. Both types of Pulhamite landscape exist at Winterstoke Gardens on East Cliff. The Pulhamite work on the West Cliff is concentrated around the path connecting the clifftop gardens to the undercliff. Pulhamite is a distinctive feature of the civic ornamentation in Ramsgate and, as a 1920s installation, is rather later than many of the instances recorded in other parts of the country. The remaining instances of Pulhamite landscaping in Ramsgate are Grade II Listed Buildings.



Winterstoke Gardens, sun shelter flanked by Pulhamite rockery⁶⁹

⁶⁸ This was a mortar developed James Pulham & Son, and firms associated with them, for use as render in the creation of artificial rockwork. It's chief period of use was from the 1830s to 1870s and it was referred to as "Lockwood's Portland Stone Cement", "Pulham's Stone Cement" and, later, "Pulhamite". The render was applied to a masonry core or backing structure to produce texture and colour variations in imitation of natural rock.

⁶⁹ Grade II Listed Building - <https://historicengland.org.uk/listing/the-list/list-entry/1336318>



Winterstoke Gardens, Pulhamite rockery at interface with Promenade



Pulhamite work on Court Stairs to Western Undercliff⁷⁰

Condition

The parks are in active use and maintained. They appear to be in good condition. Some instances of the Pulhamite work appears to be showing signs of deterioration with the render flaking off or cracking in places to reveal the masonry core.

Vulnerability

The Type provides a locally-important leisure facility. As such, it is likely to continue to be maintained to some extent despite a generally challenging climate for public services finances.

The majority instances of the Type lie adjacent to the seafront. This makes them vulnerable to storm damage.

The areas of Pulhamite gardens need specific conservation techniques and materials in any repair to the Pulhamite render. Any repairs undertaken without using these methods risk further damage to the structure.

Forces for change

Austerity is likely to continue to affect local authority spending and this may have an effect upon the condition of the Type.

Climate change projections predict increased storminess, this may intensify a potential source of damage in coastal instances of the Type.

Relationships with other character types

The Type is generally found in association with Promenade or at the fringe of contemporary settlement expansion. There are several instances where the Type is a successor to the Country House Type.

Heritage values

Evidential

Physical evidence for the ways in which public recreational space was provided in the late 19th century and early 20th century and the ways in which this has since been modified. The latter evidences both changing recreational habits and the designing in of safe and accessible spaces.

Those which have developed from earlier private gardens retain some evidence for the layout that preceded their conversion to public use.

Historical

Illustrative of historic leisure practices and how modern recreational facilities can be integrated within them.

Aesthetic

Relates largely to the way in which they were designed to provide attractive and restful environments in which to escape from the cares of everyday life. Despite the introduction of some modern elements in all instances of the Type, this quality remains appreciable.

Communal

Places associated with outdoor enjoyment and where individuals and communities interact in comparative safety.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and recent aerial photography;
- English Heritage 2008: *Durability Guaranteed. Pulhamite rockwork – Its conservation and repair.*

⁷⁰ Grade II Listed Building - <https://historicengland.org.uk/listing/the-list/list-entry/1086050>

Broad Type: Recreation and Leisure

Narrow Type: Promenade

Broad Type: Recreation and Leisure

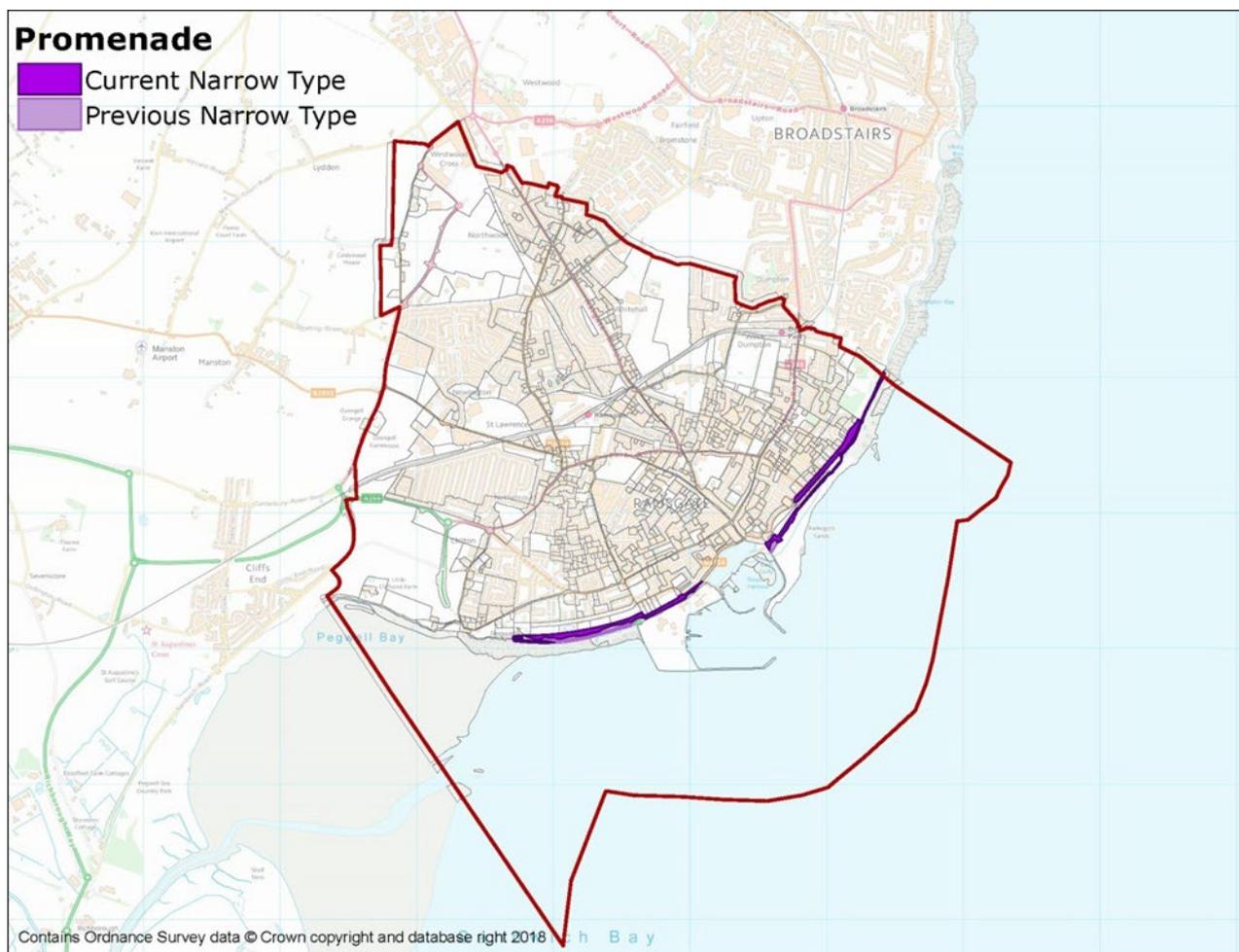
Complexes and areas where leisure, sport and other recreation are dominant activities.

Sometimes includes accommodation for people so engaged. Can also include extensive areas like country and municipal parks. The seaside resort character of the study area has a strong influence

on the narrow types found locally, given the historical importance of tourism, leisure and recreation to the economy and character of the area.

Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Promenade



Introduction

A designed open space within or extending from a settlement area, usually linear and specifically intended for strolling and public walks, often with good coastal views. Promenades commonly form part of the planned complex of facilities of a coastal resort. They often have ancillary features, such as toilets and shelter pavilions built in decorative styles, either as a feature of the original design or added at a later date.

The project area has extensive promenades, sited on the East and West Cliffs respectively.

Historic processes

The first promenade at Ramsgate was a single track road leading to the beach at Courtstairs Chine (Westcliff Chine). Owing to the importance of promenading facilities to the resort, this early promenade has been overwritten by successive phases of promenade improvement on the West Cliff. A promenade was constructed along the West Cliff as far as The Grange by the late 19th century. In 1923-4 a new upper promenade was constructed along the West Cliff, the Prince Edward Promenade, to connect West Cliff Promenade to the beginning of the new West Cliff Chine. This was designed by Sir John Burnet and Partners for the newly incorporated Borough of Ramsgate and opened by the Prince of Wales in 1926. It included a series of covered seating areas or sun shelters, placed intermittently along the promenade, and a cliff lift. Whilst the shelters are unlisted, the cliff lift is a Grade II Listed Building⁷¹. The 1920s work forms a key part of the genteel character of the Royal Esplanade and western promenade.



Cliff lift and shelters at Prince Edward Promenade

The present East Cliff Promenade originated in the late 1830s when the adjacent Mount Albion Estate was laid out for building; the promenade, then named Victoria Parade Walk, was amongst the first areas of the Estate to be developed and was constructed along the cliff tops from Augusta Road to the present Thanet Road. This promenade was extended as far as East Lodge house (now King George VI Memorial Park) in the 1920s and backed by a municipal park, Winterstoke Gardens, with

extensive use of Pulhamite rockery features. Between 2011 and 2013 the promenade's late 19th and early 20th century shelters were renovated and refurbished.



Victoria Parade, promenade and Victorian shelters



Promenade and shelters, Winterstoke Gardens, East Cliff

Condition

The promenades have been the subject of recent programmes of restoration and appear in satisfactory condition.

Vulnerability

The Type is, in theory, vulnerable to damage due to storm events due to its coastal location.

The Type is also vulnerable to wear and tear associated with visitor use.

The Type is maintained by public bodies so is vulnerable to changes in the availability in of public funds.

Forces for change

Austerity is likely to continue to affect local authority spending and this may have an effect upon the condition of the Type. This may affect the ability to respond in a timely manner to visitor wear and tear.

The Type is likely to face greater a greater risk of storm damage as climate change projections predict increased storminess.

Relationships with other character types

The Type is closely related to Leisure Beach and Cliff.

⁷¹ <https://historicengland.org.uk/listing/the-list/list-entry/1281487>

Heritage values

Evidential

Physical evidence for a distinctive form of seaside leisure facility that developed in Britain during the latter part of the 19th century and is characteristic of seaside resorts. The recent renewal of the promenade provides evidence for the continuing value of the Type to seaside resorts.

Historical

In illustrative terms, it visibly demonstrates the development and evolution of a distinctive kind of seaside leisure facility from its 19th century origins through to 21st century modifications.

The Type also demonstrates the scale of measures the Council was prepared to sponsor to maintain the town's resort credentials during its initial heyday.

Aesthetic

Chiefly associated with its distinctive form which is readily identifiable as a quintessential aspect of the British Seaside resort.

Communal

As a quintessential feature of the British Seaside it evokes a nostalgia for their heyday; its distinctive structure and prominent position on the seafront mean it may function as a landmark for both visitors and residents; and it may be associated with formative holiday experiences for visitors.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and recent aerial photography;
- Historic England listing information;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Recreation and Leisure

Narrow Type: Recreation Ground

Broad Type: Recreation and Leisure

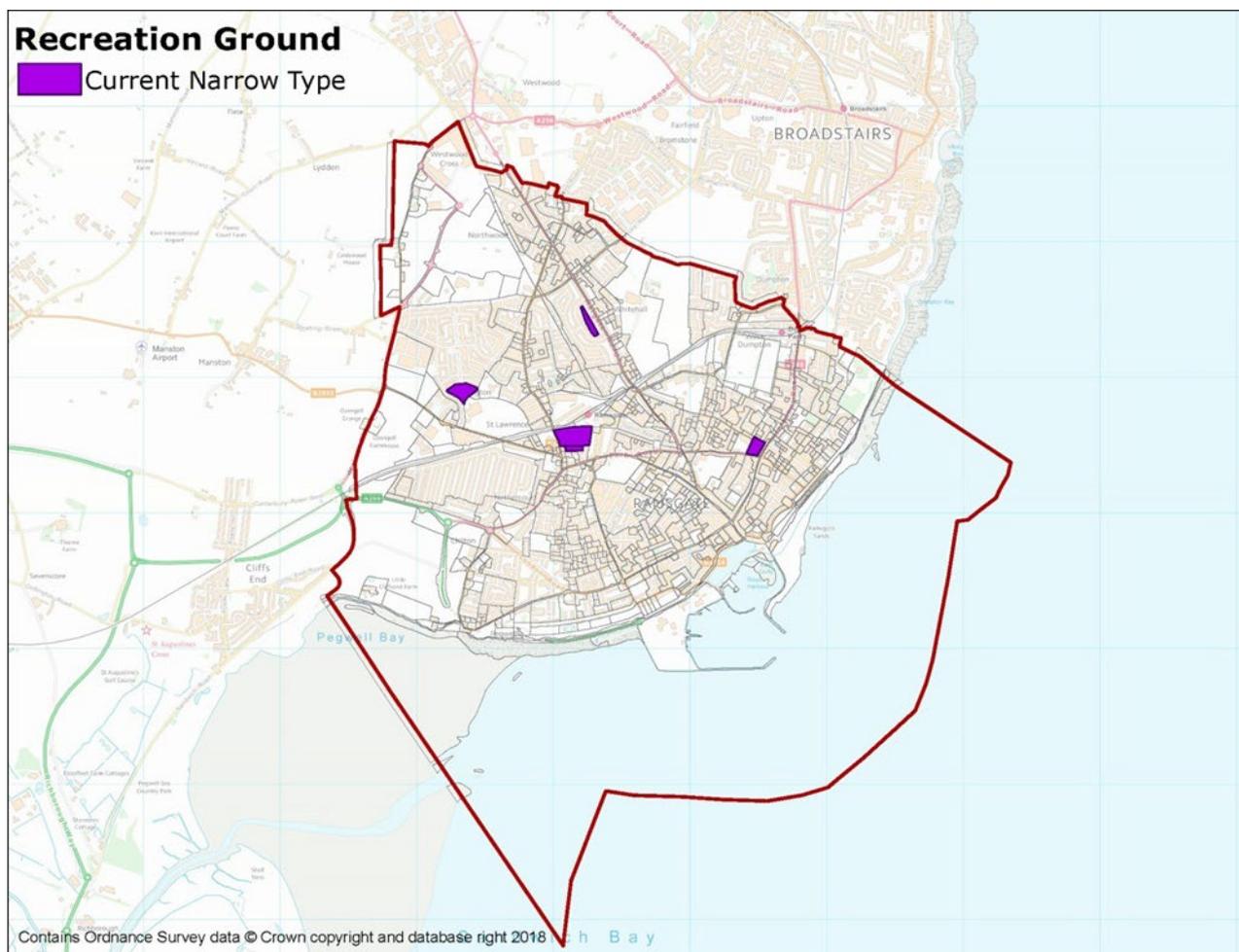
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on the narrow types found locally, given the historical importance of tourism, leisure and recreation to the economy and character of the area.

Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Recreation Ground



Introduction

Area of open ground with permanent or semi-permanent facilities established to enable people to enjoy, amuse or please themselves in open-air recreation. They contain play areas and large areas of grassland for informal play or sports-use.

Historic processes

These are relatively recent facilities, mostly mid-20th century onwards in date, and mark a move away from the formal park design used in the earlier Municipal Parks. The exception to this is the recreation ground opposite the gasworks on Hadres Road, which is first shown on the 2nd Edition Ordnance Survey coverage for the area.

There are instances of the Type across the project area and their distribution is closely tied to the spread of housing. As new housing estates were established, areas within the estate or at their edge, were turned into recreation grounds to allow for more communal and expansive activities and play than could be accommodated within the domestic property.

Condition

The recreation grounds are in active use and maintained. They appear in good condition.

Vulnerability

The Type provides a locally-important leisure facility. As such, it is likely to continue to be maintained to some extent despite a generally challenging climate for public services finances.

The distribution of the Type, within the established built-up extent, makes it vulnerable to development pressure.

Forces for change

Local authority spending may have an effect upon the condition of the Type.

Areas of recreational land are being developed for infill housing in many English towns and cities.

Relationships with other character types

The Type is generally found within or at the fringe of contemporary settlement expansion.

Heritage values

The Type has evidential value in demonstrating the municipal provision of land for public sports and enjoyment within housing estates in the mid to later 20th century.

Historical

Illustrates the civic imperative for councils to provide recreation space for the local population as a public good from the mid-20th century onwards.

Aesthetic

The Type comprises substantial areas of open green space, albeit largely of intensively-managed grassed areas with little ornamental planting, so can have aesthetic value attached to its availability for recreational use and open nature.

Communal

Largely amongst residents as valued places for play and informal sport and games.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography.

Broad Type: Recreation and Leisure

Narrow Type: Sports Field

Broad Type: Recreation and Leisure

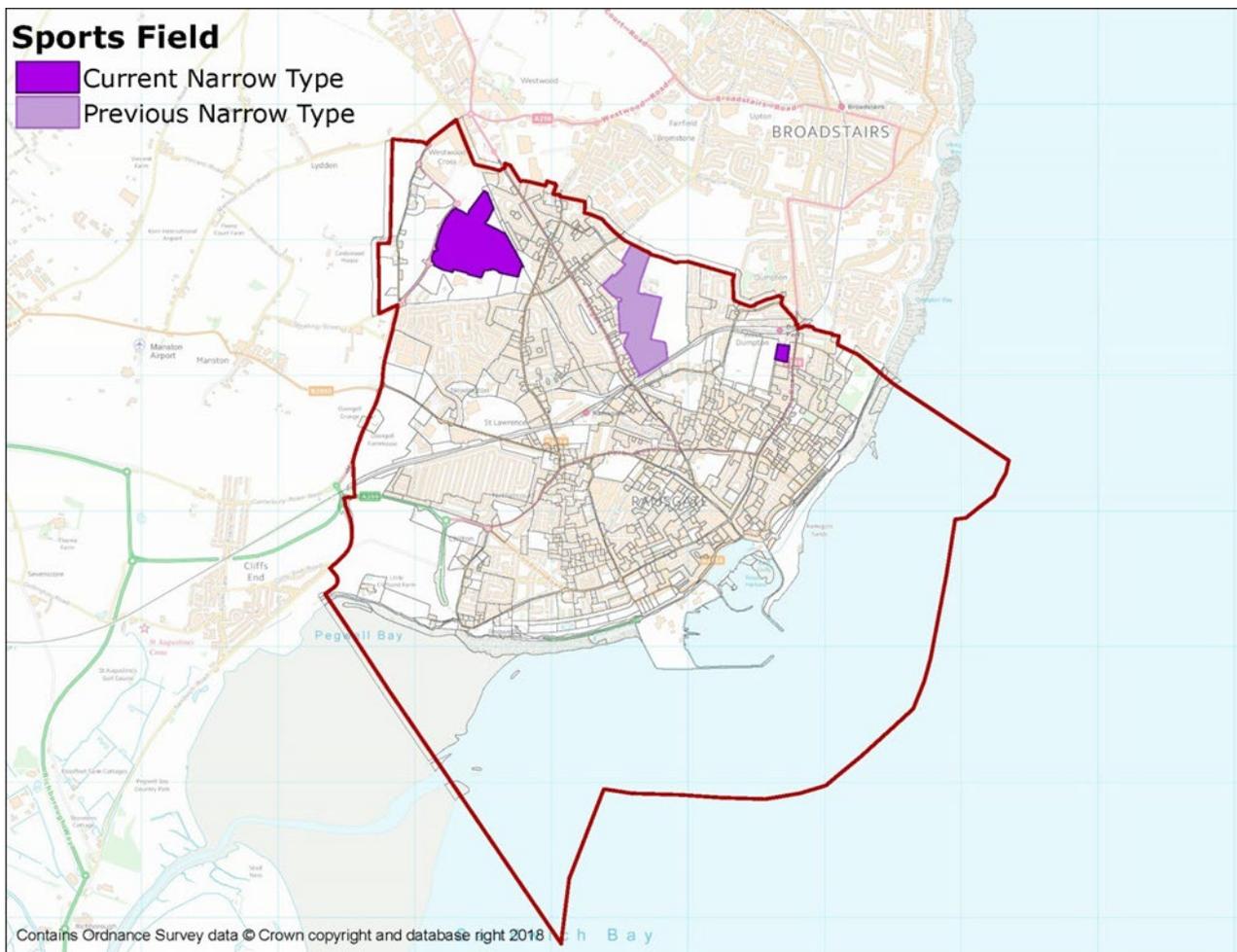
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Larger-scale heritage sites may also be in this class if their principal use is now as visitor attractions.

Narrow Type: Sports Field



Introduction

An area of ground, often publicly-owned, where outdoor sports are played, usually with the marking out of pitches and associated structures (goal posts, changing facilities, etc.).

There are two current examples within the project area, at Northwood and Hereson, and a former example east of Northwood.

Historic processes

These are relatively recent in origin and reflect provision of municipal sports facilities in the latter part of the 20th century and onwards.

Ramsgate's sports fields are located outside the town centre, reflecting their origins and relationship with relatively recent housing development. That at Hereson was created when housing was built along Hereson Road in the interwar period. That at Northwood, Jackey Baker's Recreation Ground, was also created in the interwar period when Jackey Baker's Farm was sold for redevelopment. The section of the farm east of the railway became housing and that to the east was turned over to recreational use.

The former example lay east of Northwood and was also created in the interwar period on land south of the farm Newlands Grange. It was redeveloped as a school, retaining much of the open land for school sports pitches in the early 2000s.

Condition

The sports grounds appear to be managed and are in active use, and consequently are in good condition.

Vulnerability

The Type is comparatively robust, but requires active use and management to prevent degradation. Council-owned open spaces have recently begun to be sold off for development to

alleviate current funding gaps experienced by many local authorities. This represents a key threat to the Type at a national level – albeit more intense in areas of greatest development pressure.

Forces for change

As noted above, loss to development is potentially the most significant force for change acting on the Type.

Relationships with other character types

The Type is generally found within or at the fringe of contemporary settlement expansion.

Heritage values

Evidential

Demonstrate 19th to 20th century municipal provision for public sports and enjoyment.

Historical

Illustrates the modern imperative for councils to provide recreation space for the local population as a public good.

Aesthetic

Substantial areas of open green space, however the pitches themselves are necessarily a grass monoculture and intensively managed.

Communal

Through the sports clubs and events associated with them and the inherent social value of places to play formal and informal sport and games.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography.

Introduction

Large house or mansion in a rural setting, normally set within landscaped grounds, and often accompanied by a range service buildings including offices and yards. Service buildings can be either attached, e.g. set in a wing abutting the domestic accommodation, or located in a complex away from the main house. Country houses can range considerably in size from a relatively large detached house set in large gardens up to the mansions of the gentry and nobility set in extensive landscaped parks (e.g. Stourhead).

The project area has several examples of what may be termed country houses, all of which are relatively recent in origin. They fall at the lower end of the size range, comprising large houses set within landscaped gardens larger than the grounds around most houses. The classification of the Country House Type is used in this characterisation to apply to both the buildings and its associated grounds. None appears still to remain in use solely as a single domestic residence and they have been either redeveloped or converted to different uses.

Historic processes

Earlier examples (i.e. pre-18th century) are associated with the rural gentry whereas later examples can also be associated with the wealthy mercantile or military officer classes who used their new wealth to adopt the trappings of a landed lifestyle. Such examples are usually of later 19th century to and early 20th century date.

The project area has several examples of country houses most of which are relatively late in date and are the constructions of newly wealthy families looking for a coastal retreat.

These include Westcliff House, Court Stairs, Nethercourt House and Eastcliff Lodge. In all cases such properties are either redeveloped or no longer in use as a single residence. Both Westcliff House and Court Stairs have been subdivided into flats and apartments and their landscape grounds redeveloped for housing.

Eastcliff Lodge was the home of Sir Moses Montefiore and the primary residence has been demolished. Its Lodge and service range have been retained and converted to residential properties and the wider grounds are now a public park (King George VI Memorial Park). The public park retains several features, including walling and planting, which derive from the landscape grounds associated with the house the most impressive of which is Montefiore's glasshouse. This is maintained as visitor attraction by a private charitable trust. Nethercourt House, demolished in 1956, is now the site of a caravan park.



Eastcliff Lodge glasshouse within King George VI Memorial Park, Ramsgate

Condition

The condition of the Type varies considerably. There are those which survive but have been altered through conversion (Pegwell Lodge, Court Stairs), some that have lost their main house but retain ancillary structures (Eastcliff Lodge), and examples that are no longer extant due to redevelopment (Nethercourt House, Ellington House and Southwood Lodge).

Vulnerability

Those examples with surviving buildings are vulnerable to incidental damage and unsympathetic alterations associated with either continued domestic use or conversion to differing uses. There may also be some vulnerability to infilling of grounds by housing, as already seen at Court Stairs.

Forces for change

For those country houses that survive in modified form, the forces for change that affect them relate chiefly to alterations to serve the new uses they have been put to.

Relationships with other character types

No clearly allied types.

Heritage values

Evidential

The Type provides physical evidence either for the homes of locally important families or for the development of high-status retreats in the area. This latter aspect was a key feature of the early development of the seaside resort and one which evidences the presence of very wealthy individuals who prized a significant degree of seclusion as part of their seaside experience.

The level of such value varies according to degree of intactness. Where only plot patterns survive, this value is limited, but in relatively intact instances, such as Pegwell Lodge, this value is stronger.

Historical

The illustrative value of the Type relates to the way in which it visibly demonstrates either the homes of locally important families or the development of secluded coastal retreats in the early resort. This is

tied to the ability for the sites to be perceived as country houses, as at Pegwell Lodge. Where country house character is no longer perceptible, for instance through demolition of the main house, much of this value is lost.

Eastcliff Lodge has associative value derived from its use by nationally notable figures such as by royalty, the Duke of Wellington and Sir Moses Montefiore.

Aesthetic

Houses that were designed to be impressive and set-off by complementary grounds. Whilst eroded to a degree in all instances, this value is strongest in those instances where such qualities can still be perceived, such as the section of the surviving service range and gardens at Eastcliff Lodge.

Communal

The ways that the residences of a limited number of wealthy individuals are valued will vary

considerably, according to views on wealth generation and distribution for example. Some instances, such as the remains of Eastcliff Lodge, may be valued as distinctive features of the local area's social history and development.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography;
- Historic England designation information;
- Kent Historic Environment Record;
- Site visit;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Settlement

Narrow Type: Detached Housing

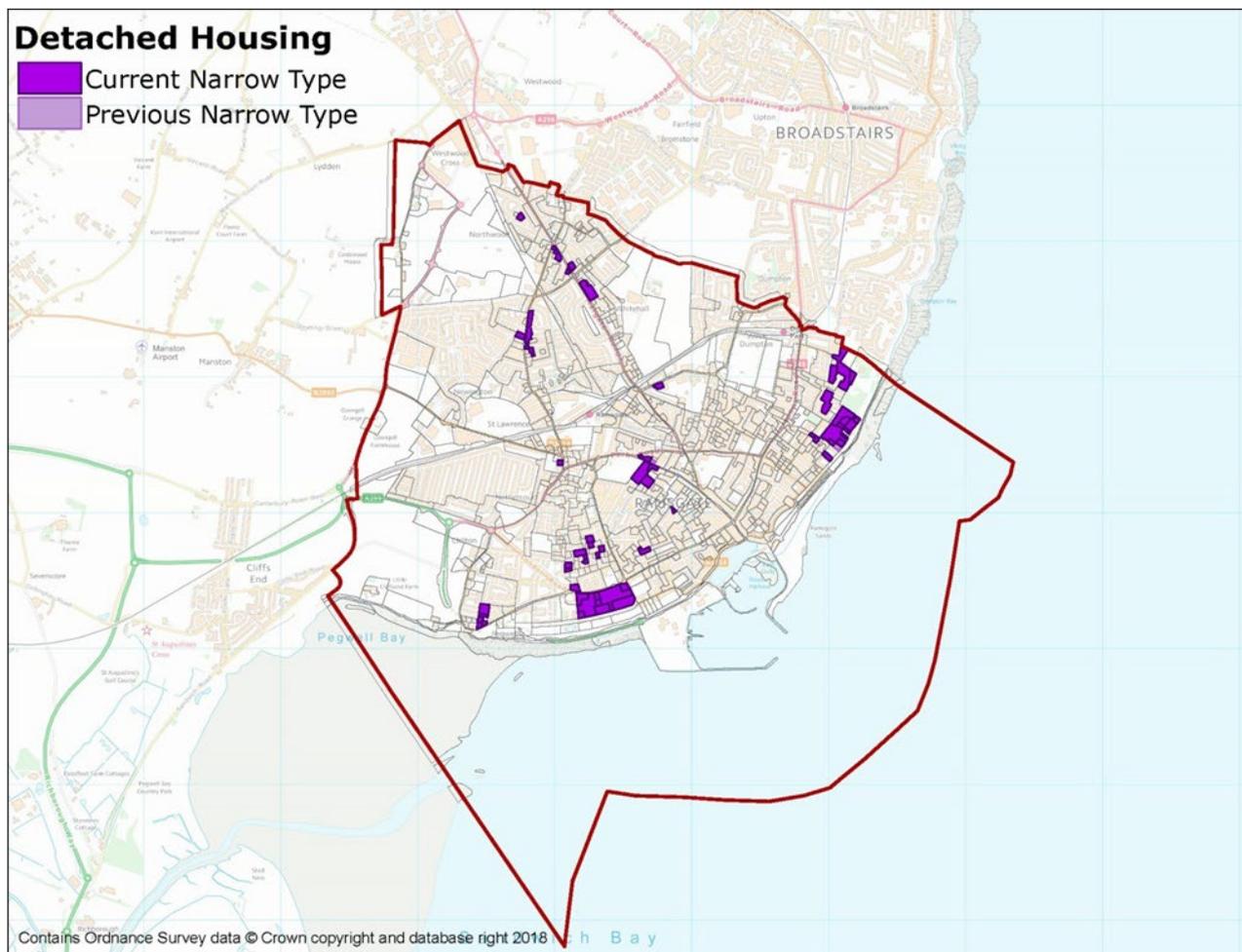
Broad Type: Settlement

This broad type relates to the various forms of settlement that have developed within the project area. It spans settlement forms more commonly associated with rural areas (farmsteads, hamlets, villages and country houses) to those which are purely urban (historic urban core, villas, townhouses, flats and apartments). It also includes aspects, such as housing estates, which can crop up in urban, suburban and rural contexts. As such,

the type spans a significant time depth, from settlements of medieval or earlier origin to emerging forms of settlement associated with recent changes in the population structure and property market (sheltered housing).

Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Detached Housing



Introduction

Residential area dominated by houses built singly. These are distinct from the detached houses which occur as part of larger housing estates being larger homes built in smaller numbers, in larger plots and with less standardisation. Typically constructed in the late 19th and early 20th century, they also have a greater degree of architectural sophistication, such as the use of stone and brick mouldings.

The Type is not particularly common in the project area but is found within late 19th to mid- 20th century housing expansion of Ramsgate.

Historic processes

These properties relate to late 19th and early 20th century settlement expansion with some mid-20th century examples. They evidence a market, presumably amongst the upper middle- classes, for homes of a quality and size greater than afforded by terraces and semi-detached but not of the scale of the larger villas preferred by wealthier residents. The houses are found in small developments in most parts of the project area and generally use styles prevailing at the time of their construction. Arts and Crafts- derived styles are particularly popular for the earlier 20th century examples. Several, particularly in East Cliff, were designed as bungalows but have since been extended to two storeys with loft conversions. There are concentrations of detached houses in East Cliff, adjacent to King George VI Memorial Park, and at West Cliff, along Royal Esplanade. The housing at Royal Esplanade is amongst the latest of the Type, with many mid-20th century examples.



Detached housing on Winterstoke Crescent, near King George VI Memorial Park



Detached housing on Royal Esplanade

Condition

The Type is generally in active residential use and appears in stable condition.

Vulnerability

The Type is generally resilient and, as it consists of larger properties which are relatively desirable on the current housing market, there is little realistic prospect of substantial change. Those with larger grounds might be vulnerable to infilling.

Forces for change

Subject to the forces which affect all housing types, chiefly the effect of market demand and the quality of maintenance and intervention. In some parts of the county, the Type is facing redevelopment pressure to add greater housing density in already developed areas. In many cases this results not in conversion but of demolition of the house and redevelopment of the plot to create mixed housing consisting of modern "townhouses"⁷² and blocks of flats and apartments.

Relationships with other character types

This Type is typically sited beyond the edge of semi-detached housing expansion, historic cores and townhouses. Several instances are in seafront locations so sit adjacent to promenades.

Heritage values

Evidential

A physical document of the evolution of housing styles in the project area over the late 19th to mid-20th century. It also evidences an increasingly close alignment of house type and appearance between different parts of the county. Earlier forms tend to be more heavily influenced by the local vernacular.

Historical

The Type reflects the evolution of housing types and tastes, including the rise of suburban uniformity, from the late 19th to mid-20th century. It also illustrates changes in wider society as detached housing replaced villas as the pinnacle of the house building market of the town in the earlier 20th century due in part to a drop in popularity of the English seaside amongst the highest echelons of society, who began to favour the continental rivieras, so that such larger and more expensive houses were no longer built in the area.

Aesthetic

Aesthetic value is variable. The detached houses of early 20th century use an Arts and Crafts- influenced design resulting in houses which have a solid and reliable appearance which, when repeated over several adjacent streets, gives a harmonious, if suburban, feel. Mid-20th century examples on Royal Esplanade have multiple distinctive styles

⁷² Typically, three storeyed with inbuilt garages and constructed in a partially or fully terraced form.

reflecting design of the properties by different architects and builders.

Communal

Suburbs have high communal values as homes.

Sources

- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography;
- Site visit.

Broad Type: Settlement

Narrow Type: Farmstead

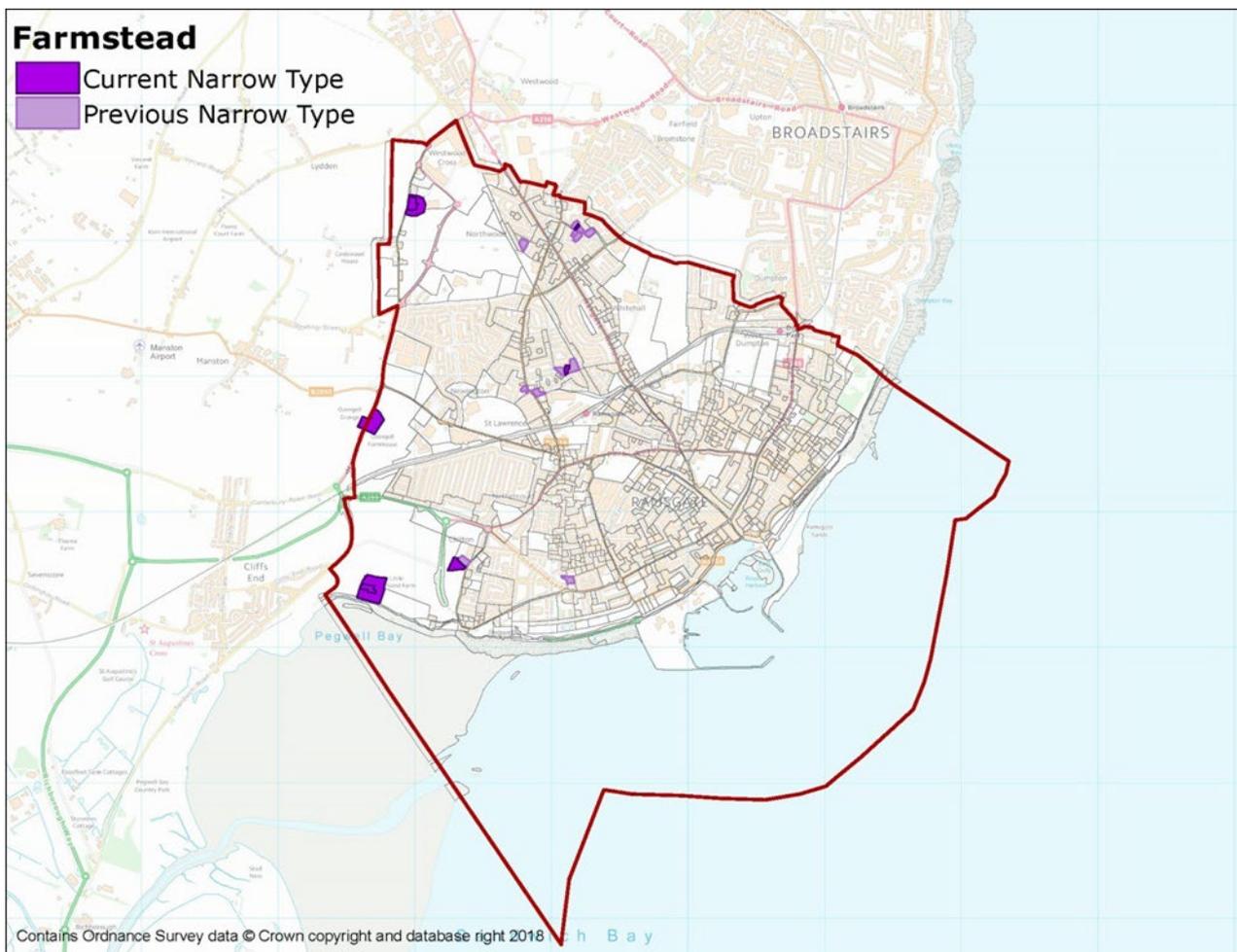
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Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Farmstead



Introduction

A farmhouse and ancillary farm buildings forming the operational centre for the surrounding farmland. Due to the antiquity of many farmsteads, they usually form distinctive historic features within the landscape and utilise a range of traditional vernacular styles and building materials.

The Type is found as both a current and previous type in the project area.

Historic processes

In landscapes where medieval settlement was nucleated into villages and hamlets set within open field systems, farmsteads are relatively late features. They reflect a move away from farms based within a settlement to those set at some distance from it, within land enclosed from formerly common resources such as arable and grazing land.

The project area shows a very high degree of nucleation of its historic rural settlement into villages and hamlets. Farmsteads are uncommon and this is very closely related to a lack of formal enclosure of much of the open field land which formerly occupied the rural hinterland of Ramsgate. Only a handful of farmsteads are recorded within the project area and these closely correlate with small areas of land enclosed through piecemeal enclosure (Little Cliffsend, Haine Farm). Both appear to retain some role as a farmstead and still lie within a relatively rural landscape.

There are several instances of farmsteads, or elements of farmsteads, which have been retained within later suburban expansion. These include Northwood Farm and Whitehall Farm; at both, farm building and plot patterns survive. At Northwood the former farmhouse has been retained and is in use as a private home. It is a 17th century structure with later alterations and is a Grade II Listed Building⁷³. There is also an instance where the extent of a farmstead conditions the layout of subsequent development, despite wholesale redevelopment including demolition of all farm buildings. This is the site of Jackey Baker's Farm in what is now the Newington Housing Estate. The farm name is preserved in the name of a nearby play area.

Condition

Those which remain in agricultural use appear to be in stable condition and remain legible as farmsteads. Some of those which have been converted to other uses retain historic farm buildings in what appears to be a generally stable condition. Elsewhere the legibility of retained farmhouses as the former centres of farms has been eroded by later suburban development and the loss of ancillary farm buildings.

Vulnerability

Those which remain in agricultural use are vulnerable to unsympathetic alteration especially if their viability as farms is threatened. Examples that have been converted may be vulnerable to further change associated with their new use.

Forces for change

Farmsteads which remain in agricultural use are part of an agricultural sector which is facing significant challenges. These include decreases in wholesale prices, changes to the subsidy regime due to Brexit, evolving technology (including machinery), emerging crops and diversification. This is creating a sector in which margins are squeezed and the needs to which buildings are put are evolving. This is likely to have an effect on the viability of, and ability to maintain, traditional farm buildings and create pressures to adapt them and/or build new or larger buildings.

Relationships with other character types

Farmsteads are closely related to types related to enclosure of land from common resources.

Heritage values

Evidential

Farmsteads are a physical document of the evolution of farming, and the ways in which farmers lived from the post-medieval period to the present day. This value is likely to be strongest in those farmsteads still in agricultural use. Converted farmsteads will retain some evidential value but this will be typically eroded by redevelopment of parts of the farmstead and alterations to the retained farmhouse adapt them for modern commercial or domestic use.

Historical

Illustrative value is related to the way farmsteads visibly demonstrate the evolution of farming and the ways in which farmers lived.

This is likely to be greatest in those farmsteads still in agricultural use. Converted examples may, though, have an additional illustrative value in showing that an area now suburban once was once part of a productive agricultural landscape.

Aesthetic

Variable: some have a significant aesthetic value due to the presence of visibly historic complexes of agricultural buildings laid out in a supporting manner around or by the farmhouse. In cases where recent agricultural buildings, particularly large sheds and barns, have been added to the farmstead this can have the effect of masking or dwarfing the earlier buildings, at times leading to an erosion of aesthetic value. Aesthetic value in converted farmsteads relates chiefly to the presence of a visibly historic structure, albeit out of the context it originally operated in. This contrast between the historic building and its more modern

⁷³ <https://historicengland.org.uk/listing/the-list/list-entry/1372270>

suburban surroundings can also be a source of aesthetic value.

Communal

Communal values are likely to relate to the way in which farmsteads show the depth of history in the area. For some it may be strongest in converted examples through demonstrating degree of change.

Sources

- Ordnance Survey Surveyor's Drawing No. 108 (Pt. 2), 1797;
- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography.

Broad Type: Settlement

Narrow Type: Flats and Apartments (Conversions)

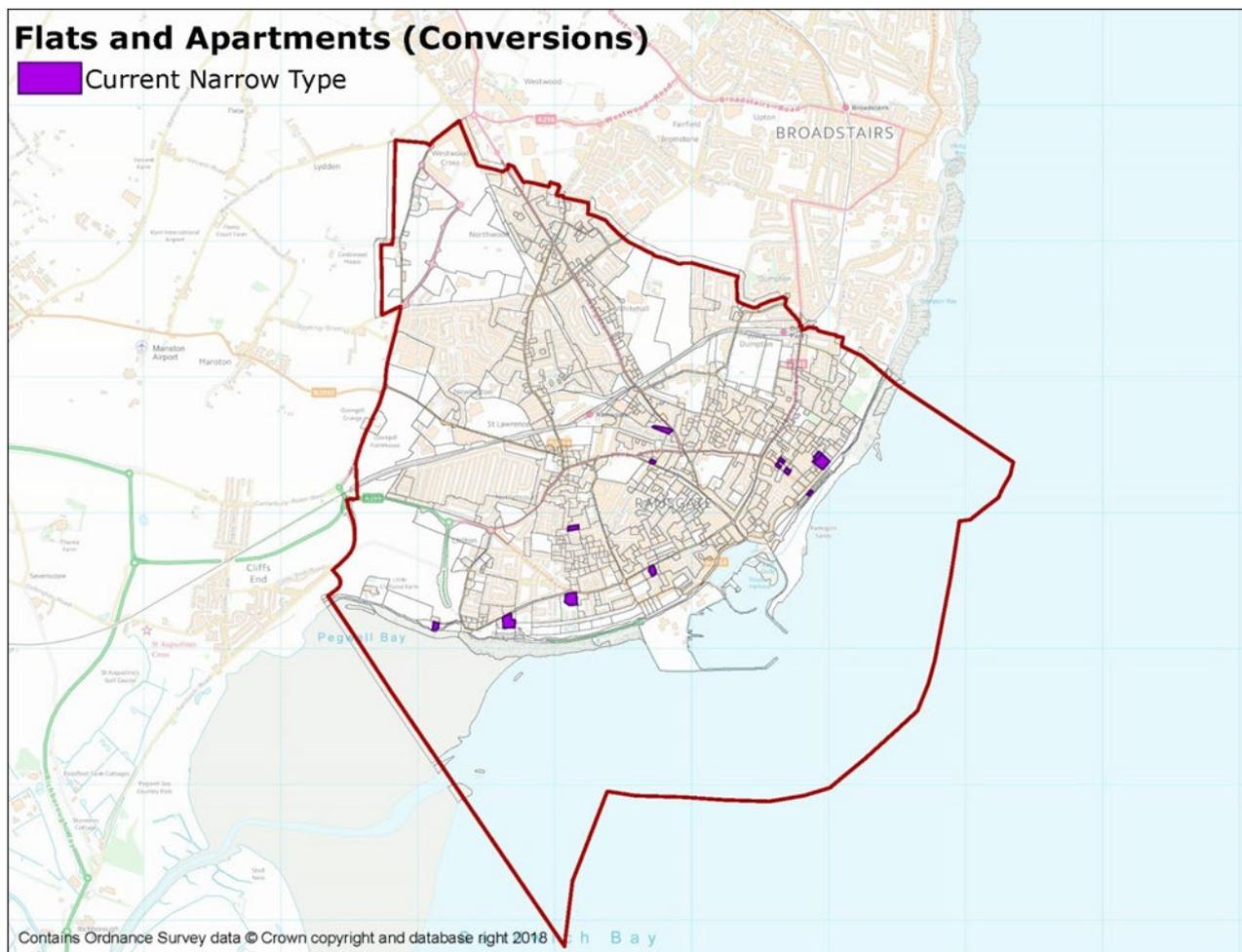
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the type spans a significant time depth, from settlements of medieval or earlier origin to emerging forms of settlement associated with recent changes in the population structure and property market (sheltered housing).

Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Flats and Apartments (Conversions)



Introduction

Conversions of earlier buildings into flats and apartments where this has led to an appreciable change in character of the structure. This occurs chiefly through architectural retrofitting of subdivisions and access to the building and to further landscaping of the grounds to allow communal use and parking.

In Ramsgate this is restricted to a small number of examples where large buildings, usually formerly public or civic facilities or industrial complexes, have been recently converted into residential accommodation.

Historic processes

Conversions of earlier buildings into flats took place from the later 20th century, often arising from the disposal of redundant public assets and catering to changes in demand for properties. In Ramsgate the process is largely associated with the conversion of large public, civic or industrial buildings when they become redundant. There are also instances of former large houses being converted into flats and apartments.

The Type is distributed across the parts of the project area developed by the earlier 20th century. Examples include the Hovis mills, the East Cliff Coastguard station, the General Hospital, the Waterworks, Granville Marina and the large houses of Court Stairs and Westcliff House. Further detail on these can be found in the Type texts listed below under 'Relationships with other character types'.



Former Ramsgate Water Works tower, now flats, Southwood Road



Former Coastguard Station, East Cliff

Condition

The Type is generally in good condition as these tend to be large, impressive buildings which have only relatively recently been converted into flats.

Vulnerability

The Type is generally resilient, having already been converted from large properties to flats. There is probably little prospect of either further subdivision or indeed reinstatement to the past use of the building.

Forces for change

Perhaps the most significant force acting on flats nationally is changing population structure. The rise in numbers of smaller households in both the younger and older age ranges of the housing market means that there is likely to be increasing demand for smaller properties.

A number of civic and recreational facilities in towns have either reached, or are reaching, the end of the use for which they were designed.

These often form valued aspects of the historic townscape and residential conversion allows retention of some elements of the structure if not the facility. Conversions of a 'historic property', in housing market terms, can often be a selling point as it comes with some sense of identity for what is essentially a new dwelling.

This is a trend that is likely to continue as suitable buildings come up for sale.

Relationships with other character types

The occurrence of the Type largely relates to the redundancy of an instance of another type, the suitability of that former facility for residential conversion and the ability to get consent to do so. As such, whilst there are no inherent relationships with other character types, the Type represents conversions of individual examples in the project area of Hospital, Mill, Waterworks, Country House, Villa, Shopping Street and Coastguard Station.

Heritage values

Evidential

The Type itself provides physical evidence of an important aspect of the recent property market.

Historical

Illustrates a growing aspect of the modern property market. It also allows and appreciation of some aspects of the Type which was converted to create the flats and apartment. Some examples, such as that of the converted hospital, illustrate indirectly the effects of recent changes in the public administration and ownership of land and civic institutions.

Aesthetic

Derived largely from the original – usually Victorian – design of the properties and the way in which these have been repurposed and recast to meet

present contexts and demands. Often, the architectural interventions required to facilitate conversion are sensitively executed and make a positive contribution to the character of the area.

Communal

The Type may have some communal values associated with the former entity from which the flats and apartments were created. It may also have some communal values associated with the survival of such valued buildings, albeit in a new

use and somewhat modified, rather than their dereliction or loss.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic England designation information;
- Historic and recent aerial photography;
- Site visits.

Broad Type: Settlement

Narrow Type: Flats and Apartments (Purpose-built)

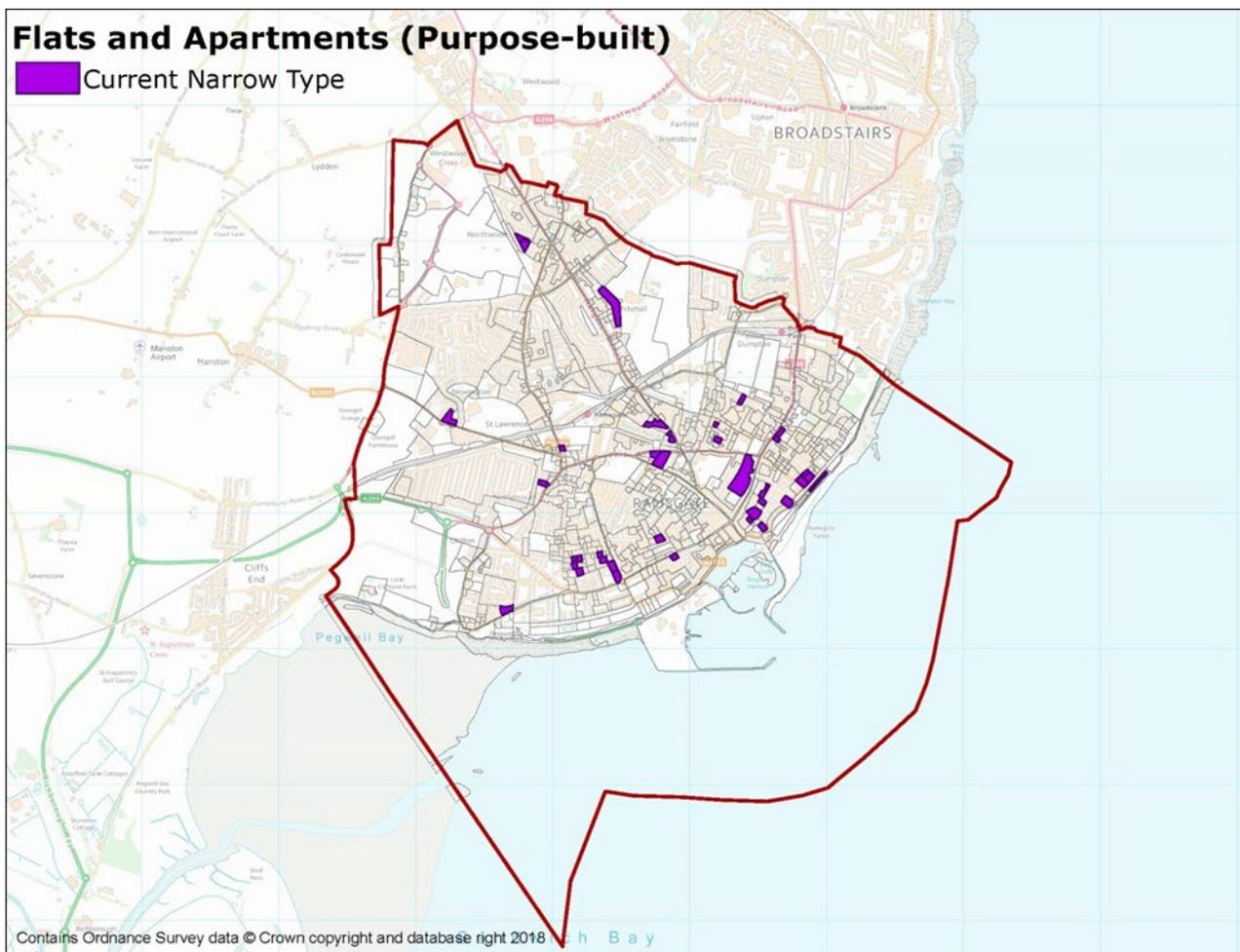
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Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Flats and Apartments (Purpose-built)



Introduction

Residential development of tenement buildings, usually purpose-built and each containing several flats or apartments. The Type covers associated landscaping for communal grounds and parking areas or garages. They are built using a variety of largely modern architectural styles so form quite a varied type. Often, they possess seafront-facing balconies to take advantage of sea views.

Historic processes

Purpose-built flats are a generally recent introduction within the project area. The majority are of mid-20th century or later date.

Many of the developments of flats within the project area are toward the seafront and have taken advantage of redevelopment opportunities through disuse or decay of earlier properties (both business and residential) to add increased density of properties with sea views through the construction of flats. Good examples of this Type are Gateway Court on Eastcliff and the flats at the junction of Wellington Crescent and Augusta Road. These latter have been built in a modern style but with some attempt to blend into the scale and character of historic domestic properties along Wellington Crescent through the design of balcony canopies.



