



CULTURAL HERITAGE DESK-BASED ASSESSMENT

**Former Foxwood School,
Seabrook Road,
Hythe**

Planning • Heritage

Specialist & Independent Advisors to the Property Industry

March 2017

Local Planning Authority:

Shepway District Council

Site centred at:

TR 17532 34981

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EXECUTIVE SUMMARY

The Former Foxwood School, Seabrook Road, Hythe, is under consideration for development.

No nationally designated World Heritage Sites, Registered Parks, Historic Battlefield sites, or Historic Wreck sites lie within the vicinity of the study site. The study site lies c.160m north of the Royal Military Canal Scheduled Monument. The defensive canal was built in 1804 to 1809 during the Napoleonic Wars as a response to the threat of invasion. The canal was originally 18m wide and 2.7m deep with an adjacent rampart.

A designated heritage asset in the form of an 18th century Grade II listed building - Black Cottage - is located c.50m south of the study site.

The study site is thought to have a low archaeological potential for all past periods of human activity. This is due to the fact that Seabrook Road would have formed the medieval seafront and the land lying between Seabrook Road and Cliff Road would have been a sea cliff or bluff. This was later terraced, thus destroying any potential archaeological remains in the process. Cartographic evidence shows a quarry in the southeast of the study site as well as railway tracks in the north, both of which will have had an additional negative impact on the archaeology within the study site, together with later development. Whilst it is possible that archaeological remains may be present within the study site, the balance of probability is that these will be of purely local significance.

Non-designated assets of local importance are recorded in the form of a Second World War pillbox as well as a disused and dismantled railway track within the study site. We recommend the retention of the pillbox as part of the military heritage of the area.

In view of the study site's perceived archaeological potential, when considered against the likely extent of past post-depositional impacts, the redevelopment of the site is unlikely to have a significant or widespread negative archaeological impact, or heritage impact.

It is recommended that any further archaeological mitigation could follow the granting of planning consent, secured by an appropriately worded archaeological

planning condition. A Built Heritage Statement may be required to support a planning application.

Future low rise development is considered unlikely to have any built heritage impact as the study site does not make any significant contribution to the setting of any built heritage assets and is well screened from all nearby built heritage assets by existing development and plant screening.

1.0 INTRODUCTION AND SCOPE OF STUDY

- 1.1 This cultural heritage statement has been prepared by Sylvia White and Duncan Hawkins of CgMs Consulting on behalf of Hume Planning.
- 1.2 The subject of this assessment, also referred to as the study site, is The Former Foxwood School, Seabrook Road, Hythe. The site is c.6.2ha in extent and is centred on National Grid Reference TR 17532 34981. (Fig. 1).
- 1.3 Accordingly, Hume Planning have commissioned CgMs Consulting to establish the archaeological and historic landscape potential of the site, and to provide guidance on ways to accommodate any archaeological and historic landscape constraints identified.
- 1.4 In accordance with central, and local government policy and guidance on archaeology and planning, and in accordance with the 'Standard and Guidance for Historic Environment Desk-Based Assessments' (Chartered Institute for Archaeologists August 2014), this assessment draws together the available archaeological, topographic and land-use information in order to clarify the archaeological and historic landscape potential of the site.
- 1.5 This desk-based assessment comprises an examination of evidence on the Kent Historic Environment Record, Kent Archives and Local Studies and other sources, and includes the results of a comprehensive map regression exercise and historic landscape assessment.
- 1.6 The Assessment thus enables relevant parties to assess the archaeological and historic landscape potential of various parts of the site and to consider the need for design, civil engineering, and archaeological solutions to the archaeological and historic landscape potential identified.

2.0 PLANNING BACKGROUND AND DEVELOPMENT PLAN FRAMEWORK

- 2.1 Legislation regarding archaeology, including scheduled ancient monuments, is contained in the Ancient Monuments and Archaeological Areas Act 1979, amended by the National Heritage Act 1983 and 2002.
- 2.2 In March 2012, the government published the National Planning Policy Framework (NPPF), which replaced previous national policy relating to heritage and archaeology (PPS5: Planning Policy Statement 5: Planning for the Historic Environment). The National Planning Practice Guidance (NPPG) was published online 6th March 2014 and updated 10th April 2014 (<http://planningguidance.planningportal.gov.uk>).
- 2.3 The Planning Practice Guide previously issued in support of PPS5, together with accompanying English Heritage documentation, was cancelled 25 March 2015, to be replaced by three Good Practice Advice (GPA) documents published by Historic England: GPA 1: The Historic Environment in Local Plans; GPA 2: Managing Significance in Decision-Taking in the Historic Environment, and GPA 3: The Setting of Heritage Assets.
- 2.4 Section 12 of the NPPF, entitled *Conserving and Enhancing the Historic Environment* provides guidance for planning authorities, property owners, developers and others on the conservation and investigation of heritage assets. Overall, the objectives of Section 12 of the NPPF can be summarised as seeking the:
- Delivery of sustainable development
 - Understanding the wider social, cultural, economic and environmental benefits brought by the conservation of the historic environment
 - Conservation of England's heritage assets in a manner appropriate to their significance, and
 - Recognition of the contribution that heritage assets make to our understanding of the past.
- 2.5 Section 12 of the NPPF recognises that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. Paragraph 128 states that planning decisions should be based on the significance of the heritage asset and that the level of detail supplied by an applicant should be proportionate to the importance of the asset and should be no more than sufficient to review the potential impact of the proposal upon the significance of that asset.

- 2.6 *Heritage Assets* are defined in Annex 2 of the NPPF as: a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. They include designated heritage assets (as defined in the NPPF) and assets identified by the local planning authority during the process of decision-making or through the plan-making process.
- 2.7 Annex 2 also defines *Archaeological Interest* as a heritage asset which holds or potentially could hold evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
- 2.8 A *Designated Heritage Asset* comprises a: World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area.
- 2.9 *Significance* is defined as: The value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
- 2.10 *Setting* is defined as: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
- 2.11 In short, government policy provides a framework which:
- Protects nationally important designated Heritage Assets (which include World Heritage Sites, Scheduled Ancient Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields or Conservation Areas)
 - Protects the settings of such designations
 - In appropriate circumstances seeks adequate information (from desk based assessment and field evaluation where necessary) to enable informed decisions
 - Provides for the excavation and investigation of sites not significant enough to merit *in-situ* preservation.
- 2.12 The NPPG reiterates that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle, requiring a flexible and thoughtful

approach. Furthermore, it highlights that neglect and decay of heritage assets is best addressed through ensuring they remain in active use that is consistent with their conservation. Importantly, the guidance states that if complete or partial loss of a heritage asset is justified, the aim should then be to capture and record the evidence of the asset's significance, and make the interpretation publically available. Key elements of the guidance relate to assessing harm. An important consideration should be whether the proposed works adversely affect a key element of the heritage asset's special architectural or historic interest. Additionally, it is the degree of harm, rather than the scale of development, that is to be assessed. The level of 'substantial harm' is considered to be a high bar that may not arise in many cases. Essentially, whether a proposal causes substantial harm will be a judgment for the decision taker, having regard to the circumstances of the case and the NPPF. Importantly, harm may arise from works to the asset or from development within its setting. Setting is defined as the surroundings in which an asset is experienced, and may be more extensive than the curtilage. A thorough assessment of the impact of proposals upon setting needs to take into account, and be proportionate to, the significance of the heritage asset and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.

- 2.13 In considering any planning application for development, the planning authority will be mindful of the framework set by government policy, in this instance the NPPF, by current Development Plan Policy and by other material considerations.
- 2.14 The local planning policy framework is provided by the Shepway District Council Local Plan Review (2006) ('saved' policies applicable from 2013 onwards), which contains the following policy which provides a framework for the consideration of development proposals affecting heritage assets:

Policy SD 1 Sustainable Development

POLICY SD 1 All development proposals should take account of the broad aim of sustainable development - ensuring that development contributes towards ensuring a better quality of life for everyone, now and for generations to come. This involves meeting economic and social objectives and helping people meet their personal aspirations through accommodating the district's need for commercial and industrial development, new homes and other land uses and improving quality of life for all members of society whilst respecting the following environmental criteria:

Shape new development patterns in a way which reduces the need to travel, especially by car, and increases the attractiveness of walking, cycling and public transport;

Preserve and enhance built and cultural heritage including Listed Buildings and their settings, conservation areas, sites and settings of nationally and locally important ancient monuments and archaeological sites, historic parks and gardens and, historic landscapes;

Protect and enhance areas of countryside that are of special quality, particularly the Kent Downs Area of Outstanding Natural Beauty, Special Landscape Areas, Local Landscape Areas, Heritage Coast and undeveloped coast, ancient woodlands and, the best and most versatile agricultural land. Sustain the character and diversity of the wider countryside in general;

Protect and enhance designated or proposed sites of international, national, countywide and local wildlife importance and plant or animal life protected by law. Maintain the District's overall stock of nature conservation resources;

Locate new development within or around existing built-up areas, especially on previously developed land, in preference to 'greenfield' sites;

Maintain and improve the character and vitality of the built environment, promote a high quality of design and ensure that development density is appropriate to its location;

Encourage energy efficiency and conservation, re-use and recycling of materials and, the sensitive development of renewable energy resources;

Maintain and enhance water, soil and air quality;

Maintain and enhance the provision of recreational open space, amenity land and tree and hedgerow cover;

Prevent negative impacts on coastal protection, flood defence, land drainage and groundwater resources.

