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Historic Characterisation of Ramsgate

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Historic Characterisation of Ramsgate

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SUMMARY
A historic characterisation of Ramsgate and its land and sea environs has been undertaken as part of this Ramsgate Historic Character project, funded by Historic England's Heritage Protection Commissions programme. It has been primarily designed as a resource integral to, and supporting, the work of the Ramsgate Heritage Action Zone (HAZ). The HAZ programme is an initiative in which Historic England works together with local partners in places with a rich and characterful historic environment to use this as a catalyst for building economic growth. Ramsgate is one of the first Heritage Action Zones.

The aim of this project was to assess and map patterns of historic character across Ramsgate and its adjacent seascape. Methods used draw upon historic landscape and urban characterisation approaches, as well as the National Historic Seascape Characterisation methodology. Information was collected from a range of sources such as open source Geographic Information System (GIS) data, Historic Environment Record data, aerial imagery, historic maps and charts, published sources and field visits.

This source information has been used to inform the assessment and mapping in GIS of areas of shared historic character, known as 'Character Types'. The spatial and temporal patterning of these character types has been analysed during the latter stages of the project to produce a high-level assessment of each character type's evidential, historical, aesthetic and communal values as well as an overview account of the development of the project area's character.

The project's key outputs include the GIS data and associated summary texts and report. As well as supporting the work of the Ramsgate Heritage Action Zone, the project outputs have been made publicly accessible by Historic England.

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1 INTRODUCTION

Project background

1.1 Ramsgate is known as both a Channel port and seaside resort. Its location at a break in the chalk cliffs on the north side of Pegwell Bay, a strategic location for continental traffic, has meant that Ramsgate was also a key trade and fishing port prior to its development as a resort. This location has also meant that Ramsgate lies in close proximity to the putative location of several symbolic turning points in the history of the British Isles such as the arrival of the Saxons and the coming of Roman Christianity with the landing of St. Augustine. Whilst there are few visible remains associated with these periods, the events are a source of identity for the local area as well as for the nation as a whole, and are commemorated both in street and place-names and in public monuments. Like many southern coastal towns, accommodation and amenities for resort visitors began to be developed at Ramsgate in the mid-18th century. Ramsgate's resort status was also helped by early Royal patronage. Its role as a port meant that it also developed military characteristics in tandem with its growth as a resort, functioning as an embarkation point for Britain's military from the Napoleonic Wars onwards and as a focus of civil defence during World War II. It also meant that the town became a target for enemy bombing raids in World War I and World War II and this opened up pockets of the town for subsequent redevelopment. Ramsgate has suffered similar fortunes to other towns combining port and resort functions since the later 20th century, such as Sheerness and Poole, with its port operations scaling back and holidaymakers being replaced by day trippers. Ramsgate's traditional industries, such as fishing, and new industries, including marinas and offshore wind turbine services, have offset some of this decline. Consequently, the town suffers from high levels of social deprivation and some of its built stock, including historic buildings, is neglected and this contributes to a somewhat rundown feel to the town. Despite this, the very different influences in Ramsgate's development have combined to confer the town a rich mix of historic building types and character in close proximity which is little paralleled elsewhere.

1.2 Heritage Action Zones (HAZs) have been identified by HE and are places which possess a rich historic environment but also face significant economic challenges. Ramsgate was amongst the first batch of HAZs, announced in March 2017. HAZs enable HE to work with local partners to design and implement projects that use the historic environment as a catalyst to build economic growth and respond to economic, social and environmental needs.

1.3 The central aims of the Ramsgate HAZ are:

- To raise understanding and awareness of the fabric and character of the town's heritage amongst a broad range of audiences;

- To highlight the way in which this unique heritage has created the town's distinctiveness; and
- To harness the potential of the town's heritage in underpinning a vibrant, culturally distinctive, future place and community.

1.4 The HAZ is not an arm's length exercise but works with the local community to ensure that improvement and regeneration is meaningful to the town. Key outcomes will be that neglected places are restored and that new development reflects local character and identity. This will ensure that the town retains its distinctiveness whilst adapting to its changed and evolving economic and social roles.

1.5 The Ramsgate Historic Character project, hereafter 'the project', has been identified as a key element in supporting the objectives of the HAZ. The project area, shown on **Figure 1-1**, encompasses the town centre and its surrounding landscape and seascape. The characterisation investigates those forces which have shaped Ramsgate and its environs into the distinctive place it is now. It provides a spatial framework accommodating and giving context to the more detailed, specific or thematic projects within the HAZ. Used in conjunction with outputs from those other projects, especially the Historic Area Assessment (HAA), this project will offer a resource helping the town's heritage play as full a role as possible in regeneration by making its complexities more clearly intelligible to the community and others leading change. This includes enabling recognition of the social and historic relationships that link, or have linked, the seafront to the town and its hinterland. Further details of the projects aims and objectives can be found in the project brief (Historic England, 2017b) which forms part of the project archive.

1.6 The study also builds on, and is informed by, the understanding of the evolution of the town developed by the Ramsgate Archaeological Assessment (Kent County Council, 2004). The earlier study was undertaken as part of Kent Historic Towns Survey and focused on the evolution of aspects of the town's plan form, whether or not associated contemporary archaeological and structural remains were likely to survive and identified priorities for further archaeological research.

Historic Characterisation of Ramsgate

Figure 1-1: Project location

Project area

Map Scale @ A4: 1:36,000

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CB:KS EB:Stenson_K LUC FIG1_1_10036_r1_Location_A4L 12/07/2018

Source: HE, OS

2 METHOD

Method summary

2.1 **Table 2-1** provides an overview of the tasks undertaken to complete the historic characterisation of Ramsgate.

Table 2-1: Overview of project stages and tasks

Stage/Task	Overview of actions
Stage 1: Set up, data acquisition and familiarisation	
Task 1	Project start: equipping; HE digital summary; notification to data holders and stakeholders, summary on contractor's website
Task 2	Inception Meeting with HE Research Group/Project leads and PAO
Task 3	Familiarisation
Task 4	Data sourcing and collection
Stage 2: Historic characterisation of project area	
Task 5	Set up landward GIS and relational database
Task 6	Set up seaward GIS and relational database
Task 7	Undertake characterisation of project's landward area
Task 8	Undertake characterisation of project's seaward area
Task 9	Field visit to assess townscape relationships and collect imagery
Stage 3: Appraise Character Types for summary texts	
Task 10	Review meeting with HE Research Group/Project leads and agreement on summary text headings
Task 11	Undertake landward Narrow Type appraisal
Task 12	Undertake seaward Character Type appraisal
Task 13	Draft summary texts
Stage 4: Assess Character Type heritage values	
Task 14	Assess heritage values for landward Narrow Types
Task 15	Assess heritage values for seascape Character Types
Task 16	Incorporate heritage values assessments into summary texts
Task 17	Link .pdfs of the summary texts to the GIS layers
Task 18	Review meeting with HE Research Group/Project leads
Stage 5: Produce overview narrative of Ramsgate's present historic character development	
Task 19	Produce overview narrative from summary texts and GIS analysis
Stage 6: Prepare project products, dissemination and archiving	
Task 20	Project Report compilation, drafting; submission for HE comment
Task 21	GIS finalisation, cleaning and submission with linked texts for HE comment
Task 22	Project Report and GIS editing/amending/final submission
Task 23	Closure Report and ADS entry
Task 24	Project archive preparation and submission to Historic England
Task 25	Project Report, GIS and linked texts submission to ADS and project completion

2.2 Expanding on the table above, the following section provides more detail on the main elements of the work including:

- Data collation;
- Approach to characterisation;
- Approach to GIS data creation;
- Fieldwork;
- Development of the historic character types texts; and
- Developing the overview narrative

Data collation

2.3 The project started with a review of relevant information to enable the successful characterisation of the project area. This included early discussions with a number of stakeholders to identify what data was available to inform this study. Ideally data used in characterisation is digital in format and comprehensive across the whole of the area and is reasonably systematic in its collection and presentation.

2.4 Data was collated from a range of open data sources including HE and the Ordnance Survey. Examples of open data include the designation datasets covering Listed Buildings, Registered Parks and Gardens and Scheduled Monuments. Additional GIS data was obtained subject to arranging appropriate licences or subject to fees, such as the Thanet Council Historic Environment Record (HER).

2.5 The following datasets and sources were collated:

- Historic Ordnance Survey mapping;
- Ordnance Survey base maps (1:25,000 scale, VectorMap Local and MasterMap data);
- Aerial photographs (via ESRI);
- Raster admiralty charts (current and historic) and supporting SeaZone Hydrospatial data;
- The National Historic Seascape Characterisation (NHSC) database;
- Historic environment datasets (Designations information from HE and Thanet District Council Conservation Areas local list and Kent County Council HER);
- UKSeaMap data;
- UK Soil Observatory (UKSO);
- British Geological Survey (BGS) geology data;
- MMO Marine Planning Evidence mapping;
- ABPMer Vessel data;
- Strava heatmaps;
- Forestry Commission National Forest Inventory; and

- Historic England thesauri covering landscape and seascape characterisation (Historic England, 2015; Historic England, 2017a).

2.6 The following archival resources were also accessed:

- HE Archive Swindon;
- Kent Library and History Centre;
- British Library;
- The National Archives; and
- National Maritime Museum

2.7 In addition to reviewing the available data resources covering the historic development of Ramsgate, the current planning policy context was reviewed, including Conservation Areas, and regeneration plans for the area to broaden the project team's understanding of the study area and drivers for change. A summary of the Conservation Area context is included in **Appendix 1.**

Approach to characterisation

2.8 Characterisation followed the generally accepted work flow for historic characterisation:

- Review of collated sources (map-based and documentary);
- Identification of areas with shared land-use, or sea-use, histories and current character;
- Digitisation of polygons, or identification of seaward grid cells, around areas of shared character;
- Attribution of controlled terms to the relevant database fields to describe the current and previous character, the period of origin and use of the character, the sources for this attribution and a confidence level for that attribution.

2.9 The creation of the Historic Seascape Characterisation elements, hereafter HSC, of the data used the principles, method and sources laid out in the National HSC Method Statement (Tapper & Hooley, 2010), although this was necessarily adapted to suit the finer grain of this characterisation.

2.10 The creation of the Historic Landscape Characterisation elements, hereafter HLC, of the data used the Historic Characterisation Thesaurus to attribute broad and narrow types. Novel terms were included in the draft characterisation and circulated to the HE Project Assurance Officer (PAO) for approval prior to inclusion in the final dataset. This was also the case for Novel terms included in the draft HSC. A list of novel terms, with scope notes, is included as Appendix 2.

Approach to GIS data creation

Historic Landscape Characterisation

2.11 This data used a 'current' and 'previous' Types approach with Types ascribed at a Broad Type and Narrow Type level (See Appendix 3 Table 1: HLC GIS data structure). It was created using heads-up digitisation working from OS VectorMap Local and MasterMap supplied by HE. The minimum mapping threshold for representation within landward data was 25m x 25m. Throughout

the data creation process, rigorous controls over topology were maintained to ensure compliance with HE data standards.

2.12 The data sources used for the HLC are listed in 2.5 with archive sources used detailed in Appendix 4. Sources used to identify Historic Character Type were recorded at each level of the data to enable transparency in attribution.

Historic Seascape Characterisation

2.13 Above MLW, polygons were taken from the landward characterisation, and the landward Character Types were replaced with HSC terms.

2.14 For all areas below Mean Low Water (MLW), a 50m grid was generated in GIS and the full set of HSC fields was added. The fields mirrored those of the National HSC database

2.15 **Table 2-2** shows the approach taken to characterising grid cells at each marine level and key GIS data sources in this process. (See 2.5 (above) for abbreviations.)

Table 2-2: Summary of approach to seaward characterisation by marine level

Sub-sea floor (SBFLR)
• UKSeaMap, UKSO and BGS data used to inform assessment of Cultural topography (marine) values (coarse sediment plains and fine sediment plains). • Where exposed rock is found in the sea floor level, all SBFLR fields except SBFLR_NTS are left blank as exposed rock cannot exist at SBFLR level. A note is recorded in the SBFLR_NTS field explaining this.
Sea floor (SFLR)
• UKSeaMap, UKSO and BGS data used to inform assessment of Cultural topography (marine) values (coarse sediment plains, fine sediment plains and exposed bedrock). • SeaZone data used to inform assessment of: - Submarine cables; - Spoil and waste dumping; - Wrecks; and - Shoals and flats.
Water column (WTRCL)
• SeaZone data used to inform assessment of: - Shoals and flats; - Hazardous water (extent 100 m around grid squares covered by shoals and flats); - Buoyage; - Anchorage; and - Navigation Channel (active). • Ordnance Survey Master Map (OSMM) and aerial imagery: - Port; and - Marina

Sea surface (SSRFC)
• SeaZone data used to inform assessment of: - Hazardous water (extent 100 m around grid squares covered by shoals and flats at WTRCL level); - Buoyage; - Anchorage; and - Navigation Channel (active). • .Ordnance Survey Master Map (OSMM) and aerial imagery: - Port; and - Marina.
Coastal and conflated (CC)
• An evaluation of the dominant Sub-type across all levels of the hierarchy to populate grid cells for 'conflated'. • Repopulation of the coastal HLC polygons with HSC Types and Sub-types for 'coastal'.
Previous Types (PRVS) (across all marine levels)
• All character Sub-types were considered and the relevant data sources investigated in order to identify presence.

2.16 Data sources used are summarised by Broad Type in **Table 2-3** below. Not all of these Types are found in the study area, but it was necessary to interrogate all sources to establish presence/absence. Across all Types, historic and current Ordnance Survey mapping was interrogated.

Table 2-3: Summary of data sources interrogated for seaward characterisation

Broad Type	**Data sources**
Civic provision	• OS MasterMap • Current aerial imagery
Coastal Infrastructure	• OS MasterMap • Current aerial imagery • SeaZone
Commerce	• OS MasterMap • Current aerial imagery
Communications	• SeaZone • OSMM
Cultural topography	• UKSeaMap • UKSO • BGS

Broad Type	Data sources
	• OS MasterMap
Enclosed land	• OS MasterMap • Current aerial imagery
Fishing	• Coasts and seas of the United Kingdom: Region 7 • MMO marine planning evidence
Industry	• OS MasterMap • Current aerial imagery • SeaZone • MMO marine planning evidence
Military	• OS MasterMap • Current aerial imagery • SeaZone
Navigation	• SeaZone • ABPMer vessel data
Ports and docks	• OS MasterMap • Current aerial imagery • SeaZone
Recreation	• OS MasterMap • Current aerial imagery • Strava labs
Settlement	• OS MasterMap • Current aerial imagery
Unimproved land	• OS MasterMap • Current aerial imagery
Woodland	• OS MasterMap • Current aerial imagery • Forestry Commission National Forest Inventory

2.17 In order to link the summary texts to the GIS data, link tables have been used. Each record of the GIS data was assigned a unique ID and the ArcMap Summarize tool was used to generate the tables (which are saved in the geodatabases). Within the project MXD (an ESRI GIS project file including a range of GIS layers with associated symbology and hyperlinks), links have been added using the unique ID between the GIS data and tables. This set up mimics that used in the NHSC Database. It allows the user to view all the hyperlink

details by using the Identify tool. The hyperlinks allow users to access the relevant texts for a polygon or grid square onscreen while exploring the mapping without requiring recourse to an entirely separate database or reference volume.

Fieldwork

2.18 Two field visits were undertaken during the project development. An initial familiarisation visit (22-23rd November 2017) was followed by fieldwork to field-check the emerging characterisation and take digital photographs to support the character texts (31st January 2018). Photography has focused on capturing distinctive, rare or characteristic features of the project area. All fieldwork was undertaken from publicly accessible areas and public rights of way.

Development of the Historic Character Type texts

2.19 This stage comprised appraisal of the mapped Historic Character Types and the manner in which they illustrate development and change in the project area. This entailed investigating the spatial and temporal patterning of Types through querying and reviewing how closely this aligned with the developmental history expected of the project area from initial research and other HAZ work.

2.20 The analyses fed into the summary texts prepared to accompany each Narrow Type (landward HLC and HSC Sub-type). The summary texts have been written so as to be accessible to non-specialists. They are illustrated by appropriate imagery gathered during fieldwork and a map showing spatial distribution of the Type.

2.21 As per the guidance on heritage values contained in *Conservation Principles* (English Heritage, 2008), each Narrow Type was appraised for how users may consider its Evidential, Historic, Aesthetic and Communal Value. This included consideration of the Narrow Type as whole and also any notable components it has.