Gateway Court, Victoria Parade



Purpose-built flats at the junction of Wellington Crescent and Augusta Road

Condition

As a generally recent type, the examples of better architectural quality tend to be in good condition. However, some material and design choices appear to be posing management challenges, such as discolouration and/or failure of render.

Vulnerability

The Type is generally resilient, as relatively desirable properties in locations close to the seafront. There is little realistic prospect of substantial change.

Forces for change

Perhaps the most significant force acting on flats nationwide is changing population structure. A generally ageing population is likely to find accommodation in flats and apartments with stair-only access a challenge. This may mean that either they will need to find alternative accommodation with level access, or pressure will increase for accessibility aids potentially resulting in some change in character where external interventions are necessary.

Relationships with other character types

Some relation to seafront types but their distribution in general appears driven by the availability of land for redevelopment.

Heritage values

Evidential

The Type provides evidence for an aspect of the residential property market since the later 20th century which has become a particular feature of seaside areas.

Historical

The Type illustrates a move, over the latter part of the 20th century, to flats and apartments as a prime form of development in seafront locations, seen in many seaside towns and resorts.

Aesthetic

Whilst the types of relatively low generally deploys standardised designs and modern materials, some examples are of higher architectural quality and make a positive, considered, contribution to the townscape.

Communal

Communal values may be most keenly felt by residents and frequent visitors.

Sources

- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

Broad Type: Settlement

Narrow Type: Hamlet

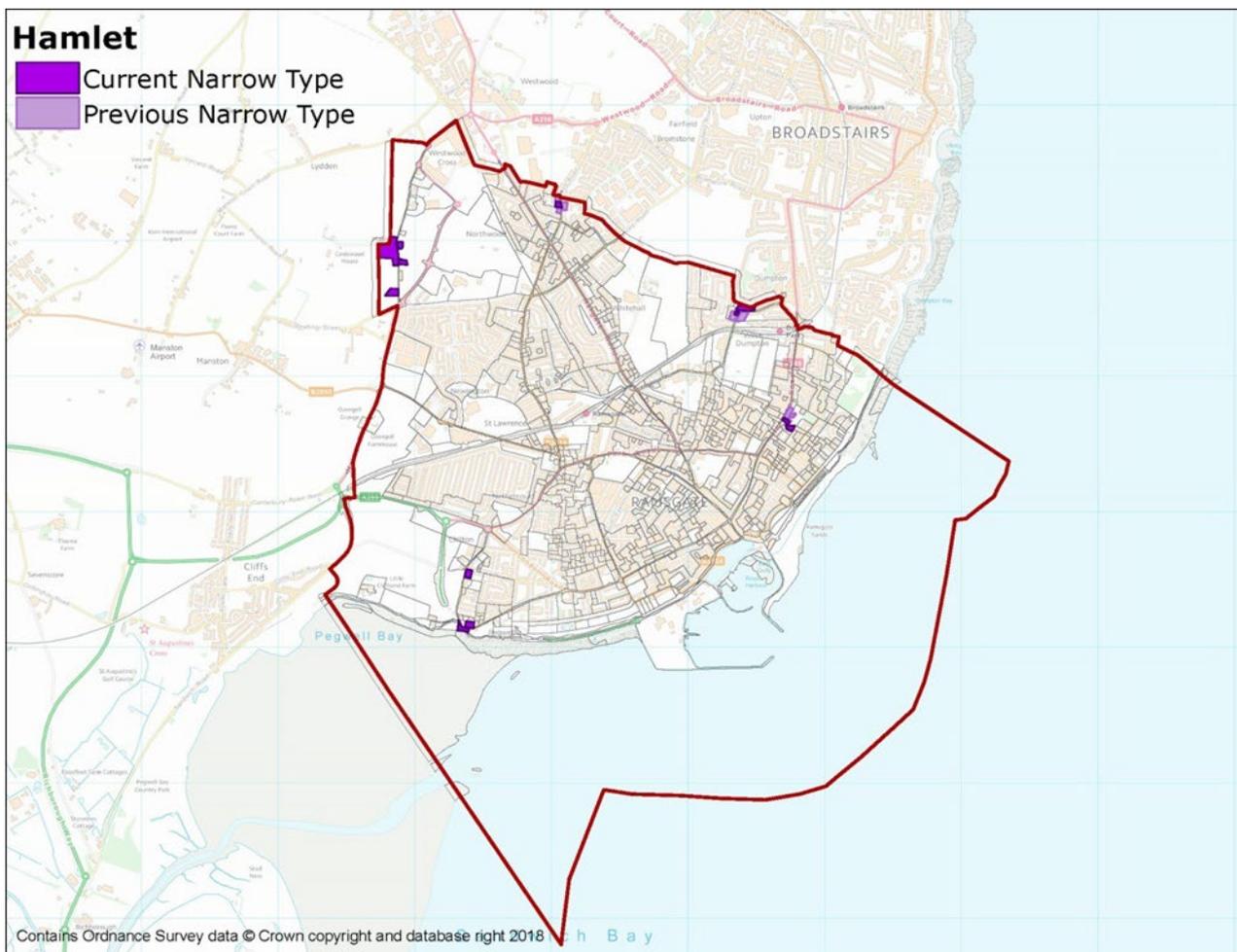
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the type spans a significant time depth, from settlements of medieval or earlier origin to emerging forms of settlement associated with recent changes in the population structure and property market (sheltered housing).

Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Hamlet



Introduction

Small rural settlements with no ecclesiastical or lay administrative functions and usually with no other amenities. Usually a small number of farmsteads and agricultural cottages grouped around junctions of historic rural routes. Due to the antiquity of many hamlets, they usually form distinctive historic features within the landscape and utilise a range of traditional vernacular styles and building materials.

Whilst hamlets are recorded across the project area, only one, Haine, remains legible as an agricultural settlement in a rural landscape. The others either retain traditional buildings but are subsumed within the suburban growth of Ramsgate or have been redeveloped, losing the buildings associated with their former hamlet character.

Historic processes

Hamlets were a form of small settlement nucleation which grew up amongst shared fields either during or by the medieval period. They never developed into larger settlements like villages, nor possessed any administrative functions and would look to nearby villages or towns for the provision of aspects such as churches.

The project area had few hamlets and, of these, only Haine remains as an agricultural settlement. Haine consists of a settlement of farms and cottages stretched at intervals along Haine Road. There has been some infill between the historic buildings of the hamlet in the latter part of the 20th century and further infill in the 21st century.

The other hamlets – Pegwell, Chilton, Hereson, Dumpton and Northwood - now lie within, or at the fringe of, the built-up area of the town. In many cases, the earlier settlement has been largely lost or subsumed within later development. The exception to this is Hereson. Although this became surrounded by suburban expansion, terraced housing constructed in the late 19th century, it still retains some legibility as an early settlement nucleus despite the redevelopment of areas at its fringe. This is likely to be as it lies not on a main route through the present town but is, to an extent, tucked away on a winding side road off an arterial route (the A255 Hereson Road). In those sections of Hereson, Dumpton and Northwood where later development has erased the hamlet character, Hamlet is recorded as the Previous Type.

The historic buildings associated with hamlets do not yet appear to be attracting incomers in the same way that historic areas near the seafront are, so are not yet showing signs of gentrification.



Hereson, early buildings of the hamlet amidst later urban expansion

Condition

The Type is largely in active use as housing but is in very variable condition. This relates directly to the degree of care that the owners have expended upon the property and can vary from house to house.

Vulnerability

The Type is generally resilient, consisting of historic built stock that used relatively durable materials. It is vulnerable to lack of upkeep leading to decay, particularly of finishing materials such as render.

The Type is made up of historic residential and commercial properties and associated plot patterns. This makes them vulnerable to alteration to align them with the standards expected with modern living standards (i.e. double glazing, extensions) or to redevelopment.

Several instances of the Type are on arterial routes through the town. The character of these is vulnerable to accidental damage by traffic and also to road improvement and/or widening schemes.

Forces for change

The Type forms an important part of the area's historic building stock and may become affected by changes associated with those moving into the town. If this occurs it is likely to be beneficial overall but such gentrification can have downsides, such as creating a bland or sterile environment.

Relationships with other character types

The Type is located on the Route network.

Heritage values

Evidential

As a historic settlement nucleus, the buildings and plot patterns provide physical evidence for the kinds of settlement that would have been characteristic of the area prior to urbanisation in the 19th century.

The Type may also contain evidence for settlement activity at these locations which predates the visible buildings. This would be in the form of buried archaeological deposits and could date back into at least the medieval period.

Historical

The Type has historic value, this is illustrative. As a historic settlement nucleus, the buildings and plot patterns provide visible evidence for the kinds of settlement that would have been characteristic of the area prior to urbanisation in the 19th century.

Aesthetic

The Type has some aesthetic value. This relates to the survival of visible historic buildings that predate the urban expansion which the majority of instances of the Type are now set amidst. This aesthetic value relates not only to the historic buildings themselves but also the way in which they appear visibly different to the later development which surrounds them. Aesthetic value is likely to be strongest in those instances which are still relatively legible as settlements, such as Haine and Hereson.

Communal

The Type's communal values are likely to be associated with the way in which they allow as perception of the area's settlement patterns and development prior to urbanisation.

Sources

- Ordnance Survey Surveyor's Drawing No. 108 (Pt. 2), 1797;
- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial photography;
- Site visits.

Broad Type: Settlement

Narrow Type: High-rise Flats

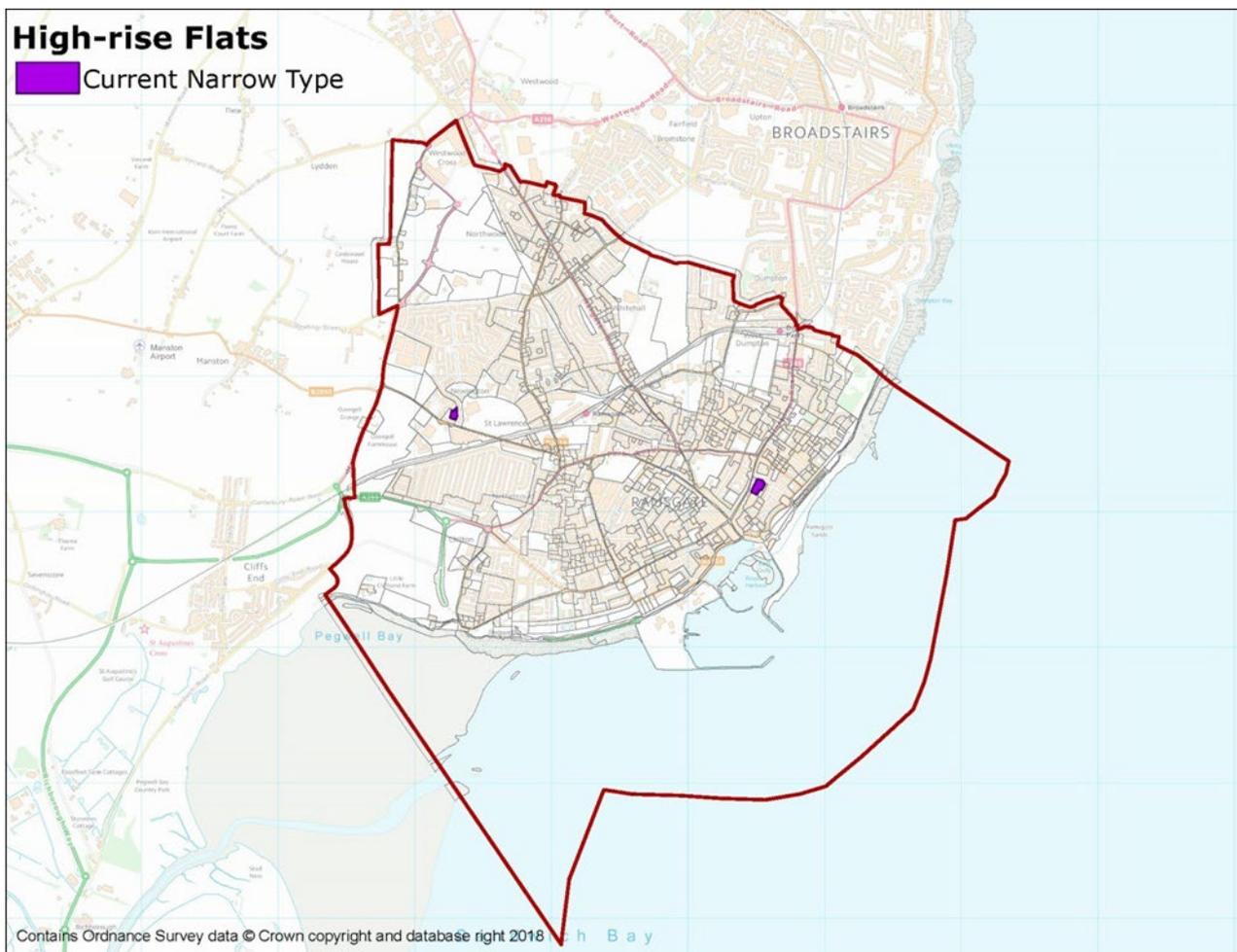
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the type spans a significant time depth, from settlements of medieval or earlier origin to emerging forms of settlement associated with recent changes in the population structure and property market (sheltered housing).

Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: High-rise Flats



Introduction

Residential development of multi-storeyed buildings with each floor usually containing several flats or apartments. Colloquially known as “tower blocks” and usually built in stark styles.

Historic processes

High-rise flats were built in the post-war period up to the 1970s to remedy a shortage of council accommodation caused by a mixture of loss to bombing in World War II, and in recognition that densely- packed historic terraced housing had often degenerated into what were perceived as slum conditions and population growth. Tower blocks were seen as a solution that would enable high-density housing in better conditions than the historic terraces.

Only two blocks of high-rise flats were built in the centre of Ramsgate; Kennedy House and Trove Court, on a site adjacent to the historic core of the town. These form a distinctive feature in some views from within and of the town due to the juxtaposition in character and scale that they offered to the surrounding historic and lower- rise buildings. A high-rise block also exists as part of a small council estate development at Manston Road on the outskirts of the town.



Trove Court (right) and Kennedy House (left) flats from the King Street/Alma Place junction

Condition

The Type is in active use and appears, from external inspection, to be in stable condition.

Vulnerability

The Type is vulnerable to changes in perception of what constitutes a good and healthy living environment.

Forces for change

The Type is a form of accommodation which has widely fallen from favour in non-urban contexts due to a number of factors. These generally comprise:

- Social problems that have, rightly or wrongly, become associated with this form of building;
- Perception of the built form as ugly and/or obtrusive; and

- Issues of maintenance and longevity in some examples.

This has led to the demolition of tower blocks and their replacement with lower rise dwellings to try and recreate the sense of community that many felt was lost with their construction.

Such large scale redevelopment requires a significant degree of financial and political support.

The 2017 Grenfell Tower fire exposed dangerous shortfalls in tower block maintenance and refurbishment. This is already prompting major programmes of review of tower blocks and associated remedial work.

Relationships with other character types

No clearly allied types but comparable to other forms of mid-20th century urban regeneration.

Heritage values

Evidential

The Type has value as physical evidence for the kinds of new housing solutions which were used during a period of sweeping change in the provision of council housing in the 1960s.

Historical

The Type's historical value is illustrative and relates to the way it makes visible the sweeping changes that some councils adopted in their housing policy in the mid-20th century.

Aesthetic

The Type may have aesthetic value. Whilst some find such blocks ugly, others may appreciate the bold mark they make on the landscape.

Communal

The communal values associated with this Type are likely to be complex. Whilst some may find them “eyesores”, others appreciate their clean, uncluttered design and residents of the blocks themselves may value highly the unusual perspective such elevated living allows them on their surroundings. Tower blocks, including those in use for social housing, are often highly valued by elderly and less able residents, as the level access afforded by the provision of lifts can prove important to independent living.

The catastrophic Grenfell Tower fire in 2017 is likely to have, to some extent, changed wider perceptions of the Type. This could include raising its profile in the popular consciousness, humanising its often-misrepresented residents, and giving additional publicity and support to long-held and very real safety concerns.

When in a coastal location, as here, they can also have some communal values amongst mariners who use them for navigation.

Sources

- Historic Ordnance Survey;

- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);

- Aerial photography.

Broad Type: Settlement

Narrow Type: Historic Urban Core

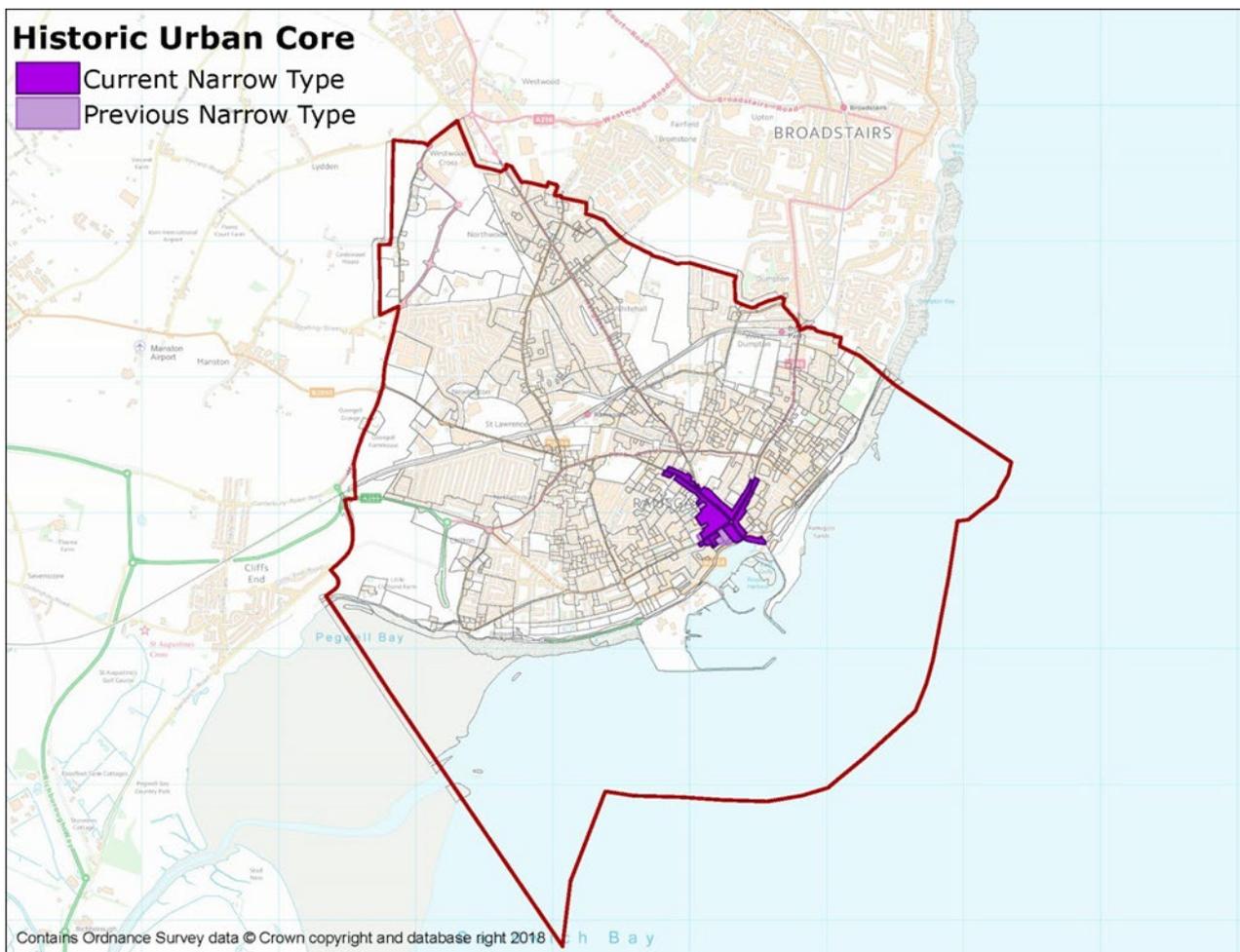
Broad Type: Settlement

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the type spans a significant time depth, from settlements of medieval or earlier origin to emerging forms of settlement associated with recent changes in the population structure and property market (sheltered housing).

Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Historic Urban Core



Introduction

The long-established historic centre of a town or city, typically delineated in historic characterisation as the extent shown on a stated early epoch of Ordnance Survey mapping or other historic town map. Owing to the time-depth and variety of settlement, industrial and commercial activity that has taken place within such historic cores, they usually form characterful and palpably historic places.

The core of Ramsgate is mapped as the extent of the town shown on the 1755 Proposed Harbour Plan. As well as the proposals for the harbour, this depicts a detailed layout of the town and surrounding agricultural landscape. This map was selected as it shows the size and nature of the town prior to the transformative works to its harbour which underpinned Ramsgate's subsequent growth as a port and resort town.

Historic processes

Ramsgate appears to have evolved as a fishing and trading centre associated with the village at St Lawrence. The natural harbour at Ramsgate, created by a break in the cliffs, was the closest landing point to parish's main settlement, St. Lawrence. St. Lawrence appears to be of pre-Conquest date but the earliest documentary references to Ramsgate are not until the late 13th century. It is probable, due to the proximity and convenience of the landing place at Ramsgate that it developed earlier than this. Whilst Ramsgate is referred to in historic documents after this, and the present town contains several buildings which have fabric that pre-dates the 18th century, little is known of the nature of the settlement until the mid-18th century. General maps of Thanet of the 17th century indicate that the harbour had been extended through the addition of a breakwater and quays in a similar location to the present East Pier.

From the mid-18th century, owing to the growing importance of the town's harbour, documentary evidence allows an understanding of the layout of the settlement. From this it is clear that a relatively sizeable settlement had developed around the arterial routes that connected the harbour to nearby settlements, such as St. Lawrence, Hereson and Pegwell, by the mid-18th century. The development of the settlement along routes leading to and from the harbour is the reason for the somewhat radial nature of the historic core, with development focussed around the junction of these routes, now High Street, Queen Street and King Street. The nature of these early buildings remains largely unclear due to the intensity of later redevelopment in the historic core although there are some survivals of higher status houses built of relatively durable materials, such as the 17th

century cottages at Queens Court (a Grade II listed Building⁷⁴).



17th century house at Queens Court

The harbour redesign had a transformative effect upon the town, enabling it to grow in size as both a port and resort and leading to Ramsgate's eventual emergence as a town. This role led to the development of businesses to service the varying needs of residents and visitors within the historic urban core and led to conversion of much of the frontage along the town's principal routes to commercial premises. In some cases this appears to have entailed repurposing existing buildings whereas in others wholesale redevelopment has occurred. This is a process that has been ongoing since the late 18th century and continues as Ramsgate still has a busy centre and is a local commercial centre. The periodic renewal and replacement has resulted in varied street frontages where buildings of often very different dates and styles, from modest to grand, sit cheek by jowl. This juxtaposition creates a characterful town centre and is a key part of Ramsgate's distinctiveness.



Commercial premises of 18th to 21st century date, Queen Street by the junction with Effingham Street

⁷⁴ <https://historicengland.org.uk/listing/the-list/list-entry/1086085>



Commercial premises, King Street

The influence of commercial development becomes less apparent at the edges of the historic core where there has apparently been less extensive renewal and change. This is most evident in the upper reaches of the High Street and at the eastern end of King Street. The High Street, around its junction with Chatham Street, contains 18th to early 19th century buildings of a more domestic, albeit high-status, character.



King Street, early domestic properties north of the junction with Chatham Street



Buildings with lesser levels of commercial alteration, King Street

Whilst the majority of development in the historic core has respected the plot patterns of the early settlement, there are instances where this has been lost as a result of wholesale redevelopment. These are concentrated to the south of Queen Street and West of York Road and associated with developments of car parks, a shopping centre and a hotel.

Condition

The condition of the historic core, as it comprises a range of commercial and residential buildings which

span the 17th century to the present is accordingly, very variable. The economic downturn experienced by the town as the holiday market changed from the 1960s has had some effect upon the use and maintenance of buildings. This is particularly evident in smaller concerns where the built fabric of the historic property appears to be suffering due either to low levels of maintenance or past poor maintenance. There has been some recent investment in public realm improvements and this appears in largely good condition.

Vulnerability

The Type, as much of it is dependent on commercial traffic both from visitors and residents, is vulnerable to fluctuations in income as well as in tourist numbers. The residential aspects of the Type are subject to the same pressures as seen for most types of housing, namely the quality and frequency of maintenance and a pressure to redevelop older buildings that are no longer seen as fit for purpose.

The majority of the Type is sited in a low-lying seafront, or near seafront, location. As such it has some vulnerability to damage due to storms and floods.

Forces for change

The Type has a significant commercial aspect. As online shopping is revolutionising the way in which we browse for and buy items, so retailers face changing trading conditions. Over the last few years this has led to many small businesses ceasing to trade or refocusing their activity to online shops. This trend is leading to a relatively high vacancy level for shops. Many towns like Ramsgate are seeking to attract smaller and/or independent retailers to the more distinctive premises found in previously prime locations in town centres and shopping centres.

The town centre has, in the past, seen pressure for landmark, wide-scale redevelopment to boost the town's economy and such schemes may be forthcoming again. The Heritage Action Zone is likely to stimulate a greater appreciation of what makes the historic urban core of the town distinctive and attractive and how this may be vulnerable to wholesale redevelopment. Any new schemes may be expected to better harmonise with inherited character than past schemes have done.

As the Type is in coastal location, it is likely to face a greater risk of storm damage and flooding as climate change projections predict increased storminess and more frequent cloudburst events.

Relationships with other character types

The Type is intrinsically linked to the Harbour and Route Types since these have conditioned its growth.

Heritage values

Evidential

The Type has evidential value as it provides a physical document of the transition of Ramsgate

from a small settlement to a genteel resort and port from the mid-18th century and the subsequent development of the town. It does so not just through the presence of buildings which span this date range but also through its street and plot patterns which emphasise the key importance of the harbour and routes through to it. It is likely that below-ground archaeological remains survive within the historic core that would be of evidential value in understanding the evolution of the settlement.

Historical

The historic core is illustrative of the forces that have shaped Ramsgate since the medieval period. Individual buildings are likely to have associative values with their architects and proprietors.

Aesthetic

This relates chiefly to the pleasing unplanned appearance of the historic urban core derived from the juxtaposed presence of buildings of varying dates and styles and the narrow road network creating an intimate and characterful place.

Communal

Communal values are likely to be related public perception of this as the historic centre of the town and of the aesthetic values described above.

Sources

- 1755 Proposed Harbour Plan;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography;
- Historic England designation information;
- Kent Historic Environment Record;
- Thanet District Council Conservation Area information;
- Site visit;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.
- Kent County Council 2004 Kent Historic Towns Survey – Ramsgate. Archaeological Assessment Document.

Broad Type: Settlement

Narrow Type: Housing Estate

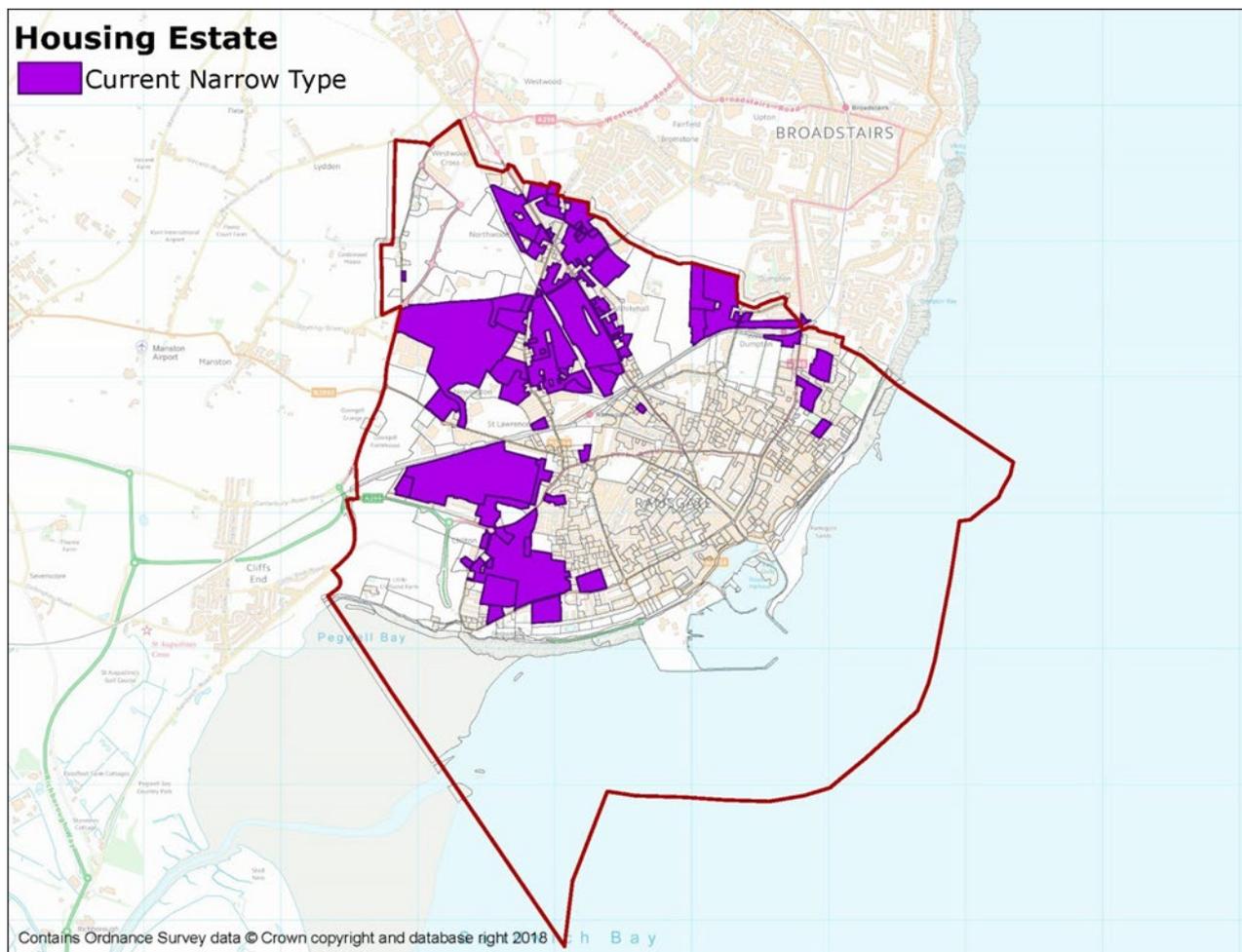
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the type spans a significant time depth, from settlements of medieval or earlier origin to emerging forms of settlement associated with recent changes in the population structure and property market (sheltered housing).

Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Housing Estate



Introduction

A planned residential area, usually with its own self-contained street system including cul-de-sacs, sometimes with its own amenities, such as shops, a public house etc.

Historic processes

Housing estates have a very distinctive character reflecting when they were built. Interwar and early post-war estates tend to have axial road systems and the majority of properties are semi-detached, either two-storeyed or bungalows, are brick built and set in relatively generous gardens. Estates of this period also include council estates which generally have a lesser degree of architectural sophistication than those built for the open market.

Those constructed in the later 20th century have much more curvilinear road systems with multiple cul-de-sacs and contain a mix of semi-detached, detached and small developments of flats set within much smaller plots – again these are usually brick-built.

More recent estates contain a mixture of townhouse-style three-storey properties, small flatted blocks and detached houses and mixed superstructure of brick or blockwork with areas of cladding and/or rendering.

As construction of large estates has developed to become the preserve of major national house builders, the degree of variety of architectural treatments used in differing areas of the country has generally gone down. This has resulted in a style of domestic architecture which has little to do with any local vernacular and looks similar wherever it is encountered.

Much of Ramsgate's built up area, beyond the terraced expansion of the later 19th century, was established through the construction of large housing estates in the interwar and immediate post-war period. This consequently gives tracts of the project area consistent feel. Large estates were built during this time at Newington, Northwood and around the historic core of the village of St Lawrence. Several of the early post-war estates, such as those constructed at Nethercourt, have very extensive areas of bungalows amongst the housing built.

Later housing estates are smaller in extent and associated with redevelopment of land bordering the town's early expansion or redevelopment of other uses. The latter include the housing built at the site of the former Roman Catholic Convent of the Assumption at Chilton. Where earlier uses have been redeveloped, as at the former convent, vestiges of the earlier land use, such as boundary walling, remain preserved amongst the later housing.

Condition

The Type is generally in active residential use and appears in stable condition.

Vulnerability

The Type is generally resilient as it forms the bulk of the housing stock and is of a form which remains relatively desirable in the current housing market. As such, there is little prospect of substantial change.

Forces for change

Extant examples of the Type are likely to be maintained since they provide valued homes that generally meet modern standards.

The Type is likely to grow in extent, if not change substantially in form, as there is significant pressure for housing in the project area.

Relationships with other character types

These types commonly occur beyond the limit of the earlier Terraced Housing or around earlier historic cores.

Heritage values

Evidential

The Type has evidential value as a physical document of the evolution of housing from the interwar period to the present day. It also evidences an increasingly closer alignment of house type and appearance between different parts of the country. The later examples are generally constructed by national housebuilders who tend to deploy similar styles across the country, albeit sometimes with a nod to earlier vernacular traditions.

Historical

The Type has historical value in demonstrating the evolution of popular housing from the interwar period to the present day. Owing to the rise in standardisation of building materials and national housebuilders, this also allows appreciation of national trends in housing. The presence of extensive council estates, many with houses now sold to private owners, also illustrates interwar and post war ideals of housing as a human right and the expenditure of public money to achieve this.

Aesthetic

The Type has aesthetic values, the nature and level of which will vary between estates. Aesthetic values may derive from the degree of uniformity created by the deliberate planning inherent in the Type, which is often accompanied by greenspace and amenity planting, and also by the contrast moving from one estate to the next.

Communal

Communal values largely derive from these being the homes and the familiar home territories of the bulk of the project area's population.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);

- Kent Historic Environment Record;
- Site visit;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Settlement

Narrow Type: Infill

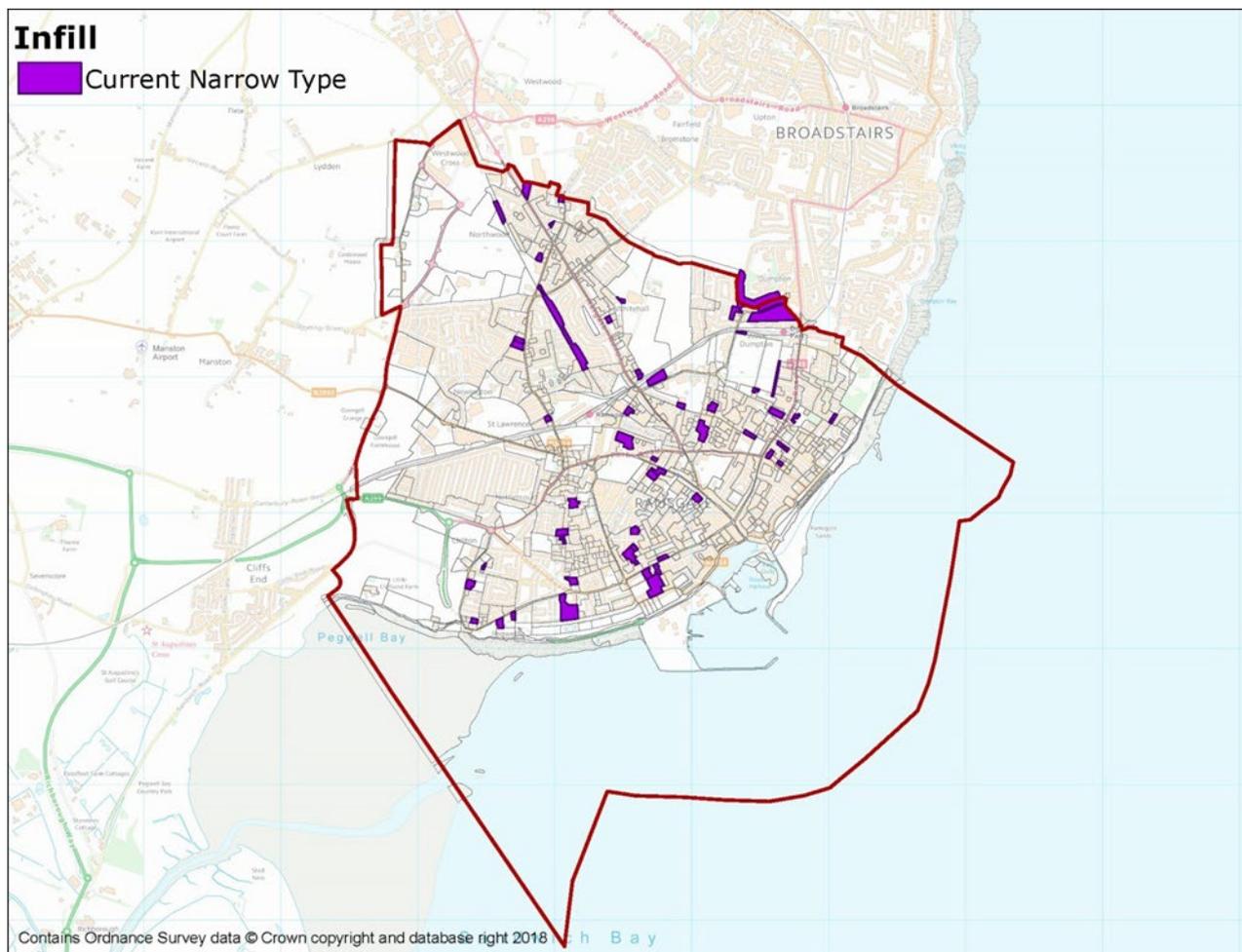
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the type spans a significant time depth, from settlements of medieval or earlier origin to emerging forms of settlement associated with recent changes in the population structure and property market (sheltered housing).

Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Infill



Introduction

Development of housing on areas within a generally built-up area that were previously either open or used differently. The kind of development installed is very much dependent upon the size of the plot which becomes available. As such, the character varies from small groups of detached houses to what could be seen as minor housing estates combining different housing types.

Historic processes

Infill development occurs at locations where there is pressure for housing. This can be within a desirable village location or where a site within a historic town has become vacant as a result of cessation of a proceeding industrial or commercial activity.

Infill development is found across the project area and is a generally later 20th century and onwards phenomenon. It comprises new developments within historic settlements and also the redevelopment of earlier facilities.

New developments within historic settlements occur at Haine and to an extent within the historic core of Ramsgate and its early suburbs. Infill at Haine consist of properties have been added to what were previously gaps between historic properties within the hamlet. That within the older parts of Ramsgate comprises both redevelopment and development of plots that had been laid out for housing at a relatively early date, i.e. by the first edition Ordnance Survey coverage, but had not, for some reason, been built out at that time.

Infill constructed as redevelopment of an earlier land use comprises the redevelopment of civic facilities, other housing types, railway lines and also former leisure or ornamental features.

Former civic facilities now redeveloped include the Whitehall waterworks, and interwar school at Hereson and the new housing built as part of the redevelopment of the General Hospital site. Infill development is also found along the route of the railway line which served Ramsgate Harbour station until their removal as part of railway consolidation in the 1920s. Infill development within areas already covered by settlement types is also relatively common. This spans construction of housing within the grounds of former country houses and large villas and also insertion of new housing in what were the back gardens of more modest housing types, such as terraces.

Condition

The Type presents a greatly varied form of residential buildings spanning the 20th century to the present. As such, it is varies in condition with individual instances of poor and very good condition. The bulk of the Type, as it is in use as people's homes, appears in stable condition.

Vulnerability

The Type is generally resilient as it forms part of the housing stock and is of a form which remains relatively desirable in the current housing market. As such, there is little prospect of substantial change.

Forces for change

Extant examples of the Type are likely to be maintained since they provide valued homes that generally meet modern standards.

There is significant pressure for housing in the project area. Due to the priority for redevelopment of brownfield sites and building within existing settlement envelopes, encouraged by recent changes in Government policy, the Type is likely to grow in extent, if not change particularly in form.

Relationships with other character types

As this Type represents a relatively opportunistic redevelopment of land where there is development pressure, there are numerous related or allied types.

Heritage values

Evidential

The Type provides physical evidence for the forms and uses of infill development in historic settlements since the 20th century.

Historical

Demonstrates the process of infilling within existing settlements from the end of the 20th century but the frequency and character of the infilling structures at various dates also reflect changing housing market pressures and constraints. It also shows the effect planning regulations have on directing smaller developments toward existing settlements and the maintenance of the existing settlement footprint. Infill is a process which has a variety of historic influences so each instance of the Type may have further specific illustrative value related to the exact circumstances behind its construction.

Aesthetic

The Type takes varied form but uses generally modern and standard styles and materials. Some value may be found in the way the presence of infill adds to an area's character through introducing variety.

Communal

Communal values may derive from the role of the Type as people's homes and for what they add to local character.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography.

Broad Type: Settlement

Narrow Type: Semi Detached Housing

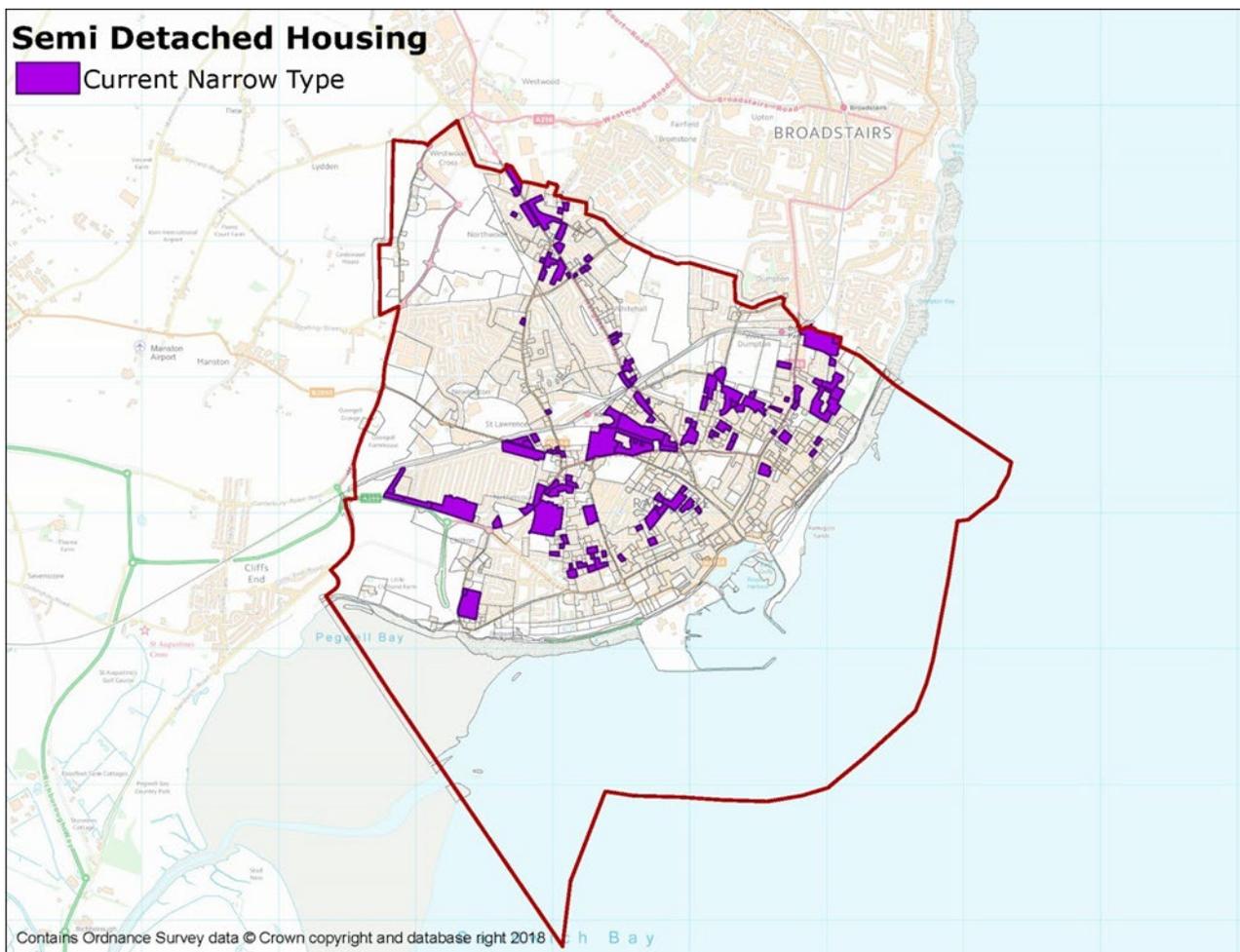
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Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Semi Detached Housing



Introduction

Residential area dominated by houses joined to just one other to form one building. They are distinct from housing estates (planned residential areas, usually with their own self-contained street systems including cul-de-sacs and sometimes with their own amenities), which can include of semi-detached homes, as they are smaller developments and generally of larger homes. They also often have a greater degree of architectural sophistication, such as the use of stone and brick mouldings. Some are contemporary with terraced housing but are further distinguished from this Type by being set within larger plots.

The Type is widely found across the project area.

Historic processes

The Type relates to interwar and early post-war expansion of suburban housing in the project area. This expansion was not as extensive as seen in other resorts, perhaps due to a slowing of growth of the resort following damage sustained during World War I bombing and as the town already possessed extensive suburban development owing to its later 18th to 19th century expansion. Semi-detached housing appears to have been built to satisfy middle- class clients looking for homes of some quality. The Type is distributed along the routes into and between historic settlement nuclei. The Type uses building styles and material similar to those used in contemporary housing and other parts of the country and, whilst it has a sense of coherence and consistency, they generally lack much in the way of architectural detailing or parallels with preceding vernacular architecture.

The most coherent area of semi-detached housing is by the 1920s railway station between Margate Road and Park Road. This housing was built following replanning of rail infrastructure in the 1920s. It is focused on the new station access road Station Approach Road and appears to have been part of creating a new and coherent arrival experience into Ramsgate.

Station Approach Road itself runs along the line of the railway line that formerly served Ramsgate Town station. The site of Ramsgate Town station lies close to the junction of Station Approach Road with Margate Road.



Semi-detached housing, Station Approach Road

Condition

The Type is in generally stable condition. This may be due to being a desirable residential form.

Vulnerability

The Type is generally resilient and, as it consists of larger properties which are relatively desirable on the current housing market, there is little realistic prospect of substantial change.

Forces for change

The Type will be subject to the same forces which affect all housing types, chiefly the effect of market demand and the quality of maintenance and intervention.

Relationships with other character types

This Type typically sits beyond the edge of Terraced Housing expansion or Historic Urban Core and its distribution is closely tied to the Route Type. Those instances in proximity to the railway station are closely related to railway types since they were constructed as part of reorganisation of this part of the town and its railway services.

Heritage values

Evidential

The Type has evidential value as it physically documents the evolution and use of housing in the project area from the interwar post-war period.

Historical

In illustrative terms, the Type is a visible demonstration of the evolution of housing from the interwar period.

Aesthetic

The Type, whilst it consists of housing of limited architectural sophistication, was built in relatively coherent developments of streets which, owing to the repetitive building forms, creates an impression of harmony.

Communal

As private homes and the familiar home landscape for many of Ramsgate's residents.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography;
- Site visit.

Broad Type: Settlement

Narrow Type: Sheltered Housing

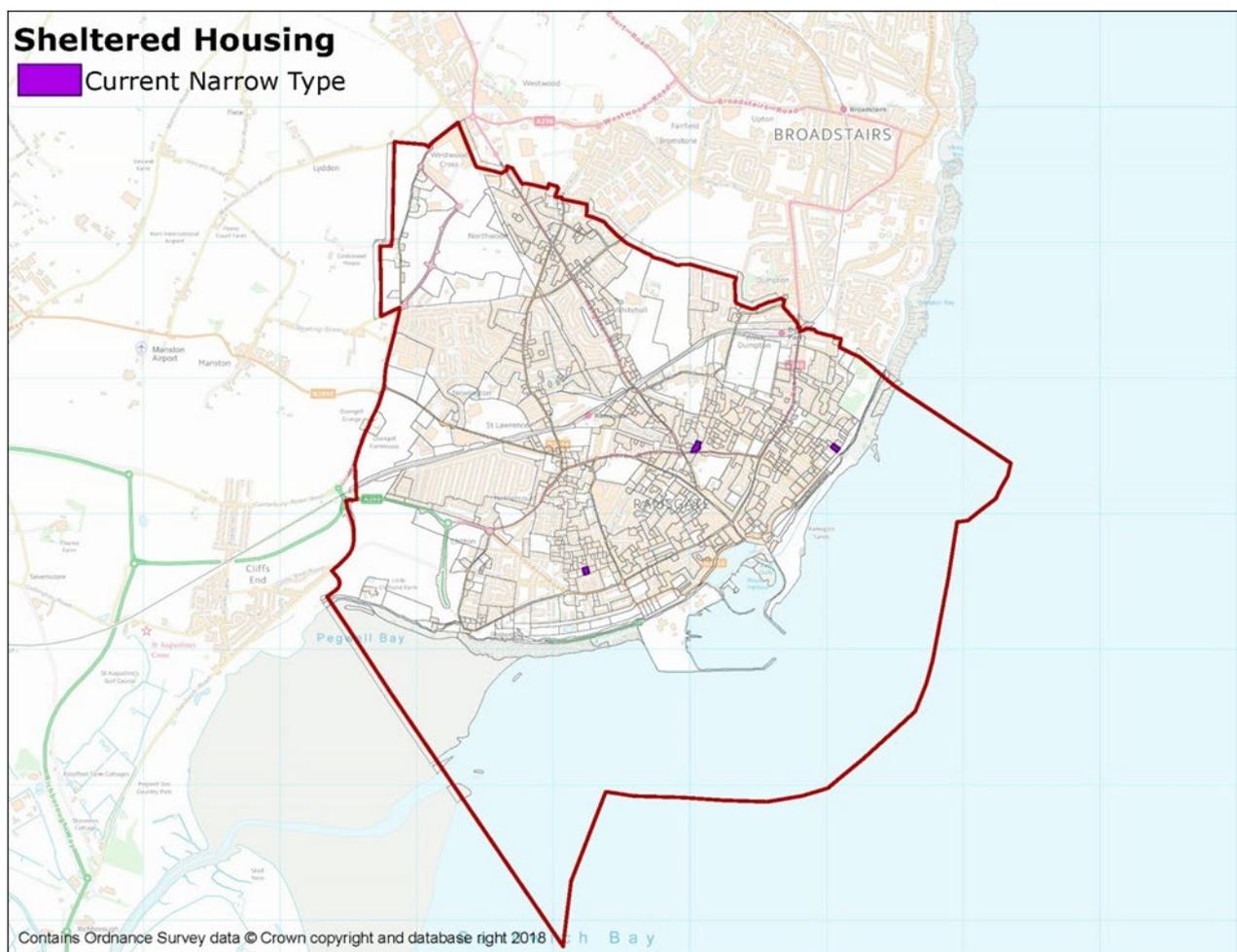
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Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Sheltered Housing



Introduction

Developments of flats and apartments designed for retirement or other sheltered living. Some are purpose-built and some reuse earlier buildings, often large houses. These usually have accommodation and offices for superintending staff and communal areas and facilities for recreation or communal activities for residents.

There are three examples within the project area which are large enough to be characterised.

There are many smaller establishments, mainly care homes reusing earlier residential buildings, which fall below this project's threshold for mapping.

Historic processes

Purpose-built sheltered housing complexes of this kind are a relatively recent phenomenon emerging in the latter part of the 20th century. There is an example of this kind on Boundary Road. The other two instances, on St Mildred's Road and Fair Winds on Victoria Parade, re-use earlier houses, a detached house and a villa respectively, that have been modified. All are residential care homes.

Condition

All three examples are in active use and appear in satisfactory condition.

Vulnerability

The Type is unlikely to be particularly vulnerable as it provides an important form of residential accommodation to a specific sector of the population.

Forces for change

Specific developments aimed at retirement living, where occupants retain a degree of independence but can access nursing and other care support, are a growing sector of the UK housing market as the proportion of older people in the population increases. As such the instance of the Type is likely to grow.

Relationships with other character types

This Type is found within the main areas of settlement but has no specific relationships to particular types.

Heritage values

Evidential

The Type has evidential value as it provides physical evidence for the evolution and use of a relatively novel form of housing designed to address the needs of the country's aging population.

Historical

Illustrates the evolution of a relatively novel form of housing to serve an aging population. That the Type has evolved may also provide an indirect illustration of longer lifespans and a resistance or inability for the elderly to be cared for within the family.

Aesthetic

Modern purpose built examples lack particular architectural sophistication and are similar to styles used for modern flats and apartments. Examples which re-use earlier buildings are likely to have greater aesthetic interest. The grounds of most examples are usually landscaped and well maintained and aim to provide calm, attractive surroundings.

Communal

Unlikely to have strong or widespread communal values as the Type is relatively recent in origin and forms the private homes of a small number of individuals in the project area.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial photography;
- Site visit.

