

# Agenda

## Planning and Transportation Policy Working Group Meeting

Date: Thursday, 23 November 2023

Time 7.00 pm

Venue: Council Chamber, Swale House, East Street, Sittingbourne, ME10 3HT\*

Membership:

Councillors Monique Bonney (Vice-Chair), Kieran Golding, Alastair Gould (Chair), Mike Henderson, James Hunt, Elliott Jayes, Richard Palmer, Julien Speed, Karen Watson, Mike Whiting and Tony Winckless.

Quorum = 3

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Pages

### Information about this meeting

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- (b) Exit routes from the chamber are located on each side of the room, one directly to a fire escape, the other to the stairs opposite the lifts.
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- (d) Anyone unable to use the stairs should make themselves known during this agenda item.

2. Apologies for Absence

3. Minutes

To approve the [Minutes](#) of the meeting held on 19 September 2023 (Minute Nos. 292 – 304) as a correct record.

4. Declarations of Interest

Councillors should not act or take decisions in order to gain financial or other material benefits for themselves, their families or friends.

The Chair will ask Members if they have any disclosable pecuniary interests (DPIs) or disclosable non-pecuniary interests (DNPis) to declare in respect of items on the agenda. Members with a DPI in an item must leave the room for that item and may not participate in the debate or vote.

Aside from disclosable interests, where a fair-minded and informed observer would think there was a real possibility that a Member might be biased or predetermined on an item, the Member should declare this and leave the room while that item is considered.

Members who are in any doubt about interests, bias or predetermination should contact the monitoring officer for advice prior to the meeting.

**Part A Reports for Recommendation to the Policy & Resources Committee**

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**Issued on Monday, 13 November 2023**



The reports included in Part I of this agenda can be made available in alternative formats. For further information about this service, or to arrange for special facilities to be provided at the meeting, please contact [democraticservices@swale.gov.uk](mailto:democraticservices@swale.gov.uk). To find out more about the work of the this meeting please visit [www.swale.gov.uk](http://www.swale.gov.uk)

**Chief Executive, Swale Borough Council,  
Swale House, East Street, Sittingbourne, Kent, ME10 3HT**

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<b>Planning and Transportation Policy Working Group Meeting</b>	
<b>Meeting Date</b>	23rd November 2023
<b>Report Title</b>	Sheerness - Marine Town Conservation Area review
<b>EMT Lead</b>	Emma Wiggins - Director of Regeneration and Neighbourhoods
<b>Head of Service</b>	Joanne Johnson – Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Jhilmil Kishore - Senior Conservation and Design Officer (Projects)
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. To note the content of the public consultation draft of the character appraisal and management strategy document produced for the review, and the representations made on this by interested parties, the details of which are set out in the report appendices.</li> <li>2. To recommend to Policy and Resources Committee that the changes to the review document proposed in response to the representations are agreed.</li> </ol>

## 1 Purpose of Report and Executive Summary

- 1.1 The purpose of this report is to make the Planning and Transportation Policy Working Group (PTPWG) aware of proposed boundary changes to the Sheerness - Marine Town Conservation Area, and to recommend that the conservation area be formally re-designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act, 1990.
- 1.2 The proposals include a detailed character appraisal and associated management strategy in line with current good practice for the management of conservation areas. Officers recommend that PTPWG supports the changes to the review document set out in Appendix i and as reflected in Appendix ii) and recommend the proposed changes to Policy and Resources Committee.

## 2 Background

- 2.1 Sheerness - Marine Town Conservation Area was first designated in June 1976. It has not been systematically reviewed since its original designation and until now there has been no character appraisal or published management strategy. There is a formal requirement under the Planning (Listed Buildings and Conservation Areas) Act 1990 for Conservation Areas to be reviewed from 'time to time'.

- 2.2 The Swale Heritage Strategy, adopted in March 2020, has resulted in a stronger commitment by the Council to ensure its conservation areas are reviewed more regularly and possible new conservation areas also given consideration. The review of Sheerness - Marine Town Conservation Area is part of the work programme of the initial three-year action plan forming part of the adopted Swale Heritage Strategy 2020 – 2032. The focus on conservation areas in the initial action plan has given priority to those conservation areas in the borough classified locally and nationally as ‘at risk’ – of which there are eight: Sheerness - Marine Town Conservation Area is one of them.

### **3 Proposals**

- 3.1 The proposal is to re-designate and amend the boundary of the conservation area and to equip it with a detailed character appraisal and a complementary management strategy which will assist with development management and heritage conservation purposes over the next decade or more. It will be a matter for the Policy and Resources Committee to decide whether to formally adopt the Sheerness - Marine Town Conservation Area Character Appraisal and Management Strategy (as recommended and set out in **Appendix ii**, following consultation feedback), but the PTPWG is requested to provide feedback as part of the process of reaching a decision.
- 3.2 Part of the review process involved an assessment of whether the area should be extended or reduced in size. In this regard particular consideration was given to extending the conservation area west to include the three listed buildings in the vicinity of the current conservation area, identified as Boundary Extension A, and to include the entire section of Alma Street west of its junction with Richmond Street within the conservation Area, identified as Boundary Extension B.
- 3.3 The recommendations are that members:
- Note the content of the public consultation draft of the character appraisal and management strategy document produced for the review, and the representations made on this by interested parties, the details of which are set out in the report appendices; and
  - Recommend to Policy and Resources Committee that the changes to the review document proposed in response to the recommendations are agreed.

### **4 Alternative Options Considered and Rejected**

- 4.1 One option would be to not take this review work any further. This is not recommended because it would risk the justifiable continuation of the designation and/or the appropriately sensitive and positive management of the conservation area and its wider setting moving forward.
- 4.2 A second possible option would be to disregard some elements, or all of the feedback received, in terms of the suggested boundary change(s). However, the

feedback provided from the local community is valuable and to disregard this without sound reasons would call into question the value of the consultation process and potentially deliver reputational damage to the Council.

- 4.3 A third possible option would be to suspend the work on this review until some point in the future. Whilst this option would reduce expended officer time, it could still lead to (a) the designation being challenged, (b) reputational damage to the Council and/or (c) development and associated infrastructure provision decisions being made for the locality without an appropriate understanding and appreciation of the special qualities of the Sheerness - Marine Town Conservation Area.

## 5 Consultation Undertaken or Proposed

- 5.1 A six-week public consultation ran from 10th August 2023 up to and including 21st September 2023. Due to limited responses, it was further extended by ten days and concluded on 6th October 2023.
- 5.2 All those parties with property within or overlapping the current conservation area boundary were notified in writing of the review and were invited to comment, as were key relevant organisations including Kent County Council and Historic England.
- 5.3 Hard copies of the review document were made available at Sheerness Library and was available to view/download on-line via the Council's website for the duration of the public consultation period.
- 5.4 A total of five consultation responses were received, all from local residents. The officer's response to these responses (as summarised) is attached as appendix i.
- 5.5 Historic England has responded advising that it has no substantive comments to make.
- 5.6 Kent County Council in its function as the Highway Authority was consulted on the conservation area review but provided no feedback.
- 5.7 A written update was sent to Sheppey Area committee highlighting the main aspects of the Sheerness - Marine Town Conservation Area Review.

## 6 Implications

Issue	Implications
Corporate Plan	<p>Priority 2 of the Plan is: 'Investing in our environment and responding positively to global challenges'. Objectives 2.1, 2.4 and 2.5 of this priority are respectively to:</p> <p>(2.1) 'Develop a coherent strategy to address the climate and ecological emergencies, aiming for carbon neutrality in the council's own operations by 2025 and in the whole borough by</p>

	<p>2020, and pursue all opportunities to enhance biodiversity across the borough’.</p> <p>(2.4) ‘Recognise and support our local heritage to give people pride in the place they live and boost the local tourism industry.</p> <p>(2.5) ‘Work towards a cleaner borough where recycling remains a focus and ensure that the council acts as an exemplar environmental steward, making space for nature wherever possible’.</p> <p>The character appraisal and management strategy document, once amended as appropriate and subsequently adopted would support all 3 of the above-stated objectives from the Corporate Plan.</p>
Financial, Resource and Property	Implementing some aspects of the proposed Management Plan may have financial and resource implications for the council, particularly if it is decided to proceed with an Article 4 Direction review or/and signage review. These costs are not yet budgeted for and may need to be considered within any future Heritage Strategy Action Plans.
Legal, Statutory and Procurement	The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on every local planning authority to “ <i>determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance</i> ” and, from time to time, to review the functioning existing conservation areas.
Crime and Disorder	None identified at this stage.
Environment and Climate/Ecological Emergency	One of the three dimensions of sustainable development is its environmental role: contributing to protecting and enhancing our natural, built and historic environment.
Health and Wellbeing	The health and wellbeing aspects of interaction with heritage assets and heritage related projects are referenced in the adopted Heritage Strategy which underpins this review work.
Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Privacy and Data Protection	None identified at this stage.

## **7 Appendices**

7.1 The following documents are to be published with this report and form part of the report:

- Appendix i: Public consultation – table of representations (in summary form), and the council’s response to them.
- Appendix ii: Public consultation version of the 2023 draft Sheerness- Marine Town character appraisal and management plan document.

## **8 Background Papers**

[A Heritage Strategy for Swale 2020-2032](#)

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**APPENDIX i: TABLE OF REPRESENTATIONS, AND THE COUNCIL'S RESPONSE AND RECOMMENDATIONS FOR ANY CHANGES TO THE ASSESSMENT DOCUMENT IN RELATION TO THEM – FOR RE-DESIGNATING SHEERNESS- MARINE TOWN. C.A.**

<b>Rep. No(s).</b>	<b>Representation By</b>	<b>Summary of Representation</b>	<b>Officer Response</b>	<b>Recommendation</b>
1	Local Resident	Although anything which helps keep our local heritage is a good thing, really it's a bit too late for Marine Town or Sheerness as a whole, we have lost so much here due to council incompetence, example the old house at home pub in sheerness which should of been a listed building is now going to be pulled down probably set fire to before that, perhaps marine town should have money spent on cleaning it up before anything else now because it's an eyesore everywhere	Noted	No change to the assessment document needed.
2	Local Resident	I am a resident of the Marine town conservation area and have lived here for almost 44 years. My house was built in 1907 but I believe many of the houses in the street date back to around 1850 and the pub(s) Heights of Alma and the Hero of Crimea (no longer a pub) were named to commemorate the Crimean War. Indeed, Alma Street itself is named after the Battle of Alma. The area, once a community with shops etc has gradually gone downhill despite the efforts of some residents, schools, and the local council.... it is about time that the history was recognised, and money invested to spruce the area up. It has potential and with the close proximity of the beach should be protected.	Noted.	No change to the assessment document needed.
3	Local Resident	I'm not sure Marine Parade has anything left to save, have you seen the state of the beautiful houses turned into flats, it just looks awful. You need to focus on Barton Point Coastal Park, the cafe needs a serious revamp and opening up very soon I fear it won't be open for the summer now! Marine Parade also needs a major clean-up it looks very dirty, tired and unloved.	Noted	No change to the assessment document needed.
4	Neptune Terrace Residents Association	The majority of residents at Neptune Terrace ME12 2AW would welcome their inclusion within the Marine Town Conservation Area, particularly if it brings some much needed attention to the ongoing plights of residents to sympathetically improve the immediate vicinity. Residents who have spent the past 2 decades working alone, without the help or assistance of the local authority, to improve the situation here at this incredibly unique and historic seafront location.	Noted	No change to the assessment document needed.

PROPOSED SHEERNESS-MARINE TOWN. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
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		<p>I say improve the situation at this location because there wasn't an issue with the ongoing maintenance of the area until the start of the 21st century. Prior to this time, and as far as senior residents can recall, the entire area was regularly serviced and maintained by the local authority of the time, throughout their lifetimes and the 20th century!</p> <p>Since around 2000, the local authority and KCC has progressively withdrawn services from Neptune Terrace and the surrounding area, the bijou car park, the beach approach slope and the land in and around 13 Neptune Terrace, being the former Bait and Tackle shop, and all council owned land!</p> <p>Examples of neglect despite the efforts of residents to reinstate services that were withdrawn without any consultation or notification are as follows...</p> <p>The Neptune Terrace approach, car park and No.13 The Neptune Terrace Beach approach slope, car park area, in and around No.13 and Neptune Terrace footpath itself is inexplicably no longer swept by street cleaners, nor weeded by groundsmen. If it were they would have undoubtedly noticed a large oil spillage around No.13. Quite honestly, if it wasn't for the efforts of individual residents the area would be in an utter state being as long unruly weeds attract litter blown in the wind, and also the temptation for dogs to leave faeces!</p> <p>The integrity of the surface in some areas of the Neptune Terrace car Park, and pedestrian areas in front of Cain's Amusements, and No.13 is in a poor</p>		
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PROPOSED SHEERNESS-MARINE TOWN. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
		<p>state of repair, trip hazards are present and require immediate attention. Additionally, this is all recorded as council land!</p> <p>Neptune Terrace Footpath                      The Neptune Terrace footpath itself is woefully compromised due to the local authority having not undertaken any maintenance work to this flag-stone footpath in well over two decades! Indeed prompted by a story in the local newspaper in January 2007 (attached pdf) regarding the dangerous and hazardous condition of the uneven paving stones along the terrace, there was an attempt by the Sheppey Local Engagement Forum in 2009 to address the situation. However, despite funds being raised they promptly run out during the period of works and only 2/3 of the flag-stones were lifted and re-laid leaving the rest to continue to deteriorate. Indeed, so poor was the quality of the workmanship, since the project was abandoned the flag-stones have loosened and moved revealing gaps of easily 4-5cm in places allowing substantial water ingress between the flags, and we believe saturating the ground below and currently showing signs of subsidence in a southerly direction against the retaining wall of Fountain Cottage, Redan Place, ME12 and sinking in other areas! The structural integrity of the Neptune Terrace footpath honestly needs attention as soon as possible, left unattended residents foresee a time when the footpath is permanently closed for safety reasons!</p> <p>In the past two decades virtually every enquiry made to the local authority regarding issues in the Neptune Terrace area have resulted in the eventual response that Neptune Terrace is private land, however this is well know to residents and had never been an issue to the local authority in the last century. The entire area including the Neptune Terrace footpath were maintained and everything that remains was provided by the local authority</p>		

PROPOSED SHEERNESS-MARINE TOWN. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
		<p>of the time. We know from consultations with Natural England during the coastal pathway project, that Neptune Terrace has an absent landlord, although neither NE, nor residents, have any idea as to who that maybe, they have been absent for as long as anyone can recall and land registry searches reveal nothing. Theories are the land could be the property of the Catholic Church, or maybe the Royal Navy, being as both were very prominent in the area when Neptune Terrace was built in around 1835.</p> <p>It is now considered an Historic Public Right of Way.</p> <p>However, this fact did not deter the local authority of the past from recognising the significance and importance of the Neptune Terrace footpath being as it provides the ONLY DIRECT LINK BETWEEN THE EAST &amp; WEST SHEERNESS PROMENADES and as such was appreciated for this fact and maintained at public expense, being as it is primarily the general public who rely upon its existence and is a vital thoroughfare.</p> <p>Unbelievably, Neptune Terrace FOOTPATH was included in the Sheerness cycle route without any consultation with the local residents whatsoever. This has resulted in cyclists regularly speeding along the terrace footpath at the expense of the safety of pedestrians, residents and customers leaving the businesses of Cains Amusements, The Neptune Snooker Club and the care home for vulnerable adults at 8, 9 &amp; 10 Neptune Terrace, alike. Customers and residents regularly and innocently step out onto the pathway from their various direct-to-path doorways, and often into the path of speeding cyclists, or more recently electric scooter riders. Additionally pedestrians have needed to dodge motorcycles and quad-bikes, all seen using the footpath as a means of escaping the law, being as these vehicles</p>		

PROPOSED SHEERNESS-MARINE TOWN. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
		<p>are more often than not unlicensed and uninsured. To end this particular madness we would welcome the removal of the Neptune Terrace footpath from ANY cycle route, and the installation of safety and calming measures, e.g kissing gates, chicanes, etc. Basically anything that is appropriate being both practical and aesthetically 'fitting'.</p> <p>Neptune Terrace Street lighting Obtaining the provision of sympathetic street lighting for this 200 year old terrace has been very problematic despite the simple request initially made by a resident in 2013 to Kent Highways for the provision of x2 Victorian Street lanterns to light the way of pedestrians along here, and to evoke a sense of the historic past. The resident approached Kent highways and was told that when she noticed future renewing and updating of local street lamps to immediately resend her request and the appropriate street lampposts would be provided given the unique location. This instruction was duly undertaken, however what followed became an absolute fiasco of misunderstood email exchanges between different council departments to the extent where we now have x3 inappropriate lampposts located in the original x2 lamppost locations, and unbelievably all three lampposts are all different designs, and all are completely inappropriate!</p> <p>As you will surmise Neptune Terrace is in need of some much needed urgent attention and much recognition of its unique character and significant importance to the fabric of the Sheerness Seafront Promenade. We hope the proposed future inclusion of Neptune Terrace in the revised Marine Town Conservation Area will begin to provide long overdue physical maintenance here, and the recommencement of those basic council services the majority of Council Tax payers currently enjoy, e.g. street cleaning, weed control, highways maintenance, appropriate street-lighting,</p>		

PROPOSED SHEERNESS-MARINE TOWN. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
		<p>and the reintroduction of litter bins to this public beachfront location. To name but a few.</p> <p>Regarding the cherishing of our historic areas, we have seen the removal of Victorian hand rails in and around the Neptune Terrace area being partially replaced by plain scaffold tubes, litter bins removed, a Victorian drinking fountain at Redan Place removed, the destruction of King Neptune himself when he was blown from his niche during the hurricane of 1988. It would indeed be heartening to see some of this reinstated.</p> <p>Primarily residents would very much like to see some actually physical and observable enhancements being made in this unique historic and publicly important site, rather than empty words, unrealised ambitions, and tick-box exercises.</p>		
5	Local Resident	<p>As a long-term resident of Marine Town with an interest in the preservation of the area I would like to say how delighted I am that there is to be a full appraisal of the current situation with a view to indicate the way forward to preserve the unique heritage of the locality. It is my regret that that I have only just learnt of this consultation with the deadline of today so my response will be brief and parochial.</p> <p>I have lived for 32 years at Shrimp Terrace raising a family here. I notice that Shrimp Terrace features prominently in the photographs supporting the consultation plan which is, I assume, a recognition of Shrimp Terrace’s value to Marine Town’s heritage offer. Apart from the size of the terrace and the imposing nature of the seaward view, Shrimp Terrace stands out because so much of the frontage is original and intact. My concern is that the distinctive terracotta facing has over the years degraded and in my experience this erosion of the terracotta has accelerated – any period of heavy rain reveals a fine film of terracotta particles on the floor – with the</p>	Noted	No change to the assessment document needed.

**PROPOSED SHEERNESS-MARINE TOWN. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
		<p>result that the porous, soft stone underneath is revealed. This results in damp penetrating the front of the house. This problem will only get worse. I fear that owners, such as myself, are caught in a dilemma. Do we seek to preserve our properties by attempting to waterproof the fronts in ways that may and probably will destroy the uniform and homogenous look of the terrace such as applying different tinted concrete facings or do nothing and so allow the damp to further penetrate and the housing stock to further decline?</p> <p>This kind of issue is, I'm sure, widespread. I wonder what have been the ways forward elsewhere?</p>		

Officer's Note:

Most of the comments received have highlighted the poor state of the current Conservation Area. Although the public consultation responses do not require the document to be updated, the implementation of Management Plan would result in a much-improved Marine Town Conservation Area and, hopefully, its eventual removal from the Heritage-at Risk register.

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# Sheerness- Marine Town

## **Conservation Area** **Character Appraisal & Management Plan** August 2023

DRAFT FOR PUBLIC CONSULTATION





#### **HMS Forte Figurehead, Sheerness**

A reproduction of the figurehead from HMS Forte decorates the sea defence walls at Marine Parade, Sheerness. The original is in Sheerness Dockyard. HMS Forte was dismantled and burnt at Sheerness in 1905, following service as a flagship in the previous century.



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## FOREWORD

“Historic buildings and places add to the quality of people’s lives and help to create a sense of place that we all identify with.

As a community and as a local authority, we have a responsibility to safeguard our historic assets for future generations and to make sure that they are not compromised by unsympathetic alterations or poor quality developments. Conservation area designation and subsequent management is one way in which this can be achieved.

Conservation areas are not intended to halt progress or to prevent change. Rather, they give the local community and the Borough Council the means to positively manage change and to protect what is special about the area from being harmed or lost altogether.

Swale Borough is fortunate in having such a rich and varied mix of built and natural heritage. The Borough Council wants to see it used positively as a catalyst to sustainable, sensitive regeneration and development, and to creating places where people want to live, work, and make the most of their leisure time. To that end, we have reviewed the Sheerness- Marine Town Conservation Area and the results of that review are set out in this document, which the Borough Council is now seeking constructive feedback on.

This is one of a series of conservation area reviews which the Borough Council is committed to undertaking, following the adoption of the Swale Heritage Strategy 2020 - 2032.”



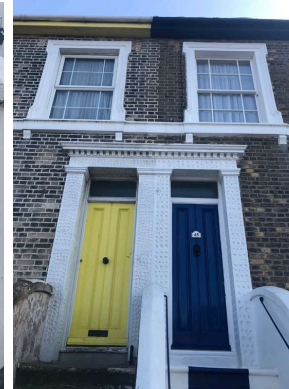
Councillor Mike Baldock,  
Deputy Leader and Heritage Champion for  
Swale Borough Council



# Summary of Significance

The significance and special interest of Sheerness-Marine Town Conservation Area can be summarised as follows:

- Rectilinear street pattern of mid 19th Century
- Domestic architectural detailing





# 1.0 Introduction

## 1.1. Sheerness -Marine Town Conservation Area

Sheerness - Marine Town Conservation Area was first designated on 8th June 1976. It has not been systematically reviewed since its original designation and until now there has been no character appraisal or published management strategy.

## 1.2 The Purpose of Conservation Areas

Conservation Areas were first introduced in the Civic Amenities Act of 1967. A Conservation Area is defined as “an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance” (s.69(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990). It is the responsibility of individual Local Planning Authorities to designate and review Conservation Areas using local criteria to determine and assess their special qualities and local distinctiveness.

The aim of Conservation Area designation is to protect historic places and to assist in positively managing change, so that their significance is safeguarded and sustained. Areas may be designated for their architecture, historic layout, use of characteristic or local materials, style, or landscaping. In accordance with the four types of heritage values set out in the core Historic England guidance document (Conservation Principles: Policies & Guidance. Communal values – which are those derived from the meaning of a place for people who relate to it, or for whom it figures in their collective experience or memory – will be of particular relevance to this Conservation Area

given the linkages between place names and remnants of bygone uses in the wider context of historical growth and development. Above all however, Conservation Areas should be cohesive areas in which buildings and spaces create unique environments that are of special architectural or historic interest.

Conservation Areas provide for additional Controls over owners and landowners activities.

### Conservation Area status provides extra protection in the following ways:

- Local planning authorities have control over most demolition of buildings.
- Local authorities have extra control over householder development.
- Special provision is made to protect trees.
- When assessing planning applications, the Local Planning Authority is required to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area and its setting.
- Policies in the Local Development Plan positively encourage development which preserves or enhances the character or appearance of Conservation Areas.

## 1.3 The Purpose and Status of this Character Appraisal

A Conservation Area Character Appraisal is a written record and assessment of the special architectural or historic interest which gives rise to the character and appearance of a place. The appraisal is a factual and objective analysis which seeks to identify the distinctiveness of a place by defining the attributes that contribute to its special character. **It should be noted, however, that the appraisal cannot be all-inclusive, and that the omission of any particular building, feature or space should not be taken to imply that it is not of interest.**

The appraisal is the vehicle for understanding both the significance of an area as a whole and the effect of any impacts which bear negatively on its significance. In some cases, significance may only be fully identified at such time as a feature or a building is subject to the rigorous assessment that an individual planning application necessitates.

Additionally, an appraisal can include management proposals to ensure the preservation or enhancement of an area by means of policies, action points, design guidance and site-specific design statements where appropriate. The objective of this plan would be to reinforce the positive character of a historic area as well as avoiding, minimising, and mitigating negative impacts identified as affecting the area.

An appraisal serves as a basis for both the formulation and evaluation of Development Plan policies, as a material consideration in the making of development management decisions by the Local Planning Authority, and by the Planning Inspectorate in determining planning appeals. It can also heighten awareness of the special character of the place to help inform local Parish Councils in the formulation of Neighbourhood Plans, Village Design Statements, and individuals in design choices.

This Character Appraisal is supplementary to the Swale Borough Local Plan. It has been prepared in the context of the relevant national legislation and national and

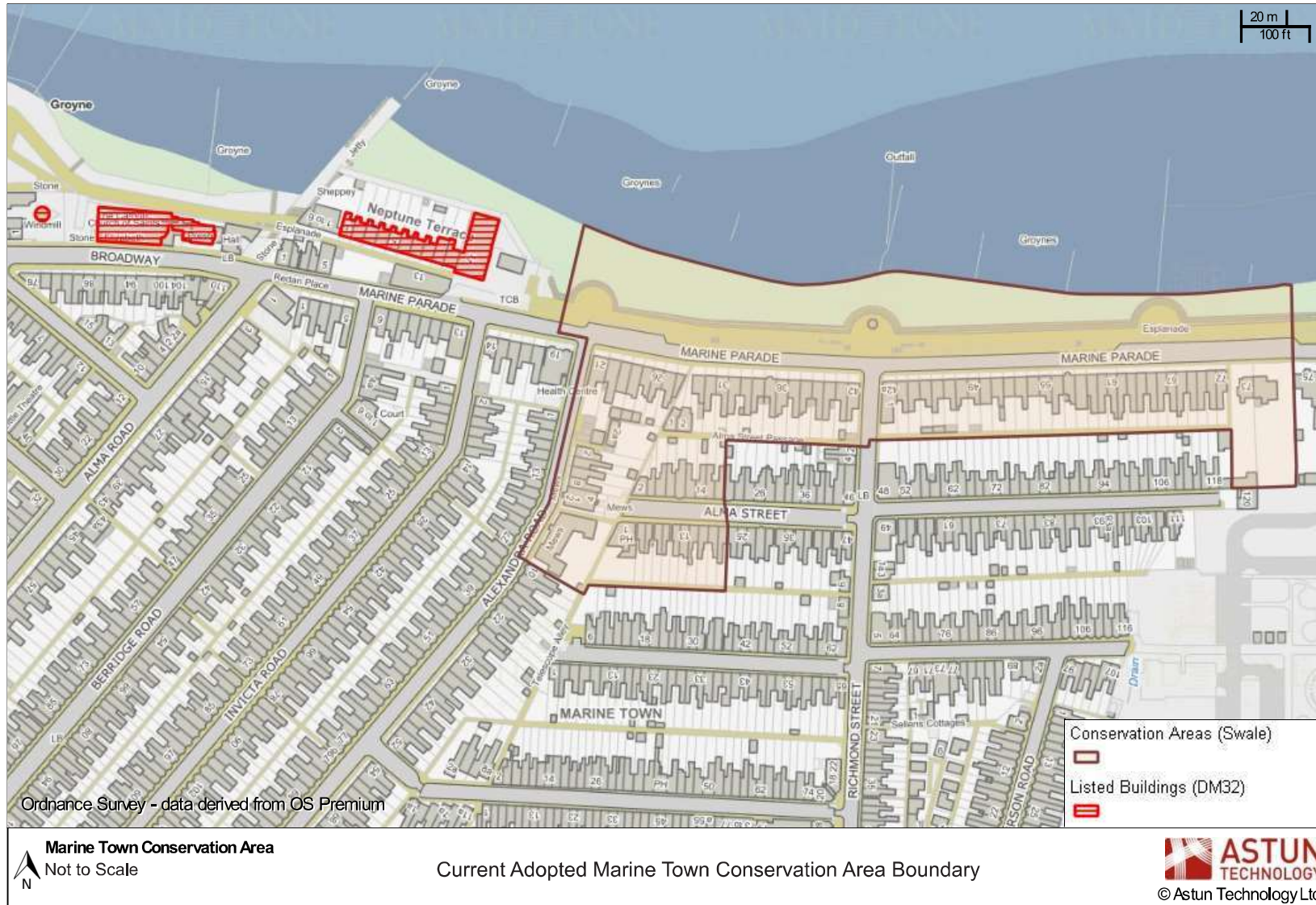
local planning policy and guidance provided by central government, Historic England, and the Borough Council itself, all of which are set out in Appendix 3 of this document.

The statutory duty of local planning authorities with regards to conservation areas are to provide the necessary background to, and framework for, a review of the Conservation Area boundary in accordance with Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990, and to pay special attention to the desirability of preserving or enhancing the character or appearance of the area (Section 72).

In light of the way that the production of Conservation Area Character Appraisal & Management Strategy documents (such as this one) are developed and prepared in the above stated context and are also subject to public scrutiny via a statutory public consultation period of a minimum of 21 days, following formal adoption by the Local Planning Authority, they then have sufficient weight or gravitas to form a significant material consideration in the development management process.









## 2.0 Planning Policy Context

### Planning (Listed Buildings and Conservation Areas) Act 1990

<http://www.legislation.gov.uk/ukpga/1990/9/contents>

- **Section 66** General duty as respects listed buildings in exercise of planning functions.

(1) In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

- **Section 69** Designation of conservation areas.

(1) Every local planning authority—

(a) shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and

(b) shall designate those areas as conservation areas.

(2) It shall be the duty of a local planning authority from time to time to review the past exercise of functions under this section and to determine whether any parts or any further parts of their area should be designated as conservation areas; and, if they so determine, they shall designate those parts accordingly.

(3) The Secretary of State may from time to time determine that any part of a local planning authority's area which is not for the time being designated as a conservation area is an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance; and, if he so determines, he may designate

that part as a conservation area.(4)The designation of any area as a conservation area shall be a local land charge.

- **Section 71** Formulation and publication of proposals for preservation and enhancement of conservation areas.

(1)It shall be the duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.

(2)Proposals under this section shall be submitted for consideration to a public meeting in the area to which they relate.

(3)The local planning authority shall have regard to any views concerning the proposals expressed by persons attending the meeting.

- **Section 72** General duty as respects conservation areas in exercise of planning functions.

(1)In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of] any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

### National Planning Policy Framework (NPPF)

<https://www.gov.uk/guidance/national-planning-policy-framework>

The National Planning Policy Framework (NPPF) sets out the government's planning policies, and how they are expected to be applied. This was last updated in July 2021.

The NPPF covers the historic environment primarily in paragraphs 189-208 (Chapter 16).

### National Planning Practice Guidance (NPPG)

<https://www.gov.uk/government/collections/planning-practice-guidance>

The NPPG includes particular guidance on matters relating to protecting the historic environment in the section: Historic Environment.

### Guidance and Advice from Historic England

<https://historicengland.org.uk/advice/planning/planning-system/>

- **Historic England Good Practice Advice in Planning Notes (GPAs).**

These provide supporting information on good practice, particularly looking at the principles of how national policy and guidance can be applied.

- GPA1 - The Historic Environment in Local Plans
- GPA2 - Managing Significance in Decision-Taking in the Historic Environment
- GPA3 - The Setting of Heritage Assets.

### Historic England Advice Notes (HEANs)

These include detailed, practical advice on how to implement national planning policy and guidance.

- Historic England Advice Note 1 (2nd. Ed.)- Conservation Areas—Appraisal, Designation and Management

- Historic England Advice Note 2 - Making Changes to Heritage Assets
- Historic England Advice Note 10 - Listed Buildings and Curtilage
- Historic England Advice Note 12 - Statements of Heritage Significance

#### Swale Borough Council Heritage Strategy 2020

<https://www.swale.gov.uk/swale-heritage-strategy/>

The Council has developed a borough-wide heritage strategy to help it, along with key stakeholders and other interested parties, to protect and manage the historic environment in Swale in a positive and sustainable way, on a suitably informed basis.

A key element of the strategy is the setting out of the Council's overall vision and set of priorities, which it is hoped will align with the vision and priorities of local communities and local amenity societies as far as possible, in order that the strategy can be widely supported.

The strategy sets out a series of proposals in the associated initial 3 year action plan which are aimed at enabling the positive and sustainable management of different elements of the borough's historic environment for the foreseeable future. Priority is given to those parts of the borough's historic environment which are already suffering from, and at risk from negative change, and/or which face significant development pressure, threatening their special character. The proposed set of actions will involve joint project working with amenity societies and/or volunteers from the community wherever this is possible.

#### Adopted Local plan Bearing Fruits 2031: The Swale Borough Local Plan 2017)

<http://services.swale.gov.uk/media/files/localplan/adoptedlocalplanfinalwebversion.pdf>

Relevant objectives and policies within the local plan include:

#### Policy ST 1 Delivering sustainable development in Swale

To deliver sustainable development in Swale, all development proposals will, as appropriate:

1. Achieve good design through reflecting the best of an area's defining characteristics;
2. Promote healthy communities through:
  - e. maintaining the individual character, integrity, identities and settings of settlements;
  12. Conserve and enhance the historic environment by applying national and local planning policy through the identification, assessment, and integration of development with the importance, form, and character of heritage assets (inc. historic landscapes).

- **Policy CP 4 Requiring good design**

All development proposals will be of a high quality design that is appropriate to its surroundings. Development proposals will, as appropriate:

2. Enrich the qualities of the existing environment by promoting and reinforcing local distinctiveness and strengthening sense of place;
5. Retain and enhance features which contribute to local character and distinctiveness;
8. Be appropriate to the context in respect of materials, scale, height and massing;

9. Make best use of texture, colour, pattern, and durability of materials;
10. Use densities determined by the context and the defining characteristics of the area;
11. Ensure the long-term maintenance and management of buildings, spaces, features and social infrastructure;

- **Policy DM 32 Development involving listed buildings**

Development proposals, including any change of use, affecting a listed building, and/or its setting, will be permitted provided that:

1. The building's special architectural or historic interest, and its setting and any features of special architectural or historic interest which it possesses, are preserved, paying special attention to the:
  - a. design, including scale, materials, situation and detailing;
  - b. appropriateness of the proposed use of the building;
  - c. desirability of removing unsightly or negative features or restoring or reinstating historic features.
2. The total or part demolition of a listed building is wholly exceptional, and will only be permitted provided convincing evidence has been submitted showing that:
  - a. All reasonable efforts have been made to sustain existing uses or viable new uses and have failed;
  - b. Preservation in charitable or community ownership is not possible or suitable; and
  - c. The cost of maintaining and repairing the building outweighs its importance and the value derived from its continued use.
3. If as a last resort, the Borough Council is

prepared to consider the grant of a listed building consent for demolition, it may, in appropriate circumstances, consider whether the building could be re-erected elsewhere to an appropriate location. When re-location is not possible and demolition is permitted, arrangements will be required to allow access to the building prior to demolition to make a record of it and to allow for the salvaging of materials and features.

• **Policy DM 33 Development affecting a conservation area**

Development (including changes of use and the demolition of unlisted buildings or other structures) within, affecting the setting of, or views into and out of a conservation area, will preserve or enhance all features that contribute positively to the area’s special character or appearance. The Borough Council expects development proposals to:

1. Respond positively to its conservation area appraisals where these have been prepared;
2. Retain the layout, form of streets, spaces, means of enclosure and buildings, and pay special attention to the use of detail and materials, surfaces, landform, vegetation and land use;

3. Remove features that detract from the character of the area and reinstate those that would enhance it; and
4. Retain unlisted buildings or other structures that make, or could make, a positive contribution to the character or appearance of the area.