2.22 The heritage values assessment is a high-level consideration befitting the strategic nature of the project. The consideration of communal values has been designed as prompts to facilitate future discussion with the community rather than attempting a definitive consideration of the values the community may place on a Narrow Type. This will assist in opening up discussion and aims to avoid a top-down approach whereby 'experts' presume to know what the community value and how.

2.23 The Historic Character Type (HCT) texts are presented as follows:

- 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 reasonable be expected to affect examples of the Type);

- Relationships (functional and geographical) with other Character Types;
- Heritage values, as suggestions of the ways that the Type under consideration might be assessed under each of the four ways of valuing set out in the 2008 *Conservation Principles*:
  - Evidential
  - Historical
  - Aesthetic
  - Communal
- Sources used to identify, map and interpret the Type.

Developing an overview narrative

2.24 Following the development of the Type texts and analysis of the GIS data, it was possible to develop an overview narrative based on the time-depth in Ramsgate's present historic character. So the narrative discusses Ramsgate's historic processes through time focusing on how these processes have shaped the present. The narrative also observes the successor roles and values of the areas concerned and their features. It shows how the present place is unique and distinctive because of the varied mix of choices and hopes, pressures and contexts, of the area's previous communities.

2.25 As with the summary texts, the resulting narrative is intended to provide a non-specialist audience with a clear understanding of aspects covered.

3 RAMSGATE'S DEVELOPMENT: AN OVERALL NARRATIVE

Introduction

3.1 The following narrative overview is drawn from the results of the characterisation and incudes elements from both the HLC and HSC. It focuses on the way in which the past uses of the landscape and seascape express themselves in the present and how this is captured through the characterisation. A greater level of detail on the development of each Type is contained in the HLC and HSC datasets themselves and the accompanying Type texts[1]. Complementary accounts of the history and development of the project area, particularly the traces of the deeper past, as evidenced by research into archaeological heritage assets, and the nature and dating of individual buildings is presented in other projects associated with the Heritage Action Zone (HAZ) initiative. The narrative is supported by maps exported from the characterisation dataset (Figures 3-1 to 3-4) which give an overview of the characterisation results, in line with the broad periods of development set out at 3.3 below, and illustrate specific aspects discussed below. Additional summary maps, illustrating the types applied across the HLC and HSC, are provided as Figures 3-5 – 3-13.

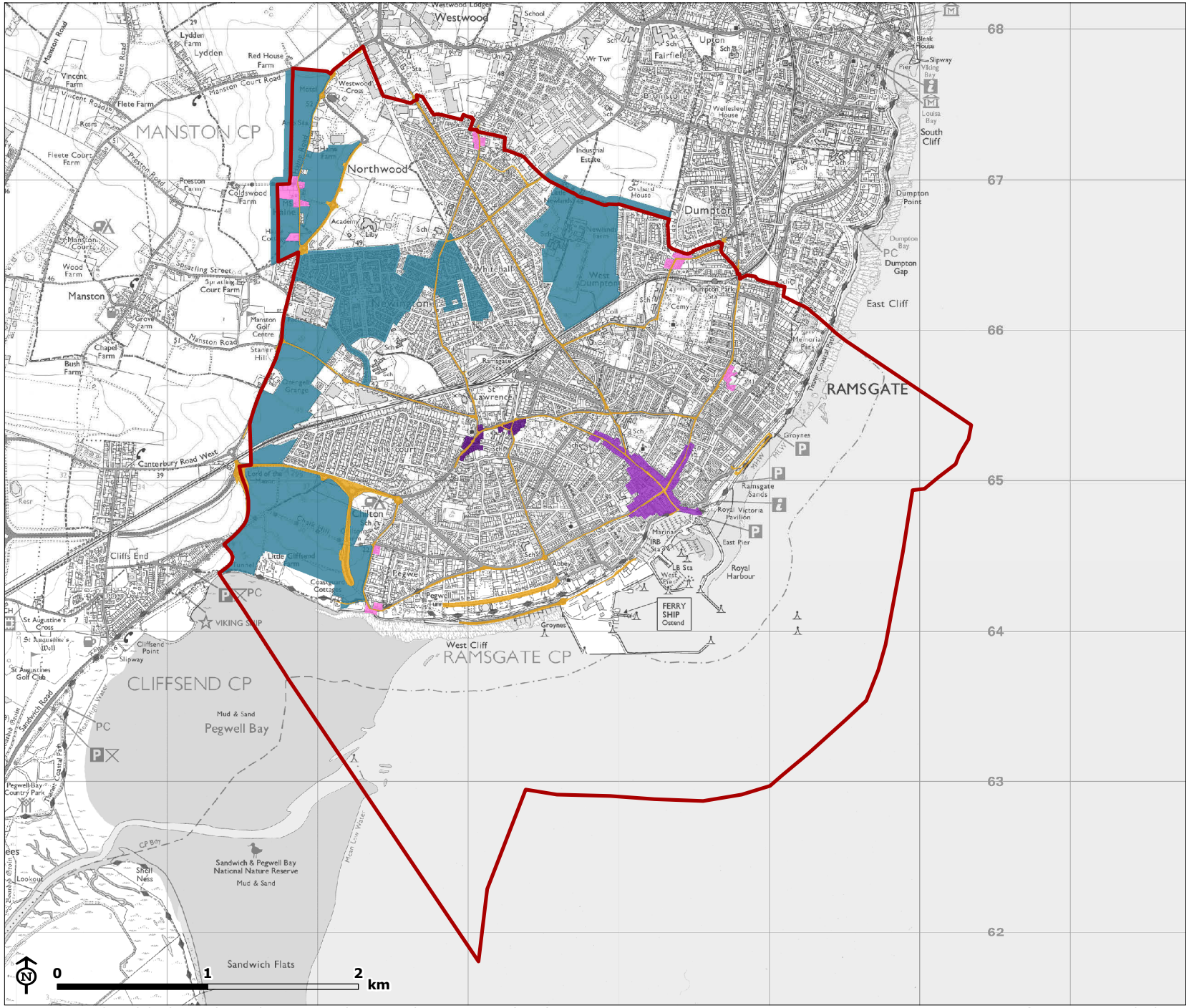
3.2 The project area comprises the present urban extent of Ramsgate. The characterisation identified 82 HLC narrow Types and 34 HSC Sub-types[2]. These illustrate a relatively straightforward pattern of growth, with urban development spreading out from Ramsgate's historic urban core, which had inherent links to the use of the sea. This latter aspect is reflected in some commonality between the HLC and HSC results, with several key Types occurring in both datasets (e.g. port, promenades, coastguard and lifeboat stations).Where specific Types are discussed in the narrative they are indicated with italics at first use.

3.3 The history of Ramsgate's development as a resort and harbour is relatively well understood, particularly with regard to the individuals who shaped it, individual events and notable individual constructions and buildings. Looking at it from a character perspective, further influences in the project area's present form become apparent. Five main phases of development are apparent from the characterisation:

- Before the mid-18th century port works;
- Growth of port and resort - mid-18th to mid-19th century;
- Consolidation – mid-19th century to World War I;
- World War I to World War II;
- Post-war to present.

[1] These can be accessed primarily via the GIS project by clicking on any data polygon the user has an interest in. They also appear as Appendix 5 to this report so that they may be accessible to non-GIS users.

[2] For the purposes of this narrative HLC narrow Types and HSC Sub-types are hereafter referred to as 'Types'.



Historic Characterisation of Ramsgate

Figure 3-1: Before the Port Works

Project area

Communications and Movement

Route

Settlement

Hamlet

Historic Urban Core

Village

Enclosure

Open Field System

Map Scale @ A4: 1:36,000

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CB:KS EB:Stenson_K LUC FIG3_1_10036_r1_Before_Port_A4L 29/11/2018

Source: HE, OS

Before the port works – pre-1750

3.4 Although there is a long history of human activity in the project area, with significant prehistoric and Anglo-Saxon archaeological remains recorded and Roman activity a short distance away at Cliffsend and Richborough, there is little that manifests in the present landscape until the medieval period. Much of the framework of the project area, in which later urban development has evolved, is medieval in nature. This framework comprises the distribution of pre-urban settlements (*village* & *hamlet*) and the network of *routes* connecting them with each other and the coast. These appear to have been mainly rural settlements with some reliance on the exploitation of coastal resources, including fishing. The largest settlement in the area was St Lawrence. This was the only village in the project area and the only place with ecclesiastical provision, meaning it gave its name to the parish which covered the majority of the project area until the 19th century. Other settlements were hamlets, comprising small groups of farms grouped around a junction of routes. These included Hereson, Northwood, Pegwell and Haine. Ramsgate appears to have begun as a satellite settlement of St Lawrence, providing the inland village with access to fishing and landing through the natural harbour at the only break in the cliff line between Pegwell Bay and Dumpton Gap. Later development, from the later post-medieval period onwards, has removed traces of the hamlet of Ramsgate but aspects of the other villages and hamlets remain visible within the suburban expansion of the town.

3.5 The settlements appear to have practiced common farming using *open field systems* and the main routes between settlements followed the perimeter of these open fields. Other, minor, routes ran through these fields providing secondary connections between the settlements and the coast. Much of the open field system 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, whilst not in use as an open field system, still lacks formal fixed boundaries in the form of hedges or fences. This lack of formal boundaries is a relatively rare feature nationally but appears to be common in the immediate environs of the project area. The majority of routes survive and have been perpetuated within the system of roads now in operation in the project area. Whilst they have been somewhat straightened and widened to meet the changing requirements of road traffic through time, the majority run on a course similar to that followed historically and remain legible as historic routeways. The chief exception to this is the route from St Lawrence to Pegwell (now Pegwell Road/Nethercourt Hill). This was diverted to move it away from a country house, Nethercourt, whose grounds were extended in the early 19th century.

3.6 Secondary accounts of the development of Ramsgate indicate that fishing would have been an important activity from at least the medieval period, with boats probably sailing and landing catches at what later became the formal harbour. No sources were located during research, however, that indicated the precise location of this activity so it has not been possible to map fishing, or fishing related activities, in the HSC data for the project area.

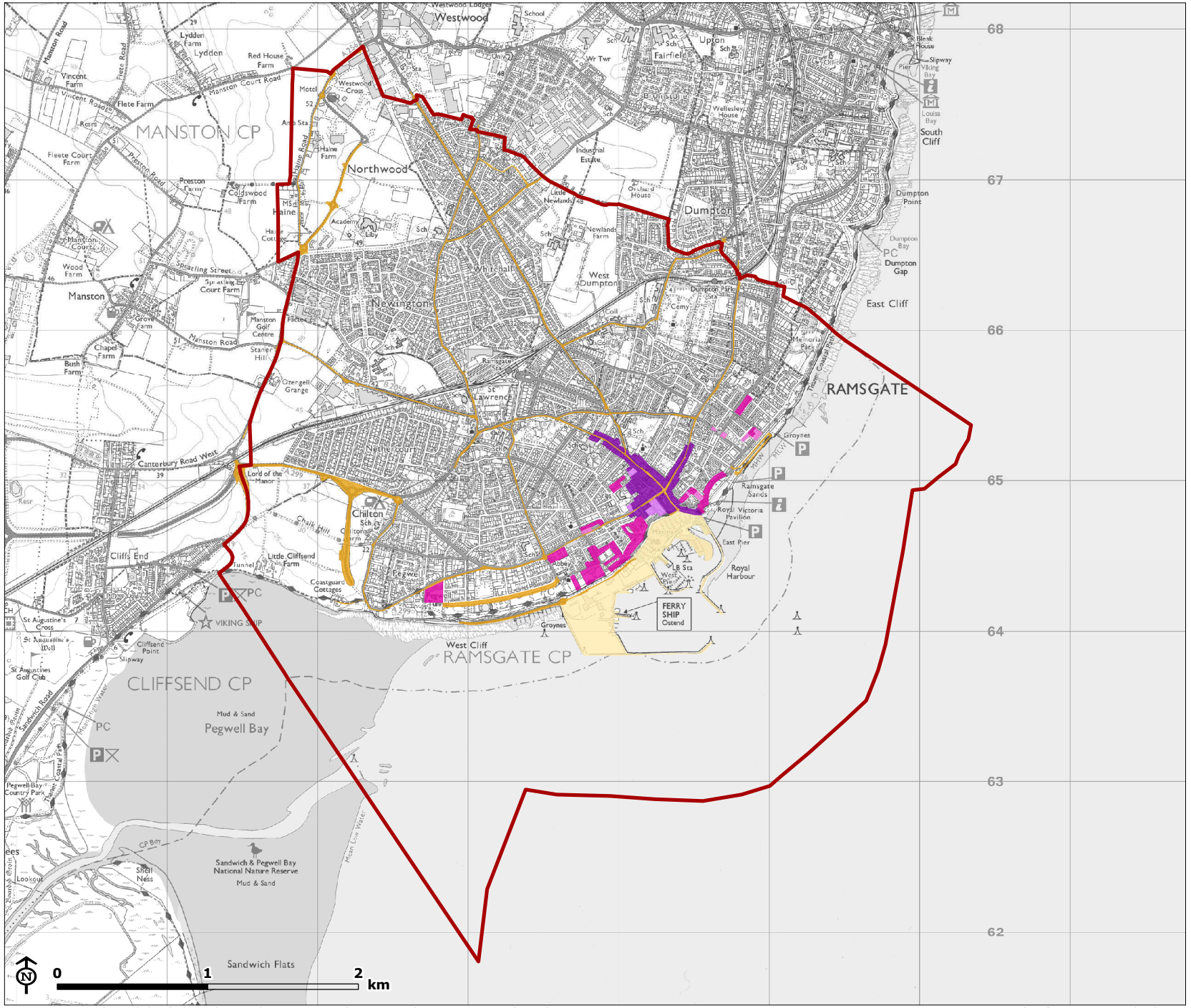
3.7 It is also evident that Ramsgate had evolved to become a locally important harbour by the close of the medieval period as it was taken on as a limb of nearby Cinque Port of Sandwich by the 1480s. At this date, it is thought to have had a small wooden pier offering anchored ships some protection. This was improved with the addition of groynes in the 16th century. Early maps indicate

that this pier was on a similar alignment to the landward portion of the present harbour's East Pier but later development, particularly of the harbour, has removed all visible traces of this in the present townscape. By the 17th century an associated settlement with maritime character was beginning to grow around the junction of the routes and the harbour. Some early buildings, such as the 17th century house illustrated in Photograph 1, attest to this phase of development in addition to reflecting some of the settlement's international links – most notably the Flemish/Dutch influence. The harbour provided services to ships and boats moored at Ramsgate and vessels lying at anchor offshore. The extent of this settlement, prior to the transformations effected by the harbour improvements commenced in the mid-18th century, is shown on the first detailed plan of the town. This was prepared as part of proposals for the harbour's extension in 1755[3] but provides a reasonable level detail of the layout of the settlement, its extent and the nature of the surrounding countryside, including that it remained in use as open fields at this date. The extent of the settlement, essentially an emerging town by that date, is mapped as *historic urban core* in the HLC data. This area remains the heart of the present town of Ramsgate so has been heavily reworked by later development but it does retain some important aspects of the early town, chiefly the alignment of streets and plot patterns but also some buildings. These, particularly the street pattern, as illustrated in Photograph 2, are still palpable influences on the town.