Broad Type: Settlement

Narrow Type: Terraced Housing

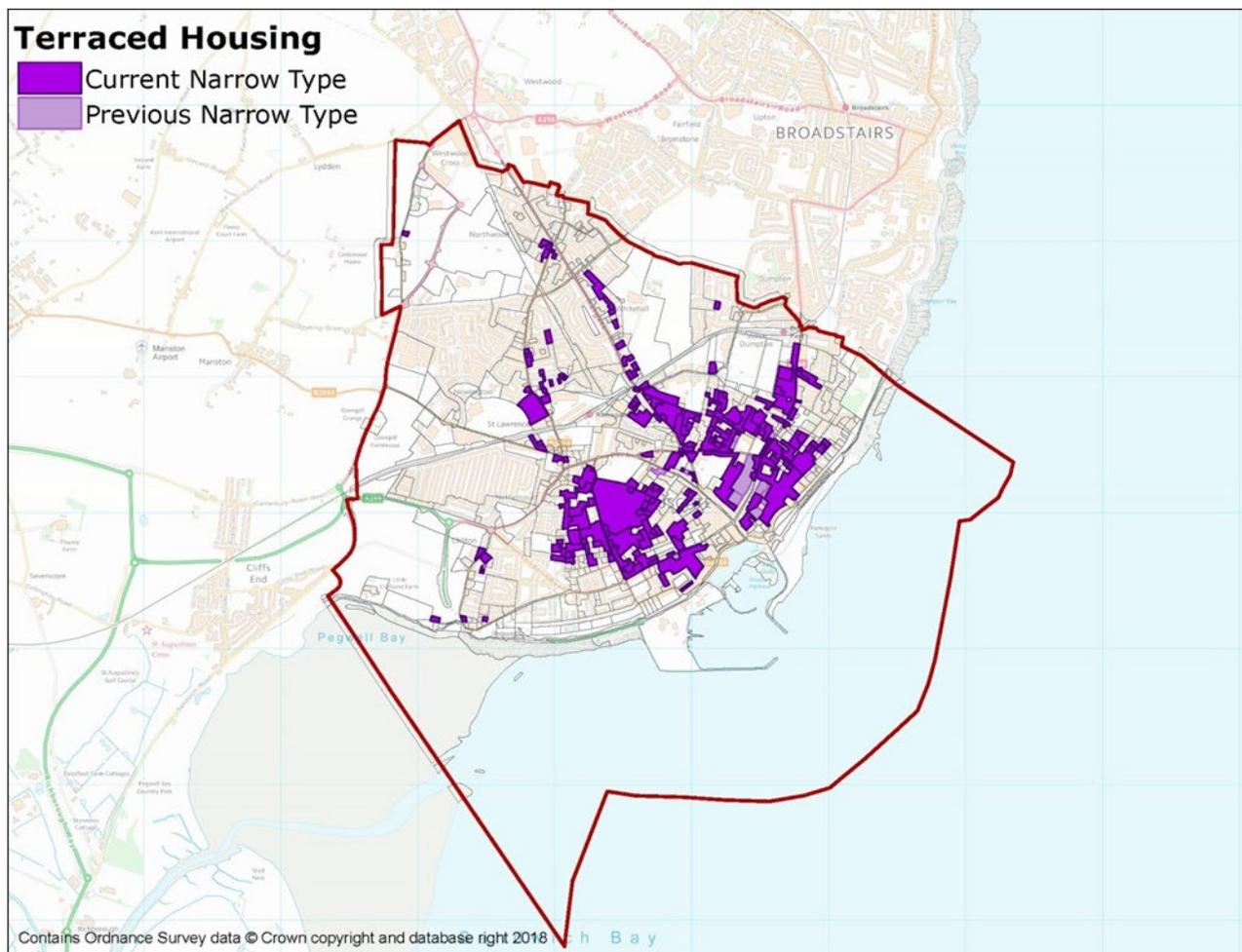
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Narrow Type: Terraced Housing



Introduction

Residential area dominated by lines of three or more attached houses, usually planned and built as one unit. The pattern of streets and plots sometimes follow earlier patterns in the landscape, such as the alignment of the fields that they were constructed within. Terraced housing can be extremely plain and utilitarian but not always. There are higher status terraced developments too, and they can also include some architectural flourishes such as bay windows and decorative stone and/or brick mouldings. In the case of the very plain terraces, it is normal for the house to be constructed directly onto the street frontage and for there to be no front garden.

The Type is distributed across the centre and east of the project area and reflects early urban expansion of the town.

Historic processes

Terraced housing is commonly associated with growth of settlements in the later 18th to early 20th century. In Ramsgate, terraced housing spans this relatively long date range and makes up much of the historic built stock of the town. The later 18th and early 19th century examples include the relatively plain working class terraced housing more commonly associated with the Type, but there are also terraced developments which seem designed to appeal to a middle class market and which are only distinguished from contemporary, but larger, townhouses by the scale of the properties. Examples of early plain terraces are found at the edge of the Historic Urban Core (e.g. King Street, Camden Street) whereas the latter lies on the streets behind the townhouse development on East Cliff (e.g. Plains of Waterloo, Abbots Hill). The latter area contains several patriotic and commemorative place names associated with the end of the Napoleonic War such as Plains of Waterloo and La Belle Alliance. The majority of early terraces are a mixture of brick and render and are of three-storeys. This pattern persists through to the later 19th century after which point terraces become largely built of brick with decorative ceramic mouldings and some decorative stonework. Later terraces are mostly of two-storey construction and have much lower levels of architectural detailing. These are associated with lower middle class and working class housing. Good examples can be seen particularly in the Hereson area which was largely developed between the 1880s and the onset of World War I.

Street corner pubs are a distinctive feature of mid to late 19th century working class terraced housing. These pubs are generally not large enough to be mapped by HLC but form an important, and characteristic, element of this Type. Many street corner pubs are no longer in use as public houses and have been converted to solely domestic properties.



Early plain terraced housing, Camden Street



Early 19th century higher status terraced housing, Plains of Waterloo



Former street corner pub, junction of Southwood Road and Ashburnham Road, St Lawrence



Late 19th to early 20th century terraced housing, Hereson Road



Edwardian terraced housing, Dumpton Park Drive

Condition

Variable: those in poorer condition are mostly in the very early terraces on the fringe of the town centre; the remainder appear to be in stable condition.

The Type appears attractive to incoming residents from London and there are signs of gentrification ("vintage" styling and heritage paint schemes), particularly toward the town centre.

Vulnerability

The Type is generally resilient and consists of properties which are relatively desirable in the current housing market. As such, there is little realistic prospect of substantial change.

As the Type consists of historic domestic properties, it is vulnerable to unsympathetic alterations, particularly associated with improvements undertaken to align it with modern living standards and expectations. This is likely to result in some erosion of original character rather than loss of the Type.

Forces for change

The Type will be subject to the same forces which affect all housing types, chiefly the effect of market demand and the quality of maintenance and intervention.

The Type is attractive to incoming residents from London as it is affordable when contrasted with the London market and offers properties seen as having 'character' (in property marketing terms).

Relationships with other character types

The Type is very closely related to early urban expansion so sits usually sits adjacent to the historic urban core and contemporary parks and open spaces.

Heritage values

Evidential

Provides physical evidence for the expansion of the town from the later 18th to early 20th century and the types of housing built for occupants towards the lower end of the social spectrum.

Historical

In illustrative terms, the Type is a visible demonstration of not just the evolution of housing from the late 18th century to interwar period but also the various and changing classes that were catered for over this period. This includes homes for the working classes built to service the port and early resort and those for the lower middle classes. The difference in the size and architectural sophistication of the terraces built for these differing social groups illustrates the way in which the Type could be adapted to different markets. Their adaptability in another sense is shown by their present appeal to residents from a range of income levels.

Aesthetic

Variable, with earlier examples designed to appeal to a middle class audience using levels of architectural detailing and quality materials similar to those used in the contemporary townhouses. Examples designed for working class occupants are much plainer.

Communal

Their communal values will derive from these being the homes and the familiar home territories for many of Ramsgate's residents.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography;
- Site visit.

Broad Type: Settlement

Narrow Type: Townhouses

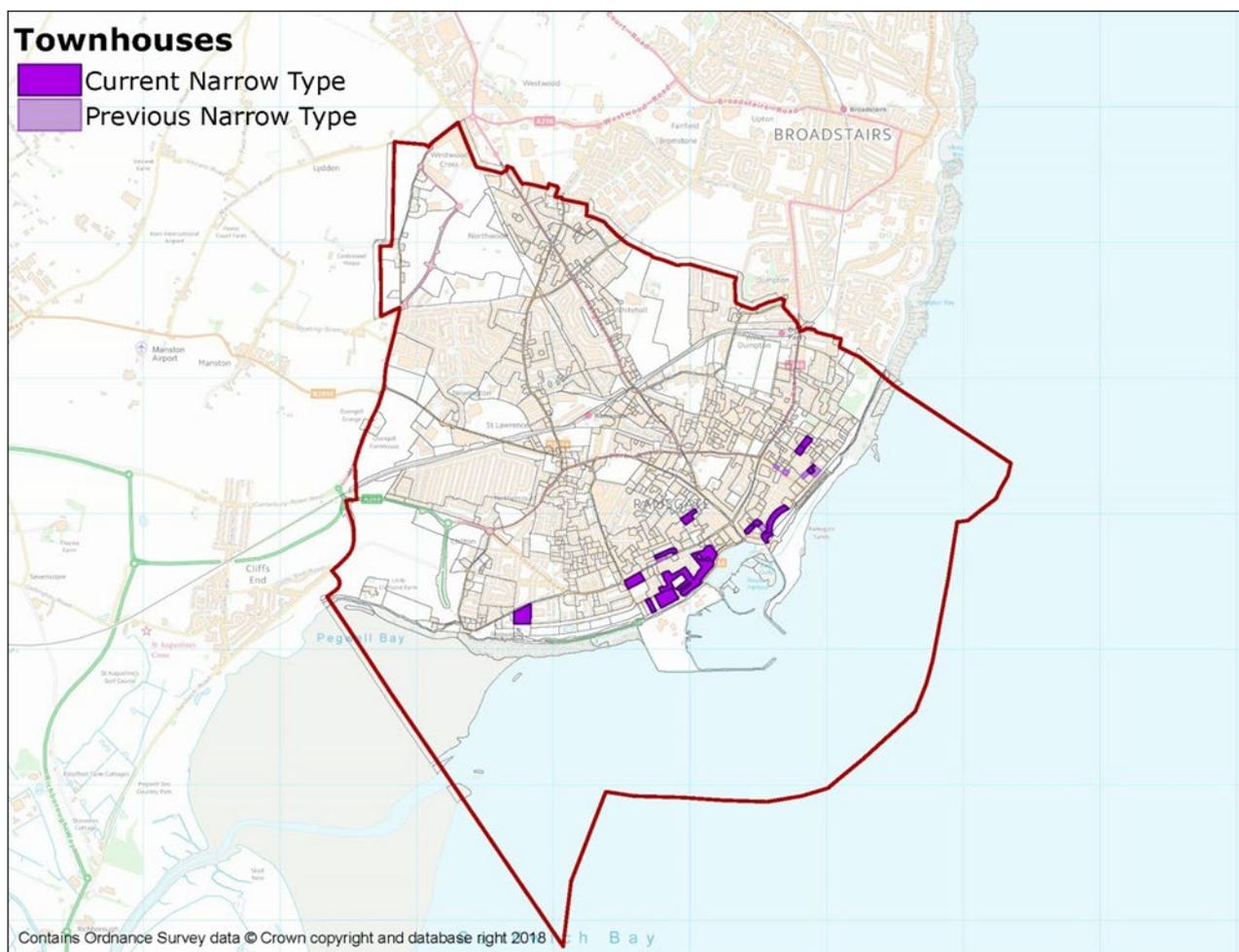
Broad Type: Settlement

This broad type relates to the various forms of settlement that have developed within the project area. It spans settlement forms more commonly associated with rural areas (farmsteads, hamlets, villages and country houses) to those which are purely urban (historic urban core, villas, townhouses, flats and apartments). It also includes aspects, such as housing estates, which can crop up in urban, suburban and rural contexts. As such,

the type spans a significant time depth, from settlements of medieval or earlier origin to emerging forms of settlement associated with recent changes in the population structure and property market (sheltered housing).

Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Townhouses



Introduction

This Type comprises large multi-storeyed houses built either in terraces or as semi-detached properties in very high quality materials and with a greater degree of architectural sophistication and service structures than found in contemporary terraces. They appear to be houses speculatively built for wealthy would-be residents of the town in the later 18th century and early 19th century. They mimic the polite architectural forms and layouts seen in fashionable contemporary spa and resort towns such as Bath and Cheltenham. They are typically built in elevated locations overlooking the sea and with some degree of separation from the main commercial centre of the town.

The decline of seaside resorts as places for the wealthy since the late 19th century has meant that many of these properties are no longer single residences. Some have been converted into flats or hotels. When such conversion has had such an effect on the character of the building that it is now appreciably different, it is recorded as the use to which it has been converted and 'Townhouses' is recorded as the relevant previous character.

Historic Processes

This Type is highly characteristic of the extensive Georgian (late 18th to earlier 19th century) expansion of the town. This was facilitated by growing awareness of Ramsgate as a suitable place for seaside retreat and the improved connections offered by the harbour. The Type is concentrated on the sea-facing streets at the front of the East and West Cliffs (Wellington Crescent, Paragon, Royal Crescent). In these locations, extensive use of balconies and decorative ironwork form a distinctive element of the Type. Westcliff Terrace, lies at the Pegwell end of the West Cliff and all similar in form is quite different in execution as it deploys stucco and render almost exclusively on its sea facing frontage. Many of the surviving terraces are listed individually or as groups.

The Type appears particularly favoured by those moving into Ramsgate, particularly from London, in search of a seaside residence somewhere that is characterful but relatively accessible to the city.



Royal Crescent, Ramsgate



Westcliff Terrace, Ramsgate



Wellington Crescent, Ramsgate

Condition

The Type is largely in active use as housing but is in very variable condition. This relates directly to the degree of care that the owners have expended upon the property and can vary from house to house. Some, particularly on Wellington Crescent, show signs of the gentrification ("vintage" styling and heritage paint schemes) associated with incomers from London. Others appear to have been neglected to an extent to which their fabric is now suffering, for example with stucco finishing crumbling as seen on Westcliff Terrace.

Vulnerability

The Type is generally resilient, consisting of built stock that, whilst speculatively-built, used relatively durable materials. It is vulnerable to lack of upkeep leading to decay, particularly of finishing materials such as stucco.

Owing to the size of properties, the Type is vulnerable to subdivision into flats. This is a trend seen in most towns and reflects both a widening gap between property costs and average earnings and changes in household size.

Many examples of the Type are in a seafront location. Though raised above the shore by the cliffs on which they are constructed, they remain vulnerable to the effects of storms.

Forces for change

As an attractive and characteristic part of the town's built stock, the Type is likely to be the focus of improvements associated with those moving into the town. This is likely to be beneficial overall but such gentrification can have downsides, such as creating a tame or sterile environment.

The Type is likely to face greater effects from storms as climate change projections predict increased storminess.

Relationships with other character types

Some relation to seafront types but their distribution in general is driven by the availability of building land in proximity to the seafront, desirable then as now.

Heritage values

Evidential

The Type has significant evidential value. This is related to the way in which it provides physical evidence of the expansion of the town in the Georgian period and the drivers of that expansion: the Type was being built to cater for polite society and the burgeoning role of the town as a resort.

Historical

The Type has significant historical value, as it provides a visible illustration the growth of the town as a resort in the Georgian period.

Aesthetic

The Type has significant aesthetic value. This is associated with the degree of architectural

sophistication and use of polite architectural forms and layouts. These have a unity of form which, despite variation between individual properties, creates a harmonious appearance and attractive streetscapes.

Communal

The Type is likely to have a range of communal values as it both comprises a significant proportion of the town's historic housing stock and lies in some of its most desirable areas. Perception of this quality is likely to contribute strongly to Ramsgate's sense of place and their distinctive character contributes to local identity.

Sources

- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography;
- Historic England designation information;
- Historic England draft Historic Area Assessment documentation;
- Site visit;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Settlement

Narrow Type: Village

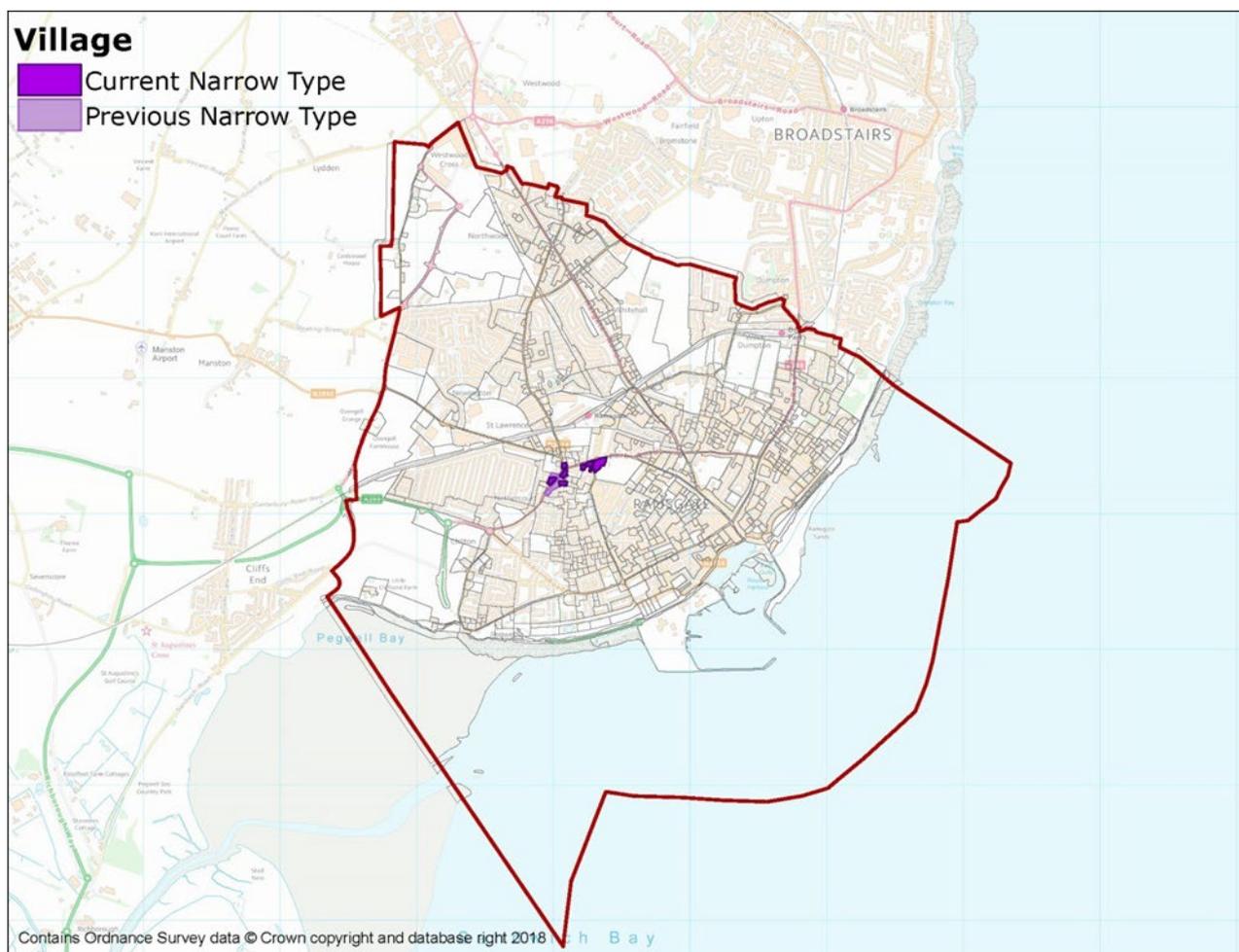
Broad Type: Settlement

This broad type relates to the various forms of settlement that have developed within the project area. It spans settlement forms more commonly associated with rural areas (farmsteads, hamlets, villages and country houses) to those which are purely urban (historic urban core, villas, townhouses, flats and apartments). It also includes aspects, such as housing estates, which can crop up in urban, suburban and rural contexts. As such,

the type spans a significant time depth, from settlements of medieval or earlier origin to emerging forms of settlement associated with recent changes in the population structure and property market (sheltered housing).

Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Village



Introduction

Collection of farmsteads, dwellings, yards, gardens and other features forming a nucleated, originally rural, settlement. Villages usually include a church, inn, shops, workshops, manor house and form a focus of lay and ecclesiastical administration. Owing to the antiquity and variety of settlement within villages, they usually form characterful and palpably historic places.

Historic processes

The majority of English villages were in existence by the medieval period and some have roots in the early medieval period. Some villages remained rural in the face of the expansion of urban settlement that has occurred since the 19th century whereas others have become foci of towns or subsumed within suburban growth.

St Lawrence is the only village within the project area. It appears to be of at least later 11th century date and its church, also St Lawrence, contains fabric of this period. The village appears to have developed around a junction of routes. Until the growth of Ramsgate as a maritime centre, St Lawrence was the largest settlement in the area and Ramsgate was dependent upon it religiously and administratively as it lay within St Lawrence parish. Following the growth in importance of Ramsgate, not closely dated but seemingly by the close of the medieval period, St Lawrence appears to have remained a rural village and, by the time of the first edition Ordnance Survey coverage for the area, comprised a nucleus of houses and a pub around the church and extending eastwards along the road to Ellington House. By this period, the urban development of Ramsgate, at that time typified by terraced housing, had reached to the edge of St Lawrence and, by the time of the third edition Ordnance Survey, the village had become entirely connected on its southern edge to Ramsgate through housing expansion. The village had become entirely encircled by urban development by World War II. There has since been some redevelopment of buildings and plots related to the village resulting in a somewhat varied appearance to the historic core of the village whereby buildings of some age sit cheek by jowl with much later structures. This is particularly evident in the vicinity of the church where a modern Tesco lies immediately south of the churchyard. Despite this, there remain a relatively high number of older buildings which, in conjunction with the very distinctive church, allow recognition of this as an earlier settlement despite it now being subsumed within the suburban area of Ramsgate.



High Street, St Lawrence, looking west from outside Ellington Infant School



High Street, St Lawrence, looking north east from the southern edge of the village

Condition

The Type appears generally in stable condition although the condition of individual historic buildings varies.

Vulnerability

The Type is vulnerable to loss of legibility that can arise through infill development, redevelopment and through alteration to historic buildings.

Forces for change

The village is already fully contained within Ramsgate's overall urban area so is likely to attract pressure for further infill development.

As the majority of properties within the Type are historic buildings, they are likely to experience pressure for modernisation to render them suitable for modern living.

Relationships with other character types

The Type is closely related to the farming infrastructure that supported it (Open Field System), the parochial centre provided by its church (Place of Worship (church)) and to the Route Type. It is surrounded by types associated with urban expansion (Terraced Housing, Semi-detached Housing and Housing Estate).

Heritage values

Evidential

As a historic settlement nucleus, the buildings and plot patterns provide physical evidence for the nature of the rural settlement that would have been

characteristic of the area prior to the development of Ramsgate as a town.

The Type may also contain evidence for settlement at these locations which predates the visible buildings. This would be in the form of buried archaeological deposits and could date back at least to the Conquest period.

Historical

The presence of a visibly historic settlement nucleus illustrates the forms of rural settlement characteristic of this area from the pre-Conquest period onwards. Although it has seen significant settlement expansion, eroding the link to the countryside, some sense of it as a settlement different in character to that which surrounds it remains. The Type also illustrates the eclipsing of St Lawrence by Ramsgate around the close of the medieval period.

Aesthetic

This relates to the survival of historic buildings that predate the urban expansion appearing visibly different to the later development which surrounds them.

Communal

Some communal values are likely to be attached to the Type as a historic village in what is now a suburban area. Such situations often foster a strong local sense of village community within the broader community of the town.

Sources

- Current Ordnance Survey edition (MasterMap; OS VectorMap Local)
- Historic and current aerial photography;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Settlement

Narrow Type: Villas

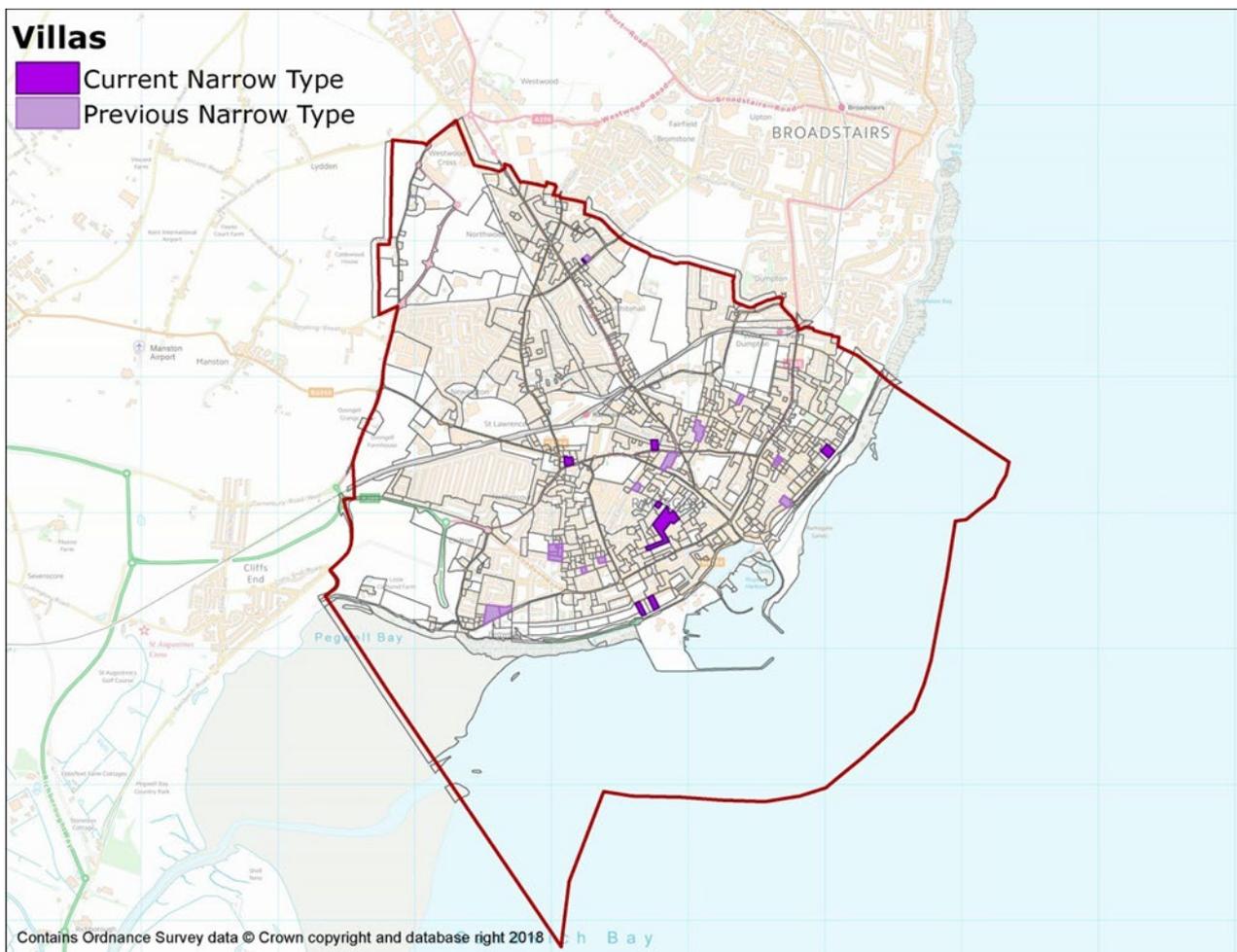
Broad Type: Settlement

This broad type relates to the various forms of settlement that have developed within the project area. It spans settlement forms more commonly associated with rural areas (farmsteads, hamlets, villages and country houses) to those which are purely urban (historic urban core, villas, townhouses, flats and apartments). It also includes aspects, such as housing estates, which can crop up in urban, suburban and rural contexts. As such,

the type spans a significant time depth, from settlements of medieval or earlier origin to emerging forms of settlement associated with recent changes in the population structure and property market (sheltered housing).

Note that urban areas typically also include HLC types within other classes, such as civic provision, commerce, communications, industry and recreation and leisure.

Narrow Type: Villas



Introduction

Large detached residential properties, typically built in the mid to later 19th century in polite architectural styles and sited in extensive plots containing ancillary service structures such as coach houses. They are typically sited in elevated locations overlooking the coast to take advantage of sea views. They are built in a variety of architectural styles.

There are not many instances of this Type in the project area, probably due to the nature of development in the late 18th and early 19th century expansion of the town.

Historic processes

The Type is typically associated with construction of housing for wealthy individuals, particularly in seaside resorts, from the middle to end of the 19th century. The relatively early expansion of Ramsgate as a resort is likely to be responsible for the fact that there are not many instances of the Type in the project area. This is as the late 18th and early 19th century expansion of the town meant that considerable tracts of high status housing was already available in townhouses by the time that villas started to evolve as the housing of choice for wealthy individuals resorting to the seaside. Those examples that do exist are fairly varied in character and distributed fairly widely across the project area.

The larger villas were typically set in large plots composed of landscaped gardens. These are essentially a more modest version of what is seen in the country house type. Examples comprise Steinschaenau (Southwood), Wellington Lodge (East Cliff), Abbey Gate (by the Roman Catholic Convent of the Assumption) and Aberdeen House (the corner of Ellington Road and South Eastern Road). None apart from Aberdeen House now survives. Steinschaenau formerly stood on a corner plot at the junction of Norman Road and Queen Bertha Road, Southwood. It was built c.1850 for a family with connections to German glassmakers based in the Strand and was demolished and redeveloped for terraced housing c.1900 after the death of the last heiress⁷⁵. The others were redeveloped much more recently and are now occupied with purpose built flats and apartments built in the late 20th century. Aberdeen House is no longer in domestic use and now serves as the Registry Office.

The smaller villas appear to be part of an, ultimately unsuccessful, drive to create streets of detached villas inland from the townhouse development of the West Cliff from the mid- 19th century. These were concentrated in streets that had already been laid out earlier in the century by relatively closely set but large houses. Good examples can be seen on the north side of Vale Square, many of which are Grade II listed Buildings. The large swathes of villas envisaged by

this development do not appear to have materialised and many of the plots later became infilled with semi-detached or detached houses in the early to mid-20th century.

A notable example of a fairly late example of villa construction is East Court on Victoria Parade in East Cliff. This was an area that had been divided up for development of villas and townhouses in the later 19th century and, as with the areas scheduled for villa development inland from the town, many of the plots were not fully built out by the close of the century. East Court is one of the few villas that were actually built in this area and is a distinctive building on the seafront. It was built in 1889 and is in the Arts and Craft style, a style not that frequent in the project area, and uses materials, such as green Westmoreland slate for tiling of roof and upper part of the elevations, that are also relatively uncommon in Ramsgate. After a period of use as a school in the later 20th century, the house is again in domestic use. Both it⁷⁶, and its former stable block⁷⁷, are Grade II Listed Buildings.



East Court, from Victoria Parade

Condition

Surviving instances of the Type are largely in active use as housing and generally in stable condition.

Vulnerability

The Type is generally resilient, consisting of built stock that used relatively durable materials.

Owing to the size of properties, the Type is vulnerable to subdivision into flats or conversion to other uses, such as schools. This is a trend that affects most properties of this size and date. When converted into flats it shows the effect of both a widening gap between property costs and average earnings and changes in household size

Forces for change

As an attractive and characteristic part of the town's built stock, the Type is likely to be the focus of improvements associated with those moving into the town. This may be beneficial overall but such

⁷⁵ <http://rieusset.com/html/overview.htm>

⁷⁶ <https://historicengland.org.uk/listing/the-list/list-entry/1086073>

⁷⁷ <https://historicengland.org.uk/listing/the-list/list-entry/1203575>

gentrification can have downsides, such as creating a tame or sterile environment.

Those instances of the Type adjacent to the seafront may face greater effects from storms as climate change projections predict increased storminess.

Relationships to other character types

The Type is closely related to Townhouses. It marks the evolution of the resort's higher status residences in the latter part of the 19th century.

Heritage values

Evidential

The Type provides physical evidence of the expansion of the town in the later Victorian period to cater for wealthy individuals during the heyday of the resort.

Historical

The Type is a visible illustration of the character of later Victorian growth of the town as a resort.

Aesthetic

The Type has aesthetic value related to its design which used the prevailing styles of polite architecture to appeal to a wealthy clientele.

Communal

Communal values may be associated with the way in which the Type forms a portion of the town's historic housing stock, including in some of its most desirable and prominent areas, and the way in which this contributes to a sense of place and local identity.

Sources

- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography;
- Historic England designation information;
- Historic England draft Historic Area Assessment documentation;
- Site visit;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Unimproved Land

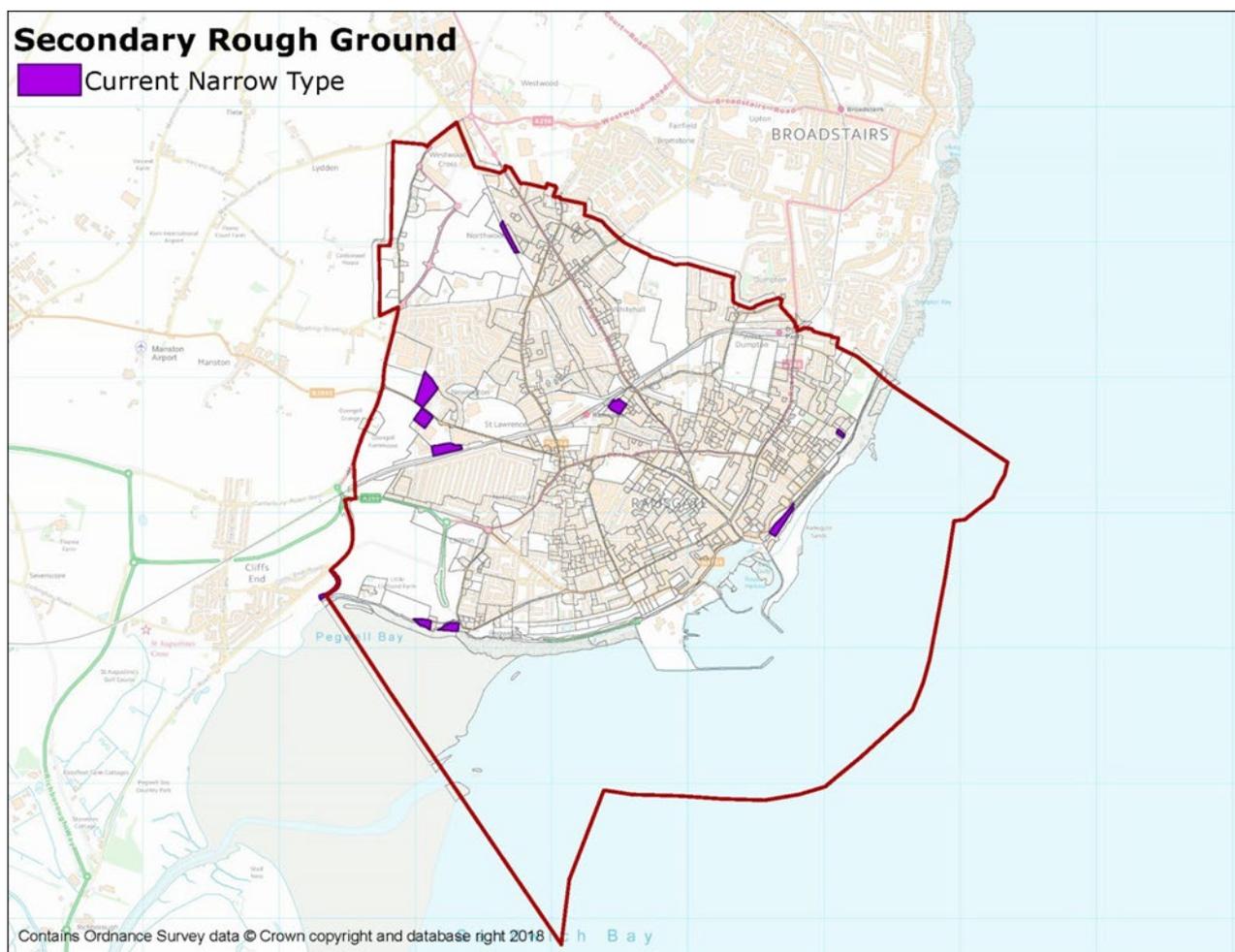
Narrow Type: Secondary Rough Ground

Broad Type: Unimproved Land

Improvement here refers to agricultural works, whether enclosure, drainage, irrigation, fertilization or other soil amelioration. Most land of this kind, that has not been subject to such improvement, is relatively open and has a varied semi-natural vegetation cover created and maintained by extensive land management, such as seasonal grazing and the cutting of peat or scrub for fuel.

Much of the subdivision of the class is on the basis of either location (upland, coastal, valleyside etc), whether entirely unenclosed or divided into large blocks by stockproof boundaries, or by the dominant vegetation form, from peat and marsh through unimproved grassland to heath, furze and scrub. Some HLCs record common land, but most leave this as a separate GIS layer that can be overlain onto classes such as this one.

Narrow Type: Secondary Rough Ground



Introduction

Rough ground that has developed recently, usually as a result of the suspension of other land uses and management. The Type is not normally subjected to grazing. It can be a transitory type as it usually occurs when there is a hiatus in land use between changes in use or is a stage prior to land becoming wooded through the natural process of regeneration when it is usually succeeded by the "Scrub" Type.

It can contain features which derive from the earlier use, such as the remains of structures and routeways, which are not commonly associated with grazing areas.

Historic processes

Reflects cessation of, or a significant hiatus in, human activity. Can be the result of direct action (e.g. suspension of grazing, disuse of a facility) or the consequence of an unrelated action (e.g. when fragments of land without a clear use are created due to adjacent development). One of the commonest recent reasons for the development of the Type is a hiatus in land use when an area is earmarked for redevelopment but there is a lag before it commences.

There are several examples within the project area, including an area formerly occupied by part of the Margate branch railway line, the site of the former electricity generating station and the remaining portion of some allotments, the rest of which were re-developed in the later 20th century.

Condition

In the project area, the Type marks a fluctuation in land use between more active uses so has no optimum condition. The areas that exist are generally scrub-covered with some seemingly being used for fly-tipping.

Vulnerability

Vulnerable to change as it is, in the project area, a transitional stage between more active land uses or regeneration of woodland. Two examples are also situated along West Cliff and are additionally vulnerable to coastal erosion.

Forces for change

A number of the examples, such as the land adjacent to 35 Victoria Parade and two sites near Manston Road are scheduled for redevelopment. One of the examples on West Cliff was denied planning permission, partly as a result of it being at risk of coastal erosion.

Those instances of sites without formal development proposals are likely to be succeeded by scrub vegetation and eventually woodland.

Relationships with other character types

The Type has no inherent associations since it develops as a result of change in, or cessation of, human activity.

Heritage values

Evidential

The Type demonstrates the effects of a lack of active human management of land. May contain archaeological remains from preceding uses.

Historical

The Type is likely to be tied to the specific processes that have led to its development, demonstrating the effect of a lack of active management on land.

Aesthetic

Many find the reversion to wilder habitats and flora and fauna stimulating.

Communal

Likely to be related to the way in which nature may be perceived as "reclaiming" areas from human activity.

Sources

- Historic Ordnance Survey mapping;
- Current Ordnance Survey mapping (MasterMap and VML);
- Aerial Photos;
- Site visit.

Broad Type: Unimproved Land

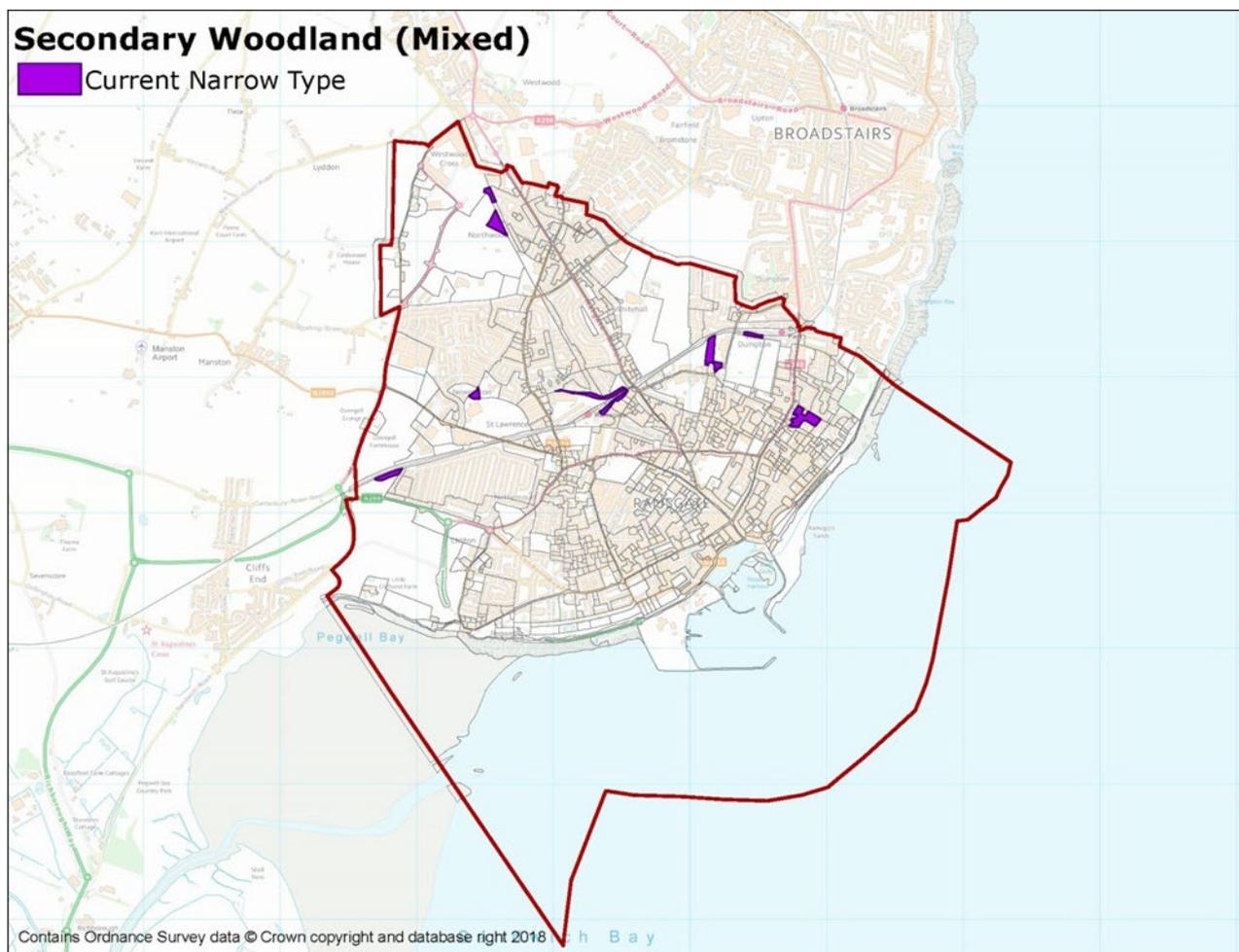
Narrow Type: Secondary Woodland (Mixed)

Broad Type: Unimproved Land

Improvement here refers to agricultural works, whether enclosure, drainage, irrigation, fertilization or other soil amelioration. Most land of this kind, that has not been subject to such improvement is relatively open and has a varied semi-natural vegetation cover and created and maintained by extensive land management, such as seasonal grazing and the cutting of peat or scrub for fuel.

Much of the subdivision of the class is on the basis of either location (upland, coastal, valleyside etc), whether entirely unenclosed or divided into large blocks by stockproof boundaries, or by the dominant vegetation form, from peat and marsh through unimproved grassland to heath, furze and scrub. Some HLCs record common land, but most leave this as a separate GIS layer that can be overlain onto classes such as this one.

Narrow Type: Secondary Woodland (Mixed)



Introduction

Woodland that has developed, usually by natural colonisation or regeneration, on land formerly used for other purposes (agriculture, settlement, industry etc). Secondary woodland whose species are mixed.

Historic processes

Where a specific use of land has changed in extent or ceased, trees are comparatively quick to colonise any suitable substrate, both through existing seedbanks within soils or through direct seeding by wind-blown or animal-distributed material. Birch (*Betula pendula* / *Betula pubescens* in wetter areas), along with sycamore (*Acer pseudoplatanus*), is the classic 'pioneer' species, colonising abandoned farmland and industrial areas relatively rapidly.

Secondary woodlands are often of lower biodiversity value, lacking structural diversity and the characteristic ground and understorey flora of older woodlands – hence the higher value placed by ecologists on ancient woodlands.

There are several instances of small secondary woodlands in the project area; many of these are sited along the route of the current and former railway line embankments and cuttings.

Condition

The Type appears to be in stable condition.

Vulnerability

Woodlands benefit from general policy protection; nevertheless, development is perhaps the greatest threat to the Type. Secondary woodlands, as noted above, are often lower in biodiversity value potentially increasing their vulnerability to development.

Forces for change

In many areas, development pressure is the most significant force for change acting on woodland.

Climate change represents a significant force for change on woodlands of all types. Threats include: potential for greater storm damage arising from

more frequent and more intense severe weather events; in addition to greater drought stress as a consequence of warmer summers, invasive species of pests and pathogens threaten a range of native and commercial tree species.

Secondary woodlands often suffer from quite even age structure, meaning that the ecosystem lacks diversity and also poses a key management challenge with the majority of trees reaching maturity and starting to degrade at the same time.

Relationships with other character types

The Type is general closely related to other woodland types but this is not the case in Ramsgate.

Heritage values

Evidential

Demonstrates where land has been allowed to lie unused and be reclaimed by nature.

Historical

It is illustrative of the process of woodland regeneration.

Aesthetic

Contributing to landscape character and often providing landscape enhancement on post-industrial sites.

Communal

Given that most of the examples are associated with current and former railway lines they have limited accessibility and consequently little communal value. The exception to this is the secondary woodland adjacent to the recreation ground in the northeast of the project area as this appears to be publicly accessible.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography.

HISTORIC SEASCAPE CHARACTERISATION

Broad Type: Communications

Type: Transport

Sub-type: Road

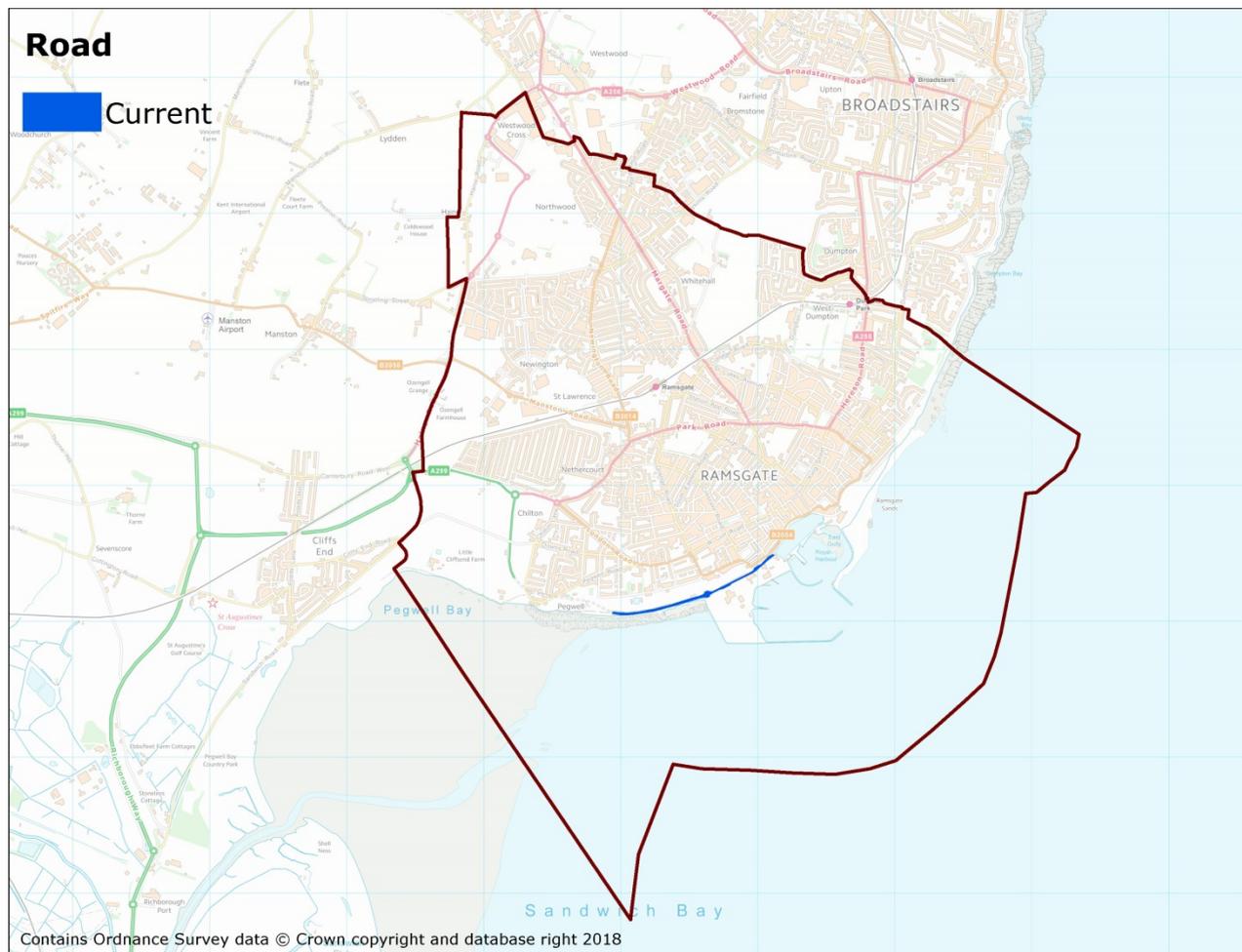
Broad Type: Communications

This Broad Character Type relates to areas of coastally-specific and maritime-related infrastructure on land serving communication needs. These may be by physical transport, e.g. by road or rail, or by other means such as telecommunications or sight-based systems, across land, inter-tidal and marine. Physical transport on or under the sea is covered variously under the 'Navigation', 'Industry', 'Fishing' and 'Military' Broad Character Types.

The Telecommunications type covers telecommunications infrastructure across coastal land, inter-tidal and marine zones. This includes historic telegraph stations and their associated cabling, and civic listening devices. Modern cables also transfer mass media such as the internet and telephone systems.

Type: Transport

Sub-type: Road



Introduction

Roads with a distinct maritime connection and of sufficient extent to become the defining characteristic of an area at the scale of this characterisation, due either to the number of carriageways or the land-take of associated landscaping, and with a specific connection to the sea.

The Type occurs only as a current type with a single instance, Royal Harbour Approach, recorded.

Historic processes

The development of such substantial roads is a relatively recent phenomenon (post-war period onwards) and a mark of the pivotal role road transport now plays in our society. Whilst many roads are widenings or improvements of earlier routes, some of considerable antiquity, others are new routes. The latter kind is often associated with the creation of bypasses, to alleviate traffic within settlements, or access routes to recent developments.

Royal Harbour Approach was built in the 1990s to connect the port to the trunk road network via Canterbury Road East (A299 and A255). This entailed cutting of a tunnel from farmland immediately west of Pegwell through the underlying chalk to come out at the level of Western Undercliff, a seafront road built as part of earlier 20th century civic improvements in and around the West Cliff. Creation of this road allowed traffic to access the port without travelling through the town's historic core and navigating its narrow roads.



Royal Harbour Approach and port from the West Cliff

Condition

The Type is generally in good condition as a fundamental part of the present local and strategic communications and transport network.

Vulnerability

Broadly, the Type is very resilient to change and, due to its economic and social significance, faces few meaningful threats.

Forces for change

Climate change has the potential to affect the road network through the need for improved surface water management and flood protection, particularly in lower-lying and already flood-prone areas.

Relationships with other character types

This instance was created wholly to service the Port so is intrinsically linked to it.

Heritage values

Evidential

As a largely modern type, it is well understood from published materials and specification manuals explaining design and construction approaches and also in public records, detailing the planning, design, consent and delivery mechanisms. Nevertheless, the physical expression of the Type also has value in terms of understanding the role of the modern road network as a driver for and instrument of change.

Historical

The Type has historical value, in terms of illustrating the evolving 20th and 21st century approach to infrastructure-led, versus reactive, models of development and the role of Ramsgate as a ferry and freight port in the latter part of the 20th century.

Aesthetic

Whilst the Type is modern and utilitarian in nature, some may find stimulus in the way the infrastructure snakes its way across the landscape and always varying nature of the movement upon it. There is a growing appreciation of aspects of road design.

