



*Kent Historic Towns Survey*

**GRAVESEND**

**Archaeological Assessment Document**

**December 2004**



**KENT HISTORIC TOWNS' SURVEY**

**GRAVESEND - KENT  
ARCHAEOLOGICAL ASSESSMENT  
DOCUMENT**

**Kent County Council  
Heritage Conservation Group  
Strategic Planning  
Invicta House  
Maidstone ME14 1XX  
Kent**



# CONTENTS

<b>1 INTRODUCTION.....</b>	<b>1</b>
1.1 BACKGROUND.....	1
1.2 SITUATION.....	1
1.3 STUDY AREA .....	1
<b>2 ARCHAEOLOGICAL DATA .....</b>	<b>1</b>
2.1 PREHISTORIC .....	2
2.2 ROMANO-BRITISH .....	2
2.3 SAXON .....	2
2.4 MEDIEVAL.....	2
2.5 POST-MEDIEVAL.....	3
<b>3 HISTORICAL RECORDS.....</b>	<b>4</b>
3.1 DOMESDAY BOOK.....	4
3.2 ORIGIN OF PLACE NAME .....	4
<b>4 HISTORICAL DATA BY PERIOD.....</b>	<b>4</b>
4.1 PRE-URBAN EVIDENCE .....	4
4.2 URBAN EVIDENCE .....	5
<b>5 URBAN CHARACTERISTICS:.....</b>	<b>16</b>
5.1 MEDIEVAL PLAN COMPONENTS AND URBAN FEATURES (FIGURES 13 AND 14).....	16
5.2 POST-MEDIEVAL PLAN COMPONENTS AND URBAN FEATURES (FIGURES 15 AND 16).....	18
<b>6 THE POTENTIAL OF GRAVESEND.....</b>	<b>21</b>
6.1 ARCHAEOLOGICAL RESOURCE OVERVIEW .....	21
6.2 RESEARCH QUESTIONS .....	22
6.3 KEY AREAS FOR RESEARCH.....	22
<b>7 REFERENCES.....</b>	<b>24</b>
7.1 MAIN WORKS CONSULTED.....	24
7.2 REFERENCES FOR SMR AND URBAN FEATURES.....	26
<b>APPENDIX I: KENT AND MEDWAY STRUCTURE PLAN – MAPPING OUT THE FUTURE: <i>DRAFT SUPPLEMENTARY PLANNING GUIDANCE (SPG 3) ON ARCHAEOLOGY IN HISTORIC TOWNS.....</i></b>	<b>29</b>



## LIST OF MAPS AND PLANS

1. Map of Gravesend showing contours.
2. Map of Gravesend showing geology.
- 3a/b/c Map of Gravesend showing archaeological remains and scheduled monuments
4. Andrews, Dury and Herbert's map of Gravesend dated 1769.
5. Hasted's map of Gravesend dated *c.* 1797.
6. Map of Gravesend dated *c.* 1800 showing land holdings.
7. Map of Gravesend dated *c.* 1826.
8. Map of Gravesend dated *c.* 1835 based on the Ordnance Survey.
9. Diagrammatic sketch of Gravesend High Street dated *c.* 1840s.
10. Map of Gravesend dated 1844.
11. O. S. 1st edition map of Gravesend dated 1863-65.
12. Map of Gravesend town-centre showing historic buildings.
13. Map of Gravesend showing medieval plan components.
14. Map of Gravesend showing medieval urban features.
15. Map of Gravesend showing post-medieval plan components.
16. Map of Gravesend showing post-medieval urban features.
17. Map of Gravesend showing Urban Archaeological Zones



# **1 INTRODUCTION**

## **1.1 Background**

Gravesend was once a small market town and river staging point based on a settlement of probably late Saxon origin situated on the south bank of the estuary of the river Thames, in the Gravesham district of Kent. Its proximity to London and situation on the Thames encouraged its subsequent growth into a substantial industrial and dormitory town. It lies on the Dartford to Rochester road, via Northfleet and Strood (A226), and the Gravesend to Wrotham Road via Meopham (A227). It is 11km east of Dartford, 11km north-west of Rochester and 15.5km north of Wrotham.

This study aims to provide an evaluation of the archaeological and historical remains of the settlement as a basis for informing decision-making in the planning process where archaeological deposits may be affected by development proposals. The Kent County Sites and Monuments Record (SMR) was checked for information relating to the study area (see below) and this provided 34 entries: 18 are standing buildings or structures, 1 is of prehistoric date, 2 are Roman, 2 Anglo-Saxon, 6 medieval and 3 post-medieval. Two are of uncertain provenance. Gravesend is fairly typical of many small towns in England in that there has been little significant archaeological research within the town, apart from one large area excavation in 1979 south-west of the parish church; this still awaits full publication. There has been virtually none in the wider area of study. Thus much of this study is based on documentary evidence, secondary published sources and analysis of the settlement's topography.

Most of the currently visible upstanding features date from the eighteenth and nineteenth centuries, although there are a few structures of earlier date, along with a great deal of twentieth century housing, shops and industrial development. The town is seen as significant because of its well-documented history, its long historical connection with riverine transport and trade, and its role in the defence of England during the medieval and later periods, rather than because of known archaeological deposits.

## **1.2 Situation**

Gravesend lies in the north of the county of Kent, to the east of the town of Northfleet, close to the south bank of the river Thames, on land which rises from the Thames foreshore to 20m OD at the south end of the High Street (Figure 1). The settlement stands on a bed of upper chalk, with outcrops of brickearth, and alluvial deposits to the east, and a band of the Thanet beds to the south (Figure 2).

## **1.3 Study area**

The general area selected for study lies between TQ 630730 and TQ 660750. More in-depth study, focusing on the evolution of the settlement and its historical components, is centred on the historic core of the settlement between TQ 64507400 and TQ 65507450.

# **2 ARCHAEOLOGICAL DATA**

Very few archaeological data exist for Gravesend or its immediate environs. The Sites and Monuments record (SMR) for the area of study records the following evidence, which is also shown on Figures 3 and 3a.

## 2.1 Prehistoric

TQ 67 SE 4 - A bronze age looped and socketed bronze axe from Gravesend town centre at *c.* TQ 651741 was presented to the British Museum by the Trustees of the Christy Collection (Jessup 1930, 256).

## 2.2 Romano-British

TQ 67 SW 110 - An extensive Romano-British occupation site was discovered at *c.* TQ 64607425, south and west of the parish church, in 1979. Numerous ditches crossing the *c.* 12 hectare area are thought to have been boundaries defining enclosures containing wooden structures. Evidence of timber buildings and fragments of roof tiles covered much of the area, and the discovery of *opus signinum* suggested that there had been at least one masonry building. A well-metalled Roman road was traced for at least 100m running north-south across the site, possibly leading from a riverside landing-place to the Roman town of *Vagniacae* (Springhead) to the south-west. Finds include quantities of local Romano-British and imported Roman pottery ranging in date from the first to fourth century AD. A Roman military origin must be considered for this important site (Garrod and Philp 1979, 192-195).

TQ 67 SE 3 - A second century Samian ware *patera* and other Romano-British remains were found near Gravesend town-centre in 1844, at *c.* TQ 6574, (VCH III, 155).

## 2.3 Saxon

TQ 67 SW 54 - A hoard of 552 Saxon coins was found at TQ 63907327. Mostly comprising issues of Burgred (842-874), it also includes coins dating from AD 814 to the end of the ninth century. A silver pendant cross was found with the hoard (VCH I, 381).

TQ 67 SW 117 - Early Saxon pottery of various forms, including decorated and pedestal vessels, has been discovered in Dover Road East, Perry Street, at *c.* TQ 635735, west of the find spot of a Saxon coin hoard (TQ 67 SW 54) and the site of the original Saxon church of St Mary the Virgin (TQ 67 SW 130). The pottery may derive from a fifth century cremation cemetery (Myers 1977, 92).

## 2.4 Medieval

TQ 67 SW 5 - Gravesend Blockhouse, built in 1539 at TQ 64997442 on 'a piece of land called Le Grene'. It survived until 1834. Excavations in 1973-1974 discovered the north-west half of the D-shaped front and several other associated brick walls. The remains have since been consolidated and the site is on display. An excavation in 1990, a short distance east of the blockhouse at TQ65057445, showed that the artillery defences did not extend so far, but a massive deposit of chalk rubble infill resting on estuarine mud-silt deposits was discovered. It was probably laid down in the early nineteenth century when land along the foreshore was reclaimed. The blockhouse is a Scheduled Monument - SAM Kent 37 (Cruden 1843, 161-163; Philp and Garrod 1992, 160-167; Smith 1974, 141-168; Thompson and Smith 1977, 153-177).

TQ 67 SW 9 - Site of a medieval beacon at approximately TQ 648733. William Lambarde's 'Carde' of *c.* 1570 shows a beacon at 'Gravesend'. A beacon on Windmill Hill, formerly known as Roggehill, Ronge Hill or Ruggen Hill, was mentioned in 1377 and in 1719 (Cruden 1843, 116; White 1934, 86)

TQ 67 SW 130 - Eleventh to fifteenth century masonry and burials at TQ 641734, the site of the late-Saxon church of St Mary the Virgin (OS Record Card; Benson 1976, 82-83).

TQ 67 SW 232 – During redevelopment at 81 High Street (TQ 64767440) in 1998 a number of medieval cesspits were recorded (CAT 1998).

TQ 67 SW 233 – In 1951 a section of wall was recorded which is believed to be part of a medieval manorial complex built by Edward III between 1362 and 1368 (Hiscock 1989).

TQ 67 SW 234 – Site of the 15<sup>th</sup> century church of St. George, originally built as a chapel of ease to St. Mary's church. A quantity of worked stone thought to be associated with the chapel was found during the demolition of 74 High Street (Hiscock 1989).

TQ 67 SE 1 - Milton Chantry and the site of the former medieval leper hospital of St Mary the Virgin. The fourteenth century chantry chapel at TQ 65257433 is all that remains of the former leper hospital. After the Dissolution the chapel became a dwelling, and in the eighteenth century it was an inn called the New Tavern. In 1780 it was incorporated into the New Tavern Fort complex (TQ 67 SE 37).

TQ 67 SE 32 - Site of Milton Blockhouse, built in 1539 at TQ 655743 'on a piece of land called the Chapel Field', probably because of its proximity to the ancient chantry chapel of Milton. Bricks, similar to those used in the Gravesend Blockhouse, were found there in the nineteenth century, and excavations in the Gordon Pleasure Gardens 1973-1978 revealed foundations including those of a post-Tudor angled bastion, perhaps one of a pair added to the original, probably D-shaped, blockhouse (Cruden 1843, 161-164; Smith 1980, 341-362).

TQ 67 SE 216 - A medieval 'tie-back' to a hidden revetment of the river bank was discovered in 1998, on the site of the Old Sea School, at TQ 65267440. Close to the river was a post-medieval pine slipway with two small inlets or jetties. To the south of the site numerous walls, wells and drains of eighteenth century date were discovered (Museum of London 1998).

## **2.5 Post-medieval**

TQ 67 SW 227 – An archaeological evaluation at 77-78 High Street, 81 High Street and 40 Princes Street was carried out by Archaeology South East in 1996. The remains of an eighteenth or nineteenth century cellar were observed (ASE 1996).

TQ 67 SW 228 – During the archaeological observation of geotechnical test-pits in 1998, Archaeology South East recorded two barrel-vaulted eighteenth or nineteenth century cellars at TQ64787432 (ASE 1998).

TQ 67 SW 229 – A survey by CAT in 1998 revealed possible seventeenth century brickwork in the basement of 67 High Street (CAT 1998).

TQ 67 SW 131 - Salvage excavations at TQ 64757425, 43 High Street in 1963 revealed 5 domestic rubbish pits containing medieval and post-medieval pottery and metalware (Tilley 1971, 193-202).

TQ 67 SW 132 - Salvage excavations at TQ 647742, Chieseman's Store, Princes Street, in 1961-62, revealed seventeenth to nineteenth century cess-pits, pottery and clay tobacco pipes (Tilley 1962, 196-199).

TQ 67 SW 230 – An evaluation carried out by CAT in 1998 located a post-medieval well in the basement of 70 High Street (CAT 1998b). ]

TQ 67 SW 231 – Three deep cellars dating to the eighteenth or nineteenth century and located beneath the former site of a distillery, were found by CAT during groundworks at 24 Bank Street and rear of 16-19 High Street in 1999 (CAT 1999).

TQ 67 SE 37 - The New Tavern Fort, built in 1780 by the river to the east of the town, at TQ 653743 on the site of the former Milton Chantry. It was modified in the 1840s with further reconstruction work in the 1860s and 1870s. It was garrisoned until the end of World War I and used as an air raid shelter during World War II. In 1975 a restoration programme of the fort began under the auspices of the Kent Defence Research Group. It is a Scheduled Monument - SAM Kent 24358 (Smith 1975; Smith 1976, 102-104).

### 3 HISTORICAL RECORDS

#### 3.1 Domesday Book

The Domesday Book references to the adjacent manors of Gravesend (*Gravesham*) and Milton (*Meletune*) are both relevant to the history of Gravesend and should be taken together. In 1086 Gravesend was held as a single manor (by Herbert son of Ivo), but before 1066 it was three separate estates. It was more than *c.* 1,200 hectares in area and contained a church and a hythe or landing place (*heda*). Four villagers and eight slaves lived there. Its value before the Conquest was £10 and its value in 1086 was £11. Milton manor was roughly half the size but 21 villagers, two smallholders and three slaves lived there. In addition to a church, it had a mill and, significantly, four hythes worth 20s (£1). Yet Milton's value before 1066 was only £4, and in 1086 it was worth £6.

#### 3.2 Origin of place name

The place name of Gravesend first appears as *Gravesham* in 1086. Harker follows the lead of Lambarde and Leland who derive the place-name from the Saxon word *Gerefa* (the head man) and *ham* (settlement), ie. *Gerefa's settlement*. Wallenberg and Glover, however, both define the name Gravesend rather than Gravesham, stating that it is a derivation of the Old English *Graf* (grove) and *ende* (end) meaning at the *grove's end*. The place-name can be traced to its present form thus:

Old English	<i>grafes ende</i>	...	1086	<i>Gravesham</i>
<i>c.</i> 1100	<i>Grauesaende</i>	...	1215	<i>Gravesand</i>
1232	<i>Gravesend</i>			

### 4 HISTORICAL DATA BY PERIOD

#### 4.1 Pre-urban evidence

##### 4.1.1 The Romano-British period

By the mid-first century AD there was a Romano-British settlement more than 12 hectares in extent, close to Gravesend's present town centre (SMR TQ 67 SW 110). Excavations in 1979, adjacent to St George's church, uncovered large ditched enclosures containing wooden structures, some perhaps with tiled roofs, at least one small masonry building with an *opus*

*signinum* floor, and a 100m stretch of a well-metalled road leading to the water's edge. A further metalled road connecting the settlement to the main road to London (Margary route 10 and route 1a-c). The finds from the area include large quantities of first to fourth century local Romano-British and imported Roman pottery. The settlement at Gravesend may have functioned as an agricultural estate comparable with that at Northfleet 1.6km to the west. About 3.5km to the south-west at the head of the Ebbsfleet valley, lay *Vagniacae*, an extensive religious complex located along the Roman Watling Street.

