

Whitstable Town Conservation Area Appraisal



Canterbury City Council

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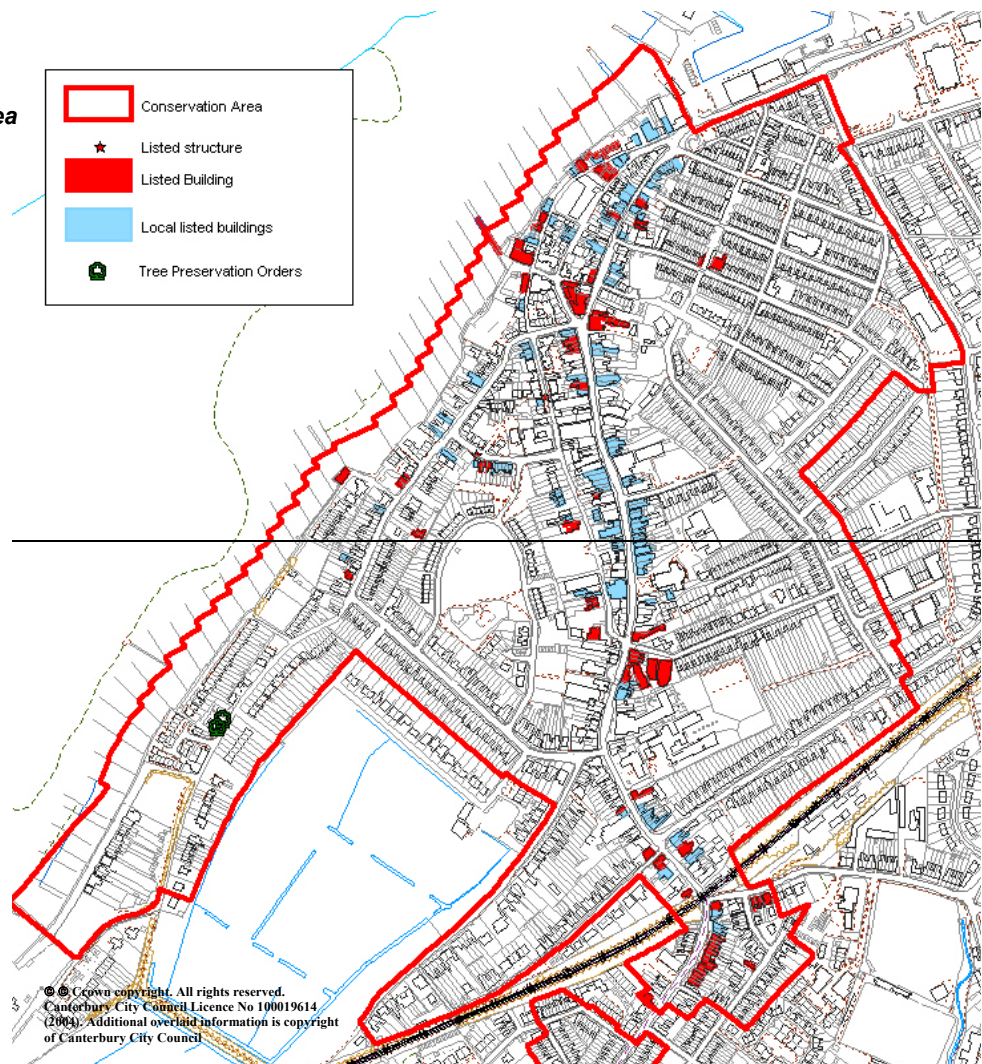
1 Introduction

This appraisal examines the key elements that contribute to the special architectural and historic character of Whitstable. The character of any town is determined by the topography of its site, the layout of its streets and open spaces and the age, material and style of its buildings. The combination of all these factors creates enclosure, vistas and in the case of historic towns such as Whitstable a unique, a special, 'sense of place'.

Conservation areas were first introduced in 1967 and are currently defined as 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.' (Section 69(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The first conservation area in Whitstable was designated on 12th September 1969. This was the Sea Wall Conservation Area and its boundary was tightly drawn around the old fishing settlement on Sea Wall. The conservation area was enlarged to include the commercial centre of the town and adjoining 19th century housing on 18th January 1984. This larger area incorporated the Sea Wall Conservation Area and was then known as the Whitstable No.2 Conservation Area. This conservation area was reviewed in 1990 and was further extended and rationalised on 5th March, 1991. The title of this area, which supersedes the previous designations, is the Whitstable Town Conservation Area (see plan below).

Figure 1:
Whitstable Town
Conservation Area



1.1 The purpose and status of this appraisal

The principal purpose of this appraisal is to provide a firm basis upon which proposals for development within the Whitstable Town Conservation Area can be assessed, through defining those key elements that contribute to the special historic and architectural character and which should be preserved. It supplements and provides clarity to policies contained in the Local Plan and the Local Development Framework, primarily those relating to demolition and development within conservation areas. It will therefore be a key document in maintaining character and promoting appropriate, sensitive proposals in the conservation area. This document has the status of a background paper to the City Council's Local Development Framework.

Other purposes include undertaking a review of the boundary in accordance with section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990, which requires local planning authorities – *“from time to time to determine whether any further parts of the area should be designated.”* The appraisal also highlights particular issues and some of the elements that detract from the appearance or character of the conservation area. These provide the basis for potential future actions for improvement.

The City Council considers that the special interest justifying designation of a conservation area should be defined and analysed in a written appraisal of its character and appearance. The process of review has changed significantly since the first areas were designated in England under the Civic Amenities Act of 1967 and the current appraisal approach is one set down as a guideline format by English Heritage in various practice notes.

It is not just the local planning authority that has a role in protecting and enhancing conservation areas. The principal guardians are the residents and business people who live and work in the conservation area that are responsible for maintaining the individual properties, which together contribute to the character of the conservation area. Designation also raises awareness of an area's special attributes and can foster pride in the locality. Government planning guidance stresses that our built and natural heritage should be valued and protected as a central part of our cultural heritage and that everyone shares the responsibility for environmental stewardship.

1.2 Key Characteristics

This appraisal concludes that the most significant features of the Whitstable Town conservation area are:

- The relationship of the settlement to coastline and the history of salt production, fishing and boat building have influenced the built form and character of the architecture.
- The built form in the town centre follows the line of the coast. The buildings are built close together forming a series of sheltered, closed in streets and alleyways.
- The maritime character of buildings, especially the use of weatherboarding.
- The smells, sights and sounds of the sea and harbour
- The influence of historic sea defences such as Middle Wall and Island Wall
- A specialist shopping area with original shop fronts a mix of building styles, shapes and proportions.
- High Street and Oxford Street have a continuity of frontage and building scale.
- Victoria terraced housing built on a grid pattern. Later Edwardian and modern developments have a less formal layout.
- The open space provided by the golf course at the edge of the conservation area.
- Many building retaining their original features, which often have a maritime flair/theme/colour.

1.3 Planning Policy Framework

National Policy Guidance

Government advice on the control of conservation areas and historic buildings is set out in Planning (Listed Buildings and Conservation Areas) Act 1990 and Planning Policy Guidance Note 15 – Planning and the Historic Environment.

Planning Policy Guidance Notes 15 & 16, the South East Plan, Regional Spatial Strategy, and the Kent Design Guide provide the general strategic policy context under which the policies in the local plan function.

Regional and County Guidance

The Secretary of State published the South East Plan (regional Spatial Strategy) on 6th May 2009. The plan places importance on the protection of the historic environment and acknowledges the role that the historic environment plays in contributing towards sustainable development, regeneration, tourism and social inclusion. Policy BE6 requires local authorities to adopt policies and proposals, which support conservation and enhancement of the historic environment. Policy BE1: Management for an urban renaissance, is also relevant and states, inter alia, '*promote and support design solutions relevant to context and which build upon local character and distinctiveness and sense of place, including the sensitive reuse of redundant or under-used historic buildings*'.

The Kent Design Guide provides a starting point for good design that is well considered and contextually sympathetic amongst other things. It emphasises the need for the layout and appearance of new development to be based on an appraisal of the existing character.

