

Appendix 1: Theme 8 – Settlement



Theme 8 – Settlement

Summary

8.1 The settlements of Dover District include a number of highlights of considerable national significance. Amongst these are the great Roman ports at Dover and Richborough, the gateway to the province from mainland Europe. The well preserved medieval town of Sandwich and the eighteenth and nineteenth century port town of Deal are amongst the finest examples of their type in the country. Stonar lies buried as an abandoned medieval port, and Dover has maintained its historic role as one of the country's most important ports of entry and the 'Gateway to England'.

8.2 Behind the main port towns there lies a landscape of smaller towns, villages and

hamlets many of which have their historic character preserved through Conservation Areas. The archaeological record contains widespread evidence for ancient and historic settlement across the rural landscape of the District. The District has also seen the emergence of planned settlement such as at Aylesford, Elvington and Mill Hill to serve the emerging East Kent Coalfield in the early twentieth century.

Introduction

The development of the Dover District settlement pattern

8.3 The character of settlement in the District today is not significantly different from that present over much of the last millennium. The District has historically been dominated by one large town, Dover, located on key maritime and land communication routes at the closest point to France. Supporting Dover are a number of secondary settlements, Deal and Sandwich, both located



Cover *Dover Castle Street From Western Heights.* © Explore Kent
 Figure 1 *Engraving of Dover from the Western Heights, c. 1835.* © Dover Museum (d01177)

for their role in maritime trade, Wingham, on the main road from Sandwich to Canterbury, and Aylesham, the single new substantial settlement since the medieval period. Below these key centres are a number of tertiary settlements in the form of large and small villages and a great number of hamlets.

8.4 The main focus of settlement in the District is therefore coastal with a more sparsely populated hinterland.

Prehistoric

8.5 Settlement evidence for the Bronze Age is very sparse in the District. Although numerous ring-ditches exist on the chalk uplands there are few apparent settlements. The best known is at Mill Hill, Deal, and the settlement evidence that has been discovered tends to be located along the low-lying eastern coastal areas of the district. During the Iron Age, however, settlement in East Kent developed rapidly and the coasts of Dover District became one of the most densely settled areas of the county,

particularly in the area of Deal, St Margaret's Bay and Dover. Settlement spread well beyond the coast, though, and there are numerous sites from the uplands of the District's interior. There also remain many visible, but unexcavated, cropmark complexes on the chalk and it is likely that many of these reflect Iron Age settlement. The cropmark complexes seem to have a predominantly north-east—south-west orientation and this is also reflected in many of the tracks, lanes and roadways, field and parish boundaries in the District today. This orientation reflects the dominant topography in this part of Kent with fingers of raised ground extending north-east from the plateau that runs from Dover to Canterbury. It is likely that the Iron Age settlement pattern reflects an emerging 'grain' in the landscape of Dover that is still preserved in the modern pattern of roads and trackways.

Romano-British

8.6 By the time of the Roman invasion of AD 43, Kent was thickly studded with farmsteads, cemeteries and ritual sites as well as a number of hillforts and larger open settlements. Although many of these sites continued into the Roman period largely unaltered, there were significant changes to the settlement pattern of Dover District.

8.7 Most notable was the establishment of major ports of entry at Dover and Richborough and the subsequent development of true urban centres (see Theme 3.1 Roman Gateway). The key point for the settlement pattern in Kent is that the Roman period established Dover as one of the most important ports in England and a key focus of defence-related activity, a role that continued throughout history. At Richborough the settlement continued longer than at other sites. Uncertainty about the Anglo-Saxon use of the area means that it is not clear to what degree the later emergence of Sandwich and Stonar represents true



Figure 2 Cropmarks mapped from aerial photography around Maydensole Farm, Sutton set against the Roman road and the parish boundary

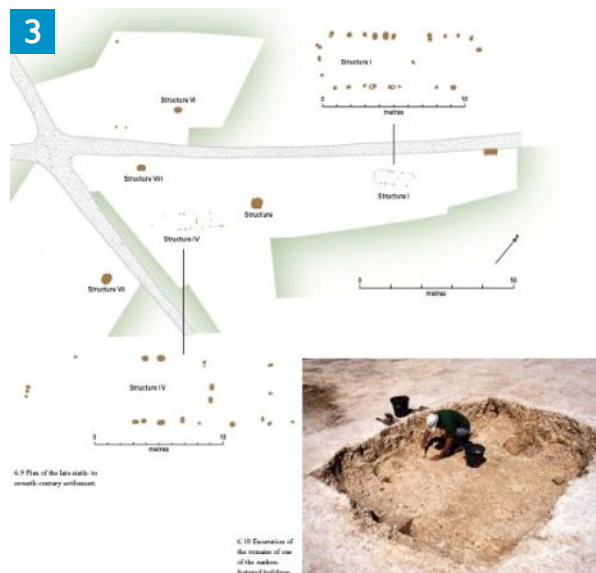
continuity. Nevertheless, it can be surmised that the Richborough / Sandwich area retained a role as a port throughout the Roman, Anglo-Saxon and medieval periods, shaping the communications and settlement patterns in this part of East Kent.

8.8 The second major development that would affect Dover District's settlement for centuries to come was the establishment of a road network, possibly based on earlier routeways. The road from Dover to Canterbury would eventually evolve into the modern A2. This road runs north-west—south-east from Dover and thus works with the grain of the pre-Roman settlement. The other major Roman road ran north-south from Dover to Richborough. As such it ran counter to the pre-existing grain of settlement. Today, only parts of this Roman route are reflected in the modern road system.

8.9 In addition to these two roads, whose routes are fairly clear, there were a number of other roads whose routes have yet to be firmly identified. One road probably ran west from Dover to Lympne, another Roman port and fort. Other roads existed between Canterbury and Richborough.

Anglo-Saxon

8.10 From c. AD 475 Anglo-Saxon settlers arrived in Kent in increasing numbers. Settlement evidence from the period is extremely sparse but from extensive burial evidence it seems that they first arrived via the river valleys of the county, gradually penetrating further inland. No very early Anglo-Saxon settlement evidence has been found from Dover District but early burial evidence is confined to coastal low-lying areas and valleys. It is likely that early settlements were rural and dispersed in character based on small farmsteads rather than villages. It is also unclear the extent to which Romano-British settlement patterns



persisted. There was probably some settlement in Dover in the early Anglo-Saxon period although evidence is lacking. At Richborough, by contrast, the earliest Anglo-Saxon evidence dates to the late Saxon period.

8.11 The Anglo-Saxon settlers gradually replaced the earlier Romano-British pattern of rural estates with their own pattern of estates. The centres of these estates seem to be relatively regularly spaced across Kent and it has been suggested that this was designed to give access to a range of landscape types within each estate. Some of these centres were probably of royal origin, as indicated by the '-ge' ending. Examples in Kent include Lyminge, Sellindge and, in a different form, Sturry. In Dover district Eastry was also a royal estate centre referred to in AD 788. By tradition two princes were murdered in its hall by Egbert. Its location occupies a hilltop dominating the surrounding countryside at a key nodal point by the junction of a Roman road and a prehistoric trackway. In Dover District other estate centres may have been located at Dover and Wingham.

8.12 By the later sixth century the Kingdom of Kent had emerged as the earliest Anglo-Saxon Kingdom, mainly focused in east Kent and later expanding westwards. Settlement

Figure 3 Church Whitfield remains of Anglo-Saxon settlement found during construction of the Whitfield Eastry Bypass

evidence gradually becomes more apparent but archaeological discoveries of Anglo-Saxon materials still concentrate in the east of the District around Eastry/Sandwich and around Deal. There is a concentration around Dover and another around Wingham. Evidence from the interior of the District remains less intensive. At Church Whitfield there were two timber rectangular halls together with four sunken buildings. Finds from the site included fragments of animal bone, oyster shell, fish and bird bones, egg shell and grain. There were also two possible fishhooks and glass beads.

8.13 The middle Anglo-Saxon period also saw greater urban development. Evidence of settlement from the fifth to the seventh centuries was discovered in Queen Street, Dover associated with metalled surfaces, occupation debris and a hut containing burnt daub and loom-weights. In Market Street, close to the west entrance of the third century Saxon Shore Fort, a deep deposit of occupation-rubbish lay over and under a metalled surface. Finds included imported pottery of the sixth to seventh centuries, fragments of glass vessels, decorated bone objects and a gold finger-ring set with a garnet. A trading centre also probably emerged at Sandwich during this period.

8.14 Gradually settlement penetrated further inland and by the late Saxon period most of the village names we are familiar with in Dover had some form of Anglo-Saxon settlement though the extent to which these were villages rather than more dispersed settlements is unknown. More than 30 Dover placenames appear in the Domesday Book of 1086. Today, the place names of many settlements are testament to their Anglo-Saxon origins. There is a wide variety of Saxon place name elements. These include 'ingas' or 'ing' which translates roughly as 'at the place of' (eg, in an altered form, Great Mongeham), 'ham' means 'homestead' (e.g

Wingham, Alkham), 'burh' means 'defended place' (eg Woodnesborough), 'bourne' 'stream' (eg Northbourne), 'wald' an 'outlying forest pasture' (eg Waldershare, Ringwold), and 'dun' which became 'down', was 'wooded upland' (eg Lydden, Kingsdown)

8.15 By the late Saxon period Dover was clearly the most strategically important seaport in south-east England, and the very first page of the Domesday Book starts with a long account of the town. A guildhall and four churches are listed, and it is clear that Dover was already a borough and the head-port of a group of south-east coastal towns doing ship-service for all the late Saxon kings. A mill at the entrance to the harbour (presumably a tidal mill) is mentioned which had been built after 1066 and which damaged shipping that entered the port. It is certain, therefore, that Dover was an important town by the early eleventh century, but exactly when it became a town is uncertain. Perhaps the best evidence available at the moment is the mint starting at Dover before the middle of the tenth century. Dover Castle may have been a late Saxon fortified settlement, or burh. This is evidenced by a number of late Saxon burials that surrounded the church of St Mary in Castro.

Medieval

8.16 At the beginning of the medieval period there were only two substantial settlements in the District – Dover and Sandwich, each with a population of c. 2,000 to 2,500 people. Both settlements had evolved primarily as fishing and trading centres, in Dover's case during the Roman period and then again during the middle Saxon period, and in Sandwich's case during the middle Saxon period. Behind these two main centres a large number of smaller settlements had developed during the late Saxon period and gradually grew in size during the medieval period. It is probable that few of these smaller settlements could be described as 'villages'

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although these were more prevalent in the open field areas of East Kent than elsewhere in the county. The settlement pattern generally was one of dispersed settlements and hamlets, rather than the nucleated villages more typical of the English Midlands. In part this was because of the distinctively Kentish practice of 'gavelkind' where land was divided between a landowner's children on their death rather than being inherited by the oldest as elsewhere in England. This meant that over time even large estates had a natural tendency to fragment and thus the development of nucleated villages was slow, the dominant pattern being isolated farmsteads located within the landholdings of individual farmers. By 1377 only Dover, Sandwich, Eastry, Woodnesborough, Northbourne and Alkham may have had more than 300 residents in the District.

