



Archaeological Desk-Based Assessment
in Advance of the Proposed
Development at 97 Dymchurch Road,
Hythe, Kent .

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Archaeological Desk-Based Assessment in Advance of the Proposed Development at 97 Dymchurch Road, Hythe, Kent.

National Grid Reference TR 15420 34650



Report for Lastgate Ltd

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Archaeological Desk-Based Assessment in Advance of the Proposed Development at 97 Dymchurch Road, Hythe, Kent

Summary

SWAT Archaeology has been asked by Lastgate Ltd to prepare an Archaeological Desk-Based Assessment of the proposed development area (PDA) at 97 Dymchurch Road, Hythe, Kent. This Desk Based Assessment is intended to explore and disseminate the known and potential heritage resource within the site and the surrounding area, and to assess the likely impacts of the development proposals on this resource. Based on this data the potential for archaeological sites either on or in the near vicinity of the proposed development can be summarized as:

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

The site located on the western outskirts of Hythe on the Dymchurch Road is currently a disused shop building on the ground floor with a store and workshop to the rear and residential accommodation above. It occupies a corner plot with the shop front facing Dymchurch Road and the buildings to the rear facing Frampton Road. Originally built in the early 20th century, the building has been extended and altered over the years. Prior to that, the land on which it sits was formed by longshore drift in the Post Medieval period and was firstly used as pasture before the current shop building was built. Consequently, the assessment has generally shown that the area to be developed is within an area of low potential for archaeology associated with all periods in an area already highly disturbed by the current buildings. The need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities, but it is not anticipated that a programme of archaeological works will be required.

1 Introduction

1.1 Project Background

- 1.1.1 Swale & Thames Survey Company (SWAT) was asked by Lastgate Ltd (the client) to carry out an archaeological desk-based assessment relating to the proposed development area (PDA) at 97 Dymchurch Road, Hythe, Kent centred on National Grid Reference (NGR) TR 15420 34650 (Fig 1).

1.2 The Site

- 1.2.1 The PDA is located on the corner of Dymchurch Road and Frampton Road in Hythe at No. 97 Dymchurch Road and consists of a disused commercial property on the ground floor facing Dymchurch Road with accommodation above. Adjoining the main building to the rear, facing Frampton Road are the ground floor stores and a workshop associated with the shop. The entire first floor is residential accommodation. The PDA is on flat ground c 4m aOD and covers an area of circa 200m square (Fig. 1).

Geology

- 1.2.2 The British Geological Society (BGS 1995) shows that the PDA sits on Weald Clay Formation – Mudstone. There are superficial deposits at the PDA of Storm Beach Deposits – Gravel.

Geotechnical Information

- 1.2.3 There is no geotechnical information at the PDA. A nearby borehole in 1964 circa 220m to the south, south east of the PDA has three inches of topsoil with at least 15 feet of gravel below relating to the beach storm deposits. These beach storm deposits were formed in the Post Medieval period through a process of longshore drift.

1.3 The Proposed Development

- 1.3.1 The proposed development is for change of use and extending and converting a range of buildings into three self contained residential units (Fig.2).

1.4 Project Constraints

- 1.4.1 No constraints were associated with this project.

1.5 Scope of Document

- 1.5.1 This assessment was requested by the Client in order to determine the potential for significant archaeology which may be impacted on by the proposed development, as far as is possible from existing information.

2 PLANNING BACKGROUND

2.1 Introduction

- 2.1.1 National legislation and guidance relating to the protection of, and proposed development on or near, important archaeological sites or historical buildings within planning regulations is defined under the provisions of the Town and Country Planning Act (1990). In addition, local authorities are responsible for the protection of the historic environment within the planning system.
- 2.1.2 The National Planning Policy Framework was updated in July 2018, revised in February 2019, July 2021 September 2023 and December 2023 and is the principal document which sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework in which Local Planning Authorities can produce their own distinctive Local Plans to reflect the needs of their communities.

2.2 National Planning Policy Framework (NPPF)

- 2.2.1 The Historic Environment, as defined in the National Planning Policy Framework (NPPF December 2023): Annex 2, comprises:

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

- 2.2.2 NPPF Annex 2 defines a Heritage Asset as:

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

- 2.2.3 NPPF Section 16: Conserving and enhancing the historic environment sets out the principal national guidance on the importance, management and safeguarding of heritage assets within the planning process. The aim of NPPF Section 16 is to ensure that Local Planning Authorities, developers, and owners of heritage assets adopt a

consistent approach to their conservation and to reduce complexity in planning policy relating to proposals that affect them.

2.2.4 Paragraph 196 of the NPPF states that:

‘Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay, or other threats. This strategy should take into account:

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

2.2.5 Paragraph 200 of the NPPF states that:

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

2.2.6 Paragraph 201 of the NPPF states that:

‘Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development

affecting the setting of a heritage asset) taking account to the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.'

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

- ***'Significance (for heritage policy).*** *The value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic, or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.'*
- ***'Setting of a heritage asset.*** *The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'*

2.2.8 The NPPF advises local authorities to take into account the following points in paragraph 203 when drawing up strategies for the conservation and enjoyment of the historic environment;

- a) the desirability of sustaining and enhancing the significance of heritage assets and preserving them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development in making a positive contribution to local character and distinctiveness.'

2.2.9 Paragraphs 205 and 210 consider the impact of a proposed development upon the significance of a heritage asset.

2.2.10 Paragraph 205 emphasises that when a new development is proposed, ‘great weight should be given to the asset’s conservation (and that the more important the asset, the greater this weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.’

