



**Duke of Clarence Trading Estate, High Street, Blue Town, Sheerness, Kent;  
Heritage Impact Assessment**

August 2020

**Duke of Clarence Trading Estate, High Street, Blue Town, Sheerness, Kent;  
Heritage Impact Assessment**

NGR Site Centre: TQ 91392 75037



Report for: **Matthew Waghorn**

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## **Duke of Clarence Trading Estate, High Street, Blue Town, Sheerness, Kent;** **Heritage Impact Assessment**

### **Summary**

*SWAT Archaeology has been commissioned by Matthew Waghorn to prepare a Heritage Impact assessment relating to the proposed development area (Site) at the Duke of Clarence Trading Estate, High Street, Blue Town, Sheerness, Kent.*

*There is a requirement under the National Planning Policy Framework (NPPF) for the client to explain the significance of any particular designated heritage assets that have been identified in the vicinity of the study site and demonstrate any potential impacts that a proposal will have upon their significance.*

*The vast majority of the heritage assets, designated and un-designated within the assessment area primarily relate to the Post Medieval dockyard and associated defences of Sheerness and The Medway. Some of which are Scheduled and nationally listed most of which have little by way of intervisibility with that of the PDA. This report has demonstrated that the Site lies close to a number of designated and undesignated heritage assets of Regency and Naval Terrace, Dockyard Wall No. 15, No. 28 and Nos. 27a and 27b. The setting of designated and undesignated heritage assets will be enhanced by the proposed development through the reinstatement of the line of the historical High Street frontage. There will be a significant improvement on the overall street scene by the proposed development with a design that is sensitive to the history of the area compared with of the current buildings within the PDA that are, modern, in poor condition with little if any architectural merit. Consequently, with the exception of No. 28, the proposed development will cause no harm to that of the designated and undesignated assets. Any harm to No. 28 will be outweighed by the public benefits of the social, economic and setting improvements of the scheme to other remaining heritage assets.*

*No designated heritage assets are recorded within the site. The assessment of the findings from the KHER and other resources would suggest that the possibility for archaeological remains is high from the Post Medieval period and likely to be of local significance and is in an area of archaeological potential for a number of research questions associated with Blue Town. The PDA for at least to the Medieval period is likely to have been marsh and prone to flooding. The creation of a settlement outside of the dockyard in the Post Medieval period, initially to the west of the PDA before the settlement area extended eastwards, filling a triangular shaped area of closely knitted houses, alleyways, industrial buildings and yards. Wholesale changes occurred from the 1950s onwards across the area, with many of the original buildings demolished. Consequently, there is likely to have been with the demolition, significant below ground impact as well as impact from putting in services for the current buildings across the PDA as confirmed from the boreholes by the amount of made ground. Consequently, the historical impact is considered to be high/total but this is far from certain. The opportunity of which can be addressed by an appropriate planning condition (a programme of archaeological work). Any impact of any potential remains can be mitigated by a program of archaeological works.*

## **Duke of Clarence Trading Estate, High Street, Blue Town, Sheerness, Kent;** **Heritage Impact Assessment**

### **1 INTRODUCTION**

#### **1.1 Planning Background**

1.1.1 Swale & Thames Survey Company (SWAT) was commissioned by Matthew Waghorn (the 'Client'), to carry out a Heritage Impact Statement relating to a proposed development area of Duke of Clarence Trading Estate, High Street, Blue Town, Sheerness, Kent centred on National Grid Reference (NGR) TQ 91392 75037 (Figure 1).

1.1.2 In acknowledgement of the significance of the Site adjacent to the Historic Dockyard at Sheerness, being adjacent to the conservation area, as well as residing in an area of archaeological potential, this document has been prepared to support the planning application to Swale Borough Council and for Kent County Council (Heritage & Conservation) to assess the impact of the proposed development.

1.1.3 This document comprises the baseline for this impact assessment.

#### **1.2 Site Description**

1.2.1 The site is located on the southern side of the High Street in Blue Town. Blue Town is located to the west of Sheerness on the north western corner of the Isle of Sheppey situated in the Thames estuary at the eastern side of the entrance to the River Medway. The PDA contains a number of industrial and commercial buildings. To the west is Edwards Passage and the continuation of the High Street. Just outside the PDA in the north eastern corner is No.15 High Street at the junction of the road from Brielle Way to the High Street. To the south is East Lane and a car park. The PDA is on broadly level ground at 2m aOD with the total area just over one acre (Figure 1).

##### *Geology*

1.2.2 The British Geological Society (BGS 1995) shows that the local geology at the PDA consists of bedrock comprising of London Clay Formation – Clay and silt. It was formed during the Ypresian period (early Eocene Epoch, c. 56–49 Ma). The London Clay is a stiff bluish clay which becomes brown when weathered. On the northern edge of the Island on the higher ground, the clay is being eroded away. There is superficial geology of alluvium - Clay, Silt, Sand and Peat. Associated with the formation of the River Medway and the Thames, the coastline was

eroded infilling the drowned valley between the Isle of Sheppey and the Isle of Grain with sediment creating the Swale marshes, which extends across much of the southern area of the island.

#### *Geotechnical Information*

1.2.3 At the PDA in 1998, a 5m borehole was undertaken broadly in the centre of the site. The first metre of ground was loose rubble and stone infill topped by tarmac. Below which was brown and grey sandy silty clay (BGS – TQ97NW17).

### **1.3 Scope of Document**

1.3.1 This assessment was requested by the Client in order to determine, as far as is possible, the nature, extent and significance of the development affecting the significance of designated and undesignated heritage assets. The assessment forms part of the National Planning Policy Framework (NPPF) requirement and is intended to inform and assist with decisions regarding heritage assets and is to be used in the support of planning applications associated with the proposed development.

1.3.2 The Statement was carried out in accordance with the current guidelines as defined by the Chartered Institute for Archaeologists (CIfA 2014). The purpose of a Statement is to establish the known or potential cultural heritage resource in a local, regional, national or international context. This specifically includes:

- the identification of site specific statutory and non-statutory cultural heritage constraints (including planning constraints)
- the identification of published and unpublished archaeological events
- the examination of available cartographic and documentary sources
- a walkover survey to assess the surviving cultural heritage resource
- an assessment of potential impacts upon the setting of nearby heritage assets

## 2 LEGISLATIVE AND PLANNING POLICY FRAMEWORK

### 2.1 Introduction

2.1.1 National legislation and guidance relating to the protection of, and proposed development on or near, important archaeological sites or historical buildings within planning regulations is defined under the provisions of the Town and Country Planning Act (1990). In addition, local authorities are responsible for the protection of the historic environment within the planning system.

2.1.2 The National Planning Policy Framework was updated in July 2018 and is the principal document which sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework in which Local Planning Authorities can produce their own distinctive Local Plans to reflect the needs of their communities.

### 2.2 National Planning Policy Framework (NPPF)

2.2.1 The Historic Environment, as defined in the National Planning Policy Framework (NPPF 2018): Annex 2, comprises:

*'all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.'*

2.2.2 NPPF Annex 2 defines a Heritage Asset as:

*'a building monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).'*

2.2.3 NPPF Section 16: Conserving and enhancing the historic environment sets out the principal national guidance on the importance, management and safeguarding of heritage assets within the planning process. The aim of NPPF Section 16 is to ensure that Local Planning Authorities, developers and owners of heritage assets adopt a consistent approach to their conservation and to reduce complexity in planning policy relating to proposals that affect them.

2.2.4 Paragraph 185 of the NPPF states that:

*'Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. The planning authorities should take into account:*

- a) The desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;*
- b) The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
- c) The desirability of new development making a positive contribution to local character and distinctiveness; and*
- d) Opportunities to draw on the contribution made by the historic environment to the character of a place.'*

2.2.5 Paragraph 189 of the NPPF states that:

*'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum, the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.'*

2.2.6 Paragraph 190 of the NPPF states that:

*'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account to the available evidence and any necessary expertise. They should take this assessment into account when considering*

*the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.'*

2.2.7 The NPPF, Section 16, therefore provides the guidance to which local authorities need to refer when setting out a strategy for the conservation and enjoyment of the historic environment in their Local Plans. It is noted within this, that heritage assets should be conserved in a manner appropriate to their significance.

2.2.8 The NPPF further provides definitions of terms which relate to the historic environment in order to clarify the policy guidance given. For the purposes of this report, the following are important to note:

- **Significance.** *The value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.*

- **Setting.** *The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.*

2.2.9 The NPPF advises local authorities to take into account the following points in paragraph 192 when drawing up strategies for the conservation and enjoyment of the historic environment;

*a) The desirability of sustaining and enhancing the significance of heritage assets and preserving them in a viable use consistent with their conservation;*

*b) The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and wider social, cultural, economic and environmental benefits that the conservation of the historic environment can bring;*

*c) The desirability of new development in making a positive contribution to local character and distinctiveness.*

2.2.10 Paragraphs 193 and 198 consider the impact of a proposed development upon the significance of a heritage asset.

2.2.11 Paragraph 193 emphasises that when a new development is proposed, great weight should be given to the asset's conservation (and that the more important the asset, the greater this weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

2.2.12 Paragraph 194 notes that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

*a) Grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*

*b) Assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

2.2.13 Paragraph 195 states that where a proposed development will lead to substantial harm (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

*a) The nature of the heritage asset prevents all reasonable uses of the site; and*

*b) No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*

*c) Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*

*d) The harm or loss is outweighed by the benefit of bringing the site back into use.*

2.2.14 Conversely, paragraph 196 notes that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

2.2.15 The NPPF comments in paragraph 201, proffers that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

2.2.16 Paragraph 198 states that Local Planning Authorities (LPAs) should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

2.2.17 Paragraph 200 encourages LPAs to look for new development opportunities within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

2.2.18 Any LPA based on paragraph 202, should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies, but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

### **2.3 Designated Heritage Assets**

2.3.1 Designated heritage assets are defined in NPPF Annex 2 as:

*‘World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Park and Gardens, Registered Battlefields and Conservation Areas designated under the relevant legislation.’*

2.3.2 Designation is a formal acknowledgement of a building, monument or site’s significance, intended to make sure that the character of the asset in question is protected through the planning system and to enable it to be passed on to future generations.

2.3.3 Statutory protection is provided to certain classes of designated heritage assets under the following legislation:

- Planning (Listed Buildings and Conservation Areas) Act (1990);
- Ancient Monuments and Archaeological Areas Act (1979); and
- Protection of Wrecks Act (1973).

2.3.4 There are a number of criteria to address and they include the impact of the proposed development on the significance of the Heritage Assets.

#### *Heritage Assets*

2.3.5 Any Heritage Asset that includes a World Heritage Site, Scheduled Monument, Listed Building, Wreck, Registered Park or Garden, Conservation Area or Landscape can be identified as having a degree of significance meriting consideration in planning decisions. Heritage Assets are the valued components of the historic environment and will include designated Heritage Assets as well as assets identified by the Local Planning Authority during the process of decision making or through the plan making process.

#### *Setting*

2.3.6 The surroundings in which a Heritage Asset is experienced is of importance. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make take several guises; a positive or negative contribution to the significance of an asset, the ability to appreciate that significance or it may have a neutral effect with no changes observed.

#### *Significance*

2.3.7 The value of a Heritage Asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance may be informed by a number of factors which may include; assessment of the significance of the site, setting and building, where relevant, under a number of headings:

- Historic significance – the age and history of the asset, its development over time, the strength of its tie to a particular architectural period, the layout of a site, the plan form of a building and internal features of special character including chimneystacks and fireplaces.
- Cultural significance – the role a site plays in an historic setting, village, town or landscape context, the use of a building perhaps tied to a local industry or agriculture and social connections of an original architect or owner.

- Aesthetic/architectural significance – the visual qualities and characteristics of the asset (settlement site or building), long views, legibility of building form, character of elevations, roofscape, materials and fabric special features of interest.
- Archaeological significance – evolution of the asset, phases of development over different periods, important features, evidence in building fabric and potential for below ground remains.

## 2.4 Planning Policy Guidance

Planning Policy Guidance that help to preserve the built and archaeological heritage are:

*Conservation Principles, Policy and Guidance (Historic England, 2008)*

- 2.4.1 Historic England sets out in this document a logical approach to making decisions and offering guidance about all aspects of England's historic environment. The Conservation Principles, Policies and Guidance are primarily intended to help ensure consistency of approach in carrying out the role as the Government's statutory advisor on the historic environment in England. Specifically, they make a contribution to addressing the challenges of modernising heritage protection by proposing an integrated approach to making decisions, based on a common process.
- 2.4.2 The document explains its relationship to other policy documents in existence at that time, including Planning Policy Statement 1: Delivering Sustainable Development (2005), which includes the explicit objective of *'protecting and enhancing the natural and historic environment'* Included in this document are references to Historic England's policies providing detailed guidance on sustaining the historic environment within the framework of established government policy. In particular, the document details from Planning Policy Guidance note (PPG) 15 Planning and the Historic Environment (1994) and PPG16 Archaeology and Planning (1990) those general principles that are applicable to the historic environment as a whole.
- 2.4.3 The policy document provides details about a range of Heritage Values, which enable the significance of assets to be established systematically, with the four main 'heritage values' being:
- *Evidential value. This derives from the potential of a place to yield evidence about past human activity. Physical remains of past human activity are the primary source of evidence about the substance and evolution of places, and of*

*the people and cultures that made them especially in the absence of written records, the material record, particularly archaeological deposits, provides the only source of evidence about the distant past.*

- *Historical Value. This derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative. Illustration depends on visibility in a way that evidential value (for example, of buried remains) does not. Places with illustrative value will normally also have evidential value, but it may be of a different order of importance. Association with a notable family, person, event, or movement gives historical value a particular resonance.*
- *Aesthetic value. This derives from the ways in which people draw sensory and intellectual stimulation from a place. Aesthetic values can be the result of the conscious design of a place, including artistic endeavour. Equally, they can be the seemingly fortuitous outcome of the way in which a place has evolved and been used over time.*
- *Communal value. This derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are closely bound up with historical (particularly associative) and aesthetic values but tend to have additional and specific aspects. These can be commemorative and symbolic values reflect the meanings of a place for those who draw part of their identity from it or have emotional links to it. Social value is associated with places that people perceive as a source of identity, distinctiveness, social interaction and coherence. Spiritual value attached to places can emanate from the beliefs and teachings of an organised religion, or reflect past or present-day perceptions of the spirit of place.*

#### Historic Environment Good Practice in Planning Notes

2.4.4 In March 2015, Heritage England produced three Good Practice Advice in Planning (GPA) notes. The notes provided information on good practice to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance given in the National Planning Practice Guide (NPPG). GPA1 covered *'The Historic*

*Environment in Local Plans*'. GPA2 provided advice on *'Managing Significance in Decision-Taking in the Historic Environment'* and GPA3 covered *'The Setting of Heritage Assets'*. As of March 2017, GPA4 entitled *'Enabling Development and Heritage Assets'* was still in draft format.

GPA2: Managing Significance in Decision-Taking in the Historic Environment.

2.4.5 The guidance focuses on understanding the significance of any affected heritage asset and, if relevant, the contribution of its setting to its significance. The significance of a heritage asset is the sum of its archaeological, architectural, historic, and artistic interest. The document sets out a number of stages to follow:

- Understand the significance of the affected assets
- Understand the impact of the proposal on that significance
- Avoid, minimise and mitigate impact in a way that meets the objectives of the NPPF
- Look for opportunities to better reveal or enhance significance
- Justify any harmful impacts in terms of the sustainable development objective of conserving significance and the need for change
- Offset negative impacts on aspects of significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected.

2.4.6 Since heritage assets may be affected by direct physical change or by change in their setting it is important to be able to properly assess the nature, extent and importance of the significance of a heritage asset and the contribution of its setting early in the process to assist with any planning decision-making in line with legal requirements.

GPA3: The Setting of Heritage Assets.

2.4.7 This document emphasises that the information required in support of applications for planning permission and listed building consents should be no more than is necessary to reach an informed decision, and that activities to conserve or invest need to be proportionate to

the significance of the heritage assets affected along with the impact on the significance of those heritage assets.

2.4.8 The NPPF makes it clear that the setting of a heritage asset is the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

2.4.9 The contribution of setting to the significance of a heritage asset is often expressed by reference to views, a purely visual impression of an asset or place which can be static or dynamic, including a variety of views of, across, or including that asset, and views of the surroundings from or through the asset, and may intersect with, and incorporate the settings of numerous heritage assets.

2.4.10 It covers areas such as cumulative change, where the significance of a heritage asset has been compromised in the past by unsympathetic development affecting its setting. To accord with NPPF policies, consideration still needs to be given to whether additional change will further detract from, or can enhance, the significance of the asset. Change over time and understanding any history of change will help to determine how further development within the asset's setting is likely to affect the contribution made by the setting to the significance of the heritage asset.

2.4.11 The implications of development affecting the setting of heritage assets ought to be considered on a case-by-case basis and since conservation decisions are based on the nature, extent and level of a heritage asset's significance, Historic England recommends the following broad approach to assessment, undertaken as a series of steps:

- Step 1: Identify which heritage assets and their settings are affected.
- Step 2: Assess whether, how and to what degree these settings contribute to the significance of the heritage asset(s).
- Step 3: Assess the effects of the proposed development, whether beneficial or harmful, on that significance.
- Step 4: Explore the way to maximise enhancement and avoid or minimise harm.

- Step 5: Make and document the decision and monitor outcomes.

2.4.12 The guidance reiterates the NPPF in stating that where developments affecting the setting results in 'substantial' harm to significance, this harm can only be justified if the development(s) deliver(s) substantial public benefit and that there is no other alternative (i.e. redesign or relocation).

Historic England has also published three core Advice Notes, which provide detailed and practical advice on how national policy and guidance is implemented. These documents include; 'Historic England Advice Note 1: Understanding Place: Conservation Area Designation, Appraisal and Management' (25th February 2016), 'Historic England Advice Note 2: Making Changes to Heritage Assets' (25th February 2016) and 'Historic England Advice Note 3: The Historic Environment and Site Allocations in Local Plans' (30th October 2015).

## **2.5 Local Policies**

2.5.1 The Local Planning Authority for the study is Swale Borough Council.

2.5.2 The Swale Borough Local Plan 'Bearing Fruits 2031' was formally adopted July 2017. The Local Plan sets out the Council's spatial vision, strategic objectives, development strategy and a series of core policy themes. It also contains allocations of land for development; a framework of development management policies to guide determination of planning applications and a framework for implementation and monitoring of the Local Plan.

2.5.3 The Local Plan also sets out a number of development policies. The relevant ones are detailed below:

2.5.4 DM 32 Development Involving Listed Buildings – Development proposals, including any change of use, affecting a listed building, and/or its setting, will be permitted provided that: 1. The building's special architectural or historic interest, and its setting and any features of special architectural or historic interest which it possesses, are preserved, paying special attention to the: a. design, including scale, materials, situation and detailing; b. appropriateness of the proposed use of the building; and c. desirability of removing unsightly or negative features or restoring or reinstating historic features.

2.5.5 DM 33 Development affecting a conservation area. Development affecting the setting of, or views into and out of a conservation area, will preserve or enhance all features that contribute positively to the area's special character or appearance.

2.5.6 DM 34 Scheduled Monuments and Archaeological Sites. Development will not be permitted which would adversely affect a Scheduled Monument, and/or its setting, or subsequently designated, or any other monument or archaeological site demonstrated as being of equivalent significance to scheduled monuments.

*Local Plan Regeneration Sites*

2.5.7 The Local Plan contains a number of strategic sites for future regeneration. The PDA resides in a regeneration area of the Port of Sheerness. Within this area proposals will be supported which support the objective of maintaining and enhancing the Port of Sheerness as a deep-water gateway port to Europe. The priority will be to safeguard the port function and to encourage investment in infrastructure that supports water and rail freight connections. Expansion involving the intensification of port use within existing port confines and/or expansion onto appropriate land within the area defined on the Proposals Map will be supported provided that:

1. any measures required by the development to improve local access by road and rail are brought forward as part of the proposals;
2. the proposals increase the potential for the movement of freight by rail;
3. the proposals are of a scale, use and external appearance that would not detract from the visual appearance or residential amenity of the locality;
4. the significance of heritage assets are sustained and enhanced with viable uses consistent with their conservation with new development making a positive contribution to local character and distinctiveness;
5. a project specific HRA demonstrates that the integrity of the Outer Thames Estuary SPA is retained; and
6. there are no other significant adverse social or environmental impacts arising as a result of the project.

2.5.8 Potential longer-term options will be considered via a review of the Local Plan. All proposals intended to secure the regeneration of the area for mixed uses will be considered in terms of their social, economic and environmental implications and their ability to secure the wider possible benefits for the sustainable regeneration of Sheerness and Blue Town.

*Sheerness Port Masterplan, 2016*

2.5.9 A strategic plan to develop and grow the port over the next 20 years and a driver for sustainable growth in the Swale region. Blue Town lies between the Heritage Quarter in the plan to the north of the Dockyard Wall and to the south east, the steelworks site. Within the masterplan there is no specific strategy relating to Blue Town itself.

*Conservation Area: Sheerness Royal Naval Dockyard and Bluetown, 2011*

2.5.10 The PDA lies adjacent to the Conservation Area. Originally designated in 1972, the area was enlarged following the appraisal in 2011. As well as the importance of the dockyard itself, in summary Blue Town is considered of significance and special interest as it is an example of a civilian maritime town built to service the dockyard with 18<sup>th</sup> and 19<sup>th</sup> century origins. The conservation appraisal considers opportunities to enhance the character and appearance with the reinstatement of original materials and architectural details, along with the density and traditional enclosures, routeways and alleyways that were prevalent in the historic Blue Town settlement. The aim is to improve the economic and social aspects of the area utilizing high quality design positively to the context and character of Blue Town that respects its historical layout.

### **3 METHODOLOGY**

#### **3.1 Sources**

3.1.1 A number of publicly accessible sources were consulted prior to the preparation of this document.

##### *Archaeological databases*

3.1.2 Although it is recognised that national databases are an appropriate resource for this particular type of assessment, the local Historic Environmental Record held at Kent County Council (KHER) contains sufficient data to provide an accurate insight into catalogued sites and finds within both the proposed development area and the surrounding landscape.

3.1.3 The National Heritage List for England (NHLE), which is the only official and up to date database of all nationally designated heritage assets is the preferred archive for a comprehensive HER search.

##### *Cartographic and Pictorial Documents*

3.1.4 A full map regression exercise has been incorporated within this assessment. Research was carried out using resources offered by the Kent County Council, the internet, Ordnance Survey and the Kent Archaeological Society. A full listing of bibliographic and cartographic documents used in this study is provided in Section 9.

##### *Aerial photographs*

3.1.5 The study of the collection of aerial photographs held by Google Earth was undertaken (Plates 1-7).

##### *Secondary and Statutory Resources*

3.1.6 Secondary and statutory sources, such as regional and periodic archaeological studies, archaeological reports associated with development control, landscape studies, dissertations and research frameworks are considered appropriate to this type of study and have been included within this assessment.

##### *Walkover Survey*

3.1.7 The purpose of the walkover survey was to;

- Identifying any historic landscape features not shown on maps.

- Conduct a rapid survey for archaeological features and Heritage Assets.
- Make a note of any surface scatters of archaeological material.
- Identify constraints or areas of disturbance that may affect archaeological investigation.
- Understanding the setting of the Heritage assets and the wider landscape.

3.1.8 The results of the walkover survey are detailed in Section 5 of this document

*Constraints*

3.1.9 Due to Covid-19 it has not been possible to obtain all the necessary documents and undertake some of the historical research. The Blue Town Museum is closed. In addition, the 1995 RCHME report on the Dockyard and Blue Town informs that a Level 1 recording survey was undertaken on No. 28 High Street and Level 2 on 24/25/26 High Street. Unfortunately, the Historic England Archive is closed and not further detailed information was able to be obtained regarding the surveys than what is mentioned in the RCHME report.