• **Policy DM 34 Scheduled Monuments and archaeological sites**

1. Development will not be permitted which would adversely affect a Scheduled Monument, and/or its setting, as shown on the Proposals Map, or subsequently designated, or any other monument or archaeological site demonstrated as being of equivalent significance to scheduled monuments. Development that may affect the significance of a non-designated heritage asset of less than national significance will require a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.

2. Whether they are currently known, or discovered during the Plan period, there will be a preference to preserve important archaeological sites in-situ and to protect

their settings. Development that does not achieve acceptable mitigation of adverse archaeological effects will not be permitted.

3. Where development is permitted and preservation in-situ is not justified, the applicant will be required to ensure that provision will be made for archaeological excavation and recording, in advance of and/or during development, including the necessary post-excavation study and assessment along with the appropriate deposition of any artefacts in an archaeological archive or museum to be approved by the Borough Council.

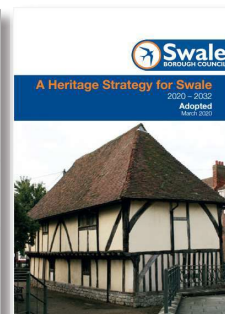
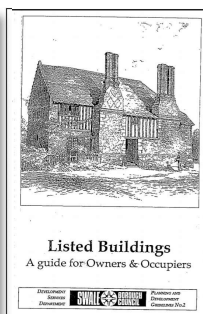
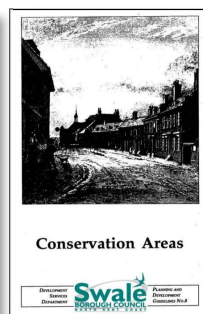
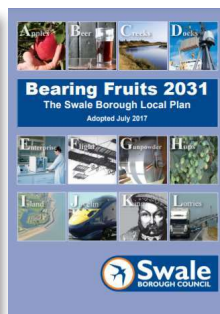
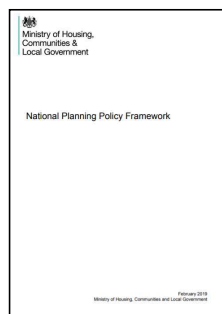
**Swale Borough Council Supplementary Planning Guidance**

<https://www.swale.gov.uk/local-planning-guidance/>

• Swale Borough Council Planning and Development Guidelines No 2: Listed Buildings – A Guide for Owners and Occupiers

• Swale Borough Council Planning and Development Guidelines No 4: The Design of Shopfronts, Signs and Advertisements

• Swale Borough Council Planning and Development Guidelines No 8: Conservation Areas



## 3.0 Location & Setting

The town of Sheerness is situated in the north west corner of the Isle of Sheppey overlooking the Thames and Medway estuaries. The built-up area of Sheerness comprises the town's commercial centre, the Port of Sheerness, light and heavy industrial areas and residential areas. Only a very few parts of the Town are not developed and this is in stark contrast to the remainder of Sheppey which is generally rural. The main communications routes in and out of Sheerness are the road and rail links which run through the west of the project area and connect with the bridges over The Swale to the Kent mainland. The only other routes out of Sheerness are the minor roads which run eastwards to Minster and the inland core of Sheppey.

As with the rest of Sheppey's coastal fringes, the town is low-lying and ground level is relatively flat. The bedrock geology of the project area is formed of London Clay Formation clays and silts. The overlying drift geology varies across the town; at the coastal fringe lie undifferentiated beach and tidal flat deposits whilst over the remainder are alluvial deposits of clay, silt, peat and sand.

Sheerness Mile Town broadly equates with the town centre, whilst Beach Street is a small enclave of terraced housing on the north western edge of the town centre. The former Royal Naval Dockyard, now a commercial port, lies to the north west of the town centre along with a steelworks developed in the 1960s. In most other directions the town centre is surrounded by residential development, sections of which are comprised of a tight grid of streets with terraced houses dating from the late nineteenth century.

Historic mapping indicates that much of Sheerness was probably reclaimed from marsh and enclosed as grazing land at a relatively early date. Whilst the place name Sheerness is Old English in origin (derived from "clear headland"), permanent settlement in Sheerness is thought to have developed only following the establishment of an artillery fort at the tip of the headland in 1545.

Marine Town developed to the north-east of Mile Town circa 1862, when the dockyard fortifications were further expanded by building the Queenborough Lines, a massive bastion and ditch running from the coast east of Marine Town to the river Medway. Blue Town, Mile Town and Marine Town were all contained within the triangular area bordered by the Queenborough Lines, and they amalgamated to form the present Sheerness.

### Topography, geology, landscape and setting

The overall sequence of Sheerness's development is well-established and has been explored in several documents, such as the archaeological assessment of the town carried out as part of the Kent Historic Towns Survey (Kent County Council, 2004). Sheerness lies adjacent to the confluence of the River Medway with the River Thames and it is thought that the course of these two rivers became established following the end of the Anglian Glaciation. From this date onwards the project area has lain at the coast or in relatively close proximity to it. The coastline appears to have approached a position similar to that seen today by the Roman period. Low-lying land at the fringes of the island, are thought to have been marshy and unfit for permanent human occupation during many periods.

The OS first edition shows that housing growth had begun east of Mile Town, with the construction of terraced streets immediately beyond the Ordnance buffer, at what had become known as Marine Town by that date. In 1864, the housing covered only two small areas; one tightly focussed around the junction of Alma Road and the seafront, the other around Charles Street (the northern end of what is now Richmond Street) and Alma Street. In both cases, terraces of greater architectural refinement were constructed at the seafront, being larger and possessing architectural detailing (some including bay windows), whilst those inland were smaller and more basic. Much of both types of housing survives and is still in use. Perhaps the most architecturally sophisticated of this surviving early housing is Neptune Terrace.

The initial planned housing developments at Mile Town and Marine Town, despite apparently being developed by private individuals, could also be regarded as indicative military influence. The influence here is subtler and relates chiefly to the impetus behind the initial development of the settlements. Of these two areas, only Marine Town – core survives to any extent as that at Mile Town was largely removed as part of slum clearance in the 1950s. The core of the Marine Town is almost entirely comprised of small terraced housing designed for workers.

### Archaeology

The Characterisation study undertaken by Historic England in 2016 notes little of archaeological significance at Marine Town.





## 4.0 Character Appraisal

### Marine Town

The conservation area comprises two spatially distinct, but highly similar, areas; one tightly focussed around the junction of Alma Road with the seafront and the other around the northern end of Richmond Street, originally known as Charles Street, and Alma Street.

It is defined by the seafront to the north and later housing development on all other sides. The core of the CA is almost entirely comprised of terraced housing of mid-19th century date. The area was originally developed into housing in the mid-19th century as expansion at Mile Town and Blue Town was not feasible due to restrictions imposed by military landownership.

Early plans of the area indicate that it was originally known as Ward's Town. There is little published work on Marine Town and it is not presently clear who Ward may have been or why the area changed its name so early but Marine Town appears to be the name used for the area by the time of the OS first edition (1864).

The housing along the seafront comprises terraces of greater architectural refinement whilst those inland were smaller and more basic. The terraces are constructed to a rectilinear street pattern typical of housing development of this date. Much of both types of housing survives and is still in use. The terraces to the rear of the seafront are much smaller and lack architectural sophistication. The Conservation Area remains a coherent area of early housing and distinct from the development that surrounds it. As such, it has some heritage significance.

The area appears to have been largely designed to

accommodate workers for the dockyard and the street naming and facilities provided appear characteristic for such an area.

Streets are named principally after patriotic themes, such as monarchs, generals and notable battles, and public houses were spaced regularly throughout the development as originally conceived. These were generally sited on street corners and the majority had names with military themes. As with the earlier and less formally planned settlement at Blue Town, the housing and provision of pubs is likely to be due to this settlement being created to cater for a military workforce. Some of these pubs remain in use, including The Napier and The Heights of Alma, but others, such as The Hero of the Crimea, are now disused and converted into residential accommodation.

Subsequent housing development focussed almost exclusively around Marine Town with development so extensive that it became linked to the earlier settlement at Mile Town by the time of the second edition OS (1896).

The housing built was very similar in character to preceding development at Marine Town, replicating the pattern of higher quality terraces at the seafront with smaller and less sophisticated terraces inland. Higher quality housing was also built along the roads linking the core of Mile Town to the seafront at Marine Town, such as Broadway, Strode crescent and Trinity Road.

Some small scale housing construction, again of terraces, had begun on Halfway Road adjacent to the Queenborough Lines. During this time, a large Roman Catholic church, the Church of St Henry and St Elizabeth, was built adjacent to the seafront between Neptune Terrace and the windmill.

The church was designed by Pugin and still exists, acting as a major landmark on the seafront. It is Gothic in design and is a grade II listed building. The presbytery and hall to the church which though not listed are built in complimentary style and together form a coherent and impressive little architectural group.

By the time of the second edition OS, a formal Esplanade had been constructed at the seafront adjacent to Mile Town, terminating at the Church of St Henry and St Elizabeth. The remaining undeveloped land between the esplanade and edge of the settlement had also been formalised into a recreation area by this date. This area contained grassed areas and formal paths and facilities including a bandstand, outdoor swimming pool and urinals.

Much of this area is still in use for recreation and retains some of the layout of areas and paths shown on the second edition OS, however, none of these original facilities appear to survive. The presence of both seaside amenities and dense workers' housing in close proximity to each other by the end of the 19th century has been seen as conferring a somewhat discordant character to Sheerness and is a physical manifestation of the conflict between civic ambitions to turn the town into a seaside resort and the real need to house dockyard workers which was sustained over the 19th century and into the earlier 20th century. This remains evident in the current landscape in the manner in which the resort-like seafront abruptly gives way to densely packed terraces.





View of Alma Street



Sea Facing terraces on Marine Parade



Sea facing terrace- Shrimp terrace



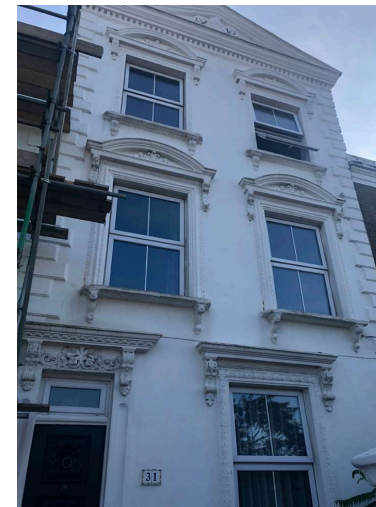
Sea Facing terraces on Marine Parade



Close up of Shrimp Terrace



Various styles and architectural detailing on sea facing terraces on Marine Parade



**Sheerness Seawall**

Much of Sheerness as well as Sheppey is below sea-level and so is prone to flooding. You can find references to this as far back as Samuel Pepys, when he was responsible for dockyards and was choosing sites to defend the Thames.

Blue Flag and Seaside Award 2023 winning Sheerness Beach looks out on to the Thames Estuary

Sheerness beach is a bathing beach located centrally in the town of Sheerness on the north coast of the Isle of Sheppey. This predominantly shingle beach has a steep high sea wall with flood gates and ramps/steps at regular intervals. Steps lead down from the flat, wide seaward promenade to the pebble beach.

The sea wall along Marine Parade was built in the 1930s following flooding in 1927. It was raised and strengthened after 1978.



It was about life in Sheerness in the 1860's. "The sea wall of this period consisted solely of a mud bank. On the seaward side of this bank at Marine Parade was a water pump for the purpose of pumping sea water to fill the water carts for street watering - a method used to conserve the towns water supply. Records show that the original esplanade was built at a cost of between £6000 and £7000. The money was raised by loan the last installment being paid in 1906." The wall was built to protect that part of Sheerness known as Mile Town which was being developed for the housing of dockyard mates families who under their terms of employment had to live within one mile of the yard, hence the name. "The Sheerness Times" dated 1931.



Sheerness High Street during the flooding of 1953





Buildings

Public Houses

The public house as we know it today was a development of the mid-nineteenth century, incorporating features from the alehouse, tavern and inn, building types which dated back to the medieval period. A huge surge in pub building followed the Beer Act of 1830, which saw a liberalisation of the regulations concerning the brewing and sale of beer and placed beerhouses outside of existing controls.<sup>25</sup> Later in the 1800s, a restriction in the number of available licenses caused increased competition, and this led to further, often elaborate pub projects.

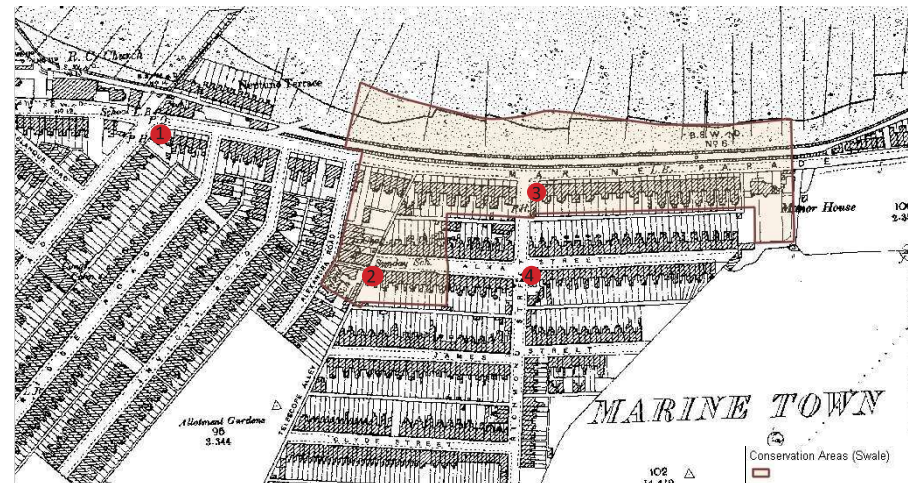
Marine Town - within its residential development of Victorian Terraces also had public houses spaced regularly throughout the development as originally conceived. These were generally sited on street corners and the majority had names with military themes. Some of these pubs remain in use, including The Napier and The Heights of Alma, but others, such as The Hero of the Crimea, and Victoria are now disused and converted into residential accommodation.



1. The Napier



2. The Heights of Alma





3. The Victoria circa late 1800s



3. The Victoria after residential conversion - 2023



4. The Hero of Crimea circa 1984



4. The Hero of Crimea after the pub was closed



4. The Hero of Crimea after residential conversion



**Civic Buildings**

Within the Marine Town Conservation Area, the Chapel and the School are two buildings worth a mention.

The former Bible Christian Chapel on Alexandra Road was built in 1861. It is shown on the 1862-75, 1897-1900, 1907-23, 1929-52 and current O/S maps. It has now been converted into a private residence.



Architectural details

A number of key architectural details typical of Victorian terraces as evident in Marine Town.



Decorative pediment



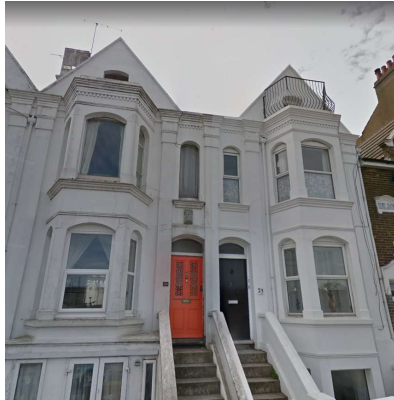
Decorative brackets under eaves



Chimney pots



Recessed entrance with tiles



Canted Bay windows



Decorative door frames



Example sketch of architectural details of a Victorian terrace



### Building Materials

A Victorian house was a house constructed during the Victorian era, approximately 1840 to 1900. During the Victorian era, industrialization brought new building materials and techniques. Architecture saw rapid changes. A variety of Victorian styles emerged, each with its own distinctive features.

The most popular Victorian styles spread quickly through widely published pattern books. Builders often borrowed characteristics from several different styles, creating unique, and sometimes quirky, mixes.

The distinct character of Marine Town owes much to the variety of architectural styles, materials and details displayed in its buildings. Building materials were used to express architectural aspirations as well as changing fashions. Until the transport revolution of the mid-19th century, virtually all building materials were locally sourced and manufactured. Consequently they are often a true expression of the locality and its natural resources. Even materials that were in common use at the time make a valuable contribution to local character and distinctiveness.

Brick was used extensively for new buildings and to over-clad old buildings to give them a more fashionable appearance. Kent peg tiles were the preferred choice for roofing in the 17th and 18th centuries, but they gave way to slate during the early 19th century, particularly once the railway came to Sheerness in 1848. Modern concrete roof tiles and uPVC windows are less sympathetic materials introduced during the mid to late 20th century.

**Brick:** Brick earth was in plentiful supply in North Kent so, not surprisingly, brickwork is a familiar building material in Marine Town. There is a wide variety in the size, bond, colour and character of the bricks, depending on their age, style or function.

Yellow stock brickwork was commonly used from the Regency period onwards and the combination of yellow and red brick achieved the polychromatic effect that was associated with the High Victorian era and the Arts and Crafts Movement.

**Terracotta:** The last decades of the 19th century saw a proliferation of terracotta construction characterised by big, sumptuously ornamented buildings. The term terracotta - literally meaning 'fired earth' - is generally used in architecture to describe a form of masonry made from moulded clay which is principally distinguished from brick by its larger size and finer quality. When terracotta is glazed it is more correctly described as 'faience'.

By the Victorian period, terracotta already had a long and illustrious history as a form of architectural ornament. By the 1860s a number of eminent English architects and intellectuals had recognised its value for mass-producing ornament and fine masonry by casting from an original, combining new technology with traditional craftsmanship. The material offered a new approach to style and decoration, founded on historic precedent, that suited the Victorians. It was strong in compression; that it was cheaper than stone particularly for the production of repeated decorative elements; and that its smooth, fired surface was more dirt resistant - an important consideration in the filthy urban environment of the period. Smaller buildings continued to be constructed with

solid terracotta and brick masonry, and examples are common in almost every town with late Victorian and Edwardian architecture. Terracotta was used for simple mouldings and string courses, as well as highly elaborate terracotta ornament.

**Slate:** Slate roofs rarely appear before the turn of the 19th century. However, they became very widely used in the area after rail transport made it more easily accessible. Slate was imported, mainly from Wales, and gave rise to shallower roof pitches of between 30 and 35 degrees.



Use of terracota in Shrimp Terrace

### Boundary fences, railings and walls

Railings and boundary walls can contribute significantly to the character of a conservation area. They add interest and variety of scale in the street scene and provide a sense of enclosure, separating spaces of differing character and often marking the boundaries between public and private spaces.

Metal railings are rarely seen in Marine Town Conservation Area. The most prevalent form of boundary treatment, specially to the properties facing Marine Parade is Balustrading.

A number of properties on Marine Parade have surviving decorative wrought iron/ cast iron window pot guards.



**Hierarchy of streets and spaces**

The historic street layout and the relationship of built form to open space defines the overall framework of an area. Within this framework, the grain of the townscape, including sizes of plots and building lines are important in establishing the pattern and density of development. This has a significant impact on the character of an area, dictating the scale of development and level of enclosure or openness.

A notable feature of the late 19th century development at Sheerness is the patriotic themes evident in the names of streets and public houses. Many streets are named after

current members of the royal family, and recent generals and battles. It is not clear whether this merely reflects general trends in naming over this period or is evidence of an attempt to cater to the envisaged population of the

Historic Map regression has identified a number of streets names that have changed over the years, some of these immediately relevant to the Conservation Area are as follows:

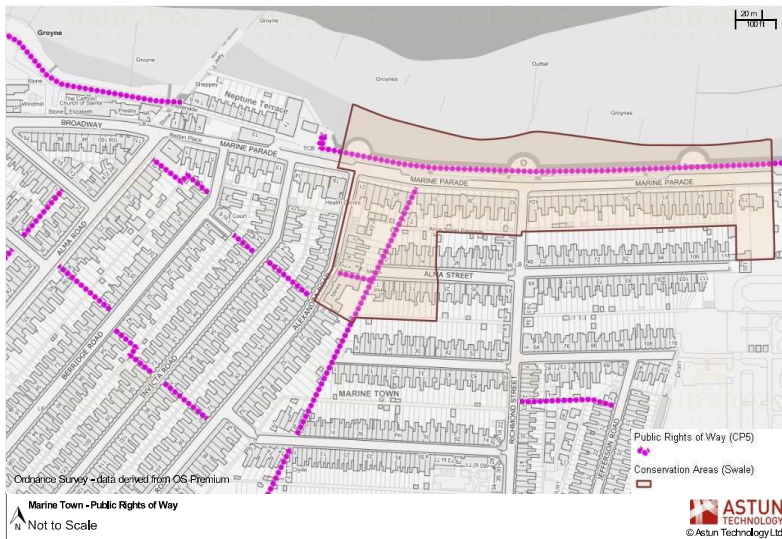
Historic Name	Current Name
Charles Street	Richmond Street
Green Street	Berridge Road

area, namely military workers or in allied trades and services.

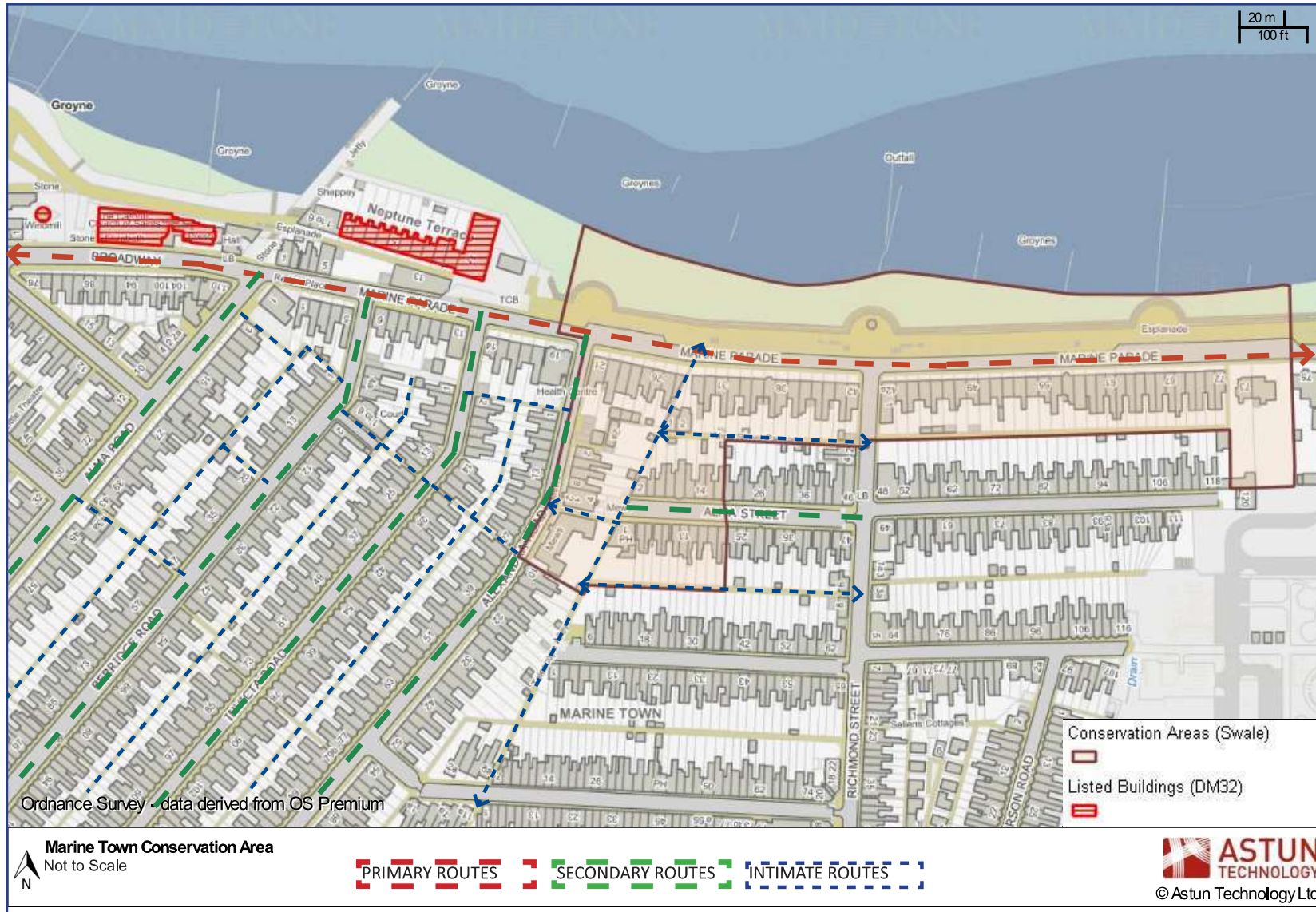
For the purposes of understanding the residential townscape pattern, the three categories of routes or spaces can be defined according to a combined analysis of their scale, level of enclosure and the function they perform within the area. These are defined as Primary Routes and Spaces; Secondary Routes and Spaces; Intimate Routes and Spaces. The map overleaf shows the hierarchy of routes and spaces within the Marine Town Conservation Area.

The principal route in the conservation area is Marine Parade itself.

Intimate routes in the Conservation Area include the pedestrian routeway between Marine Parade and Clyde Street, known as Telescopic Alley. The rear of all the terraces within Marine town have an access alley, but these are not considered to form a public right of way.









Key Views



Ordnance Survey - data derived from OS Premium

**Marine Town Conservation Area**  
 Scale: 1:2200  
 Printed on: 12/7/2023 at 10:19 AM by Jhilmilk

Key Views →

Glimpsed Views →

**ASTUN**  
 TECHNOLOGY  
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Key Views



View east of Marine Parade



Glimpsed view from Alexandra Road to Alma Street



View down Alexandra Road



View west of Marine Parade



View east of Alma Street



View north of Richmond Road towards the Sea



## 5.0 Summary & Conclusion

Sheerness is a historic naval town with a unique heritage. Whilst its military installations have been well-studied, the development of civilian settlement and civic facilities have received less attention leading to biases in understanding historic development and, potentially, protection of heritage assets. It is also a town where changes in economic fortunes since the latter part of the 20th century have had a serious effect on the use and survival of heritage assets and where current and foreseeable land use proposals threaten to continue this trend.

Marine Town is a place with a strong and distinctive identity and remains a coherent area of early housing and distinct from the development that surrounds it. As such, it has some heritage significance.

Architectural detailing and use of building materials associated with 19th century victorian terraces are strongly in evidence, and make a distinct contribution to the special character of the place.

The mix of buildings and spaces, intersected by footpaths and roads, continue to make Marine Town an area of special architectural or historic interest the character or appearance of which it is desirable to preserve.

The conservation area has served its purpose well over 4 decades since it was first designated. The key characteristics that gave rise to its designation in 1976 appear to have survived well, although in a poor state of preservation. Although there have been insensitive changes at micro level, however, at macro level the area has maintained its street pattern and a number of terraces from 19th century survive.

There is no doubt that Marine Town should continue to be designated as a conservation area.

This is the first time that a full review has been undertaken for the conservation area and some areas are identified where circumstances dictate that the boundary should be changed. Proposed changes are detailed in appendix 1 of this document.



## 6.0 Conservation Area Management Plan

### Introduction

6.1 Historic England's Guidance on the Management of Conservation Areas advises that following an appraisal of the Conservation Area, a strategy for its management in the mid to long term should be developed to address issues identified through the appraisal. This conservation area review identifies the key management issues for Marine Town Conservation Area based on the recent appraisal of its character and appearance.

6.2 The Character Appraisal and this associated Management Plan seeks to provide a clear basis for the assessment of proposals and identify an approach to addressing issues that have the potential to impact on the special interest of Marine Town Conservation Area and its environs.

6.3 The aims of the Management Plan are to:

- i) inform interested parties of how the Council intends to secure the preservation or enhancement of the Conservation Area;
- ii) set out an approach to consultation on the management of the Conservation Area;
- iii) confirm how issues identified through the character appraisal will be tackled;
- iv) identify specific policy or design guidance that is relevant to Conservation Area to support the development management function and those preparing applications for planning permission and listed building consent;

v) identify areas where the overview provided by the Conservation Area Appraisal suggests that site-specific Development Brief would assist the management of the conservation area and decision-making processes;

vi) identify areas that may benefit from specific enhancement proposals should funding become available; and,

vii) identify the management tools available to the Council through legislation.

### Monitoring and Review

#### Monitoring

6.4 The Council will continue to monitor condition of the Conservation Area, to remove it from Heritage at Risk register and determine any further actions necessary to safeguard its historic significance.

#### Review

6.5 The Council is required to undertake periodic review of the Conservation Area to ensure that the special interest is being maintained and protected, to re-evaluate boundaries and see whether there are areas which justify inclusion or whether there are areas which have deteriorated to such an extent that their special interest has been lost.

6.6 As part of the review process the Council will:

- undertake a visual appraisal;
- maintain a photographic record of listed buildings within

the area on the Council website, ensuring that this is updated as new buildings are added;

- record the character of streets and areas;
- maintain and update a record of other aspects of interest within the Conservation Area including shopfronts of merit and the historic fabric of the public realm; and,
- consider current issues impacting on the character and appearance of the Conservation Area.

6.7 The following has been reviewed: current issues, conservation area boundaries, positive contributors to the Conservation Area, negative elements, Victorian terraces of merit and elements of street-scape interest.

### Maintaining Character

#### General Approach

6.8 The following approach to maintaining the special interest of Marine Town Conservation Area will be adopted as part of the strategy for its effective management:

- i. the Conservation Area Appraisal and Management Plan will be periodically reviewed to ensure that this documents will remain sufficiently up-to-date to enable its effective management, and to help inform decision-making on new development within the area;

ii. the list of buildings and other features which, in addition to those already included on the statutory list, positively contribute to the character or appearance of Marine Town Conservation Area, will be kept under review to aid decision-making and the preparation of proposals;

iii. applications for development will be determined having regard to the special interest of the Conservation Area and the specialist advice of Conservation & Design Team;

iv. in accordance with the relevant legislation, most applications for development within the Conservation Area are required to include a Design and Access Statement supported with a Heritage Impact Assessment. Such statements will be required to explain the design approach and context of the proposals and be accompanied by sufficient, accurate drawings of the existing site and its wider context, as well as the proposed development;

v. where relevant and possible, supplementary planning documents including design guidance and planning briefs will be produced;

vi. in undertaking its development control function, the Council will ensure that the historic details which are an essential part of the special architectural character of Mile Town Conservation Area are preserved, repaired and reinstated where appropriate;

vii. the Council will seek to ensure that the organisations and relevant teams therein responsible for the environment (highways/landscape/planning/conservation and urban design) work in an effective, coordinated and consultative manner to ensure that historic interest within the public

realm is maintained and enhanced where appropriate; and,

viii. the Council will continue to consult the relevant Consultees and local amenity societies on applications which may impact on the character and appearances of the Mile Town Conservation Area and seek their inputs in relation to ongoing management issues.

#### Policy and Legislation

6.9 The current Statutes and National Planning Policies are:

- **Planning (Listed Buildings and Conservation Areas) Act 1990, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and Section 66 in relation to Listed Buildings**

- **National Planning Policy Framework and supporting guidance**

#### HISTORIC ENGLAND GUIDANCE

Historic England publishes Good Practice Advice in Planning (its GPA series guidance) and Historic Environment Advice Notes (its HEAN series guidance). Of these, HEAN 1 (2nd Ed.) on 'Conservation Area Appraisal, Designation and Management' is especially relevant.

#### SWALE BOROUGH DEVELOPMENT PLAN

Bearing Fruits 2031: The Swale Borough Local Plan (adopted July 2017)

**Core Objective 4.** Conserve and enhance our historic and

natural assets as the means to drive regeneration, tourism, and environmental quality and to reverse decline in their condition.

#### Policy CP8: Conserving and enhancing the historic environment

*To support the Borough's heritage assets, the Council will prepare a Heritage Strategy. Development will sustain and enhance the significance of designated and non-designated heritage assets to sustain the historic environment whilst creating for all areas a sense of place and special identity. Development proposals will, as appropriate:*

1. *Accord with national planning policy in respect of heritage matters, together with any heritage strategy adopted by the Council;*

2. *Sustain and enhance the significance of Swale's designated and non-designated heritage assets and their settings in a manner appropriate to their significance and, where appropriate, in accordance with Policies DM 32-DM 36;*

3. *Respond to the integrity, form and character of settlements and historic landscapes;*

4. *Bring heritage assets into sensitive and sustainable use within allocations, neighbourhood plans, regeneration areas and town centres, especially for assets identified as being at risk on national or local registers;*

5. *Respond positively to the conservation area*

appraisals and management strategies prepared by the Council;

6. Respect the integrity of heritage assets, whilst meeting the challenges of a low carbon future; and

7. Promote the enjoyment of heritage assets through education, accessibility, interpretation and improved access.

Other relevant policies include:

- ST1 Delivering sustainable development in Swale
- CP4: Requiring good design
- CP7: Conserving and enhancing the natural environment
- DM14: General development criteria
- DM16: Alterations and extensions
- DM32: Development involving listed buildings
- DM33: Development affecting a Conservation Area
- DM34: Development affecting scheduled monuments and archaeological sites

Note the next Local Plan will cover the period 2022-2038

#### Adopted Supplementary Planning Guidance

The following Planning Guidance has been adopted by Swale Borough Council supplementary to the Swale Borough Local Plan, 2008:

- Conservation Areas
- Listed Buildings
- Design of Advertisements & Shopfronts
- Kent Design

Swale Heritage Strategy 2020 -2032

This strategy provides a framework for the designation, conservation, management and physical and economic regeneration of Swale's Historic Buildings and Areas, including designated historic parks and gardens. From analysis of evidence on Swale's heritage and some early engagement with local stakeholders, a high level vision and set of five associated priorities have been identified.

#### Boundary Changes Considered

6.10 The boundary of the Conservation Area has been reviewed as part of this study. Two aspects of the boundary have been reviewed: first whether the current boundaries are logical; and second, whether there are any areas that should be added into the Conservation Area.

Extension to Marine Town Conservation Area

- i) Inclusion of the three listed buildings in the vicinity along with historic terrace on Alma Road
- ii) Inclusion of full extent of Alma street

Images of these areas and a plan showing their location and extent are contained in Appendix 1.

As these areas have been reviewed as part of the

Conservation Area appraisal for Marine Town. Due to the exclusion of some areas of early development, many buildings which appear to have clear heritage significance lie outside of the conservation area. The majority of these are undesignated and many are otherwise unrecorded it is proposed that they should become part of this designation. These boundary changes will ensure that full historic extent of the early core of development in this area is designated.

#### Management of Change

Current Issues

6.11 Marine Town Conservation Area is on Historic England's Heritage at Risk register.

*The pressures that face conservation areas come from many different sources. Sometimes they reflect the general economic weakness of the neighbourhood, but in other situations it has been the demands of prosperity that have caused the problems. Across the country, the most significant threat to the character of conservation areas comes from the simple loss of historic building details such as traditional windows and doors, boundary walls and roof coverings. Commercial properties may have unattractive shopfronts and signs or the area may suffer from vacant and derelict buildings'*

Extract from Historic England's Leaflet on Heritage At Risk- Conservation Areas



This includes proposals for new development, alterations and extensions to existing buildings and changes of use. Developments over the recent decades have influenced the character and appearance of the Conservation Area. Other factors that have influenced the character and appearance of the area include the cumulative impact of insensitive alterations and poor maintenance of the terraces.

