



Kent Historic Towns Survey

WHITSTABLE

Archaeological Assessment Document

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KENT HISTORIC TOWNS' SURVEY

WHITSTABLE - KENT ARCHAEOLOGICAL ASSESSMENT DOCUMENT

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1 INTRODUCTION

1.1 Background

Whitstable is a small market town formed by the amalgamation of three Saxon manors (Seasalter, Harwich and Dodeham *alias* Northwood – also known as *Nortone*). It stands at the mouth of the Swale opposite the Isle of Sheppey, and on the A290 road route to Canterbury. It is 10km north-west of Canterbury, 10km north-east of Faversham and 7km west of Herne Bay.

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 21 entries, 10 of which relate to standing structures. Four are prehistoric sites, two are Romano-British and one is of uncertain date. Four of uncertain provenances have not been included. Whitstable is fairly typical of many small medieval towns in England, in that there has, as yet, been no significant archaeological research either within the settlement or the 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 post-medieval period, largely the eighteenth and nineteenth centuries. No buildings of pre-1600 date have survived, other than All Saints parish church, which is now outside the town.

1.2 Situation

Whitstable is situated at NGR TR 107664 on a generally flat area of land on the North Kent coast. Most of the town area stands at or below 5m O.D. (Figure 1). The settlement lies on a bed of alluvial deposits with outcrops of blue-grey London Clay, much of which was once salt marsh (Figure 2).

1.3 Study area

The area selected for general study lies between TR 090640 and TR 120675. More in-depth study, focusing on the evolution of the settlement and its historical components, is centred on the historic core of the settlement between TR 10406600 and TR 11006700.

2 ARCHAEOLOGICAL DATA

Very few archaeological data exist for Whitstable itself or its immediate environs, and virtually no archaeological work has been undertaken in the area. The Sites and Monuments Record (SMR) for the area of study records the following evidence (see also Figure 3).

2.1 Prehistoric

TR16 NW11 - A looped and socketed bronze age axe was recovered from the sea off Whitstable, centred on square TQ 1066, in 1950s (Grove 1954, 210).

TR16 NW13 - A small looped and socketed bronze age axe was dredged up from the sea

with two others a mile off Whitstable, centred on square TR 1066, before 1916. About a dozen similar implements have been reported from about the same spot in the past (Maidstone Museum Archaeological Gazetteer).

TR16 NW14 - A small looped and socketed bronze age axe was dredged up from the sea off Whitstable, centred on square TR 1066, at an uncertain date. It bears a marked similarity in size, shape and patina to an axe from TR16 NW13 (OS Record Card).

TR16 NW18 - Several palaeolithic flint implements were found during the construction of a railway cutting, at TR 11816650, in 1860 (OS Record Card).

2.2 Romano-British

TR06 SE2 - A Romano-British key was found in Seasalter churchyard, at TR 09306471, in 1862 (VCH III, 167).

TR16 NW1 - A much worn Romano-British lamp of red clay was found at Whitstable, probably from the sea, centred on square TR 1066, before 1930 (VCH III, 174).

Uncertain date

TR16 NW9 - An inhumation burial was discovered by workmen cutting a trench for a gas pipeline, at TR 11696642, in 1960. The skeleton lay on an east-west axis, with the head to the east, and was at a depth of 2ft (O.S. Record Card).

3 HISTORICAL RECORDS

3.1 Early charters

No early charters mention the name of Whitstable, but there are two concerning *Herewic* (Harwich, one of the three Saxon manors). In 863 a charter from King Aethelbert mentions a salt works and its cottage, and in 946 a saltworks at *Herewic* was granted to a man called Heresige.

3.2 Domesday Book

Whitstable is not recorded by that name in Domesday Book although *Nortone* (Northwood), one of the three Saxon manors, occurs. In 1086 Archbishop Lanfranc held it; in addition to plough land, pasture and woodland there was a church, 92 villagers and 40 smallholders. The value of the settlement before 1066 is given as £24 5s. 0d., but at the time of the survey it paid £52 14s. 2d. The church was probably what was later to be known as St Alphege in the parish of Seasalter.

A subsidiary manor to *Nortone*, held by one Vitalis as sub-tenant, was probably *Herewic* (Harwich); this had seven salt works, 29 smallholders, five slaves and its own church – later known as All Saints, the parish church of Whitstable itself.

3.3 Origin of place name

The place name of Whitstable first appears as *Wite (ne) staple* in 1086, perhaps deriving from the Old English (*aet ban*) *hwitan stapole*, '[at the] white post, pillar or staple'.

OE <i>aet pan hwitan stapole</i>	1086 <i>Witenestaple</i>
1184 <i>Witstapel</i>	1226 <i>Whitstapl</i>
1240 <i>Whytstapel</i>		1610 Whitstable

4 HISTORICAL DATA BY PERIOD

4.1 Pre-urban evidence

4.1.1 *The Saxon period*

Before the Middle Ages, the land on which Whitstable was to develop was flat, badly drained salt marsh at about sea level and subject to flooding. The Gorrell river flowed to the east with an area of marshland beyond it, and close to the present harbour the land jutted out into the sea forming a small beak-shaped peninsular, perhaps used as an early landing stage/harbour.

A small settlement seems to have developed on land above the flood plain during the late Saxon period. Here, near present day Church Street, a church was founded and there was a small community whose economy was largely dependent on salt making and fishing. A trackway to Canterbury ran nearby, along which salt and fish were carried to monastic establishments in the city.

4.1.2 *The medieval period*

In common with Margate and Ramsgate, which grew from small fishing centres on the coast c. 1km away from their original Saxon churches, Whitstable developed from a coastal settlement separated from its church of All Saints church by c 1.5 km. By 1290 a sea wall skirting the coast had been built, probably from present day Beach Walk to Horsebridge, and a little land drainage began. Medieval occupation on the drained land must have been concentrated in the lee of this embankment with salt marshes all but surrounding it. This early wall was the only sea defence until the late sixteenth century so it is unlikely that the settlement could have expanded appreciably before then, and it displayed no urban characteristics.

4.1.2.1 Markets and fairs

There is no record of an early market at Whitstable, but ‘the Whitstable Market in Canterbury’ is first recorded in 1312 when fishermen from the manor of Northwood (*Nortone*) were entitled to sell fish in ‘a certain place in Canterbury High Street, between the church of All Saints and the church of St Andrew’. In 1480, Canterbury Corporation paved a new market for the Whitstable fishermen on waste ground in St Margaret’s Street, and a new and larger fish market was erected in 1529.

There were three annual fairs in Whitstable itself in the medieval period. One was held beside the shore on the Thursday before Whit Sunday; another was held in Church Street on Midsummer’s Day (21st June); and the third on St James day (25th July) at Greensted Green (or Grince Green).

4.1.2.2 The manor

Although at the time of Domesday the manor was held by the archbishop of Canterbury and his sub-tenant Vitalis it must have reverted to the Crown on the death of Archbishop

Lanfranc in 1089 because it and the church of Whitstable (All Saints) was subsequently granted to Fulbert de Lacy who held the barony of Chilham. The manor passed down through his family until c. 1273 when it was valued at £21 0s. 9d.

From then onwards the manor passed through the hands of various families, and in 1394 it and the church were given to the newly founded College of Pleshey in Essex, in whose possession it remained until 1536.

4.1.2.3 The church

The parish church of Whitstable is dedicated to All Saints and probably stands on the site of the church of *Herewic* mentioned in Domesday Book. The first recorded rector was Walter de Alberiaio in 1257, and the church was first mentioned as the church of Whitstable in 1271. It was valued at £26 13s. 4d. in 1291 (*Taxatio of Pope Nicholas IV*).

Reused masonry from an earlier church (parts of capitals, shafts, window tracery and mouldings, and pieces of a font of possible Saxon date) was discovered when the west wall of the nave and the north-west wall of the chancel were being restored in 1875-76. The remains suggest that there had been a small stone church of eleventh or twelfth century date. In c. 1220 a possibly detached tower with massive supporting buttresses was built. A south porch was added to the nave in the fourteenth century and the church was probably rebuilt in the fifteenth century when the nave was extended, a north aisle was erected along the full length of the nave and chancel, and the earlier north wall removed and replaced by an arcade. A north porch was added at the same time.

4.1.2.4 Industry and trade

Salt production and fishing

Frequent references in Saxon charters and in Domesday Book indicate that salt making was very important at that time. The name Seasalter may derive from Old English meaning ‘the salt house by the sea’, and many thirteenth century salt mounds still survive in the Seasalter Levels and at Graveney.

Sea fishing was equally important, as exemplified by the importance of the Whitstable market in Canterbury by the early fourteenth century. Herring and oysters seem to have been the most common catch. The importance of Whitstable fishing in the early sixteenth century is shown by John Roper’s bequest of 100 marks in 1523 for ‘the making of an horseway’ to Canterbury for fish wives and fishermen, and by the construction of a new and larger fish market in Canterbury in 1529.

4.1.3 *The post-medieval period (sixteenth to eighteenth centuries)*

In 1583 the Middle Wall was built at the instigation of a session of Sewers held at the archbishop’s palace at Canterbury. It ran south for c. 500m long from the west end of the early wall at Horsebridge, where the houses of present day Middle Wall stand, and its purpose was both for protection against incursions of the sea and to drain more land on its eastern side. Subsequently buildings were erected along what was to become the High Street. The settlement was then known as Whitstable Street. Like its medieval precursor, it remained a fishing village without urban pretensions.

4.1.3.1 Markets and fairs

There is no evidence for a weekly market at Whitstable during the post-medieval period, but three annual fairs were held, one of which took place near the shore on the Thursday before Whit Sunday. The midsummer fair was held in Church Street (near All Saints church) and the dredgers' fair on St James day took place on Greensted Green. The fairs had been discontinued by the late nineteenth century.

4.1.3.2 The manor

After the Dissolution Henry VIII granted the manor, including the buildings and the site of Pleshey College, to Sir John Gates. In 1553 it reverted to the Crown and in 1574 Elizabeth I granted it to Thomas Heneage. Thereafter it passed through various hands including the Company of Free Fishers.

4.1.3.3 The church

In 1558 the advowson of the church was given to the archbishop of Canterbury. Its value was £30 3s. 4d in 1561. In 1729, three medieval bells were recast to make six, and in 1770 a gallery was erected at the west end.

4.1.3.4 Other religious organisations

The church of St Alphege, Seasalter

It remained the parish church of Seasalter although as Whitstable itself expanded, it suffered from declining congregations and its fabric decayed.