Safeguard and enhance the amenity of residents

Development proposals that would significantly conflict with one or more of environmental criteria above will only be permitted where it can be shown that:

- **there is an overriding economic or social need;**
- **negative impacts are minimised as far as possible and:**
- **measures will be taken to compensate for the adverse environmental effect. Compensatory measures should, as a minimum, ensure that no net environmental loss occurs.**

2.15 Criteria used to determine important historic hedgerows (The Hedgerows Regulations 1997):

To be 'important', a hedgerow must be at least 30 years **and** meet at least one of eight set criteria summarised below [they do not apply to hedgerows within the curtilage of, or marking a boundary of the curtilage of, a dwelling-house]:

1. Marks a pre-1850 parish or township boundary.
2. Incorporates an archaeological feature.
3. Is part of, or associated with, an archaeological site.
4. Marks the boundary of, or is associated with, a pre-1600 estate or manor.
5. Forms an integral part of a pre-1845 field system.
6. Contains certain categories of species of animals or plants listed in the Wildlife and Countryside Act or Joint Nature Conservation Committee (JNCC) publications.
7. Includes:
 - a) at least 7 woody species, on average, in a 30 metre length;
 - b) at least 6 woody species, on average, in a 30 metre length and has at least 3 associated features;
 - c) at least 6 woody species, on average, in a 30 metre length, including a black-poplar tree, or large-leaved lime, or small-leaved lime, or wild service-tree; or
 - d) at least 5 woody species, on average, in a 30 metre length and has at least 4 associated features. The number of woody species is reduced by one in northern counties. The list of 56 woody species comprises mainly shrubs and trees. It generally excludes climbers (such as clematis, honeysuckle and bramble) but includes wild roses.
8. Runs along a bridleway, footpath, road used as a public path, or a byway open to all traffic and includes at least 4 woody species, on average, in a 30 metre length and has at least 2 of the associated features listed at (i) to (v) below.
 - (i) a bank or wall supporting the hedgerow;
 - (ii) less than 10% gaps;
 - (iii) on average, at least one tree per 50 metres;
 - (iv) at least 3 species from a list of 57 woodland plants;
 - (v) a ditch;
 - (vi) a number of connections with other hedgerows, ponds or woodland;
 - (vii) a parallel hedge within 15 metres.

2.16 No designated World Heritage Sites, Registered Parks or Gardens, Historic Battlefield sites, or Historic Wreck sites lie on or within the vicinity of the study site. The Royal Military Canal Scheduled Monument (Designation No. 1003127) is located c.160m south of the study site. The Grade II listed 'Black Cottage' (Designation No. 1393476) is located c.50m south of the study site.

2.17 In line with existing national, strategic and local planning policy and guidance, this desk based assessment seeks to clarify the sites archaeological and historic landscape potential and the need or otherwise for additional mitigation measures.

3.0 GEOLOGY AND TOPOGRAPHY

3.1 Geology

3.1.1 The bedrock geology of the study site is recorded by the British Geological Survey Online as Weald Clay Formation – Mudstone. No superficial geology is recorded on the study site, but immediately to the south of it Storm Beach Deposits – Gravel, are recorded.

3.1.2 No geotechnical data is currently available for the study site.

3.2 Topography

3.2.1 The study site is located on a terraced cliff between Cliff Road and Seabrook Road and slopes steeply from 38m AOD to 7m AOD (Above Ordnance Datum) from north to south.

3.2.2 The scheduled ancient monument Royal Military Canal, originally built to protect England from invasion by Napoleon, runs c.160m south of the study site.

4.0 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND, INCLUDING AN ASSESSMENT OF SIGNIFICANCE

Timescales used in this report:

Prehistoric

Palaeolithic	450,000 -	12,000 BC
Mesolithic	12,000 -	4,000 BC
Neolithic	4,000 -	1,800 BC
Bronze Age	1,800 -	600 BC
Iron Age	600 -	AD 43

Historic

Roman	AD 43 -	410
Anglo-Saxon/Early Medieval	AD 410 -	1066
Medieval	AD 1066 -	1485
Post Medieval	AD 1486 -	AD1799
Modern	AD 1800 -	Present

4.1 Introduction

- 4.1.1 What follows comprises a review of heritage records within a 1km radius of the centre of the 'study site', also referred to as the study area, held in the Kent Historic Environment Record, together with an historic map regression exercise charting the development of the area from the eighteenth century onwards until the present day.
- 4.1.2 In terms of designated heritage assets, as defined above in paragraph 2.6 and as shown on Figure 2, no World Heritage Sites, Registered Parks, Historic Battlefield sites or Historic Wreck sites lie within the study area search radius. The Grade II listed 'Black Cottage' lies c.50m south of the study site and The Royal Military Canal Scheduled Monument lies c.160m south of the study site.
- 4.1.3 In terms of non-designated heritage assets, a Second World War pillbox is recorded on the study site (TR 13 SE 198, TR1740 3490). The disused and dismantled Hythe & Sandgate Branch railway line, running from Sandling Junction to Sandgate via Hythe, used to run across the northern part of the study site E-W (TR 13 NE 229, TR1679 3591). The double track was opened in 1874 and closed in 1951.

- 4.1.4 The map regression demonstrates that a large proportion of the study site has been developed during the 20th and 21st century. The northern-most part as well as the western-most part of the study site remain undeveloped to this point in time.

4.2 **Palaeolithic, Mesolithic and Neolithic (Early Prehistoric)**

- 4.2.1 No finds dating to the Palaeolithic, Mesolithic and Neolithic periods are recorded on or in the vicinity of the study site.
- 4.2.2 The study site's former topography as a sea cliff indicates that the archaeological potential of the study site for these periods can be considered to be low.

4.3 **Bronze Age and Iron Age**

- 4.3.1 No finds dating to the Bronze Age are recorded on or within the vicinity of the study site. A findspot for Iron Age pottery is recorded c.85m northeast of the study site (HER reference TR 13 NE 5, located at TR1777 3507).
- 4.3.2 The study site's former topography as a sea cliff indicates that a low archaeological potential can be identified for the Bronze Age and Iron Age throughout the study site.

4.4 **Roman & Anglo-Saxon/Early Medieval**

- 4.4.1 A Roman tile, found in the same spot as the Iron Age pottery mentioned above, is recorded on the HER (TR 13 NE 5, TR1777 3507).
- 4.4.2 A single sherd of possibly residual Roman pottery is recorded at a findspot c.700m west of the study site (TR 13 SE 217, TR1664 3484).
- 4.4.3 The Roman road running from Maidstone to Dover via Lympne is recorded c.580m northwest of the study site (TR 04 SE 120, TR0529 42610).
- 4.4.4 No Anglo-Saxon/Early Medieval archaeological finds or features are recorded on or within the vicinity of the study site.
- 4.4.5 The study site's former topography as a sea cliff indicates a low archaeological potential for all these past periods of human activity.

4.5 **Medieval**

- 4.5.1 The Domesday Survey of 1086 does not record any households at Hythe, but at Saltwood (www.opendomesday.org), which is now part of Hythe and lies roughly 700m further inland than Hythe town centre, 272 households (very large) are recorded.
- 4.5.2 The site of a potentially Medieval chapel, either the Chapel of St Mary or the Chapel of St Barnard, is recorded c.200m west of the study site (TR 13 SE 5, TR1711 3496).
- 4.5.3 The site of the Medieval Chapel of St Nicholas Newington is recorded c.340m northwest of the study site (TR 13 NE 37, TR17 35). A field nearby is still known as 'Chapel Field'.
- 4.5.4 A borehole carried out in 2007 during a watching brief of groundworks c.600m west of the study site revealed pottery sherds in clay dating to the 13th to 15th century (TR 13 SE 217, TR1664 3484). This find could potentially be related to a former stream course.
- 4.5.5 A Medieval cannon ball is recorded in a findspot c.640m northwest of the study site (MKE67792, TR1672 3510).
- 4.5.6 Hythe was a substantial Medieval sea port. It was a member of the Confederation of Cinque Ports, together with Hastings, New Romney, Dover and Sandwich. It is likely that the study site lay in eroding sea cliffs or bluffs within an agricultural landscape throughout this period, on the periphery of the Medieval seafront. A low archaeological potential is identified at the study site for this period.

4.6 **Post-Medieval and Modern**

- 4.6.1 The Royal Military Canal Scheduled Monument (Appendix 1 - list entry 1003127 for the section running c.160m south of the study site, 1005116 for the section running southwest of it and 1003260 for the section running southeast of it) was built during the Napoleonic Wars from 1804 to 1809 in response to the threat of invasion. It is a unique defensive work and the only military canal in the country. It was originally 18m wide and 2.7m deep with an adjacent rampart. Excavated earth formed the banquette and parapet on the landward side of the canal and behind this was an army supply route, the Royal Military Road. On the opposite side were the towpath and wharves. It also included a back and a front drain. The canal was

deliberately bent at every 1.2km – these positions were defended by eighteen pounder cannons positioned on raised banks. By the time the canal was completed in 1809, the threat of invasion had passed following Napoleon's defeat at the Battle of Trafalgar, and it was to some extent obsolete. In 1810 the canal was opened for public use and tolls were also collected for the use of the Royal Military Road. The last toll was collected at Iden Lock in December 1909. Today, Iden Lock is a sluice, so the main part of the canal is isolated, while the eastern section of the canal is still in use for pleasure boats. The canal was sold off in sections in the late 19th century, but was taken over by the military in both World War I and World War II. In both wars gun emplacements were sighted in virtually the same places as the original eighteen pound cannon sites. Despite some disturbances and development in the past, the 1.06km length of the Royal Military Canal running ENE from Twiss Road Bridge to Seabrook Lodge Bridge, c.160m south of the study site, survives relatively well and will contain archaeological information relating to its construction and use.