#### **New Development**

Where new development has not been successful in terms of preserving or enhancing the character and appearance of the Conservation Area, this has generally been due to one of the following:

- The use of inappropriate materials or detailing
- Inappropriate scale, bulk, height and massing
- Inappropriate relationship to the street and neighbouring properties

#### **Alterations to Existing Buildings**

Alterations and extensions can have a detrimental impact either cumulatively or individually on the character and appearance of the area. Examples within the area include:

- Inappropriate external painting, cleaning and pointing of brickwork.
- The use of inappropriate materials/ inappropriately detailed doors and windows.
- Insensitively sited Satellite dishes and aerials

- Loss of original details such as timber framed sash windows, frontage railings and balconies, corncicing at parapet level, chimneys and chimney stacks.

6.12 Building frontages, roads, pavements and the squares are all important elements of the public realm and the cumulative impact of small scale additions can have an overall detrimental impact on the character of the area. Such additions can include:

- Loss of original/interesting street-scape elements
- Unsympathetic surfacing materials
- Poorly sited Refuse and recycling storage.

#### **Problems, pressures and capacity for change (negative factors)**

6.13 The main issue within Marine Town Conservation Area is insensitive alterations and loss of original architectural features due to poor maintenance to the terraces.

#### **MANAGEMENT STRATEGY**

6.14 Conservation and enhancement opportunities include:

#### **Traffic management**

6.15 Traffic on Marine Parade currently has a direct impact on the conservation area due to lack of adequate pelican crossing. Appropriate traffic calming measures would greatly benefit the conservation area

6.16 Positive heritage management and heritage enhancement should be key considerations and drivers in any regeneration schemes for the area. The Council will pursue opportunities for Area Enhancement Schemes where possible. This would complement other potential initiatives in relation to street-scape enhancements.

#### **6.17 Householder alterations**

Much of the housing at Sheerness is historic in origin, with large amounts dating to Victorian period.

As such, it will need periodic renewal to remain fit for modern standards and aspirations. The majority of housing appears to be in private ownership so any such renewals are likely to be on a piecemeal property-by-property basis. This has the potential to affect the composition and appearance of such housing. Although the effect of this will be controlled to an extent within the conservation areas, away from these a much greater range of alterations will be possible. This may have the effect of breaking-up what are at present relatively coherent streetscapes.

Where householder alterations are proposed which require planning permission the Council will typically seek to ensure that those alterations enhance the special character and appearance of the conservation area.

Opportunities to reinstate missing architectural features (such as sash windows, panelled doors or original roof coverings) and traditional boundary treatments will be encouraged by the Council and may be requested in relation to planning applications for extensions and/or alterations, where appropriate.

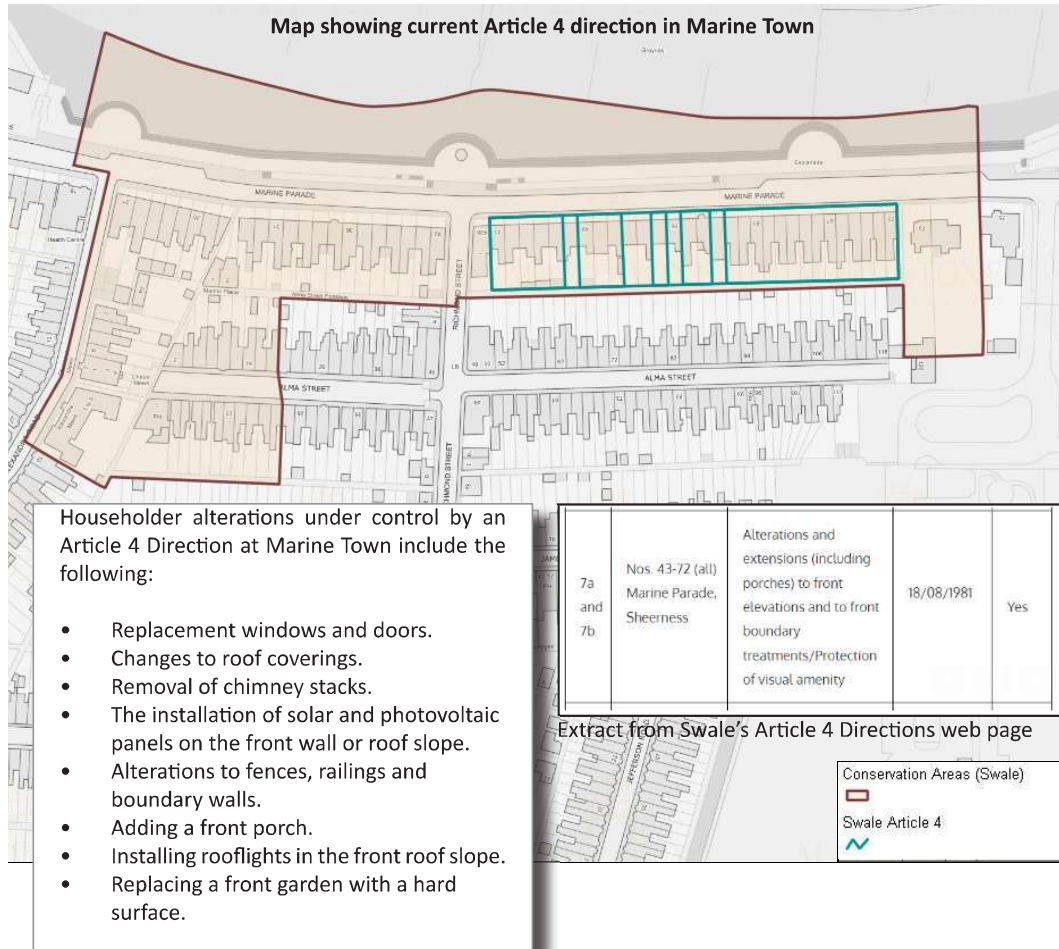
The Conservation Area Character Appraisal has identified some householder alterations which have involved the removal of historic features such as period windows, doors, roof coverings and chimney stacks.

Even in conservation areas, some householder alterations to unlisted buildings can be undertaken without the need for planning permission. The cumulative impact of ill-considered alterations to traditional properties can have a harmful effect on the character and appearance of a conservation area. Such alterations have, and could continue to erode the character of Marine Town Conservation Area over time.

**6.18 Article 4 Direction**

In light of the above, Swale Borough Council may consider the use of an Article 4 Direction in order to bring some householder alterations (which are currently classed as permitted development) under planning control, to ensure that all alterations are positively managed through the planning system.

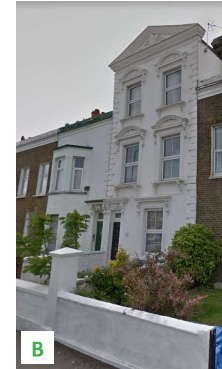
The Shrimp Terrace (Nos 42-73) Marine Parade is already subject of Article 4 direction.





### Extension of existing Article 4 Direction

It is proposed that the following properties are brought under Article 4 direction. They are a good surviving example of their time and most features are retained. An Article 4 direction would ensure their long term maintenance.



### 6.19 Swale local heritage list

Arising from Swale's adopted Heritage Strategy 2020-2032, the Borough Council is compiling a Local Heritage List in order to identify heritage assets which are not formally designated.

The Local Heritage List:

- raises awareness of an area's local heritage assets and their importance to local distinctiveness;
- informs developers, owners, council officers and members about buildings within the local authority boundary that are desirable to retain and protect;
- provides guidance and specialist advice to owners to help protect the character and setting of those buildings, structures, sites and landscapes;
- helps the council in its decision making when discussing proposals and determining planning applications; and
- records the nature of the local historic environment more accurately.

The impact of any development on a building or site included within the Local Heritage List will be a material consideration when the council considers an application for planning permission.

Several unlisted buildings in Marine Town Conservation Area may be eligible for inclusion within the Swale Local Heritage List. These include:

- A. The four Public Houses -  
The Napier

Heights of Alma  
The Hero of Crimea &  
The Victoria

- B. The two Civic Buildings  
The Chapel &  
The School

### 6.20 Public realm

The public realm (that is those areas which fall between the buildings and are enjoyed by the public) makes a significant positive contribution to the special character of Marine Town Conservation Area.

Restrained use of highway signing and road markings is also critically important. Where signs, road markings, street furniture, salt bins or rubbish bins are necessary they should be located and designed carefully.

Future highway maintenance, improvements and alterations will be carried out in accordance with Streets for All, Historic England (2018) and Highway Works and Heritage Assets: the Kent Protocol for Highway Works in Relation to Designated Heritage Assets, KCC and KCOG (2011). Both provide advice on good practice for highway and public realm works in historic places. Early consultation with all stakeholders (including Swale Borough Council's Conservation & Design Team and Sheerness Parish Council) will be fundamental to achieving appropriate standards in future changes.

Opportunities for enhancement in the public realm:

- An audit of public signage (including highway signage) to establish whether all current signage and road markings are necessary, well designed and appropriately located.
- An audit of street furniture (bollards, benches, dog waste bins, salt bin etc.) to establish whether street furniture is necessary, well designed and appropriately located.
- An audit of overhead supply lines and poles with the statutory undertakers to establish whether there is scope to remove any overhead cables or poles or to underground services.

### 6.21 Trees and planting

Trees and hedgerows do not play a vital role in the special character of Marine Town.

Opportunities for new planting should be considered.

Six weeks' notice must be given to the Borough Council in writing before any works are undertaken to trees within conservation areas.

### 6.22 New development opportunities

Potential for new development within the Marine Town Conservation Area is extremely limited. If proposals for development come forward they will be considered against local and national planning policies which attach great weight to the

conservation of designated heritage assets and their settings.

Development within the setting of the conservation area may affect its heritage significance. The local planning authority is required to pay special attention to preserving the setting of the conservation area (or any listed buildings) in any plan making or decision taking.

**6.23 Heritage at risk**

Marine Town Conservation Area has been identified as 'Heritage At Risk' by Historic England.

Change in conservation areas can be negative either

through poor quality new development, neglect or even deliberate damage. Negative change can have a real effect upon the way the community feels about their area, affecting confidence, reducing investment, and leading to a cycle of decline. When conservation areas become at risk, this can signify or contribute to an area's social or economic decline.

Historic England provides assistance and encouragement to local authorities and communities to help assess the status of as many conservation areas as possible.

Gathering data on the condition of conservation areas, as well as the main threats they face, helps Historic England to gain a clearer picture of how these important places and

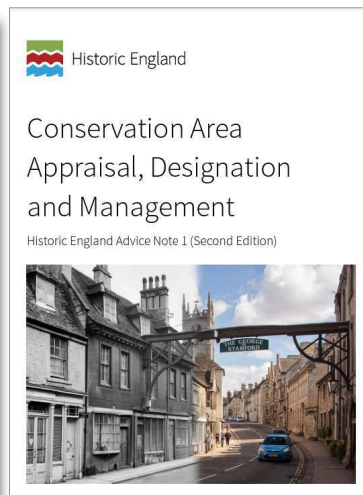
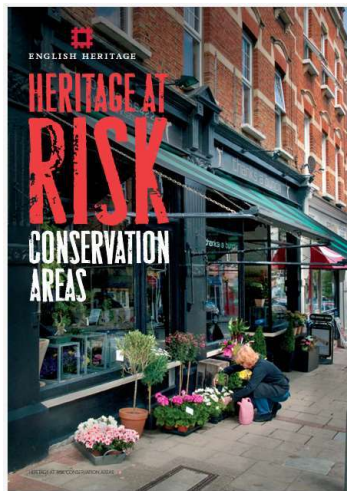
areas are sustaining themselves, and importantly how negative change might be halted and reversed. The reasons why conservation areas become at risk are complex and varied, depending on their situation.

Town and city centre conservation areas are often affected by prevailing trends in the retail economy, the effects of too much traffic or through poorly placed new development in sensitive areas. These factors can cause buildings and other structures to be vacated or neglected, and conservation areas to become at risk.

The work of addressing problems in conservation areas can take time.

A detailed appraisal of the area such as this one is the first step.

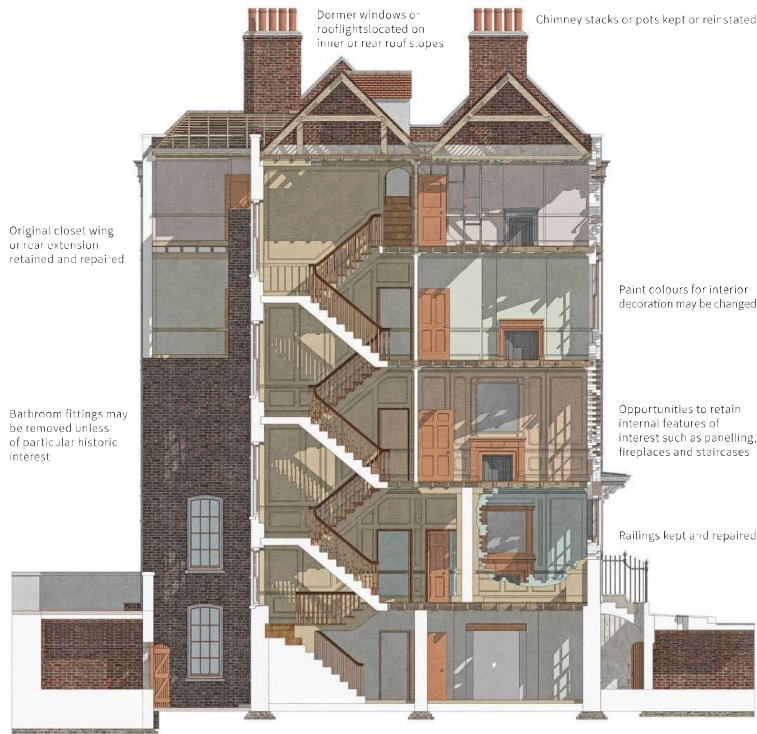
Other than the Conservation Area itself, there are no designated heritage assets within Marine Town on Historic England's Heritage at Risk Register or on the Swale Borough Council's Heritage at Risk Register. Neither has this appraisal identified any heritage assets which are currently at risk.





## Relevant Extract from Historic England’s guidance on conserving Victorian Terraces

The example terraced house below shows some of the areas and features, found in many terrace types, to consider when planning changes to a property. It shows areas where it may be possible to retain, repair or reinstate original features and some areas where there may be opportunity for change. The relevant part of the guidance note then provides more detail about types of issue to consider when planning change.



Dormer windows or rooflights located on inner or rear roof slopes

Chimney stacks or pots kept or reinstated

Original closet wing or rear extension retained and repaired

Bathroom fittings may be removed unless of particular historic interest

Paint colours for interior decoration may be changed

Opportunities to retain internal features of interest such as panelling, fireplaces and staircases

Railings kept and repaired

Changes can increase capacity of vaults and basements while retaining historic fabric

Existing roof form and structure retained and repaired with appropriate materials



Redundant tanks or boilers removed to increase capacity in the roof

Opportunities to retain or reinstate original plan form, floor structures, walls, staircases, and internal partitions

Openings in partitions may be formed in partition walls and modern partitions removed

Changes affecting party walls will require careful planning

Potential opportunities for carefully considered work to improve environmental performance while retaining historic fabric

New brickwork matching or toned down to match original

Existing window and door joinery retained or details reinstated

Vaults, front basements, stone paving, pavement lights, coal hole covers and domestic features retained or repaired



## Relevant Extract from Historic England's guidance on conserving Victorian Terraces

### Some steps to follow when considering changes to Victorian terraced houses:

1. Establish as far as you can the historical and social context of the terrace.
2. Identify the features of the house that are original, with particular reference to plan form. This may include stairs, interior features, roof form, doors and windows and external decoration.
3. Identify opportunities for enhancing the architectural consistency of the terrace as a whole (ie for the different dwellings within the terrace to look similar).
4. Ensure any heritage statement or appraisal provides a clear assessment of what is important and why as well as describing the impact of the proposal.

### Issues to consider when considering changes which affect the relationship between the terrace and the street:

1. What is the impact of proposals on boundary walls/fences?
2. Are any of those boundaries party walls?
3. Will the proposal reinstate missing boundary features?
4. Will the proposal substantially infill the garden space?

### Issues to be considered when extending terrace houses:

1. Are existing extensions historically significant?
2. Is there an existing rhythm to the extensions?
3. Does the proposal enclose or infill the rear yard?
4. Does the service character of the extension survive ie small simple, unadorned rooms?
5. How does proposal affect the traditional service character of the extension?
6. What is the impact upon the balance between main house and rear extension?
7. What is the impact upon surviving interior features?

### Issues to be considered regarding elevations:

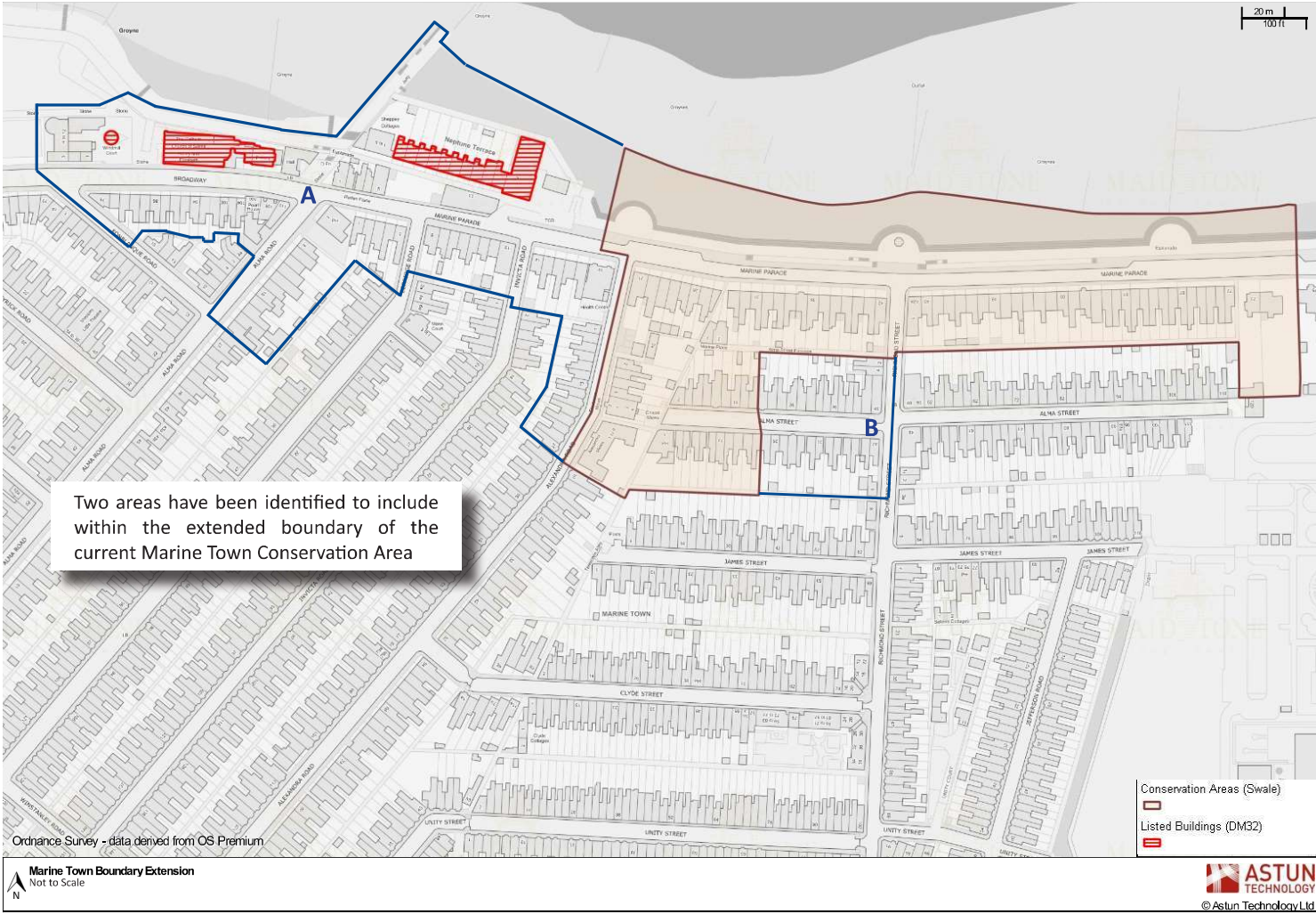
1. Will the proposal erode the consistency of the elevation treatment, such as the treatment of windows or colour?
2. Is the external colour treatment controlled by lease or covenant?
3. Will the proposal accurately restore lost features enhancing architectural consistency?
4. Will the proposal involve increasing the prominence of the roof on the front elevation?
5. Will the proposal respect and/or complement existing materials?

### If there are plans to change the plan form, issues to consider include, but are not exclusive to, the following:

1. Will the proposal involve the erosion of the original plan?
2. Will the proposal involve the loss of the last surviving element of the plan?
3. Are there opportunities to re-instate elements of the former plan?
4. Does the proposal involve loss of the stairs or part of the stair?
5. How will the proposal change the relationship between the house and the street?
6. Is the original hierarchy of rooms still present?
7. Are changes to the original hierarchy themselves important?
8. How does the proposal affect the ability to appreciate earlier change?
9. How will the proposal affect the relationship between the main rooms and service rooms of the house?
10. How will the proposal affect surviving interior fittings including fireplaces, cornices, skirting boards, panelling and shutters?
11. Are there opportunities to accurately re-instate missing interior features?

# Appendices

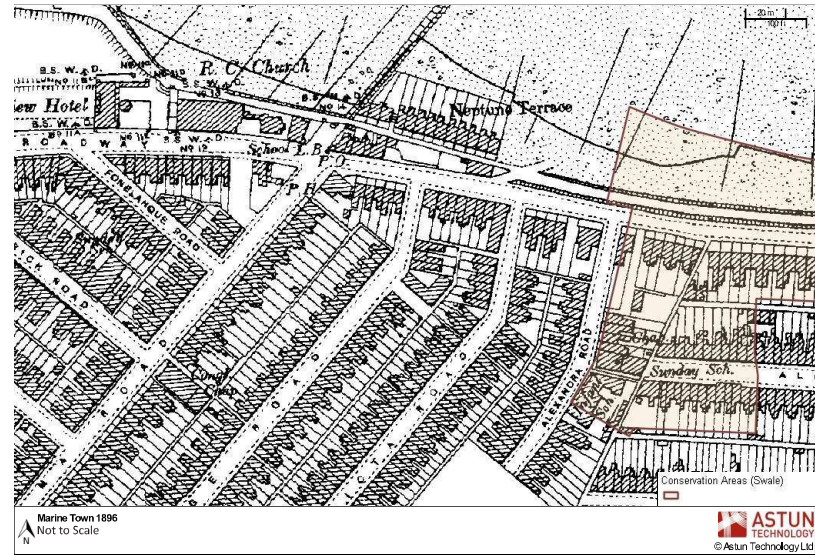
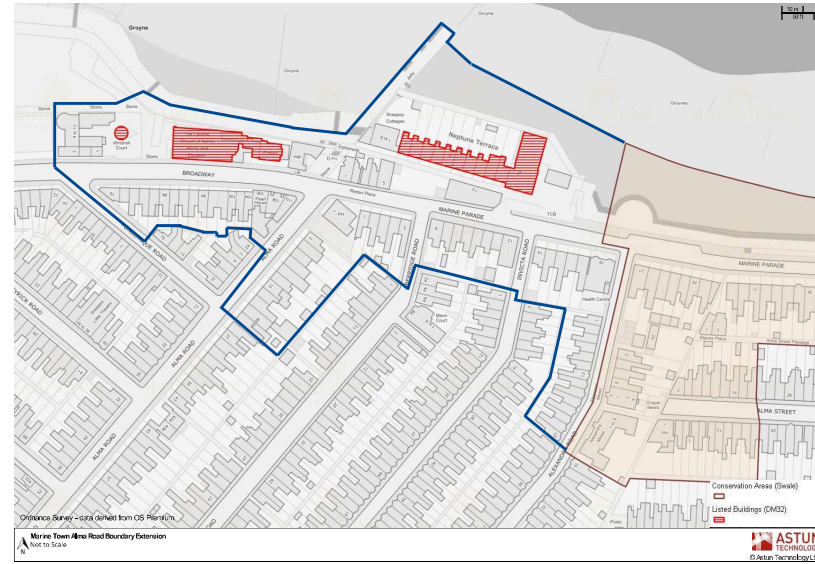
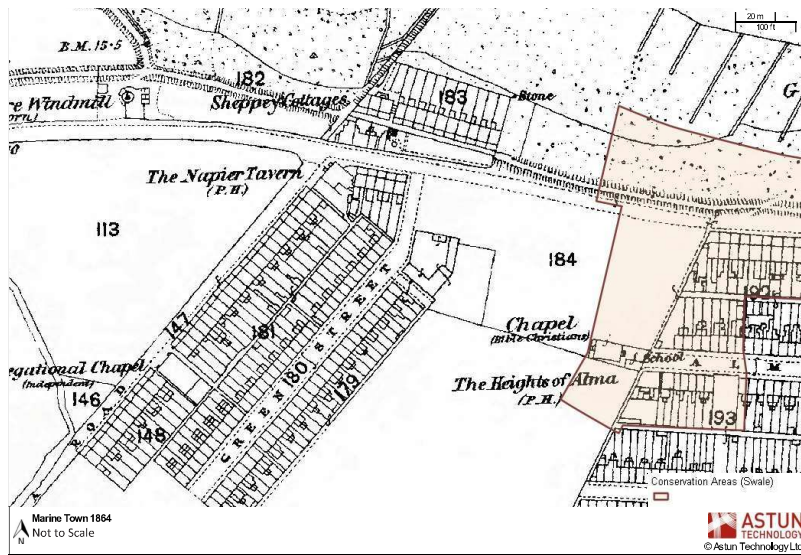
# APPENDIX 1: Proposed Boundary Extension





### BOUNDARY EXTENSION A

Three listed buildings within the vicinity of the current conservation area boundary are excluded from the conservation area. This proposed extension will ensure that these three significant historic assets are included along with the neighbouring terraces that form part of the earliest development (as evident from the 1844 & 1896 maps) of what is now known as Marine Town.





Alma Road - Constantia Terrace 1854





View of Neptune Terrace on right before the sea defence wall was built.



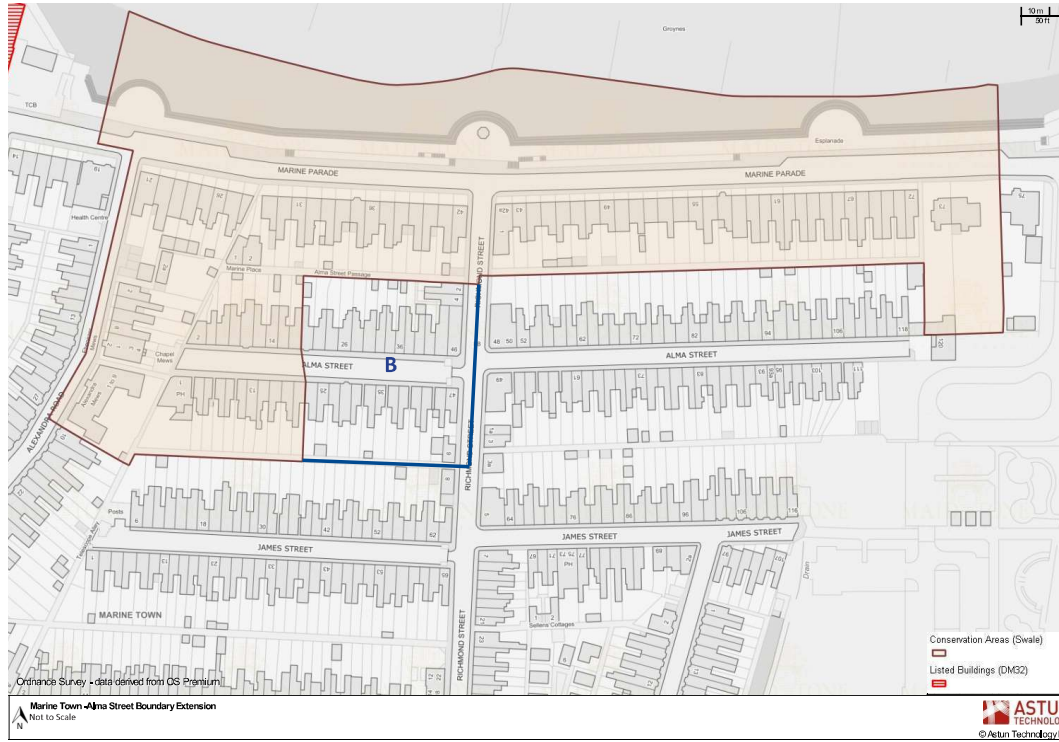
Historic view of Alma Road





### BOUNDARY EXTENSION B

The second boundary extension is to include the entire section of Alma Street west of its junction with Richmond Street within the conservation Area. Although there have been a number of insensitive alterations to individual properties on this street, the scale and layout of the street is still retained and is considered a good representative example of street layout of smaller terraces throughout the area.

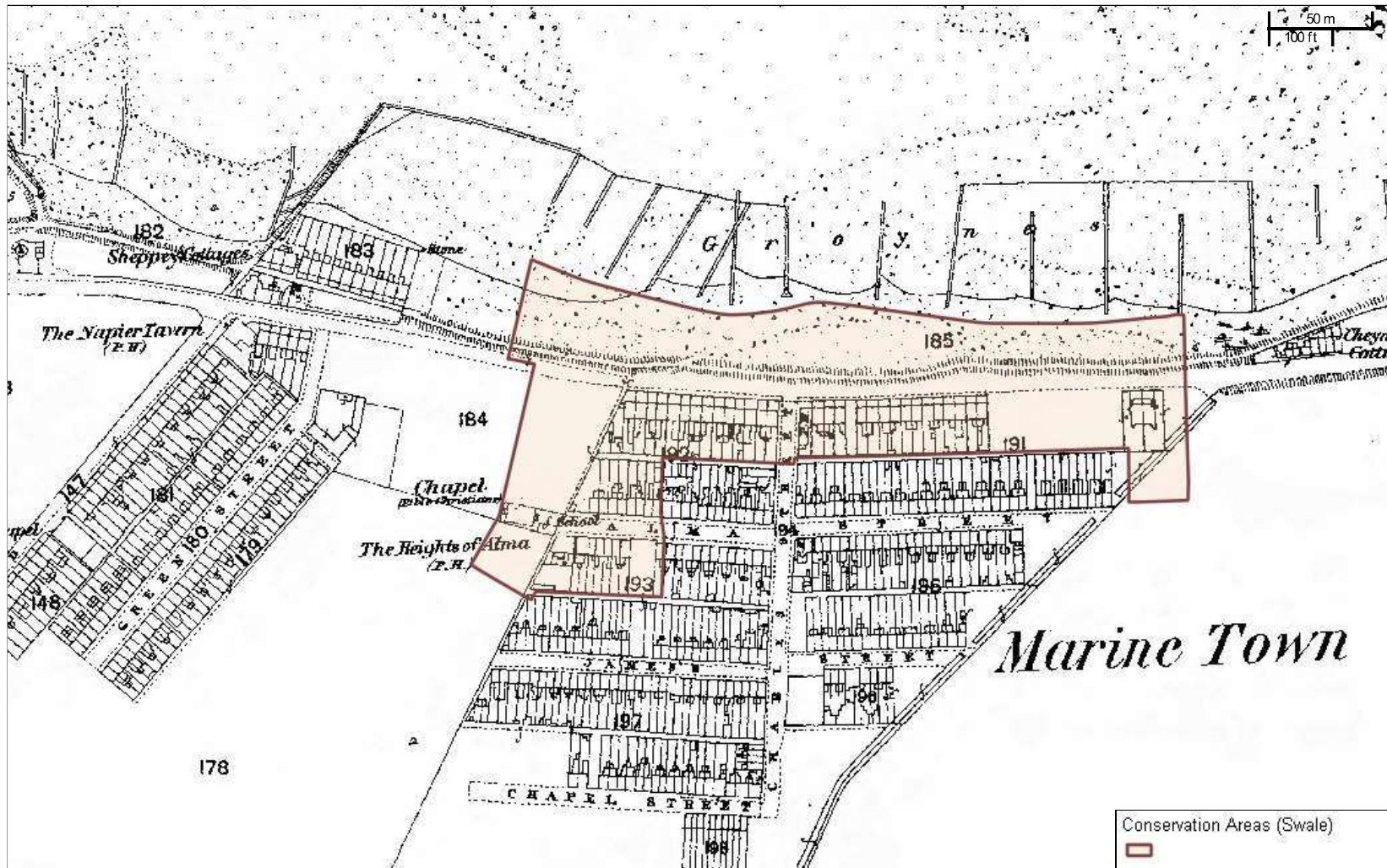


# APPENDIX 2: Historic Maps of Marine Town

The following pages show development of Marine Town through the year via historic maps of the area. The current OS map is included for reference