8.17 It has been estimated that the population of Kent in 1086 was no more than c. 75,000 people. By 1334 this had reached c. 125,000 falling to c. 90,000 after the Black Death and not approaching the 100,000 mark

until c. 1500. By 1603 it may have reached 130,000, by 1662 perhaps 140,000, by 1700 perhaps 150,000, by 1800 309,000, finally reaching the 1 million mark in c. 1900. From these figures it can be seen that population change within Dover District would have been gradual during the period 1066 to 1540 and it is likely that the settlement pattern across the District developed in a similarly slow fashion.

8.18 Nevertheless, change did occur. By 1600 perhaps one third of the Kent population lived in towns, one of the highest rates of urbanisation in the country, reflecting the growing influence and role of these market centres. Before 1200 the only markets in the District were at Dover and Sandwich. By 1350 Stonar, Wingham, Mongeham, Ringwould and Whitfield also had market rights, spurred by population growth and ambitious local landowners who wanted the economic benefits that markets could bring. The period also saw the growth of Deal from a small inland settlement in the medieval period to a rapidly growing coastal town in the sixteenth

Figure 4 Medieval buildings on Strand Street, Sandwich. © Explore Kent

and particularly seventeenth centuries.

Post Medieval and industrial

8.19 As elsewhere in Kent, it was the post medieval and industrial periods that saw the most rapid expansion of settlement in the District. The major towns and villages grew in both size and population as improved food production and reduced mortality produced a population boom. New industries and services were developed that had additional requirements for land, resources, a workforce and communications. The development of new military technologies also meant that much more substantial fortifications were constructed that also helped to shape the patterns of settlement in the District. The settlement pattern of Dover District therefore changed more during this period than at any other time.

Coal

8.20 Coal was first discovered in Kent in the late nineteenth century. Over the next few decades many collieries were established, generally unsuccessfully. In Dover, only Betteshanger, Snowdown and Tilmanstone were successful.

8.21 Two main areas of new settlement were established to serve Betteshanger colliery. Close to the mine itself a small estate was constructed around a circular road. This was designed for deputies only. The estate, dating from the 1920s, survives largely unchanged today. The bulk of the workforce was housed some distance away at Mill Hill, Deal, where land was acquired in 1929 and a new estate built.

8.22 Snowdown colliery, first opened in 1907 and re-launched in the 1920s, had the greatest effect on settlement in the District. In order to house the miners an entirely new settlement was laid out at Aylesham. A 650 acre site was purchased and housing built for 650 families. The settlement was developed

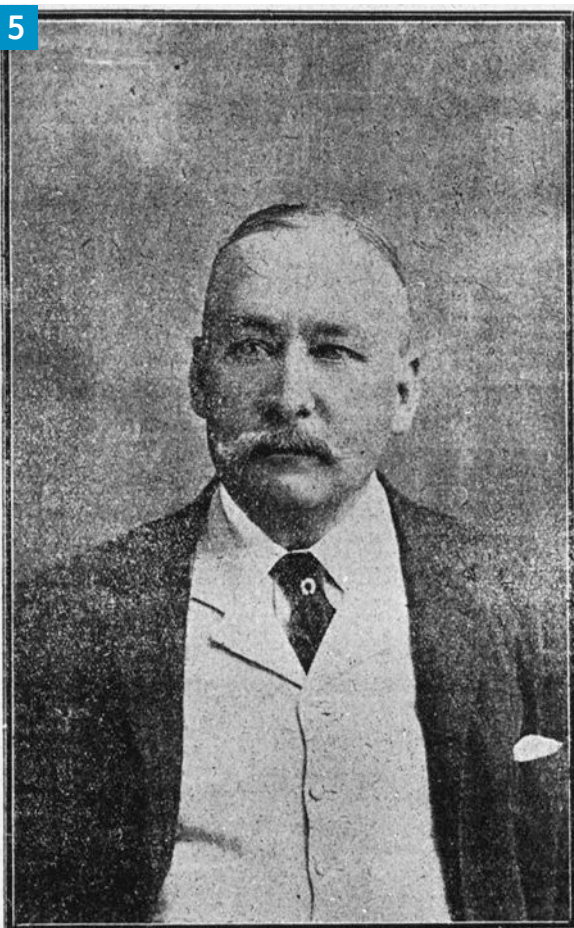


Photo: ARTHUR BURR, ESQ. [Whorwell Dover]

according to a single masterplan designed by Sir Patrick Abercrombie. Although parts of the plan were never implemented, the majority of the design was constructed, including a series of roads framed by Cornwallis Avenue, Milner Crescent and Hyde Place that were shaped to resemble a mine pit head. Despite a substantial extension of Aylesham to the south-west the bulk of the original design remains intact as an important example of early twentieth century industrial town planning.

8.23 Tilmanstone colliery was established from 1906 by Arthur Burr. To house its workforce Burr built a series of small estates at Elvington, Woolage, Stonehall and Snowdown. Later the Tilmanstone Miners Dwellings Syndicate was formed to build a colliery village of 230 houses at Elvington. Despite a small extension to the north the Elvington estate remains essentially intact. The

Figure 5 Arthur Burr pioneered the establishment of the East Kent Coalfield. © Dover Museum (d07301)

smaller settlements at Woolage and Stonehall also survive.

8.24 Many of the settlements listed contain not only housing but also buildings related to the administration of the coalfields and social and leisure activities paid for in part by levies on the miners wages. These are integral to the character of the settlements and help to tell the story of the mining industry in Kent and the lives of the miners.

Defence

8.25 Kent has always been a centre of defence related activity and the settlement patterns in Dover District have often been affected by the changing military situation. Although to some extent medieval settlement would have been affected by the construction of timber and then stone castles, it was in the Tudor period that military construction began to affect the location and layout of settlement in Kent to a significant degree. The building of the Henrician forts at Sandown, Deal and Walmer made the east coast of Kent a focus for military activity and a protected area for settlement and trade. The most significant consequence of this was the growth of Deal from a fishing village of c. 200 people in 1620 to a substantial town of more than 3,000 two centuries later overtaking Sandwich as Dover's second town.

8.26 The increasing scale of the Dover defences also led to the establishment of new settlement areas for personnel and their families. To the east of Dover Connaught Barracks was constructed in 1912/13 on the site of older hutments. During the 1960s the barracks was rebuilt but was largely vacated in 2006. It is intended to redevelop the site for housing thus severing the military connection but even when this takes place it should be remembered that the presence of housing at this place derives from its earlier military usage. The presence of Fort Burgoyne

and Connaught Barracks has also affected settlement in that it has constrained the expansion of Dover to the north-east (just as Dover Castle has prevented growth to the east).

8.27 To the west of Dover the presence of the Western Heights has similarly shaped the westward development of the town. Blocking expansion of Dover along the coast the town has flowed around the heights along the Folkestone road such that the fortress complex is now almost entirely surrounded by modern development, only remaining linked to the countryside north of Aycliffee and along the valley at Farthingloe.

Communications

8.28 The main axes of communications in Dover District have remained largely unchanged since the Roman period. Three main routes exist, one from Canterbury to Dover (originally Roman Watling Street, later turnpiked in the eighteenth century and now the A256/A2); one from Sandwich/Richborough to Dover (originally a Roman road and then turnpiked on a slightly different alignment in the early eighteenth century) and one from Sandwich/Richborough to Canterbury which was served by at least one Roman road and then smaller roads before being turnpiked in the early eighteenth century). Between the Roman and Medieval periods the majority of settlements lay alongside (or close to) this triangle of roads.

8.29 The turnpike movement of the eighteenth century saw these core communications routes improved and, presumably building on routeways that had already been established, improved communication with other places. Deal was linked to both Sandwich and Dover and the road from Dover to Lympne was improved. These improvements provided a spur to development along these routes.



8.30 During the post medieval and industrial periods new communications routes were needed to service new industries and settlements. Railways appeared in the District from the mid-nineteenth century and these routes, primarily passenger services, were complemented by a number of specialised industrial services. The East Kent Light Railway was constructed between 1911 and 1917 to serve a number of East Kent coal mines, carrying both materials and passengers. Two main branches were built that converged on Richborough, one from Wingham and one from Shepherdswell. Although most of the railway closed in the 1940s (before begin re-launched in the 1980s) it played a role in supporting the growth of the mining industry and mine-related settlements listed above.

Description of the Heritage Assets

8.31 This section concerns the heritage assets associated with the prehistoric and historic settlement of Dover District. It is not intended, however, to identify every aspect of settlement that could be regarded as a heritage asset. There are far too many hamlets, farmsteads and villages to make that practical. In particular there are numerous historic villages that would each benefit from a proper assessment. These will not be considered in this strategic assessment but it is to be hoped that Conservation Area Appraisals and Neighbourhood Plans can include detailed assessments of historic

development and character to inform future activities and decision-making (indeed a number of historic villages are considered in Appendix 1, Theme 13 Conservation Areas and Appendix 2, Conservation Area Overviews). Rather it is intended to identify the major settlements in the District and characterise their spatial growth – the main lines of development that have contributed to their current form. For a more detailed discussion of the settlements considered, or the industrial or military themes mentioned, please see the relevant thematic paper (see Appendix 1).

Richborough

8.32 This section should be read in conjunction with Appendix 1, Theme 3.1 Roman Gateway paper which discusses the site in more detail.

8.33 The important Roman port of entry at Richborough lies on an elevated island of land that was once surrounded by the waters and marginal marshlands of the former Wantsum Channel. The majority of the known Roman remains are afforded protection as a Scheduled Monument which covers an area of over 41 hectares.

8.34 Richborough was the subject of major excavations in the 1920s and these excavations have provided a good understanding of the core of the site. Less is known of the areas surrounding the Shore Fort, though in the last decade a programme of geophysical survey, study of aerial photographs and limited excavation and geo-archaeological investigation has greatly added to our understanding of the wider site.

8.35 The main visitor site includes several of the principle known monuments at Richborough. The remains of the **first century supply base** were found during the 1920s excavations and probably extended outside the area that was investigated. These

remains included a series of storage buildings arranged alongside the principle road out of Richborough towards Canterbury and London. The foundations of one of the buildings are on display within the Richborough site. Likewise the remains of the possible *mansio*, were also excavated and the foundations are still visible on the site. The remains of a platform upon which Domitian's great celebratory **quadrifons arch** stood was found at the core of the site. The arch, clad in Italian Carrara marble stood to around 25 metres high and overlooked the sea approach to the port. The arch spanned the eastern end of the principle road out of the port to Canterbury and London and acted as a symbolic gateway to the Roman province.