Communal

As well as being of considerable economic and social importance, the modern road network has communal values associated with providing the physical viewpoints from which many people experience the places through which the roads pass. Roads themselves are also among the most regularly experienced elements of a place, and the means and routes by which we move between other significant places.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local).

Broad Type: Cultural Topography

Type: Cultural Topography (Landward)

Sub-type: Cliff

Broad Type: Cultural Topography

The 'Cultural topography' Broad Character Type covers a range of areas whose form appears largely the product of natural processes, where the physical imprint of man's activity is subtle and easily overlooked, but which are also made cultural by the ways that people have exploited them or responded to them (including by naming) and are perceived as such by people to varying extents. Many of these areas are often described as 'semi-natural environments', and are commonly perceived as entirely 'natural', but it is their cultural dimension and perception that are the prime concerns of HSC and which need emphasis in the assessment of these areas and in their accompanying Character Type texts.

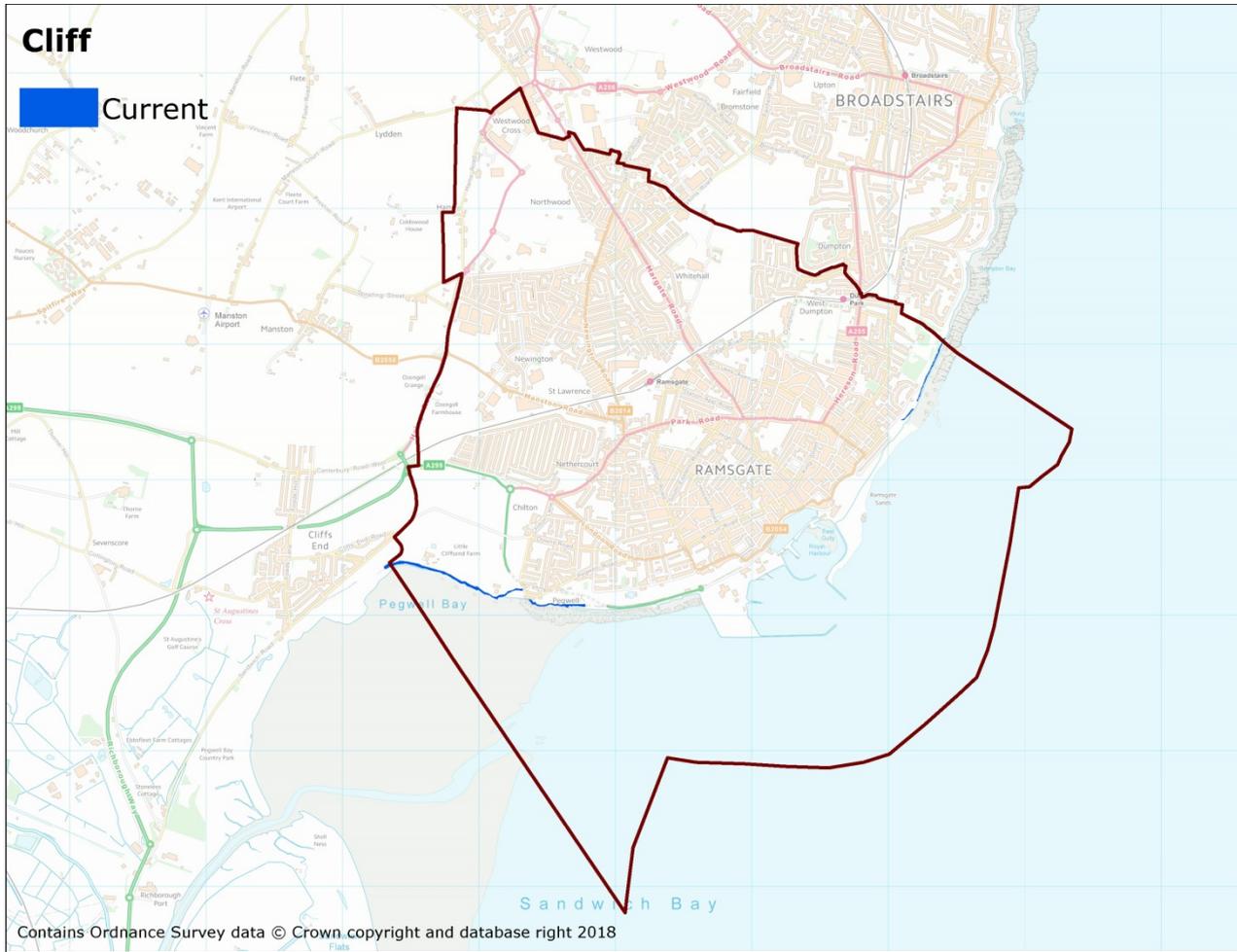
That less obvious cultural dimension draws on various themes. Many such areas are themselves defined to varying extents by effects from human activity, examples being the limitation of saltmarsh expansion by sea defences (coastal squeeze), the artificial retention of inter-tidal sand by groynes in some areas and corresponding depletion in others, and the huge quantities of valley floor and estuarine silts brought down from millennia of farming and extractive industries on land. Less intense imprints are the 'background noise' of littered debris from sea surface to sea floor and the occasional sea-floor shipwrecks present across all the seas. Of even more major concern culturally are the complex effects of human activity, direct and indirect, on marine biodiversity and on global climate patterns, with increases in marine acidification, rising sea-levels and increased wave-height and storminess. With general acceptance

that cultural processes have played a critical formative role in shaping the present expressions of all these aspects, they are 'cultural artefacts' as much as 'natural'; so too with the physical effects of our management responses seeking to restore sustainability to our relationship with the coastal and marine environment. The cultural dimension of many seemingly 'natural' areas may also derive from unintensive or hidden economic activity and civic amenity provision which these areas produce now or in the past, for example the recreational use of many areas of dunes, rock climbing on cliffs, angling in most lakes and watercourses, wildfowling on saltmarshes, water extraction from rivers, lakes and reservoirs, and military training over huge areas. Surviving paleo-landscape components also represent areas which were once human habitat and which contain evidence for past topographic and ecological regimes, the contexts shaping much earlier human cultural activity and landscape perceptions.

Beyond the physical, HSC's concern with cultural landscape perception also bears strongly on these areas. Most such areas are named, forming part of our (and others') territorial understanding and sense of identity at levels from the national right down to the personal and individual. Similarly nearly all of these areas are 'owned' and considered as property with associated rights over the cultural activity that may occur on them. Most of the areas in this Broad Character Type are also celebrated by people as 'wild places' to be explored, enjoyed and admired, balancing their experience of the more obviously less 'wild' in their lives.

Type: Cultural Topography (Landward)

Sub Type: Cliff



Introduction

A tall, steep and largely exposed face of the local geological formation, usually of rock though in some areas cliffs may form from erosion of softer materials such as boulder clay. In coastal areas, cultural aspects of cliffs include their use as vantage points for military and maritime safety structures, recreational uses for rock climbing and coastal walks. Many have provided ready opportunities for quarrying and other extractive industries, and many distinctive cliffs have specific names and serve as familiar coastal landmarks.

Cliffs are a defining feature of the project area and the break in the cliff line at Ramsgate is one of the primary reasons for the development of a harbour there.

Historic processes

Cliffs are a landscape feature which gradually evolve through weathering and water action acting on an exposed face of solid or drift geology. They are usually natural but can also be created by quarrying activity. Natural cliffs have limited human influence. Human influence on such cliffs is usually through features such as formal or informal paths which allow access between the base of the cliff (often the intertidal zone) and clifftop and also through aspects such as localised reinforcement of the cliffside. This latter element can be through relatively invasive structures, such as concrete reinforcing walls, or netting to allow growth of vegetation which will act as a slope stabiliser. Whilst the degree of human influence in cliffs varies, cliffs can have strong impacts on our perceptions, such as the role of the 'White Cliffs of Dover' in our island story.

Cliffs define the majority of the coastline of the project area with the exception of the immediate area of the harbour where the natural cliffs have been reshaped to form part of the civic infrastructure. The gap in the cliffs was the original impetus behind the development of the harbour and town at this location. There are areas of concrete and other stabilisation works to the cliffs under the east and west promenades. The cliffs also house entrances into former uses (the original railway line into Ramsgate Harbour station and reuse of this tunnel as an air raid shelter in World War II) and operational transport infrastructure (the roadway linking the Port of Ramsgate to the East Kent Access Road).

Condition

The cliffs are in a constant state of change and evolution as action of the sea and storms leads to their weathering. As such their condition varies widely. Those within the project area appear to be

conforming to this with areas of more historic exposure intermixed with areas of recent exposure.

Vulnerability

The cliffs are vulnerable to weathering from the normal action of the sea.

Forces for change

The Type is likely to face greater erosion as climate change projections predict increased storminess.

Relationships with other character types

The Type is generally related to coastal character types such as Foreshore Types and Rough Ground.

Heritage values

Evidential

The cliffs within the project area, as a natural feature, have limited inherent evidential value. Any evidential value of the cliff themselves would be associated with human interventions to the rock face.

Historical

In principle, any historical value of cliffs would be illustrative, and related to human interventions to the rock face, or would be associative, and related to notable events that have taken place on this stretch of coast or descriptions and representations made of them. The cliffs, through their absence from the harbour area, illustrate why the harbour and town developed – landing and inland access was possible there due to the absence of cliffs.

Aesthetic

The cliffs are likely to have aesthetic value. This is likely to be associated with the perception of them as a wild and natural feature and one which appears in, and at times frames, views along the coast and toward the coast from the sea.

Communal

Cliffs may have some communal values associated with their perception as being attractive or stimulating elements of the landscape and its interface with the seascape. Those within the project area may also carry associations with the original *raison d'être* of Ramsgate and, particularly from seaward, the town's sense of place.

Sources

- Historic Ordnance Survey editions;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

Broad Type: Cultural Topography

Type: Cultural Topography (Marine)

Sub-type: Coarse Sediment Plains

Broad Type: Cultural Topography

The 'Cultural topography' Broad Character Type covers a range of areas whose form appears largely the product of natural processes, where the physical imprint of man's activity is subtle and easily overlooked, but which are also made cultural by the ways that people have exploited them or responded to them (including by naming) and are perceived as such by people to varying extents. Many of these areas are often described as 'semi-natural environments', and are commonly perceived as entirely 'natural', but it is their cultural dimension and perception that are the prime concerns of HSC and which need emphasis in the assessment of these areas and in their accompanying Character Type texts.

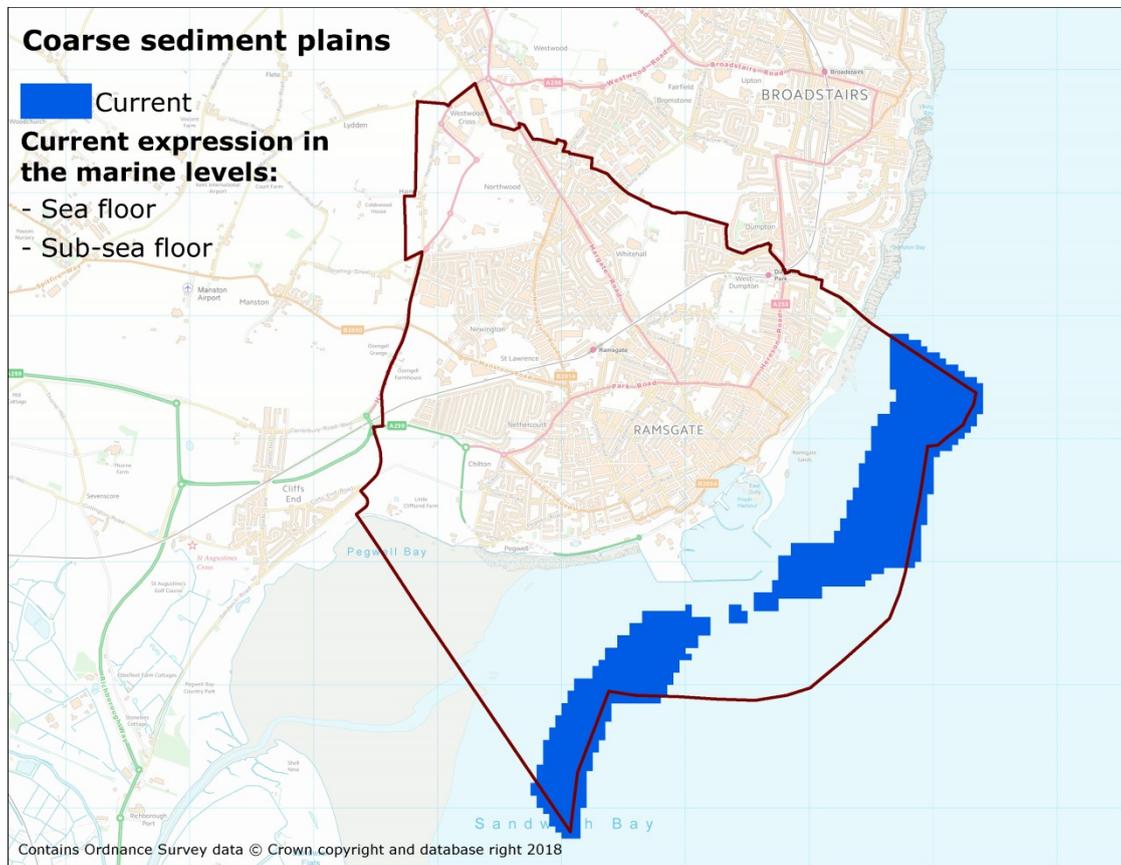
That less obvious cultural dimension draws on various themes. Many such areas are themselves defined to varying extents by effects from human activity, examples being the limitation of saltmarsh expansion by sea defences (coastal squeeze), the artificial retention of inter-tidal sand by groynes in some areas and corresponding depletion in others, and the huge quantities of valley floor and estuarine silts brought down from millennia of farming and extractive industries on land. Less intense imprints are the 'background noise' of littered debris from sea surface to sea floor and the occasional sea-floor shipwrecks present across all the seas. Of even more major concern culturally are the complex effects of human activity, direct and indirect, on marine biodiversity and on global climate patterns, with increases in marine acidification, rising sea- levels and increased wave-height and storminess. With general acceptance

that cultural processes have played a critical formative role in shaping the present expressions of all these aspects, they are 'cultural artefacts' as much as 'natural'; so too with the physical effects of our management responses seeking to restore sustainability to our relationship with the coastal and marine environment. The cultural dimension of many seemingly 'natural' areas may also derive from unintensive or hidden economic activity and civic amenity provision which these areas produce now or in the past, for example the recreational use of many areas of dunes, rock climbing on cliffs, angling in most lakes and watercourses, wildfowling on saltmarshes, water extraction from rivers, lakes and reservoirs, and military training over huge areas. Surviving paleo-landscape components also represent areas which were once human habitat and which contain evidence for past topographic and ecological regimes, the contexts shaping much earlier human cultural activity and landscape perceptions.

Beyond the physical, HSC's concern with cultural landscape perception also bears strongly on these areas. Most such areas are named, forming part of our (and others') territorial understanding and sense of identity at levels from the national right down to the personal and individual. Similarly nearly all of these areas are 'owned' and considered as property with associated rights over the cultural activity that may occur on them. Most of the areas in this Broad Character Type are also celebrated by people as 'wild places' to be explored, enjoyed and admired, balancing their experience of the more obviously less 'wild' in their lives.

Type: Cultural Topography (Marine)

Sub-type: Coarse Sediment Plains



Introduction

Extensive areas of seafloor whose surface sediments predominantly comprise different grades of pebbles, rocks, boulders etc. with lower sand and very low silt and clay contents. Of cultural relevance is their role as a spawning ground and habitat for particular commercially- exploited fish species and hence their correlation with particular fisheries and their management considerations by government, conservation bodies and fishing communities. Bottom trawling methods also have significant impacts on marine habitats and biodiversity in this Sub-character Type. Coarse sediment plains also provide distinct preservation conditions for their share of the occasional sea-floor shipwrecks present across all the seas. Their relationship to marine topography has implications for the potential form and survival of underlying paleo-landscape components. They will also incorporate their areas' share of the 'background noise' of pollution, especially by littered debris, which now affects all marine areas from sea surface to sea floor.

Historic processes

Coarse sediment plains are formed through the differential deposition of alluvial material, eroded by as estuarine flows slow to the point where they have insufficient energy to transport the relatively heavy grains of sand. Finer silt and clay particles can be carried further.

In the project area, there are extensive areas of coarse sediment plains along its seaward margins.

Condition

It is likely that the Type is in reasonable condition, although it is potentially susceptible to pollution through deposition of plastics, other materials and chemical pollutants carried downstream in the estuary.

Vulnerability

The Type is likely to be relatively resilient, although is likely to be vulnerable to changes in sediment dynamics driven by climate change.

Forces for change

Climate change is likely to be the principal driver for change in the Type, potentially changing patterns of erosion and deposition and resulting in reworking of existing sediments.

Relationships with other character types

The Type is related to other sediment based Foreshore Types.

Heritage values

Evidential

In general, the Type can have evidential value through preservation of paleo-environmental remains, as well as wrecks and debris. There are no clearly known instances of such remains, as yet, in the project area.

Historical

The Type in its own right has limited historical value, but can contain cultural material with illustrative and associative value (e.g. wrecks and related material). There are no clearly known instances of such remains, as yet, in the project area.

Aesthetic

The Type is not generally perceptible, being always submerged, so has limited aesthetic value.

Communal

The Type may have communal values to the fishing community and offshore anglers as a potential spawning ground for fish.

Sources

- JNCC UK Sea Map (2016);
- British Geological Survey.

Broad Type: Cultural Topography

Type: Cultural Topography (Marine)

Sub-type: Exposed Bedrock

Broad Type: Cultural Topography

The 'Cultural topography' Broad Character Type covers a range of areas whose form appears largely the product of natural processes, where the physical imprint of man's activity is subtle and easily overlooked, but which are also made cultural by the ways that people have exploited them or responded to them (including by naming) and are perceived as such by people to varying extents. Many of these areas are often described as 'semi-natural environments', and are commonly perceived as entirely 'natural', but it is their cultural dimension and perception that are the prime concerns of HSC and which need emphasis in the assessment of these areas and in their accompanying Character Type texts.

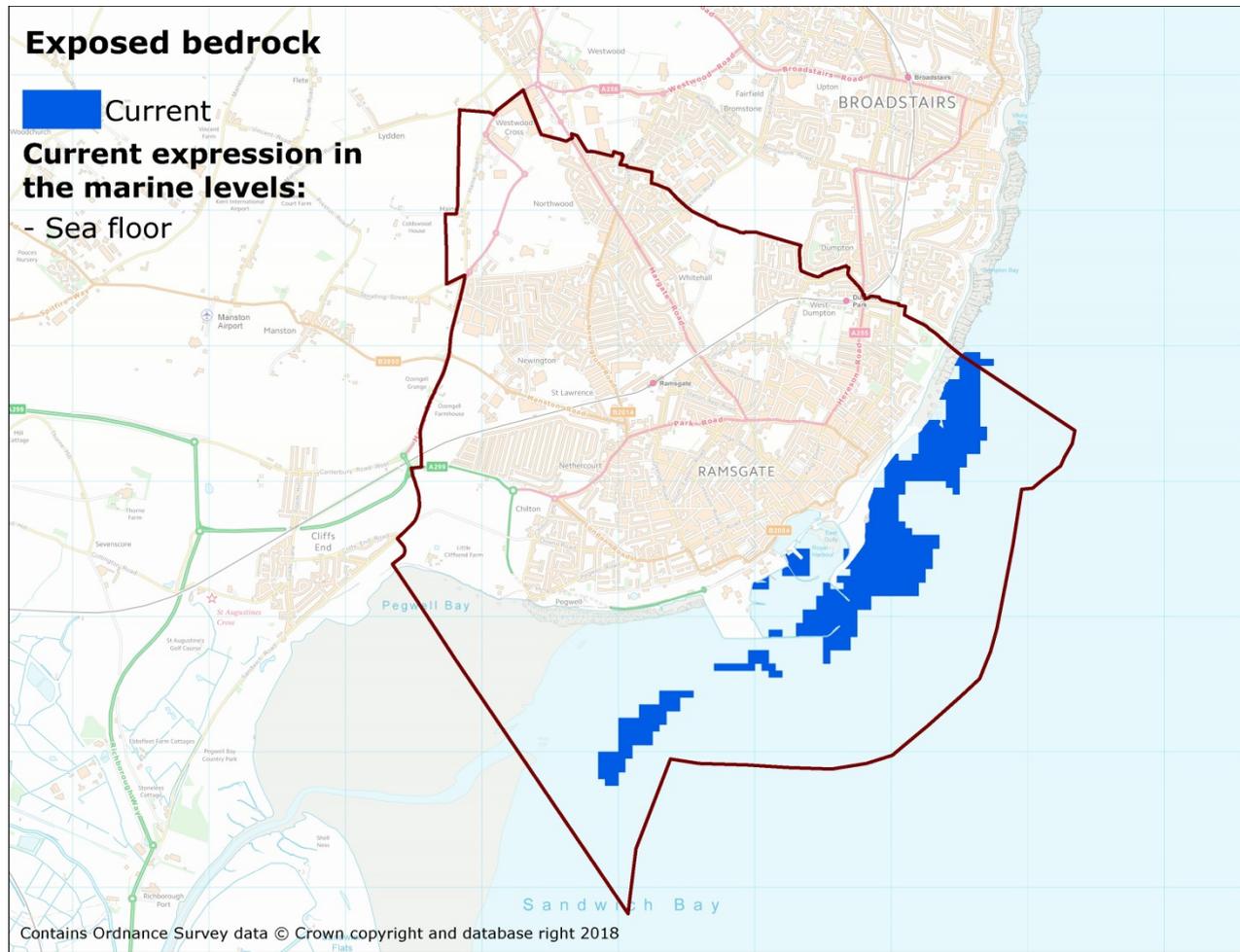
That less obvious cultural dimension draws on various themes. Many such areas are themselves defined to varying extents by effects from human activity, examples being the limitation of saltmarsh expansion by sea defences (coastal squeeze), the artificial retention of inter-tidal sand by groynes in some areas and corresponding depletion in others, and the huge quantities of valley floor and estuarine silts brought down from millennia of farming and extractive industries on land. Less intense imprints are the 'background noise' of littered debris from sea surface to sea floor and the occasional sea-floor shipwrecks present across all the seas. Of even more major concern culturally are the complex effects of human activity, direct and indirect, on marine biodiversity and on global climate patterns, with increases in marine acidification, rising sea- levels and increased wave-height and storminess. With general acceptance

that cultural processes have played a critical formative role in shaping the present expressions of all these aspects, they are 'cultural artefacts' as much as 'natural'; so too with the physical effects of our management responses seeking to restore sustainability to our relationship with the coastal and marine environment. The cultural dimension of many seemingly 'natural' areas may also derive from unintensive or hidden economic activity and civic amenity provision which these areas produce now or in the past, for example the recreational use of many areas of dunes, rock climbing on cliffs, angling in most lakes and watercourses, wildfowling on saltmarshes, water extraction from rivers, lakes and reservoirs, and military training over huge areas. Surviving paleo-landscape components also represent areas which were once human habitat and which contain evidence for past topographic and ecological regimes, the contexts shaping much earlier human cultural activity and landscape perceptions.

Beyond the physical, HSC's concern with cultural landscape perception also bears strongly on these areas. Most such areas are named, forming part of our (and others') territorial understanding and sense of identity at levels from the national right down to the personal and individual. Similarly nearly all of these areas are 'owned' and considered as property with associated rights over the cultural activity that may occur on them. Most of the areas in this Broad Character Type are also celebrated by people as 'wild places' to be explored, enjoyed and admired, balancing their experience of the more obviously less 'wild' in their lives.

Type: Cultural Topography (Marine)

Sub-type: Exposed Bedrock



Introduction

Areas of the sea-floor whose surface predominantly comprises bedrock exposures along with associated rocks and boulders but little finer sediment deposition. Variation in depth and surface irregularity of the bedrock exposures will correspond with the dangers they pose to shipping. However where bedrock rises significantly from the general level of the sea-floor in shallower waters, it may be more appropriately classed as the 'Submerged rocks' navigation hazard, and if it breaks the sea surface, then as 'Rock outcrops'. Where bedrock extends onto the foreshore it may become part for a 'Rocky foreshore' if not dominated by overlying sediments. Bedrock exposures are liable to snag fishing gear and may figure as 'rough' or 'catchy' areas in fishing ground perceptions. Their potential hazard to shipping may increase the shipwreck debris to be found in this Sub-character Type, while it will also contain its share of the 'background noise' of pollution, especially by littered debris, which now affects all marine areas from sea surface to sea floor. The Sub-character Type 'Exposed bedrock' is not appropriate for use at Sub-sea floor level: it's no longer 'exposed' there.

Historic processes

The presence of bedrock exposures is, in the first instance, due to solid geology and the way it has been shaped by patterns of erosion experienced, directly or indirectly, through the British Isles' long history of glaciation and deglaciation. The project area also sits on the edge of the English Channel which recent research has suggested was formed by two mega floods.

In the project area, there is an extensive band of exposed bedrock in the offshore area, running roughly parallel to the coast adjacent to the harbour and sandy foreshore.

Condition

As comparatively hard substrate, exposed bedrock occurrences in the project area are likely to be in good condition, in the sense that they are resilient to change.

Vulnerability

The Type is not vulnerable to change except at the macro scale, in terms of climate change-driven changes to sediment dynamics and sea levels.

Forces for change

Climate change is the principal force for change acting on the Type, in terms of potential for alterations to sediment dynamics.

Relationships with other character types

Not strongly related to other types.

Heritage values

Evidential

The Type has little evidential value in terms of cultural processes or activities of human communities. It does, however, have considerable value in terms of understanding the Quaternary environmental history of the English Channel and the influence this may have had on Mesolithic communities. There is likely to be a greater concentration of wrecks, and devices to reduce the occurrence of such wrecks.

Historical

The Type has limited historical value. Sections of exposed bedrock are likely to have been understood as a hazard to trawling ('rough' or 'catchy' ground). This recognition is often reflected by the naming of such areas on charts but named instances appear to be lacking in the project area.

Aesthetic

The Type is imperceptible to most people and is, therefore, likely to have negligible aesthetic value. Where areas of exposed bedrock are named, this indicates a level of recognition amongst sea users which may be regarded as a perceptual, aesthetic quality.

Communal

The Type is likely to have limited communal values, although the fishing community will have a greater appreciation of both its existence and potential hazard to their activities.

Sources

- JNCC UK Sea Map (2016)

Broad Type: Cultural Topography

Type: Cultural Topography (Marine)

Sub-type: Fine Sediment Plains

Broad Type: Cultural Topography

The 'Cultural topography' Broad Character Type covers a range of areas whose form appears largely the product of natural processes, where the physical imprint of man's activity is subtle and easily overlooked, but which are also made cultural by the ways that people have exploited them or responded to them (including by naming) and are perceived as such by people to varying extents. Many of these areas are often described as 'semi-natural environments', and are commonly perceived as entirely 'natural', but it is their cultural dimension and perception that are the prime concerns of HSC and which need emphasis in the assessment of these areas and in their accompanying Character Type texts.

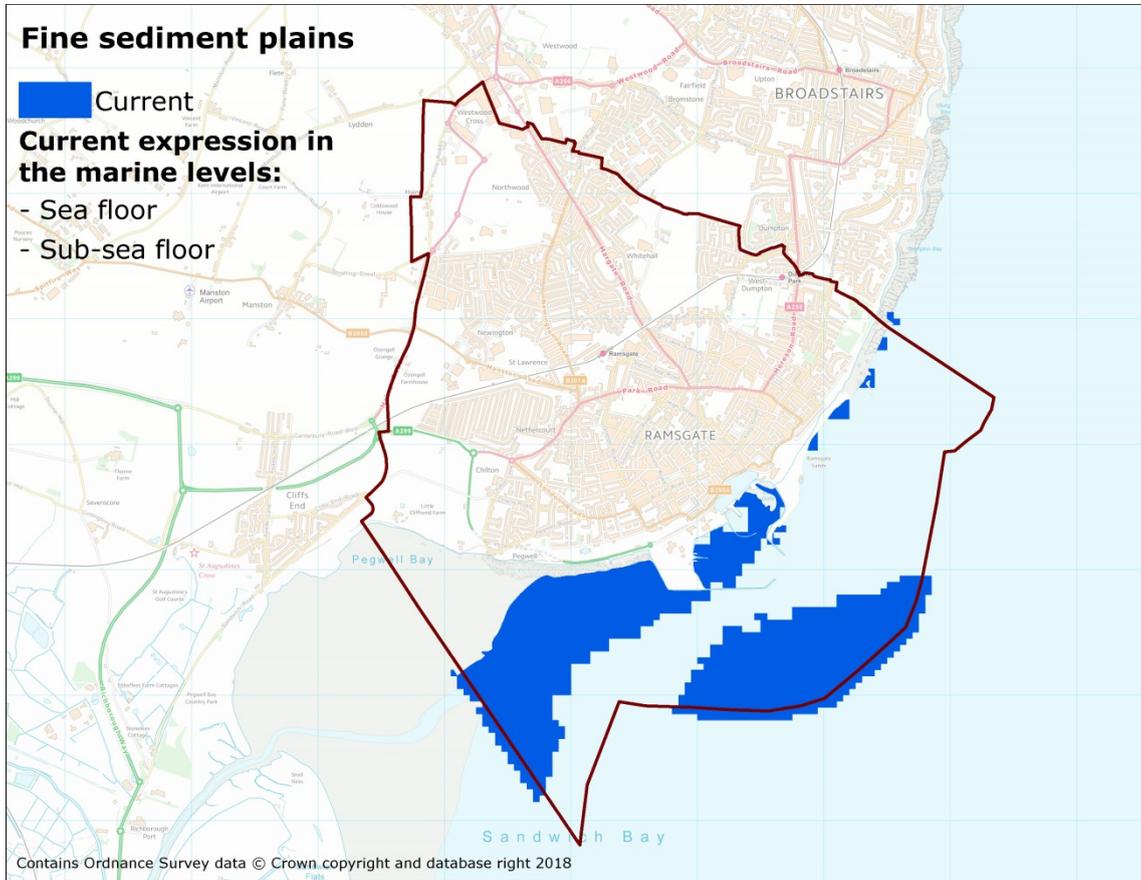
That less obvious cultural dimension draws on various themes. Many such areas are themselves defined to varying extents by effects from human activity, examples being the limitation of saltmarsh expansion by sea defences (coastal squeeze), the artificial retention of inter-tidal sand by groynes in some areas and corresponding depletion in others, and the huge quantities of valley floor and estuarine silts brought down from millennia of farming and extractive industries on land. Less intense imprints are the 'background noise' of littered debris from sea surface to sea floor and the occasional sea-floor shipwrecks present across all the seas. Of even more major concern culturally are the complex effects of human activity, direct and indirect, on marine biodiversity and on global climate patterns, with increases in marine acidification, rising sea- levels and increased wave-height and storminess. With general acceptance

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Beyond the physical, HSC's concern with cultural landscape perception also bears strongly on these areas. Most such areas are named, forming part of our (and others') territorial understanding and sense of identity at levels from the national right down to the personal and individual. Similarly nearly all of these areas are 'owned' and considered as property with associated rights over the cultural activity that may occur on them. Most of the areas in this Broad Character Type are also celebrated by people as 'wild places' to be explored, enjoyed and admired, balancing their experience of the more obviously less 'wild' in their lives.

Type: Cultural Topography (Marine)

Sub-type: Fine Sediment Plains



Introduction

Large areas of seafloor whose surface sediments predominantly comprise different grades of sand and very low silt and clay content. Of cultural relevance is their role as a spawning ground and habitat for particular commercially-exploited fish species including flatfish and hence their correlation with particular fisheries and their management considerations by government, conservation bodies and fishing communities.

Bottom trawling methods also have significant impacts on marine habitats and biodiversity in this Sub-character Type. Fine sediment plains also provide distinct preservation conditions for their share of the occasional sea-floor shipwrecks present across all the seas. Their relationship to marine topography has implications for the potential form and survival of underlying paleo-landscape components.

They will also incorporate their areas' share of the 'background noise' of pollution, especially by littered debris, which now affects all marine areas from sea surface to sea floor.

Historic processes

Fine sediment plains are formed through the differential deposition of alluvial material, eroded by inland rivers, as estuarine flows slow to the point where they have insufficient energy to transport the relatively heavy grains of sand.

Finer silt and clay particles can be carried further.

In the project area this occurs as a sub-sea floor type, with an extensive example located at the mouth of estuary of the Stour, reflecting the declining energy of estuarine waters as they flow through Pegwell Bay. There is a further extensive area further offshore to the southeast of the harbour underlying the Quern Bank, as well as a series of smaller areas along the sandy foreshore to the east of the project area.

Condition

It is likely that the Type is in reasonable condition, although it is potentially susceptible to pollution through deposition of plastics, other materials and

chemical pollutants carried downstream in the estuary.

Vulnerability

The Type is likely to be relatively resilient, although is likely to be vulnerable to changes in sediment dynamics driven by climate change.

Forces for change

Climate change is likely to be the principal driver for change in the Type, potentially changing patterns of erosion and deposition and resulting in reworking of existing sediments.

Relationships with other character types

The Type is strongly related to Mud Flats, as they are a product of broadly similar processes.

Heritage values

Evidential

In general, the Type can have evidential value through preservation of paleo-environmental remains, as well as wrecks and debris. There are no clearly known instances of such remains, as yet, in the project area.

Historical

The Type in its own right has limited historical value, but can contain cultural material with illustrative and associative value (e.g. wrecks and related material). There are no clearly known instances of such remains, as yet, in the project area.

Aesthetic

The Type is not generally perceptible, being always submerged, so has limited aesthetic value.

Communal

The Type may have communal values amongst the fishing community and offshore anglers as a potential spawning ground for fish, and as a comparatively safe place for fishing gear (in comparison with areas of exposed bedrock).

Sources

- JNCC UK Sea Map;
- British Geological Survey.

Broad Type: Cultural Topography

Type: Cultural Topography (Inter-tidal)

Sub-type: Mudflats

Broad Type: Cultural Topography

The 'Cultural topography' Broad Character Type covers a range of areas whose form appears largely the product of natural processes, where the physical imprint of man's activity is subtle and easily overlooked, but which are also made cultural by the ways that people have exploited them or responded to them (including by naming) and are perceived as such by people to varying extents. Many of these areas are often described as 'semi-natural environments', and are commonly perceived as entirely 'natural', but it is their cultural dimension and perception that are the prime concerns of HSC and which need emphasis in the assessment of these areas and in their accompanying Character Type texts.

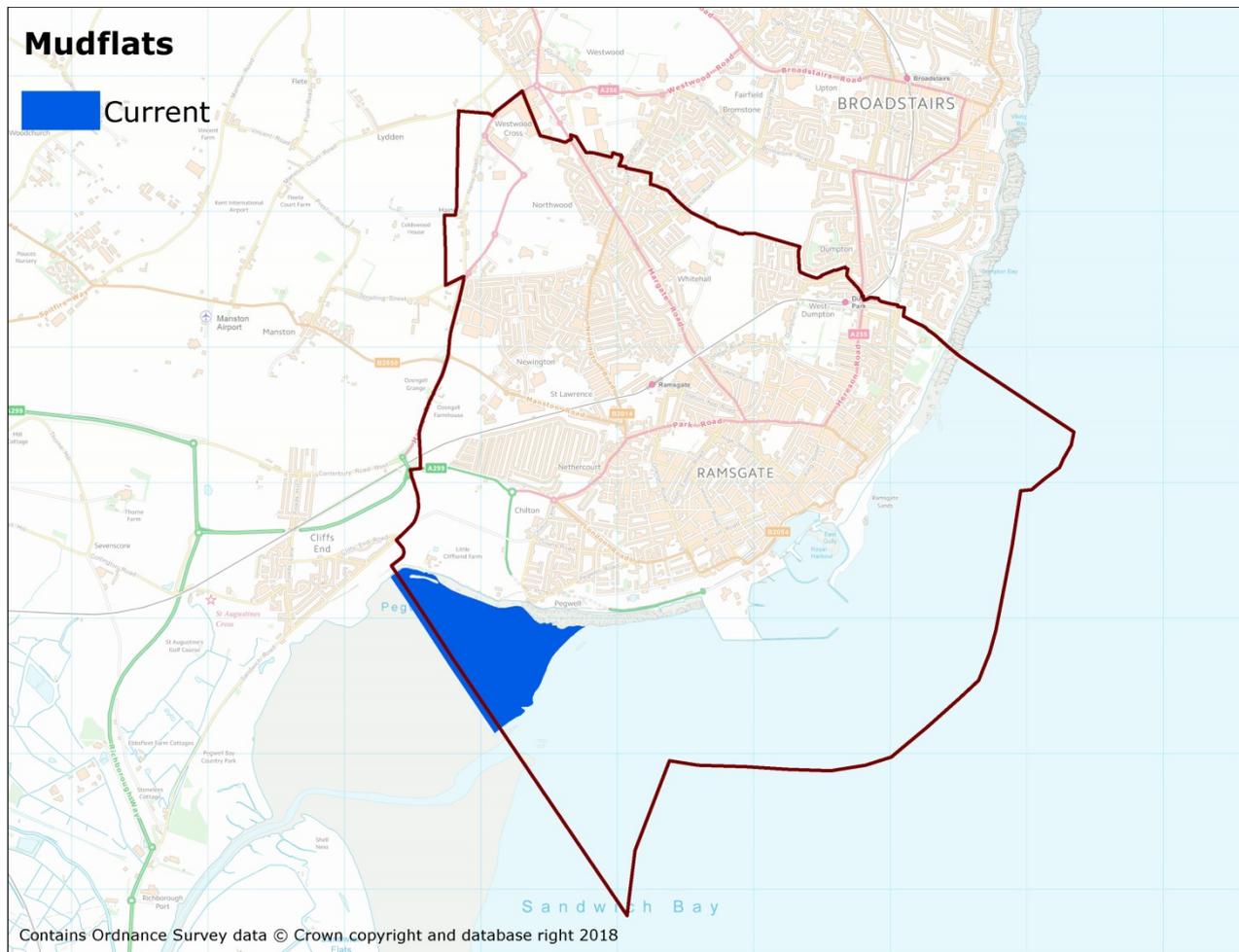
That less obvious cultural dimension draws on various themes. Many such areas are themselves defined to varying extents by effects from human activity, examples being the limitation of saltmarsh expansion by sea defences (coastal squeeze), the artificial retention of inter-tidal sand by groynes in some areas and corresponding depletion in others, and the huge quantities of valley floor and estuarine silts brought down from millennia of farming and extractive industries on land. Less intense imprints are the 'background noise' of littered debris from sea surface to sea floor and the occasional sea-floor shipwrecks present across all the seas. Of even more major concern culturally are the complex effects of human activity, direct and indirect, on marine biodiversity and on global climate patterns, with increases in marine acidification, rising sea- levels and increased wave-height and storminess. With general acceptance

that cultural processes have played a critical formative role in shaping the present expressions of all these aspects, they are 'cultural artefacts' as much as 'natural'; so too with the physical effects of our management responses seeking to restore sustainability to our relationship with the coastal and marine environment. The cultural dimension of many seemingly 'natural' areas may also derive from unintensive or hidden economic activity and civic amenity provision which these areas produce now or in the past, for example the recreational use of many areas of dunes, rock climbing on cliffs, angling in most lakes and watercourses, wildfowling on saltmarshes, water extraction from rivers, lakes and reservoirs, and military training over huge areas. Surviving paleo-landscape components also represent areas which were once human habitat and which contain evidence for past topographic and ecological regimes, the contexts shaping much earlier human cultural activity and landscape perceptions.

Beyond the physical, HSC's concern with cultural landscape perception also bears strongly on these areas. Most such areas are named, forming part of our (and others') territorial understanding and sense of identity at levels from the national right down to the personal and individual. Similarly nearly all of these areas are 'owned' and considered as property with associated rights over the cultural activity that may occur on them. Most of the areas in this Broad Character Type are also celebrated by people as 'wild places' to be explored, enjoyed and admired, balancing their experience of the more obviously less 'wild' in their lives.

Type: Cultural Topography (Inter-tidal)

Sub-type: Mudflats



Introduction

Areas of relatively mobile, thick deposits of clays, silts, organic detritus and some very fine sand content, submerged at high tide and exposed at low tide, and often expressed as areas of muddy banks in sheltered areas along estuary sides.

In the west of the project area, an extensive area of mudflats is revealed at low tide in Pegwell Bay. Although relatively safe, the area is a Special Protection Area for rare birds and people are encouraged to avoid disturbing them. This means the normal activities that might be associated with the area, such as, digging for bait, dog walking, sailing, kite flying etc., are less likely to take place. The bay is also a known source of inspiration for writers (e.g. Charles Dickens 'The Tuggses at Ramsgate') and painters (e.g. William Dyce).

Historic Processes

Mudflats form when sediment, carried by rivers or the ocean, encounters a low-energy environment and settles to the bottom. Over time, this sediment accumulates, making the area flatter and wider, which in turn encourages further sediment deposition.

Pegwell Bay is suggested, through archaeological evidence and documentary sources, to be the landing place for Caesar's invasion of Britain⁷⁸, St Augustine in bringing Christianity to England and Viking incursions. In the 19th century it was renowned for its shrimping trade⁷⁹.

Documentary sources indicate that a pleasure pier once existed, anchored into the mudflats near the Pegwell Bay Hotel. Built in 1879, it was Britain's shortest-lived pleasure pier. It was not a commercial success and closed after being damaged when the hull of a wrecked boat was driven into it during a storm at the end of 1884. The piles of the pier are reputedly visible within the mudflats exposed at low tide.

Condition

The Type is subject to constant transport of sediment through tidal action but appears currently stable.

Vulnerability

The Type is vulnerable to weathering from the normal action of the sea.

Forces for change

The Type is likely to face greater erosion as climate change projections predict increased storminess.

Relationships with other character types

The Type is spatially related to coastal character types such as Foreshore Types.

Heritage values

Evidential

Although a natural feature, the Type will have some evidential value as a source of paleo-environmental study. Further evidential value would result from traces of human interventions but, with the exception of the short-lived pier and a rifle range shown on the early Ordnance Survey maps, these are lacking in the mapped occurrences.

Historical

Any historical value would generally be illustrative, and related with human interventions to the mudflat, or associative, and related to notable or particular events or activities that have taken place in the bay, of which it forms part.

As an element of the wider Pegwell bay, the Type has some associative value with writers, such as Dickens, and artists, including Dyce.

Aesthetic

The aesthetic value attached to mudflats derives from a combination of factors. They are frequently perceived as attractive or stimulating elements of the natural landscape and its interface with the seascape.

Communal

The Type may have communal values associated with:

- Being an attractive and/or stimulating element of the natural landscape and its interface with the seascape;
- Beach recreation;
- Formative holiday experiences.

These values may be held by the local populace and the many visitors the area has historically attracted.

Sources

- <https://www.piers.org.uk/pier/pegwell-bay/> [accessed 28.06.18];
- <https://www2.le.ac.uk/departments/archaeology/research/projects/footsteps-of-caesar/in-the-footsteps-of-caesar-the-archaeology-of-the-first-roman-invasions-of-britain> [accessed 28.06.18];
- <http://www.tate.org.uk/research/publications/in-focus/pegwell-bay-kent-william-dyce/coastal-resort> [accessed 28.06.18];
- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography.

⁷⁸

<https://www2.le.ac.uk/departments/archaeology/research/projects/footsteps-of-caesar/in-the-footsteps-of-caesar-the-archaeology-of-the-first-roman-invasions-of-britain>

⁷⁹ <https://www.tate.org.uk/research/publications/in-focus/pegwell-bay-kent-william-dyce/coastal-resort>

Broad Type: Cultural Topography

Type: Cultural Topography (Inter-tidal)

Sub-type: Rocky Foreshore

Broad Type: Cultural Topography

The 'Cultural topography' Broad Character Type covers a range of areas whose form appears largely the product of natural processes, where the physical imprint of man's activity is subtle and easily overlooked, but which are also made cultural by the ways that people have exploited them or responded to them (including by naming) and are perceived as such by people to varying extents. Many of these areas are often described as 'semi-natural environments', and are commonly perceived as entirely 'natural', but it is their cultural dimension and perception that are the prime concerns of HSC and which need emphasis in the assessment of these areas and in their accompanying Character Type texts.

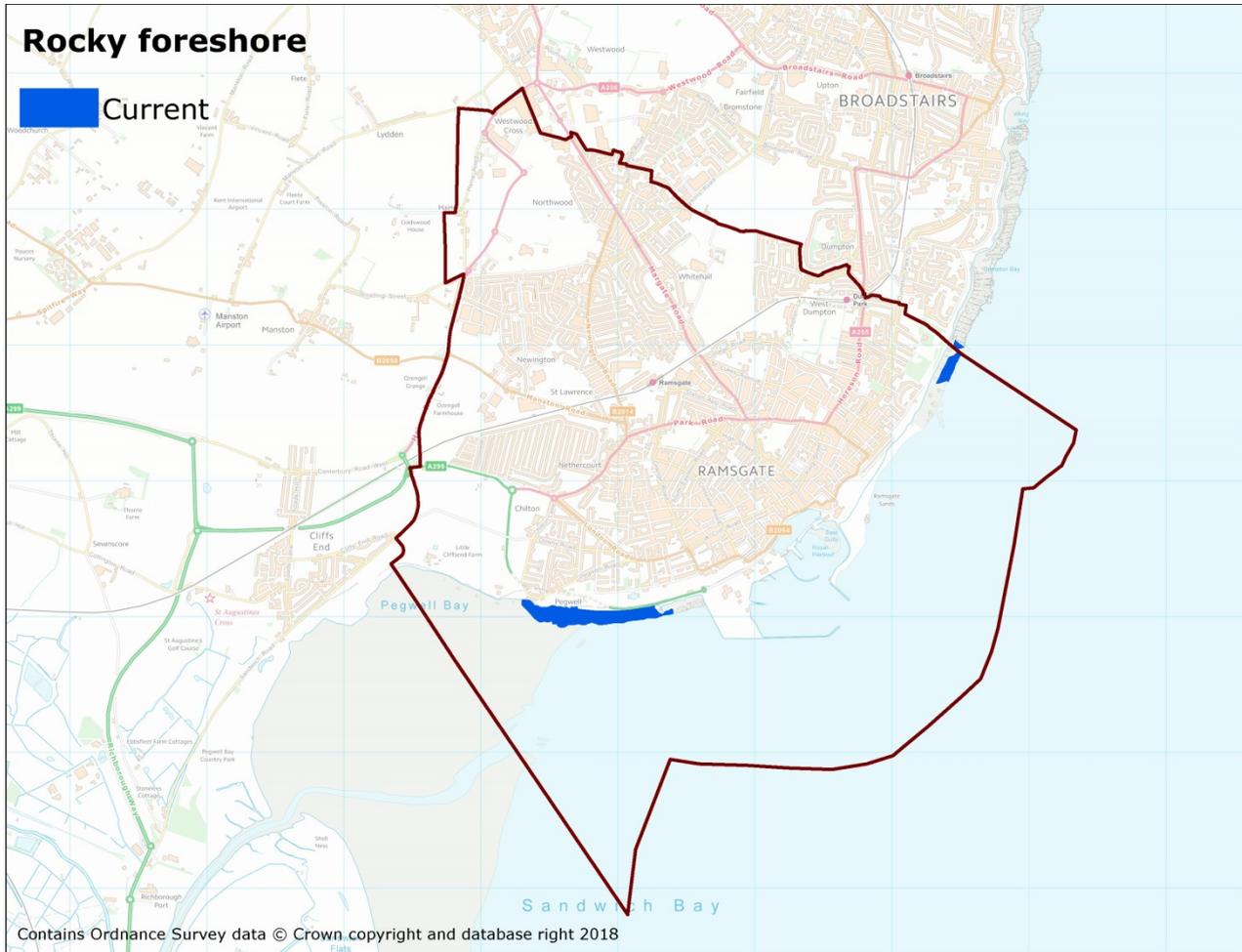
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that cultural processes have played a critical formative role in shaping the present expressions of all these aspects, they are 'cultural artefacts' as much as 'natural'; so too with the physical effects of our management responses seeking to restore sustainability to our relationship with the coastal and marine environment. The cultural dimension of many seemingly 'natural' areas may also derive from unintensive or hidden economic activity and civic amenity provision which these areas produce now or in the past, for example the recreational use of many areas of dunes, rock climbing on cliffs, angling in most lakes and watercourses, wildfowling on saltmarshes, water extraction from rivers, lakes and reservoirs, and military training over huge areas. Surviving paleo-landscape components also represent areas which were once human habitat and which contain evidence for past topographic and ecological regimes, the contexts shaping much earlier human cultural activity and landscape perceptions.

Beyond the physical, HSC's concern with cultural landscape perception also bears strongly on these areas. Most such areas are named, forming part of our (and others') territorial understanding and sense of identity at levels from the national right down to the personal and individual. Similarly nearly all of these areas are 'owned' and considered as property with associated rights over the cultural activity that may occur on them. Most of the areas in this Broad Character Type are also celebrated by people as 'wild places' to be explored, enjoyed and admired, balancing their experience of the more obviously less 'wild' in their lives.

Type: Cultural Topography (Inter-tidal)

Sub-type: Rocky Foreshore



Introduction

An area of foreshore where the predominant cover is exposed bedrock. A rocky foreshore gradually evolves through tidal weathering and has limited human influence.

Within the project area, rocky foreshores are found between the port and Pegwell Bay and toward Dumpton Gap.

Historic processes

The intertidal zone has been subject to human use for millennia. Owing to the hard and rocky nature of rocky foreshores and the hazardous water conditions this creates, the ability to have a lasting impact on such areas has been generally limited. As such, human influence has generally been limited. Human influence on such areas is usually through the creation of coastal features such as loading platforms, bathing pools, jetties and slips. These often leave some trace of their presence once disused and subject to the vicissitudes of the tide.

Condition

The Type is subject to weathering through tidal action but appears currently stable.

Vulnerability

The Type is vulnerable to weathering from the normal action of the sea.

Forces for change

The Type is likely to face greater erosion as climate change projections predict increased storminess.

Relationships with other character types

The Type is generally related to coastal character types such as other Foreshore Types and Rough

Ground. Within the project area, it is also found in conjunction with Leisure Beach and Harbour.

Heritage values

Evidential

As a natural feature, the Type has very limited evidential value. Any evidential value would be associated with traces of human interventions to the rock surface but these are lacking in the mapped occurrences.

Historical

In principle, historical value could be illustrative, and related with human interventions to the rock surface, or associative, and related to notable events that have taken place on this stretch of coast. This instance of the Type appears relatively unaltered and appears to lack specific events associated with it. The absence of the Type in the vicinity of the harbour illustrates, to an extent, why Ramsgate's harbour developed where it is.

Aesthetic

The Type is likely to have some aesthetic value. This is likely to be associated with the perception of it as a wild and natural feature.

Communal

The Type may have some communal values associated with their perception as being attractive or stimulating elements of the natural landscape and its interface with the seascape.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography.

Broad Type: Cultural Topography

Type: Cultural Topography (Inter-tidal)

Sub-type: Saltmarsh

Broad Type: Cultural Topography

The 'Cultural topography' Broad Character Type covers a range of areas whose form appears largely the product of natural processes, where the physical imprint of man's activity is subtle and easily overlooked, but which are also made cultural by the ways that people have exploited them or responded to them (including by naming) and are perceived as such by people to varying extents. Many of these areas are often described as 'semi-natural environments', and are commonly perceived as entirely 'natural', but it is their cultural dimension and perception that are the prime concerns of HSC and which need emphasis in the assessment of these areas and in their accompanying Character Type texts.