#### **4.1.2 The Saxon period**

A cemetery at Northfleet dates from the early fifth to the seventh century and there was perhaps an early fifth century cemetery in the area around the Old Dover Road at Perry Street (SMR TQ 67 SW 117) but no associated settlements have yet been located. A hoard of eighth century coins discovered immediately south of the Old Dover Road (SMR TQ 67 SW 54), indicates a later Saxon presence.

Sometime during the late Saxon period a church, the original parish church of St Mary the Virgin, recorded in Domesday Book, was established immediately north of the junction of what are now Pelham Road and Old Dover Road, a significant location for east-west land communications and *c.* 1km south of the south bank of the Thames where, according to Domesday Book there was one hythe. A further four hythes were located in Milton, and it is likely that there was a riverside settlement straddling the boundary between the two adjacent manors. Although the church has long disappeared, eleventh to fifteenth century masonry and burials have been discovered and mark the site of the church (SMR TQ 67 SW 130). There is now no evidence for a settlement near to the church, and it has been suggested that St Mary's may have originally have been a manorial chapel located at the old manorial centre.

### **4.2 Urban evidence**

#### **4.2.1 The medieval period**

Although Gravesend's medieval heritage was swept away by disastrous town fires in the early eighteenth century, documentary records indicate the importance and wealth of the town, with its eastern neighbour Milton, throughout the Middle Ages. Most of its prosperity derived from its position on the Thames, which encouraged all types of maritime occupations. Its river bank was lined with wharves and the streets of this thriving town were densely built up with dwellings, shops and workshops.

##### 4.2.1.1 Markets and fairs

There is no evidence for a Saxon market at Gravesend, but by the eighth and ninth centuries many early settlements were trading centres, with an unofficial market held next to the church. Gravesend's position on or near land and water routes may have led to such an arrangement, perhaps with a market presided over by the manor.

The first record of a market for Gravesend is in 1366 when a charter of Edward III granted to the 'Good Men and Town of Gravesend' the right to hold a weekly market on Thursdays and an annual fair on the 20th June, perhaps held over several days. Its position is unknown, but by 1366 the riverside settlement of Gravesend had probably outstripped its inland core and left its parish church in isolation, the market was almost certainly held near to the river bank. A likely site is at the corner of West Street and the High Street, just north-east of the present church of St George church whose origins stem from a chapel of ease to St Mary's parish church which was founded less than a hundred years after the date of the market charter. By

that time (1452) the bulk of the population lived inconveniently far from the parish church, and it is probable that the site of chapel was chosen for its then central position, by dwellings, the quayside and hythes, and perhaps the market. The original entrance to the chapel was from the north, another possible indicator of the site of the market. Milton never acquired a market charter so presumably Gravesend market served both communities.

A map showing land holdings *c.* 1800 suggests that the medieval fair was held in Fair Field, near the present New Road and Bath Street (see Figure 6).

#### 4.2.1.2 The manor

As mentioned above, the manor of Gravesend was formed sometime after the Norman Conquest but before 1086, by combining three small estates. The first manor house probably stood near to the church of St Mary, but in 1362 Edward III ordered a new manor house to be built and in 1376 Gravesend manor was one of several given as endowments to the newly founded Cistercian abbey of St Mary Graces in London in whose possession it remained until the Dissolution when it reverted to the Crown. Henry VIII granted it to Sir Christopher Morrice, alias Morys, for the term of his life.

Neither the site nor the lay-out of the first manor house are known, but documentary sources provide more information about the new manor house, completed in 1368. It contained a kitchen with an adjacent well, three buildings with latrines, a bakery, and a great gate with chamber above, flanked by the two little houses. A little gate is also mentioned, as is a park gate and the park itself. The site of this grand establishment is not known for certain, but it was west of the north end of the High Street, in the area between West Street and Church Street. In 1948 a 12m length of wall built of ragstone, Reigate stone, and chalk and surviving to a height of *c.* 3.5m, was revealed running parallel to Chapel Lane to the east and abutting the Ragged School (demolished in 1955, but stood fronting Church Street at its junction with Princes Street). No traces were discovered during the 1979 archaeological excavations to the south and west of St George's church (SMR TQ 67 SW 110), suggesting that the manor lay further north. A small tower depicted in Buck's long view of the town of 1738 may have been the remains of a manorial gate, situated to the north and west of St George's.

#### 4.2.1.3 The church

Little is known about the parish church of St Mary, other than its approximate position. It is mentioned in Domesday Book and in the *Textus Roffensis* of *c.* 1089; in 1146 Pope Eugenius III confirmed the tithes of Gravesend church to St Augustine's Abbey, Canterbury; in 1291 it was valued at £10 (*Taxatio* of Pope Nicholas IV), and in 1376 it was granted with the manor to the abbey of St Mary Graces, in whose hands it remained until the Dissolution. After burning down at some point between 1506 and 1508, it was rebuilt with the financial support of the parishioners and reconsecrated to St Mary in 1510. It continued to function as the parish church and was refurbished through bequests from prosperous parishioners, but in 1529 the walls of the chancel were in such disrepair that rain fell upon the altar. It may by then have had serious structural defects and the cost of maintaining both the parish church, by then outside the town and approached by a gravelled track, 'the comen cause ledyng the waye fro the towne', and the new chapel of ease in the town centre (see below 4.2.1.4) may have proved too much for the parishioners. When, in 1544, they petitioned Henry VIII for its liturgical functions to be transferred to St George's chapel the king ordered the closure of the church and instructed that from then onwards St George's should be the parish church of Gravesend.

There are now no visible remains of the church, and little is known of its plan other than that it had a tower and bells (mentioned in 1522). In 1822 a rectangular churchyard *c.* 100m long and *c.* 30m wide containing some stone foundations and gravestones, one possibly of an ecclesiastical burial, were noted by a local antiquarian and when some of the foundations were grubbed up during the 1820s for use as road material many human bones and a green-glazed floor tile were discovered. Masonry and burials dating from between the eleventh and fifteenth centuries have been recorded (SMR TQ 67 SW 120) and probably represent the site of the medieval church and its Saxon predecessor. The site was sold and developed for housing in 1844, when the cottages and The White Post Public House were built (white posts once marked the adjacent glebe land).

Milton's parish church (SS Peter and Paul), however, still survives in Milton Road. All that remains of the medieval building is its fifteenth century west tower but the church probably marks the site of the church mentioned in Domesday Book and Textus Roffensis.

#### 4.2.1.4 Other religious organisations

##### *The chapel of St George*

By the middle of the fifteenth century some inhabitants of Gravesend and Milton were wealthy enough to subscribe to the construction of a chapel of ease to St Mary's parish church, now considered to be too far away for easy access. Building began in 1452 and was completed by 1475 when the chapel was dedicated to St George. It was licensed for the celebration of mass in 1497, but the parish church retained exclusive rights to baptism and burial. The chapel had a nave and north aisle with glazed windows, and battlements were added a few years after its completion. In the 1530s and 1540s there were also hopes to build a tower but that intention remained unfulfilled. Money bequeathed to build a wall or fence around the church in 1526 anticipated St George's licence for burial, which was finally granted in the late 1530s. In 1544 St George's became the parish church of Gravesend by royal decree.

The chapel stood near the river, south of West Street to which it was connected by Chapel Lane (no longer extant but discernable on nineteenth century maps such as those in Figures 10 and 11) and was clearly used as a landmark for vessels on the river Thames.

##### *The Milton chantry*

Sometime before 1170 the hospital of St Mary the Virgin stood on the site of the extant Milton chantry. It may have been a leper hospital but is more likely to have been a hostel for pilgrims travelling along the road from London to Canterbury. In 1321 Aymer de Valence Earl of Pembroke, replaced this by a chantry in which a master, a priest and two chaplains were to pray for the souls of him and his family. After two centuries this first chantry had fallen into decay (an inquisition on the place stated that all the clerics who used to serve there had died) and in 1524 it was refounded by Sir Henry Wyatt. It was then served by two chaplains using the 'old chapel of St Mary'. It was dissolved *c.* 1540 and the buildings secularised.

At the time of its dissolution the chantry was a property of considerable size. It had a chapel, hall, pantry, kitchen, storehouse and chambers and was surrounded by 13 acres of gardens, an orchard and a 4 acre field. It also possessed its own wharf on the Thames. All that remains of this complex are the chapel and an aisled hall, both encased in nineteenth century brick.

#### 4.2.1.5 The defences

##### *The beacon*

In 1377 opposing beacons were erected on either side of the Thames (at Farnedon in Essex and on Windmill Hill in Gravesend: SMR TQ 67 SW 9); they were to be kept prepared and to be fired on the first approach of enemy vessels. Despite this early-warning system, the town of Gravesend was subjected to a waterborne attack in 1379, when it was plundered and burnt by combined French and Spanish forces, and many of its inhabitants captured.

##### *The blockhouses*

In 1539 two blockhouses were built at Gravesend (SMR TQ 67 SW 5) and Milton (SMR TQ 67 SE 32) as part of Henry VIII's system of coastal defences. Both were built of brick, were D-shaped in plan, probably stood within a defensive enclosure formed by an earth rampart, and were small in comparison with the contemporaneous castles of Walmer and Deal. The curved face of each 'D' faced the river and probably had gun-ports, other guns being mounted on the embattled roof. Both blockhouses were virtually complete by 1540 when they were provided with their armament. Milton Blockhouse had the greater firepower, with 31 iron and 5 brass guns, and a garrison of 13 men. Gravesend's garrison was of only 11 men. In 1541 the garrisons were reduced to 8 and 6 men respectively. Part of Gravesend blockhouse survives.

#### 4.2.1.6 The Long Ferry

In 1086 Gravesend had one hythe or landing place, and Milton had four valued at 20s in Domesday Book, and therefore already commercial propositions. The number increased throughout the Middle Ages so that virtually the whole of the river frontage must have been lined with wharves, both belonging to private individuals and to the town as a whole. They were used both as landing places for waterborne freight and as ferry terminals – the Cross Ferry to Tilbury and the Long Ferry for transport to London.

Gravesend's and Milton's importance in waterborne contacts with the capital was acknowledged in 1401 when Henry IV confirmed their sole privilege and right to carry passengers by water from Gravesend to London, on condition that they provide boats for that purpose. Passengers with their goods were to be charged 2d each, or the whole boat could be hired for 4s. This privileged service, also confirmed by later sovereigns, became known as the Long Ferry to distinguish it from the Cross Ferry between Gravesend and Tilbury. For many centuries thereafter the Thames between London and Gravesend was used as the main highway for those travelling to and from the Continent, with horses available for hire at Gravesend for onward travel. Until the middle of the sixteenth century the ferry used open boats, but then tilt boats with protective awnings were introduced. Travel was still somewhat primitive, however, as passengers had to provide their own straw to lie on, and the waterman was only required to land them within 2 miles (c. 3.5km) of their destination. Nevertheless, if the tide and wind were favourable the journey to London could be made in three hours.

The sites of the Medieval wharves can no longer be traced, but the landing place for the Long Ferry was at the bottom of High Street, roughly where the present day Town Pier still stands, and that of the Cross Ferry may be perpetuated in the modern terminal of the ferry to Tilbury as shown on Figure 3.

#### 4.2.1.7 Industry and trade

The Thames dominated the life of medieval Gravesend, with a high proportion of the population being involved in waterborne activities such as fishing, shipping and ferrying. Many ‘watermen’ are mentioned in Medieval documents such as wills, as are ‘watchers’ for the port who seem to have controlled the port’s traffic. Other people noted in the documents worked as bakers, butchers, tailors and barbers, perhaps providing sustenance and services to the travellers who thronged the town and were accommodated in the numerous inns. Agriculture was also practised in the surroundings.

#### *Inns*

No medieval inns survive, but many are recorded in documents, attesting to Gravesend’s importance as a resting place for merchants, sailors and other travellers. In some cases it is possible to estimate their original positions; for instance, the Bull Inn (first mentioned 1464) was in the High Street, and the Christopher Inn (first mentioned 1476) stood where the Pier Hotel now stands.

#### **4.2.2 *The post-medieval period***

By the beginning of the post-medieval period a sizeable town had grown up by the river, centred on the High Street, West Street, East Street and the riverside where quays and wharves had developed close to the landing stage. The Long Ferry played a major role in this development, encouraging the growth of inns, stables, lodging houses and shops for travellers. As the number of seagoing vessels increased the town became a focus for embarkation and disembarkation of seamen, merchants and passengers, the control and searching of ships (early customs and excise) and a victualling point.

Little remains of Gravesend’s post-medieval legacy, however, as the town was ravaged by fire seven times in the eighteenth and nineteenth centuries, the most serious being the Great Fire of 24th August 1727 which destroyed 120 timber-built houses, inns and shops in the lower part of the High Street, most of West Street and part of East Street, and also St George’s parish church. Continued rebuilding in timber led to other serious but less extensive fires in 1731, 1748, 1799, 1846, 1850 and 1857. As a result, only a few buildings of seventeenth and eighteenth century date have survived.

#### 4.2.2.1 Markets and fairs

Although the two adjoining parishes of Gravesend and Milton maintained differences in jurisdiction during the Middle Ages, they seem to have shared one population centre, mainly around the High Street and a little to east and west, and were economically a single entity. This was recognised in 1562 when a Charter of Incorporation described them as ‘one body corporate’ and in 1568 when Elizabeth I granted the right to a common market on Wednesdays. By this time the date and number of the fairs had also changed to the Feast of St Paul (25th January), and the Feast of St Edmund (13th October). In 1573, freemen of Gravesend, mainly members of the Companies of Mercers or Vintners, were appointed to carry on their trades within the jurisdiction of the Corporation and a house, market place, gates and a gatehouse were provided on land between the High Street and Queen Street. A third charter awarded to the town by Charles I in 1632 authorised two weekly markets, to be held on Mondays and Thursdays, and a four-day fair. In 1693, a special grant from William and Mary allowed the market days be changed to Wednesdays and Saturdays, and in the following year, the Corporation purchased the land east of the High Street on which to build the Town House, the Market Place and the Free School.

In 1797 the weekly market was held on Wednesdays and Saturdays, and the annual fairs were held for a week from April 23rd and October 24th, 'for horses, black cattle, cloaths, toys, and other sorts of goods' with profits going to the lord of the manor. In 1818 the former open market was converted into two covered ways with stone columns supporting the roofs, and an uncovered central area. This remained until a new covered Market Hall was built in 1897 and the columns removed to the grounds of Milton Hall. Today the market is held in the Market Hall six days a week, with an open market on Saturdays

#### 4.2.2.2 The manor

After the Dissolution the manor remained with the Morrice family until the death of Sir Christopher's widow in 1551. Edward VI, Elizabeth I and James I granted it to various favourites and relatives until c. 1718, when it was sold to the Earl of Darnley of Cobham Hall, in whose family it remained for several centuries.

#### 4.2.2.3 The church

In 1544 the chapel of St George in the town centre became the parish church of Gravesend. Nothing remains of its fabric, but we know that it had a chancel, nave, north aisle, vestry and a wooden steeple. It is mainly noteworthy for its connection with the Native American Princess Pocahontas, otherwise known as Rebecca Wrothe, who was buried in the chancel in 1616.

