

CANTERBURY AND WHITSTABLE RAILWAY Conservation Area Appraisal



CONSERVATION SECTION
STRATEGIC PLANNING

ACKNOWLEDGEMENTS

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The Trust also produce a regular newsletter and hold public meetings to discuss their work.

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1.0 SUMMARY

The Canterbury and Whitstable Railway Conservation Area follows the line of the former railway and stretches most of the seven miles between the city and the seaside resort apart from where it disappears into a tunnel underneath Canterbury University. The conservation area is divided into four sections, covering about 80% of the original route, which are separated by modern development, new roads, or fields. A fifth conservation area in Canterbury, around Canterbury West Station, also includes some remains, as does the land around Whitstable Harbour, not currently a conservation area.

The Canterbury and Whitstable Railway Conservation Area is therefore a very long, thin succession of protected spaces which runs in an almost straight line between Whitstable and Canterbury. At either end of the line are the urban surroundings of the seaside town and cathedral city, but between is a stretch of attractive, mainly wooded countryside rich in wildlife and plants, with Clowes Wood and the adjacent valley created by Bogshole Brook, being particularly remarkable. The village of Tyler Hill, also given conservation area status, forms the eastern boundary to the central section and Tyler Hill itself forms an important landmark in the countryside with Canterbury University positioned on its summit.

The 'Crab and Winkle Line', as the railway was affectionately called, started

operating in 1830 and is famous as being the first regular steam passenger railway in the world, as recognised in the Guinness Book of Records. The line and its first railway engine, the *Invicta*, were engineered by George Stephenson and his son Robert, the design of the *Invicta* being based on Stephenson's better known 'Rocket'. Initially the *Invicta* hauled the carriages for the first third of the journey from Whitstable Harbour, with two winding engines, situated at intervals by the side of the track at Clowes Wood and Tyler Hill, providing power for the remainder. However, the *Invicta* was somewhat underpowered and therefore struggled to cope with the gradient up from the harbour, so in 1836 it was replaced by a third winding engine which was built at South Street in Whitstable. Horses were used around the harbour to negotiate the corners around the harbour walls. After 1846 the journey from Canterbury to Whitstable was entirely powered by steam locomotive. Passengers were carried until 1932 after which the line was used for goods only, finally being closed in 1952.

Supported by the Crab and Winkle Line Trust, set up in 1997, parts of the old line were opened in 1999 as a cycle route between Canterbury and Whitstable. The Trust aims to open further sections to public access, including the tunnel, and to promote the appreciation of the historic significance of the line and its remaining artefacts.



The Invicta locomotive

2.0 INTRODUCTION

2.1 Location and regional context

The Canterbury and Whitstable Railway Conservation Area is about five miles long and divides into four sections (Figure 1) which stretch along the line of the former 'Crab and Winkle' line from Canterbury to Whitstable. The four sections are separated by modern development or fields where the trackway has disappeared and by a tunnel which lies beneath Canterbury University.

Canterbury, one of the most important historic town in the south-east of England, lies to the south with the former railway line terminating close to Canterbury West mainline station. Canterbury has had World Heritage Site status since 1988 and consideration has been given to whether the Canterbury and Whitstable Railway (C and WR) should also be designated. However, the line was not included on the list of 'tentative' sites published in 1997.

To the north, the line stretches towards the North Kent coast and picturesque Whitstable, once an important 19th century port and holiday resort and now enjoying a modest revival as a centre of tourism. Between the two towns the land is heavily wooded with the Forestry Commission controlling much of it.

2.2 Legislative background

The legislation dealing with conservation designation and control is set out in the Planning (Listed Buildings and Conservation Areas) Act 1990 and further information on government policy is contained within Planning Policy Guidance Note no. 15 (more commonly referred to as PPG15) and in Circular 14/97. This conservation area appraisal should also be read in conjunction with the Canterbury District Local Plan, approved in November 1998. English Heritage has published two booklets providing detailed advice on the management of conservation areas, namely 'Conservation Area Management' and 'Conservation Area Appraisals', which

provide a useful checklist of information which could be included in a character assessment. All of these documents can be viewed at the offices of the Canterbury City Council in Military Road, Canterbury.

The Canterbury and Whitstable Railway Conservation Area was designated in sections by the City Council between 1991 and 1999. A conservation area is *an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance* (Section 69 of the 1990 Act), and this appraisal describes the special architectural and historic interest of the Canterbury and Whitstable Railway Conservation Area and provides the local community with information about the four sections, identifying features of interest and detailing proposals for further improvement.

Local authorities are also required to *formulate and publish proposals for the preservation and enhancement of any parts of their area, which are conservation areas* (Section 71 of the 1990 Act). This character assessment of the Canterbury and Whitstable Railway Conservation Area fulfils this statutory duty as it identifies a number of threats to the area and proposes various improvements which will hopefully be implemented over a period of time.



William James of West Bromwich who had the original idea to create a railway link

In making a decision on an application for development in a conservation area, special attention should be paid to *the desirability of preserving or enhancing the character or appearance of that area* (Section 72 of the Act). This assessment, which describes the conservation area in detail, and analyses its character, will make it easier for Canterbury City Council to make decisions about new development within it. Further more, by including details of the historical development of the area, both the council and local inhabitants can be made more aware of the special interest of certain features, and of their contribution to the character or appearance of the conservation area.

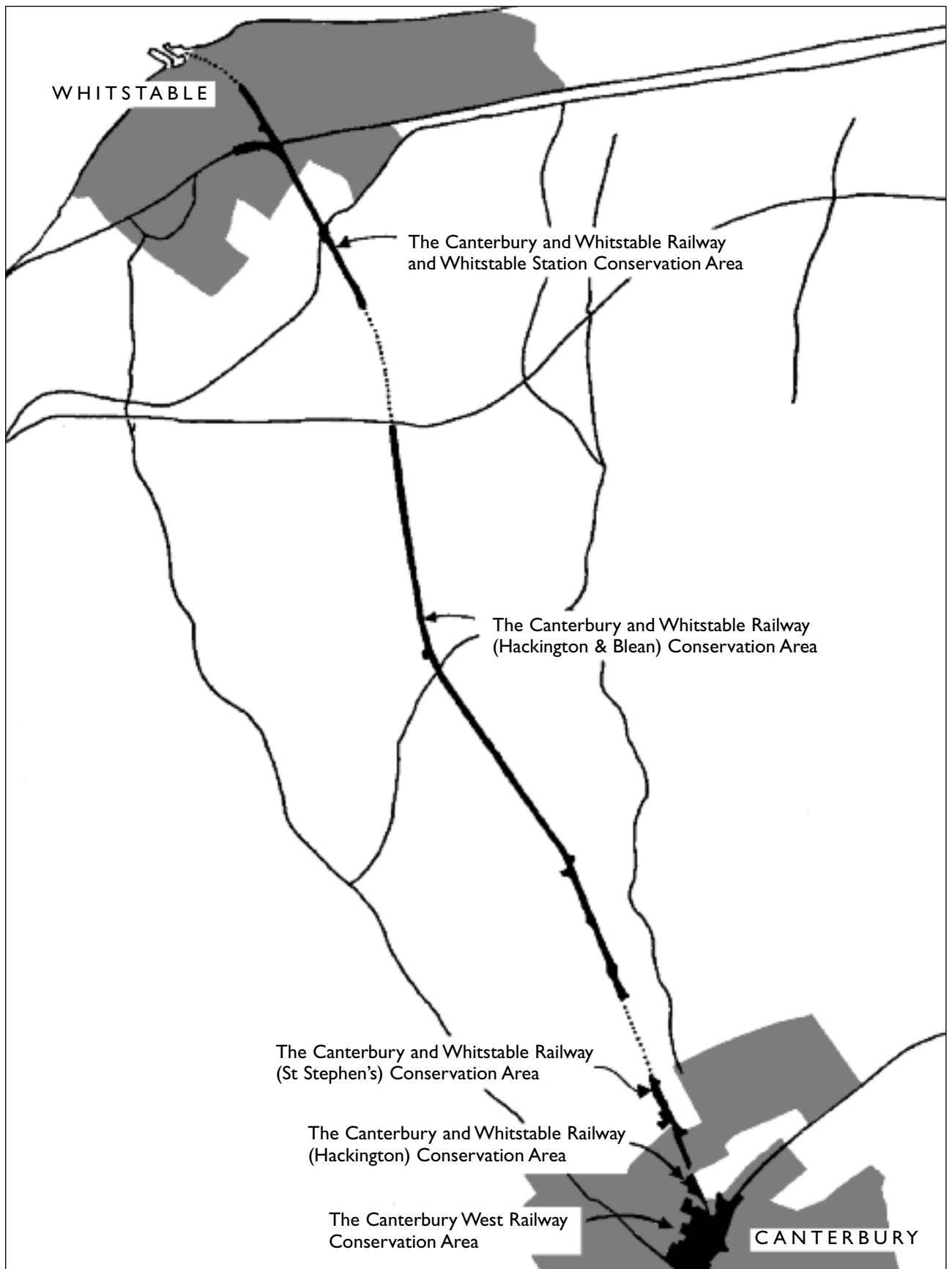


Figure 1 Map showing the four conservation areas: Canterbury and Whitstable CA

3.0 HISTORICAL DEVELOPMENT OF THE CANTERBURY AND WHITSTABLE RAILWAY

3.1 Origins and development

The Canterbury and Whitstable railway was the first passenger railway in the south and the first in Great Britain to regularly carry ordinary passengers in trains hauled by steam power. It is therefore an extremely important part of the history of the railways in the United Kingdom and illustrates a significant stage in human history.

Before the early 19th century, transporting passengers and goods was a slow, laborious job across poor roads which had only been marginally improved by the introduction of turnpikes (to pay for repairs and maintenance) in the 18th century. Water transport was another alternative and had been used by the Romans but the gradual silting-up of the Stour and Wantsum throughout the Middle Ages meant that by the 16th century the River Stour was only navigable as far as Fordwich, (some two miles to the east of Canterbury,) and the Isle of Thanet had become part of the mainland.

The construction of a national canal network, including localised improvements to existing rivers, from about 1750 onwards, had provided a cheaper and much faster method of transporting large loads such as building stone or coal. However, the hilly terrain and the silting-up of the major rivers meant that no canals were ever constructed in Kent although several schemes were proposed including one in 1825 to make the Stour navigable all the way from Canterbury to Sandwich – a distance of some ten miles.

Initially, the idea of a railway line from Canterbury to Whitstable was the idea of just one man, William James of West Bromwich, who was described as an land engineer (amongst other things) and who visited Kent in the 1820's. He saw the potential for a railway, as by comparison, the short distance from Canterbury to Whitstable, just seven miles, was far more attractive to potential investors. He managed to sell his vision to other local businessmen and in 1824 the *Canterbury Rail Road Company* was launched. Soon afterwards, James was declared a bankrupt and went to prison, eventually retiring to Cornwall where he died in 1837. However the Company survived and the directors consulted George

Stephenson on the development of a new railway. He suggested the most direct route between Canterbury and Whitstable which therefore required a short (half mile) tunnel through Tyler Hill. By providing regular inclined plains he calculated that the need for cuttings and embankments (*Figure 2*) could be minimised and the carriages could therefore be pulled along the lines by a number of stationary steam engines – a technology already used in mining and quarrying.