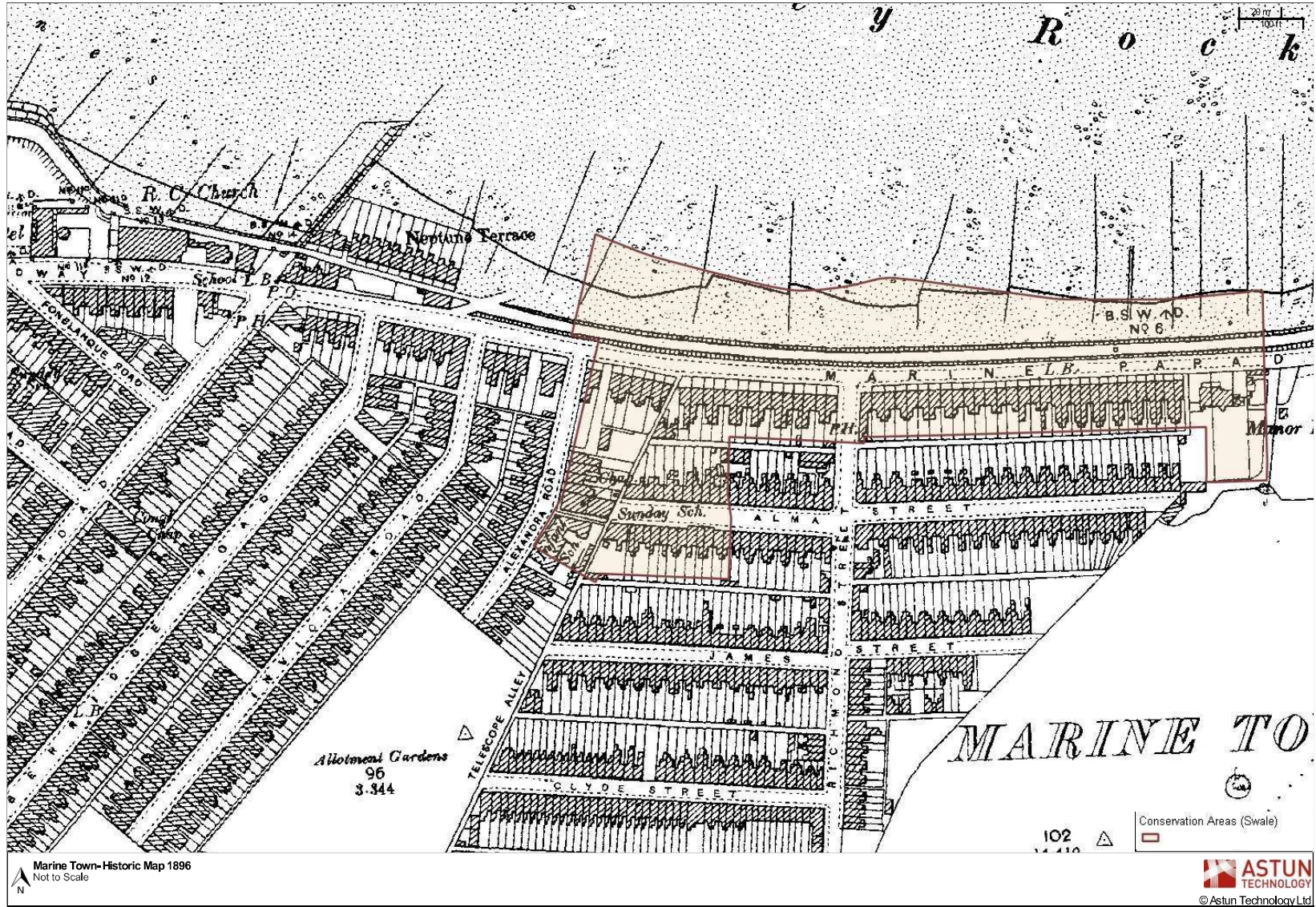




Marine Town - Historic Map 1840  
 Not to Scale



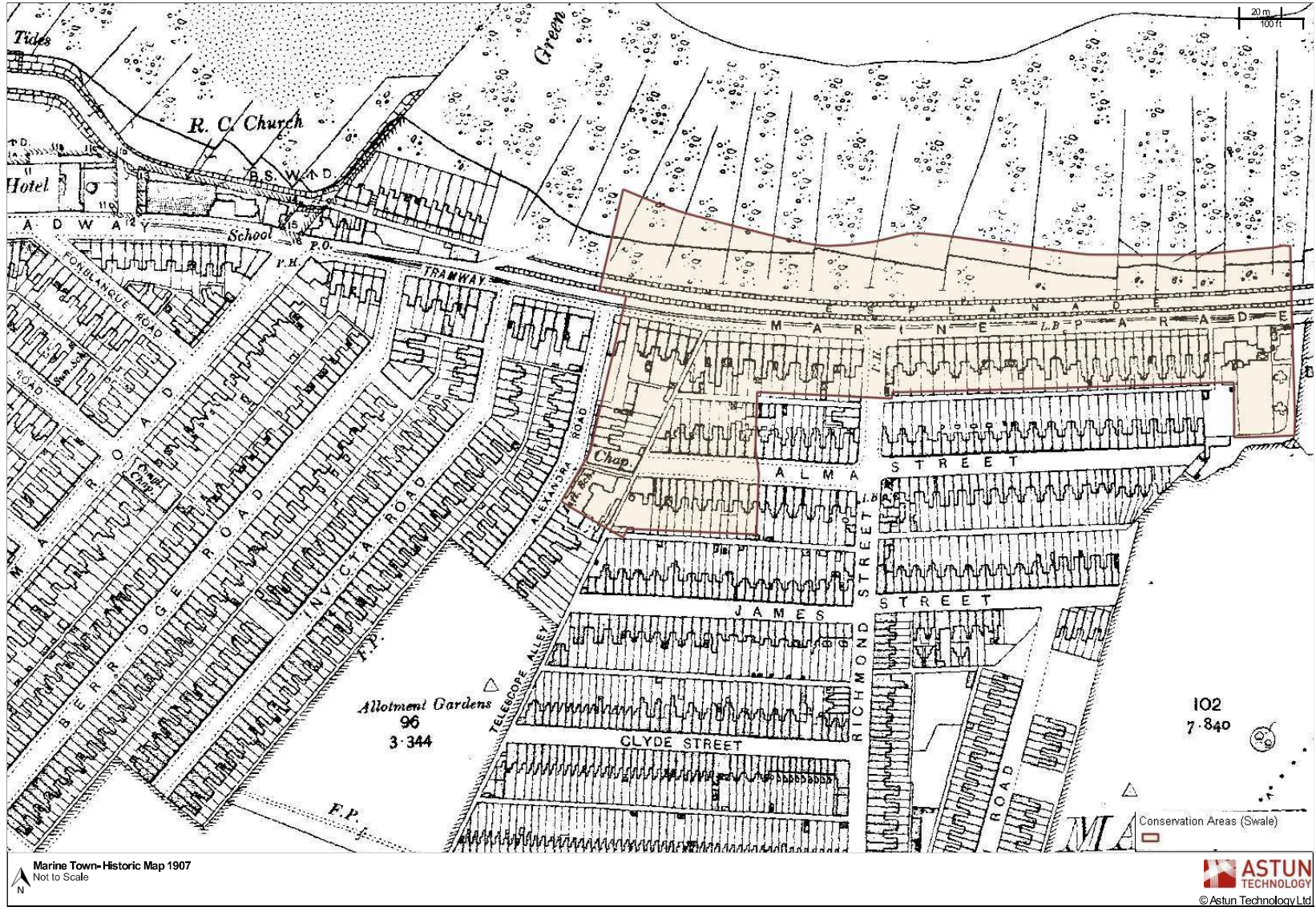




Marine Town-Historic Map 1896  
Not to Scale

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TECHNOLOGY  
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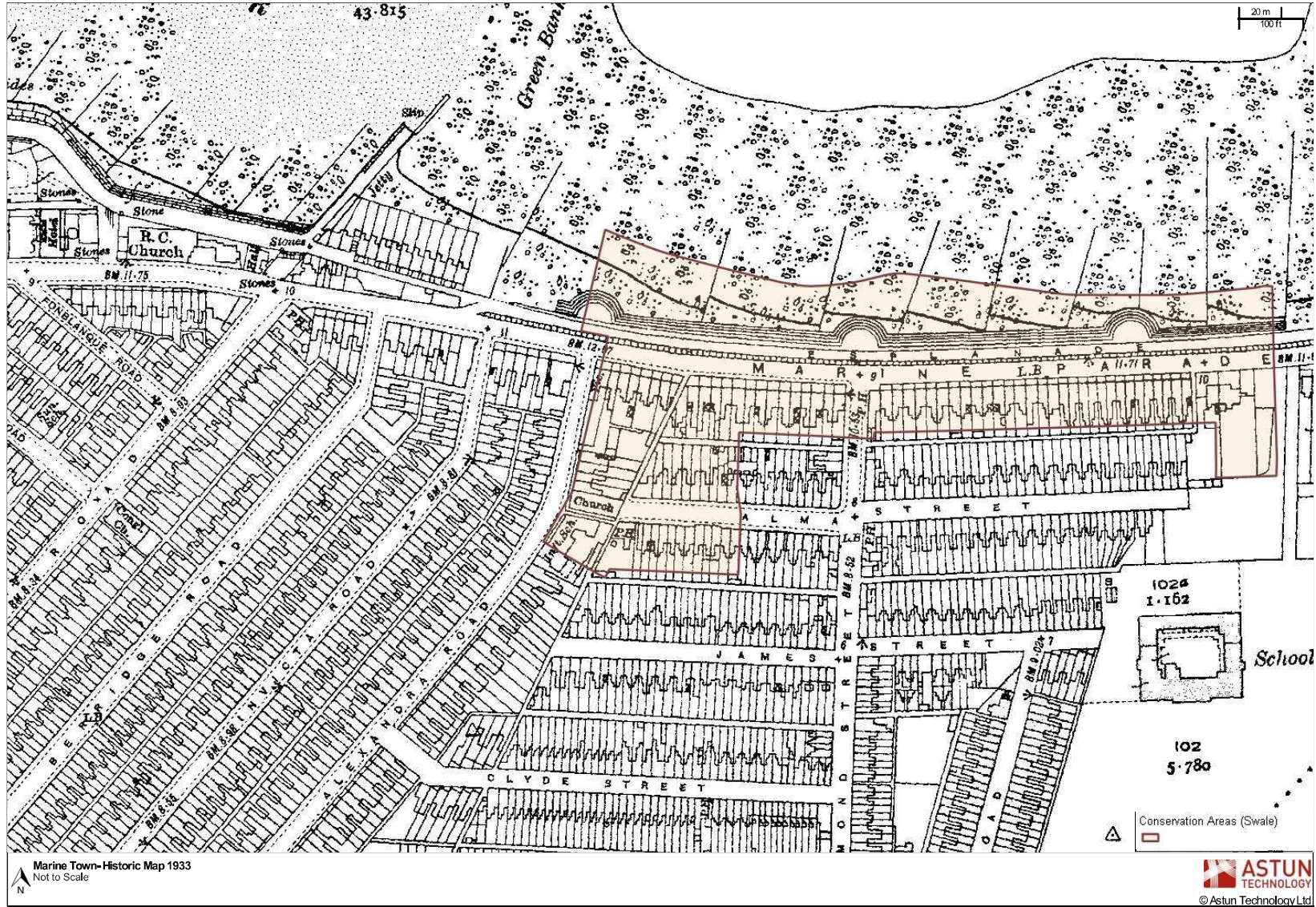




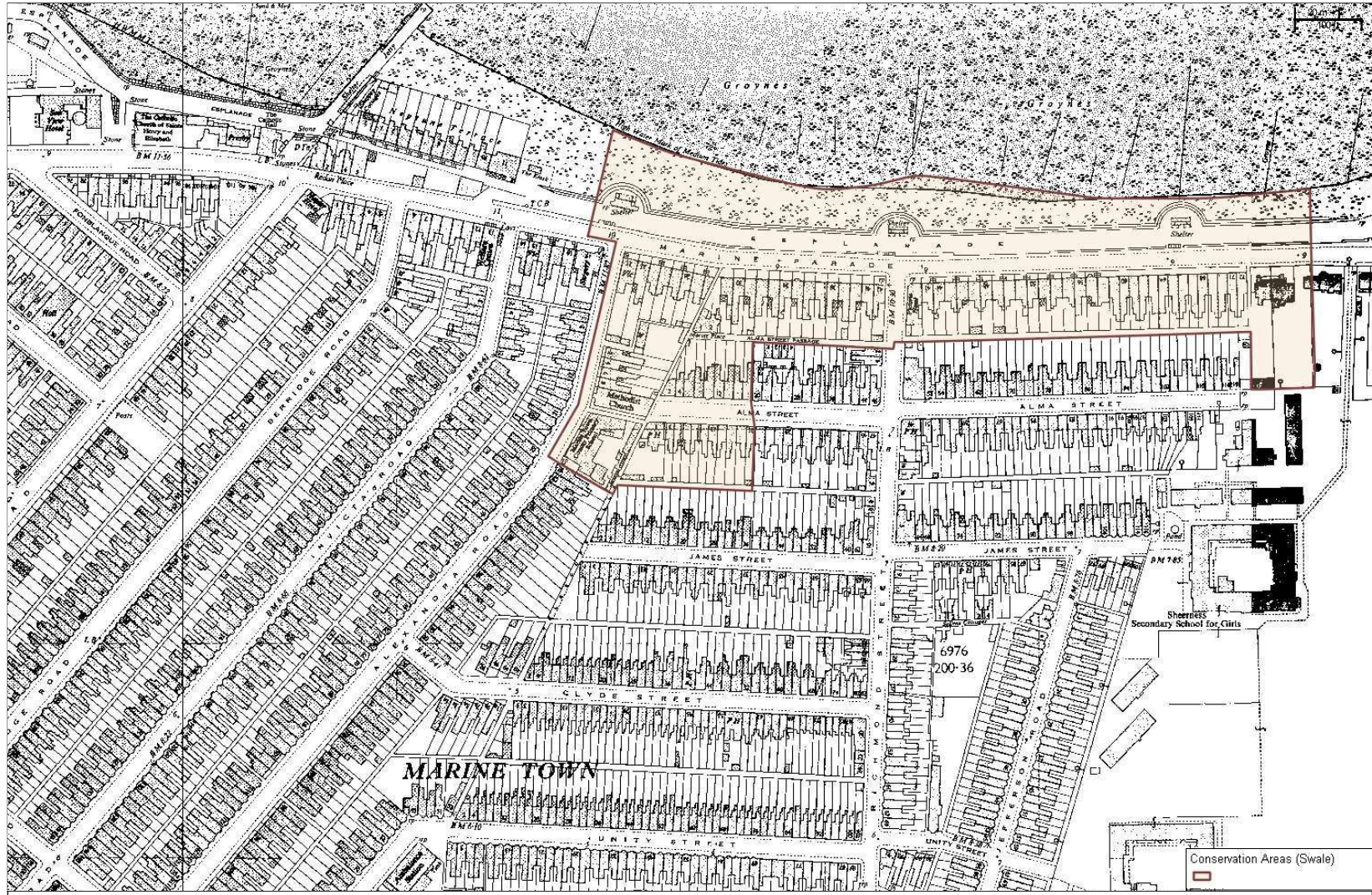
Marine Town-Historic Map 1907  
Not to Scale











Marine Town - Historic Map 1957  
Not to Scale





# APPENDIX 3:

Extracts from the National Heritage List for England (the Statutory List of Buildings of Special Architectural or Historic Interest)

The statutory list is compiled and published by the Secretary of State for Digital, Culture, Media and Sport (DCMS) and is altered and amended from time to time. The Statutory list can be viewed at [www.historicengland.org.uk/listing/the\\_list](http://www.historicengland.org.uk/listing/the_list). The omission of a building from this list should not necessarily be taken to indicate that it is not listed.

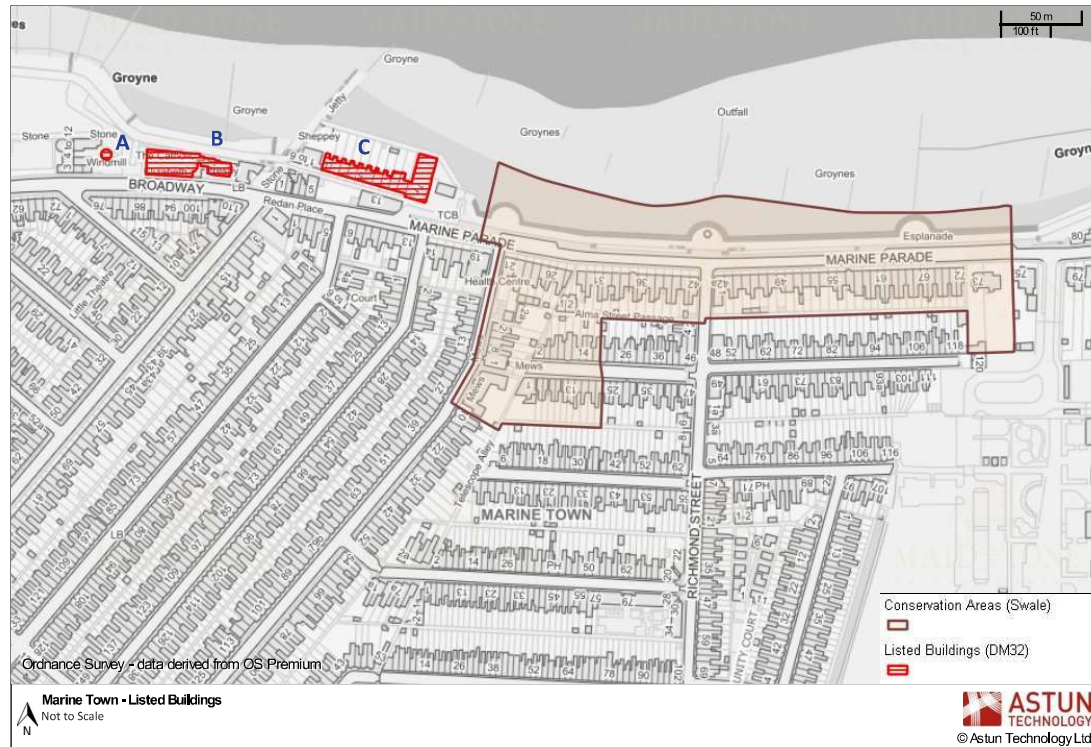
Features which are not specifically mentioned in the list description are not exempt from statutory protection which extends to the building, to any object or structure fixed to the building and to any structure within the curtilage of the building pre-dating the 1st July 1948.

The current Marine Town conservation Area does not have any statutory designated heritage assets within it's boundaries- however if the extended boundary is agreed and adopted then the following assets will be within the new revised Conservation Area boundary.

**STATUTORY LISTED BUILDINGS**

Sheerness - Marine Town

- A Remains of Windmill in grounds Of Seaview Hotel
- B Roman Catholic Church of St Henry And St Elizabeth
- C Neptune Terrace



**A REMAINS OF WINDMILL IN GROUNDS OF SEAVIEW HOTEL**

Grade: II

List Entry Number: 1242981

Date first listed: 30-Jun-1978

Statutory Address : REMAINS OF WINDMILL IN GROUNDS OF SEAVIEW HOTEL, THE BROADWAY

National Grid Reference: TQ 92452 74945

Details

THE BROADWAY 1. 5282 (North Side) Mile Town, Sheerness Remains of windmill in grounds of Seaview Hotel

II 2. C18. Stock brick partly stuccoed base of cylindrical shape tapering inwards towards the top. Slate roof.



**B ROMAN CATHOLIC CHURCH OF ST HENRY AND ST ELIZABETH**

Grade: II

List Entry Number: 1242869

Date first listed: 30-Jun-1978

Statutory Address: ROMAN CATHOLIC CHURCH OF ST HENRY AND ST ELIZABETH, THE BROADWAY

National Grid Reference: TQ 92490 74940

Details

THE BROADWAY 1. 5282 (North Side) Mile Town, Sheerness Roman Catholic Church of St Henry and St Elizabeth

II 2. Dated 1863-4 by Edward Welby Pugin. Built of stock brick with black brick bands. Slate roof. The west end has a bellcote. North and south aisles. 5 bay nave.



C NEPTUNE TERRACE

Grade: II

List Entry Number: 1258778

Date first listed: 30-Jun-1978

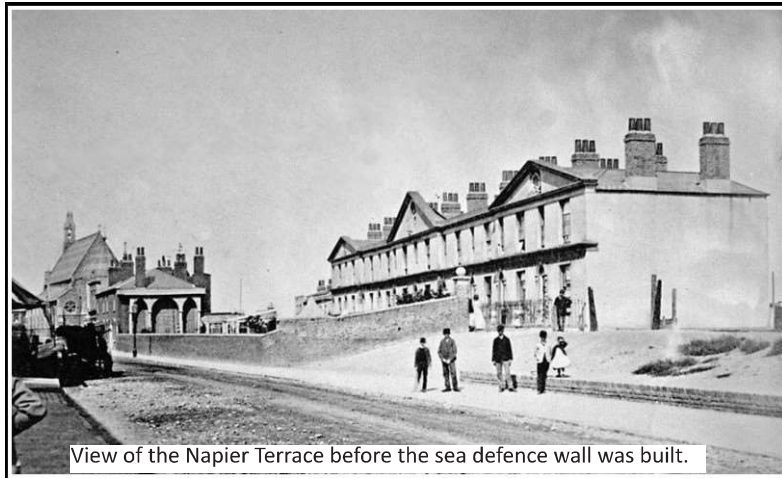
Statutory Address : NEPTUNE TERRACE, 1-10, MARINE PARADE

National Grid Reference: TQ 92592 74937

Details

MARINE PARADE 1. 5282 (North Side) Marine Town, Sheerness Nos 1 to 10 (consec) (Neptune Terrace)

II GV 2. An early C19 terrace, 2 storeys, cement rendered. 3 pedimented projections, one centre, two ends. Central pediment has niche with Neptune standing upon the head of a sea monster. The side pediments have niches with cement shell and rock ornaments. 20 sashes in all. Stucco architraves and archivolts to entrance doors with enriched keystones which depict mermen with a cornucopia. Pilasters with capitals having mermaids riding sea horses. Slate roofs. Cast iron spear rails to areas. The rear elevation has a roof with a succession of hips.



View of the Napier Terrace before the sea defence wall was built.





## APPENDIX 4: Select Bibliography and Document Extracts

Historic England. (2016). **A Characterisation of Sheerness, Kent** Project Report

Augustus Daly (1975). **History of the Isle of Sheppey**

Kent County Council. (2004). **Kent Historic Towns Survey: Sheerness - Archaeological Assessment Document**. English Heritage and Kent County Council.

FOR FURTHER INFORMATION CONTACT:

Swale Borough Council Planning Services – 01795 417850

<https://www.swale.gov.uk/heritage-and-landscape/>



**Swale Borough Council: 2023**  
**Swale House, East Street, Sittingbourne, Kent ME10 3HT**

**PUBLIC CONSULTATION DRAFT AUGUST 2023**

**Prepared by The Conservation & Design Team, Swale Borough Council**



<b>Planning and Transportation Policy Working Group Meeting</b>	
<b>Meeting Date</b>	23rd November 2023
<b>Report Title</b>	Sheerness - Mile Town Conservation Area review
<b>EMT Lead</b>	Emma Wiggins - Director of Regeneration and Neighbourhoods
<b>Head of Service</b>	Joanne Johnson – Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Jhilmil Kishore - Senior Conservation and Design Officer (Projects)
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. To note the content of the public consultation draft of the character appraisal and management strategy document produced for the review, and the representations made on this by interested parties, the details of which are set out in the report appendices.</li> <li>2. To support and recommend to Policy and Resources Committee that the changes to the review document proposed in response to the representations are agreed.</li> </ol>

## 1 Purpose of Report and Executive Summary

- 1.1 The purpose of this report is to make the Planning & Transport Policy Working Group aware of some proposed boundary changes to the Sheerness - Mile Town Conservation Area and to recommend that the conservation area be formally re-designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act, 1990.
- 1.2 The proposals include a detailed character appraisal and associated management strategy in line with current good practice for the management of conservation areas. Officers recommend that PTPWG supports the changes to the review document set out in Appendix i and as reflected in Appendix ii) and recommend the proposed changes to Policy and Resources Committee.

## 2 Background

- 2.1 Sheerness - Mile Town Conservation Area was first designated in June 1976. An appraisal document and minor boundary (judicious) changes were adopted in 2000. It has not been systematically reviewed since 2000 and until now there has been no published management strategy. There is a formal requirement under the Planning (Listed Buildings and Conservation Areas) Act 1990 for Conservation Areas to be reviewed from ‘time to time’.



- 2.2 The Swale Heritage Strategy, adopted in March 2020, has resulted in a stronger commitment by the Council to ensure its conservation areas are reviewed more regularly and possible new conservation areas also given consideration. The review of Sheerness- Marine Town Conservation Area is part of the work programme of the initial three-year action plan forming part of the adopted Swale Heritage Strategy 2020 – 2032. The focus on conservation areas in the initial action plan has given priority to those conservation areas in the Borough classified locally and nationally as ‘at risk’ – of which there are eight – Sheerness- Mile Town Conservation Area is one of them.

### 3 Proposals

- 3.1 The proposal is to re-designate and amend the boundary of the conservation area and to equip it with a detailed character appraisal and a complementary management strategy which will assist with development management and heritage conservation purposes over the next decade or more. It will be a matter for the Policy and Resources Committee to decide whether to formally adopt the Sheerness - Mile Town Conservation Area Character Appraisal and Management Strategy (as recommended and set out in **Appendix ii**, following consultation feedback), but the PTPWG is requested to provide feedback as part of the process of reaching a decision.
- 3.2 Part of the review process involved an assessment of whether the area should be extended or reduced in size. In this regard particular consideration was given to extending the conservation area. Two specific areas are identified in the document as Boundary A, to include Old Jew's Burial Ground up to and including Invicta Works along Hope Street, and Boundary B to include the entire curtilage of the Water Works (the current Conservation Area boundary cuts through the site of the Water Works).
- 3.3. In addition to these two extensions, Historic England has recommended that consideration be given to extending the boundary to include the former County Library, an attractive building with some historic and architectural value, and a 19th century former house marked as Towers Hall on historic OS maps. In addition, they have recommended that it would be beneficial to consider extending the boundary to include High Street buildings up until the junction with the A250. Though the historic buildings on the High Street are altered, they are of a similar quality to those directly to the west and within the conservation area.
- 3.4 The recommendations are that members:
- Note the content of the public consultation draft of the character appraisal and management strategy document produced for the review, and the representations made on this by interested parties, the details of which are set out in the report appendices; and
  - Recommend to Policy and Resources Committee that the changes to the review document proposed in response to the recommendations are agreed.

## **4 Alternative Options Considered and Rejected**

- 4.1 One option would be to not take this review work any further. This is not recommended because it would risk the justifiable continuation of the designation and/or the appropriately sensitive and positive management of the conservation area and its wider setting moving forward.
- 4.2 A second possible option would be to disregard some elements, or all of the feedback received, in terms of the suggested boundary change(s). However, the feedback provided from the local community is valuable and to disregard this without sound reasons would call into question the value of the consultation process and potentially deliver reputational damage to the Council.
- 4.3 A third possible option would be to suspend the work on this review until some point in the future. Whilst this option would reduce expended officer time, it could still lead to (a) the designation being challenged, (b) reputational damage to the Council and/or (c) development and associated infrastructure provision decisions being made for the locality without an appropriate understanding and appreciation of the special qualities of the Sheerness - Mile Town Conservation Area

## **5 Consultation Undertaken or Proposed**

- 5.1 A six-week public consultation ran from 10th August 2023 up to and including 21st September 2023. Due to limited responses, it was further extended by ten days and concluded on 6th October 2023.
- 5.2 All those parties with property within or overlapping the current conservation area boundary were notified in writing of the review and were invited to comment on it, as were key relevant organisations including Kent County Council and Historic England.
- 5.3 Hard copies of the review document were made available at the Sheerness Library and was available to view/download on-line via the Council's website for the duration of the public consultation period.
- 5.4 A total of three consultation responses were received, two from local residents and a very detailed response from Historic England. The officer's response to these responses (as summarised) is attached as appendix i.
- 5.5 Kent County Council in its function as the Highway Authority was consulted on the conservation area review but provided no feedback.
- 5.6 A written update was sent to Sheppey Area committee highlighting the main aspects of the Sheerness - Mile Town Conservation Area Review.

## 6 Implications

Issue	Implications
Corporate Plan	<p>Priority 2 of the Plan is: 'Investing in our environment and responding positively to global challenges'. Objectives 2.1, 2.4 and 2.5 of this priority are respectively to:</p> <p>(2.1) 'Develop a coherent strategy to address the climate and ecological emergencies, aiming for carbon neutrality in the council's own operations by 2025 and in the whole borough by 2020, and pursue all opportunities to enhance biodiversity across the borough'.</p> <p>(2.4) 'Recognise and support our local heritage to give people pride in the place they live and boost the local tourism industry.'</p> <p>(2.5) 'Work towards a cleaner borough where recycling remains a focus and ensure that the council acts as an exemplar environmental steward, making space for nature wherever possible'.</p> <p>The character appraisal and management strategy document, once amended as appropriate and subsequently adopted would support all 3 of the above-stated objectives from the Corporate Plan.</p>
Financial, Resource and Property	<p>Implementing some aspects of the proposed Management Plan may have financial and resource implications for the council, particularly if it is decided to proceed with an Area of Special Advertisement control review or/and signage review. These costs are not yet budgeted for and may need to be considered within any future Heritage Strategy Action Plans.</p>
Legal, Statutory and Procurement	<p>The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on every local planning authority to "<i>determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance</i>" and, from time to time, to review the functioning existing conservation areas.</p>
Crime and Disorder	<p>None identified at this stage.</p>
Environment and Climate/Ecological Emergency	<p>One of the three dimensions of sustainable development is its environmental role: contributing to protecting and enhancing our natural, built and historic environment.</p>
Health and Wellbeing	<p>The health and wellbeing aspects of interaction with heritage assets and heritage related projects are referenced in the adopted Heritage Strategy which underpins this review work.</p>
Safeguarding of Children, Young	<p>None identified at this stage.</p>



People and Vulnerable Adults	
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Privacy and Data Protection	None identified at this stage.

## 7 Appendices

- 7.1 The following documents are to be published with this report and form part of the report:
- Appendix i: Public consultation – table of representations (in summary form), and the council’s response to them.
  - Appendix ii: Public consultation version of the 2023 draft Sheerness- Mile Town character appraisal and management plan document.

## 8 Background Papers

[A Heritage Strategy for Swale 2020-2032](#)

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**APPENDIX i: TABLE OF REPRESENTATIONS, AND THE COUNCIL'S RESPONSE AND RECOMMENDATIONS FOR ANY CHANGES TO THE ASSESSMENT DOCUMENT IN RELATION TO THEM – FOR RE-DESIGNATING SHEERNESS- MILE TOWN. C.A.**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
1	Local resident	Thank you for giving me the opportunity to ask questions re-the High Street. Why is it that shops can rip out their shopfronts and replace with a modern entrance? This has happened on numerous occasions which is obviously against Conservation when all the foreign hairdressers completely modernise the shopfronts, obviously at great expense. I must admit they look great but again, against conservation rules, I would like to know what steps have been taken to stop this happening as it seems to me you have no powers to uphold conservation.	Noted	No change to the assessment document needed.
2	Local Resident	<p>We have reviewed the conservation area document with a general opinion that it was well researched and thought through. Perhaps the plan was only intended as a rather general plan, and it seems to us that the plan only hints at firm proposals for improvements particularly to public spaces. Our suggestions are as follows: -</p> <ol style="list-style-type: none"> <li>1. Considering identifying buildings especially listed buildings in the core retail area close to the Clock Tower in clear disrepair and write to occupiers/owners asking them to complete necessary building works. If ignored, consider exercising any relevant statutory local authority powers to make good/charge back the works. If only a few of the worst kept buildings can be brought up to a reasonable standard it seems to us it will lift the area.</li> <li>2. Consider utilisation levels of public car parks. Consider turning the Rose Street fronting part of the Rose Street/Wood Street public car park with public conveniences within it into a park/recreational area.</li> <li>3. Consider breaking up the larger Rose Street public car park bordered by Hare Street, Millennium Way/Garden passage with additional planting both on the edges and within the very wide-open space.</li> <li>4. Upgrade Street lighting in Rose Street which is very poorly lit such lighting as there is in close proximity to trees.</li> <li>5. Fully pedestrianise Rose Street between Hare Street and High Street which is now a dead end for traffic in any event. The road is in extremely poor condition with numerous serious trip hazards for pedestrians within the</li> </ol>	Noted.	No change to the assessment document needed.

**PROPOSED SHEERNESS-MILE TOWN. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
		<p>criteria of the statutory disrepair/public liability. The drain on the corner of Rose Street and High Street appears to be permanently blocked.</p> <p>6. Improve Street lighting in the Rose Street, High Street to Hare Street area because it is practically unlit, and it is extremely dark outside daylight hours.</p> <p>We think the practical suggestions above mainly effecting the immediate area that we are situated are in line with your general proposals but would be a way of putting them into practice.</p> <p>We note the review is completely silent on the environmental obligations of owners and occupiers of commercial premises within the conservation area. You will appreciate that no commercial building has been able to be leased since 1* April 2023 if it has an EPC below E and is likely that this requirement will be increased to a C requirement within the next few years. This requires a building owners/occupiers to make material changes to their buildings and in some cases some significant and expensive ones within a relatively short time scale.</p> <p>We as a business has already spent many thousands of pounds in EPC upgrade work and intend to spend thousands of pounds more in the next few years. Whilst it might be possible to get exclusions for listed buildings for the bulk of property owners/occupiers in the conservation area this may not be possible so some specific guidance would be useful. It seems implicit within your report though not expressly stated, a conservation of frontage to the conservation area are of paramount importance (a proposition with which we agree) that alterations to the rear of premises not facing the conservation area (High Street, Broadway, Rose Street, etc.) will be given more latitude. It seems to us to be a good policy to give any alterations/development not directly facing the conservation area or town centre latitude if they have a demonstrable improvement to environment performance of the building.</p>		



PROPOSED SHEERNESS-MILE TOWN. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
		<p>The report sensibly mentions the presence of a number of three storey buildings (including ours) in the town centre. The writer has never been able to see the roofs of these buildings from street level. Our view is that if the roofs that include slate, Kentish peg tiles or more modern materials are not visible reasonably easily at street it is reasonable to allow installation of solar panels or reasonably low-level wind turbines as long as they are not readily visible at street level. Likewise, if facings to commercial buildings are not directly visible at street level from the conservation area but has the ability to put up suitable facings or high insulation rendering to the rear faces of buildings to improve energy performance and not to part of the building fronting the streets within the conservation area. Whilst we appreciate the local authority would want to consider any case in its specifics any guidance on the authority’s general approach towards energy performance enhancing development would be useful.</p>		
4	Historic England	<p>Historic England very much supports the production of a conservation area appraisal and management plan for the Sheerness Mile Town Conservation Area.</p> <p>Significance                      We welcome the concise summary of significance (p. 5) as a way for users to quickly understand why the conservation area is special. We think the broad areas of significance which the document outlines are good, but we suggest making these more distinctive to Sheerness.                      For example, “unaltered street patterns from the 19th century”, could be expanded to say, “surviving 18th century road pattern from the earliest period of the town’s development and later road layout, which reflects the town’s rapid growth across the later 19th century”.</p>	<p>Noted &amp; welcomed.</p> <p>Noted</p>	<p>No change to the assessment document needed.</p> <p>Document amended as recommended.</p>

PROPOSED SHEERNESS-MILE TOWN. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
		<p>Or “surviving examples of traditional shopfronts” could be expanded to say, “good survival of traditionally designed shopfronts with notable examples from xx and xx.”</p> <p>Content Our guidance, Conservation Area Appraisal, Designation and Management sets out a good practice approach to the content of a conservation area appraisal. The draft appraisal covers some of the suggested headings, such as introduction, planning context and location and setting, but we think the later sections on the character appraisal would benefit from further work. For example, a more detailed section on spatial analysis, backed up by historic maps, would a helpful way of describing the area’s development. It may be helpful to include earlier maps alongside later 19th century maps, to illustrate the area’s earliest development from the later 18th century. This would help you draw out where the early road layout survives and formed the framework for later development.</p> <p>Sections on locally important buildings and streets, open spaces and views could also be usefully added to help articulate more clearly why and what about the character of the conservation area is of special architectural or historic interest. If the Council has a local list, it would be good to include it in this section, including a link to the current list.</p> <p>It would be useful to include a map of significant views and to explain the types of views (such as views out to the setting, views of street frontages and groups of buildings or views of key landmarks) that are distinctive of the area’s character and contribute to its historic or architectural interest. You may also consider identifying character zones within the conservation area. This is often a useful tool to use when describing a conservation area</p>	Noted	Document amended as appropriate.







**PROPOSED SHEERNESS-MILE TOWN. C.A. – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Rep. No(s).	Representation By	Summary of Representation	Officer Response	Recommendation
		boundary running through existing buildings etc. As part of that process, you may find it helpful to set out why you do not propose to extend the boundary to cover some areas, e.g. the exclusion of part of Strode Crescent. Having visited, I think I understand the rationale for the boundary, but it is not immediately apparently from the maps.		

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# Sheerness- Mile Town

## Conservation Area

### Character Appraisal & Management Plan

August 2023

DRAFT FOR PUBLIC CONSULTATION





Clocktower circa 1902 with original gas lanterns- Grade II listed



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# FOREWORD

“Historic buildings and places add to the quality of people’s lives and help to create a sense of place that we all identify with.

As a community and as a local authority, we have a responsibility to safeguard our historic assets for future generations and to make sure that they are not compromised by unsympathetic alterations or poor quality developments. Conservation area designation and subsequent management is one way in which this can be achieved.

Conservation areas are not intended to halt progress or to prevent change. Rather, they give the local community and the Borough Council the means to positively manage change and to protect what is special about the area from being harmed or lost altogether.