Photograph 1: Ramsgate historic urban core – Pair of 17th century houses , 1 and 2 Queens Court (to the north side of Queen Street) (Listed Grade II); note distinctive 'Dutch' gables

[3] Piercy Brett and J P Desmaretz *An Exact Plan of the New Works at Ramsgate for making a Harbour with A Survey of the Adjacent Coast*. The National Archives MPH 1/422

Photograph 2: Ramsgate historic urban core – 18th century (re-fronted in 19th century) properties to York Street, illustrating historic plot layout and street pattern



Historic Characterisation of Ramsgate

Figure 3-2: Growth of the Port and Resort

Project area

Current

Communications and Movement

Port

Route

Settlement

Historic Urban Core

Townhouses

Previous

Settlement

Historic Urban Core

Townhouses

Map Scale @ A4: 1:36,000

LUC

Historic England

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CB:KS EB:Stenson_K LUC FIG3_2_10036_r1_Growth_of_Port_A4L 29/11/2018

Source: HE, OS

Growth of the port and resort – 1750 to c.1850

3.8 The harbour works begun in the 1750s were the result of debate over construction of a haven of refuge for shipping on this stretch of the coast. Such debate had occurred periodically since the 16th century, owing to the silting and increasing unsuitability of the Cinque Port of Sandwich and the small size of other harbours and havens along the coast. The need for such a haven was given fresh impetus due to the catastrophic storm, referred to as the Great Storm, of December 1748 in which numerous vessels were driven from shelter in the Downs and wrecked on the Thanet coast. The harbour at Ramsgate, then relatively small and rudimentary, successfully sheltered several ships driven from the Downs and emerged as a serious candidate for a haven of refuge. Accordingly, a parliamentary committee was appointed in the following year to review plans with Ramsgate eventually emerging as the chosen site for such a harbour. After a somewhat ill-fated start to the design and construction of the harbour, works commenced to the design of Sir Percy Brett and Captain Desmaretz[3], made following survey of the harbour in 1755, and were not completed until well into the following century. They saw the addition of harbour walls and breakwaters, referred to as the East Pier and West Pier, to create inner and outer basins. The western outer breakwaters had lighthouses sited on the end of the West Pier to act as a navigational aid. 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, including sluicing systems designed to reduce and remove silt from the basins. The harbour established by these improvements led to Ramsgate developing as a key *port* on the southeast coast. The works of 1750-1850 still form the essential framework of the town's old port, illustrated in Photograph 3.

Photograph 3: The inner basin of the historic port, displaying its current use as a marina

Photograph 4: Southeast-facing elevation of the Harbour Clock House (Listed Grade II*), now Ramsgate Maritime Museum, with slipways in the foreground

3.9 The harbour extension came at a time when the concept of a seaside resort was developing and the well-to do or well-connected were seeking out seaside towns to undertake sea bathing being extolled for its therapeutic benefits amongst polite society. The expanded harbour, with its capacity for more and larger vessels coupled with relative ease of access from London, and the presence of a decent stretch of shallow, sandy foreshore enabled the town to capitalise not just on maritime trade, but also on early resort tourists. The town began to attract wealthy visitors and resort facilities are documented from at least the 1760s. The majority of these, such as waiting rooms for bathers, were at the junction of the harbour and the foreshore so no longer survive due to the intensity of later development. What does survive is the vast expansion of housing that came with the town's growing status as a maritime centre and resort. This was focused on the East and West Cliff, around the routes to Pegwell and Dumpton, and comprised both properties for wealthy residents and visitors and for those at the lower end of the social spectrum. The former comprised *townhouses* whereas the latter comprised *terraced housing* of varied forms. The development of housing required the acquisition of those parts of the open field system bordering the historic urban core and its division into building plots. Many of these building plots, particularly those further inland, appear to have remained undeveloped into the later 19th century.

3.10 The townhouses were speculatively-built and laid out in crescents and terraces, as illustrated in Photograph 5 below. These were aimed squarely at wealthy would-be residents and visitors and used the polite architectural forms and layouts seen in fashionable contemporary spa and resort towns such as Bath and Cheltenham and in the Georgian expansion of London. Some developments were even of the 'garden square' form and included private communal *ornamental gardens* for residents. The townhouses featured extensive use of restrained,

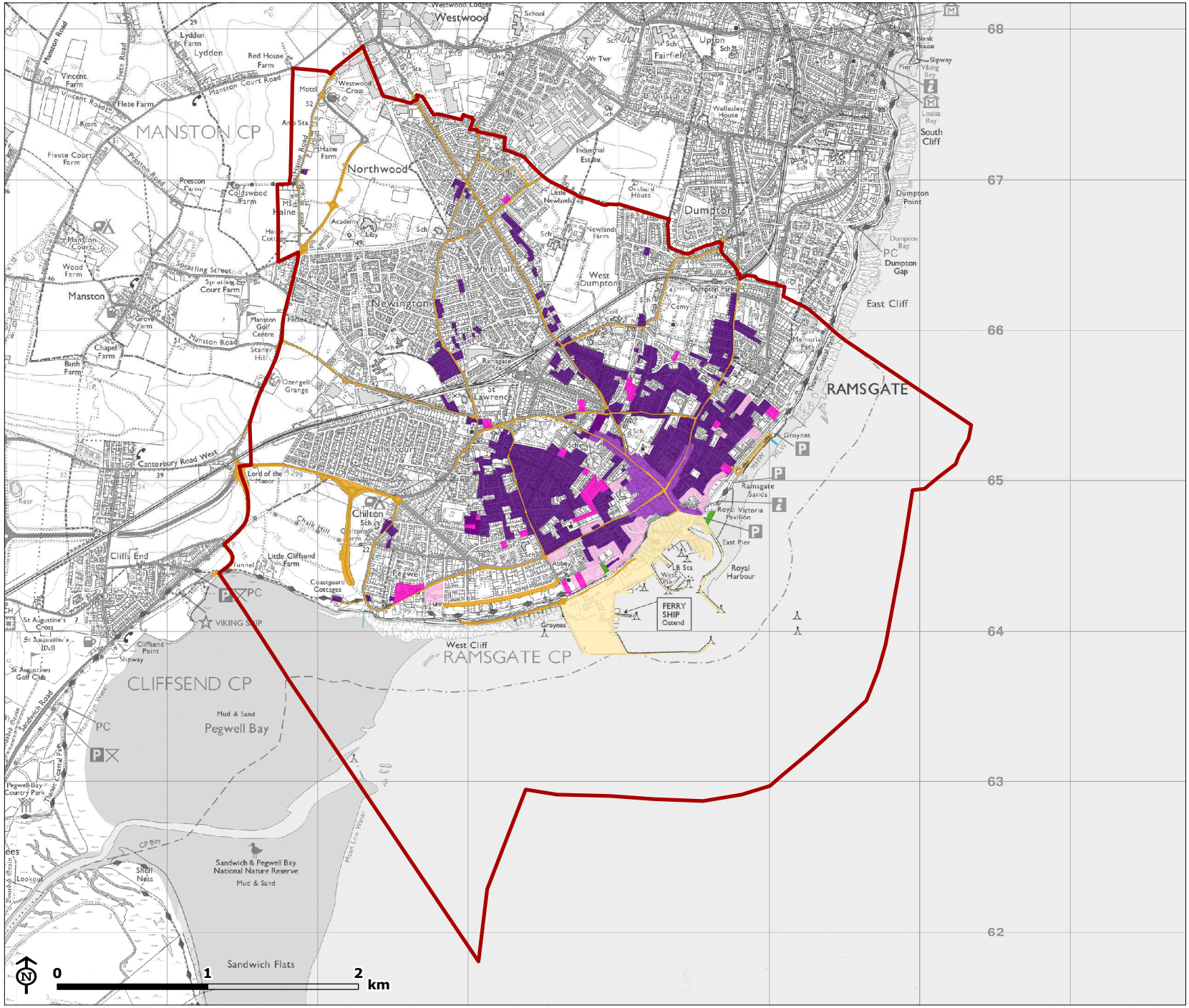
classically-influenced styles with frontages in either stucco or brick with stone detailing. Many were sited in elevated locations overlooking the sea and with some degree of separation from the main commercial centre of the town. Most were not that far from the town itself but Westcliff Terrace, a relatively late example of the type built in the 1840s, was at some distance on a then-isolated site on the Pegwell Road. They offered flexible accommodation that could serve either as long-term residences or be rented out on a seasonal basis. Whilst some *hotels* evolved from earlier inns in the historic urban core, owing to the flexibility of the townhouses, large stand-alone hotels did not become a feature of the resort until the later Victorian period. The terraced housing of this period ranged from some with a relatively high degree of architectural detailing to the extent where some border on the style of the townhouses, to relatively plain terraces. The former were typically built adjacent to the seafront townhouses, with the latter built on the fringe of the historic urban core. Terraced housing housed the workers and merchants who serviced both the maritime and resort trade.

Photograph 5: Townhouses on Nelson Crescent

3.11 In the latter part of the 18th century and early 19th century some small *country houses* were developed at the fringes of the then built-up area of the town for those who sought a greater degree of seclusion. These were miniature versions of the country houses and landscaped parks being developed by the landed aristocracy and comprised ranges of service buildings and facilities such as kitchen gardens alongside the main house and informal garden areas. They included developments for incomers, such as Eastcliff Lodge, and those for families with some history in the area, such as Townley House and Townley Lodge – built for the Townley family in the 1790s. Such houses were the exception within the project area with most of the prosperous families 'making do' with the accommodation provided by townhouses.

3.12 A major feature of this period was the development of military installations during the Napoleonic wars. Ramsgate became a major embarkation port for campaigns on the continent and had militia massing in camps at the town fringes awaiting deployment. This was carried out parallel to, and does not appear to have disrupted, the growing maritime and resort trade at the turn of the 18th to 19th centuries. Indeed, warfare on the continent prevented wealthier individuals undertaking 'The Grand Tour', contributing to a rise in domestic tourism. Owing to the importance of the harbour to military movements and the potential for invasion forces to utilise this stretch of coast, batteries were constructed on the East and West Cliff and at Pegwell. These formed part of a chain of defences along the Kent coast. Although military activities were clearly notable at the time and installations such as the batteries were built, there is no readily visible trace of this distinctive activity within the project area in character terms. This is largely as the batteries were sited at clifftop locations overlooking Ramsgate harbour and the cove at Pegwell. These are both locations which were heavily reworked by development in the later 19th century. As such, whilst military use is an important and defining part of the town's history, it is not one which is manifested significantly in the town's present character. It is, however, reflected in a more intangible sense to an extent by the proliferation of patriotic and commemorative street names relating to the battle of Waterloo in the roughly contemporary townhouse and terraced housing developments at East Cliff (Plains of Waterloo, Wellington Crescent, Nelson Crescent, La Belle Alliance Square).

3.13 Development of the landscape was also influenced by attempts to improve inland connections via road in the early part of the 19th century. The Margate Road, an earlier route, was turnpiked in the early 19th century, resulting in its realignment in the Northwood area and the development of a *public house* adjacent to the check bar at its junction with the route running from St Lawrence to St Peter. This public house still stands and is the only historic hostelry large enough to be mapped within the characterisation dataset.



Historic Characterisation of Ramsgate

Figure 3-3: Consolidation

Project area

Communications and Movement

- Port
- Route

Recreation And Leisure

- Concert Hall
- Pleasure Pier (HSC)

Settlement

- Historic Urban Core
- Terraced Housing
- Townhouses
- Villas

Map Scale @ A4: 1:36,000

LUC

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CB:KS EB:Stenson_K LUC FIG3_3_10036_r1_Consolidation_A4L 29/11/2018

Source: HE, OS

Consolidation – c.1850 to 1914

3.14 The latter part of the 19th century and the lead up to World War I saw the consolidation of the town as a resort destination. It also saw its evolution from a resort for polite society to one attracting visitors further down the social scale. This was associated with national trends, such as increasing prosperity, the availability of paid holiday for workers and a less formal method of seaside recreation, plus the improved accessibility to the town provided by connection to the railway network.

3.15 The early railway network and its later rationalisation had a distinctive impact on the development of the town. Ramsgate, as a bustling port and resort, was such a prize for operators of the emerging railway network that two companies competed to provide the best connection to the town. The earliest was South Eastern Railway (SER) in the 1840s, followed by the London, Chatham and Dover Railway (LCDR) in the 1850s. SER's *railway station*, Ramsgate Town, was slightly inland, at the junction of the Chatham Street (part of the route to Margate) and Boundary Road (part of the route from St Lawrence to Hereson). LCDR's was a much bolder move, designed to eclipse SER. By tunnelling through the bedrock from near Dumpton, LCDR was able to bring its line through the cliffs to the seafront right next to the harbour. This railway station, later known as Ramsgate Harbour, allowed passengers to alight right on the seafront and go straight onto the beach or into the town but was beset by reliability issues. Neither of the early stations now survives, owing to later rationalisation of lines, but they are preserved to an extent in later land uses so recorded as a previous Type. Some of the former *railway* into Ramsgate Town station is also preserved in later land uses between Newington, Whitehall and Northwood.

3.16 The town also developed features closely associated with seaside resorts over this period. These included large seafront hotels, *promenades*, a *pleasure pier* and *concert halls* by the seafront (Royal Victoria Pavilion and West Cliff Hall). As described above, large stand-alone hotels were generally not a feature of the town in its early resort development. This changed in the later Victorian period when two seafront blocks of relatively late townhouses on East Cliff, part of the Victoria Parade development, failed to sell and were acquired by hoteliers.

Photograph 6: The Comfort Inn hotel (formerly the 'Saint Cloud'); formed from amalgamated and converted townhouses

3.17 These were knocked through to create two large hotels, the Saint Cloud (illustrated in Photograph 6 above) and the Granville. These became Ramsgate's closest equivalent to the grand seaside hotels constructed at other English resorts during this period. The proprietor of Granville also sought to maximise the appeal of the hotel by reducing the distance from the hotel on the clifftop to the beach. This was achieved by undertaking a considerable programme of engineering of the *cliffs* directly below the hotel to create an access road down to beach level and construction of a commercial development adjacent to the seafront known as Granville Marina. This was not a marina in the sense of the modern understanding of the word but essentially a development of premises, housing, shops and tearooms on the ground floor with accommodation above[4]. Sections of Granville Marina survive and are now in use as *flats and apartments*. The promenades were originally laid out in the mid-19th century. These ran along the sections of the clifftop closest to the harbour. The early layout and character of the promenades has been altered by early 20th-century promenade improvements (see below) but some of the Victorian shelters survive on the section by Victoria Parade at East Cliff. Ramsgate's pleasure pier, Marina Pier, was built adjacent to the Granville Marina in the 1870s. Although initially relatively unsuccessful and financially troubled, it became an important seafront attraction. By the close of the period, however, it was beset by safety concerns and was closed in 1914. The Royal Victoria Pavilion concert hall was opened as a major seafront attraction in 1906. Whilst it is no longer in use for its primary purpose, it remains a seafront landmark due to its scale and distinctive design.

3.18 In parallel with the growth of the town from increased resort trade, trade in the harbour and related industries also flourished and the harbour works begun in the mid-18th century were completed. This all led to an increased permanent population and an associated expansion of housing. This was mostly in the form of terraced housing which spread along the routes into the town and began to encompass previously separate settlements, including Hereson and St Lawrence. There are also relatively late examples of townhouses, mainly associated with

[4] See Type text Shopping Street

the development of Victoria Parade on East Cliff. As discussed above, these were not the commercial success of the earlier instances of townhouses and several were converted to hotels after failing to sell.

3.19 The increase in shipping coming in and out of Ramsgate also led to the development of key facilities relating to the safety and security of vessels and trade. The project area had two *coastguard stations*[5], at Pegwell and East Cliff, who had responsibility both in maritime safety but also in patrolling for illicit activities, including smuggling. Whilst neither coastguard station is now in operation, buildings related to coastguard operations survive at both and remain legible parts of the character in these parts of the project area. The harbour was also the site of one of the country's earliest lifeboat stations, established in 1802 and significantly predating the formation of the Royal National Lifeboat Institution (RNLI) in the 1820s. The station was operated by the harbour authorities and only passed to partial control of the RNLI in the 1860s, coming under full control of the RNLI in the 1920s. Whilst the early lifeboat station does not survive due to subsequent redevelopment, lifeboat services are still maintained from the harbour by the RNLI.

3.20 The expansion of the town also required a concomitant development of civic amenities and provision. These included facilities associated with the necessities of contemporary life, from the *waterworks, cemetery* and *gasworks*, to moral infrastructure (places of worship). Both the waterworks and gasworks were necessities for urban life from the later Victorian period. They were built at what was then the edge of the town, with the waterworks built at Southwood and the gasworks at Boundary Road. Whilst neither is now in use, they remain features in the landscape to an extent. Ramsgate, having grown from a settlement dependent upon St Lawrence, historically lacked a church and was not a parish in its own right. In recognition of its increased size and independent role, it was created as a parish in the mid-19th century and gained its own parish church, St George's (depicted in Photograph 7 below), in the 1850s (*Place of Worship (Church)*). The expanded suburbs also gained churches and chapels to service the needs of the populace, particularly nonconformists (Place of Worship (Church); (*Place of Worship (Chapel)*).