Following the Act of Parliament granting powers to construct the railway in 1825 Stephenson initially appointed John Dixon, who served his apprenticeship on the Stockton and Darlington Railway during the early 1820's, as engineer-in-charge. Eventually Stephenson did travel south to view the site and to give advice although in the end he only visited Whitstable twice. Meanwhile,



Figure 2 Historic print showing inclined plane out of Canterbury

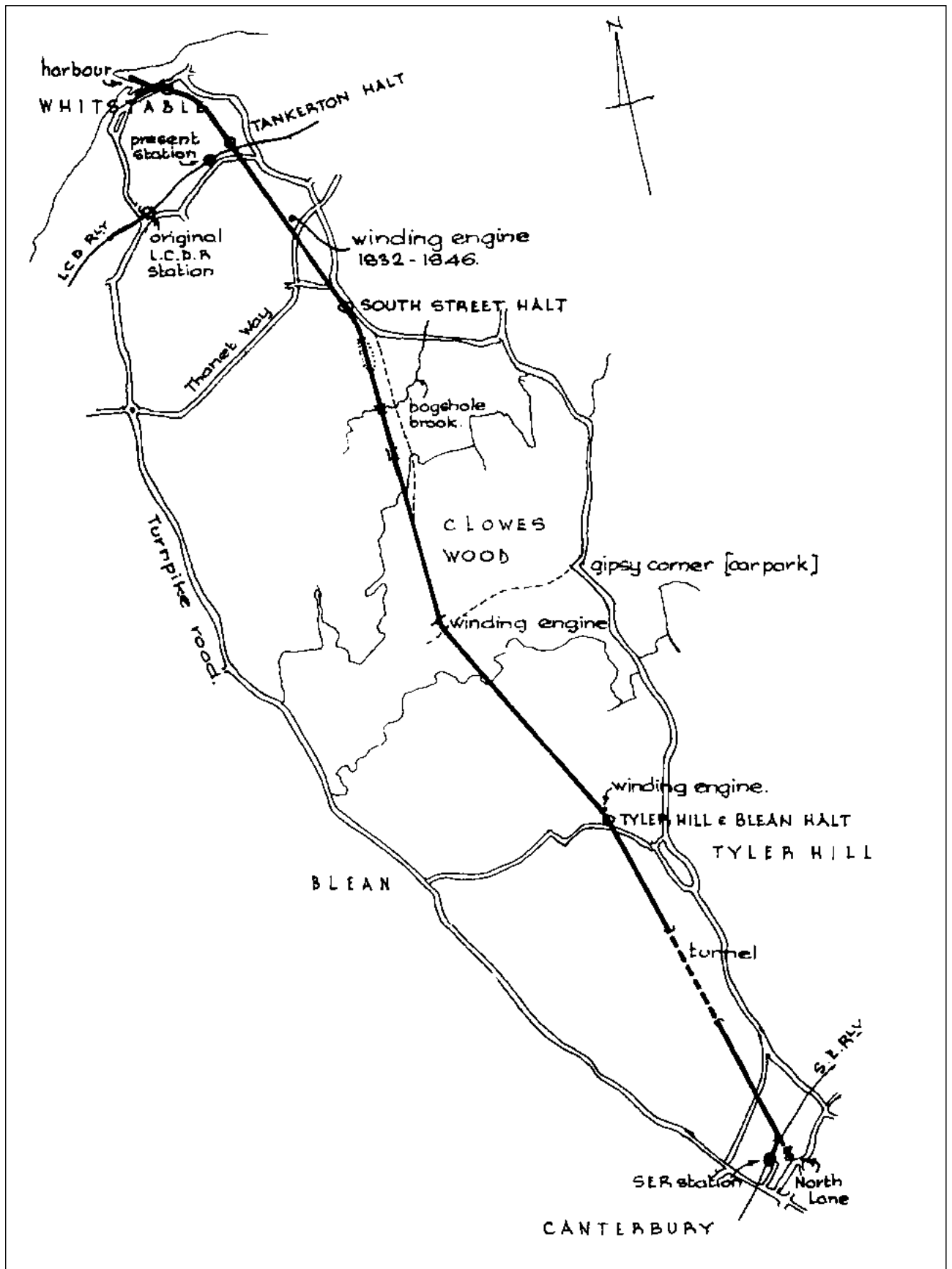


Figure 3 Map of the route of the Canterbury and Whitstable Railway Line

Thomas Telford was appointed to supervise the improvements to Whitstable Harbour which would be needed once the railway line opened.

The railway line was built using wooden sleepers and wrought iron rails bought from the Bedlington Iron Works in Morpeth in Northumberland but the ground work progressed very slowly as the builders were working using largely untested technology. The construction of the tunnel was more difficult than first envisaged and it had to be strengthened at a later date by the addition of a new brick lining. In 1826 Stephenson's son Robert took over his father's management responsibilities and Joshua Richardson became the resident engineer.

Construction work progressed steadily throughout 1828 and 1829 (Figure 3). A new station was built at Canterbury on a farmyard on St. Stephen's Fields, just outside West Gate. The new terminus buildings were rudimentary, with an engine house, forge, workshops, stables and a ticket office with a narrow entrance to North Lane. A steep inclined plane was built out of Canterbury towards Whitstable, and two stationary steam engines provided, one at Tyler Hill, to haul the carriages up the incline from

Canterbury, and one at Clowes Wood, about half way between Canterbury and Whitstable. Both were 25 hp and drove winding machinery which rotated cable drums 4ft. in diameter and 5ft. in width. These cost the Company £1,550 each. Because the winding engines could only haul along straight lines, they were located at each bend in the trackway. From Clowes Wood the carriages descended by gravity to Bogshole where a new steam locomotive, the *Invicta*, pulled them into Whitstable. *Invicta* was the 70th steam engine designed by the Stephensons and included several technical improvements to the prototype *Rocket* on which it was based.

The railway line opened to a burst of public enthusiasm on 3rd May 1830 and regular passenger timetables were shortly established although there was no proper station at Whitstable Harbour, just a crude platform and small hut. The line was always single track with loops to allow the trains to pass. In 1831 the improvements to the harbour were started, under the control of an engineer called E P Fordham, and the new harbour was finally opened in 1832. In September 1831 the brick-built bridge which took the line over Church Road in Whitstable collapsed. This was the first of many similar incidents



A print of the ceremonial train being drawn out of Canterbury in 1830

caused by early cost-cutting and poor workmanship. For the first two years, *Invicta* struggled to cope with the incline from the harbour up to Church Street and in 1832 a further winding engine was installed at Church Street to pull the carriages out of Whitstable with four sturdy horses providing pulling power in the sidings and around the harbour. *Invicta* was still used but only on the level section between Church Street and Bogshole. The operation of the railway was therefore a complicated, labour-intensive affair, utilising horse, man and steam power to move the carriages along the line.

Much-needed publicity was provided when Isambard Kingdom Brunel visited the line in 1835 to test the braking capability of the carriages in connection with



Whitstable Harbour Station, built by SER in the 1840's

work he was supervising on the Great Western Railway in Wiltshire, then under construction, and to inspected the tunnel. In 1836 the Company undertook much-needed improvements to Whitstable Harbour (Figure 4), including clearing the basin of silt, and the provision of a regular steam packet to London provided more potential customers. However, a bad accident in 1840 resulted in the death of a railwayman and public confidence in the line was slow to return so that for much of the time the Company was operating at a loss.

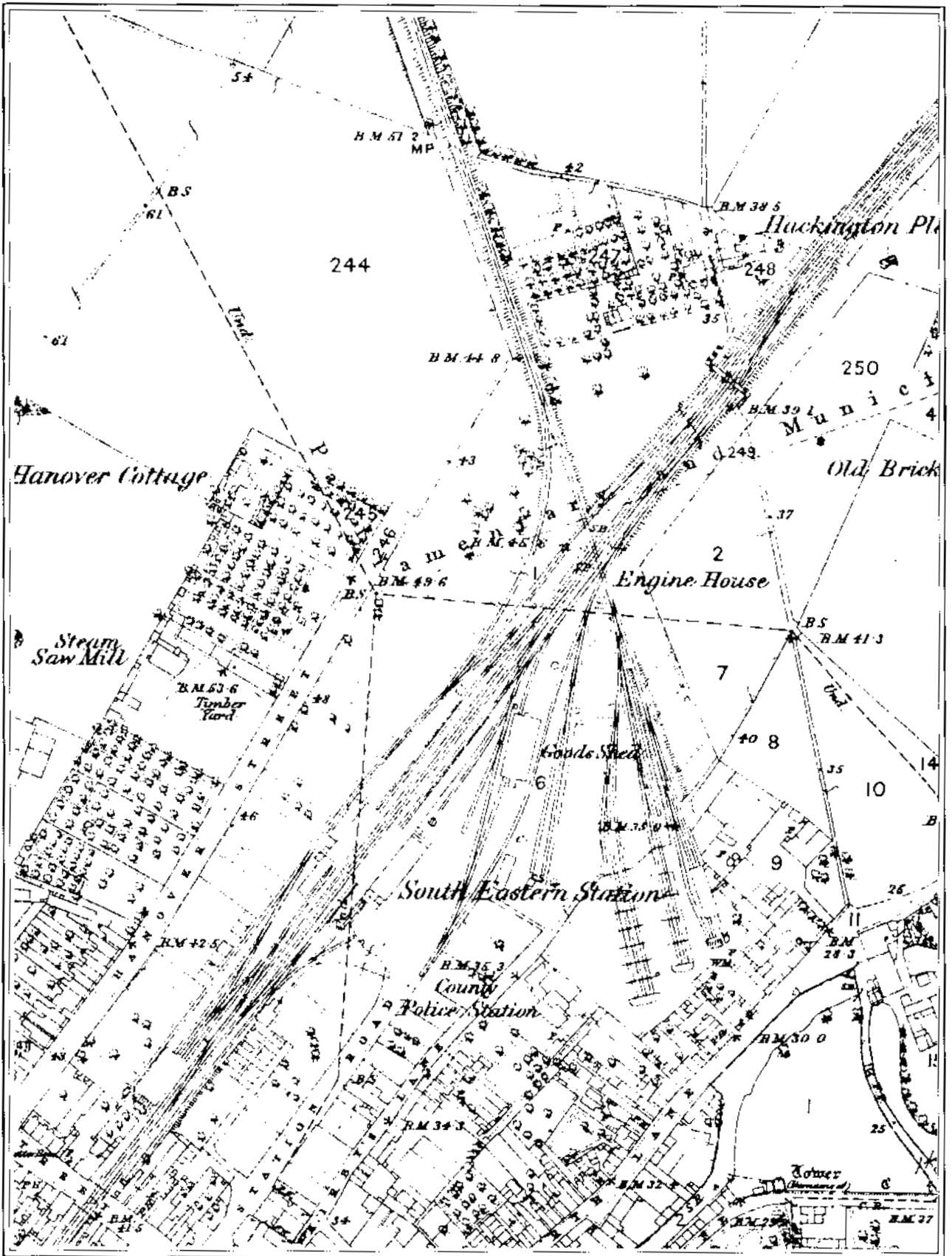
By 1844 the South Eastern Railway (SER) had completed their new line from London to Dover, and soon afterwards they took over the Canterbury to Whitstable line on a 14-year lease, meanwhile building a further line from Canterbury to Ashford to connect the whole system together. SER also provided the funds to build a backwater reservoir at Whitstable Harbour, which meant that the harbour could be washed-out after every tide, and also to build a more permanent passenger station.

This increased investment bought more passengers and overall growth in profits. Meanwhile, the movement of coal from Whitstable down the line to Canterbury also increased with over 50 tons per day being transported after being landed at Whitstable Harbour.

In the spring of 1846 work was completed on the contract to improve the now outdated line from Canterbury to Whitstable. New rails and sleepers were installed and new steam locomotives provided, replacing the old winding engines. The old North Lane terminus in Canterbury was relegated to a goods yard and a new line built to connect the Whitstable line directly into Canterbury West Station (Figures 5 & 7). A month later SER completed the line into Ramsgate, providing a further impetus to passenger travel.

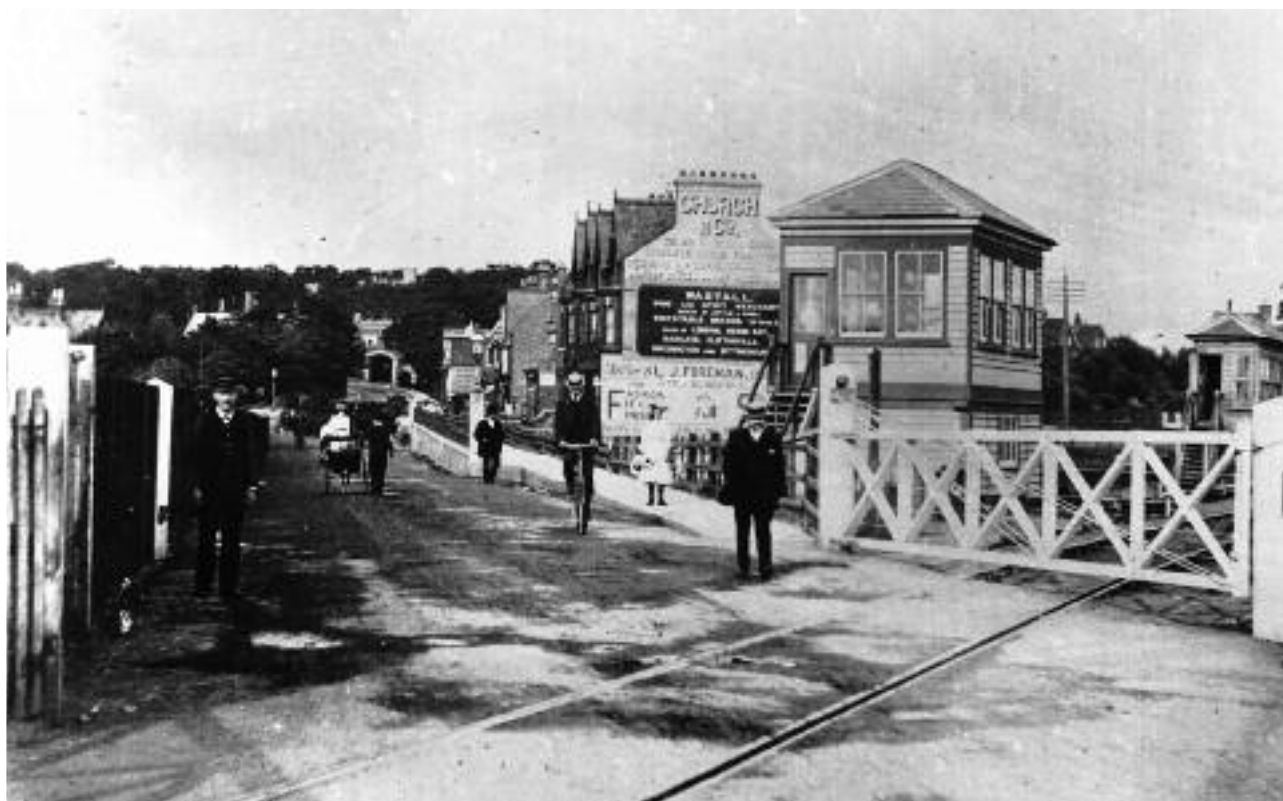
In 1848 SER built a coking oven next to Whitstable Harbour and the twin chimneys from the works soon became a familiar part of the skyline although complaints were received about the sulphurous smell. In 1853 the Canterbury to Whitstable line was finally sold to SER who were faced with serious competition, when, in 1857, the North Kent line was launched by the East Kent Railway Company which later changed its name to the London, Chatham and Dover railway. This line was opened as far as Whitstable in 1860 with a new station just off Oxford Street and subsequently extended to Ramsgate.