Canterbury City Council Local Plan

The primary means by which the City Council ensures the preservation and enhancement of the conservation area is through the development control process and by applying the policies of the Canterbury District Local Plan (2001 – 2011). The Local Plan, adopted in July 2006, sets out the spatial strategy for the Canterbury District. It includes policies on housing, the economy, town centres, the natural and built environment, community infrastructure and many others. A number of designations are particularly relevant to Whitstable, including those relating to conservation areas, open space and flood risk. Proposed allocations related to housing, mixed uses, leisure and open space are also in the Local Plan. Paragraphs 6.83-6.93 of the Local Plan deal with conservation areas and include policies BE7, BE8, BE9 and NE5. Policy BE7 provides the primary guidance to developers about conservation areas.

The Local Development Framework (LDF) will supersede the Local Plan in 2012. The LDF Core Strategy Options Report was published in January 2010 and was subject to public consultation until March 2010. The Core Strategy when adopted will provide the overall spatial strategy for the district until 2026. The Local Plan remains an important part of the planning framework for the district. Most of its policies were saved by the Secretary of State in 2009 and continue to be relevant in determining planning applications. The LDF consists of a collection of Local Development Documents, including the Core Strategy, Proposals Maps, Area Action Plans, and other development plan documents, which may deal with conservation issues as well as Supplementary Planning Documents.

Heritage, Archaeology and Conservation Supplementary Planning Document

The Heritage, Archaeology and Conservation Supplementary Planning Document was approved in October 2007. Chapter 4 explains the features that make up a general conservation and are Chapter 5 provides detailed guidance for developments in Conservation Areas.

2. Location, population and topography

2.1 Location

Whitstable is a small market town formed by the amalgamation of three Saxon manors (Seasalter, Harwich and Nortone, *alias* Northwood). It stands at the mouth of the Swale, opposite the Isle of Sheppey, to the south of the A299, Thanet Way. The town is 10km north of Canterbury, 10km east of Faversham and 7km west of Herne Bay.

2.2 Population

A survey carried out for Elizabeth I in 1565 recorded 82 inhabited houses in Whitstable, representing a population of about 330 to 400 persons. In 1642 *circa* 345 people were recorded, and the Compton Census of 1676 lists 301 communicants in the parish, probably representing a population of between 450 and 500. By the first national census in 1801 there were 1,205 inhabitants. By 1851 this figure had doubled to 2,746, and it had doubled again by 1901 when the population numbered 5,995. From the 1930s to 1950s there was a gradual decrease in the population in the town centre, with many residents moving eastwards to the suburb of Tankerton. The population of the town had risen to 26,781 at the 1991 census, of which some 4,570 were living in Harbour Ward, the oldest part of the town. By the 2001 census the population of Whitstable had risen to 30,979, with 5,696 people living in Harbour ward.

2.3 Topography

Whitstable is situated at NGR TR 107664 on a generally flat area of land on the North Kent coast. Most of the conservation area lies within the sea flood plain and is low lying being between 2.5 and 5m OD. The topography of the land changes at the western end of the conservation area (at the golf course). From this point there are low, 3 to 15 metre high, graded clay coastal slopes. To the east of the Harbour the topography again changes to the 5 to 20 metre high London Clay slopes of Tankerton. To the south at Borstal Hill the topography rises up the slopes of London Clay to reach the Blean plateau at about 65m OD.

The town centre lies on a bed of alluvial deposits with outcrops of blue-grey London Clay, much of which was once salt marsh. The London Clay is a marine sediment of Late Tertiary date that was subject to protracted fluvial erosion during the Quaternary period. The present coastline is marked by a beach deposit of sands, flint pebbles mussel beds and shingle. The mix of the London Clay and alluvium enabled the soils near Whitstable to be utilised for some arable cropping. In Neolithic times settlements were concentrated in and near areas of shallow well-drained soils such as those at Whitstable. The heavier clay soils of the Blean, to the south were generally avoided.

The town centre and its immediate hinterland to the southeast, south and southwest (within the 5m contour) is in an area designated by the Environment Agency at risk of tidal flooding. Historically the provision of sea walls to protect the town from flooding has given a unique form to the settlement.

2.4 Biodiversity

The majority of the Whitstable Town conservation area is urban in its nature and therefore its gardens potentially offer one of the most important features for biodiversity. They can provide habitats for a number of birds on the red list of conservation concern including house sparrow, starling and song thrush. Houses within the conservation area are also viable habitats for bats.

The coastline is by far the biggest open space in the conservation area and acts a very valuable habitat for wildlife, recognised by its designation as a Site of Special Scientific

Interest (SSSI), a Special Protection Area (SPA) and a RAMSAR site. The SSSI covers an extensive area and the qualifying features for this section of foreshore is the interesting calcareous flora with plants characteristic of both sand and shingle. Where undisturbed, these beaches attract breeding ringed plover and little tern. The SPA designation augments the importance of the area for wildlife, with a focus on its value for birds.

The main opportunity for enhancement is more sympathetic management of the grassland area at Cornwallis Circle.

2.5 The contribution of open spaces

The overriding open space in the town has to be the seashore with its gently curving alignment, which is mirrored in the line of Island Wall/Sea Wall. The seashore has had a significant influence on the physical form of housing, workshops and support facilities along its length from the harbour to the east to the golf course, which extends to the extreme west up to the boundary with Seasalter. Along this sub-area of primary natural 'landscape' there are a number of open spaces. In between these man-made open spaces there are sub-groups of housing overlooking the sea. The golf course, which is a designated area of open space in the Local Plan, lies behind these residential areas within the area known historically as Lower Island. The golf course is not within the conservation area. To the north and south there are two areas of terraced housing forming a 'pincer' shaped built form around the golf course. This very large area of open landscaped space forms the setting for the two arms of housing at the western extremity of the conservation area.

Originally the salt marsh area as the map of 1800 illustrates, covered the area north of the High Street leading down to the beach. Eventually development on Waterloo Road and Nelson Road, cut off the historic open area from the town centre, reducing the presence and effect of the salt marsh. The former salt marsh was further reduced with the development along Island Wall and by the railway line. Joining these two areas is the housing on Collingwood Road and Nelson Road, which form the western boundary of a large open space, Cornwallis Circle. The resultant 'green' is a space of much aesthetic character that acts in a way as a green lung' for the town centre.

Apart from the golf course, Westmeads recreation ground and Cornwallis Circle there are very few landscaped areas of character within the town centre. Those that do exist are associated with St. Alphege Church on the east side of the High Street and the Library on the east side of Oxford Street. The only other significant landscape influence on the conservation area is the long rear gardens of the residential area, in particular the large gardens on Lower Island Wall. The emphasis on an intense built form throughout the area and the natural influence of the seashore has had a marked impact on the character of the area.

3. Archaeology and historical development

3.1 Archaeology

There is evidence that the coastal area was populated during the Neolithic period. There have been isolated finds of Neolithic flint tools and later Bronze Age objects and flint working floors along the coastline. Recent archaeological investigations next to the Bear and Key provided evidence of the existence of substantial Roman buildings. The full extent of the Roman settlement is unknown. The land on which Whitstable was to develop was flat, badly drained salt marsh at about sea level and subject to flooding. The Gorrell river flowed to the east with an area of marshland beyond it, and close to the present harbour the land jutted out into the sea forming a small beak-shaped peninsular, perhaps used as an early landing stage.

3.2 Historical development

In the Saxon period, a church was founded adjacent to the present day Church Street and a small community developed whose economy was largely dependent on salt making and fishing. A track way to Canterbury ran nearby, along which salt and fish were carried to the monastic establishments in the city. Whitstable continued to develop as a coastal settlement but was separated from its church by some 1.5 km. This arrangement is relatively common in East Kent. Margate and Ramsgate both grew from small fishing centres on the coast approximately 1 kilometre away from their original Saxon churches.