2.2.11 Paragraph 206 notes that:

‘Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

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

2.2.12 Paragraph 207 states that:

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

- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- c) conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.’*

- 2.2.13 Conversely, paragraph 208 notes that *‘where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use’*.
- 2.2.14 The NPPF comments in paragraph 213, proffers that *‘not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 207 or less than substantial harm under paragraph 208, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole’*.
- 2.2.15 Paragraph 210 states that *‘Local Planning Authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred’*.
- 2.2.16 Paragraph 212 encourages Local Planning Authorities to *‘look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.’*
- 2.2.17 The NPPF is supported by the Planning Policy Guidance, which includes Conservation Principles, Policy, and Guidance (2008) as well as Good Practice Advice in Planning Notes 1 to 3, all issued by Historic England.
- 2.2.18 In addition to the NPPF, statutory protection and guidance documents are also provided to certain classes of designated heritage assets under the following list:
- Planning (Listed Buildings and Conservation Areas) Act 1990;
 - Ancient Monuments and Archaeological Areas Act 1979; and
 - Hedgerow Regulations (statutory Instrument No. 1160) 1997

- Treasures Act 1996
- Burial Act 1857.

2.3 Local Policies

- 2.3.1 Folkestone and Hythe District Council has a Places and Policies Local Plan adopted in 2020 and a Core Strategy adopted in March 2022. The plan has a number of policies relevant to archaeology and also relies upon the national legislation governing heritage assets. It defines heritage assets as Heritage assets can be designated or non-designated. Designated assets have been identified under relevant legislation and include Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas. Non-designated assets are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated.

POLICY HE1: Heritage Assets

- 2.3.2 'The Council will grant permission for proposals which promote an appropriate and viable use of heritage assets, consistent with their conservation and their significance, particularly where these bring at risk or under-used heritage assets back into use or improve public accessibility to the asset.'

POLICY HE2: Archaeology

- 2.3.3 'Important archaeological sites, together with their settings, will be protected and, where possible, enhanced. Development which would adversely affect them will not be permitted. Proposals for new development must include an appropriate description of the significance of any heritage assets that may be affected, including the contribution of their setting. The impact of the development proposals on the significance of the heritage assets should be sufficiently assessed using appropriate expertise where necessary. Desk-based assessment, archaeological field evaluation and/or historic building assessment may be required as appropriate to the case. Where the case for development affecting a heritage asset of archaeological interest is accepted, the archaeological remains should be preserved in situ as the preferred approach. Where this is not possible or justified, appropriate provision for

preservation by record may be an acceptable alternative. Any archaeological investigation and recording should be undertaken in accordance with a specification and programme of work (including details of a suitable archaeological body to carry out the work) to be submitted to and approved by the Council in advance of development commencing.'

POLICY HE3: Local List of Heritage Assets

- 2.3.4 'Proposals for development affecting buildings or sites identified on the local list of heritage assets, or sites that would meet the criteria, will be permitted where the particular significance that accounts for the designation is protected and conserved.'

3 AIMS AND OBJECTIVES

3.1 Introduction

- 3.1.1 This Desk-Based Assessment supports a planning application. This assessment has been prepared in accordance with guidelines set out by the Chartered Institute for Archaeologists (see below) and in the National Planning Policy Framework and the Good Practice Advice notes 1, 2 and 3, which now supersede the PPS 5 Practice Guide, which has been withdrawn by the Government.
- 3.1.2 This Desk-Based Assessment therefore forms the initial stage of the archaeological investigation and is intended to inform and assist in decisions regarding archaeological mitigation for the proposed development and associated planning applications.

3.2 Desk-Based Assessment – Chartered Institute for Archaeologists (2017)

- 3.2.1 This desktop study has been produced in line with archaeological standards, as defined by the Chartered Institute for Archaeologists (2014, revised 2017). A desktop, or desk-based assessment, is defined as being:

‘Desk-based assessment will determine, as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within a specified area. Desk-based assessment will be undertaken using appropriate methods and practices which satisfy the stated aims of the project, and which comply with the Code of conduct and other relevant regulations of ClfA. In a development context desk-based assessment will establish the impact of the proposed development on the significance of the historic environment (or will identify the need for further evaluation to do so) and will enable reasoned proposals and decisions to be made whether to mitigate, offset or accept without further intervention that impact.’

(2017:4)

- 3.2.2 The purpose of the desk-based assessment is, therefore, an assessment that provides a contextual archaeological record, in order to provide:
- *an assessment of the potential for heritage assets to survive within the area of study.*
 - *an assessment of the significance of the known or predicted heritage assets considering, in England, their archaeological, historic, architectural and artistic interests.*

- *strategies for further evaluation whether or not intrusive, where the nature, extent or significance of the resource is not sufficiently well defined.*
- *an assessment of the impact of proposed development or other land use changes on the significance of the heritage assets and their settings*
- *strategies to conserve the significance of heritage assets, and their settings.*
- *design strategies to ensure new development makes a positive contribution to the character and local distinctiveness of the historic environment and local place-shaping.*
- *proposals for further archaeological investigation within a programme of research, whether undertaken in response to a threat or not.*

CIFA (2017:4)

4 METHODOLOGY

4.1 Introduction

- 4.1.1 The methodology employed during this assessment has been based upon relevant professional guidance including the Chartered Institute for Archaeologists' *Standard and guidance for historic environment desk-based assessment* (CIfA, 2017).