From the 1860's to the turn of the century passenger numbers on the Canterbury to Whitstable line were somewhat depressed until the introduction of statutory cheap fares and excursion trains brought additional traffic in the 1880's. Generally throughout this period there were only five or six trains a day in the summer with fewer in the winter. However the carrying of freight remained important, particularly coal and coke. In the late 1860's a room was added to the railway building at Whitstable to provide a booking office and the platform was lengthened to allow three carriages to pull in at once. Fresh water was provided at various points around the harbour and the local atmosphere greatly improved by the closing-down of the coke ovens, as the locomotives could now be run on coal. The cleaner environment stimulated tourism and in the 1880's and 1890's Whitstable and nearby Tankerton became a favourite with visitors from Canterbury and even London. The rise in passenger numbers persuaded SER to invest in two new signal boxes and a new station building to the south of Tankerton Road, and in 1898 SER also paid for the construction of defensive walls following the disastrous floods of the year



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Figure 5 First Edition Ordnance Survey map of Canterbury West Station area



Whitstable Signal Box, Tankerton Road c. 1895

before which inundated the centre of the town. In 1899 SER formed a working unit with the London, Chatham and Dover Railway, creating the South-Eastern and Chatham railway (SE and CR) and in 1901 a new loop was proposed to connect the two lines at Church Street, although following a public inquiry it was never built.

In 1909 the Blean and Tyler Hill Halt was opened to serve the increasing population of Whitstable (*Figure 6*). Improvements were also carried out to the signals around the harbour and new crossing gates installed. In 1911 a proposal was put forward by the SE and CR to replace the old station on the London line with a new 'Whitstable Town' station although it was not completed until 1915. Meanwhile, in 1914, a new halt had been built at Tankerton.

World War I brought huge problems for SE and CR, with a lack of manpower and much lower demand for services. During the war the local bus services had improved and the competition was fierce. In 1923 the line became the property of the newly formed Southern Railway Company, which continued running the four existing steam locomotives on the Canterbury to Whitstable route and in the early 1920's about 1,000 passengers a week were transported – not a bad average for a small, local line. The existence of Tankerton Halt, just a few

minutes walk from the mainline Whitstable Town Station, no doubt helped to keep the more minor line in use. By 1928 the increase in bus use meant a fall in the number of passengers on the Canterbury–Whitstable line although freight transportation had if anything increased and in 1927 a new goods shed had to be built at Whitstable.

In October 1930, just after the celebration of the Canterbury and Whitstable railway's centenary celebrations in May, the line finally closed to passengers. Throughout the next year, the halts had their lamps and



Canterbury West Station c. 1920's

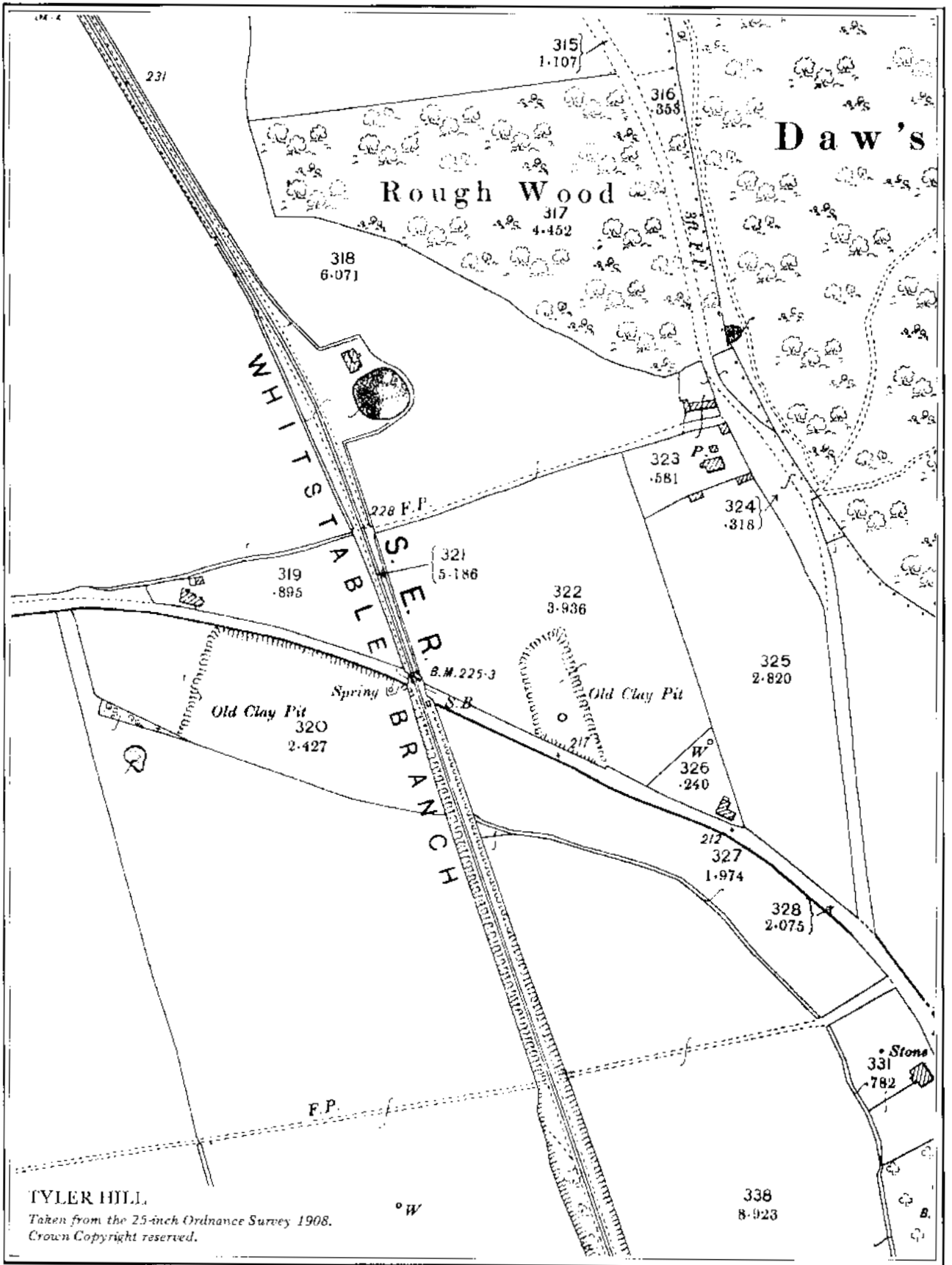


Figure 6 1908 Ordnance Survey map showing Blean and Tyler Hill Halt remains

name boards removed and eventually the platforms were dismantled. The 1894 station next to Whitstable Harbour was boarded up, the Tankerton Road cabin abandoned, and all of the signalling was removed apart from a few shunting signals which catered for the three or four goods trains which ran each way every day.

Between 1930 and 1939 the line continued to be used for freight only, with a new bridge being built over the line to serve the newly-constructed Thanet Way. During World War II the line was used to transport ammunition and supplies to the troops, and after the war, the transportation of grain became particularly important. In 1948 the railway system was united under the overall control of British Railways who finally closed the Canterbury and Whitstable line in 1952, due to the lack of freight. However, only a few weeks later it was temporarily re-opened to replace the mainline which had been rendered useless by extensive flooding. The final working on the line is believed to have taken place on 28th February 1953 and over the next year the steel rails were lifted and the wooden sleepers removed. In 1957 the British Transport Commission sold much of the land to the local authority and individual plots were also sold for new development or for farming. In 1968 the Whitstable Civic Society began a local campaign to save the old Church Road bridge, although the 'requirements' of road safety meant that it was subsequently demolished. Subsidence in the Tyler Hill tunnel in 1974 resulted in damage to the buildings lying above on the Canterbury University campus and parts of the tunnel were filled-in to prevent further problems. In 1980 the 150th anniversary of the opening of the line was celebrated, concentrating on the *Invicta*, which is now in Canterbury Museum. More recently, in 1998, the Crab and Winkle Line Trust has been formed to promote the reuse of the old railway line for public access and a section of the old line now forms new national cycle network promoted by Sustrans.

A full and detailed history of the development of the Canterbury and Whitstable Railway can be found in the excellent publication, *The Canterbury and Whitstable Railway*, written by Brian Hart and published in 1991, from which this section draws heavily.

3.2 Archaeological significance including industrial archaeology

The archaeological significance of the Canterbury and Whitstable Railway is due to its early construction in the late 1820's and to its innovative use of steam power. It was the first passenger railway in the south and the first in



Whitstable Harbour in the 19th century

Great Britain to regularly carry ordinary fare paying passengers in trains hauled by steam power. The frequent changes to the arrangements for moving the carriages along the track in the 1830's however demonstrate how its promoters were forced to adapt the early technology as the *Invicta* locomotive failed to produce the power needed to carry the carriages up the quite modest incline out of Whitstable Harbour.

Additionally, the involvement in the project of a number of famous engineers in the project demonstrates how important the line was within the national context – George Stephenson and his son Robert, who largely designed the route and provided *Invicta*, the first steam locomotive to pull passengers; Thomas Telford, who was responsible for designing the new harbour at Whitstable; and Isambard Kingdom Brunel, who used the line to test the braking systems he proposed to use on the Great Western Railway. The involvement of these people, who contributed so much to the development of the railways in the United Kingdom throughout the early- and mid-19th century, demonstrate how the Canterbury and Whitstable Railway, although only modest in size, was part of a much larger and ambitious scheme to bring cheap, convenient travel to the masses. In addition, other, less well-known professionals also contributed to the line's early success – John Dixon and later Joshua Richardson as engineers-in-charge, and E P Fordham, who supervised the improvements designed by Telford at Whitstable Harbour.

None of the Canterbury and Whitstable Railway is scheduled as an ancient monument although much of the former line is now protected by conservation area designation. It is possible that the Tyler Hill Tunnel may be listed or scheduled at some later stage.



South Street Halt in the 1930's

3.3 Remaining features and details

When the Canterbury and Whitstable Railway was built, new buildings were constructed at either end of the line and other buildings and structures, such as the winding engines and signals, provided at various points along the tracks. Improvements to passenger facilities over the years meant that longer platforms and better quality booking offices and waiting rooms were added throughout the 19th century, and of course the development of the freight business at Whitstable Harbour required efficient management of the track. This was built as a single track with loops provided at intervals so that trains could pass each other, and although the track itself has long since gone the line of the railway can be easily plotted along a series of cuts and embankments and through the Tyler Hill Tunnel.

Regrettably, as each stage of its growth and eventual decline, the buildings and structures which had been provided along the railway were either altered or demolished and the virtual wholesale removal of old station buildings, stables, and signal boxes in 1931 and again in 1953 means that little remains apart from the features listed in Appendix 2. A map showing the location of the various features is included at Appendix 1. The line of the railway is protected by conservation area status which covers those parts still visible and readily identifiable.

3.4 Heritage merit

Although some modern development has been allowed along the former C and WR track, particularly in the more urban areas of Whitstable and Canterbury, the line is easily discernible between the two towns and aerial



Remains of winding engine fly wheel at Canterbury Museum Store, Gas Street

photographs show how much of the original route remains. This railway line and its surviving features are important because:

- The C and WR was the first passenger railway in the south of England.
- The C and WR was the first in Great Britain to carry ordinary passengers in trains hauled by steam power.
- George Stephenson and his son Robert, Thomas Telford, and Isambard Kingdom Brunel were all involved in the formative years of the line.
- The *Invicta* locomotive was one of the first steam locomotives to provide passenger services.
- The C and WR formed an important part of the national railway system which was developed in the South-East in the 1830's and 1840's.
- Conservation area designation of most of the remaining sections of line now ensures the survival of the track and other features associated with the railway.
- Despite the loss of many of the 19th century buildings there are sufficient surviving features to interpret the line accurately.