4.1.3.5 Industry and trade

Salt production

Salt-making continued on a smaller scale than in the medieval period, using the names Bay Salt and White Sea Salt. In 1806 its production site on the salt marsh was sold for housing development.

Copperas working

In 1565 Cornelius Stephenson of Whitstable obtained a patent for the production of copperas (green vitriol), which was in great demand by tanners, dyers, ink makers and paint manufacturers. He established several furnaces adjacent to the beach where the copperas was found, and by 1599 twenty local poor people were employed collecting the stones from the beach.

The first large-scale manufacture began with the building of a factory or copperas house at Tankerton, on the west side of Whitstable, in 1603. Two more copperas houses were established nearby in the middle of the seventeenth century and in 1656 Whitstable was a main supplier for London. Another copperas factory was opened at the end of the seventeenth century and was in production for a hundred years. By the early nineteenth century green vitriol could be produced more economically elsewhere in England, and the Whitstable copperas industry closed down.

Fishing and oyster dredging

A 1566 some 60 people were occupied in fishing and oyster dredging at Whitstable, where there were 82 houses. At that time Whitstable, Swalecliffe and Herne Bay together had 19 fishing vessels. By 1734 the number of boats employed in fishing and oyster dredging in Whitstable alone had risen to 22, and by 1792 a group of the freemen who had previously formed the Whitstable Company of Dredgers and worked as tenants of the lord of the manor were wealthy enough to purchase ‘royalty of fishing or oyster dredging’ from the manor and to form the Whitstable Oyster Fishery Company.

The harbour

Although Whitstable harbour was a tidal basin until the first half of the nineteenth century, it served as an outport for Canterbury, particularly for bulky goods such as coal. In 1736 the road from Whitstable to Canterbury was the second turnpike to be built in Kent.

Mills

There were at least five windmills in and around Whitstable by the nineteenth century including the Black Mill on Borstal Hill, shown on the 1736 map but rebuilt in the late 1790s. By 1800 there were also Feakins Mill close to All Saints church and Whitstable Mill, where Mill Field Manor now stands.

Inns

By the late sixteenth century a number of drinking houses had grown up among the fishermen’s cottages and huts near Horsebridge and Harbour Street, which then comprised the settlement of Whitstable. The earliest record is in 1593 when John Colfe was prosecuted for selling overpriced beer.

More evidence comes from the seventeenth and eighteenth centuries. For example, The Hart Inn has deeds from 1626; The Noah’s Ark dates from the seventeenth century although renamed The Duke William in 1747 and The Duke of Cumberland in the following year. It was the headquarters of the Oyster Dredgermen whose annual Water-Court was held in an upstairs room. It survives although it was rebuilt after a fire in 1866.

In 1698 a brick house was built in Lower High Street; it later became The Ship Inn and was renamed The Hoy Inn in 1730. The New Ship Inn, established in 1703, became The Bear and Key in 1739 and was rebuilt in the 1790s. The Two Brewers Inn on the line of the old route to Canterbury, may have been established c. 1700 and was certainly an inn by 1723. In the early 1700s The Three Mariners Inn stood in Oxford Street. After being renamed The Canterbury Hoy or The Packet Hoy, it closed in 1729. The still surviving Monument Inn in Church Street was first licensed in 1731 when a cottage and a forge were combined.

4.2 Urban evidence

4.2.1 The nineteenth century

Whitstable did not become truly urban until the nineteenth century. By the end of the eighteenth century, ribbon development along the High Street had largely filled the available land up to the Middle Wall, and pressure for further areas of building land in the immediate vicinity saw plans drawn up for another sea wall. In 1792 Island Wall was built along the shoreline, extending south-westwards from Horsebridge to enclose Upper Island and Lower Island. Subsequent drainage of the areas enabled the town to expand over much of the former salt marsh.

The Middle Wall was rebuilt after a serious breach by the sea in 1779, and a new harbour and pier were constructed in 1832. From then onwards the population increased and Whitstable became a thriving economic unit.

4.2.1.1 The church

The tower of the parish church of All Saints was restored in 1873, and the rest of the church was virtually entirely rebuilt during a major restoration by Charles Barry in 1875-76.

4.2.1.2 Other religious organisations

The church of St Alphege, Seasalter

In 1844-45 the medieval parish church of Seasalter was in such a poor state of repair that it was demolished and replaced by the present structure. The chancel of the old church was preserved as a burial chapel.

Nonconformist churches and chapels

The Independents' chapel was erected in 1833 on the site of an eighteenth century predecessor, and enlarged in 1841. A Congregational Chapel was built on the west side of the High Street in 1855. The first Wesleyan place of worship was a small wooden building in the Middle Wall; it was replaced by a brick building in 1857, but as this proved unpopular a new chapel, later known as St John's Methodist church, was built on the south side of Argyle Road in 1868. A Wesleyan school was added in 1874, later becoming St John's Methodist church hall. The Primitive Methodists built a chapel on the north side of Albert Street in 1864, and from 1870 the Baptists rented the Wesleyans' former chapel in Middle Wall.

4.2.1.3 Industry and trade

In the middle of the nineteenth century most of Whitstable's inhabitants were involved with seafaring, fishing and the carrying trade.

The harbour

Whitstable harbour was a tidal basin until 1832 when a new harbour and pier enabled vessels to dock at any time independent of the tide. The new harbour could shelter up to 20 ships of 150 tons each, mostly carrying saw coal, timber and stone from Normandy. Once the railway had arrived, both harbour and railway cooperated so that until 1844 it

was usual for people to travel from London to Whitstable by boat (hoy) and continue to Canterbury by train. The Canterbury and Whitstable Steam packet company was set up in 1836, running a steamboat passenger service between Whitstable and London three times a week. In 1958, British Rail sold the harbour.

Shipbuilding

For centuries small fishing vessels had been built at Whitstable, and by the nineteenth century it was a self supporting local maritime economy. The opening of the new harbour in 1832 saw both a great increase in Whitstable-owned shipping and the establishment of shipyards capable of constructing merchant ships of between 200 and 300 tons. By the middle of the nineteenth century there were at least five shipyards with slipways running down to the sea, mainly by Island Wall.

The Whitstable Shipping Company was established and became one of the largest single owners of wooden sailing vessels for British coastal and short-sea trade.

Oyster dredging

By the 1840s Whitstable had become the most important oyster fishery in the country, exporting c. 124 million oysters a year to London alone. By 1866, the Whitstable Fishery had over 400 members, but in 1896 the old system came to an end and a modern shareholding company, the Whitstable Oyster Company, was formed. Until 1914, c.100 boats belonging to the Company operated from Whitstable Bay.

Inns

By the middle of the nineteenth century it was said that a man could drink his way round town visiting a different establishment each week for a whole year; thus a population of scarcely 4,000 persons supported 52 public houses. As the town rapidly expanded in the second half of that century it acquired at least 66 inns and public houses.

4.2.1.4 The water supply

Until the end of the eighteenth century Whitstable had to rely on springs more than 3km south of the town for its water supply. It was not until the 1790s that the sinking of a c.10m deep borehole closer to the settlement redressed this. It was, however, in private hands and only in 1877 was a water company established to supply water throughout the town.

4.2.1.5 Town fires

Several serious fires during the nineteenth century destroyed many of the old buildings in the heart of Whitstable. The walls and roofs of many of the closely packed buildings were of tarred weatherboard, and stores of volatile substances made matters worse. Nine houses, four boat-builders shops and 33 storehouses by Sea Wall near Harbour Street were destroyed in 1822. A fire in the High Street in 1854 destroyed the Zion Chapel, stables and several houses. In 1866, another serious fire in the Harbour street area destroyed cottages, and The Red Lion and Duke of Cumberland inns, and in November 1869, a great fire broke out in the Harbour Street and Sea Wall area. Flames swept through the area west of the harbour for nine hours, destroying about a third of the

buildings in Harbour Street and Sea Wall. About 71 buildings were destroyed.

These and other smaller fires during this period destroyed all but nine or ten buildings of pre-nineteenth century date; they stand in what was the ancient quarter of Whitstable, immediately west of the Harbour near Harbour Street and Sea Wall.

4.2.1.6 The seaside resort

During the eighteenth century, sea bathing became fashionable for the more privileged classes, and by 1768, sea bathing had started in Whitstable. To promote Whitstable as a seaside town, bathing machines for ladies and gentlemen were introduced in 1783. The local inhabitants seem not to have been as enthusiastic about transforming Whitstable into a sea-bathing resort as were the populations of Herne Bay and Margate, and initially little was done to provide accommodation or facilities for visitors.

When railway and the steam packet services developed in the 1830s, however, the number of visitors increased and Whitstable gradually became a minor seaside resort, with its high point between 1840 and 1914. Its traditional port functions such as trading, fishing, shipbuilding and repairing remained, and encouraged an overall growth in population (Chalklin 1995, 223; Craig and Whyman 1995, 196).

4.2.1.7 The railway

The Canterbury Rail Road Company was formed in 1824 to build a railway between Canterbury and the port of Whitstable. Work began on the difficult construction in late 1825 and finished in May 1830. Its opening was a signal event both in the history of Whitstable and that of the railways, for on May 3rd 1830 it became the first railway in the world to transport all passenger and goods traffic by steam-powered locomotive (the *Invicta* built by Robert Stephenson and Co.) It ran only on the level stretch of the line from Whitstable, with stationary steam engines hauling the wagons up and down the incline to Canterbury. The line soon became known as the Crab and Winkle Line due to the large quantities of seafood which it carried. Once Whitstable's new harbour opened the railway station stood at its entrance. In 1844 South Eastern Railway leased the line, modernised it, and used steam locomotives along its length.

The railway had an enormous effect on the mobility of the population. In the 1820s c. 4,000 people travelled along the toll road between Whitstable and Canterbury, in 1835 c. 26,000 travelled by rail. After the modernisation of the railway in 1844 the town expanded towards the harbour and rail terminus. The passenger service was discontinued in 1931, but the line continued to carry freight until 1952.

Whitstable acquired a second railway line in 1860 with a link to the main line between Strood and Faversham. Whitstable Town station served the new line and was connected to the Canterbury to Whitstable line.

4.2.2 The modern town

Whitstable has grown considerably over the past century and the land is now virtually all built up from Seasalter to Swalecliffe. The parish church still remains isolated on the

fringe of the developed area.