- 4.6.2 The Black Cottage, a Grade II listed building, is located c.50m south of the study site (list entry 1393476), fronting Seabrook Road. The building comprises a mid-18th century two storey single cell cottage with late 18th century and 19th century extensions and conversions. A significant amount of original fabric survives in the form of the 18th century external brick walls, chimneystack and roof structure. Internal decorative detail includes an 18th century brick fireplace with iron hooks for holding pots and smoking meat/fish, a wooden winder stair and a number of doors.
- 4.6.3 The disused and dismantled Hythe & Sandgate Branch railway line running from Sandling Junction to Sandgate via Hythe used to run across the north of the study site (TR 13 NE 229, TR1679 3591). The double track was opened in 1874 and closed in 1951. The railway station, which was located c.700m northwest of the study site, (TR 13 NE 95, TR16787 35327) has been demolished.
- 4.6.4 A Second World War pillbox is recorded on the study site (TR 13 SE 198, TR1740 3490).
- 4.6.5 A number of modern pillboxes, dating to the Second World War, are recorded in the vicinity of the study site (TR 13 SE 173, TR1680 3490 c.540m west of the study site; TR 13 SE 178, TR1690 3490 c.450m west of the study site; TR 13 NE 179, TR1790 3500 c.230m east of the study site) along the Royal Military Canal (MWX51305, TR1736 3473; MWX51496, TR1776 3480; TR 13 SE 197, TR17788 34800; MWX51306, TR1795 3480; MWX51406, TR1819 3484; TR 13 SE 193, TR1827 3484; and MWX51404, TR1832 3485) as well as along Princess Parade at

the seafront (TR 13 SE 195, TR1700 3440; 1424676, TR1721 3449; MWX51497, TR1731 3448; MWX51378, TR1753 3454; MWX51377, TR1792 3464; TR 13 SE 196, TR1800 3470; TR 13 SE 191, TR181 347; TR 13 SE 192, TR1834 3475). A length of Second World War beach defence is visible on aerial photographs taken in 1942 (MWX51462, TR1815 3466).

4.6.6 The study site is depicted in open land to the east of 'Hith' on the 1769 Andrews and Dury Map of Kent (Fig. 4).

4.6.7 The Tithe Map of 1840 (Fig. 5) shows the study site located within the parish of Newington Next Hythe at the time, and the land is described as follows:

Apportionment Number	Description	Cultivation
263	Hardhaver Field	pasture
262	Hardhaver Cottage and Sheep Pound	Garden etc
261	Lewly Sheep Yard	Pasture

On the tithe map, the Royal Military Canal is depicted south of the study site, with the canal bank to the north and the towing path to the south.

4.6.8 The study site is shown in more detail on the 1872 Ordnance Survey Map (Fig. 6). It is in use as rough pasture, with a spring running N-S in the south of the study site, a sheepfold in the east and a clay quarry in the southeast. Seabrook Road has been laid out and the Royal Military Canal is depicted south of the study site.

4.6.9 By 1898 (Fig. 7) the Hythe and Sandgate Railway has been built and runs through the north of the study site. The clay quarry has gone out of use and new field boundaries have been established. Northfield house has been built just outside the study site boundary in the southwest, and Seabrook Hall has been built just outside the study site boundary in the southeast.

4.6.10 The 1907 Ordnance Survey Map (Fig. 8) shows no further changes within the study site, but more buildings have been erected directly outside the study site boundary in the southeast.

4.6.11 The two buildings of Seabrook Lodge have been built in the northeast of the study site by 1933 (Fig. 9). A drive leads up from Seabrook Road. A playing field and pavilion has been laid out in the central area of the study site, and coniferous and

non-coniferous trees have been planted in its periphery. Northfield house, just outside the study site boundary is in use as a convent.

- 4.6.12 By 1940 (Fig. 10) the eastern Seabrook Lodge building has been dismantled and more trees have been planted west of the building. The eastern-most part of the study site appears to be in use as allotments.
- 4.6.13 The Google Earth Image of 1960 (Fig. 11) and the Ordnance Survey Map of 1961 (Fig. 12) show no substantial changes to the study site. Seabrook Lodge is now labelled as a school and it is known from historic sources that the railway line has ceased operation by then.
- 4.6.14 The 1966-85 Ordnance Survey Map (Fig. 13) shows a number of additional school buildings on the study site: three additional buildings have been erected in the north of the study site, one additional building has been erected to the east of the original Seabrook Lodge building, two further buildings have been built north of the playing field and three further structures are visible in the east of the study site.
- 4.6.15 By 1990 (Fig. 14) some tree clearance can be observed in the west of the study site.
- 4.6.16 A substantial new building has been built in the northeast part of the former playing field by 2003 (Fig. 15) with no other changes observed.
- 4.6.17 The central building complex in the north of the study site has been extended by 2013 (Fig. 16), as has the new building on the playing field, with an extension visible to the west of the original building layout.
- 4.6.18 The archaeological potential of the study site for the Post-Medieval and Modern periods is considered to be generally low with evidence for the disused railway, land use and quarrying most likely to be represented, together with a documented Second World War pillbox.

4.7 **Historic Landscape Type (Fig. 3)**

- 4.7.1 The HLC data for this part of Kent is not very detailed; the study site is identified as 'Post 1810 settlement (general)'.

4.8 **Historic Landscape Assessment (Fig. 5)**

- 4.8.1 A Historic Landscape feature is present in the vicinity of the study site in the form of the Royal Military Canal Scheduled Monument to the south of the study site. The canal is screened from the study site by existing housing and mature trees on the north and south of Seabrook Road respectively and the study site does not contribute significantly to the setting of the Scheduled Monument.

4.9 **Assessment of Significance (Designated Assets)**

- 4.9.1 Existing national policy guidance for archaeology (the NPPF as referenced in section 2) enshrines the concept of the 'significance' of heritage assets. Significance as defined in the NPPF centres on the value of an archaeological or historic asset for its 'heritage interest' to this or future generations.
- 4.9.2 The Royal Military Canal scheduled monument (Designation No. 1003127) is located c.160m south of the study site and is of National significance by definition due to its designation.
- 4.9.3 A designated heritage asset in the form of an 18th century Grade II listed building (The Black Cottage, Designation No. 1393476) is located c.50m south of the study site.

4.10 **Assessment of Significance (Non-Designated Assets)**

- 4.10.1 Non-designated assets of local importance are recorded on the study site in the form of a Second World War pillbox (TR 13 SE 198, TR1740 3490) and dismantled railway tracks (TR 13 NE 229, TR1679 3591) – the disused and dismantled Hythe & Sandgate Branch railway line, running from Sandling Junction to Sandgate via Hythe, used to run across the northern part of the study site E-W.
- 4.10.2 It is considered that there is a low archaeological potential for all past periods of human activity on the study site.
- 4.10.3 Whilst it is possible that archaeological remains may be present within the study site, the balance of probability is that these will be of purely local significance.

5.0 SITE CONDITIONS, THE PROPOSED DEVELOPMENT AND IMPACT ON HERITAGE ASSETS

5.1 Site Conditions

- 5.1.1 The study site comprises multiple phases of buildings, a driveway, as well as hardstanding in use as car parks, mature trees and the undeveloped part of the former playing field.
- 5.1.2 The topography of the study site suggests that all the land lying between Seabrook Road and Cliff Road was terraced out of the sea cliffs or bluffs of which the site comprised. Had any archaeological remains been present within the study site, they would have been removed by this process.
- 5.1.3 Past development, the planting and felling of trees, quarrying and the construction of the now dismantled railway tracks within the study site would have further compromised archaeological survival.
- 5.1.4 Agricultural and/or horticultural activity can be considered to have had a moderate, widespread archaeological impact.

5.2 Proposed Development

- 5.2.1 The study site is being considered for residential development in the order of 140 dwellings. These are understood to be of low rise type of 2.5 to 3 storeys. We recommend the retention of the pillbox present on the study site as part of the military heritage of the area.

5.3 Review of Potential Impact on Heritage Assets

- 5.3.1 A designated heritage asset in the form of an 18th century Grade II listed building (The Black Cottage, Designation No. 1393476) is located c.50m south of the study site.
- 5.3.2 The Royal Military Canal scheduled monument (Designation No. 1003127) is located c.160m south of the study site and is considered to be of National significance by definition due to its designation.

- 5.3.3 Non-designated assets of local importance are recorded on the study site in the form of a Second World War pillbox (TR 13 SE 198, TR1740 3490) and dismantled railway tracks (TR 13 NE 229, TR1679 3591) – the disused and dismantled Hythe & Sandgate Branch railway line, running from Sandling Junction to Sandgate via Hythe, used to run across the northern part of the study site E-W.
- 5.3.4 This assessment considers that there is a generally low potential for as yet to be discovered archaeological assets of a local significance to be present within the study site.
- 5.3.5 Future low rise development is considered unlikely to have any built heritage impact as the study site does not make any significant contribution to the setting of any built heritage assets and is well screened from all nearby built heritage assets by existing development and plant screening.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 The Former Foxwood School, Seabrook Road, Hythe, is under consideration for development.
- 6.2 No nationally designated World Heritage Sites, Registered Parks, Historic Battlefield sites, or Historic Wreck sites lie within the vicinity of the study site. The study site lies c.160m north of the Royal Military Canal Scheduled Monument. The defensive canal was built in 1804 to 1809 during the Napoleonic Wars as a response to the threat of invasion. The canal was originally 18m wide and 2.7m deep with an adjacent rampart.
- 6.3 A designated heritage asset in the form of an 18th century Grade II listed building - Black Cottage - is located c.50m south of the study site.
- 6.4 The study site is thought to have a low archaeological potential for all past periods of human activity. This is due to the fact that Seabrook Road would have formed the medieval seafront and the land lying between Seabrook Road and Cliff Road would have been a sea cliff or bluff. This was later terraced, thus destroying any potential archaeological remains in the process. Cartographic evidence shows a quarry in the southeast of the study site as well as railway tracks in the north, both of which will have had an additional negative impact on the archaeology within the study site, together with later development. Whilst it is possible that archaeological remains may be present within the study site, the balance of probability is that these will be of purely local significance.
- 6.5 Non-designated assets of local importance are recorded in the form of a Second World War pillbox as well as a disused and dismantled railway track within the study site. We recommend the retention of the pillbox as part of the military heritage of the area.
- 6.6 In view of the study site's perceived archaeological potential, when considered against the likely extent of past post-depositional impacts, the redevelopment of the site is unlikely to have a significant or widespread negative archaeological impact, or heritage impact.
- 6.7 It is recommended that any further archaeological mitigation could follow the granting of planning consent, secured by an appropriately worded archaeological planning condition. A Built Heritage Statement may be required to support a planning application.