Swale Borough is fortunate in having such a rich and varied mix of built and natural heritage. The Borough Council wants to see it used positively as a catalyst to sustainable, sensitive regeneration and development, and to creating places where people want to live, work, and make the most of their leisure time. To that end, we have reviewed the Sheerness -Mile Town Conservation Area and the results of that review are set out in this document, which the Borough Council is now seeking constructive feedback on.

This is one of a series of conservation area reviews which the Borough Council is committed to undertaking, following the adoption of the Swale Heritage Strategy 2020 - 2032.”



Councillor Mike Baldock,  
Deputy Leader and Heritage Champion  
Swale Borough Council



# Summary of Significance

The significance and special interest of Sheerness-Mile Town Conservation Area can be summarised as follows:

- Historic Commercial Centre of Sheerness
- Unaltered Street patterns from the 19th Century
- Surviving examples of traditional shopfronts
- Surviving examples of use of traditional building materials



## 1.0 INTRODUCTION

### 1.1. Sheerness -Mile Town Conservation Area

**Sheerness - Mile Town Conservation Area** was first designated on 8th June 1976. An appraisal document and minor boundary (judicious) changes were adopted in 2000.

The town of Sheerness is situated in the north west corner of the Isle of Sheppey overlooking the Thames and Medway estuaries. Sheerness Mile Town broadly equates with the town centre, whilst Beach Street is a small enclave of terraced housing on the north western edge of the town centre. The former Royal Naval Dockyard (a separate Conservation Area referred as Sheerness- Blue Town) , now a commercial port, lies to the north west of the town centre along with a steelworks developed in the 1960s. In most other directions the town centre is surrounded by residential development ( including Sheerness- Marine Town Conservation Area), sections of which are comprised of a tight grid of streets with terraced houses dating from the late nineteenth century.

### 1.2 The Purpose of Conservation Areas

Conservation Areas were first introduced in the Civic Amenities Act of 1967. A Conservation Area is defined as “an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance” (s.69(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990). It is the responsibility of individual Local Planning Authorities to designate and review Conservation Areas using local criteria to determine and assess their special qualities

and local distinctiveness.

The aim of Conservation Area designation is to protect historic places and to assist in positively managing change, so that their significance is safeguarded and sustained. Areas may be designated for their architecture, historic layout, use of characteristic or local materials, style, or landscaping. In accordance with the four types of heritage values set out in the core Historic England guidance document (Conservation Principles: Policies & Guidance. Communal values – which are those derived from the meaning of a

#### **Conservation Area status provides extra protection in the following ways:**

- Local planning authorities have control over most demolition of buildings.
- Local authorities have extra control over householder development.
- Special provision is made to protect trees.
- When assessing planning applications, the Local Planning Authority is required to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area and its setting.
- Policies in the Local Development Plan positively encourage development which preserves or enhances the character or appearance of Conservation Areas.

place for people who relate to it, or for whom it figures in their collective experience or memory – will be of particular relevance to this Conservation Area given the linkages between place names and remnants of bygone uses in the wider context of historical growth and development. Above all however, Conservation Areas should be cohesive areas in which buildings and spaces create unique environments that are of special architectural or historic interest.

Conservation Areas provide for additional Controls over owners and landowners activities.

### 1.3 The Purpose and Status of this Character Appraisal

A Conservation Area Character Appraisal is a written record and assessment of the special architectural or historic interest which gives rise to the character and appearance of a place. The appraisal is a factual and objective analysis which seeks to identify the distinctiveness of a place by defining the attributes that contribute to its special character. **It should be noted, however, that the appraisal cannot be all-encompassing, and that the omission of any particular building, feature or space should not be taken to imply that it is not of interest.**

The appraisal is the vehicle for understanding both the significance of an area as a whole and the effect of any impacts which bear negatively on its significance. In some cases, significance may only



be fully identified at such time as a feature or a building is subject to the rigorous assessment that an individual planning application necessitates.

Additionally, an appraisal can include management proposals to ensure the preservation or enhancement of an area by means of policies, action points, design guidance and site-specific design statements where appropriate. The objective of this plan would be to reinforce the positive character of a historic area as well as avoiding, minimising, and mitigating negative impacts identified as affecting the area.

An appraisal serves as a basis for both the formulation and evaluation of Development Plan policies, as a material

consideration in the making of development management decisions by the Local Planning Authority, and by the Planning Inspectorate in determining planning appeals. It can also heighten awareness of the special character of the place to help inform local Parish Councils in the formulation of Neighbourhood Plans, Village Design Statements, and individuals in design choices.

This Character Appraisal is supplementary to the Swale Borough Local Plan. It has been prepared in the context of the relevant national legislation and national and local planning policy and guidance provided by central government, Historic England, and the Borough Council itself, all of which are set out in section 2 of this document.

The statutory duty of local planning authorities with regards to conservation areas are to provide the necessary background to, and framework for, a review of the Conservation Area boundary in accordance with Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990, and to pay special attention to the desirability of preserving or enhancing the character or appearance of the area (Section 72).

In light of the way that the production of Conservation Area Character Appraisal & Management Strategy documents (such as this one) are developed and prepared in the above stated context and are also subject to public scrutiny via a statutory public



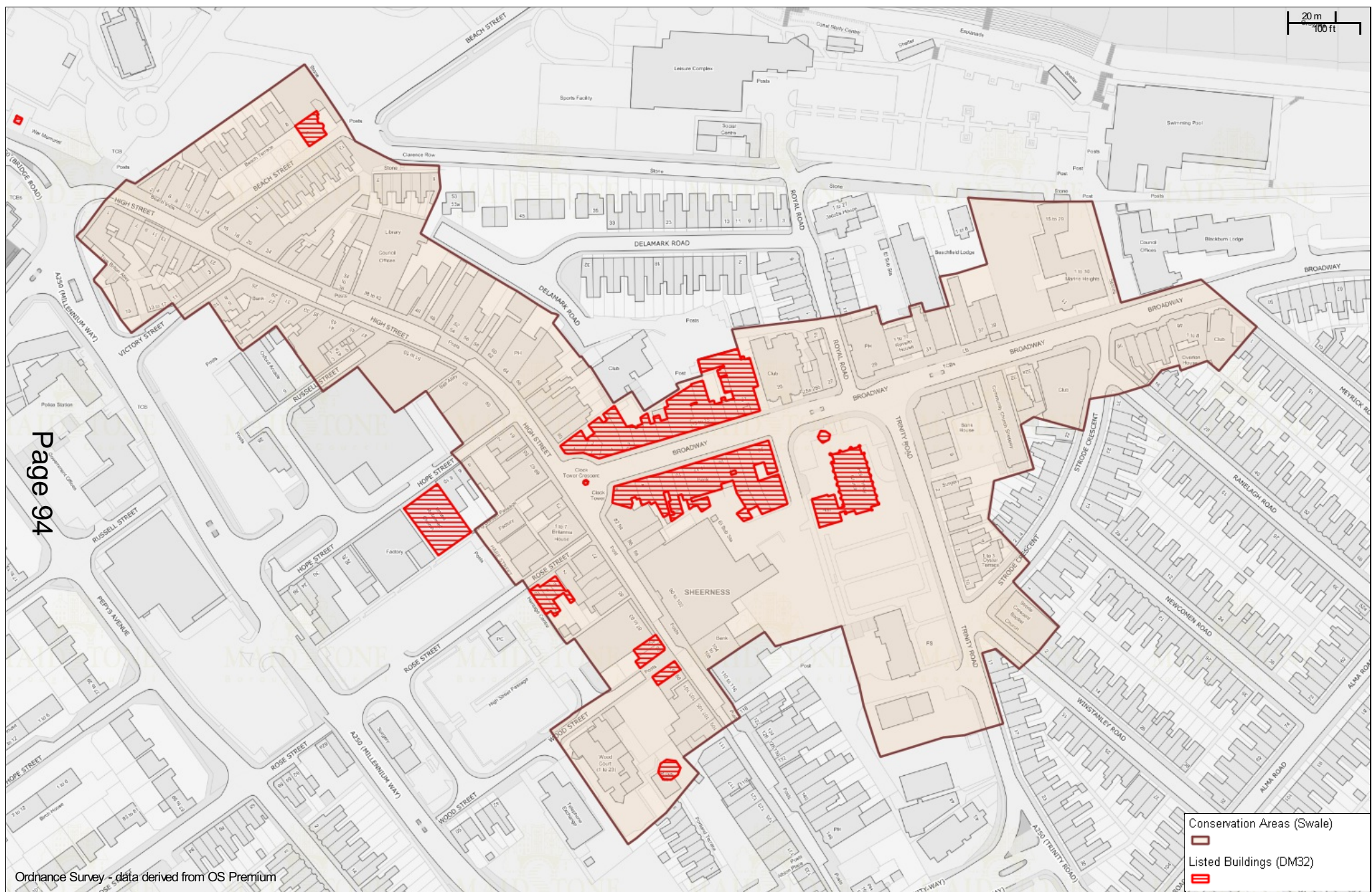
View along the Broadway towards the Crescent



View along the High Street towards the Crescent



20 m  
100 ft



Page 94

Ordnance Survey - data derived from OS Premium

- Conservation Areas (Swale)
- Listed Buildings (DM32)

Sheerness-Mile Town  
Scale: NTS

### Existing Sheerness- Mile Town Conservation Area Boundary



## 2.0 Planning Policy Context

### Planning (Listed Buildings and Conservation Areas) Act 1990

<http://www.legislation.gov.uk/ukpga/1990/9/contents>

- **Section 66** General duty as respects listed buildings in exercise of planning functions.

(1) In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

- **Section 69** Designation of conservation areas.

(1) Every local planning authority—

(a) shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and

(b) shall designate those areas as conservation areas.

(2) It shall be the duty of a local planning authority from time to time to review the past exercise of functions under this section and to determine whether any parts or any further parts of their area should be designated as conservation areas; and, if they so determine, they shall designate those parts accordingly.

(3) The Secretary of State may from time to time determine that any part of a local planning authority's area which is not for the time being designated as a conservation area is an area of special architectural or historic interest the character or appearance of which it is

desirable to preserve or enhance; and, if he so determines, he may designate that part as a conservation area. (4) The designation of any area as a conservation area shall be a local land charge.

- **Section 71** Formulation and publication of proposals for preservation and enhancement of conservation areas.

(1) It shall be the duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.

(2) Proposals under this section shall be submitted for consideration to a public meeting in the area to which they relate.

(3) The local planning authority shall have regard to any views concerning the proposals expressed by persons attending the meeting.

- **Section 72** General duty as respects conservation areas in exercise of planning functions.

(1) In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

### National Planning Policy Framework (NPPF)

<https://www.gov.uk/guidance/national-planning-policy-framework>

The National Planning Policy Framework (NPPF) sets out the government's planning policies, and how they are expected to be applied. This was last updated in July 2021.

The NPPF covers the historic environment primarily in paragraphs 189-208 (Chapter 16).

### National Planning Practice Guidance (NPPG)

<https://www.gov.uk/government/collections/planning-practice-guidance>

The NPPG includes particular guidance on matters relating to protecting the historic environment in the section: Historic Environment.

### Guidance and Advice from Historic England

<https://historicengland.org.uk/advice/planning/planning-system/>

- **Historic England Good Practice Advice in Planning Notes (GPAs).**

These provide supporting information on good practice, particularly looking at the principles of how national policy and guidance can be applied.

- GPA1 - The Historic Environment in Local Plans
- GPA2 - Managing Significance in Decision-Taking in the Historic Environment
- GPA3 - The Setting of Heritage Assets.

### Historic England Advice Notes (HEANs)

These include detailed, practical advice on how to implement national planning policy and guidance.

- Historic England Advice Note 1 (2nd. Ed.)- Conservation Areas—Appraisal, Designation and Management



- Historic England Advice Note 10 - Listed Buildings and Curtilage
- Historic England Advice Note 12 - Statements of Heritage Significance

**Swale Borough Council Heritage Strategy 2020**

[\[https://www.swale.gov.uk/swale-heritage-strategy/\]](https://www.swale.gov.uk/swale-heritage-strategy/)

The Council has developed a borough-wide heritage strategy to help it, along with key stakeholders and other interested parties, to protect and manage the historic environment in Swale in a positive and sustainable way, on a suitably informed basis.

A key element of the strategy is the setting out of the Council's overall vision and set of priorities, which it is hoped will align with the vision and priorities of local communities and local amenity societies as far as possible, in order that the strategy can be widely supported.

The strategy sets out a series of proposals in the associated initial 3 year action plan which are aimed at enabling the positive and sustainable management of different elements of the borough's historic environment for the foreseeable future. Priority is given to those parts of the borough's historic environment which are already suffering from, and at risk from negative change, and/or which face significant development pressure, threatening their special character.

Review of Sheerness - Mile Town Conservation Area is one of the 23 projects identified for the first Action Plan of the adopted Heritage Strategy.

**Adopted Local plan Bearing Fruits 2031: The Swale Borough Local Plan 2017)**

<http://services.swale.gov.uk/media/files/localplan/adoptedlocalplanfinalwebversion.pdf>

Relevant objectives and policies within the local plan include:

**Policy ST 1 Delivering sustainable development in Swale**

To deliver sustainable development in Swale, all development proposals will, as appropriate:

1. Achieve good design through reflecting the best of an area's defining characteristics;
2. Promote healthy communities through: e. maintaining the individual character, integrity, identities and settings of settlements;
12. Conserve and enhance the historic environment by applying national and local planning policy through the identification, assessment, and integration of development with the importance, form, and character of heritage assets (inc. historic landscapes).

- **Policy CP 4 Requiring good design**

All development proposals will be of a high quality design that is appropriate to its surroundings. Development proposals will, as appropriate:

2. Enrich the qualities of the existing environment by promoting and reinforcing local distinctiveness and strengthening sense of place;
5. Retain and enhance features which contribute to local character and distinctiveness;
8. Be appropriate to the context in respect of materials, scale, height and massing;

9. Make best use of texture, colour, pattern, and durability of materials;
10. Use densities determined by the context and the defining characteristics of the area;
11. Ensure the long-term maintenance and management of buildings, spaces, features and social infrastructure;

- **Policy DM 32 Development involving listed buildings**

Development proposals, including any change of use, affecting a listed building, and/or its setting, will be permitted provided that:

1. The building's special architectural or historic interest, and its setting and any features of special architectural or historic interest which it possesses, are preserved, paying special attention to the: a. design, including scale, materials, situation and detailing; b. appropriateness of the proposed use of the building; and c. desirability of removing unsightly or negative features or restoring or reinstating historic features.
2. The total or part demolition of a listed building is wholly exceptional, and will only be permitted provided convincing evidence has been submitted showing that: a. All reasonable efforts have been made to sustain existing uses or viable new uses and have failed; b. Preservation in charitable or community ownership is not possible or suitable; and c. The cost of maintaining and repairing the building outweighs its importance and the value derived from its continued use.
3. If as a last resort, the Borough Council is

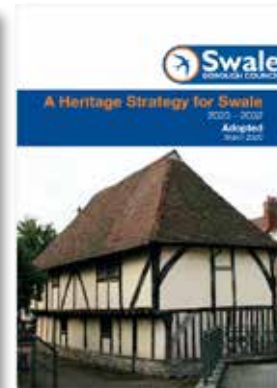
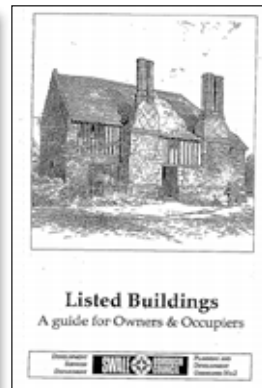
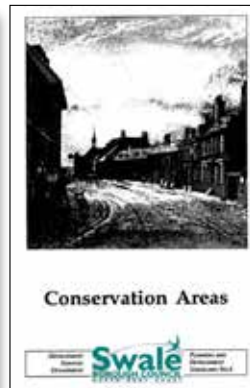
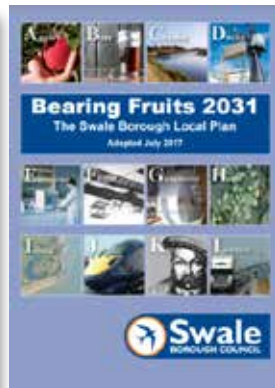
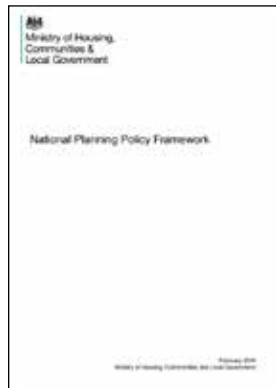


prepared to consider the grant of a listed building consent for demolition, it may, in appropriate circumstances, consider whether the building could be re-erected elsewhere to an appropriate location. When re-location is not possible and demolition is permitted, arrangements will be required to allow access to the building prior to demolition to make a record of it and to allow for the salvaging of materials and features.

• **Policy DM 33 Development affecting a conservation area**

Development (including changes of use and the demolition of unlisted buildings or other structures) within, affecting the setting of, or views into and out of a conservation area, will preserve or enhance all features that contribute positively to the area's special character or appearance. The Borough Council expects development proposals to:

1. Respond positively to its conservation area appraisals where these have been prepared;
2. Retain the layout, form of streets, spaces, means of enclosure and buildings, and pay special attention to the use of detail and materials, surfaces, landform, vegetation and land use;



3. Remove features that detract from the character of the area and reinstate those that would enhance it; and
4. Retain unlisted buildings or other structures that make, or could make, a positive contribution to the character or appearance of the area.

• **Policy DM 34 Scheduled Monuments and archaeological sites**

1. Development will not be permitted which would adversely affect a Scheduled Monument, and/or its setting, as shown on the Proposals Map, or subsequently designated, or any other monument or archaeological site demonstrated as being of equivalent significance to scheduled monuments. Development that may affect the significance of a non-designated heritage asset of less than national significance will require a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.
2. Whether they are currently known, or discovered during the Plan period, there will be a preference to preserve important archaeological sites in-situ and to protect their settings. Development that does not achieve acceptable

mitigation of adverse archaeological effects will not be permitted.

3. Where development is permitted and preservation in-situ is not justified, the applicant will be required to ensure that provision will be made for archaeological excavation and recording, in advance of and/or during development, including the necessary post-excitation study and assessment along with the appropriate deposition of any artefacts in an archaeological archive or museum to be approved by the Borough Council.

**Swale Borough Council Supplementary Planning Guidance**

<https://www.swale.gov.uk/local-planning-guidance/>

- Swale Borough Council Planning and Development Guidelines No 2: Listed Buildings – A Guide for Owners and Occupiers
- Swale Borough Council Planning and Development Guidelines No 4: The Design of Shopfronts, Signs and Advertisements
- Swale Borough Council Planning and Development Guidelines No 8: Conservation Areas

## 3.0 Location & Setting

### Location

The town of Sheerness is situated in the north west corner of the Isle of Sheppey overlooking the Thames and Medway estuaries. Sheerness Mile Town broadly equates with the town centre, whilst Beach Street is a small enclave of terraced housing on the north western edge of the town centre. The former Royal Naval Dockyard, now a commercial port, lies to the north west of the town centre along with a steelworks developed in the 1960s. In most other directions the town centre is surrounded by residential development, sections of which are comprised of a tight grid of streets with terraced houses dating from the late nineteenth century.

The town is built on flat, low lying land, and in the past has been vulnerable to periodic sea flooding.

The A249 trunk road connects the Island with the national motorway network. A lifting bridge over The Swale at Kingsferry. A branch railway line, using the same bridge, connects Sheerness with the main North Kent Coast line at Sittingbourne.

### Historical notes

Sheerness town is a place of relatively recent origins having grown almost entirely in the nineteenth century. Initially this was in anticipation of the seaside resort potential of the area, but subsequently its growth was driven by the needs of the nearby

Sheerness Naval Dockyard which was then very active.

Mile Town began life as a separate entity, being one of three distinctly individual parts of Sheerness. Blue Town, adjoining the former Naval Dockyard site, was the oldest of these areas and in the nineteenth century was a place of pubs, lodging houses and cramped conditions. Mile Town was developed to provide new facilities in a separately laid out area of town at a distance from old Blue Town. The development of Marine Town then followed on. These areas, with their distinctly separate origins, have now merged into a single town.

Sir Edward Banks, a self-made man, saw potential at Mile Town, Sheerness for an elegant seaside and spa town of some distinction. He designed and built the Broadway in 1827 together with a large house set in parkland on the sea front. His ambitions were to be thwarted however, the final straw being in 1878 when a serious pleasure boat accident resulted in a slump in the numbers of trippers coming to Sheerness by boat from London. Meanwhile, a development company took over from Banks and built streets of small homes for working people who came to Sheerness as the Crimea War expanded the role of the town's naval depot. In place of holiday resort houses, therefore, basic terraces of dwellings were built for workers.

The Sittingbourne to Sheerness railway line was opened in 1860 which improved transport links with the Island

despite the line then terminating at Blue Town rather than Mile Town. It was extended to its present-day terminus at Sheerness-on-Sea in 1883.

During the 1930s the town took on a new role as a low cost holiday resort, when it became a popular destination for Londoners. This trade flourished for a time after the second world war, but in turn declined in the second half of the twentieth century.

Sheerness has a long association with the Co-operative movement. The Sheerness Economical and Industrial Co-operative Society was formed in 1816 and the Sheerness Co-operative Society in 1849. They amalgamated in 1919 and had a registered office at 100 High Street - a building which was demolished in 1998.

Sheerness Mile Town continues to function as the main commercial centre of the Isle of Sheppey despite its peripheral location and its position at a distance from Halfway and Minster.

Mile Town Conservation Area comprises the historic core of Mile Town and takes in those areas of the town which functioned as its commercial and civic backbone from the early 19th century onwards. It is defined by the modern commercial area to the west and Victorian housing to the east.

The Conservation Area focuses around the High Street and The Broadway. Despite recent commercial developments outside of this historic core, the High Street remains the commercial focus of the town and houses a bustling shopping area which includes some high-street chains but many more independent local retailers.

The earliest part of the settlement was at the northern end of the High Street, the section lying north of The Broadway. This appears to have been in existence by c.1800 and is thought to have developed as an alternative to Blue Town which, by this date, had become cramped and unhygienic. Further impetus to growth at Mile Town was provided by the extension of the naval dockyard in the 1820s, which required clearance of swathes of Blue Town, and by the initiatives of Sir Edward Banks who was, in the earlier 19th century, seeking to develop Sheerness as a seaside resort. Banks was so influential in the growth of the town during this period that it became referred to as Banks Town in the early part of the century. By the 1860s, however, this name appears to have dropped out of use and

the settlement was referred to as Mile Town once more.

The Conservation Area reflects the extent of the centre of Mile Town by the mid-19th-century. By this date the High Street was entirely built up, mostly with properties combining commercial space at the street frontage with domestic accommodation, and The Broadway and adjacent structures had been built. The High Street contained several inns and one of the earliest co-operative societies.

The majority of the High Street contains surviving historic buildings at the frontage but, owing to the continued importance of the street and the need for renewal, these buildings vary considerably in date and construction. The upper High Street contains a relatively coherent group of early 19th century buildings at the street frontage, which include some use of weatherboarding. Despite their early date, none of these are listed. Buildings over the remaining part of the High Street contain a more mixed range of buildings but the street still feels tangibly historic.

Two buildings on this section of the High Street are listed but the remaining historic structures are unlisted. Banks was also responsible for the development of The Broadway, originally known as Edward Street after his son. This remains one of the town's most coherent historic streetscapes and this is recognised by the listing of the entire street at grade II. Banks also was

behind construction of the Parish Church of Holy Trinity and the Royal Hotel. Holy Trinity remains in use and is also grade II listed. The surrounding churchyard is no longer in use as a graveyard and has been landscaped into a public garden. It retains some burial monuments, one of which is listed Grade II.

The Royal Hotel was originally built as a private house for Banks' son. The present Royal Hotel, which stands at the junction of Royal Road and The Broadway is a later 19th century addition to the original house. The original house appears to have been demolished in the later 20th century, being recently redeveloped into housing.

A cast-iron clock tower, installed to mark the coronation of Edward VII, stands at the junction of The Broadway and the High Street.



100 m  
500 ft

BLUE TOWN CONSERVATION AREA

MILE TOWN CONSERVATION AREA

MARINE TOWN CONSERVATION AREA

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Ordnance Survey - data derived from OS Premium

Conservation Areas (Swale)



Sheerness- Conservation Areas

Scale: 1:10000



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# 4.0 Character Appraisal

## Broadway and The Crescent

Architectural interest in Sheerness Mile Town is focused most obviously on the Broadway. The western part of the street was built in 1830 as a single development with matching three storey yellow brick terraces set along both sides of the street. These terminate at the western end in a half circus known as The Crescent, built around the junction with High Street. Originally built as houses, the ground floors have all since been converted to shops. The original fenestration and brickwork of the upper floors is still largely intact but piecemeal conversions to shops and other uses have caused the ground floor elevations to lose much of their visual continuity. A part of the southern arm of The Crescent was apparently rebuilt early in the twentieth century.

Overlooking the junction of Broadway with High Street the bulk of Britannia House provides an appropriate sense of scale to the town centre. It is supported by a number of other lesser, but pleasant, buildings. The space formed by the Crescent is marked by a commemorative cast iron town clock erected in 1902. The clock defines the centre of town in a distinctive and colourful way; a key Sheerness landmark it reflects rather well the nineteenth century origins of the town. This area is, however, dominated by traffic and its associated clutter so that the space functions primarily as a traffic junction rather than as an important public space.



Comemoration Plaque



## The Clocktower - Coronation Memorial Clock

The Sheerness Clock Tower structure was manufactured and installed in 1902 to designs of T.F Berry, surveyor to the Council at the time. The 36-foot tall tower was built out of cast iron to commemorate the coronation of King Edward VII. It is hugely iconic and important structure of special historical interest. Pevsner describes the clocktower as 'showy but stunted'

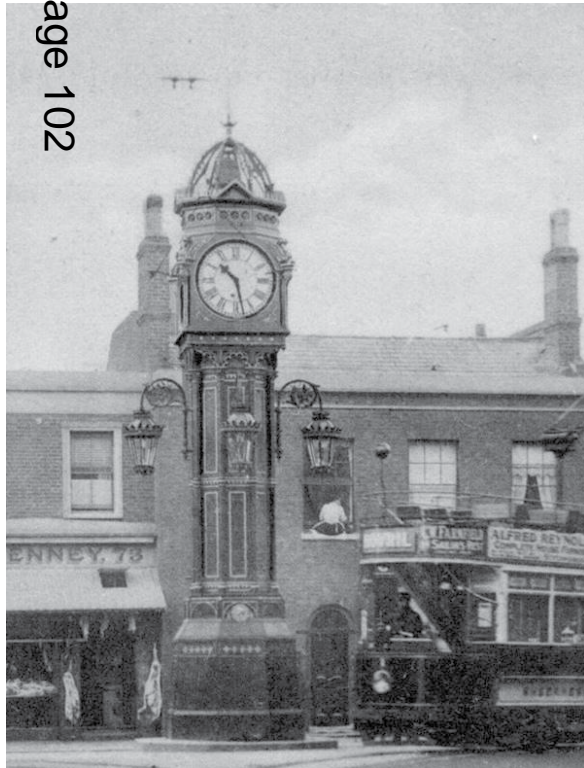
The clock drive movement was installed in the 1970's

whilst the bell toller was installed in the 1980's. Both these mechanisms are long overdue an upgrade.

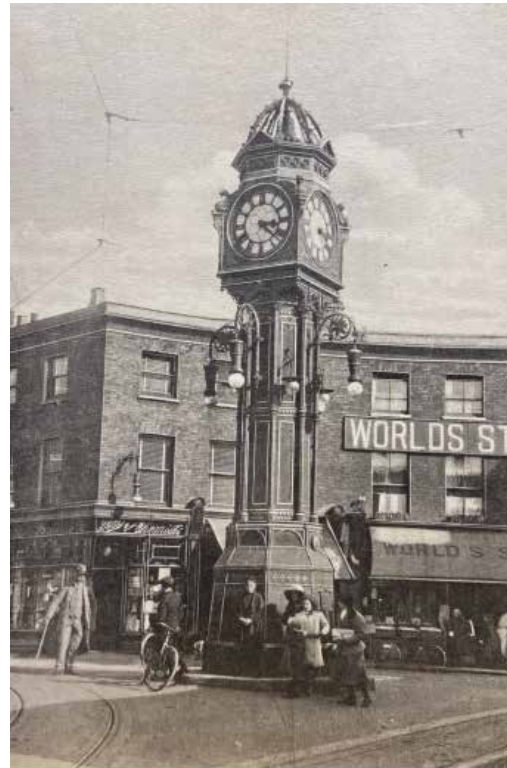
In 2002 improvement works were undertaken to Sheerness High Street, which culminated in the refurbishment of the town clock for its centenary. At the time, a competition was run by the Sheerness Town Centre Managers office and the Sheerness Times Guardian. Young people were asked to design a colour scheme for the clock, and the competition was won by a local school girl whose colour proposals were eventually researched and found to be in keeping with

the Edwardian time period. The current Blue and Red scheme was painted as part of 2012 Diamond Jubilee celebrations.

The Clocktower is owned and maintained by Swale Borough Council and has recently been fully refurbished and repaired to its original colour scheme of Green and yellow by Smiths of Derby.



1902 – original gas lanterns



1925 – original gas lamps replaced with electric lights



Colour scheme after the competition

Recently repaired and refurbished Clock Tower with original colour scheme reinstated and enhanced hard landscaping and seating at The Crescent





The design theme of the Broadway is continued with Holy Trinity church, completed in 1836, which is also built with yellow brick and a slate roof. The green space around the building, which is partly a burial ground, provides an important public area of trees, shrubs and grass in the middle of the town centre and brings welcome contrast to the otherwise urban character of the place.

Beyond the junction of Broadway with Trinity Road the buildings are somewhat different in character with more variety in their type, size and design. The view to the east is nicely terminated by the distant west elevation of the Roman Catholic church.

Banks Hotel is an attractively detailed corner property built in red brick. It contrasts with the rather plainer adjoining group of buildings to the east, which is predominantly built in yellow brick and dates from the early 1900s. The Working Men's Club and Institute lies further to the east again and completes the group; its large, somewhat austere, front elevation in yellow brick is set back from the road and is comprised of a large central doorway with tall sash windows set in recessed brick reveals on either side. The private space alongside, although somewhat hidden behind a high brick wall, brings an element of green into the street scene without opening up the street frontage. On the opposite side of the road the former cinema, now a bingo hall is a large, plain rendered building with a strong

presence in the street. Its bulk defines the corner with Strode Crescent in an especially positive way. The Methodist Church (image below) to the west has a well proportioned front elevation in red brick, with details such as window surrounds in faience work. Beyond Strode Crescent, the frontage is occupied by a row of four Edwardian buildings, with strikingly detailed front elevations; beyond is a building now used as a doctors surgery, and a nicely detailed hall lies beyond, which is now occupied by the Sheerness County Youth Club.



Grade II listed Holy Trinity Church



View of Broadway from junction of Trinity road



Roman Catholic Church



The Royal Hotel (originally known as Banks Hotel)



Sheerness Conservative Club built circa 1867 stands at the junction of Trinity Street and Broadway



View east of Broadway with Conservative club on left



View west of Broadway towards the Crescent (Clocktower)



The Royal Hotel



The Holy Trinity Church



The High Street is comprised of a variety of frontage buildings dating mainly from the late nineteenth and early twentieth centuries. Most are sited on the back edge of the footway, although a block of properties in the southern section of the High Street has private forecourts where open air displays of goods bring colour and interest into the town centre.

The High Street has just a few examples of older vernacular buildings dating from the late eighteenth century; these are characterised by weatherboarding over timber framing. For the most part, however, buildings date from the late nineteenth century. Taken individually they are fairly unremarkable but together they achieve a pleasant, traditional town centre environment. The street is for the most part rather narrow and the mainly three storey buildings combine to create a fairly solid frontage. These features together create a strong sense of urban enclosure, with planting being almost entirely absent from the street.

Immediately north of the clocktower, the road has an attractive curving form (Image 1) comprised of a sequence of individually designed buildings, most of them three storeys high and relatively narrow in width. These rather vertical looking buildings give a pleasant 'rhythm' to the street scene. Buildings are characteristically turn-of-the-century in design and detailing although one or two older vernacular buildings are present, such as nos. 59-61 High Street

with weatherboarded upper floors sometimes finished to mimic masonry. Building materials, especially locally-produced yellow and red bricks and imported Welsh roofing slates, have been widely used so that a good sense of visual cohesion is achieved. The Tesco building, which dates from the 1970s, is an exception to this pattern; its bulk and rather horizontal-looking elevation contrasts with the otherwise fine grain of the frontage.

The building pattern established in the centre section of the High Street continues more or less without a break to the northern limits of the town centre. However, the buildings tend to be of a lesser quality the further they are from the heart of the town centre. The former Railway Hotel is an exception to this rule, and provides a good solid end to the west side of the High Street. Alterations to upper floor windows, shop windows and other details have occurred almost universally, which have nearly always have been to the detriment of the appearance of the buildings. Slate has disappeared from many roofs and been replaced by concrete tiles. The street nevertheless retains a strongly traditional scale and character, and a clear overall sense of visual cohesion, and is for the most part uninterrupted by modern development. At the northern end of the High Street there is an important visual link with the dockyard, with the Dockyard church tower being prominent in the view out. The area to the west of High Street

To the west of the High Street the development once comprised a rectilinear grid of small streets fronted by timber-framed cottages and later 19th century brick-built terraced houses. The entire area was largely demolished in the 1960s; three weatherboarded properties in Rose Street dating from the late eighteenth century survive as exceptions, although even here some of their character has been lost in the course of refurbishment. In the absence of redevelopment, areas of land here are devoted to surface car parking. Parts of the former street layout continue to provide some evidence of former development. Demolition has exposed to view the often unattractive rear elevations of High Street properties.



Surviving example of timber framed Weatherboarded upper floor with traditional timber shop front



Image 1 showing gentle curving of the High Street



Image 2 showing gentle curving of the High Street and individually designed buildings all along the High Street



The Britannia on High Street



Alleyway on High Street



Grade II listed Cornmill



## Beach Street

Beach Street, at the northern end of the High Street, is a small enclave of late nineteenth century terraced houses. The buildings are individually unremarkable, but their layout does create a small space with greenery which has some individuality. The majority of houses have been unsympathetically altered in some way. Beach House is a more substantial property and plays a crucial role in enclosing the space at the north eastern end.