The Great Fire of 1727 destroyed the church, and until 1733 services were held in the Town Hall. In 1731-1733 the church was rebuilt on more or less the same site, much of the cost of £3,824 being obtained from duties levied on coal brought by sea to the Port of London. The new church, built of brown brick with stone quoins, had a nave, north gallery, apsidal chancel, and a west tower with a peal of eight bells and an obelisk-like spire. A west gallery and an organ were added in 1764; a south gallery built in 1818; upper galleries erected at the west end in 1883; and the chancel extended in 1892. In 1897 all galleries except the west one were removed and a north aisle was added. Although the church was declared redundant in 1950, its parochial status being taken by the church of St James in Darnley Road, it was re-opened in 1962 and reinstated as the parish church in 1968.

#### 4.2.2.4 Other religious organisations

Other Anglican churches were built in the town during the nineteenth century. St John's propriety chapel in Parrock Street was erected in 1834 but was sold in 1843 and converted into St John the Divine Roman Catholic church c. 1851. Holy Trinity church in Milton Place, built in 1845, was demolished in 1963. St James's church was built in 1851 but is now demolished. Christ Church, established in Love Lane as a mission church in 1851, was replaced by a new church in Parrock Street in 1856; this was demolished 1932. St Andrew's Waterside Mission, built in 1870 as a chapel of ease to Holy Trinity, closed in 1970. Many other churches were established during the twentieth century, mostly in new residential areas south of the old town.

Non-conformism began to flourish in Gravesend in the late seventeenth century, with a Congregational chapel being built in Back Street (now Princes Street) in 1689. It was enlarged in 1797, rebuilt in 1838, and demolished 1961. The nineteenth century saw more chapel and church building. The Wesleyan Methodist chapel in Milton Road, built in 1819, was replaced by a new church in 1906. From 1825 the Baptists met in a room in Stone Street, but in 1843 they built a Zion chapel in Windmill Street. In 1846 the Strict or Particular

Baptists opened a Zoar chapel; in 1863 the Primitive Baptists built a chapel in Darnley Road; and the Presbyterians built St Andrew's church in The Grove in 1870. This was demolished in 1965.

#### 4.2.2.5 The defences

##### *The blockhouses*

During the mid-sixteenth century there were plans to disarm Gravesend and Milton blockhouses and to remove their ordnance to the Tower of London. Although most of the Thames's defences seem to have been abandoned in 1553, the Gravesend blockhouse was still in use in 1588 when there was an attempt to erect a barrier across the Thames between Gravesend and Tilbury. Until c.1596 the lingering fear of invasion resulted in some repairs being made to the few surviving blockhouses but in the next century they and their external ramparts were allowed to deteriorate. The Dutch raid of 1667 illustrated their shortcomings, and repairs were put in hand. In 1778 the supposed threat from allied American and French forces led to the upgrading of defences, including the construction of New Tavern Fort in Gravesend. By the nineteenth century, the blockhouses became redundant, with cross-fire from New Tavern Fort and Tilbury becoming the main means of defending the Thames. In 1835 the land occupied by the Gravesend blockhouse was sold and transformed into ornamental gardens, and the blockhouse itself was demolished 1841.

##### *The New Tavern fort*

After the Dissolution, part of Milton chantry was used as an inn called The New Tavern, but the threat of invasion in 1778 led to its incorporation into a new earthwork defence: the New Tavern Fort (SMR TQ 67 SE 37). By 1805 it had 17 guns and in the 1840s it was modified to take a heavier armament of 15 32-pounder cannon. In 1860, a Royal Commission on the Defence of the United Kingdom recommended that the fort should be maintained as the second line of Thames defences. Thus, between 1868 and 1872 the gun emplacements at New Tavern Fort were replaced with new brick emplacements for 10 heavy guns. The fort became less significant at the end of the nineteenth century when greater emphasis was placed on strengthening defences downstream of Gravesend, but it continued to be upgraded and garrisoned until the end of World War I. During World War II it was an air-raid shelter and it is now a tourist attraction.

##### *Defences east of the blockhouse and west of the fort.*

A plan of 1698 entitled 'An exact mapp of Tilbury Fort and ye principal ground about it with ye river' gives the first clear idea of the plan of the Gravesend Blockhouse. Also shown on the plan is a line of gun-positions running along the bank of the river to the east. A Board of Ordnance plan by John Romer of 1715 is more detailed and shows that by this time, the blockhouse was primarily used as a magazine with many of the guns being presumably placed in the gun-line to the east. The main gun-line was placed to enable fire across the river or slightly down-river. The 17 guns in place in 1715 were reduced to 10 by 1716 following the Peace of Utrecht. Following the construction of New Tavern Fort later in the century, however, the gun-line was extended with 16 embrasures facing mainly across-river.

#### 4.2.2.5 Industry and trade

At the beginning of the post-medieval period, trade, industry and employment in Gravesend was very mixed, but was mainly concentrated on riverine and maritime activities such as ferrying, fishing, catering for travellers, victualling of ships, boat-building and repairing, as

well as rope, sail and net making. Other crafts and trades served the needs of the townspeople, travellers and ships' crews.

#### *The port*

Gravesend played an important role in the trade and traffic of the river Thames, particularly in victualling vessels leaving London for overseas and providing pilots. The Gravesend Custom and Excise control also served a vital official function. A signal from the blockhouse ordered ships to stop to be searched; if a ship failed to obey after three warnings, it was fired upon by cannon.

#### *Maritime traffic*

During the seventeenth and eighteenth centuries, sailing barges from Gravesend and Northfleet carried raw materials such as chalk and lime to London, East Anglia, Holland and Flanders, and in the nineteenth century they shipped raw materials, fuel and finished products from local factories. After the introduction of steam *c.* 1815, towage became another major Gravesend activity, as did training cadets for the merchant navy.

#### *The Long Ferry*

During the first half of the post-medieval period the Long Ferry on the river between London and Gravesend was still part of the main method of travel between the Continent and London. By the beginning of the eighteenth century the tilt boats had increased in size to between 3 and 15 tons, some being able to carry as many as 40 passengers. They sailed between Gravesend and Billingsgate in the City of London, departing Gravesend on every flood tide and returning on every ebb tide. By the end of that century the fare was *9d.* per passenger, or *10s. 6d.* for the hire of the whole boat. Although 26 sailing boats were working the ferry service by 1816, a new steam packet with a daily service between Wapping and Milton, which had begun in 1815, provided strong competition, boasting superb accommodation, speed and safety for a fare of *4s.* The arrival of the railway in the mid-nineteenth century saw the demise of the Long Ferry as Kent's water highway.

#### *Steam ships and the seaside resort*

The passenger trade between London and Gravesend carried by the Long Ferry changed in the first half of the nineteenth century with the introduction of steam and the establishment of Gravesend as a seaside resort. Paddle steamers began regular services for the thousands of visitors to the town and resort, and created a flourishing trade. For example, in 1835 eight vessels of the Gravesend Steam Packet Company made a total of 734 voyages to Gravesend, Southend, Sheerness and intermediate stops; and seven vessels of the Diamond Steam Packet Company made 2,280 voyages to Gravesend. By the early 1830s steamboats were bringing almost 300,000 visitors to the town annually; by the 1840s this figure exceeded one million.

The medicinal advantages of sea-bathing and sea air had encouraged the growth of seaside resorts from the mid-eighteenth century, and by 1796 Hasted records that Gravesend had provided itself 'with ... proper machines ... [and] every requisite accommodation for sea bathing'. By 1825 warm baths, shower baths and a reading room were housed in an impressive building on the west side of the town by the river, and Gravesend was at its peak as a leading resort in the 1830s and 1840s. New houses, new streets, hotels, reading rooms, public baths, and pleasure gardens were built, Gravesend's success largely stemming from its accessibility by steam packet. Landing stages were built: Town Pier in 1834 and The Terrace Pier in 1842 (rebuilt as Royal Terrace Pier in 1845).

By the 1860s, however, Gravesend's popularity as a sea-bathing resort started to decline, largely because of competition from seaside resorts such as Margate, Ramsgate, and Broadstairs, which could be reached both by fast steamboats and the new and efficient railways. Social status also affected Gravesend; its attraction for working-class visitors from London made it unpopular with the middle and upper classes. Even worse, the river was becoming increasingly polluted with sewage and industrial discharge from further upstream. Bathing establishments closed down and the numbers of day-trippers declined. By the 1880s Gravesend's role as a holiday resort had come to an end.

#### *The Thames and Medway canal*

In 1824 the Thames and Medway canal was constructed as Kent's only commercial canal. Linking Strood and Gravesend by means of a c. 3.5km long tunnel under the high ground at Higham, it shortened the passage for ships between London and the Medway towns. It took so long to build and had such poor access to the Thames that it was never successful, and by 1845 a railway track ran along the towpath. Trading ceased by 1849, part of the canal was filled in and the railway used the whole site.

#### *Fishing*

Seamen were the most numerous group of workers during the seventeenth century, making up about one third of the freemen in 1611. Many must have worked the Long and the Cross Ferries, supplementing their income by fishing and other riverine activities. Later they probably served on deep-sea vessels, such as the two 60 ton smacks that went from Gravesend to the turbot fisheries in 1786. Tradesmen of the town formed a society to purchase fishing vessels and in 1797 there were 120 ships of 50-60 tons employing 1,200 men and 500 apprentices. In addition, there were inshore boats catching small fish and shrimps and smacks fishing for cod and haddock.

By the nineteenth century fishing for shrimp, whitebait and sprat was carried out on a large scale with so many 'bawleys' based on the foreshore by St Andrew's Waterside Mission in East Street, that its local name was Bawley Bay. Shrimp teas were served to holidaymakers in numerous shops along the promenade. Whitebait caught at Gravesend was in great demand in the London market.

#### *Inns*

Several medieval inns survived into the post-medieval period. For example, The Christopher Inn at which the explorer Sebastian Cabot banqueted in 1556. The Three Daws Inn in East Street (now Town Pier Square), formerly known as The Cornish Choughs and then as The Cornish Chough Inn, is Gravesend's oldest surviving inn. It is first mentioned in 1582 and had become The Three Daws by 1667. The Anchor and Crown Inn, on the west side of Queen Street and demolished in the 1960s, was probably established c. 1600. The Ship Inn, High Street, was in existence by 1614 when King Christian of Denmark dined there. There must have been other sixteenth and seventeenth century inns, as there were at least nine innkeepers in the town in 1611.

In 1686 the inns of Gravesend had 318 guest beds and stabling for 436 horses, the greatest quantity of accommodation in the county at the time. This reflected Gravesend's important role as a port of arrival and departure for those travelling to and from London. One of these must have been The Catherine Wheel Inn, High Street, which was established in that year; it

was burnt in the Great Fire of 1727 and rebuilt. The Zoar Alehouse, occupying the Milton chantry in 1697, became The New Tavern in the early eighteenth century but was requisitioned by the War Department in 1780-81 for the construction of the fort.

During the eighteenth and nineteenth centuries the number of inns, taverns and public houses expanded greatly to serve both the local population and the rapidly increasing numbers of travellers and visitors to the sea-bathing resort. By the 1830s, the town possessed seven major inns and hotels: The Falcon Tavern and baths in East Street; The Nelson Tap in New Road (a coaching inn); The New Inn and excise office in King Street; The Pier Hotel in the High Street; The Prince of Orange in New Road (a coaching inn); the Rum Puncheon in West Street; and the White Hart Tavern in the High Street. There were also 62 other taverns and public houses. Until the middle of the twentieth century the riverside had more licensed houses than any other street in the town, many of them survivals from the eighteenth and nineteenth centuries. Many have since closed or been demolished.

#### *Coaching services*

Because of the Long Ferry service between London and Gravesend, regular passenger coach services ran between Gravesend and Rochester as early as 1647, and by the mid-seventeenth century Gravesend had become a posting station with a postmaster. By the eighteenth century the road carrying the heaviest traffic was the highway between Gravesend and Rochester, part of the London to Dover Road via Dartford and Northfleet (following the line of the A226). In 1711 it was the second road in Kent to be turnpiked, and by the first half of the nineteenth century it was both a Royal Mail route and an important coaching route. In 1836, some seventeen stage coaches ran between London and Gravesend daily, with many continuing on to the Medway towns, Canterbury and Dover. With the arrival of the railways, however, the coaching services seriously declined and had more or less ceased by the 1860s.

#### *Breweries*

There were three breweries in Gravesend. George Wood and Son's in East Street was founded in the late 1770s, then taken over and closed down by Russell's Gravesend Brewery in 1911. Russell's itself, in West Street, was not established until 1858, gradually acquired 22 public houses, and closed in 1935. Walker and Sons' Wellington Brewery in Wellington Street was in existence by at least 1850 and but ceased trading after a fire in 1928.

#### *Mills*

Two post-windmills, dating from before 1596 when they were first recorded, stood on Windmill Hill, about 1km south of the parish church. A fire destroyed one in 1763. The other was demolished in 1787, was soon rebuilt and worked until 1856 when it was converted, with a viewing tower being added. Its associated mill house became The Belle Vue, licensed premises very popular with holidaymakers during the second half of the nineteenth century. Both structures were destroyed by fire when celebrations got out of hand on Mafeking night in May 1900. Nettleingham's Steam Flour Mill by the riverside at the north end of Bath Street, was active from the middle of the nineteenth century until c. 1905.

#### *Other industries*

Other industries and trades gradually developed. A list of 173 freemen in 1611 clearly shows the diversified development of the town's labour force. While watermen, hackney men and victuallers formed a high percentage of the local workforce, there were numerous other

occupations, from bakers to glovers, from fiddlers to searchers, and, as this list enumerates ‘freemen’ only, there must have been many other crafts and trades.

During the nineteenth century relatively small industries such as ship-repair yards, boat-building yards, and small workshops grew up at Clifton Parade and by the canal. A chemical works, a timber wharf, coal-wharfs, breweries and soap and ice works all developed.

#### *Agriculture*

Since the medieval period, farming and agriculture had formed an important economic base for Gravesend, which was expanding through its riverine trade. Many farms in the surrounding rural area produced cereals and vegetables, and bred and reared livestock. This supplied the towns’ growing population with foodstuffs, animal fodder and other farm produce, and also catered to the needs of the growing numbers of travellers using the Long Ferry, including the provision of a constant supply of horses for hire. The many ships putting in at the town also demanded victualling.

Market gardening had reached Gravesend by 1650, with flowers, vegetables and salad stuffs being grown for local consumption and the London market. Many fruit orchards, particularly cherry, were planted in the countryside between Gravesend and Rochester. The local woodlands would have been coppiced and the wood used for fencing, hurdles, faggots etc., and later for hop poles.

#### 4.2.2.6 The railway

As the Thames and Medway canal failed to live up to expectations, the Gravesend and Rochester Railway and Canal Company was formed in 1844 and a railway line to the Medway towns was proposed. A single-track line alongside the canal was opened in 1845, with one terminus at Denton by Gravesend and the other at Strood. The company and the line were soon taken over by the South Eastern Rail Company, and in 1849 a double track was laid over the route. The whole was incorporated into the North Kent Line linking Gravesend and Strood to London via Dartford and Woolwich, with a new station near the town-centre of Gravesend. In 1883, the London, Chatham and Dover Railway Company opened a branch line between Farningham Road and Gravesend with a station at Rosherville to cater for visitors to Rosherville Garden and a terminus at Stuart Road, Gravesend. This line was closed in 1933.