3.1.10 In addition, the National Archives, which is also closed holds a number of maps of the area. Of use would be the Dodd's Map from 1800, which details Blue Town, amongst other areas (ADM 140/670).

## **4 ARCHAEOLOGICAL AND HISTORICAL RESOURCE**

### **4.1 Introduction**

4.1.1 Situated at the "mouth" of the River Thames, some fifty miles from London, the Isle of Sheppey is some 11 by 9 miles in size. Its name deriving from early historic times when sheep farming was extensive on the island. Prehistoric activity is usually found on the higher ground near Minster. The island suffers from erosion on the northern side and therefore its coastline would have looked significantly different in the Prehistoric period.

4.1.2 At Kingsnorth to the west of the PDA, close to Minster a new housing estate revealed a causewayed enclosure; one of only two found in Kent. These earthworks date from the Neolithic Period about 3,000 BC and it is believed they were religious or ceremonial structures and a place for people to meet. A Bronze Age 'barrow' was also discovered nearby the causewayed enclosure as well as Bronze Age cemeteries, along with Iron Age enclosures and four post structures. In the vicinity around the PDA there is little by way of prehistoric activity.

4.1.3 The Kingsborough excavation also found Romano-British field systems and droveways. Shurland Hall on the eastern part of Sheppey is thought to be on the site of an earlier Roman Fort although this does not appear to be substantiated archaeologically although Roman tiles have been found embedded in the masonry at Shurland Hall. A Roman Coin Hoard was found in 1969 at Leysdown, also east of the island as well as 2,500 radiate coins at Minster. On the western side of the island there appears little by way of Roman activity.

4.1.4 Known from the Anglo-Saxon Chronicles, there were Viking invasions on the island in 798 and also 832 AD. In 850 AD it is reported that the Vikings wintered on the island, although no evidence of their camps have been found. The Vikings also arrived at Sheppey with 350 ships in 892 and in 893. In the 9th and 10th centuries, it is believed that Shurland Castle, was the birthplace and residence of the early English kings. At Queenborough just to the south of the PDA, in Saxon times, the settlement on the site was known as Cyningburh, "king's borough" and later went onto to become along with Minster a significant settlement on the island through to the Medieval period with its castle built in 1377 by Edward III. The abbey at Minster was founded in 664 AD as a Benedictine nunnery and later refounded as an Augustian nunnery in 1130. Nearby Sheerness in Old English means 'clear headland' or 'bright headland' reflection its location and topography. The PDA fell within the northern part of the parish of Queenborough and would have been marsh land.

- 4.1.5 At the time of the Domesday Book, the Island had only two entries. One for Sheppey and one for Harty. Sheppey at that time was part of the Hundred for Teynham, just south across the Swale Estuary on the mainland. The land belonging to Christ Church Canterbury consisted of just six households with two smallholders and four slaves with land for one plough team.
- 4.1.6 The location of this marshland, north of Queenborough, situated at what was considered to be a strategic point on the east bank of the Medway, meant that it was ideal for one of Henry VIII's blockhouses that he had built along the Thames around 1539. These blockhouses consisted of a square tower surrounded by earthwork battery with artillery for defence. By 1665, the blockhouse and surrounding area was turned into a dockyard to supplement the major dockyard further down the Medway at Chatham. In addition, the square blockhouse and earthworks were enclosed and strengthened in the 1660s.
- 4.1.7 In 1667, the Dutch sailed up the Medway and captured the unfinished fort where ammunition and guns were taken and the site burned. As a result of this raid, the fort at Sheerness was remodelled. The docks were located on the western side of the dockyard was then protected by a bastion front. The dockyard continued to expand through the 18<sup>th</sup> century.
- 4.1.8 As the dockyard grew in size, some of the workers to the dockyard set up houses outside of the fortified area. Initially located at the north western end of the settlement area on reclaimed marshy ground, which became known as Blue Town. So called because of the colour of these houses painted with naval blue paint and were initially wooden as a result of materials obtained from the dockyard. The settlement in the early days based on maps was just called 'Blue Houses' before later being referred to as Blue Town.
- 4.1.9 At the time of Napoleonic wars with the possibility of a French invasion, there were improvements made to the defences at Sheerness with the construction of a canal, which ran up the coastline to join in with the fort known as the Sheerness Lines. In 1820s, there was a fire at the fort and also at Blue Town where 50 houses were lost. This was probably the impetus that part of the fort was demolished to allow for the enlarged dockyard. To a design by John Rennie between 1813 -1830, the current dockyard wall was built as well as needing to expand to cope with demand. As well as the dockyard wall, in the area to the north of the PDA on the northern side of the wall, in 1827 the officer's houses of Dockyard Terrace were completed and east of this was a smaller row of officer's houses called Regency Terrace. These terraces still exist and can be seen above the dockyard wall. A further revamp in the 1860s with the construction of a new battery called Garrison Fort to coincide as part of the joint defences

with that across the other side of the Medway on the Isle of Grain. It was at this time that the defences known as the Queenborough lines were built. They are the last earthwork defensive line constructed in Great Britain. Known locally as “the Canal”, they are a defensive Moat and Earthworks built from Coast to Coast across Sheppey to defend the Sheerness Dockyard and Naval Base in the event of attack from landward side.

4.1.10 Blue Town grew in size to its full extent by 1800, until it became a densely packed settlement of houses and alley ways constructed on an ad-hoc basis concentrated into a triangular area with the dockyard wall at the northern boundary and the Well Marsh to the south. Although it was larger initially to the north, with houses having been removed as a result of the Rennie redesign of the dockyard and was cleared to allow for building of the dockyard wall. As expected for a settlement associated with sailors and dockyard workers, the settlement was not one of good reputation. A defining characteristic is one of many public houses. For the properties along the High Street, they were shops on the ground floor with residential accommodation above. As the town developed a wide variety of styles and materials were used many of which were reclaimed from elsewhere. Also, a number of fires occurred at various times in Blue Town and the precipitated the renewal of buildings in the settlement leading to the variety of styles. Much of the original housing was renewed during the 19<sup>th</sup> century

4.1.11A 1924 article in the Sheerness Times list the known fires and their impacts in Blue Town, some with loss of life, which are provided in the table below.

1667	Sheerness Burnt by the Dutch
1828	50 Houses
1854	Duke of Clarence
1876	Fire at Blue Town: Many buildings lost or flooded.
1881	Dockyard Chapel
1882 (Nov.24)	Jolly Sailor Blue Town destroyed by fire
1909 (April 15 <sup>th</sup> )	Fire at Blue Town: 3 houses lost built by William Shrubsole in 1762. Part was used as a chapel house, Both John Wesley and Rowland Hill preaches there.
1911 (Nov. 25 <sup>th</sup> )	Bad Fire: 2 shops and 3 houses High Street No.23. (Not clear if Blue Town High Street or Sheerness?)

4.1.12 Online information available relating to the High Street at Blue Town in the 1850s along with later 19<sup>th</sup> century street photographs allows for the identification of buildings, including their trades and also pubs. Figure 21 provide a pictorial illustration of this information in relation to the High Street in the area of the PDA. This is particularly useful as the historical mapping due to the densely and intimate nature of the settlement buildings does not clearly show the individual buildings in this period. The Druid's Arms (No. 23) was originally three separate cottages. There is only one building that has been conclusively dates to the 18<sup>th</sup> century and that is the former Bethal Chapel on Union Street.

4.1.13 In 1864 the railway was extended from Queenborough and terminated at the southern end of West Street. By this time, Sheerness like many other coastal towns in Kent was at the height of its popularity as a seaside town. Nearby a pier was also built which brought in visitors, which would have passed through Blue Town on their way to the sea side at Sheerness.

4.1.14 Memories written by Abe Jacobs, a resident of Blue Town was in an article in the Guardian and East Kent Advertiser in 1919. There are several comments made in respect of the area of High Street of the PDA. His grandfather Isaac Jacobs came to Blue Town in 1787. Originally living on the High Street on the northern side, he had to leave the house as a result of the dockyard wall being built and moved to No. 16 High Street. No. 15 at that time had not been built. At the Druids Arms (No. 23 High Street), he remembers a forge at the rear. An alley next to The White Horse (No.18) used to have an entrance into Fields Yard and later a bakery was built over it. Regarding No. 24, which was Shrubsole the grocers, the shop eventually moved to Mile Town and No. 24 became the White House Sailors Home and later burnt down (probably in 1909 based on the newspaper fire article mentioned above) and confirms that No. 24-27 are early 20<sup>th</sup> century.

4.1.15 In the First World War, on Tuesday 5th June 1917 there was a raid on Shoeburyness and Sheerness involving 22 Gothas dropping 74 bombs. At Sheerness it was recorded that there was 3 civilian fatalities, including Edward Perry the manager of Gieves, a shop in Blue Town, and a customer, Samuel Hawes, a CPO of HMS Actaeon. There were 10 military killed in all. Other civilians killed were George Frier and Herbert Lucas, both of whom appear dockyard workers. In addition, nine civilians and 25 military personnel were wounded.

4.1.16 Local sources suggest that the locations of bombs dropped in Blue Town in the Second World War were along the western edge of the settlement and not in the area of the PDA. The area of the dockyard being heavily defended with a large number of batteries.

4.1.17 In the 1960s dockyard closed and the site turned into a modern commercial port. Nearby on Well Marsh, to the south of Blue Town, a large steel factory was built in 1971. This destroyed much of the area of the Sheerness Lines. Many houses in this period were condemned houses and considered uninhabitable. As a result, there were significant clearance of parts of Blue Town or buildings were heavily altered. This is when the PDA became a trading estate. The steelworks finally closed in 2012 and the site demolished in 2016.

## 4.2 Kent County Council Historic Environment Record (KHER)

4.2.1 A search of the KCC HER was carried out on the 1st June 2020, centred on the proposed site with a search radius of 750m. The search provided a large number of records, just over 160, primarily reflecting the heritage associated with the Post Medieval Sheerness defences and dockyard, with very little by way of HER records for findspots or below ground archaeology. A gazetteer of the KHER is included in Appendix 2 with map data shown on Figures 3-9. There were no Registered Parks and Gardens, Historic Parks and Gardens or Protected Military Remains or NMP Cropmarks within the search area. Time scales for archaeological periods represented in the report are listed in Table 1.

Prehistoric	Palaeolithic	c. 500,000 BC – c.10,000 BC
	Mesolithic	c.10,000 BC – c. 4,300 BC
	Neolithic	c. 4,300 BC – c. 2,300 BC
	Bronze Age	c. 2,300 BC – c. 600 BC
	Iron Age	c. 600 BC – c. AD 43
	Romano-British	c. AD 43 – c. AD 410
	Anglo-Saxon	AD 410 – AD 1066
	Medieval	AD 1066 – AD 1485
	Post-medieval	AD 1485 – AD 1900
	Modern	AD 1901 – present day
<b>Table 1: Classification of Archaeological periods</b>		

4.2.2 There are no records for the Palaeolithic, Mesolithic and Neolithic periods for the assessment area.

- 4.2.3 For the Bronze Age, there is just one record of a Bronze Age Palstave axe (TQ 97 NW 1) was located circa 580m east of the PDA within the assessment area to a general location. The majority of Bronze Age finds are to be found on the higher ground at Minster and Kingsnorth. The paucity of finds is similar for the Iron Age where a single gold Stater (MKE73684) was found a few decades ago and reported under the Portable Antiquities Scheme (PAS) circa 365m west of the PDA, although this does not represent the exact location of the find but assigned to that of a nearby grid square.
- 4.2.4 There is just one record for the Roman period being that of a Roman ring found in 1964 (TQ 97 NW 13) and located circa 365m west of the PDA to a grid square. There are no KHER records for the Anglo-Saxon period. Again, activity on Sheppey is concentrated on the higher land around Minster and Leysdown with Roman coin hoards. Late Iron Age and first to second-century Romano-British cremation burials were discovered at Minster and Kingsnorth.
- 4.2.5 The Medieval period is represented by the place (TQ 97 NW 120) and town defences of Sheerness, which originated in the Tudor period (TQ 97 NW 3).
- 4.2.6 Of the 123 records for the Post Medieval period, 41 are for listed buildings and a further 14 as Building records. Of the listed buildings the majority are related to the dockyard and associated structures. However, nine listed buildings and 4 building records relate to houses and structures in Blue Town itself, including one adjacent to the PDA at No. 15, High Street. Of the dockyard listed structures, those closest to the PDA including to the north the southern boundary wall and the terraces of Naval Terrace and Regency Terrace just on the opposite side of the wall north of the PDA. The remaining records are monument records, again primarily relates to past defence of dockyard structures. Within the Blue Town area, former sites of religious chapels and churches are recognised. In terms of below ground archaeology, circa 750m to the west was a 19<sup>th</sup> century barrel lined cess pit or well (TQ 97 SW 79).
- 4.2.7 Of the Modern period, there are 29 KHER records and relate to defence features of the Second World War as well as further dockyard features.
- 4.2.8 There are 50 records, which are undated. 11 of which are related to cropmarks of ring ditches, which are likely to be Bronze Age. 18 are of potential enclosures and linear features, as well as pits, some of which originate close to the PDA to the north west (TR 36 NW 1102; TR 36 NE 2406).

#### *Stour Palaeolithic Characterisation Areas*

4.2.9 The PDA lies within an area classified as PCA20 (Fig. 8). This area relates to the Swale estuarine and alluvial marshes. The extensive alluvial marshes associated with the Swale might be expected to overlie deep and complex Pleistocene channel-fill sequences. Any of the few Palaeolithic finds on Sheppey have not been found in-situ and survey concludes that the likelihood of Palaeolithic remains is considered very low.

### **4.3 Previous Archaeological Works**

4.3.1 The KHER has a number of archaeological events with many of them non-intrusive. A RCHME Survey was undertaken in 1995 for the Dockyard and Blue Town of which did include surveys regarding No. 15, 24-27 and 28 High Street amongst others. Intrusive works included in the dockyard area evidence of the Ravelin ditch during a watching brief (EKE8331). Another watching brief, this time during the construction of the inner relief road in 2001 identified some 19<sup>th</sup> century remains comprising of domestic cess pits, a brick lined well (EKE 8641). Other intrusive events have also taken place within the walls of the dockyard and have identified earlier structures. Very little by way of excavation has taken place within Blue Town itself. However, a number of surveys of Blue Town have been undertaken and are expanded on below. A full list of events is provided in the Event table in Appendix 2.

#### *Characterisation of Sheerness (for Historic England 2016)*

4.3.2 A non-intrusive survey was recently undertaken for Historic England. Looking at both the port, dockyard area and also Blue Town. The area of survey included that of the PDA. As previous work has focused on the High Street and West Street frontage, which have the majority of recorded Heritage Assets in Blue Town, the survey sought to focus on the back-plot areas of Blue Town amongst other objectives. The survey found that the back-plot areas also continued surviving structures of buildings relating to small scale trade and industrial practices as well as surviving boundary treatments. The far western section of the PDA comprising of Nos 27a 27b, plus No 28 (along with Nos 24-27 outside of the PDA) appears to fall within the area classified in the survey as the historic settlement core (HCA07), with the remainder of the area classified as Blue Town industrial (HCA08). The built form in the historic core varies along with the of the piecemeal renewing of properties leading to varied materials. No. 28 is seen in the report (photograph 19, page 3-31) to highlight in HCA07 the lower quality industrial buildings and back plots. The report considers the historic core area HCA07 greater in size than that covered by the Conservation Area.

4.3.3 HCA08 is referred to as areas of Blue Town that have been redeveloped for light industrial and commercial premises with the area having its roots from the 1950s with large scale redevelopments resulting in the clearance of buildings and alterations to road layouts and the use of the area for small scale industrialisation. Consequently, many buildings are modern in this area and concerned sheds and warehouses. The survey recognises that in the HCA08 area, the sole surviving building is that of No. 15 High Street. It does also comment that whilst little survives in way of buildings, the area does retain its historic street pattern and naming.

#### **4.4 The Dockyard, Defences and Blue Town. RCHME Survey 1995**

4.4.1 This survey reviewed a number of buildings in or close to the PDA, which the finds are summarised below.

##### *No. 28 High Street.*

4.4.1 A Level one Historic Building Survey was undertaken in 1994 by the Royal commission on the Historical Monuments of England (RCHME) and is retained in the Historic England's archive. Due to Coronavirus, this record was not able to be viewed. Level 1 surveys are usually a basic visual record recording location, age and type, predominately of the exterior. It is not known if the interior was inspected. It was undertaken as part of a wider project in surveying Blue Town, defences and the Dockyard. The fact that No. 28 was only undertaken to Level 1 and not detailed in the 1995 report, suggests that there building has little by way of historical merit and not worthy of a more detailed investigation.

##### *No. 24-27 High Street*

4.4.2 As part of the same project as mentioned above, Nos 24-27 were subjected to a Level 2 survey, which includes an examination of the building itself, including the interior. A summary of the findings are detailed in the RCHME report as follows:

“An early 20<sup>th</sup> century terrace of three two-storey red-brick shops possibly originally erected as dwellings. No 24 survives almost in its original form externally. It is double-fronted and has oriel windows upstairs. 25 and 26 have wide segmental-arched window openings and first floor level with horned three-light sashes. Part of 24, 25 and 26 have shop fronts and 26 has a loading bay in its west elevation at the upper level. The High Street elevation has a parapet wall over with a flat roof behind. The roof may be original”.

##### *No. 15 High Street*

4.4.3 A survey of No. 15 was also undertaken at the time and described as the “sole surviving historic building in the Blue Town Industrial Historic Character Area. It is a mid-19<sup>th</sup> century building. Originally believed to be erected as a shop on the ground floor with accommodation above containing mouldings and friezes on the front.

4.4.4 Following this report, only No. 15 was recognised in the HER as a building record.

#### **4.5 Historical Map Progression**

##### *Symonson Map, 1596*

4.5.1 This map shows the principal settlements on the Isle of Sheppey at that time being Queenborough and Minster. Sheerness is referred to as marshland (Fig.10).

##### *Andrews, Dury and Herbert map, 1769*

4.5.2 Andrews, Dury and Herbert published their atlas some thirty years before the Ordnance Survey, immediately becoming the best large-scale maps of the county. This shows the dockyard at the westernmost point. The area to the east of the docks is still marshland but the road for the High Street is in existence as well as a number of buildings west of the PDA. South and east of the PDA the map suggests drainage channels and it appears to show one that runs along the southern side of the road in the vicinity of the PDA (Fig.11).

##### *Plan of His Majesty's Dockyard at Sheerness of Blue Town in 1813,*

4.5.3 North for this map is to the left. This shows that the triangular settlement shape of Blue Town had been set out by this period with the High Street at the north. The road of East Lane can also be identified at the southern end of the PDA (Fig.12)

##### *Minster Tithe Map, 1841*

4.5.4 The tithe map shows the individual buildings set within the area of the PDA. This attests to the densely packed settlement area incorporating a number of yards and alleys ways following the haphazard nature of the development of the town. Unfortunately, no information remains from the tithes as to the owners of the individually designated plots in the area of Blue Town. However, as discussed in section 4.1.12, some of this information has been obtained from elsewhere. Of note, that this map is only some 14 years after the fire which is supposed to have destroyed 50 houses, although it appears that any structures destroyed were quickly rebuilt (Fig. 13).

##### *Historic Map 1862*

4.5.5 This detailed map shows the high density of buildings within the area of the PDA. The public houses of The Grapes, The Star Inn, Hearts of Oak and the Druid's Arms are annotated. The map highlights the maze of alley ways and yards behind the main buildings on the High Street. Some of the areas behind are referred to as yards or squares and are likely to be a mixture of outbuildings and residential properties usually of lower quality housing and industrial buildings. The map also suggests that the buildings of No. 27a, 27b and No. 28 are in place by this time (Fig.14).

*Ordnance Survey 1st Edition map, 1869*

4.5.6 This is the first OS map, although being large scale means that the detail of the individual houses is not provided. The only features in the settlement labelled of note is the Jewish Synagogue and the Wesleyan Chapel. To the south west of the settlement is now the railway station (Fig.15).

*Ordnance Survey 2nd Edition map, 1898*

4.5.7 The scale for this map allows for the individual buildings to be noted as well as the alleyways. The map highlights that one of the buildings within the PDA located on the high Street is that of a Post Office. Close to the railway stations there are new civic buildings of the Police Station and School as there is little room within the settlement itself (Fig.16).

*Ordnance Survey map, 1908*

4.5.8 There is little change at the PDA or in the wider area. There is a new largish building in the south eastern section of the PDA (Fig.17).

*Ordnance Survey map, 1933*

4.5.9 There is little change. Within the PDA the Post Office is no longer labelled although the building immediately to the west is now labelled as a public house. There has been some clearance of buildings in the south eastern area of the PDA as well as some changes in the north western section of the PDA adjoining the eastern side of Nos. 27a and 27b, which now has at the rear open sided outbuildings in the yard. By this time the building footprint suggests that the current houses of Nos. 24-27 are in place (Fig.18).

*Ordnance Survey Map, 1956*

4.5.10 There have been significant changes. No 23, still remains a public House. A large part of the eastern section of the site is now a bakery. A number of other shop fronts remain including what appears to be residential houses at 1-2 Drummonds Place and also that of 6-7 Bentham Square (AKA Nos. 27a and 27b) as well as 3 terraced houses in the bottom south western

corner. These buildings adjoin to the east a larger building or covered yard area. However, it appears that No.21 High Street has been demolished showing open access into Drummonds Place as well as the demolition of two properties in the extreme north western corner (Fig. 19).

*Ordnance Survey Map 1972-1975*

4.5.11 There have been further changes. Nos. 22 and 23 High Street have been demolished and replaced with a new Public House being that of the current building of the boxing academy. The outbuildings in the south eastern corner that previously appeared to be part of the bakery have gone and the bakery is no longer labelled as such. A large part of the south western corner has also had its buildings demolished and replaced with a coal yard. The bakery building was eventually cleared in the 1980s. It was not until the 1990s that Bentham Square was opened up on the eastern side of what are 27a and 27b to allow full access all the way around the two entrances to the PDA (Fig 20).

## **4.6 Historical and Aerial Photographs**

*Late 19<sup>th</sup> century*

4.6.1 This photograph is taken alongside that of Shrubsole's looking eastwards. Between No 21, the Hearts of Oak pub and No. 20 is an alleyway, which using the information provided in Section 4.1.12 is referred to as Drummond's Alley. This shows the Druids Arms, which was located at No. 23. A glimpse of Shrubsole, the Grocers at No. 24 can be seen. It also appears that at No. 22, there is a pub as well. In the distance are two more public houses, The White Horse (Star Inn) at No. 18 and the Duke of Malborough at No 17. In the far distance the building of No. 15 can be recognised (Plate 8).

*Early 20<sup>th</sup> century, estimated post 1909*

4.6.2 A wider shot looking westwards down the High Street. The Druids Arms can be located as seen in the previous photograph. However, the building to the west which was Shrubsole's in the previous photographs is now a different building suggesting it has been replaced and this is likely to be after the fire reported in 1909. This new building is the that of the current Nos. 24-27, which is still standing today and seems to corroborate with the RCHME survey that this is an early 20<sup>th</sup> century building and certainly not the first on the site. Moving eastwards, next to the Druid's Arms is No 22, which is recognisable given that angle in which it sits on the High Street. At No. 21 is that of the Hearts of Oak pub. On the opposite side is

the dockyard wall and the rooftops relating to Regency Terrace. Moving westwards from No. 27, No. 28 is smaller in heights than many of the surrounding buildings being only 2 storey in height. Very few if any have matching rooflines. All these High Street buildings have shop fronts on the ground floor with residential houses above. No doubt reviewing the historical maps, many also had outbuildings in their rear yards. The buildings all show a mixture of styles and materials no doubt constructed at different times. Some with weather boarding, other in brick. There are differences in windows and window arches. Some buildings had grander facades and features such as mouldings. Others such as the Druid Arms appear early in date compared to say No 15 (Plate 9).