In the first half of the twentieth century housing development expanded on either side of Oxford Street, Canterbury Road and Borstall Hill, off Joyes Road and south of Tankerton Castle. When a new railway station was built further east in 1915 there was further development on both sides of the railway track. By the 1930s housing estates spread from Tankerton to Swalecliffe, and Whitstable was bypassed by the Thanet Way coastal route (A299). The town developed rapidly towards Seasalter after 1945, the Whitstable to Canterbury railway closed, and Whitstable became part of Canterbury City Council in 1974.

The nineteenth and twentieth century expansion of the town and its surroundings can be seen by comparing early maps (Figure 4 - 8) with the modern OS map. Despite its expansion and destruction by nineteenth century fires, the core around Harbour Street, Sea Wall and the High Street still retains some early character. A few upstanding structures reflect Whitstable's early history, but more reflect its dependence on the sea and its legacy of the fishing and oyster industry. Today, Whitstable is a prosperous small town and sea port, with c. 60% of its working population employed in the town, chiefly in local industry, construction, services and distribution trades. About 20% commute to London, whilst the remainder work in towns such as Canterbury, Herne Bay and the Medway Towns. About 40% of the overall population is above retirement age.

4.2.3 Population

A survey carried out for Elizabeth I recorded 82 inhabited houses in Whitstable, representing a population of about 330 to 400 persons in 1565. In 1642 c. 345 people were recorded, and the Compton Census of 1676 lists 301 communicants in the parish, probably representing a population of between 450 and 500. By the first national census in 1801 there were 1,205 inhabitants; in 1851 this figure had doubled to 2,746, and it had doubled again by 1901 when the population numbered 5,995.

From the 1930s to 1950s there was a gradual decrease in the population in the old town centre, with many residents moving eastwards to the suburb of Tankerton. By the 1991 census, the population of the parish as a whole had risen to 26,781, of which some 4,570 were living in Harbour Ward, the oldest part of the town.

5 URBAN CHARACTERISTICS

The following summary of Whitstable's urban characteristics relates only to the post-medieval period, since no buildings of pre-1600 date have survived. The summary is not comprehensive, as most nineteenth century maps give details of additional features. The plan components are based on the Ordnance Surveyors' notebooks of 1800.

The original settlement at Whitstable seems to have been around the church, which was probably founded in the Saxon period. A small coastal settlement then grew up c. 1.5km to the north-west; and by the late thirteenth century a sea wall was built and some land drained. This encouraged occupation, and when the Middle Wall was built in the late sixteenth century the occupied area became known as Whitstable Street. The economy

was largely dependent on salt production and fishing, both of which products were in demand in Canterbury, accessible by a track known as the Salt Road. The parish church remained in isolation and encircled by manorial estates. It was not until the late eighteenth century, when the Island Wall was erected and a drainage scheme provided more land for development, that the urban area and population began to expand, and Whitstable cannot be regarded as truly urban until the nineteenth century.

5.1 Post-medieval plan components and urban features (Figures 11 and 12).

The Salt Road (PC1) may well be the earliest plan component of Whitstable. Initial settlement took place along its length, particularly at the northern end (PC2-4), close to the postulated site of the early harbour or landing place (PC6). There is no firm evidence for a market, but on cartographic grounds there may have been a market place in Sea Street (PC5), sheltered by the first sea wall (PC11). In 1583 the Middle Wall (PC12) was built, and the Island Wall (PC13) was erected in 1792. Four groups of tenement plots (PC7-10) were also established.

The early plan form of Whitstable seems relatively simple, comprising the principal elements of a possible market place, early harbour/landing place, tenement plots, and the main streets, but as no buildings pre-dating the seventeenth century survive, the chronological framework for its development is less clear.

PC1. Supposed line of the early trackway (Salt Road) from the coast to Canterbury (later the Canterbury Road).

PC2. Harbour Street (part of the area of early settlement, later called Whitstable Street).

PC3. The High Street. (part of the area of early settlement, later called Whitstable Street).

PC4. Oxford Street.

PC5. Possible site of Market Place.

PC6. Postulated site of early harbour or landing place.

PC7. Group of tenement plots fronting the north-west side of Harbour Street.

- a) (PMUF1) 17-18 Harbour Street. Late seventeenth or early eighteenth century brick building, of two storeys and attic (DoE 1977, 17).
- b) (PMUF2) The Tudor Restaurant. A late seventeenth century single-storey building with attic, built in rendered brick (DoE 1977, 17).
- c) (PMUF3) The Duke of Cumberland Hotel. A yellow brick building of the late nineteenth century, with red brick quoins and arches. The building

holds a key position in the street (DoE 1977, 18).

PC8. Group of tenement plots fronting the south-east side of Harbour Street, the east side of the High Street and the east side of Oxford Street.

- a) (PMUF4) The Captain's House, 56 Harbour Street. Late eighteenth century two-storey building of red brick, now painted white. Date stone '1693 rebuilt 1778' (DoE 1977, 19).
- b) (PMUF5) Myrtle Cottages, 50-51 Harbour Street. Two buildings of late eighteenth or early nineteenth century date, fronted with weatherboarding (DoE 1977, 18).
- c) (PMUF6) The Bear and Key Hotel. A four-storey brick building with rendering on ground floor, of mid-nineteenth century date (DoE 1977, 19).
- d) (PMUF7) The Church of St Alphege (parish church of Seasalter), built 1844 - 1845, replacing an earlier one in Seasalter itself (Newman 1969, 437).
- e) (PMUF8) 115 High Street. An early seventeenth century three-storey building with rendered facade and a tiled mansard roof, enclosing an earlier building. Modern shop fronts (DoE 1977, 19).
- f) (PMUF9) Nos. 1-5 Oxford Street. A mid-eighteenth century brick built house, now 3 houses with modern shop fronts (DoE 1977, 25).
- g) (PMUF10) 7-9 Oxford street. A range of mid-eighteenth century brick buildings with modern shop fronts. No. 7 now Tourist Information Centre (DoE 1977, 26).
- h) (PMUF11) St John's Methodist Church (formerly Wesley Chapel). Dated 1868, the building is of brick with yellow brick quoins in Classical style (DoE 1977, 2).

PC9. Group of tenement plots fronting the west side of the High Street.

- a) (PMUF12) The Royal Naval Reserve Public House. A mid-eighteenth century brick house with a plastered facade and tiled roof (DoE 1977, 20).
- b) (PMUF13) Congregational Chapel of 1855, now in use as a Playhouse Theatre (Newman 1969, 477).

PC10. Group of tenement plots fronting the west side of Oxford Street and part of Middle Wall.

- a) (PMUF14) No. 124 Middle Wall. A late eighteenth century brick building (DoE 1977, 24).

PC11. The original sea wall north of Harbour Street, *c.* 1290.

PC12. Middle Wall, built in 1583.

PC13. Island Wall, built in 1792.

PC14. Whitstable Harbour, built in 1832.

Not located in a plan component:

(PMUF15) The Coach and Horses Public House, Oxford Street. Late eighteenth or early nineteenth century brick building with rendering (DoE 1977, 26).

(PMUF16) The Wall Tavern, 82-84 Middle Wall. A late eighteenth or early nineteenth century timber-framed building, weatherboarded externally (DoE 1977, 23).

(PMUF17) 5-6 Waterloo Road. A late eighteenth or early nineteenth century weather boarded structure of two storeys (DoE 1977, 35).

(PMUF18) Pearson's Original Crab and Oyster House, Sea Wall. An early nineteenth century timber-framed and weatherboarded building (DoE 1977, 31).

(PMUF19) Horsebridge Road. Slipway of *c.* 1890 or earlier, of stone setts with granite curbs on stone slabs, and a wooden pile substructure. The slipway was used for hauling the oyster boats up the beach to the oyster stores (DoE 1977, facing page 21).

(PMUF20) Horsebridge Road. The Royal Native Oyster Stores. Built mainly *c.* 1890, but some of the brickwork on the ground floor may be from an earlier building of 1793. It comprises a great hall for meetings of the Royal Free Fishers and Dredgers Company, and below are rooms for sorting, cleaning and packing oysters, along with offices and special storage tanks for oysters awaiting transport (DoE 1977, facing page 20).

(PMUF21) Sea Wall (to the rear of Sea View). Two mid-nineteenth century timber-framed fishermen's stores, weatherboarded and tarred. Very dilapidated (DoE 1977, 33).

(PMUF22) 1-11 Sea Wall (to the rear and side of The Boat House). A range of six two-storey timber-framed fishermen's stores, built in the mid-nineteenth century. Tarred and weatherboarded externally (DoE 1977, 33).

(PMUF23) Albert Street. The Methodist Chapel. A date stone above the entrance gives 1864 but is now defaced. The building has a facade of rendered brick with quoins marked to imitate stone. Now used as apartments (DoE 1977, 1).

(PMUF24) The Parish Church of All Saints, Church Street. Probably first built in stone towards the end of the twelfth century or in the early thirteenth century, perhaps on the site of an earlier church. It was largely rebuilt in 1875-76. It now stands beyond the town and is not shown on map.

6 THE POTENTIAL OF WHITSTABLE

6.1 Archaeological resource overview

No archaeological investigations have so far been undertaken within the town or its surroundings. Thus little is known about the extent of surviving archaeological sub-surface deposits. Some historic buildings still stand in the core of the town but no buildings of pre-1600 date survive and there has been a substantial amount of modern development. There is a good possibility that some sub-surface archaeological deposits may have survived in those areas that have not been cellared, although the medieval stratigraphy may be comparatively thin and not far below the present ground surface. If surviving areas of intact medieval and earlier stratigraphy can be located they could help to establish the evolution and development of the market town.

6.2 Research questions

The purpose of this document is to develop policy for Whitstable's urban archaeological deposits, particularly the historic core. None of the historic components of the town has been archaeologically investigated and there is virtually no archaeological evidence for the economic base of the medieval town.

6.3 Key areas for research

The following need to be investigated:

6.3.1 *The origins of Whitstable*

- the nature, date and extent of the earliest settlement remains at Whitstable;
- the earliest remains that can be classed as urban or proto-urban;
- evidence for an early landing stage at Whitstable;
- the origins and development of the church at Church Street;
- evidence for early saltworking and fishing;
- the origins and development of a trackway from the coast to Canterbury.