4.2 Sources

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

Archaeological databases

- 4.2.2 Although it is recognised that national databases are an appropriate resource for this particular type of assessment, the local Historic Environmental Record held at KCC Heritage (KHER) contains sufficient data to provide an accurate insight into catalogued sites and finds within both the proposed development area and the surrounding landscape.
- 4.2.3 The National Heritage List for England (NHLE), which is the only official and up to date database of all nationally designated heritage assets and is the preferred archive for a comprehensive HER search.
- 4.2.4 The Archaeology Data Service Online Catalogue (ADS) was also used. The search was carried out within a 500m radius of the proposed development site and relevant HER data is included in the report. The Portable Antiquities Scheme Database (PAS) was also searched as an additional source as the information contained within is not always transferred to the local HER.

Cartographic and Pictorial Documents

- 4.2.5 A full map regression exercise has been incorporated within this assessment. Research was carried out using resources offered by the KCC Historic Environment Record (KCCHER), the internet, Ordnance Survey. A full listing of bibliographic and cartographic documents used in this study is provided in Section 9.

Aerial photographs

- 4.2.6 The study of the collection of aerial photographs held by Google Earth was undertaken (Plates 1-2).

Secondary and Statutory Resources

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

Walkover Survey

- 4.2.8 The Site is visited for a walkover survey. This is for the purpose of:
- Identifying any historic landscape features not shown on maps.
 - Conducting a rapid survey for archaeological features.
 - Making a note of any surface scatters of archaeological material.
 - Identifying constraints or areas of disturbance that may affect archaeological investigation.

5 ARCHAEOLOGICAL AND HISTORICAL DEVELOPMENT

5.1 Introduction

- 5.1.1 This section of the assessment will focus on the archaeological and historical development of this area, placing it within a local context. Each period classification will provide a brief introduction to the wider landscape (500m radius from the site boundaries of the PDA), followed by a full record of archaeological sites, monuments and records within the site's immediate vicinity. There were no Registered Parks and Gardens, Historic Parks and Gardens, Protected Military Remains or NMP cropmarks within the search area. Time scales for archaeological periods represented in the report are listed in Table 1. Details and placement of the HER records are provided in Appendix 10.

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

5.2 Designated Heritage Assets

- 5.2.1 One of the objectives is to identify any designated heritage assets within the wider context of the PDA in accordance with The Setting of Heritage Assets – English Heritage Guidance (English Heritage 2011).
- 5.2.2 This guidance states that “setting embraces all of the surroundings (land, sea, structures, features and skyline) from which the heritage asset can be experienced or that can be experienced from or with the asset” (The Setting of Heritage Assets, English Heritage 2011).
- 5.2.3 The PDA is not a designated asset and does not lie within any conservation area. Within the study area there were 16 listed buildings, all of which are towards to

outer reaches of the study area and bear no relationship with that of the PDA and will not be impacted by the proposed development. The PDA lies adjacent to the Hythe Conservation Area as seen in Figure 14 as the PDA along with adjacent terraced houses on Dymchurch Road (Nos. 35-97) were not considered suitable for inclusion in the Conservation Area. This was because they are not considered to be a cohesive group within the context of Hythe Conservation Area. There have been many materials changes within this group.

5.3 Previous Archaeological Works

- 5.3.1 There have been a number of archaeological events in the area (Fig.12). Many events have been watching briefs where little has been found and this is likely due to the nature of the immediate area sitting on beach storm deposits and was not developed until the Post Medieval period. Those events where finds were made tended to identify Post Medieval activities usually in the area to the north, north east of the PDA closer to the core of the settlement area.

5.4 Archaeological and Historical Narrative

- 5.4.1 Hythe represents the Old English word 'hȳð', a 'landing-place' or 'harbour'. It was spelt Hyth on the 1769 map. The name first appears as the Normanised form Hede in the Domesday Book in 1086 AD and also Heth in 1228 AD. Hythe has also evolved from the Saxon 'Hyeth' haven or landing place.
- 5.4.2 Hythe is shown to have developed between the intersection of the River Seabrook, to the east and an unnamed river to the west. It is believed that this was the River Limen. These rivers ran off the escarpment of the North Downs into the oval harbour. The two islands provided shelter from the sea after vessels had navigated the creek from the sea opening into Hythe Haven.
- 5.4.3 The Romans had a fort at Port Lemanis (Lympe) two miles northwest of Hythe. They built a route along North Road; this road formed the northern boundary of the developed town for almost 1,500 years. Hythe developed later as a harbour

following the silting up of the harbour of West Hythe, a lagoon previously accessed by the River Limen and protected from the sea by a bank of shingle.