[5] See also HSC Sub-type Safety Services

Photograph 7: Church of St. George, Ramsgate (Listed Grade I)

3.21 The 1890s saw the development of solutions by the council (*civic infrastructure*) to the problem presented by access from the harbour to the housing which had developed on the East and West Cliffs. Due to the changing levels around the harbour, traffic from these areas had to turn inland and come down into the High Street, via King and Queen Streets respectively, to access the seafront. As the seafront was so important for port operations and for the appeal of the resort, an innovative development was proposed which comprised the cutting of new roadways from the clifftops down to the harbour and the incorporation of storage and ornamental features as part of the design. Storage comprised arches under the roadway providing access to the West Cliff, Royal Parade, and ornamental Pulhamite[6] gardens around that leading to the East Cliff, Madeira Walk. Royal Parade was also given distinctive ornamentation with the use of decorative brickwork and architectural ceramics to create an arcaded appearance and the

[6] 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.

construction of Pulhamite cliffs to back the arches on the landward side of the road. These arches also included niches for seats so that the view from the elevated roadway could be admired. This distinctive civic infrastructure added significantly to the appearance of the harbour area, creating an imposing but attractive backdrop to it. It still remains a key aspect of the experience of the area and one of the town's most characteristic features (depicted in Photograph 8).

Photograph 8: Pulhamite terrace-facing between Albion Hill and Madeira Way (captured under the 'Civic Infrastructure' narrow Type)

3.22 This period also saw two key individuals bring their religious philosophy to the town and create distinctive features within the project area. These comprised the architect AWN Pugin and the financier Sir Moses Montefiore. Pugin, noted Gothic revivalist and promoter of his Roman Catholic faith, settled at West Cliff in the mid-19th century and began creating his ideal retreat and family home and an idealised church and religious community. His work on the first two aspects of this, a *villa* called The Grange and the adjacent Roman Catholic church of St Augustine lying immediately inland of the Westcliff promenade were largely completed the time of his early death in 1852. Initial works had been undertaken on the Abbey, on the opposite side of St Augustine's Road to the Grange and the church by his death and these were progressed by his son, the architect EW Pugin who went on to have a successful career and is responsible for the design of many other buildings in Ramsgate. The complex of Pugin buildings around the Grange survive and, as well as evidencing Pugin's promotion of Catholicism, are one of the key groupings of Gothic revival buildings in the country.

3.23 Montefiore, a Sephardic Jew, retired to Ramsgate in the 1820s with his wife Judith and took up residence at Eastcliff Lodge. He built a synagogue (*Place of Worship (Synagogue)*) in Hereson in the 1830s to allow their continued worship whilst resident in the town. The Synagogue is on land associated with the estate but is discontiguous from the Montefiore's country house. Following his wife's

death in 1862, he added a mausoleum and religious college (*theological college*) to the complex at Hereson. Whilst aspects of Montefiore's house and college have been lost due to demolition, the synagogue, associated mausoleum, and college precinct remain appreciable in landscape. They create a distinctive and unusual group of Jewish religious buildings in an otherwise largely undistinguished suburban part of the town.

3.24 During this period, Pegwell also made a bid to develop as a resort. This entailed construction of a pleasure pier and associated ornamental gardens. They were a commercial failure and the pier has the unenviable distinction of being England's shortest lived pleasure pier at only five years from opening to destruction by storm damage. Owing to the failure of these, its position somewhat distant from the communications infrastructure that bought in visitors and Ramsgate's continued appeal, Pegwell did not flourish as a resort.

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CB:KS EB:Stenson_K LUC FIG3_4_10036_r1_WWI_to_WWII_A4L 29/11/2018

Source: HE, OS

Historic Characterisation of Ramsgate

Figure 3-4: World War I to World War II

Project area

Recreation And Leisure

- Greyhound Racing
- Municipal Park
- Promenade
- Lido

Map Scale @ A4: 1:36,000

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World War I to World War II – 1914 to 1945

3.25 Ramsgate is one of relatively few places bombed in Zeppelin raids during World War I and areas of the town took damage during this attack and as a result of other military operations. Of particular note was damage to the pier which was subject to fire in 1917 and then further damage by a seaborne mine in 1918. The pier remained closed and in a damaged condition until its demolition in 1929. Whilst the harbour and associated businesses appear to have been relatively unaffected, damage to the town in World War I led to a slight downturn in visitors and programme of investment by the Borough to improve the resort's facilities and attract visitors. Chief amongst these were the comprehensive improvements to the East and West Cliff promenades undertaken in the 1920s which entailed extension of the promenades all the way along the clifftop. They also included the creation of cliff walkways taking visitors down from the level of the promenade to the seafront. Much of this 1920s work, particularly the cliff walkways, entailed the use of ornamental Pulhamite rockeries. This was a relatively late use of the technique and has resulted in some distinctive landscapes within and adjacent to the promenade, such Winterstoke Gardens at the East Cliff. This ornamental garden makes extensive use of Pulhamite to provide attractive ornamental landscapes and frame features such as the cliff walkways and sun shelters. The council also funded the creation of a *lido* on the seafront below East Cliff in the 1930s. Lidos were very popular at this time with many examples opened around the country in both inland and coastal locations. The lido was very distinctive 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.

3.26 At this time, the project area was transformed through the rationalisation of the railways serving the town. This was the local expression of a national process of reorganisation of railways brought about by the 1923 Grouping Act which aimed to amalgamate competing companies. 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 new station, depicted in Photograph 9 below, is thought to have been the work of E Maxwell Fry, who became chief assistant to the railway company's Chief Architect, J. R. Scott, in 1923. It is a good example of Fry's early classically-influenced work, which he abandoned early in his career, and is a stark contrast to the Modernism which characterised the bulk of his work. 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 tunnel that formerly gave access to the Ramsgate Harbour station was later repurposed as air raid shelters during World War II. The sites of the two former stations were redeveloped for very different uses. That of the Harbour became the site of an extensive *amusements* complex and that of the Town station was redeveloped, along with its incoming railway lines, into *semi-detached housing*. The development of the new station and removal of earlier lines allowed the comprehensive redevelopment of the area between the station and the routes connecting St Lawrence with St Peter's and the Margate Road. This was turned into an extensive development of interwar semi-detached housing laid out along an axial road leading to the station.

Photograph 9: Ramsgate railway station (Listed Grade II)

3.27 The development of housing was one of the key features of the interwar period. Whilst there was some construction of terraced housing, mainly in areas around Hereson where streets for terrace development had been laid out and part developed prior to World War I, the majority was of the semi-detached housing Type. This development spread outwards from the then built limits of the town along the routes connecting it to nearby settlements.

3.28 The growth of population also saw expansion of civic provision with a municipal *library* (Photograph 10) and general *hospital* built during this period. The period also saw the construction of a number of *schools*, such as St Lawrence College and the Guildford Lawn site of the Chatham and Clarendon Grammar School. It also saw the development of leisure facilities, including two *greyhound racing* establishments in the suburbs in the 1930s, paralleling the rapid adoption of the sport across the UK after its introduction from the USA. These have now been redeveloped.

Photograph 10: Ramsgate Public Library (Listed Grade II)

3.29 The period also saw the conversion of country houses and their grounds to other uses. This reflects changing demographics in the town but also nationally whereby many such large houses within or at the fringe of urban areas became used for other purposes. As was common with houses of this type, several (Ellington Park, Eastcliff Lodge, Townley Castle) became converted into *municipal parks* or schools. This usually entailed demolition of the main house but the retention of some other elements of the country house layout. In the case of Eastcliff Lodge, now the King George VI Memorial Park, this included the retention of the service range and aspects of its walled garden, including the Italianate glasshouse introduced by Sir Moses Montefiore. Townley House was given over to a very different use, as a furniture showroom, but still remains largely legible as a former high status home.

3.30 Following the onset of World War II, the project area was touched by the effect of hostilities. The port played an active role in the Dunkirk evacuation with nearly a tenth of the 'little ships' operating from it. Owing to the importance of the port and the presence of extensive foreshore areas which might facilitate enemy landing – particularly in Pegwell Bay – the project area's seafront was heavily fortified from 1940 as part of the defence of Britain. The town was also damaged in bombing raids. Many of the remaining undeveloped areas within and adjacent to the town were turned over to *allotments* as part of the Dig for Victory campaign. Both the coastal fortifications and the allotments are very distinctive features showing only on aerial photography taken during the 1940s. The coastal defences were removed at the end of the war so the most tangible legacy of World War II appears to be the project area's many areas of allotments.

Post-war to present – 1945 to present

3.31 This period saw the transformation of the majority of the town's remaining rural hinterland into suburban and peri-urban landscapes. At the same time the town's economy has been changing, moving away from port and resort activity to an extent, reflecting wider national trends in recreational habits and shipping.

3.32 Whilst much of later 20th and early 21st century development is associated with the development of large *housing estates*, built at the fringe of what had been the town's built limit at the onset of World War II, there have been other very recent extensive commercial developments (*business parks* and *retail parks*) at the northern end of the project area. Despite the extent of urban development, there remain some parts of the project area where undeveloped, rural land remains. The most coherent of these are at Haine and near Little Cliffsend Farm. At these locations, rural settlement types of medieval to post-medieval date remain set amidst fieldscapes developed from open field systems.

3.33 Post-war housing development comprised both open market housing and estates built by the local authority. Much of this was built in the decades following the end of World War II. In some cases, housing estates preserve aspects of the preceding landscape whilst in others they have almost totally overwritten what existed prior to the construction. A notable instance of the former is the housing developed at Northwood where remains of Northwood farm, including a 17th century farmhouse (a Grade II Listed Building), survive on Hope Lane amongst extensive areas of later 20th century suburban housing. Conversely, the development of the Newington council estate in the mid-20th century removed all traces of preceding land uses, including a route that had formerly connected St Lawrence and Haine. One feature of the recent housing development has been the conversion or redevelopment of civic facilities into residential use. More recent housing developments have been smaller in extent and closely associated with the redevelopment or conversion of some housing types (country houses and villas) and civic facilities. These latter include conversion of high profile structures, such as the Southwood water works tower and the General Hospital, to flats and apartments. The redevelopment of the gasworks is also currently mooted and the site has been part-cleared.

3.34 As with many British seaside towns with a resort function, Ramsgate suffered from the decline in visitors brought about by the onset of cheap package holidays in the latter part of the twentieth century. This led to change in use of some facilities, such as the Royal Victoria Pavilion which became a cinema and then a casino and is now a pub and West Cliff Hall which became a motor museum in the 1980s and is at present derelict. Others, such as the amusements at the former railway station site and the lido, were lost entirely.

3.35 The effect of the downturn in visitors was somewhat cushioned by the traffic through the port. This allowed the town to continue as an important port into the 20th century but, as the century wore on and the character of merchant shipping changed with the onset of containerisation, it was no longer fit for commercial traffic by the 1980s. The need for facilities to handle modern shipping led to the construction of the present port, adjacent to the earlier port, in the 1980s. The present port is protected by rock-armoured breakwaters and accessed via a shipping channel maintained by dredging[7]. It originally handled commercial

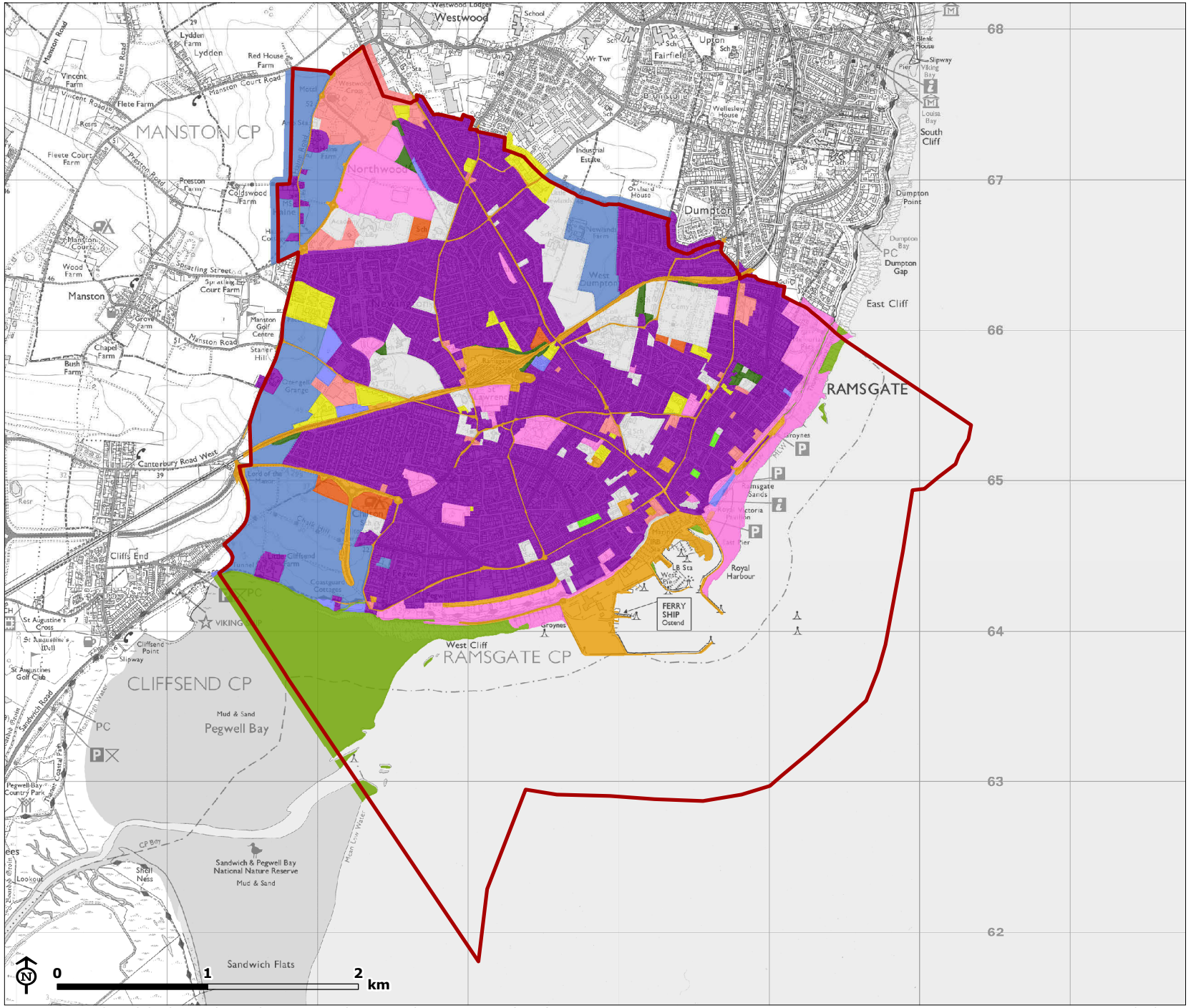
[7] See HSC Sub-type Navigation channel (active)

freight and aggregates shipping as well as a ferry service to Dunkirk and Ostend. The construction of the port required improvements to access routes as, otherwise, the only way of getting into the port was via the harbour and the narrow roads of the town's historic urban core. This was achieved by the construction of Royal Harbour Approach in the late 1990s. This entailed cutting of a tunnel through the cliff from farmland immediately west of Pegwell to carry a port access road from Canterbury Road East (A299 and A255). This utilised what had been the lower part of the 1920s West Cliff promenade works, the cliff-base promenade Western Undercliff. The ferry service ceased in 2013 and the port is currently not operating at full capacity but there are proposals to restore ferry operations. The relocation of operations from the port has enabled new businesses to take root there. These include marine businesses utilising the quayside, such as marinas and offshore wind turbine services, and a variety of workshop, retail and food and drink uses operating from the arches under Royal Parade, formerly used as storage. These have offset some of the decline in the town's fortunes caused by the contraction of port and fishing activity and mean that the harbour remains a hive of activity.

3.36 The town is has received increased interest over recent years amongst both visitors and those seeing an attractive, and relatively affordable, place to live. Holidays at British resorts, sometimes referred to as 'staycations', have seen a revival over recent years, driven in part by a renewed appreciation of the attractions of the British seaside and concerns over the environmental impact of overseas travel, a trend particularly marked amongst the middle classes. Ramsgate has benefitted from this trend and older hotels, such as the Saint Cloud (now the Comfort Inn), have been recently refurbished and the small hotels that had been converted to other uses now resurrected as 'boutique hotels' (The Albion, The Falstaff (Photograph 11)). Connection to the high-speed rail network, the exponential rise in the cost of property in London and the presence of an attractive housing stock and environment have led to many recognising the seaside towns of Thanet as attractive places to relocate to. Ramsgate has attracted many such residents but, as yet, gentrification has not been so extensive as to alter the town's character markedly. The renewed interest has not just been in housing and hotels and some of the town's key facilities from its resort heyday have seen renewed investment. This includes the restoration and reopening of the Royal Victoria Pavilion in 2017 and proposals to revamp West Cliff Hall.