6.3.2 *Whitstable in the medieval period*

- evidence for the development of settlement around the church at Church Street;
- the nature, extent and chronology of settlement within the present settlement core;
- the origins, location and development of a market in Whitstable;
- evidence for the drainage and reclamation of the marshland and construction of the original sea wall (pre 1290);
- the location, date and extent of the first settlement on the lower marshland;

- evidence for saltworking and fishing and the town's trading and commercial contacts;
- evidence for the development of the landing stage and associated facilities;
- evidence for an early manor house.

6.3.3 Whitstable in the sixteenth to eighteenth centuries

- evidence for the construction of the Middle Wall;
- the development of settlement along Whitstable Street, Harbour Street and High Street;
- the origins and development of the harbour and associated facilities;
- the economic base of the town including its trading commercial contacts;
- evidence for the copperas industry;
- evidence for fishing and the development of the oyster dredging industry.

6.3.4 19th century and later Whitstable

- the pattern of settlement and the relationship of individual plots to the settlement framework;
- evidence for the development of Whitstable into a commercial centre;
- evidence for the construction of the Island Wall and drainage of the marshland;
- evidence for the construction of the harbour and pier and associated facilities;
- evidence for shipbuilding at Whitstable.

6.3.5 General questions

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

The discovery and study of both structures and artefacts would illuminate these topics. Small-scale archaeological sampling in individual properties in Whitstable could provide answers to specific questions. Consideration should be given, however, to large-scale excavation over a number of adjacent properties, which would provide a wider picture, if desk-top assessment and field evaluation demonstrate the case. The position and importance of Whitstable in the hierarchy of Kent towns can only be solved through excavation, field survey and consultation of historical documentation.

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|-------------------|--------|---|
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7.2 References for SMR and urban features

- | | | |
|-----------------|------|---|
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Figure 1. Map of Whitstable showing contours

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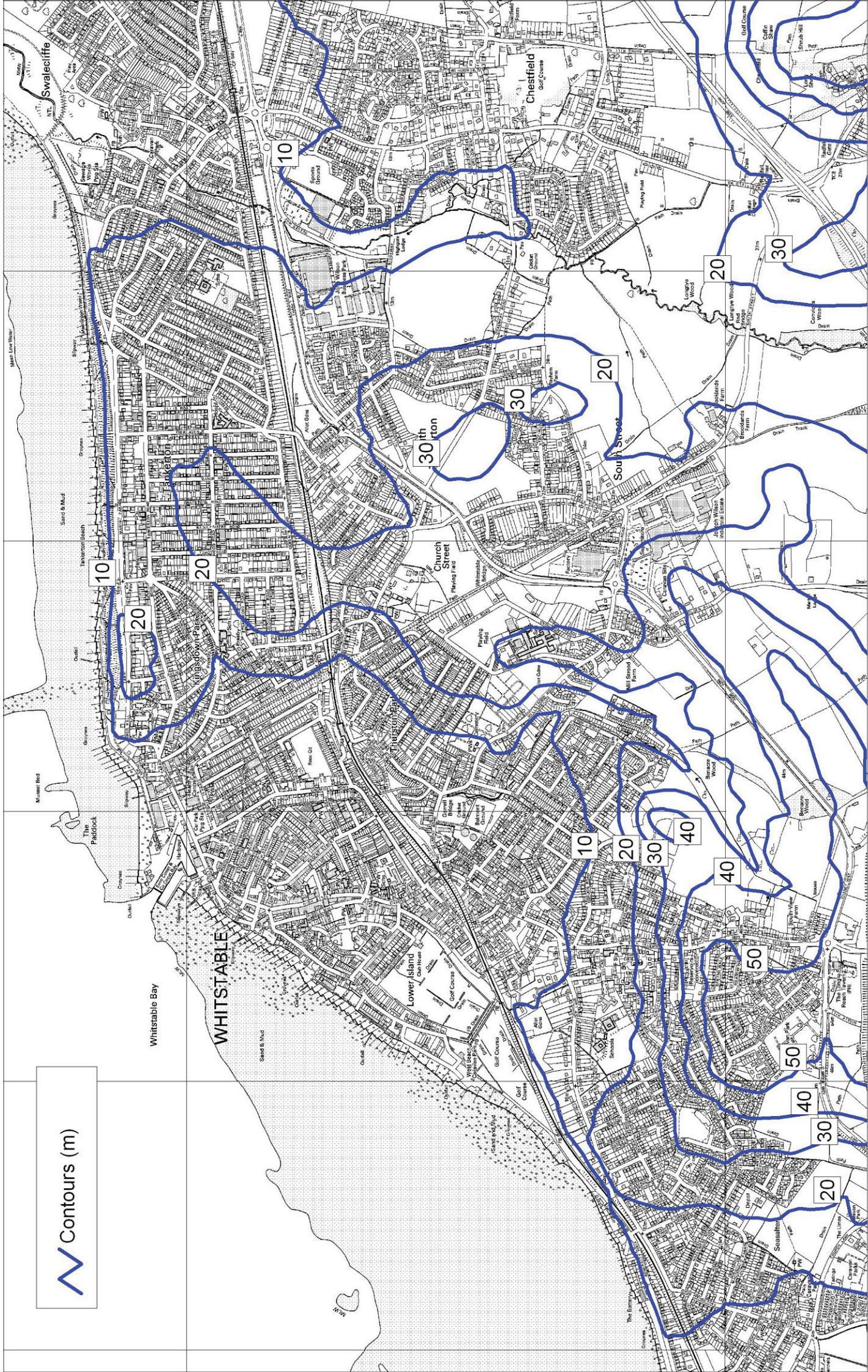




Figure 2 Map of Whitstable showing geology

Scale 1:15000

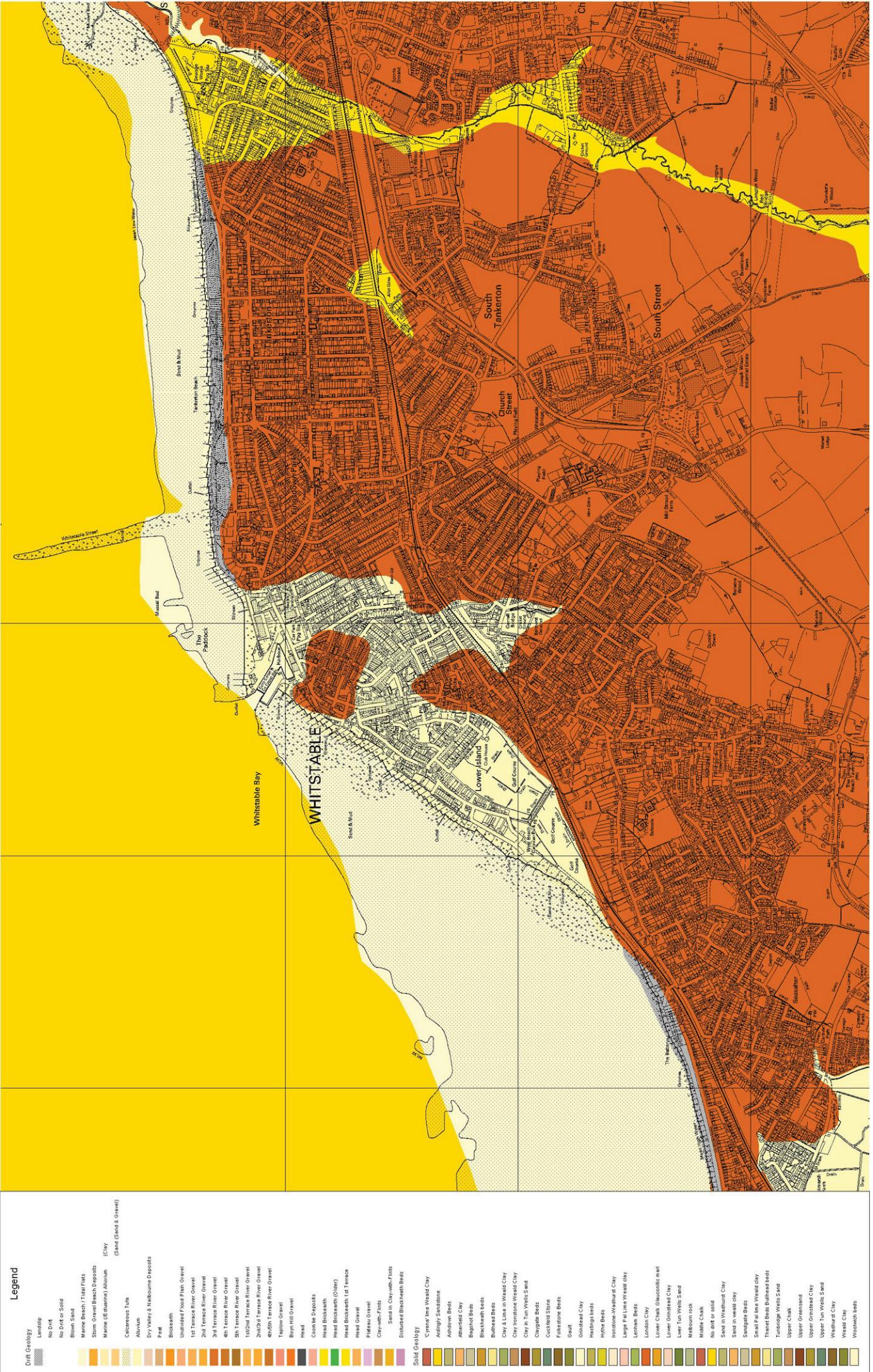
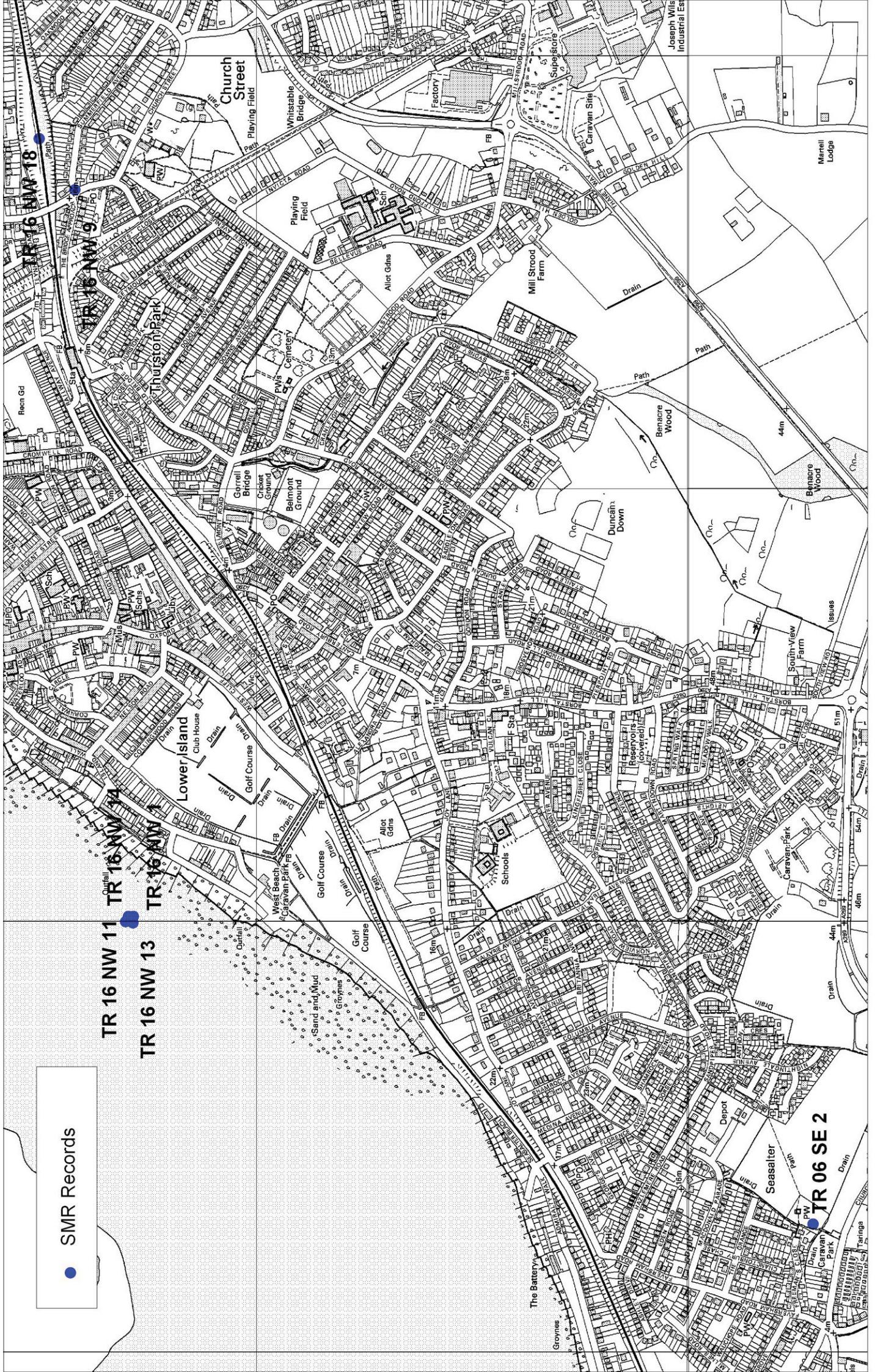