The church is dedicated to All Saints and the first recorded rector was Walter de Alberiaio in 1257. The church was first mentioned as the 'Church of Whitstable' in 1271. Reused masonry from an earlier church (parts of capitals, shafts, window tracery and mouldings, and pieces of a font of possible Saxon date) was discovered when the west wall of the nave and the northwest wall of the chancel were being restored in 1875-76. The remains suggest that there had been a small stone church of eleventh or twelfth century date. A south porch was added to the nave in the fourteenth century and the church was probably rebuilt in the fifteenth century when the nave was extended.

By 1290 a sea wall skirting the coast had been built, probably from present day Beach Walk to Horsebridge, and a little land drainage began. Medieval occupation on the drained land must have been concentrated in the lee of this embankment with salt marshes all but surrounding it. This early wall was the only sea defence until the late sixteenth century so it is unlikely that the settlement could have expanded appreciably before then, and it displayed no urban characteristics.

Frequent references in Saxon charters and in Domesday Book indicate that salt making was very important at that time. The name Seasalter may derive from Old English meaning 'the salt house by the sea', and many thirteenth century salt mounds still survive in the Seasalter Levels and at Graveney. Sea fishing was equally important, as exemplified by the importance of the Whitstable fish market in Canterbury by the early fourteenth century. Herring and oysters seem to have been the most common catch. The importance of the Whitstable fishing industry in the early sixteenth century is shown by John Roper's bequest of 100 marks, in 1523, for 'the making of an horseway' to Canterbury for fish wives and fishermen, and by the construction of a new and larger fish market in Canterbury in 1529.

The settlement in the post medieval period was known as Whitstable Street. Like its medieval precursor, it remained a fishing village without urban pretensions. In 1583 it was decided at a meeting of the Commissioners of Sewers at the Archbishop's Palace in Canterbury that a proper sea wall and sluice should be erected at an estimated cost of £100. This wall, which took about five years to build, lasted almost two hundred years. It ran south for approximately 500 metres from the western end of the existing 1290 sea wall at the Horsebridge along the line of Middle Wall. Its purpose was both for protection against incursions of the sea and to drain more land on its eastern side. The sea wall was built from material taken from adjacent ground on the landward side, which created a large drainage ditch running parallel to the sea wall. The ditch probably ran the entire length of the sea wall. The dimensions of the ditch are not accurately known, but its width and depth exceeded 5m and 1.5m respectively. The ditch, used as an open sewer, was re-cut on at least two occasions in order to re-establish flow. The ditch discharged in the vicinity of the 'Outletts', a marshland to the north in the area now occupied by the harbour and the Gorell Tank. Later in the 19th century, perhaps after the installation of mains sewers to the town, the ditch appeared to have been used exclusively as a rubbish tip and was gradually allowed to fill up.

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

Although Whitstable harbour was a tidal basin until the first half of the nineteenth century, it served as a port for delivery of goods to Canterbury, particularly for bulky items such as coal. In 1736 the road from Whitstable to Canterbury was the second turnpike to be built in Kent. There were at least five windmills in and around Whitstable by the nineteenth century including the Black Mill on Borstal Hill, shown on the 1736 map but rebuilt in the late 1790s. By 1800 there were also Feakins Mill close to All Saints church and Whitstable Mill, where Mill Field Manor now stands.

By the late sixteenth century a number of drinking houses had grown up among the fishermen's cottages and huts near Horsebridge and Harbour Street, which then comprised the settlement of Whitstable. The earliest record is in 1593 when John Colfe was prosecuted for selling overpriced beer. More evidence comes from the seventeenth and eighteenth centuries. For example, The Hart Inn has deeds from 1626; The Noah's Ark dates from the seventeenth century although renamed The Duke William in 1747 and



1769 map of Whitstable

The Duke of Cumberland in the following year. It was the headquarters of the Oyster Dredgers whose annual Water Court was held in an upstairs room. The pub survives although it was rebuilt after a fire in 1866. In 1698 a brick house was built in Lower High Street; it later became The Ship Inn and was renamed The Hoy Inn in 1730. The New Ship Inn, established in 1703, became The Bear and Key in 1739 and was rebuilt in the 1790s. The Two Brewers Inn on the line of the old route to Canterbury may have been established circa 1700 and was certainly an inn by 1723. In the early 1700's The Three Mariners Inn stood in Oxford Street. After being renamed The Canterbury Hoy or The Packet Hoy, it closed in 1729. The still surviving Monument Inn in Church Street was first licensed in 1731 when a cottage and a forge were combined.

By the end of the eighteenth century, ribbon development along the High Street had largely filled the available land up to the Middle Wall, and pressure for further areas of building land in the immediate vicinity saw plans drawn up for another sea wall. By 1779, the old sea wall had become so badly damaged by the sea that the Commissioners purchased an additional 13 acres for the purpose of erecting a new sea defence. Between 1779 and 1792 Island Wall was built along the shoreline, extending southwestwards from Horsebridge to enclose 'Upper Island' and 'Lower Island'. Subsequent drainage of the areas enabled the town to expand over much of the former salt marsh.

Whitstable did not really become truly urban until the nineteenth century. In the middle of the nineteenth century most of Whitstable's inhabitants were involved with seafaring, fishing and the carrying trade.

The opening of the Canterbury and Whitstable Railway on 3rd May 1830 was a proud day for Whitstable for this line had the distinction of being the first in the world to carry paying passengers in trains drawn by steam power. Two years later, Whitstable Harbour was completed and in effect Whitstable became the port of Canterbury. In 1834 there were 22 boats registered at Whitstable, by 1860 there were 150. For centuries small fishing vessels had been built at Whitstable, and by the nineteenth century it was a self-supporting local maritime economy. The opening of the new harbour in 1832 saw both a great increase in Whitstable owned shipping and the establishment of shipyards capable of constructing merchant ships of between 200 and 300 tons. By the middle of the nineteenth century there were at least five shipyards with slipways running down to the sea, mainly by Island Wall.



1800 map of Whitstable

By the end of the 19th century Whitstable was already attracting large numbers of visitors for bathing. The sale of the Tankerton Estate in 1890 and the formation of an Estate Company to develop the property and sell the land for building over the next few years did much to establish Whitstable as a seaside resort. The population of the town rose from 1,203 persons in 1801 to 2,746 in 1851 and to 8,553 in 1921.

Several serious fires during the nineteenth century destroyed many of the old buildings in the heart of Whitstable. The walls and roofs of many of the closely packed buildings were of tarred weatherboard, and stores of volatile substances made matters worse. Nine houses, four boat-builders shops and 33 storehouses by Sea Wall near Harbour Street were destroyed in 1822. A fire in the High Street in 1854 destroyed the Zion Chapel, stables and several houses. In 1866, another serious fire in the Harbour street area destroyed cottages, and The Red Lion and Duke of Cumberland inns. In November 1869 a great fire broke out in the Harbour Street and Sea Wall area. Flames swept through the area west of the harbour for nine hours, destroying about a third of the buildings in Harbour Street and Sea Wall. About 71 buildings were destroyed.

In 1844-45 the medieval parish church of Seasalter, St Alphege, was in such a poor state of repair that it was demolished and replaced by the present structure. The chancel of the old church was preserved as a burial chapel. An Independents' chapel was erected in 1833 on the site of an eighteenth century predecessor, and was enlarged in 1841. A Congregational Chapel was built on the west side of the High Street in 1855. The first Wesleyan place of worship was a small wooden building in the Middle Wall; it was replaced by a brick building in 1857. This building proved to be unpopular and a new chapel, later known as St John's Methodist church, was built on the south side of Argyle Road in 1868. A Wesleyan school was added in 1874, later becoming St John's Methodist church hall. The Primitive Methodists built a chapel on the north side of Albert Street in 1864, and from 1870 the Baptists rented the Wesleyans' former chapel in Middle Wall.

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

Until the end of the eighteenth century Whitstable had to rely on springs more than 3



Whitstable 1872

kilometres south of the town for its water supply. It was not until the 1790's that the sinking of a 10 metre deep borehole closer to the settlement redressed this. It was, however, in private hands and only in 1877 was a water company established to supply water throughout the town.