#### **4.2.3 The modern town**

Gradual urban growth in the eighteenth and early decades of the nineteenth century was accelerated after 1840, to cater for both the influx of visitors and its own population. A map of c. 1826 (Figure 7) shows that the town was then confined mainly to the area bounded by Bath Street in the west, New Tavern Fort in the east, and New Road and King Street to the south. This small settlement was surrounded by orchards, market gardens and open countryside and differed little from the town of the previous century (Figures 4 - 7). Little changed over the next decade (Figure 8), but thereafter the growing popularity of Gravesend as a resort led to an economic boom. Great efforts were then made to improve the town and its facilities (Figure 9), with many new civic and public buildings being erected, some streets widened, and terraces of houses constructed (Figures 11 and 12). The coming of the railway saw the first commuters coming to live in the town, including London businessmen who built fine residences. The railway also had the effect of opening up the hinterland and attracting industry.

Much of the central area was fully developed during the nineteenth century; so during the first half of the twentieth century ribbon development and small housing estates were built along the outlying roads. During the second half of the twentieth century house-building flourished and virtually the whole area between the old town and the main A2 trunk road, *c.* 3km south of the river frontage, was infilled, and there was also expansion to east and west.

These changes and growth can be seen by comparing maps depicting Gravesend from 1769 to 1865 (Figures 4 - 11) with a modern OS map. In 1974, following the Local Government Act 1972, the old Municipal Borough of Gravesend, the Urban District of Northfleet and the five parishes of Cobham, Higham, Luddesdowne, Meopham and Shorne were combined to form the new Borough of Gravesham (the name recorded in Domesday Book). Despite massive modern growth, including two shopping complexes, and the destructive eighteenth and nineteenth century fires, the historic core of the town has been well conserved, particularly around the High Street, and retains much of its earlier character.

Today the main area of industrial development lies to the west of Gravesend, largely in Northfleet where chalk quarries have been turned into shipbuilding yards and cement factories. International cement manufacturing plants, cable production works, steelworks, paper mills, cargo storage installations, other factories and warehouses and a power station were to follow. They now dominate Gravesend's skyline to the west.

#### **4.2.4 Population**

The population of the manor of Gravesend in 1086 is recorded as twelve, probably representing a total of 50-60. Neighbouring Milton had a population of about 125-155 at that time. By the thirteenth century the settlement at Gravesend had shifted from its inland site to that by the riverside next to Milton, and their populations merged.

Hearth Tax returns of 1663-1664 suggest a population of *c.* 1,280; this had increased to *c.* 2,000 by 1700 despite the depredations of the Great Plague of 1665-66 when nearly 20% of the townspeople died. At the first census of 1801 the population had risen to 2,483, but had reached 5,097 by 1831. Thereafter there was further rapid growth to 11,662 in 1901 and 14,285 by 1921. The enormous growth in housing after World War II saw the population of the town grow to more than 56,000 by 1999 (for census returns 1801-1921, see VCH 1932, 362).

## **5 URBAN CHARACTERISTICS:**

The following summary of the principal urban characteristics in Gravesend has been divided into those of the medieval and post-medieval periods (pre- and post-dating *c.* 1540). The summary is not comprehensive, most nineteenth century maps giving details of additional features. Thus an attempt has been made to list only the principal post-medieval features. Figure 12 shows the historic buildings in the town, some of which also appear in the urban features section below.

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

The Saxon settlement of Gravesend appears originally to have had two components: the parish church of St Mary and probably the manor at a road junction *c.* 1km south of the present town (PC1), and a group of dwellings and wharves on the coast. After the Norman Conquest the riverside settlement developed, with wharves lining the bank (PC2) and probably a street

running parallel to it (present day West Street, Crooked Lane and Royal Terrace). The High Street ran down to the Thames at right angles and was probably flanked by tenement plots (PC5-9). St Mary's hospital, later to become the Milton chantry (PC10) was founded before 1170, a new manor house was built (PC4) and a market established (PC5). The chapel of St George (PC3) was built near the market and manor. Finally, Gravesend blockhouse (PC11) was built on the river bank *c.* 1540. To the west, Fair Field (PC12) may have been the site of the medieval fairs.

The plan of Medieval Gravesend conforms to that of many ports, with its waterside lined by wharves and backed by a slightly sinuous street reflecting the original waterfront. Further streets ran at right angles away from river. Important features such as the manor, market and church (or chapel in the case of Gravesend) stood within easy access to the riverfront but away from any possibility of flooding. The chronological framework for Gravesend's development is, however, less clear.

**PC1.** Site of the Parish church of St Mary the Virgin, original centre of the settlement. Eleventh to fifteenth century masonry and burials revealed by excavations.

**PC2.** Probable position of the Medieval riverfront.

- a) (MUF1) Possible site of the first hythe in Gravesend, mentioned 1086, and the landing place of the Long Ferry, now underneath and probably landward of the Town Pier (DoE 1975, 37).

**PC3.** The Chapel of St George, later the parish church, and its churchyard.

- a) (MUF2) The present parish church of St George. The first church on the site was a chapel, built 1475 and dedicated licensed in 1497; it became the parish church in 1540 (Harker 1979, 40).

**PC4.** The probable site of the Medieval market place.

**PC5.** The probable site of the new Manor House, begun by Edward III in 1362.

**PC6.** Possible groups of tenement plots facing the north-west side of High Street.

**PC7.** Possible groups of tenement plots facing the north-east side of High Street.

**PC8.** Possible groups of tenement plots facing the south-west side of High Street.

**PC9.** Possible groups of building plots facing at the corner of High Street and King Street.

**PC10.** St Mary's Hospital and Milton Chantry.

- a) (MUF3) Milton chantry. The chapel and adjacent aisled all are all that remain of the former hospital and chantry chapel. In 1778 they were incorporated into the New Tavern Fort and are now encased in brown brick. The east wall of the chapel is built of flint and has an Early English window. The roofs of it and

the aisled hall are probably fourteenth century (Scheduled Monument - Kent 24358) (DoE 1975, 4).

**PC11.** Site of Gravesend Blockhouse.

- a) (MUF4) The site of Gravesend Blockhouse. One of five artillery blockhouses built by Henry VIII 1539-40 as part of a plan of national defence. Demolished 1841. Part of its curved brick front visible from the riverside (Scheduled Monument - Kent 379; Bennett 1977, 5-, Smith 1974, 148-161).

**PC12.** Fair Field, probable location of the town's annual fairs.

Not located in a in plan component

- (MUF 5) The parish church of Milton, SS Peter and Paul, Milton Road. Its fifteenth century west tower has survived.

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

During the seventeenth to nineteenth centuries the essential plan form of Gravesend was largely retained although virtually all the medieval and early post-medieval buildings were destroyed by fire. Land reclamation probably pushed the riverbank further north to provide a new waterfront (PC 11) with piers (PC1 and PC 5), quays, wharves, hotels, gardens etc., and planned blocks of domestic properties were built outside the historic core (PC 10) as part of an abortive 'new town' joining Gravesend with Milton. The New Road was built to bring the London to Dover coaches into the town, and when the railway arrived the town grew further to become a dormitory town for London. During the second half of the twentieth century large-scale housing developments covered virtually all the former agricultural land between the river and the A2 (built during the early 1920s). Meanwhile, much of the town's core was subjected to a number of re-development schemes, involving the further replacement of many buildings.

**PC1.** The Town Pier

- a) (PMUF1) Thought to stand near the site of the medieval hythe, but probably north of it on reclaimed land, the present pier was built 1831-34, by W. T. Clark, Civic Engineer. It is constructed of cast iron, resting on two rows of four Doric columns at the shore end and three rows of six columns under the T-portion. It originally had two pavilions at the angle of the T-portion, with a cast iron lighthouse between them. Later in the nineteenth century the rest of the pier was roofed over. A brick front was added in the twentieth century. It is probably the earliest surviving cast-iron pleasure pier in the world and is now under restoration (DoE 1975, 37).

**PC2.** The Parish Church of St George and its churchyard.

- a) (PMUF2) The parish church of St George and churchyard. In 1727 the Medieval church was destroyed in the Great Fire, and was subsequently rebuilt on the same site (DoE 1975, 27).

**PC3.** The second Market Place

- a) (PMUF19) Gravesend Market. Established as an open market behind the Town Hall in 1573. In 1818 converted into two covered ways with stone columns supporting the roof. In 1897, the present hall was built, with a stilted-arch entrance flanked by rusticated columns supporting an entablature with pediment above, with a shield depicting the town's coat of arms.

**PC4.** New Tavern Fort and riverside defences to west

- a) (PMUF20) New Tavern Fort artillery fortification built in 1778, little trace of the early earthwork fort survives above ground. It was armed with smooth bore cannons firing through embrasures, and by 1805 it had 17 guns: two 32-pounders, fourteen 24-pounders and one 9-pounder, with a firing range of over a mile; modified in late 1840s to take an armament of fifteen 32-pounder cannon mounted on traversing platforms. Between 1868 and 1872 the gun emplacements were replaced with new brick emplacements for ten heavy guns, with magazines below. Three open emplacements for 9-inch guns survive on the eastern face, built of stock brick arches, connecting with these is an underground brick built network of shell and cartridge stores, and a main magazine with shell stores. In 1905, two concrete emplacements for 6-inch guns were established on part of the north side of the fort. The fort is fronted by a defensive ditch and bank (Scheduled Monument - Kent 24358) (DoE 1975, supplement 55, 1977).

**PC5.** The Royal Terrace Pier.

- a) (PMUF30) Royal Terrace Pier. Built in cast iron in 1844 by the Gravesend Freehold Investment Company at the cost of £9,200. Now the headquarters of the Pilotage Service (DoE 1975, 30-31).

**PC6.** Piecemeal eighteenth and nineteenth century development, mainly shops, fronting north-west side of High Street.

- a) (PMUF3) 77-81 High Street. Group of three-storey early to mid-eighteenth century buildings, some with weatherboarding or stucco on upper floors. Later shop-fronts added (DoE 1975, 13-14).
- b) (PMUF4) 73 High Street. An early nineteenth century brick building of four storeys with modern shop-fronts added (DoE 1975, 12).
- c) (PMUF5) 70-72 High Street. Group of eighteenth century brick buildings of three storeys with modern shop-fronts added (DoE 1975, 12).
- a) (PMUF6) 56-59 High Street. A group of eighteenth century brick buildings of three storeys. No. 56 was originally part of The Catherine Wheel Inn, the rest were formerly part of The Albion Public House (now the Buffalo's Head). The other structures have modern shop-fronts (DoE 1975, 11).

- b) (PMUF7) 55 High Street. An early to mid-nineteenth century corner building of four storeys, with modern shop-fronts added (DoE 1975, 10).

**PC7.** Piecemeal eighteenth and nineteenth century development, mainly shops, fronting north-east side of High Street.

- a) (PMUF8) 3-3a High Street. A three-storey eighteenth century house built in stock brick, with later shop-fronts added (DoE 1975, 9).
- b) (PMUF9) 4-5 High Street. A pair of three-storey mid-eighteenth century houses probably built after the Great Fire of 1727, with nineteenth century shop-fronts added (DoE 1975, 9).
- c) (PMUF10) No. 20 High Street. The Kent Public House, early nineteenth century, four storeys, built in stock brick (DoE 1975, 9).
- d) (PMUF11) The Town Hall, erected in 1836 on the site of the Town Hall of 1764. The rebuilding cost £3,000 and was designed by Amon Henry Wilds, the Brighton architect, in imitation of the Parthenon (DoE 1975, 10).

**PC8.** Block of mixed shops and dwellings fronting south-west side of High Street.

**PC9.** Block of mixed shops and dwellings fronting south-east side of High Street and south side of King Street.

- a) (PMUF16) 30 King Street. Corner building from 1889 in Arts and Crafts Baroque style. Three storeys of red brick with stone dressings and a stone pediment supported on Roman Ionic columns and pilasters (DoE 1975, 16).
- b) (PMUF17) 26 King Street. The County Court, built in 1870, single storey in ashlar with a slate roof (DoE 1975, 15).
- c) (PMUF18) Windmill Street. The Public Library. Built in 1905 and given to the Borough of Gravesend by Andrew Carnegie (DoE 1975, 39).

**PC10.** Planned nineteenth century domestic development, Harmer Street.

- a) (PMUF24) 1-47a Harmer Street. Long terrace of four-storey houses built of stock brick, dated *c.* 1840, with nineteenth century and modern shop-fronts (DoE 1975, 6).
- b) (PMUF25) 2-48 Harmer Street. Long terrace of four-storey houses built of stock brick, with nineteenth century and modern shop-fronts (DoE 1975, 6).

**PC11.** Waterfront area, probably reclaimed land

- a) (PMUF12) 87 West Street. The New Falcon Inn. Three storeys, brown brick, mid-nineteenth century (DoE 1975, 39).

- b) (PMUF13) 96-98 West Street. Row of three-storey shops with accommodation above, built *c.* 1830 of stock brick, in Classical Style (DoE 1975, front of 39).
- c) (PMUF14) The Pier Public House. A mid-nineteenth century corner building of three storeys. It has a nineteenth century pub front with pilasters and panelled risers (DoE 1975, 37).
- d) (PMUF15) The Three Daws Public House. This is probably the oldest surviving licensed house in the town, and consists of an eighteenth century central portion of three storeys and two extensions of two storeys each of which date from the early nineteenth century. There has been an inn on this site since at least the sixteenth century (DoE 1975, 8-9).
- e) (PMUF26) The Terrace. HM Customs and Immigration Office built 1815-1816 of brown stock brick. It has an early nineteenth century octagonal, weatherboarded gazebo in its grounds (DoE 1975, 34-35).
- f) (PMUF27) The Royal Clarendon Hotel, Royal Pier Road. The original house on the site was occupied by James II when he was Duke of York and Lord High Admiral. The present building dates from *c.*1860, and was converted into a hotel in the mid nineteenth century. Princess (later Queen) Alexandra spent her first night in England here (7th March 1863) on her arrival to marry the Prince of Wales (DoE 1975, 32).
- g) (PMUF28) St Andrew's Arts Centre, Royal Pier Road. Originally St Andrew's Waterside chapel, a mission chapel for seamen, built 1870-1871,. It is rectangular in plan and built in the Gothic style of ragstone with Bath-stone dressings (DoE 1975, 30).
- h) (PMUF29) The Mission House, 19 Royal Pier Road. Built in stock brick in the eighteenth century (DoE 1975, 30).

Not located in a plan component.

(PMUF21) Railway Station, built in 1849, single storey, built of stock brick with slated roofs and cast iron columns (DoE 1975, 4 and 29).

(PMUF22) The New Inn, Milton Road. Eighteenth century brick building, with nineteenth century pub front (DoE 1975, 19).

(PMUF23). The church of St John the Evangelist, Milton Road. Built as an Anglican church in 1834 and bought for Catholic use in 1851. The tower with saddleback roof was added in 1872 (DoE 1975, 22; Newman 1980, 301).

## **6 THE POTENTIAL OF GRAVESEND**

### **6.1 Archaeological resource overview**

The site of the Saxon settlement of Gravesend including St Mary's Church, situated about 1km to the south-west of the town at the junction of the Old Dover Road and Pelham Road, has been developed with high-density housing. It is therefore unlikely that any meaningful

archaeological stratigraphy survives in this area. Nevertheless, the playing field of the school in Pelham Road may preserve some evidence of the early settlement, and this should be borne in mind in future development plans.