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Beach House- Grade II listed

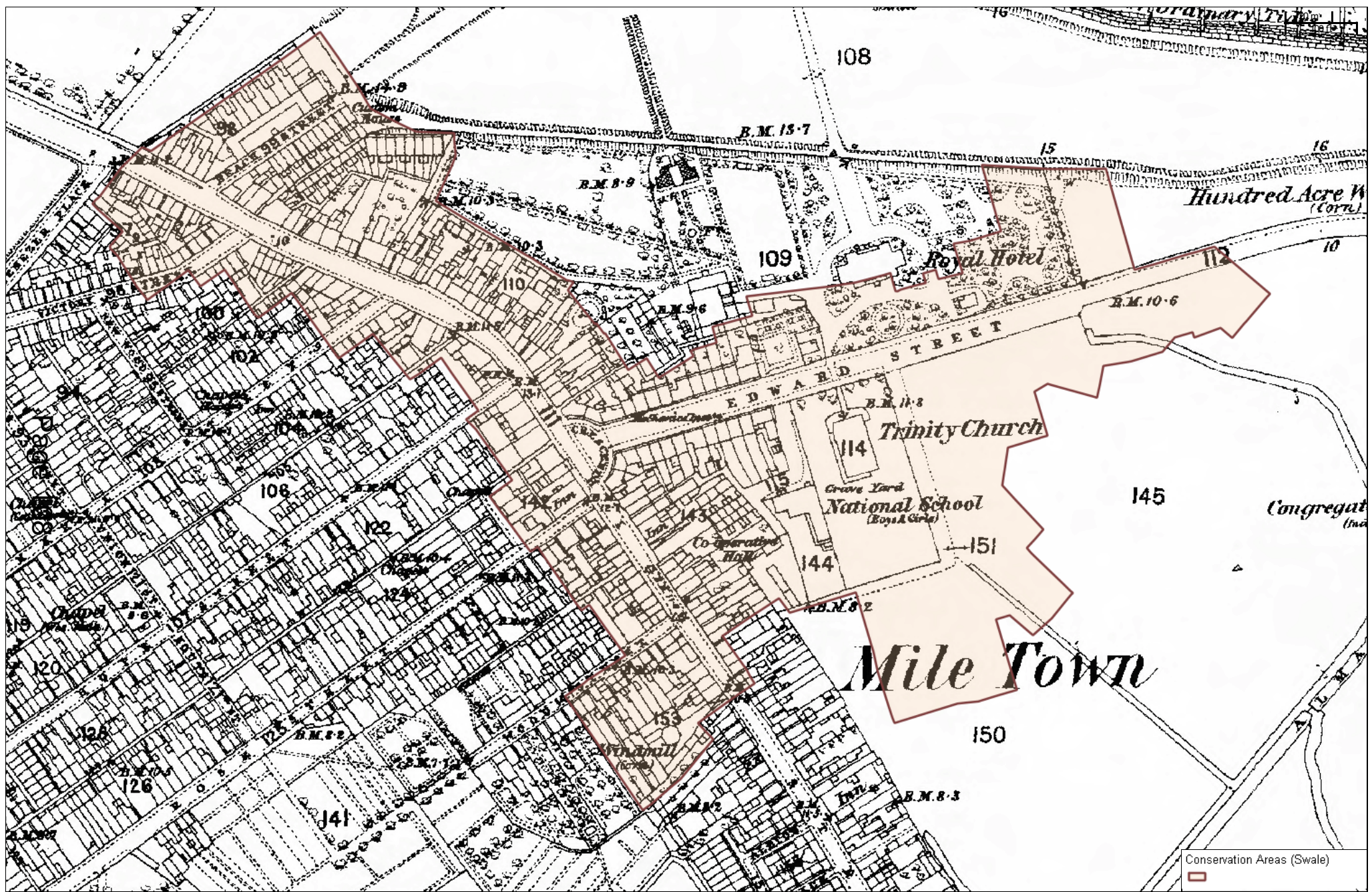


View of Beach Street Terrace from High Street



View of Beach Street Terrace towards High Street





Mile Town - 1864  
NOT TO SCALE

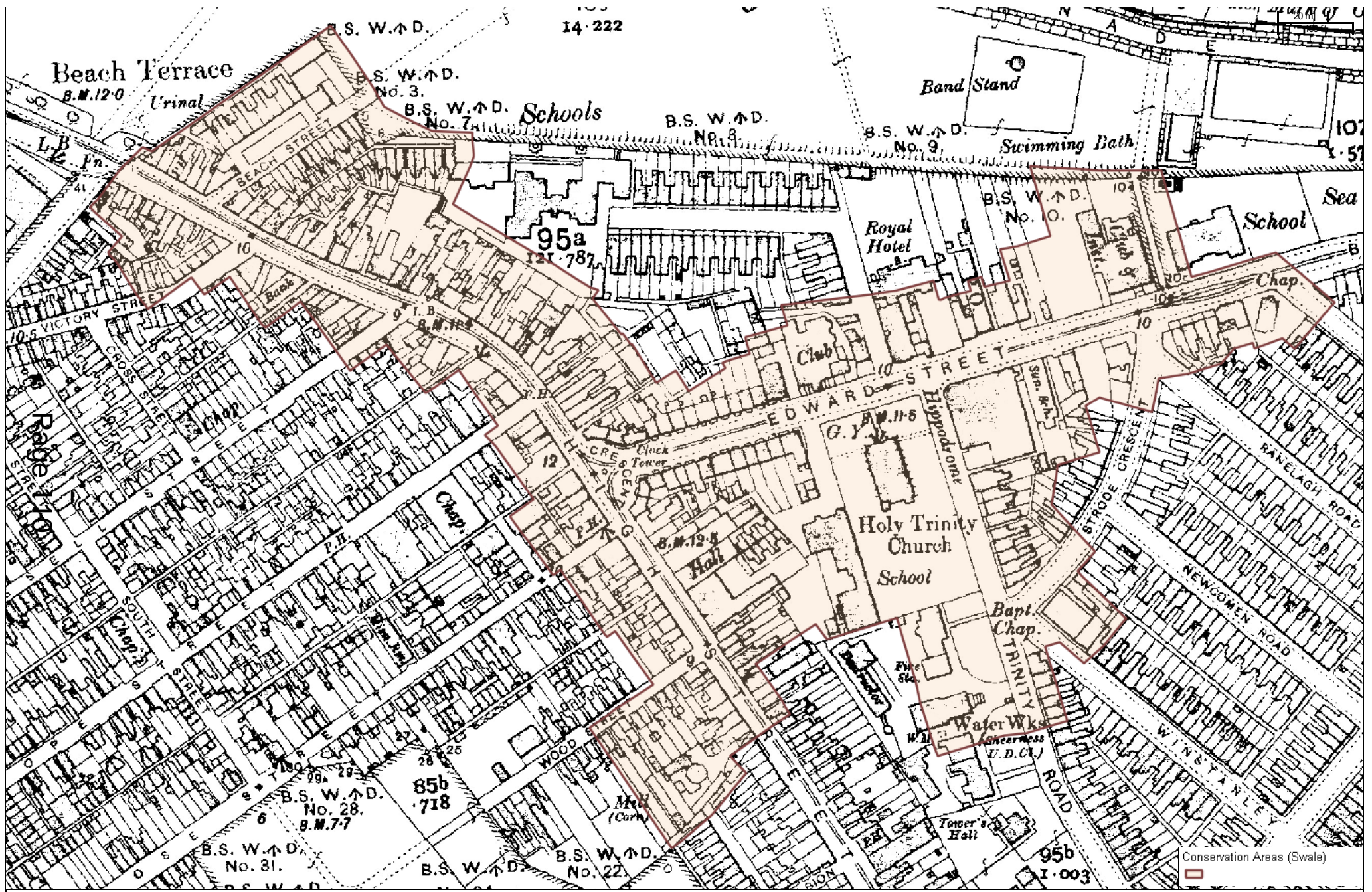




Mile Town - 1896  
NOT TO SCALE

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TECHNOLOGY  
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Mile Town-1907  
 NOT TO SCALE

Conservation Areas (Swale)



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Mile Town - 1933  
NOT TO SCALE

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TECHNOLOGY  
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Mile Town-1957  
NOT TO SCALE

Conservation Areas (Swale)





## Building Materials

The distinct character of Mile Town owes much to the variety of architectural styles, materials and details displayed in its buildings. Building materials were used to express architectural aspirations as well as changing fashions. Until the transport revolution of the mid-19th century, virtually all building materials were locally sourced and manufactured. Consequently they are often a true expression of the locality and its natural resources. Even materials that were in common use at the time make a valuable contribution to local character and distinctiveness.

**Timber frame:** The earlier buildings of Mile Town were of timber-framed construction and are important survivals because of their age and type. As oak for building became harder to source, brick became universally fashionable during the 17th and 18th centuries. Brick was used extensively for new buildings and to over-clad old buildings to give them a more fashionable appearance. Kent peg tiles were the preferred choice for roofing in the 17th and 18th centuries, but they gave way to slate during the early 19th century, particularly once the railway came to Sheerness. Modern concrete roof tiles and uPVC windows are less sympathetic materials introduced during the mid to late 20th century.

**Weatherboarding:** Painted feather-edged weatherboarding is a traditional walling material in the south-east of England. There are several surviving examples within Mile Town.

**Brick:** Brick earth was in plentiful supply in North Kent so, not surprisingly, brickwork is a familiar building material

in Mile Town. There is a wide variety in the size, bond, colour and character of the bricks, depending on their age, style or function.

Yellow stock brickwork was commonly used from the Regency period onwards and the combination of yellow and red brick achieved the polychromatic effect that was associated with the High Victorian era and the Arts and Crafts Movement.

**Roofing tiles:** Until the 19th century, hand-made clay peg tiles were the preferred roof covering for buildings throughout Kent. Tiles continued to be handmade from local clays well into the 20th century and there are still a handful of manufacturers today. They are a characteristic roofing material of the south-east of England and dominate the roofscapes of many towns, and villages including Sheerness.

**Slate:** Slate roofs rarely appear before the turn of the 19th century. However, they became very widely used in the area after rail transport made it more easily accessible. Slate was imported, mainly from Wales, and gave rise to shallower roof pitches of between 30 and 35 degrees. Slate appears on a most of the buildings within Mile Town Conservation Area.

**Weatherboarding:** Painted feather-edged weatherboarding is a traditional walling material in the south-east of England. There are several surviving examples within Mile Town.

**Modern building materials:** In recent decades mass produced concrete roof tiles and uPVC windows have been used within Mile Town Conservation Area but they do not generally sit comfortably within the context of the historic centre of Sheerness.



## Archaeology

Archaeological potential is identified by either the presence of either known features or heightened archaeological potential related to specific features thought to have existed at a location. These have not been graded with any values such as low, medium or high since there are significant issues with establishing the likely survival of deposits within the project area. This latter aspect is due to a lack of archaeological fieldwork and opportunities to understand the degree of truncation caused by subsequent land-use and development.

The Characterisation study undertaken by Historic England in 2016 notes Mile Town Historic Core identifies two Areas of Archaeological Potential (AAP) at Mile Town.

Mile Town - historic core comprises the core of initial development at Mile Town which dates to c.1800 and Mile Town - initial planned expansion which relates to a planned expansion dating to the early 19th century. These areas have remained settled since their establishment and may contain archaeological deposits dating from their establishment to the present day.

The street frontages have remained built-up over the period of use of these areas and it is likely that archaeological deposits are more likely to survive within the backplots. In general, any such deposits are likely to relate to settlement and small-scale industrial activities. Any early deposits would be of some heritage significance since they would deepen understanding of the chronology, nature and growth of the initial

settlement at Mile Town. Some known features exist within the townscape which are likely to contain more specific archaeological deposits. These include the Jewish cemetery on Hope Street and the windmill which lies in the backplots on the western side of the High Street. As with the other burial areas discussed above, any surviving burials, grave markers and memorials are likely to be of a high heritage significance. This is particularly so given that the Jewish population was not resident at Sheerness over a long period of time.

Similarly, the origin of the windmill is not particularly well understood so any archaeological deposits related to it are likely to be of some heritage significance since they would advance understanding of this feature which would have been a key element in the early settlement.

With the exception of the Jewish burial ground, which appears to have been relatively undisturbed, the majority of this area has been subject to significant levels of subsequent piecemeal redevelopment since the early 19th century. As such, any deposits are likely to have experienced some degree of truncation. The degree of truncation is likely to be highly variable, probably even from plot to plot, over the AAP.

Any deposits associated with the Jewish burial ground will be of high heritage significance and are likely to be well preserved. Archaeological deposits within the AAP in general will be of variable heritage significance and survival. Until any intrusive archaeological fieldwork is undertaken in this area, this assessment of potential cannot be refined.



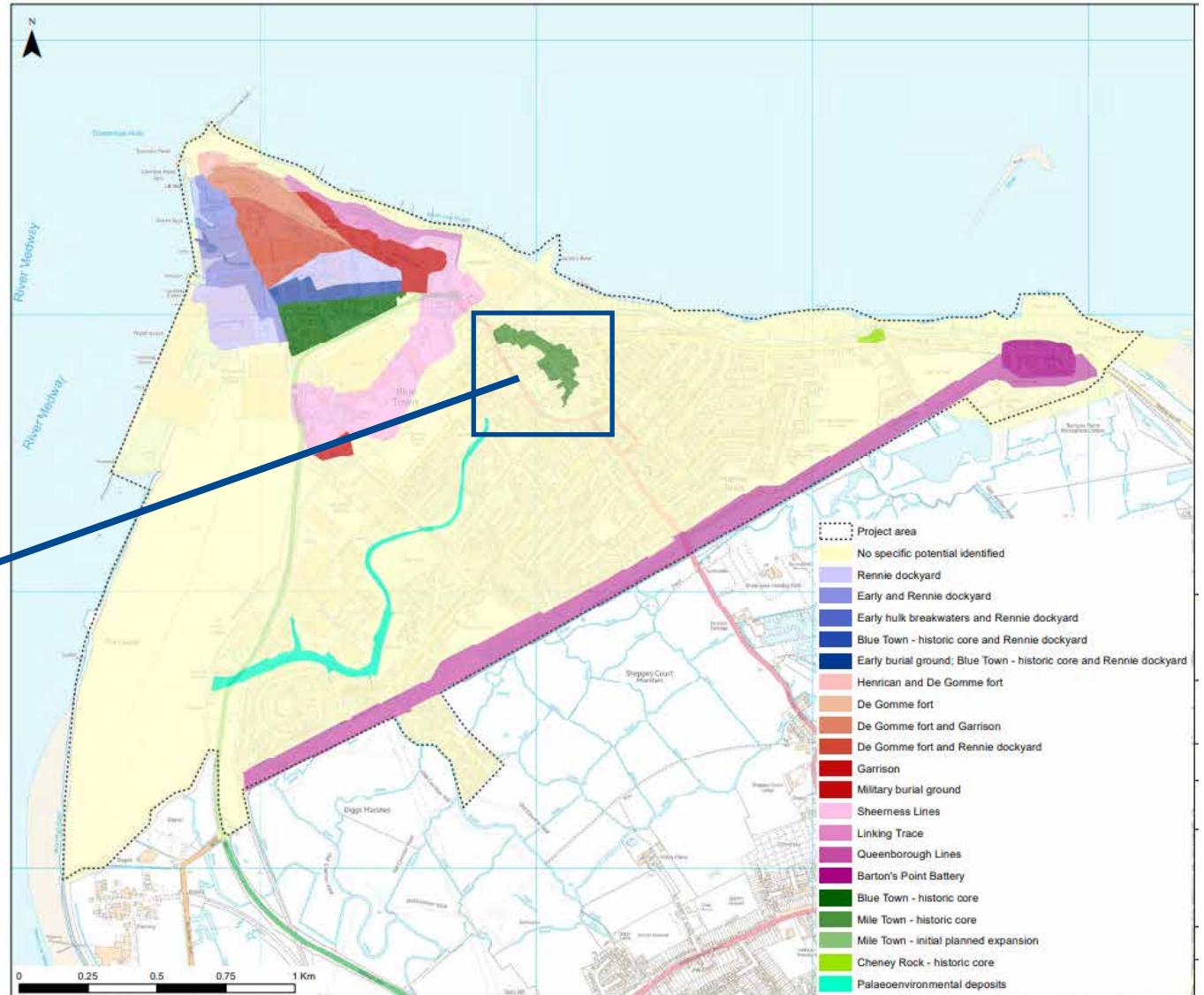
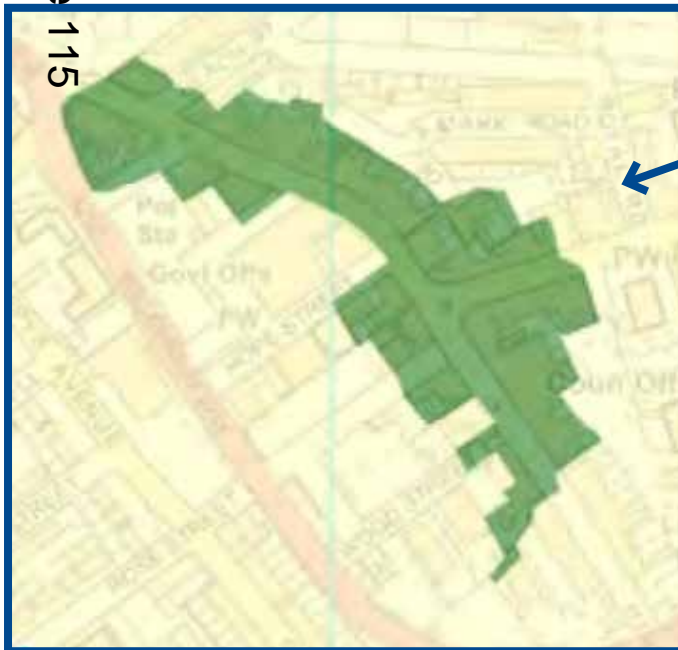
Sheerness Old Jews' Burial Ground, between 2 and 4 Hope Street, Sheerness ME12, sits behind a non-descript low wall accessed via a single timber door. Opened 1804 and last burial believed in 1855. Among the disused cemeteries administered by the Board of Deputies. There was a Jewish community in Sheerness from the late eighteenth century, which had declined by the latter part of the nineteenth century.



Extract of Archaeological Mapping of Sheerness from 'Characterisation of Sheerness' study published by Historic England in 2016.

The Green area represents Area of archaeological potential in and around Mile Town.

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## Hierarchy of streets and spaces

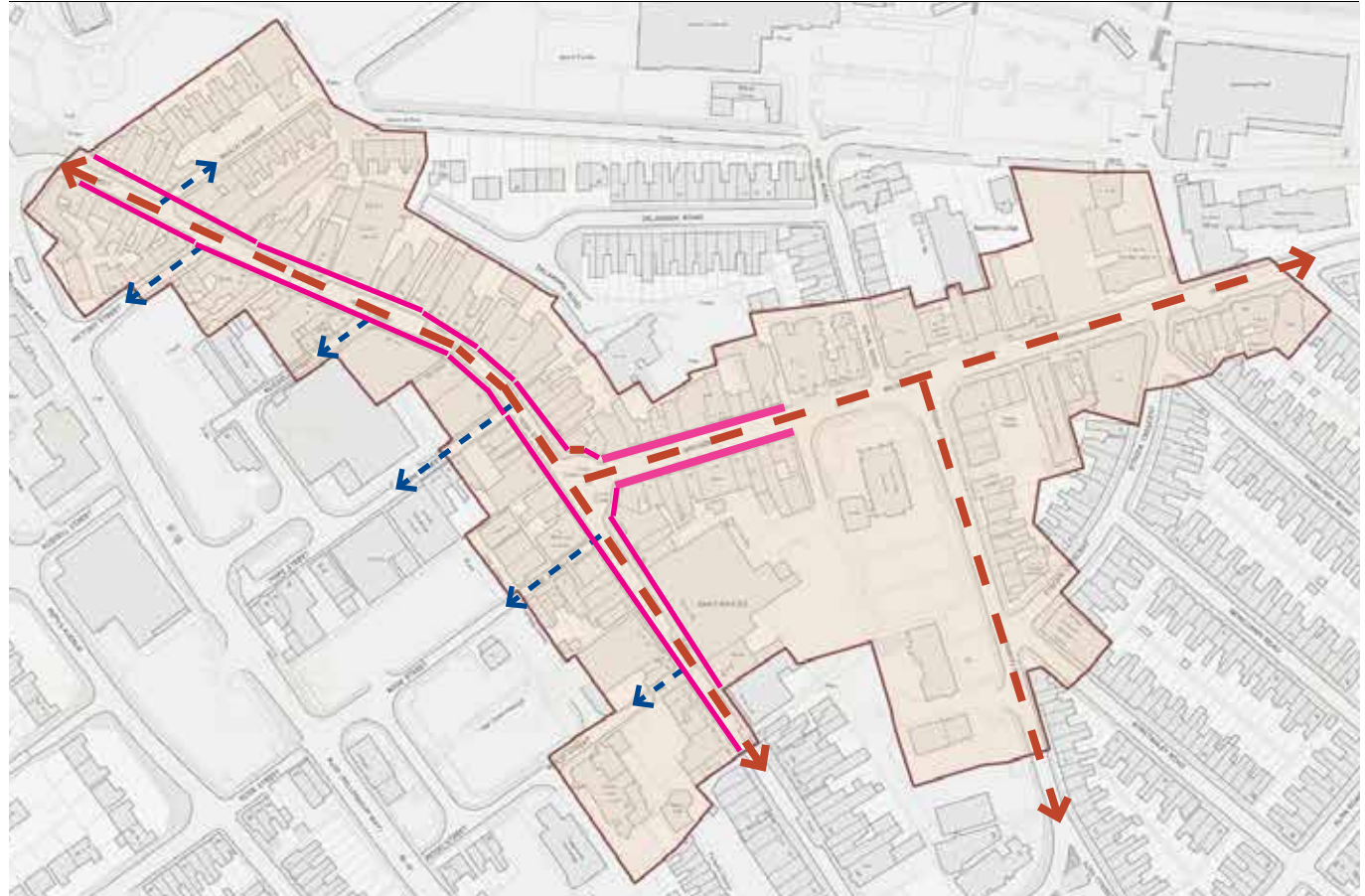
The historic street layout and the relationship of built form to open space defines the overall framework of an area. Within this framework, the grain of the townscape, including sizes of plots and building lines are important in establishing the pattern and density of development. This has a significant impact on the character of an area, dictating the scale of development and level of enclosure or openness.

For the purposes of understanding the Historic townscape pattern, the three categories of routes or spaces can be defined according to a combined analysis of their scale, level of enclosure and the function they perform within the area. These are defined as Primary Routes and Spaces; Secondary Routes and Spaces; Intimate Routes and Spaces. The map shows the hierarchy of routes and spaces within the Mile Town Conservation Area.

The principal routes within the Mile Town conservation area are Trinity Road, Broadway and High Street.

Main retail frontages are on both sides of the High Street and Broadway illustrated as pink solid lines.

Secondary routes are illustrated as blue dashed lines.



## 5.0 Summary & Conclusion

Sheerness is a historic naval town with a unique heritage. Whilst its military installations have been well-studied, the development of civilian settlement and civic facilities have received less attention leading to biases in understanding historic development and, potentially, protection of heritage assets. It is also a town where changes in economic fortunes since the latter part of the 20th century have had a serious effect on the use and survival of heritage assets and where current and foreseeable land use proposals threaten to continue this trend.

Mile Town Conservation Area comprises the historic core of Mile Town and takes in those areas of the town which functioned as its commercial and civic backbone from the early 19th century onwards. The Conservation Area focuses around the High Street and The Broadway. Despite recent commercial developments outside of this historic core, the High Street remains the commercial focus of the town and houses a bustling shopping area. The Conservation Area reflects the extent of the centre of Mile Town by the mid-19th-century - remaining legacy of Sir Edward Banks

This is the first time in over two decades that a full review has been undertaken for the conservation area.

The conservation area has served its purpose well over 4 decades since it was first designated. There is no doubt that Mile Town should continue to be designated as a conservation area.



Sir Edward Banks (1770-1835)



Sheppey Court: an engraving of the house in 1828, published in the Epitome of the History of Kent.

Grade II listed Sheppey Court in Sheerness recently repaired and refurbished, was home to Sir Edward Banks

# 6.0 Conservation Area Management Plan

## Introduction

6.1 Historic England's Guidance on the Management of Conservation Areas advises that following an appraisal of the Conservation Area, a strategy for its management in the mid to long term should be developed to address issues identified through the appraisal. This conservation area review identifies the key management issues for Mile Town Conservation Area based on the recent appraisal of its character and appearance.

6.2 The Character Appraisal and this associated Management Plan seeks to provide a clear basis for the assessment of proposals and identify an approach to addressing issues that have the potential to impact on the special interest of Mile Town Conservation Area and its environs.

6.3 The aims of the Management Plan are to:

- i) inform interested parties of how the Council intends to secure the preservation or enhancement of the Conservation Area;
- ii) set out an approach to consultation on the management of the Conservation Area;
- iii) confirm how issues identified through the character appraisal will be tackled;
- iv) identify specific policy or design guidance that is relevant to Conservation Area to support the development management function and those preparing applications for planning permission and listed building consent;

v) identify areas where the overview provided by the Conservation Area Appraisal suggests that site-specific Development Brief would assist the management of the conservation area and decision-making processes;

vi) identify areas that may benefit from specific enhancement proposals should funding become available; and,

vii) identify the management tools available to the Council through legislation.

## Monitoring and Review

### Monitoring

6.4 The Council will continue to monitor condition of the Conservation Area, to remove it from Heritage at Risk register and determine any further actions necessary to safeguard its historic significance.

### Review

6.5 The Council is required to undertake periodic review of the Conservation Area to ensure that the special interest is being maintained and protected, to re-evaluate boundaries and see whether there are areas which justify inclusion or whether there are areas which have deteriorated to such an extent that their special interest has been lost.

6.6 As part of the review process the Council will:

- undertake a visual appraisal;
- maintain a photographic record of listed buildings within the area on the Council website, ensuring that this is updated as new buildings are added;

- record the character of streets and areas;
- maintain and update a record of other aspects of interest within the Conservation Area including shopfronts of merit and the historic fabric of the public realm; and,
- consider current issues impacting on the character and appearance of the Conservation Area.

6.7 Building upon the existing character area appraisal (2000), the following has been reviewed: current issues, conservation area boundaries, positive contributors to the Conservation Area, negative elements, shopfronts of merit and elements of street-scape interest.

## Maintaining Character

### General Approach

6.8 The following approach to maintaining the special interest of Mile Town Conservation Area will be adopted as part of the strategy for its effective management:

- i. the Conservation Area Appraisal and Management Plan will be periodically reviewed to ensure that this documents will remain sufficiently up-to-date to enable its effective management, and to help inform decision-making on new development within the area;
- ii. the list of buildings and other features which, in addition to those already included on the statutory



list, positively contribute to the character or appearance of Mile Town Conservation Area, will be kept under review to aid decision-making and the preparation of proposals;

iii. applications for development will be determined having regard to the special interest of the Conservation Area and the specialist advice of Conservation & Design Team;

iv. in accordance with the relevant legislation, most applications for development within the Conservation Area are required to include a Design and Access Statement supported with a Heritage Impact Assessment. Such statements will be required to explain the design approach and context of the proposals and be accompanied by sufficient, accurate drawings of the existing site and its wider context, as well as the proposed development;

v. where relevant and possible, supplementary planning documents including design guidance and planning briefs will be produced;

vi. in undertaking its development control function, the Council will ensure that the historic details which are an essential part of the special architectural character of Mile Town Conservation Area are preserved, repaired and reinstated where appropriate;

vii. the Council will seek to ensure that the organisations and relevant teams therein responsible for the environment (highways/landscape/planning/conservation and urban design) work in an effective, coordinated and consultative manner to ensure that historic interest within the public

realm is maintained and enhanced where appropriate; and,

viii. the Council will continue to consult the relevant Consultees and local amenity societies on applications which may impact on the character and appearances of the Mile Town Conservation Area and seek their inputs in relation to ongoing management issues.

### Policy and Legislation

6.9 The current Statutes and National Planning Policies are:

- **Planning (Listed Buildings and Conservation Areas) Act 1990, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and Section 66 in relation to Listed Buildings**
- **National Planning Policy Framework and supporting guidance**

### HISTORIC ENGLAND GUIDANCE

Historic England publishes Good Practice Advice in Planning (its GPA series guidance) and Historic Environment Advice Notes (its HEAN series guidance). Of these, HEAN 1 (2nd. Ed.) on 'Conservation Area Appraisal, Designation and Management' is especially relevant.

### SWALE BOROUGH DEVELOPMENT PLAN

Bearing Fruits 2031: The Swale Borough Local Plan (adopted July 2017)

**Core Objective 4.** Conserve and enhance our historic and natural assets as the means to drive regeneration, tourism, and environmental quality and to reverse decline in their

condition.

### Policy CP8: Conserving and enhancing the historic environment

*To support the Borough's heritage assets, the Council will prepare a Heritage Strategy. Development will sustain and enhance the significance of designated and non-designated heritage assets to sustain the historic environment whilst creating for all areas a sense of place and special identity. Development proposals will, as appropriate:*

- 1. Accord with national planning policy in respect of heritage matters, together with any heritage strategy adopted by the Council;*
- 2. Sustain and enhance the significance of Swale's designated and non-designated heritage assets and their settings in a manner appropriate to their significance and, where appropriate, in accordance with Policies DM 32-DM 36;*
- 3. Respond to the integrity, form and character of settlements and historic landscapes;*
- 4. Bring heritage assets into sensitive and sustainable use within allocations, neighbourhood plans, regeneration areas and town centres, especially for assets identified as being at risk on national or local registers;*
- 5. Respond positively to the conservation area appraisals and management strategies prepared*

by the Council;

6. Respect the integrity of heritage assets, whilst meeting the challenges of a low carbon future; and

7. Promote the enjoyment of heritage assets through education, accessibility, interpretation and improved access.

Other relevant policies include:

- ST1 Delivering sustainable development in Swale
- CP4: Requiring good design
- CP7: Conserving and enhancing the natural environment
- DM14: General development criteria
- DM16: Alterations and extensions
- DM32: Development involving listed buildings
- DM33: Development affecting a Conservation Area
- DM34: Development affecting scheduled monuments and archaeological sites

Note the next Local Plan will cover the period 2022-2038

### Adopted Supplementary Planning Guidance

The following Planning Guidance has been adopted by Swale Borough Council supplementary to the Swale Borough Local Plan, 2008:

- Conservation Areas
- Listed Buildings
- Design of Advertisements & Shopfronts
- Kent Design

### Swale Heritage Strategy 2020 -2032

This strategy provides a framework for the designation, conservation, management and physical and economic regeneration of Swale's Historic Buildings and Areas, including designated historic parks and gardens. From analysis of evidence on Swale's heritage and some early engagement with local stakeholders, a high level vision and set of five associated priorities have been identified.

### Boundary Changes Considered

6.10 The boundary of the Conservation Area has been reviewed as part of this study. Two aspects of the boundary have been reviewed: first whether the current boundaries are logical; and second, whether there are any areas that should be added into the Conservation Area.

#### Extension to Mile Town Conservation Area

- i) Inclusion of parts of south side of Hope Street
- ii) Inclusion of full site of Sheerness Water Works

Images of these areas and a plan showing their location and extent are contained in Appendix 1.

As these areas have been reviewed as part of the Conservation Area appraisal for Mile Town. Due to the exclusion of some

areas of early development, many buildings which appear to have clear heritage significance lie outside of the conservation area. The majority of these are undesignated and many are otherwise unrecorded it is proposed that they should become part of this designation. These boundary changes will ensure that full historic extent of the early core of development in this area is designated.

### Management of Change

#### Current Issues

6.11 Mile Town Conservation Area is on Historic England's Heritage at Risk register.

*The pressures that face conservation areas come from many different sources. Sometimes they reflect the general economic weakness of the neighbourhood, but in other situations it has been the demands of prosperity that have caused the problems. Across the country, the most significant threat to the character of conservation areas comes from the simple loss of historic building details such as traditional windows and doors, boundary walls and roof coverings. Commercial properties may have unattractive shopfronts and signs or the area may suffer from vacant and derelict buildings'*

Extract from Historic England's Leaflet on Heritage At Risk- Conservation Areas

This includes proposals for new development, alterations and extensions to existing buildings

and changes of use. Developments over the recent decades have influenced the character and appearance of the Conservation Area. Other factors that have influenced the character and appearance of the area include the cumulative impact of insensitive shopfronts, advertisements and signage.

### **New Development**

Where new development has not been successful in terms of preserving or enhancing the character and appearance of the Conservation Area, this has generally been due to one of the following:

- The use of inappropriate materials or detailing
- Inappropriate scale, bulk, height and massing
- Inappropriate relationship to the street and neighbouring properties

### **Alterations to Existing Buildings**

Alterations and extensions can have a detrimental impact either cumulatively or individually on the character and appearance of the area. Examples within the area include:

- Inappropriate external painting, cleaning and pointing of brickwork.
- The use of inappropriate materials/ inappropriately detailed doors and windows.
- Insensitively sited Satellite dishes and aerials
- Inappropriately proportioned replacement shopfront

elements that are unsympathetic to the proportions and scale of the building or street into which they have been added.

- Loss of original details such as traditional shopfront elements, frontage railings and balconies, corncicing at parapet level, chimneys and chimney stacks.
- Inappropriate signage and excessive signage, including large scale hoardings and A boards
- Installation of externally mounted and solid roller shutters.

6.12 Building frontages, roads, pavements and the squares are all important elements of the public realm and the cumulative impact of small scale additions can have an overall detrimental impact on the character of the area. Such additions can include:

- Loss of original/interesting street-scape elements
- Unsympathetic surfacing materials
- Clutter of street furniture
- Visual clutter from excessive signage and flags
- Poorly sited Refuse and recycling storage.

### **Problems, pressures and capacity for change (negative factors)**

6.13 There are a number of areas or features within the conservation area that do not make a positive contribution to its overall significance and character or appearance:

6.14 Negative areas or features include:

- Poor quality signage and shopfronts to some properties - these are particularly incongruous where they have been added to listed and other historic buildings. Replacement fenestration to upper floors in non-traditional materials.
- Unsightly appearance of the rear of some properties - particularly at ground floor level with service areas, plant, typically scruffy areas of surface car parking, and poorly maintained.

### **MANAGEMENT STRATEGY**

#### **Shopfronts and advertisements**

6.15 Within the conservation area there are a number of commercial frontages, including shopfronts and public houses, which make positive contributions to the significance of the conservation area. It is important that these historic features are retained and maintained.

- The Council encourages high quality design and use of traditional materials for new or replacement shopfronts to ensure that they are



appropriate to the character and appearance of the host building and the area as a whole. The Council discourages inappropriate siting, scale materials and clutter of advertisements within the conservation area. There are opportunities to enhance the appearance of shop-frontages and the Council will support such initiatives.

- There are opportunities within the conservation area to improve the quality and condition of floorscape materials, street furniture and signage. Only small elements of traditional Yorkstone paving and granite kerbstones exist on the High Street and in some of the other alleyways and lanes. For the most part there is a mixture of floorscape materials comprising brick paving, concrete and tarmac with a mix of street lighting, highway signage and other street furniture.

- Highway maintenance and improvements are expected to be carried out in accordance with Kent County Council's Highway Operational Reference Manual which contains specific provision for works in conservation-sensitive locations.

6.16 Conservation and enhancement opportunities include:

### Traffic management

6.17 Traffic currently has a limited direct impact on the conservation area due to traffic calming and one-way routing measures in the High Street.

6.18 Positive heritage management and heritage enhancement should be key considerations and drivers in

### Key Management Plan Objectives

- Potential to address shopfronts and associated signage considered to be negative features within the conservation area through establishing an Area of Advertisement Control.
- The potential to establish an area-based improvement scheme for shopfront replacement supported by design guidance, funded through Historic England/Heritage Lottery Fund, and local S.106 contributions.
- The preservation of surviving and traditional paving and kerbstones.
- Development of secondary street frontages

any regeneration schemes for the area. The Council will pursue opportunities for Area Enhancement Schemes where possible. This would complement other potential initiatives in relation to shopfront and street-scape enhancements.

### Existing Car Parks & Secondary Streets

The existing car parks on the western perimeter of the conservation area (shown with yellow dotted circles) detract from the setting of the conservation area. The High Street is a busy area, but lacks in appropriate congregational space and play area. The secondary streets (shown with red dashed



arrows) leading off the High Street are mostly 'dead' spaces with blank facades. A feasibility study could be undertaken to enliven these secondary routes; and rationalise the car parks to provide appropriate and adequate play areas and green space that would enhance the setting of the conservation area.