8.36 The **fortification of the arch** in the early third century is illustrated by the excavated ditches that surrounded it and these are still on display within the English Heritage site. The most conspicuous remains at Richborough are the massive flint walls of the **Saxon Shore Fort**. These survive on the three sides of the fort but the eastern side collapsed in antiquity and rolled down slope to lie on the shoreline of the Wantsum where they can be seen today.

8.37 Away from the fortifications can be found the earthwork remains of the substantial **amphitheatre**. This lay in the south west of the port town and geophysical survey has shown that an area of the *vicus* was cleared to allow its construction.

8.38 The geophysical survey and aerial photograph transcription carried out by English Heritage in 2001 provided astonishing results. The surveys showed that beneath the arable fields lie the streets and buildings of an **extensive town** surrounding the Saxon Shore Fort. Behind the street frontages could also be seen a complex pattern of enclosures, some of which are likely to relate to field systems on Richborough island that predate the arrival of the Romans. Within the

settlement previous excavations have demonstrated the presence of at least two **Romano-Celtic temples**, cemeteries, ovens and stone built buildings.

Dover

8.39 This section should be read in conjunction with Theme 2.3 Dover Harbour which considers the development of the port and harbour facilities.

8.40 The original Roman settlement at Dover lay mostly on the west side of the Dour, terraced into the river valley. The earliest evidence dates from the later first century AD, but it is probable that it was not until the second century that the main components of the settlement were established. The largest components were two successive **forts**. The first was almost certainly built for the *Classis Britannica* (the Roman fleet) in the first half of the second century. It was roughly bounded by Albany Place and Durham Hill to the south and north and by Gorely House and the Dover Discovery Centre to the west and east. A settlement that included a **bathhouse** and mansion spread northwards from the fort as far as St Mary's Church and altogether the settlement may have covered some five hectares. A timber wall may have crossed part of the estuary mouth providing shelter within the harbour and sections of the water's edge may have been found at Stembrook and on the Zion Chapel site. **Two lighthouses** were erected to the east and west of the town. The eastern one survives within what is now Dover Castle. The western one, on the Western Heights, does not survive although the location is known.

8.41 During the third century the fort was abandoned and a new larger one, the **Saxon Shore Fort**, was constructed slightly to the north east (though parts overlapped the earlier fort). Parts of the **extra-mural settlement** were demolished to enable this

and it is not clear how much extra-mural settlement existed in later Roman Dover.

8.42 By the late fifth century at least part of the fort had been abandoned. Nevertheless most of the evidence from the early Saxon period has come from within the fort which remained the main focus of activity in Dover. A **timber church** and burials, a hall, huts, hearths, pits and wells have all been found within the fort dating to the early and middle Saxon periods.

8.43 The original **harbour** in Dover lay in the mouth of the river Dour. By the Domesday Book (1086) it was accompanied by a **tidal mill** (one of the earliest in Britain) which was notorious for damaging shipping. As the centuries passed the mouth of the Dour moved to the south west due to the deposition of shingle and it is possible that the later medieval port lay in the vicinity of Snargate Street. By 1500 the harbour was definitely in the area now occupied by Granville Dock. This movement of the harbour would have kept the front at Dover in a state of considerable flux with repeated re-cutting of new channels from the Dour and construction and abandonment of harbour facilities.

8.44 The main heart of the town remained where it had always been, however, being based largely on the Roman core and indeed using much of the Roman stonework, especially following the burning that accompanied Dover's capture by William I. Settlement gradually spread beyond the old Roman Saxon Shore Fort. A number of chalk-block buildings now fronted Queen Street and there were in addition timber buildings, cellars, hearths, roads, wells, shafts and rubbish pits. Settlement spread across the Dour and it is possible that during the medieval period the suburb of St James was incorporated in the main body of the town. Further development spread north towards the Maison Dieu and west along the coast.

Dover was at this time surrounded by a **wall with gates** although much of the exact route is unknown. The Dour itself may have served as the eastern boundary. The town included a number of **churches**, of which St Mary's and St James (the latter in ruins) still stand.

8.45 A number of key structures stood outside the town, however. **St Martin's Priory**, containing the church of St Martin, was built to the north-west of the town in the twelfth century. The massive **Dover Castle** was constructed on the hill east of the town. Standing on Iron Age, Roman, Anglo-Saxon and eleventh century remains, the castle that can be seen today dates from the twelfth century and later. The same century saw the construction of the **Maison Dieu**, originally a hospital for pilgrims from the continent travelling to Canterbury.

8.46 A late sixteenth century map of Dover suggests that by that time the settlement had just reached the Maison Dieu to the north west although there was still open countryside (or cultivated land) between this and St Martin's Priory. Two set of tenements ran alongside Biggin Street down to the Market Place. Further buildings ran down to Townwall Street and then west along a single road, probably Snargate Street. East of the Dour settlement spread along Townwall Street and south of St James church. North of this area the land was still open.

8.47 Two hundred years later there had been surprisingly little change. The Andrews, Dury and Herbert map of 1769 suggests that the essential pattern of Dover town was the same as in the late sixteenth century with the only significant change being a little more development to the east of the Market Square. Indeed the most significant developments during the period seems to have been the expansion of both Buckland and Charlton as separate villages and a greater density of buildings towards the southern end of Snargate Street in the

vicinity of the harbour.

8.48 Dover saw very rapid growth over the next hundred years. By the first edition of the Ordnance Survey map (1860s) there was virtually continuous settlement from the shore to Buckland. There were still large relatively open areas within the town, particularly along the Dour as at Pencester Gardens, beneath the modern telephone exchange, at Brook House (now Maison Dieu gardens) and beneath the bowling green. There were also various open builders yards and saw mills. However, along Maison Dieu Road as far as Charlton Bridge, and along the High Street as far as Bridge Street, and along side roads linking these two main roads, settlement was now dense. Beyond the High Street it spread along the Dover Road beyond Cherry Tree Avenue. There was at that time a short gap of less than 200 m. before the settlement spreading south from Buckland was encountered. In the west of the town housing now spread more than 1 km. along the Folkestone Road and Tower Hamlets was becoming established to the

north west of the newly opened Dover Priory railway station. To the east of the town plots had been laid out, and partially filled, behind St James' Church as the town lapped around Castle Hill. Along the water front, Marine Parade, Waterloo Crescent and Liverpool Street were now established as areas of housing projecting in front of the Pent, the Harbour and the Basin which were the main working areas along the front. The general settlement extent to the south of the town had changed relatively little since the eighteenth century, however, as space was constrained by the water front, Archcliffe Fort and the Western Heights.

8.49 By the second edition Ordnance Survey map (1897 – 1900) little had changed in the heart of the town as most space was by now occupied. The open spaces visible in the first edition map were still open although some encroachment is noticeable. To the north, the settlement towards Buckland was consolidated. The last open space between Buckland and Dover was closed and new roads behind the London Road were



Figure 7 Dover Seafront and Waterloo Crescent

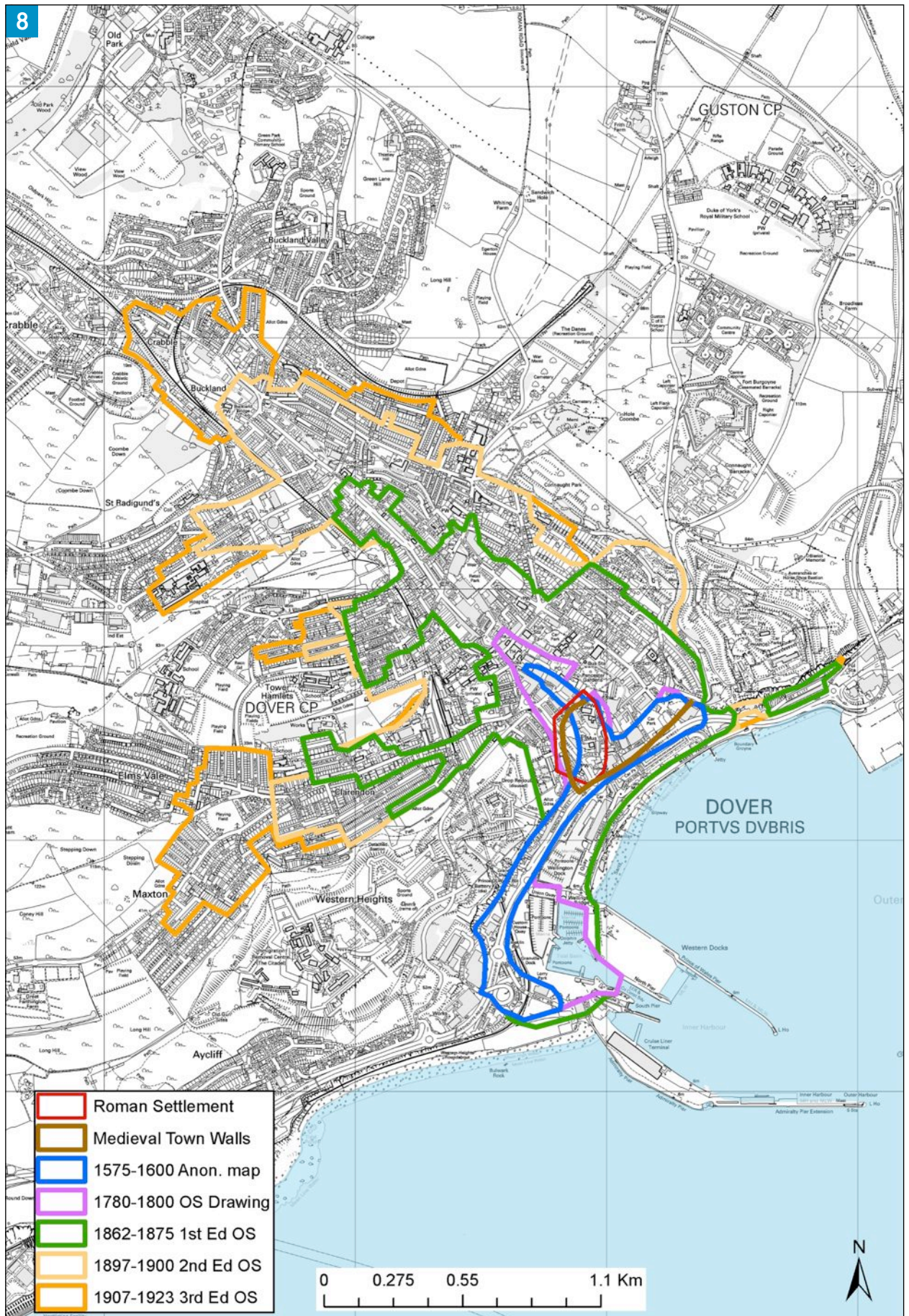


Figure 8 Map showing the expansion of Dover up to c.1923

constructed for housing. A new avenue for development was opened along Barton Road and streets laid out behind with additional housing. To the west new housing spread along St Radigund's Road and Union road (now Coombe Bank Road) in the direction of the workhouse and alongside the new gasworks. Tower Hamlets continued to grow and there was extensive new settlement between Folkestone Road and the Western Heights.