#### *1947*

4.6.3 The location of the PDA can be identified from No 15. The buildings within the are still densely packed around yard area. There are now gaps in the High Street frontage. No 14 is missing to the east of No. 15 as are those next to No 27 on the western side. Behind the High Street frontage, there are many outbuildings and houses. Some of the outbuildings are large in size, such as at the rear of No.15, which appears to be 20<sup>th</sup> century and is different to that represented on the 1933 OS map where at the rear of No. 15 appears to be residential houses, suggesting clearance of the older building is starting to take place. To the east of the terrace of houses on East Lane just outside of the PDA, the group of buildings located in that south western corner on the 1933 historical OS map no longer appear to be there. Others still appear original from the 19<sup>th</sup> century and tend to be on a north-south axis alongside alleyways. The land to the south of East Lane is mainly wasteland, with a number of houses also having gone by this time (Plate 2).

#### *1940s*

4.6.4 An aerial photograph of a similar period to that shown in Plate 2. Aside from the southern section of the PDA, the majority of buildings remain tightly packed within the remainder of the PDA and Blue Town as a whole. The main gap in the High street frontage is that of No. 14 to the east of No. 15 at the north eastern corner of the PDA. South of the PDA and East Lane, the area is open ground with the houses no longer there (Plate 1).

#### *1951*

4.6.5 This shows houses within the PDA on the western boundary on the eastern side of Edwards Passage and are Nos. 27a and 27b. The gap in the High Street frontage next to No. 27 allows for access to the rear area of No. 27 where there is a yard and large outbuildings immediately adjoining Nos. 27a and 27b. In the area of Drummonds Passage, the entrance which was half

way along that of the High Street frontage, the row of residential houses along the passageway still remain. In the eastern area of the PDA, there are a greater number of larger outbuildings suggesting this area is already transitioning to commercial. The buildings of Nos. 16-23 still appear to be potentially those from the 19<sup>th</sup> century (Plate 3).

*1960's*

4.6.6 There is little change within the PDA itself. South and south west of the PDA, the area has had more clearance of houses. Some of the areas of Blue Town to the south west where houses have previously been cleared are now having larger commercial buildings erected. The houses of 27a and 27b appear to adjoin a large covered area, whilst No. 28 has what looks like an extension to its western side (Plate 4).

*1990*

4.6.7 There have been significant changes. Of the original High Street frontage within the PDA, only Nos. 24-27 remain, with all the others having been demolished. Many of the outbuildings and residential houses that were located to the rear of the High Street have also been demolished. It appears that only a handful of buildings remain from the earlier period. One to the rear of No. 24, No. 28 and Nos. 27a and 27b. A number of modern outbuildings have been added around the perimeter of the PDA and the PDA is now a trading estate. In the wider area to the east, there has also been demolition and replacement with commercial buildings. No 15 at the north east boundary stands along and there have been changes to the road layout with a new road created east of No 15 and south of the PDA on the line of the historic boundary of Blue Town, Brielle Way has been built and the large steel works are to the south of Brielle Way (Plate 5).

*2003*

4.6.8 There have been some minor changes in that the building at the rear of No, 24 has been demolished and replaced. In the wider area to the south and south west, the commercial buildings there have been replaced by a large car parking area (Plate 6).

*2018*

4.6.9 There has been little by way of change. Only the two buildings at No 28 and 27a and 27b appears to remain from the earlier periods (Plate 7).

## **5 WALKOVER SURVEY**

### **5.1 Text**

A walkover survey was undertaken on the 16<sup>th</sup> June 2020. The site is approached from the High Street alongside the eastern side of the PDA and turning west at the dockyard wall by No. 15. The street scene currently is one of a mixture of buildings of different materials, shapes, size and placements giving a dilapidated appearance in parts. The trading centre can be accessed via a couple of open entrances with modern concrete bollards and low walls forming the frontage with a number of parked cars. Along the eastern side are modern brick and metal commercial units with a modern metal fence and vegetation. Alongside the southern boundary are further modern units, with some commercial area yards separated from others by makeshift boards and gates. In the south western corner is another modern commercial unit. Along the western boundary are the semi-detached cottages of 27a and 27b, which are approached from the eastern side with a small area in front of the cottages separated by wooden fence panels. Their garden being located at the rear on the western side. The houses have modern render, windows and roof and do not show any architectural character. To the north of the cottages is No. 28, which is in extremely poor condition with a metal roof, broken windows and a patchwork of materials. The original section of the building is brick with the extension to the north and western side metal. On the northern boundary are the properties of 24-27 High Street outside of the PDA and separated from the PDA by modern wooden fencing. At the rear of No. 24-25 but within the area of the PDA is a separate commercial unit of 26a and 26b, again in relatively poor condition. Accessed from the High Street and surrounded by metal fencing is a modern detached building of wood and metal construction currently used for a boxing academy. To the east of this unit is a metal unit with fenced off a mobile telephone mast at the rear. The ground surface around the area of the trading estate is patchworked mixture of tarmac, concrete, places of raised kerbs and undulating areas. The boundary on the western, south western and the western end of the southern boundary is one of upright railway sleepers bordering the eastern side of Edwards Passageway, Edwards Street and East Lane, which remains part of the historical grid of streets.

## **6 ASSESSMENT OF HERITAGE ASSETS**

### **6.1 Introduction**

6.1.1 The vast majority of the heritage assets, designated and un-designated primarily relate to the Post Medieval dockyard and associated defences of Sheerness and The Medway. Some of which are Scheduled and nationally listed. Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by the KHER as having a degree of heritage significance but which do not meet the criteria for designated heritage assets. This archaeological resource is covered in section 6.2 with full details provided in the table in Appendix 2.

6.1.2 The proposed development Site is adjacent to the Grade II listed Heritage of the southern boundary wall of the dockyard (TQ 97 NW 1085). (Listing 1259030 – see Appendix 1) and given that it overlooks that of the PDA, will be considered further. Other listed assets close by include the Grade II\* Georgian offices terraces houses of Regency Terrace and Naval Terrace just on the opposite side of the southern boundary wall. Close by to the north of Naval Terrace is the current ruin of the Dockyard Church and does not have any relationship of intervisibility with the PDA and therefore will not be considered further. The upper storeys of Regency and Naval Terrace can be seen above that of the southern Dockyard Wall overlooking the High Street and will be considered further. Non designated above ground heritage assets include that of No. 15 adjacent to the north east corner of the PDA and further west along the High street, is No 41 High Street, that is early 19<sup>th</sup> century, although No. 41 does not have any intervisibility with the PDA and therefore will not be considered further. No 15 High Street, due to its proximity will be considered further. Consideration will also be given to other undesignated assets within the area of the PDA as considered by the Characterisation of Sheerness and RCHME report of No. 27a and 27b, along with No. 28.

6.1.3 However, the setting of heritage assets is not limited by distance. Therefore, a review of designated assets further away within the PDA assessment area and also outside of the assessment area has been undertaken. Given the close location of the high dockyard wall and the dense urbanisation of the area, there are no long views or other heritage assets that need to be considered.

6.1.4 Therefore, given the proximity of the PDA to that of the dockyard Wall, Naval and Regency Terrace, along with the undesignated asset of No. 15, these will form the focus of the assessment as well as other un-designated heritage assets within the PDA.

## 6.2 Summary of Archaeological Potential

### *Introduction*

6.2.1 The below ground archaeology in this part of Sheppey is sparse and consists of stray finds, not necessarily in situ. Given that the area until that of the nearby Tudor Fort was constructed was marshland and only in the later part of the 18<sup>th</sup> century did the area of Blue Town began to be settled. The following section seeks to pull together and summarise the data for each archaeological period from the various sources of data.

### *Palaeolithic*

6.2.2 The Palaeolithic period represents the earliest phases of human activity in the British Isles, up to the end of the last Ice Age. There is little evidence from this period by way of finds or as suggested by the Stour Palaeolithic survey. However, the Isle of Sheppey is geologically structurally analogous to the Hoo peninsula, and thus might be expected to have developed a similar Pleistocene sequence. Likewise, the extensive alluvial marshes associated with the Swale might be expected to overlie deep and complex Pleistocene channel-fill sequences. Chance finds cannot be discounted but the potential for this period is considered to be **low**.

### *Mesolithic*

6.2.3 The Mesolithic period reflects a society of hunter-gatherers active after the last Ice Age. There is little evidence from this period by way of finds. The potential for this period is considered to be **low**.

### *Neolithic*

6.2.4 The Neolithic period was the beginning of a sedentary lifestyle based on agriculture and animal husbandry. There is little evidence from this period. The archaeological potential from this period is considered **low**.

### *Bronze Age*

6.2.5 The Bronze Age was a period of large migrations from the continent and more complex social developments on a domestic, industrial and ceremonial level. There is little evidence from this period. The archaeological potential from this period is considered **low**.

### *Iron Age*

6.2.6 The Iron Age is, by definition a period of established rural farming communities with extensive field systems and large 'urban' centres (the Iron Age 'Tribal capital' or civitas of the Cantiaci). the potential for finding remains that date to this period within the confines of the development site is considered **low**.

#### *Romano-British*

6.2.7 The Romano-British period is the term given to the Romanised culture of Britain under the rule of the Roman Empire, following the Claudian invasion in AD 43, Britain then formed part of the Roman Empire for nearly 400 years. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

#### *Anglo-Saxon*

6.2.8 There are no records from this period within the assessment area with the focus in this period on the higher ground in the centre of the island. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

#### *Medieval*

6.2.9 By this time, the closest core settlement is that of Queenborough to the south. During this period, the area is likely to have still been marshland. The archaeological potential is considered to be **low**.

#### *Post Medieval*

6.2.10 This archaeological period saw the most changes with the building of the new fort, defences and creation of the dockyard, which was further revamped in the early 19<sup>th</sup> century, particularly when the southern dockyard wall was built and the Regency and Naval Terraces were built. Blue Town appears to have extended eastwards and by the middle of the 19<sup>th</sup> century the entire triangular area of the settlement had been filled being a dense area of houses and outbuildings with little coherent style and materials. There appears to be evidence confirming that many of the high street buildings were public houses and in the case of the PDA, it housed in the period circa 1850. The earliest indication of buildings at the PDA is on the 1813 map, although earlier maps that are currently not able to be viewed may provide evidence for buildings on the PDA circa 1800. Nos 27a & 27b are 19<sup>th</sup> century as is No 28. Therefore, the archaeological potential for finds from this period within the area of the PDA is considered **high**.

#### *Modern*

6.2.11 During the 20<sup>th</sup> century, there were changes with the clearance of many houses in Blue Town and the area of the PDA being classed as the industrial quarter. Only a few remain from the earlier period. Including No. 15 and No. 28. Nos. 24-27 are considered to be early 20<sup>th</sup> century with many other commercial units from the second half of the 20<sup>th</sup> century. The archaeological potential for this period is considered **low**.

### *Overview*

6.2.12 This desk-based assessment of the archaeological potential has considered the potential of the site but this can only be tested by fieldwork.

6.2.13 The desk-based assessment has considered the archaeological potential of the site. Archaeological investigations in the vicinity, map research, the historical environment record results and recent archaeological investigations have shown that the PDA may contain archaeological sites and these can be summarised as:

- Prehistoric: **low**
  
- Iron Age: **low**
  
- Roman: **low**
  
- Anglo-Saxon: **low**
  
- Medieval: **low**
  
- Post-Medieval: **high**
  
- Modern: **low**

### **6.3 Numbers 1 to 15 and attached Railings. (AKA Regency Terrace)**

#### *Architectural and Historical Interest*

6.3.1 These are Grade II\* buildings constructed from 1829 to 1833 as a group of Officer's houses and offices. Designed by George Ledwell Taylor, a Navy Board architect along with John Rennie, an engineer. These were part of a wholesale redesign on the dockyard, which also included around the same time the houses in nearby Naval Terrace to the east and the dockyard wall and chapel. As expected for officer's houses, they have a number of fine architectural features, externally and internally and conform to classical principles and proportions with consistency of shared materials and details. Regency Terrace was designed to be slightly less grand than those at Naval Terrace with the Commissioner's House of three storeys with single storey wings, Naval Terrace, also 3 storeys but terraced and Regency Close being of two storeys with mansard attic. The surviving buildings around the planned open

spaces form a coherent group and are considered to be of exceptional historic and architectural interest.

#### *The Setting*

6.3.2 The setting of the houses are located in the more refined, quieter south eastern corner of the dockyard and away from the working area of the dockyard reflecting the separate zones of different uses in the dockyard. The houses are large enough in that the upper storeys rise above that of the dockyard wall allowing a view into the High Street from the upper storeys of these at the southern end of the terrace. The houses set behind the dockyard wall serve to remind a 'them' and 'us' differentiation between the areas. The houses being in the residential zone of the early 19<sup>th</sup> century designed dockyard are surrounded by open green spaces and the format is one that still survives. These are a number of buildings from the historic dockyard that still survives and forms part of a group with the Commissioner's House and Chapel and Naval Terrace, although the dockyard area has been subjected to modern development. All the properties in the terrace had their own private gardens. The former coach houses to the Regency Close properties have been demolished. The view from the houses into that of Blue Town has altered in that the continuous unbroken line of properties along the High Street, preventing views beyond, has now altered with the gaps along the High Street façade, allowing views beyond, to what would have until recently been the steelworks and now open land.

#### **6.4 Numbers 1 to 8, attached Basement Railings, walls, Coach House and Stables (Naval Terrace)**

##### *Architectural and Historical Interest*

6.4.1 The historical and architectural merit of Naval Terrace is one that is similar to that of Regency Close expect slightly grander. These properties are also Grade II\* listed and form part of a group in the residential section of the dockyard.

##### *The Setting*

6.4.2 Similar to that of Regency Close, the setting is not dissimilar in that it's immediate surrounding are virtually unchanged within the dockyard. The upper storeys of Naval Terrace at the southern end are high enough to see over the southern dockyard wall into Blue Town.

#### **6.5 Boundary Wall extends from Main Gate Round South East sides of Former Dockyard**

##### *Architectural and Historical Interest*

6.5.1 The dockyard wall (Grade II) was built around the time of the other works undertaken by Rennie in the 1820s. The wall required the demolition of houses of Blue Town on the northern side of the High Street and defines the northern extent to the settlement of Blue Town and what was for security reasons created a barrier between the dockyard and Blue Town. The original design of the wall remains virtually unchanged other than for changes with regards to some of the openings, which have been bricked up. The wall contributes to the significance of the other heritage assets within the dockyard but also to the character and the separation of Blue Town.

#### *The Setting*

6.5.2 The settings of the wall remains virtually unchanged in that it draws the line along that of the High Street with its continuous form with Naval Terrace forms the view at the eastern end and is considered as per the Conservation Area appraisal, a key view. The view of the buildings in the dockyard above the wall, which includes as previously mentioned Regency Close and Naval Terrace, is also punctured at the western end by more modern warehouses that lessen the historical impacts of the heritage assets.

### **6.6 No 15, 27a, 27b and 28 High Street**

#### *Architectural and Historical Interest*

6.6.1 No. 15 located adjacent to the north eastern corner of the PDA is recognised as an un-listed asset within the Kent HER being that of a sole surviving historic building in the industrial historic character area of Blue Town. Of mid-19th century date, it was similar to many others along the High Street with commercial space on the ground floor and accommodation above. It is three storeys and includes a modern extension at the rear. Externally, it has some architectural features that are considered ornate on the front. It is its architectural and historical interest that forms its primary significance, although it is not considered to have sufficient merit to warrant national listing.

6.6.2 Nos 24-27 are adjacent to the PDA. They would have been built post 1909 in date, replacing earlier buildings destroyed by fire and were shop fronts with accommodation above. These were built using red brick as opposed to the more local yellow stock brick and only two storey in height as opposed to many others at the time, which would have been three storeys. Although these buildings were surveyed in 1994, where they were possible considered to be either late 19<sup>th</sup> century or early 20<sup>th</sup> century, they were not considered to have sufficient

architectural and historical merit to warrant national listing, nor are they recognised on the KHER heritage database unlike NO. 15.

6.6.3 28 High Street was recognised as warranting a closer look under the RCHME survey, with a level 1 building survey. It was not deemed to have any architectural merit to have any detailed mention in the RCHME report unlike No. 15 or Nos. 24-27. However, it does appear to be a building that can be identified as possibly existing on the 1862 historical map. In the 19<sup>th</sup> century access to the building was alongside a narrow passage between No. 27 and No. 28. It is only from the historical mapping in 1933 can we see that a gap in the High Street frontage next to No. 27 has allowed the access to be wide enough to create a yard area to the east of the building. The extension to the buildings is one that is 20<sup>th</sup> century in date and of poor material. The current roof is metal corrugated sheet and is unlikely to be original. The building contains a number of openings, some of which are boarded up and is generally in poor condition. Therefore, its primary significance is that of its historical association with Blue Town representing the industrial buildings on the back plots of the settlement rather than architectural merit.

6.6.4 No 27a and 27b are a semi-detached pair of houses. These have been extensively refurbished in recent years with new roof and windows and modern render. From the 1951 aerial photograph, we can see that the houses originally were un-rendered and had chimneys. There is also the suggestion that access may have been from the west from Edwards Passage as opposed to currently from the east due to the industrial building alongside historically to the east. The houses formed part of a group of buildings around Bentham Square where a number of industrial buildings have come and gone over the years. The age of the buildings are considered to be 19<sup>th</sup> century. Close to No. 28, the historical mapping shows buildings there in 1898 and perhaps in 1862 although, the buildings in 1862 shows those at No 27 joined to that of No. 28, whereas the 1898 maps shows No. 27 and No. 28 in their current configuration being separate. The houses are not considered to have any architectural merit given the significant restoration undertaken.

### *The Setting*

6.6.5 The original setting of No. 15 has significantly altered from when it was first built. Originally the High Street continued eastwards in this area. The building standing separate from those either side with alley ways alongside. To the east were a number of narrow properties similar in size, which had gone sometime after 1933 and the 1940s aerial photograph. The area to

the rear and west of No. 15 were effectively cleared in the late 1950s and early 1960s leaving the house standing alone. Houses in Blue Town were constructed ad-hoc and had little by way of coherent style. Therefore, No. 15 would have been constructed at different times to that of its neighbours and it is possible to see from the historical photographs the difference of No 15 to that of its neighbours and also to the other surviving buildings at No. 24-27. The original setting was then also significantly altered with changes to the road layout on the eastern side. The house standing alone on the High Street frontage has lost its sense of place. The current properties to the south are reminiscent of those that would have formed the eastern side of Allen Square. No. 15 also seems to be prominent due to the lower level of the commercial units within the trading estate. It is considered to form the eastern gateway into Blue Town.

6.6.6 The eastern view and setting of No 28 and Nos. 27 have altered with the clearance in the late 1950s and early 1960s of many of the back plot in the eastern end of Blue Town to form the industrial section, although the area to the east is still referred to as Bentham square. The buildings remain adjacent of the western side to that of the historical alleyway of Edwards Passage with its boundary of upright wooden sleepers on one side. They are representative of the cheek by jowl nature of the buildings that occurred behind the High Street frontage in Blue Town being a mix of residential alongside industrial. The current setting with gaps in the High Street frontage along with the larger open area of the commercial yard is somewhat altered from that of its original setting where the High Street frontage was continual.

## **7 DEVELOPMENT PROPOSALS AND ASSESSMENT OF IMPACT**

### **7.1 Development Proposals**

7.1.1 Proposed mixed-use development at Duke of Clarence Trading Estate consists of 2 replacement commercial units, 2 apartment blocks (total of 6no 2-bed flats), 5 terraced townhouses (4no 4-bed and 1no 2-bed) and their associated parking, storage and outdoor amenities areas. Residential units are placed along the High Street and existing access into the trading estate is re-purposed as access for larger apartment blocks residential parking. All other residential parking is provided underneath the dwellings and is accessed from the High Street. Living accommodation is provided within the floors above. Rear of the smaller apartment block features a small outdoor amenities area for residents. The need for a new access into the site from the eastern boundary require demolishing 2 existing commercial units (No's 15 & 16) and these will be replaced like-for-like on the South side of the commercial parking court. In addition, the provision of the north western apartment block will require the demolition of No. 28 (Figure 2).

7.1.2 The broad design principles, which has informed the development are:

- Create a design that adds character with different styles, finishes, roof heights and High Street frontage lines to reflect the heritage of the High Street where properties were rarely identical.
- Maintain the historical mix of both residential and commercial use buildings
- Seek to ensure that the development remains lower in height than that of Regency and Officers Terraces on the northern side of the Dockyard Wall.
- Seek to utilise materials appropriate to the local vernacular of yellow stock bricks and or render.
- Look to recognise the industrial heritage of the area with vertical iron support columns on the ground floor for some of the buildings on the High street.
- Seek to ensure as much of the existing boundary of upright sleepers remains in place that are on the eastern and western portion of the PDA in order to retain character.
- Incorporate the existing 19<sup>th</sup> century properties of 27a and 27b into the development design.

7.1.3 At the current time it is unknown which foundation design will be used. That said, the difference between standard trench fill foundations and piled foundations with ring beams is minimal when it comes to impact area and depth. Added to this, the requirements for service trenches and drainage are also unknown, although depths between 0.5m and 1m below the existing ground are assumed.

## **7.2 Assessment of Physical Impact on the Archaeological Resource**

7.2.1 Assessment of the findings from the KHER and other resources would suggest that the possibility for archaeological remains is high from the Post Medieval period and likely to be of local significance. The Kent Historic Town survey in 2004 identified a number of research objectives in relation to Blue Town. These are:

- the origins and development of Blue Town
- the pattern of settlement and the relationship of individual plots to the settlement framework.
- the nature, extent and chronology of occupation within the urban core
- the form and character of individual properties;
- the economy of the town and its trading and commercial contacts;
- the palaeo-environmental history of the town including evidence about the environmental health of the early dockyard and associated settlement.

7.2.2 The survey also goes onto to say that small-scale archaeological sampling in individual properties in Sheerness would provide answers to specific questions. Consideration should be given, however, to large-scale excavations over a number of properties, which would provide a wider picture.

7.2.3 The PDA for at least to the Medieval period is likely to have been marsh and prone to flooding. The creation of a settlement outside of the dockyard in the Post Medieval period, initially to the west of the PDA before the settlement area extended eastwards, filling a triangular shaped area of closely knitted houses, alleyways, industrial buildings and yards. The PDA was built on in the early 19<sup>th</sup> century with the earliest core of the town to the west. There have been a number of different buildings on the site both on the High Street frontage but also at

the rear. Wholesale changes occurred from the 1950s onwards across the area, with many of the original buildings demolished. Consequently, there is likely to have been with the demolition significant below ground impact as well as impact from putting in services for the current buildings across the PDA as confirmed from the boreholes by the amount of made ground. Given the original close density of buildings within the PDA from the 19<sup>th</sup> century, it is unlikely that there are any areas that have not been affected by subsequent development. Consequently, the historical impact is considered to be **high/total** but this is far from certain. Given the marshy nature of the land that the settlement of Blue Town was originally built on, it is unlikely that the properties would have had deep cellars. However, the Site does present an opportunity on an area of High Street frontage to potentially ascertain the archaeological potential to attempt to answer some of the research questions. The opportunity of which can be addressed by an appropriate planning condition (a programme of archaeological work).

### 7.3 Assessment of Physical Impact on Setting

7.3.1 Step 1 of the methodology recommended by the Historic England guidance *The Setting of Heritage Assets* (see *Methodology* above) is 'to identify which designated heritage assets might be affected by a proposed development. Development proposals may adversely impact heritage assets where they remove a feature which contributes to the significance of a designated heritage asset or where they interfere with an element of a heritage asset's setting which contributes to its significance, such as interrupting a key relationship or a designed view'. Consideration was made as to whether any of the designated heritage assets present within or beyond the 750m study area (Figure 1) include the site as part of their setting, and therefore may potentially be affected by the proposed development. Assets in the vicinity identified for further assessment on the basis of proximity and intervisibility comprise:

- Regency and Naval Terrace
- Dockyard Wall
- No. 15, No, 28 and Nos. 27a and 27b.