### 6.19 Swale local heritage list

Arising from Swale's adopted Heritage Strategy 2020-2032, the Borough Council is compiling a Local Heritage List in order to identify heritage assets which are not formally designated.

The Local Heritage List:

- raises awareness of an area's local heritage assets and their importance to local distinctiveness;
- informs developers, owners, council officers and members about buildings within the local authority boundary that are desirable to retain and protect;
- provides guidance and specialist advice to owners to help protect the character and setting of those buildings, structures, sites and landscapes;
- helps the council in its decision making when discussing proposals and determining planning applications; and
- records the nature of the local historic environment more accurately.

The impact of any development on a building or site included within the Local Heritage List will be a material consideration when the council considers an application for planning permission.

### 6.20 Public realm

The public realm (that is those areas which fall between the buildings and are enjoyed by the public) makes a significant positive contribution to the special character

of Mile Town Conservation Area.

Restrained use of highway signing and road markings is also critically important. Where signs, road markings, street furniture, salt bins or rubbish bins are necessary they should be located and designed carefully.

Future highway maintenance, improvements and alterations will be carried out in accordance with Streets for All, Historic England (2018) and Highway Works and Heritage Assets: the Kent Protocol for Highway Works in Relation to Designated Heritage Assets, KCC and KCOG (2011). Both provide advice on good practice for highway and public realm works in historic places. Early consultation with all stakeholders (including Swale Borough Council's Conservation & Design Team and Sheerness Town Council) will be fundamental to achieving appropriate standards in future changes.

Opportunities for enhancement in the public realm:

- An audit of public signage (including highway signage) to establish whether all current signage and road markings are necessary, well designed and appropriately located.
- An audit of street furniture (bollards, benches, dog waste bins, salt bin etc.) to establish whether street furniture is necessary, well designed and appropriately located.
- An audit of overhead supply lines and poles with the statutory undertakers to establish whether there is scope to remove any overhead cables or poles or to underground services.

### 6.21 Trees and planting

Trees and hedgerows do not in the main, currently play a vital role in the special character of Mile Town. However, there are a number of significant trees within the conservation area especially within the curtilage of the Holy Trinity.

Opportunities for new planting should be considered.

Six weeks' notice must be given to the Borough Council in writing before any works are undertaken to trees within conservation areas.

### 6.22 Heritage at risk

Mile Town Conservation Area has been identified as 'Heritage At Risk' by Historic England.

Change in conservation areas can be negative either through poor quality new development, neglect or even deliberate damage. Negative change can have a real effect upon the way the community feels about their area, affecting confidence, reducing investment, and leading to a cycle of decline. When conservation areas become at risk, this can signify or contribute to an area's social or economic decline.

The conservation area being on 'At Risk' register will be a material consideration in determination



of planning applications, with the focus being on enhancement over simple preservation to help reverse the factors that have led to 'At risk' status.

Historic England provides assistance and encouragement to local authorities and communities to help assess the status of as many conservation areas as possible.

Gathering data on the condition of conservation areas, as well as the main threats they face, helps Historic England to gain a clearer picture of how these important places and areas are sustaining themselves, and importantly how any negative change might be halted and reversed.

The reasons why conservation areas become at risk are complex and varied, depending on their situation.

Town and city centre conservation areas are often affected by prevailing trends in the retail economy, the effects of too much traffic or through poorly placed new development in sensitive areas. These factors can cause buildings and other structures to be vacated or neglected, and conservation areas to become at risk.

The work of addressing problems in conservation areas can take time. A detailed appraisal of the area such as this one is the first step.

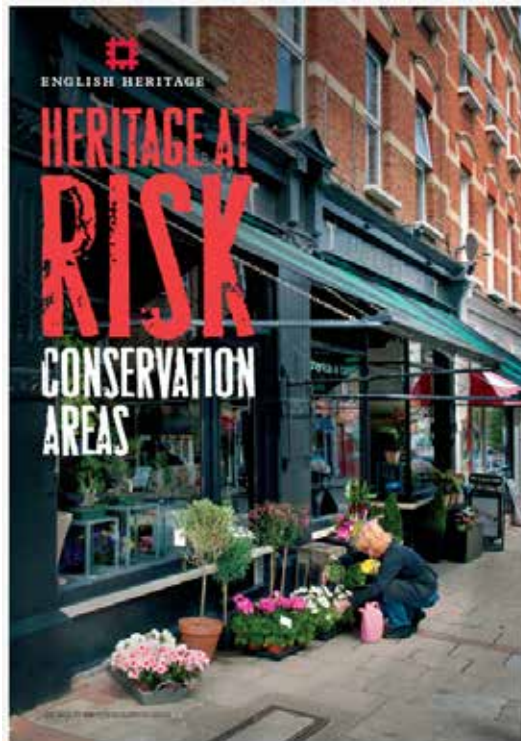
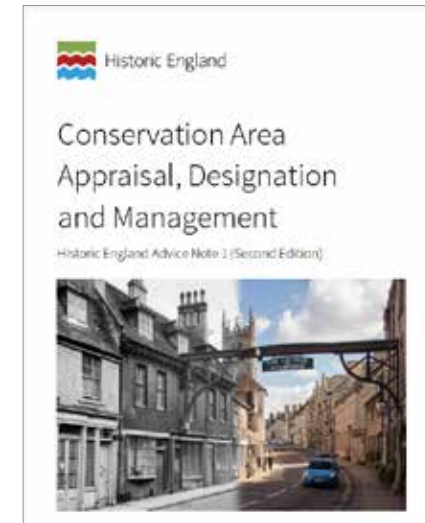
There are no designated heritage assets within Mile Town on Historic England's Heritage at Risk Register or on the Swale Borough Council's Heritage at Risk Register.

## Heritage at Risk 2022 in brief

The Heritage at Risk Register 2022 reveals that in the South East of England:

- 154 Buildings or Structures (Grade I and II\* listed buildings and structural scheduled monuments)
- 78 places of worship
- 139 Archaeology entries (non-structural scheduled monuments)
- 25 parks and gardens
- 3 protected wreck sites
- and 65 conservation areas

...are at risk of neglect, decay or inappropriate change. In total, there are 464 entries across the South East on the 2022 Heritage at Risk Register.

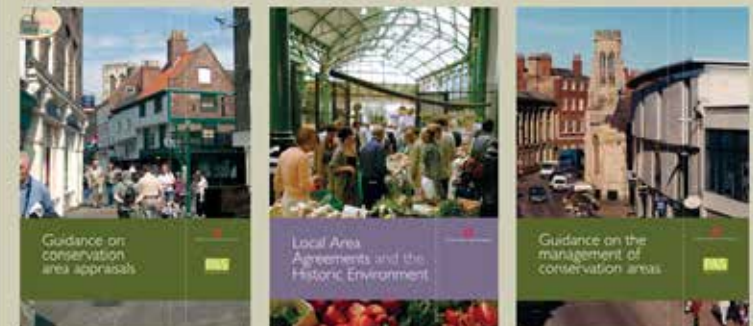


### How conservation areas help councils meet their targets

Local authorities have a statutory duty to publish proposals for the enhancement of their conservation areas. This provides a real opportunity to involve the local community in developing a strategy for the management of their local area.

**Sustainable Community Strategies and Local Area Agreements** present a shared vision for a neighbourhood. Conservation areas can help support this vision and achieve genuinely sustainable outcomes for local communities. They can positively influence a wide range of priorities for regeneration, housing, education, economic development and community engagement, and can help deliver the community's LAA targets. For example, communities value their conservation areas and the historic characteristics that make them special places. This contributes to their satisfaction with the local area and to the delivery of LAA target NI 5. (See our published guidance at [www.helm.org.uk](http://www.helm.org.uk).)

**Conservation Area Appraisals and Conservation Area Management Strategies** are well-proven tools for managing the condition of designated conservation areas. They are based on a rigorous understanding of their character and significance and provide clear policies guidance for making decisions affecting conservation areas. Community involvement in developing Conservation Area Management Strategies can help to deliver LAA target NI 3 for civic participation. (See our published guidance at [www.helm.org.uk](http://www.helm.org.uk).)





This plan is intended to provide a focused and structured approach for the future and management of Mile Town Conservation Area. The plan will build upon and develop the strengths, weaknesses and opportunities identified by the appraisal process and create a coordinated framework for maintenance and any future development. The Plan will rationalise the statutory and policy requirements with the aspirations of local residents. A thoroughly debated plan will provide a point of reference with agreed and consistent aims for all those concerned with the future of Mile Town Conservation Area.

Conservation Area designation is not an end in itself. It is a way of recognising the special architectural or historic interest of an area with a view to putting in place a framework to sustain its character for this and future generations.

Conservation is not about preventing change; the Mile Town Conservation Area is the historic core of a living community and change is needed to sustain and meet its future needs. It is about positively managing change so that what we cherish today can be properly looked after and passed on to future generations in good condition. Conservation Area designation brings with it certain statutory controls and restrictions which are described below. It also affords the opportunity for others, such as the local amenity groups, Kent County Council, individual householders and local businesses to take part in positively managing the area.

It also can help identify opportunities where conservation can help to deliver wider social, cultural, economic

and environmental benefits and where there may be opportunities to draw on the contribution made by the historic environment to the character of a place.

This strategy is intended to encourage active involvement in the future management of the Conservation Area, by the following means:

1. According with national planning policy in respect of heritage matters, together with the heritage strategy adopted by the Council;
2. Sustaining and enhancing the significance of Swale's designated and non-designated heritage assets and their settings in a manner appropriate to their significance and, where appropriate, in accordance with Policies DM 32 to DM 36;
3. Responding to the integrity, form and character of historic settlement;
4. Bringing heritage assets into sensitive and sustainable use within allocations, neighbourhood plans, regeneration areas and town centres, especially for assets identified as being at risk on national or local registers;
5. Responding positively to the conservation area appraisals and management strategies prepared by the Council;
6. Respecting the integrity of heritage assets, whilst meeting the challenges of a low carbon future; and
7. Promoting the enjoyment of heritage assets through education, accessibility, interpretation, and improved access.

### 6.23 Management Objectives and Approach

The Conservation Area Character Appraisal has identified some alterations which have involved the removal of historic features such as sash windows, doors, roof coverings and demolition of chimney stacks. These alterations are harmful to character but particularly so when they affect a symmetrical pair, or a terrace, where the impact of ill-considered alterations can be more obvious.

Many minor alterations to unlisted buildings can be undertaken without the need for planning permission but the cumulative impact of ill-considered change to historic and/or traditional properties can have a harmful effect on the character and appearance of the Conservation Area.

Opportunities to reinstate missing architectural features (such as sash windows, panelled doors or roof coverings) and traditional boundary treatments will be encouraged by the Council and may be requested in relation to planning applications for extensions and/or alterations, where appropriate.

The Council will seek to ensure that alterations which require planning permission positively enhance the special character and appearance of the Conservation Area.

## New Development Opportunities

- There is little Potential for new development within Mile Town Conservation Area as infilling within the boundary has used up most currently vacant plots. Therefore, any new buildings or renewal of existing sites need to consider the management priorities set out below. Development within the setting of the Conservation Area should conserve the historic grain of the High Street and Broadway. If proposals for development come forward they will be considered against local and national planning policies which attach great weight to the conservation of designated heritage assets and their settings.
- Subject to meeting the requirements of flood risk assessment and related sequential testing, there is significant scope for new development within the immediate setting of the conservation area. Where development takes place in such areas, it should ideally conserve the historic street pattern which existed prior to the construction of the Millennium Way High Street bypass road.
- The numerous Car parks to the south- western perimeter of the conservation detract from the setting of the conservation area and should be reviewed to provide more green spaces and play areas as a way of enhancing the public realm

### 6.24 Conservation Area Objectives and Priorities for Management and Action

**Overarching Objectives:** The Council will seek to ensure that the significance of Mile Town Conservation Area is

sustained and enhanced through:

1. The preservation and enhancement of the area's special interest, character or appearance
2. The preservation or enhancement of the setting of the conservation area and other designated heritage assets.
3. The safeguarding and better revealing the significance of any archaeology.
4. Protection and enhancement of landmarks, views and vistas within and without the conservation area. for eg: views of Broadway and High street referenced earlier in the document.
5. Safeguarding non-designated heritage assets which make a positive contribution to the significance of the area.
6. Safeguarding the network of public rights of way.
7. Safeguarding significant spaces.
8. Promotion of high quality design in new development which responds positively to context and the distinct characteristics of the conservation area.

#### Maintaining Mile Town Conservation Area's Townscape and Built Character

To ensure that the character of the conservation area, and its setting, is both preserved and where possible enhanced, all new development should:

- a) Respect the existing layout and historic form of the townscape and street scene, especially its building lines

and heights, and not diminish the gap between buildings.

- b) Complement existing buildings in terms of bulk, design, siting, detailing, scale, materials and use. Any extensions will be encouraged to be at the property's rear and subservient in scale to the original property, as well as matching or complementing the building in terms of design and facing & roofing materials.

- c) Respect and harmonise with existing buildings in terms of design, siting, detailing, scale and materials.

- d) Retain original design features (as identified within the character appraisal, such as cornices, string-courses, timber windows, canopies, entablature, stall risers, transom lights, pediments, fanlights, doors, false timbering, dentil courses, and where replacement is necessary, the architectural detailing should closely match that of the original in traditional materials.

- e) Not involve the painting of unpainted brick, terracota or stone surfaces.

- f) Ensure material alterations to buildings protect the appearance of elevations that face onto a highway or public open spaces, including alterations to shopfronts and rooflines. Discourage additional new dormers and rooflights on visible roof slopes.

- g) Not entail the positioning of satellite dishes, aerials and solar/PV panels in prominent positions.

## Area of Special Advertisement Control

### The definition of an advertisement

An advertisement is “any word, letter, model, sign, placard, board, notice, awning, blind, device or representation, whether illuminated or not, in the nature of, and employed wholly or partly for the purposes of, advertisement, announcement or direction” (ref. 3). The definition includes not just the sign but also any hoarding or similar structure used or designed or adapted for use for the display of advertisements. It does not, therefore, just cover commercial adverts.

### Listed building and scheduled monument consent for advertisements

The display of insensitively designed or sited adverts can harm the appearance of a listed building, or detract from its setting. The erection of a new sign or advert of any size on or attached to a listed building would almost always require listed building consent as it is very likely to be considered an alteration that affected its character as a building of special architectural or historic interest.

The replacement of one sign on a listed building with another of similar design would not usually require listed building consent as long as it does not affect the special interest of the building. If a sign or advert is not actually attached to a listed building it would not require listed building consent however much it might affect its setting.

The considerations in giving listed building consent for an advertisement are the same as they are for any listed building consent application. The statutory duty to have special regard to the desirability of preserving the listed building and its setting must be observed (ref. 4) and the policies in the NPPF should be adhered to (ref. 5).

### Obtaining advertisement consent

There are a number of classes of advertisements that have either deemed or express consent under the regulations (ref. 1) (for example, advertisements which are incorporated into the fabric of a building for which planning permission was obtained, or an advertisement relating to a local government election).

Any advertisements not falling within these classes will require advertisement consent.

When considering applications for advertisements that require consent, the local planning authority may only take into account two considerations: amenity and public safety. Amenity is generally considered to be visual appearance and the pleasance of the environment generally, including the general characteristics of the locality and any feature of historic, architectural, cultural or similar interest there (ref. 2).

If the advertisement is in a conservation area, a local planning authority must also pay special attention to the desirability of preserving or enhancing the character of appearance of that area (ref. 6).

Applications for advertisement consent are processed in much same way as planning applications and can be granted subject to conditions or refused.

Where an area has an amenity value that requires stricter controls then it may be designated by the local planning authority as an area of special control. The control of advertisements in such areas is much stricter than elsewhere. This may be appropriate for areas of architectural or historic significance, such as conservation areas.

### Areas of special control

Every local planning authority is obliged to consider whether any part of their area should be an area of special control for advertisements because of the need to protect amenity, but not public safety (ref. 7). Areas of special control are likely also to be conservation areas, but one designation does not follow the other. Before formally proposing an area of special control the authority is expected to consult local trade and amenity organisations about the proposal (ref. 8).

### References

- (1) The Town and Country Planning (Control of Advertisements) (England) Regulations 2007
- (2) Planning Practice Guidance: Advertisements, 2014 (paragraph 18b-079-20140306)
- (3) s336 Town and Country Planning Act 1990
- (4) s16 Planning (Listed Buildings and Conservation Areas) Act 1990
- (5) National Planning Policy Framework, Ministry for Housing, Communities and Local Government, July 2021
- (6) s72 Planning (Listed Buildings and Conservation Areas) Act 1990
- (7) Regulation 20, The Town and Country Planning (Control of Advertisements) Regulations 2007
- (8) Planning Practice Guidance: Advertisements, 2014 (paragraph 18b-055-20140306)



## Shopfronts - Design guidelines

### SHOP FRONT DESIGN

Shops are a key part of the fabric of our lives and settlements, and represent a defining building type in cities, towns and villages. Whether standing alone or lining high streets, the contribution they make to the appearance, character and dynamics of places is profound. The public face of a shop – the shop front – is by its nature calculated to be a conspicuous presence in the street scene. Consequently, the visual impact of shop fronts, whether through good or bad design, can also be profound. A well-designed shop front has the potential not only to enhance the appearance and character of a building, street or settlement, but also to make a huge difference in terms of the success of that business. With increasing competition from out-of-town retail parks and supermarkets the onus on those involved in the design of shop fronts and the appearance of high streets has never been greater. A town centre or high street characterised by high quality shop fronts has the potential not only to enhance the appearance of that area, but to stimulate prosperity, civic pride and tourism. High quality design should therefore be the aspiration of all involved in the creation of shop fronts. When considering the design of a new shop front, the first judgment to be made (assuming there is a pre-existing shop front) is whether the current shop front merits retention and refurbishment.

### EXISTING OR HISTORIC SHOP FRONTS

Before an existing shop front is replaced, consideration should be given to its condition, quality and relevance, and why it may need replacing. Even if it has been altered,



it may still be worthy of repair and refurbishment; or original details may exist behind later cladding. Restoration may result in a shop front that is more appropriate to the building and its location. The craftsmanship found in older shop fronts is not always easily replicated today, and it is rare that a shop front needs to be entirely replaced for practical reasons. Where an historic shop front survives, this should be preserved or restored – particularly if it forms a part of a Listed Building. Where an historic shop front has been mutilated, or features have been lost, sufficient evidence (either physical or documentary) may exist to enable an accurate reconstruction. In replicating any lost features, it is important that details are correctly reproduced in appropriate materials. The application of 'stick-on' mouldings or fascias, the use of plywood, MDF or plastic, and the distortion of original proportions are all likely to result in harm to the original shop front.

## Shopfronts

### COMPOSITION OF A TRADITIONAL SHOP FRONT

A traditional shop front is composed of a number of distinctive, well established elements – most notably a stallriser (base), a fascia (top) and sometimes pilasters (to either side) – which together provide the basic frame for the shop front. These elements are equally relevant to traditional and modern shop front design; with the adaptability of these and other elements (including doorways, mullions and glazing bars), allowing for almost limitless compositional variety. Only through the careful resolution of all these elements, however, will a successful design result – one that responds sympathetically to the immediate context of the elevation of the building as a whole, and to the wider contexts of street and settlement.

### MODERN SHOP FRONTS

The same basic principles in relation to traditional shop fronts also apply to modern shop fronts. In terms of context, it is vital that the composition of a modern shop front responds meaningfully to the elevation of which it is a part. The basic horizontal components of the traditional shop front – the fascia-plus-cornice and stallriser – should be respected in order to create a strong and meaningful top and base for the shop front and the display glazing. The components themselves, however, might be handled quite differently. A common strategy is for the composition and the individual features to be simplified, in order to give a ‘cleaner’, pared-down aesthetic. This might involve the use of larger areas of glazing; less conspicuous framing of glazed areas; the omission or simplification of pilasters, consoles, capitals and mouldings; the use of untraditional colours, modern typography or internal lighting. Where pilasters are



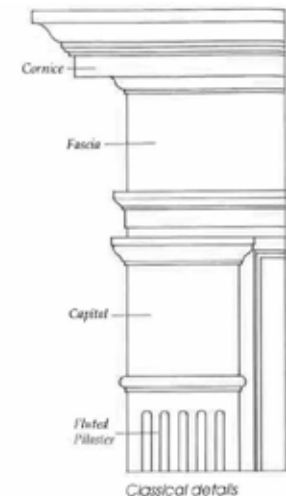
The components of a traditional shop front

not used, the sides of the display glazing, and the lateral extent of the shop front, should be clearly defined by the outermost vertical framing elements of the shop front, in order that the edges of the shop front, and the frame as a whole, remain clearly discernible. Whether a traditional or modern approach is taken, if the context is a traditional building the shop front should generally still be of timber. Common failings in modern shop fronts include missing, badly proportioned or badly designed components, such as too-deep fascias (top heavy), too-low stallrisers (weak or undermined base), too-thin or missing uprights (weak framing), ‘stuckon’ features, including fascias and mouldings; garish or cluttered signage, and inappropriate materials and lighting.

### PLANNING CONTROL

Shop fronts come under planning control, and may need any or all of the following consents: Planning Permission, Advertisement Consent and Listed Building Consent (if the building is Listed). As with all other forms of proposed development, it is strongly recommended that contact is

made with the Planning Department before an application is made, in order to determine both what consents may be required, and whether or not the proposals are likely to be supported in their current form.



Classical shop front details



Surviving traditional shopfronts on High Street



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Surviving traditional shopfronts on Broadway





# Appendices

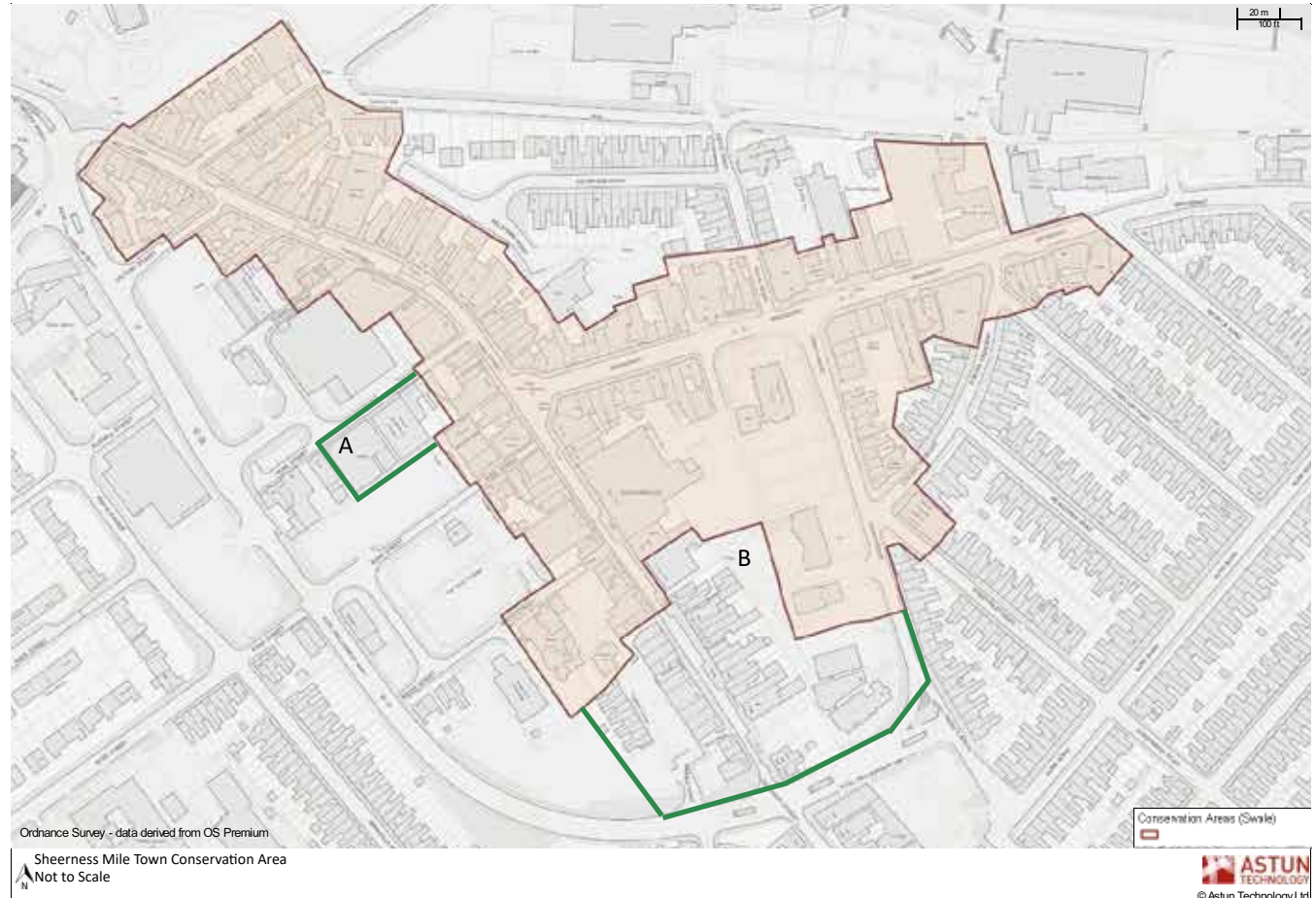
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# APPENDIX 1: Proposed Boundary extension

The current Mile Town Conservation Area does not include the full historic extent of the early core of development in this area. Its extent also does not tally well with the documented phases of expansion of the town or the surviving historic built environment. The rationale behind inclusion and exclusion of areas of the town from the conservation area is not clear since the conservation area appraisal is only a brief document which does not particularly cover this aspect.

Due to the exclusion of some areas of early development, many buildings which appear to have clear heritage significance lie outside of the conservation area. The majority of these are undesignated and many are otherwise unrecorded, appearing neither on the KCC HER nor the AMIE database.

Good examples of such buildings include a group on the south side of Hope Street, adjacent to the eastern side of conservation area. There are also buildings within the conservation area which appear to be of relatively high heritage significance but have received little research. The most obvious example of these is the buildings related to the former waterworks to the south of Holy Trinity, including the pumping house and office block.



Existing Conservation Area Boundary with proposed Extensions

# APPENDIX 1: Proposed Boundary extension A

In the 19th century, the town also had the kind of facilities and institutions that would be expected of a settlement of this size and type. These included a windmill, pumping station and religious institutions.

These latter included non-conformist chapels and a Jewish burial ground. The windmill and a chapel survive in plots to the immediate west of the High Street and are designated as Grade II listed buildings.

The Jewish burial ground lies on Hope Street and appears to have many memorial stones and burial markers surviving above-ground. It is undesignated and not yet formally recorded in any registers of known heritage assets such as the KCC HER or the HER/MIE database.

The windmill and the Jewish burial ground fall within the current Conservation Area boundary. This amendment is proposed to include the listed chapel and surviving 'Invicta' works within the new proposed conservation area boundary.



'Invicta Works' now a service station



View of Hope Street towards High Street



Sheerness Old Jews' Burial Ground, between 2 and 4 Hope Street, Sheerness ME12, sits behind a non-descript low wall accessed via a single timber door. Opened 1804 and last burial believed in 1855. Among the disused cemeteries administered by the Board of Deputies. There was a Jewish community in Sheerness from the late eighteenth century, which had declined by the latter part of the nineteenth century.



Grade II listed Chapel



# APPENDIX 1: Proposed Boundary extension B

The expanded settlement also had a number of civic facilities and institutions by this date, such as a water works and school adjacent to Holy Trinity church and a further School north of Mile Town's High Street. Whilst the school buildings no longer survive, much of the water works does. The water works was built in the Romanesque style and its main building, which formerly housed the pumping machinery and was topped by the water tank, lies derelict adjacent to the Trinity Road car park whilst its offices are now in use as a doctor's surgery. The

structures which formerly connected these two elements have been removed. Whilst subject to significant alteration, both structures remain good examples of Victorian utilities buildings, neither is listed.

Sections of the pumping station complex survive to the immediate south of Holy Trinity.

The proposed amendment to the existing Conservation Area boundary is to include the entire curtilage of the Pumping

station and the access road to its west.

The aerial map is included to illustrate the pumping stations curtilage.



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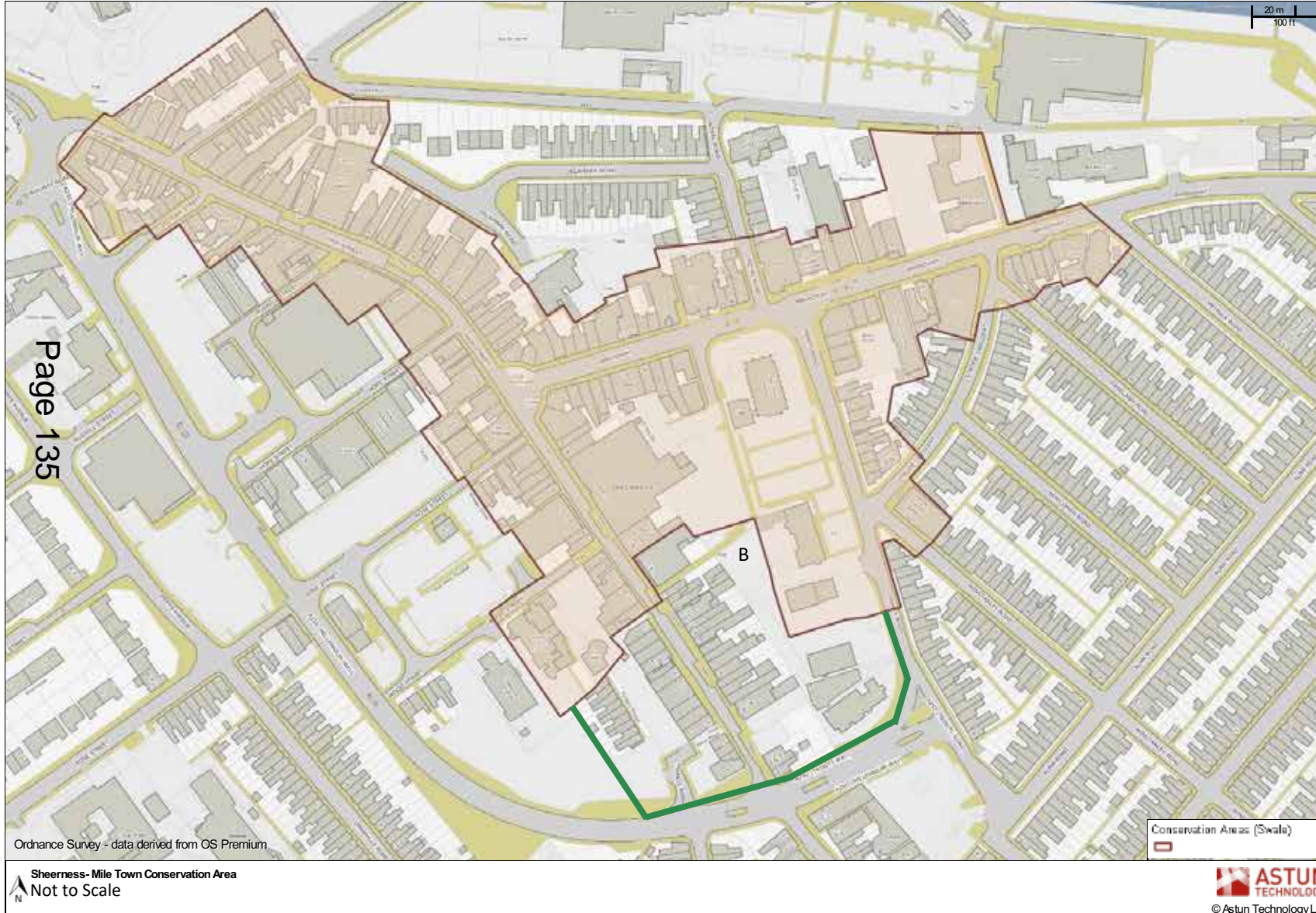
Unlisted pumping station and adjacent offices, fronting Trinity Road



Rear view of the pumping station



# APPENDIX 1: Proposed Boundary extension B





# APPENDIX 1: Proposed Boundary extension B





# APPENDIX 1: Proposed Boundary extension B





# APPENDIX 1: Proposed Boundary extension B



The proposed boundary extension B, is proposed to include the former County Library, an attractive building with some historic and architectural value, and a 19th century former house marked as Towers Hall on historic OS maps. In addition, the extension includes the High Street buildings up until the junction with the A250. Though the historic buildings on the High Street are altered, they are of a similar quality to those directly to the west and within the conservation area. Although this section of the High Street has been much altered in the past but it's inclusion would hopefully ensure an improved management by virtue of its designation and perhaps achieve higher quality design of any sites identified as development opportunity.

The aerial map regression shows how this area (proposed to be included) has largely remained unchanged in its urban form over the years, contained within the A250.

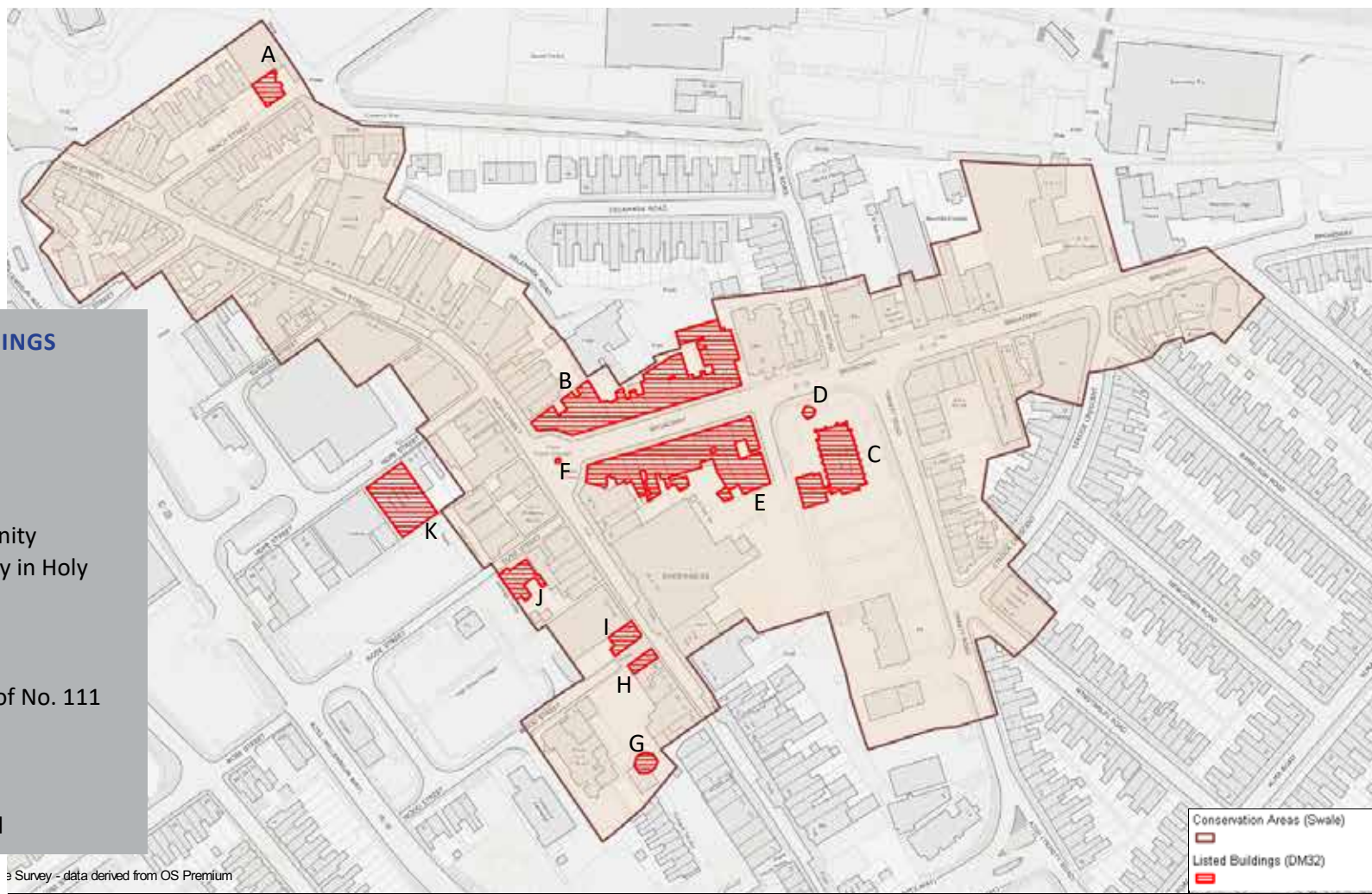


# APPENDIX 2:

Extracts from the National Heritage List for England (the Statutory List of Buildings of Special Architectural or Historic Interest)

The statutory list is compiled and published by the Secretary of State for Culture Media and Sport and is altered and amended from time to time. The list descriptions below were current in March 2016 but for more up to date information please visit the National Heritage List for England at [www.historicengland.org.uk/listing/thelist](http://www.historicengland.org.uk/listing/thelist). The omission of a building from this list should not necessarily be taken to indicate that it is not listed.