Whitstable continued to expand during the 19th century and development became almost continuous from Seasalter to Tankerton. In the first half of the twentieth century housing developments expanded the settlement: either side of Oxford Street; Canterbury Road and Borstal Hill; off Joy Lane; and, south of Tankerton Castle. When a new railway station was built further east in 1915 there was further development on both sides of the railway track. By the 1930s housing estates spread from Tankerton to Swalecliffe, and Whitstable was bypassed by the Thanet Way coastal route (A299). The town developed rapidly towards Seasalter after 1945. The Whitstable to Canterbury railway closed in the 1950's, and Whitstable became part of Canterbury City Council in 1974.

The local economy of Whitstable suffered from the national recession during the late 1980's and early to mid 1990's. In 1995 a comparative ranking of all districts in the Government Offices for the South East (GOSE) showed Whitstable in the worst 10% in terms of long-term unemployment. The unemployment rate was then at 9.6%, and of those unemployed the long-term unemployment rate was 41%. A fabric audit carried out in 1994 showed that the commercial centre of the town, particularly the High Street, was in poor condition. In addition the residential areas were mixed in quality and condition. Many of the properties, in the Bexley Street and Sydenham 'block' had deteriorated beyond the scope of routine maintenance. Roof, chimneys, rainwater goods, work to external walls and repair or renewal of doors and windows were all common problems.

It was against this background that the City Council bid for Single Regeneration Bid 6 (SRB 6) finance and for a lottery funded Townscape Heritage Initiative (THI). The SRB 6 and THI acted as a catalyst for wider regeneration and investment. Equally importantly the initiatives furthered a series of positive changes within the town. The THI concentrated on investment in the built environment but also supported local businesses. The impact of the investment in the heritage can also be demonstrated by a change in the perception of a place, and the creation of a new confidence, that took place at the turn of the century. In addition to the physical regeneration of the town's heritage the mid 1990's saw the development of a 'cafe culture' in the town. The effect of the promotion of Whitstable as a place to visit and eat that occurred in the national media cannot be underestimated. The numbers of restaurants, food shops, cafes and delicatessens have increased dramatically since 1998 and the town now has a reputation for good fish and seafood.

The redevelopment of the Horsebridge was considered to be a critically important project for the THI. The Horsebridge sites had been identified as a problem since the production of *The Horsebridge Study* in 1990. The sites were a great opportunity for the town as they were located at a natural focal point.

The THI allowed grant aid to be used to bring vacant historic floor space into use and to support infill development. The site was marketed with the availability of grant aid and four architect/developer partnerships submitted schemes for the site in March 2000. The schemes were subject of a major public consultation exercise during April 2000. The scheme selected was by Clague Architects and Banbury Estates, and construction started in 2001/02. The Horsebridge site was completed in 2004. The Horsebridge site has become vibrant mix of community arts centre, retail, restaurant and residential uses. The development has created a focal point for the town and has transformed the area.

3.3 Urban components

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

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

The nineteenth and twentieth century expansion of the town and its surroundings can be seen by comparing early OS maps with the modern OS map. Despite its expansion and destruction by nineteenth century fires, the core of the town centre around Harbour Street, Sea Wall and the High Street still retains a strong character. A few upstanding structures reflect Whitstable's early history, but more reflect its dependence on the sea and its legacy of the fishing and oyster industry.

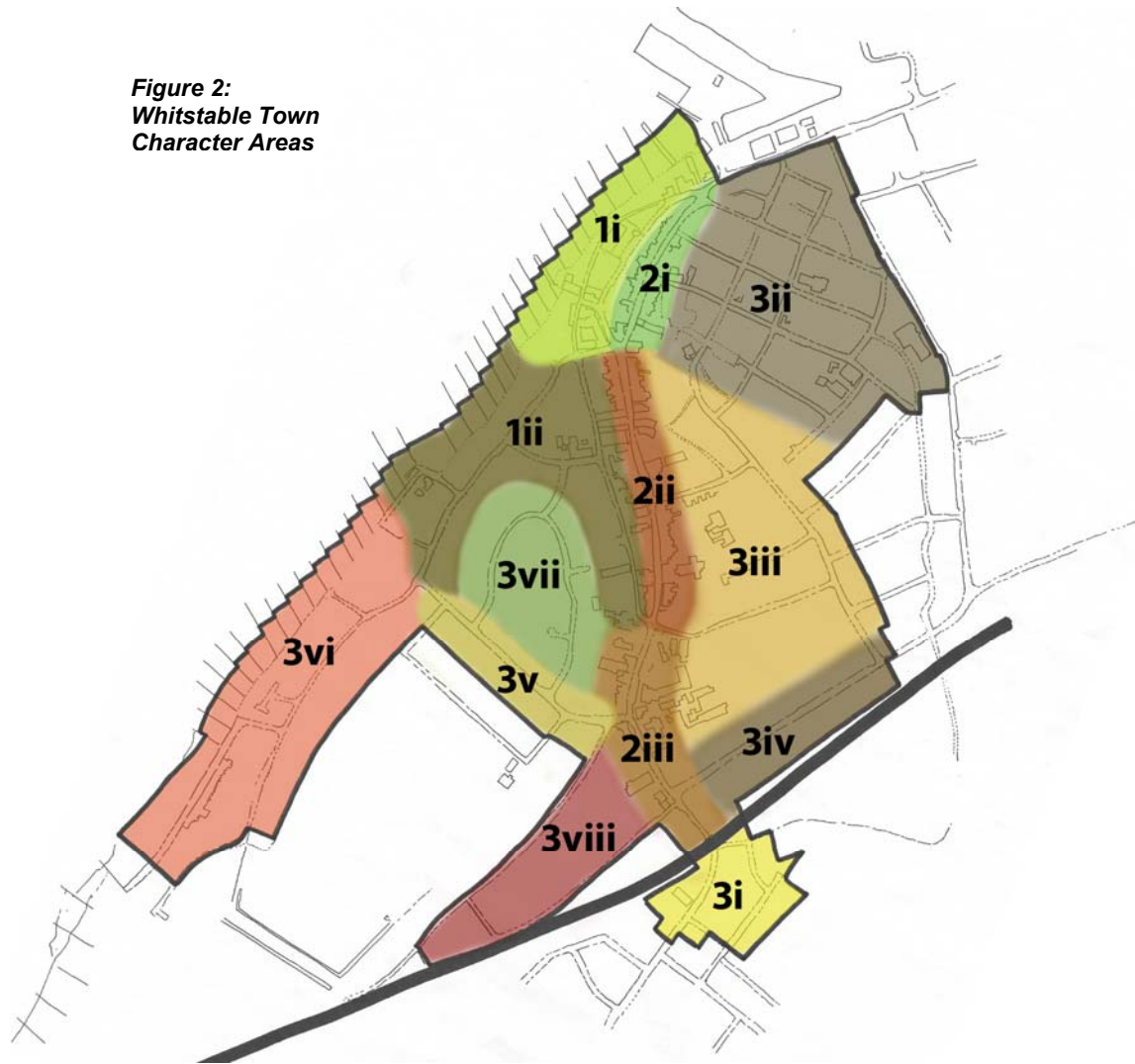
4. Character appraisal

In order to analyse the character of the conservation area it has been divided into three main character areas. Within these main areas are a number of sub areas each with its own character. The sub areas have been defined by: the historic form of development (plot layout, roads and boundaries); the relationship of buildings to spaces; and by, the type and age of buildings. The character areas are:

1. The 'fishing' settlement:
 - i. Sea Wall, Sea Street, and the Horsebridge
 - ii. Island Wall, Middle Wall and Waterloo Road
2. The town centre: Harbour Street, High Street and Oxford Street.
 - i. Harbour Street
 - ii. High Street
 - iii. Oxford Street
3. The 19th and early 20th century residential areas:
 - i. Canterbury Road, Belmont Road and Swanfield Road
 - ii. Albert Street, Bexley Street, New Street, Sydenham Street, Victoria Street and Woodlawn Street

- iii. Argyle Road, Gladstone Road, King Edward Street, Regent Street and Warwick Road
- iv. Cromwell Road
- v. Nelson Road
- vi. Lower Island Wall
- vii. Cornwallis Circle
- viii. West Cliff/Clifton Road

**Figure 2:
Whitstable Town
Character Areas**



4.1 The fishing settlement

This part of the town has a strong association with the sea and the maritime history of Whitstable. Sea Wall and Sea Street form one sub area with Island Wall/Middle Wall being slightly separate with a more open character.

i) Sea Wall/Sea Street/ Horsebridge

The area between Sea Wall and Sea Street is typified by the one and two storey brick and weatherboarded houses, stores, and huts, which wind along the curve of Sea Wall parallel to the beach. The buildings are close together to give protection from the elements and the streets are narrow with alleys leading to and from the beach. The beach with timber groynes, pebbled shoreline and the modern sea wall has an openness and light that contrasts with the closely packed development. This pattern of streets and alleys is an important townscape characteristic of this area. The raised pavement at the junction of Sea Wall and Sea Street with Harbour Street is an important townscape feature.