- 5.4.4 In the year 1036 AD, Halden, or Half den, as he is sometimes, and perhaps more properly written, one of the Saxon thanes, gave Hethe and Saltwood, to Christchurch, in Canterbury. After which they appear to have been held by earl Godwin and after the Norman conquest, by Hugo de Montfort, one of those who had accompanied William the Conqueror. At the time of the Domesday, Hythe was only as a borough appurtenant to the manor of Saltwood. Saltwood's entry in the Domesday book had 272 households, 33 villagers, 12 smallholders, 2 slaves and 225 burgesses. There were 15 ploughlands. During the 12th century it became home of Henry d'Essex, constable of England.
- 5.4.5 Almost all Saxon buildings were lost during the Norman invasion and therefore little evidence of the Saxon trading community remains. There is archaeological evidence of a Medieval Borough circa 1000 AD at the junction Dymchurch Road and Scanlon's Bridge.
- 5.4.6 The oldest surviving building within the town is the Grade 1 listed Parish Church of St Leonard's dating from around 1080 AD. The church was extensively rebuilt in the between 1156 and 1220 and this building activity gives an indication of the town's prosperity during the medieval period. Hythe was once defended by two castles, Saltwood and Lympe. The dominant axis of the medieval layout is east west, with north-south interconnecting passages leading to the harbour area south of the High Street. The land between the High Street and the banks of the canal is level and in medieval times was the beach.
- 5.4.7 Thomas Becket had sought from King Henry II restoration of the castle as an ecclesiastical palace. Henry instead granted the castle to Ranulf de Broc. That the castle had been returned to Becket, as Archbishop of Canterbury, and remained a church property until the reign of Henry VIII, when Hythe and Saltwood were to be sequestrated to the Crown, suggests that some complicity by the baron Ranulf de Broc was possible in the murder of Becket. It was during this time at Saltwood, on 28 December 1170, that four knights plotted Becket's death the following day. Hugh de Moreville was one of the knights, along with Reginald Fitzurse, William de Tracey and Richard le Breton.

- 5.4.8 From the moment Hythe came under Crown control, the senior official of the town was also a bailiff appointed by the Crown. This state of affairs (uniquely for a Cinque Port) remained until 1575 when Elizabeth I gave the town control of its affairs.
- 5.4.9 St Bartholomew's Hospital in Bartholomew Street, was built for the benefit of ten poor people of Hythe it is dated as 1107. In 1336 it was granted an Almshouse Charter. The house was extended in 1811, closed in 1949 and converted to houses.
- 5.4.10 St Nicholas's Church is one of the four 'lost' churches of Hythe. The earliest record of the building is in 1282 and was destroyed by 1700. Only the churchyard was marked on maps. Hasted refers to that there are ruined buildings in the south west corner of the churchyard. Very little is known about the church.
- 5.4.11 In the Middle Ages, Hythe was a member of the Cinque Ports Federation with its role in the defence of the nation. In 1229 Hythe had to provide five ships, masters and crews for 15 days a year, without charge. The silting up of the harbour with shingle following the great storm of 1287 hampered these operations and the port generally. The seamen of Hythe prevented a general invasion at Sandwich in 1217 and in 1242 they were authorised to 'harry and raid' the French coast. The fruits of these raiding parties added considerably to the wealth of the town. In 1292 they joined forces with Dutch, Irish and Gascon Fleets in a successful battle off the Flemish coasts against a combined French, Norman, Flemish and Genoese Fleet. According to Hasted, an historian, a French fleet approached Hythe in 1293 and landed 200 men, but "the townsmen came upon them and slew every one of them: upon which the rest of the fleet hoisted sail and made no further attempt".
- 5.4.12 In Medieval times there were three major routes through Kent, Watling Street via Canterbury, to Rye through Bromley and Tonbridge and Hythe via New Cross, Maidstone, Ashford and Tonbridge. It was the responsibility of landowners to maintain any section of road which ran through their property. It was not until the late seventeenth century that parliament started to take responsibility for repairing and maintaining roads. The Turnpike Acts authorised a trust to levy tolls on those using the road and to use that income to repair and improve the road.
- 5.4.13 The increasing size of ships and the foundation of the Royal Navy in the Tudor period contributed to the demise of Hythe as a naval port. The harbour continued to silt up and only a small navigable channel survived leaving the port unable to accept

larger vessels. The new Naval Dockyards at Chatham Portsmouth and Woolwich would equip the next generation of naval power and Hythe was destined to become a small fishing port. The 1566 survey of the Cinque Ports fleet showed Hythe as having four 60-ton vessels, three of 30 tons, 25 fishing craft and 160 fishermen.

- 5.4.14 The decision to allow the harbour to succumb to the silting process was slow and expensive; with many townsmen losing their donation to fund many attempts at clearing. A final, unsuccessful attempt in 1676 ended over four centuries of attempts to control nature. Following this an earth bank was constructed to keep back the sea. This was called Sir William's Wall and connected with the Town Wall to form a Promenade popular with the local people and visitors to the seaside. Remains can be found in the recreation ground.
- 5.4.15 The beach was now approximately 1.5 Km from the High Street and ships unloaded their cargo at The Stade. The town clung to its maritime heritage and in 1625 the 200 men sailing from The Stade were all fishermen, the principal occupation of the town inhabitants. The marshy land formed by the old silted up harbour between the sea and the High Street was reclaimed using earth banks and walls strengthened with rods. Stade Street developed as the route along which goods were transported to the town. The town suffered two fires and an earthquake in the 14th and 15th centuries.
- 5.4.16 Along with fishing for a living there are tales of smuggling made worthwhile by the rise in custom duties in the late C18 and in The Napoleonic Wars. Salvaging from wrecked vessels off the coast was another way of providing an income.
- 5.4.17 Hythe was marketed as a healthy place to visit in the early 1780's. Visitors, arriving by coach, were promised mild sea breezes, bathing and accommodation at The White Hart or The Swan. In 1804 there was a town theatre, reading room and pleasant walks down Ladies Walk (Marine Walk) to the seafront.
- 5.4.18 The Napoleonic Period presented a significant threat of an invasion by a fleet of over 2,000 vessels and an army of 130,000 soldiers. This threat gives Hythe special military significance. The remains of structures built from 1803 to repel Napoleon's invasion are still to be found in the string of Martello Towers and the Royal Military Canal.