7.3.2 Given their close proximity, the impact of the proposed development on these heritage assets are considered together. The proposed development will not impact upon the historical and architectural significance of the dockyard wall, Regency and Naval Terrace, No. 15 and Nos. 24-27.

- 7.3.3 The building of the properties on the High Street frontage will essentially reinstate the line of the High Street with its 2-3 storey buildings. As the properties that fronted the High Street historically, the proposed High Street frontage of the development will 'hide' the remaining industrial elements within the PDA behind the High Street façade. The design of the buildings are different in style and material, reflecting the ad-hoc nature of that of the original buildings as does the different High Street frontage line, where historically due to the ad-hoc construction, not all houses were in perfect alignment. This provides character to the High Street, which is missing from the uniformity of some of the more modern developments further west along the High Street.
- 7.3.4 The use of a mixture of yellow stock bricks along with render also ties in with the local vernacular and other building treatments elsewhere along the High Street, with yellow stock bricks confirmed as the prevailing material in the Conservation Area appraisal along with painted and rendered treatments. The proposed roof line including dormers for some of the buildings reflect a similarity in styles to those of the Regency Close opposite the PDA with the windows shapes suggestive of the original narrow plots of the High Street frontage and concurs with the comments in the Conservation Area appraisal that windows styles are predominately vertical. The Conservation Area appraisal also refers to characteristics of variety of styles, form, use and materials reflecting the piecemeal development of the area.
- 7.3.5 The properties are considered to be of a scale that they do not overshadow those of the grander and taller buildings of Naval and Regency Terrace, who will appropriately retain their dominance in size and scale. Any noise impact created by the proposed development will not have any negative impact given that the site is currently used as an industrial estate and if anything the proposed development is likely to improve the current noise settings with the reinstatement of the High Street frontage building potentially masking some of the noise from the industrial estate.
- 7.3.6 The design retains the gap alongside that of No. 15 on the western side, as well as having an access area to the rear from the High Street as it does currently forming the commercial yard area with buildings on all four sides, which is evocative of the earlier Blue Town where buildings were arranged around yards being a mix of commercial and residential.
- 7.3.7 Currently along Edwards Passage, Edwards Street and the western half of East Line is a line of upright sleepers (Plates 26-28). This line is extremely fragmented in Edwards Passage in the area from the High Street to the southern boundary of 27b being a mix of a few sleepers and

corrugated metal a few areas of poor-quality bricks. From that point on, the line of upright sleepers is continuous. The proposed design only seeks to replace the boundary on the part which is of poor quality and looks to retain the part that incorporates the continuous line of upright sleepers thus retaining the character in the southern part of Edwards Passage, Edwards Street and the western section of East Lane. The proposed boundary treatment of bricks topped with fencing is something already seen nearby on Charles Street.

7.3.8 Demolition of No 26a and 26b at the rear of 24 and 25 High Street is a single storey 20<sup>th</sup> century building is of no particular merit and along with the boxing academy next to it, also from the second half of the 20<sup>th</sup> century is also of poor condition. The demolition also includes the late 20<sup>th</sup> century commercial units No. 15 and 16 to allow a new access into the industrial area of the PDA and are not of any consequence.

7.3.9 The demolition of No.28 is of a building that is one that appears to survive from the 19<sup>th</sup> century, although there is little of architectural merit and is in very poor condition. The building has already been subjected to a building recording survey (level 1) and was not considered to have any further merit to warrant individual attention in the Blue Town Character survey unlike that of Nos 24-27 and No 15. The clearance of the building is required as it allows for the reinstatement of the High Street frontage in that area and this could be mitigated by undertaking a fuller Building Survey ahead of any demolition.

7.3.10 Overall, the improvement to the street scene for the eastern High Street end of Blue Town, will enhance the character and appearance of the conservation area and those of the undesignated heritage assets such as No. 15. The current open space of the trading estate breaks down the original density and urban grain that was Blue Town. Understanding the historic landscape feature of Blue Town allows for the removal of modern features that detract from the character and reinstate the High Street continuous frontage. Retaining the alley ways to the rear by Edwards Passage, no 15 and in the new proposal development, helps reform the distinction grid plan and yards and is a positive contribution. The return to High Street's hard edge continuous building line, reinstates the scale of domestic three storeys. Retaining the houses of 27a and 27b, which exist from the 19<sup>th</sup> century, although much altered, ensures sensitivity to the historic placement of houses and squares at the rear of the High Street buildings and retains that character.

7.3.11 Overall, the development will be one that has a positive impact to the area and will assist to enhance the heritage assets in the area as well as adding to the character. The proposed

development has been sensitively designed and will be of a better quality than many of the current buildings put up in the second half of the 20<sup>th</sup> century, which are of poor design and condition and detract overall from the area. This built heritage statement has found that the majority of the designated heritage assets will remain unaffected by the proposed development and that the proposed development will produce no harm on the settings or significance of these assets in accordance with NPPF paragraph 196.

7.3.12 However, it must be recognised that with the demolition of No. 28, an undesignated building, is still one that has some local historical interest and does make a contribution to the historic significance of Blue Town. However, this building is in extremely poor condition and given that it was not considered to be worthy of local designated following the RCHME report on Blue Town it is considered to have low heritage value and whilst the demolition will be a major magnitude of impact, the overall impact on No.28 is considered to be slight/moderate.

7.3.13 Blue Town is an area in which the local Council are seeking to improve economically and add social benefits to the area. The provision of residential housing as well as the economic improvements from the commercial aspects of the Site outweigh any potential harm caused. As does the overall improvement and enhancements to the setting of the nearby Conservation Area and designated heritage assets by the proposed development. This will outweigh any potential harm caused by the proposed development.

## **8 CONCLUSION**

### **8.1 Introduction**

8.1.1 The purpose of this Heritage Impact Statement was to assist the Local Authority to understand the impact of the proposed development as required by the NPPF on the significance of any Heritage Assets affected, including any contribution made by their setting. This Heritage Statement has been prepared by SWAT Archaeology for Matthew Waghorn in support of the application for proposed developments of Land at the Duke of Clarence Trading Estate, High Street Blue Town, Kent.

8.1.2 The vast majority of the heritage assets, designated and un-designated primarily relate to the Post Medieval dockyard and associated defences of Sheerness and The Medway. Some of which are Scheduled and nationally listed and does not have any intervisibility with that of the PDA. This report has demonstrated that the Site lies close to a number of designated and undesignated heritage assets of Regency and Naval Terrace, Dockyard Wall No. 15, No, 28 and Nos. 27a and 27b.

### **8.2 Archaeological Resource**

8.2.1 No designated heritage assets are recorded within the site. The assessment of the findings from the KHER and other resources would suggest that the possibility for archaeological remains is high from the Post Medieval period and likely to be of local significance and is in an area of archaeological potential for a number of research questions associated with Blue Town. The PDA for at least to the Medieval period is likely to have been marsh and prone to flooding. The creation of a settlement outside of the dockyard in the Post Medieval period, initially to the west of the PDA before the settlement area extended eastwards, filling a triangular shaped area of closely knitted houses, alleyways, industrial buildings and yards. Wholesale changes occurred from the 1950s onwards across the area, with many of the original buildings demolished. Consequently, there is likely to have been with the demolition significant below ground impact as well as impact from putting in services for the current buildings across the PDA as confirmed from the boreholes by the amount of made ground. Consequently, the historical impact is considered to be high/total but this is far from certain. The opportunity of which can be addressed by an appropriate planning condition (a programme of archaeological work). Any impact of any potential remains can be mitigated by a program of archaeological works.

### **8.3 Setting**

8.3.1 The setting of designated and undesignated heritage assets will be enhanced by the proposed development through the reinstatement of the line of the historical High Street frontage and a significant improvement on the overall street scene by the proposed development is a design that is sensitive to the history of the area compared with of the current buildings within the PDA that are, modern, in poor condition with little if any architectural merit. Consequently, with the exception of No. 28, the proposed development will cause no harm to that of the designated and undesignated assets. Any harm to No. 28 will be outweighed by the public benefits of the social, economic and setting improvements of the scheme to other remaining heritage assets.

## **9 OTHER CONSIDERATIONS**

### **9.1 Archive**

9.1.1 Subject to any contractual requirements on confidentiality, two copies of this Heritage Impact Assessment will be submitted to the LPA and Kent County Council (Heritage) within 6 months of completion.

### **9.2 Reliability/Limitations of Sources**

9.2.1 The sources that were used in this assessment were, in general, of high quality. The majority of the information provided herewith has been gained from either published texts or archaeological 'grey' literature held at Kent County Council, and therefore considered as being reliable.

### **9.3 Copyright**

9.3.1 Swale & Thames Survey Company and the author shall retain full copyright on the commissioned report under the Copyright, Designs and Patents Act 1988. All rights are reserved, excepting that it hereby provides exclusive licence to Matthew Waghorn (and representatives) for the use of this document in all matters directly relating to the project.

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## 11 APPENDICES

### 11.1 Appendix 1: Statutory List Description

#### *Boundary Wall Extends from Main Gate Round South and East Sides of Former Dockyard*

Heritage Environment Record Number: TQ 97 NW 1085

List Entry Number: 1259030

National Grid Reference: TQ 91372 75228

Type of Record: Grade II

Date of Listing: 15<sup>th</sup> March 1977

Period: Post Medieval

Summary: Boundary wall, extends from Main Gate round S and E sides of former Dockyard, HIGH STREET, SHEERNESS DOCKYARD Dockyard boundary wall. 1824-31, by Sir John Rennie. Yellow stock brick with granite plinth and coping. Tall wall with a band of granite ashlar, above which shallow buttresses divide the wall into square panels. Extends approximately 500 metres SE from Nos 1 and 2 Main Gate to the N of the former Dockyard Church (qqv), from where a section ramps down to extend to meet the retaining wall in front of the Church. The main wall runs E of the Dockyard House garden (qv), where it contains a segmental- arched doorway leading from Church Road for officers going to church. The wall along the S side of the yard extends from the Wend of Naval Terrace (qv), and extends W for approx. 300m before turning S for approx. 170m; in the corner ramps lead up to an entrance. This section of wall facing High Street has square lamps on cast-iron brackets attached at intervals. HISTORY: built by Rennie to enclose his complete rebuilding of the Sheerness yard in the 18205. Of historic interest, and part of a good group with the officers' accommodation, church and offices (qqv) in the little-altered SE corner of the yard. (Sources: Coad J: The Royal Dockyards 1690-1850: Aldershot: 1989: 182; Rennie Sir J: The Formation and Construction of British and Foreign Harbours: London: 1851: 41).

#### *Numbers 1 to 8 Attached Basement Railings, Walls, Coach House and Stables, Naval Terrace*

Heritage Environment Record Number: TQ 97 NW 1062

List Entry Number: 1258879

National Grid Reference: TQ 91474 75086

Type of Record: Grade II\*

Date of Listing: 15th March 1977

Period: Post Medieval

**Summary:** Terrace of 8 officers' houses. 1824-27, by George Ledwell Taylor, architect to the Navy Board, and Sir John Rennie, engineer. Yellow stock brick with rubbed brick heads, rendered dressings, brick party wall and end gable stacks, and slate roof. Late Georgian style. Double-depth plan. EXTERIOR: 3 storeys, attic and basement; 22-window range. Terrace has a plat band and eaves cornice to a blocking course, the left-hand house has the end bay with the entrance set back; bridges cross basement areas to round-arched doorways in matching recesses with fanlights with a central round pane, and 6-panel doors, the 4 upper ones raised; the two inner blocks have paired doorways, the right-hand end house has a flat headed doorway with a 4-pane overlight. Flat-headed windows with rendered reveals have 6/6-pane sashes, 3/3-pane attic sashes. Right-hand return has 2 lateral stacks on moulded corbels, a window to the right of the door, 2 first-floor windows over it, and a single attic sash. Left-hand return flush with the dock boundary wall (qv), has a 2-window range with a lunette with a batwing fanlight to the entrance hall. Rear fenestration as the front. INTERIOR: No.1 has an entrance hall, with a good central lateral dogleg stair with cast-iron stick balusters and fluted newel, 6-panel doors and panelled shutters, and enriched cornices. SUBSIDIARY FEATURES: attached cast-iron front basement area spear-headed railings with urn finials, the curved green to the front enclosed by a dwarf retaining wall with granite coping, formerly with iron railings; attached rear garden wall extends approximately 30m to N to former coach houses and stables with hipped roof and parapet, segmental-arched coach doors with similar stable doors in raised sections. HISTORY: housed eight senior yard officers, forming a good group with the railed front garden, and the dockyard church (qqv) to the right. There was proportionately more accommodation at Sheerness than the other dockyards because of the remoteness of the site. Unlike the other Royal dockyards, Sheerness was all rebuilt at the same time. Within the little-altered SE corner of Rennie's model layout, containing the entrance, chapel and officers' accommodation, and part of a unique planned early C 19 dockyard. (Sources: Coad J: The Royal Dockyards 1690-1850: Aldershot: 1989: 54, 58, 59 ; Rennie Sir J: Sir John Rennie's Treatise on Docks and Harbours: London: 1851: 41 ; Sheerness the Dockyard, Defences and Blue Town: 1995: 1 ; Archaeologia Cantiana: Harris T: Government and Urban Development in Kent -the case of the Royal: 245-276).

*Railings to South Side of Green to East of Naval Terrace*

Heritage Environment Record Number: TQ 97 NW 1063

List Entry Number: 1258880

National Grid Reference: TQ 91497 75084

Type of Record: Grade II

Date of Listing: 15th March 1977

Period: Post Medieval

Summary: Length of railings. c1824-1827. Cast-iron. Spear-headed railings extend approximately 100m along S side of the triangular green to the E of Naval Terrace (qv). HISTORY: Laid out with the officers' Naval Terrace and the Dockyard Church (qqv) at the southern extremity of the dockyard. Unlike the other royal dockyards, Sheerness was all rebuilt at the same time. Within the little-altered SE corner of Rennie's model layout, containing the entrance, chapel and officers' accommodation, and part of a unique planned early C 19 dockyard. (Source: Sheerness, the Dockyard, Defences and Blue Town: 1995: 1).

*Number 1 to 15 and Attached Railings, Regency Close*

Heritage Environment Record Number: TQ 97 NW 1064

List Entry Number: 1258881

National Grid Reference: TQ 91343 75114

Type of Record: Grade II\*

Date of Listing: 15th March 1977

Period: Post Medieval

Summary: Terrace of officers' houses, now 15 houses and offices. c1829-33, by George ledwell Taylor, architect to the Navy Board, and John Rennie Snr, engineer. Yellow stock brick with rubbed brick heads and rendered dressings, party wall and end gable ridge brick ridge stacks, and slate mansard roof. Late Georgian style. PLAN: double-depth plan, possibly originally back-to-back houses divided into two at the rear. EXTERIOR: each 2 storeys, attic and basement; 5-window range. The terrace has a rendered plat band, cornice and blocking course; each house has a central timber porch with paired pilasters, cornice and blocking course, with architraves to the doorway with double 6-panel door with raised panels, and to 9-pane windows to the sides. Flat-headed windows have 6/6-pane sashes and rendered reveals, and flat-headed attic dormers have 6/6-pane sashes. Similar rear with early C20 lavatories projecting over central entrances on iron posts; the windows of each section spaced 3:2 with the door to the left. INTERIOR: the front houses have a central hall, enriched cornices, panelled shutters and doors, the rear, with similar fittings, has a curved dogleg stair from the entrance hall with stick balusters, fluted newel and curtail, and an inner back door with stained glass margin panes. SUBSIDIARY FEATURES: attached cast-iron basement area spear-headed railings with urn finials. HISTORY: housed Yard Officers, a matching design to the adjoining Commissioner's House (qv) and referred to as "Houses for Inferior Officers" (Coad). It is accordingly less grand than Nos 1-8 Naval Terrace (qv). There was proportionately more accommodation at Sheerness than the other dockyards because of the remoteness of the site. The original internal planning is unclear, but each house may always have been divided into three. Unlike the other Royal dockyards, Sheerness was all rebuilt at the same time. Forms part of the little-altered SE corner of Rennie's model layout, containing the entrance, chapel and

officers' accommodation, and part of a unique planned early (19 dockyard.  
(Sources: Coad J: The Royal Dockyards 1690-1850: Aldershot: 1989: 54; Rennie Sir  
J: The Formation and Construction of British and Foreign Harbours: London: 1851:  
41; Sheerness, The Dockyard, Defences and Blue Town: 1995: 1).

*Wall Extending Approximately 85 metres Enclosing Garden to North of Numbers 1 to 15 Regency  
Close*

Heritage Environment Record Number: TQ 97 NW 1059

List Entry Number: 1258882

National Grid Reference: TQ 91393 75141

Type of Record: Grade II

Date of Listing: 15th March 1977

Period: Post Medieval

Summary: Garden wall. c1829-33, by George Ledwell Taylor, architect to the Navy Board, and John Rennie Snr, engineer. Yellow stock brick with ashlar coping. Encloses N side of former Officers' rear garden, with a doorway in the N side with a ball finial, and associated with the former dockyard perimeter wall (qv). HISTORY: Rennie's model of the yard shows each house with a separate garden, with a possible coach house at the S end. Unlike the other Royal dockyards, Sheerness was all rebuilt at the same time. Within the little-altered SE corner of Rennie's model layout, containing the entrance, chapel and officers' accommodation, and part of a unique planned early C19 dockyard. (Sources: Coad J: The Royal Dockyards 1690-1850: Aldershot: 1989: 54-56; Sheerness, The Dockyard, Defences and Blue Town: 1995:1).

**11.2 Appendix 2 – KCC HER Data. All distances are taken from the site boundary**

KHER Ref	Type	Period	Distance	Description
TQ 97 NW 14	Monument	Modern	c. 410m ENE	The Ravelin Battery, Sheerness, Built 1906 on a former disused caravan site. Decommissioned 1926 demolished 1993 for a supermarket.
TQ 97 NW 15	Monument	Post Medieval to Modern	c. 285m ENE	The Ravelin, Sheerness Lines, Sheerness. Built 1816 forming part of the Sheerness Lines protecting Blue Town.
TQ 97 NW 110	Monument	Post Medieval to Modern	c. 290m NNW	Centre Bastion, Sheerness. Built between 1828 and 1845 between the Indented Lines and the Sheerness Lines.
TQ 97 NW 111	Monument	Post Medieval	c. 245m NNE	Curtain battery, part of the Sheerness Lines.
TQ 97 NW 112	Monument	Post Medieval	c. 325m NE	No 1 Bastion, Sheerness Lines, Sheerness, completed 1794.
TQ 97 SW 24	Monument	Post Medieval	c. 225m ESE	No 2 Bastion, Sheerness Lines, Sheerness, completed 1794
TQ 97 SW 25	Monument	Post Medieval to Modern	c. 360m S	No 3 Bastion, Sheerness Lines, Sheerness, construction began in 1797. Steelworks later built on the site.
TQ 97 SW 26	Monument	Post Medieval to Modern	c. 425m SSW	No 4 Bastion, Sheerness Lines, Sheerness. Construction began 1797. Steelworks later built on the site.
TQ 97 NW 117	Monument	Post Medieval to Modern	c. 530m NW	Albemarle Battery, Sheerness. Built in 1899. Built on the eastern half of Indented Line No.2.
TQ 97 NW 119	Monument	Post Medieval to Modern	c. 765m NW	Brennan Torpedo Station (Site of), Garrison Point Fort, Sheerness. first built in 1884, but mainly in use between 1890s and 1906.
TQ 97 NW 120	Place	Medieval to Post Medieval	c. 445m NW	Sheerness. Medieval town/Post Medieval dockyard town.
TQ 97 SW 44	Monument	Post Medieval to Modern	c. 520m WSW	Site of former Sheerness Pier. Built by Sheerness Pier Commission in mid-19thC for packet ships. Demolished 1971.
TQ 97 SW 51	Monument	Post Medieval	c. 405m SE	Warehouse of Sheerness economical & industrial society. Probably of late C19 date and substantially intact.

KHER Ref	Type	Period	Distance	Description
TQ 97 NW 124	Monument	Modern	c. 520m NNW	Sheerness Dockyard Defence. Machine Gun Emplacement. Built pre1918 on the beach in front of Indented Line No.2
TQ 97 NW 125	Monument	Modern	c. 525m NW	Harbour def.: defence electric light cell (?1900)
TQ 97 NW 126	Monument	Post Medieval to Modern	c. 495m NW	Remains of a battery of 2 x 12 pounder QF guns and related structures. Largely overgrown by vegetation the remains of a gun battery survive on top of the Indented Lines.
TQ 97 NW 128	Monument	Post Medieval to Modern	c. 260m N	Coast Defence Battery: Centre Bastion, Sheerness. Built sometime between 1845 to 1895. Some trace remains.
TQ 97 NW 129	Monument	Modern	c. 285m N	Sheerness Harbour Defences: Martello Battery. 2 circular towers from 1913, abandoned 1946.
TQ 97 NW 130	Monument	Modern	c. 245m NE	Harbour def.: defence electric light cell (early c. 20)
TQ 97 NW 131	Monument	Modern	c. 215m ENE	Spigot Mortar (Site of), Bastion No.1, Sheerness
TQ 97 NW 132	Monument	Modern	c. 275m NE	Second World War Harbour Defence 6" Battery Bastion No.1, Sheerness Lines, Sheerness
TQ 97 NW 133	Monument	Post Medieval to Modern	c. 290m NE	19th Century Harbour Defence Battery, Bastion No.1, Sheerness Lines, Sheerness
TQ 97 NW 134	Monument	Post Medieval to Modern	c. 325m NE	Harbour Defence Battery: Bastion No.1, Sheerness Lines, Sheerness (1890s). Shown on a plan of 1895, but removed within ten years.
TQ 97 NW 135	Monument	Modern	c. 605m NE	Harbour defence: boom defence (1890s+). Iron pulleys used for raising boom chain across the river Medway.
TQ 97 NW 123	Monument	Post Medieval	c. 575m WNW	Sheerness dockyard cement works. A kiln and horse drawn grinding mill at Sheerness Dockyard in 1810, A steam engine later replaced the horse. In 1812 construction was carried out.
TQ 97 NW 136	Monument	Modern	c. 285m NE	Mine Control Post Harbour Defence, Bastion No.1, Sheerness Lines, Sheerness. Probably WWI.
TQ 97 NW 137	Monument	Modern	c. 660m NW	Second World War Coastal Artillery Searchlight, Indented Line No 1, Sheerness

KHER Ref	Type	Period	Distance	Description
TQ 97 NW 138	Monument	Post Medieval to Modern	c. 285m N	Practice Battery: Centre Bastion, Sheerness. Built in 1899. It survives except where a later pillbox has been built into one of the emplacements.
TQ 97 NW 139	Monument	Modern	c. 280m N	Pillbox: Centre Bastion, Sheerness
TQ 97 SW 77	Monument	Post Medieval	c. 500m ESE	Possible Narrow-Gauge Railway at Sheerness Inner Relief Road (Millennium Way)
TQ 97 SW 78	Monument	Post Medieval	c. 495m ESE	Brick-lined well at Sheerness Inner Relief Road, (Millennium Way). Likely to be of 19th century date, or later.
TQ 97 SW 79	Monument	Post Medieval	c. 515m ESE	Cess Pits at Sheerness Inner Relief Ring Road, Sheerness (Millennium Way). At least 3 of these had been lined with wooden barrels with their bases removed. During their period of use, the pits were likely to have been within small detached toilet buildings located behind individual dwellings.
TQ 97 SW 1176	Listed Building	Post Medieval to Modern	c. 720m ESE	4-22 The Broadway. Grade II (1258038). Circa 1830. Terrace. 3 storeys stock brick.
TQ 97 SW 1178	Listed Building	Modern	c. 675m ESE	Clock Tower. Grade II (1258071). Erected in 1902 to commemorate the coronation of King Edward VII.
TQ 97 NW 140	Building	Post Medieval	c. 85m W	No 40 High Street, Blue Town, Sheerness Early C19. Formerly listed.
TQ 97 NW 1090	Listed Building	Post Medieval to Modern	c. 185m W	Red Lion Public House. Grade II (1258224).
TQ 97 NW 1087	Listed Building	Post Medieval	c. 265m W	Former County Court. Grade II (1258225). Mid-19 <sup>th</sup> century.
TQ 97 SW 1170	Listed Building	Post Medieval	c. 725m ESE	95 High Street. Grade II (1258226). 18 <sup>th</sup> century.
TQ 97 SW 1171	Listed Building	Post Medieval	c. 735m ESE	97 High Street. Grade II (1258227). Late 18 <sup>th</sup> century.
TQ 97 SW 1172	Listed Building	Post Medieval	c. 755m ESE	Remains of Cornmill To Rear of Number 11. Grade II (1258330). Early 19 <sup>th</sup> century.
TQ 97 SW 1168	Listed Building	Post Medieval to Modern	c. 675m ESE	6-10 Rose Street. Grade II (1258876). Late 18 <sup>th</sup> century.