Figure 3. Map of Whitstable showing archaeological remains

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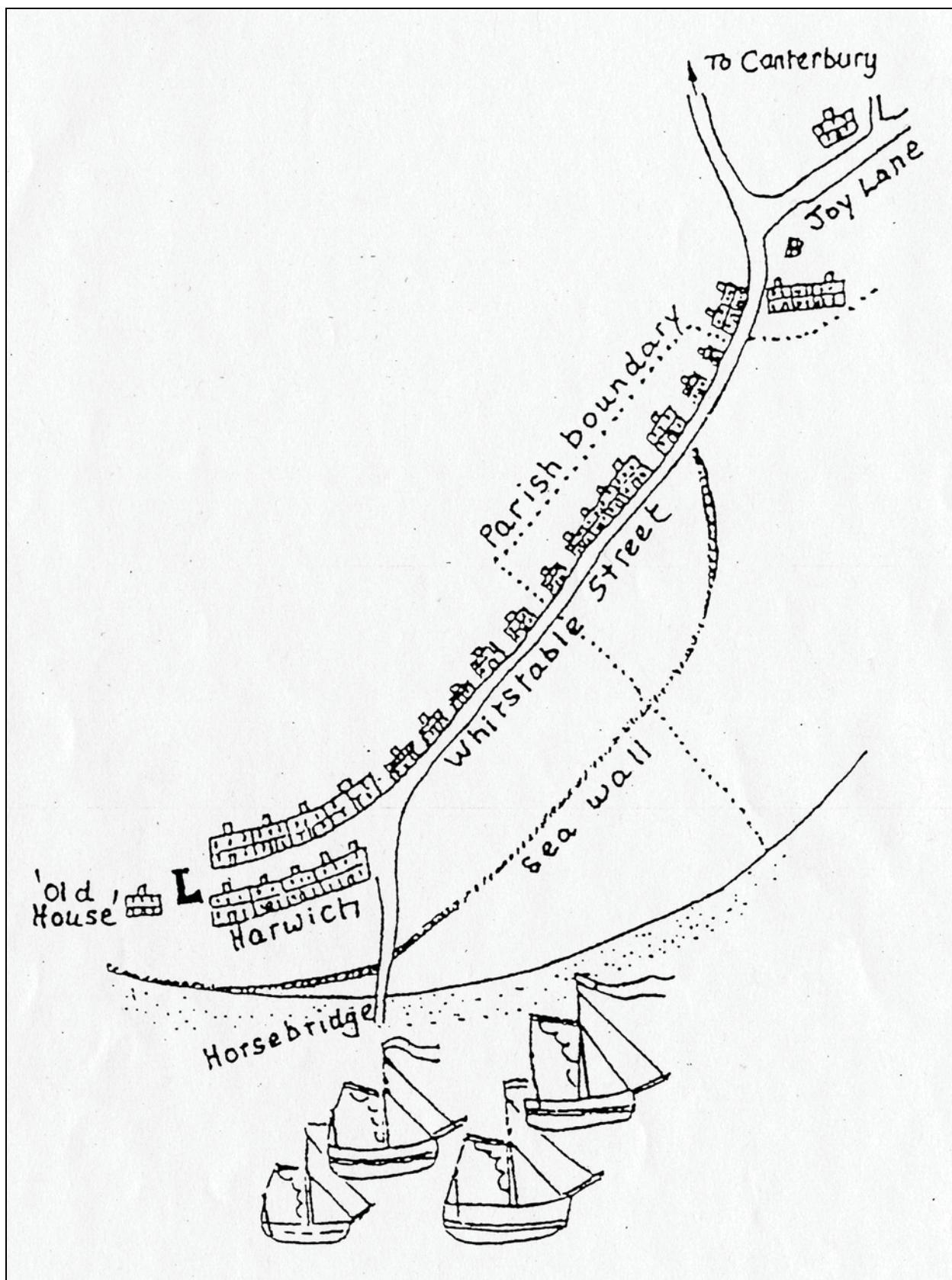