Sea Wall and Sea Street are gently curving streets, generally parallel to the shoreline, with mostly two-storey domestic and commercial buildings on either side. On the seaward side these properties abut the sea wall and beach, and on the landward side they back onto Harbour Street. The mixture of brick and weatherboard buildings establishes a strong



Sea Wall looking north

maritime character. There is a sturdy, weather-resistant quality about most of the buildings and the contrast between the brick, white-painted and black weatherboarding is an attractive feature. The curving nature and the narrowness of the streets together with the closeness of the buildings result in a continual closing of the view as one progresses along the streets. The whole area is largely concealed from distant views by surrounding development, except from the beach where it appears as a line of low height structures of varied shapes and sizes.

The former roller-skating rink (now boat storage) and the Green's tile warehouse site is a large open space within a tight knit urban form. Combined with the open space is a large gap in the development along Sea Wall, which affords good views out over Reeves Beach. However the tile warehouse, which is in a poor condition, is a negative feature in the conservation area.



The boat storage area and Green's tile warehouse



The Horsebridge Centre

The Horsebridge is the point where traditionally the town met the sea. The former Assembly Rooms and Browning's Yard car park site were negative features in the tight-knit grain of the town centre. The whole area was re-developed in 2000 – 2004. The development occupies a visually critical position at the junction of Horsebridge Road, Sea Wall and Sea Street thus enhancing the character of the area. The development introduced a new range of uses (community art gallery, restaurant, shops and apartments) into the town centre. The associated 'square' provides an open feel in contrast the narrowness of Sea Wall and associated streets. The Royal Native Oyster Stores, the Pearson's Arms and the Horsebridge slipway are all listed and help to create the sense of place.

The associations with the past use of this area as a fishing settlement are reinforced by the sensory experience one can enjoy by moving into and through the area. A complex system of alleyways and buildings lead towards the sea front, which can be sensed through the smells and sounds of the sea itself, and the bustle of fishing and sailing activities. The fishermen's stores and the stores behind Lionel Cottage are listed buildings and give an idea of the type of traditional weatherboarded buildings along the sea shore that were more common prior to the various fires that swept through the town.

ii) Island Wall/Middle Wall

Although Island Wall has only a few listed buildings, the street as a whole presents an attractive appearance. The buildings on Island Wall are mainly terraced between Terry's Lane and Waterloo Road including some modern infill dwellings in red brick that blend happily with the existing townscape. The raised pavement along this section is a particular feature. The cast iron railings and the view down Waterloo Road from the raised pavement are important.



Island Wall

Copeland House (number 4) is an attractive early 19th property now used as a Bed and Breakfast. Numbers 6 to 16 are a terrace of 18th century houses known as Dollar Row because legend has it that they were built using the proceeds of the sale of 'dollars' raised from a sunken ship by local divers. The Old Kings Head at the end of this row is a locally listed building. Between Island Wall (to the north of Copeland House) and the sea front, is the Keam's yard car park. The car park was constructed in 1992 on the site of a derelict boat building yard. The car park is notable because it contains a carved timber groyne screen (by local artist Nigel Hobbins). Along the seafront boundary of the car park a timber walkway and viewing point was created and is now known as Cushing's View (after the actor Peter Cushing).

Opposite Waterloo Road the raised pavement disappears. On the western side of the road is Shipwrights Lee, a housing development on the site of the Anderson Rigden boat yard. To the south of this is the Vines, a housing development that takes its name from number 48/48a Island Wall which was traditionally known as the Vines. The Vines is an early 19th century grade II listed building.

Numbers 27 and 29 are located on the corner of Island Wall and Waterloo Road. The buildings have been re-fronted but behind there is a pair of 19th century cottages. Number 31 is a locally listed early nineteenth century cottage. The terrace (numbers 37 to 47) is early 19th century two storey, brick cottages. The cottages are set about half a storey (1.5 metres) below the level of Island Wall. The site of the terrace was, presumably, used to form the sea defence wall. Island Wall is between 4.1 and 4.4 metres above OD and the terrace is at 2.7 or 2.9 metres above OD. Numbers 49 and 55 is a pair of new houses built at the height of Island Wall rather than being set down at the lower level of the adjoining terrace. The building consequently is rather dominant in the street scene. Numbers 71 to 107 are a long terrace of two storey houses dating from the mid 19th century. Again this terrace is set down below the level of Island wall. This terrace has ground floor canted bay windows, a two over two sash window to the first floor and a semi circular arch over the front door.

On the opposite side of the street numbers 52 and 54 is a pair of Regency cottages. The terrace, numbers 56 to 74 is a late 19th century two storey, brick built with two storey canted bay windows. In contrast to the terraces opposite it is constructed level with the road. The design of the terrace changes at number 64 where decorative columns to the bay window are added. As the terrace progresses shop units were added. The terrace has been altered and some of the original character has been lost.

Middle Wall follows the line of the 1563 sea wall and has been affected by redevelopment over the years. However the line of the road and its elevation over the land to the west still



provides a visual acknowledgement of its role as a sea defence. The 1871 map of the town shows an almost continuous development of houses running north to south with a very strong building line set by the historic 'wall' or embankment. The eastern side of the road are the backs of the gardens of properties on the High Street with alleys running between the two. The council housing development that is located on the southern side of the street successful reflects the character of the area in a contemporary fashion.

Middle Wall – the rear facades of High Street properties define the eastern side of the street. In places, as above, this creates an unattractive appearance.

There are several historic buildings that define the building line of Middle Wall; 5 listed buildings and 15 locally listed buildings. The best groups are numbers 4 to 10 an early 19th century terrace built in yellow stock bricks and numbers 64 to 70 two separate rows of early 19th century cottages in white weatherboarding. The Wall Tavern is an important historic building and is constructed of white weatherboarding with a tiled roof. There are good views from Middle Wall across the former saltings (now Cornwallis Circle) towards the beach. The Saltings on the corner with Waterloo Road is a sheltered housing development in a vernacular style that was given a design award by the Whitstable Society.



Middle Wall looking south

Waterloo Road links Middle Wall and Island Wall. Numbers 5, 6 and 7 are listed buildings and all date from the early 19th century. Numbers 5 and 6 are weatherboarded cottages with six over six sash windows and attractive flat hoods over the doorways. Number 7 is constructed in painted brickwork with six over six sash windows and a semi circular arch over the doorway. This style of arch is a common feature in Whitstable. The terrace numbers 8 to 13 are locally listed and date from the mid 19th century. These buildings are located on the southern side of the street, and to the north are The Saltings and the Baptist Church. A new link road, Salt Marsh Lane was created in the 1990's to provide a vehicle route between Cornwallis Circle and Waterloo Road.

4.2 The Town Centre

The town centre is made up of Harbour Street (at the north end), High Street and Oxford Street.

i) Harbour Street

The most notable characteristic of Harbour Street is the spatial quality created by the interplay between the alignment of the street and the variety of styles and materials of buildings. The street gently curves and whilst the eastern side there is a fairly consistent building line on the west side there are changes that create narrow and wider spaces. This is particularly noticeable at the Albert Street junction. To the north of this junction the street is narrow and 'tight' and to the south it opens out to create a distinctive space.