KHER Ref	Type	Period	Distance	Description
TQ 97 NW 1062	Listed Building	Post Medieval to Modern	c. 65m ENE	Numbers 1 To 8 Attached Basement Railings, Walls, Coach House and Stables. Grade II* (1258879). Terrace of 8 officers' houses. 1824-27.
TQ 97 NW 1063	Listed Building	Post Medieval to Modern	c. 85m ENE	Railings to South Side of Green to East of Naval Terrace. Grade II (1258880). Length of railings. c1824-1827. Cast-iron.
TQ 97 NW 1064	Listed Building	Post Medieval to Modern	c. 60m NNW	Numbers 1 To 15 And Attached Railings. Grade II* (1258881). Regency Close. Terrace of officers' houses, now 15 houses and offices. c1829-33,
TQ 97 NW 1059	Listed Building	Post Medieval	c. 75m N	Wall Extending Approximately 85 Metres Enclosing Garden to North of Numbers 1 To 15. Grade II listed (1258882). 1829-33.
TQ 97 NW 1067	Listed Building	Post Medieval to Modern	c. 120m NNW	Medway Ports Authority Offices (Dockyard House). Grade II* listed (1258883). Mid 1820s. Commissioner's House.
TQ 97 NW 1068	Building	Post Medieval	c. 110m NNW	Figurehead of HMS Forte To West of Dockyard House. Paid off in 1872.
TQ 97 NW 1069	Listed Building	Post Medieval	c. 135m NNW	King William Lion Monument to West of Medway Port Authority Offices. Grade II listed (1258952). 17 <sup>th</sup> century.
TQ 97 NW 1070	Listed Building	Post Medieval to Modern	c. 160m N	Former Stables to Rear of Dockyard Cottage. Grade II (1258982). Officer's stables and carhouse, now offices. c1826.
TQ 97 NW 1071	Listed Building	Post Medieval to Modern	c. 215m NNW	North Gate House. Grade II listed (1258983). Guard house and police office, now offices. c1826.
TQ 97 NW 1072	Building	Post Medieval	c. 200m NNW	Chesapeake Figurehead to South of Gatehouse. Captured after fight in 1813.
TQ 97 NW 1081	Monument	Post Medieval	c. 185m NNW	Former Site of Poitiers Figurehead Approximately 50 Metres North West of Dockyard House. 19 <sup>th</sup> century. Former site of a Grade II listed building.
TQ 97 NW 1082	Listed Building	Post Medieval to Modern	c. 245m NW	Former Pay Office Building Number 104. Grade II (1258985). Pay office, now offices. 1828.

KHER Ref	Type	Period	Distance	Description
TQ 97 NW 1074	Listed Building	Post Medieval to Modern	c. 315m WNW	Archway House Building Number 23 (Former Southern Saw Pits). Grade II* (1258986). Building 23 was designed by William Miller in 1825 to contain sawpits, timber seasoning store, a mould loft and mould store.
TQ 97 SW 1185	Monument	Post Medieval to Modern	c. 455m W	Walls of The Great Basin; Walls and Stepped Sides Of 2 Docks and Slipway Opening into The Boat Basin. Built 1814. Delisted in 1999.
TQ 97 NW 1079	Monument	Post Medieval to Modern	c. 395m WNW	Former site of Shed Number 19. Former Grade II* listed. Built 1824-1829. Demolished 1980.
TQ 97 NW 1085	Listed Building	Post Medieval	Adjacent to PDA	Boundary Wall Extends from Main Gate Round South and East Sides of Former Dockyard. Grade II (1259030). 1824-31.
TQ 97 SW 1187	Listed Building	Post Medieval	c. 165m WSW	A G Smith and Sons Depository. Grade II (1259031). Formerly a Bethel Chapel. Dated 1787.
TQ 97 NW 1083	Building	Post Medieval to Modern	c. 275m W	3 and 4 West Street. Former site of Grade II building constructed 1800 to 1832. Now demolished.
TQ 97 SW 1138	Listed Building	Post Medieval	c. 250m WSW	Outbuilding to Rear of The Royal Fountain Hotel. Grade II (1243077). C18 tarred weatherboarded building.
TQ 97 NW 1077	Listed Building	Post Medieval to Modern	c. 520m NW	Building Number 86 (Also Known as Frame Bending Building). Grade II (1243082). Dockyard building, use unknown, disused. Late C19.
TQ 97 SW 1134	Listed Building	Post Medieval to Modern	c. 270m WSW	The Royal Fountain Hotel. Grade II (1243144). An C18 hotel with Nelson associations. Hotel no longer in use.
TQ 97 NW 1076	Listed Building	Post Medieval to Modern	c. 490m NW	Former North Saw Pits Building Number 84. Grade II* (1243244). Saw pits, later office and store, disused. 1828.
TQ 97 NW 1075	Listed Building	Post Medieval to Modern	c. 405m NW	Boundary Walls Extends from Main Gate Along North and North East Side. Grade II (1244508). Dockyard boundary wall. c1824-31.
TQ 97 SW 1143	Listed Building	Post Medieval	c. 500m WSW	Former Working Mast House Building Number 26. Grade II* (1244509). erected as part of the reconstruction of the

KHER Ref	Type	Period	Distance	Description
				dockyard begun in 1813 and completed in 1830. Used today as a warehouse.
TQ 97 NW 1073	Listed Building	Post Medieval to Modern	c. 285m NW	Former Sawmill Building Numbers 105-107 (Also Contained Former Junk Store/Joiners Shop & Engine & Boiler). Grade II (1244510). 1856-1858.
TQ 97 NW 1078	Listed Building	Post Medieval to Modern	c. 585m WNW	Walls and Gates of The Boat Basin, Docks Number 4 5 and Slipway. Grade II* (1255552). Circa 1814.
TQ 97 NW 1066	Listed Building	Post Medieval to Modern	c. 540m WNW	The Boat Store Shed Number 78. Grade I (1273160). Boat store, warehouse, disused. 1856-60.
TQ 97 SW 1144	Listed Building	Post Medieval	c. 165m WSW	3 Union Street. Grade II (1273161). Early to mid-19 <sup>th</sup> century.
TQ 97 NW 1058	Listed Building	Post Medieval	c. 170m NNW	Dockyard Cottage and Attached Garden Wall and Basement Railings. Grade II (1273184). Officer's house, now offices. c1826.
TQ 97 NW 1065	Listed Building	Post Medieval to Modern	c. 195m NNW	South Gate House. Grade II (1273185). Gatehouse and office, now offices. Mid 1820s.
TQ 97 NW 1057	Building	Post Medieval	c. 180m NNW	Goliath Figurehead to South of Chesapeake Figurehead. Formerly listed. From ship launched in 1842.
TQ 97 NW 1060	Listed Building	Post Medieval	c. 85m N	Wall Extending Approximately 70 Metres Enclosing Garden to South of Dockyard House. Grade II (1273213). 1829-33.
TQ 97 NW 1061	Listed Building	Post Medieval to Modern	c. 105m NNE	Former Royal Dockyard Church and Attached Wall and Railings. Grade II* (1273239). Dockyard church, community centre, now disused. 1828.
TQ 97 SW 1146	Listed Building	Post Medieval to Modern	c. 615m ESE	Bethel Chapel Sunday School. Grade II (1273419). 1832.
TQ 97 NW 1089	Listed Building	Post Medieval	c. 90m W	No 41, High Street, Blue Town, Sheerness. Grade II (1273518). Early C19.
TQ 97 NW 147	Listed Building	Post Medieval	c. 155m W	53 High Street. Grade II (1273519). Early 19 <sup>th</sup> century.
TQ 97 SW 1150	Listed Building	Post Medieval	c. 525m E	Beach House. Grade II (1259822). Early 19 <sup>th</sup> century.

KHER Ref	Type	Period	Distance	Description
TQ 97 SW 1151	Listed Building	Post Medieval to Modern	c. 705m ESE	1-23 The Broadway. Grade II (1259823). Circa 1830.
TQ 97 NW 1	Findspot	Bronze Age	c. 580m E	Bronze Age Palstave found circa 1933
TQ 97 NW 3	Monument	Medieval to Modern	c. 365m W	Sheerness defences
TQ 97 NW 10	Monument	Post Medieval to Modern	c. 655m NW	Old admiralty house. Built 1830
TQ 97 NW 13	Findspot	Roman	c. 365m W	Roman bronze ring, found 1964
TQ 97 NW 1088	Monument	Modern	c. 285m N	Coastal Battery. WWII.
TQ 97 NW 1080	Monument	Modern	c. 520m NW	Coastal Battery. WWII.
TQ 97 NW 1086	Monument	Modern	c. 320m NE	Coastal Battery. WWII.
TQ 97 SW 93	Listed Building	Modern	c. 395m E	Sheerness War Memorial. Grade II (1393518). Unveiled 1922.
MKE73684	Findspot	Iron Age	c. 365m W	PAS find. Iron Age gold coin.
TQ 97 SW 111	Building	Modern	c. 450m E	George VI pillar box, High Street / Railway Road
TQ 97 NW 142	Building	Modern	c. 140m W	George VI pillar box, High Street / Queen Street
TQ 97 SW 141	Building	Modern	c. 635m SSE	George VI pillar box, Thames Avenue / Fleet Avenue
TQ 97 NW 141	Building	Post Medieval to Modern	c. 195m W	62 High Street, Blue Town
TQ 97 SW 131	Building	Post Medieval to Modern	c. 350m WSW	Pumping Engine House, Sheerness Dockyard. Early 19 <sup>th</sup> century.
TQ 97 NW 144	Monument	Post Medieval to Modern	c. 665m NW	Former site of Ordnance Store House, Sheerness Dockyard. Seen on 1858 plan. Demolished second half of 20 <sup>th</sup> century.
TQ 97 SW 136	Monument	Post Medieval	c. 750m ESE	19th century barrel lined cess pit or well, Wood Street, Sheerness.
TQ 97 NW 1093	Monument	Modern	c. 230m W	Gotha bomb Site, High Street, Bluetown. 1917.
TQ 97 SW 1191	Listed Building	Modern	c. 205m ESE	Military Hospital, Sheerness. Grade II (1436845). Built 1856-7.
TQ 97 NW 29	Monument	Unknown	c. 525m NNW	Sewer Pipe Outfall, Sheerness, shown before 1908.
TQ 97 SW 149	Monument	Post Medieval to Unknown	c. 635m ESE	Jewish burial ground, Hope Street, Sheerness. 19 <sup>th</sup> century.

KHER Ref	Type	Period	Distance	Description
TQ 97 NW 149	Building	Post Medieval to Modern	Adjacent to PDA	15 High Street, Sheerness. Three-storey Victorian building featuring quoining and decorative mouldings. It is the last remaining historic building in the 'Blue Town Industrial' Historic Character Area and is unlisted.
TQ 97 NW 150	Building	Unknown	c. 230m W	Blue Town Heritage Centre and Music Hall, High Street, Sheerness.
TQ 97 SW 153	Building	Post Medieval to Unknown	c. 265m WSW	The former Crown and Anchor pub, West Street, Sheerness.
TQ 97 NW 894	Building	Unknown	c. 150m ENE	Possible guard house store (now a generator house).
TQ 97 NW 151	Building	Unknown	c. 180m NNW	Dockyard Surgery/Dockyard Police Residence/Station. Built 1892 with 20 <sup>th</sup> century extension.
TQ 97 NW 152	Building	Unknown	c. 210m NNW	Former Dockyard Fire Station. Built 1930s.
TQ 97 NW 153	Building	Post Medieval to Unknown	c. 220m NW	Former Dockyard School/Dockyard Technical College. Built 1832
TQ 97 NW 155	Building	Post Medieval to Modern	c. 225m NW	Former Dockyard School/College Engineering Laboratory. Built 1832.
TQ 97 NW 154	Building	Post Medieval to Unknown	c. 260m WNW	Corrugated Iron (Former)Timber Shed. Built in the mid to late 1850's.
TQ 97 NW 156	Building	Modern	c. 250m WNW	Former Timber Shed/Former Drill Hall/Former N.S.O (Naval Store Officer) Store. Built in the late 1920's or early 1930's.
TQ 97 NW 157	Building	Modern to Unknown	c. 285m WNW	Former Dockyard Canteen. Built in the late 1920's or early 1930's.
TQ 97 NW 158	Building	Post Medieval to Unknown	c. 80m NW	Quadrangular Building's Clock Tower. Mid to late 19th Century Clock tower formerly on the roof of the demolished Quadrangular Building. Now re-sited east of the Dockyard Terrace at the head of a green space.
TQ 97 NW 159	Monument	Post Medieval to Unknown	c. 90m NNE	Gate in Dockyard Wall (Behind Dockyard Church)
TQ 97 NW 160	Monument	Post Medieval to Unknown	c. 295m W	Former South Gate (Originally called Factory Gate). 1861 now blocked up.

KHER Ref	Type	Period	Distance	Description
TQ 97 SW 161	Monument	Post Medieval to Unknown	c. 290m WSW	Entrance doorway into the (demolished) Dockyard Battery. Opposite Royal Fountain Hotel, West Street
TQ 97 NW 162	Monument	Post Medieval to Unknown	c. 190m W	Gate in Dockyard Wall next to Blue Town High Street
TQ 97 NW 163	Monument	Modern to Unknown	c. 295m WSW	Dockyard Railway Gate. Built early 1900s.
TQ 97 SW 154	Monument	Post Medieval to Modern	c. 425m W	Mast Pond. Early 19 <sup>th</sup> century. Filled in a built over in the 20 <sup>th</sup> century.
TQ 97 SW 162	Monument	Unknown	c. 555m W	Two mast slips for sliding masts into the mast pond. Still visible but are now blocked up. Probably early 19 <sup>th</sup> Century.
TQ 97 NW 168	Building	Modern to Unknown	c. 320m NW	Artesian Well Water Tower & Well. Built 1930s.
TQ 97 NW 172	Monument	Modern	c. 265m N	No. 1 Gun Tower. Built 1913.
TQ 97 NW 173	Monument	Modern	c. 270m N	No.2 Tower/Minefield Control Tower. Built 1913.
TQ 97 NW 174	Monument	Post Medieval to Modern	c. 255m N	Battery Observation Post Tower (Possible reused magazine). Built 1913.
TQ 97 NW 175	Monument	Post Medieval to Unknown	c. 230m E	Barrier Bridge (Known locally as the Pneumonic Bridge). Built in the mid-19 <sup>th</sup> century, it was originally between Bluetown/Sheerness Dockyard and an island called the Ravelin (which was divided from Sheerness by a moat that is now filled in).
TQ 97 SW 1001	Monument	Post Medieval to Modern	c. 435m ESE	Pete's Diner, 3/4 Railway Road, Sheerness. 19 <sup>th</sup> century (or earlier?) building recorded prior to demolition. Two houses built a quarter of a century either side of 1810.
TQ 97 NW 1005	Monument	Post Medieval	c. 690m NW	Ordnance Basin (Former site of Sheerness Dry Dock). Dry Dock marked on a plan of sheerness Dockyard in 1725 AD.
TQ 97 NW 1006	Monument	Post Medieval	c. 655m WNW	Boat Basin (Site of Mud Dock or Sheerness Dock Basin). Built c.1814.
TQ 97 NW 1007	Monument	Post Medieval	c. 355m W	Sheerness Timber Pound. First mentioned 1725.
TQ 97 NW 1010	Monument	Post Medieval	c. 295m NNW	Sheerness New Sea Wall (1725).
TQ 97 SW 1010	Monument	Post Medieval	c. 435m SW	Sheerness Seawall

KHER Ref	Type	Period	Distance	Description
TQ 97 SW 1011	Monument	Post Medieval	c. 575m SSW	Mast Pond South of Sheerness Dockyard (1725)
TQ 97 NW 146	Monument	Post Medieval	c. 665m E	Sheerness Old Seawall (1725).
TQ 97 SW 1092	Monument	Post Medieval	c. 180m S	Earthwork defences of an artillery fort. Earlier than 1946.
MWX18827	Monument	Unknown	c. 705m SSW	Circular embankment. May not be archaeological.
TQ 97 SW 1200	Monument	Post Medieval to Modern	c. 495m ESE	Site of Baptist Chapel, Cross Street (Millennium Way), Sheerness, Swale. Shown on the 1897 map, demolished when Millennium Way was built.
TQ 97 SW 1201	Monument	Post Medieval to Modern	c. 515m ESE	Site of Methodist Chapel, Hope Street, Sheerness, Swale. Shown on the 1862 map. Since demolished.
TQ 97 SW 1202	Monument	Post Medieval to Modern	c. 190m SW	Site of St Paul's Church, Terminus Road, Sheerness, Swale. Seen on the 1897 map. Since demolished.
TQ 97 SW 1203	Monument	Post Medieval to Modern	c. 285m WSW	Site of Methodist Chapel, West Street, Sheerness, Swale. Seen on the 1897 map. Since demolished.
TQ 97 SW 1204	Monument	Post Medieval to Modern	c. 535m SE	Site of Roman Catholic Chapel, Rose street, Sheerness, Swale. Built 1813, since demolished.
TQ 97 NW 1095	Monument	Post Medieval to Modern	c. 615m NW	Brick structure of probable military origin, Indented Lines, Sheerness
TQ 97 NW 196	Monument	Unknown	c. 605m NW	Brick wall and rooms used for military purposes, part of the Indented Lines.
TQ 97 NW 1096	Building	Modern	c. 660m NW	20th century lifeboat station, Sheerness Dockyard
TQ 97 NW 127	Monument	Post Medieval to Modern	c. 315m NNW	Coast Defence Battery: Centre Bastion (1890s), Sheerness. Built in the 1890s. Replaced in 1913. One emplacement remains.
TQ 97 SW 1210	Building	Post Medieval to Modern	c. 345m SSW	Former guard house, hospital and barracks at Fort Townshend, Sheerness. From 1796, demolished 1940s.
TQ 97 SW 101	Monument	Post Medieval	c. 65m SW	Probable site of Synagogue, Blue Town, Sheerness. Established 1790. Built 1811, restored 1841. Closed 1900. Demolished 1935.
TQ 96 NW 1165	Monument	Post Medieval to Modern	c. 340m SE	Isle of Sheppey Railway. Opened 1860.

KHER Ref	Type	Period	Distance	Description
TQ 97 SW 148	Monument	Modern	Adjacent to PDA	Sheerness and District Tramway. Operated between 1903 and 1917.
TQ 97 SW 155	Monument	Post Medieval to Unknown	c. 420m W	Mast Pond Tunnel/Mast Canal/Culvert, Flood Gates/Locks. Early 19th century mast canal/culvert that starts at the western dockyard sea wall and leads into the mast pond. The flood gate/locks for the canal/culvert still existed in the 1980's but current condition is unknown.
TQ 97 NW 109	Monument	Post Medieval	c. 182m E	The Sheerness Lines. Fortifications constructed between 1780 and the end of the 19 <sup>th</sup> century and later upgraded enclosing the dockyard and Blue Town. Scheduled Monument (1005145).
TQ 97 NW 113	Monument	Post Medieval to Modern	c. 500m NW	The Indented Lines, Sheerness. Part of de Gomme's works in 1669. Formed the NE side of the Sheerness Fort defences. Linked to the Sheerness Lines in 1838. Scheduled Monument (1005145)
TQ 97 NW 114	Monument	Post Medieval to Modern	c. 600m NW	Indented Line no 1 (Dial Line/Craig Battery), Sheerness. Scheduled Monument (1005145)
TQ 97 NW 115	Monument	Post Medieval to Modern	c. 490m NW	Indented Line No.2 (The Long Lines & Saluting Battery), Sheerness. Scheduled Monument (1005145)
TQ 97 NW 116	Monument	Post Medieval to Modern	c. 430m NW	Indented Line No 3, Sheerness. Scheduled Monument (1005145)
TQ 97 NW 1194	Monument	Post Medieval to Modern	c. 425m W	Site of The Great Basin. Built 1814. Delisted.
TQ 97 NW 164	Monument	Post Medieval to Modern	c. 335m W	Former No. 1 Dock, Sheerness Dockyard. Built 1814. Buried 1977.
TQ 97 NW 165	Monument	Post Medieval to Modern	c. 345m WNW	No.2 Dock, Sheerness Dockyard. Built 1814. Buried 1977.
TQ 97 NW 166	Monument	Post Medieval to Modern	c. 365m WNW	Former No.3 Dock. Built 1814. Buried 1977.
TQ 97 NW 167	Monument	Post Medieval to Modern	c. 435m NW	Small Basin (Site of Powder Monkey Bay). Early 19 <sup>th</sup> century. Buried 1977.

KHER Ref	Type	Period	Distance	Description
TQ 97 NW 169	Monument	Post Medieval to Unknown	c. 495m NW	No.4 Dock, Sheerness Dockyard. Built 1814.
TQ 97 NW 170	Monument	Post Medieval to Unknown	c. 525m NW	No.5 Dock (with caisson), Sheerness Dockyard. Built 1814.
TQ 97 NW 171	Monument	Post Medieval to Unknown	c. 565m NW	Slip No.1, Sheerness Dockyard. Built 1814. Removed 1912.
TQ 97 NW 1084	Listed Building	Post Medieval to Modern	c. 700m NW	Garrison Point Fort. Grade II (1259029) Scheduled (1005145). Built in the 1860s replacing Sir Bernard de Gomme's fortifications of 1669.

Event ID	DATE	Type	Distance	Description
EKE13079	2012	Watching Brief	c. 125m N	Superintendent's House, Sheerness Dockyard
EKE4813	1993	Survey	c. 300m E	RCHME survey of the Ravelin musketry wall
EKE8308	1994	Survey	Includes PDA	RCHME Sheerness Dockyard defences and Blue Town
EKE8641	2000	Watching Brief	c. 580m SE	Construction on the Sheerness Inner Relief Road.
EKE12304	2011	Evaluation	c. 100m N	St Paul's Dockyard Church
EKE12839	2008	Evaluation	c. 720m SE	Woody's Nightclub Sheerness
EKE14762	2008	Historic Environment Assessment Report	c. 100m N/ NW	Sheerness Port
EKE15043	2016	Historic Landscape Characterisation	Within PDA	Sheerness
EKE4830	1993	Building Survey	c. 370m NE	Ravelin Battery
EKE8331	1996	Watching Brief	c. 300m NE	Sheppey Collage
EKE8675	2001	Watching Brief	c. 300m NE	Sheppey Collage
EWX6627	1999	Building Recording	c. 390m E	Pete's Diner 3/4 Railway Road
EKE17545	2018	Excavation	c. 300m SSW	Sheerness Lines, Guard House, Former Sheerness steelworks



Figure 1 Site location map, scale 1:20,000 and 1:1,250.