Photograph 11: The Falstaff Hotel (Listed Grade II), illustrating high quality restoration and repurposing of traditional buildings for boutique hotel use – previously a public house with two residential properties above.

3.37 The town is currently in a time of some transition as new aspects of its economy establish themselves, its traditional port and resort functions evolve, and as the influence of incomers begins to be felt. The present place is unique because of the way in which previous communities have navigated such times through the various stages of the town's development. How the drivers of change are managed in future will continue to shape Ramsgate's character, and the Heritage Action Zone has a potentially important role to play in ensuring the history, character and significance of the town's historic environment is understood, celebrated and conserved.



Historic Characterisation of Ramsgate

Figure 3-5: Historic Landscape Characterisation (HLC) Broad Types

Project area

HLC Broad Type

- Civic Provision
- Commerce
- Communications And Movement
- Cultural Topography
- Enclosure
- Industry
- Orchards And Horticulture
- Ornamentation
- Recreation And Leisure
- Settlement
- Unimproved Land
- Woodland

Map Scale @ A4: 1:36,000

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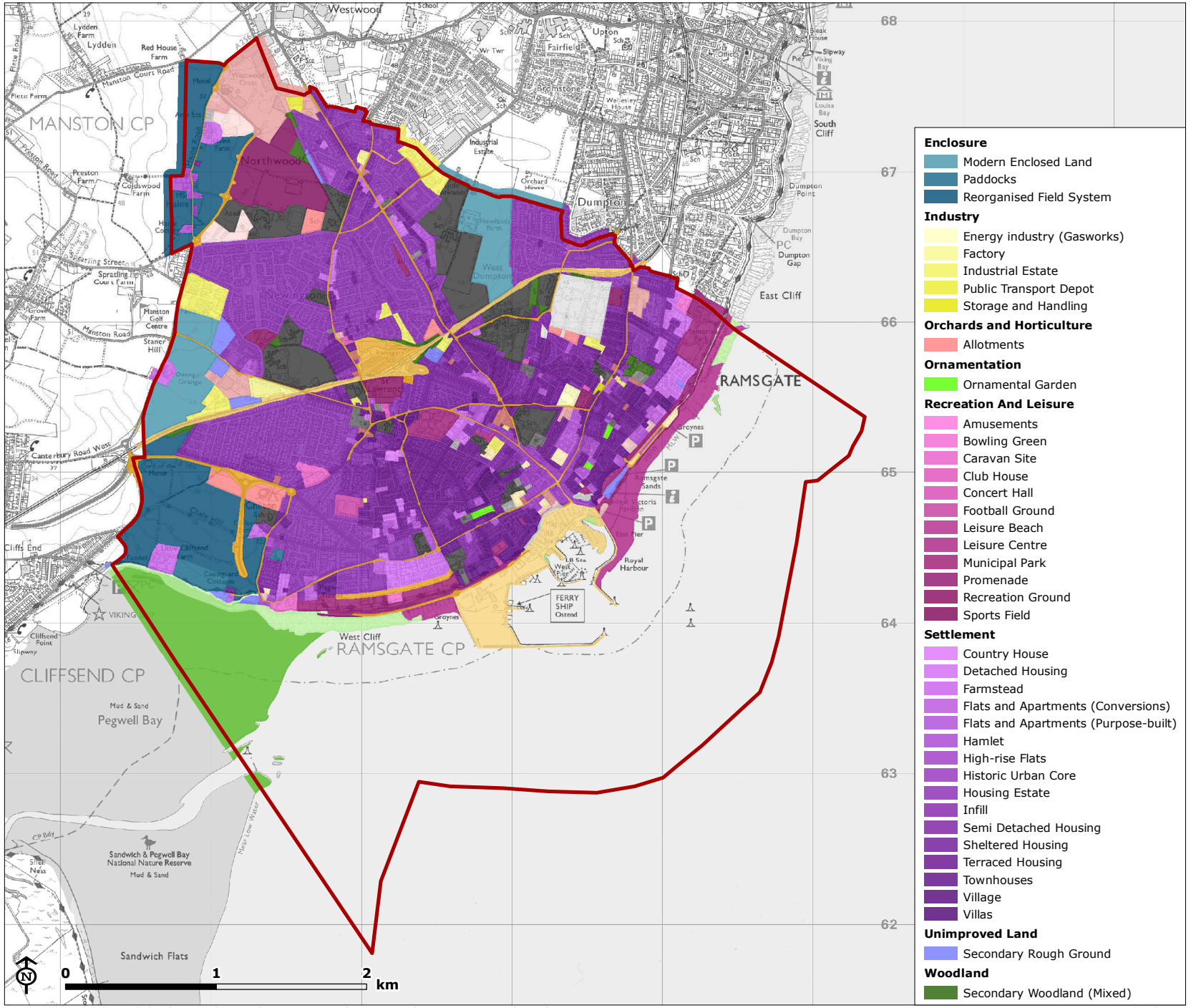
CB:KS EB:Stenson_K LUC FIG3_5_10036_r1_HLC_BT_A4L 29/11/2018

Source: HE, OS



Enclosure
- Modern Enclosed Land
- Paddocks
- Reorganised Field System

Industry
- Energy industry (Gasworks)
- Factory
- Industrial Estate
- Public Transport Depot
- Storage and Handling

Orchards and Horticulture
- Allotments

Ornamentation
- Ornamental Garden

Recreation And Leisure
- Amusements
- Bowling Green
- Caravan Site
- Club House
- Concert Hall
- Football Ground
- Leisure Beach
- Leisure Centre
- Municipal Park
- Promenade
- Recreation Ground
- Sports Field

Settlement
- Country House
- Detached Housing
- Farmstead
- Flats and Apartments (Conversions)
- Flats and Apartments (Purpose-built)
- Hamlet
- High-rise Flats
- Historic Urban Core
- Housing Estate
- Infill
- Semi Detached Housing
- Sheltered Housing
- Terraced Housing
- Townhouses
- Village
- Villas

Unimproved Land
- Secondary Rough Ground

Woodland
- Secondary Woodland (Mixed)

Historic Characterisation of Ramsgate

Figure 3-6: Historic Landscape Characterisation (HLC) Narrow Types

- Project area

Civic Provision
- Cemetery
- Civic Infrastructure
- Emergency services
- Government Office
- Library Complex
- Medical Centre
- Place Of Worship (Church)
- Place Of Worship (Synagogue)
- Religious Community
- School

Commerce
- Business Park
- Hotel
- Public House
- Retail Park
- Shopping Centre
- Shopping Street
- Shops and Showrooms

Communications and Movement
- Car Park
- Lifeboat Station
- Port
- Railway
- Railway Station
- Railyard
- Route
- Sorting Office

Cultural Topography
- Cliff
- Foreshore (Rocky)
- Foreshore (Sandy)
- Mudflat
- Saltmarsh

Map Scale @ A4: 1:36,000

LUC Historic England

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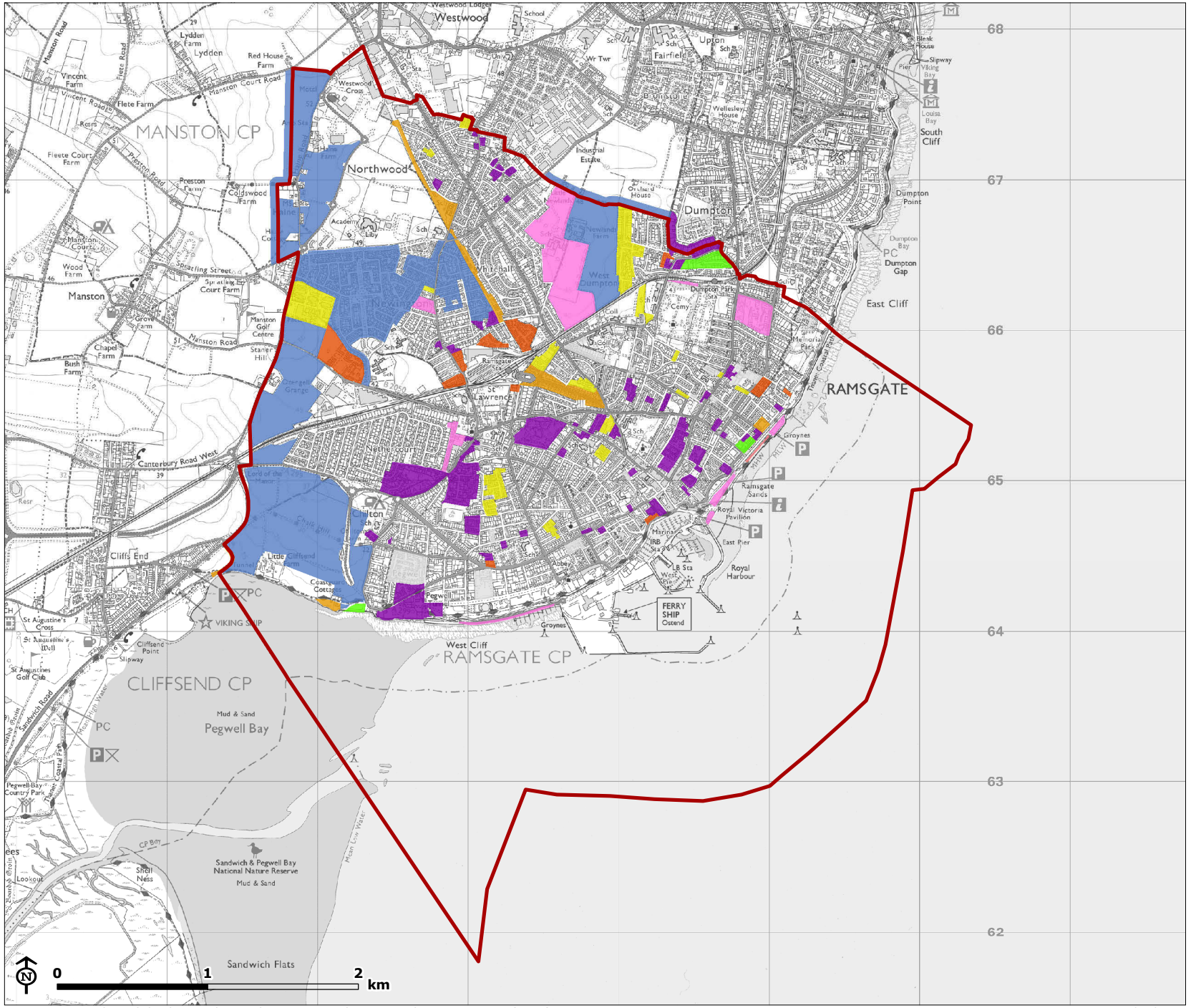
CB:KS EB:Stenson_K LUC FIG3-6_10036_r1_HLC_NT_A4L 29/11/2018

Source: HE, OS



Historic Characterisation of Ramsgate

Figure 3-7: Historic Landscape Characterisation (HLC) Previous Broad Types

Project area

HLC Previous Broad Type

- Civic Provision
- Commerce
- Communications And Movement
- Enclosure
- Industry
- Orchards And Horticulture
- Ornamentation
- Recreation And Leisure
- Settlement

Map Scale @ A4: 1:36,000

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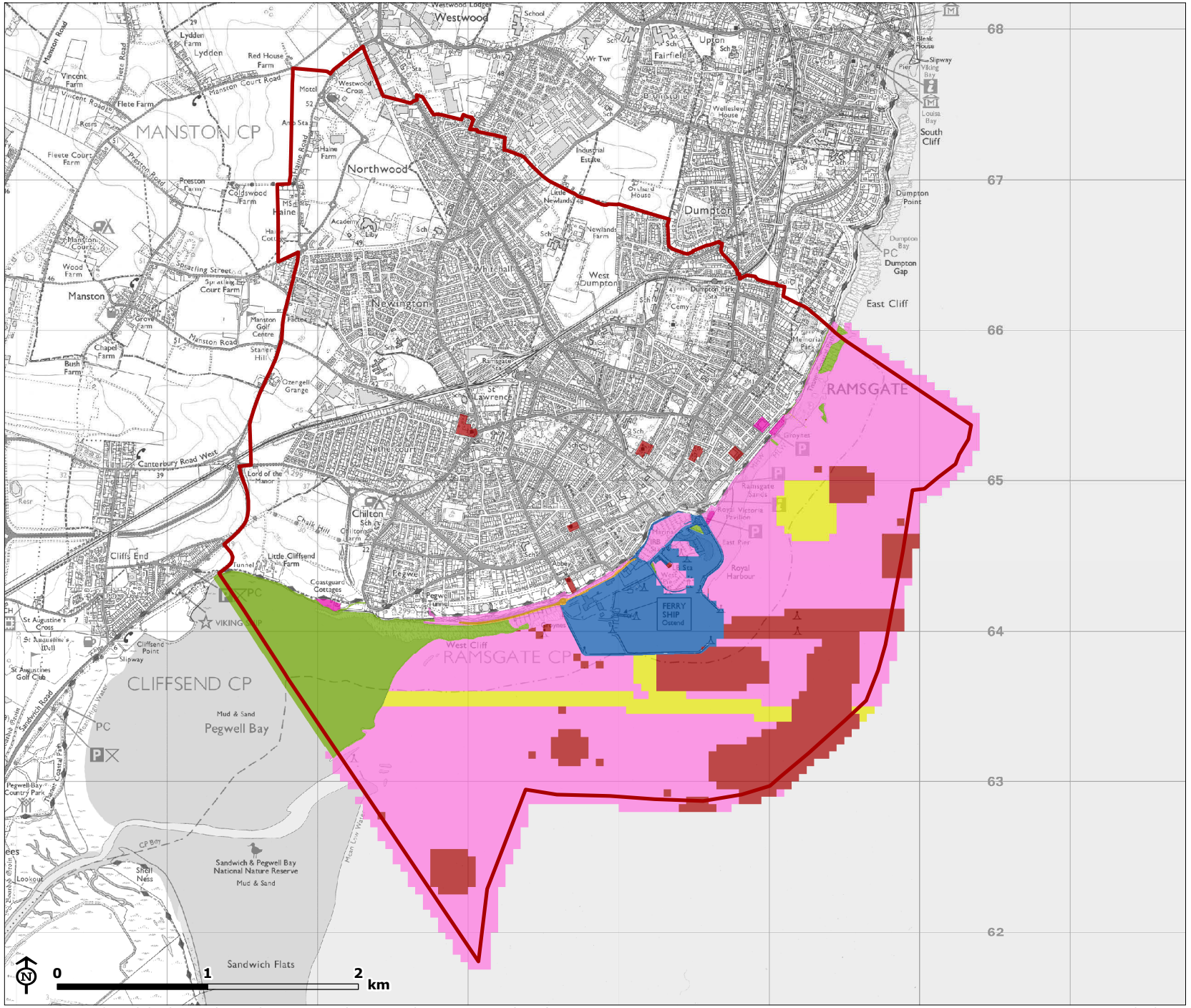
CB:KS EB:Stenson_K LUC FIG3-7_10036_r1_HLC_PBT_A4L 29/11/2018

Source: HE, OS



Historic Characterisation of Ramsgate

Figure 3-8: Historic Seascape Characterisation (HSC) Coastal and Conflated Broad Type

Project area

HSC Broad Type

- Cultural topography
- Ports and docks
- Navigation
- Industry
- Communications
- HLC
- Recreation