- The survival of the *Invicta* locomotive and machinery from the line provides an opportunity for improved visitor interpretation.
- The south end of the C and WR forms part of the group of railway buildings in Canterbury now protected by the designation of the Canterbury West Conservation Area (1986).
- The listing of the 1846 Canterbury West Railway Station, the Signal Box, and the adjacent Goods Shed draws attention to their architectural and historical importance and the Goods Shed provides opportunities for a possible visitor centre.



The Signal Box, Canterbury West Station (grade II)



The Goods Shed, Canterbury West Station (grade II)



Steam train emerging from Tyler Hill Tunnel

3.5 Ownership

Ownership of the land which makes up the former route of the Canterbury and Whitstable Railway is divided between Canterbury City Council, the Forestry Commission, Canterbury University and private owners. Currently about 50% of the line is open to the public, with good quality surfaces. Further sections of the former track, which have conservation area status, have rough footpaths along them but they can be hazardous.

From Whitstable to Canterbury:

The land between the harbour and the beginning of the C and WR and Whitstable Station Conservation Area has now largely been built over. The designated area between Clare Road and Station Road (part of which is the former coal yard) is owned privately and some of it is subject to proposals for new housing, recently refused planning permission on appeal. Public access is not possible. From Teynham Road to South Street the former track is owned by Canterbury City Council and most of it forms part of the cycle network. Outside the conservation area from South Street across the valley of the Bogshole Brook, and underneath the new Thanet Way, the track has largely been lost and the land is in use for agriculture.

Most of the land forming the northern part of the C and WR Hackington and Blean Conservation Area is owned

by the Forestry Commission and public walks and cycle tracks provide public access to much of it. From Clowes Wood the former track runs in a slight dip through privately-owned fields and access is not possible. At Tyler Hill the entrance driveway to The Halt follows the line of the track and is therefore also privately owned. To the south of Tyler Hill Road the conservation area follows the line of the track and the land is privately owned so public access is not possible until approaching the northern portal of the Tyler Hill Tunnel. A rough pathway follows the line of the track northwards but this is currently very overgrown.

The Tyler Hill tunnel lies below Canterbury University and the land is owned by it. The entrances to the tunnel are both sealed and public access is not possible. From the southern portal of the tunnel, in the C and WR St. Stephen's Conservation Area, the land is owned by the Archbishop's School and access is not possible. Beyond their site, the embankment is owned by Canterbury City Council and although somewhat overgrown it is possible to walk along parts of the embankment.

South of Beaconsfield Road, in the C and WR Hackington Conservation Area, it is also possible to walk along much of the embankment although it too is somewhat overgrown with trees and shrubs. This section is also owned by Canterbury City Council.

4.0 CHARACTER AND APPEARANCE OF THE CONSERVATION AREAS

4.1 Overall description

The four designated conservation areas which collectively make up the Canterbury and Whitstable Railway Conservation Area are:

- *The Canterbury and Whitstable Railway and Whitstable Station CA*
- *The Canterbury and Whitstable Railway: Hackington and Blean CA*
- *The Canterbury and Whitstable Railway: St. Stephens CA*
- *The Canterbury and Whitstable Railway: Hackington CA*

To the north lies the very large Whitstable Conservation Area, to the east, the Church Street, Whitstable, and the Tyler Hill Conservation Areas, and to the south, the Canterbury West and the Canterbury City CA's. Whitstable Harbour, with its fishing and freight vessels, black-boarded net huts and fish markets and restaurant, is a busy and attractive centre to Whitstable town although somewhat removed from Harbour Street and the High Street with their many historic buildings and bustling

shops. Beyond the commercial core are the quieter residential streets, also containing many listed buildings, or on the seaward side, the shingle beaches and views across to the Isle of Sheppey. Although the basic shape of the harbour has remained the same since 1832 the many changes that have taken place to ensure its economic survival have meant that the rail track and associated buildings from the days of the railway have all been removed apart from the railings and gates identified earlier. The lower level of the car park on the south side of Harbour Street does however indicate its previous function as a reservoir.

In Canterbury the station to serve the Canterbury and Whitstable line was originally built in the early 1830's on land just outside the medieval core although close to North Lane. The setting at the time of building of the station would have been open land although in the 1840's the construction of the new main line and Canterbury West Station meant that much of the surrounding land was in railway-related uses. Today, the Canterbury West railway station, signal box and goods shed are all grade II listed. The station still fulfils its original function, although the goods shed and signal box are both empty and awaiting restoration and re-use. Meanwhile, much of the land used as sidings, and the site of the original station buildings which served the Canterbury and Whitstable railway, has been redeveloped for housing. Facing North Lane, however, is the former stationmaster's house, grade II listed, and close by is Weighbridge Cottage, of a similar date and also listed. A small stable, hidden behind other buildings, also remains. All of these buildings are now in residential use.

4.2 Landscape setting

Between Canterbury and Whitstable lies seven miles of attractive undulating countryside with several notable features, the most important being the Bogshole Brook valley, Clowes Wood, the flattish open fields towards Tyler's Hill village, and Tyler's Hill itself. Each provides the former railway line with a completely different setting.

The railway line was deliberately built in as straight a line as possible to allow the winding engines to pull more easily and the minimise the number of engines needed.



Whitstable Harbour

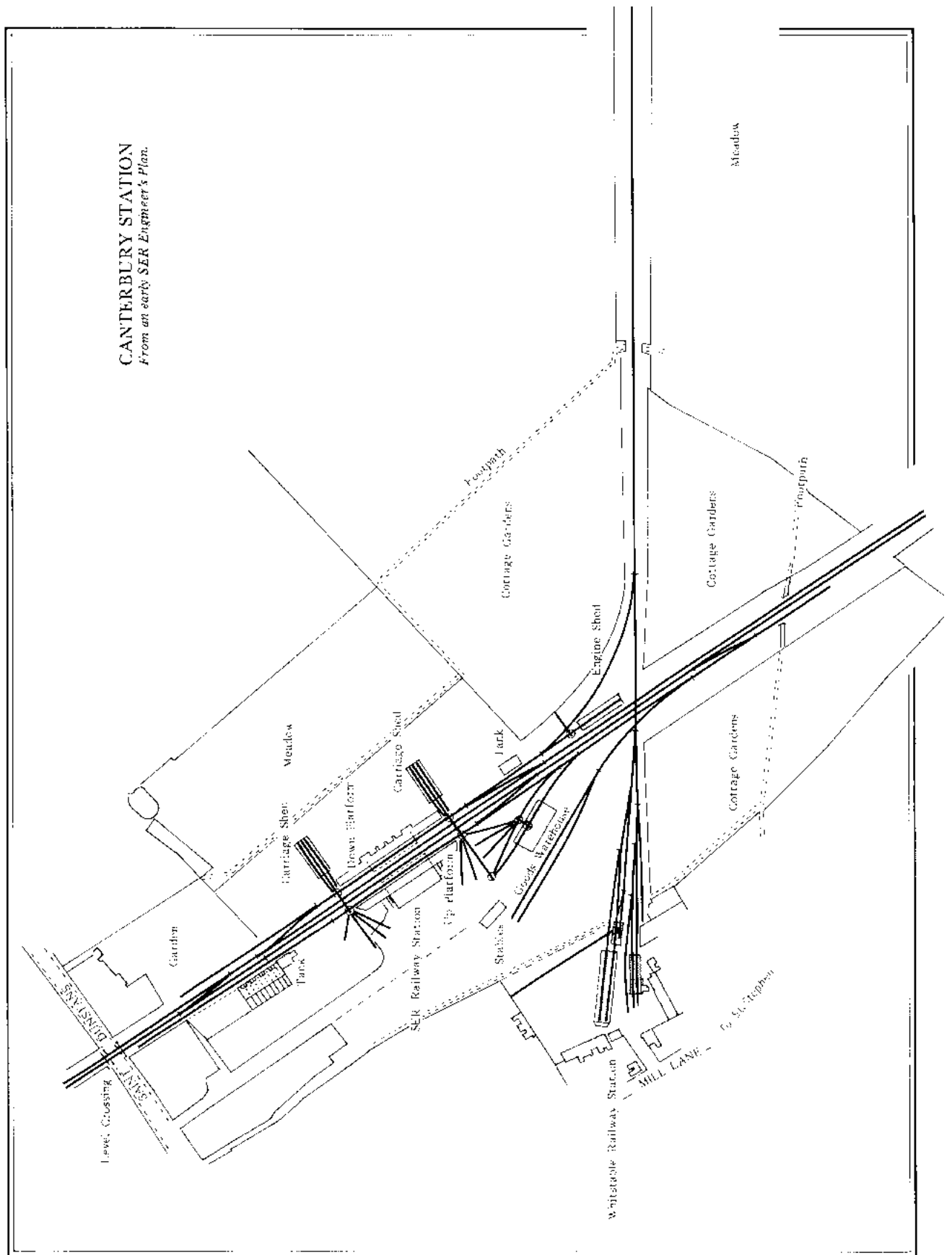


Figure 7 Early SER engineer's plan of Canterbury West Station area



Line of former railway north of Tyler Hill village

To keep the number of changes in level to a minimum, Stephenson also designed the line with a series of embankments or cuttings which had to transverse the valley of the Bogshole Brook to the north of Whitstable, the incline up towards Clowes Wood and Tyler Hill, and the incline down again towards Canterbury and the valley of the River Stour. These changes in natural levels therefore resulted in the trackway both dipping below and rising above the surrounding landscape.

The valley to the south of Whitstable dips slightly to the Bogshole Brook and then rises again towards Clowes Wood. From South Street views across this valley, regrettably now including the new Thanet Way, are important, with the serried ranks of the coniferous forest marking the beginning of the Forestry Commission land. Fortunately, along the public paths in Clowes Wood deciduous trees have been planted which give a pleasant environment although views are very restricted with the occasional opening-up to this sense of enclosure provided by fire breaks or the line of the electricity pylons where planting is restricted. To the south of Clowes Wood the land is flattish with large open fields although a striking row of tall willow trees marks the line of the railway as it reaches Tyler Hill village. Between the village and the entrance to the Tyler Hill tunnel the line is concealed in a cutting although it can be traced by the mature trees

which have grown in the protected area. However, its impact on the surrounding countryside is therefore minimal before it disappears into the tunnel, emerging in the more urban and built-up area on the edges of the city.

4.3 The Canterbury and Whitstable Railway and Whitstable Station CA

The designated area follows the line of the former railway track from Station Road to South Street in Whitstable, with a small loop to the west to include Whitstable Station, the most important building in visual terms as it sits at a higher level than the surrounding land. The track



Teynham Road showing site of former railway bridge

is easily picked out although somewhat overgrown in places and south of Whitstable Station there is a tarmaced public footpath. On either side are mainly 19th and early 20th century housing.

At the beginning of the conservation area to the north, the line of the track is sandwiched between late 19th century housing and the rear boundary of a former coal yard. A rough path provides access to much of the track although there are no surviving railway features apart from the crossing gates in the former coal yard. Housing on the site of the former Tankerton Halt is dated 1920/1921 on a plaque. Where the line once crossed Teynham Road, the bridge has been demolished and the heavily wooded embankment continues southwards, with the road dipping slightly at the point of the former bridge. Post-and-rail cast iron railings, painted blue, provide an industrial character and there are also some simple wrought iron pointed railings on parts of the embankment. The road curves slightly at this point, and the tree belt provided by the embankment is a noticeable urban feature.

Whitstable Station was completed in 1915. The principal building is single storey, and built from red brick with Portland stone capitals and plinths to the four pairs of pilasters which decorate the main elevation. Above is a



North elevation of Whitstable Station showing granite cobbles

deep cornice, also faced in stone. A canopy, somewhat dilapidated, protects the main entrance and the two pairs of windows on either side, although these openings no longer function. Slightly lower buildings stretch along the platform to east and west with typical station canopies, supported on cast iron columns, over the platforms, with a contemporary pedestrian bridge connecting the two sides of the station over the track. The substantial size of this, and its sister building on the south side of the railway tracks, is somewhat surprising. On either side the access roads are covered in part by attractive granite cobbles and to the north a station car park at a slightly lower level is relatively unobtrusive. To the south, on land more level



Whitstable Station



Cycle way running along line of former railway track

with the station, is another larger car park. Negative features include modern lighting, inappropriate ranch-style fencing, and the rather neglected appearance of the whole complex of buildings, particularly the broken sign for 'Whitstable Station'.