8.50 During the twentieth century Dover continued to grow quickly. All the peripheral areas of the town grew with particular growth being noted in Barton Ward between the railway and Barton Road, St Mary's Ward along the Folkestone Road and in Tower Hamlets. The greatest area of new development, however, was at Whitfield which developed from the small hamlet of West Whitfield in the early twentieth century to a major settlement today. With the exception of the Whitfield growth, the main axes of Dover's development have remained the same as in the mid-nineteenth century, and arguably the same as since the medieval period. The roads out of Dover to the north have naturally been the main growth areas although even along the London Road there are still large areas of open countryside along one side of the road or the other (though rarely both). River and Temple Ewell have now been reached by the development though the open ground north of St Radigund's, Old Park and Kearnsey still echoes the original open countryside along the London Road. Large areas of housing have been constructed behind River/Crabble and in Buckland Valley but otherwise the ribbon character of the development is still evident. To the east of Dover relatively little has changed over the last few centuries. The defence sites of Dover Castle and Fort Burgoyne still constrict development although harbour infrastructure has now spread far to the east of the castle. To the

west of Dover the old expansion routes remain dominant – St Radigund's, Tower Hamlets, along the Folkestone Road (now reaching as far as Maxton) and along the base of the Western Heights at Aycliffe.

8.51 Dover thus stands as a unique heritage asset in Kent – a town which has been a major commercial port for many centuries surrounded by a complex military landscape containing heritage assets of all periods. This combination of the maritime and military has both driven and constrained settlement in the town providing an impetus for growth but also steering development along routes that avoid the military assets of the Western Heights and Dover Castle and Fort Burgoyne. This has given the town its characteristic shape, following the valley of the Dour and the valleys between the ridges that run parallel with the sea.

Sandwich & Stonar

8.52 This section should be read in conjunction with Theme 2.3 Sandwich and Stonar.

8.53 The earliest documentary reference to Sandwich is in AD 666 but there is no physical evidence of where it was. The name of the town may derive from 'village/trading centre on the sand', which could mean the sandbanks that were a feature of the mouth of the Wantsum Channel. A site to either east or west of the present town may be a possible location for the original settlement.

8.54 By 1086 Sandwich was a substantial town for it is described as a borough with roughly 400 dwellings, a fishing fleet large enough to provide 40,000 herrings annually to its overlords the monks of Christ Church and a requirement to provide ship-service equal to that of Dover. It also had a mint. By this time Stonar, located across the river to the north east, had also developed into an influential port. Sandwich was probably always



the more important but archaeological evidence suggests that Stonar was rich and successful. In the second half of the fourteenth century disaster struck Stonar. In 1365/6 the town was inundated by the sea and largely destroyed. By the mid sixteenth century the church was described as being in ruins and it is clear that the town never recovered from this inundation. In the early twentieth century the bank on which the town and port of **Stonar** was established was quarried for gravel. The gravel extracted from the bank was used in the construction of the Admiralty Harbour at Dover. This gravel extraction destroyed much of the remains of medieval Stonar. Although some archaeological investigations were undertaken the information obtained largely related to recovered pottery, but little information of the structure or form of the town was recorded. The **Church of St Nicholas** at Stonar was first investigated in the 1820s when a plan of the church was produced. It is suggested that the church is of at least eleventh century date. Further excavation was undertaken in the 1940s when it was found that the churchyard was still being used for burials into the sixteenth century. Excavations at Stonar in the late 1960s and early 1970s recovered a number of burials from the town's cemetery. The remaining parts of the medieval port and town of Stonar are designated as a Scheduled Monument, but much of the town has now been lost to quarrying. Nevertheless, the archaeological potential of the town is very

significant. Stonar was largely abandoned at a single time and it thus represents a unique opportunity to study a medieval settlement of the later fourteenth century.

8.55 It is likely that the early settlement of **Sandwich** was confined to the areas of higher land where the ground was dry enough for settlement. The parish churches all stood on this dry ground, which probably also acted as centres of domestic occupation. The major area of Saxon settlement probably lay on the east-west ridge of higher ground centring on **St Clement's church** with **St Peter's church** to the west. The earliest harbour may have been at the eastern edge of the town, the nearest point to the open sea, and there may also have been a ferry from the harbour to a settlement at Stonar. The first market, later known as Fishmarket, may have developed north of St Peter's church, and there could have been another market in present day High Street. To the west, a small island of higher ground may have been occupied by **St Mary's church** at this time.

8.56 By the time of the Norman Conquest, Sandwich was a borough, a member of the Cinque Ports, a major port, a trading centre and a small market town. The areas of probable Saxon settlement around the parish churches were subsequently expanded, with land probably being reclaimed through deliberate drainage, so that the land was sufficiently consolidated for town walls to be erected at the end of the thirteenth century and a **Carmelite friary** to be founded on the south side of the town within the walls. Thus, new land must have been available for habitation by then although excavations have shown that some of the other urban areas were not built on until as late as c. 1400. The Market Place or Fishmarket next to St Peter's Church was possibly on the site of a Saxon market, and the adjoining area developed as a commercial centre with shops. The



Cornmarket was probably established further south, and there may have been a market in the High Street. **Town walls**, part earth ramparts and part stone, were erected in the late thirteenth to fifteenth centuries. The common quays and Jesus Quay were enlarged through reclamation of the riverbank, and the monks of Christchurch had their own quay, Monkenquay

8.57 Silting and long-shore drift greatly reduced and eventually closed the Wantsum Channel, leaving the narrow river Stour as the only access to the open sea. By the twelfth century the South Stream had been re-aligned through a long, stone-lined aqueduct around the south and west side of the town. Groups of tenement plots were established inside the defensive circuit. In 1365 the neighbouring town of Stonar was destroyed by a storm which also affected access to the port of Sandwich.

8.58 During the seventeenth to nineteenth centuries the essential plan form of Sandwich

appears to have undergone few substantial changes from that of the later medieval period. The Carmelite friary was almost entirely demolished soon after its suppression and remained undeveloped until recent times. A Free Grammar School was established and major alterations were made to St Mary's and St Peter's churches after their towers collapsed. Market Street, Cattle Market, The Butchery and King Street, with associated markets and the Guildhall developed as the main commercial centre, as did Strand Street. The port, however, suffered a serious decline, having lost its main continental trade, although it remained a busy local coastal port and warehouses, yards and stores developed along the quayside and a bridge spanned the river. All but one of the town gates were demolished although most of the town wall remains. The town and its population stagnated over the nineteenth and the first half of the twentieth century, but there were some changes. The railway arrived in 1847, a shipyard, coal wharves, timber yards, corn and oil mills, a malt house, gas works and a brewery were set up along the quayside. A tannery and abattoir were established on former marshy land in Loop Street, a large malt-house and a foundry were established in Moat Sole, and new shops, banks, public houses, hotels, schools and chapels were built. The limited growth in population saw very little new housing development. Before the 1950s the only expansion was a small estate between the Dover Road and Woodnesborough Road, a small development to the west of the Ash Road, and a few houses between New Street and Sandown Road north of the railway beyond the defences to the south-east. More recently modern housing has filled much of the former tannery and abattoir sites in Loop Street and the area of the Carmelite friary.

8.59 The completeness of the historic town of Sandwich with its more than 400 Listed Buildings encircled by walls, ditches and gates,