Map Scale @ A4: 1:36,000

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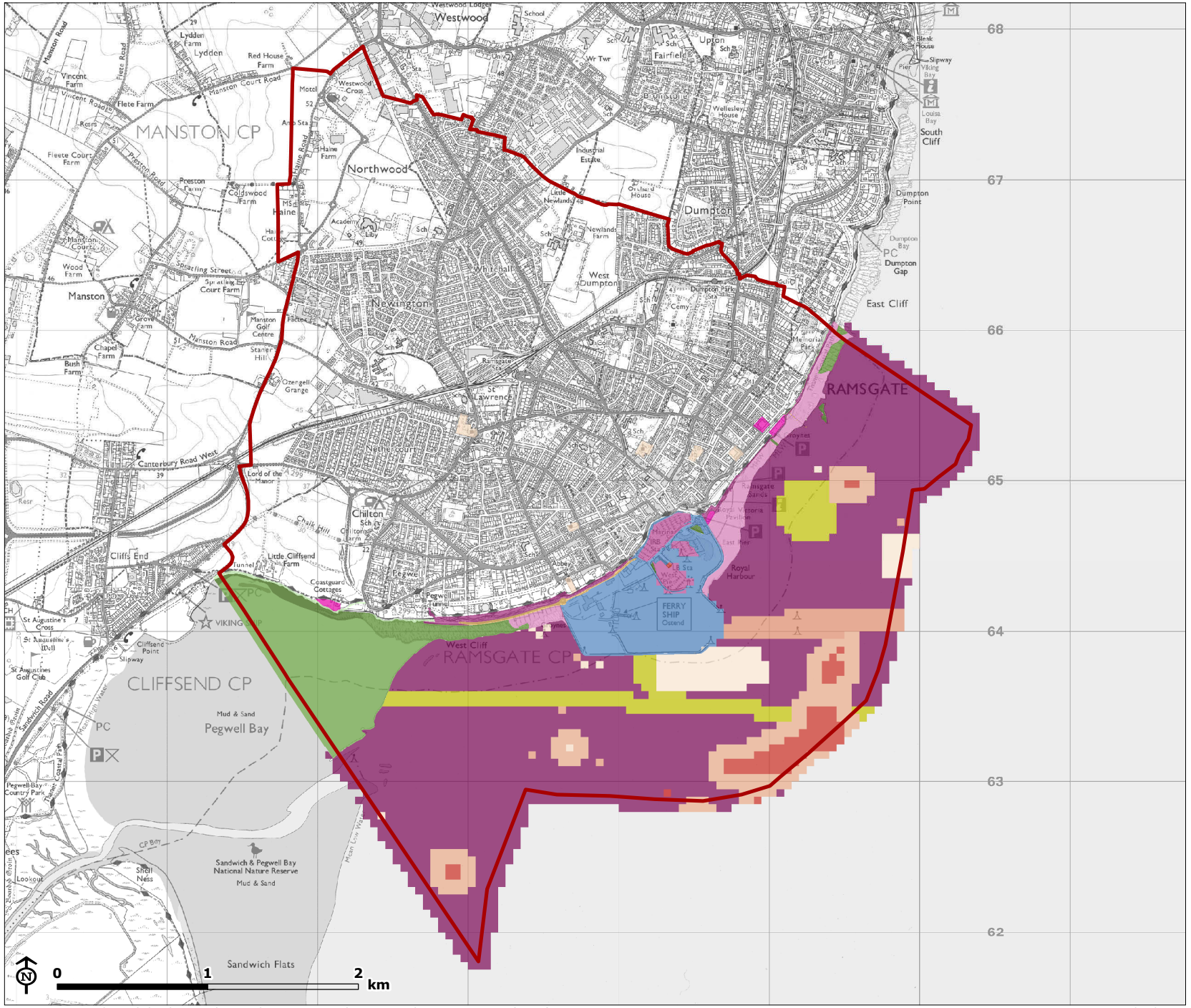
CB:KS EB:Stenson_K LUC FIG3-8_10036_r1_HSC_BDTY_CC_A4L 29/11/2018

Source: HE, OS



Historic Characterisation of Ramsgate

Figure 3-9: Historic Seascape Characterisation (HSC) Coastal and Conflated Character Sub-

Project area

Character Sub-Type

Communications

- Road

Cultural topography

- Cliff
- Mudflats
- Rocky foreshore
- Saltmarsh
- Sandy foreshore

HLC

- HLC

Industry

- Sewage works
- Spoil and waste dumping
- Submarine power cable

Navigation

- Anchorage
- Buoyage
- Daymark
- Hazardous water
- Lighthouse
- Maritime debris
- Navigation channel (active)
- Safety services
- Shoals and flats
- Wreck hazard

Ports and docks

- Port

Recreation

- Leisure beach
- Marina
- Parks and gardens
- Promenade
- Sports facility

Map Scale @ A4: 1:36,000

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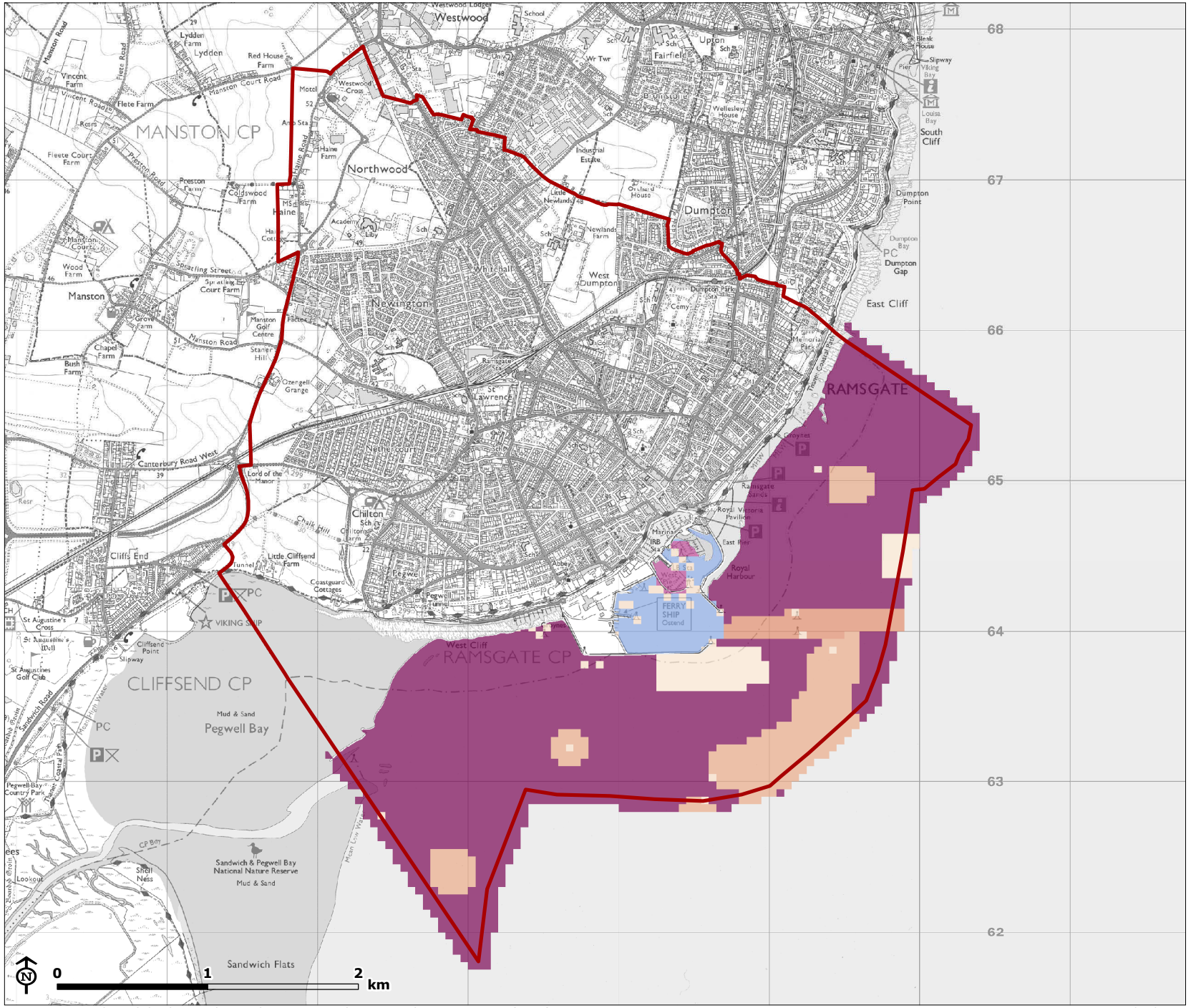
CB:KS EB:Manson D LUC FIG3-9_10036_r1_HSC_SBTY_CC_A4L 29/11/2018

Source: HE, OS



Historic Characterisation of Ramsgate

Figure 3-10: Historic Seascape Characterisation (HSC) Sea Surface Character Sub-Type

Project area

Character Sub-Type

Navigation

- Anchorage
- Buoyage
- Hazardous water
- Navigation channel (active)

Ports and docks

- Port

Recreation

- Marina
- Sports facility

Map Scale @ A4: 1:36,000

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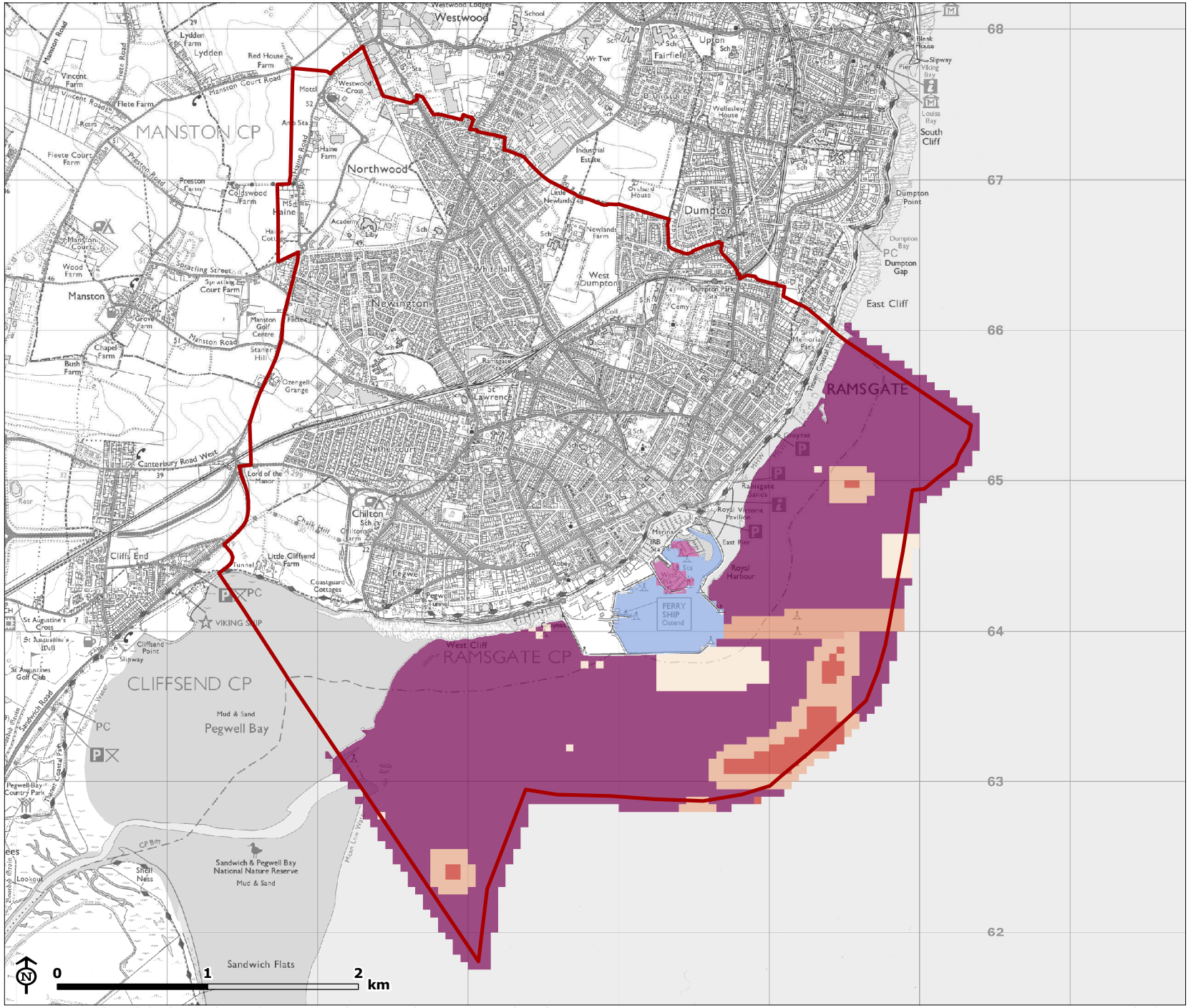
CB:KS EB:Stenson_K LUC FIG3-10_10036_r1_HSC_SBTY_SSRFC_A4L 29/11/2018

Source: HE, OS



Historic Characterisation of Ramsgate

Figure 3-11: Historic Seascape Characterisation (HSC) Water Column Character Sub-Type

Project area

Character Sub-Type

Navigation

- Anchorage
- Buoyage
- Hazardous water
- Navigation channel (active)
- Shoals and flats

Ports and docks

- Port

Recreation

- Marina
- Sports facility

Map Scale @ A4: 1:36,000

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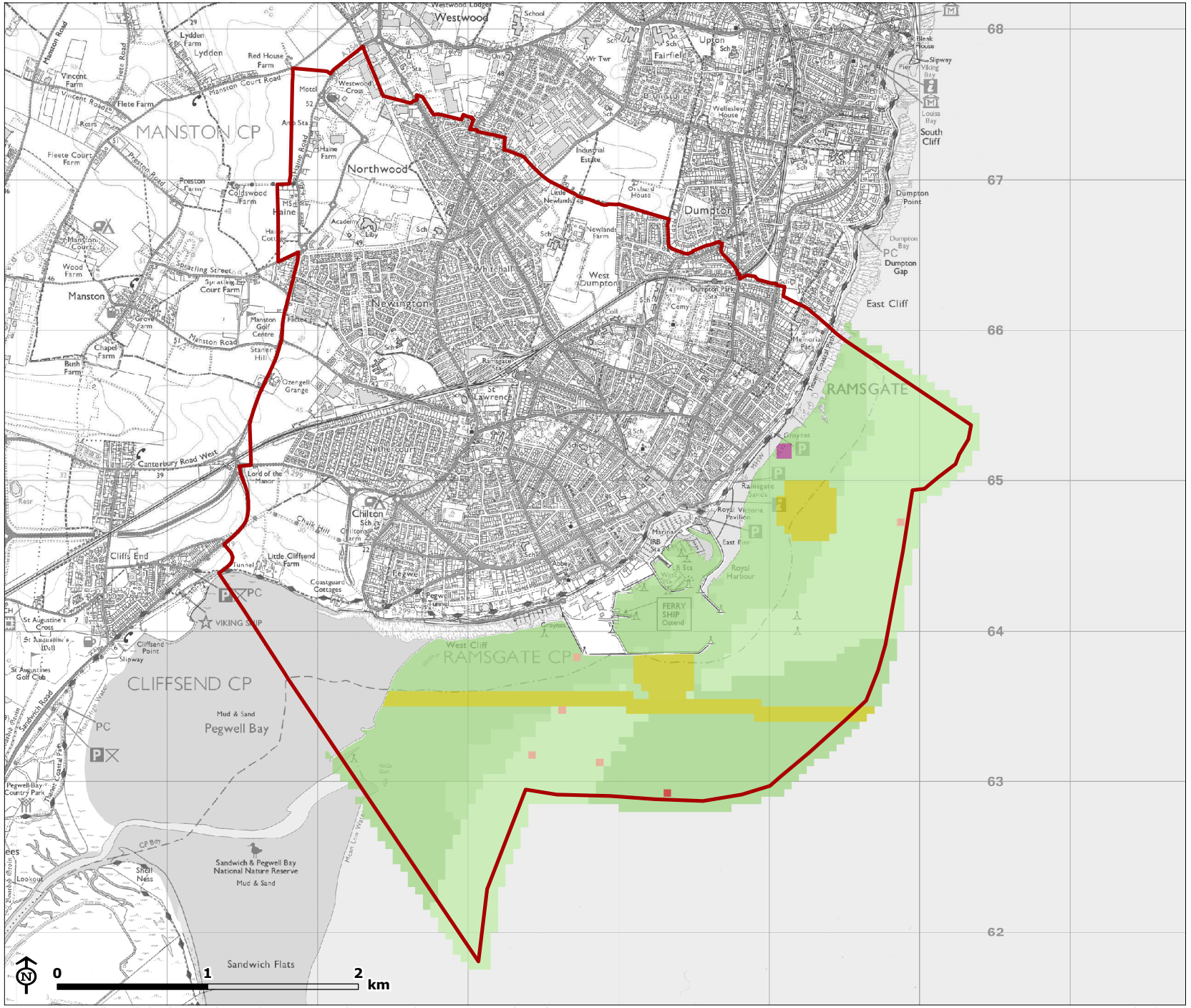
CB:KS EB:Stenson_K LUC FIG3-11_10036_r1_HSC_SBTY_WTRCL_A4L 29/11/2018

Source: HE, OS



Historic Characterisation of Ramsgate

Figure 3-12: Historic Seascape Characterisation (HSC) Sea Floor Character Sub-Type