- 6.8 Future low rise development is considered unlikely to have any built heritage impact as the study site does not make any significant contribution to the setting of any built heritage assets and is well screened from all nearby built heritage assets by existing development and plant screening.

SOURCES CONSULTED

General

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National Archives

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Cartographic

1769 Andrew and Dury Map of Kent

1840 Newington Next Hythe Tithe Map

1872 Ordnance Survey Map (1:2500)

1898 Ordnance Survey (1:2500)

1907 Ordnance Survey (1:2500)

1933 Ordnance Survey (1:2500)

1940 Google Earth Image

1960 Google Earth Image

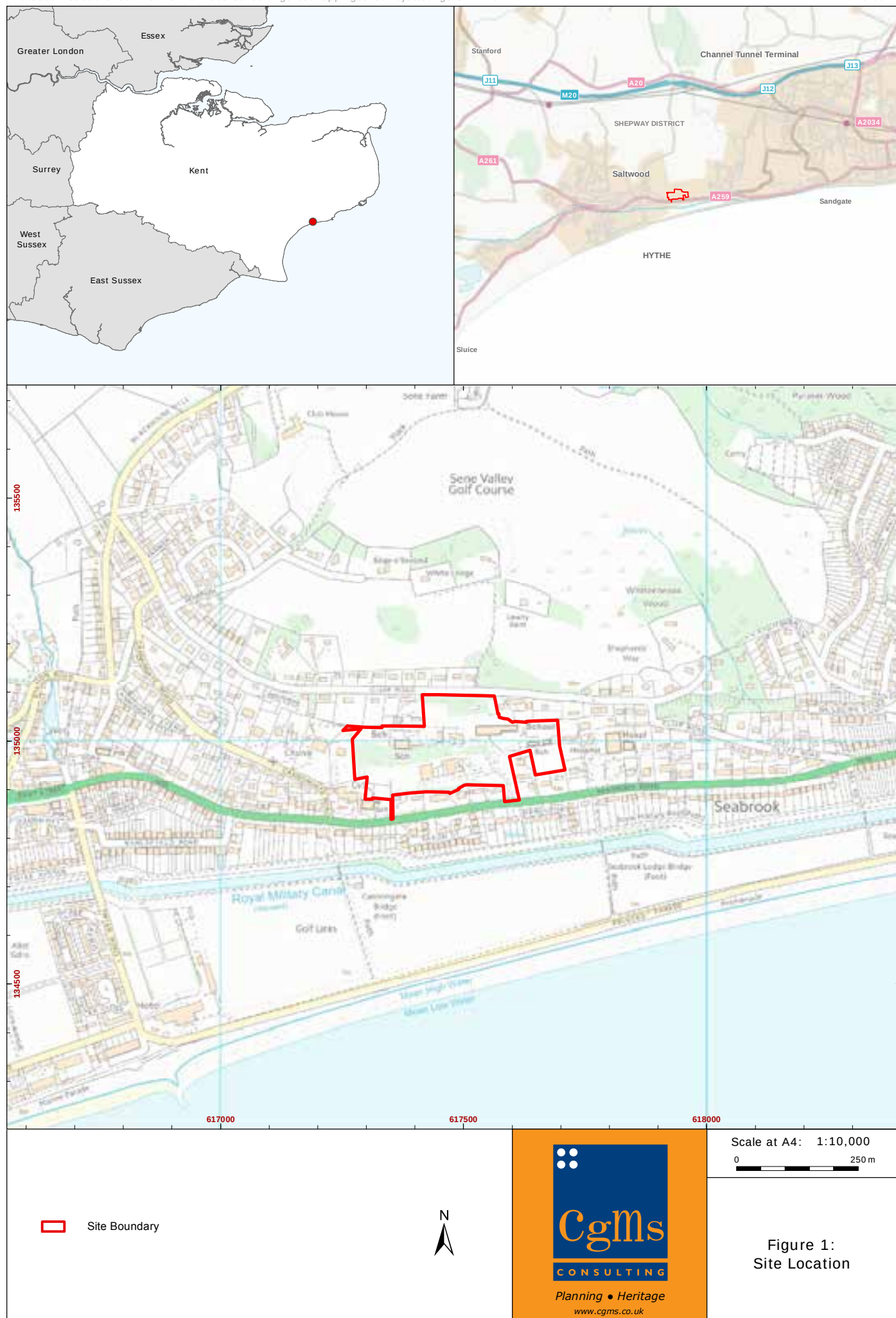
1961 Ordnance Survey Map (1:10560)

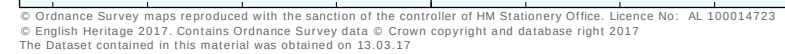
1966-85 Ordnance Survey Map 1:1250

1990 Google Earth Image

2003 Google Earth Image

2013 Google Earth Image







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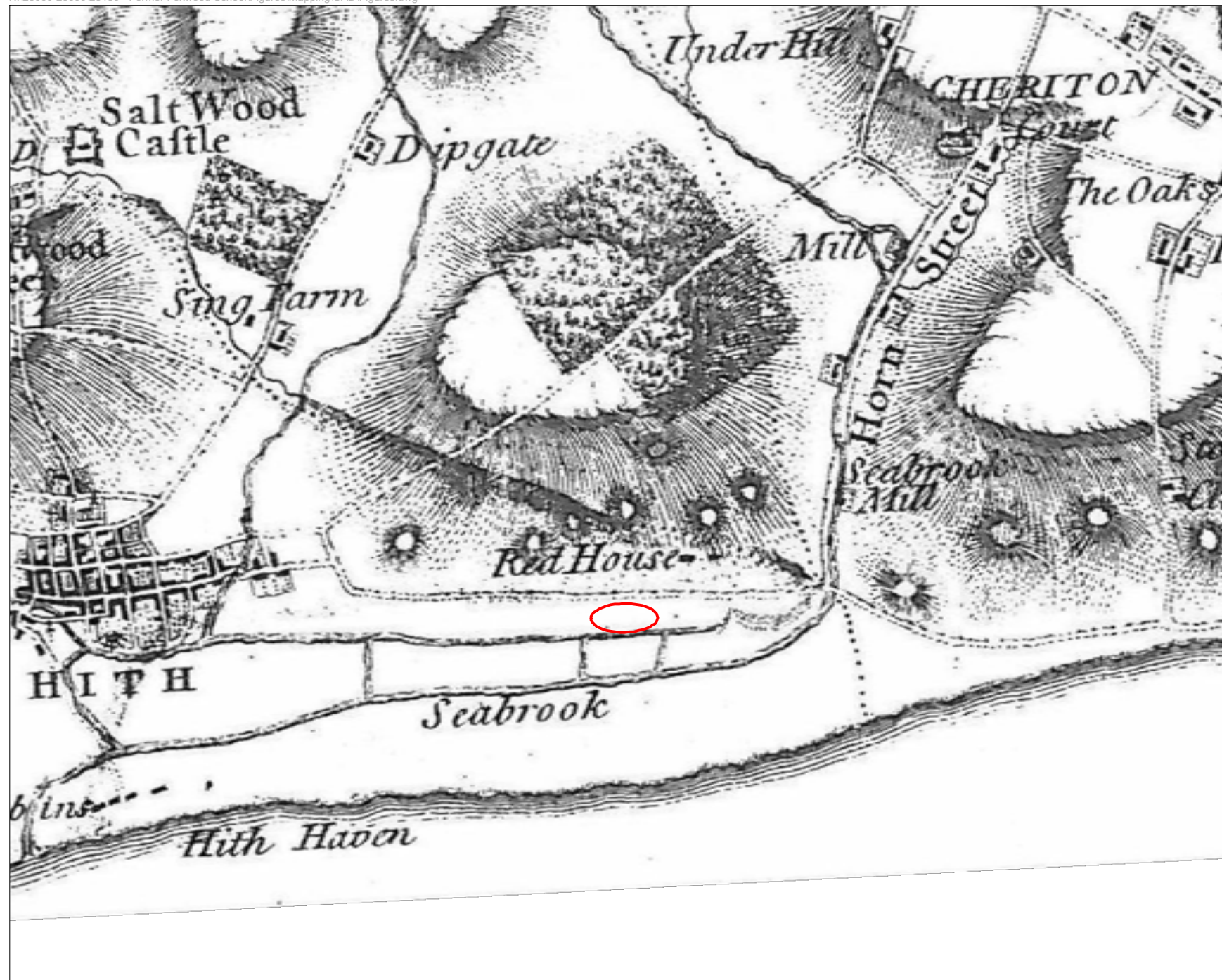
- Site Boundary
- Historic Landscape Characterisation



Scale at A3: 1:6,000



Figure 3:
HLC data (Historic
Landscape
Characterisation)