Figure 2: Proposed Development



Figure 3: KHER – All

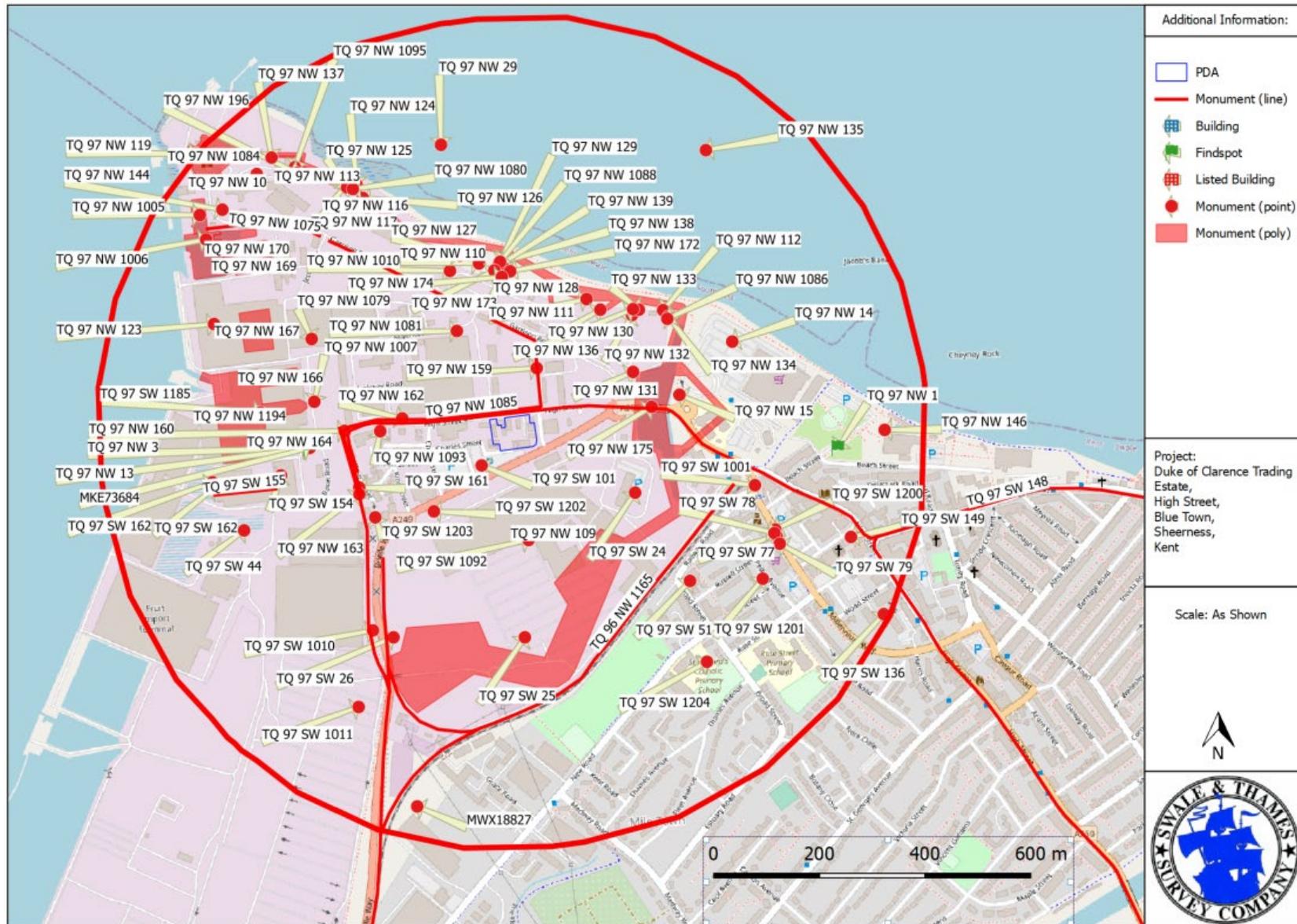


Figure 4: KHER excluding Buildings and Listed Buildings

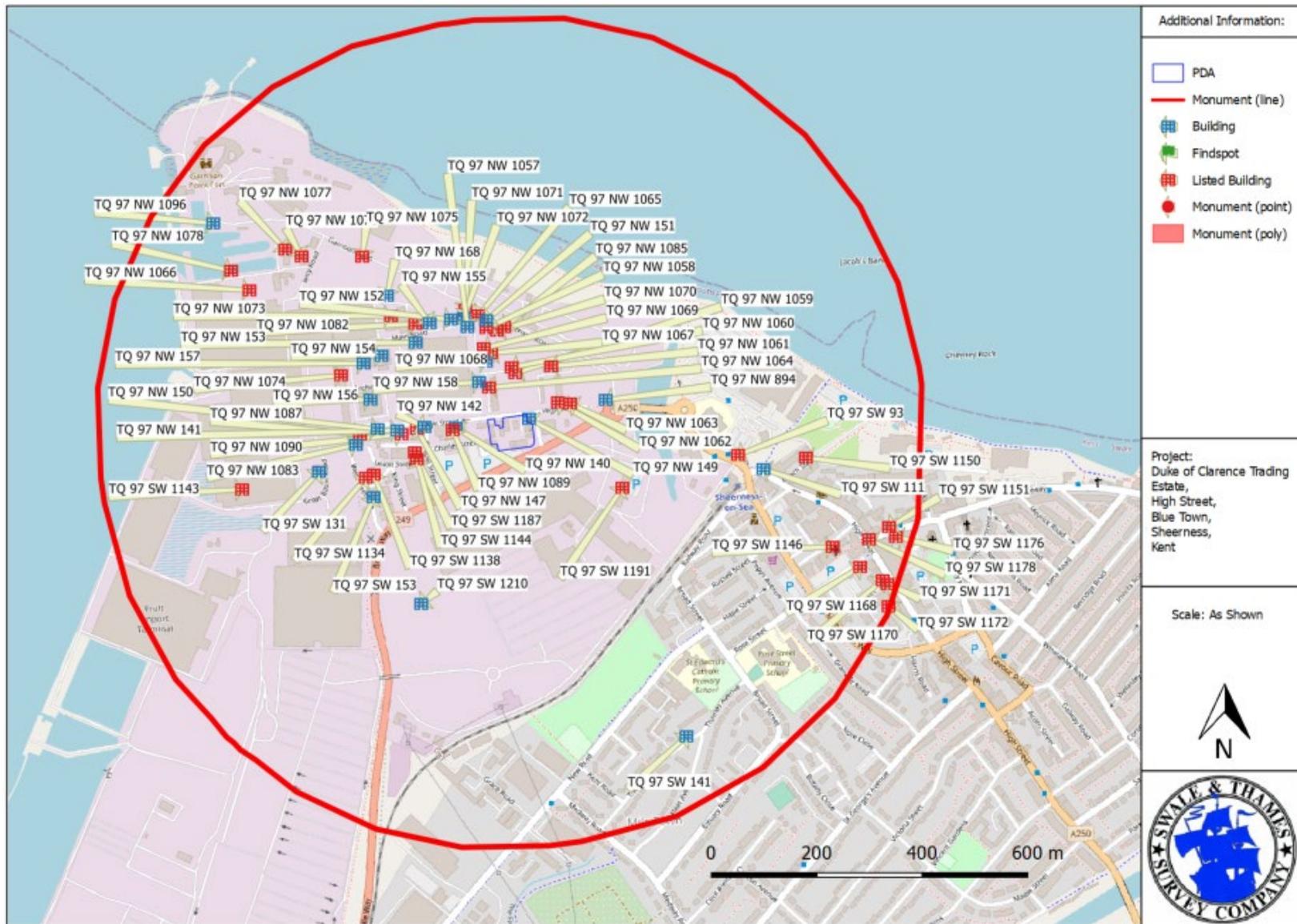


Figure 5: KHER Buildings and Listed Buildings



Figure 6: KHER - Historic Landscape Classification

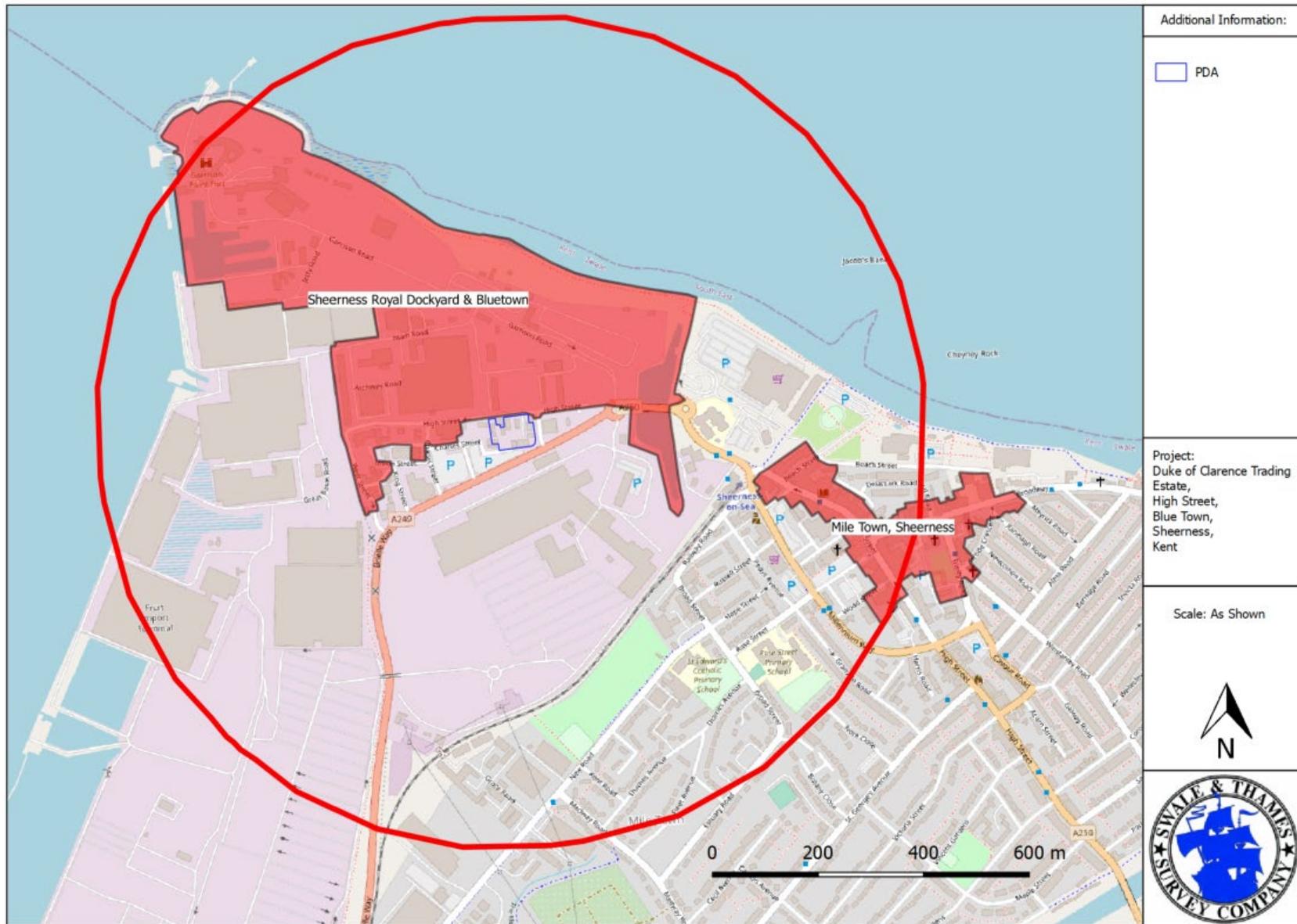


Figure 7: KHER – Conservation Areas

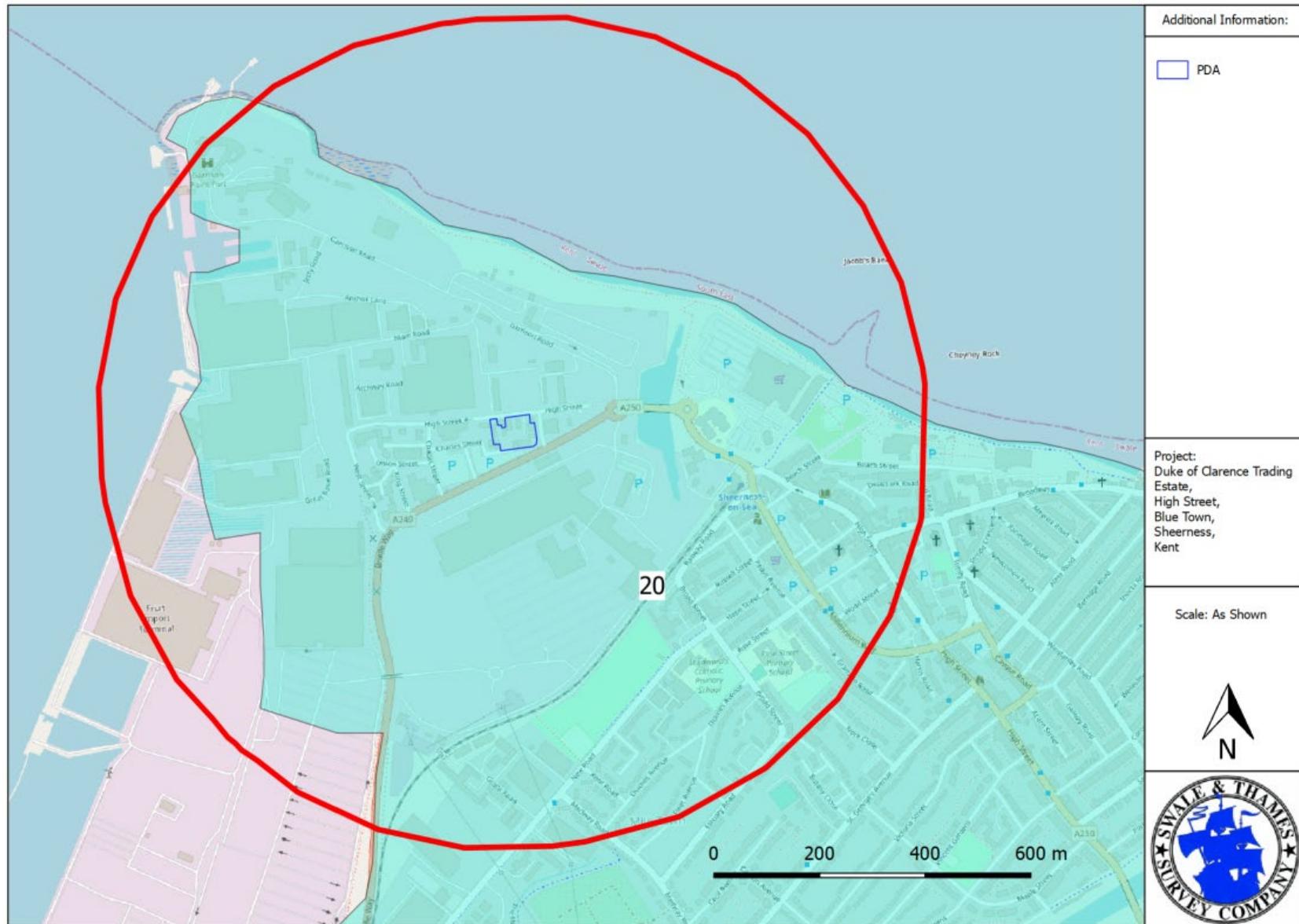


Figure 8: KHER - Palaeolithic Project



Figure 9: KHER - Scheduled Monuments



Figure 10: Symonson, 1548

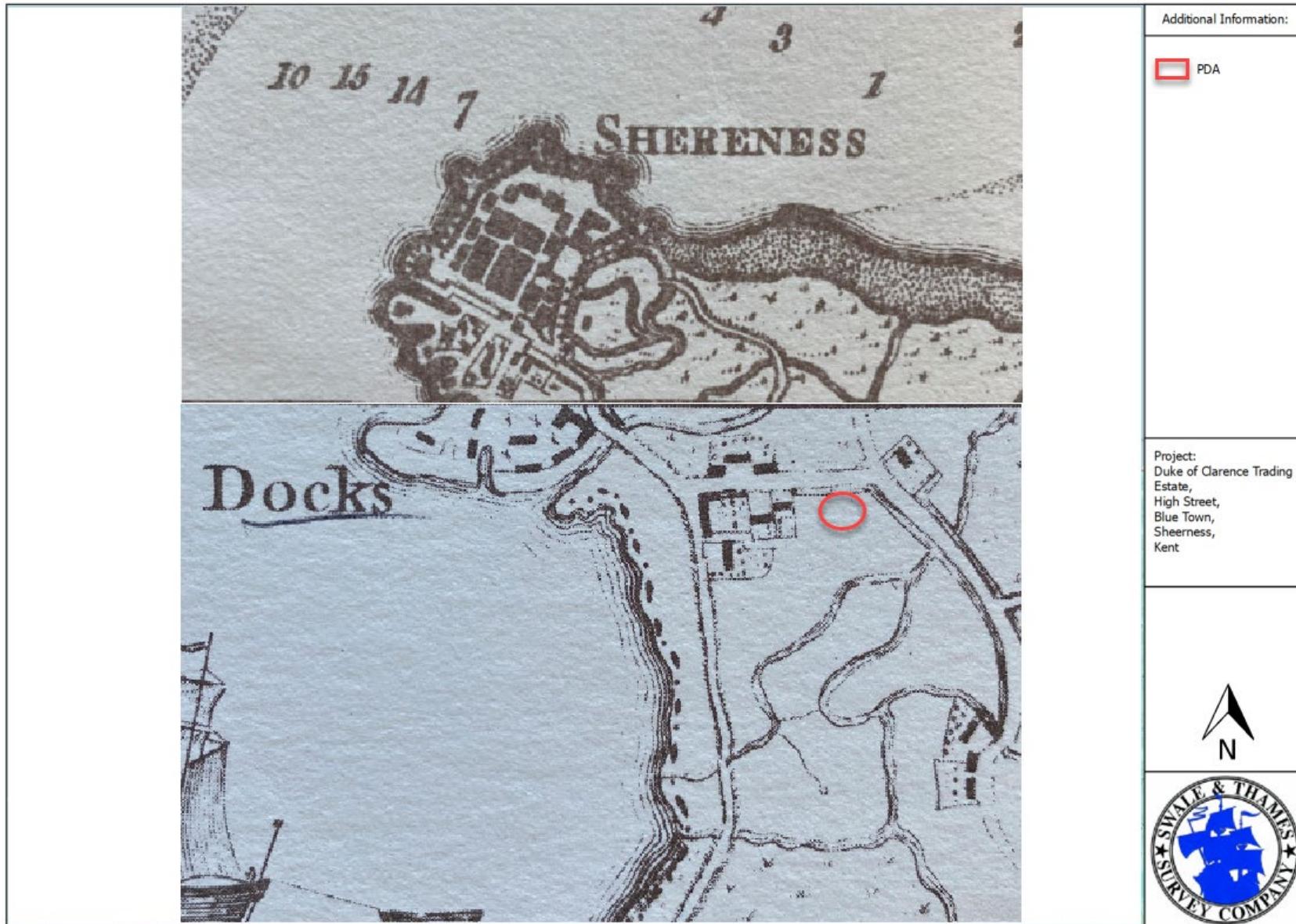


Figure 11: Andrew, Dury and Herbert Map from 1769



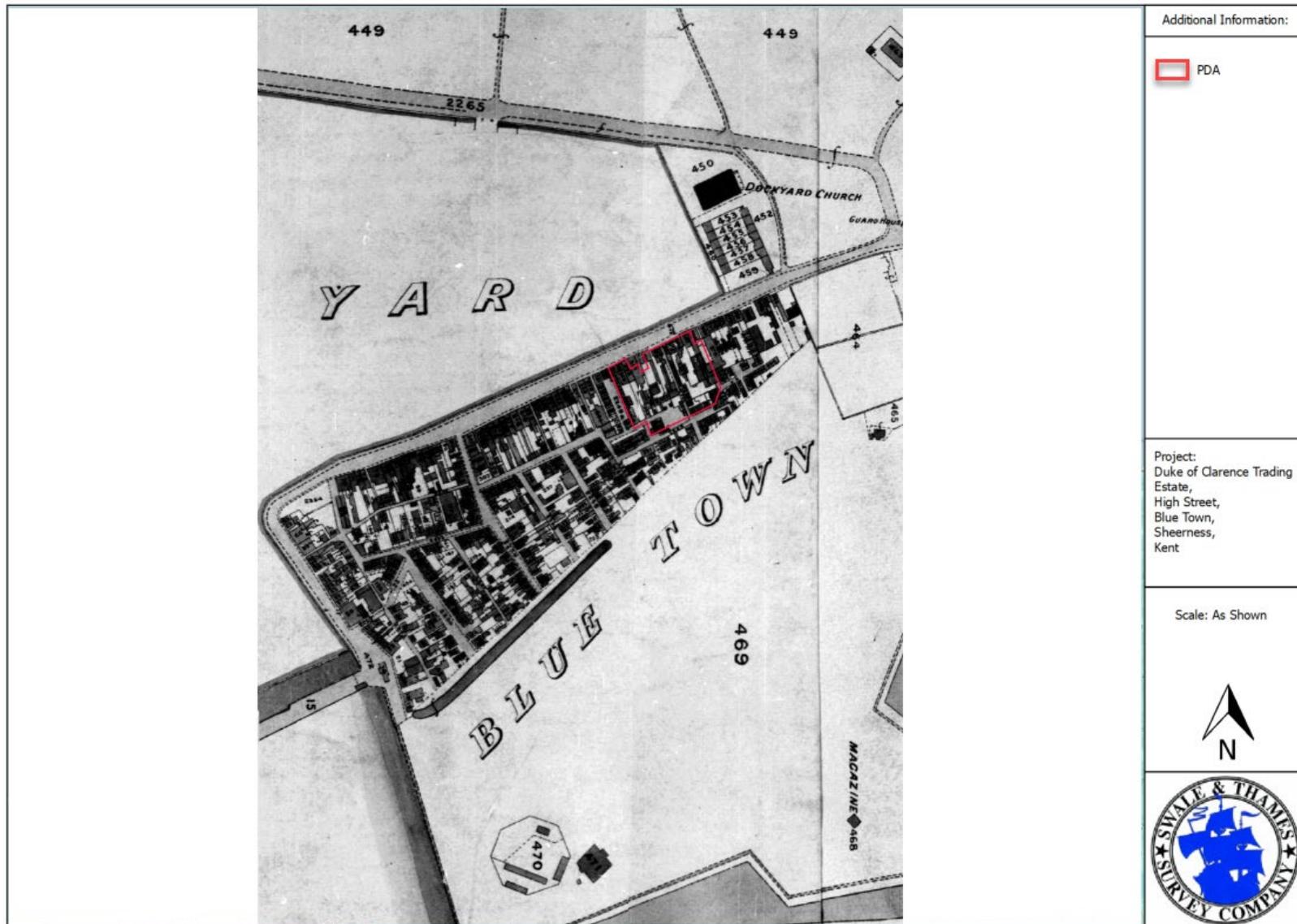


Figure 13: Minster in Sheppey Tithe Map, 1841



Figure 14: Historic Map 1862