Project area

Character Sub-Type

Cultural topography

- Coarse sediment plains
- Exposed bedrock
- Fine sediment plains

Industry

- Spoil and waste dumping
- Submarine power cable

Navigation

- Maritime debris
- Wreck hazard

Recreation

- Pleasure pier

Map Scale @ A4: 1:36,000

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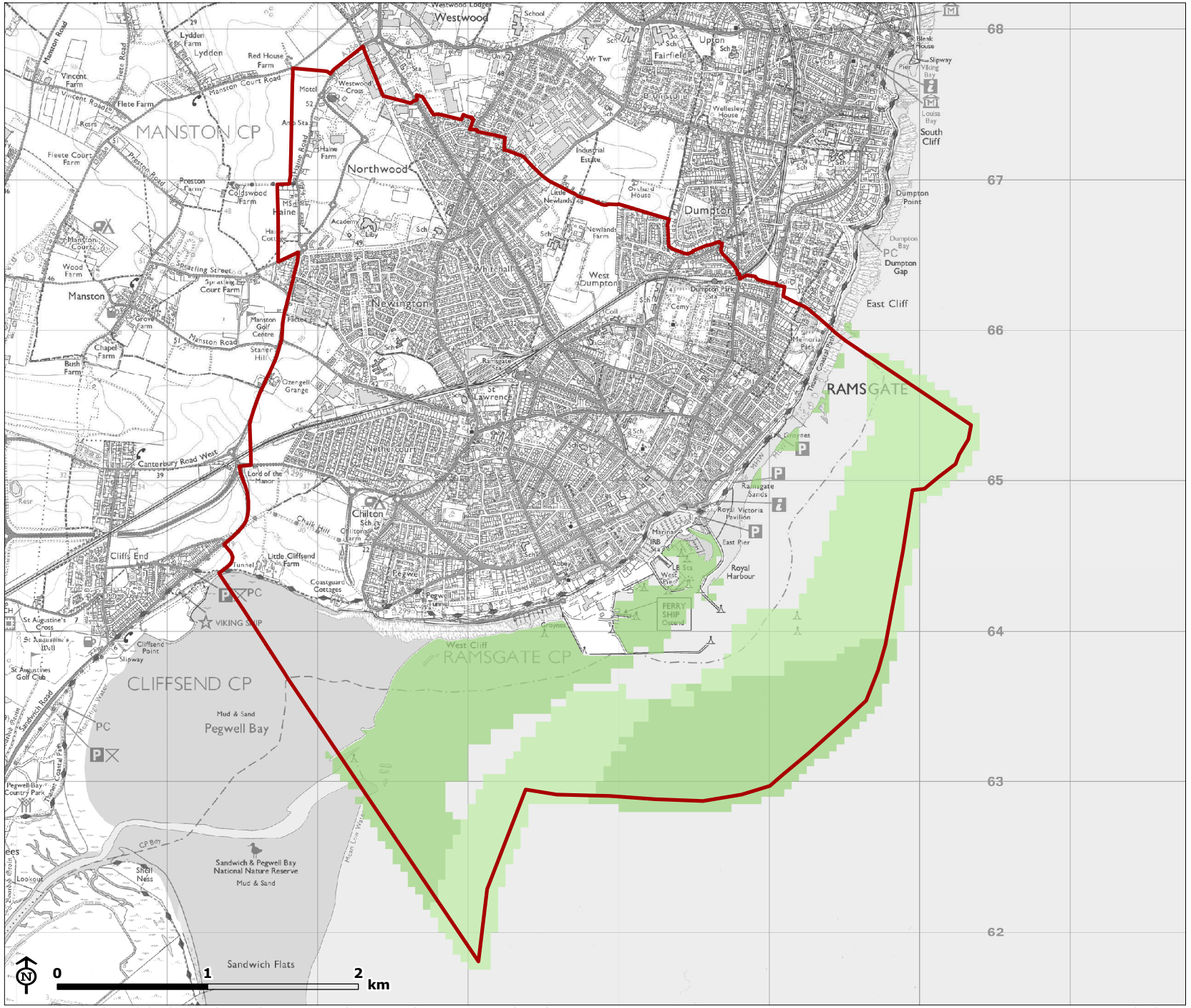
CB:KS EB:Stenson_K LUC FIG3-12_10036_r1_HSC_SBTY_SFLR_A4L 29/11/2018

Source: HE, OS



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CB:KS EB:Stenson_K LUC FIG3-13_10036_r1_HSC_SBTY_SBFLR_A4L 29/11/2018

Source: HE, OS

Historic Characterisation of Ramsgate

Figure 3-13: Historic Seascape Characterisation (HSC) Sub-Sea Floor Character Sub-Type

Project area

Character Sub-Type*

Cultural topography

Coarse sediment plains

Fine sediment plains

*Blank areas are where the sea floor is exposed bedrock and no suitable character sub-type is available for the sub-sea floor

Map Scale @ A4: 1:36,000

LUC

Historic England

4 PROJECT OUTPUTS

4.1 The final project outputs include:

- A GIS mapped database on Ramsgate's historic character, containing separate layers covering the landward and seascape characterisations – including both current and previous Types identified;
- A series of structured summary texts, linked to the GIS and also available in the project report (**Appendix 5**), providing a brief description and interpretation of each Historic Character Type in the context of Ramsgate's development;
- A Project Report **(this report)** summarising the project's execution and containing a copy of the structured summary texts (**Appendix 5**) and the generalised narrative (**Section 3 of this report**);
- A deposit of project outputs with the Archaeology Data Service (ADS) for publication.

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APPENDIX 1:

Conservation Areas in Ramsgate

Thanet District Council has designated a number of Conservation Areas which fall within the project area in Ramsgate. These are:

- Ramsgate Conservation Area which has undergone a number of extensions following its original designation and now covers the much of the land from the coastline around the marina area inland towards Boundary Road;
- Ramsgate Royal Esplanade Conservation Area which covers the area around the Royal Esplanade Gardens and land north towards Pegwell Road;
- Ramsgate Montefiore Conservation Area which takes in an area of open space and a small number of residential properties around Montefiore Synagogue and Mausoleum; and
- Pegwell Conservation Area which includes much of the coastline to the south west of the town taking in a number of open spaces as well as the caravan park and a handful of residential properties mostly to the south of Pegwell Road and Coastguard Cottages.

Of these Conservation Areas only the Royal Esplanade and Montefiore have Conservation Area Appraisals.

The Royal Esplanade Conservation Area Appraisal identifies that the Conservation Area consists of two sub-areas of character. Bon Secours lies in the northern portion of the Conservation Area taking in the former private estate house with mature trees and lawns to the front and rear and surrounding properties. Royal Esplanade is to the south where croquet lawns, boating pool, Art Gallery, cafés and promenade are interspersed with areas of open space. The Conservation Area Appraisal highlights that the overall condition of most of the fabric of the Conservation Area is sound with the exception of Western Under cliff which is somewhat neglected and desolate. It is also identified that there is little capacity for major change within the Conservation Area.

The Montefiore Conservation Area Appraisal identifies that the Conservation Area consists of four clearly defined Character Areas:

1) Montefiore Synagogue & Environs

2) Hereson Road

3) Honeysuckle Road

4) Dumpton Park Drive

The Conservation Area Appraisal recommends that any proposed use for the area which made up the former Sir Moses Montefiore Estate helps to enhance the amenity value and that any future development is built within strict guidelines in terms of scale, design and use of materials.

It also highlights that a major problem in the Conservation Area is the poor standard of maintenance in many of the properties and boundary treatments, especially along Hereson Road.

Access along Honeysuckle Road (linking Dumpton Park Drive to Hereson Road) is subject to traffic congestion.

The Appraisal noted that many of the properties within the Conservation Area would benefit from monetary support in the form of grants from the Local Planning Authority to help encourage homeowners to preserve design details of the buildings.

APPENDIX 2:

Novel terms

The majority of novel terms derive from the HLC process. The only exception was 'Lido' which was already present in the HLC Thesaurus as a valid Narrow Type but not present in the HSC thesaurus.

Appendix 2 Table 1

Novel term	Scope note
Novel Term HLC	
Civic Infrastructure	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.
Theological College	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.
Route	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.
Public Transport Depot	A building, with adjacent open areas, in which vehicles are maintained, usually having an extensive area free from upright columns or stanchions to permit overnight storage, repair bays, stores and an office.
Concert Hall	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.
Factory	A complex of industrial buildings housing powered machinery and employing a workforce for manufacturing. They are commonly purpose-built but can include earlier structures modified to enable manufacturing use.
Flats and Apartments (Conversions)	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.
Flats and Apartments (Purpose-built)	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.
Medical Centre	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.
Emergency Services	Buildings and land for the provision of emergency services, including fire stations and ambulance stations. They usually

Novel term	Scope note
	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.
Public House	Establishments authorised to sell and allow the consumption of alcoholic liquors on their premises.
Shops and Showrooms	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.
Energy Industry (Gasworks)	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).
Club House	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.
Greyhound Racing	Stadia and associated facilities (e.g. kennels) for the sport of greyhound racing.
Townhouses	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.
Villas	Large detached residential properties, typically built in the mid to later 19th century, set in extensive plots containing ancillary service structures such as coach houses. In coastal areas, they are typically sited in elevated locations overlooking the coast to take advantage of sea views. They are built in a variety of polite architectural styles.
High-rise Flats	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.
Sheltered Housing	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

Novel term	Scope note
	residents.
Novel Term HSC	
Lido	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.

Please note: The HLC term ‘Energy Generation (Power Station)’ used in this project diverges from the Historic Characterisation Thesaurus structure and should have been ‘Power Station’.

APPENDIX 3:

Data structure

Appendix 3 Table 1: HLC GIS data structure

Field name	Field alias	Population method	Data type	Field length
CBT	Current Broad Type	Manual	String	254
CNT	Current Narrow Type	Manual	String	254
CSC	Current Source	Manual	String	254
C_LINK	Current Link	Manual	String	254
CDT	Current Date by	Manual	String	254
P1BT	Previous Broad Type 1	Manual	String	254
P1NT	Previous Narrow Type 1	Manual	String	254
P1SC	Previous Source 1	Manual	String	254
P1_LINK	Previous Link 1	Manual	String	254
P1DT	Previous 1 Date by	Manual	String	254
P1BT	Previous Broad Type 2	Manual	String	254
P2NT	Previous Narrow Type 2	Manual	String	254
P2SC	Previous Source 2	Manual	String	254
P2_LINK	Previous Link 2	Manual	String	254
P2DT	Previous 1 Date by	Manual	String	254
P3BT	Previous Broad Type 3	Manual	String	254
P3NT	Previous Narrow Type 3	Manual	String	254
P3SC	Previous Source 3	Manual	String	254
P3_LINK	Previous Link 3	Manual	String	254
P3DT	Previous 1 Date by	Manual	String	254
NTS	Notes	Manual	String	254
CRT_DT	Creation Date	Manual	String	254

CRTR	Creator	Manual	String	254
Shape_Length	Shape Length	Automated	Double	19
Shape_Area	Shape Area	Automated	Double	19

Appendix 3 Table 2: HSC GIS data Structure

Field name	**Field alias**	**Description and guidance, terminology**	**Population method**	**Data type**	**Field length**
Shape	Shape	Shape of data (i.e. polygon), automatically generated and updated by database.	Automated	Geometry	0
OBJECTID	OBJECTID	ID automatically generated and updated by database.	Automated	Integer	10
NAME	Name	Name of area or topographic identifier, local or popular name.	Manual	String	254
CC_SBTY	Coastal and Conflated Character Sub-Type	Sub-character type (present, dominant; local level). Landward (above MHW) this will relate to coastal land HSC, whereas seaward it will relate to the 'conflated' HSC as derived from the marine levels.	Manual	String	254
CC_TY	Coastal and Conflated Character Type	Character Type (present, dominant; regional level). Landward (above MHW) this will relate to coastal land HSC, whereas seaward it will relate to the 'conflated' HSC as derived from the marine levels.	Manual	String	254

Field name	Field alias	Description and guidance, terminology	Population method	Data type	Field length
CC_BDTY	Coastal and Conflated Broad Character Type	Broad Character Type (present, dominant; national strategic level). Landward (above MHW) this will relate to coastal land HSC, whereas seaward it will relate to the 'conflated' HSC as derived from the marine levels.	Manual	String	254
SSRFC_SBTY	Sea Surface Character Sub-Type	Present and dominant historic character of the sea-surface (recorded at sub-character, character and broad character levels).	Manual	String	254
SSRFC_TY	Sea Surface Character Type		Manual	String	254
SSRFC_BDTY	Sea Surface Broad Character Type		Manual	String	254
WTRCL_SBTY	Water Column Character Sub-Type	Present and dominant historic character of the water column (recorded at sub-character, character and broad character levels).	Manual	String	254
WTRCL_TY	Water Column Character Type		Manual	String	254
WTRCL_BDTY	Water Column Broad Character Type		Manual	String	254
SFLR_SBTY	Sea Floor Character Sub-Type	Present and dominant historic character of the sea-floor (recorded at sub-character, character and broad character levels.	Manual	String	254
SFLR_TY	Sea Floor Character Type		Manual	String	254
SFLR_BDTY	Sea Floor Broad		Manual	String	254

Field name	Field alias	Description and guidance, terminology	Population method	Data type	Field length
	Character Type				
SBFLR_SBTY	Sub-Sea Floor Character Sub-Type	Present and dominant historic character of the sub-sea floor (recorded at sub-character, character and broad character levels).	Manual	String	254
SBFLR_TY	Sub-Sea Floor Character Type		Manual	String	254
SBFLR_BDTY	Sub-Sea Floor Broad Character Type		Manual	String	254
DATA_TYPE	Data Type	Identifies if data is 'Gridded' sea data or 'Not gridded' land data.	Manual	String	254
CC_PRD	Coastal and Conflated Period	Benchmark period of origin of the area represented in the polygon or cell. Recorded for present historic character. Landward (above MHW) this will relate to coastal land HSC, whereas seaward it will relate to the 'conflated' HSC as derived from the marine levels.	Manual	String	254
CC_SRC	Coastal and Conflated Source	Sources used to identify present and previous historic character. Attribute values to record supplier, date, precise GIS file name. To include reference to the scale of original data used. Landward (above MHW) this	Manual	String	254

Field name	Field alias	Description and guidance, terminology	Population method	Data type	Field length
		will relate to coastal land HSC, whereas seaward it will relate to the 'conflated' HSC as derived from the marine levels.			
CC_CNF	Coastal and Conflated Confidence	Degree of certainty/confidence of HSC interpretation of present historic character. Landward (above MHW) this will relate to coastal land HSC, whereas seaward it will relate to the 'conflated' HSC as derived from the marine levels.	Manual	String	254
CC_NTS	Coastal and Conflated Notes	Further background information on history of the polygon. Expansion on information recorded at broad character and sub-character levels.	Manual	String	254
CC_LINK	Coastal and Conflated Link	URL hyperlink to Character Type texts and multi-media. Landward (above MHW) this will record coastal land HSC, whereas seaward it will record the 'conflated' HSC as derived from the marine levels.	Manual	String	254
SSRFC_PRD	Sea Surface Period	Benchmark period of origin of the area represented in the polygon. Recorded	Manual	String	254

Field name	Field alias	Description and guidance, terminology	Population method	Data type	Field length
		for present historic character levels and previous historic character.			
SSRFC_SRC	Sea Surface Source	Sources used to identify historic character. Attribute values to record supplier, date and precise GIS file name. To include reference to the scale of original data used.	Manual	String	254
SSRFC_CNF	Sea Surface Confidence	Degree of certainty/confidence of HSC interpretation of present historic character.	Manual	String	254
SSRFC_NTS	Sea Surface Notes	Further background information on history of the polygon. Expansion on information recorded at broad character and sub-character levels.	Manual	String	254
SSRFC_LINK	Sea Surface Link	URL hyperlink to Character Type texts and multi-media.	Manual	String	254
WTRCL_PRD	Water Column Period	Benchmark period of origin of the area represented in the polygon cell.	Manual	String	254
WTRCL_SRC	Water Column Source	Sources used to identify historic character. Attribute values to record supplier, date, precise GIS filename. To include reference to the scale of original data used.	Manual	String	254