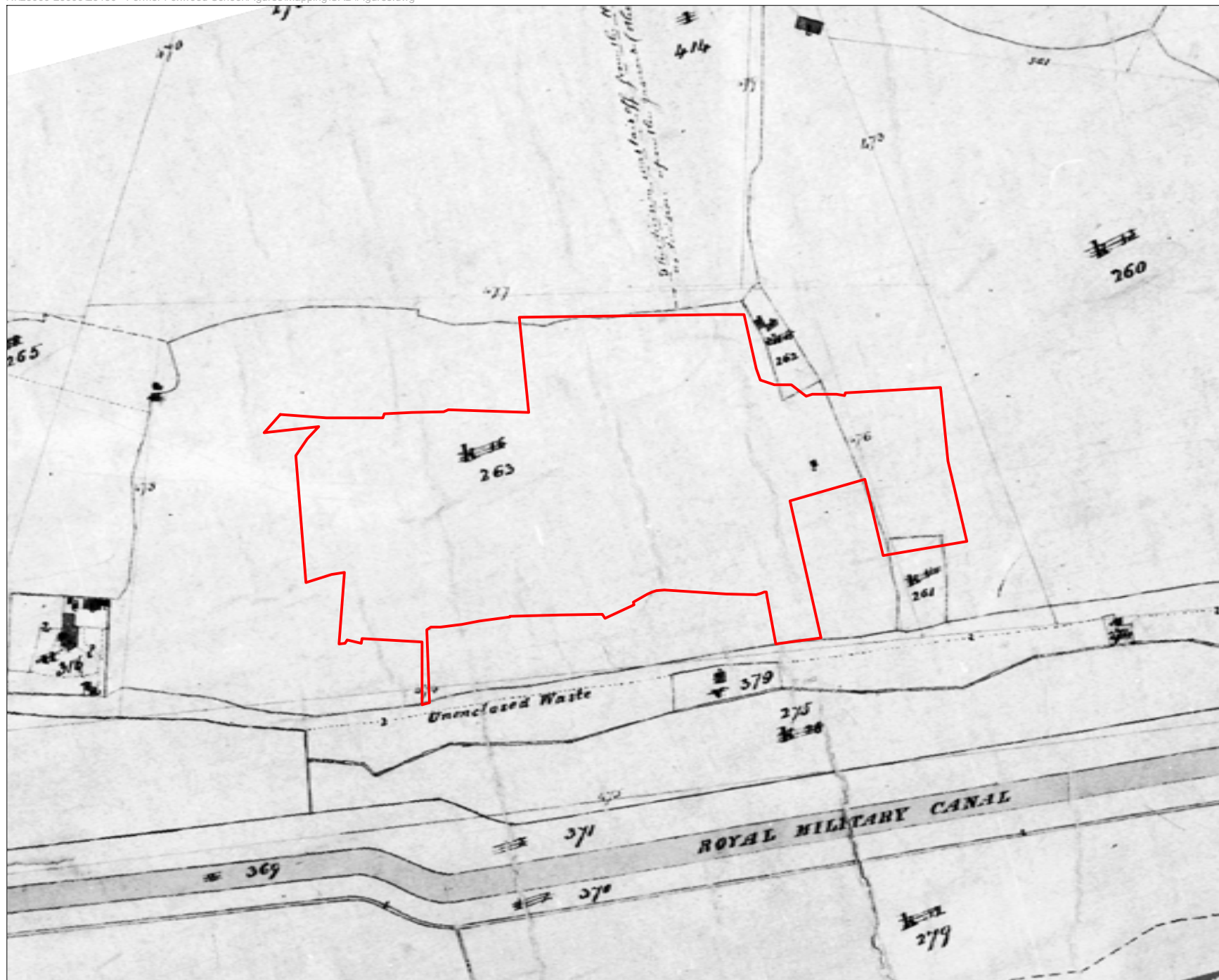
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 Site Location