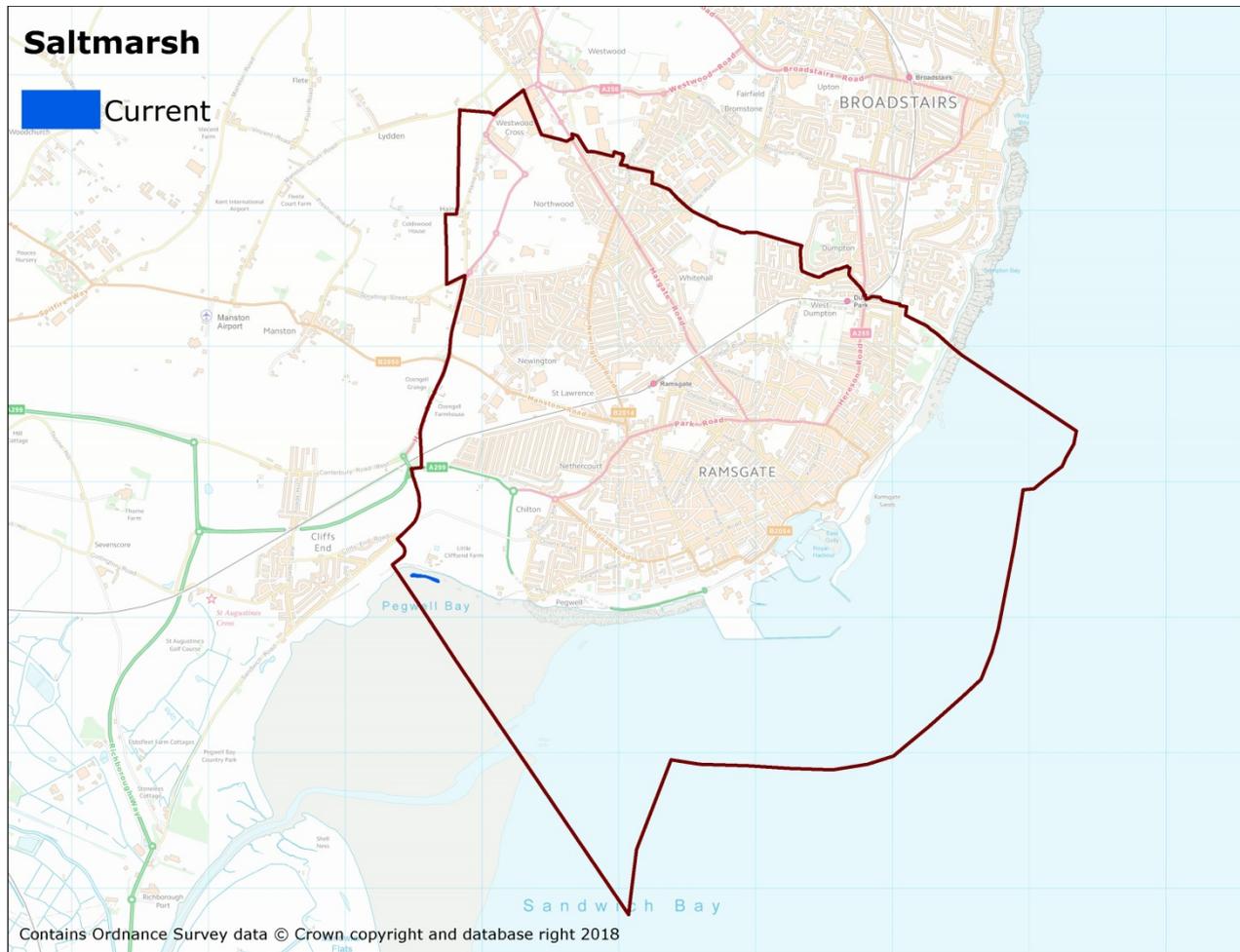
That less obvious cultural dimension draws on various themes. Many such areas are themselves defined to varying extents by effects from human activity, examples being the limitation of saltmarsh expansion by sea defences (coastal squeeze), the artificial retention of inter-tidal sand by groynes in some areas and corresponding depletion in others, and the huge quantities of valley floor and estuarine silts brought down from millennia of farming and extractive industries on land. Less intense imprints are the 'background noise' of littered debris from sea surface to sea floor and the occasional sea-floor shipwrecks present across all the seas. Of even more major concern culturally are the complex effects of human activity, direct and indirect, on marine biodiversity and on global climate patterns, with increases in marine acidification, rising sea- levels and increased wave-height and storminess. With general acceptance

that cultural processes have played a critical formative role in shaping the present expressions of all these aspects, they are 'cultural artefacts' as much as 'natural'; so too with the physical effects of our management responses seeking to restore sustainability to our relationship with the coastal and marine environment. The cultural dimension of many seemingly 'natural' areas may also derive from unintensive or hidden economic activity and civic amenity provision which these areas produce now or in the past, for example the recreational use of many areas of dunes, rock climbing on cliffs, angling in most lakes and watercourses, wildfowling on saltmarshes, water extraction from rivers, lakes and reservoirs, and military training over huge areas. Surviving paleo-landscape components also represent areas which were once human habitat and which contain evidence for past topographic and ecological regimes, the contexts shaping much earlier human cultural activity and landscape perceptions.

Beyond the physical, HSC's concern with cultural landscape perception also bears strongly on these areas. Most such areas are named, forming part of our (and others') territorial understanding and sense of identity at levels from the national right down to the personal and individual. Similarly nearly all of these areas are 'owned' and considered as property with associated rights over the cultural activity that may occur on them. Most of the areas in this Broad Character Type are also celebrated by people as 'wild places' to be explored, enjoyed and admired, balancing their experience of the more obviously less 'wild' in their lives.

Type: Cultural Topography (Inter-tidal)

Sub-type: Saltmarsh



Introduction

Saltmarshes are areas in the upper inter-tidal zone whose vegetation cover is dominated by salt tolerant herbaceous plants. The tide is the dominating characteristic of a salt marsh, the cyclical inundation by salt water defining the plants and animals that can survive in the saltmarsh area. The extent and distribution of saltmarsh has been strongly affected by human activity, especially land reclamation for agricultural use and urban expansion, and by the impacts of pollution. A particular issue is 'coastal squeeze', where lines of fixed sea defences prevent the inland expansion of saltmarsh in the face of rising sea levels and losses to erosion.

Now seen as a valuable buffer mitigating the coastal impacts of rising sea levels and increased storminess, some areas of saltmarsh are being deliberately allowed to expand by breaching former sea defences. Economic uses of saltmarshes have included seasonal grazing and wildfowling. In some areas they supported a prolific salt-making industry, boiling off the brine to leave sea salt and leaving tangible remains including 'red hills': mounds of burnt debris and briquetage (sherds of crudely made shallow earthenware dishes). Past and ongoing human activity has also affected the creation of deposits supporting saltmarsh in at least some areas: material washed downslope over millennia from agricultural soil disturbance and extractive industries on land have had profound geomorphological effects on many of our river valleys and contributed to the amounts and chemical composition of the silts deposited in our estuaries. An area in the upper inter tidal zone that is sometimes overflowed by the sea and whose vegetation is dominated by salt tolerant herbaceous plants. Saltmarshes are often used for pasture or for collecting water for the production of salt.

Whilst extensive areas of saltmarsh exist in Pegwell Bay, only a small section of these lie in the project area. This is not contiguous with the remainder of the saltmarsh and lies adjacent to Little Cliffsend Farm.

Historic processes

The creation of saltmarshes is a natural process that occurs due to the periodic inundation of intertidal land. Some have been used in historic periods for the production of salt. The areas immediately inland of the project area, reclaimed from the Wantsum Channel that previously separated Thanet off from the rest of Kent, have extensive traces of salting activity within saltmarshes stretching back into the medieval period.

Condition

The area of saltmarsh, though subject to regular tidal inundation, appears in stable condition.

Vulnerability

The example of this Type, due to their coastal location, is vulnerable to storm surges.

Forces for change

The Type is likely to face greater erosion as climate change projections predict increased storminess.

Relationships with other character types

The Type is related to other forms of unenclosed land such as Rough Ground and Marsh.

Heritage values

Evidential

The Type, though largely natural in origin, has some evidential value as a survival of the kind of land cover formerly characteristic of sections of the coast and inland areas before its removal by enclosure, drainage or coastal development.

Historical

The Type has some historical value. This value is illustrative and related to it being a visible survival of the kind of land cover formerly characteristic of sections of the county's coast and along Wantsum Channel.

Aesthetic

Saltmarshes can have aesthetic value associated with their perceived wildness and the way in which they combine elements of land with those of watery environments. This can include distinctive flora and fauna, particularly birdlife. This is a trait many now find appealing and stimulating but, historically, could be negatively perceived, including as a source of disease.

Communal

Saltmarshes are likely to have communal values. This is likely to be associated with:

- Perceived wildness;
- Habitat for valued wildlife, particularly birds.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography.

Broad Type: Cultural Topography

Type: Cultural Topography (Inter-tidal)

Sub-type: Sandy Foreshore

Broad Type: Cultural Topography

The 'Cultural topography' Broad Character Type covers a range of areas whose form appears largely the product of natural processes, where the physical imprint of man's activity is subtle and easily overlooked, but which are also made cultural by the ways that people have exploited them or responded to them (including by naming) and are perceived as such by people to varying extents. Many of these areas are often described as 'semi-natural environments', and are commonly perceived as entirely 'natural', but it is their cultural dimension and perception that are the prime concerns of HSC and which need emphasis in the assessment of these areas and in their accompanying Character Type texts.

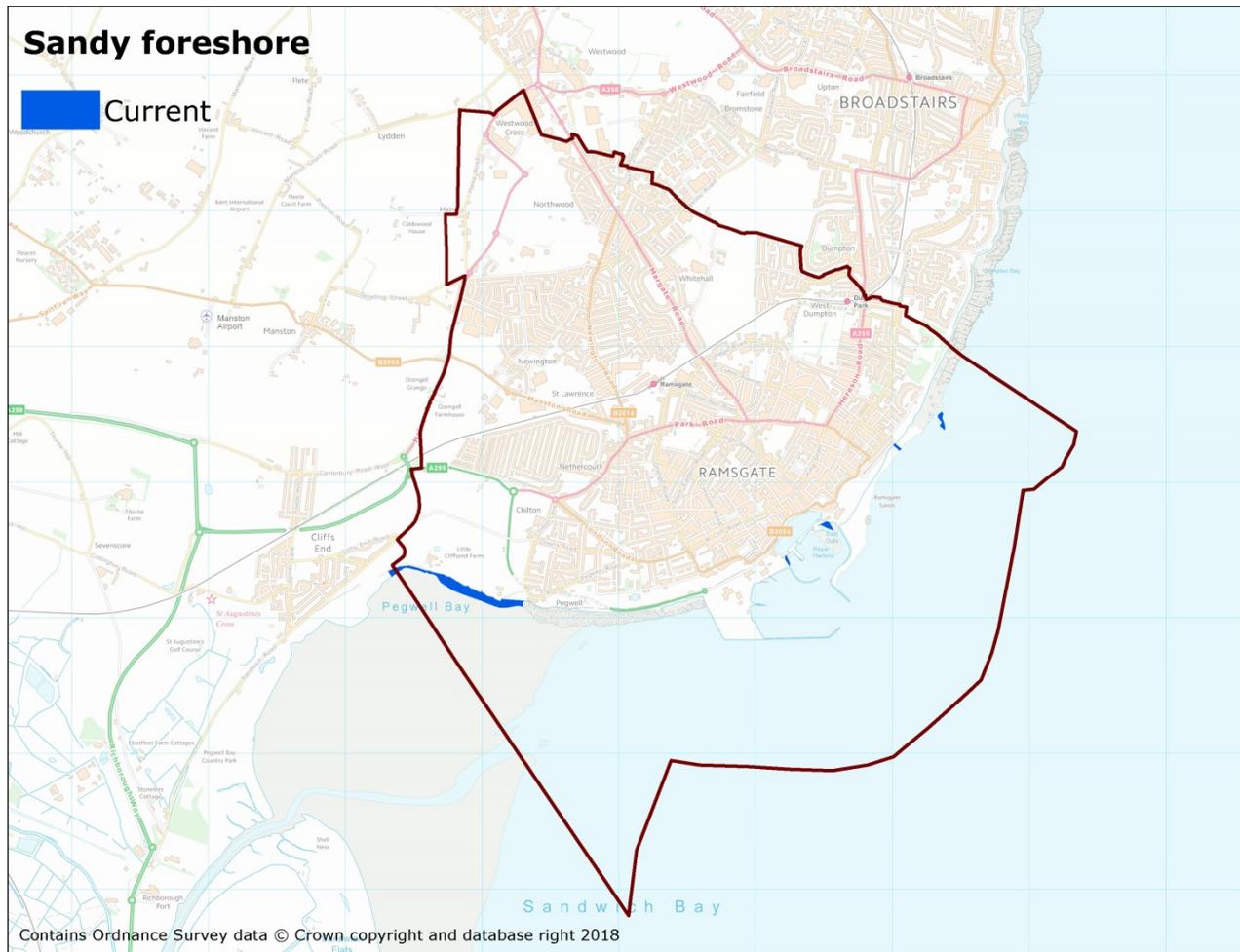
That less obvious cultural dimension draws on various themes. Many such areas are themselves defined to varying extents by effects from human activity, examples being the limitation of saltmarsh expansion by sea defences (coastal squeeze), the artificial retention of inter-tidal sand by groynes in some areas and corresponding depletion in others, and the huge quantities of valley floor and estuarine silts brought down from millennia of farming and extractive industries on land. Less intense imprints are the 'background noise' of littered debris from sea surface to sea floor and the occasional sea-floor shipwrecks present across all the seas. Of even more major concern culturally are the complex effects of human activity, direct and indirect, on marine biodiversity and on global climate patterns, with increases in marine acidification, rising sea- levels and increased wave-height and storminess. With general acceptance

that cultural processes have played a critical formative role in shaping the present expressions of all these aspects, they are 'cultural artefacts' as much as 'natural'; so too with the physical effects of our management responses seeking to restore sustainability to our relationship with the coastal and marine environment. The cultural dimension of many seemingly 'natural' areas may also derive from unintensive or hidden economic activity and civic amenity provision which these areas produce now or in the past, for example the recreational use of many areas of dunes, rock climbing on cliffs, angling in most lakes and watercourses, wildfowling on saltmarshes, water extraction from rivers, lakes and reservoirs, and military training over huge areas. Surviving paleo-landscape components also represent areas which were once human habitat and which contain evidence for past topographic and ecological regimes, the contexts shaping much earlier human cultural activity and landscape perceptions.

Beyond the physical, HSC's concern with cultural landscape perception also bears strongly on these areas. Most such areas are named, forming part of our (and others') territorial understanding and sense of identity at levels from the national right down to the personal and individual. Similarly nearly all of these areas are 'owned' and considered as property with associated rights over the cultural activity that may occur on them. Most of the areas in this Broad Character Type are also celebrated by people as 'wild places' to be explored, enjoyed and admired, balancing their experience of the more obviously less 'wild' in their lives.

Type: Cultural Topography (Inter-tidal)

Sub-type: Sandy Foreshore



Introduction

The foreshore is, for HSC, broadly equated with land sloping down through the inter-tidal zone from the landward coastal margin. In a 'Sandy foreshore', as may be expected, the predominant cover is exposed fine rock sediments of a grain size generally perceived as 'sand'. It is the perception that matters more than the technical definitions of sand by particle size. Human interventions have had a considerable effect on the current distributions of sandy foreshores, with deliberate retention of sand in some areas by use of groynes, and corresponding depletions elsewhere, by beach replenishment works, and by quarrying of beach sand for the construction industry to name a few. Many sandy foreshores are now visited unintensively for leisure⁸⁰ and they form one of the principle areas by which most people engage directly with the inter-tidal and marine zones.

Other cultural activity now or previously affecting this Type includes shellfish and bait gathering, and impromptu areas for landing and loading cargo. As easy landing places, many sandy foreshores form the focus for military coastal defence systems. Their shelving profile also makes them high risk zones at times of extreme high spring tides and storm surges so many are backed by coastal sea defences. The distribution of sand on foreshores varies on long and short cycles, giving potential in some areas for the occasional exposure of buried old land surfaces, occupation layers and structures, and associated paleo-environmental deposits.

Areas of sandy foreshore occur to the east of the harbour and at Pegwell Bay.

Historic processes

The creation and deposition of sandy beaches is a natural geological process. The presence of an extensive natural beach, preferably sandy, was an important factor in the creation of seaside resorts and their subsequent success.

Within the project area, the largest sandy foreshore occurs to the east of the harbour and there is second large extent to the east at Pegwell Bay. This forms part of the wider Pegwell Bay area which is suggested, through archaeological evidence and documentary sources, to be the landing place for Caesar's invasion of Britain⁸¹, St Augustine in bringing Christianity to England and Viking incursions. In the 19th century it was renowned for its shrimping trade⁸².

Two smaller areas of sandy foreshore also exist within the outer harbour.

⁸⁰ When intensively visited, they are classed as the 'Leisure beach' HSC type.

⁸¹ <https://www2.le.ac.uk/departments/archaeology/research/projects/footsteps-of-caesar/in-the-footsteps-of-caesar-the-archaeology-of-the-first-roman-invasions-of-britain>

⁸² <https://www.tate.org.uk/research/publications/in-focus/pegwell-bay-kent-william-dyce/coastal-resort>

Condition

The Type is subject to fluctuations in extent through tidal action but appears currently stable.

Vulnerability

The Type is vulnerable to fluctuations in extent from the normal action of the sea and wind.

Forces for change

The Type is likely to face greater fluctuations in extent and erosion as climate change projections predict increased storminess.

Relationships with other character types

The Type is related to other Foreshore Types.

Heritage values

Evidential

Evidential value would be associated with traces of human interventions to the beach, such as the groynes mentioned previously, or buildings like the coastguard hut at Ramsgate.

Historical

Any historical value would be illustrative, and related with human interventions to the beach, or associative, and related to notable or particular events or activities that have taken place on the beach.

Aesthetic

The aesthetic value attached to the foreshore derives from a combination of factors. They are frequently perceived as attractive or stimulating elements of the natural landscape and its interface with the seascape. Pegwell bay in particular is renowned for its picturesque setting.

Due to the sometimes intense human use for recreational activities, some sandy foreshores can also have a significant degree of aesthetic appeal associated with either the joie de vivre conveyed by a busy beach or the contemplative solitude of such an environment when quieter, for instance wintertime.

Communal

The Type may have communal values associated with:

- Being an attractive and/or stimulating element of the natural landscape and its interface with the seascape;
- Beach recreation;
- Memories of formative holiday experiences.

These values may be held by the local populace and the many visitors the town has historically attracted from London.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Aerial Photography.

Broad Type: HLC

Type: HLC

Sub-type: HLC

Broad Type: HLC

HSC (Historic Seascape Characterisation) does not normally extend its landward overlap with HLC (Historic Landscape Characterisation) beyond areas whose historic character has a distinctly maritime expression. In most cases, that produces HSC polygons in coastal land and inter-tidal areas whose present and previous character is accorded values from the HSC terms hierarchy, whether or not that matches the perspective recorded in HLC.

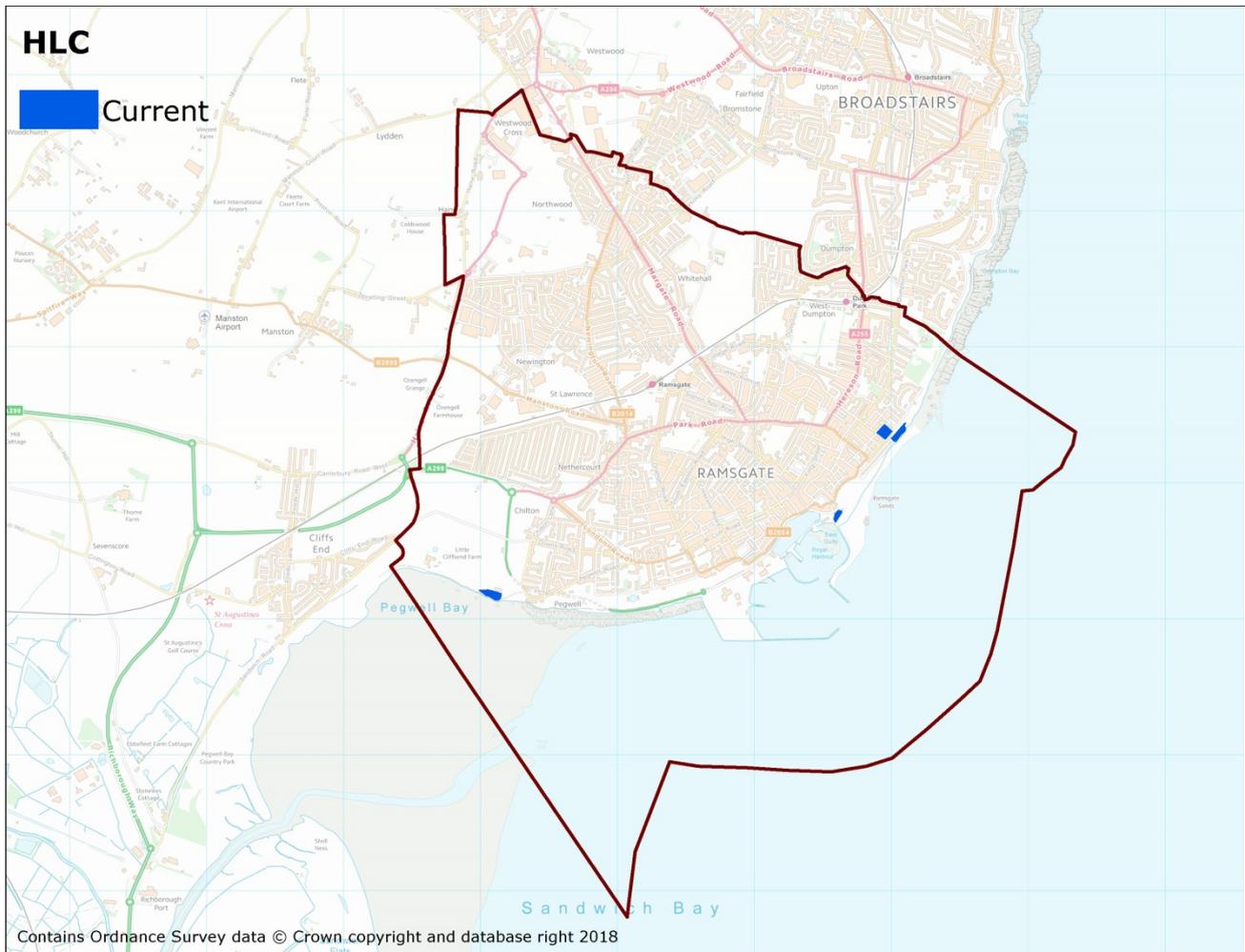
However some areas have a distinctly maritime previous character but may not have any such maritime expressions in their present character. An example of such circumstances would include areas of known historic coastal fortifications which have subsequently been levelled and redeveloped for residential housing or other entirely land-based uses. For these cases, 'HLC' is entered as the value for present character at all levels of the HSC terms hierarchy.

Using 'HLC' as a holding term in this way signals to HSC users to consult the relevant HLC for that area's historic character in the present but to explore the HSC database where records of earlier maritime-related historic character will be found. It enables HSC to include such areas of previous maritime character without unduly importing the breadth of HLC terms into HSC terminology to cover their present non-maritime character. It also avoids the ambiguity of leaving a null value or a blank for those areas' present character.

Because 'HLC' is used in this manner as a holding term and a pointer, the HSC user should refer to the relevant HLC database for details of the various historical processes, values and perceptions, research potential, etc, relating to those areas' present historic character.

Type: HLC

Sub-type: HLC



HLC

As description for the Broad Type above, users are directed to the HLC coverage for these areas, created in parallel with this HSC coverage, to

understand the heritage values attached to the current land use.

Broad Type: Industry

Type: Processing Industry

Sub-type: Sewage Works

Broad Type: Industry

Industry in HLC and HSC covers large-scale activities that relate to the creation of economic goods, normally material rather than services (which tend to be covered by classes like commerce, civic provision, etc). It is therefore largely concerned with primary (extractive) and various forms of secondary (refining, processing and manufacturing) industry, the latter including generation and transmission of energy.

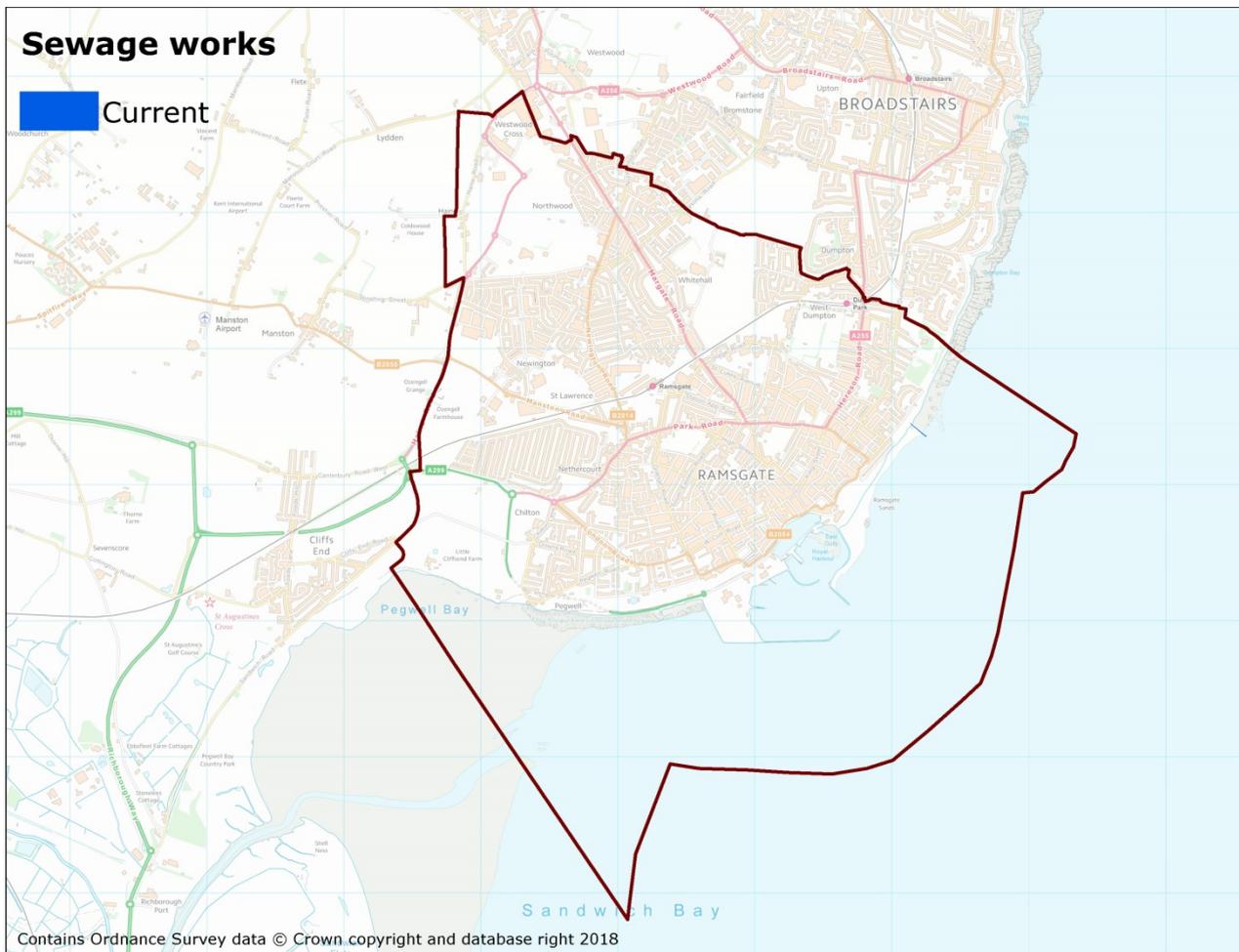
Many industries are largely modern, of the last two or three centuries, but some have longer histories.

They are usually associated with highly specialised and therefore immediately distinctive patterns and forms of structures, buildings and by-products (heaps, etc), all developed to achieve, most cost-effectively, the particular industry's ends.

Most of the industries covered by HLC and HSC can be subjected to subdivision of terms as characterisation is made more fine-grained and detailed, but it may be expected that these would normally be contained within the broad hierarchy set out here.

Type: Processing Industry

Sub-type: Sewage Works



Introduction

A municipal installation in which local sewage is filtered and purified in large rectangular or circular tanks prior to discharge into watercourses or the sea. They form part of a wider system of public water supply and treatment system and are usually located at the outskirts of an urban area and in proximity to a water course. The Type includes associated outfalls, pipelines and diffusers.

There is only a single instance of this Type in the project area.

Historic processes

There is only a single instance of this Type in the project area. This is a substantial, concrete protected, outflow pipe which runs over the beach from the cliff base into the sea below Winterstoke Gardens. It also serves as a groyne. The structure is first shown on the third edition Ordnance Survey coverage for the area. It is not clear what facility it is connected to or whether it remains in use.

Condition

It is not clear whether this remains in use but it appears in stable condition.

Vulnerability

When operational, the vulnerability of the Type is generally low as it forms an important part of the waste water infrastructure system.

That in the project area is in a coastal location so is vulnerable to erosion and storm damage.

Forces for change

Evolving technology and need to keep pace with capacity required by expanding settlement and commercial properties (e.g. redevelopment of former military facilities).

Relationships with other character types

The Type lies in an area of Leisure Beach but has no functional associations with this Type. The types are related only to the extent that one is cut through the other – and could represent a threat or force for change in terms of diffuse or specific pollution events.

Heritage values

Evidential

The Type has evidential value as a physical demonstration of infrastructure developed in the 20th century to address human waste.

Historical

The Type illustrates the development of public health and sanitation infrastructure through the 20th century.

Aesthetic

Whilst this instance is utilitarian in appearance, it is a distinctive feature within an area of Leisure Beach and, at low tide, can be walked along somewhat in the manner of a pier. Whilst this is an accident of the nature of construction of the feature, it may be considered an aesthetic value due to the different experience of the seafront it provides than the surrounding Leisure Beach.

Communal

Provides an indispensable communal function, but is likely to be perceived negatively as potentially odorous or polluting. The use of the Type as part of seaside experiences may attract communal values.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography.

Broad Type: Industry

Type: Shipping Industry

Sub-type: Ship Yard

Broad Type: Industry

Industry in HLC and HSC covers large-scale activities that relate to the creation of economic goods, normally material rather than services (which tend to be covered by classes like commerce, civic provision, etc). It is therefore largely concerned with primary (extractive) and various forms of secondary (refining, processing and manufacturing) industry, the latter including generation and transmission of energy.

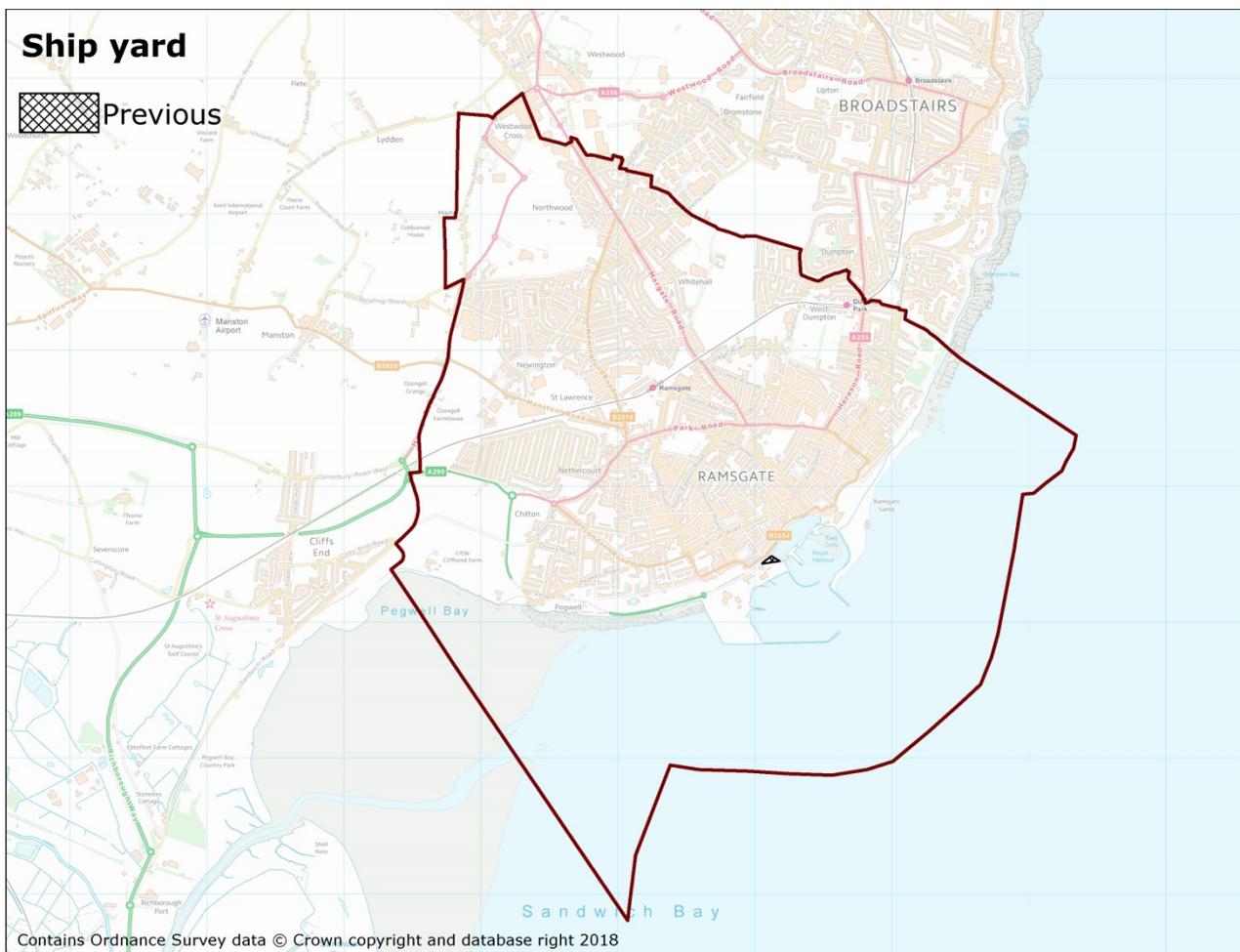
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They are usually associated with highly specialised and therefore immediately distinctive patterns and forms of structures, buildings and by-products (heaps, etc), all developed to achieve, most cost-effectively, the particular industry's ends.

Most of the industries covered by HLC and HSC can be subjected to subdivision of terms as characterisation is made more fine-grained and detailed, but it may be expected that these would normally be contained within the broad hierarchy set out here.

Type: Shipping Industry

Sub-type: Ship Yard



Introduction

A place where boats or ships are built or repaired. This is recorded only as a previous type in the project area.

Historic processes

With the growth of its harbour in the mid-18th century, Ramsgate became a centre of maritime activity and associated trades. This led to the establishment of several small shipyards in the immediate vicinity of the harbour. Increasing specialisation of ship building, as metal hulled ships and engines became more prevalent, and the demand for seafront land in resorts leisure, housing and transport development, many smaller seafront yards ceased operation as resorts grew. Shipyards in Ramsgate appear to have followed a similar trajectory with a yard lost to construction of the Harbour railway station in the 1850s. Due to the intensity of subsequent development, there is now no trace of this shipyard. Another shipyard, sited immediately west of the harbour, operated into the mid-20th century. The extent of this yard now forms the northern tip of the present port. The yard buildings have been removed and its extent is tarmac-surface, similar to that of the contiguous port area. As such, it is now no longer recognisable as a former shipyard. It is possible that below ground archaeological remains associated with the yard survive under the present tarmac surface.

Condition

Not known – the Sub-type has no surface expression and it is unclear if archaeological remains survive.

Vulnerability

Redevelopment at the port has the potential to affect any below ground archaeological remains of the Type, if present.

Forces for change

Options for increased activity at the port are currently being investigated, including resumption of ferry services. These could affect any below ground archaeological remains of the Type, if present.

Relationships with other character types

The Type is related to the initial Port Sub-type and is now subsumed within the present Port extent.

Heritage values

Evidential

Below ground archaeological remains of the Type, if present, will have evidential value as a physical document of a kind of industrial activity once practiced in the town.

Historical

If present, archaeological remains have potential to be illustrative of past industries of the town.

Aesthetic

The Type has no visible expression, having been redeveloped, so lacks aesthetic value.

Communal

The Type, owing the very limited ability to perceive it, is unlikely to have communal values except in the memory of older members of the community.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial Photography.

Broad Type: Industry

Type: Processing Industry

Sub-type: Spoil and Waste Dumping

Broad Type: Industry

Industry in HLC and HSC covers large-scale activities that relate to the creation of economic goods, normally material rather than services (which tend to be covered by classes like commerce, civic provision, etc). It is therefore largely concerned with primary (extractive) and various forms of secondary (refining, processing and manufacturing) industry, the latter including generation and transmission of energy.

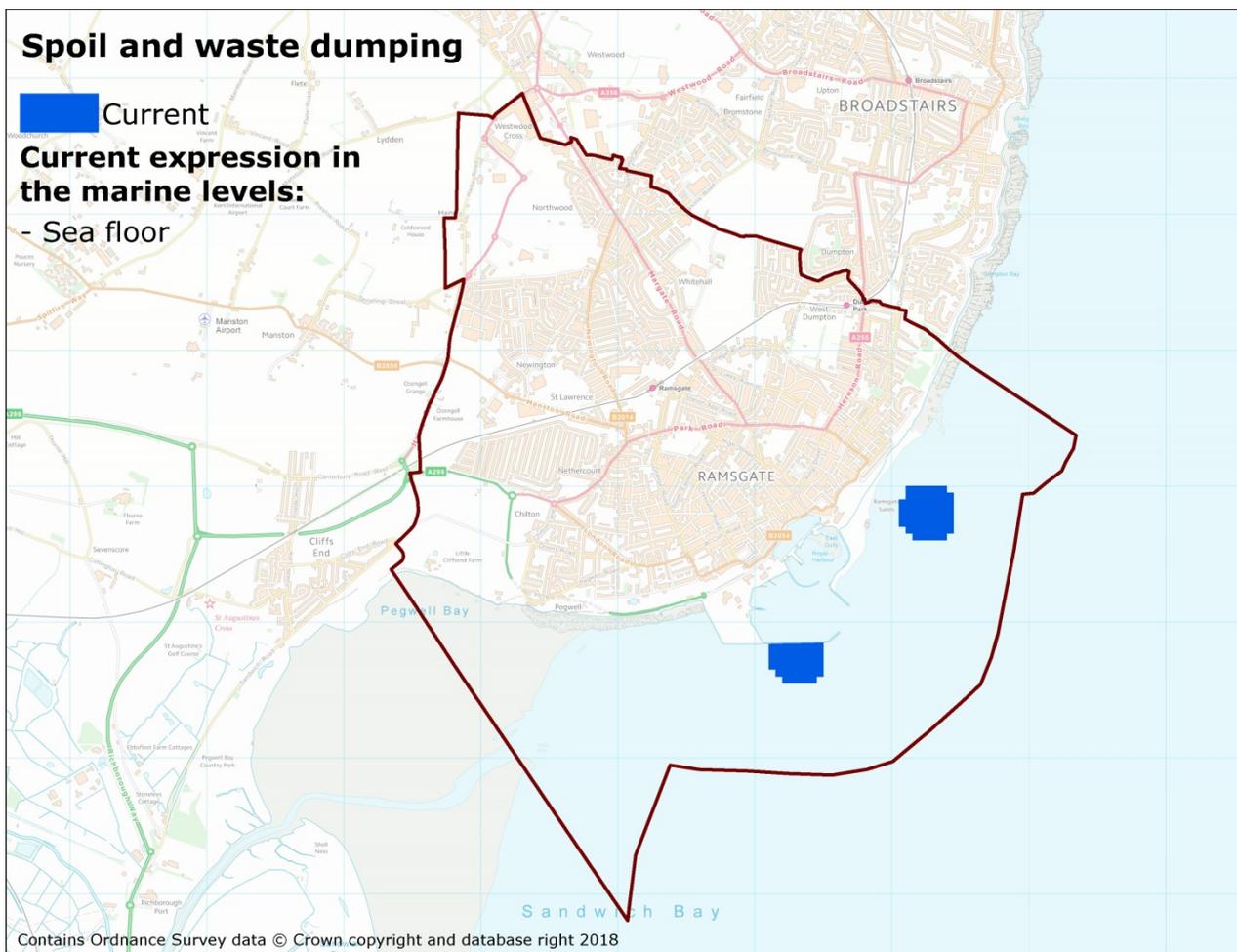
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Most of the industries covered by HLC and HSC can be subjected to subdivision of terms as characterisation is made more fine-grained and detailed, but it may be expected that these would normally be contained within the broad hierarchy set out here.

Type: Processing industry

Sub-type: Spoil and Waste Dumping



Introduction

Areas used for the disposal of domestic and/or industrial waste. Material deposited may include dredging spoil, drilling waste, treated sewage, domestic refuse and other land waste.

There are two instances in the project area, lying to the east and west of the harbour.

Historic processes

In the past, spoil was frequently dumped in coastal and ocean waters based on the assumption that marine waters had an unlimited capacity to mix and disperse wastes, while paying little attention to the negative impacts of disposal of dredge spoil on the marine environment.

This is now changing as the negative effects of depositing dredge spoil at sea – such as interference with fisheries activities or contamination of ecosystems – are increasingly recognised. An early attempt to address the problem was the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter of 1972, which gave rise to one of the first international agreements for the protection of the marine environment from human activities. Other acts and regulations followed, such as the Oslo Convention, the United Nations Convention on the Law of the Sea, and OSPAR guidelines, which specify best environmental practice for managing dredged material. At present, national authorities of many countries have selected dumping zones where those negative consequences would be minimised. In the UK such activity is also licenced.

There are two examples of the Type in the project area, lying to the east and west of the harbour. The example to the east is Pegwell Bay B and is in active use. The western instance comprises two areas; Ramsgate Port and Ramsgate Harbour B. The latter is a smaller area lying within the former. Ramsgate Port is no longer open for dumping but Ramsgate Harbour B is still receiving material. The proximity of the areas to the harbour may infer that they are disposal of material arising from the maintenance dredging of the harbour and port.

Condition

The Type, as it is continually being added to and subject to movement and dispersal via tidal action, has no optimal condition.

Vulnerability

The Type provides an important function which is subject to close regulation. As such, it is likely to continue in existence although its exact locations, form and composition may vary with changes in regulation.

Forces for change

Material to be disposed at sea will continue to be created, by dredging etc., so the Type is likely to continue in operation.

Climate change is likely to be the principal driver for change in the Type, potentially changing patterns of erosion and deposition and resulting in reworking of existing sediments.

Relationships with other character types

The Type appears to function as disposal for dredged material from the Harbour and Port. It is also related to an extent to seafloor and Foreshore Types from which the dredged material may have been derived.

Heritage values

Evidential

Depending on the source of the material the Type may have some potential to contain ex-situ archaeological/ paaeo-environmental remains. In itself, it also evidences land/seascape management and exploitation in relation to transport, communication, most likely in close proximity to the spoil area.

Historical

The Type may have some illustrative value in relation land/seascape management and exploitation.

Aesthetic

The Type is imperceptible to most people, as it is submerged, so is unlikely to have aesthetic value.

Communal

The Type, as it is submerged, is unlikely to have particular communal values.

Sources

- EdomNet map viewer - <http://www.emodnet-humanactivities.eu>;
- Seazone data.

Broad Type: Industry

Type: Energy Industry

Sub-type: Submarine Power Cable

Broad Type: Industry

Industry in HLC and HSC covers large-scale activities that relate to the creation of economic goods, normally material rather than services (which tend to be covered by classes like commerce, civic provision, etc). It is therefore largely concerned with primary (extractive) and various forms of secondary (refining, processing and manufacturing) industry, the latter including generation and transmission of energy.

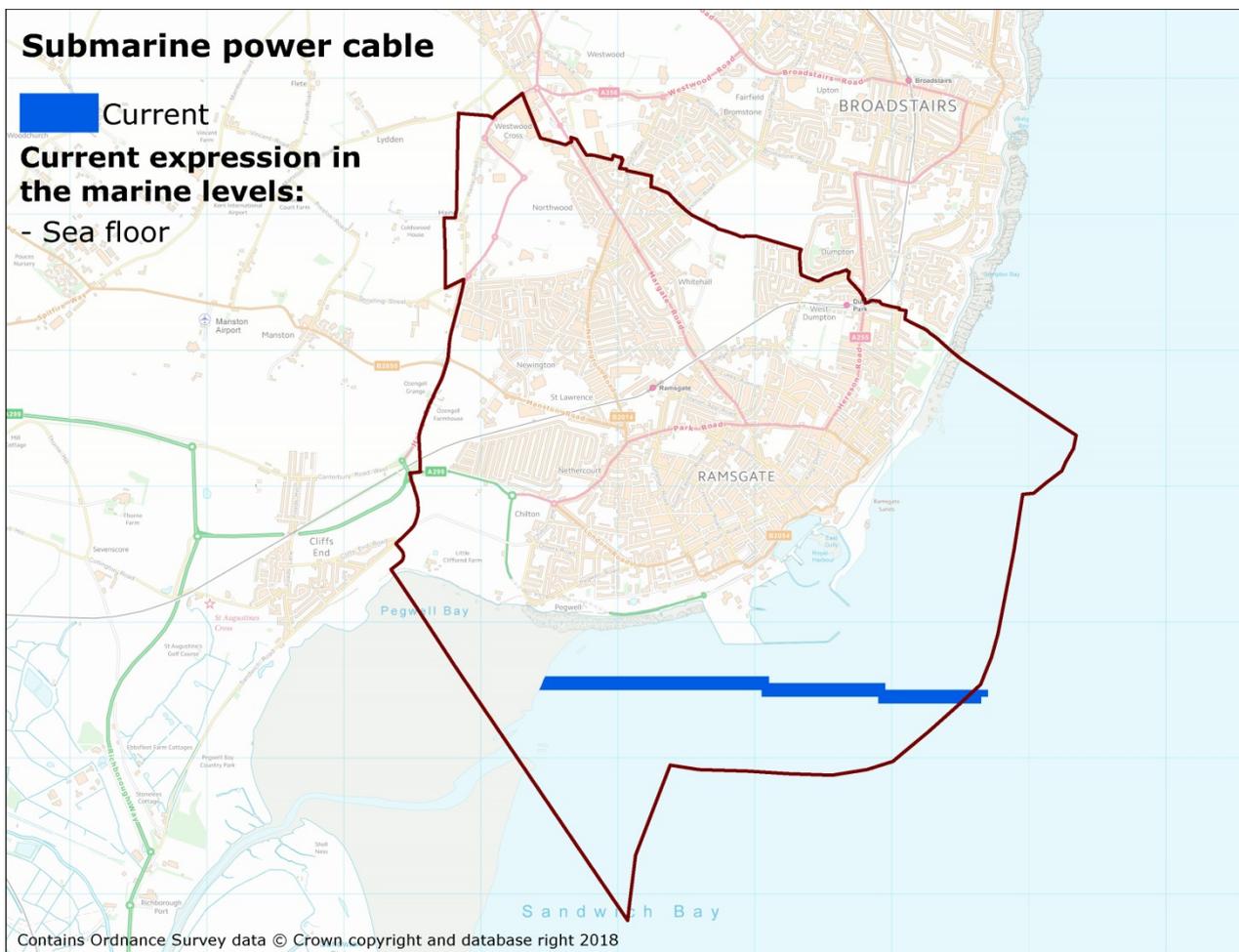
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Most of the industries covered by HLC and HSC can be subjected to subdivision of terms as characterisation is made more fine-grained and detailed, but it may be expected that these would normally be contained within the broad hierarchy set out here.

Type: Energy Industry

Sub-type: Submarine Power Cable



Introduction

Cable laid on or beneath the sea floor and used to transmit electricity from the mainland to islands or to offshore installations, or to link offshore electricity generators to the onshore national electricity grid.

There are two examples in the project area, both run adjacent to each other and are relatively recent in date.

Historic processes

The first submarine cable to carry electricity was laid across the Isar River in Germany in 1811.

Thereafter it was the development of telegraph communications that led to the first undersea cable being laid beneath the English Channel in the 1850s and, successfully, across the Atlantic a decade later. Electrical cables connecting the UK to Europe have been promoted since the latter part of the 20th century, initially to improve security of energy supply and more recently due to regulatory changes across the EU and the rise in offshore renewables. As of 2018, the TeleGeography website indicates that there are approximately 448 submarine cables in use, measuring in excess of 1.2 million kilometres.

There two examples in the project area are relatively recent in date. The more northerly cable, installed in 1999, is 117km long and connects Dumpton Gap to Bredene in Belgium. To the south of it a 112km line, installed in 2000, runs from Broadstairs to Ostend in Belgium.

Condition

In principle, the condition of this Type will generally be good as it is maintained as a key element of power supply.

Vulnerability

To reduce risk, cables may be buried up to 2000m deep (but rarely are) and have protection zones around them, where activities harmful to them are banned. Nonetheless, submarine cables may be broken, buried or otherwise damaged as a result of fishing and anchoring, and because of extreme weather such as earthquakes, tsunamis, turbidity currents, etc. More generally they are subject to stress and abrasion as a result of currents and waves.

Forces for change

The importance of submarine power cables has increased steadily in recent decades with the advent of offshore renewable energy that requires export ashore. Nonetheless, submarine cables may

be at risk of a number of effects resulting from climate change:

- Rising sea levels due to thermal expansion of the ocean and melting ice;
- Increased windiness and wave/current activity;
- More intense storms, rainfall and floods;
- Increased construction activity in the marine zone.

Relationships with other character types

The Type is associated with Navigation Hazard types. The Type can also be associated with onshore infrastructure where cables make landfall. There is no such onshore infrastructure in the project area and it is not clear exactly where the cables make landfall although they appear headed for Pegwell Bay.

Heritage values

Evidential

The Type has some evidential value for technological advancement in power supply.

Historical

The Type has illustrative value for the way in which it demonstrates the evolution of supply networks.

Aesthetic

The Type is largely imperceptible in the project area, as it is submerged, so is unlikely to have aesthetic value.

Communal

The inclusion of the cable routes on the Seazone map as an obstruction suggests that they are likely to be known to fishermen and sailors as a hazard to trawling and anchoring.

Sources

- International Cable Protection Committee (2011) 'About Submarine Power Cables' <https://www.iscpc.org/documents/?id=1755>;
- Bruton N.D, *Innovating in Combat: Telecommunications and intellectual property in the First World War*: <http://blogs.mhs.ox.ac.uk/innovatingincombat/files/2013/03/Innovating-in-Combat-educational-resources-telegraph-cable-draft-1.pdf>;
- TeleGeography: <https://www.submarinecablemap.com/#/submarine-cable/tangerine>;
- Seazone, Structures and Obstructions, Offshore Installations.

Broad Type: Military

Type: Military Facility

Sub-type: Firing Range (Land)

Broad Type: Military

A Broad Character Type relating to areas directly resulting from, or directly connected with organised defensive or offensive armed activity. In later centuries that mostly includes activity by the armed forces of the British state, but in earlier periods it covers a range of fortifications and ancillary features produced by a diversity of secular authorities seeking to maintain or compete for power and/or prestige

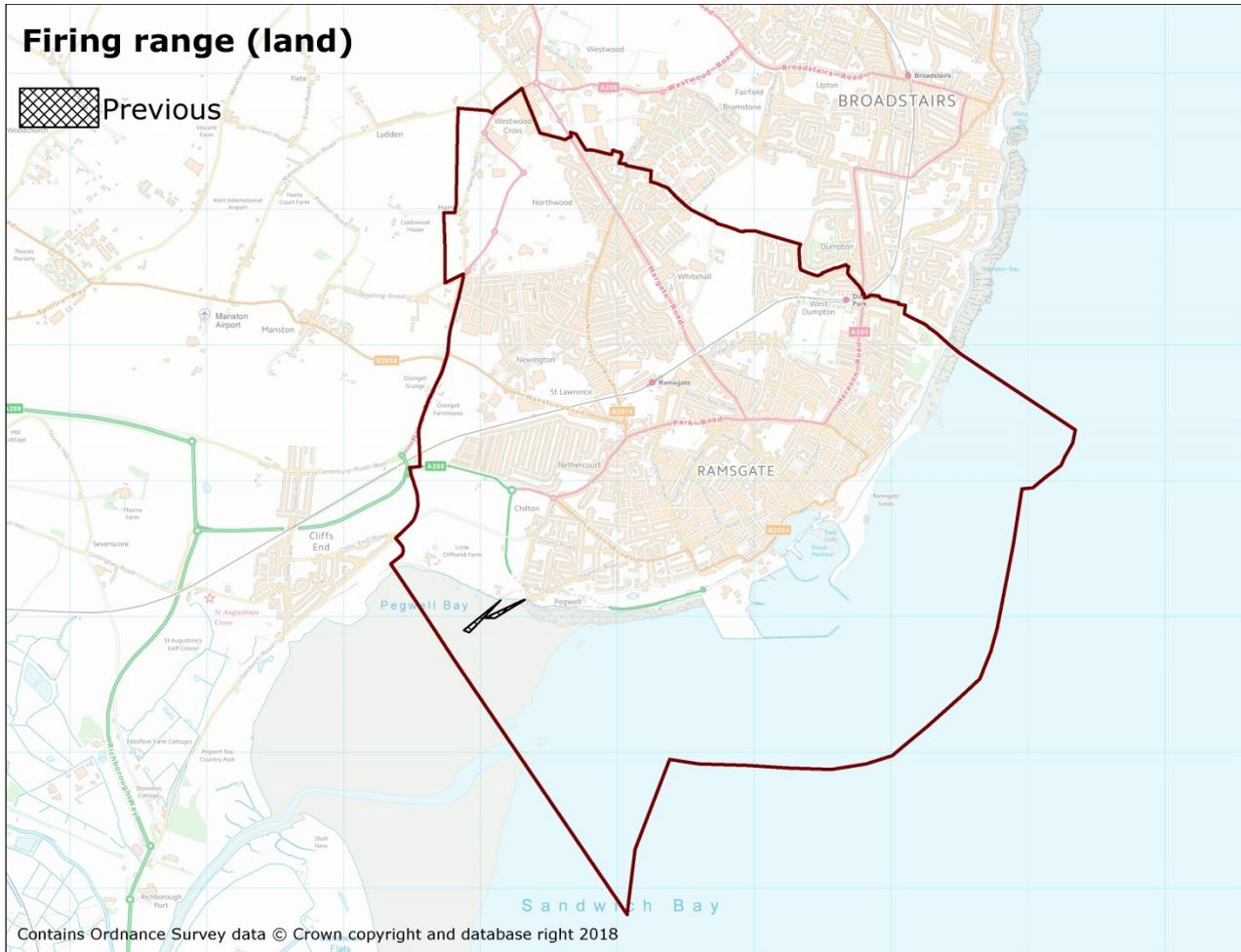
A wide-ranging class covering the various structures and patterns resulting from possessing a military character, defensive or offensive, 'military' here being a body or organisation sanctioned by its host society to use lethal force to either defend or

extend its territory or interests. Many installations and complexes were capable of serving both. For example in WW2 many airfields' initial role was to assist in defending cities and infrastructure during bombardment, but they were later used to undertake or support attacks on enemy shipping or mainland Europe. In such ambiguous cases the simple adjective 'military' has been used.