From the junction with Teynham Road the conservation area continues on a straight line southwards through inter-war and later housing. The track is slightly elevated on an embankment and covered in dense trees and undergrowth. An informal muddy footpath stops after 100 metres and a wide, tarmaced path provides the first stage of the Sustrans cycle way to Canterbury.

To the east lies the medieval Church of All Saints, its extensive churchyard, and the other historic buildings which form the Church Street Conservation Area. The railway lies at a slightly lower level than the churchyard and forms its western boundary, with the mature trees of



All Saints Church tower

the churchyard and the trees which lie along the former track creating an impressive group of natural vegetation. A footpath crosses the line from the churchyard, marked by two 19th century wrought iron kissing gates. Views of the church tower, and across the churchyard from the entrance to the footpath, are important. Slightly to the south is a large playing field, once the site of the winding station built in the 1832 to replace *Invicta*, although there are no remains.

The embankment then passes below the old Thanet Way at the 1936 concrete bridge. This structure has four prominent piers on either side, with Art Deco features, from which important views can be obtained north and southwards along the former railway track. These views confirm the earlier impression of the straightness of the line, with the trees on either side softening the tarmaced pathway, here some two metres wide. Beyond the old Thanet Way the line is still tarmaced although this ends



Art Deco bridge on the old Thanet Way

close to Tesco's Supermarket in South Street as modern housing cuts across the line of the old track, ending this section of conservation area.

Between South Street and Clowes Wood the line passed originally over a valley and the Bogshole Brook, although a slight bump in the fields is all that remains of the track. However, views from South Street and along the cycle route, which diverts along a road slightly to the east at this point, are very pleasant with Clowes Wood in the distance although the valley is now bisected by the new Thanet Way, opened in 1998.

4.4 The Canterbury and Whitstable Railway: Hackington and Blean Conservation Area

This is by far the longest section of conservation area and stretches some four miles from the new Thanet Way through Clowes Wood and much more open fields, past the settlement of Tyler Hill, and finishing at the northern portal of the Tyler Hill Tunnel. The character of the area is rural with much of the northern section of the line forming part of the cycle route and therefore easily accessible.

Between the new Thanet Way and the site of the winding engine in Clowes Wood, the track used to run in a straight line up the incline, with the lower portion being in a slight cutting which is now a farm track crossed by an old bridge. On entering the wood, the track has now become very overgrown and the cycle route has been diverted to the east and over the main road by a modern bridge. The surrounding woodland is managed by the Forestry Commission which has planted deciduous trees, such as silver birches, oaks and chestnuts, along the main route which partially shields the coniferous forest which lies beyond. The undulating nature of the land, with hidden valleys on either side, the firebreaks in the trees, and the



Diversion of cycle track off the line of the former railway track, Clowes Wood



Remains of the circular pond, Clowes Wood



Public footpath on line of former railway track, Clowes Wood

beauty of the woodland, are special features of this section of the conservation area, although the massive electricity pylons, which march across Clowes Wood, are a far less attractive feature.

At a slight bend in the line is the former site of the Clowes Wood winding engine, now grassed over and featuring a modern sculpture representing a winding wheel. The circular pond, which provided water for the steam engine, is still extant although its original shape is concealed by tree growth. Before locomotive power, the carriages were pulled up the incline from the north or from the slightly more level land to the south where another winding engine at Tyler Hill provided power to pull the carriages up the incline from Canterbury and through the tunnel. This area is very popular with cyclists and with walkers, many of whom park in the public car park off the main road from Tyler Hill to Whitstable provided by the Forestry Commission. The wide pathways and pleasantly wooded surroundings therefore provide an important recreational facility, although just south of the winding engine site the Sustrans cycle route diverts westwards.

Between the former sites of the two winding engines (which each had a rail loop to allow trains to pass) the line of the railway can be followed as far as the edge of Clowes Wood, beyond which the land is privately owned and access is difficult. However, it is possible to see the former track in a slight dip, now heavily overgrown and in the winter, water-logged, as it falls slightly towards the village of Tyler Hill. The landscape here is quite bleak, with the willow trees which mark the boundary of the track providing a strong boundary to the large, open fields.



Entrance drive to The Halt

The former site of the winding engine on the outskirts of Tyler Hill is now occupied by a modern bungalow, The Halt, although the winding engine pond still exists and line of the old railway track is now used as an access road for the modern house. The boundary of the conservation area diverts slightly to include a small triangle of land (Lilac Cottage and St. Cosmus), once the site of the Tyler Hill and Blean Halt (again, there are no remains), and further



Northern entrance to Tyler Hill Tunnel

land on either side of Tyler Hill Road. This is marked on the 1908 Ordnance Survey map as being the site of an 'Old Clay Pit' and spring. Views across rather low-lying fields to the line of trees which mark the railway line, are important. To the south, between Tyler Hill Road and the entrance to the tunnel, the track ran in a slight dip, now heavily wooded and just accessible with stout boots.

The northern entrance to the Tyler Hill Tunnel marks the end of this section of the conservation area, as the former railway disappears into the hill below Canterbury University. The entrance, which is now bricked-up, can be accessed from the public car park at the university although the area is somewhat overgrown and the pathway slopes steeply. The brickwork is painted white and covered in regrettable graffiti, and the condition of the structure is poor. A rough footpath leads along the line of the track, very muddy and somewhat difficult to penetrate. The contrast of this quiet, private place with the busy university campus just 100 metres away is very noticeable.

4.5 The Canterbury and Whitstable Railway: St. Stephens Conservation Area

This section of the conservation area stretches from the southern portal of the Tyler Hill Tunnel, past the Archbishop's School and playing fields, to houses fronting Beaconsfield Road which now block the line of the old railway. Public access is difficult, especially to the north as the track now forms part of the school site.

The southern portal of the Tyler Hill Tunnel lies in a corner of the Archbishop's School site about 150 metres from the modern school buildings and playing fields. Heavily overgrown with trees, and with the slope of the hill above, the brick structure has been bricked-in about one metre from the entrance although a locked metal grill provides occasional access and from which views of the interior can be glimpsed. The smoke blackening and poor condition of some of the brickwork is noticeable. The track has been partially lost by modern access roads and new boundaries as it passes through a landscaped area with many trees.

Further south, the conservation area widens slightly to include an attractive late 19th century house, Hillmead, with a large garden and tall, enclosing hedges, and a small triangle of open land owned by the university through which a wide path crosses. The character of the area at this point is still rural with an old lane winding through the landscape providing access from the housing to the east and south which dates from the 1970's and 1980's. This



Southern entrance to Tyler Hill Tunnel



Detail of damaged brickwork at tunnel entrance



Railway embankment behind modern housing

surrounds the embankment which once contained the railway line on both the east and west sides. The embankment is now covered in trees and can be accessed by climbing over the old wrought iron railings and using an informal footpath which roughly follows the line of the track. Views of this high embankment, with its many mature trees, are important as it forms a dominant feature when glimpsed over the tops of the modern houses.

4.6 Canterbury and Whitstable Railway: Hackington Conservation Area

The Hackington CA is a residential area on the edge of Canterbury and comprises mainly late 19th century houses in a roughly triangular-shaped piece of land in Beaconsfield Road and St. Michael's Road. Most of the

houses have been reroofed using concrete tiles but many retain their original sash windows and panelled front doors. To the north-east, and within the designated area, is the former C and WR line, raised on a slight embankment and now covered in trees and undergrowth. The Hackington CA lies to the north of the Canterbury West CA and is almost contiguous with it.

Beaconsfield Road is a long straight road leading down to St. Dunstons and connects to 20th century housing to the north on the city outskirts. Lighting is by modern street lights and there are few street trees apart from where the former railway line abuts the road. The most cohesive group of houses are nos. 2-32 Beaconsfield Road which form an almost continuous terrace of two storey houses,

all late 19th century. Nos. 2-10 are built from buff brick with red brick string courses and quoins. The ground floor bays have nearly all been replaced using uPVC or aluminium but some of the original front doors remain such as no. 6, with four recessed panels. A trackway between nos. 10 and 12 provides access to garages at the back of the houses.



Nos. 2 – 32 Beaconsfield Road

Nos. 12-32 are also late 19th century and built from red brick with one or two storey bays to the front, many of which retain their original sash windows. The front doors are recessed into small porches and some of them retain their original joinery, such as no. 22. No. 34 is a modern house which does at least replicate the bay window details of its neighbours. Next to this building, the former C and VR embankment provides a break in the built form with mature trees indicating the position of the former railway line behind the houses. A narrow path leads down the side of the embankment to Hackington Terrace, a group of six houses, also late 19th century, with generous gardens surrounded by high hedges. These houses are built from red brick with buff brick dressings to the windows, doors and corners, and ground floor bays, most of which retain their original sash windows. The character of this part of the conservation area is different from Beaconsfield Road where busy traffic is obtrusive. Here, the public footpaths, mature trees, high hedges, and attractive gardens provide privacy and peace for residents and pedestrians.



Hackington Terrace



Former railway embankment

To the east, the area is further protected by the high bank of the railway line although beyond, and outside the conservation area, are open playing fields. The former railway track is now overgrown although a rough path provides dog-walking opportunities along the top of the embankment and there are pleasant views, somewhat over-shadowed by the trees, of Hackington Terrace and the private gardens which surround the buildings. Some examples of wrought iron railway railings remain.

On the west side of Beaconsfield Road there are only two buildings of note within the conservation area. Nos. 11, 13 and 15 are one building and are built from red brick with a flint front elevation with half-timbered gables on either side. Stone quoins mark the corners and substantial red brick chimneys stacks provide townscape merit. The front



Nos. 11, 13 and 15 Beaconsfield Road

doors to each house are recessed with ground floor canted bays below each gable. The whole buildings sits closely to the back of the pavement and is currently somewhat neglected. Nos. 19 and 21 Beaconsfield Road are a pair of late 19th century houses, also built from red brick with double-height canted bays to the front and deep fascias to the gables above. These houses also sit on the back of the pavement but have gardens on either side providing hedging and shrubbery. Their covering of Virginia creeper is notable. Next to them, on the corner of St. Michael's Road are two 1930's houses designed in the 'cottage' style then popular.

Turning into St. Michael's Road is an unusual single storey building now used as a hairdressers. It has asbestos fishscale tiles on the roof, which are probably original, with an attractive shopfront and double entrance doors arranged centrally. It dates to c.1900 and may have been built as an estate office or possibly as a shop. Between it and no. 5 are several mature trees, important in views along the road.



Hairdressers and nos. 5 – 15 St. Michael's Road

Further along St. Michael's Road nos. 7-15 are a terrace of houses built from red brick although some have been painted. They are two storeys high with square bays on the ground floor creating a continuous, linked roof along the whole terrace. The front doors are therefore recessed into porches and some retain their original joinery (e.g. no.9). No. 5 is attached to the terrace but is quite different being three storeys high and set at right angles to the road with an almost blank brick wall facing the street. No. 17 is a modern house which has been added to the other end of the terrace relatively unobtrusively. The road contains some good examples of cast-iron lamp standards, now upgraded for modern-day use.

5.0 THREATS TO THE CONSERVATION AREAS



Canterbury West Station

5.1 Loss, damage, intrusion of negative features

Throughout the four separate conservation areas which make up the Canterbury and Whitstable Railway CA many of the early railway buildings and structures have been lost as the inevitable result of changes required by a working railway system. In Whitstable, the harbour area has undergone considerable changes over the last 170 years as it has been forced to adapt to modern-day requirements. Whitstable Station still remains although the earlier station which once stood close to Oxford Street was demolished in the 1910's. The original winding engines of the 1830's have all gone although fragments remain in store at Canterbury Museum where the *Invicta* locomotive is also on public display. Nothing is left of the halts at Tankerton, South Street, or Tyler Hill, and after the line was closed in 1953 even the railway sleepers and metal tracks were removed, along with what little remained of the signalling equipment. In Canterbury the former station buildings at North Lane have now been demolished although the stationmaster's house, Weighbridge Cottage and a small block of stables remain. The survival of the Goods Shed, Signal Box and Canterbury West Station (all of which are grade II listed) is also to be welcomed. However, damage to the actual trackway has occurred in several locations with modern development encroaching on the embankments and in some cases actually blocking the line of the former railway. Remaining features have been identified in Appendices 1 and 2.

Negative features within the four conservation areas include the poor quality of the boundaries, with examples of the 19th century fencing being gradually lost to rust and neglect; the overgrown nature of much of the trackway, especially where it is in private ownership, and the consequent lack of public access; vandalism (such as the graffiti on the northern entrance to the Tyler Hill Tunnel); and further losses to remaining features such as the old crossing gates identified in early 2000 in the former coalyard in Station Road, Whitstable.

5.2 Neutral areas

The Canterbury and Whitstable Conservation Areas are unusual in that designation covers a very specific area of line, most of which is the former railway line between Canterbury and Whitstable. The long, thin nature of the conservation area therefore excludes other pieces of land which may have a neutral effect on the conservation areas.