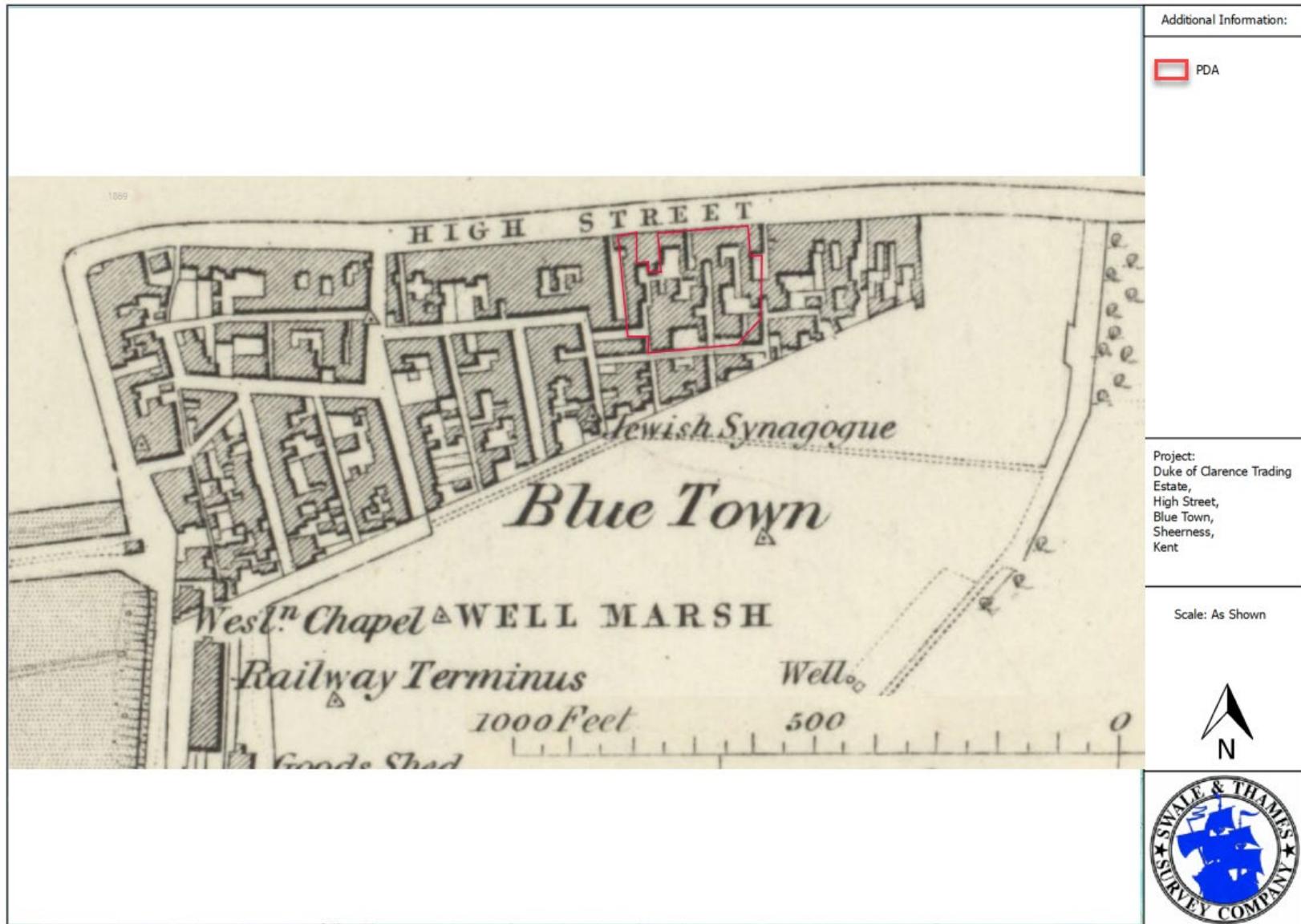


Figure 15: 1<sup>st</sup> Edition Ordnance Survey Map, 1869

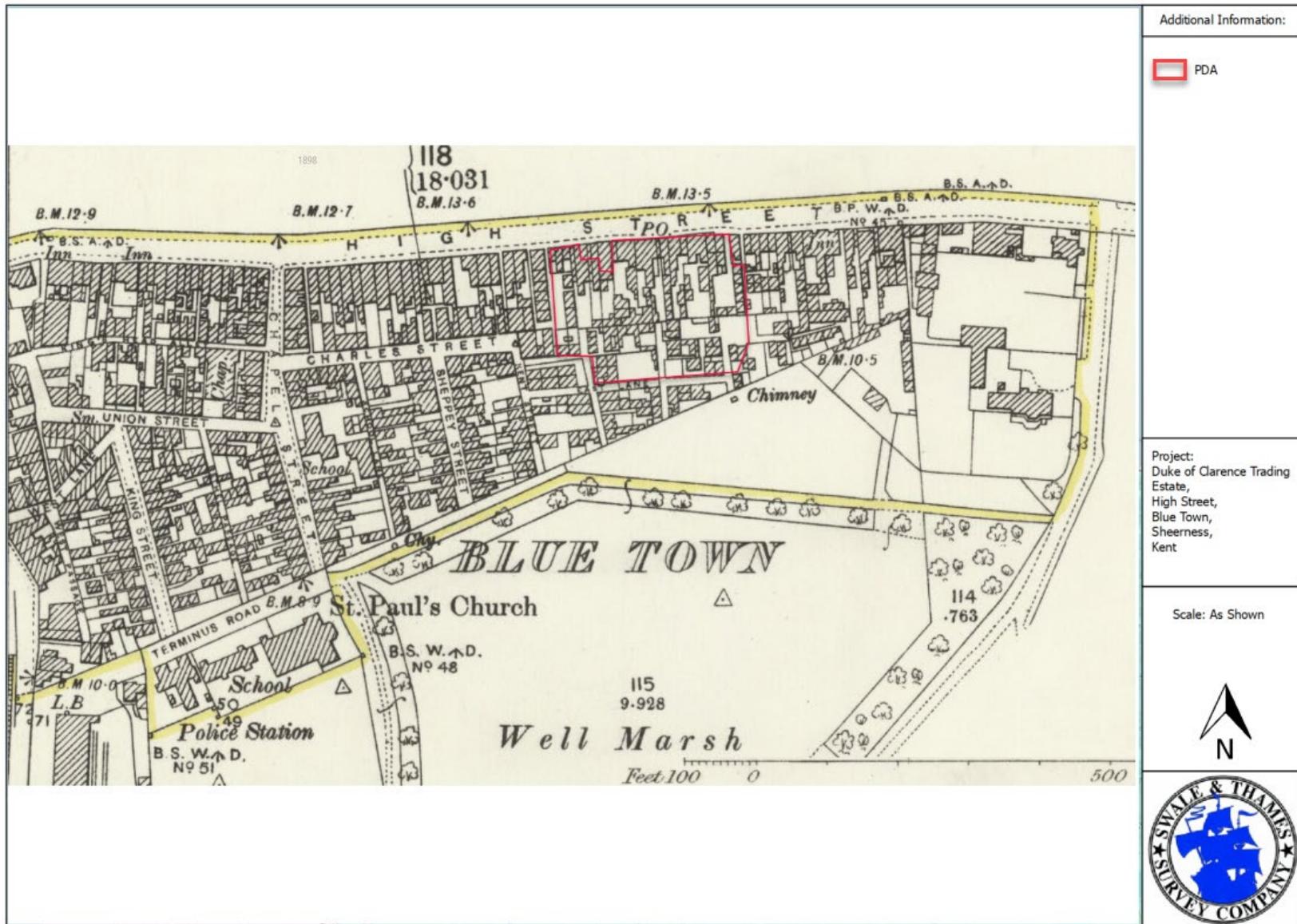


Figure 16: Historic OS Map from 1898

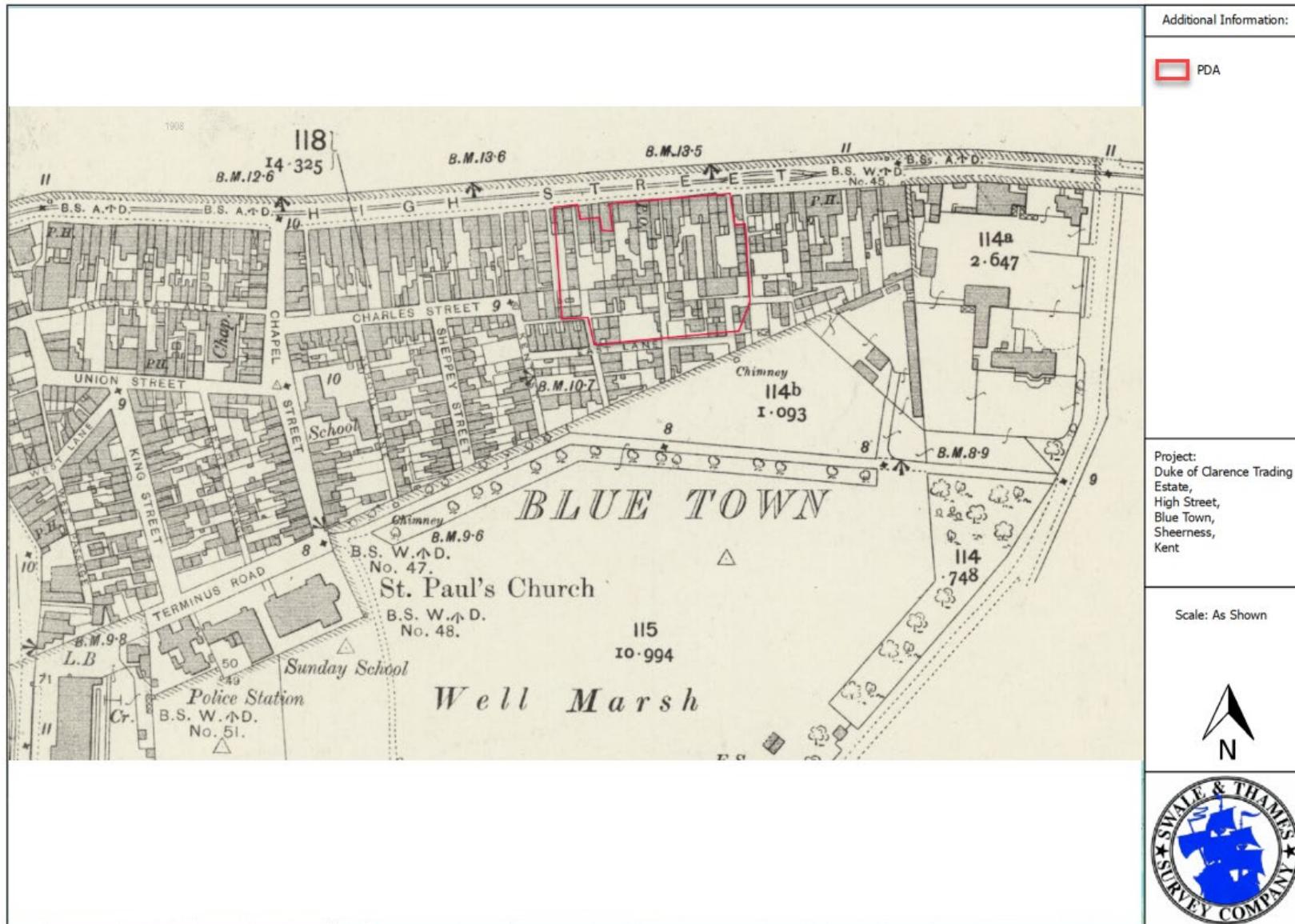


Figure 17: 3<sup>rd</sup> Edition Ordnance Survey Map, 1908

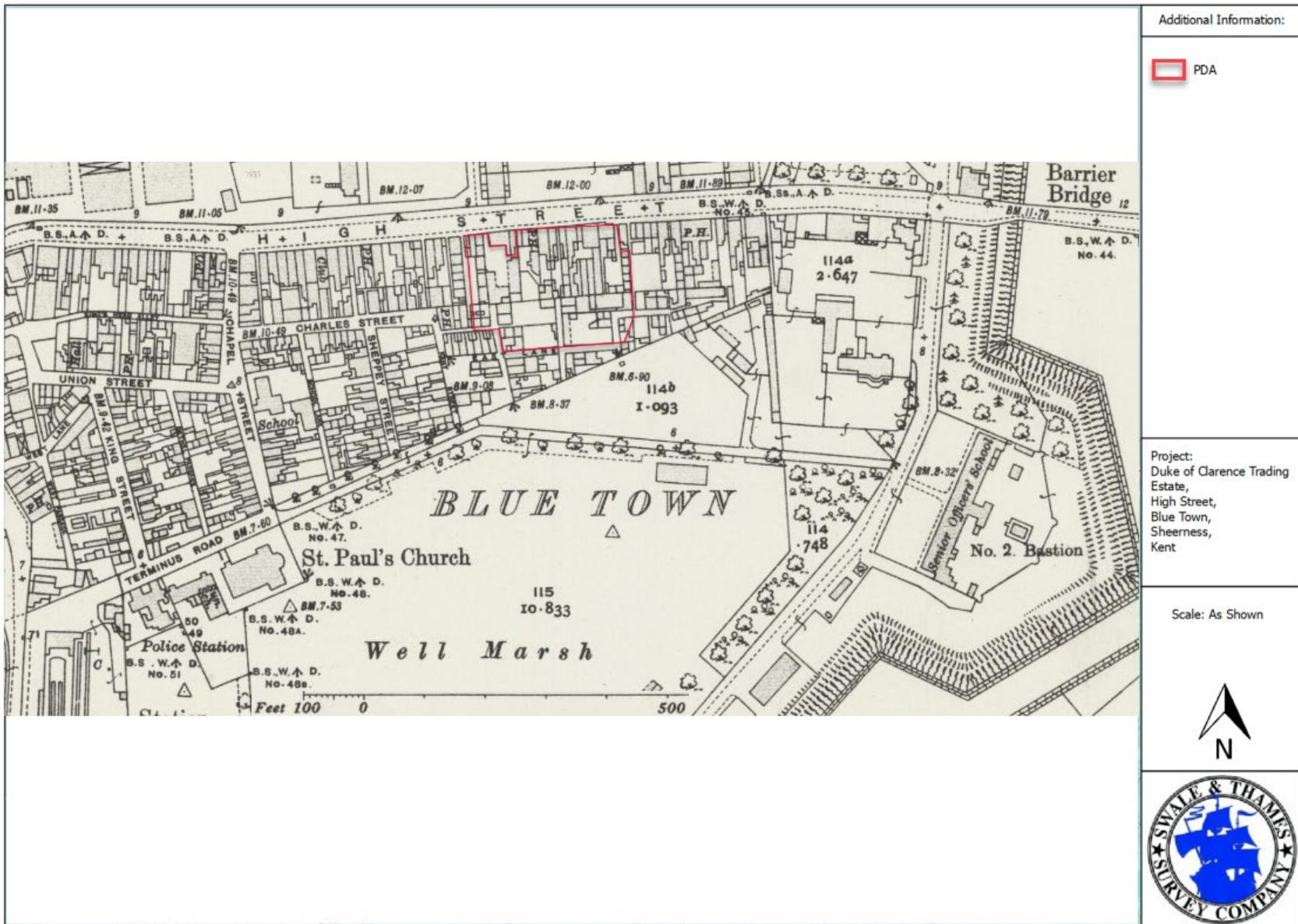


Figure 18: 4<sup>th</sup> Edition Ordnance Survey Map, 1933

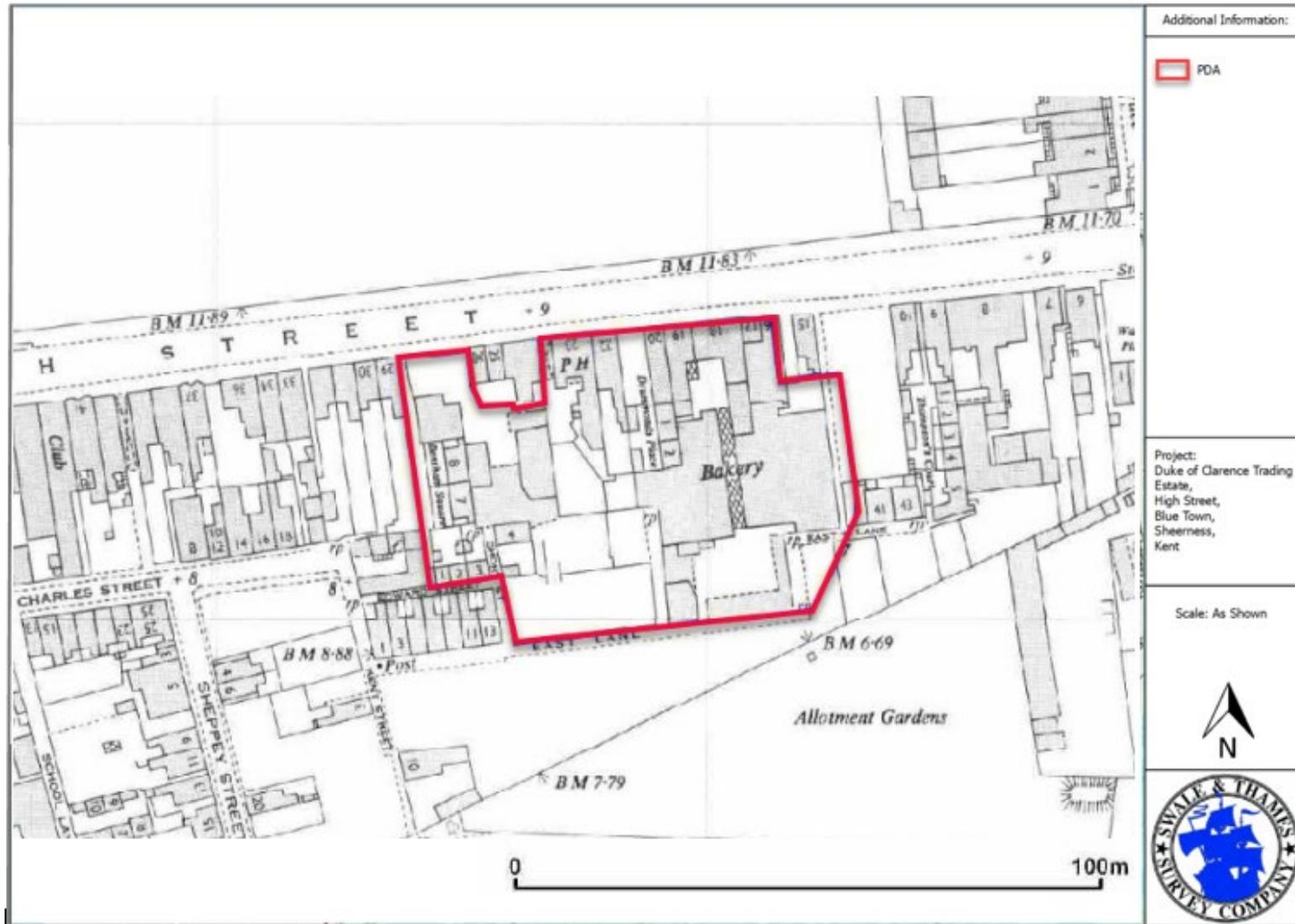


Figure 19: Ordnance Survey Map, 1956

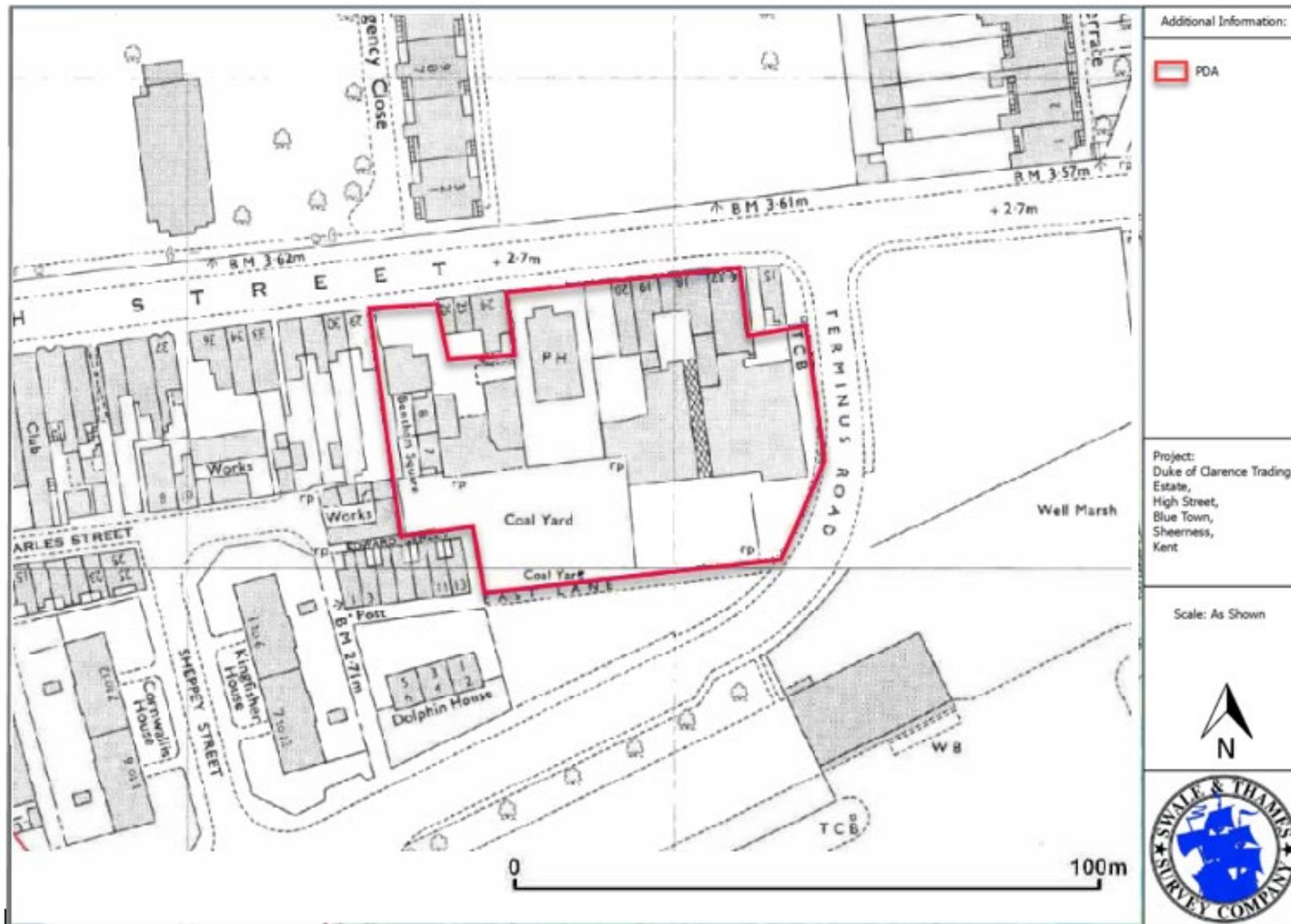


Figure 20: Ordnance Survey Map, 1972-1975

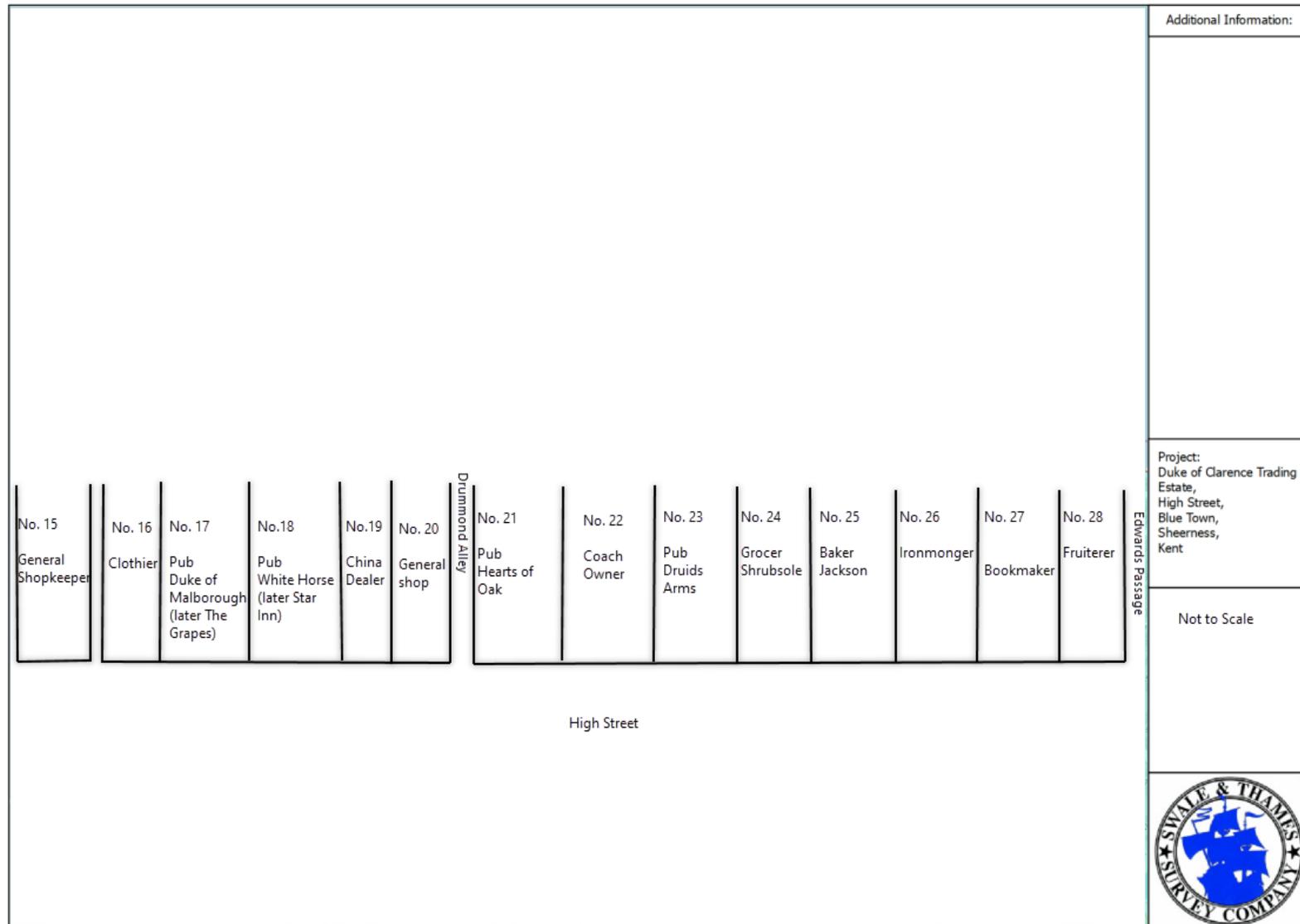


Figure 21: Plan of the High Street in the area of the PDA in 1850



Plate 1: Aerial Photograph, 1940's (Google Earth)