Field name	Field alias	Description and guidance, terminology	Population method	Data type	Field length
WTRCL_CNF	Water Column Confidence	Degree of certainty/confidence of HSC interpretation of present historic character.	Manual	String	254
WTRCL_NTS	Water Column Notes	Further background information on history of the polygon. Expansion on information recorded at broad character and sub-character levels.	Manual	String	254
WTRCL_LINK	Water Column Link	URL hyperlink to Character Type texts and multi-media.	Manual	String	254
SFLR_PRD	Sea Floor Period	Benchmark period of origin of the area represented in the polygon cell.	Manual	String	254
SFLR_SRC	Sea Floor Source	Sources used to identify historic character. Attribute values to record supplier, date, precise GIS filename. To include reference to the scale of original data used.	Manual	String	254
SFLR_CNF	Sea Floor Confidence	Degree of certainty/confidence of HSC interpretation of present historic character.	Manual	String	254
SFLR_NTS	Sea Floor Notes	Further background information on history of the polygon. Expansion on information recorded at broad character and sub-character levels.	Manual	String	254

Field name	Field alias	Description and guidance, terminology	Population method	Data type	Field length
SFLR_LINK	Sea Floor Link	URL hyperlink to Character Type texts and multi-media.	Manual	String	254
SBFLR_PRD	Sub-Sea Floor Period	Benchmark period of origin of the area represented in the polygon cell.	Manual	String	254
SBFLR_SRC	Sub-Sea Floor Source	Sources used to identify historic character. Attribute values to record supplier, date, precise GIS filename. To include reference to the scale of original data used.	Manual	String	254
SBFLR_CNF	Sub-Sea Floor Confidence	Degree of certainty/confidence of HSC interpretation of present historic character.	Manual	String	254
SBFLR_NTS	Sub-Sea Floor Notes	Further background information on history of the polygon. Expansion on information recorded at broad character and sub-character levels.	Manual	String	254
SBFLR_LINK	Sub-Sea Floor Link	URL hyperlink to Character Type texts and multi-media.	Manual	String	254
PRVS_SBTY1	Previous Character Sub-Type 1	Previous historic character for which evidence is available. Recorded for multiple time-slices on basis of source dataset.	Manual	String	254
PRVS_SBTY2	Previous Character Sub-Type 2		Manual	String	254
PRVS_SBTY3	Previous Character Sub-Type 3		Manual	String	254
PRVS_SBTY4	Previous		Manual	String	254

Field name	Field alias	Description and guidance, terminology	Population method	Data type	Field length
	Character Sub-Type 4				
PRVS_SBTY5	Previous Character Sub-Type 5		Manual	String	254
PRVS_PRD1	Previous Period 1	Benchmark period of origin of the area represented in the polygon. Recorded for present historic character levels and previous historic character.	Manual	String	254
PRVS_PRD2	Previous Period 2		Manual	String	254
PRVS_PRD3	Previous Period 3		Manual	String	254
PRVS_PRD4	Previous Period 4		Manual	String	254
PRVS_PRD5	Previous Period 5		Manual	String	254
PRVS_SRC1	Previous Source 1	Sources used to identify historic character. Attribute values to record supplier, date, precise GIS filename. To include reference to the scale of original data used.	Manual	String	254
PRVS_SRC2	Previous Source 2		Manual	String	254
PRVS_SRC3	Previous Source 3		Manual	String	254
PRVS_SRC4	Previous Source 4		Manual	String	254
PRVS_SRC5	Previous Source 5		Manual	String	254
PRVS_CNF1	Previous Confidence 1	Degree of certainty/confidence of HSC interpretation of present historic character.	Manual	String	254
PRVS_CNF2	Previous Confidence 2		Manual	String	254
PRVS_CNF3	Previous Confidence 3		Manual	String	254
PRVS_CNF4	Previous Confidence 4		Manual	String	254
PRVS_CNF5	Previous Confidence 5		Manual	String	254

Field name	Field alias	Description and guidance, terminology	Population method	Data type	Field length
PRVS_NTS1	Previous Notes 1	Further background information on history of the polygon. Expansion on information recorded at broad character and sub-character levels.	Manual	String	254
PRVS_NTS2	Previous Notes 2		Manual	String	254
PRVS_NTS3	Previous Notes 3		Manual	String	254
PRVS_NTS4	Previous Notes 4		Manual	String	254
PRVS_NTS5	Previous Notes 5		Manual	String	254
PRVS_LINK1	Previous Link 1	URL hyperlink to Character Type texts and multi-media.	Manual	String	254
PRVS_LINK2	Previous Link 2		Manual	String	254
PRVS_LINK3	Previous Link 3		Manual	String	254
PRVS_LINK4	Previous Link 4		Manual	String	254
PRVS_LINK5	Previous Link 5		Manual	String	254
CA1	Character Area 1	Unique Character Area.	Manual	String	254
CA2	Character Area 2		Manual	String	254
LCTN	Location	General location (eg. Offshore marine, inshore marine, estuary, coast etc).	Manual	String	254
CELL_SZ	Cell Size	Size of grid used for gridded sea data (eg. 250m etc), un-gridded land data should have the value 0..	Manual	Double	19
CRT_DT	Creation Date	Date of dataset /polygon creation/completion.	Manual	String	254
CRTR	Creator	Name of the person/organisation who compiled the HSC.	Manual	String	254

Field name	Field alias	Description and guidance, terminology	Population method	Data type	Field length
HSC_LINK_ID	Link Table ID	ID for link to hyperlink summary table.	Manual	Double	19
Shape_Length	Shape Length	Polygon length in metres automatically generated and updated by database.	Automated	Double	19
Shape_Area	Shape Area	Polygon area in metres squared, automatically generated and updated by database.	Automated	Double	19

APPENDIX 4:

Archival sources

Appendix 4 Table 1

Title	Date	Source	Ref.
A Plan for Peirs [sic] to make an Harbour at Ramsgate	nd	British Library	Maps K.Top.17.5.2
1945 Plans on the South-East Coast of England. (Ramsgate Harbour	1945	British Library	Maps.B.A.C.2.(1827)
[Survey reports for Town Map areas.] 1953.	1953	British Library	Maps 34.d.26.
A map of the Downs.... also an enlarg'd plan of ye intended harbour of Ramsgate	1750	British Library	Maps CC.5.a.256.
Sketch of Ramsgate.	1894	British Library	Maps 1068.(43.)
A PLAN for making a HARBOUR at RAMSGATE ; Survey'd Sep.r 1755, by S.r PIERCY BRETT and CAPTAIN DESMARETZ.	1755	British Library	Maps K.Top.17.6.
A Plan of the Town and Pier of Ramsgate, inscrib'd to Capt Thos. Abbot, Capt Adam Spencer and the Gentlemen of Ramsgate. I. Long, I. Ames deli. L. Mynde	1736	British Library	186.a.3.
A rude outline view of the town of Ramsgate, in the parish of St. Lawrence, in Thanet; copied by Edward Hasted from a drawing made by John Warburton in 1725.	c. 1760-1770	British Library	Additional MS. 5480.fol.47.
[Area around Ramsgate]	20th century	British Library	MOD MBAM 3771
[England South Coast. No. 1, Ramsgate to Folkestone. No. 2, Dover Strait to Owers Light Vessel. No. 3, The Owers to the Needles. No. 4, St. Catherine's Pt. to the Start. No. 5, The Start to Scilly. R.C. Carrington del]	1894	British Library	Maps 1203(15.)
The “Neighbourhood” Map of Ramsgate, Margate, Broadstairs and the Isle of Thanet. Scale, 1 mile[= 101 mm.] (Complete index to streets, churches, schools, amusements etc. pp. 16).	1947	British Library	Maps 024.b.

Title	Date	Source	Ref.
Survey of the Roads from London to Brighton, Southampton, "Portsmouth, Hastings, Turnbridge Wells, Margata, Ramsgate & Dover, laid down on a scale of one inch to a mile, by Edward Mogg.	1808	British Library	Maps 2.c.16.
[Map showing the east coast floods of 1953].	1953	British Library	Maps 1190.(205.)
Inset of Ramsgate on A Map of the Isle of Thanet.	1829	british library	Maps K.Top.16.28.
The Entrances of the River Thames. Ramsgate Harbour, etc. Maps K.MAR.III.58	1803	British Library	Maps K.MAR.III.58
Chart of the East Coast of England from Orfordness to the South Foreland J.F. Dessiou Maps K.MAR.III.(59.)	1807	British Library	Maps K.MAR.III.(59.)
New Map of the Isle of Thanet	1820	British Library	Maps K.Top.16.29
A Chart of the Isle of Thanet and Sandwich Marsh	1548	British Library	Cotton Augustus I.i f.54
Ordnance Surveyors Drawing, Ramsgate area	1787	British Library	OSD 108pt2
Ordnance Surveyors Drawing, Ramsgate area	1801	British Library	OSD 108pts1&2
Cruchley's Environs of Margate, including Ramsgate, Broadstairs, Sandwich, etc. Maps 3065.(9.)	1830	British Library	Maps 3065.(9.)
Ramsgate Harbour- inset in Survey of Southern Channels of Thames, etc. BL Maps 1240.(95.)	1850	British Library	Maps 1240.(95.)
Chart of the Downs and Margate Roads	1796	British Library	Maps K.MAR.III.65
Perry's New Map of Margate, Ramsgate, etc.	1861	British Library	Maps 3065.(10.)
A map of the Downs.... also an enlarg'd plan of ye intended harbour of Ramsgate.[S.l.] [S.n.], Maps CC.5.a.256.	c.1750	British Library	Maps CC.5.a.256.
Part of Northwood estate, Ramsgate	1905	Kent History and Library Centre	EK-U1453/P198
Ramsgate Central Area Town Centre Map	1966-7	Kent History and Library Centre	CC/C-PL/19/6/73
Town/ Development Plan,	1960s/1970s	Kent History Centre	CP1/19/6/73

Title	Date	Source	Ref.
Ramsgate			
An enlarged plan of ye harbour of Ramsgate. Directions for sailing into the harbour. With a printed label: The present state of the harbour.	nd	Royal Society	SMEATON/VOLUME FIVE/Folio 113v
A map of the Downs [duplicate of 113v]. With inset: A plan of the intended harbour at Ramsgate.	nd	Royal Society	SMEATON/VOLUME FIVE/Folio 114
Plan showing seashore leased to Borough of Ramsgate	1930	The National Archives	BT 356/12732
Plan of Harbour	1851	The National Archives	BT 356/9227
Waterworks 1894-1896	1894-1896	The National Archives	HLG 6/1430
Public offices; fire station; police station; new burial ground; infectious diseases hospital 15 plans 1872-1913	1872-1913	The National Archives	HLG 6/1431
Borough of Ramsgate. Ratcliffe Square Implementation Scheme Order 1927. 19 Nov 1927	1927	The National Archives	
Ramsgate BC: Compulsory Purchase Order 1966; land at east side of Ramsgate, Sandwich Road; dispensation under s19 (4) of Acquisition of Land Act 1946 1966-7	1966	The National Archives	HLG 131/582
Harbour improvements 2 plans 1878-1882	1878-1882	The National Archives	HLG 6/1426
Sea defence; groynes; shelter 12 plans	1904-1912	The National Archives	HLG 6/1428
Kent: Ramsgate. Two plans of (16) the Eastern Battery and (17) the Western Battery showing buildings. Reference tables. Scales: 1 inch to 40 feet. Compass indicators. Originally accompanying a statement of 1806 detailing property owned by the Ordnance in the Dover area.[1806]	1806	The National Archives	MFQ 1/1354/16-17
Plan of the coast of Kent between No 2 Battery and Ramsgate (5) Copy of (4) initialled by J.N. [Joseph Nightingale], 1 June 1846.	1846	The National Archives	MPH 1/963/4-5

Title	Date	Source	Ref.
(1) 'An Exact Plan of the New Works at Ramsgate for making a Harbour with A Survey of the Adjacent Coast'. Main plan shows existing works; overlay shows proposed new works. Separate reference tables for main plan and overlay. Observations on tides. Compass star. Drawn by Piercy Brett and J P Desmaretz, September 1755. Part of the plan has perished.	1755	The National Archives	MPH 1/422
Kent. 3 maps of an area around Ramsgate and Margate showing bomb damage during an air raid 24-25 September 1917. Scales: (9) and (12) 1 inch to 293.3 yards; (10) scale not shown. Sheet sizes between 78 cm x 45 cm and 55.5 cm x 76 cm. 1917	1917	The National Archives	MPI 1/612/9, 10, 12
A Sketch of the environs of Ramsgate shewing the proposed Batterys [sic] on the Cliffs and Guns on the Piers, intended as a Security against Privateers'. Reference table. Scale: 1 inch to about 288 feet. Compass indicator. Mid C19	1801	The National Archives	MPH 1/1111/22
25" Map Shewing Property leased with table shewing rentals etc. Late 19- early 20	lateC19 earlyC20	The National Archives	MT 21/433
North-east Kent. 2 copies of a map of an area to the north of Ramsgate with coloured, MS additions showing the locations of bombs dropped in an air raid 3-4 September 1917. Scale: 1 inch to 0.17 mile. Compass indicator. Signed by Major Adam Templeton for the Colonel commanding 36th Battalion Northumberland Fusiliers (TF). 1917	1917	The National Archives	MPI 1/608/1,3

Title	Date	Source	Ref.
Two pencilled sketch maps: (1) 'Sketch of the coast of the Isle of Thanet'; (2) 'Sketch shewing the relative position of the western battery at Ramsgate, with the building line'. Reference notes on both items. Compass indicator to item (1). Item (1) signed by Lieutenant Colonel W H Ford, Royal Engineers, 16 June 1813. Dimensions: (1) 31 cm x 23 cm; (2) 32 cm x 23 cm. Both items originally accompanied a letter from W H Ford to R H Crew, 17 June 1813.	1813	The National Archives	MPH 1/1167/1-2
Kent: Isle of Thanet. 2 copies of a map of the area to the north of Ramsgate with coloured, MS additions showing the places where bombs were dropped during an air raid 29 September 1917. Scale: 1 inch to 880 feet. Compass indicator. Signed by Major Adam J Templeton for the Colonel commanding 36th Battalion Northumberland Fusiliers (TF). 1917	1917	The National Archives	MPI 1/619/9-10
Kent. 2 copies of a map of Ramsgate and district with coloured, MS additions showing locations of bombs dropped during an air raid 6 December 1917. Reference tables. Scales: 1 inch to 0.17 mile. Compass indicators. 1917	1917	The National Archives	MPI 1/613/1, 6
Map shewing property transferred to Ramsgate Corporation - Ramsgate Corporation Bill, 1934	1934	The National Archives	MT 21/436
25" Map Shewing Property leased with table shewing rentals etc.	Late 19th - early 20th century	The National Archives	MT 21/434
Western Undercliff Proposed improvements	1973	The National Archives	BT 456/2487

Title	Date	Source	Ref.
Ramsgate Harbour: Ordnance Survey map of the sands and harbour. Scale: 1: 500 1872	1872, 1887	The National Archives	MT 21/466, 477
Admiralty Chart River Thames sheet II. Chart of Thames estuary	1606	The National Archives	
An Exact Plan of the New Works at Ramsgate for making a Harbour with A Survey	1755	The National Archives	MPH 1/422
SURVEY OF HARBOUR SHOWING OWNERSHIP OF LANDS	1831	The National Archives	BT 356/7754
Ramsgate BC: proposed hoverport at Pegwell Bay 1967	1967	The National Archives	HLG 145/164
East Cliff improvements, sea defences, promenade 1902-1912	1902-12	The National Archives	HLG 6/1427
Sewerage and sewage disposal 1884-1904	1884-1904	The National Archives	HLG 6/1429
Map of area to be incorporated in relation to surrounding areas [1930]	1930	The National Archives	PC 1/1094
Kent: Isle of Thanet. 2 copies of a map of an area to the north of Ramsgate with coloured, MS additions showing the locations of bombs dropped during an air raid 31 October 1917. Scales: 1 inch to 0.17 mile. Compass indicators. Signed by Major Adam Templeton, commanding 36th (Battalion) Northumberland Fusiliers. 1917	1917	The National Archives	MPI 1/607/4
Kent: Isle of Thanet. 2 copies of a map of an area to the north of Ramsgate with coloured, MS additions showing the locations of bombs dropped during an air raid 31 October 1917. Scales: 1 inch to 0.17 mile. Compass indicators. Signed by Major Adam Templeton, commanding 36th (Battalion) Northumberland Fusiliers. 1917	1917	The National Archives	MPI 1/607/6

Title	Date	Source	Ref.
Two maps showing War Department property in Ramsgate, Kent. Detailed descriptions are given at item level. 1872-1878	1872-1878	The National Archives	WO 78/632

APPENDIX 5:

Historic Character Type Texts (available as a separate volume)