Such activities are among the earliest recorded and some prehistoric, Roman and medieval military complexes are sufficiently extensive that they are covered by both HLC and HSC. Most, however, are post-medieval and much is of the 20th century, and especially World War II.

Type: Military Facility

Sub-type: Firing Range (Land)



Introduction

A piece of ground over which small arms or large artillery may be fired at targets. Whilst most firing ranges from components of much larger military practice areas, this does not appear to be the case in the project area.

There is a single instance of the Type, recorded as a previous type, at Pegwell Bay.

Historic processes

Separate from the development of military barracks and training installations for the regular armed forces, rifle ranges for training fencible and yeomanry regiments, and civil defence volunteers, were developed from the early 19th century. Fear of French invasion during the Napoleonic Wars is often credited as resulting in an expansion of provision, given the need for civil defence.

There is a single instance of the Type at Pegwell Bay which is no longer in operation. On the first edition Ordnance Survey coverage for the area it is shown sited on the clifftop just south of the Pegwell Hotel (formerly the Clifton Hotel) with targets positioned to the southwest in the intertidal zone. By the time of the second edition Ordnance Survey, the range had moved to the other side of the cove at Pegwell and was sited adjacent to the Coastguard station, again with targets to the southwest in the intertidal zone. This move is likely to have been due to the construction of the extremely short-lived Pegwell Bay pier and associated gardens immediately adjacent to the original position of the range and within its firing line. The range appears to have fallen out of use some time prior to 1938 as it is not shown on the fourth edition Ordnance Survey map of that year. It is possible that the infrastructure associated with the range was removed as there is now no visible trace of the targets in the intertidal zone.

Condition

The single occurrence in the project area is as a previous type. Neither the Kent Historic Environment Record nor South East Rapid Coastal

Zone Assessment Survey reports refer to any physical remains at the site, suggesting that there are no surviving above ground remains of the range.

Vulnerability

Not known – the Sub-type only occurs as a previous character and it is unclear with if there are any subsurface remains.

Forces for change

Not applicable – the Type occurs only as a previous type.

Relationships with other character types

The Type is typically related to other Military categories and sub-character types therein. The Type is also related to the Pleasure Pier Type as the constriction of the Pegwell instance of this Type appears to have led to relocation of the range in the late 19th century.

Heritage values

Evidential

The Type has some evidential value for the development of military training facilities in the 19th century. The extent of this value is compromised by the low level of remains associated with the Type.

Historical

The Type has illustrative historical value relating to the requirement for and development of coastal defences. The extent of this value is compromised by the low level of remains associated with the Type.

Aesthetic

The Type apparently now has no visible expression so, consequently, lacks aesthetic value.

Communal

The Type, owing to the very limited ability to perceive it, is unlikely to have communal values.

Sources

- Historic Ordnance Survey mapping.

Broad Type: Navigation

Type: Navigation Activity

Sub-type: Anchorage

Broad Type: Navigation

Relating to the action or practice of travelling on or in water in a ship or other vessel. This data is

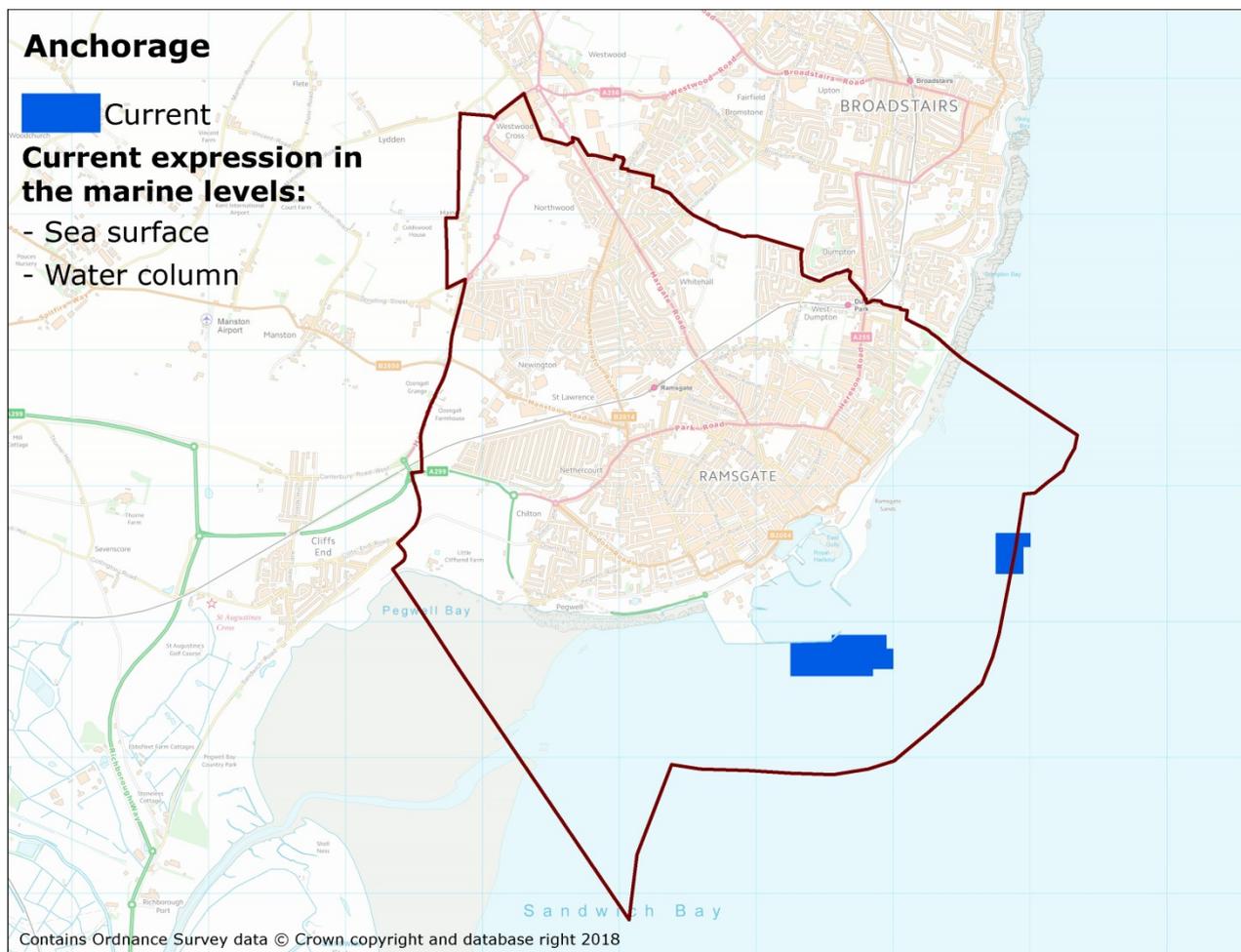
primarily derived from the digitisation of modern and historic charts.

Type: Navigation Activity

Areas characterised by distinctive human activity directly relating to the passage of shipping traffic, such as navigation routes, anchorages and ferry crossings, including intimately associated areas and features such as bouyage at anchorages, and ferry crossing terminals. Physical demarcation of such

areas varies and may only be incomplete, if any at all; their definition may be largely or wholly by legal designation or custom and usage. This Type has close functional associations with the other Character Types under the 'Navigation' Broad Type.

Sub-type: Anchorage



Introduction

An area of sea or coast where ships, vessels and craft anchor, often provided by sheltered conditions afforded by the topography of the nearby coast. Anchorages may be defined by customary usage or, especially in the vicinity of busy ports and shipping lanes, by a designated anchorage area. They are often located along coastlines within bays or areas sheltered from prevailing winds, strong currents and turbulent waters, which are known and regularly re-used by vessels for safe anchoring and sheltering from bad weather. They have potential as areas of enhanced archaeological potential as their regular occupation would increase the likelihood of finding vessels that succumbed to bad weather and sank despite seeking shelter, together with debris discarded or dropped from ships at anchor.

There are two instances of anchorages, both of relatively recent origin, in the project area.

Historic Processes

Whilst informal anchorages are likely to have a long history, the formalisation of anchorages is a phenomenon that arose in conjunction with the evolution of management of nearshore waters. In the project area, this is associated with the formalisation of shipping access that come with the establishment of a formal harbour, and associated overseeing body, at Ramsgate in the mid-18th century.

The two anchorages in the project area are of recent origin. They are formally designated areas, depicted on the current chart, in which small craft anchor whilst awaiting access to the harbour. These vessels are mostly likely to be leisure craft bound for the marina but vessels serving the off-shore windfarms are also likely to be included.

Condition

The Type relates to an area of sea surface formally designated on charts for anchoring of small craft. As such, it has no optimal or fixed condition.

Vulnerability

The Type appears heavily related to small craft using the harbour. As such, it is likely to be maintained and monitored, although its extent and exact location may vary over time.

Forces for change

The Type is important for harbour operations and small vessel movement. This is likely to see maintenance of the Type. Significant increases or decreases in numbers of such vessels using the harbour may see fluctuations in the size and location of the Type.

Relationships with other character types

The Type is related to the Harbour and Marina types.

Heritage values

Evidential

Provides evidence for the recent management of small craft using the harbour and marina.

Historical

Illustrative of the ways in which the harbour authorities have recently sought to manage the needs of small craft using the harbour.

Aesthetic

The fluctuating numbers of craft within the anchorage may have some aesthetic value as an element of the changing seascape visible from the shore.

Communal

The Type is likely to have value to seafarers due to its role in allowing them safe use of the harbour.

The Type may also have value to those land-based as a symbol of the active use of the sea.

Sources

- SeaZone Hydrospatial data;
- UKHO charts.

Broad Type: Navigation

Type: Maritime Safety

Sub-type: Buoyage

Broad Type: Navigation

Relating to the action or practice of travelling on or in water in a ship or other vessel. This data is

primarily derived from the digitisation of modern and historic charts.

Type: Maritime Safety

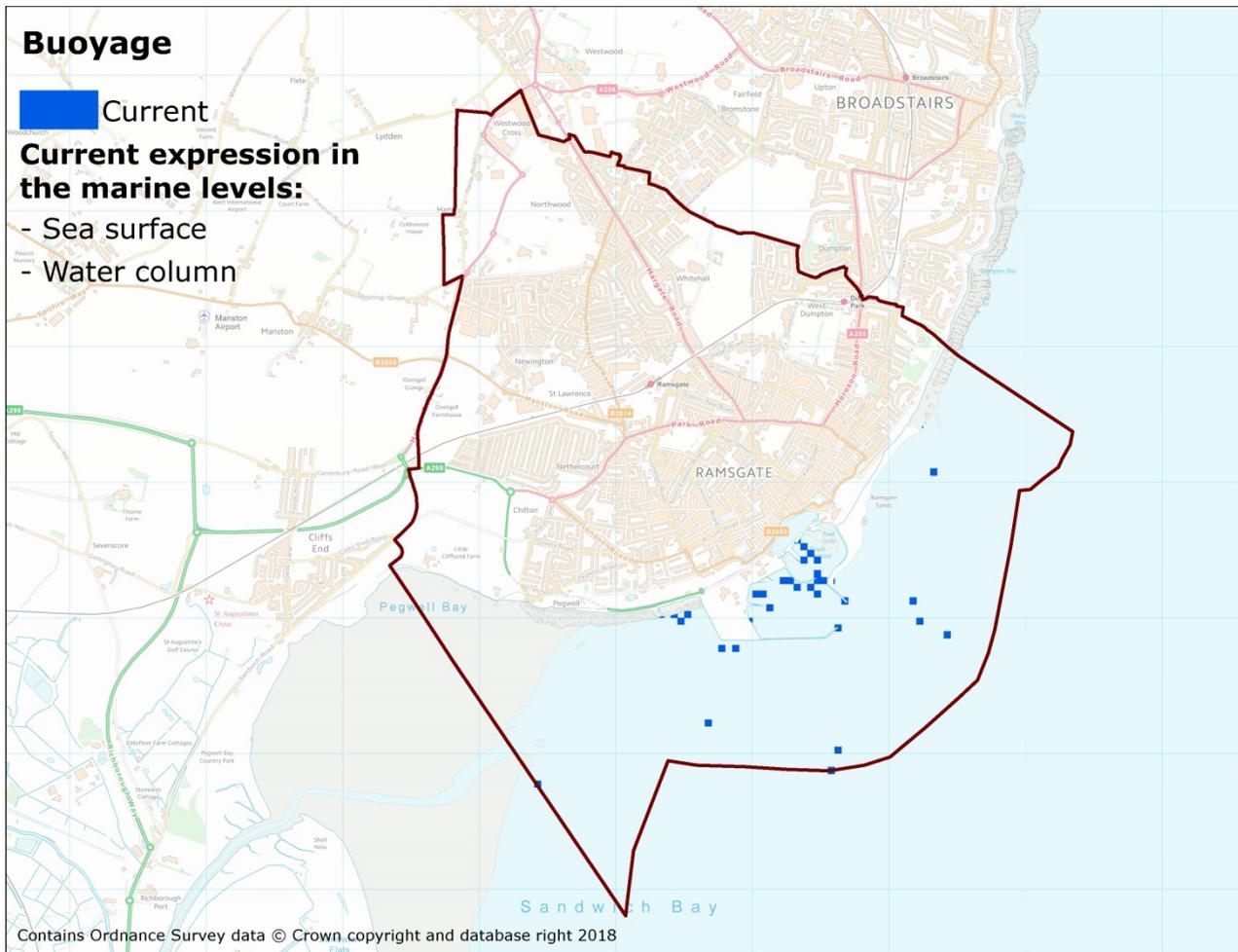
This Type includes features or structures sited at important position-finding or dangerous points on or near the coast for the guidance and warning of mariners, but they can also be located well inland. Usual components include marine navigation aids such as areas of buoys, beacons and lights, together with land-based navigation aids such as lighthouses, fog stations, daymarks (e.g. churches, beacons, chimneys, distinctive topography, distance marks and lights). Areas advised or designated as zones of restricted navigation or exclusion for safety reasons are also included, as are safety services' installations such as coastguard stations and lifeboat stations.

For obvious reasons the majority of features associated with this Type are typically found on or adjacent to the coast. Navigable entrances to estuaries and rivers, areas of submerged hazards and foul areas are often demarcated by tracks of

posts, buoys, lights, beacons, bells and topmarks. The sites of some navigation aids have a long history, being repeatedly represented on Admiralty charts and maps since their inception. On land, daymarks were commonly used in sighting, survey and navigation, also providing the triangulation basis for surveying maritime charts and coastal profiles.

Some areas of the sea are themselves characterised as 'safety areas', with advised or designated restrictions on navigation, or exclusion from permitted navigation altogether. These may be designed to facilitate safe passage around coastal or estuarine hazards or between shipping lanes, or exclusion zones for safety reasons around offshore oil and gas installations, or military practice areas. Also important in maritime safety are the coastguard and lifeboat stations and lookouts dotted strategically along the coast.

Sub-type: Buoyage



Introduction

Floating, fixed markers used to indicate to a navigator a sea area to approach or avoid. Single or arrangements of buoys, beacons and lights are often used to demarcate safely navigable entrances to estuaries and rivers, submerged hazards and foul areas.

The Type forms a key part of navigation and maritime safety measures. The seas within the project area are used by both commercial and leisure traffic and the buoyage is used to alert sailors to isolated hazards⁸³.

Buoyage in the project area is associated with hazards.

Historic Processes

Buoys have been used to aid navigation since at least the 19th century. Those in UK waters are maintained by Trinity House. Buoyage in the project area is associated with isolated hazards and submerged infrastructure.

Condition

The extant instance of the Type is in active use and appears well-maintained.

Vulnerability

Individual buoys are exposed to vicissitudes of the marine environment and accidental damage from passing vessels. They have a specific lifespan and, owing to their importance to marine traffic, are regularly inspected by Trinity House, being cleaned and replaced when necessary⁸⁴.

Forces for change

The Type is important for maritime safety. Whilst the form of individual buoys may change over time, due to periodic renewal and replacement, buoyage is likely to remain in existence at a hazardous location.

Relationships with other character types

In the project area the Type is found in relation to Exposed Bedrock.

Heritage values

Evidential

Provides evidence for hazards to shipping be they natural, such as submerged rocks, or of human origin, such as seafloor or sea bed infrastructure.

Historical

Illustrative of the ways in which the hazards posed by submerged objects can be mitigated against.

Aesthetic

The bobbing of buoys and their flashing lights, visible at night, forms part of the experience of the marine environment for those on land or at sea. This may be regarded as an aesthetic value in itself but also, through being a visible warning of hazards, may confer a sense of protection.

Communal

The Type is likely to have value to seafarers due to its role in allowing them to sail safely.

The Type may also have value to those land-based as a symbol of the active use of the sea.

Sources

- SeaZone Hydrospatial data;
- UKHO charts.

⁸³ The navigation channel to the port is marked by buoys but these form a feature of the Navigation Route Type.

⁸⁴ <https://www.trinityhouse.co.uk/mariners-information/navigation-buoys>

Broad Type: Navigation

Type: Maritime Safety

Sub-type: Daymark

Broad Type: Navigation

Relating to the action or practice of travelling on or in water in a ship or other vessel. This data is

primarily derived from the digitisation of modern and historic charts.

Type: Maritime Safety

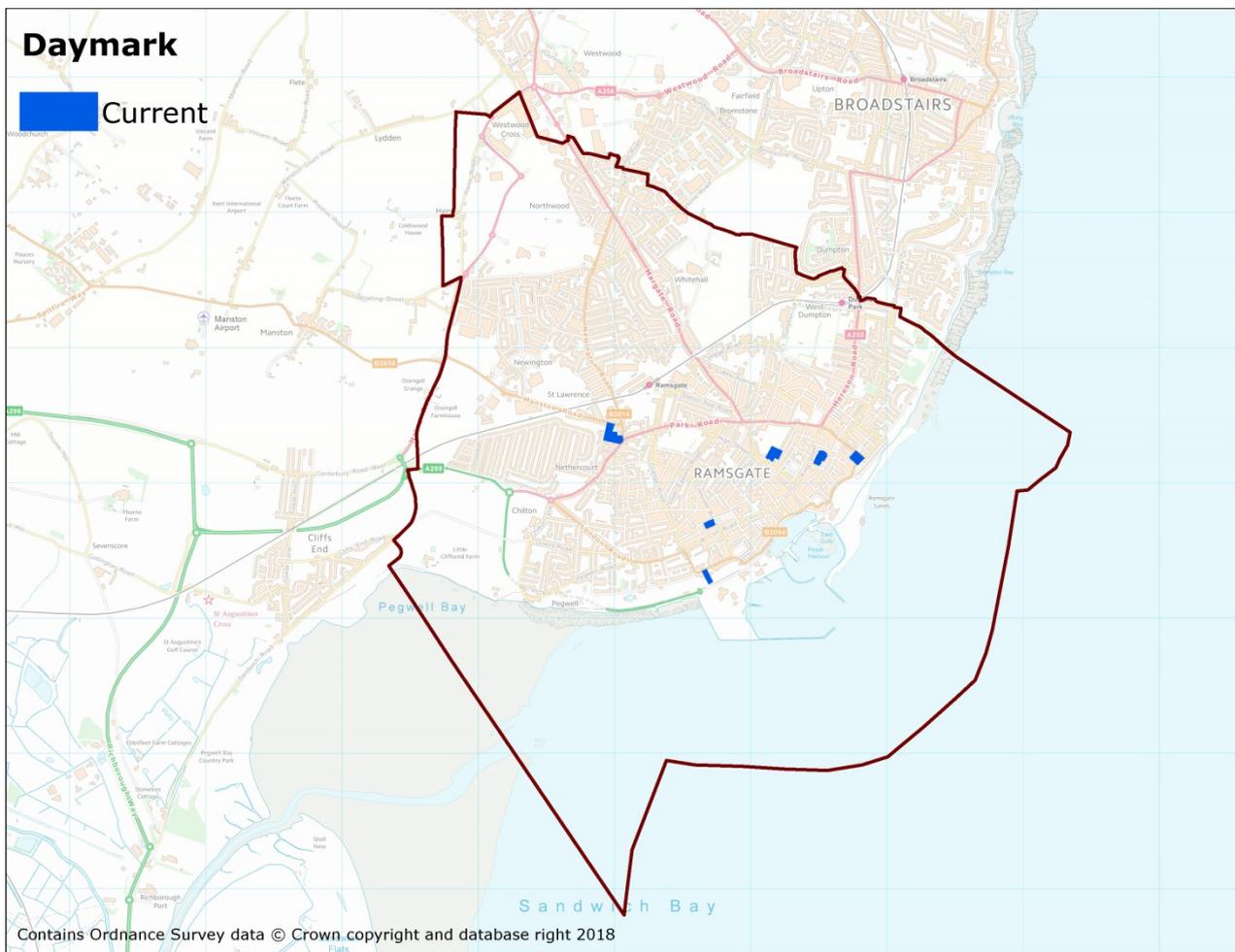
This Type includes features or structures sited at important position-finding or dangerous points on or near the coast for the guidance and warning of mariners, but they can also be located well inland. Usual components include marine navigation aids such as areas of buoys, beacons and lights, together with land-based navigation aids such as lighthouses, fog stations, daymarks (e.g. churches, beacons, chimneys, distinctive topography, distance marks and lights). Areas advised or designated as zones of restricted navigation or exclusion for safety reasons are also included, as are safety services' installations such as coastguard stations and lifeboat stations.

For obvious reasons the majority of features associated with this Type are typically found on or adjacent to the coast. Navigable entrances to estuaries and rivers, areas of submerged hazards and foul areas are often demarcated by tracks of

posts, buoys, lights, beacons, bells and topmarks. The sites of some navigation aids have a long history, being repeatedly represented on Admiralty charts and maps since their inception. On land, daymarks were commonly used in sighting, survey and navigation, also providing the triangulation basis for surveying maritime charts and coastal profiles.

Some areas of the sea are themselves characterised as 'safety areas', with advised or designated restrictions on navigation, or exclusion from permitted navigation altogether. These may be designed to facilitate safe passage around coastal or estuarine hazards or between shipping lanes, or exclusion zones for safety reasons around offshore oil and gas installations, or military practice areas. Also important in maritime safety are the coastguard and lifeboat stations and lookouts dotted strategically along the coast.

Sub-type: Daymark



Introduction

An unlit, highly visible and distinctive feature on the coast that can be used by mariners for navigation during daylight only. Numerous features were deployed as daymarks for sighting, navigation and survey. Some were specifically built as daymarks, often brightly painted to enhance their visibility; others include features built and used on land for other purposes but serving, from a maritime perspective, to identify a known and fixed location to aid navigation. Such features include churches, beacons, factory chimneys, etc.

Lighthouse towers also commonly serve as daymarks but are classed as such only if their light has been decommissioned. In a less precise position-finding role, prominent hills and distinctive coastal headlands were often brought into play for a similar purpose along otherwise undistinguished coastlines.

There are no features recorded as constructed to act specifically as daymarks within the project area. The majority of daymarks are buildings, but there is one instance of a natural feature used as a day mark. As mapped in the HSC dataset, daymarks use the extent of the relevant land-use (e.g. church) as identified in the parallel HLC dataset.

Historic Processes

The use of natural features and built structures on land to aid navigation is likely to be as old as the practice of sailing itself. Tall structures, such as churches with their towers and/or spires, as well as distinctive hills and outcrops will have functioned as such aids prior to any formalisation into a system of daymarks shown on charts. Such features now form many of the daymarks recorded on charts.

All daymarks in the project area are buildings and the vast majority are churches. All were identified from charts. These include the medieval parish church at St Lawrence, St George's (Ramsgate's mid-19th century parish church), and 19th century churches in the town's early suburbs (Christ Church Church of England and St Augustine's Roman catholic).

The only other built structures which function as daymarks are the Granville Hotel (a 19th century townhouse development converted early on to hotel use) and the later 20th century high-rise flats on the east of the town's historic urban core (Trove Court and Kennedy House).

Condition

The daymarks comprising features of human origin are in generally satisfactory condition since they are maintained in active use for their primary purpose (worship, residential, infrastructure).

Vulnerability

The human-made daymarks in the project area are not primarily maintained to function as navigation aids. As such, it is possible that their status as daymarks could be affected by modifications to these structures associated with their primary use.

Forces for change

The key forces for change acting on human-made daymarks are likely to derive from issues arising through their primary use.

Relationships with other character types

The Type is associated with the HLC types which commonly act as daymarks, particularly Place of Worship (Church) but also High Rise Flats and Hotel.

Heritage values

Evidential

The Type evidences the repurposing of human-made features to act as navigational aids. In the case of the project area this is likely to date back as far as the earliest features that act as daymarks, namely the medieval parish church.

Historical

Illustrative of the repurposing of human-made features to act as navigational aids and thus the importance of safety on the seas.

Aesthetic

Aesthetic value is likely to be most closely associated with the primary purpose of the daymark, particularly in the case of the churches.

From seaward, the visibility of daymarks to sailors may confer a sense of reassurance, which may be regarded as an aesthetic value.

Communal

The Type will have significant communal values to sailors as it allows them to know where they are headed.

Sources

- Historic and modern Ordnance Survey mapping;
- Historic and modern charts.

Broad Type: Navigation

Type: Navigation Hazard

Sub-type: Hazardous Water

Broad Type: Navigation

Relating to the action or practice of travelling on or in water in a ship or other vessel. This data is

primarily derived from the digitisation of modern and historic charts.

Type: Navigation Hazard

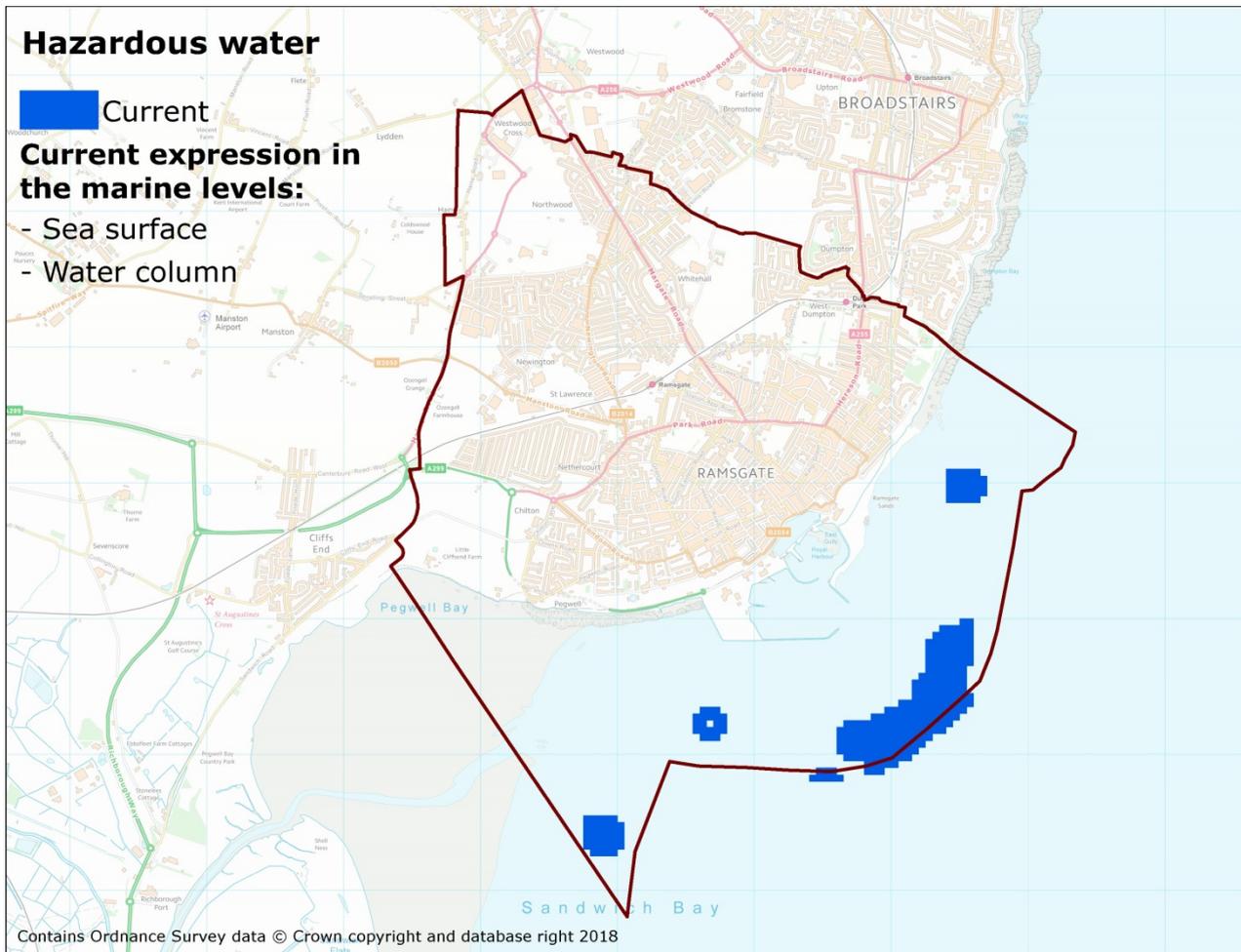
Relates to areas that contain serious risks to shipping or smaller craft which could lead to damage or complete loss of a vessel. Such risks may be directly related to sea-floor features and aspects, such as wrecks and other seafloor debris and obstructions, drying areas, submerged rocks, shoals and banks, or they may be indirect, with implied hazardous water in the water column and surface above such sea-floor risks. Strong marine currents and their responses to seafloor and coastal topography can also pose serious hazards from water turbulence.

Navigation hazards, past or present, are difficult to map with precision although essentially this is the prime purpose of nautical and maritime charts. Major navigation hazards have figured on the earliest Admiralty charts and are often mentioned in historic sailing directions. Early charts inevitably contain less detail and use less accurate survey

methods, focussing instead on highlighting approximate areas of the most notorious hazards and those most easily identifiable. Modern charts depict far more accurate and precise information. The majority of areas associated with this Character Type are typically found along the coast or close inshore. Although wrecks have a much wider overall distribution, their highest densities are also found in inshore waters.

In marine levels, some care is needed to distinguish the location of the hazard from its implications at other levels. For example, 'submerged rocks' and 'wreck hazards' are direct navigation hazards in the 'sea floor' level; while some will project into the water column in their own right, and some wrecks will break the surface, they also imply 'hazardous water' in the water column and sea surface above and around them.

Sub-type: Hazardous Water



Introduction

Areas of the water column and/or sea surface above various sea-floor hazards and in a buffered zone around them. Such hazards may include wrecks, submerged rocks, shoals (submerged sandbanks) and flats. This

Sub-character Type is designed to avoid potentially misleading repetition of such sea-floor hazards at levels from which they are physically absent.

The formation of 'hazardous water' is generally dependent on the presence of specific hazards to navigation on the sea floor, whether submerged rocks, wreckage or other debris.

In the project area, the Sub-type occurs as a consequence of the presence of specific sea floor conditions.

Historic Processes

In the project area, the Type occurs in the water column and on the sea surface as a consequence of the presence of shoals and flats that present a significant hazard to shipping.

The project area lies adjacent to a particularly hazardous stretch of water created by the presence of the shoals and flats of the Goodwin Sands. Shipping losses in this area prompted construction of the harbour.

Condition

Not assessed. The Sub-type has no optimal condition since it relates to fluctuating sea states over submerged hazards.

Vulnerability

Given the relationship between the Type and shoals and flats, it may be vulnerable to changes in sediment dynamics and the effects of stormy seas.

Forces for change

Climate change is likely to be the principal driver for change in the Type, potentially changing the patterns of erosion and deposition within the shoals and flats, and resulting in reworking of existing sediments thereby altering the character and extent of hazardous water.

Relationships with other character types

The Type is strongly associated with Shoals and flats and to the Harbour constructed in response to it.

Heritage values

Evidential

The Type has some evidential value as a hazard to shipping, both now and in the past.

Historical

The Type can have illustrative and associative value, often being marked on navigational charts and potentially, although not apparently within the project area, being associated with particular wrecks.

Aesthetic

The Type has negligible aesthetic value, being part of the water column and generally imperceptible.

Communal

The Type may have communal values amongst local navigators and fishermen as areas to avoid.

Sources

- Seazone, bathymetry and elevation data.

Broad Type: Navigation

Type: Maritime Safety

Sub-type: Lighthouse

Broad Type: Navigation

Relating to the action or practice of travelling on or in water in a ship or other vessel. This data is

primarily derived from the digitisation of modern and historic charts.

Type: Maritime Safety

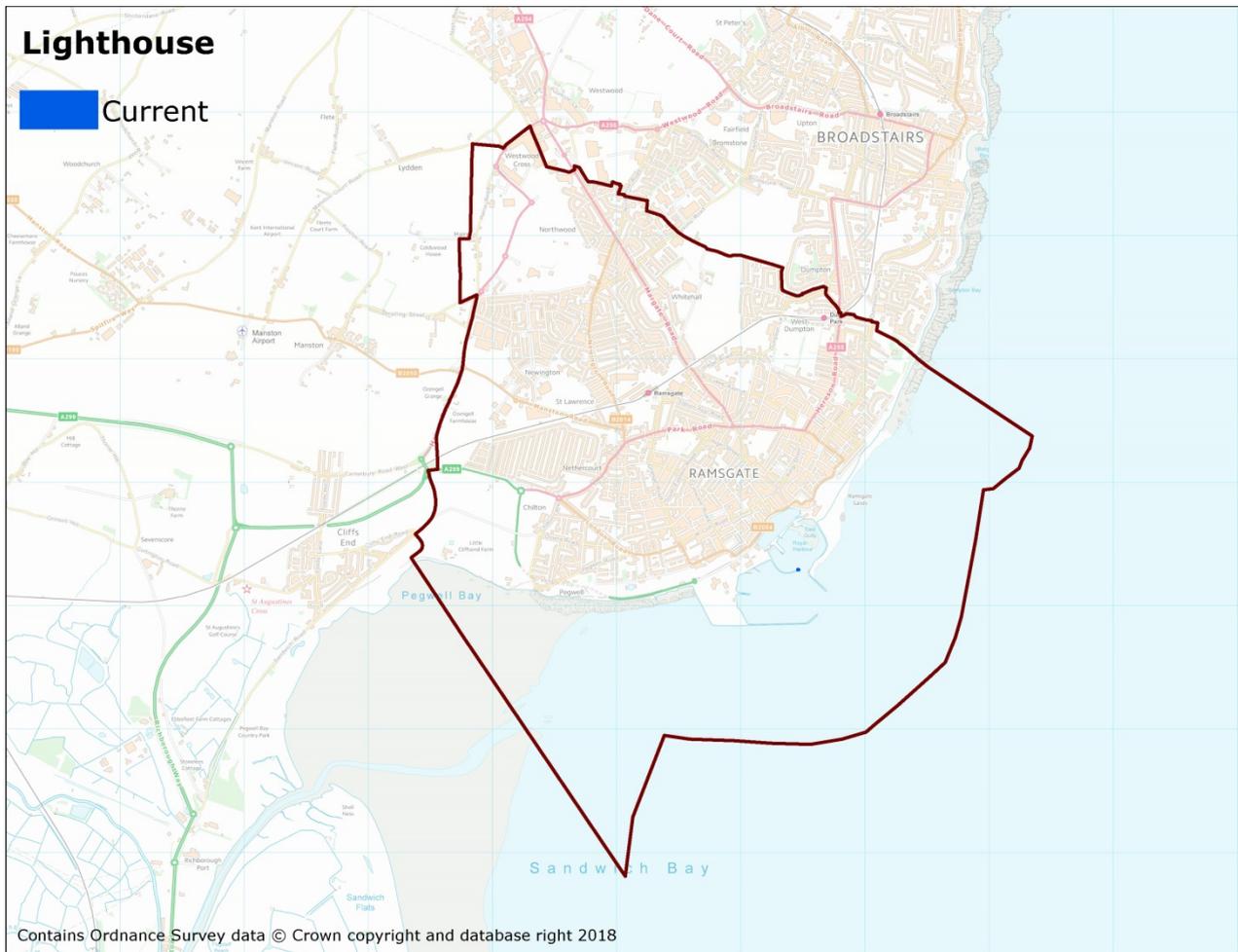
This Type includes features or structures sited at important position-finding or dangerous points on or near the coast for the guidance and warning of mariners, but they can also be located well inland. Usual components include marine navigation aids such as areas of buoys, beacons and lights, together with land-based navigation aids such as lighthouses, fog stations, daymarks (e.g. churches, beacons, chimneys, distinctive topography, distance marks and lights). Areas advised or designated as zones of restricted navigation or exclusion for safety reasons are also included, as are safety services' installations such as coastguard stations and lifeboat stations.

For obvious reasons the majority of features associated with this Type are typically found on or adjacent to the coast. Navigable entrances to estuaries and rivers, areas of submerged hazards and foul areas are often demarcated by tracks of

posts, buoys, lights, beacons, bells and topmarks. The sites of some navigation aids have a long history, being repeatedly represented on Admiralty charts and maps since their inception. On land, daymarks were commonly used in sighting, survey and navigation, also providing the triangulation basis for surveying maritime charts and coastal profiles.

Some areas of the sea are themselves characterised as 'safety areas', with advised or designated restrictions on navigation, or exclusion from permitted navigation altogether. These may be designed to facilitate safe passage around coastal or estuarine hazards or between shipping lanes, or exclusion zones for safety reasons around offshore oil and gas installations, or military practice areas. Also important in maritime safety are the coastguard and lifeboat stations and lookouts dotted strategically along the coast.

Sub-type: Lighthouse



Introduction

A tower or structure, with a powerful light or lights at the top, usually erected at an important or dangerous point on or near the sea-coast for the warning and guidance of mariners.

The only example in the project area stands on the end of the West Pier (the western harbour breakwater).

Historic Processes

Lighthouses have a long history of use in providing guidance to mariners. British examples largely date from the 18th century onwards when improvements in civil and marine engineering allowed the construction of durable lighthouses at or near sites of navigational importance, such as harbour mouths or submerged rocks. The presence of a lighthouse to guide mariners into the entrance of Ramsgate harbour appears to have been a key feature of the comprehensive harbour construction plan of the 1750s. These plans were executed over the next 100 years and a lighthouse was first installed on the West Pier head during Samuel Wyatt's period as engineer overseeing harbour works, coming into operation in 1795. This lighthouse was, it transpired, slightly too tall and suffered damage from the masts of some incoming ships. It was replaced in the 1840s, during Sir John Rennie's tenure as overseeing engineer, with a slightly shorter lighthouse. This was designed by John Shaw and came into operation in 1843. This lighthouse still stands and is in use. It is a Grade II Listed Building⁸⁵.



The Shaw lighthouse, West Pier

Condition

The lighthouse is operational and appears in good condition.

Vulnerability

The lighthouse provides an important maritime safety service so is likely to be maintained.

Due to its coastal location, it is vulnerable to damage associated with storm surges.

Forces for change

The Type is likely to face greater risk of damage as climate change projections predict increased storminess.

Relationships with other character types

The Type is intrinsically related to the Harbour Type in this project area.

Heritage values

Evidential

The lighthouse has significant evidential value as a physical document of the engineering and structures that were required for harbour construction and operation from the later 18th century onwards.

Historical

The lighthouse has significant historical value, both illustrative and associative. In illustrative terms, it provides a visible demonstration of how the harbour was conceived and operated from the later 18th century onwards.

In associative terms, this example is associated with two of the great and innovative engineers operating in the later 18th to 19th century, Samuel Wyatt and Sir John Rennie, and with the present lighthouse's designer, John Shaw.

Aesthetic

The lighthouse has significant aesthetic value. This relates to the way it forms a distinctive feature of the harbour, one of the town's iconic heritage assets.

Communal

The lighthouse is likely to have strong communal values amongst both residents and visitors. This is likely to be related to its status as part of the much valued harbour and also its role in guiding mariners safely into harbour.

Sources

- 1755 proposed harbour plan (TNA MPH/422);
- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic England listing information;
- Matkin, R.B., *The Construction of Ramsgate Harbour*. Transactions of the Newcomen Society 48:1, pp. 53-72;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

⁸⁵ <https://historicengland.org.uk/listing/the-list/list-entry/1086089>

Broad Type: Navigation

Type: Navigation Hazard

Sub-type: Maritime Debris

Broad Type: Navigation

Relating to the action or practice of travelling on or in water in a ship or other vessel. This data is

primarily derived from the digitisation of modern and historic charts.

Type: Navigation Hazard

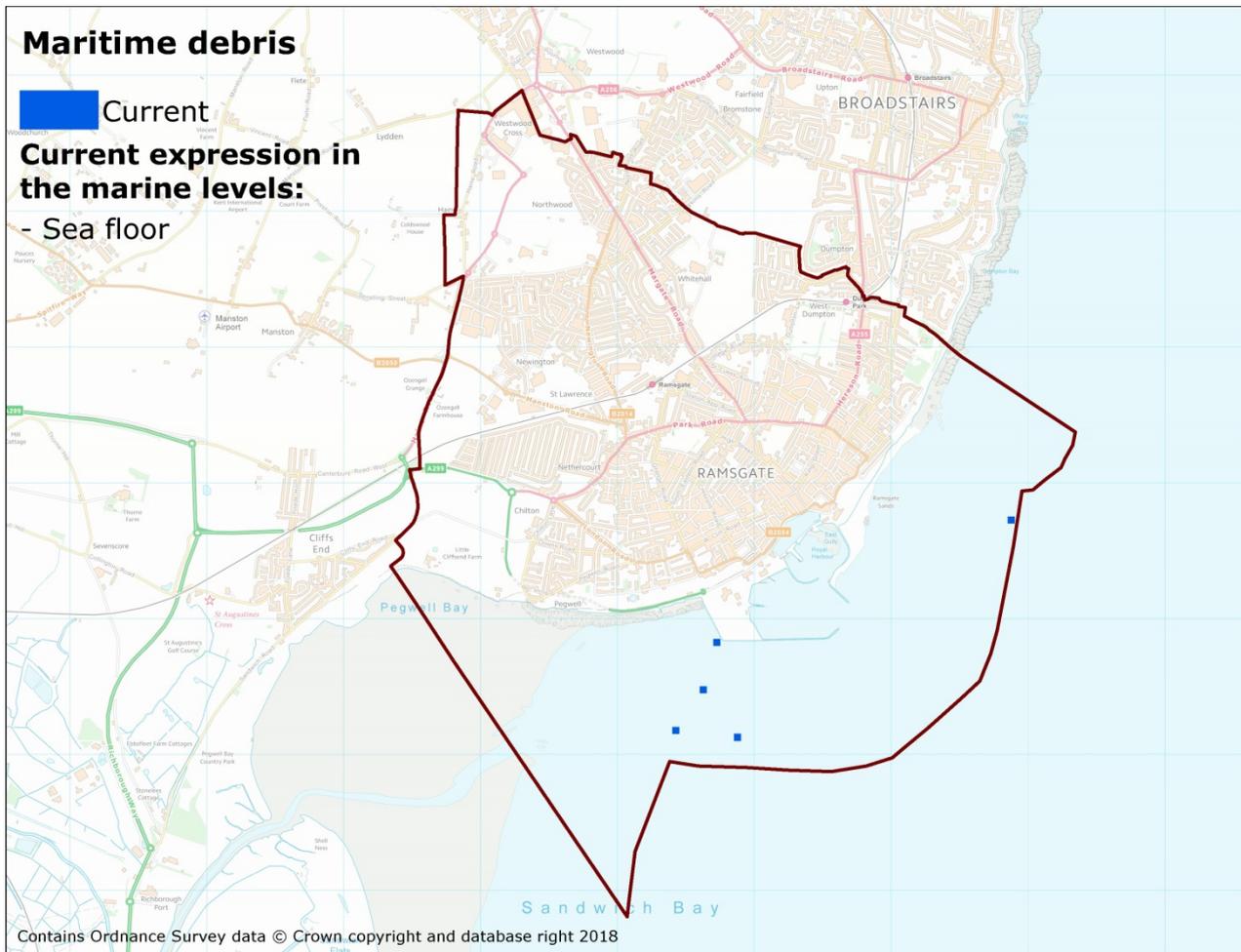
Relates to areas that contain serious risks to shipping or smaller craft which could lead to damage or complete loss of a vessel. Such risks may be directly related to sea-floor features and aspects, such as wrecks and other seafloor debris and obstructions, drying areas, submerged rocks, shoals and banks, or they may be indirect, with implied hazardous water in the water column and surface above such seafloor risks. Strong marine currents and their responses to seafloor and coastal topography can also pose serious hazards from water turbulence.

Navigation hazards, past or present, are difficult to map with precision although essentially this is the prime purpose of nautical and maritime charts. Major navigation hazards have figured on the earliest Admiralty charts and are often mentioned in historic sailing directions. Early charts inevitably contain less detail and use less accurate survey

methods, focussing instead on highlighting approximate areas of the most notorious hazards and those most easily identifiable. Modern charts depict far more accurate and precise information. The majority of areas associated with this Character Type are typically found along the coast or close inshore. Although wrecks have a much wider overall distribution, their highest densities are also found in inshore waters.

In marine levels, some care is needed to distinguish the location of the hazard from its implications at other levels. For example, 'submerged rocks' and 'wreck hazards' are direct navigation hazards in the 'sea floor' level; while some will project into the water column in their own right, and some wrecks will break the surface, they also imply 'hazardous water' in the water column and sea surface above and around them.

Sub-type: Maritime Debris



Introduction

An area deemed hazardous due to a predominance of recorded obstructions and fouls not known to be associated with a wreck.

There are five examples in the project area, all are mapped from the Seazone data.

Historic processes

There are five examples in the project area, all are informed by point data for fouls in Seazone data. The majority are not associated with a particular known feature so the historic processes behind their formation are unclear. Owing to the length of time over which the seas around Ramsgate have been used for shipping, they could be of any date although a more recent date is more likely due to the decay of materials in the marine environment over time.

Condition

The condition of the Type is unknown since all instances are submerged.

Vulnerability

The Type is subject to the normal action of currents. It likely to be relatively resilient to change since, as it is a persistent enough presence to be mapped on charts, it is unlikely to be dispersed by the normal action of currents.

Since the Type presents a hazard to vessels it is possible that instances could be removed if the will and/or resources become available.

Forces for change

Instances of the Type may be subject to dispersal in the stormier seas predicted by climate change models.

The Type lies in an area used by vessels of many sizes and near a port used for freight and aggregate traffic. At present, the course of large vessels does not go near the instances of the Type. It is unlikely that these approach routes will change significantly so it is unlikely that changes in port activity would require removal of these instances.

Relationships to other character types

The Type is related to Hazardous Water.

Heritage values

Evidential

The Type has limited evidential value for the accretion of debris on the seafloor due to human use of the sea.

Historical

The Type has some illustrative value as it demonstrates the effect of human use of the sea.

Aesthetic

The Type is unlikely to have aesthetic value.

Communal

The Type may have some communal values attached to it by fishing and sailing communities as areas to avoid.

Sources

- Seazone data, structure sand obstructions.

Broad Type: Navigation

Type: Navigation Feature

Sub-type: Navigation Channel (Active)

Broad Type: Navigation

Relating to the action or practice of travelling on or in water in a ship or other vessel. This data is

primarily derived from the digitisation of modern and historic charts.

Type: Navigation Feature

Areas whose distinctive form has been artificially created for, and directly relates to, the passage of shipping traffic. This Type is usually found where active management has been undertaken to maintain the accessibility of a stretch of water for safe passage: that active management usually involves dredging. The UK Government's advice on navigational dredging distinguishes capital from maintenance dredging.

Capital dredging is generally undertaken to create or deepen navigational channels, berths or trenches or to remove material unsuitable for the foundation of a construction project. It involves the removal of consolidated sediments.

Maintenance dredging is undertaken to keep channels, berths and other areas at their designed depths. It involves removing recently accumulated sediments such as mud, sand and gravel. To be classed as maintenance dredging the activity must take place where:

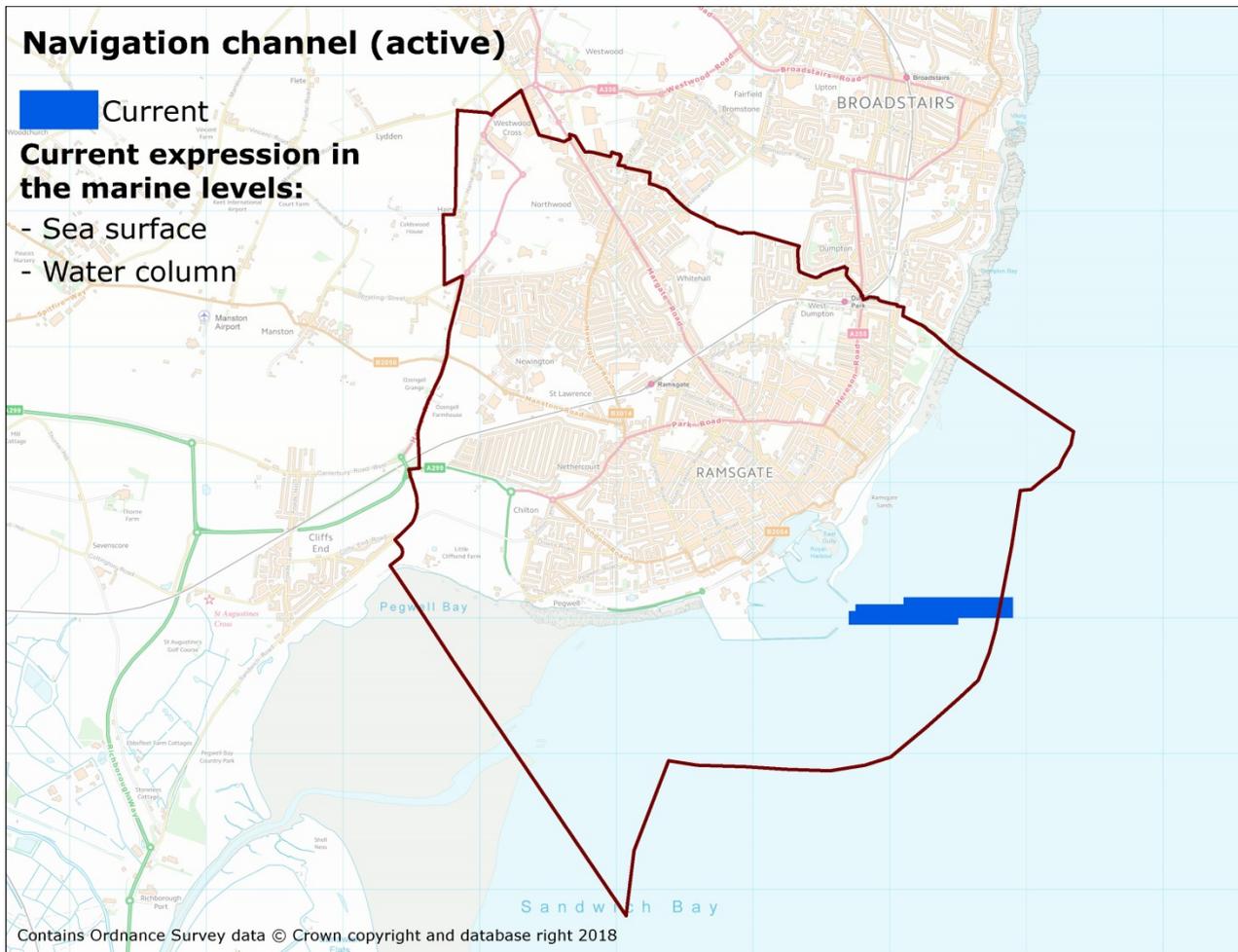
- the level of the seabed to be achieved by the dredging proposed is not lower than it has been at any time during the past 10 years, and
- there is evidence that dredging has previously been undertaken to that level (or lower) during that period.