Harbour Street – looking south

Harbour Street is an attractive specialist-shopping street, which has its own distinctive character containing 8 listed buildings, and 25 locally listed buildings mostly dating from the 19th century although there are two properties that date from the 17th/18th century.

Buildings are predominantly of brick construction; some with painted and rendered finishes. There are a few white weatherboarded buildings that add interest to the street scene. Pitched and mansard roofs covered in Kent peg tiles and slate are an important feature. Many have dormer windows and the uneven storey heights and roof outlines have a distinctive quality. There are some original shopfronts and others have been restored or reinstated with the benefit of grant aid. The most prominent buildings are number 1 Harbour Street a tall rendered neo-Gothic building dating from 1905, and at the High Street junction The Duke of Cumberland dating from 1867. This building is especially important in that it terminates views northwards along the High Street. Overall, there is a considerable mixture of styles, shapes and proportions of building giving a varied and stimulating appearance to the street.

Number 56 Harbour Street is an 18th century two storey house, known as the Captain's House. Numbers 50 and 51 is a pair of distinctive Whitstable cottages, white weatherboarded with half hipped and mansard roofs. Looking from the High Street northwards along Harbour Street number 48 (Williams and Brown Tapas) closes the street and is important visually. Other important buildings include the Tudor Tearooms and Mosaic (numbers 29 and 30).

ii) High Street

The High Street runs north south and its width is fairly consistent. There are no distant views out of the street as the buildings are closely packed together. The Duke of Cumberland acts as a focal point and terminates views northwards along the street. A feature is the number of alleys that link the High Street with Middle Wall. The High Street contains a variety of buildings from different periods of development (nine are listed and no. 44 locally listed). There is a great mixture of building materials and styles, however the street has an overall townscape character based on continuity of frontage and the scale of the buildings.

Only one building exceeds three storeys in height, numbers 21-23, the four storey 1960's Courts building. This building can be seen from many points in the town and is out of character with the townscape of the area. It is a negative feature in the conservation area.



St Alphege Church – urban green space

Equally out of character in terms of horizontal scale and building line is number 44/46, the Budgens Supermarket. Notable buildings include the Bear and Key (now Prezzo), Lloyds Bank (no.14/16), the Nat West Bank (no. 56a), the former Salvation Army hall, the former Congregational church (now the Playhouse) and St Alphege's Church. The group of buildings numbers 69 to 92 High Street running along the eastern side of the street to St.Alphege Church is also visually important.

The only significant gap in the built frontage of High Street is that in front of St.Alphege Church. The church is set back behind a row of pollarded trees and a visually restful largely grassed urban space is formed.

iii) Oxford Street

Oxford Street curves quite distinctively from a general north-south line round on a bend towards the southeast and then under the bridge to turn sharply to the southwest and then into Canterbury Road. The curve of the street and continuity of frontages adds visual interest. The resulting streetscape rather than the quality of individual buildings creates the character of the area. There are 13 listed buildings and 15 locally listed buildings in Oxford Street. The buildings are mainly in commercial use but there are some residential properties. There are some good original or restored shop fronts. Notable buildings include the Coach and Horses, numbers 1 to 5, the Forester's Hall entrance that now leads into the museum, numbers 5a to 9 (a range of 18th century cottages now in museum use), and the St Mary's Parish Hall, a good Arts and Crafts style building with an impressive entrance and forecourt set back from the main road. The groups of properties adjoining Cromwell Road numbers 37 to 65 (odd) and 54 to 76 (even) are also important.

On the eastern side of the street, almost opposite Nelson Road is the library. This modern (1960s) building is set back from the street frontage creating a small public square. A line of pollarded lime trees retains the street enclosure. The square also contains the war memorial and was repaved in Yorkstone in 1993. To the north of the library the road turns to the east and widens out. The modern Co-Op. supermarket, numbers 58 to 62, has a horizontal emphasis which detracts somewhat from the character of the street.



Oxford Street

4.3 Residential areas

The residential areas of Whitstable that grew up in the 19th century are a mix of terraced houses and more substantial villas (semi detached or detached). In historical terms the small terraced houses in brick or weatherboarding date from the 1830 to 1860 period. The larger terraces and villas date from 1860 to 1910. The early terraces are located in two main areas: the Victoria Street, Albert Street, Bexley Street, Sydenham Street and Woodlawn Street area; and the Canterbury Road, Swanfield Road and Belmont Road area.

j) Canterbury Road/Swanfield Road/Belmont Road

Canterbury Road is the major entrance to the town. The group of weatherboarded 18th century houses on the southwest of the road, numbers 1 to 37, give one an intimation of the seaside character of the town. This group of buildings are grade II Listed and are white weatherboarded with Kent peg tile roofs. These buildings form an attractive frontage and being on the outside of a curve create a sense of enclosure. This enclosure is terminated by the pinch point of the railway bridge which marks the start of the commercial centre.

Although these properties in Canterbury Road are generally attractive there are several cases where the weatherboarding has been rendered over and inappropriate windows installed. A white painted picket fence marks the front boundary of the properties and its uniformity gives a consistent appearance that adds to the character of the area. The buildings on the western side of the street, while not being listed, form an important frontage.

Belmont Road and Swanfield Road were built at the same time as the properties on Canterbury Road. The buildings are generally white weatherboarded with Kent peg or slate roofs. There is also a building with mathematical tiles (no.13) and another with "ashlar" weatherboarding (no.15) Swanfield Road. The group of weatherboarded properties create a very attractive enclave.

ii) Albert Street, Bexley Street, New Street, Sydenham Street, Victoria Street and Woodlawn Street.

During the early part of the 19th century there was a rapid expansion of small (four or five rooms) terraced housing in Whitstable. The houses, or cottages, were narrow fronted (one room wide) and built to the back of pavement. The elevations were simple and “classical”,



Sydenham Street

having two sash windows to the first floor with a door and window to the ground floor. Above the door is a half round ‘fanlight’ some with shell motifs. The majority of the buildings are constructed in yellow stock bricks with slate roofs. These houses were laid out on a regular grid pattern. Corner sites were used for public houses and the former Albert Street Methodist Chapel also dates from this period. A number of houses (nos. 34 and 44) in Sydenham Street have a rusticated rendered ground floor of some distinction.

The ‘block’ of terraced housing between Harbour Street and St Peter’s Street date from 1830 to 1840. In the second half of the 19th century the floor plan of terraced housing became more regularised. Byelaws were passed influencing room heights, ground floor ventilation was introduced and sash windows became standardised. Houses were also given ‘extras’ the most important of which was the bay window. These were generally single storey but could become major features as the century progressed. Examples of this change in house type can be seen in this area to the east of St Peter’s Street. The terraced housing dates from the 1870’s 1890’s and are larger properties than the 1830 cottages. They have a small front garden defined by a low wall, bay windows and more decorative brickwork.

The area suffered from some bomb damage during the 2nd World War. Victoria Street was badly affected by an air attack in 1941. Several houses were lost and in their place the Victoria Street flats and the Victoria Street car park were constructed. In the 1980’s this area of housing was designated as a General Improvement Area (GIA) that meant grants for improvement of houses (the provision of basic amenities) plus environmental improvements were made available. At this time Bexley Street and Fountain Street were pedestrianised and environmental enhancements carried out.

The character of the area results from the grid pattern layout of the streets together with the terraced housing. There are a number of closed vistas down the streets but no extensive views out. The streets are simple linear spaces with some planting in the pedestrianised areas. Elsewhere street trees are a rarity.

ii) Regent Street/Gladstone Road/ Argyle Road/King Edward Road/Warwick Road

The houses in this sub area are generally terraced, however there are some detached and semi-detached. The terraced housing in Regent Street is late 19th century two storeys with a canted bay window on the ground floor. The properties have a small front garden. Numbers 129 to 140 are inter war semi detached houses. The Argyle Road, Gladstone Road and King Edward Road terraces are similar in style and date but do not have front gardens. Warwick Road properties are a mix of Edwardian terraces and interwar bungalows.

iv) Cromwell Road

The houses in Cromwell Road date from the late 19th century. Numbers 1 to 53 (odd) are an interesting group of late Victorian properties with seaside flair. They are three-storeys and have two storey bay windows with balconies to the second floor. They were designed with a certain verve, and the details are elaborate and decorative. The terrace is a good example of late Victorian/Edwardian architecture that adds to the character of the town. Numbers 2 to 16 (even) are generally two storeys with gables facing onto the street. Beyond these terraces to the east there is a mix of two storey and three storey houses.