Not to Scale:
Illustrative Only

Figure 4:
1769 Andrews and
Dury Map of Kent

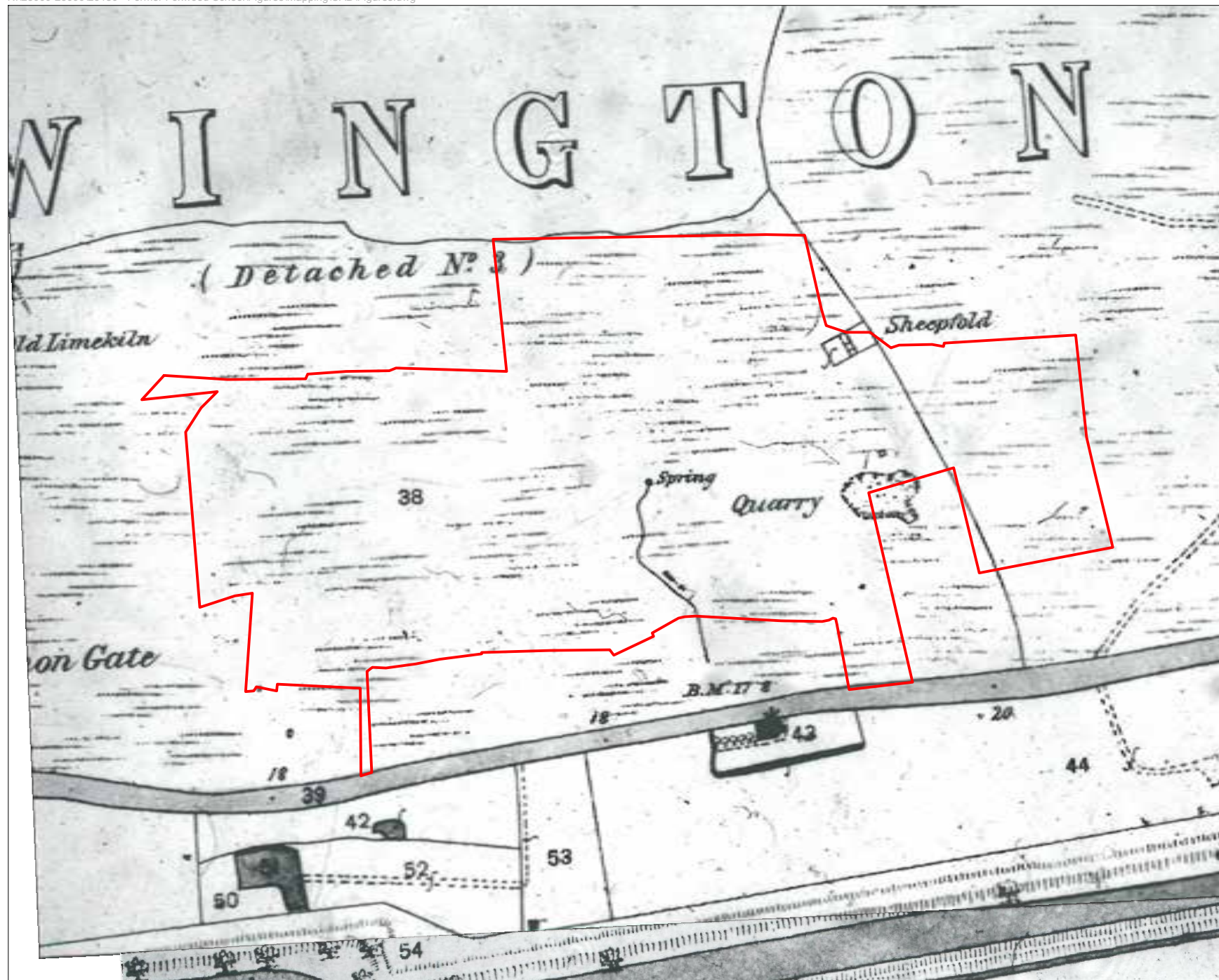


 Site Boundary



Not to Scale:
Illustrative Only

Figure 5:
1840 Newington Next
Hythe Tithe Map

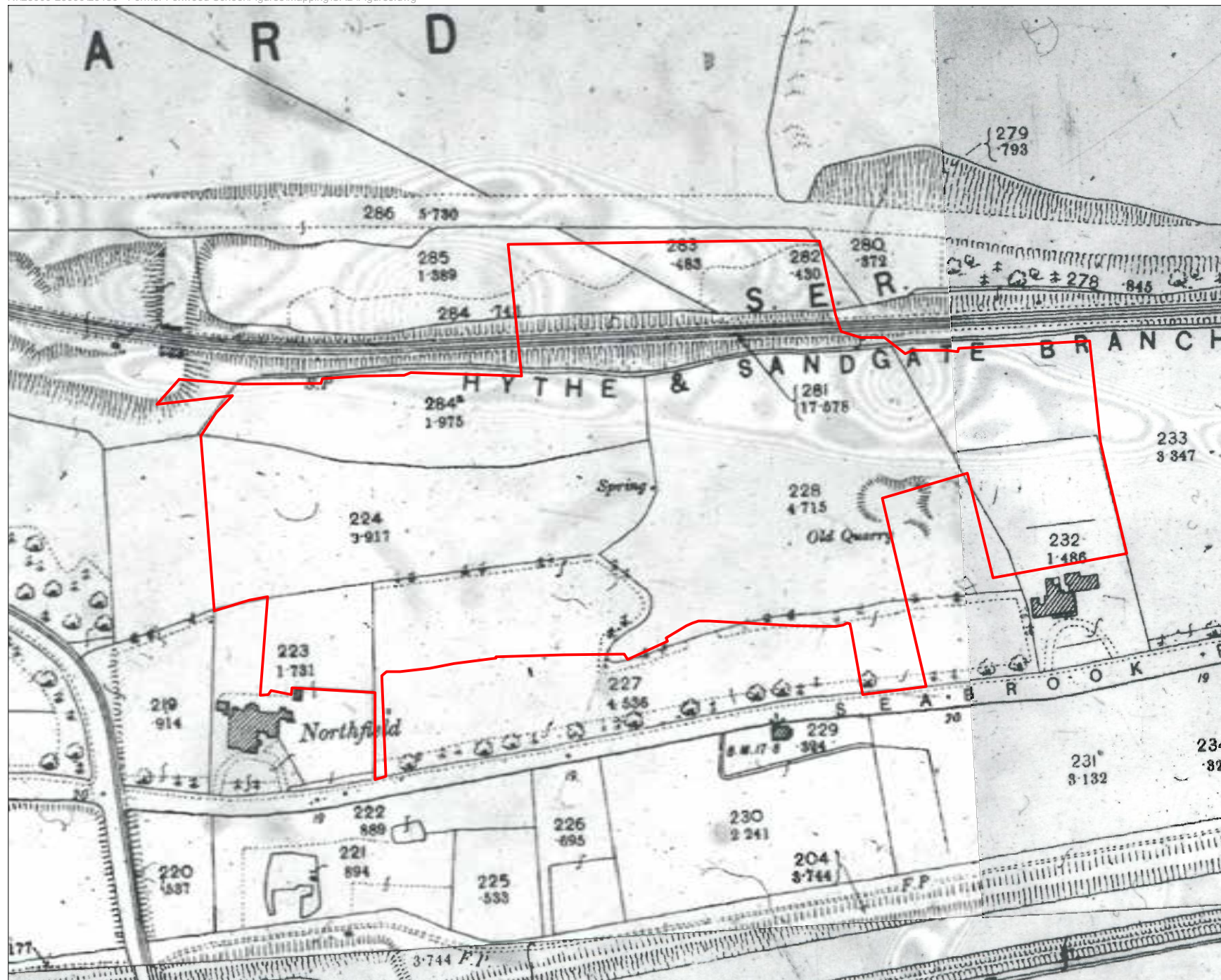


 Site Boundary



Not to Scale:
Illustrative Only

Figure 6:
1872 Ordnance Survey
Map 1:2500



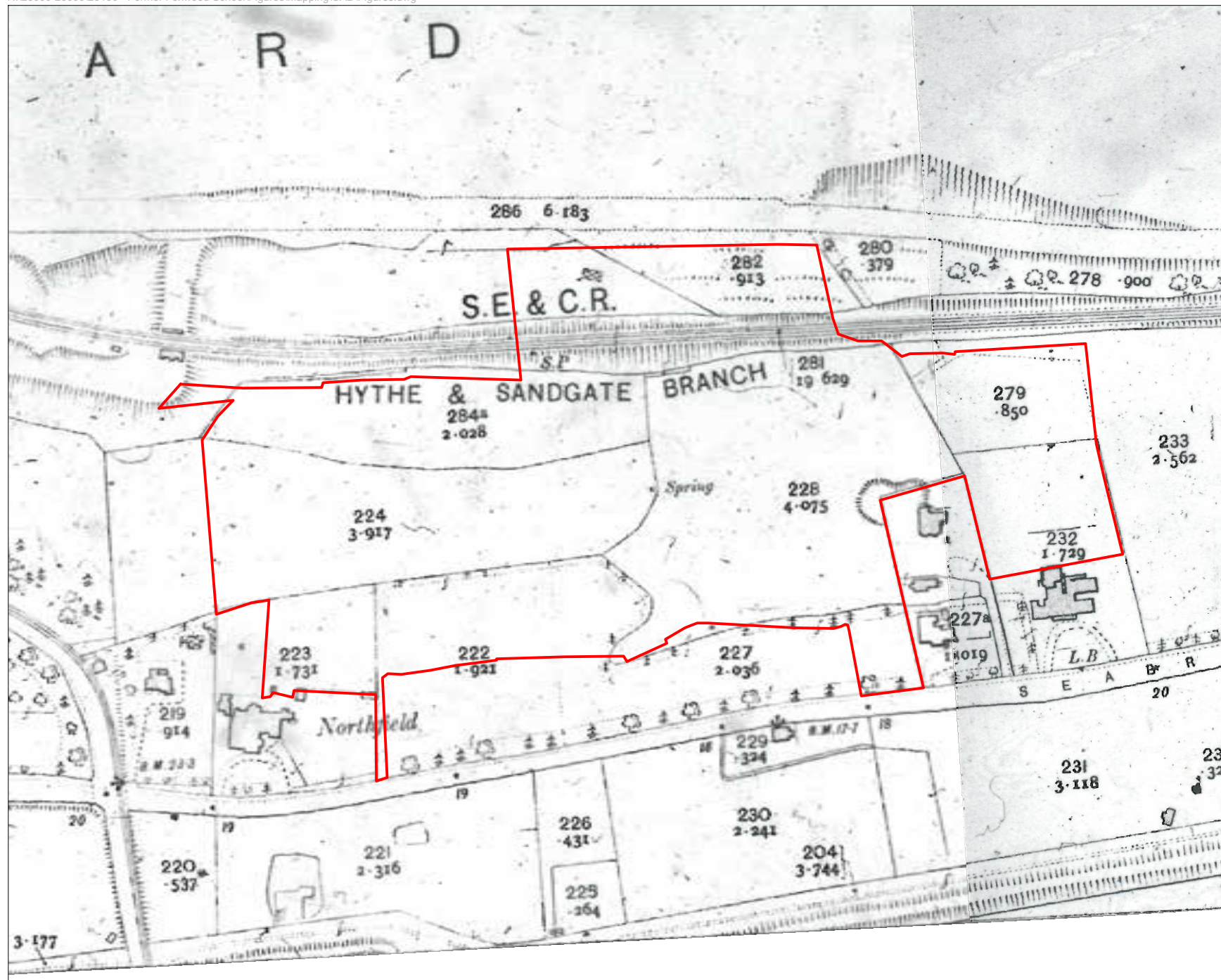
Planning • Heritage
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 Site Boundary