- 5.4.19 The Military School from 1853 was located at Hythe given it was at the edge of Romney Marsh, consisting of seven hundred square miles of flat landscape and has since Roman times been a potential invasion location. Originally the school was located outside the western edge of town. It occupied buildings built for the Royal Staff Corps in 1807 north of Military Road. This first such school in the UK was renamed the Small Arms School in 1919. Turnpike Camp to the west of the PDA was an army camp associated with the Small Arms School, which was built in either the late 1940s or early 1950s. The Small Arms School closed in 1968 and the school moved from Hythe to Warminster. It is likely around this time the Turnpike Camp began to go out of use and was replaced by residential housing by 1987.
- 5.4.20 Hythe's military history is associated with the Royal Military Canal, now a Scheduled Monument. It was constructed between 1803 and 1809 and formed part of the Martello Tower defensive system against Napoleonic invasion. The canal is 28 miles long and runs from Sandgate in the north to Pett Level, near Rye to the south west. The canal remains important in the management of irrigation and drainage of Romney Marsh and management of the outflow to the sea of the Seabrook Stream, Brockhill Stream and Mill Leese.
- 5.4.21 A group of three coastal batteries located on the beach at Hythe along with a fourth on higher ground at Saltwood Heights constructed in 1798 during the Revolutionary War. No surviving remains are known of the Saltwood Heights Battery. Fort Twiss has been demolished and replaced by housing. Some buried remains of Fort Sutherland survive, and some remains may survive buried beneath the sea wall at Hythe Ranges of the Fort Moncreif Battery.
- 5.4.22 The 12 Martello Towers in Hythe were rearmed and used as recently as the Second World War when they were armed with anti-aircraft guns. In peacetime they were used as lookouts for smugglers. Of those remaining, one was converted to a house named The Martello in 1928. Two are on Hythe Ranges. The remainder have been demolished for development or destroyed by the sea.
- 5.4.23 In 1874 the SE & CR Railway line was opened and brought visitors and military personnel to Hythe via Ashford and Sandling. It was taken over by Southern Railway in the regrouping of the railways in 1923. Diminishing passenger numbers finally saw the closure of the line between Sandling and Hythe in 1951.

- 5.4.24 In 1883 the Folkestone, Sandgate and Hythe Tramway Company was formed by local businessmen. It took over the track left following the construction of the sea wall. It was managed using horse traction and started running in 1892 with a terminus at Red Lion square with tram shed and stable. Three days after the first World War, service was suspended as the horses were needed for the war effort. Service resumed in May 1919 using mules, before being replaced by horses. It was now considered a tourist attraction and ran in the summer season before stopping service completely in 1921 due to the deterioration of the track.
- 5.4.25 Hythe is the northern terminus of the Romney, Hythe and Dymchurch Railway, running third-scale steam and diesel locomotives. The track runs parallel to the coast through Dymchurch and New Romney to Dungeness. The founders were Captain J Howey and Count Louis Zborowski. It opened in 1927. The trains run on a gauge of 15 inches (380 mm) and the track is nearly 14 miles (23 km) long. During the Second World War the service transported the Operation Pluto pipeline.
- 5.4.26 The Mackeson's Brewery which has an historic association with the town since the 17th century finally closed in 1968. The site has been developed into flats and a car park. 1-3 the High Street once the brewery offices have been extended and converted into flats. The Malthouse and the Mackeson's Cistern survive as a reminder of this historic brewery. In 1801 the population of Hythe was 1365 with Saltwood at 385. By 1921, the population had grown to 5,568 and 1,434 respectively.

5.5 Cartographic Sources and Map Regression

Andrews & Dury, 1769

- 5.5.1 The map is not greatly detailed but it clearly shows that the PDA lies to the east of the town and outside the area of settlement and does not appear developed. The area of the PDA was formed by longshore drift forming beach deposits during the Post Medieval period. The town seen to the east is now some distance from the shoreline (Fig. 3)

Ordnance Surveyors Drawing, 1797

- 5.5.2 The location of the PDA is approximate, and little has changed in the area in and around the PDA (Fig.4).

Hythe Tithe Map 1841

- 5.5.3 By this period, there have been significant changes. To the north the Royal Military Canal has been built, altering the road layout. There is a road forming the northern boundary of the PDA on an east-west axis leading from the town. On the southern side of the road, land has been divided into plots. Some of which have buildings. This map show the PDA located in part of a larger area designated 522. This area is owned and occupied by George Shipdem. It is recorded as a field of pasture called 'Forge Field'. The area adjacent to the west is designated 523 and is also pasture called 'Lodge Field' (Fig.5).

Historic OS map 1872

- 5.5.4 This is the first detailed OS map showing the PDA. The map shows the PDA still as part of the field seen in the tithe map except a small building is located in the south western corner of the field. The area to the east of the field has been developed for residential housing as the expansion of the town creeps westwards. The adjacent field to the west appears unchanged. To the south of the field are areas of gravel extractions. To the north west of the PDA is a 'T' junction referred to as gallows corner (Fig. 6).

Historic OS map 1898

- 5.5.5 There is no change at the PDA. (Fig.7).

Historic OS Map 1906

- 5.5.6 There have been significant changes. The field in which the PDA belonged and that immediately to the west has been built for residential housing in the form of terraces. The PDA forms a corner plot with the newly formed Frampton Road on its western boundary. The shape of the plot for the PDA seen here with a separate outbuilding at the southern end suggests that it may have had commercial purpose. The southern boundary lies adjacent to a rear alley alongside the houses (Fig.8).