Figure 4. Map of Whitstable, 1725

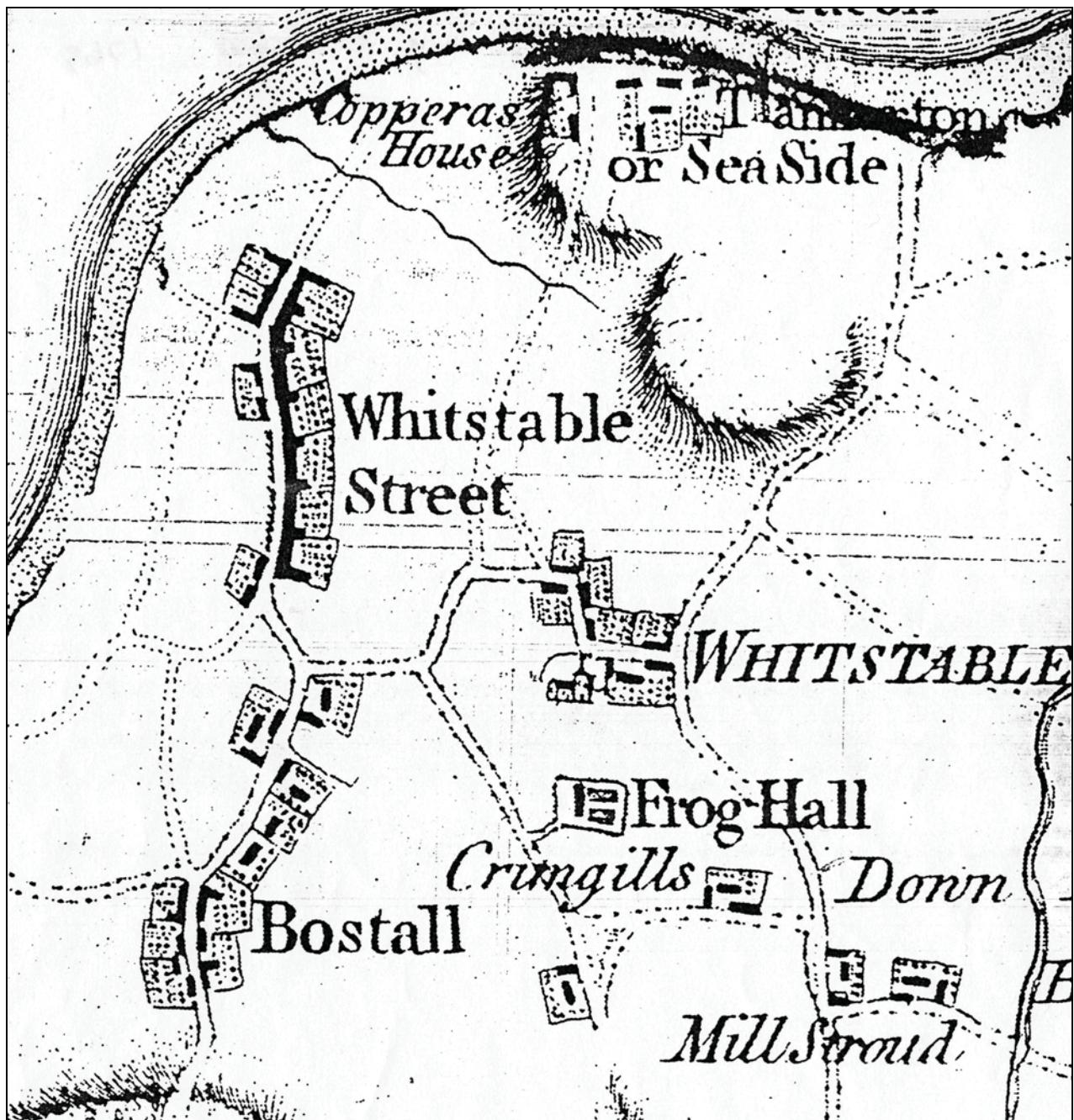


Figure 5. Andrews, Dury and Herbert's map of Whitstable, 1769

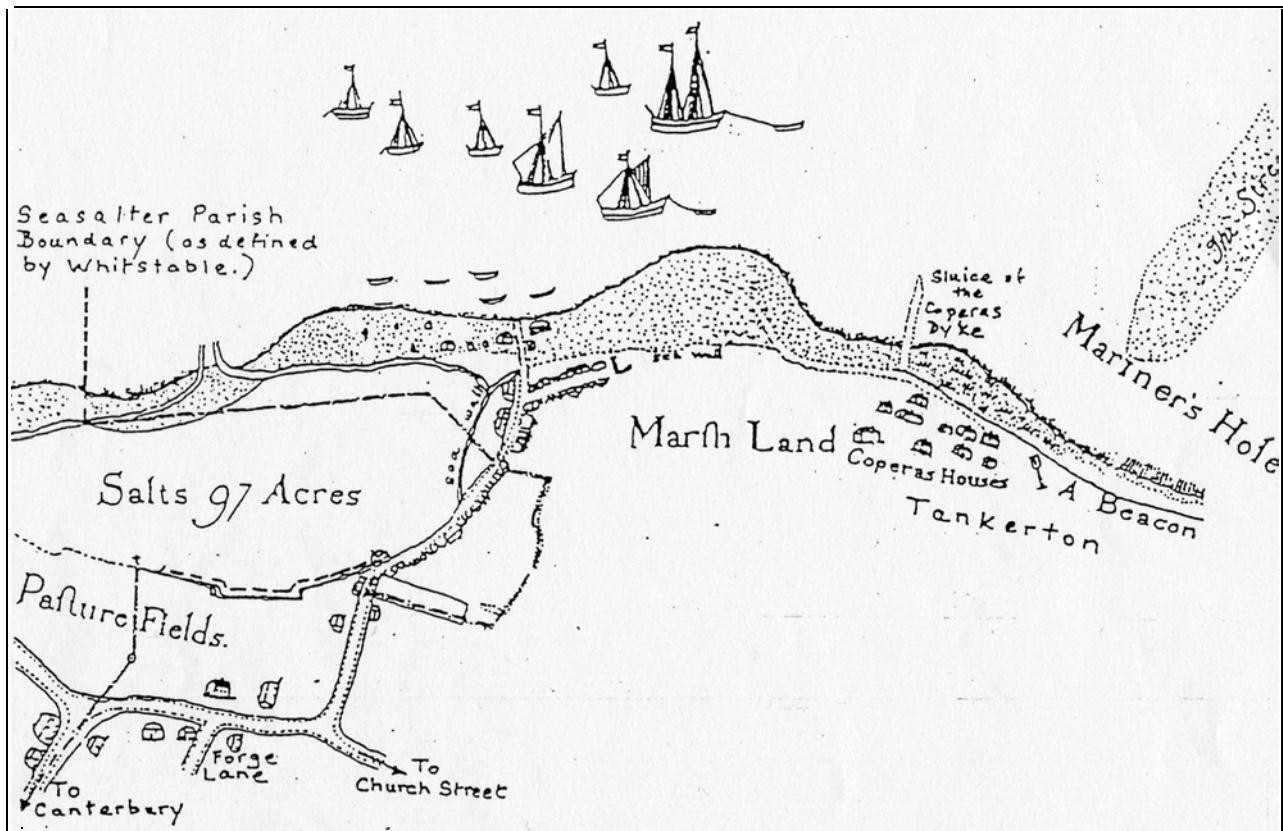


Figure 6. The Oyster Fishery map of Whitstable, 1770

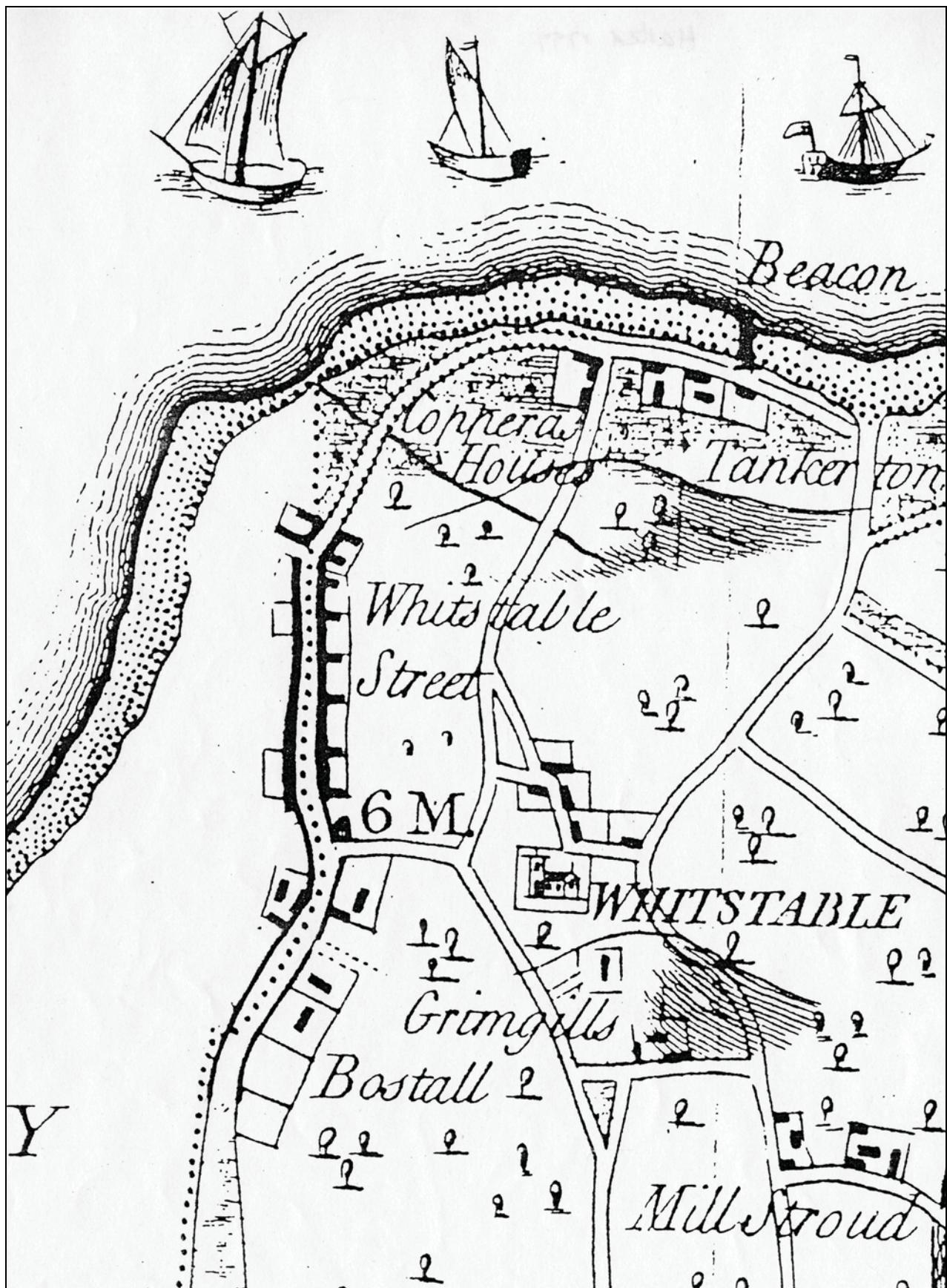