The properties in Cromwell Road have not suffered greatly from inappropriate alterations. There are many properties with original doors, windows and roofs. However, some architectural details such as the balconies and bargeboards have been lost.

v) Nelson Road

Nelson Road is a long street linking Oxford Street and Island Wall. The houses that front the street are generally two storeys with a mix of canted and 'square' bay windows to the ground floor. There is some variation of architectural style along the street, with some houses having double sash windows to the first floor, others with a single window. Number 47 is a detached house in a large garden with an interesting cast iron canopy and porch. The houses all have a front garden but they are not large enough for car parking and consequently parked cars line both sides of the street.



Oxford Mansions at the Oxford Street end of the street date from the 1950's and are a large three to four storey block of apartments. The building has a utilitarian appearance and is a neutral feature in the area.

vi) Lower Island Wall (including Wave Crest, Daniels Court and West Beach)

Beyond the main areas of Victorian terraced housing, to the west, the conservation areas has a different townscape quality, especially along the seashore.

Wave Crest faces directly onto the beach and is a row of three storey Edwardian properties. The buildings have a seaside appearance with balconies, with French windows and dormer windows in the roof. Daniel's Court is a 1980's development of three storey properties in yellow stock bricks and black weatherboarding. The development has a series of steeply pitched gables facing onto the seafront that reflect the style of Fishermen's huts.

Lower Island wall contains a mix of 20th century properties (terraced, semi detached and detached). The properties generally have large gardens. Lower island wall itself is a narrow road on the line of the old sea wall that formed the boundary with a salting.

The Saxon Shore development adjacent to the conservation area was constructed on the site of a squash court and before that a Boating Lake. To the south is the Golf Course built on one of the old saltings. These 'salts' remained undeveloped until the 1930's/40's and regularly flooded during high Spring tides.



Wave Crest

vii) Cornwallis Circle

Cornwallis Circle is a housing development dating from the 1940's. The houses are 1½ storeys: some have pairs of pitched roof (some hipped) dormer windows in the roof; and others have a gablet facing the street with a window cutting through their eaves line. The majority of the houses have had their original windows and doors replaced. Cornwallis Circle is built round the perimeter of one of the town's historic saltings.

viii) West Cliff

A street of late Victorian/Edwardian houses and detached villas. The majority of the properties have elaborate detailing with canted bay windows, decorative brickwork, and balconies. Several properties have retained their cast iron 'dog bars' to their windows and others have restored their boundary railings. The street is elevated and enjoys an open aspect to the sea across the golf course to the north. This creates an open character to the area in contrast to many other streets enclosed by housing on all sides.



West Cliff



Clifton Road

Clifton Road has a mix of terraced and semi-detached late 19th century housing on its northern side. To the south, adjacent to the railway, are a number of post war housing developments. The road has an attractive character with mature trees and hedgerows to the southern side and a mix of rendered and yellow stock brick housing on the northern side.

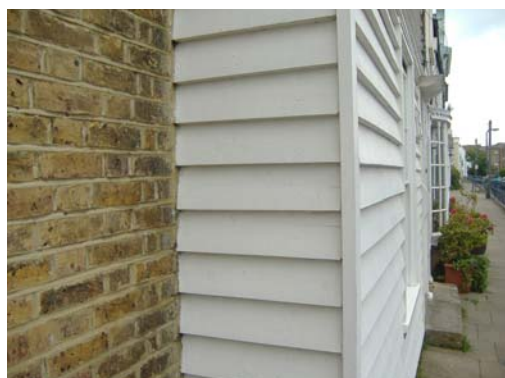
5. Built form and materials

The 19th century residential areas are an interesting mix of terraced, semi-detached and detached forms. The houses are generally constructed in yellow or red stock bricks with slate roofs and offer a uniformity and quality that collectively produce streets of architectural and historic interest. They are vulnerable to unsympathetic alterations, which spoil both the appearance of an individual property and of the street.

The many 19th century sub-areas that make up the overall conservation area all comprise buildings and building groups of architectural interest with key buildings of local interest in each sub area. In amongst these areas there are local details, materials and colours of buildings that aggregate together to give the total area its special character.

The traditional building structure is either timber frame or brick construction with a Kent peg tile or slate roof. Mansard roofs with half hips are a vernacular feature of many buildings. Timber framed buildings are often a very lightweight construction with 100 mm (4 inch) square framework sitting on sole plates. The sole plates and the ground floor framework are susceptible to decay and rot, and is a commonly required repair. Where such timber-framed buildings form a terrace they simply abut one another. In such cases the insertion of a firebreak division wall is considered to be an essential alteration while improvements and repairs are being undertaken.

Weatherboarding is a distinctive building material in the town. Several properties have had a pebbledash render applied on a metal lath over the weatherboarding. Wherever possible property owners are encouraged to remove the pebbledash and restore the weatherboard. This was carried out at numbers 17 and 29 Canterbury Road.



Weatherboarding and yellow stock bricks

Many 18th and early 19th century cottages along the main streets (Harbour Street, High Street and Oxford Street) were re-fronted and/or extended in the late 19th and early 20th centuries to create shops. The older structure is often found behind the newer frontage. In a few cases there has been a problem with the newer frontage moving away from the older, original, structure.

The conservation area contains a varied mix of materials. Walling materials are: yellow or red stock bricks, (frequently painted) stucco and weatherboarding. Weatherboarding is found with a square edge, beaded edges and chamfered edges. Early weatherboarding was of oak or elm and was pegged to the timbers. The majority of the weatherboarding in Whitstable is softwood (often deal) nailed in place. The majority of the boarding is laid horizontally, although there are some isolated incidents of it being fixed vertically. The boarding is traditionally rough sawn and painted, rather than stained. White and lighter colours are traditional for houses and black (barn tar finish) is common for industrial buildings where heat gain is less of an issue. Roofs are traditionally a mix of peg tile or natural slate, however concrete tiles have been used as replacements. Boundaries are a mix picket fences and boundary walls of brick.

6. Conservation area management

Conservation area designation is not intended to imply that development is prohibited and change not possible. Conservation area management is therefore concerned with how change and development can take place and positively respond to the area's character.

The conservation area appraisal has confirmed the wealth and quality of surviving historic buildings and building detail through the larger part of the conservation area. When considering new development this need not necessarily mean exact copying of historic building styles in new work though on occasion this may be the only appropriate way. However it does require developer and designer to come to an understanding of, and a respect for, the character of the historic town when drawing up their proposals. Every new proposal within the conservation area should be backed up by a thorough 'townscape' analysis of the site and its historic context. This exercise should 'inform' the design process and be part of a design statement submitted with a planning application.

A process of incremental, relatively small scale, development spread over some 300 years, has formed the character of much of the town. As a result the conservation area is a patchwork of buildings of differing dates and styles. The few extensive homogeneous developments, such as the Victorian residential areas, stand out as exceptions to the rule.

6.1 The article 4 direction.

Given the extensive amount of 18th and 19th century building in Whitstable it is not surprising that much high quality historic detail survives in the town. This extends from the buildings themselves to the gates, railings, steps and boundary walls and the rest, that form the buildings' street setting. As the majority of the buildings are unlisted, all such features would be vulnerable to damage through alteration or loss, with a consequential damaging effect on the character of the town, were they not protected to a great degree by planning law and in particular by the Article 4.2 direction covering the conservation area.