Historic OS Map 1947

- 5.5.7 There has been some change at the PDA with the southern outbuilding either extended or replaced and is now joined to the northern building forming one continual length (Fig.9).

5.6 Aerial Photographs

1946

- 5.6.1 This aerial photograph shows the PDA and the two joined buildings one facing the main road to the north and one side on to Frampton Road. The resolution is not of sufficient quality to make out further details in this aerial photograph (Plate1).

1960 - 2021

- 5.6.2 The resolution is not of sufficient quality to make out further details in the 1960 & 1990 aerial photographs. Sometime around the 1990s, there appears to be a further extension to the south and a flat roofed added to the western side of the southern building, which can be seen in the 2021 aerial photograph (Plate 2).

5.7 Walkover Survey

- 5.7.1 The walkover survey is not intended as a detailed survey but the rapid identification of archaeological features and any evidence for buried archaeology in the form of surface scatters of lithic or pottery artefacts as well as assessing heritage assets and setting. No archaeological finds or features were observed (Plates 6-12).
- 5.7.2 The Site consists of a number of different buildings of differing ages. The northern building on the ground floor is disused commercial premises used as a shop forming the end of the terrace with accommodation above and forms the early 20th building with a section to the rear as a 'T' shape. Then a separate 2 story building has been added to the rear with separate entrances with the ground floor used as a store and the accommodation extending above on the first floor. At the southern end of the range is a single storey pitched roof building that borders the alley and is currently used as a workshop. On the western side of this building is a flat roofed single storey building with an adjoining rectangular flat roof porch area. In front of the southern range facing Frampton Road is a grassed area and hardstanding next to the pavement.

5.8 Summary of Potential

Palaeolithic

- 5.8.1 The Palaeolithic period represents the earliest phases of human activity in the British Isles, up to the end of the last Ice Age. The Kent HER has no records from this period within the 500m assessment area. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Mesolithic

- 5.8.2 The Mesolithic period reflects a society of hunter-gatherers active after the last Ice Age. The Kent HER has no records from this period. Therefore, it is considered that the potential for finding remains that date to this period is **low**.

Neolithic

- 5.8.3 The Neolithic period was the beginning of a sedentary lifestyle based on agriculture and animal husbandry. The Kent HER has no records from this period. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Bronze Age

- 5.8.4 The Bronze Age was a period of large migrations from the continent and more complex social developments on a domestic, industrial and ceremonial level. The Kent HER has no records from this period within the assessment area. The potential for finding remains that date to this period within the confines of the development site is considered **low**.

Iron Age

- 5.8.5 The Iron Age is, by definition a period of established rural farming communities with extensive field systems and large 'urban' centres (the Iron Age 'Tribal capital' or civitas of the Cantiaci). The Kent HER just one record from this period within the assessment area being that of an Iron Age ditch (TR 13 SE 20) located c.300m north, north east of the PDA on the higher ground. It is likely in this period the area of the PDA remained underwater. Therefore, the potential for find remains that date to this period within the confines of the development site is considered **low**.

Romano-British

5.8.6 The Romano-British period is the term given to the Romanised culture of Britain under the rule of the Roman Empire, following the Claudian invasion in AD 43, Britain then formed part of the Roman Empire for nearly 400 years. The Kent HER has two records from this period within the assessment area, both located on the higher ground to the north of the PDA. One being the line of the Roman Road from Maidstone to Dover via Lympne (TR 04 SE 120) and some Roman Coins from the area, exact locations and details unknown (TR 13 SE 10). Again, the PDA is likely to still be underwater in this period. The potential for encountering evidence of Roman activity within the site has been assessed as **low**.

Early Medieval and Anglo-Saxon

5.8.7 The Kent HER has no records from this period within the assessment. The key settlement in this period was to the east, north east with the PDA underwater. The potential for remains from this period within the confines of the development area is considered to be **low**.

Medieval

5.8.8 The Kent HER has six records from this period within the assessment area. One representing the Medieval town of Hythe (TR 13 SE 27) with other records of listed features to the east, north east of the PDA still surviving such as Hay House (TR 13 SE 72), a demolished church of St Nicholas (TR 13 SE 107) and accompanying graveyard (TR 13 SE 252) and surviving listed garden walls (TR 13 SE 165; TR 13 SE 107). These records representing the growth and prosperity of the town. The PDA is still not thought to exist in this period. The potential for remains from this period within the confines of the development area is considered to be **low**.

Post Medieval

5.8.9 The Kent HER has 26 records for this period within the study area reflecting the increasing growth of the town. Many records are within the main settlement area to the east of the PDA. A key feature circa 80m north opposite the PDA was the building of the Royal Military Canal (TQ 92 NW 18) built during the Napoleonic Wars which occurred from 1804 to 1809, with the PDA lying outside of the construction area. During this period, the longshore drift meant the silting up of the harbour and the PDA now on land formed from storm beach deposits. Historical mapping

suggests that the PDA was initially used as pasture until eventually the growth of the town westwards along Dymchurch Road meant that increasing new properties were being built in this area. Therefore, the potential for encountering evidence of Post Medieval activity within the site has been assessed as **low**.

Modern

5.8.10 KHER has 17 records dating to this period and with the exception of the Romney, Hythe, Dymchurch Railway (TR 12 NW 50) built in 1926, were essentially related to the features or locations associated with the Second World War. None of which involve the PDA. Historical mapping shows that the PDA was built early in the 20th century as the end property of a row of terrace housing and most likely with a commercial property on the ground floor at its inception. During the 20th century the property was expanded upon until it covered virtually the entire PDA. The potential for finding archaeological remains dating to this period in the PDA is considered **low**.