Figure 10 Medieval Fisher Gate, Sandwich

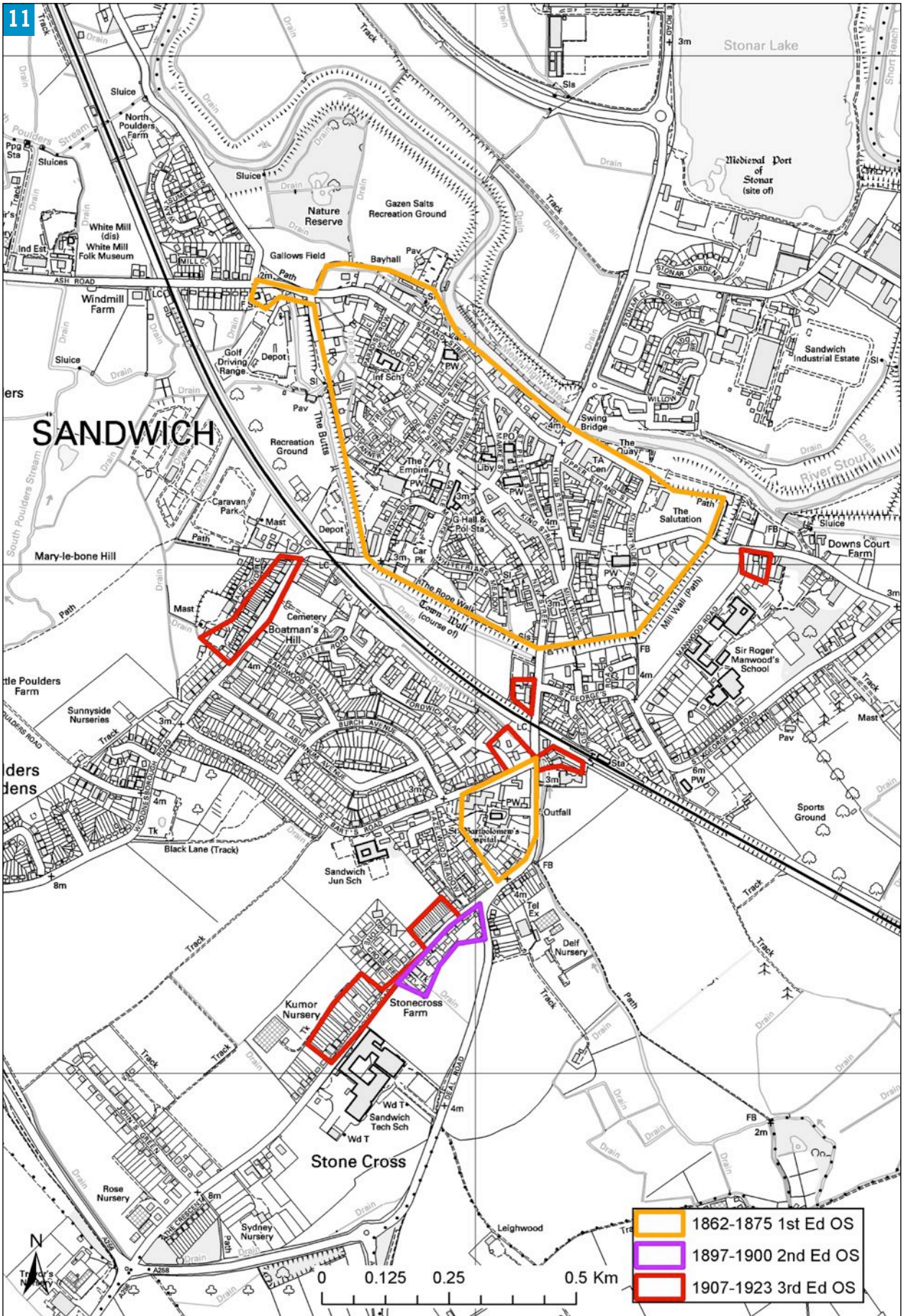


Figure 11 Map of Sandwich showing expansion up to c.1923

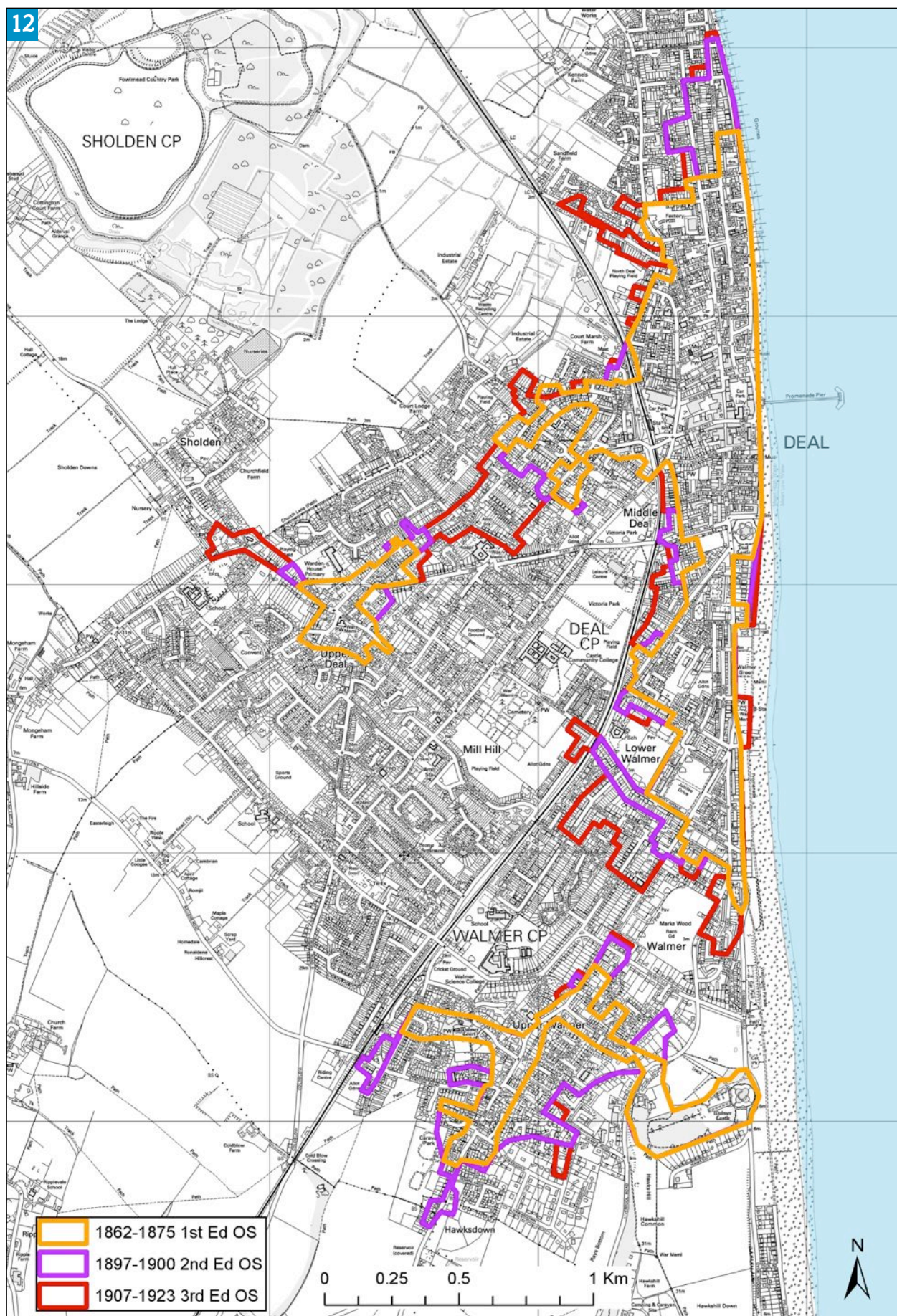


Figure 12 Map showing the expansion of Deal up to c.1923

including extensive Scheduled Monuments, make it one of the heritage 'gems' of Kent. The town contains a greater density of Listed Buildings than any town in England and retains an ancient and attractive character. The extensive extra-mural development has not undermined this character and it remains an essential historic centre in the north of Dover District, an area which has perhaps less historic character than elsewhere.

Deal

8.60 This section should be read in conjunction with Theme 2.2 Deal Port and The Downs.

8.61 Deal was originally a small village in the parish of St Leonard, c. 1.5 km. from the coast. **St Leonard's church** itself was probably founded around 1180. Of this early village one single house of sixteenth century or earlier date is all that remains.

8.62 The earliest written evidence for the original village in **Upper Deal** is from 1229. Deal was a 'member' of the nearby Cinque Port of Sandwich to which it was joined by a road, today Church Path. Deal began to break away from Sandwich in the late fifteenth century, however, when Sandwich harbour was beginning to silt up. From this point onwards The Downs, the sheltered anchorage located off shore at Deal, became the main anchorage in the region and so the main centre of trading activity switched from Sandwich to Deal.

8.63 The Upper Deal settlement originally contained a church, a manor house and a small group of buildings. Access to the coast was via Middle Deal Road which ran north-eastwards from the village and was flanked by a few tenement plots. **Middle Deal** gradually grew up halfway between St Leonard's church and the coast. After **Deal Castle** was founded in 1539 -1540 buildings gradually began to infill the area between the village and the

coast. A **navy yard** for ship-building and refitting was established by the later sixteenth or early seventeenth century. The population grew rapidly and by the second half of the seventeenth century a layout of streets had been constructed. These ran parallel to the coast and included Beach Street, Middle Street and Lower Street. The erratic line of the streets, and the mix of styles of surviving buildings from the seventeenth century, indicates that growth was probably piecemeal.

8.64 During the seventeenth century Upper Deal was relegated to a suburb of the new town, becoming a gentile area for officers of the army and navy. The street pattern for the main town that had been established in the seventeenth century remained unchanged though more linking streets were inserted. The eighteenth century saw a great expansion when virtually all available space in the town was occupied. Side roads were infilled and market gardens on the west side of High Street were used as building plots. After 1815 and the end of the Napoleonic Wars Deal began to decline although there was an expansion of settlement towards Sandown Castle. Today, the number of surviving eighteenth and nineteenth century domestic buildings in Deal is remarkable for a town of its size. Although some of the buildings have recently been destroyed such as the area inland from the pier which was a key location for Deal's early development but which is now a car park, the main centre of Deal survives largely intact.

8.65 Deal is a less famous heritage asset than neighbouring Sandwich and contains less spectacular individual assets than Dover but it remains one of Kent's outstanding historic towns. It is a remarkable survival of an eighteenth century town based on defence and maritime trade. Deal served The Downs, the traditional anchorage of the English and later British navy and commercial trade in

East Kent but was a shore-based, rather than harbour based, economy. Much of its Henrician defences still stand (though the linear defences remain buried and Sandown Castle is essentially lost). Nevertheless, much of the ancient street pattern and many historic houses still survive to evoke the historic character of the place.

Aylesham

8.66 This section should be read in conjunction with Theme 10.1 The East Kent Coalfields.

8.67 Since the middle of the nineteenth century it had been speculated that the coal seams discovered in northern France might extend across the Channel into Kent. Coal was first identified in Kent in 1896 and during the late nineteenth and early twentieth centuries many experimental pits were sunk. By 1920, however, only four had emerged as viable coalmines. One of these was Snowdown some 11 km. north-west of Dover. Most of the miners in Kent had to be imported from across the UK as there was no tradition of coal mining in the area and the mine owners faced the problem of where to house them. Most of the miners at Snowdown colliery lived in Dover until the Aylesham Tenants built a completely new village to the west of the colliery called

Aylesham. Originally meant to serve a prospective mine at Adisham as well as Snowdown, Aylesham was an ambitious project designed to accommodate 3,000 families with all the facilities to make it self sufficient including shops, social clubs, schools, churches and sports and leisure facilities. The town was designed by Sir Patrick Abercrombie to an imaginative formal plan designed to reflect the shape of a pit head winding frame. In the end the full plan was not realised and only 650 houses were built. Many of the original features of the settlement survive though the town has expanded to about 1,800 houses, mainly to the north and west in a manner that is unsympathetic to the original planned intentions.

8.68 Although other areas of housing for miners were built in Kent, such as at Betteshanger, Mill Hill (Deal), Elvington and Snowdown, Aylesham was the only completely new village constructed. All these settlements are important heritage assets as they are survivals from a key period in East Kent's industrial development that had a major impact on Kent's settlements, landscape and culture.

Wingham

8.69 Wingham is located at a crossing point of the Wingham River (a tributary of the Little Stour). It may be located where a Roman road crossed the river although the Roman road network in this part of the District is complex and poorly understood. Exactly where any Anglo-Saxon settlement was located is unknown but according to the Domesday Book in 1086 Wingham had a population of c. 450 to 550 people and two mills. This includes the manor and any sub-manors and farms so the actual population at the site of the modern village may have been only a proportion of this total. By the fourteenth century the village still only had a population of 400 people. Nevertheless, it