Figure 7. Hasted's map of Whitstable, c.1799



Figure 8. Ordnance Surveyor's field drawing for 1st Edition OS map, c.1800

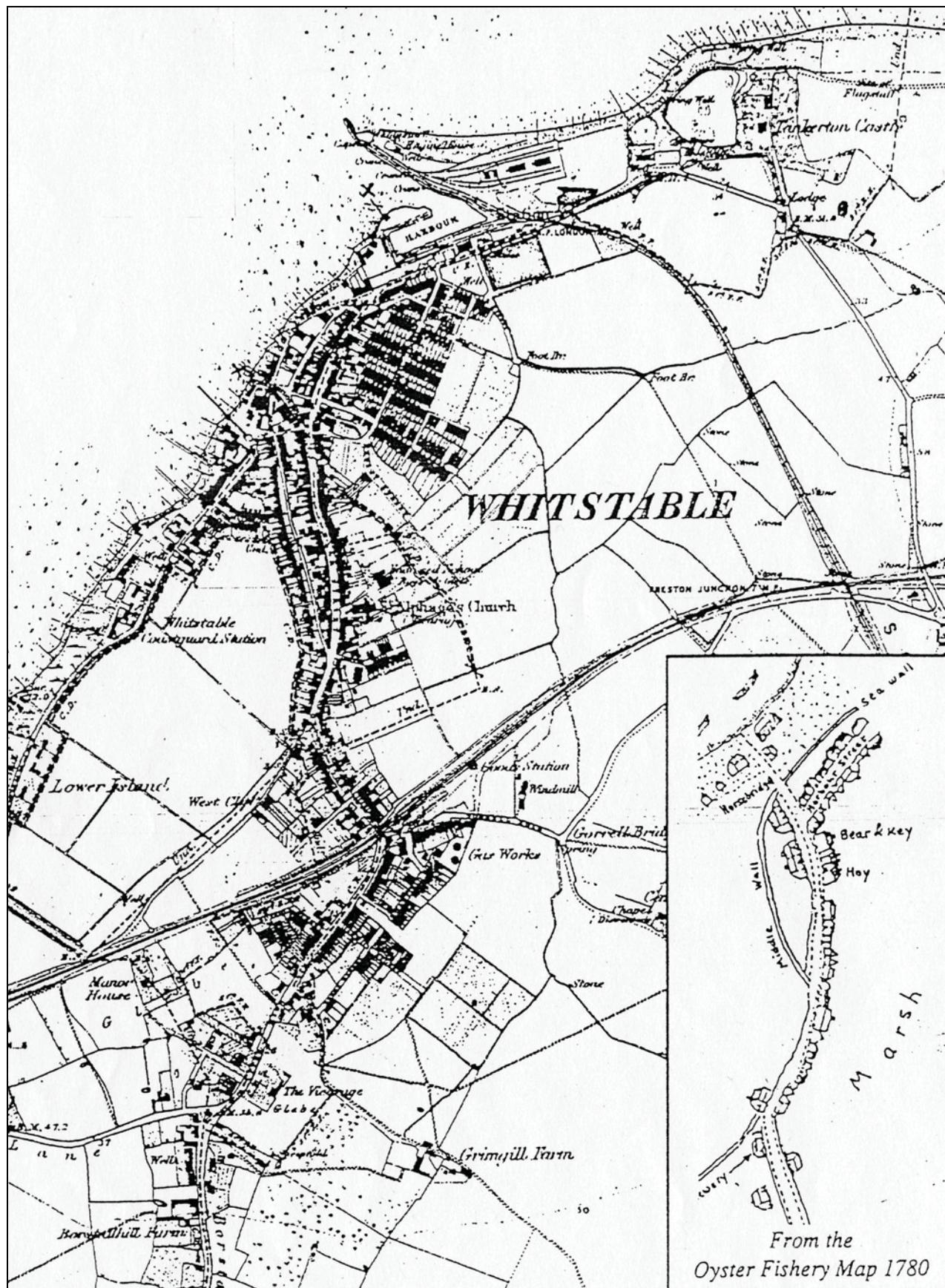
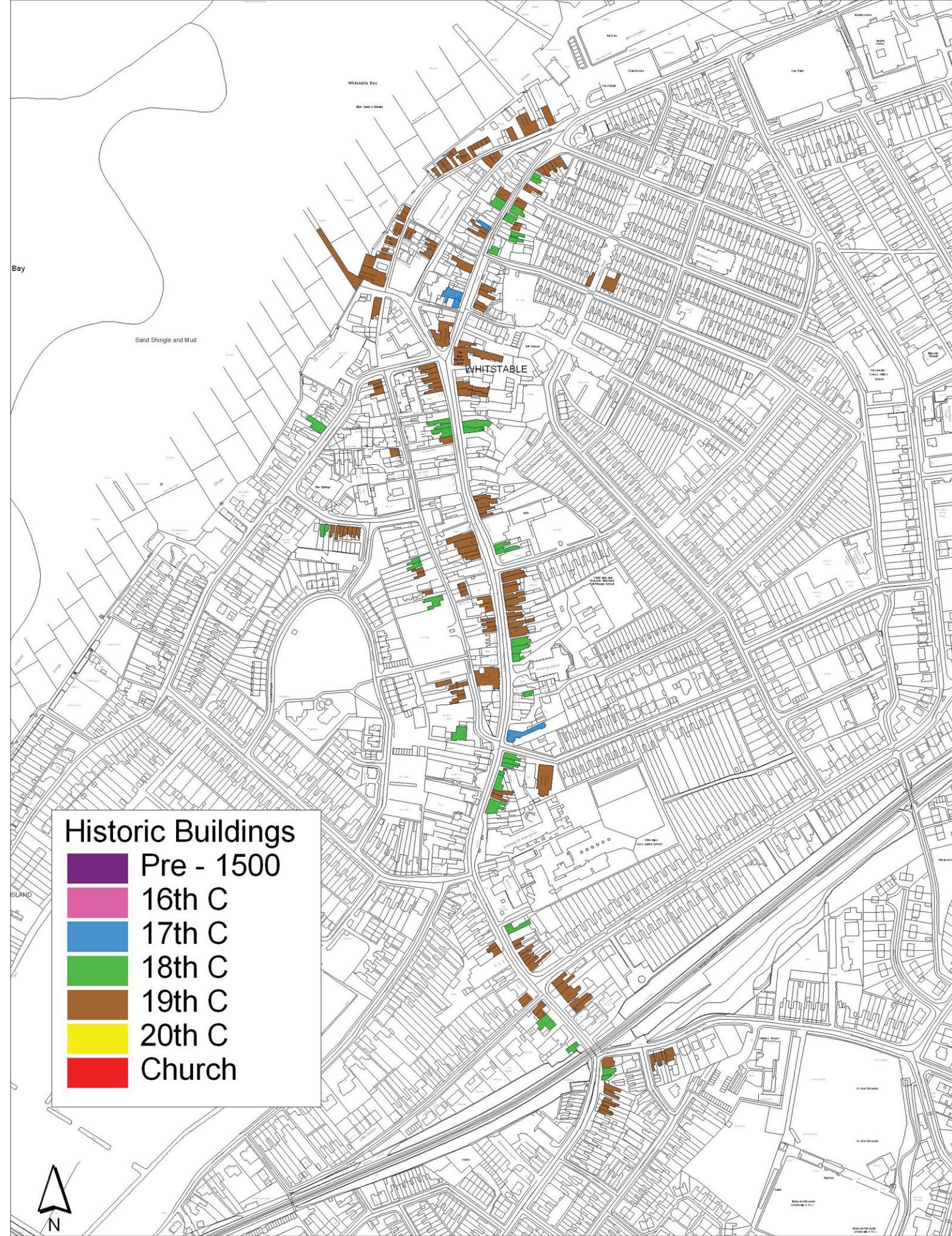
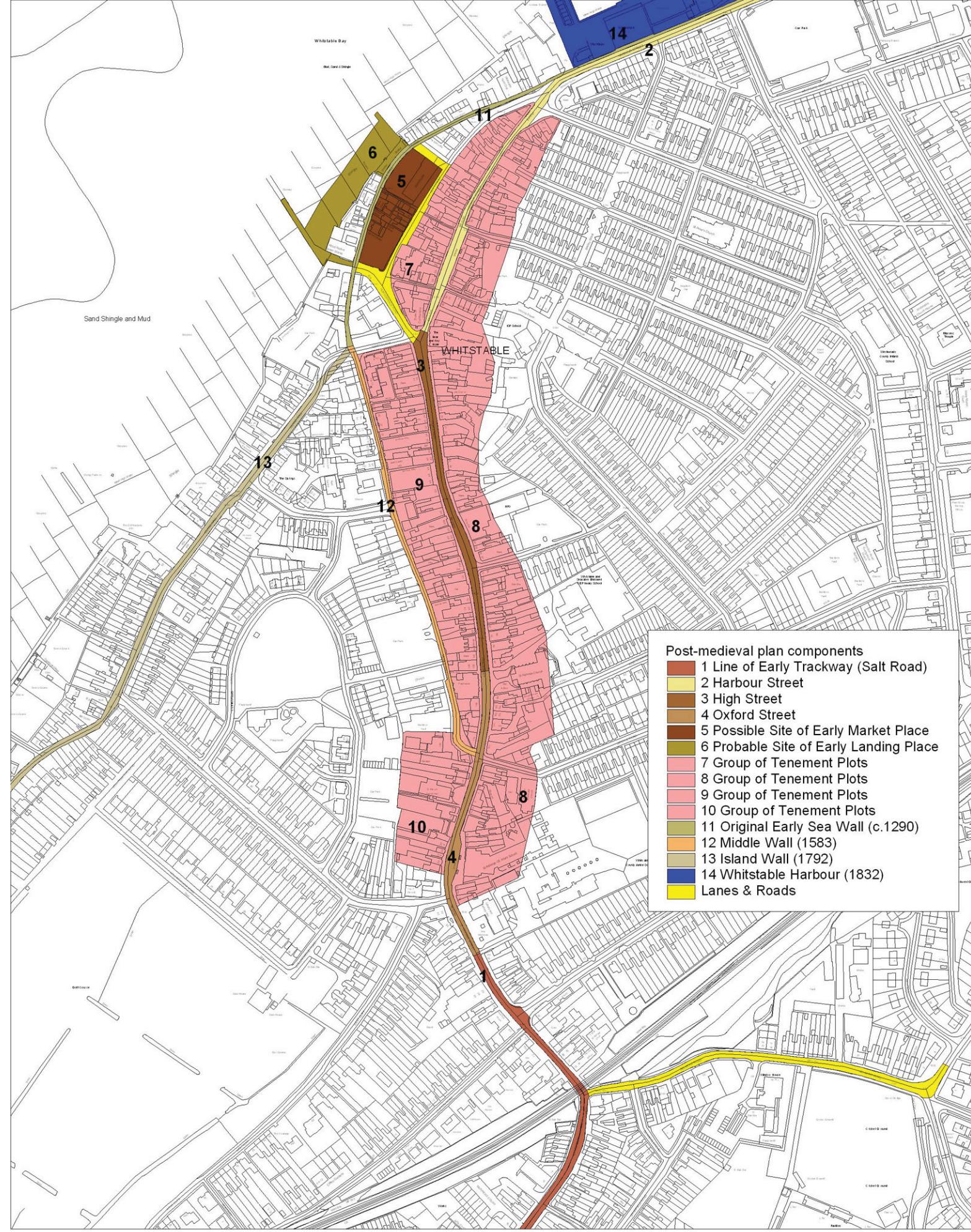