Of note, however, is the continual pressure for change in the setting of the various sections of the conservation area. One such example is the derelict land between Clare Road and Station Road in Whitstable, where applications for new housing have been made although recently dismissed on appeal, and in Canterbury there are proposals to build more housing on the site next to Canterbury West Station.

6.0 OPPORTUNITIES FOR ENHANCEMENT

6.1 Boundary changes

No boundary changes are suggested.

6.2 The Crab and Winkle Line Trust

A Crab and Winkle Line Conservation Group was established in the mid-1990's and 1997 the Crab and Winkle Line Trust was also set up. The aims of the Trust are: *'To promote the line as a public access link between Canterbury and Whitstable'*. The Trust have been instrumental in the opening-up of parts of the C and WR railway as part of the Sustrans cycle network and their main objective for the immediate future is the repair of the Tyler Hill Tunnel and its re-opening as part of the cycle route.

6.3 The Tyler Hill Tunnel

Most of the records of the Canterbury and Whitstable railway were lodged in the Royal Museum, Canterbury (The Beaney Institute) but were unfortunately lost during World War II. Some records still remain in the British Rail Historical Records Department and in local press reports. From such information, it was clear that between 1826 and 1829, when the tunnel was completed, the work progressed very slowly, reflecting the various difficulties the builders encountered. The ground conditions varied from London clay and loose white sand to solid limestone. Subsidence in 1826 created delays and the Company struggled to find the necessary finance to complete the work. Tunnelling started on either side of the hill and the two separate tunnels finally met in May 1827, only one inch offset – a considerable achievement at the time.

The tunnel was constructed as part of the first inclined plane out of Canterbury using the technology previously gained from building canal tunnels. It was 2,400 feet long, 12 feet wide and 12 feet high above the position of the rails, and was lined with four courses of brickwork to give a total thickness of 18 inches. There was no ventilation shaft as the carriages were initially pulled through the tunnel by ropes. After steam locomotives were introduced in 1836 this lack of air became a problem with frequent complaints from passengers. The brickwork suffered from the damage caused by the smoke and this damage and the soot staining caused by the smoke can still be seen inside the tunnel. The smallness of the tunnel

meant that the steam locomotives had to be fitted with special funnels to stop them hitting the tunnel roof.

During the 19th and early part of the 20th centuries the tunnel required a variety of repairs although as the railway reports between 1846 and 1925 cannot be found the exact nature of these is difficult to ascertain. Reports from the period 1925 to 1962 refer to brickwork repairs and a survey in 1963 confirmed the uneven nature of the tunnel sides. Cracks in the tunnel lining were discovered in the same year when the architects Farmer and Dark surveyed the whole tunnel and noted movement in the walls of the Cornwallis Building of Canterbury University which lay above. More serious subsidence took place in 1974 and the tunnel was again resurveyed and a detailed report prepared by Professor Bishop of Imperial College, London, and Harris and Sutherland, Consulting Engineers. To prevent further problems, sections of the tunnel were then filled in and the entrances bricked-up.

6.4 Improvements to buildings or structures

Much has already been lost including most recently the bridge over the Bogshole Brook (as part of the new Thanet Way). Now that a list of the surviving structures and features has been prepared (Appendix 2) it would be possible to consider some repairs and restoration although funding may be dependent on the Heritage Lottery Fund. Certainly, repairing wrought iron fencing, gates, and signs would not be costly and could be undertaken by volunteer labour if necessary. Restoration and re-opening of the Tyler Hill Tunnel would be the most expensive item and external grant aid would obviously be needed.

6.5 Improvements to the landscape

Much of the former line in the Hackington and St. Stephen's Conservation Areas in Canterbury is on a raised embankment, overgrown with trees and shrubs, and subject to vandalism and litter. Clearing the undergrowth and providing safe steps up the embankment, and a well-defined path, would encourage more visitors and help to prevent illegal activities.

The Hackington and Blean Conservation Area runs through an area of great natural beauty and little is needed to improve it.

The C and WR and Whitstable Station Conservation Area in Whitstable lies mainly within an urban area although the northern section of the line is similar to the Canterbury sections in that it is rather overgrown and inhospitable. Improvements to provide more and safer public access, and a general tidying-up of the trees and shrubbery, would be welcome.

Any improvements to wooded or copped areas should be undertaken after taking advice from an ecology and wildlife expert as some of the areas may be important for nature conservation.

6.6 Cycle network

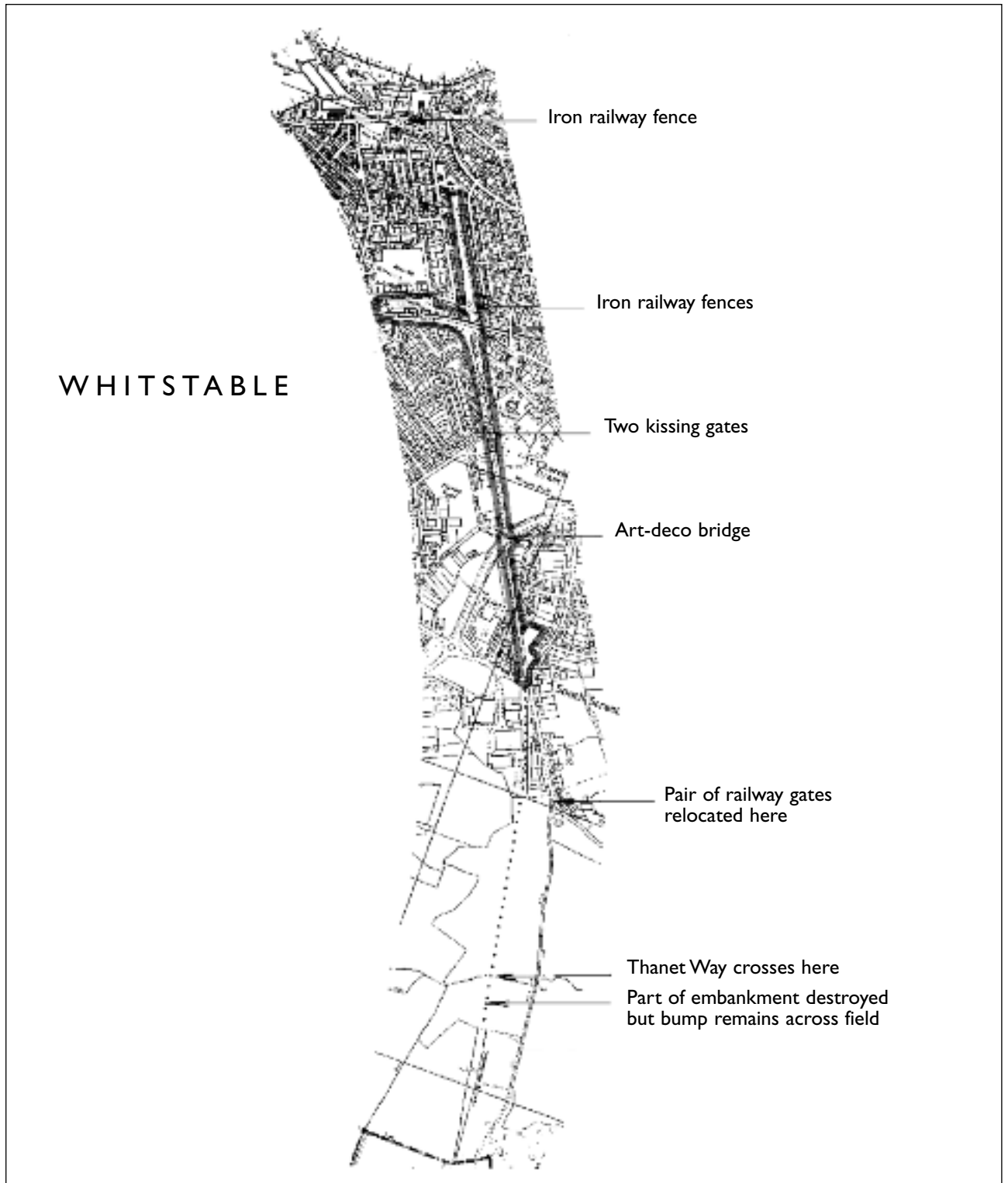
The Crab and Winkle Way is a protected route for cyclists and pedestrians between Canterbury and Whitstable which uses two sections of the former C and WR line, most importantly from the former winding engine site in Clowes Wood to the bottom of the incline towards Whitstable, and again in Whitstable itself, rejoining the railway line at South Street and continuing along 'Invicta Way' as far as Teynham Road. This route forms part of the national Route 1 of the Sustrans network, established to cyclists with safe, attractive surroundings and the

opportunity to travel without having to use roads. Where the old railway coincides with the cycle way, the track has been tarmaced with a two-metre wide pathway. A full description of the Crab and Winkle Way and a map is included in a large, fold-out leaflet provided by Kentish Stour Countryside Project.

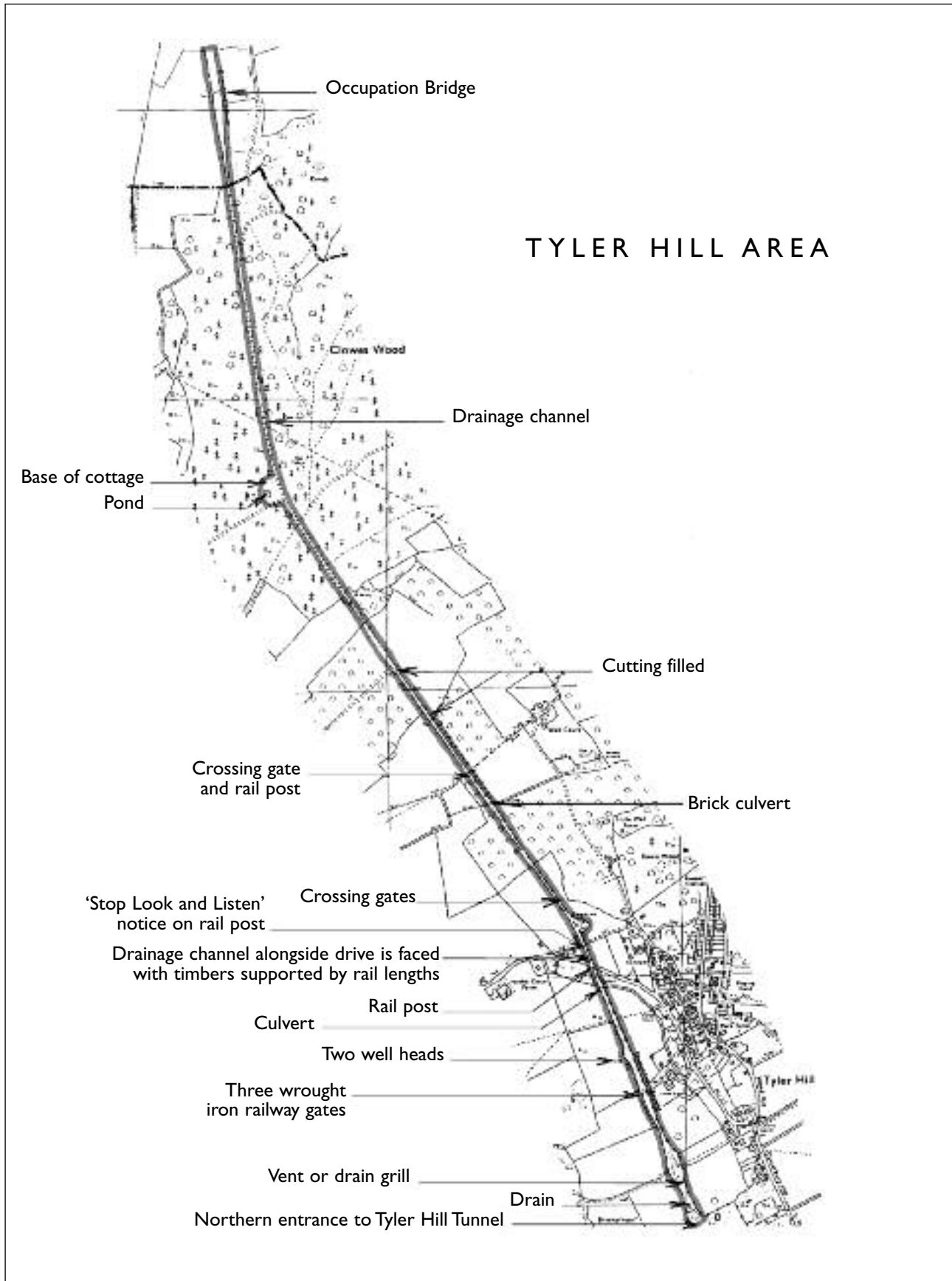
6.7 Tourism

Further enhancement of the C and WR railway line as a cycle route, together with the possible re-opening of the Tyler's Hill Tunnel, would encourage visitors and would be consistent with the objectives of Canterbury City Council's policy for sustainable tourism as set out in the document 'The Future of Tourism in Canterbury District: A Blueprint for 2005'. The restoration of the Goods Shed at Canterbury West Station, which lies so close to the former railway line, could also be a catalyst to the development of the C and WR line. Uses for the Goods Shed include some proposals for a Visitor Interpretation Centre for the C and WR. Whitstable has already begun to regain some of its past popularity and improvements to pedestrian and bicycle links between it and Canterbury can only be welcomed.