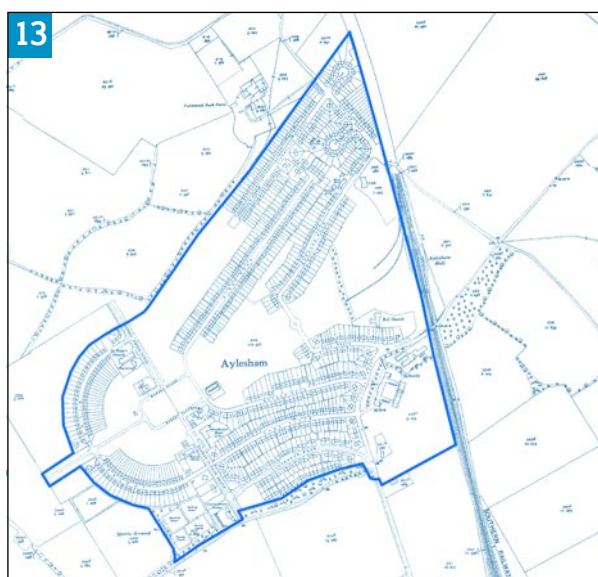
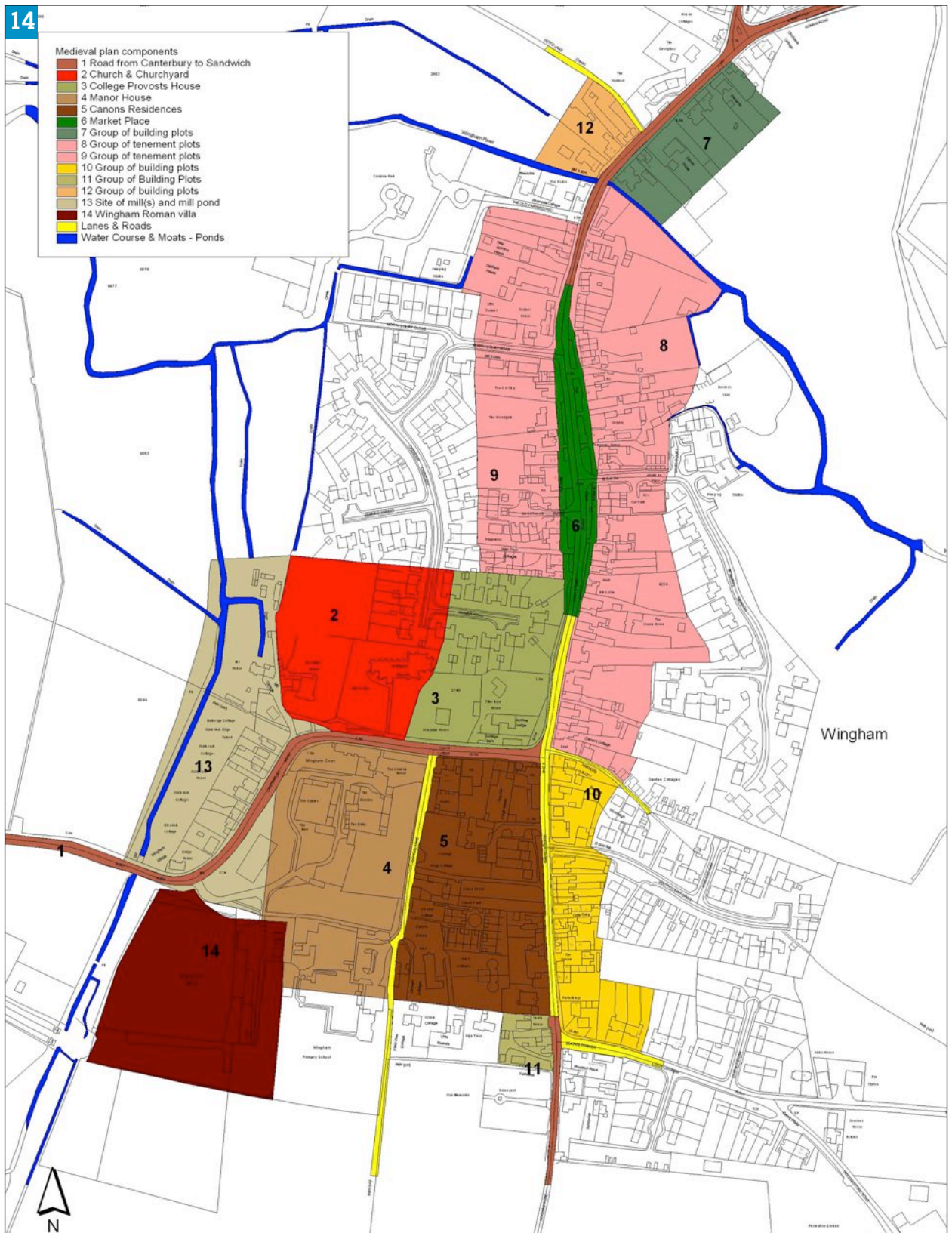


Figure 13 Aylesham Abercrombie Plan



was a prosperous community as evidenced by the fine timbered buildings. The river crossing was the main focus of the settlement, with a church and churchyard, manor house, the Provost's house, Canons' residences, market,

tenement plots and building plots.

8.70 During the seventeenth to nineteenth centuries the essential plan of Wingham was retained, but new buildings were constructed

Figure 14 Map of Wingham showing the original medieval spatial plan

along the line of the High Street, replacing earlier structures and infilling some gaps. During the late nineteenth and early twentieth century some ribbon development took place to the north and south of the High Street and to the west along Canterbury Road. During the twentieth century several small-scale housing developments took place largely behind the historic core west, south and south-east of the High Street and Canterbury Road.

Eastry

8.71 The village of Eastry is located on a chalk ridge and across the Richborough to Dover Roman road. Archaeological remains from all periods have been found in the vicinity indicating the potential of the site for settlement and subsistence. The first evidence of a defined centre at Eastry comes from the Anglo-Saxon period when a royal centre – a villa regalis – was probably located here. The name of the village means ‘eastern centre’ in Old English and there is a tradition of royal princes being here. Relatively little is known about the evolution of the village but it has a



Figure 15 Eastry Church

large Norman church which suggests it remained an important settlement.

8.72 The settlement has developed as a linear north—south village along the original Roman road. To east and west spurs of development have extended along a series of small dry valleys. The Anglo-Saxon estate centre was probably focused in the area to the south-east of the village where a number of rich cemeteries have been discovered. By the ninth century the manor came into the possession of the church and it was long assumed that the Saxon core lay beneath the later Archbishops Palace to the east of the village close to **St Mary’s church**, founded in the twelfth century. There is no evidence for this though. Before the mid-nineteenth century Eastry remained a relatively minor centre. Settlement was focused along the High Street and Sandwich Road, particularly around the junction with Brook Street and the junction with the track that follows the route of St Mary’s Close – south of Forge House – Wilmott Place. West of the main axis the Eastry Workhouse was founded on Mill Lane in the late eighteenth century. The site has now been part redeveloped. To the east settlement gradually spread along Brook Street and along Church Street.

8.73 During the early twentieth century the town was by-passed by the East Kent Light Railway to the west. By the middle of the twentieth century Eastry had started to expand to fill the gap between the town and Gore Lane and most new development has been in this area.

8.74 Today Eastry is an attractive large village with a defined historic core. Its ‘linearity’ may not be as apparent as it once was, due to the expansion to the west, but the north-south Roman road remains its key axis, linking its numerous historic buildings and emphasising the historic ‘grain’ of the village.

Rural settlement in Dover District

8.75 Dover District has a very large number of rural settlements with dozens of villages and hundreds of hamlets and farmsteads. Most of these have experienced comparatively little change since the mid nineteenth century and, presumably, far less change in the centuries before that time. An example study of the landscape west of Deal demonstrates the nature of rural change in Dover District (see Figure below). Half a dozen small settlements exist in the area of Great and Little Mongeham, Northbourne, Ripple, Sutton and East Studdal. Of the land covered by their current extent, most was already settled by the mid nineteenth century. A consideration of the areas that have been settled since this time shows that the expansion of these villages has largely been piecemeal and probably unplanned. The exception to this is at Great Mongeham which is slowly being engulfed by the westward expansion of Deal. It is noticeable that although newly settled areas have tended

to be focused in the village centres, there are numerous examples where settlement has been more dispersed with new housing being located along roads linking the villages, for example between Great Mongeham and Northbourne or between Sutton and East Studdal. However, farms in this part of Dover tended to be concentrated in and around the village centres. This is in contrast to other parts of the District. Around Alkham, for example, most farmsteads tended to be located in open countryside, although there were a small number of farms located in the village itself. In the north of the District around Westmarsh this pattern is repeated. This assessment highlights the complexity apparent in the Dover landscape with both dispersed settlement patterns and centralised village patterns being present.

Dover's historic landscape

8.76 The landscape within which the District's settlements are located is the result of many centuries of evolution and the pattern of roads, tracks, field boundaries and

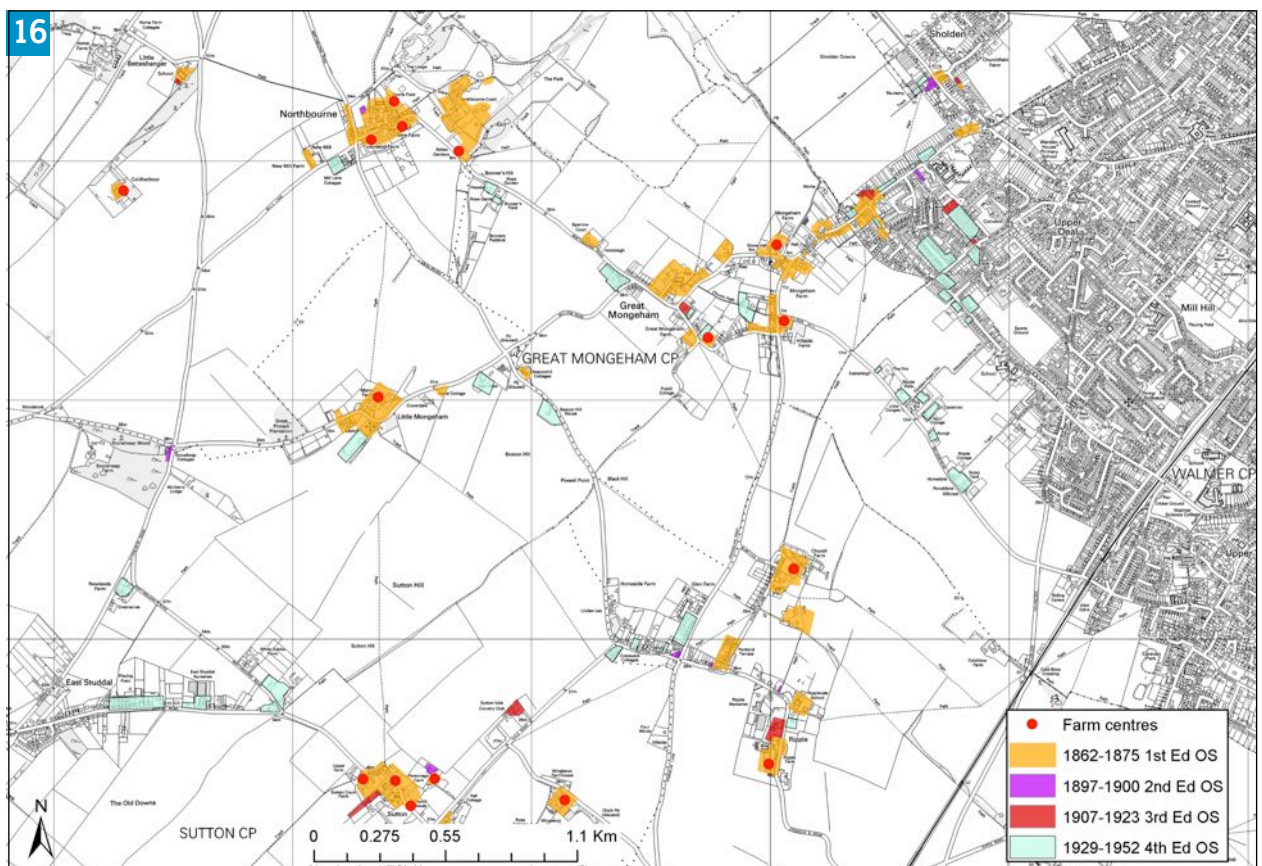


Figure 16 Map showing the gradual expansion of rural settlement west of Deal

hedgerows that gives the modern landscape its character is firmly rooted in the past. In 2001 Kent County Council carried out the Kent Historic Landscape Characterisation project which examined the modern landscape in order to understand its historic context. The Characterisation is an important resource for understanding the landscape of Kent and its development through time. It is, however, a strategic, not local, assessment. It allows conclusions to be drawn about the development of the landscape in different parts of the county and the county as a whole. To be fully effective in local planning and development control at the Historic Landscape Characterisation should be backed up by more detailed case-by-case analysis, to add greater detail through secondary sources.