This Character Type has close functional associations with the other Character Types under the 'Navigation' Broad Type.

Expressions of this Character Type include active, disused and buried navigation channels, dredged channels and entrances to harbours. Increased sea trade particularly from the 19th century onwards, saw larger vessels in greater numbers seeking access to what had long been hazardous and restricted river or estuary channels.

Industrialisation forced port authorities to improve and maintain navigational access by dredging, the spoil often dumped out to sea. Creating estuary channels also often involved the reclamation of adjacent land, including sand banks and saltmarsh, and the construction of retaining walls.

Sub-type: Navigation Channel (Active)



Introduction

Includes channels, charted or otherwise, recorded as in active navigational use by present shipping traffic, whether or not the channel is of historic or modern origin.

Time-depth expressed in the attributes will reveal the channel's broad date of origin.

Navigation channels are named on historic charts although their limits, if defined, tend to be roughly demarcated by buoyage rather than by continuous lines. The dynamic nature of the seabed means that these shipping channels move spatially, and, in some cases, fall out of use altogether.

Historic processes

The single example in the project area relates to the current Port of Ramsgate, built in the late 20th century as a successor to the harbour. The channel navigation is currently maintained at a depth of 7.5m and currently serves cross-channel freight traffic and smaller working and pleasure craft, the car passenger ferry service having ceased in 2013.

Condition

The channel is actively maintained via dredging.

Vulnerability

As demonstrated by the requirement for dredging, the channel is vulnerable to infilling over time. This may be exacerbated in storm conditions.

Forces for change

The port is not operating at capacity and there are proposals to re-establish a ferry service from the port. This is unlikely to lead to a meaningful change in the dredging regime.

The port is also due to face stiff competition from expanded commercial facilities at the Port of Dover when the current Western Docks programme is completed. This may draw traffic away from Ramsgate which has the potential to affect the need for maintenance of the port's navigation channel.

Relationships with other character types

The Type is strongly associated with other functionally related types such as Port, Harbour and Buoyage.

Heritage values

Evidential

The Type evidences present transport routes, in this case primarily relating to commerce. It is possible that related wrecks and debris from earlier use may accumulate within navigation channels. Where present, this will carry evidential value for the operation and use of the channel over time.

Historical

The Type has some historical illustrative value relating to the factors discussed above.

Aesthetic

The Type may have aesthetic value associated with the movement of larger vessels along it and the different character this creates compared to adjacent parts of the sea surface.

Communal

The Type is likely to have communal values amongst the seafarers who utilise it and the businesses that rely on the traffic the channel brings.

Sources

- Seazone data.

Broad Type: Navigation

Type: Maritime Safety

Sub-type: Safety Services

Broad Type: Navigation

Relating to the action or practice of travelling on or in water in a ship or other vessel. This data is

primarily derived from the digitisation of modern and historic charts.

Type: Maritime Safety

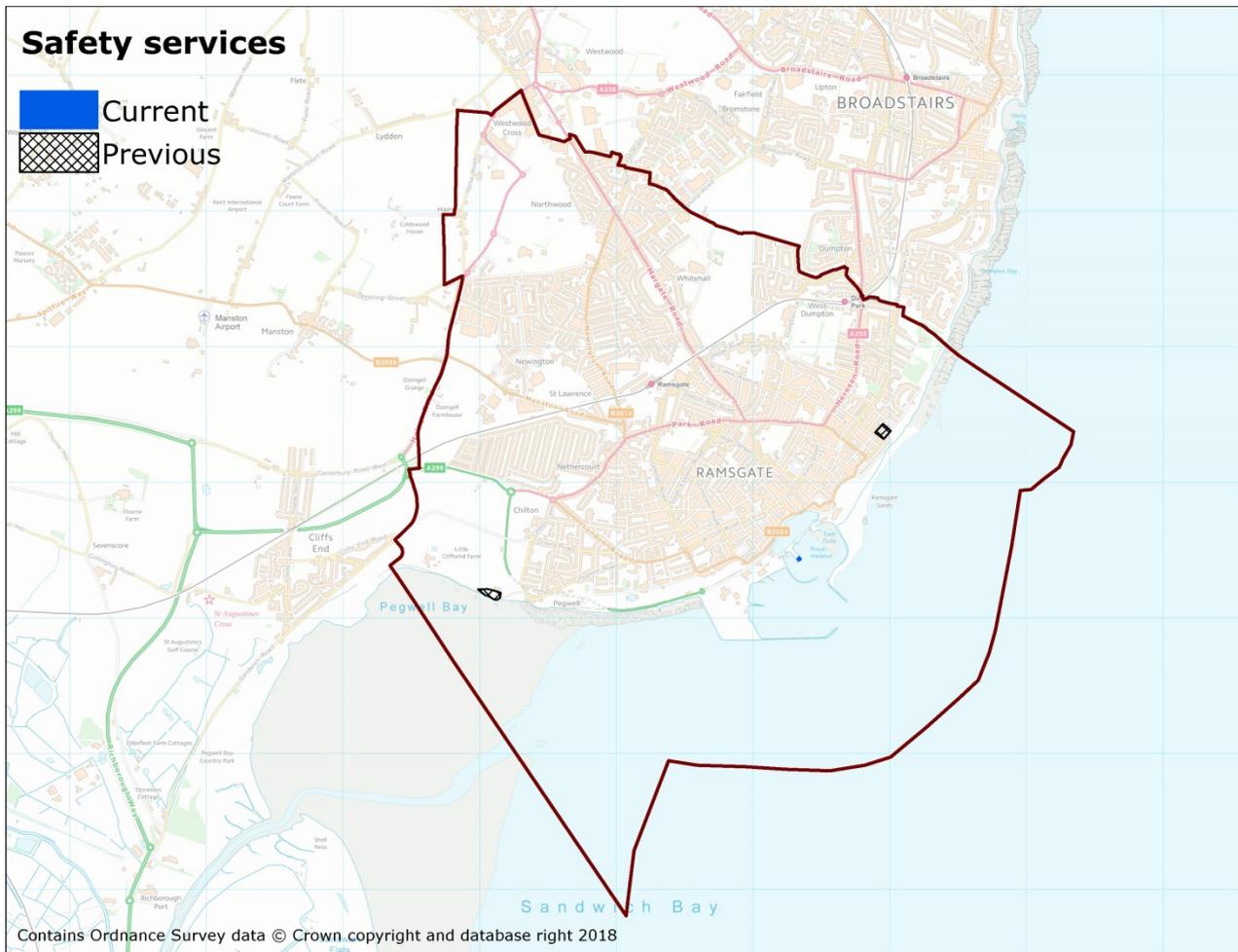
This Type includes features or structures sited at important position-finding or dangerous points on or near the coast for the guidance and warning of mariners, but they can also be located well inland. Usual components include marine navigation aids such as areas of buoys, beacons and lights, together with land-based navigation aids such as lighthouses, fog stations, daymarks (e.g. churches, beacons, chimneys, distinctive topography, distance marks and lights). Areas advised or designated as zones of restricted navigation or exclusion for safety reasons are also included, as are safety services' installations such as coastguard stations and lifeboat stations.

For obvious reasons the majority of features associated with this Type are typically found on or adjacent to the coast. Navigable entrances to estuaries and rivers, areas of submerged hazards and foul areas are often demarcated by tracks of

posts, buoys, lights, beacons, bells and topmarks. The sites of some navigation aids have a long history, being repeatedly represented on Admiralty charts and maps since their inception. On land, daymarks were commonly used in sighting, survey and navigation, also providing the triangulation basis for surveying maritime charts and coastal profiles.

Some areas of the sea are themselves characterised as 'safety areas', with advised or designated restrictions on navigation, or exclusion from permitted navigation altogether. These may be designed to facilitate safe passage around coastal or estuarine hazards or between shipping lanes, or exclusion zones for safety reasons around offshore oil and gas installations, or military practice areas. Also important in maritime safety are the coastguard and lifeboat stations and lookouts dotted strategically along the coast.

Sub-type: Safety Services



Introduction

Coastguard and lifeboat stations and National Coastwatch Institution (NCI) lookouts located at strategic points to monitor the coastline and, in the case of lifeboat stations, to launch search and rescue missions. These are usually purpose-built.

The project area contains an active Royal National Lifeboat Institution (RNLI) lifeboat station and two former coastguard stations.

Historic processes

Lifeboat station

The RNLI was established in the 1820s and has gradually expanded to provide lifesaving services around the coast of the British Isles. It is a charity and relies on highly-trained and largely volunteer crews to operate these services. As the RNLI has operated over a significant length of time, the boats it has used and the manner in which they are housed and launched has evolved considerably.

The RNLI operates both inshore⁸⁶ and all-weather⁸⁷ lifeboats. The need to accommodate the RNLI's newer classes of lifeboat (particularly the Shannon all-weather lifeboat, adopted in 2013⁸⁸) has led to the redevelopment, including demolition and replacement, of some older lifeboat stations which were too small to house and operate them (e.g. Bembridge, Selsey).

The lifeboat service in Ramsgate is one of the country's oldest, being established in 1802, and significantly predates the formation of the RNLI. The RNLI took partial control of the station in 1865, being in joint control with the Board of Trade until 1922 after which it was solely responsible for its operation⁸⁹. The station played a key role in the Dunkirk evacuation acting as tow for boats, mostly wherries, between the shore and larger transport ships. Many of the station's peacetime calls have also been to foreign shipping, reflecting its proximity to a major international shipping lane (English Channel). The station has received thanks and commemoration from several governments and heads of state associated with these rescues, including from Denmark, USA and Germany.

The historic station is no longer in use and was redeveloped in the 1990s. The present station is a modern steel and brick structure and is sited on a recent harbour extension (piled concrete jetty). The present station has been in operation since 1998 and operates both an inshore and all-weather boat.



Ramsgate RNLI station, from West Pier

Coastguard stations

The Coast Guard (later 'Coastguard') was established in the 1820s as part of formalisation of earlier government bodies charged with the prevention of smuggling and giving assistance to shipwrecks. In the 1830s it became responsible for these services along the length of the British coast. The decline in smuggling and a rise in lifesaving activities by volunteer services, particularly the RNLI⁹⁰, over the course of the 19th century led to the re-establishment of the Coastguard in the 1920s as a coastal safety and rescue service under the Board of Trade. In the latter part of the 20th century, further reorganisation saw the service become a part of the Maritime and Coastguard Agency (MCA). The service still maintains search and rescue services around the UK coast. Whilst there are now no active coastguard stations in the project area, two formerly operated; one was sited at East Cliff and the other at Pegwell⁹¹.

The Pegwell station was built by the late 1830s and is first shown on the St Lawrence tithe map (1839). It overlooks the extensive intertidal zone around Pegwell Bay which, as well as having shallow water that could present a hazard to shipping, may have been a suitable location for landing cargoes in a less populous area and, therefore, attractive to smugglers. The station buildings were of a relatively simple design and included a series of brick-built cottages. The station appears to have fallen out of use by the 1930s as the area was no longer labelled as the Coastguard Station on the Ordnance Survey 1:2500 fourth edition (1938). The cottages remain in use as private housing whereas the other parts of the station have been redeveloped.

The station at East Cliff was built in the 1860s overlooking the cliffs and eastern harbour approaches. The station was built in a style reminiscent of grand Tudor houses, with buildings on three sides of a courtyard with the other side left undeveloped to allow clear views out to sea. The station remained in use into the latter part of the 20th century and, following disuse, was converted into private residential accommodation, known as

⁸⁶ Inflatable boats or rigid inflatable boats (RIBs) which have no covered crew area.

⁸⁷ Rigid-hulled and with a covered crew area.

⁸⁸ <https://rnl.org/what-we-do/lifeboats-and-stations/our-lifeboat-fleet/shannon-class-lifeboat>

⁸⁹ <http://www.ramsgatelifeboat.org.uk/station-history.html>

⁹⁰ See type text for Lifeboat Station

⁹¹ Kent HER ref. MWX43904

Coastguard Cottages. The majority of the surviving structures are Grade II Listed Buildings⁹² and the former station is a very distinctive feature on the East Cliff.



Former Coastguard Station, East Cliff

Condition

The lifeboat station is in active use and appears well-maintained.

The remaining coastguard structures that survive in residential use appear to be in a stable condition.

Vulnerability

The coastal location of the lifeboat station has inherent challenges associated with storm events which can cause damage to the structure of the station.

The surviving buildings may be vulnerable to loss of character or alteration to historic fabric as a result of future alterations associated with their current, domestic, use.

Forces for change

Owing to the charitable nature of its funding, the RNLI most constantly seek to run its services as efficiently as possible. Over recent years, this has led to some replanning of services and construction of new boathouses where older ones are no longer fit for purpose. As a relatively recent station lying in close proximity to hazardous waters, the station is unlikely to face threats associated with service replanning or obsolescence.

The two coastguard stations survive as purpose-built coastguard buildings that have been adapted to residential use. These structures range from 150 to nearly 200 years old. They are likely to require interventions to maintain them in a fit state for modern living standards. This may pose some risk to the legibility of the Type.

Climate change is predicted to increase the frequency and severity of storm events. This is likely to intensify an existing source of damage to the station.

Relationships with other character types

This lifeboat station is located in the Outer Harbour to allow ready access to the sea. Otherwise there are no specific related or allied types since the location of facilities was largely dictated by need and the past ability to acquire a suitable patch of coastal land.

Heritage values

Evidential

The lifeboat station has some evidential value as a document of the presence of lifesaving services under the auspices of the RNLI at Ramsgate. The present structure can only evidence the most recent part of the station's long history due to its modern site and construction.

The former coastguard stations are physical documents, albeit somewhat modified, of the construction and use of buildings for the Coastguard and its role in maritime safety and in controlling smuggling. At the time of the Pegwell station's construction, this was a relatively young organisation but by the time of the building of the East Cliff station it had become more established. This is shown, to an extent by the greater sophistication of the buildings of the East Cliff station.

The siting of safety services at Ramsgate also evidences both the suitability of the harbour as a launching site and the need for services generated by the town's importance as a harbour, proximity to the hazardous water in nearby shipping lanes (i.e. due to the Goodwin Sands) and suitability of some stretches of the nearby coast for smugglers' landings.

Historical

The visible presence of the lifeboat station has illustrative value in demonstrating the presence of RNLI services in the town and the importance of its harbour. That a station was required also evidences the, at times, treacherous conditions that can arise along this stretch of coast due to the presence of offshore hazards such as the Goodwin Sands.

Many RNLI stations contain commemorative material relating to lifeboat operations from that station. Where present, such material has important historical value, both as a document of local events and as a demonstration of the operation and influence of a national body. In the case of the Ramsgate station, this also includes material from foreign governments due to calls to aid their shipping in the English Channel. The station is also associated with specific rescues which are documented in the station's archives but are also likely to feature in local memories. This is likely to confer some historical value to the station.

The former coastguard stations also, through their disuse and conversion to housing, show how the role of the Coastguard has evolved so that stations with resident guards are no longer required. The presence of two Coastguard stations also illustrates

⁹² Cottages - <https://historicengland.org.uk/listing/the-list/list-entry/1203551>; <https://historicengland.org.uk/listing/the-list/list-entry/1203557> and <https://historicengland.org.uk/listing/the-list/list-entry/1336317>. Boundary walls - <https://historicengland.org.uk/listing/the-list/list-entry/1086072>

the importance of Ramsgate as a harbour and the facility to land illicit cargos toward Pegwell.

Aesthetic

In aesthetic terms, the RNLI station is likely to have limited value due to its modern and relatively utilitarian construction.

The Pegwell former coastguard station has limited aesthetic value due to the high degree of redevelopment of the buildings resulting in loss of legibility of this instance. The former coastguard station at East Cliff has clearer aesthetic value as conversion has had a lesser effect upon its external appearance and it was originally designed to be an impressive set of buildings.

Communal

The RNLI station is likely to have communal values, associated primarily with its purpose. This could be as a feature which is associated with particular

rescues but could more generally relate to the feeling of protection and safety that comes with having the station at such close proximity to both the well-used beach and also the heavily-used seaways.

Though disused, the former coastguard stations may have communal values associated with its purpose as a something that helped to ensure safety of mariners in the area.

Sources

- <https://rnli.org/about-us/our-history>;
- <http://www.ramsgatelifeboat.org.uk/index.htm>;
- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit;
- Historic and modern charts.

Broad Type: Navigation

Type: Navigation Hazard

Sub-type: Shoals and Flats

Broad Type: Navigation

Relating to the action or practice of travelling on or in water in a ship or other vessel. This data is

primarily derived from the digitisation of modern and historic charts.

Type: Navigation Hazard

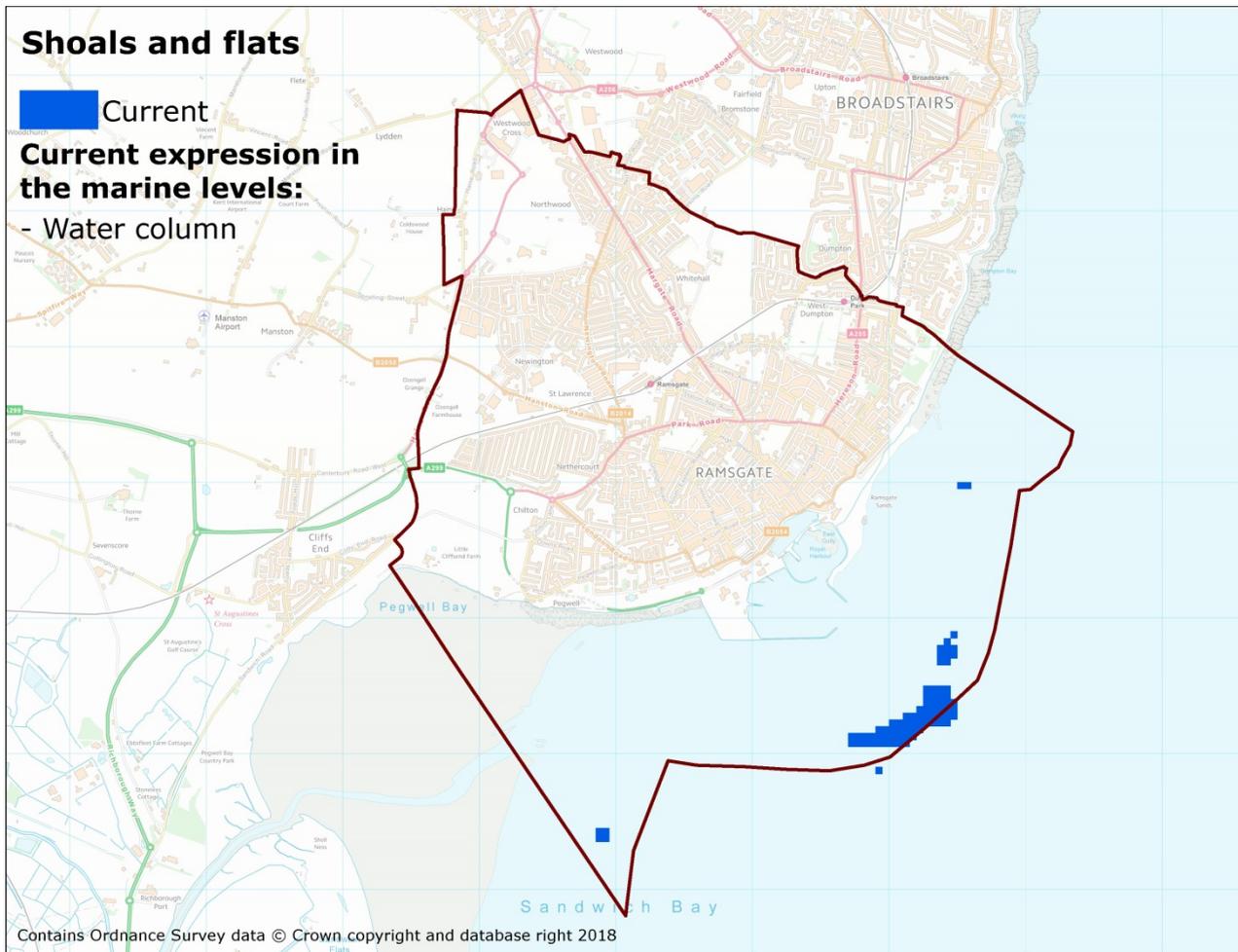
Relates to areas that contain serious risks to shipping or smaller craft which could lead to damage or complete loss of a vessel. Such risks may be directly related to sea-floor features and aspects, such as wrecks and other seafloor debris and obstructions, drying areas, submerged rocks, shoals and banks, or they may be indirect, with implied hazardous water in the water column and surface above such seafloor risks. Strong marine currents and their responses to seafloor and coastal topography can also pose serious hazards from water turbulence.

Navigation hazards, past or present, are difficult to map with precision although essentially this is the prime purpose of nautical and maritime charts. Major navigation hazards have figured on the earliest Admiralty charts and are often mentioned in historic sailing directions. Early charts inevitably contain less detail and use less accurate survey

methods, focussing instead on highlighting approximate areas of the most notorious hazards and those most easily identifiable. Modern charts depict far more accurate and precise information. The majority of areas associated with this Character Type are typically found along the coast or close inshore. Although wrecks have a much wider overall distribution, their highest densities are also found in inshore waters.

In marine levels, some care is needed to distinguish the location of the hazard from its implications at other levels. For example, 'submerged rocks' and 'wreck hazards' are direct navigation hazards in the 'sea floor' level; while some will project into the water column in their own right, and some wrecks will break the surface, they also imply 'hazardous water' in the water column and sea surface above and around them.

Sub-type: Shoals and Flats



Introduction

Shallow areas of sand banks, shoals, bars and spits as surveyed at the time a chart was produced. These areas are generally only exposed at low tide and are highly subject to change due to the mobility of sediments.

Historic processes

Sand banks, shoals, bars and spits are formed by natural processes through the deposition of sand, gravel and other unconsolidated material either at harbour and river mouths as a result of freshwater sediment being moved down stream, or offshore where the current reaches the wave break at low tide.

The majority of the examples in the project area are located toward its edge, as a band southeast of the harbour running roughly parallel to the shore. There are smaller, isolated, areas toward Pegwell Bay and East Cliff.

Condition

It is likely that the Type is fairly stable, although it is potentially susceptible to pollution through deposition of plastics, other materials, as well as chemical pollutants.

Vulnerability

The Type is vulnerable to changes in sediment dynamics, the influence of coastal, port and harbour development and maintenance dredging on currents, and shoreline management planning.

Forces for change

Climate change and coastal developments are likely to be the principal drivers for change in the Type, potentially changing patterns of erosion and

deposition and resulting in reworking of existing sediments.

Relationships with other character types

The Type is also strongly related to Hazardous Water as it creates hazardous sailing conditions in its vicinity. The Type is strongly related to Fine sediment plains and Coarse sediment plains as they are a product of similar depositional processes but evident at different depths.

Heritage values

Evidential

In general, the Type can have evidential value through preservation of paleo-environmental remains, as well as wrecks and debris. There are no clearly known instances of such remains, as yet, in the project area.

Historical

The Type in its own right has limited historical value, but can contain cultural material with illustrative and associative value (e.g. wrecks and related material). There are no clearly known instances of such remains, as yet, in the project area.

Aesthetic

The Type is not generally perceptible, being always submerged, so has limited aesthetic value.

Communal

The Type may have some communal values amongst the fishing community and offshore anglers as a potential spawning ground for fish.

Sources

- Seazone, bathymetry and elevation.

Broad Type: Navigation

Type: Navigation Hazard

Sub-type: Wreck Hazard

Broad Type: Navigation

Relating to the action or practice of travelling on or in water in a ship or other vessel. This data is

primarily derived from the digitisation of modern and historic charts.

Type: Navigation Hazard

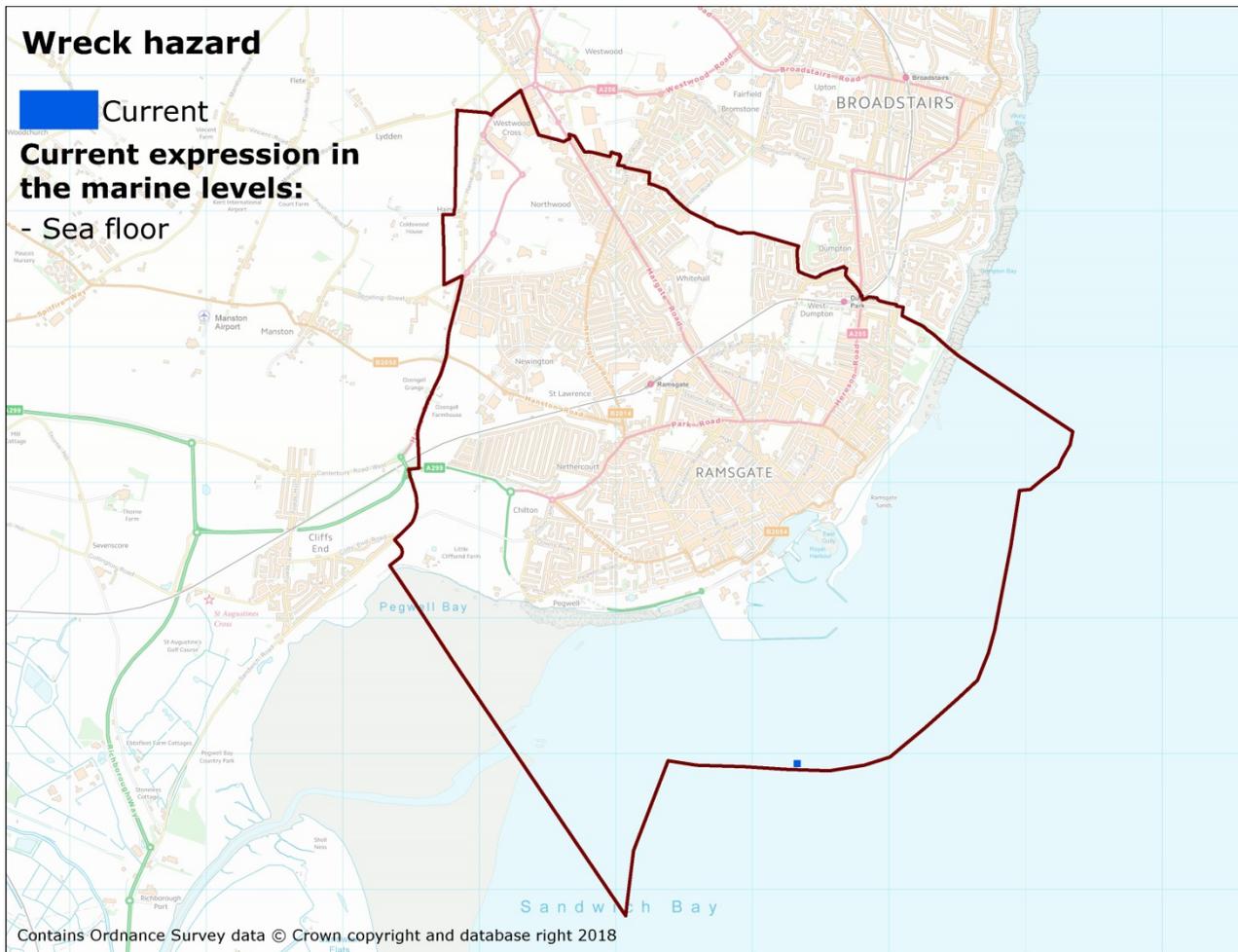
Relates to areas that contain serious risks to shipping or smaller craft which could lead to damage or complete loss of a vessel. Such risks may be directly related to sea-floor features and aspects, such as wrecks and other seafloor debris and obstructions, drying areas, submerged rocks, shoals and banks, or they may be indirect, with implied hazardous water in the water column and surface above such seafloor risks. Strong marine currents and their responses to seafloor and coastal topography can also pose serious hazards from water turbulence.

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In marine levels, some care is needed to distinguish the location of the hazard from its implications at other levels. For example, 'submerged rocks' and 'wreck hazards' are direct navigation hazards in the 'sea floor' level; while some will project into the water column in their own right, and some wrecks will break the surface, they also imply 'hazardous water' in the water column and sea surface above and around them.

Sub-type: Wreck Hazard



Introduction

Wrecks become dangerous in shallow water when they are either exposed and/or found above 10m below the sea-level (based on UKHO definition). The 'Wreck hazard' Sub-character Type focuses on the area of the hazard, which may include a single wreck or a cluster of several.

From the perspective of HSC, 'wreck hazard' focuses only on the physical extent of the wreck in and on the sea-floor.

In their effects on historic seascape character at any one time, wrecks have most relevance from their roles as hazards to navigational activity or as indicators of areas and routes of past navigational, naval or trading activity. The extent to which any particular HSC maps individual wrecks or groups of wrecks depends on the intended viewing scale of the HSC and the density of wrecks in a given area. It is not the objective of HSC to map distributions of wrecks and wreck clusters in their own right – other databases exist for that purpose.

There is a single instance of the Type in the project area which relates to a recent wreck.

Historic processes

Wrecks are likely to have occurred for as long as humans have been navigating the seaways and it is estimated that there are thousands of wrecks, in addition to those known, lying undiscovered around the British coast. Some particularly hazardous shoals and sand bars, such as the Goodwin Sands, which is located just outside the project area, are hotspots for wrecks.

There is one within the project area. This lies due south of the harbour toward the edge of the project area. The hazard is associated with a permanently submerged wreck of a dredger hopper barge sunk in 1986.

Condition

Given that this example is submerged it has not been possible to assess its condition.

Vulnerability

Wrecks are vulnerable to a range of environmental factors (e.g. erosion via tidal/ wave action,

sediment build up, animal action, etc.) that will affect each vessel in different ways depending upon their construction materials.

They are also susceptible to human interventions (e.g. dredging, anchoring, diving, etc.).

Forces for change

The effects of climate change may intensify coastal processes through increased estuarine flows, changing patterns of scour, erosion and accretion driven by more intense, and more frequent, severe weather events.

Relationships with other character types

Typically the Type might be expected to be associated with Submerged rocks, Shoals and flats and other similar features that may cause wreckages. This is not the case with the instance in the project area, which lies in an area of Fine sediment plains, as it appears to have been an accidental loss rather than sunk due to grounding.

Heritage values

Evidential

The Type has some evidential value relating to the structure of the vessel, its method of manufacture, and its function.

Historical

The Type is likely to have illustrative historical value in relation to the above factors.

Aesthetic

The wreck can only be encountered by divers and may have some appeal as a trace of human activity looming in the depths.

Communal

The Type may have communal values in the fishing and sailing communities as areas to avoid. As an unrestricted wreck it may have some value to divers.

Sources

- SeaZone hydrospatial.

Broad Type: Ports and Docks

Type: Ports and Docks

Sub-type: Port

Broad Type: Ports and Docks

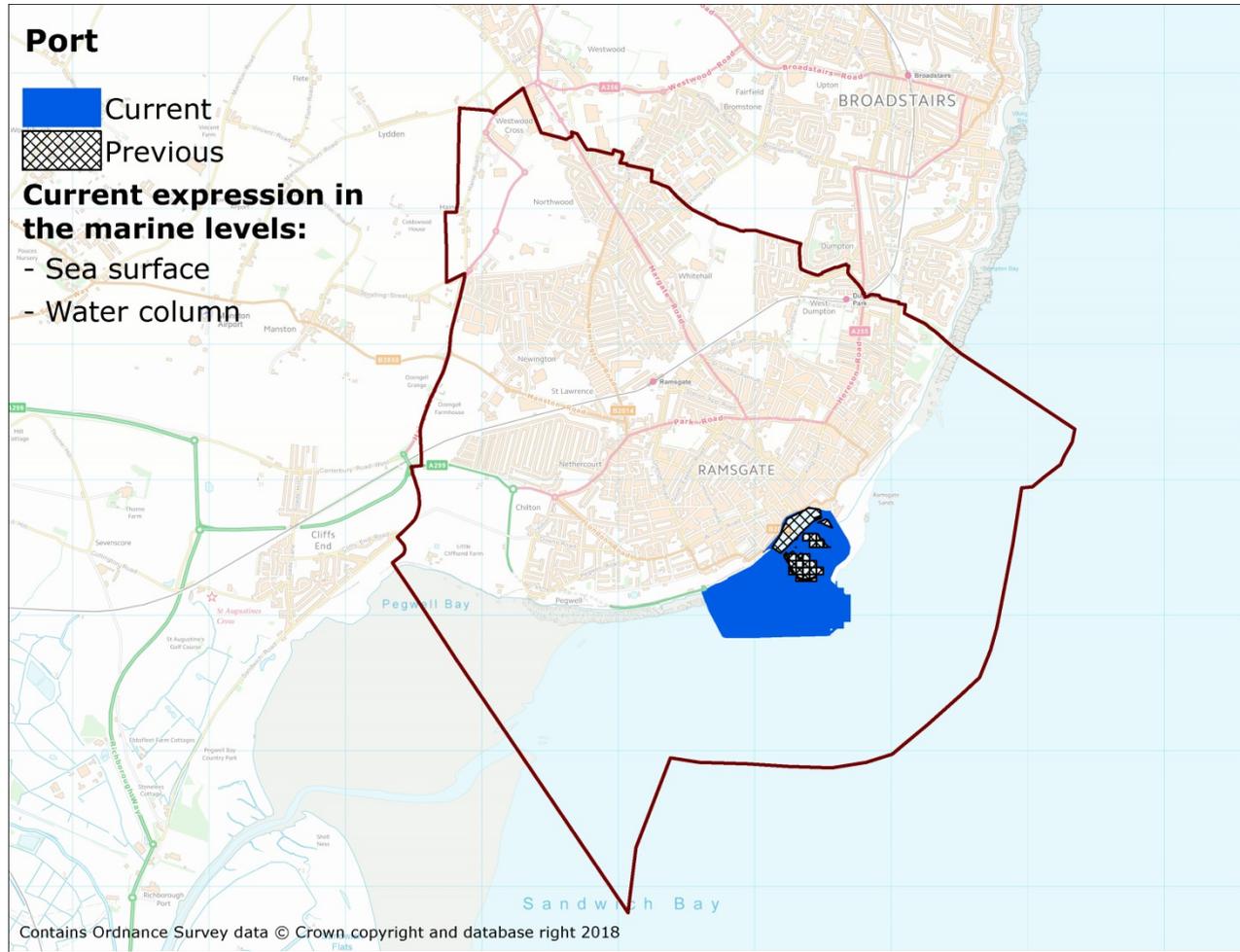
This Broad Character Type relate to the functioning of ports and docks, together with their harbours and associated port-related industry and range of material features and imprints.

Ports form the interface between land and marine transport and distribution systems. In that role, they perform a range of functions: to receive ships; to transfer and accommodate cargo and people moving to and from ships; to provide a coastal distribution hub for various scales of hinterland; to provide dockyard maintenance and repair facilities, again at various scales, and to offer shelter from storms. Associated features include the necessary structures to ensure safe approach, entry to and landing at the port, such as breakwaters, harbours, quays, wharves. Harbour pilots, barges and tugboats are commonly used to manoeuvre large ships in tight quarters as they approach and leave ports. Many ports have maintained deep water channels and berths: various of the 'Navigation'

Types and Sub-types are closely associated with ports. Ship maintenance, supply and repair facilities may be small scale or enlarged to form enclosed dockyards. Transfer and reception of goods and passengers includes terminal facilities and closely associated car parks; and in some cases customs and immigration facilities. Ports usually include areas of hotel accommodation for passengers in transit and housing for workers servicing the port. Loading and unloading of goods requires storage and transfer areas: now often involving container storage and big sheds, but historically also warehousing grouped around or behind the quays. Processing and manufacturing facilities from various 'Industry' classes are often located very close by, while some ports have specialist areas for landing and distributing fish, with Sub-types relating to the 'Fishing' Broad Character Type. From their role as coastal distribution hubs, many ports also have extensive areas devoted to road and rail transport.

Type: Ports and Docks

Sub-type: Port



Introduction

An area that combines a harbour and terminal facilities at the interface between land and water transportation systems.

The project area has an extensive port, comprising Ramsgate's 18th century harbour infrastructure, the site of its original port, and a 1980s port extension.

Historic processes

Ports have been an important aspect of the country's infrastructure for many centuries. Many evolved at places on the coast at which landing vessels was possible due to aspects of the local coastline, such as embayments or strands, and gradually accreted formal infrastructure, such as quays and warehousing, as shipping and cargos developed in size. Others were developed almost from scratch at locations that became important due to the changes in navigational conditions, such as silting of approach routes to older ports, or the shipping and trading networks brought about by colonialism and the development of novel international markets. At a successful port, infrastructure has to evolve to keep pace with the requirements of ship size and cargo handling to enable to its continued survival. This can lead to relocation or shifting of focus in activities at long-lived ports.

The origins of the port at Ramsgate fall somewhere between these two extremes. Some kind of settlement geared around fishing and trade had grown up at Ramsgate by the later medieval period due to its sheltered position at a gap in the cliff line making it the closest useable landing place to older inland settlements, such as St. Lawrence. Owing to the presence of nearby larger and more important port towns, such as the Cinque Port of Sandwich, Ramsgate did not develop into a fully-fledged port. This changed in the 18th century when the Great Storm of 1703 led to the loss of numerous ships in the channel, with many foundering around the Goodwin Sands juts offshore from Ramsgate. The storm, and the lack of sufficient harbours in close proximity to the Sands to which ships could make for in order to gain safe harbour, led the Admiralty to propose construction of a harbour of refuge on this stretch of the coast and, eventually Ramsgate was selected. This was in part due to its proximity to the Sands but also as Sandwich was becoming a less viable port due to increased levels of silting in its approaches. The works to create a harbour of refuge were extensive and began in the 1750s and were not completed until the mid-19th century. They saw the addition of harbour walls and breakwaters to create inner and outer basins. The outer breakwaters had lighthouses sited on their ends to act as navigational aids. The harbour improvements were designed and overseen by many of the early leading lights in civil and marine engineering, including John Smeaton, Samuel Wyatt, John Rennie and Sir John Rennie, and included many then-innovative methods. The quality of the harbour and the comparative ease of

approach to Sandwich began to attract much shipping for landing, not simply refuge, and quickly led to the town developing as a port in its own right.

Ramsgate remained an important port, operating out of largely later 18th century infrastructure, into the 20th century. It was granted status as a Royal Harbour in the 1820s by George IV in recognition of the town's hospitality during his visit by yacht. Ramsgate's quality harbour and its proximity to the French coast also meant that it was a key embarkation point in both the Napoleonic Wars and World War II. It was particularly active in the Dunkirk evacuations, with many of the little boats coming from Ramsgate.



Ramsgate harbour, from the quayside toward the Royal Victoria Pavilion



Ramsgate harbour, looking toward the western breakwater

Whilst there were some alterations to the eastern breakwater (café and extended breakwater) in the 1950s, the port infrastructure remained little altered into the late 20th century. The rise in commercial shipping size and the massive re-organisation of sea-borne freight handling brought about by containerisation meant that the traffic through the port had begun to change by this date. Over the course of the 20th century ship size has increased significantly, the method of cargo handling has changed enormously and new cargoes (e.g. vehicles) have emerged. These combined trends have led to a need to accommodate larger berths and large areas of hardstanding within ports for the manoeuvre of cargoes. The existing harbour at Ramsgate could not easily accommodate such areas so new ship berths and an extensive area of flat working land was created through land reclamation immediately west of the original port in

the 1980s to handle the larger-scale freight traffic. The original port gradually became more attuned to leisure traffic and port facilities were formally relocated to the new port facility.

Although the original port now has a significant amount of leisure craft moored, it remains the home of a number of marine businesses, particularly those related to offshore wind, and the Ramsgate RNLI station. The 1750s work still forms the underpinning design of the original port and is the source of its palpably historic feel. The majority of the 18th-19th century harbour works are Grade II Listed Buildings. The original port remains one of the town's key assets for attracting visitors

The new port comprises tarmac-surfaced holding and storage areas, a central modern operations building and a variety of berthing facilities; the latter including RoRo ferry berths. A continental ferry service was operated from Ramsgate from the 1980s to the early 2010s but is not currently operational. It was initially operated by Sally Line from 1981 to 1998 and served initially only Dunkerque with a route to Ostend added in the 1990s. The Ostend Service was revived under a different operator, TransEuropa Ferries, in 2004 and ran until 2013 when the company went bankrupt. The port currently handles freight, aggregates (berthing and storage) and also has a focus on servicing windfarm operation and maintenance. Thanet District Council, in tandem with the port, is currently exploring options for restoration of a ferry service.



Modern port infrastructure at Ramsgate

Condition

Both port areas are in active use and appear generally stable.

Vulnerability

The original port, although a key marine asset, is also valued for its contribution to the town's scenic qualities and visitor appeal. It is, therefore, likely to be less vulnerable to proposals that might cause unsympathetic alteration to it or loss.

Much of the original port elements are Grade II Listed Buildings and are subject to statutory protection from unauthorised works.

The original port is well used by marine traffic, both commercial and leisure. This brings some inherent vulnerability to accidental damage. Due to the generally small size of vessels using the harbour and its sturdy construction, any such damage is not likely to be extensive.

The new port is not currently used to its full capacity and has to compete with the larger port at Dover for traffic. This may make it vulnerable to obsolescence as lower revenues may mean that maintenance and improvements to facilities may need to be more carefully targeted than if it were used at full capacity.

The marine location of both port areas brings inherent challenges associated with storm events which can cause damage to its structure.

Forces for change

The original port is greatly valued for its contribution to the town's scenic qualities and visitor appeal. As such, it is likely to continue to be managed in a way which preserves these qualities whilst also enabling it to function as a maritime resource.

Several proposals to bring additional business to the new port, including the restoration of ferry services and an aggregate processing facility, have been mooted in recent years but none have thus far progressed. If any prove to be viable this is likely to lead to changes to the port. This is unlikely to lead to extensive change to character of the type as expressed at the new port since it is already a wholly modern port facility.

Climate change is predicted to increase the frequency and severity of storm events. This is likely to intensify an existing source of potential damage to both ports.

Relationships with other character types

The type is related to the HLC Narrow Types Historic Urban Core and Lifeboat Station. It is related to the HSC types Navigation channel (active), Safety Services, Marina and Anchorage.

Due the importance of transfer of freight to the road network, this type is commonly associated with the Roads type. The Royal Harbour Approach road, including tunnel, was specifically constructed to allow access into the port without traffic having to be routed through the Historic Urban Core.

Heritage values

Evidential

The Type has significant evidential value as a physical document of the engineering and structures that were required for port operation from the mid-18th century onwards. The Type also has provides evidence of the alteration of original harbour fabric to serve the evolving needs of vessels and for the addition of capacity in the later 20th century with new areas of quay and to the relocation of port facilities to the new port in the 1980s. This latter aspect documents the changed

nature of facilities required by modern shipping and ferry operations. It also evidences the capability of modern marine engineering in reclaiming such large tracts of land from the sea to, in this case, create port facilities.

Historical

The Type has significant historical value, both illustrative and associative. In illustrative terms, it provides a visible demonstration of how the harbour of refuge was conceived and the port operated from the 18th century onwards. It also illustrates some aspects of the wider settlement of Ramsgate, since the prosperity and growth of the town was intrinsically linked to the port.

In associative terms, the original port is associated with many of the great and innovative engineers operating in the later 18th to early 19th century, notably John Smeaton, Samuel Wyatt, John Rennie and Sir John Rennie. It is also associated with royal visits, through its status as a Royal Harbour, and played a key role in pivotal events in British history (the Napoleonic Wars, Dunkirk evacuation).

The new port, through its construction adjacent to the original port, illustrates the provisions necessary for modern shipping that could not be accommodated within the older facilities. Since the original port was preserved rather than entirely redeveloped to facilitate modern shipping, this also demonstrates recognition of the importance of the original port, both as a historic asset and an asset which forms the town's character.

Aesthetic

The original port has significant aesthetic value. This is in part a factor of its solid but elegant 18th century design but also due its location. The town and port developed at a break in the cliff line so as the land to either side of it rises, from seaward, they are framed by chalk cliffs whilst from the land they appear nestled and protected in this valley. This factor, combined with the somewhat liminal nature of the original port – a projection of protective, human-made, features into the sea – and its harmonious design, means that it has considerable aesthetic quality. This is further underscored by the movement and variety introduced by the presence of vessels, whether moored or in movement

The new port, though a modern construction which uses utilitarian buildings, structures and surfaces also has aesthetic value associated with the ports function. The movement of vessels, people, goods and vehicles at the port and the periodic nature of this activity, with peaks when ships dock, can be a source of interest and stimulus.

Communal

The Type is likely to have strong communal values amongst both residents and visitors. This is likely to be related to:

- Its status as the defining feature of the town;

- The way it acts as a reminder of the town's distinguished maritime past (particularly the Dunkirk associations); and,
- Its contribution to the town's scenic qualities, particularly the original port;
- Its role as a local employer and, although not currently, a means of travelling abroad.

These latter values may be somewhat complicated as the new port is not currently operating at full capacity and also houses some activities, such as aggregates handling, that some find unpalatable (perceived potential for noise, dust and water pollution).

Sources

- 1755 proposed harbour plan (TNA MPH/422);
- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic aerial photography;
- Historic England listing information;
- Matkin, R.B., *The Construction of Ramsgate Harbour. Transactions of the Newcomen Society* 48: 1, pp. 53-72;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books;
- Isle of Thanet News article on ferry proposals - <https://theisleofthanetnews.com/what-you-need-to-know-about-ramsgate-port-as-the-ferry-service-bid-continues/>;
- Site visit.

Broad Type: Recreation

Type: Recreation

Sub-type: Lido

Broad Type: Recreation

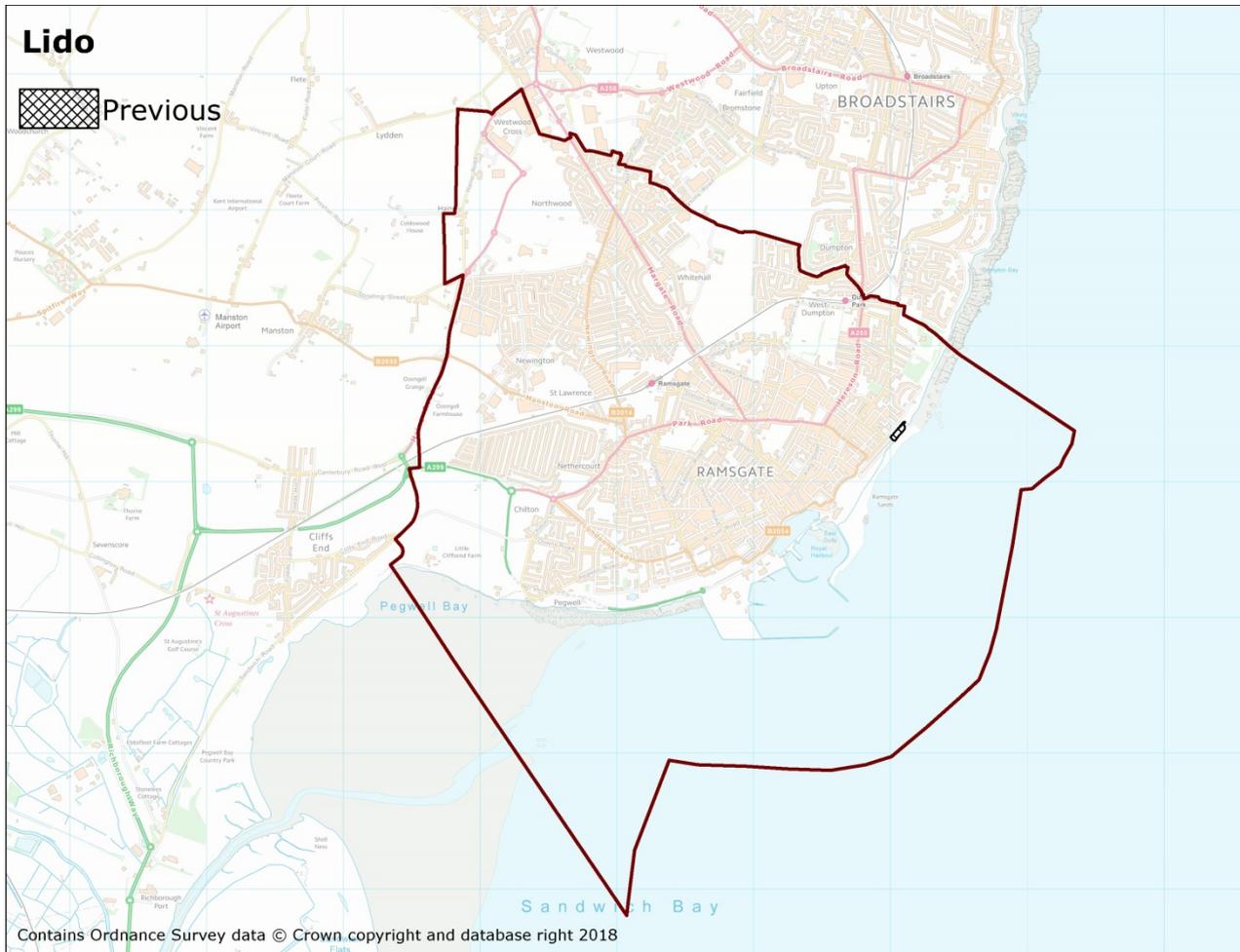
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Recreational enjoyment of the coast has a long history in England with origins in the earliest

expressions of the Romantic movement; as such Recreation Sub-Character Types are likely to recur in Previous HSC for some areas. The growth of industrial towns, the railway network and, during the later 19th and early 20th centuries, the increase in public holidays and workers' purchasing power led to the rise and massive expansion of seaside resorts and their attendant accommodation and entertainment facilities along many parts of the England's coastline. Later and current themes affecting the expression of 'Recreation' include the post-war rise and later decline of the holiday park, the post 1950's decline of the English seaside resort and various initiatives aimed at regeneration.

Type: Recreation

Sub-type: Lido



Introduction

A public recreational complex centred around an open-air swimming pool. The Type tends to comprise mid-20th century and earlier pools. These were developed before the move to co-locate swimming and other sports facilities into purpose-built Leisure Centres from the 1960s onwards.

Ramsgate contains a former swimming pool, now converted to other uses, associated with the heyday of the resort. The town's current swimming pool provision is housed within the Ramsgate Sports Centre (discussed under the Leisure Centre Type).

Historic processes

Outdoor swimming pools in Britain have a deep historic precedent⁹³ but became fixtures of the landscape in the 1930s when a craze for lidos swept Britain. This saw examples opened around the country in both inland and coastal locations.

Although the town's beaches provided ample swimming facilities, the council funded the creation of a lido, incorporating a boating lake, on the seafront below East Cliff in the 1930s. The lido was a very distinctive structure with a series of high diving platforms, banks of seating terraces on two sides of the pool and a complex housing a cafe and changing facilities at its townward end. As with many lidos, it fell victim to the downturn in holidaying at the British seaside and the high cost of upkeep of such a structure in economic climate of declining visitor numbers. By the late 20th century it was disused and the superstructure had been removed. By 2007 the site had been redeveloped into a carpark, the modern retaining walls of which preserve some of the course of the lido's external outline.



Former Lido site, now car park, Marina Road

Condition

Not applicable – the Type occurs only as a previous type.

Vulnerability

Not applicable – the Type occurs only as a previous type.

Forces for change

Not applicable – the Type occurs only as a previous type.

Relationships with other character types

The Type is related to Promenade and Leisure Beach.

Heritage values

Evidential

The outline of the former lido is preserved in later land use which provides some evidence for the kinds of beachfront attractions developed in the resort.

Historical

The Type illustrates the ways in which the resort has evolved and the facilities provided at different points in its history. It also shows the inter-war Council's push to keep Ramsgate an up-to-date resort.

Aesthetic

The Type has a limited aesthetic value reflecting its correspondingly limited physical presence in Ramsgate's present landscape.

Communal

There may be some communal values amongst both visitors and residents, associated with using the lido in their formative seaside experiences.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and current aerial photography.

⁹³ Namely the very short-lived outdoor pool at the Roman town of Macellum (Wroxeter). Ellis, P., 2000. *The Roman Baths and Macellum at Wroxeter: Excavations by Graham Webster 1955-85*. English Heritage.