Plate 2: Aerial Photograph 1947

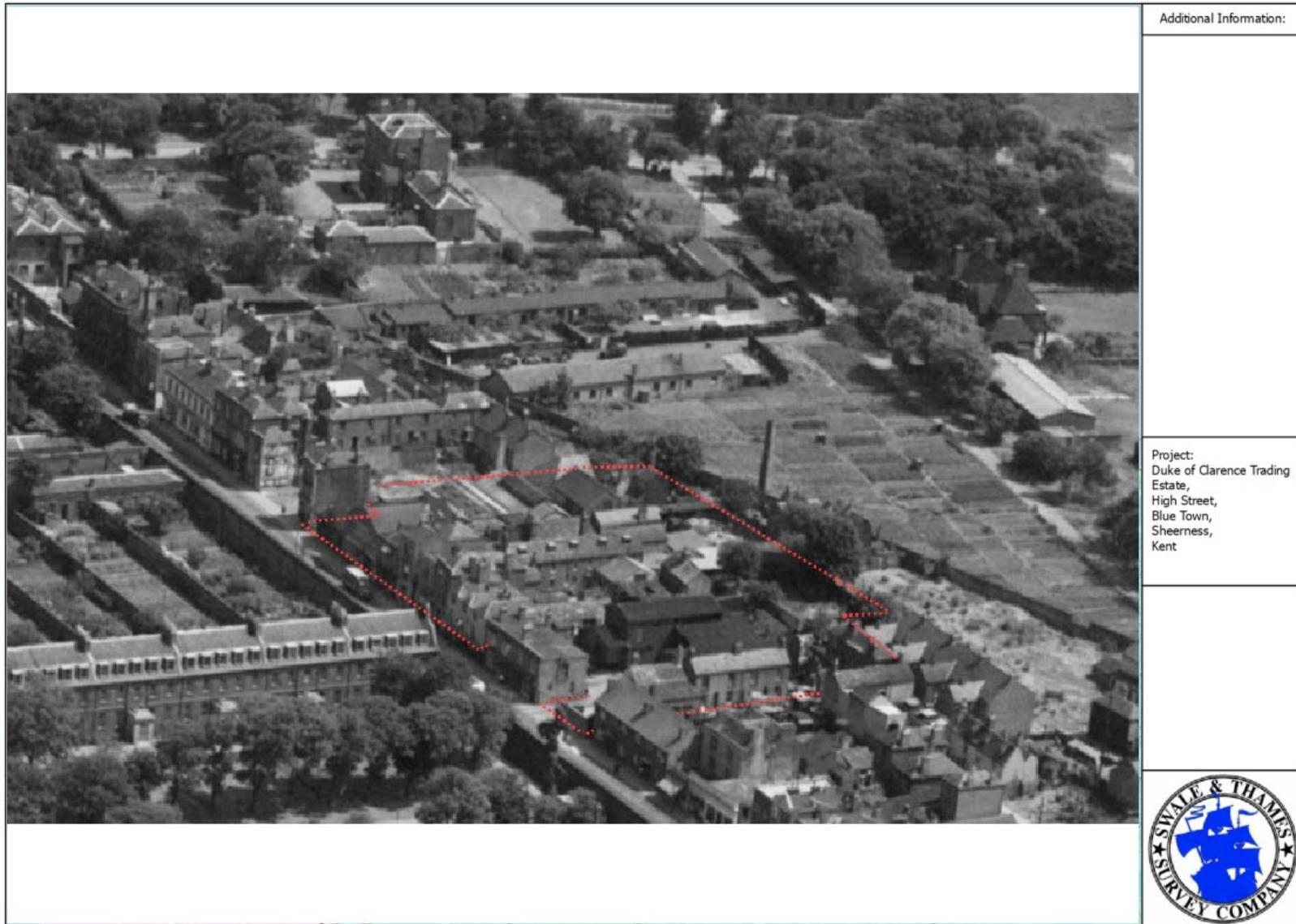


Plate 3: Aerial Photograph 1951

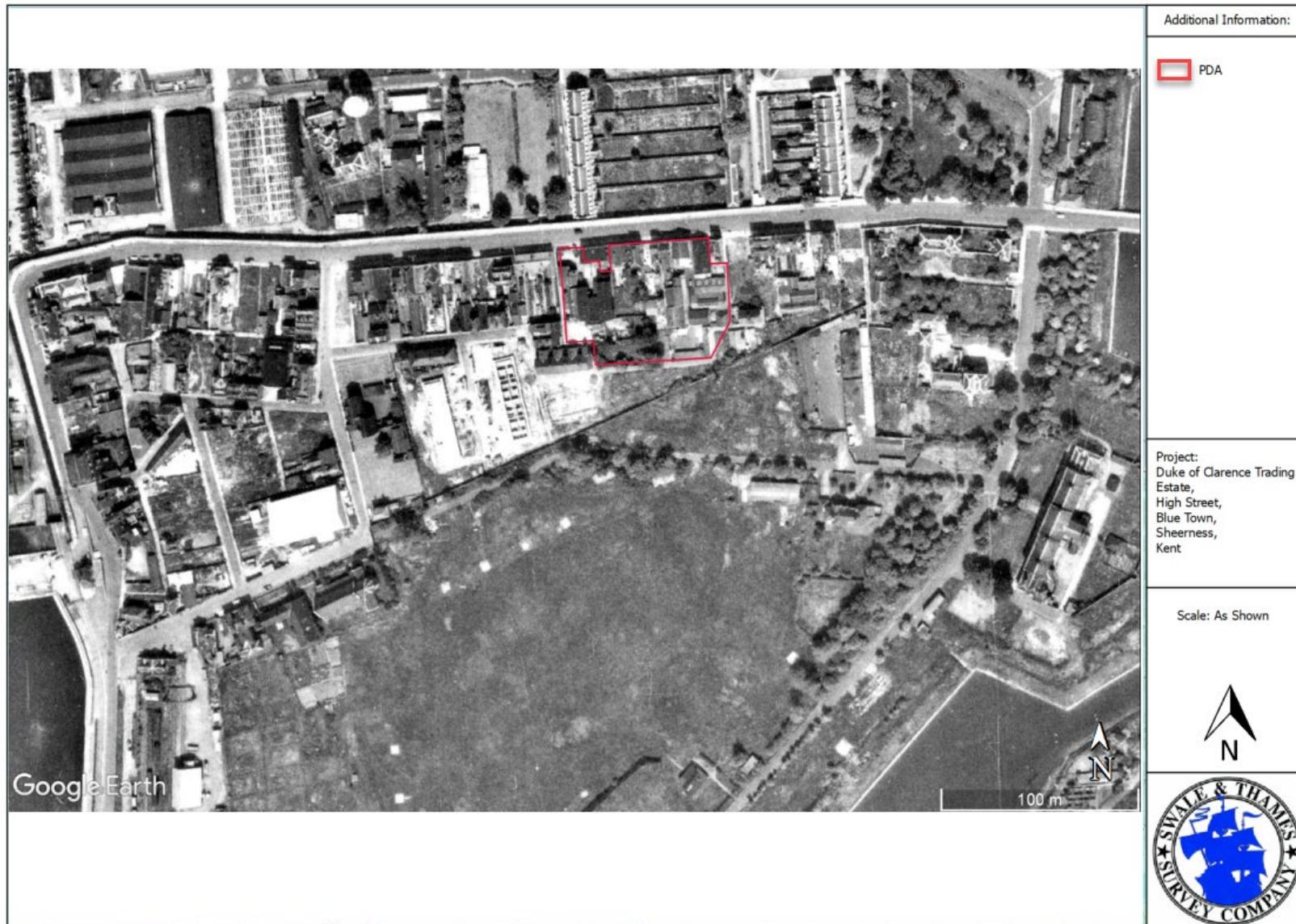


Plate 4: Aerial Photograph, 1960's (Google Earth)



Plate 5: Aerial Photograph, 1990's (Google Earth)



Plate 6: Aerial Photograph, 2003 (Google Earth)

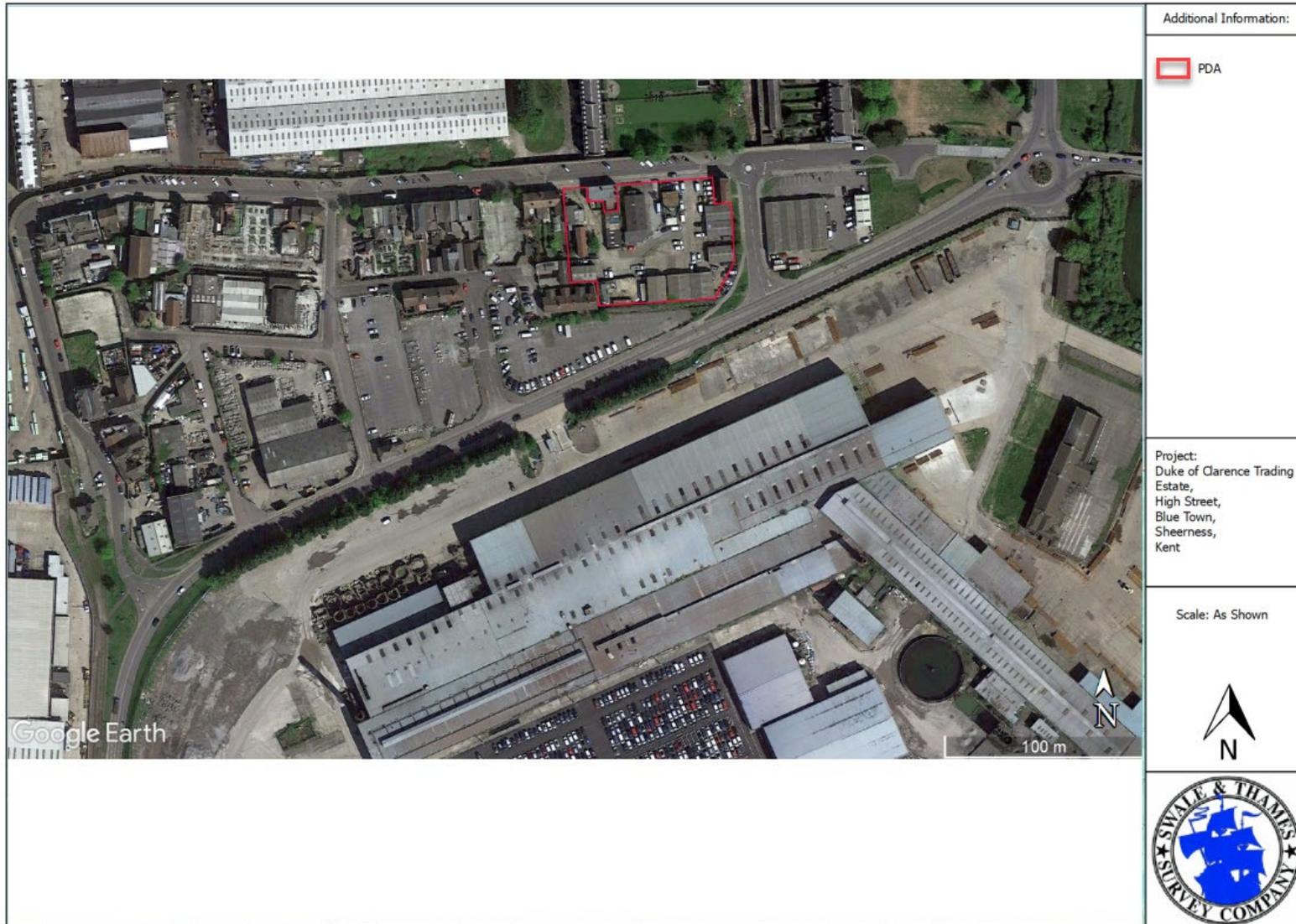


Plate 7: Aerial Photograph, 2018 (Google Earth)



Additional Information:

Project:  
Duke of Clarence Trading  
Estate,  
High Street,  
Blue Town,  
Sheerness,  
Kent



Plate 8: Estimated Late 1800s/early 20<sup>th</sup> century, prior to 1909, looking eastwards



Plate 9: Blue Town High Street looking westwards, estimated date post 1909.



Plate 10: View along the High Street of No. 15 and the PDA (facing SW)



Plate 12: View of the south eastern boundary of the PDA (facing NW)



Plate 11: View along the High Street and the PDA (facing SE).



Plate 13: View across the PDA (facing WSW).



Plate 14: View across the PDA from south eastern corner (facing NNW)



Plate 15: View across the PDA from the south western corner (facing NE)



Plate 16: View of the units along the southern area of the PDA (facing SE)

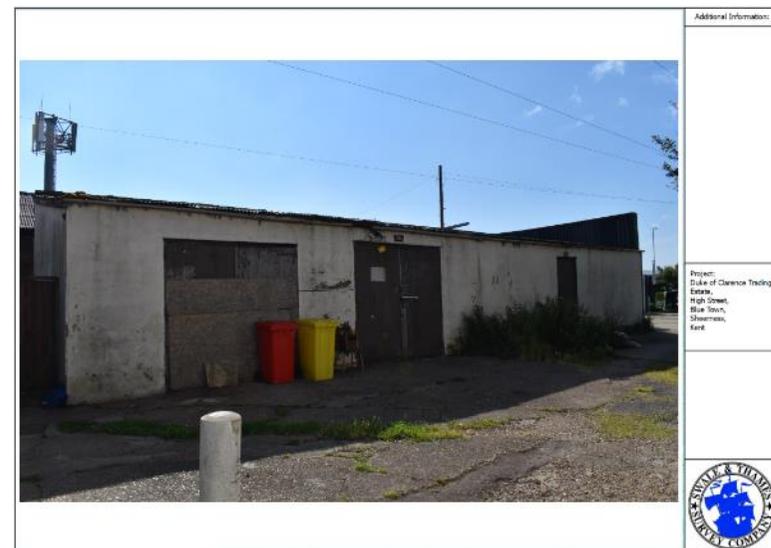


Plate 17: View of 26a and 26b (facing SE)



Plate 18: View towards the rear of 24-27 High Street from the PDA (facing NNW)

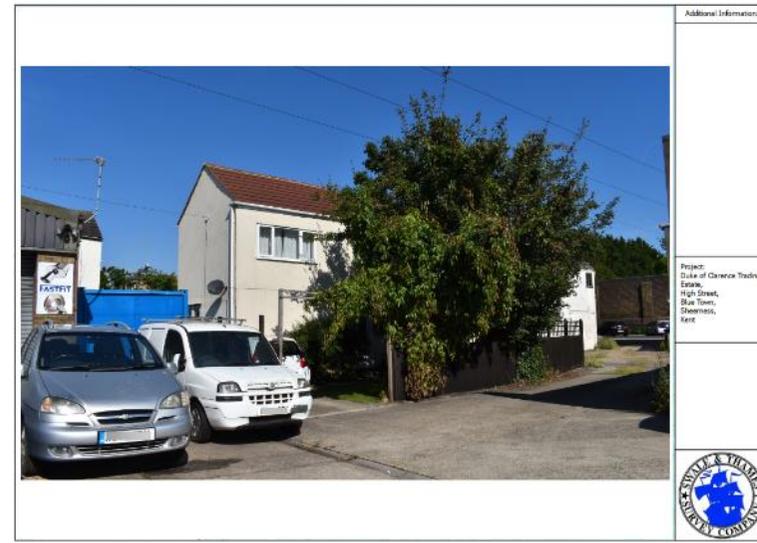


Plate 20: View towards the eastern side of 27a and 27b (facing NW)



Plate 19: View of the boxing academy (facing SW)



Plate 21: View of No. 28 from the High Street (facing S)



Plate 22: View from the eastern side of No. 28 (facing NW)



Plate 24: View of the boundary in Edward's Passage (facing SSE)



Plate 23: View of the western side of No. 28 in Edward's Passage (facing SSE)

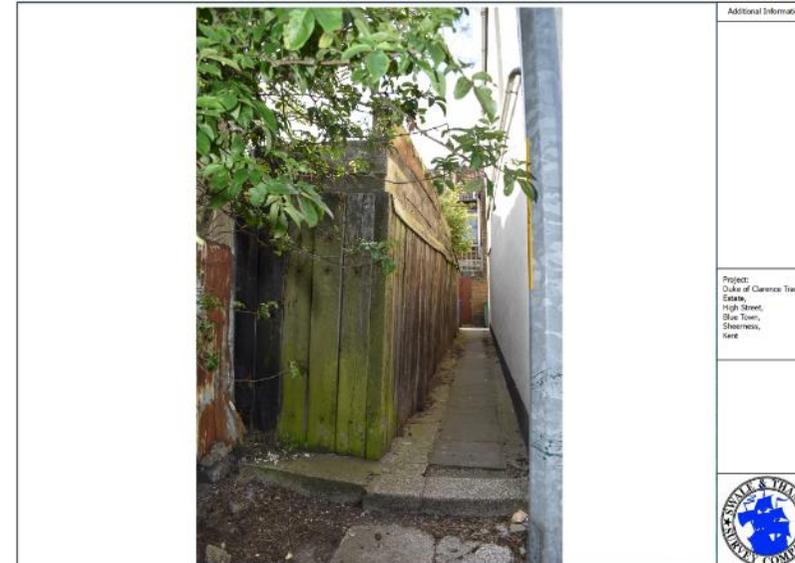


Plate 25: View of the southern end of Edward's Passage (facing SSE)



Plate 26: View along the south western boundary of Edward Street (facing E)

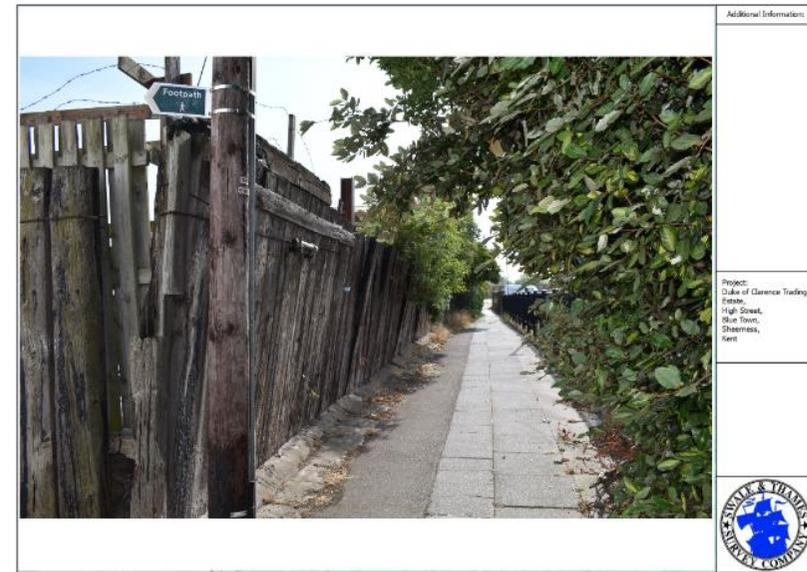


Plate 28: View of the western end of southern boundary along East Lane (facing E)

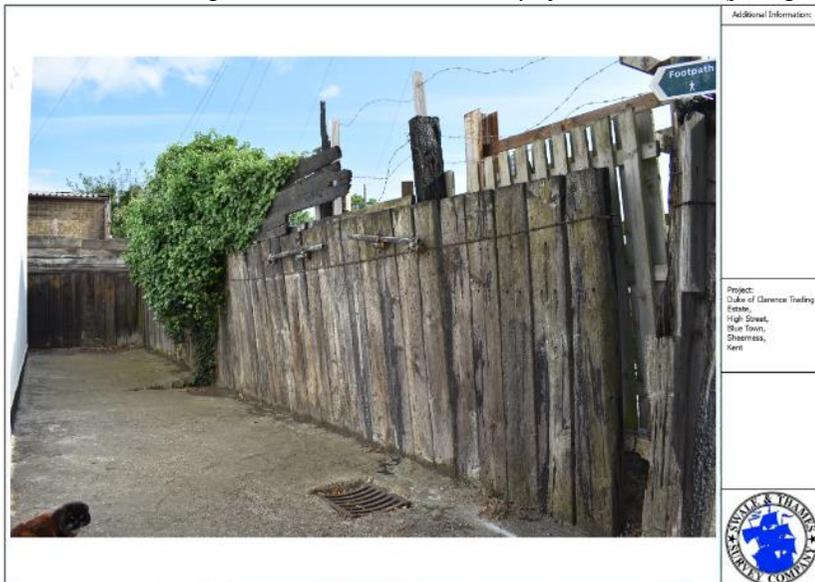


Plate 27: View of boundary between Edwards Street and East Lane (facing NNW)

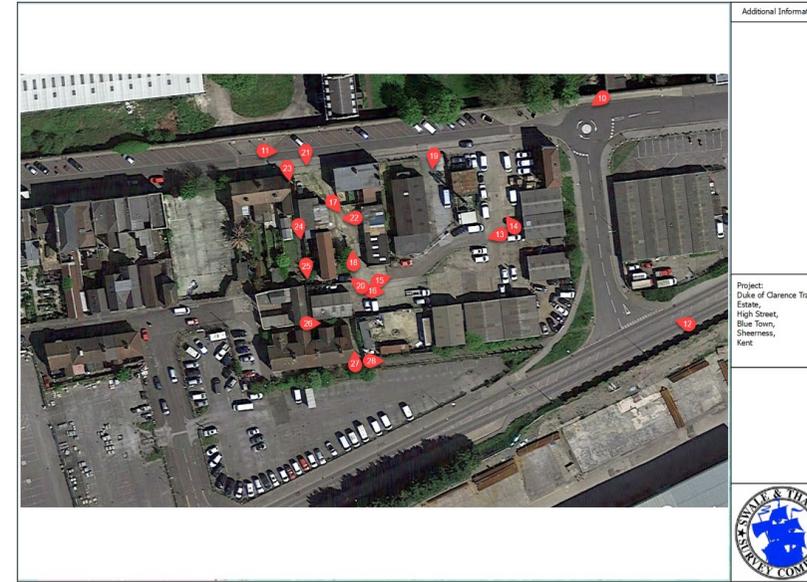


Plate 29: Plate locations