8.77 The Characterisation identified five main areas in which the pattern of historic features was distinctive.

8.78 North Chalk Downs – This area is the largest classification in the District being defined by the lines Dover—Canterbury to the south-west and Deal—Sandwich—Preston to the north-east. It is a relatively well-defined area with a distinctively different character to its neighbours. This is primarily due to the geological chalk base and intensive agricultural activity of the nineteenth and twentieth centuries as represented by the ‘prairie’ fields. The area has a strong linearity with an alignment of tracks, paths, roads and field boundaries running North-East—South-West. Settlement in this area has expanded marginally over the last two centuries but not as extensively as many other areas of Kent.

8.79 Northern Horticultural Belt – This zone stretches north and west of Sandwich though it does not include the Wantsum Channel. The belt is primarily defined by horticultural activity with a predominance of orchards.

8.80 Topographically, it is located on sandier

soils in the sheltered belt below the downland areas. Economically, it is situated between a series of major towns (in Dover, between Sandwich and Canterbury) which would have supplied substantial markets as well as an extensive road and rail corridor for transportation further afield. The majority of the land associated with the horticulture is relatively flat and associated landscape types include prairie fields and irregular fields bounded by tracks, roads and paths. These types are indicators, in this case, of the relatively recent rationalisation of the enclosed landscape through the process of field boundary removal.

8.81 Wantsum Channel – The Wantsum Channel zone is a very well-defined area composed almost entirely of marshland reclaimed from the sea lying between the Isle of Thanet and higher ground west of Sandwich.

8.82 The area has a history of reclamation and usage stretching back to at least the twelfth and thirteenth centuries in connection with the considerable ecclesiastical estates in the region.

8.83 Wantsum Coastal Belt – The Wantsum Coastal Belt is the thin sliver of coastal land running from Pegwell Bay to Deal. It comprises a small distinct area of coastal landscape types with significant expanses of modern recreational land use. The area straddles the coastal fringe of the Wantsum Channel zone and is distinguished in part by sand dunes located in the area.

8.84 Eastern clay-with-flints – This zone comprises that part of the District that lies to the south west of the Dover to Canterbury line. The zone is a relatively well-defined area with a distinctive series of landscape types, although it has debatable boundaries in places. The area is dominated by regular fields, wavy bounded fields and irregular straight fields. These are complemented by a high

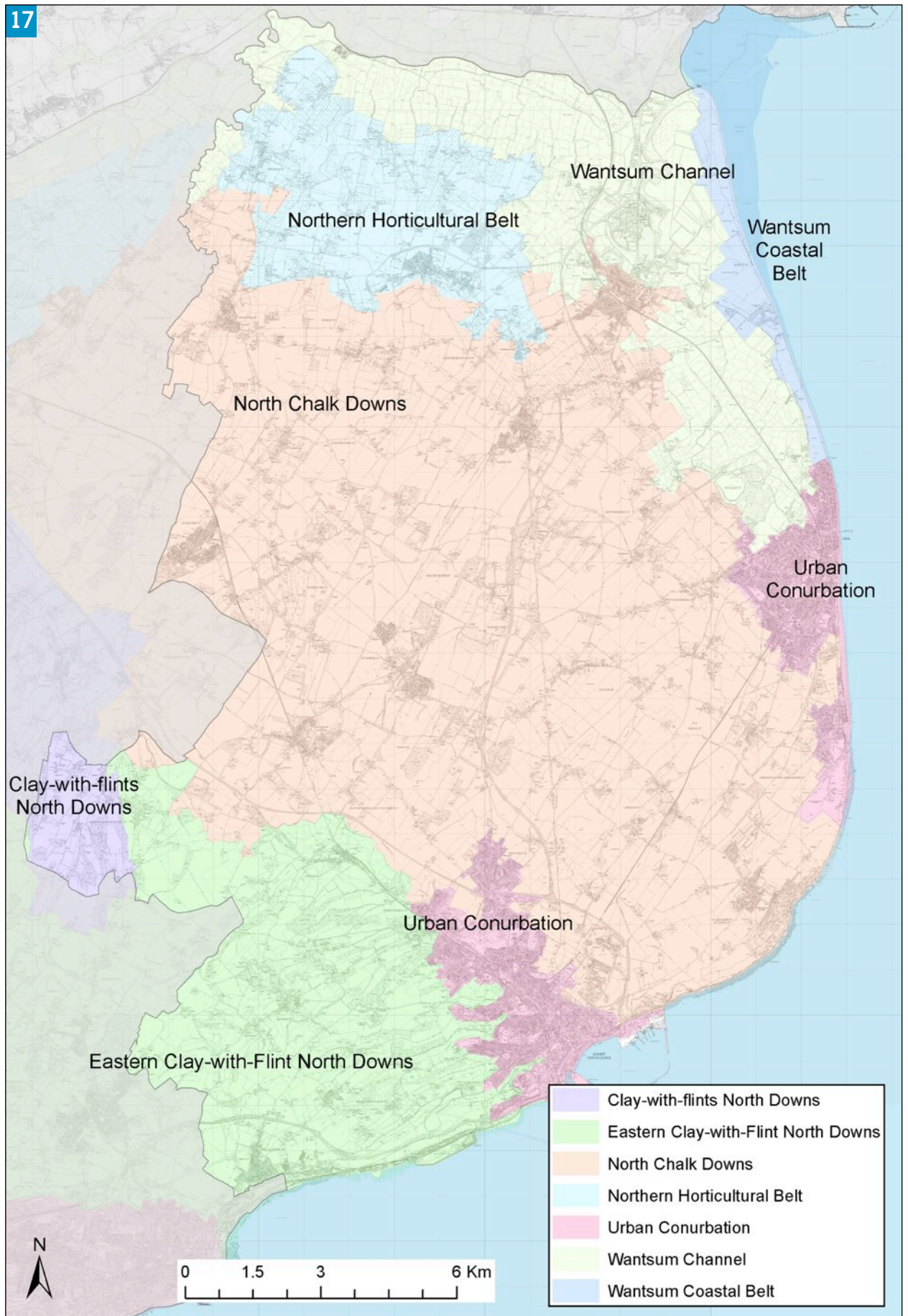


Figure 17 Map of the Historic Landscape Character Areas for Dover District

proportion of common, rough ground and downland which gives the area its distinctive character. Other notable characteristics are 'prairie' fields and post-1801 settlement. The strong linearity of the zone, particularly west of Dover is also another defining characteristic of the area. This linearity fades further towards the west as the topography changes orientation and form.

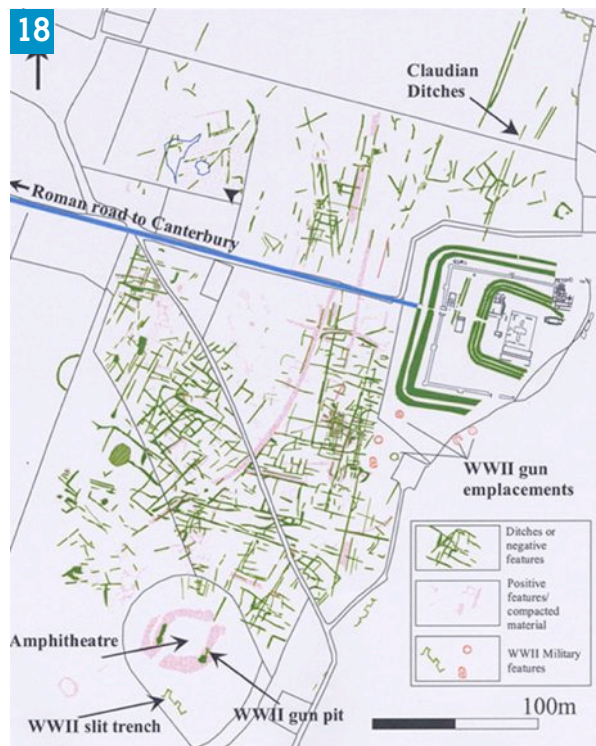
8.85 A number of key heritage assets are identified in the table at the end of this Theme. The heritage assets identified in the table are strategic assets that are relevant to the development of settlement in the District. For information on detailed heritage assets please see relevant Themes.

Statement of Significance

8.86 The settlement patterns of Dover District represent the use by humans of the available natural, mineral and human resources over millennia. The pattern of towns and villages and the historic landscape more widely, is the result of the interplay of all the themes covered in this strategy - subsistence and farming, industry, trade, communications and defence. Every structure in the District is part of this heritage. As such it is of **outstanding importance**.

Evidential Value

8.87 The settlements of Dover District have tremendous evidential potential for our understanding of the District's past. Archaeological investigations can provide evidence for the early settlement of the District, how populations and cultures evolved or replaced each other, the growth of both dispersed settlements and central places and the range of different land-uses applied. Study of the origins and development of Dover will improve our knowledge of one of the most important settlements in England and address some of the outstanding research questions for the place such as the



extent of prehistoric activity, the establishment and growth of the first Roman settlement, the form and use of the Roman water-front, the nature of the early Anglo-Saxon settlement and the extent and form of the medieval town. More information is needed about Sandwich's early history and in particular the location and form of early Anglo-Saxon development as well as the period of decline from the fourteenth century onwards. Archaeological investigation at Deal could provide evidence of the medieval nature of Upper Deal as well as the Tudor and later establishment of the town in Lower Deal and the location and nature of maritime activities.

8.88 Very few archaeological investigations have so far been carried out in Dover's smaller settlements and the evolution of both the settlements themselves and the general settlement pattern within the District is not well understood. Such study is particularly needed to define the early Anglo-Saxon period in Dover. Archaeological investigation would also help to explain apparent differences in settlement patterns in different parts of the District with a central place

Figure 18 Archaeological analysis at Richborough is revealing much of the layout of the Roman town. © English Heritage



model apparent in some areas compared to more dispersed patterns elsewhere.

Historical Illustrative Value

8.89 The settlements of Dover District are illustrative of the developing history of the region from prehistory to the present day. They illustrate the changing use of Dover's natural resources by people, their responses to new cultures and ideas and the changes brought about by new technologies, industries and communications. Where people chose to live, and the form of those settlements, tells us much about social, political and economic organisation in the past.