Broad Type: Recreation

Type: Recreation

Sub-type: Leisure Beach

Broad Type: Recreation

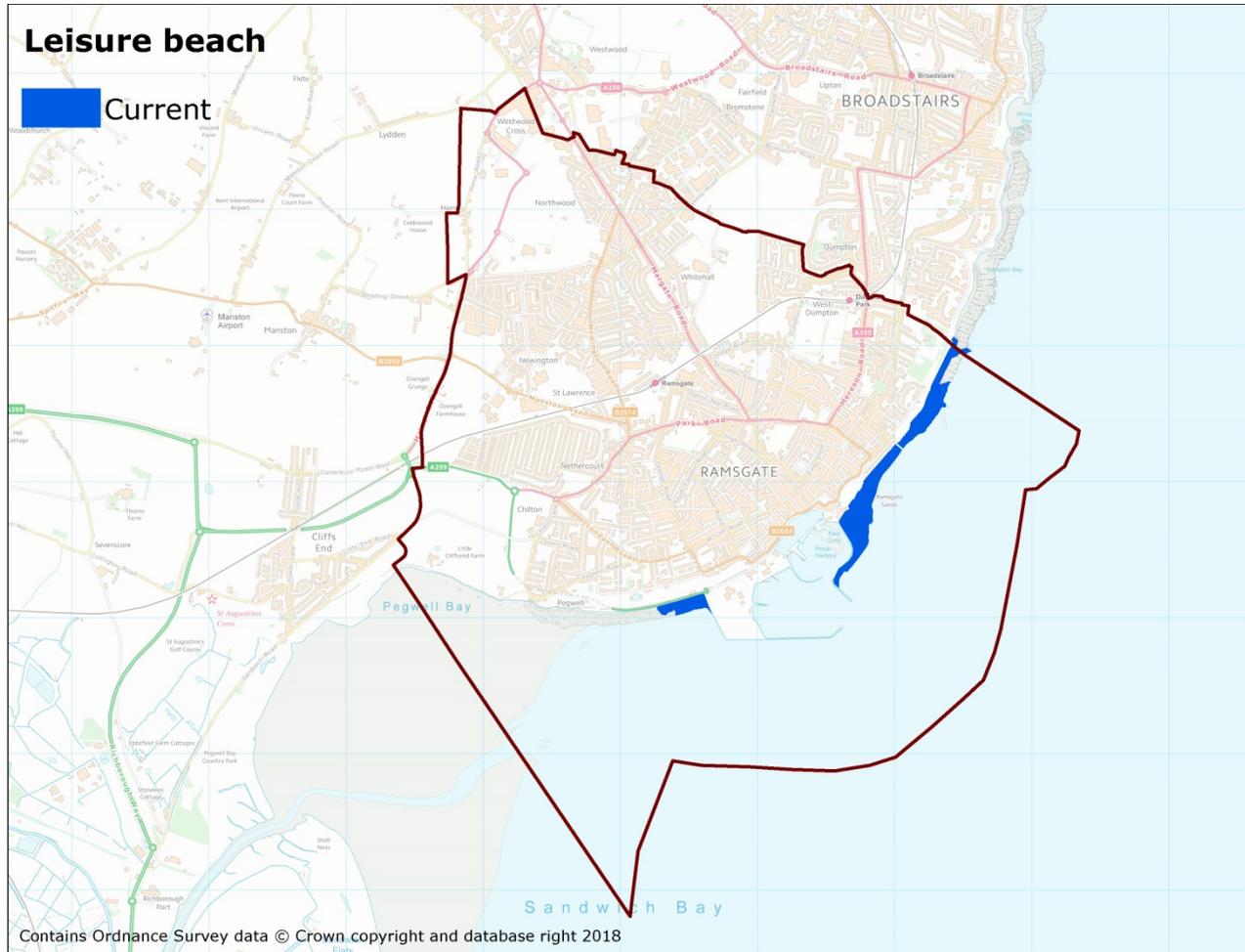
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Type: Recreation

Sub-type: Leisure Beach



Introduction

Largely intertidal areas, predominantly of sand, used mostly for leisure and relaxation by coastal visitors. The beach may be managed actively, e.g. by periodic scraping or beach replenishment, or passively, e.g. by fixed groynes, to retain the sand cover. It is arguably the key tourist asset for the town, and is therefore of both scenic and strategic importance.

The Type, as it occurs at Ramsgate, is equated with the sandy sections of the intertidal zone reachable from the town's seafront. The other sections of foreshore exposed at low tide are either sandy but not contiguous with the main beach or formed of other sediments (including mud). These are classed as the relevant Cultural Topography Type since they are less densely used for recreational purposes and lack permanent visitor facilities.

Historic processes

Leisure beaches, a mix of natural and managed space, date back to the 18th century when sea-bathing began to become popular as a health measure. Over the course of the 19th century beach use became a less-formal affair tied explicitly to sea-bathing and a wider range of recreational uses such as beach games, donkey rides and amusements also became popular.

Through the 20th century and up to the present this has become less formal still with many visitors simply spending time being at the beach without the need for organised activity.

Ramsgate's principal leisure beach, the Main Sands, is reputed to have begun to increase in size from a natural sandy beach due to changed depositional characteristics following construction of the harbour breakwaters in the 1750s⁹⁴. Ramsgate then found itself in possession of both a substantial sandy beach and good transport connections, in the form of the new harbour, at the onset of the trend for sea-bathing amongst polite society. This drew numerous wealthy visitors, particularly from London, to the town from the later 18th century onwards to take advantage of this combination of sea and sand. The town grew in popularity as a resort over the 19th century. The importance of the beach to the resort is shown by the fact that one of the early train companies to open a route into Ramsgate did so by conquering the engineering feat of tunnelling through the cliffs to bring its line to a beach-side terminus adjacent to the harbour and Main Sands.

Ramsgate's beach shows little permanent human intervention other than the construction of features which limit its landward edge, such as the Promenade.



Ramsgate Main Sands

The small leisure beach immediately west of the 1980's Port appears to be a later 20th century artificial beach, created through import of sand, and is retained by groynes.

Condition

Ramsgate's beach is managed to maintain its cleanliness and accessibility.

The Type is also subject to weathering through tidal action but appears stable.

Vulnerability

The beach itself is comparatively resilient, although it requires management to remain clear of debris. The Type is vulnerable to weathering from the normal action of the sea and wind. Rising sea levels and changes to coastal processes as a consequence of climate change are the biggest threats to the Type.

Forces for change

As noted above, climate change – both in terms of sea level rise and changes to coastal processes – represent the most significant driver for change to the Type. Changes in the holiday market as a consequence of macro-economic factors could either increase numbers of people holidaying in Britain, or result in a reduction.

The Type has had visitor infrastructure, such as the Harbour Railway Station, Royal Victoria Pavilion and the beach cafe constructed on and over it in the past. There are no plans for further such features at present but the beach, as the key asset in the resort, may attract similar schemes in the future which may result in localised loss of beach or change in character.

The Type is also likely to face greater erosion as climate change projections predict increased storminess.

Relationships with other character types

The Type is related to Foreshore Types and to aspects associated with the resort; Promenade, the former Harbour Railway Station and Amusements. It is also sited adjacent to the early phase of the Port.

⁹⁴ Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Heritage values

Evidential

The Type has some evidential value in the form of features built for the enjoyment of visitors, and through their maintenance or change.

Beyond this, as the Type is largely open sand, it contains little direct evidence.

Historical

Illustrative value would be related to human interventions to and uses of the beach while associative values would be related to events or activities that have taken place on the beach.

This beach illustrates the *raison d'être* for the growth and success of the resort and has been the scene of much of the activity that gave Ramsgate its character and reputation as a resort. This spans genteel activities such as sea bathing using bathing machines to the more working-class pursuits such as sunbathing, sandcastle building, donkey rides and fairs.

Whilst these have left little trace on the beach, it still affords the ability to understand that these activities were a key part of the resort and, at certain times of year, to actually see some in action.

Aesthetic

The Type has considerable aesthetic value, providing the critical element of setting (in functional and visual terms) for early seaside

resorts like Ramsgate. Views across the beach and out to sea are iconic representations of the place and feature in historic photographs, postcards and artistic representations.

It is frequently perceived as an attractive or stimulating element of the landscape and its interface with the seascape. Due to the intensity of human use of the beach for recreational activities they can also have a significant degree of aesthetic appeal associated with either the *joie de vivre* conveyed by a busy beach or the contemplative solitude of such an environment when quieter, for instance in wintertime.

Communal

The Type is likely to have significant communal values among local people and visitors alike, including the many visitors the town has historically attracted from London. It is a key reason for visitors coming to Ramsgate, and makes a substantial contribution to the quality of life of local people.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Current and historic and aerial photography;
- Site Visit;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Recreation

Type: Recreation

Sub-type: Marina

Broad Type: Recreation

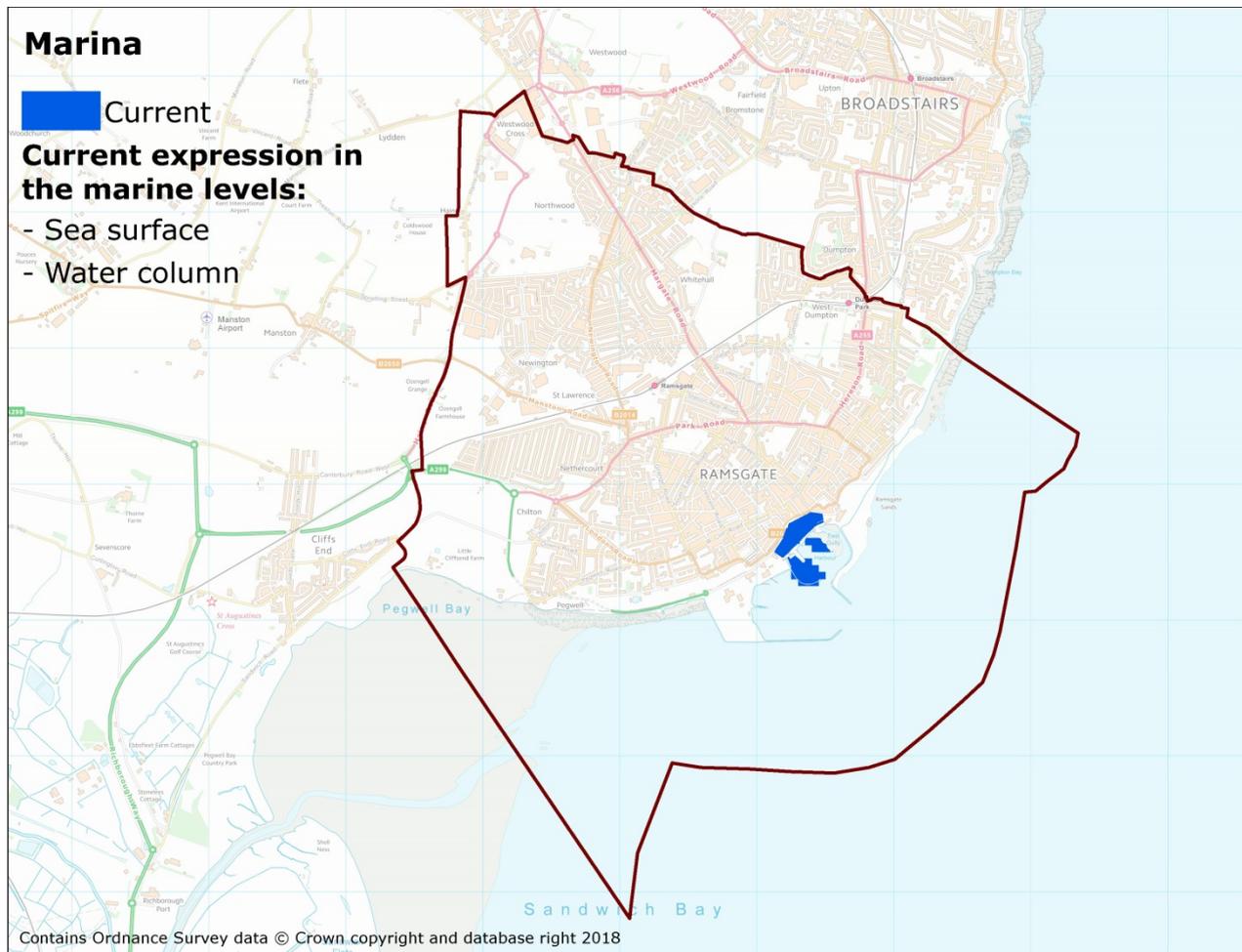
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Type: Recreation

Sub-type: Marina



Introduction

A dock or basin on the coast, an estuary or an inland waterway, used for mooring yachts and other small pleasure craft.

The Type is of relatively recent origin and reflects the growth of sailing and boat ownership, particularly of yachts, as a leisure activity since the later 20th century. It also reflects the changing opportunities for income-generation available to many smaller former ports.

Historic processes

Ramsgate harbour was built between 1749 and 1850. During the second half of the 20th century, as the harbour became less suited for the increased vessel sizes used by commercial traffic, much of the inner basin of the harbour has been given over to moorings for pleasure craft. These can be accessed either side of high tide when the lock gates, which control the marina water levels, open. There are further mooring berths, which are available at any time, within the outer harbour basin. The use of these appears to have developed significantly in the early 21st century. The marina also includes a 40 tonne "Wise" boat hoist, chandlery, sail loft and slipway, as well as showers, toilets, water, electricity and fuel.



Ramsgate Harbour Marina, looking toward the harbour mouth

Condition

The marina is in regular active use and is in good condition.

Vulnerability

The Type has a low level of vulnerability since it is well-used and the proprietors have an interest in maintaining it to a high standard to retain custom.

Forces for change

Marinas appear to be a type of leisure infrastructure which is continuing to grow and are seen as a key

way of attracting sailing traffic and mooring business to a location. This is likely to result in the continued maintenance and/or redevelopment of existing marinas and the development of further facilities.

As sailing is a leisure activity that requires a significant degree of disposable income, marinas are vulnerable to any economic downturn that affects this.

Relationships with other character types

The Type is related to sports facility, port and harbour.

Heritage values

Evidential

Indicates changes in leisure activity and the adoption of a high status hobby by sections of society from the latter part of the 20th century. An ongoing trend also documented in printed sources.

Historical

Illustrates changes in leisure activity and the adoption of a high status hobby by sections of society from the latter part of the 20th century. The conversion of the harbour basins to recreational use shows the adaptation of the harbour to the changing nature of commercial traffic.

Aesthetic

Although the infrastructure of marinas generally comprises modern utilitarian structures, the Type can have a great deal of aesthetic value. The presence of so many boats and the appearance of massed masts and the accompanying sounds (wind whistling through sails and clacking rigging) is often perceived as an attractive, quintessentially seaside feature that confers considerable maritime character to a location.

Communal

This is likely to be chiefly associated with the sense of place associated with the aesthetics of the harbour and marina. Those who are members of yacht clubs associated with the marina (e.g. the Royal Temple Yacht Club) or who take part in the Ramsgate Regatta week may also derive value from their collective experience and related sense of place.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Site visit.

Broad Type: Recreation

Type: Recreation

Sub-type: Parks and Gardens

Broad Type: Recreation

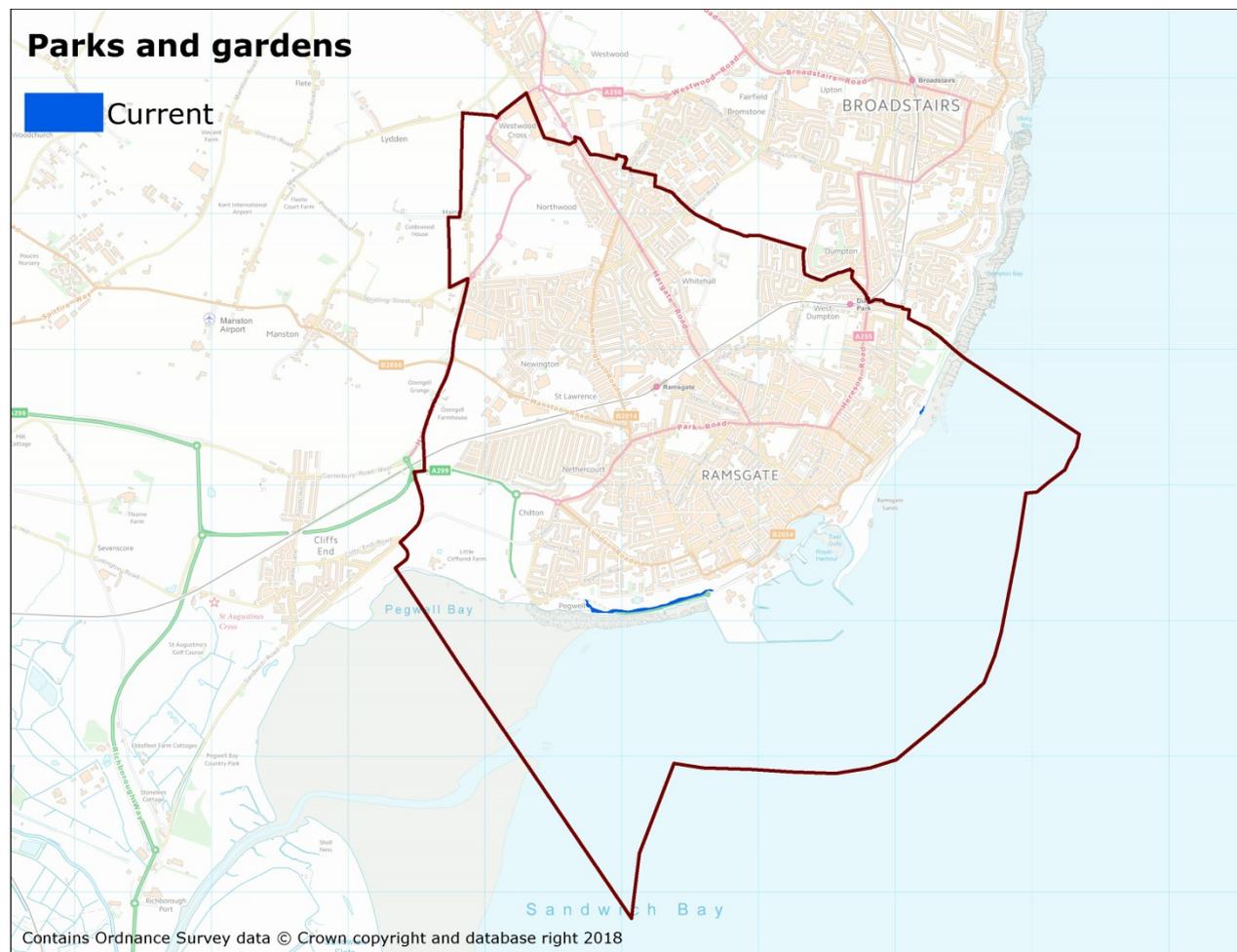
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Type: Recreation

Sub-type: Parks and Gardens



Introduction

Areas of land in use as parks and gardens which are provided for relaxation, inspiration and entertainment. Usually with ornamental planting of trees and shrubs and some formal gardens. They can also include features such as ornamental ponds and bandstands.

Although there are several parks and gardens in the project area, only those with a strong relationship to the sea are included within the HSC dataset. These comprise the walkways and gardens on the faces of the East and West Cliffs.

Historic processes

Formal public parks with paths, planting and other infrastructure are generally a later 19th and early 20th century phenomenon. Coastal instances often use the natural topography to create distinctive ornamental landscapes which connect the seafront with inland areas or promenades. The examples in the project area derive from works undertaken by the council to link the seafront with clifftop promenades and form parts of the wider improvements to the promenades undertaken during this period.

They consist of areas of lawns with more formal garden features and structures such as bandstands and shelters interspersed. The garden features make extensive use of Pulhamite⁹⁵ in the creation of artificial, though realistic seeming, rockeries which flank cliffside walkways. The Pulhamite work on the West Cliff is concentrated around the path connecting the clifftop gardens to the undercliff. Pulhamite work at Winterstoke Gardens is found flanking features such as stairs and sun shelters and as ornamental features in their own right.

Pulhamite is a distinctive feature of the civic ornamentation in Ramsgate and, as a 1920s installation, is rather later than many of the instances recorded in other parts of the country. The remaining examples of Pulhamite landscaping in Ramsgate are Grade II Listed Buildings.



⁹⁵ This was a mortar developed James Pulham & Son, and firms associated with them, for use as render in the creation of artificial rockwork. Its chief period of use was from the 1830s to 1870s and it was referred to as "Lockwood's Portland Stone Cement", "Pulham's Stone Cement" and, later, "Pulhamite". The render was applied to a masonry core or backing structure to produce texture and colour variations in imitation of natural rock.

Pulhamite work on Court Stairs to Western Undercliff⁹⁶



Pulhamite work on cliff steps at Winterstoke Gardens, East Cliff

Condition

The parks are in active use and maintained. They appear to be in good condition. Some instances of the Pulhamite work appear to be showing signs of deterioration with the render flaking off or cracking in places to reveal the masonry core.

Vulnerability

The Type provides a locally-important leisure facility. As such, it is likely to continue to be maintained to some extent despite a generally challenging climate for public services finances.

The majority of instances of the Type lie adjacent to the seafront. This makes them vulnerable to storm damage.

The areas of Pulhamite gardens need specific conservation techniques and materials in any repair to the Pulhamite render. Any repairs undertaken without using these methods risk further damage to the structure and would be unlikely to gain the necessary Listed Building Consent.

Forces for change

Austerity is likely to continue to affect local authority spending and this may have an effect upon the condition of the Type.

Climate change projections predict increased storminess, this may intensify a potential source of damage in coastal instances of the type.

Relationships to other character types

The Type is generally found in association with Promenade or at the fringe of contemporary settlement expansion.

Heritage values

Evidential

Physical evidence for the ways in which public recreational space was provided in the late 19th century and early 20th century and the ways in which this has since been modified. The latter

⁹⁶ Grade II Listed Building - <https://historicengland.org.uk/listing/the-list/list-entry/1086050>

evidences both changing recreational habits and the designing in of safe and accessible spaces.

Historical

Illustrative of historic leisure practices and how modern recreational facilities can be integrated within them. The Pulhamite gardens also illustrate the wider improvements of the town's esplanades in the early 20th century.

Aesthetic

Relates largely to the way in which they were designed to provide attractive and restful environments in which to escape from the cares of everyday life. Despite the introduction of some modern elements in all instances of the Type, this quality remains appreciable.

Communal

Places associated with outdoor enjoyment and where individuals and communities interact in comparative safety

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and recent aerial photography;
- English Heritage 2008 *Durability Guaranteed. Pulhamite rockwork – Its conservation and repair.*

Broad Type: Recreation

Type: Recreation

Sub-type: Pleasure Pier

Broad Type: Recreation

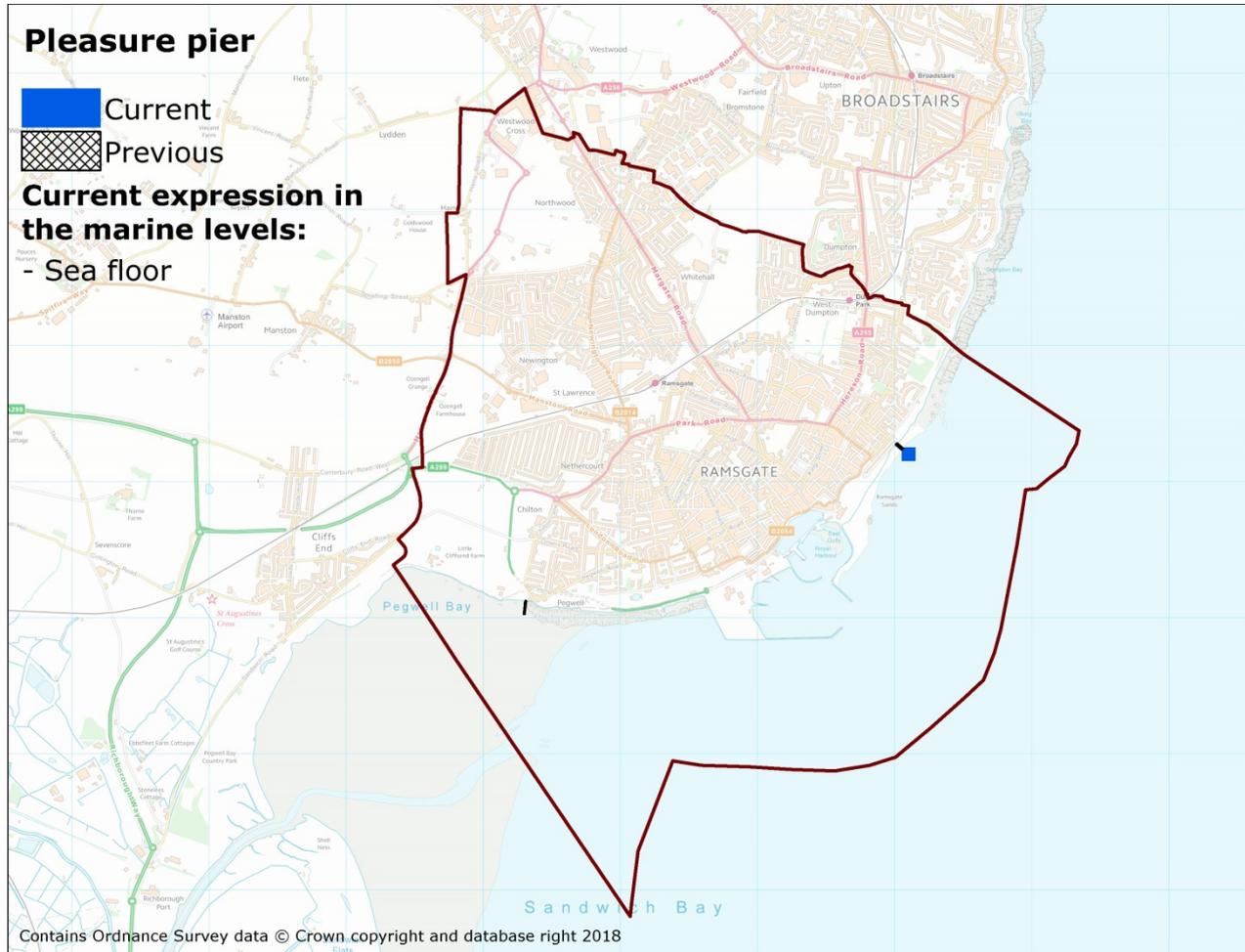
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Type: Recreation

Sub-type: Pleasure Pier



Introduction

A raised platform, generally of iron and/or wood, supported on spaced pillars or props and projecting out into the sea and designed to provide primarily recreational access over the sea from the shore to an adjacent position near or below mean low water (MLW).

There are two instances in the project area as a previous type.

Historic processes

The two piers in the project area, Ramsgate Marina and Pegwell Bay, were not financially successful and had limited periods of operation. The Pegwell Bay Pier has the probably unenvied distinction of being the shortest-lived pier in Britain, lasting only 5 years.

Marina Pier was built at the end of the 1870s adjacent to the then new Granville Marina development on the beach below East Cliff. The pier opened in 1881 and had various entertainments, including a switchback railway, camera obscura, joy-wheel, as well as angling facilities and a 250-seat pier-head pavilion. It was not an immediate success, possibly as scenic walking out toward the sea had been available at Ramsgate since the construction of the harbour's breakwaters, which also facilitated promenading. It was wound up in 1883 and then bought and operated by the contractors who had built it, Head Wrightson, in 1884. The pier suffered slight storm damage in 1897, after which the switchback railway was removed. Although further attractions were added, safety issues gradually arose and the pier was closed in 1914 having become unsafe. It was further damaged during World War I, with a fire and collision in 1917 and then the explosion of a seaborne mine in 1918 which caused severe damage. The pier remained unrepaired and closed into the 1920s and, when its lease came up in 1929, it was purchased by the Board of Trade and demolished the following year. There appear to be no remains of the pier visible during normal tidal conditions but it remains possible that aspects of the pier's footing survive at seafloor level.

Pegwell Bay Pier was part of an ambitious scheme to create a series of attractions at Pegwell and to try and lure the lucrative business of visitors patronising Ramsgate as a resort. In addition to the pier, proposals included an aquarium and pleasure gardens built on land reclaimed from the cover immediately west of Pegwell. The aquarium part of the scheme was not progressed but construction of the pier and gardens began in 1874 with the complex opening in 1879. The pleasure gardens included a swimming pool, restaurant, skating rink and photographic studio alongside areas of formal gardens and pavilions. Facilities on the pier were fairly basic with only a kiosk and some landing stages at the pier head. The landing stages do not appear to have ever been used. The pier and gardens failed very quickly and were repossessed

by the mortgage company in 1880. It was then leased to two different owners but its fate was sealed when a wrecked barge, the Usko, was driven into it during a storm in late 1884 causing extensive damage. The remaining landward portion of the pier was sold in early 1885 and it may be shown on the second edition of Ordnance Survey coverage, depicted as a tiny stub projecting from the garden's seawall. The stubs of pier head's supporting piles are reputedly visible within the mudflats exposed at low tide.

Condition

The condition of any buried remains associated with Marina Pier is unknown.

The condition of the surviving pier head piles of the Pegwell Bay Pier is poor.

Vulnerability

Both instances lie in the intertidal zone so any associated remains are vulnerable to erosion and storm damage.

Forces for change

Both instances lie in the intertidal zone so face a greater risk of storm damage as climate change projections predict increased storminess.

Relationships with other character types

The Type is closely related to Leisure Beach and Promenade.

Heritage values

Evidential

Physical evidence for a distinctive kind of seaside leisure attraction that developed in Britain during the latter part of the 19th century and was extremely popular up to the 1960s. The extent of this value is compromised by the low-level of survival of structural remains of the Ramsgate examples.

Historical

In illustrative terms, the Type demonstrates the development of a distinctive kind of seaside leisure attraction in the later 19th century. The disuse and destruction of the Type also illustrates the vulnerability of pier structures to storm and other seaborne debris.

Aesthetic

The two examples of the Type are previous types so are unlikely to have aesthetic value.

Communal

Owing to the very limited ability to perceive these piers and their short period of operation, they are unlikely to have communal values.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);

- Historic and current aerial photography;
- National Piers Society:
 - <https://www.piers.org.uk/pier/pegwell-bay/>
 - <https://www.piers.org.uk/pier/ramsgate-marina/>.

Broad Type: Recreation

Type: Recreation

Sub-type: Promenade

Broad Type: Recreation

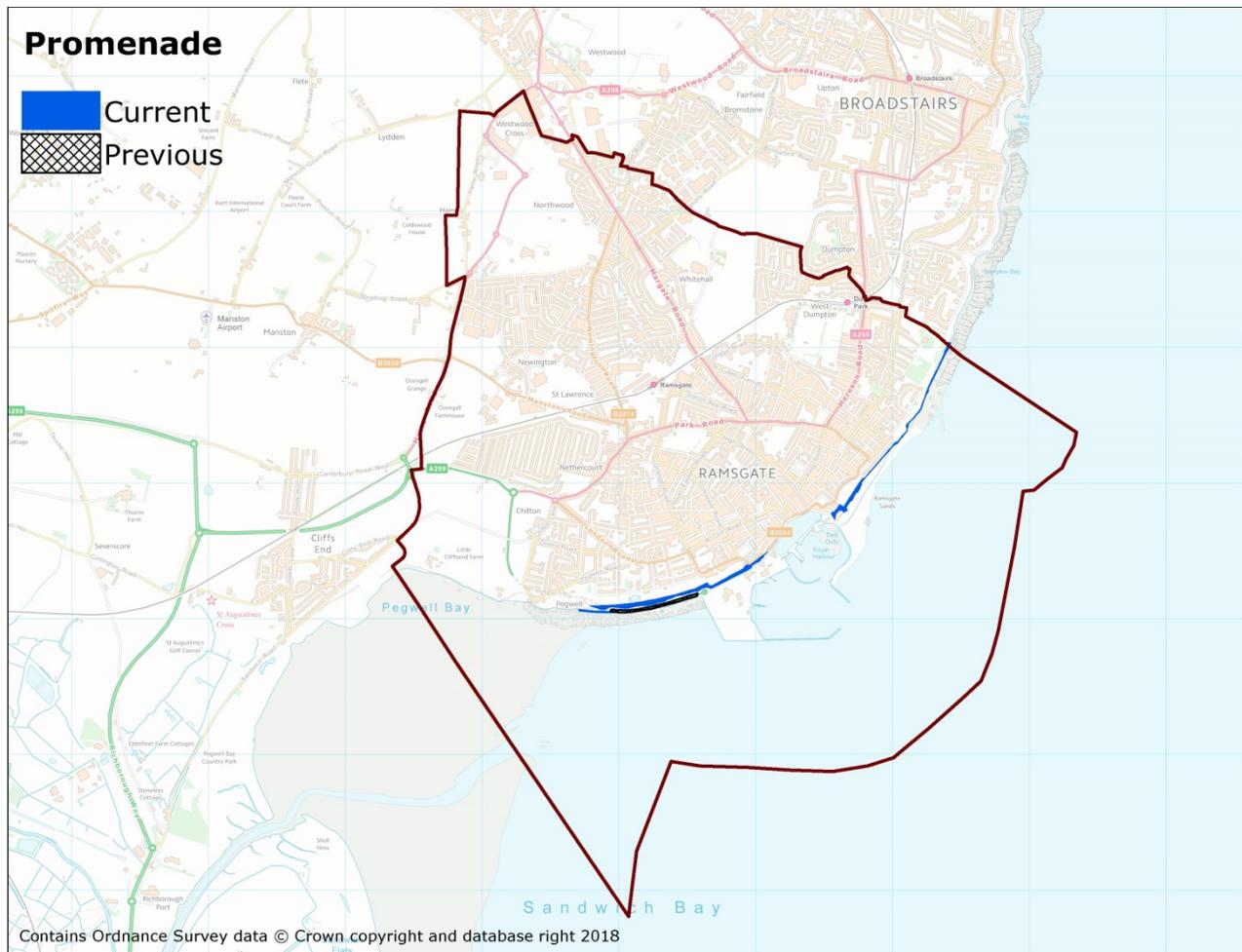
This Broad Character Type and Character Type refers to areas whose character is dominated by activity or material resources whose primary purpose relates to leisure, pleasure, or inspiration. This broad definition includes areas devoted to a considerable diversity of coastal- and marine-specific tourist and leisure activities whose commercial income forms a very important sector of the economy for many coastal areas. It also includes areas dominated by less directly commercial aspects, such as those frequented by wildlife watchers, and areas given over to extensive public art installations such as Antony Gormley's 'Another Place' on Crosby Beach.

Recreational enjoyment of the coast has a long history in England with origins in the earliest

expressions of the Romantic movement; as such Recreation Sub-Character Types are likely to recur in Previous HSC for some areas. The growth of industrial towns, the railway network and, during the later 19th and early 20th centuries, the increase in public holidays and workers' purchasing power led to the rise and massive expansion of seaside resorts and their attendant accommodation and entertainment facilities along many parts of the England's coastline. Later and current themes affecting the expression of 'Recreation' include the post-war rise and later decline of the holiday park, the post 1950's decline of the English seaside resort and various initiatives aimed at regeneration.

Type: Recreation

Sub-type: Promenade



Introduction

A designed open space within or extending from a settlement area, usually linear and specifically intended for strolling and public walks, often with good coastal views. Promenades commonly form part of the planned complex of facilities of a coastal resort. They often have ancillary features, such as toilets and shelter pavilions built in decorative styles, either as a feature of the original design or added at a later date.

The project area has extensive promenades, sited on the East and West Cliffs respectively.

Historic processes

The first promenade at Ramsgate was a single track road leading to the beach at Courtstairs Chine (Westcliff Chine). Owing to the importance of promenading facilities to the resort, this early promenade has been overwritten by successive phases of promenade improvement on the West Cliff. A promenade was constructed along the West Cliff as far as The Grange by the late 19th century. In 1923-4 a new upper promenade was constructed along the West Cliff, the Prince Edward Promenade, to connect West Cliff Promenade to the beginning of the new West Cliff Chine. This was designed by Sir John Burnet and Partners for the newly incorporated Borough of Ramsgate and opened by the Prince of Wales in 1926. It included a series of covered seating areas or sun shelters, placed intermittently along the promenade, and a cliff lift. Whilst the shelters are unlisted, the cliff lift is a Grade II Listed Building⁹⁷. The 1920s work forms a key part of the genteel character of the Royal Esplanade and western promenade.



Cliff lift and shelters at Prince Edward Promenade

The present East Cliff Promenade originated in the late 1830s when the adjacent Mount Albion Estate was laid out for building; the promenade, then named Victoria Parade Walk, was amongst the first areas of the Estate to be developed and was constructed along the cliff tops from Augusta Road to the present Thanet Road. This promenade was extended as far as East Lodge house (now King George VI Memorial Park) in the 1920s and backed by a municipal park, Winterstoke Gardens, with

extensive use of Pulhamite rockery features. Between 2011 and 2013 the promenade's late 19th and early 20th century shelters were renovated and refurbished.



Victoria Parade, promenade and Victorian shelters



Promenade and shelters, Winterstoke Gardens, East Cliff

Condition

The promenades have been the subject of recent programmes of restoration and appear in stable condition.

Vulnerability

The Type is vulnerable to damage due to storm events and cliff falls due to its coastal location.

The Type is also vulnerable to wear and tear associated with visitor use.

The Type is maintained by public bodies so is vulnerable to changes in the availability of public funds.

Forces for change

Austerity is likely to continue to affect local authority spending and this may have an effect upon the condition of the Type. This may affect the ability to respond in a timely manner to visitor wear and tear.

The Type is likely to face greater a greater risk of storm damage as climate change projections predict increased storminess.

Relationships with other character types

The Type is closely related to Leisure Beach and Cliff.

⁹⁷ <https://historicengland.org.uk/listing/the-list/list-entry/1281487>

Heritage values

Evidential

Physical evidence for a distinctive form of seaside leisure facility that developed in Britain during the latter part of the 19th century and is characteristic of seaside resorts. The recent refurbishment of one promenade evidences their continuing value to seaside resorts.

Historical

In illustrative terms, it visibly demonstrates the development and evolution of a distinctive kind of seaside leisure facility from its 19th century origins through to 21st century modifications.

Ramsgate's promenades also demonstrate the scale of measures the Council was prepared to sponsor to maintain the town's resort credentials during its initial heyday.

Aesthetic

Chiefly associated with its distinctive form which is readily identifiable as a quintessential aspect of the

British seaside resort and creates a sense of openness to the seafront.

Communal

As a quintessential feature of the British seaside it may evoke nostalgia for their heyday; its distinctive structure and prominent position on the seafront mean it may function as a landmark for both visitors and residents; and it may be associated with formative holiday experiences for visitors.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local);
- Historic and recent aerial photography;
- Historic England listing information;
- Busson, C., 1985. *The Book of Ramsgate*. Buckingham: Barracuda Books.

Broad Type: Recreation

Type: Recreation

Sub-type: Concert Hall

Broad Type: Recreation

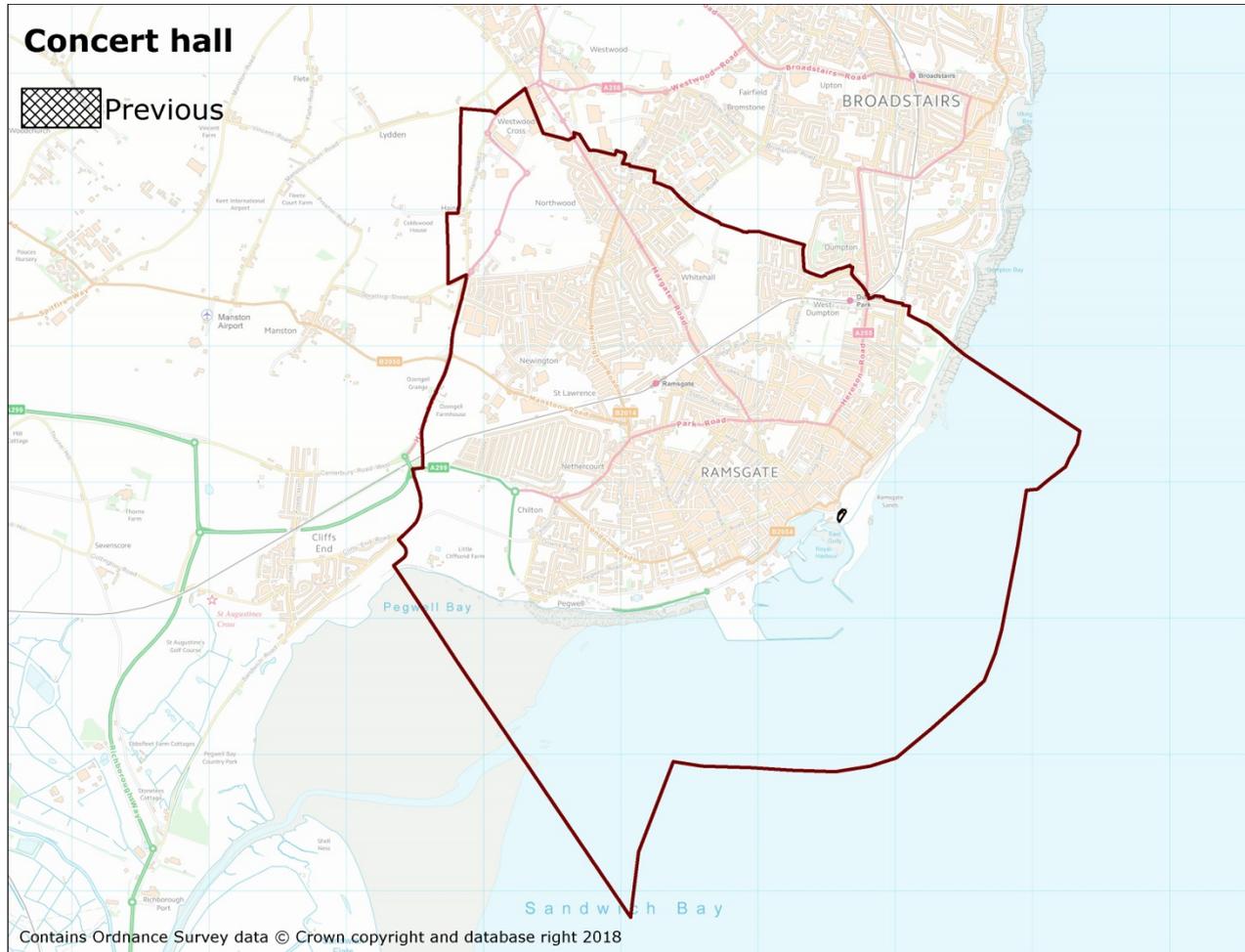
This Broad Character Type and Character Type refers to areas whose character is dominated by activity or material resources whose primary purpose relates to leisure, pleasure, or inspiration. This broad definition includes areas devoted to a considerable diversity of coastal- and marine-specific tourist and leisure activities whose commercial income forms a very important sector of the economy for many coastal areas. It also includes areas dominated by less directly commercial aspects, such as those frequented by wildlife watchers, and areas given over to extensive public art installations such as Antony Gormley's 'Another Place' on Crosby Beach.

Recreational enjoyment of the coast has a long history in England with origins in the earliest

expressions of the Romantic movement; as such Recreation Sub-Character Types are likely to recur in Previous HSC for some areas. The growth of industrial towns, the railway network and, during the later 19th and early 20th centuries, the increase in public holidays and workers' purchasing power led to the rise and massive expansion of seaside resorts and their attendant accommodation and entertainment facilities along many parts of the England's coastline. Later and current themes affecting the expression of 'Recreation' include the post-war rise and later decline of the holiday park, the post 1950's decline of the English seaside resort and various initiatives aimed at regeneration.

Type: Recreation

Sub-type: Concert Hall



Introduction

Concert halls emerged as a specific kind of building in England the mid-19th century. Many were associated with resort towns as listening to musical performances or watching shows became part and parcel of the seaside experience

In the project area this Type comprises the former seafront concert hall, the Royal Victoria Pavilion, which is now in use as a public house.

Historic Processes

Concert halls emerged as a specific kind of building in the mid-19th century. They were often associated with resort towns as listening to musical performances or watching shows became part and parcel of the resort experience. Many were constructed on seafront sites at seaside resorts to provide entertainment.

Whilst Ramsgate had several examples of performance buildings, the only one which remains legible to any extent and is large enough to feature within this characterisation and has a particularly strong marine connection is the Royal Victoria Pavilion. This was built in 1903 and is a Grade II Listed Building⁹⁸. It is one of the most distinctive buildings on the seafront, designed by S.D. Adshead in the style of a Robert Adam orangery, and a major landmark. The Pavilion was formally opened by Princess Louise in 1904 and hosted a diverse range of entertainments. As with many seaside concert halls, the Pavilion was put to other uses in the latter half of the 20th century as tastes in entertainment changed and the appeal of concerts waned. The Pavilion was converted to cinema use in the late 1930s and then functioned as a casino into the 21st century. It opened as a Wetherspoon's public house in late 2017 after a major redevelopment and restoration project.



Royal Victoria Pavilion, Ramsgate

Condition

The Type is no longer in current use having been converted to a pub (see HLC types 'Concert Hall' and 'Public House'). The retained elements of the concert hall appear to be in good condition.

⁹⁸ <https://historicengland.org.uk/listing/the-list/list-entry/1336672>

Vulnerability

The Type survives in the form of a repurposed building. As such, it is vulnerable to change should these buildings become unsuited to the new uses they have been put to, although its Listed status is likely to act to limit any harm.

The Type is in a seafront location so is vulnerable to storm surges.

Forces for change

The key force for change is the commercial viability of use of its buildings for its new purpose as a public house.

Its low-lying location directly behind the town's main beach poses an ongoing risk of storm damage as climate change projections predict increased storminess and rising sea levels.

Relationships to other character types

The Type is intrinsically linked to Promenade and Leisure Beach and was built as a part of the redevelopments of the town's promenades in the early 20th century.

Heritage values

Evidential

Physical evidence for the importance of the concerts in early 20th century society and the use of distinctive architecture to stand out and attract custom to this institution as opposed to other attractions. Its repurposing, and associated modification, testifies to the enduring appeal of the building.

Historical

In illustrative terms, it provides a visible demonstration of the rise of concert-going as part of the seaside experience in the late 19th and early 20th century.

Aesthetic

This is associated both with its highly distinctive Adam-influence design, scale and placement on a key position on the seafront. These qualities, along with its clear difference from the surrounding architecture, give it a landmark quality.

Communal

This is likely to be associated with formative moments, such as fateful dates, being allowed out unsupervised for the first time or escaping the weather.

Sources

- Historic Ordnance Survey;
- Current Ordnance Survey edition (MasterMap; OS VectorMap Local)
- Site visit;
- Historic England draft Historic Area Assessment documentation;
- Historic England designation information.

Broad Type: Recreation

Type: Recreation

Sub-type: Sports Facility

Broad Type: Recreation

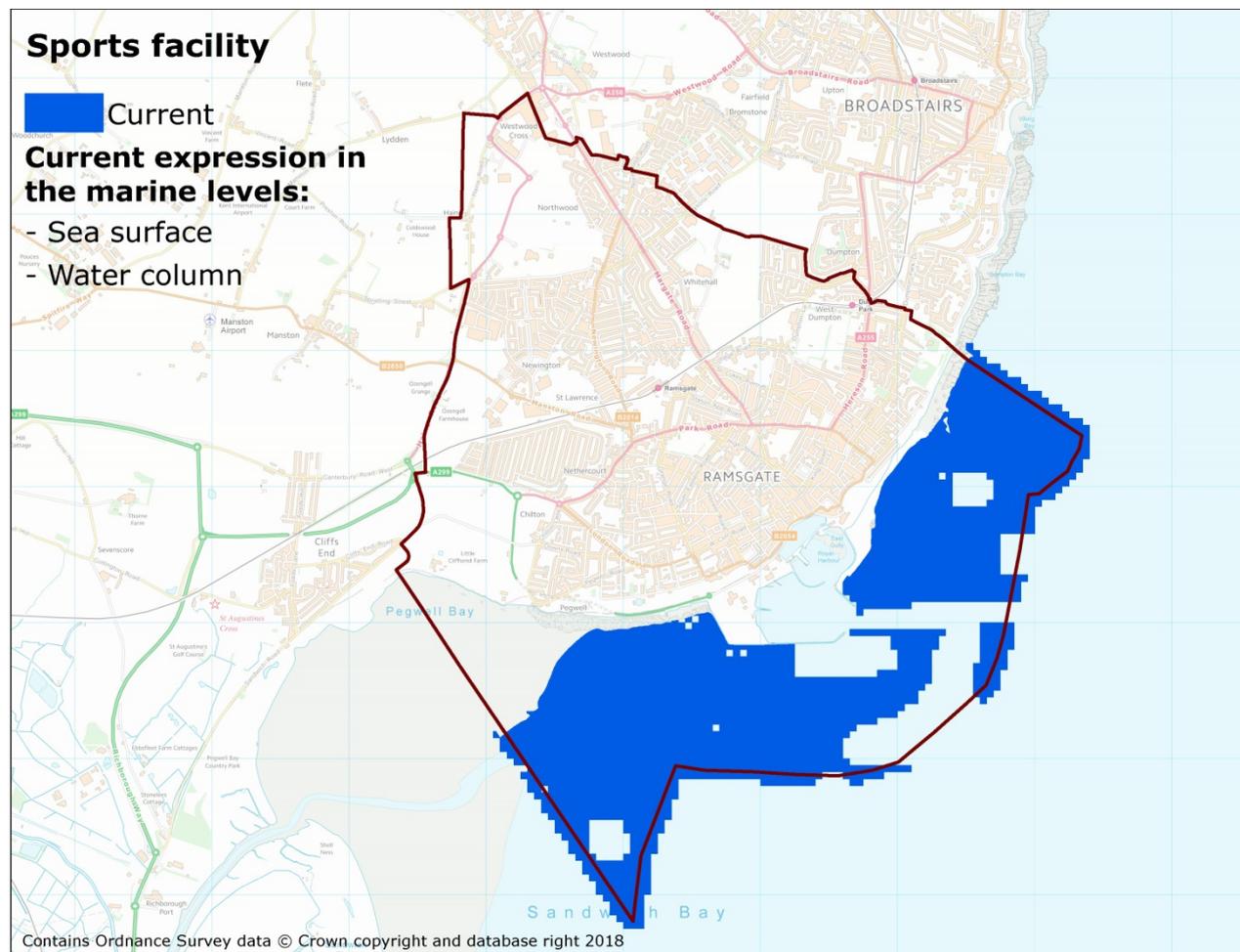
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Type: Recreation

Sub-type: Sports Facility



Introduction

Areas whose dominant character is provision for sporting activity, whether or not commercial, and whether or not within areas of purpose-built structures. May include, for example, extensive land-based sporting facilities aimed specifically at the summer population of coastal holidaymakers or areas of the sea regularly used for water-sports and, sometimes, designated as such.

Areas of the sea within the project area are mapped as this class since they appear to be used for a variety of sporting and leisure activity.

Historic Processes

This is a diverse, largely modern, HSC type. Data from aggregations of GPS traces recorded by sports and leisure users, chiefly the Strava heatmap⁹⁹, indicate that tracts of the sea within the project area have a significant level of recreational use so, in the absence of any other more dominant identifiable activity, these have been attributed to this Type.

Such informal leisure use is likely to be a relatively recent phenomenon but its origins have not been formally studied. It is likely to have developed as increases in disposable income and leisure times have coincided with a reduction in the cost of craft and other facilities that allow access to the sea.

Condition

The majority of waters in the project area are currently recorded as of sufficient quality for bathing in Environment Agency water profiles.

Vulnerability

The Type requires water of a quality fit for human bathing. As such it has some vulnerability to contamination from pollution which renders it unusable.

Forces for change

Current environmental discharge regimes and bathing water quality standards stem from European Union directives incorporated into UK law. The current Brexit process and scheduled exit from the European Union in 2019 have the potential to see a change in such controls.

Relationships with other character types

The Type sits alongside types associated with identifiable use of the sea such as Navigation Route (active).

Heritage values

Evidential

The Type relates to the use and perception of this seascape area and is largely conceptual rather than related to physical objects. However its mapped

activity levels provide evidence for the strong levels of public water sport participation activity around British coasts since the late 20th century.

Historical

The Type is illustrative of the recent development of a diverse range of leisure pursuits which use the open water.

Aesthetic

Aesthetic value is likely to be associated with the sights and sounds of people using the water.

Communal

The Type may be associated with formative experiences for visitors and residents. The Type may have some conflicting perceptions from those who use the waters for other purposes since leisure users can be regarded as a hindrance and safety risk to these activities.

Sources

- Strava labs: <https://labs.strava.com/>;
- Environment Agency Bathing Water profiles:
 - Ramsgate Sands: <https://environment.data.gov.uk/bwq/profiles/profile.html?site=ukj4210-12850>;
 - Western Undercliff: https://environment.data.gov.uk/bwq/profiles/profile.html?_search=RAMSGATE&site=ukj4210-12900

⁹⁹ <https://www.strava.com/heatmap#12.62/-4.22847/51.16571/hot/all>