There is more potential in the medieval riverside town. During the last 30 years, there have been several small-scale archaeological investigations within the town, for example in the High Street and in the foreshore area, and one large area excavation on a key site to the south and west of St George's Church. Most of the investigations have shown that there are still areas of surviving sub-surface archaeological deposits within the historic core, ranging from the Romano-British to the post-medieval periods but little can as yet be said with certainty about their extent, nature, quality, and date range. Several areas (St George's Shopping Centre, the Anglesea Shopping Centre and the Civic Centre) have been subjected to large-scale re-development, which has caused much deep disturbance and soil removal. Also, although no cellar survey has been undertaken to date, there are clearly a large number of buildings with cellars and modern basements within the town-centre and they may well have destroyed areas of sub-surface archaeological deposits.

From work previously undertaken, it would seem that some areas of sub-surface archaeological deposits still survive to a depth of at least 2.5m in those areas that have not been deeply and comprehensively cellared. As some early streets (for example, High Street, West Street, Queen Street and the former East Street) were widened in the nineteenth century, remains of earlier structures could be concealed in front of the present street frontages. Thus, there is a good chance that meaningful archaeological deposits still survive, with potential for establishing the evolution and development of the town, and for determining any earlier settlement within its centre

## **6.2 Research questions**

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

Archaeological deposits have been subjected to some disturbance by cellars and modern development. Accordingly Gravesend's archaeological potential may relate more to answering specific questions as to its origins, chronological development and situation within Kent's urban network rather than to extensive area excavation where more general questions relating to urban archaeology might be investigated.

## **6.3 Key areas for research**

The following need to be investigated:

### ***6.3 1 The origins of Gravesend***

The nature, date and extent of the earliest settlement at Gravesend

The nature, chronology, extent and economy of the Romano-British settlement

The origins, development and influence of any early routeways

The origins, location and development of the church of St Mary the Virgin

The nature, chronology and extent of any Saxon settlement in the area of the church of St Mary

The nature, chronology and extent of any Saxon settlement in the area of Perry Street

The location, date and nature of the late Saxon hythe  
The nature, chronology and extent of any Saxon settlement in the area of the Saxon hythe or contemporary riverside  
The influence of the river Thames and hythe on the development of the town  
The chronology and nature of, and reasons for, any change in settlement pattern during the Anglo-Saxon and medieval periods  
The nature, date and extent of any remains which can be classed as urban or proto-urban

### ***6.3 2 Gravesend in the medieval period***

The location and development of the church of St Mary the Virgin  
The origins, location and development of the church of St George  
The origins, location and development of the leper hospital of St Mary  
The origins, nature and location of ferry links, and their impact on the development of the town and its economy  
The origin, location and development of the market  
The origins, location and development of the manor, and its impact on the development of the town  
The origins and development of Milton Chantry  
The form, character and chronology of individual properties  
The morphological development of the town and the relationship of individual plots to the settlement framework  
The economy and industry of the town, including trade and commerce  
The origin and development of suburbs  
The origins and development of defences for the town and the River Thames  
The origins, morphology and development of the two late medieval blockhouses

### ***6.3 3 Gravesend in the post-medieval period***

The nature extent and chronology of the occupation within the historic core  
The economic base of the town including its trading, commercial and industrial elements  
The development and location of the markets  
The origins, character and development of the church of St George  
The form and character of individual properties, and their relationships to the wider settlement framework  
The impact of eighteenth and nineteenth century fires on the spatial organisation and character of the town  
The origins, character and development of defences for the town and the River Thames  
The origins and character of Gravesend as a resort, and the impact of this use on the development of the town  
The impact of the railway on the development, character and spatial organisation of the town  
The origin and development of the suburbs

### ***6.3 4 General questions***

The evidence of artefactual remains interpreting the town's origins and urban history  
The palaeo-environmental history of the area prior to the development of the town, and of the town and the surrounding area

The discovery and study of both structures and artefacts would illuminate these topics. Small-scale archaeological sampling in individual properties in Gravesend would provide answers to specific questions. Consideration should be given, however, to large-scale excavations over a

number of properties, which would provide a wider picture, if desk-top assessment and field evaluation demonstrate the case. The position and importance of Gravesend in the hierarchy of Kent's town's can only be solved through excavation, field survey and consultation of historical documentation.

## 7 REFERENCES

### 7.1 Main works consulted

- |                            |        |  |
|----------------------------|--------|--|
| Armstrong, A.<br>(ed.)     | 1995   | <i>The Economy of Kent 1640-1914.</i>  |
| Barker, T.                 | 1995   | Road, rail and cross-channel ferry. In Armstrong (ed), 125-160.                                |
| Bennett, D.                | 1977   | <i>A Handbook of Kent's Defences from 1540 until 1945</i> , Kent Defence Research Group.       |
| Benson, J                  | 1976   | <i>A History of Gravesend, or a Perambulation of Gravesend and Northfleet.</i>                 |
| Chalklin, C.W.             | 1965   | <i>17<sup>th</sup> Century Kent, A Social and Economic History.</i>                            |
| Chalklin, C.               | 1995   | The Towns. In Armstrong (ed.), 205-234.  |
| CKS                        | (1757) | Centre for Kentish Studies, County Hall, Maidstone, Document DR6/AT32, Gravesend Terrier 1757. |
| Coles-Finch, W.            | 1933   | <i>Watermills and Windmills.</i>   |
| Colvin, H.M.               | 1963   | <i>The History of the King's Works 1066-1485.</i>  |
| Cooke, S.H.                | 1942   | <i>A History of Northfleet and its Parish Church.</i>  |
| Craig, R and<br>Whyman, J. | 1995   | Kent and the sea. In Armstrong (ed.), 161-204.   |
| Cruden, R.P.               | 1843   | <i>The History of Gravesend and the Port of London.</i>  |
| Defoe, D.                  | 1742   | <i>A Tour Through England and Wales</i> , (1928 edition)                                       |
| Detsicas, A                | 1983   | <i>The Cantiaci.</i>   |
| Dobson, M.                 | 1995   | Population 1640-1831. In Armstrong (ed.),  |
| Everitt, A.                | 1986   | <i>Continuity and Colonization, the Evolution of Kentish Settlement.</i>                       |
| Glover, J.                 | 1982   | <i>The Place Names of Kent.</i>  |
| Harker, S,                 | 1979   | <i>The Book of Gravesham.</i>  |

- Hasted, E. 1797 *The History and Topographical Survey of the County of Kent. III.*
- Hiscock, R.H. n.d. *A History of the Parish Church, Gravesend.*
- Hiscock, R.H. 1989 'King John's Palace' Gravesend: some notes on a riverside Edwardian royal manor house, *Archaeol. Cantiana* CVII, 193-205.
- Jessup, F.W. 1973 *Kent History Illustrated.*
- Lambarde, W. 1570 *Perambulations of Kent.*
- Lee, P., 1999 Orthodox parish religion and chapels of ease in late medieval England: the case of St George's chapel in Gravesend, *Archaeol. Cantiana* CXIX, 55-70.
- Margary, I.D. 1973 *Roman Roads in Britain* (3rd edition).
- McLain, B.A. 1997 Factors in market establishment in Medieval England: the evidence from Kent 1086-1350, *Archaeol. Cantiana. CXVII*, 83-103.
- Mingay, G. 1995 Agriculture. In Armstrong (ed.), 51-83.
- Morgan, P. (ed.) 1983 *Domesday Book: Kent.*
- Morris, C. (ed.) 1982 *The Illustrated Journeys of Celia Fiennes 1685-1712.*
- Newman, J. 1980 *The Buildings of England, West Kent and the Weald* (2nd edition).
- Pocock, R. 1797 *The History of the Incorporated Town and Parishes of Gravesend and Milton in the County of Kent.*
- Smith, T.P. 1982 The geographical pattern of coaching services in Kent in 1836, *Archaeol. Cantiana* XCVIII, 191-213.
- Smith, V. 2001 *Front-line Kent.*
- Wallenberg, J.K. 1934 *The Place-Names of Kent.*
- Ward, G. 1932 List of Saxon churches in the Textus Roffensis, *Archaeol. Cantiana. XLVI*, 39-59.
- Whyman, J. 1985 *The Early Kentish Seaside (1736-1840).* Kent Sources VIII.

## 7.2 References for SMR and urban features

- Benson, J 1976 *A History of Gravesend, or a Perambulation of Gravesend and Northfleet.*
- Cruden, R.P. 1843 *The History of Gravesend and the Port of London.*
- DoE 1975 List of Buildings of Special Architectural or Historic Interest - Borough of Gravesham
- Garrod, D. and Philp, B. 1979 Extensive Roman Site found under Gravesend town-centre, *Kent Archaeol. Rev.* 58, 192-195.
- Harker, S. 1979 *The Book of Gravesham.*
- Jessup, R.F. 1930 *The Archaeology of Kent.*
- Meaney, A. 1964) *A Gazetteer of Early Anglo-Saxon Burial Sites.*
- Museum of London 1998 'Old Sea School' - site evaluation report, Museum of London: London (Submitted to KCC Records unpublished).
- Myers, J.N.L. 1977 *A Corpus of Anglo-Saxon Pottery of the Pagan Period.*
- Philp, B. and Garrod, D. 1990 Archaeological Evaluation. PLA Offices Gravesend 1990, *Kent Archaeol. Rev.* 107, 160-167.
- Smith, V.T.C. 1974 The artillery defences of Gravesend, *Archaeol. Cantiana.* LXXXIX, 141-168.
- Smith, V.T.C. 1975 *New Tavern Fort Guide Book*
- Smith V.T.C. 1976 The New Tavern Fort Restoration Project, *Kent Archaeol. Rev.* 44, 102-104.
- Smith V.T.C. 1980 *Archaeol. Cantiana.* XCVI, 341-362.
- Tilley, E.W. 1962 Researches and discoveries in Kent: Gravesend seventeenth and eighteenth century finds, *Archaeol. Cantiana.* LXXVII, 196-199.
- Tilley, E.W. 1971 'Excavations at 43 High Street, Gravesend', *Archaeologia Cantiana*, LXXXVI, 193-202.
- VCH I 1908 *The Victoria History of the County of Kent.*
- VCH II 1926 *The Victoria History of the County of Kent.*
- VCH III 1932 *The Victoria History of the County of Kent.*

White, H.T.      1934      The beacon system in Kent', *Archaeol. Cantiana*. XLVI, 77-96.

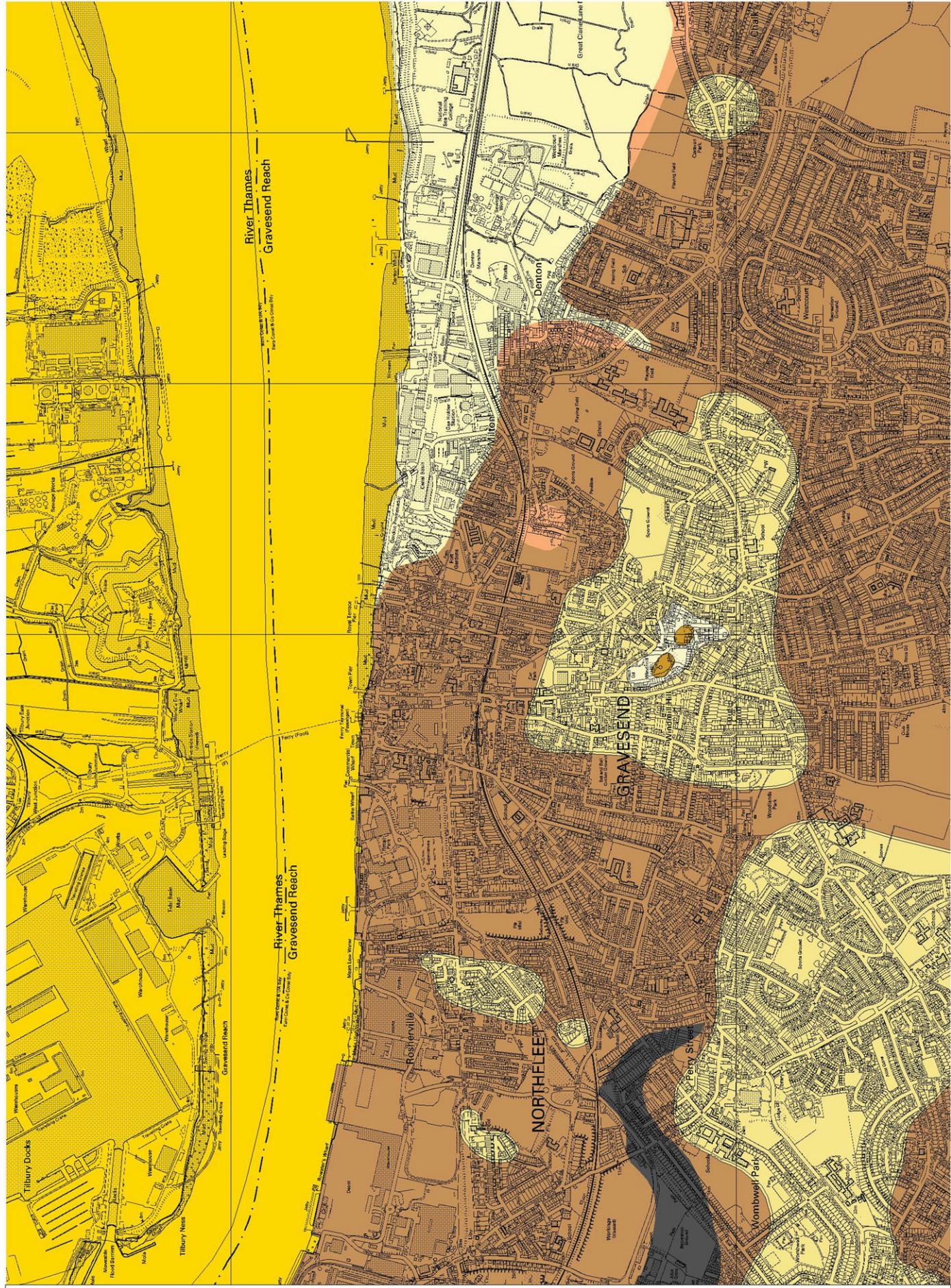




1:13561

Figure 1. Map of Gravesend showing contours





Legend	
	Drift Geology
	Landfill
	No Drift
	Blown Sand
	Marine Beach / Tidal Flats
	Stem Gravel Beach Deposits
	Mudstone (E Blaines) Alluvium
	Clay (Sand, Silt & Gravel)
	Calcareous Tufa
	Alluvium
	Dry Valley & Nalbourne Deposits
	Peat
	Boulderbed
	Unsorted Flood Plain Gravel
	1st Terrace River Gravel
	3rd Terrace River Gravel
	4th Terrace River Gravel
	5th Terrace River Gravel
	1st/2nd Terrace River Gravel
	2nd/3rd Terrace River Gravel
	4th/5th Terrace River Gravel
	Tallow Gravel
	Rough Hill Gravel
	Herd
	Coarse Deposits
	Herd Brickearth
	Herd Brickearth (Older)
	Herd Brickearth 1st Terrace
	Herd Gravel
	Pileas Gravel
	Clay-with-Fints
	Sand in Clay-with-Fints
	Disturbed Brickearth Beds
	Creme de la Weald Clay
	Ardingly Sandstone
	Ashdown Beds
	Atherfield Clay
	Bagnoll Beds
	Brickearth beds
	Bulleas Beds
	Clay & Lint in Weald Clay
	Clay in front of Weald Clay
	Clay in Tun Wells Sand
	Chygate Beds
	Cuckfield Stone
	Folkestone Beds
	Gault
	Grinstead Clay
	Hastings beds
	Holee Beds
	Inchstone Head of Clay
	Large Full Lane Weald clay
	Leman Beds
	London Clay
	Lower Chalk (Osteoconic) m.s.l
	Lower Grinstead Clay
	Lower Tun Wells Sand
	Meaburn rock
	Middle Chalk
	No dirt or silt
	Sand in Weald Clay
	Sand in Weald clay
	Singapore Beds
	Small Full Lane Weald clay
	Thicket Beds Brickearth beds
	Tunbridge Wells Sand
	Upper Chalk
	Upper Grinstead Clay
	Upper Tun Wells Sand
	Weald Clay
	Woodcock beds