Overview

5.8.11 This desk-based assessment has considered the archaeological potential of the site, but this potential can only be tested by fieldwork. Archaeological investigations in the vicinity, map research, the historical environment record results and recent archaeological investigations have shown that the PDA is unlikely to contain archaeology as a result of the site's formation in the Post Medieval period from longshore drift. Therefore the archaeological potential is summarised as:

- Prehistoric: **low**
- Roman: **low**
- Anglo-Saxon: **low**
- Medieval: **low**
- Post-Medieval: **low**
- Modern: **low**

6 IMPACT ASSESSMENT

6.1 Introduction

6.1.1 Cartographic Regression, Topographical Analysis, and Historic Research have provided evidence for the historic use of the site. By collating this information, we have assessed the impact on previous archaeological remains through the following method of categorisation:

- **Total Impact** - Where the area has undergone a destructive process to a depth that would in all probability have destroyed any archaeological remains e.g. construction, mining, quarrying, archaeological evaluations etc.
- **High Impact** – Where the ground level has been reduced to below natural geographical levels that would leave archaeological remains partly in situ either in plan or section e.g. the construction of roads, railways, buildings, strip foundations etc.
- **Medium Impact** – Where there has been low level or random disturbance of the ground that would result in the survival of archaeological remains in areas undisturbed e.g. the installation of services, pad-stone or piled foundations, temporary structures etc.
- **Low Impact** – Where the ground has been penetrated to a very low level e.g. farming, landscaping, slab foundation etc.

6.2 Historic Impacts

6.2.1 Cartographic regression (5.5), Topographic analysis (1.2) and Historical research (5.4) indicate that the site was underwater until the Post Medieval period when longshore drift meant the creation of new land formed by storm beach deposits. Once formed, initially this new land appeared to be in use in the 19th century as pasture until it was built on by the present property in the early 20th century with later additions and alterations. Consequently, the archaeological potential is considered to be low and given the truncation caused by the current buildings covering the majority of the PDA, with hardstanding alongside there would have been a high historical impact to any potential archaeology anyway.

7 ARCHAEOLOGICAL MITIGATION

7.1 Introduction

- 7.1.1 The purpose of this archaeological desk-based assessment was to provide an assessment of the contextual archaeological record in order to determine the potential survival of archaeological deposits that may be impacted upon during any proposed construction works.
- 7.1.2 The assessment has generally shown that the area to be developed is within an area of low potential for archaeology associated with all periods in an area already highly disturbed by the current buildings. The need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities, but it is not anticipated that a programme of archaeological works will be required.

8 OTHER CONSIDERATIONS

8.1 Archive

- 8.1.1 Subject to any contractual requirements on confidentiality, two copies of this desk-based assessment will be submitted to the LPA and KCCHER within 6 months of completion.

8.2 Reliability/Limitations of Sources

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

8.3 Copyright

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

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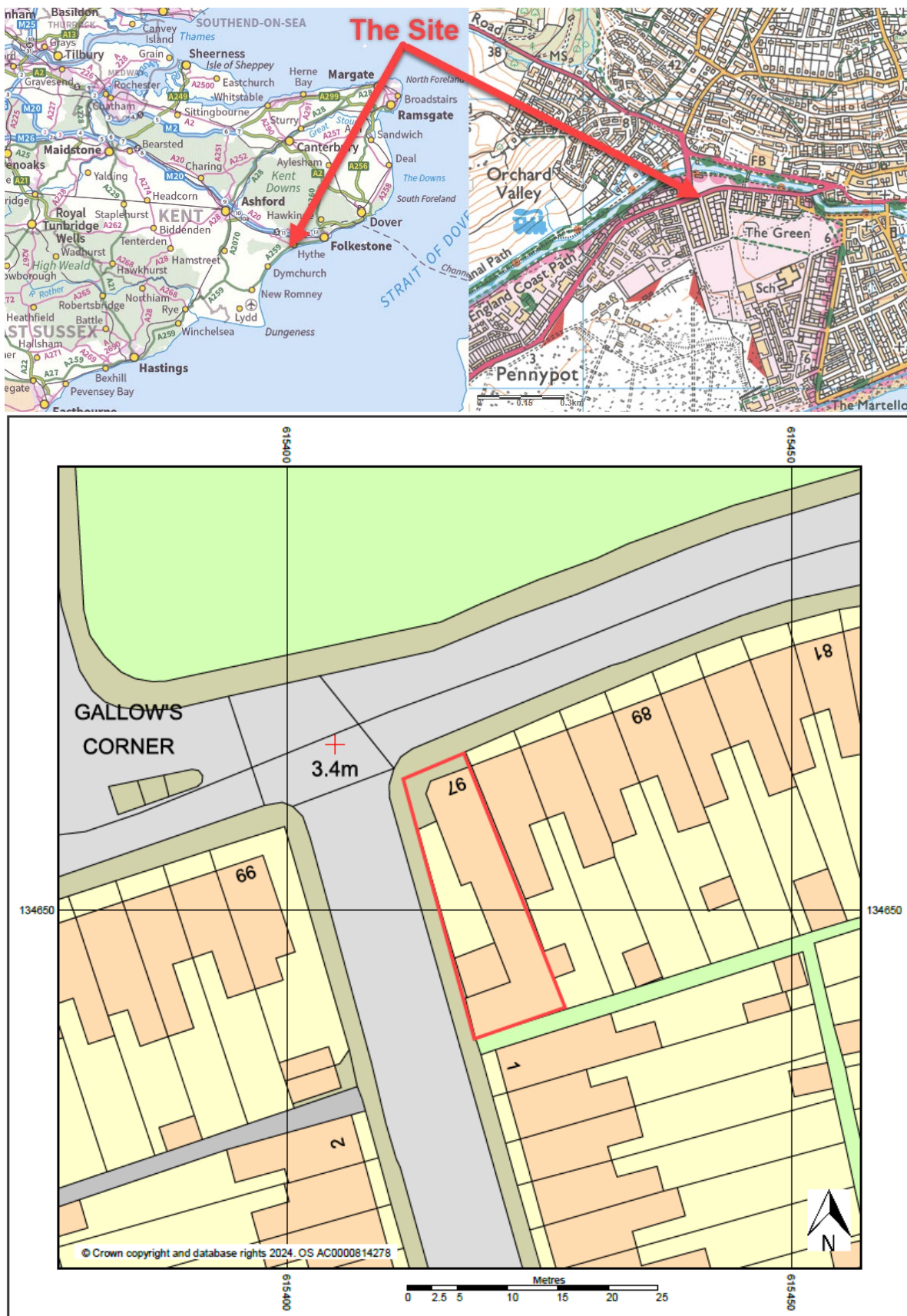