Historical Associative Value

8.90 Many elements of Dover District's settlement pattern are associated with important events in British history. Both Dover town and Richborough are very

strongly associated with the Roman conquest and subsequent exploitation of Britain. The spread of Anglo-Saxon settlements across the District is one of the earliest parts of the story of the emergence of Kent as the earliest Anglo-Saxon kingdom, and later England as an Anglo-Saxon nation. During the medieval period the District's ports played a key role as a conduit for trade with the continent and the District's coastline was central to the defence of England often featuring in momentous events in England's history. This defensive role had a major impact on the District's settlement throughout history but was particularly noticeable in settlement terms following the establishment of the Henrician defences at Deal and the subsequent growth of the town. Although East Kent's role diminished relative to some other parts of England during the industrial period it nonetheless experienced the same population explosion and social and

Figure 19 Dutch settlers helped to rebuild the church tower at St Peter's in Sandwich. A reminder of the influence of the 'stranger' communities settling in the area

20



landscape change as elsewhere, culminating in development of the coal mining industry and associated settlement.

Aesthetic Value

8.91 The historic settlements of Dover are of significant aesthetic value. Within Dover the historic core of the town contains many fine buildings and Conservation Areas which will be central for regeneration. Similarly, in Deal the Conservation Areas are places of high aesthetic value among modern housing of lesser quality. In the rural areas it is the interplay of historic buildings and the natural landscape that provides an attractive resource for the District's residents and tourists alike. Some of the settlements of historic interest are perhaps of lesser aesthetic quality but nonetheless important design interest such as Aylesham and the mining settlements.

Communal Value

8.92 The historic settlements of Dover District have great communal value for

residents. In an area of Kent facing a number of challenges, the historic settlements, and the landscape in which they lie, provide an attractive resource for leisure whilst attracting tourists and businesses to the area.

Vulnerabilities

8.93 The historic settlements of Dover District are subject to a wide range of pressures that make aspects of the heritage vulnerable.

8.94 There are pressures on key assets, such as the defence heritage assets east of Dover. The expansion of Dover eastwards could threaten the integrity of the defence landscape, particularly in the vicinity of Connaught Barracks, Burgoyne Heights and the Duke of York's Royal Military School. Similarly, to the west of Dover, development could threaten the integrity of the Western Heights fortifications and the remaining link between the Western Heights and the countryside at Aycliffe and Farthingloe.

Figure 20 Deal's Middle Street Conservation Area has a high aesthetic value



8.95 Within existing settlements uncontrolled development could impact on the historic integrity and character of urban cores. Within Dover, for example, the route of the Dour is to some extent reflected in the orientation of streets, providing a ‘flow’ through Dover that parallels the course of the river. This is particularly noticeable east of the Dour where the streets run parallel to the river though slightly less so west of the river. Similarly, to the west of Dover, the old expansion axes for the town are still visible in the modern settlement - St Radigund’s, Tower Hamlets, along the Folkestone Road and along the base of the Western Heights at Aycliffe. The closing of the open countryside between these routes would lose this sense of ‘direction’ in the settlement. In addition, Crabble, River, Buckland and Temple Ewell still retain something of the character of riverside villages, even though they have been virtually swallowed by Dover. This character could be lost if development is not shaped to ensure its retention.

8.96 There also vulnerabilities inherent in

the lateral growth of settlements. Great Mongeham, for example, a Domesday Book settlement, is now vulnerable to the continued expansion of Deal while the expansion of Whitfield could impact on Temple Ewell from the north.

8.97 Similarly, modern development can change the ‘grain’ of historic settlements. Both Wingham and Eastry are historic linear settlements but settlement expansion is threatening this character.

8.98 The mining settlements provide a different challenge. They are important elements in the District’s landscape, recalling the past industrial heritage of the region. They face considerable economic and social challenges however and are not as aesthetically pleasing. Development needed to regenerate these communities could threaten the historic layouts, buildings and character that already exist.

8.99 There are also vulnerabilities associated with rural development. The rural settlement

Figure 21 Post war development of Dover saw the erection of a number of high rise buildings in the blitzed town

history of Dover is complex with centralised villages more prevalent in some areas and dispersed settlement in others. Achieving the right balance of development and conservation in rural areas will be a challenge for the future.

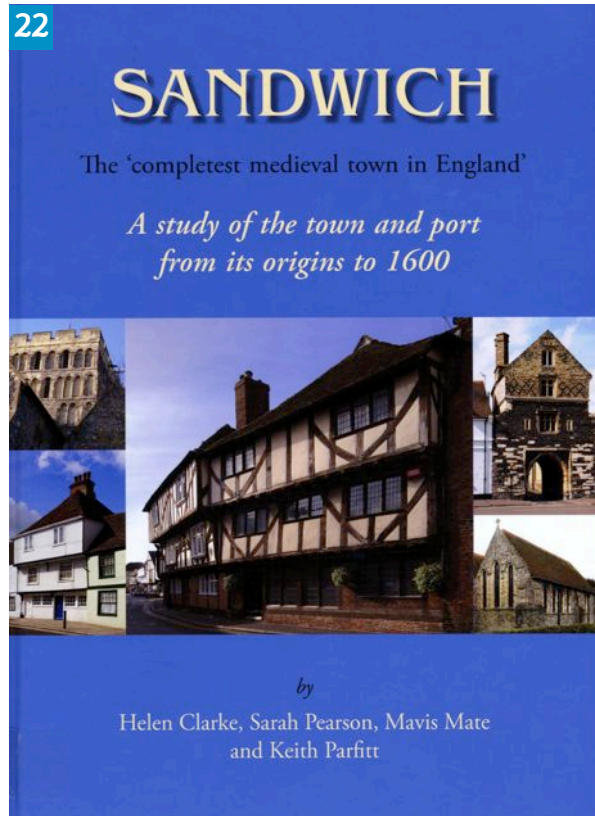
8.100 Lost settlements can be particularly vulnerable. At both Richborough and Stonar very significant archaeological deposits lie buried beneath the ground where they are vulnerable to erosion and the changing water table in the area. Both also suffer from having been partially excavated but only incompletely published. This is particularly true for Stonar.

Opportunities

8.101 There is nonetheless a range of opportunities provided by Dover District's historic settlements. The historic cores of the District's towns can be a focus of regeneration, particularly in Dover town where the heritage assets, combined with the landforms on which these assets are focused (Castle Hill and the Western Heights, water front and the Dour) can act as a means of shaping regeneration-led development. By using new development to enhance the character of existing settlement the quality and attractiveness of the new settlement can in turn be enhanced.

8.102 Ensuring that new development takes account of historic settlement, whether buildings or layouts, can also help to connect people with their heritage. It can also help connect new development with existing communities, thus helping social cohesion.

8.103 The historic settlements of the District have a key role to play in the economic future of the Dover area. Tourism is likely to remain a major component of Dover District's economic future and in fact there is considerable potential for this to increase. This can only be secured if the



historic assets are effectively conserved and enhanced and if new development complements the existing character.

8.104 There is a great opportunity to learn more about the historic settlement of the District and use the information to engage the community and inform future developments, if the publication record for archaeological excavations can be improved. There are substantial sites in need of publication, such as Stonar, and until this happens it will be difficult to use the information in a pro-active way.

8.105 The heritage assets of the District, as reflected in the historic settlements, can also play an important role in developing a sense of identity within Dover District and East Kent more generally. The mixture of ancient settlements, defence, maritime and industrial heritage that can be seen in Dover District, is unique within Kent. Properly developed the heritage can reinforce Dover's role as an interface between the UK and continental Europe with corresponding economic and social benefits.

Figure 22 The study of towns will help increase our understanding. Recent publication of a comprehensive survey of Sandwich



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The River Dour – Dover's Industrial and Technological Artery website available at <http://www.technologyenterprise.co.uk/rdp/rivertrail.html>

Key Heritage Assets

Asset	Form	Designation & Protection	Accessibility	Interpretation
Richborough				
RVTVPIAE - Richborough Port and <i>Vicus</i>	Buried Archaeology	Scheduled Monument (mostly)	Majority in private farmland, part in managed visitor attraction	English Heritage Site
Richborough Amphitheatre	Earthwork & Buried Archaeology	Scheduled Monument	Accessible open space linked to a managed visitor attraction.	English Heritage Site
The 'Great Monument' at Richborough	Ruinous Structure	Scheduled Monument	Managed visitor attraction	English Heritage Site
Richborough 1st C supply base & <i>Mansio</i>	Buried Archaeology Ruinous Structures	Scheduled Monument	Managed visitor attraction	English Heritage Site
Dover				
Eastern Defences	Defence landscape east of Dover	Dover Castle and Fort Burgoyne are Scheduled Monuments and Listed Buildings	Dover Castle is publicly accessible.	Very good at Dover Castle. None at Fort Burgoyne
Dover Harbour	Basins and Port Installations still highly visible and accessible	Wellington Dock is a Listed Building. Various Listed port installations	Some parts are publicly accessible	Occasional interpretation panels
Dover Aycliffe	Open landscape at Aycliffe is the only remaining Western Heights connection with open landscape	Local wildlife sites	Public footpaths	None
Dover Dour	Preserved form of the Dour and flanking settlement	Conservation Areas in central Dover Listed Buildings	Good public access along part of route	Some interpretation panels
For detailed heritage assets see Theme 2.2				
Sandwich				
Sandwich river frontage	Historic river frontage	Conservation Area Scheduled Monument (setting)	Publicly accessible	Some
Sandwich town	Integrity of historic town	Conservation Area Scheduled Monument	Publicly accessible	Some
Stonar	Stonar (buried archaeology)	Scheduled Monument	Publicly accessible	None

Asset	Form	Designation & Protection	Accessibility	Interpretation
Aylesham				
Aylesham designed layout	Road layout of village	None	Publicly accessible	None
Aylesham housing	Housing design	None	Publicly accessible	None
Wingham				
Wingham layout	Linear nature of historic core	Conservation Area, Listed Buildings	Publicly accessible	Unknown
Eastry				
Eastry layout	Linear nature of historic core	Conservation Area, Listed Buildings	Publicly accessible	Some
Rural Settlement				
Settlement patterns	Different settlement patterns across district (eg central village / dispersed)	Listed buildings Conservation areas		
Settlement historic cores	Preserved historic cores	Conservation Areas, Listed Buildings		
Historic Farmsteads	Historic farmsteads	Listed Buildings		
Historic Landscape				
Historic alignments	North-east south-west alignment of linear features	Conservation Areas, Hedgerow removal notice		
Water management features	Water management features	None		
Patterns of tracks / lanes	Historic patterns of tracks/lanes	Hedgerow removal notice		
Historic hedgerows	Historic hedgerows	Hedgerow removal notice		