Figure 9. The 1st Edition OS map of Whitstable, 1872



1:4365

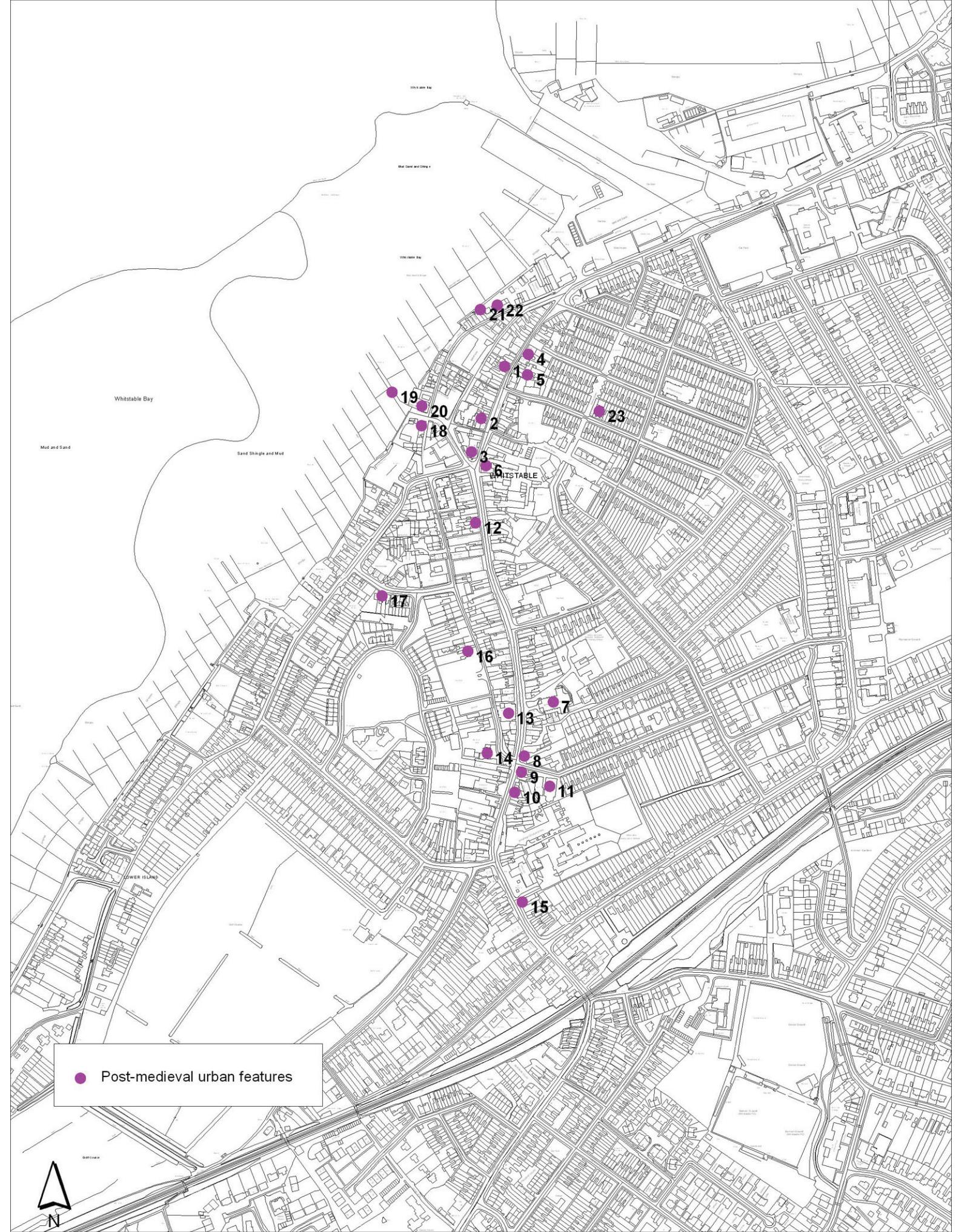
Figure 10. Map of Whitstable showing historic buildings



1:4111

Figure 11 Map of Whitstable showing post-medieval plan components





1:5699

Figure 12. Map of Whitstable showing post-medieval urban features

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

1. Introduction

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

Policy QL8: Archaeological Sites

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

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

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

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

1.2 Precisely defining what is a town is not straightforward; for the purposes of this study, places that can be seen historically to have fulfilled roles as central places socially and economically, and perhaps with a market, have been included. Inevitably the distinction between village and town is not always clear. The Extensive Urban Archaeological Survey includes some medieval towns that are no longer of urban

character and extends to towns which developed in the eighteenth century. Roman towns that now only survive as buried remains in a rural context are not included. The Guidance is concerned with the impact of development on archaeological remains within towns rather than sites in the surrounding countryside. In particular it seeks to raise awareness of areas of archaeological importance within a town, provide more accurate information on the extent of these areas and establish a consistent approach towards dealing with the impact of development proposals across Kent and Medway¹. Canterbury and Dover have not been included in the Extensive Urban Archaeological Survey, as a more detailed Urban Archaeological Database is being developed for Canterbury and one is proposed for Dover.

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

2. SPG Background

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

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

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

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

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.'

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 Whitstable here Figure 13) providing archaeological response zones based on the known importance of archaeological deposits in that town, which again derives from the Extensive Urban Archaeological Survey. The boundaries of these zones are related to the possible extent of archaeological deposits rather than modern boundaries. Key documents in assessing the archaeological potential of Kent's towns are the Ordnance Surveyors' Field Drawings of c. 1800 (held by the British Library). These provide consistent, fairly detailed cartography of the various towns before the population explosion of the 19th century. While they do not map the extent and layout of the towns in the medieval period, they nonetheless provide a useful baseline for assessing the extent and layout of the towns in the Middle Ages. In the case of applications for Listed Building Consent or where the building is historic in character, and where the proposal impacts on the historic fabric, then the Local Planning Authority will need to consider whether or not to consult the County Archaeologist in respect of considerations of archaeology or industrial archaeology. Similarly, developers considering proposals in these areas are encouraged to consult the County Archaeologist at an early stage in the design process. Four types of Urban Archaeological Zone have been identified although they will not necessarily be present in all the towns. The zones indicate:

Zone 1 – Areas of known national importance;

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

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

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

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

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

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

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

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

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

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

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

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

3.8 The archaeological and historic integrity of sites within Zone 2, together with their settings, should be protected and where possible enhanced. Further information will be needed in this respect before informed decisions can be made. Therefore development proposals within Zone 2 that affect the historic fabric of buildings, or other historic structures or earthworks, and/or that disturb the ground, should be accompanied by a detailed report on the character and extent of any archaeological remains likely to be affected. Field evaluation may need to be carried out and the results made available prior to the determination of a planning application.

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

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

3.11 **Zone 4** comprises areas where archaeological remains are known already to have been entirely removed by previous development, or other activity, including

archaeological excavation. This Zone is only defined on the plan where it lies within the study area.

4. Outside the Urban Archaeological Zoned Area

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

5. Updating of the Urban Archaeological Zones

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

6. Glossary of Terms

Scheduled Monument

Under the Ancient Monument and Archaeological Areas Act 1979 the Secretary of State has a duty to compile and maintain a schedule of monuments, such monuments having statutory protection. Monuments on the schedule are by definition of national importance and the appropriateness of addition to the list is assessed against a set of criteria as set out in PPG16 Annex 4.

PPG15

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

PPG16

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

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

Assessment

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

Evaluation

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

Mitigation

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

7. Useful Addresses and Contacts

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

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

8. List of Settlements to which draft SPG3 Applies

Appledore
Ashford
Charing
Chatham
Chilham
Cranbrook
Dartford
Deal
Edenbridge
Elham
Faversham
Folkestone
Fordwich
Gillingham
Goudhurst
Gravesend
Headcorn
Hythe
Ightham

Lenham
Lydd
Maidstone
Marden
Margate
Milton Regis
Minster in Thanet
New Romney
Northfleet
Queenborough
Ramsgate
Rochester
Sandwich
Sevenoaks
Sheerness
Sittingbourne
Smarden
Tenterden
Tonbridge
Tunbridge Wells
West Malling
Westerham
Whitstable
Wingham
Wrotham
Wye
Yalding

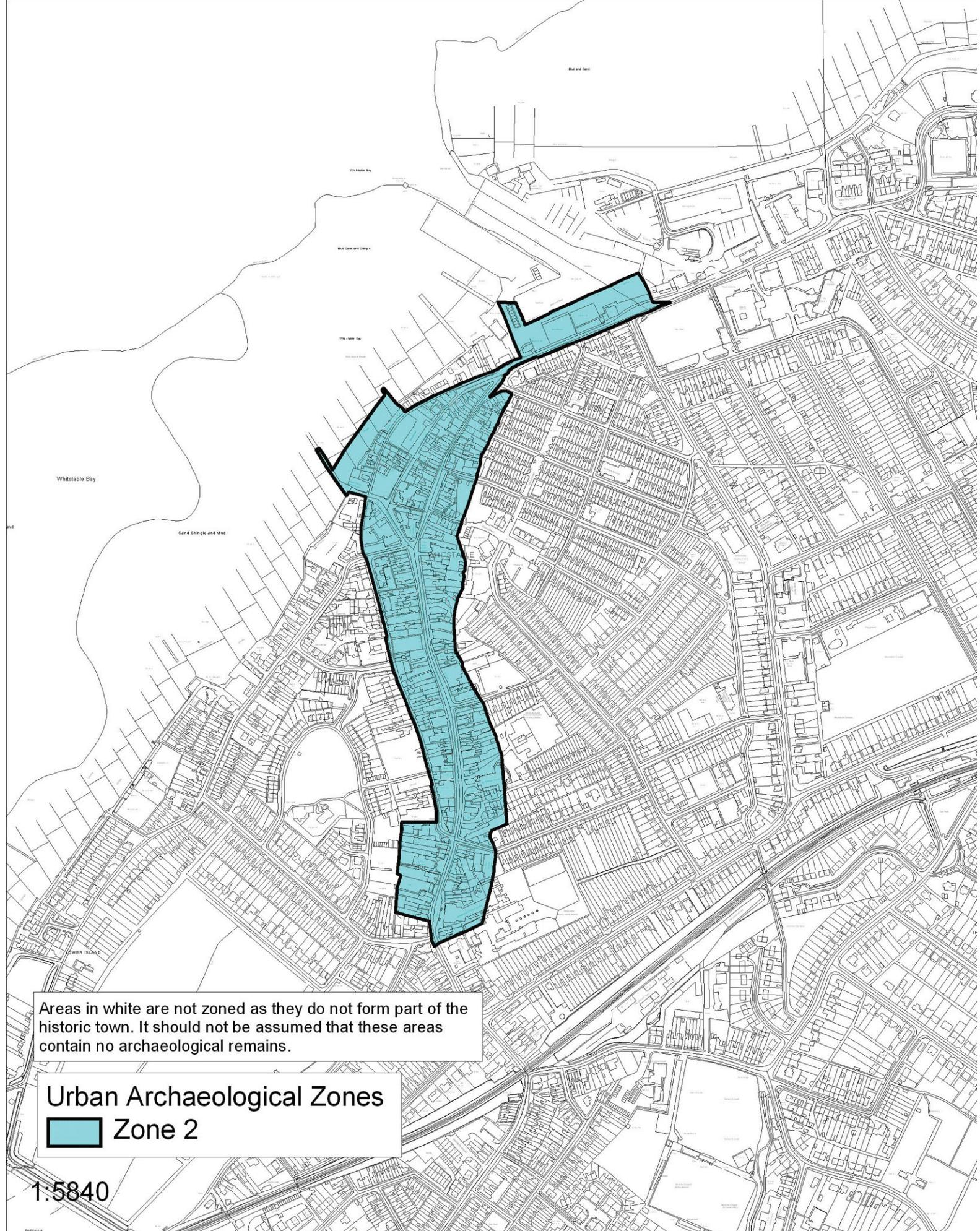


Figure 13. Map of Whitstable showing Urban Archaeological Zones