Features which are not specifically mentioned in the list description are not exempt from statutory protection which extends to the building, to any object or structure fixed to the building and to any structure within the curtilage of the building pre-dating the 1st July 1948.



## STATUTORY LISTED BUILDINGS

Sheerness - Mile Town

- A Beach House
- B 1-23, The Broadway
- C Parish Church of the Holy Trinity
- D Memorial to Thomas Stuteley in Holy Trinity Churchyard
- E 4-22, The Broadway
- F Clocktower
- G Remains of Cornmill to rear of No. 111
- H 97, High Street
- I 95, High Street
- J 6-10, Rose Street
- K Bethel Chapel Sunday School

© Survey - data derived from OS Premium



Extracts from the National Heritage List for England (the Statutory List of Buildings of Special Architectural or Historic Interest)

### BEACH HOUSE

Grade: II

List Entry Number: 1259822

Date first listed: 30-Jun-1978

Statutory Address: BEACH HOUSE, BEACH STREET

National Grid Reference: TQ 91945 74982

#### Details

BEACH STREET 1. 5282 (North-West Side) Mile Town, Sheerness Beach House TQ 9174 NE 8/2

II 2. Early C19. 2 storeys stock brick. Hipped slate roof. 2 sashes and 1 blank with glazing bars intact and Venetian shutters. Central round-headed doorcase with keystone, pilasters, panelled reveals and semi-circular fanlight. The rear elevation has 2 later 3-light canted bays through all floors.



### CLOCK TOWER

Grade: II

List Entry Number: 1258071

Date first listed: 30-Jun-1978

Statutory Address: CLOCK TOWER, CRESCENT

National Grid Reference: TQ 92065 74828

#### Details

CRESCENT 1. 5282 Mile Town, Sheerness Clock Tower TQ 9274 NW 9/10

II 2. Erected in 1902 to commemorate the coronation of King Edward VII. Built of cast iron, painted. Octagonal column with plinth surmounted by clock faces and bell. Quatrefoil mouldings.



### 1-23, THE BROADWAY, 1 AND 3, CRESCENT

Grade: II

List Entry Number: 1259823

Date first listed: 30-Jun-1978

Statutory Address: 1-23, THE BROADWAY

National Grid Reference: TQ9210374851

#### Details

THE BROADWAY 1. 5282 (North-West Side) Mile Town, Sheerness Nos 1 to 23 (odd) TQ 9274 NW 9/3

II GV 1835-6. Includes Nos 1 and 3 Crescent, Mile Town, Sheerness. Circa 1830. Terrace. 3 storeys stock brick. Cement parapet and moulded eaves cornice. 2 to 3 sashes each with some glazing bars intact. Mainly modern shop-fronts, except to Nos 17 and 19 which have the original shopfronts with 2 pilasters and 2 segmental-headed doorcases, one of which, in the case of No 17, is blocked to form a shop window.

### PARISH CHURCH OF THE HOLY TRINITY

Grade: II

List Entry Number: 1242870

Date first listed: 30-Jun-1978

Statutory Address: PARISH CHURCH OF THE HOLY TRINITY, THE BROADWAY

National Grid Reference: TQ 92184 74827

#### Details

933/9/7 THE BROADWAY 30-JUN-78 MILE TOWN (Southeast side) PARISH CHURCH OF THE HOLY TRINITY

GV II 1835-6 by G L Taylor.



**MATERIALS:** Yellow brick with sandstone dressings. Welsh slate roofs.

**PLAN:** Nave, chancel, N and S aisles (expressed internally only), W tower with staircase vestibules to the N and S of it.

The church is oriented S so all directions given here are liturgical.

**EXTERIOR:** The church is built in a plain lancet style, typical of the 1830s. The W tower is of three stages, the lowest containing a plain arched doorway, the second an attractive and unusual rose window, and the third the belfry windows which are tall, paired lancets. The tower is crowned by a plain parapet with pinnacles at the corners. The rest of the church also has a plain parapet. The nave is of seven bays and has shallow buttresses demarcating the bays, each of which contains a tall lancet window. The chancel is short in the pre-Victorian tradition, has blank side walls and an E window consisting of three graded lancets. Either side of the tower are vestibules with N and S entrances and which were designed to house stairs to the galleries. On the W wall of the S vestibule is an interestingly designed bronze monument to J S Keddell (died 1870) and which bears masonic symbols.

**INTERIOR:** The walls are plastered and painted: white paint has also been applied, regrettably, to most other surfaces too. The interior character stems largely from the presence of the galleries on three sides (no galleries in the two E bays of the nave). Whereas most 1830s churches of this type had galleries round three sides of a rectangular, aisleless space (with the supporting columns and space beneath the N and S galleries forming their own aisles), here there are fully developed aisles with tall arcades behind which the galleries are set. The tall piers of this arcade have octagonal bases above which the main part of the pier has flat surfaces on the diagonals and small shafts in the cardinal directions. The piers merge seamlessly into the arches, which rise almost to roof level without the presence of capitals. The W part of the gallery also has four cast-iron columns to support it. The roof trusses consist of tie-beams with panel tracery above them. The underside of the ceiling consists of flat surfaces of plain plastering.

**PRINCIPAL FIXTURES:** The chancel has been cleared of its Georgian or Victorian fittings (presumably in the 1970s reordering which is probably the time of the painting over of all internal surfaces). The Victorian seating in the nave, with shaped ends, is largely intact however. The gallery fronts have trefoiled arcading. On the N and S sides the galleries have been boxed in to create storage space. The font is Victorian and is octagonal with a sturdy base with gable-like features





surrounding it. The stained glass in the E window is dated 1902.

**HISTORY:** The cost of the church was £4,128 of which the Church Building Commissioners contributed £2,595. The church had 1,085 seats, 738 of which were free. The land was donated by Sir Edward Banks and the foundation stone was laid on 1 September 1835. Consecration took place on 30 August 1836 by Archbishop Howley. It was initially a chapel of ease to Minster Abbey, only becoming parochial in 1873.

The architect, George Ledwell Taylor (1788-1873), was born in London and was articled in 1804 to J T Parkinson for whom he supervised the building of parts of the Portman Estate in London. In 1824 he was appointed Civil Architect to the Navy and carried out important works at Sheerness, Chatham, Gosport and Woolwich. He came into contact with William IV and claimed that it was his tact that led the King in 1830 to accept 'Trafalgar Square' instead of 'King William IV Square' as the name for the new open space on the site of the King's Mews. After he lost his post as a result of reorganisation in 1837 he was forced to take up general practice.

The church is relatively unusual in that it did not acquire a long chancel as was usual in Victorian times. Plans to have one were in existence in 1885, drawn up by the Tunbridge Wells architect Robert Wheeler. It seems likely that at this time reseating took place with the introduction of the present open seats with their shaped ends.

**SOURCES:** Incorporated Church Building Society papers, Lambeth Palace Library, files 1166, 8981. Howard Colvin, A Biographical Dictionary of British Architects, 3rd ed, 1995, p 960-1. Colin Johnson, Holy Trinity Sheerness, 2004 ed. (church guide). John Newman, The Buildings of England: North East and East Kent, 1983, p 456. Michael Port, Sic Hundred New Churches: the Church Building Commission 1818-1856, 2007, p 334.

**REASONS FOR DESIGNATION:** Holy Trinity church is designated at Grade II for the following principal reasons: \* It is of special interest as a church built in the 1830s to accommodate the rising population of Sheerness and was constructed in the plain 13th-century style that was then current. It is a very good representative of urban church building at this time \* It has, unlike many such churches, retained its galleries which are a very important contributor to the character of the building.

### MEMORIAL TO THOMAS STUTELEY IN HOLY TRINITY CHURCHYARD

Grade: II

List Entry Number: 1258056

Date first listed: 30-Jun-1978

Statutory Address: MEMORIAL TO THOMAS STUTELEY IN HOLY TRINITY CHURCHYARD, THE BROADWAY

National Grid Reference: TQ 92170 74848

#### Details

THE BROADWAY 1. 5282 (South-East Side) Mile Town, Sheerness Memorial to Thomas Stuteley in Holy Trinity Churchyard TQ 92170 74848 NW 9/8

II GV 2. Dated 1879. Ashlar plinth. Stone square base with inscription and Greek key design and broken pillar above with garland.



### 4-22, THE BROADWAY

List Entry Number: 1258038

Date first listed: 30-Jun-1978

Statutory Address: 4-22, THE BROADWAY

National Grid Reference: TQ 92116 74833

#### Details

THE BROADWAY 1. 5282 (South-East Side) Mile Town, Sheerness Nos 4 to 22 (even) TQ 9274 NW 9/6

II GV 2. Includes Nos 6 and 8 Crescent, Mile Town, Sheerness. Circa 1830. Terrace. 3 storeys stock brick. Cement parapet and moulded eaves cornice. 2 to 3 sashes each with some glazing bars intact but mainly modern shopfronts.



### REMAINS OF CORNMILL TO REAR OF NUMBER 111

Grade: II

List Entry Number: 1258330

Date first listed: 30-Jun-1978

Statutory Address: REMAINS OF CORNMILL TO REAR OF NUMBER 111, HIGH STREET

National Grid Reference: TQ 92102 74702

#### Details

HIGH STREET 1. 5282 (West Side) Mile Town, Sheerness Remains of corn mill to rear of No 111 TQ 9274 NW 9/31

II 2. Early C19. An octagonal base of 2 storeys stock brick. Glazing now missing from windows.



### WOOD STREET, 97, HIGH STREET

Grade: II

List Entry Number: 1258227

Date first listed: 30-Jun-1978

Statutory Address: 97, HIGH STREET

National Grid Reference: TQ 92100 74744

#### Details

HIGH STREET 1. 5282 (West Side) Mile Town, Sheerness No 97 TQ 9274 NW 9/29

II 2. Late C18 to early C19. Corner building. 2 storeys weatherboarded. Renewed tiled roof in 2 hips. 1 sash with glazing bars intact to ground floor window only on Wood Street elevation. Doorcase with wooden cornice and brackets and 4 flush panels.





## 95, HIGH STREET

Grade: II

List Entry Number: 1258226

Date first listed: 30-Jun-1978

National Grid Reference: TQ 92091 74751

### Details

HIGH STREET 1. 5282 (West Side) Mile Town, Sheerness No 95 TQ 9274 NW 9/28

II 2. C18. 2 storeys wood stuccoed and grooved in imitation of masonry. Hipped slate roof. Parapet. 2 sashes. Later shopfront. The Wood Street elevation has a slate roof with 1 hipped dormer. 2 sashes without glazing bars and 2 doorcases, 1 with wooden cornice and brackets.



## 6-10, ROSE STREET

Grade: II

List Entry Number: 1258876

Date first listed: 27-Feb-1977

National Grid Reference: TQ 92048 74776

### Details

ROSE STREET 1. 5282 (South-East Side) Mile Town, Sheerness Nos 6 to 10 (even) TQ 9274 NW 9/84 25.2.77.

II GV 2. Late C18 to early C19. 2 storeys weatherboarded. Hipped slate roof. Parapet. 1 sash to each with glazing bars intact to Nos 6 and 8. These have doorcases with cornices, reeded pilasters and 6 fielded panelled doors. No 10 has a Victorian stock brick extension built on with a 6 panelled door incorporated and a shopfront with 6 cambered panels.



## BETHEL CHAPEL SUNDAY SCHOOL

Grade: II

List Entry Number: 1273419

Date first listed: 30-Jun-1978

Statutory Address: BETHEL CHAPEL SUNDAY SCHOOL, HOPE STREET

National Grid Reference: TQ 91996 74814

### Details

HOPE STREET 1. 5282 (South-East Side) Mile Town, Sheerness Bethel Chapel Sunday School TQ 9174 NE 8/73 TQ 9274 NW 8/73

II 2000. Dated 1832. 1 storey stock brick. Pediment with stone coping. 2 round-headed windows with architraves and glazing bars intact. Central round-headed doorcase with pilasters.



## APPENDIX 3: Select Bibliography and Document Extracts

Historic England. (2016). **A Characterisation of Sheerness, Kent** Project Report

Augustus Daly (1975). **History of the Isle of Sheppey**

Kent County Council. (2004). **Kent Historic Towns Survey: Sheerness - Archaeological Assessment Document**. English Heritage and Kent County Council.

Swale Borough Council. (2000). **Mile Town, Sheerness conservation area character appraisal (Extract from report to Development Committee 2 August 2000 Agenda item 5C(i) Annex B)**.



FOR FURTHER INFORMATION CONTACT:

Swale Borough Council Planning Services – 01795 417850

<https://www.swale.gov.uk/heritage-and-landscape/>

**Swale Borough Council: 2023**  
**Swale House, East Street, Sittingbourne, Kent ME10 3HT**

**PUBLIC CONSULTATION DRAFT AUGUST 2023**

**Prepared by The Conservation & Design Team, Swale Borough Council**



Cornmill to rear of No.111 High Street- Grade II listed

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<b>Planning and Transportation Policy Working Group Meeting</b>	
<b>Meeting Date</b>	23rd November 2023
<b>Report Title</b>	Scheme of Delegation and Committee Procedure Rules – proposed changes
<b>EMT Lead</b>	Emma Wiggins, Director of Regeneration and Neighbourhoods
<b>Head of Service</b>	Joanne Johnson, Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Ceri Williams, Development Manager
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	1. To recommend the proposed changes to the Scheme of Delegation and Committee Procedure Rules, as set out in Appendix 3, to the Constitution Working Group.

## 1 Purpose of Report and Executive Summary

- 1.1 This report sets out the rationale for proposed changes to the Scheme of Delegation and Committee Procedure Rules (parts 2.8 and 3.1 of the Constitution) in relation to Planning Committee, and seeks Planning and Transportation Policy Working Group’s (PTPWG’s) recommendation that these are considered by the Constitution Working Group.

## 2 Background

- 2.1 An initial set of proposed changes was presented to and discussed by PTPWG at its September meeting. Members requested a specific change in relation to extension requests for consultation periods, and asked for wider comments to be reflected upon, and a revised set of proposals to be brought back to the working group in November.
- 2.2 The overarching rationale of the proposed amendments is to ensure that appropriate planning applications are referred to Planning Committee for reasons of public interest, and to promote transparency and accountability..
- 2.3 Appendix 1 shows the current wording of the Council’s adopted Constitution for the specific areas where amendments are proposed. Appendix 2 shows the proposed changes taken to PTPWG in September.
- 2.4 PTPWG members agreed a number of amendments to the September 2023 proposals, which are set out in grey highlight in Appendix 3.
- 2.5 Where views were mixed, these points have been further considered by officers, and their inclusion /otherwise is discussed in the table below.



<b>Comment</b>	<b>Response</b>
2.8.15.2 (b) Should the Head of Planning write to Town / Parish Councils to notify them when they do not consider their representation to be based on valid considerations, and to explain that the application will not be reported to the planning committee. Is this an effective use of officer time?	<p>The original proposed inclusion has been retained in Appendix 3.</p> <p><u>Rationale:</u> retain as this will support borough-parish relations, and parish engagement in planning.</p>
2.8.15.2 (c) Should the 'three letters' provision be retained / reinstated?	<p>The originally proposed deletion has been retained in Appendix 3.</p> <p><u>Rationale:</u> of itself, the number of representations received has no bearing on planning decisions. This removal is intended to support the role of Ward Members, who retain the ability to 'call in' applications to Committee irrespective of the number of representations.</p>
Committee Procedure Rules – proposed addition: Is the value of recorded votes outweighed by the time this requires?	<p>The original proposed inclusion has been retained in Appendix 3.</p> <p><u>Rationale:</u> the value in transparency / accountability is believed to outweigh the additional time.</p>
Committee Procedure Rules – proposed addition: Members will need to be clear what constitutes lobbying.	<p>The original proposed inclusion has been retained in Appendix 3.</p> <p><u>Rationale:</u> a definition will be included in a forthcoming Member – Developer Protocol, as will the understanding that a declaration does not mean the lobbied member is pre-determined.</p>
Committee Procedure Rules – proposed addition: Query re: the value of writing to the Head of Planning within seven days if a member votes contrary to an officer recommendation.	<p>This has deleted from Appendix 3.</p> <p><u>Rationale:</u> On balance, the value that this could bring to an appeal may be outweighed by the administration burden and risks.</p>
Committee Procedure Rules: Members suggested adding clarity around behaviour expectation of attendees in the public gallery	<p>This has not been included in Appendix 3:</p> <p><u>Rationale:</u> Part 3.1.24 of the Constitution (Council and Committee and Procedure Rules) includes the following, which therefore means clarity around public gallery behaviour is already established:</p>

	<i>If a member of the public interrupts the proceedings, the Chair will warn the person concerned. If they continue to interrupt the Chair will order their removal from the meeting room.</i>
<p>Committee Procedure Rules: additional suggestion that reference to Planning Committee’s ‘quasi-judicial’ role should be removed from 3.1.38.2.</p> <p><i>The Chair will remind those present that the meeting has a quasi-judicial role and determines the rights and obligations of the applicant.</i></p>	<p>This was included in a separate recommendation to Policy and Resources Committee on 18 October, and agreed for onward consideration:</p> <p><u>Rationale:</u> The original inclusion of the term ‘quasi-judicial’ was intended to promote understanding of the function and role of the Committee by a lay person. The High Court is however clear that planning committees are not ‘quasi-judicial’ in the strict legal sense, and this removal corrects this.</p>

- 2.6. Members are asked to note that the appropriateness of the Scheme of Delegation and Committee Procedure rules is regularly reviewed by officers, and further amendments may be proposed to PTPWG in the future.

### **3 Proposals**

- 3.1 To recommend the proposed changes to the Scheme of Delegation and Committee Procedure Rules, as set out in Appendix 3, to the Constitution Working Group.

### **4 Alternative Options**

- 4.1 Members may choose not to recommend some or all of the proposed amendments to the Constitution Working Group, and / or to recommend additional amendments.

### **5 Consultation Undertaken or Proposed**

- 5.1 A first report of proposed amendments was discussed by PTPWG in September.
- 5.2 Next steps would be consideration by the Constitution Working Group, Policy and Resources Committee, and Full Council.

### **6 Implications**

<b>Issue</b>	<b>Implications</b>
Corporate Plan	The proposals align with corporate objective 4: renewing local democracy and making the council fit for the future.

Financial, Resource and Property	The proposals are likely to have a positive impact on resources as they will focus Committee (and, accordingly officer) time on the most appropriate planning decisions.
Legal, Statutory and Procurement	The proposals would require an amendment to the Constitution, which will be progressed via the Council's Constitution Working Group.
Crime and Disorder	No implications identified
Environment and Climate/Ecological Emergency	No implications identified
Health and Wellbeing	No implications identified
Safeguarding of Children, Young People and Vulnerable Adults	No implications identified
Risk Management and Health and Safety	No implications identified
Equality and Diversity	No implications identified
Privacy and Data Protection	No implications identified

## 7 Appendices

None

## 8 Background Papers

[Planning and Transportation Policy Working Group agenda pack – 19<sup>th</sup> September 2023](#) (pp9 – 19).

[Planning and Transportation Policy Working Group minutes – 19<sup>th</sup> September 2023](#) 298



**Appendix 1: The Existing Scheme of Delegation and Committee Procedure  
Rules: sections proposed for change – as written in the current Constitution.**

**2.8.15 DELEGATIONS TO THE HEAD OF PLANNING SERVICES**

2.8.15.1. To determine applications, negotiate and enter into Section 106 Agreements, to agree minor variations to planning obligations, to respond to prior notifications, and to make observations on behalf of the Borough Council in accordance with the provisions of the appropriate Development Plan or other adopted Borough Council Planning Policy Guidance.

2.8.15.2. The delegated powers in paragraph 1 above shall not be exercised in the following circumstances:

- (a) Any planning applications submitted by a member of the Council or Members of staff and for Council development (whether involving Council owned land or not);
- (b) Applications where the decision of the Head of Planning would conflict with any written representation received within the specified representation period from:
  - (i) Any Member of the Borough Council;
  - (ii) A statutory consultee;
  - (iii) A Parish or Town Council;

Provided that any such representations from (ii) or (iii) above are, in the opinion of the Head of Planning, based upon relevant planning considerations.

(c) Applications where the decision of the Head of Planning would conflict with letters of representations, or petitions, from at least three separate addresses received within the specified representation period from persons or bodies (other than those set out in (a) above) provided that any such representations are, in the opinion of the Head of Planning, based upon relevant planning considerations and relevant Ward Member requests that the application should be reported to the Planning Committee; and

(d) Applications which the Head of Planning considers are sufficiently major or raise difficult questions of policy interpretation or any unusual or difficult issues which warrant Member determination.

2.8.15.9. To respond to hedgerow notifications in consultation with the appropriate ward member(s).

2.8.15.12. To authorise, sign and serve all enforcement and other notices under the Town and Country Planning Act 1990 and the Town and Country Planning (Control of Advertisements) (England) regulations 2007 on behalf of the Council following consultation with the Planning Committee Chair or Vice-Chair and local ward Member(s).

2.8.15.18.To respond to consultations from neighbouring planning authorities including Kent County Council following consultation with the Planning Committee Chair or Vice Chair, and the relevant Ward Member(s).

**Committee Procedure Rules:**

3.1.38.5. The Chair will welcome any members of the public who are registered to speak on any item. They will inform the meeting that in the event that an item is deferred to a site meeting of the Planning Working Group, members of the public may speak both at this meeting and at the site meeting, but there will be no further opportunity to speak on the matter when it comes back to the Planning Committee for final determination.

## Appendix 2: Changes proposed to Planning and Transportation Policy Working Group on 19th September 2023.

Proposed additions are indicated in **red type**; proposed deletions are ~~struck through~~.

The rationale for these changes can be found on pages 11 – 18 of the original Working Group [report](#).

### 2.8.15 DELEGATIONS TO THE HEAD OF PLANNING SERVICES

2.8.15.1. To determine applications, negotiate and enter into Section 106 Agreements, to agree minor variations to planning obligations, to respond to prior notifications, and to make observations on behalf of the Borough Council in accordance with the provisions of the appropriate Development Plan or other adopted Borough Council Planning Policy Guidance.

2.8.15.2. The delegated powers in paragraph 1 above **shall always apply in the case of householder applications and prior notifications, but otherwise** shall not be exercised in the following circumstances:

(a) Any planning applications submitted by a member or officer of the Council, for Council development (whether involving Council owned land or not) **or on Council-owned land**;

(b) Applications where the decision of the Head of Planning would conflict with **reasons set out in** any written representation received ~~within the specified representation period from~~ **during the statutory consultation period (as specified within the Town and Country Planning (Development Management Procedure) (England) Order (2015) or any superseding legislation** from:

- (iii) Any Member of the Borough Council;
- (iv) A statutory consultee;
- (iii) A Parish or Town Council **where it is clearly stated that the Parish or Town Council want the application to be reported to the Planning Committee**;

Provided that any such representations ~~from (ii) or (iii) above~~ are, in the opinion of the Head of Planning, based upon relevant ~~planning~~ considerations.

**Where the Head of Planning determines that a representation from (iii) above is not based on relevant considerations, they will write to the town or parish council to notify them that the application will not be reported to the planning committee.**

~~(c) Applications where the decision of the Head of Planning would conflict with letters of representations, or petitions, from at least three separate addresses received within the specified representation period from persons or bodies (other than those set out in (a) above) provided that any such representations are, in the opinion of the Head of Planning, based upon relevant planning considerations and relevant Ward Member requests that the application should be reported to the Planning Committee; and~~



(d) Applications which the Head of Planning considers **to be in the public interest** are sufficiently major or raise difficult questions of policy interpretation or any unusual or difficult issues which warrant Member determination.

~~2.8.15.9. To respond to hedgerow notifications in consultation with the appropriate ward member(s).~~

2.8.15.12. To authorise, sign and serve all enforcement and other notices under the Town and Country Planning Act 1990 and the Town and Country Planning (Control of Advertisements) (England) regulations 2007 on behalf of the Council following **notifying** consultation with the Planning Committee Chair or **and** Vice-Chair and local ward Member(s).

~~2.8.15.18. To respond to consultations from neighbouring planning authorities including Kent County Council following consultation with the Planning Committee Chair or Vice Chair, and the relevant Ward Member(s).~~

### **Committee Procedure Rules:**

3.1.38.5. The Chair will welcome any members of the public **who are present in the public gallery, and remind them that the following proceedings are a meeting in public, not a public meeting, and that they are able to observe but not contribute to the debate. The Chair will specifically welcome any members of the public** who are registered to speak on any item. ~~They will inform the meeting that in the event that an item is deferred to a site meeting of the Planning Working Group, members of the public may speak both at this meeting and at the site meeting, but there will be no further opportunity to speak on the matter when it comes back to the Planning Committee for final determination.~~

**Members to be asked at the start of each Committee whether they have been lobbied by any party seeking to influence their view.**

**All Planning Committee votes are to be recorded votes.**

**Members who vote contrary to the officer's recommendation are to provide, in writing to the Head of Planning within seven days from date of Committee, their reasons for taking a contrary view.**

### Appendix 3: Changes proposed following PTPWG on 19th September 2023

Recommendations brought to PTPWG on 19<sup>th</sup> September are shown as at appendix 2 (additions indicated in red type; proposed deletions struck through). Additional changes for specific consideration in November are highlighted grey.

#### 2.8.15 DELEGATIONS TO THE HEAD OF PLANNING SERVICES

2.8.15.1. To determine applications, negotiate and enter into Section 106 Agreements, to agree minor variations to planning obligations, to respond to prior notifications, and to make observations on behalf of the Borough Council in accordance with the provisions of the appropriate Development Plan or other adopted Borough Council Planning Policy Guidance.

2.8.15.2. The delegated powers in paragraph 1 above shall always apply in the case of prior notifications, and shall apply in the case of householder applications excepting section (d) below, but otherwise shall not be exercised in the following circumstances:

(a) Any planning applications submitted by a member or officer of the Council, for Council development (whether involving Council owned land or not) or on Council-owned land;

(b) Applications where the decision of the Head of Planning would conflict with reasons set out in any written representation received ~~within the specified representation period from~~ during the statutory consultation period (as specified within the Town and Country Planning (Development Management Procedure) (England) Order (2015) or any superseding legislation, or within an extension of time period agreed by officers, such consent not to be unreasonably withheld or delayed, from:

(v) Any Member of the Borough Council;

(vi) A statutory consultee;

(iii) A Parish or Town Council where it is clearly stated that the Parish or Town Council want the application to be reported to the Planning Committee;

Provided that any such representations from (ii) or (iii) above are, in the professional opinion of the Head of Planning, based upon relevant planning considerations.

Where the Head of Planning determines that a representation from (iii) above is not based on relevant considerations, they will write to the town or parish council to notify them that the application will not be reported to the planning committee.

Where the Head of Planning determines that a representation from (iii) above is based on relevant considerations and the parish council has clearly stated that they want the application to be reported to the Planning Committee, the Head of Planning will write to the town or parish council to encourage them to send a speaker to the relevant Planning Committee meeting.

~~(c) Applications where the decision of the Head of Planning would conflict with letters of representations, or petitions, from at least three separate addresses received within the specified representation period from persons or bodies (other than those set out in (a) above) provided that any such representations are, in the opinion of the Head of Planning, based upon relevant planning considerations and relevant Ward Member requests that the application should be reported to the Planning Committee; and~~

(d) Applications which the Head of Planning considers **to be in the public interest**, principally (but not exclusively) those which would meet the standard triggers for Environmental Impact Assessment submission ~~are sufficiently major or raise difficult questions of policy interpretation or any unusual or difficult issues which warrant Member determination.~~

~~2.8.15.9. To respond to hedgerow notifications in consultation with the appropriate ward member(s).~~

2.8.15.12. To authorise, sign and serve all enforcement and other notices under the Town and Country Planning Act 1990 and the Town and Country Planning (Control of Advertisements) (England) regulations 2007 on behalf of the Council following **notifying** consultation with the Planning Committee Chair ~~or~~ **and** Vice-Chair and local ward Member(s).

~~2.8.15.18. To respond to consultations from neighbouring planning authorities including Kent County Council following consultation with the Planning Committee Chair or Vice Chair, and the relevant Ward Member(s).~~

### **Committee Procedure Rules:**

3.1.38.5. The Chair will welcome any members of the public **who are present in the public gallery, and remind them that the following proceedings are a meeting in public, not a public meeting, and that they are able to observe but not contribute to the debate. The Chair will specifically welcome any members of the public** who are registered to speak on any item. ~~They will inform the meeting that in the event that an item is deferred to a site meeting of the Planning Working Group, members of the public may speak both at this meeting and at the site meeting, but there will be no further opportunity to speak on the matter when it comes back to the Planning Committee for final determination.~~

**Members to be asked at the start of each Committee to declare whether they have been lobbied by any party seeking to influence their view.**

**All Planning Committee votes are to be recorded votes.**

**Members who vote contrary to the officer's recommendation are to provide, in writing to the Head of Planning within seven days from date of Committee, their reasons for taking a contrary view.**



<b>Planning and Transportation Policy Working Group</b>	
<b>Meeting Date</b>	23 <sup>rd</sup> November 2023
<b>Report Title</b>	Kent County Council's Enhanced Partnership, Local Focus Group - nominations
<b>EMT Lead</b>	Emma Wiggins, Director of Regeneration and Neighbourhoods
<b>Head of Service</b>	Joanne Johnson, Head of Regeneration, Economic Development and Property and Interim Head of Planning
<b>Lead Officer</b>	Emma Wiggins, Director of Regeneration and Neighbourhoods
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	1. To select two members of the Planning and Transportation Policy Working Group to attend the Local Focus Group, and to recommend this membership to Policy and Resources Committee.

## 1 Purpose of Report and Executive Summary

- 1.1 At its meeting on 18<sup>th</sup> October 2023, Policy and Resources Committee considered recommendations from the Planning and Transportation Policy Working Group (PTPWG) regarding the establishment and membership of a Local Focus Group (LFG), related to Kent County Council's Enhanced Partnership.
- 1.2 Policy and Resources Committee agreed to set up the LFG, and to seek two nominations from the PTPWG to attend this group.
- 1.3 This report seeks to secure those nominations, and their recommendation to Policy and Resources Committee.

## 2 Background

- 2.1 KCC used to manage and run Quality Bus Partnerships (QBPs) in each district. These meetings ceased to exist when Government started development of its National Bus Strategy.
- 2.2 The National Bus Strategy was launched in March 2021. £3bn was allocated and each area had to respond very quickly by developing a Bus Service Improvement Plan (BSIP). KCC sought input from districts and submitted its plan with an ask of £230 million across the county.
- 2.3 In April 2022, KCC received an indicative allocation of £35 million, mainly for identified capital schemes. They received £19m at the end of March 2023 to deliver a reduced set of initiatives and in July 2023, were told they had received a further £16m for 2024/25, subject to agreeing terms.

- 2.4 As part of the funding, Government requires that each area set up an Enhanced Partnership (EP). This is a statutory Board, without which KCC will not receive their funding.
- 2.5 There are also EP Scheme Monitoring Groups set up for East Kent, West Kent and Kent Thameside. Swale is part of East Kent and has one place at that meeting. KCC run and manage these meetings. They will be the group that monitors the schemes in that area linked to the BSIP.
- 2.6 EP Scheme Monitoring Groups will be high level and not cover any district issues. To fill that gap, KCC suggested EP Local Focus Group (LFG) meetings be set up in each district. They will send representatives but cannot resource them and so are asking districts to take on this role. These are not a statutory requirement of the funding.
- 2.7 At its meeting on 19<sup>th</sup> September 2023, PTPWG agreed to recommend to Policy and Resources Committee that Swale Borough Council set up an LFG which reports to the PTPWG, with member representatives from each of the four Area Committees, and the Chair and Vice-Chair of PTPWG.
- 2.8 At its meeting of 18<sup>th</sup> October, Policy and Resources Committee amended this recommendation to 'agreed nominated PTPWG representatives', meaning that the group need not necessarily be represented by its Chair and Vice-Chair.

### **3 Proposals**

- 3.1 To select two members of the Planning and Transportation Policy Working Group to attend the LFG, and to recommend this membership to Policy and Resources Committee.

### **4 Alternative Options**

- 4.1 As the decision has been taken to establish the group and to include PTPWG representation, there are no viable alternative options.

### **5 Consultation Undertaken or Proposed**

- 5.1 Discussions have taken place with KCC about these proposals.
- 5.2 Proposals were considered by PTPWG on 19<sup>th</sup> September 2023, and Policy and Resources Committee on 18<sup>th</sup> October 2023.

## 6 Implications

Issue	Implications
Corporate Plan	Links to Priority Two, investing in our environment and responding positively to global challenges by encouraging active travel and reduced car use, and addressing air quality issues.
Financial, Resource and Property	KCC have £35m for their BSIP across the county. It is not clear how much of that will benefit Swale specifically as funding is high level eg new EV fleet across the county. Officer resource/ time every 6 months to manage and attend meetings.
Legal, Statutory and Procurement	There is no statutory requirement to set up EP LFGs, but the EP at KCC level is a statutory requirement No other implications identified at this stage.
Crime and Disorder	None identified at this stage
Environment and Climate/Ecological Emergency	Environmental improvements from electric fleet introductions will help with reducing carbon emissions. This would be county wide. Improving air quality seen as a requirement in the BSIP.
Health and Wellbeing	The knock on effects from improved air quality impacts on health and wellbeing.
Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage
Risk Management and Health and Safety	None identified at this stage
Equality and Diversity	None identified at this stage
Privacy and Data Protection	None identified at this stage

## 7 Appendices

- 7.1 The following documents are to be published with this report and form part of the report: None

## 8 Background Papers

[Planning and Transportation Policy Working Group minutes – 19<sup>th</sup> September 2023](#) 302

[Policy and Resources Committee minutes – 18<sup>th</sup> October 2023](#) 363



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