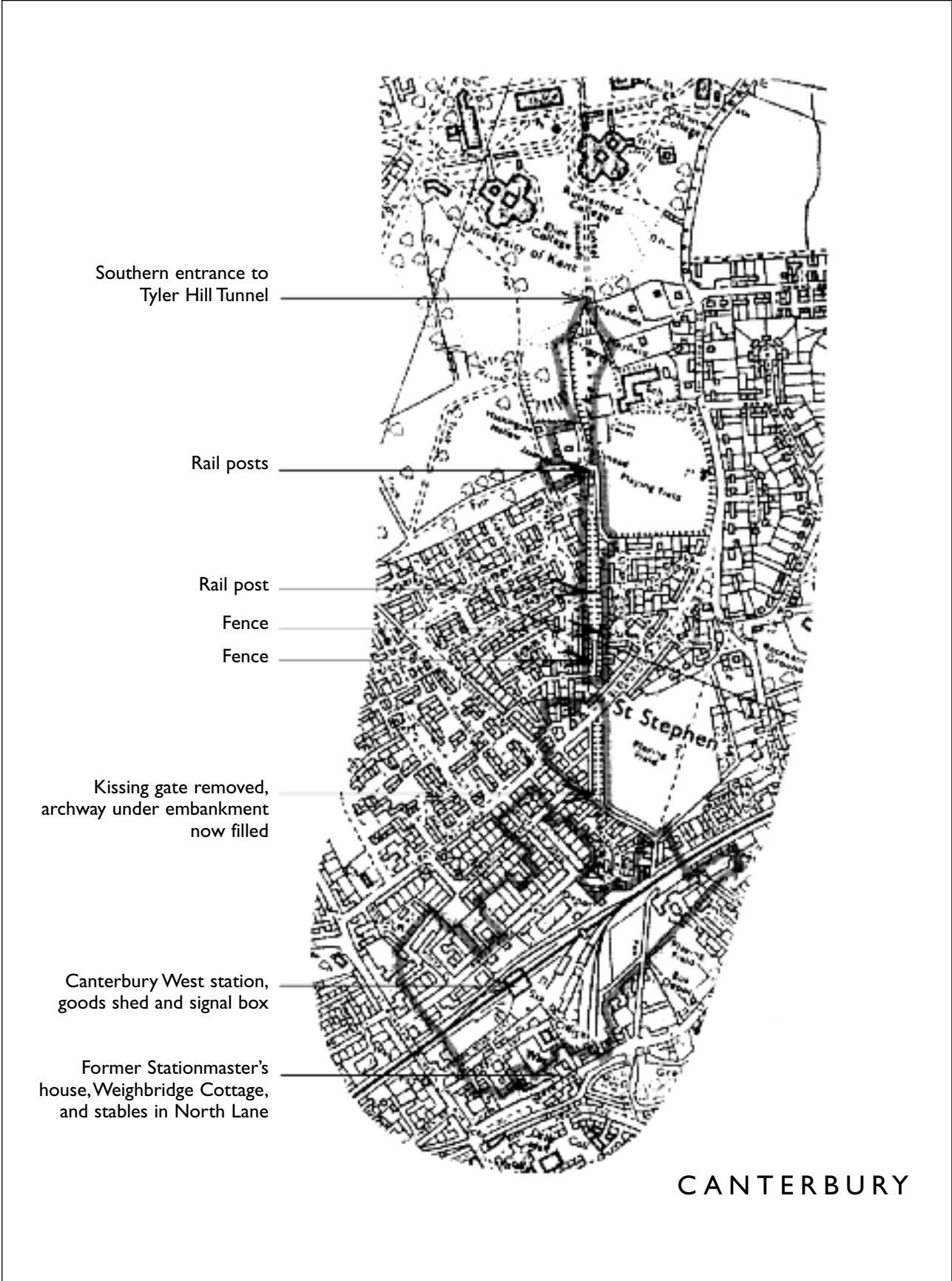
APPENDIX I



Map showing location of surviving features: Whitstable



Map showing location of surviving features: Tyler Hill Area



Map showing location of surviving features: Canterbury

APPENDIX 2

LIST OF REMAINING FEATURES FROM NORTH TO SOUTH (WHITSTABLE TO CANTERBURY)

1. Whitstable Harbour area

(not designated as a conservation area)

Close to Whitstable Harbour along Harbour Street are iron railings formed out of old railway tracks. Some of these date to the 19th century, whilst some are relatively modern having been installed by Canterbury City Council in the 1990's. A wrought iron gate into the harbour next to the offices of the Whitstable and Canterbury Society matches the design of the railings. Along the road is a section of wall, about 2 metres high, built from brown



Railings and gates outside Whitstable Harbour



Site of former reservoir

stock brick which is at least one hundred years old. On the south side of the road, the site of the reservoir, built in the late 1830's to provide water to sluice out the harbour after each high tide, is now a car park.

2. The C and WR and Whitstable Station CA

This conservation area starts to the east of Station Road, includes the former Whitstable Town Station, and terminates in South Street where modern development has taken place over the line. For this whole stretch the line is visible and marked by a row of trees with public footpaths along most of it. The sites of the winding engine close to the Thanet Way, and the former South Street halt, are not discernible.

Lying within the former coalyard which lies along the east side of Station Road are a pair of crossing gates, leaning against a derelict building and clearly not *in situ*. Further sections of iron railway fencing lie either side of the brick bridge abutments to the east of Whitstable Station where the C and WR once crossed the main line. Next to All Saints Churchyard (through which a possibly ancient footpath crosses), are two wrought iron kissing gates which take the footpath across the line of the C and WR.



Kissing gates next to All Saints Churchyard



Railway gates in South Street

Further south, the reinforced concrete Art Deco-style bridge takes the 1930's Thanet Way over the line of the C and WR. Just outside the designated conservation area, along South Street, is a pair of wrought iron railway gates, relocated from the original line which passed slightly to the west from here across land now used for farming. The embankment which brought the railway has been almost levelled but a small 'bump' remains across the fields marking the route before it enters Clowes Wood.

3. The C and WR and Hackington and Blean

Most of this section of line passes through Clowes Wood and then, further south, through fields to the west of Tyler Hill. Just outside the conservation area towards Whitstable is a cutting with a bridge, and slightly beyond this, towards the new Thanet Way, was the site of the Bogshole bridge, which was demolished a few years ago in connection with engineering works for the new road.

Within the designated conservation area, the line of the track can be easily traced through Clowes Wood and much of it is tarmaced and forms part of the cycle network. Remains of a drainage channel can be seen to the east. Where the track bends slightly is the site of the former winding engine and pond. The original circular outline of the pond can still be seen but all of the buildings have been removed. Further south, the railway cutting has been filled and a crossing gate and rail post can be seen

close to Well Court, with a brick culvert below the line. Closer to Tyler Hill, there are crossing gates close to the former site of the winding engine, which now has a modern bungalow, *The Halt*, built on it, although only part of the pond remains.

In the section of line from *The Halt* to where the conservation area ends, there are several features – a 'Stop Look and Listen' sign, drainage channels, rail post, a culvert, two well heads, three wrought iron gates, a vent grill and drain. The conservation area terminates at the opening to the Tyler Hill Tunnel, still extant with its brick structure although it is not possible to enter as the tunnel was blocked after the problems with subsidence.

4. St. Stephens Conservation Area

This conservation area stretches from the southern portal of the Tyler Hill Tunnel (also blocked), past the Archbishops' School and playing fields and through a 20th century residential area, stopping just short of Beaconsfield Road. For much of this route the line was on a raised embankment, now covered in trees, although the school playing fields have encroached slightly on this in places. A few features of interest remain – the Tyler Hill Tunnel entrance, somewhat overshadowed by trees, and rail posts and fencing. There are bats in the tunnel. Recently, a 19th century kissing gate has been removed and an archway under the embankment filled in.



The Invicta being moved in 1891

5. Hackington Conservation Area

This lies within Canterbury adjacent to the Canterbury West Conservation Area and includes 19th century housing and a section of railway line, now heavily wooded, on an embankment. Beyond this the line has been lost to modern development. Underneath the embankment is a brick-built pedestrian tunnel, in poor condition. Recently, a former pedestrian gate has been removed.

6. Former Canterbury Station area around North Lane

This area lies partly within the Canterbury West Conservation Area and partly within the Canterbury City Conservation Area. Most of the site of the former C and WR station buildings now falls within the Berkeley Homes redevelopment site, currently under construction. The only building remaining within this section is a red brick, two storey range now being converted into housing which in the late 19th century was used for stores and as a carpenter's workshop. This has a pitched slate roof and is two storeys high. On North Lane, the former stationmaster's house, the ticket office, and a small block of stables remain. The stationmaster's house (no. 37 North Lane) dates to the early 19th century and is three

storeys high, with tile-hung elevations and sashed windows. The ticket office, (Weighbridge Cottage) is two storeys high, built from red brick with grey headers, and a hipped slate roof. Both are listed grade II.

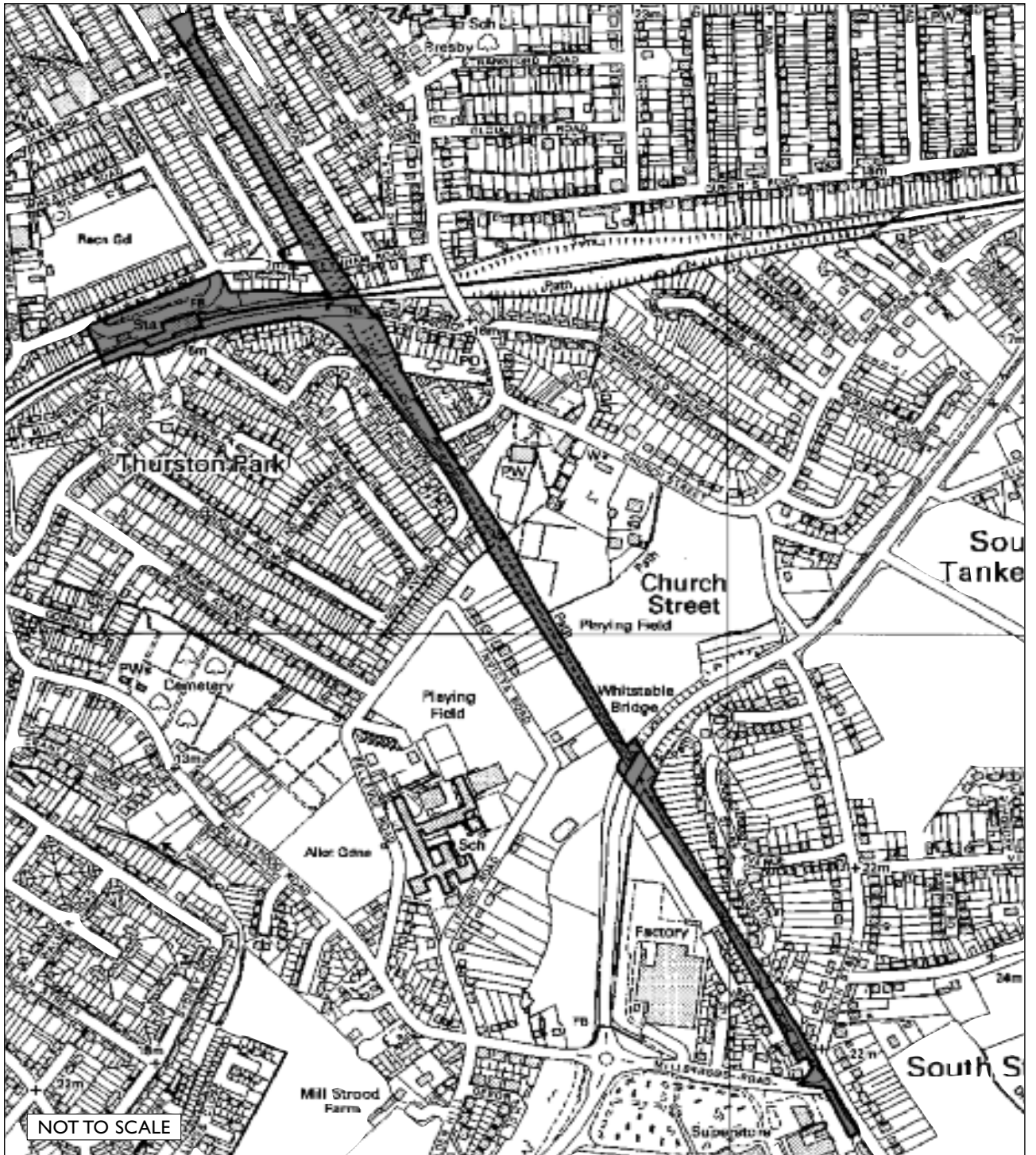
7. Canterbury Museum Store and Heritage Museum

Various artefacts are stored at Canterbury Museum Store in Gas Street, including a fly wheel from one of the winding engines and various sections of machinery. The *Invicta* is currently displayed at the Canterbury Heritage Museum in Stour Street. The locomotive was presented to Canterbury Council in 1906 and kept in the open until 1977 when a preservation trust was formed to ensure its protection. Later that year the locomotive was sent to the National Railway Museum in York for restoration, and since 1980 the engine has been on display at the Museum.