Not to Scale:
Illustrative Only

Figure 7:
1898 Ordnance Survey
Map 1:2500



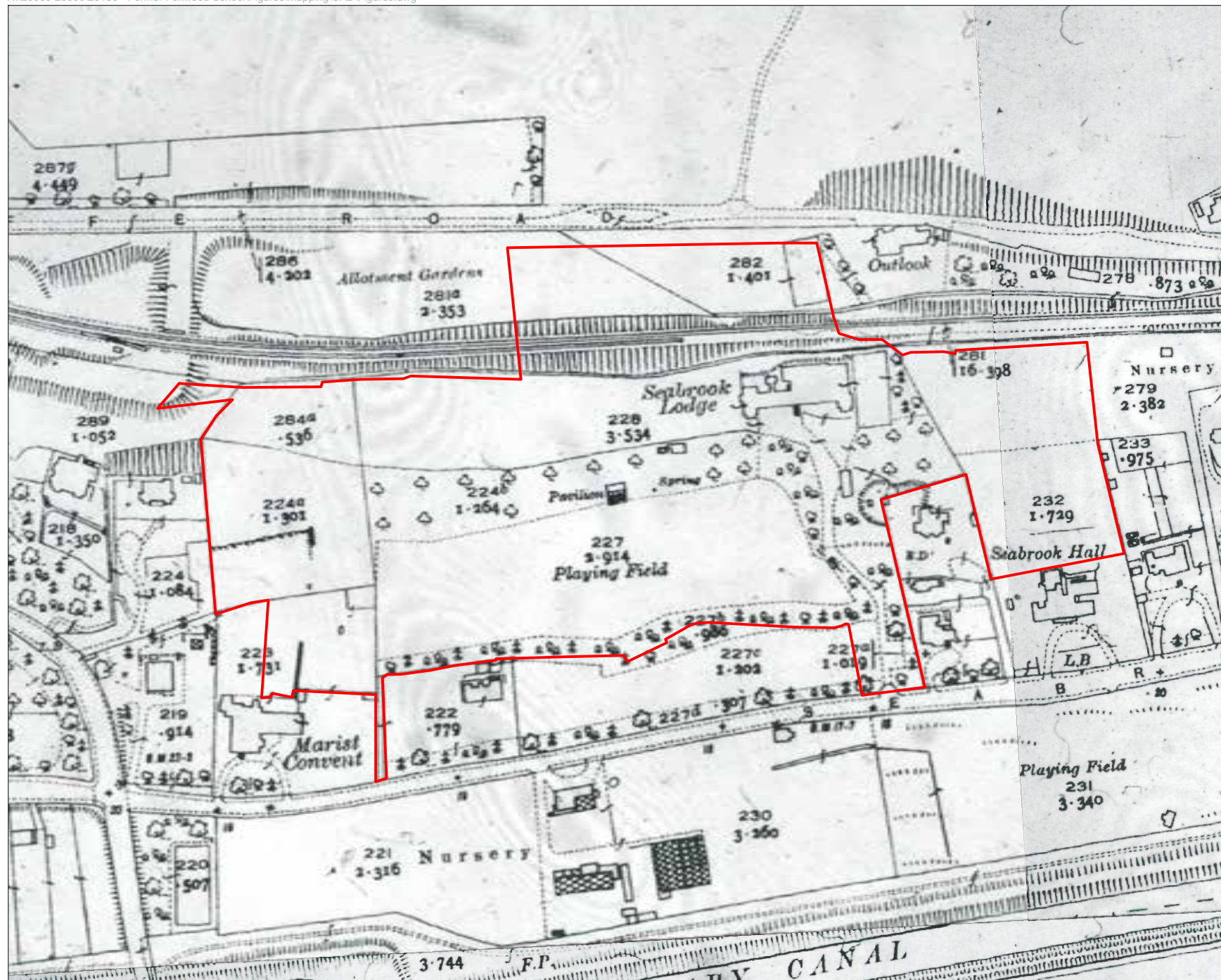
Planning • Heritage
www.cgms.co.uk

 Site Boundary



Not to Scale:
Illustrative Only

Figure 8:
1907 Ordnance Survey
Map 1:2500



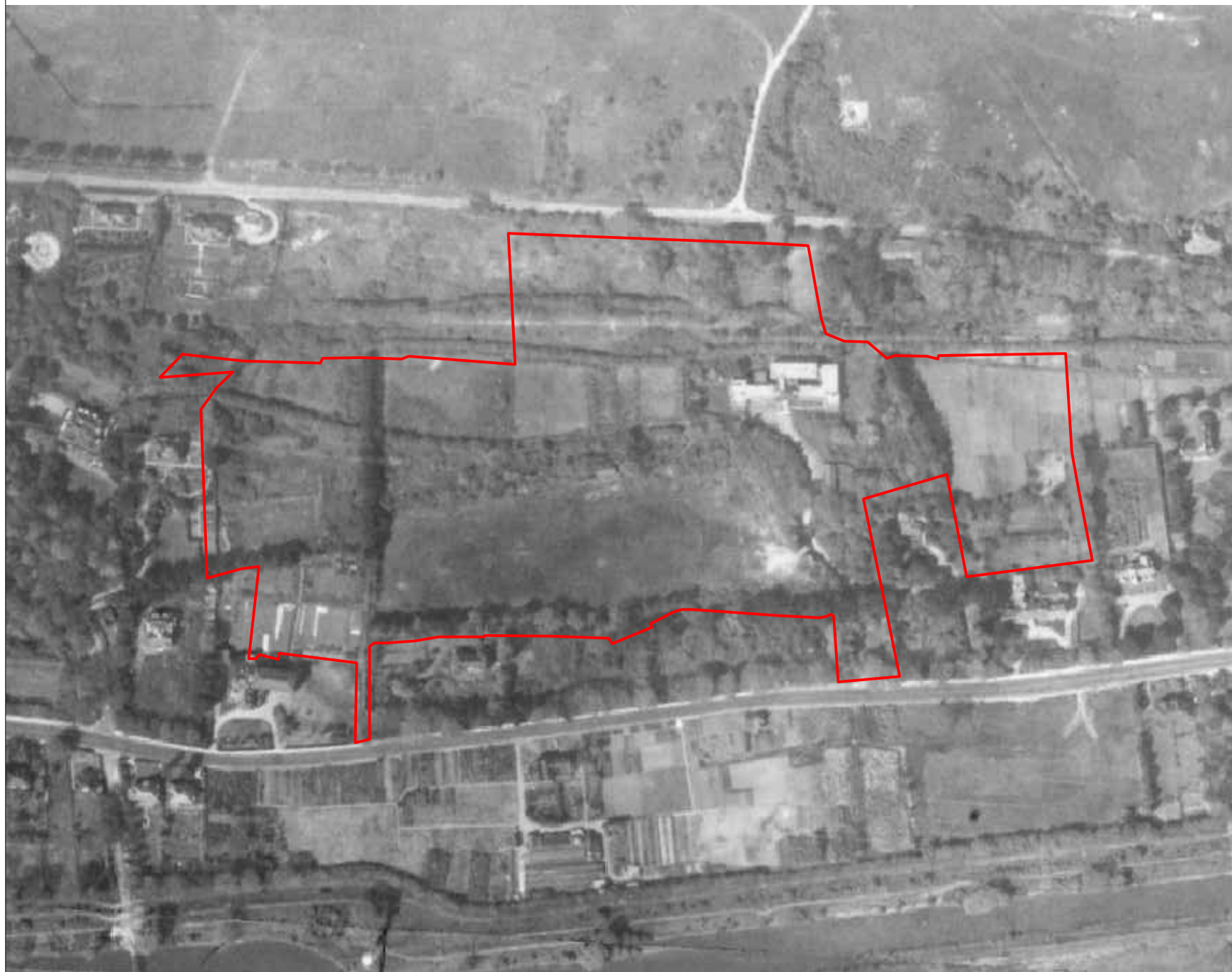
Planning • Heritage
www.cgms.co.uk

Site Boundary



Not to Scale:
Illustrative Only

Figure 9:
1933 Ordnance Survey
Map 1:2500



 Site Boundary



Not to Scale:
Illustrative Only

Figure 10:
1940 Google Earth
Image

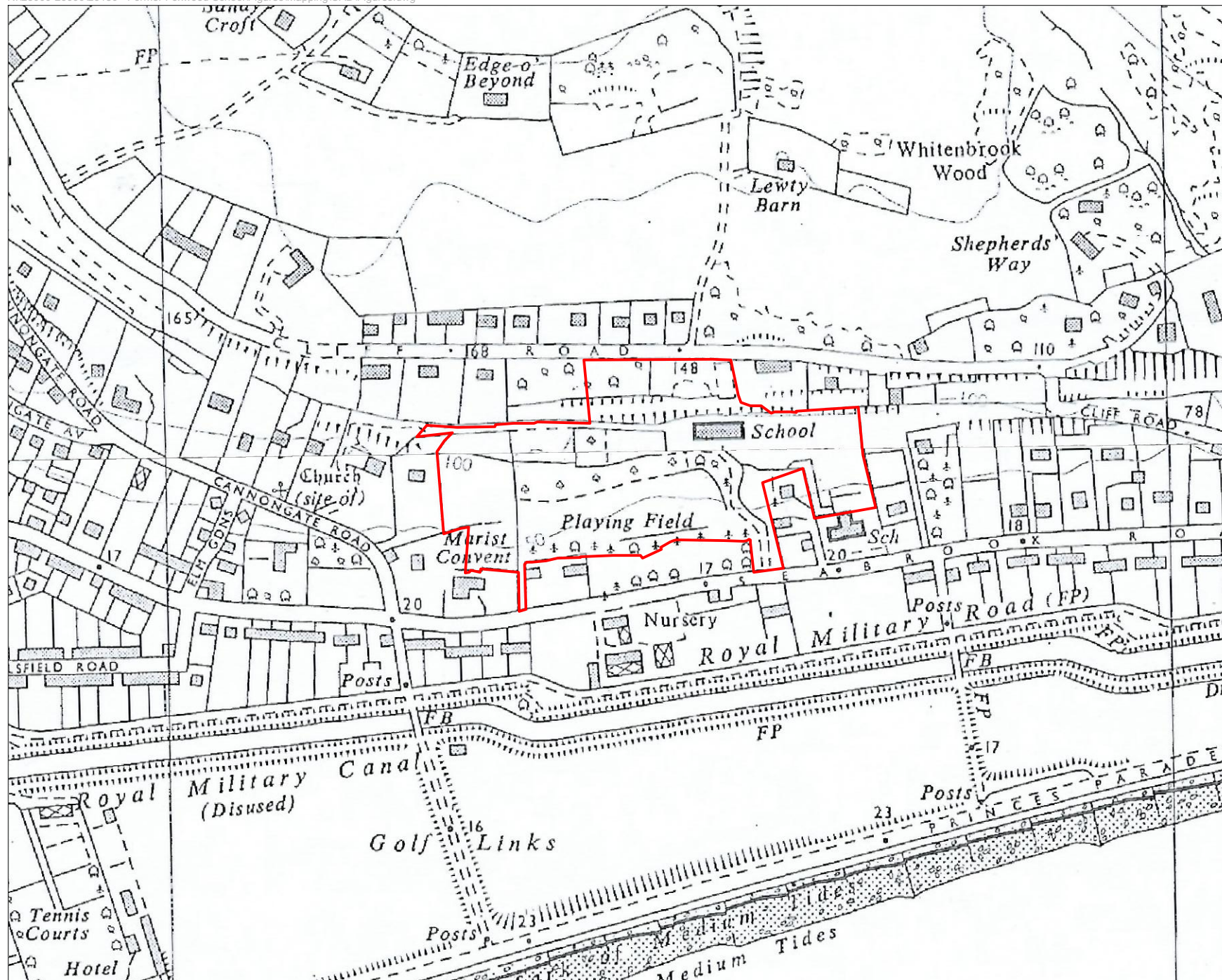


 Site Boundary



Not to Scale:
Illustrative Only

Figure 11:
1960 Google Earth
Image



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Site Boundary



Not to Scale:
Illustrative Only

Figure 12:
1961 Ordnance Survey
Map 1:10560



Not to Scale:
Illustrative Only

Figure 13:
1966-85 Ordnance
Survey Map
1:1250



 Site Boundary



Not to Scale:
Illustrative Only

Figure 14:
1990 Google Earth
Image



 Site Boundary



Not to Scale:
Illustrative Only

Figure 15:
2003 Google Earth
Image



 Site Boundary



Not to Scale:
Illustrative Only

Figure 16:
2013 Google Earth
Image

APPENDIX 1

Scheduling Entry Royal Military Canal, Twiss Road Bridge to Seabrook Lodge Bridge

Scheduling Entry Royal Military Canal, Town Bridge to Twiss Road Bridge

Scheduling Entry Royal Military Canal, Seabrook Lodge Bridge to Seabrook Sluice

County: KE 396 T KENT

File: AA 53363

Site Name: Royal Military Canal, Twiss Road Bridge to Seabrook Lodge Bridge

Local Auth.: SHEPWAY

Parish: HYTHE

Nat Grid Ref: TR16731783

Input/Last edited on: 09/DEC/1997

Site Description Details:

Visit Date: 11/MAR/1986

Here the level of the land S of the canal is lower than that further E. The steep scarp disappears and instead there is a slight drop down from the towpath to the golf course. N of the canal the parapet appears to have been landscaped, flattened out on top and spread out to a width of 12m with a small scarp down to the level of the path behind. Tree planting has taken place on top. By the land in the canal E of Twiss Bridge are boat houses, excluded from the scheduling. {2}

Visit Date: 24/MAR/1989

SCHEDULE ENTRY

The Canal was planned as a massive coastal defence, the purpose of which was to separate an enemy landed upon the coast of Romney Marsh from the interior of the country. John Rennie was the consulting engineer. The line of the canal was to stretch from beneath the cliffs of Sandgate through Hythe and along the edge of Romney Marsh until it joined the River Rother at Iden. Here the channel of the Rother was to be used to form the defence work as far as the river's junction with the Tillingham at Rye, the channel of the Tillingham its junction with the Brede as far as Winchelsea. From Strand bridge the canal was to stretch across Pett Level to Cliff End. Excavated earth was to form the banquette and parapet on the north side of the canal and behind this was to be built the military road. On the south side were to be the tow path and wharves. The canal and parapets were to be so built that gun positions would be provided at the end of each length to flank the crossings. The canal was begun in 1804 and completed by April 1809.

In the section of canal from Twiss Road Bridge to Seabrook Lodge Bridge, the level of the land S of the canal is lower than that further E. The steep scarp disappears and instead there is a slight drop down from the towpath to the golf course. N of the canal the parapet appears to have been landscaped; flattened out on top and spread out to a width of 12m with a small scarp down to the level of the path behind. Tree planting has taken place on top. By the bend in the canal E of Twiss Bridge are boat houses, excluded from the scheduling. Twiss Road Bridge is excluded from this scheduling, although the

remains of the canal over which it spans are included. Additionally Cannongate and Seabrook Lodge footbridges are excluded, but the canal remains beneath them are included.