Scale 1:1500 Figure 2 Map of Gravesend showing geology

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Kent County Council licence No. LA07/0708. March 3, 2005





Figure 3a. Map of Gravesend showing archaeological remains



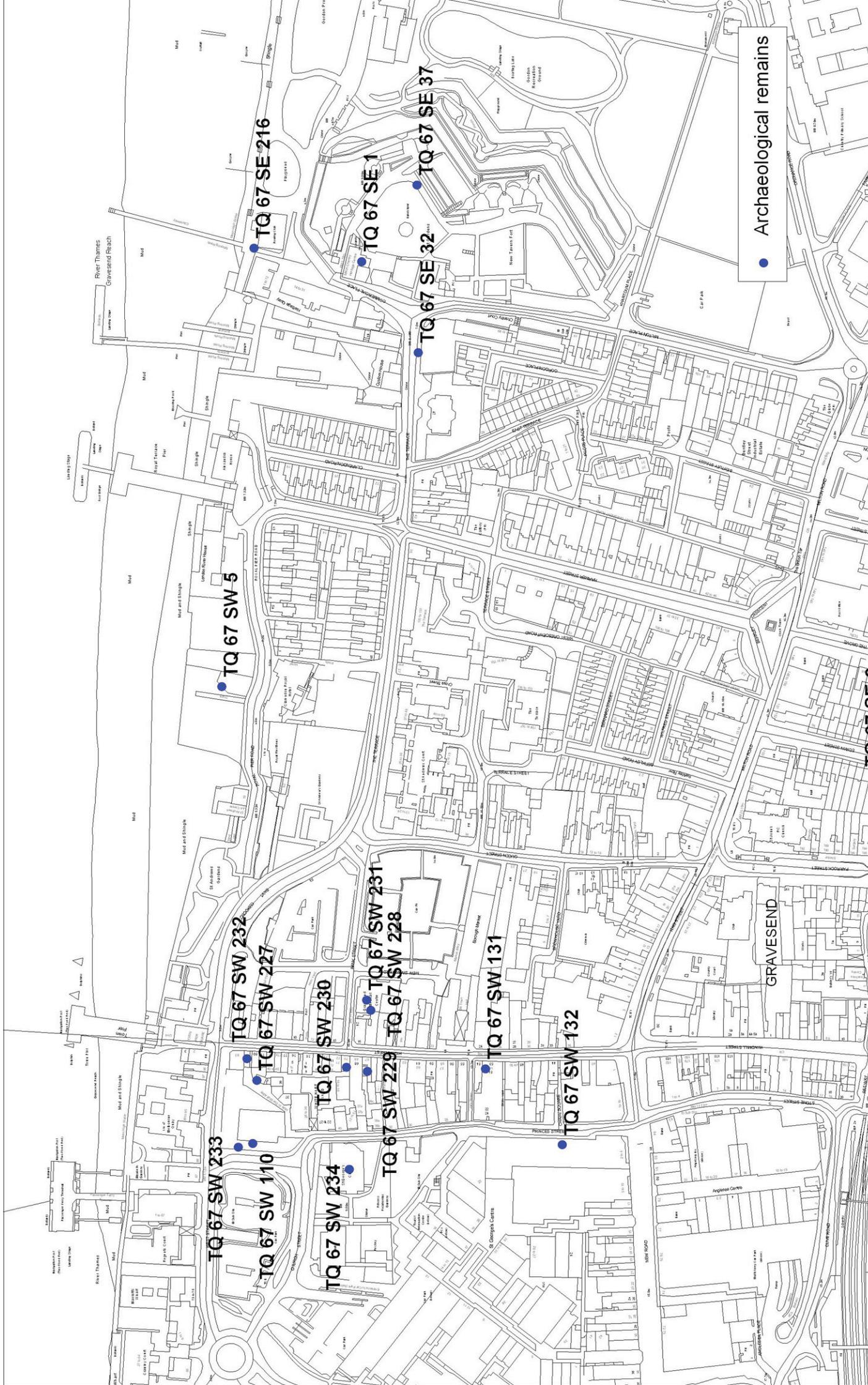


Figure 3b. Map of Gravesend showing archaeological remains

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright.  
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.  
 Kent County Council licence No. LA076708. November 12, 2004



Scheduled Monuments



1:3309

Figure 3c. Map of Gravesend showing scheduled monuments

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Kent County Council licence No. LA076708. November 12, 2004