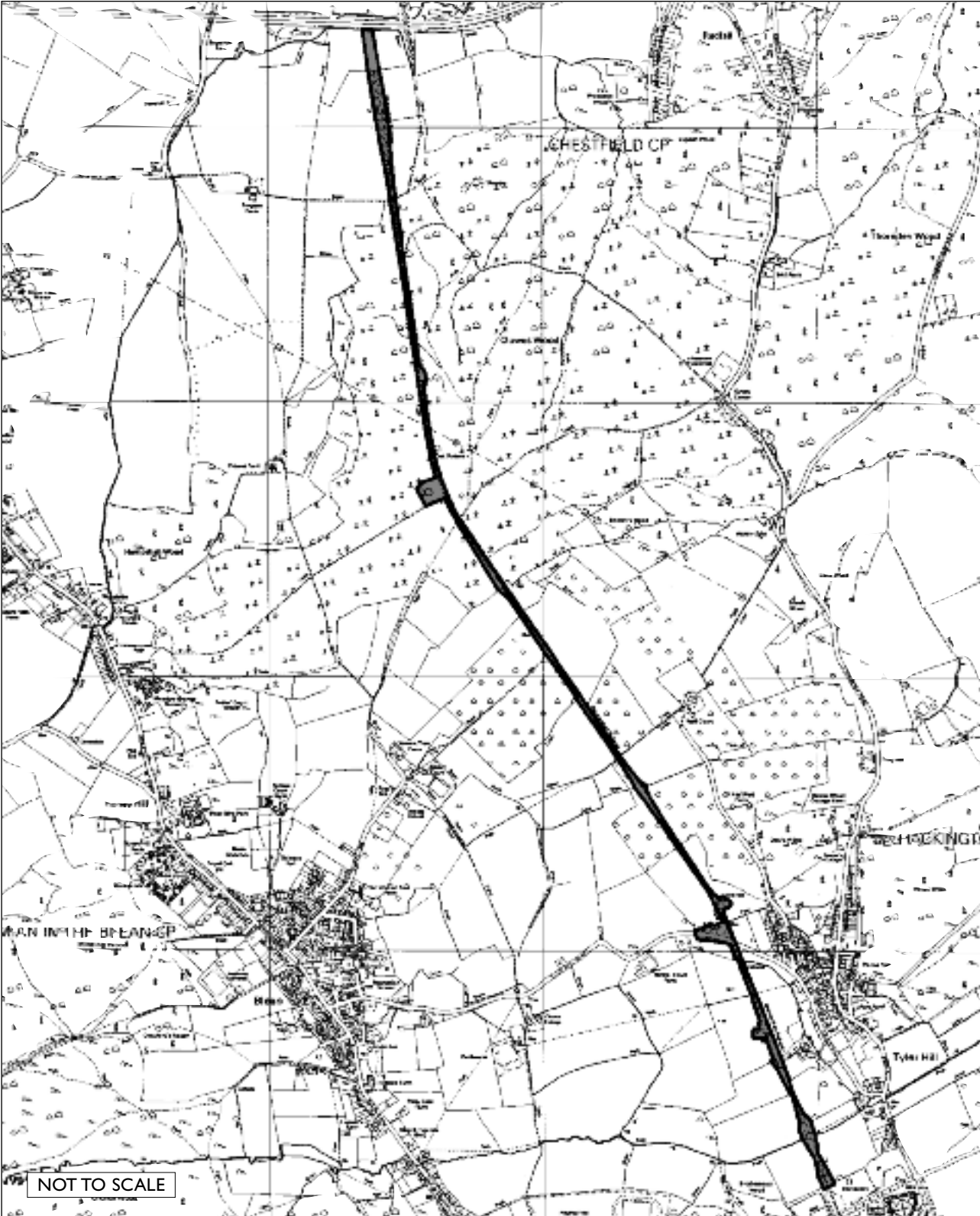
* Most of these features were identified by Robin Townsend of the Crab and Winkle Line Trust and Derek Church and John Chater of Canterbury City Council who carried out a detailed survey of the line in March 1999, since when further survey work has been carried out in connection with this appraisal.

APPENDIX 3

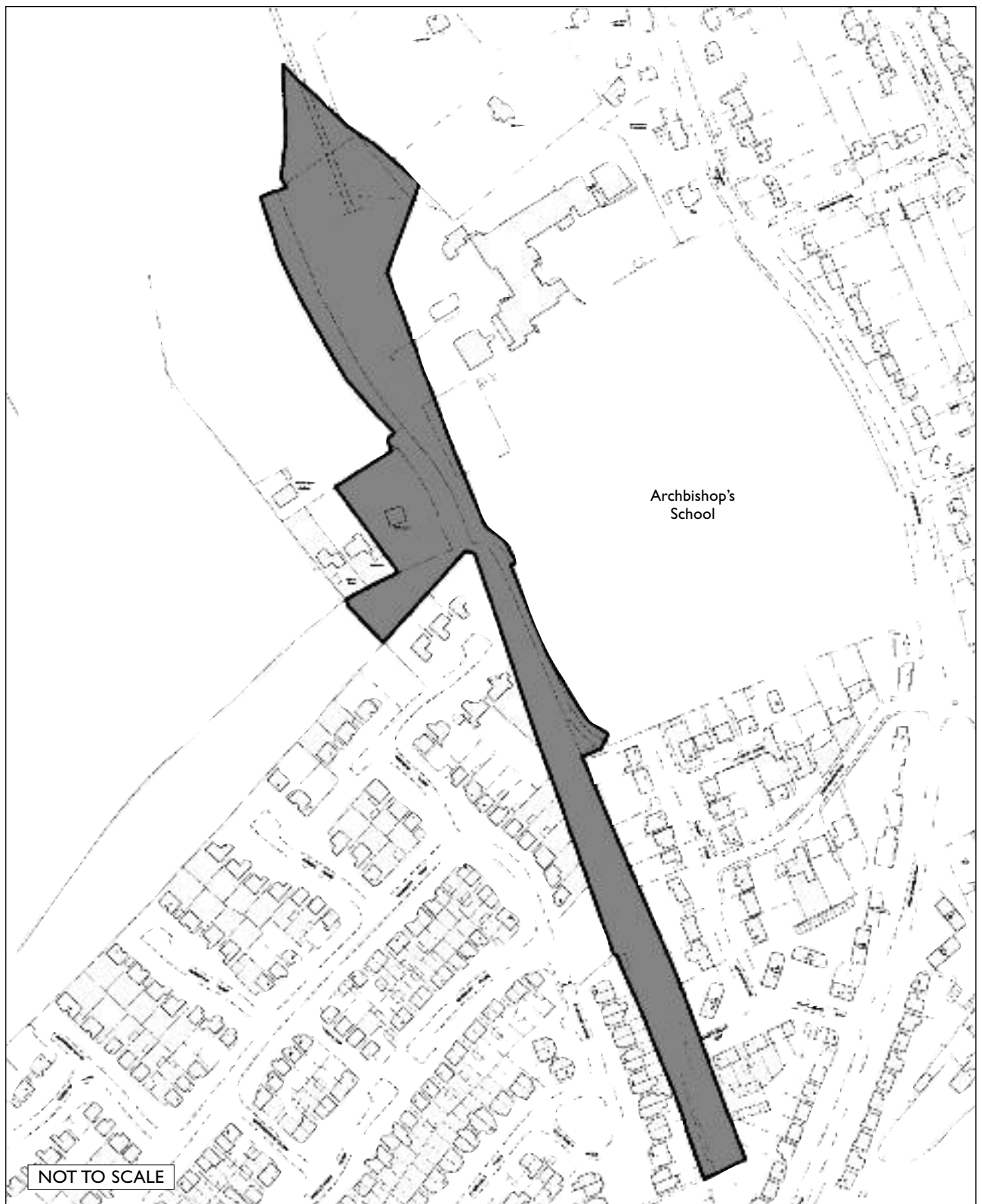
MAP OF CANTERBURY AND WHITSTABLE RAILWAY AND WHITSTABLE STATION CA



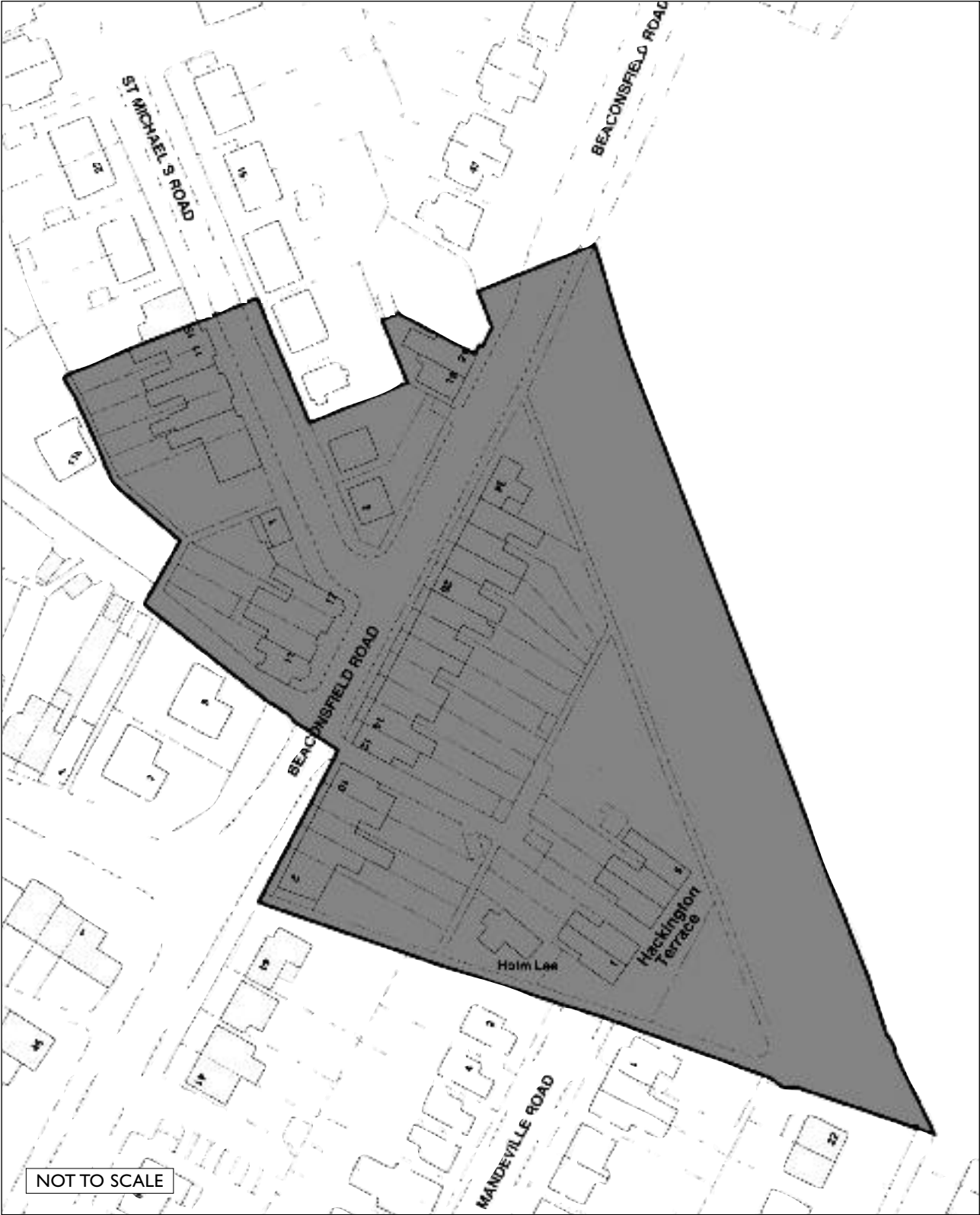
MAP OF CANTERBURY AND WHITSTABLE RAILWAY:
HACKINGTON AND BLEAN CA



MAP OF CANTERBURY AND WHITSTABLE RAILWAY: ST. STEPHENS CA



MAP OF CANTERBURY AND WHITSTABLE RAILWAY:
HACKINGTON CA





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