ASSESSMENT OF IMPORTANCE

The Canal is an important element in the Napoleonic defences of SE England and is the only military canal in the country.{4}

County: KE 396 U KENT

File: AA 53364

Site Name: Royal Military Canal, Seabrook Lodge Bridge to Seabrook Sluice

Local Auth.: SHEPWAY

Parish: HYTHE

Nat Grid Ref: TR17831883

Input/Last edited on: 13/JAN/1998

Site Description Details:

Visit Date: 11/MAR/1986

In 1812 the defence of the left flank at Shorncliffe was completed by excavating the canal under a projecting escarpment to a depth of 22ft. A drawbridge was built to carry the Hythe-Folkstone Road across the cut. The contiguous battery, begun by General Twiss in 1809 was left incomplete. The drawbridge over the Seabrook was removed in 1840 and the unfinished defence work blocking part of the Sandgate-Hythe road was removed 1841. {4}
The canal here is a slightly silted up, broad water course. S of the canal's bank a scarp rises to the level of rough ground between the canal and sea road. N of the canal the parapet is still evident, largely vegetation free but with some new trees planted along its N edge. A path runs along behind. Evidence of a concrete ? gun emplacement survives near the NE end of the canal and the N bank of the canal is stone revetted here. {2}

SCHEDULE ENTRY

Description of Monument

In 1812 the defence of the left flank at Shorncliffe was completed by excavating the canal under a projecting escarpment to a depth of 22ft. A drawbridge was built to carry the Hythe-Folkestone Road across the cut. The contiguous battery, begun by General Twiss in 1809 was left incomplete. The drawbridge over the seabrook was removed in 1840 and the unfinished defence work blocking part of the Sandgate-Hythe road was removed in 1841.
The canal here is a slightly silted up, broad water course. South of the canal's south bank a scarp rises to the level of rough ground between the canal and the sea road. North of the canal the parapet is still evident, largely vegetation free but with some new trees planted along its northern edge. A path runs along behind. Evidence of a concrete gun emplacement survives near the north-east end of the canal and the north bank of the canal is revetted here.

Part of a grand defensive strategy for coastal defence in South East England against the threatened invasion of Napoleon Bonaparte. Associated with the Martello Tower system and the defensible camp for the field army on the Western Heights, Dover. The canal, by cutting off Romney Marsh, was intended

to trap the invaders in the Marsh and prevent them from quickly obtaining a foothold on the higher ground to the north.

Assessment of Importance

The Canal is an important element in the Napoleonic defences of SE England and is the only military canal in the country.{4}

County: KE 396 S KENT

File: AA 53362

Site Name: Royal Military Canal, Town Bridge to Twiss Road Bridge

Local Auth.: SHEPWAY

Parish: HYTHE

Nat Grid Ref: TR160346
TR167347

Input/Last edited on: 20/JUL/2004

Site Description Details:

Visit Date: 11/MAR/1986

With the exception of the small section of public garden W of the war memorial, a prominent parapet survives with a tarmaced path to its rear, along the course of the military road and a surfaced path running along the top with seating provided for the public. To the S of the canal is a tarmaced footpath with, by the recreation ground, evidence of a slight counter scarp to S. Further E, where an area of new housing immediately abuts the path, there is no evidence of counter scarp. {2}

Visit Date: 24/MAR/1989

SCHEDULE ENTRY

Description of Monument

The Canal was planned as a massive coastal defence, the purpose of which was to separate an enemy landed upon the coast of Romney Marsh from the interior of the country. John Rennie was the consulting engineer. The line of the canal was to stretch from beneath the cliffs of Sandgate through Hythe and along the edge of Romney Marsh until it joined the River Rother at Iden. Here the channel of the Rother was to be used to form the defence work as far as the river's junction with the Tillingham at Rye, the channel of the Tillingham its junction with the Brede as far as Winchelsea. From Strand bridge the canal was to stretch across Pett Level to Cliff End. Excavated earth was to form the banquette and parapet on the north side of the canal and behind this was to be built the military road. On the south side were to be the tow path and wharves. The canal and parapets were to be so built that gun positions would be provided at the end of each length to flank the crossings. The canal was begun in 1804 and completed by April 1809.

In the section of canal from Town Bridge to Twiss Road Bridge, with the exception of the small section of public garden W of the war memorial, a prominent parapet survives. There is a tarmacadamed path to its rear, along the course of the military road, and a surfaced path running along the top with seating provided for the public. To the S of the canal is a tarmacadamed

footpath with, by the recreation ground evidence of a slight counter scarp to S. Further E, where an area of new housing immediately abuts the path, there is no evidence of counter scarp. The public garden fittings, bandstand, seating and tarmacadam surfaced paths are excluded from the scheduling, but the land beneath them is scheduled.

The iron footbridge at TR16533462 is excluded from this scheduling, although the canal remains over which it spans are included.

Assessment of Importance

The Canal is an important element in the Napoleonic defences of SE England and is the only military canal in the country.{4}

APPENDIX 2

Scheduling Entry 'The Black Cottage' listed building

THE BLACK COTTAGE

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: THE BLACK COTTAGE

List entry Number: 1393476

Location

THE BLACK COTTAGE, 100, SEABROOK ROAD

The building may lie within the boundary of more than one authority.

County: Kent

District: Shepway

District Type: District Authority

Parish: Hythe

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 09-Oct-2009

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 506863

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

The Black Cottage is designated at Grade II, for the following principal reasons: * It is a building of three phases which comprises a mid C18 two storey single cell cottage, extended by one bay on each floor in the late C18 and with attached walled enclosure converted into living accommodation in the C19. These successive plan forms are little altered. * A significant amount of original fabric survives as the C18 external brick walls, chimneystack and roof structure survive intact. * Internal decorative detail includes an C18 brick fireplace with iron hooks for holding pots and smoking meat or fish, an C18 wooden winder stair and a number of C18 and C19 doors. * The building shows clear evidence of its building history over three building phases and, apart from the replacement of windows in the C20 within existing window openings and the blocking of a doorcase, is little altered.

History

Legacy Record - This information may be included in the List Entry Details.

Details

HYTHE

687/0/10007 SEABROOK ROAD 09-OCT-09 100 The Black Cottage

II Cottage, at one time in use as tearooms. North east section mid C18, extended to south east c1800 and C19 extension to west. The C20 south conservatory and cat run are not of special interest.

MATERIALS: The north east and south east parts are of two storeys painted Flemish bond brickwork with tiled roof, hipped to the north east and half-hipped to the south east with tall brick chimneystack. The west section is single storey, mainly of Kentish ragstone with some brickwork above and gabled tiled roof in two ranges with brick chimney at the eastern end.

PLAN: Originally a two storey one bay cottage with end chimneystack, extended by one bay on two floors to the southeast. Later a walled enclosure to the west was adapted to form an additional large ground floor room and the original front entrance on the eastern side of the north east elevation was converted into a window.

EXTERIOR: The north or entrance front of the eastern part of the building has one first floor casement window and two casement windows on the ground floor in cambered head linings. The western window retains a stone step underneath and was originally the main entrance. There is an iron tie. The east side elevation has a change

of levels between the north and south sides and a small cambered headed casement window lighting the staircase. The south side has a first floor casement, and ground floor casement with cambered head and rear entrance. The western side of the building is single storeyed and the north side has Kentish ragstone walls, still retaining traces of black pigment, and a wide C19 ledged and braced plank door. There is a bench mark carved to the left of the door. The west side lower part is of Kentish ragstone walling, interrupted by the insertion of two casement windows and the upper part of the wall and two gables is constructed of stretcher bond brickwork. The western part of the south front is built partly of Kentish ragstone and partly of brick.

INTERIOR: The north east ground floor room has a brick chimneypiece in the east wall, mainly of stretcher bond with a timber lintel and cambered arch in the north wall. The chimney contains a large hook for hanging a pot or smoking food and large nails. Adjoining is a wooden winder staircase. The ceiling has three beams with thin chamfers, the nail holes demonstrating it was originally plastered. There is a brick tiled floor, which is at a higher level than the adjoining rooms. The south eastern room has an exposed brick western wall of C18 brickwork, formerly external with a random bond pattern and a ledged plank south door with old hinges. A fireplace is thought to have been removed from the eastern wall. The winder staircase leads to the first floor and has a section of C20 splat balustrading at its head. The north east room has some exposed brickwork to the chimneystack. The south east part is divided into two rooms by C19 plank panelling which divided the single south window. These rear rooms have a half-hipped ceiling with exposed rafters. The roof structure to the north eastern part is hipped with rafters with collar beams. A half-hipped roof of common rafters with ridgepiece has been added to the south. Main access into the cottage is now directly into the western ground floor room. This contains a brick fireplace mainly in stretcher bond with wooden lintel and cambered arch, and a ceiling with exposed axial beam and floor joists.

HISTORY: The cottage is shown on a map of Hythe dated between 1820 and 1830. On this map two other cottages are shown, scattered on the road between Hythe and Seabrook, but this is now the only survivor. It also appears on a pre-1851 map of the Royal Military Canal. On the 1870 Ordnance Survey map the building is shown, still without any surrounding buildings and to its present extent, but there is a dividing line between the eastern and western halves. It is set within a sizeable plot of ground with a number of trees on the west side. By the 1898 map, the plot size has decreased considerably and to the south west is shown a nursery with a number of greenhouses. The cottage derives its name because it was formerly painted in a tar-like weatherproof coating. During the 1930s it was in use as tea rooms called The Black Cottage Tea Rooms.

SOURCES: 1820s map of Hythe. Map in Hythe Canal Book dated between 1805 and 1851. Articles in Hythe Reporter of 30 July 1927 and 30 December 1933.

REASONS FOR DESIGNATION * A small mid C18 two storey single cell cottage, extended by one bay on each floor in the late C18 and with attached walled enclosure converted into living accommodation in the C19. These successive plan forms are little altered. * A significant amount of original fabric survives as the C18 external brick walls, chimneystack and roof structure survive intact. * Internal decorative detail includes an C18 brick fireplace with iron hooks, an C18 wooden winder stair and a

number of C18 and C19 doors. * The building shows clear evidence of its building history over three building phases and, apart from the replacement of windows in the C20 within existing window openings and the blocking of a doorcase, is little altered.

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: TR 17545 34855

Map



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