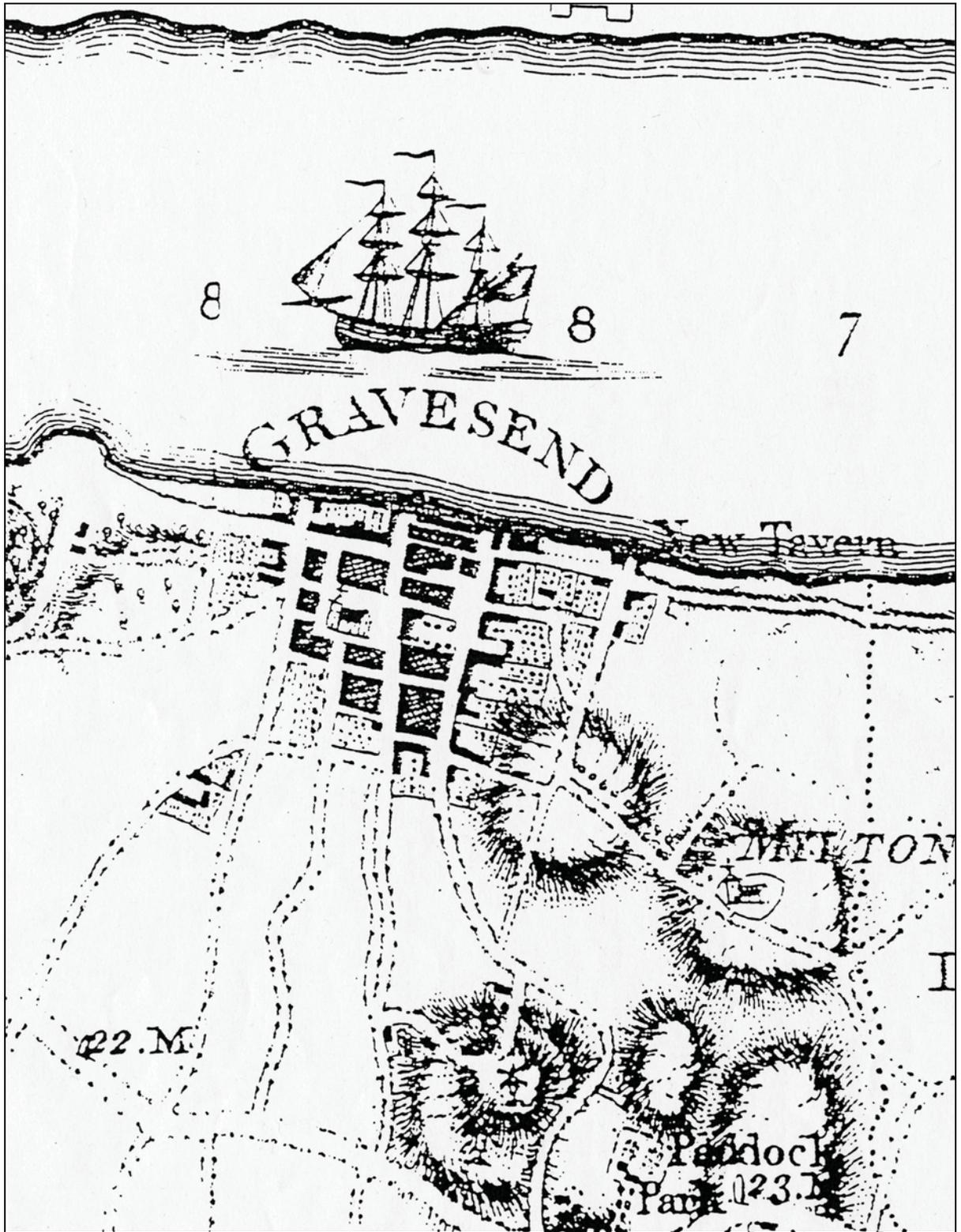


Figure 4. Andrews, Dury and Herbert's map of Gravesend, c.1769



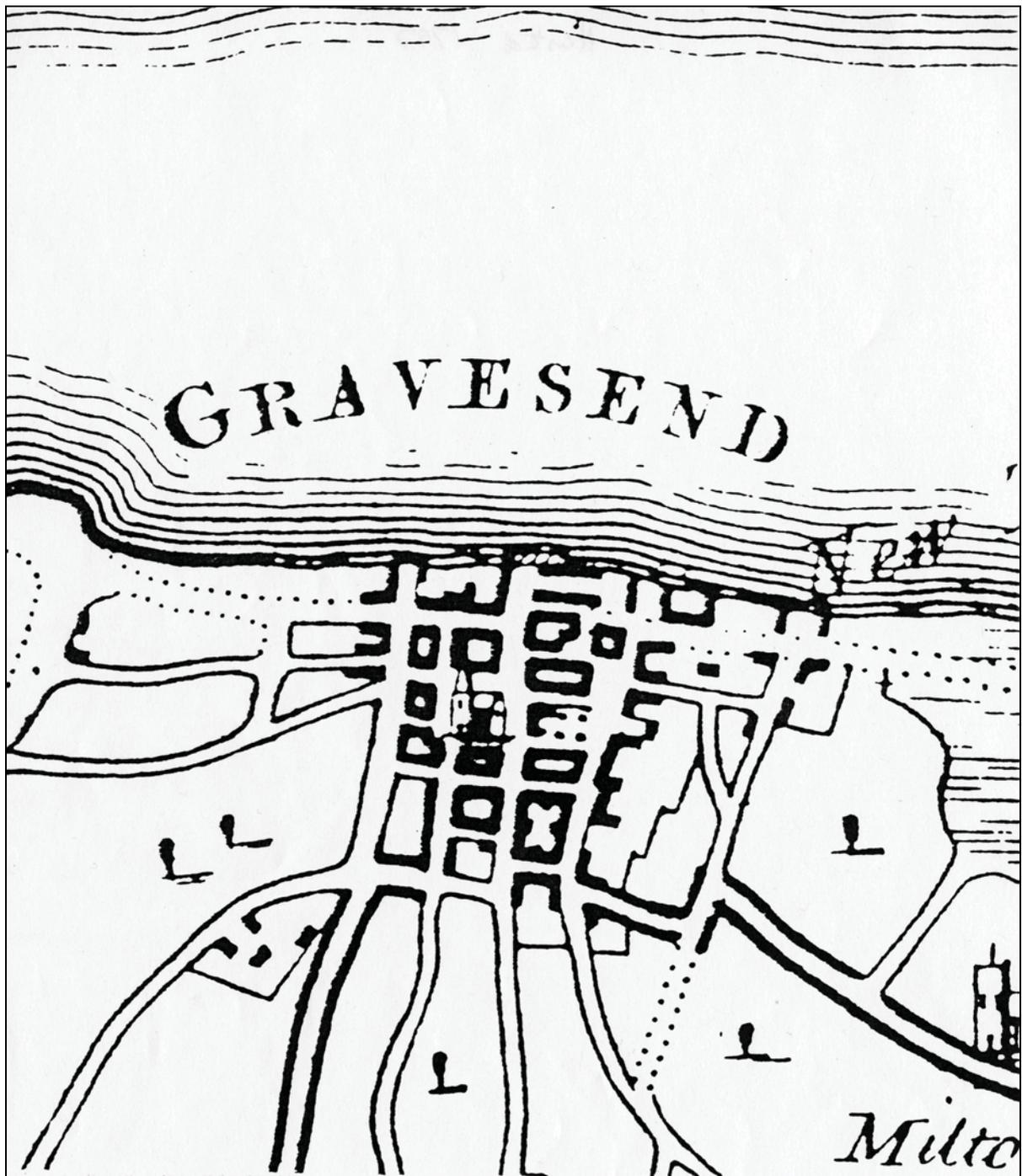


Figure 5. Hasted's map of Gravesend, c.1797



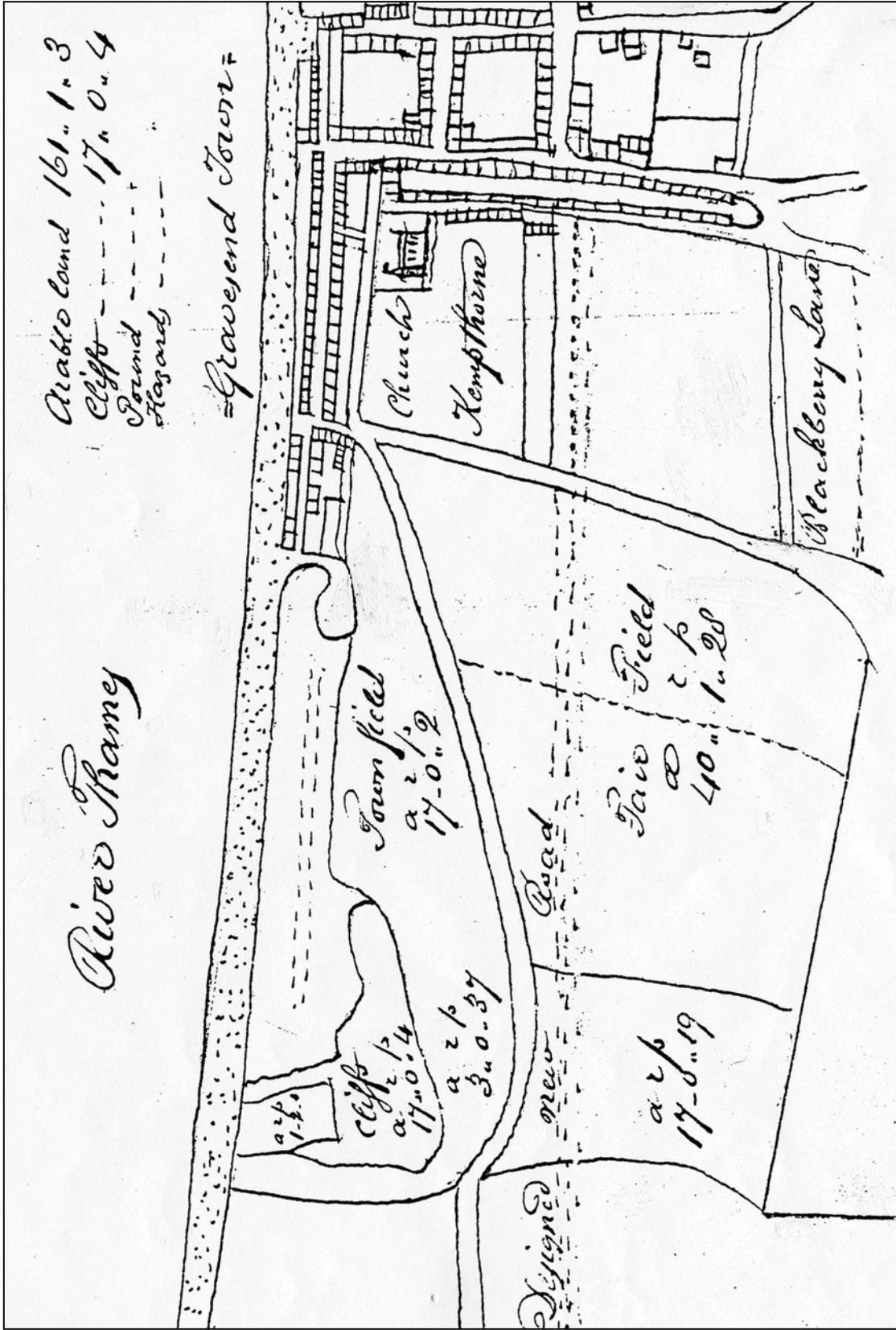


Figure 6. Map of Gravesend showing land holdings, c.1800



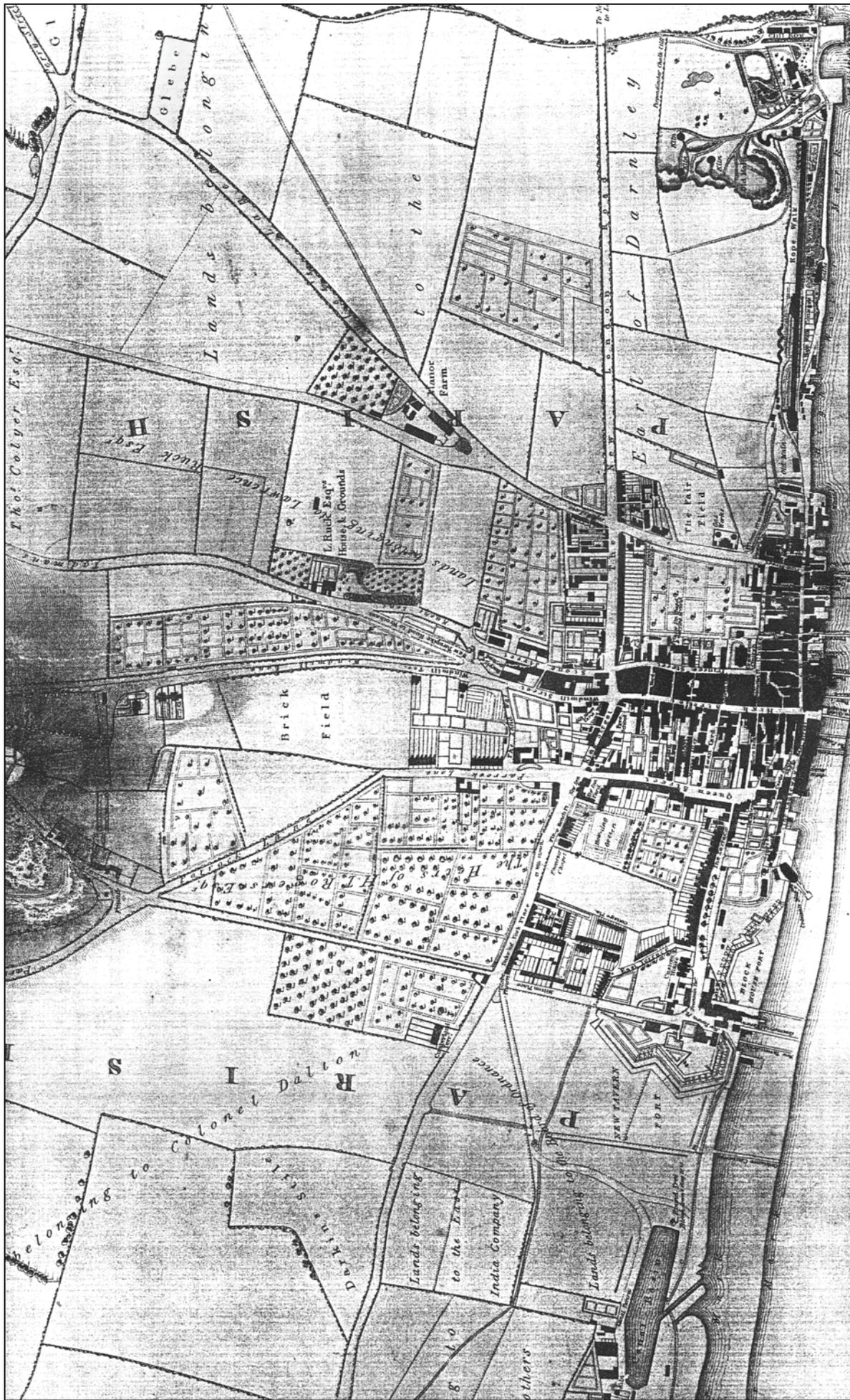


Figure 7. Map of Gravesend, c.1826







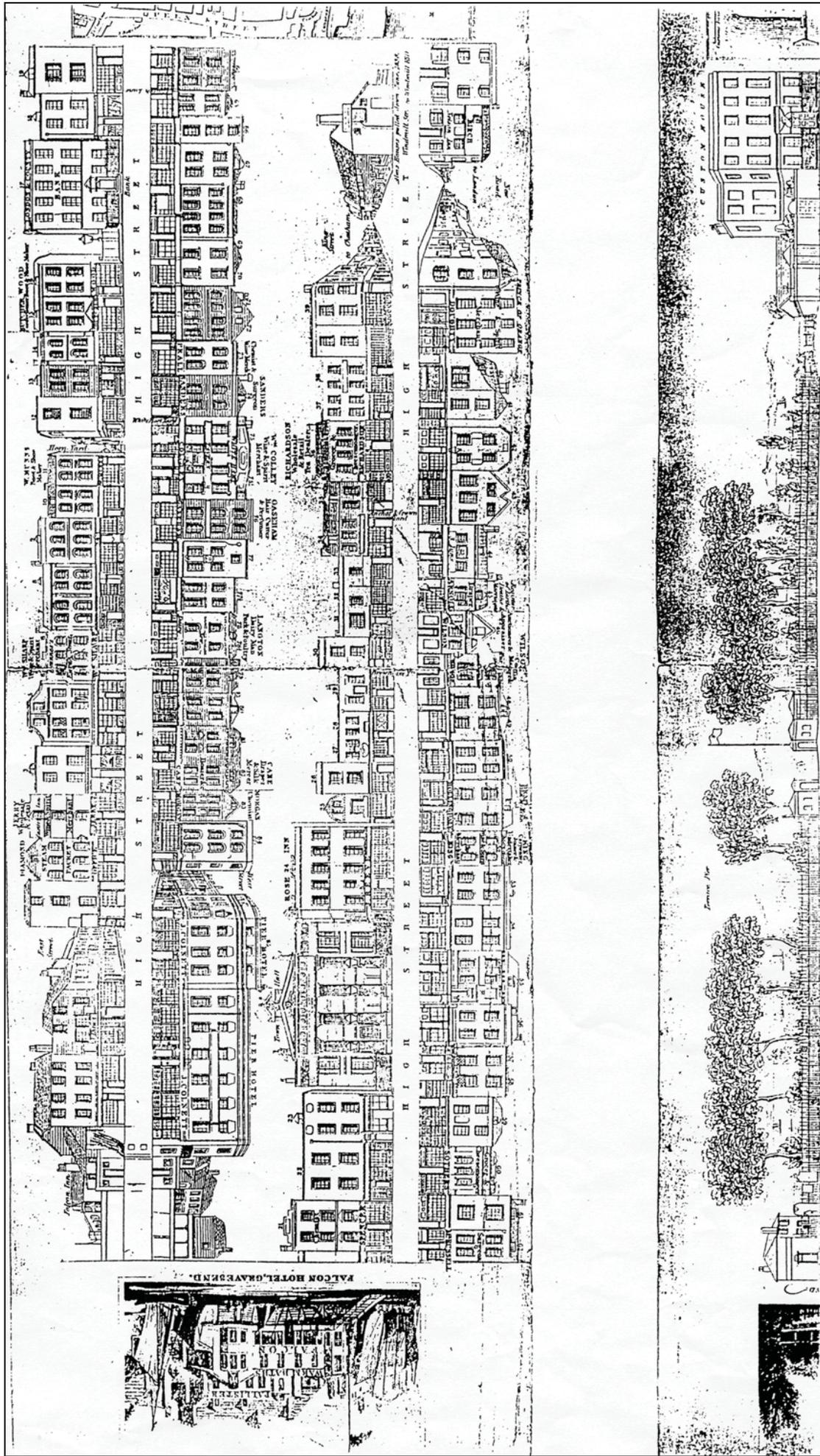


Figure 9. Diagrammatic sketch of Gravesend High Street, c.1840s



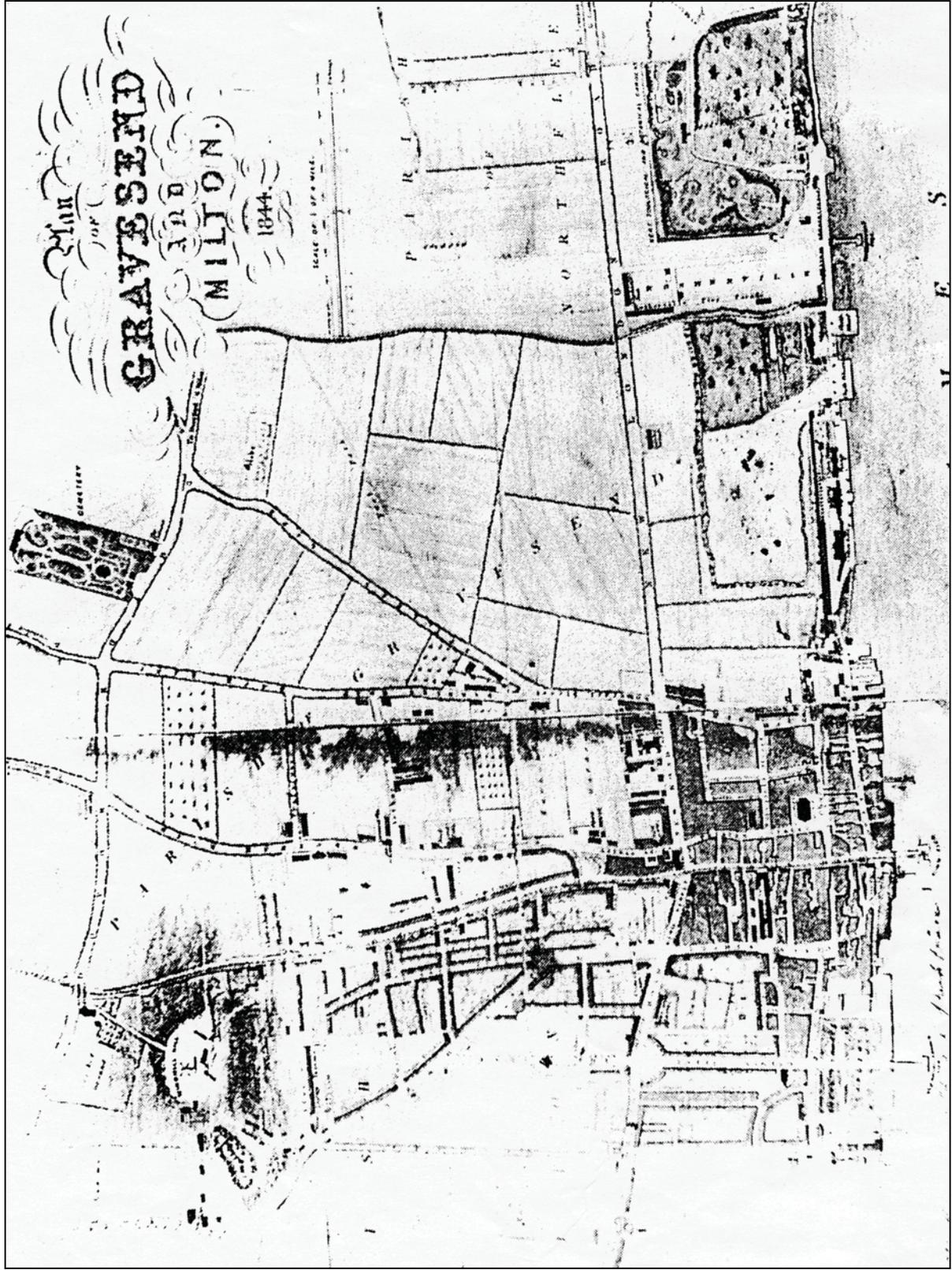


Figure 10. Map of Gravesend, c.1844





Figure 11. The 1<sup>st</sup> Edition OS map of Gravesend, c.1863-65



**Historic Buildings**

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

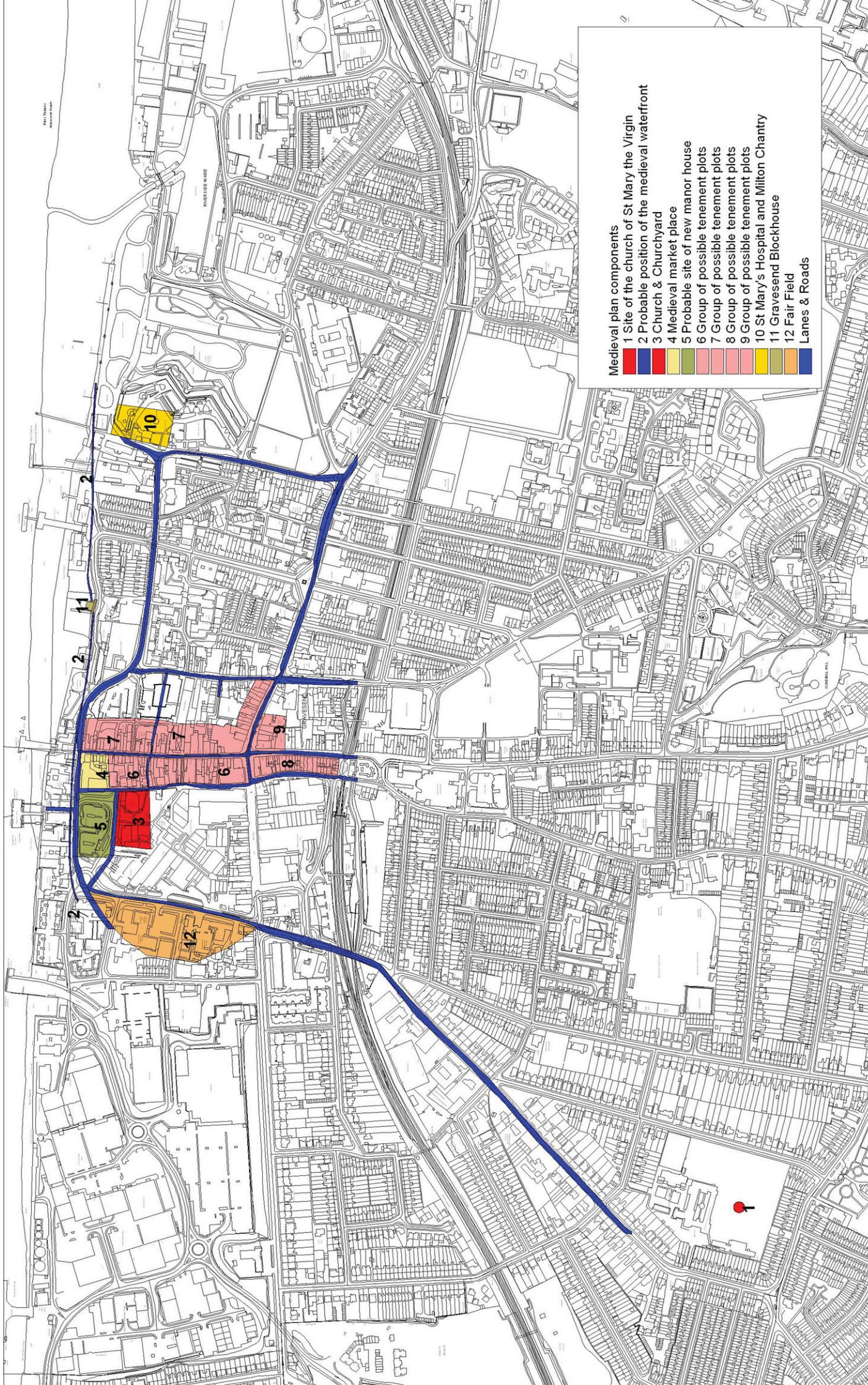


1:5216

Figure 12. Map of Gravesend showing historic buildings







- Medieval plan components**
- 1 Site of the church of St Mary the Virgin
  - 2 Probable position of the medieval waterfront
  - 3 Church & Churchyard
  - 4 Medieval market place
  - 5 Probable site of new manor house
  - 6 Group of possible tenement plots
  - 7 Group of possible tenement plots
  - 8 Group of possible tenement plots
  - 9 Group of possible tenement plots
  - 10 St Mary's Hospital and Milton Chantry
  - 11 Gravesend Blockhouse
  - 12 Fair Field
  - Lanes & Roads