An interim article 4.2 direction covering all the dwellinghouses in the Whitstable conservation area was designated on 17th October 1996. The direction was advertised locally and an explanatory leaflet was delivered to all affected properties in January 1997. A letter explaining the effects of the direction was also sent to local builders and window installers. There were no objections made to the interim direction and it was formally confirmed on 16th April 1997. The introduction of the direction did cause an increase in the number of planning applications received for 'alterations'. However after approximately 18 months the numbers of applications had declined to similar levels before the direction was introduced. There were a number of planning enforcement cases that came about due to the direction and in 2001 the criteria for dealing with planning applications for window alterations were reviewed and confirmed. The criteria adopted in October 2001 for assessing planning applications to replace windows are as follows:

1. Use of purpose made, or high quality factory made timber sash windows. Planning permission not required if windows are an exact copy or replica.
2. Use of factory made 'economy' timber sash windows or uPVC vertical sliding sash windows as replacements for Victorian/Edwardian one over one or two over two sash windows (i.e. windows with one or two sash windows, not Georgian styles which are divided into six or eight small panes). Approve subject to choice of manufacturer and detailing, ensure that vertically sliding sashes are proposed.
3. Use of uPVC replacement windows in suburban houses (post 1920). Approve subject to choice of window style. In many cases the uPVC replacements can match the appearance of original joinery.

4. Applications to replace inappropriate modern windows in pre 1920 houses (i.e. houses originally built with timber sashes). Approve subject to choice of style of replacement unit. The replacement should match the appearance of traditional sashes as far as possible.
5. Applications to replace traditional vertical sliding timber sash windows with standard uPVC units (i.e. side hung, top hung, bottom hung, horizontal pivot, vertical pivot or louvre). Refuse permission.

The pre 1914 detail thus protected is today in large part literally irreplaceable. With historic detail such a key component of the character of the conservation area, its reintroduction should nonetheless be encouraged wherever reasonably possible, so long as the original arrangement can be identified.

Within conservation areas, controls are available to ensure that new buildings and alterations to existing buildings are designed to be sympathetic in character with their surroundings. Since 1975, trees have additionally been brought under protection, as trees often form part of the special landscape setting to historic buildings. The main aims of defining conservation areas are to preserve or enhance the character and setting of historic buildings and other harmonious groups of buildings, open spaces and trees, by the various controls available and also by initiating schemes of enhancement for each area.

There is a need to ensure that all future developments in the conservation area respect the local distinctiveness of Whitstable. When considering new development this need not necessarily mean exact copying of earlier styles in new work though on occasion this may be the only way. But it does require developer and designer to come to an understanding of, and a respect for, the character of the area when drawing up their proposals. Every new proposal within the conservation area should be backed up by a thorough analysis of the site and its historic context. This exercise should 'inform' the design process and be part of a design statement submitted with a planning application.

6.2 The conservation area boundary.

The conservation area was reviewed and extended in 1984 and again in 1991. The current boundary includes the historic core of the town together with the Victorian and Edwardian housing developments. As part of the appraisal consideration has been given to the existing conservation area boundaries and whether these should be enlarged or reduced. The existing boundaries have been drawn widely to encompass the historic centre and 19th and the early 20th century residential areas. The conservation area boundary could be brought in more closely to the confines of the historic settlement, but the existing boundaries have been established for many years and it is not inappropriate to draw the boundary widely. It is concluded that the conservation area boundary does not require adjustment.

7. Statement of Consultation

An article explaining the conservation area appraisal was published in the 2009 Winter edition City Council's magazine 'District Life'. The document was available to view at City Council Offices, the local libraries and on the City Council web site. The formal period for consultation was 16th November 2009 to 22 January 2010. The draft appraisal was reported to the Canterbury City Council's Whitstable Area Members Panel on 4 January 2010. The appraisal was then amended in light of the consultation and will be presented to the Development Control Committee along with a summary of any responses received on 2 March 2010. The Development Control Committee formally adopted the document as a 'material consideration' on 2 March 2010.

Appendix 1

Statutorily Listed Buildings (all grade II)

ROAD NAME	DETAILS
ALBERT STREET	The Methodist Chapel, 25.
ARGYLE ROAD	Gas lantern and column opposite 2, St John's Methodist Church Hall, St John's Methodist Church.
BELMONT ROAD	4-10 (even), 12 (Golden Lion Public House).
CANTERBURY ROAD	1 (Railway Inn), 11-37,26,
HARBOUR STREET	16, 29 (Tudor Restaurant), 30, Duke of Cumberland Hotel, 33, 50, 51, 56.
HIGH STREET	1 & 3 (Bear & Key Hotel), 6-12 (even), 28 & 30 (Royal Naval Reserve Public House), 115.
HORSEBRIDGE ROAD	Royal Native Oyster Stores, Slipway to west of Royal Native Oyster Stores.
ISLAND WALL	48 (The Vines), 86, 63 (Longwalk), 65 (Smithereens).
KNIGHTS ALLEY	Gas lantern and column to rear of 68 High Street.
MARINE TERRACE	The Old Neptune Public House.
MIDDLE WALL	Gas lantern and Column at corner of Beach Alley, 82 & 84 (The Wall Tavern), 114, 116 (Rosedene), 124 previously listed as Rye Upholstery Works now Ansleys Builders and Bentleys International Hairdressers.
OXFORD STREET	1-5 (odd), Foresters Hall, 5A, 7, 9, 37 (Coach & Horses Public House), 61, 54, 68, 70, 76.
SEA STREET	1-4 The Sail Lofts formerly known as Nos 14 and 15.
SEA WALL	14 & 15, The Pearsons Arms Public House, Ocean Cottage, Beach Cottage, Seaview House, Estuary House (formerly Seaview Bungalow), 2 stores (formerly listed as part of the Beach Stores 1-11, between Yacht Club and Reeves Beach), 2 stores to rear of Lionel Cottage (formerly part of the Beach Stores 1-11, between Yacht Club and Reeves Beach), 6 Fishermens Stores (rear and side of the Boat House, formerly listed as part of the Beach Stores 1-11, between the Yacht Club and Reeves Beach). The Boat House
SWANFIELD ROAD	24.
WATERLOO ROAD	Gas lantern and column outside 4. 5, 6, 7.

Appendix 2

Locally Listed Buildings

CANTERBURY ROAD	3,5,7 (Clayton Villas), 9
HARBOUR STREET (North West side)	Evangelical Church (Next to No.11),11, 12, 13, 14,17, 18, 25
HARBOUR STREET (South East side)	39,40,42,43,48,52,53,54,57,58, 59, 61, 62, 63,64,65, 66, 67 (Punch Tavern)
HIGH STREET (West side)	2/4 even, 24/26 even, 32, 56-68 even, 76-80 even, 84-88 even, Congregational Church (now Whitstable Playhouse), 104
HIGH STREET (East side)	7/9 odd, 17/19 odd, 43, 45, 47/49 odd, 61/63 odd, 69/71 odd, 73/75 odd, 77 79/81 odd, 83/85 odd, 87/89/91, 93/95/97, 101, former abattoir to rear of 99/101 – see Skinners Alley.
ISLAND WALL	18 (Old King's Head), 34, 40, 52-54 even, The Guinea (31)
MARINE TERRACE	Marine Cottage No 1
MIDDLE WALL	4-10 even, 24,26, 64 (Laurel Cottage), 66, 68, 69, 70, 71,73, 76,108 (Whitstable Glass), 110/112 even,
OXFORD STREET (East side)	11-13 odd, 15-17 odd, 41-43 odd, 45-51 odd, 53, 57-59 odd, 63-65 odd,
OXFORD STREET (West side)	56, 72 (The East Kent)
SEA STREET	1 (Sea Cottage), 2,3,4,12, Resthaven
SEA WALL (North West side)	1,2, 3 Pearson Cottages, Stag Cottage, Store adjacent to Stag Cottage, The Ness, The Nore, The Cottage, Lionel Cottage, Goldfinch Sailmaker (Sail loft), Whitstable Yacht Club, The Dinghy Store
SEA WALL (South East side)	Stone House
SKINNERS ALLEY	Former abattoir to rear of 99/101 High Street
WATERLOO ROAD	4, 8-13