Figure 13. Map of Gravesend showing medieval plan components

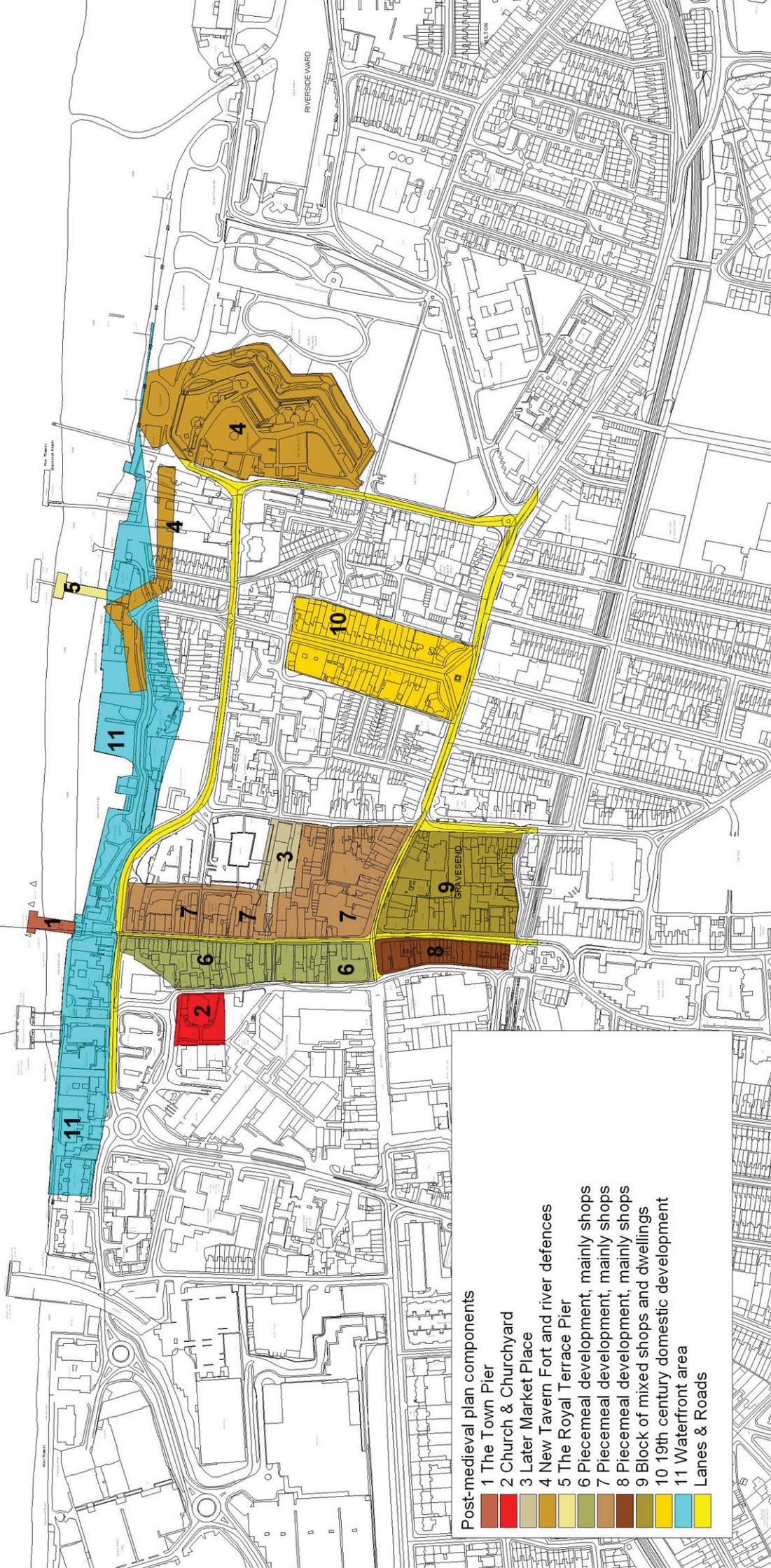




1:4082 **Figure 14. Map of Gravesend showing medieval urban features**

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Kent County Council licence No. LA076708. July 30, 2003





**Figure 15. Map of Gravesend showing post-medieval plan components**



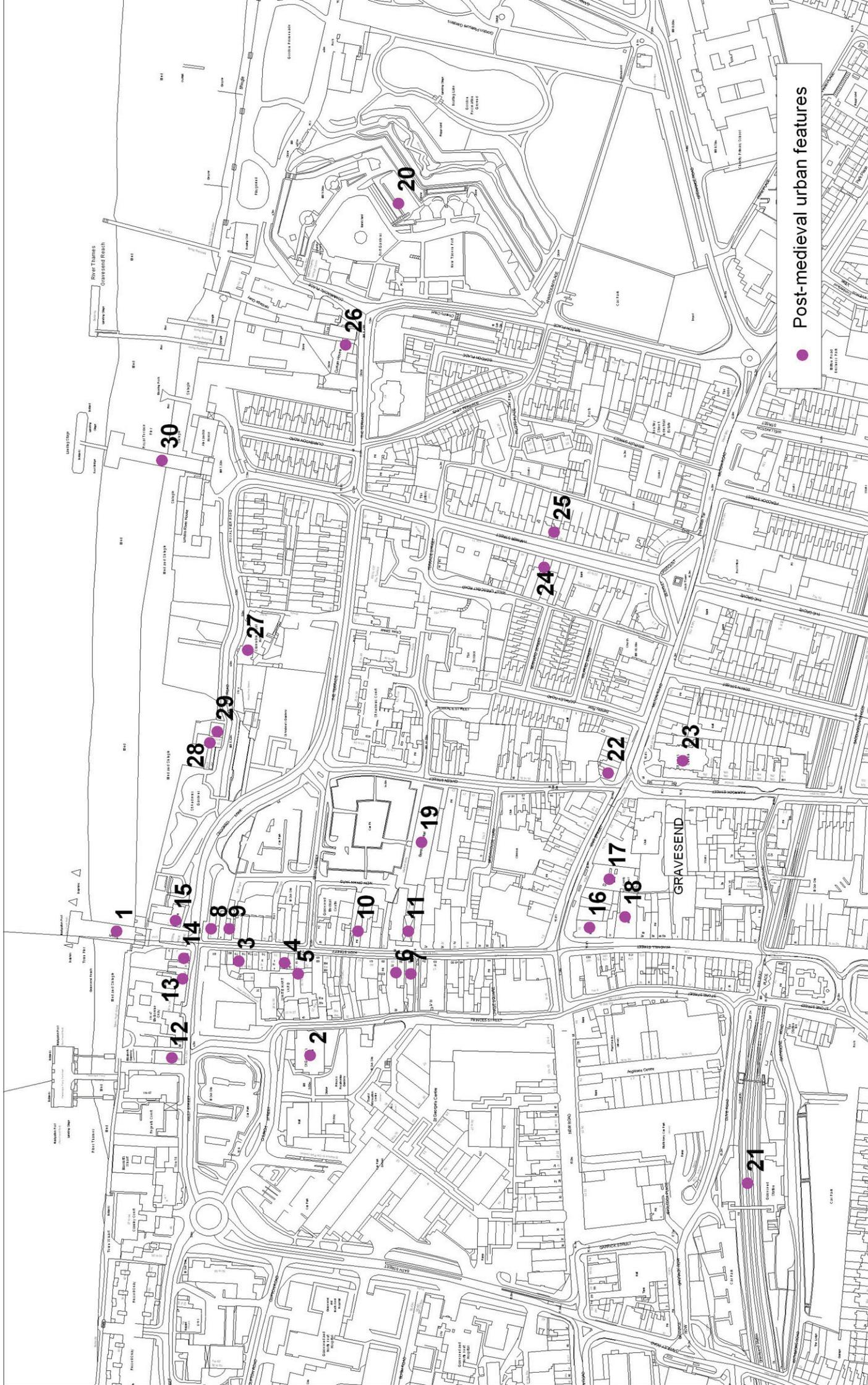


Figure 16. Map of Gravesend showing post-medieval urban features

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Kent County Council licence No. LA076708. November 12, 2004



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

**1. Introduction**

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

**Policy QL8: Archaeological Sites**

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

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

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

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

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

within a town, provide more accurate information on the extent of these areas and establish a consistent approach towards dealing with the impact of development proposals across Kent and Medway<sup>1</sup>. Canterbury and Dover have not been included in the Extensive Urban Archaeological Survey, as a more detailed Urban Archaeological Database is being developed for Canterbury and one is proposed for Dover.

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

## **2. SPG Background**

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

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

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

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

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

---

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

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

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

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

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

### **3. Urban Archaeological Zones and Guidance**

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

**Zone 1** – Areas of known national importance;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **4. Outside the Urban Archaeological Zoned Area**

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

#### **5. Updating of the Urban Archaeological Zones**

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

#### **6. Glossary of Terms**

##### **Scheduled Monument**

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

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

### **PPG15**

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

### **PPG16**

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

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

### **Assessment**

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

### **Evaluation**

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

### **Mitigation**

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

## **7. Useful Addresses and Contacts**

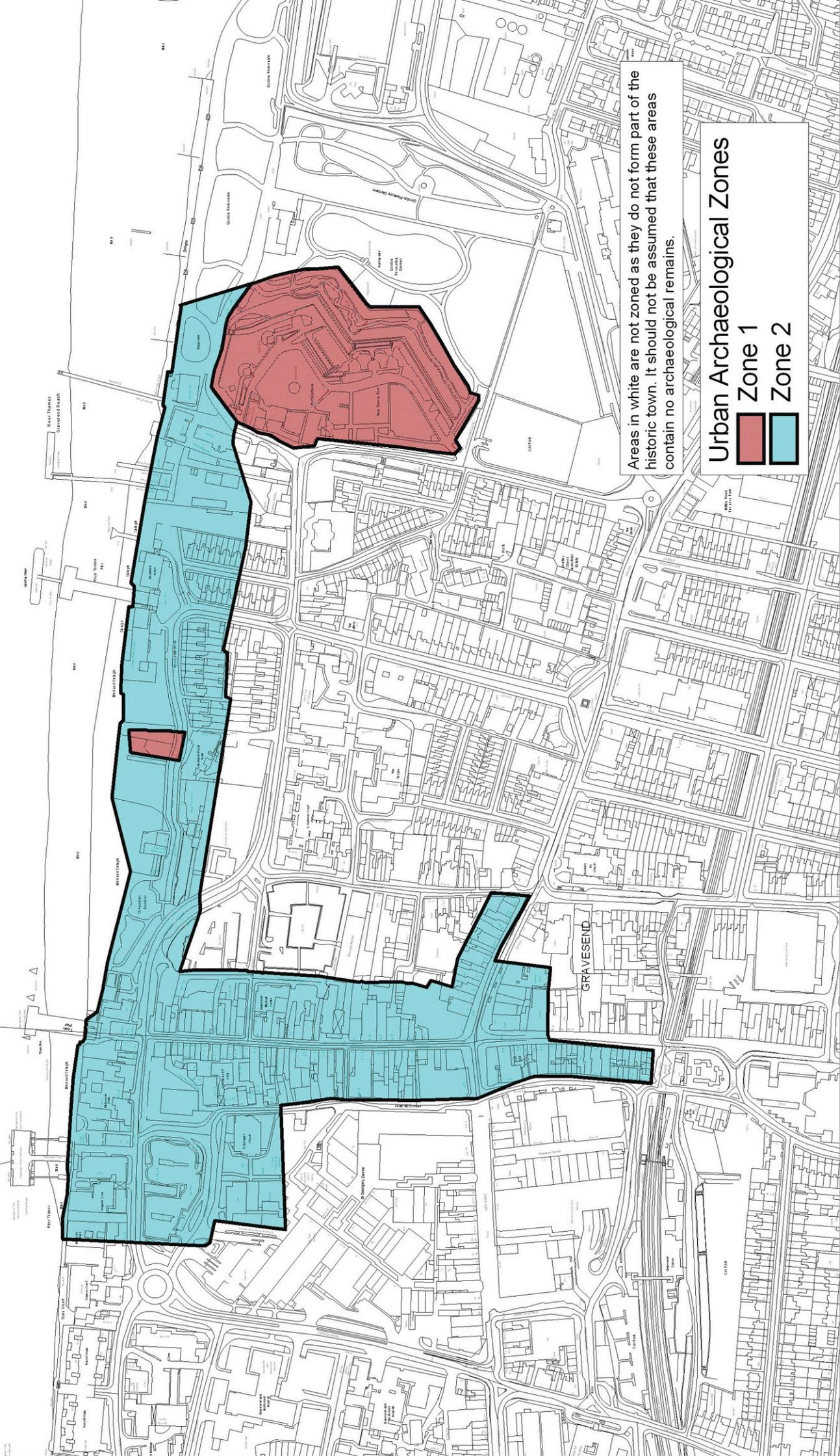
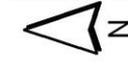
County Archaeologist  
Heritage Conservation Group  
Kent County Council  
Invicta House  
County Hall  
Maidstone  
Kent  
ME14 1XX  
Tel: 01622-221541

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

## **8. List of Settlements to which draft SPG3 Applies**

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





1:3235

Figure 17. Map of Gravesend showing Urban Archaeological Zones

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Kent County Council licence No. LA076708. November 12, 2004