Figure 1: Location Maps, Scale: 1:10,000 & 1:500



Figure 2: Proposed Development



Figure 3: Andrews and Dury, 1769



Figure 4: Ordnance Surveyors Drawing, 1797



Figure 5: Hythe Tithes 1841

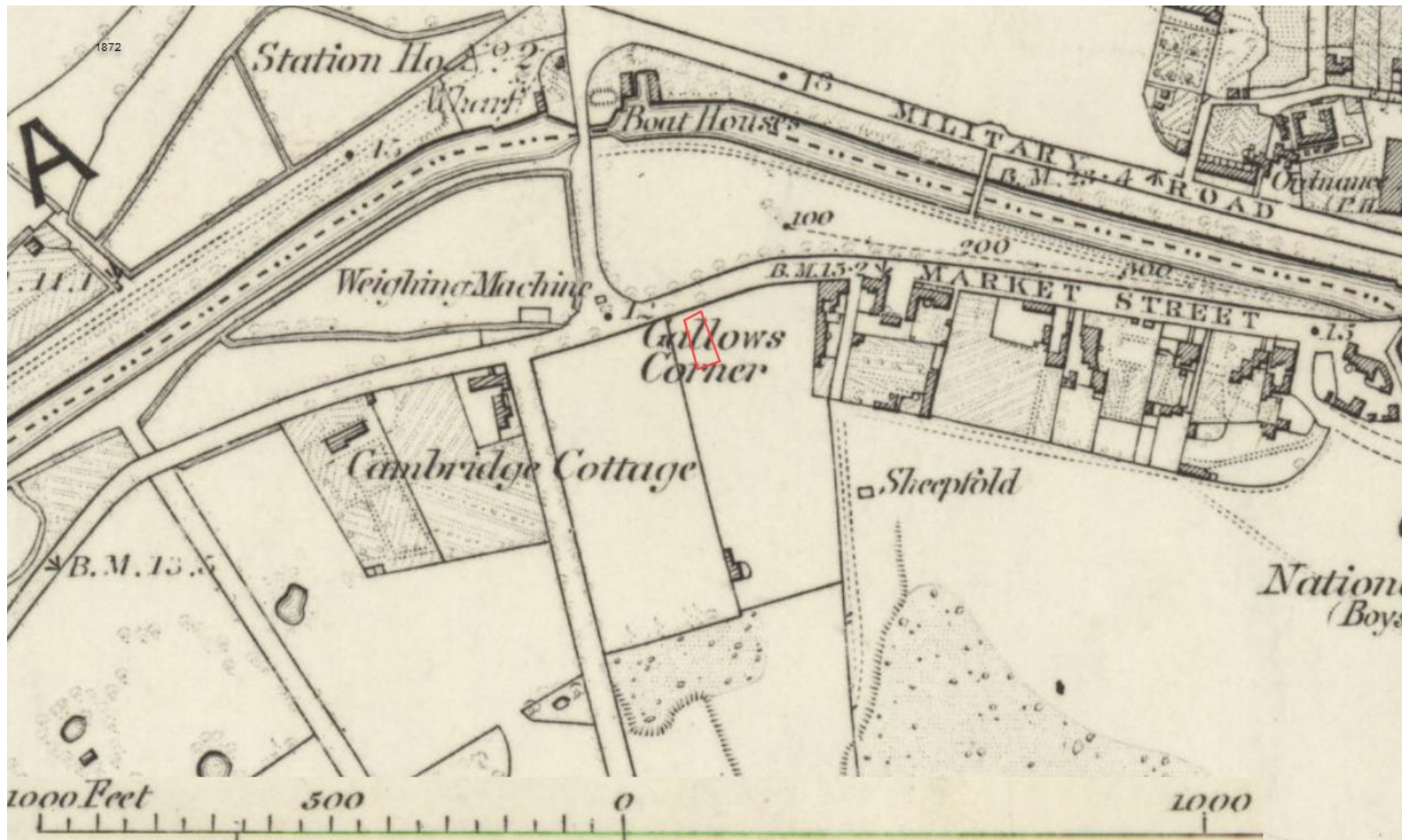


Figure 6: Historic OS Map 1872

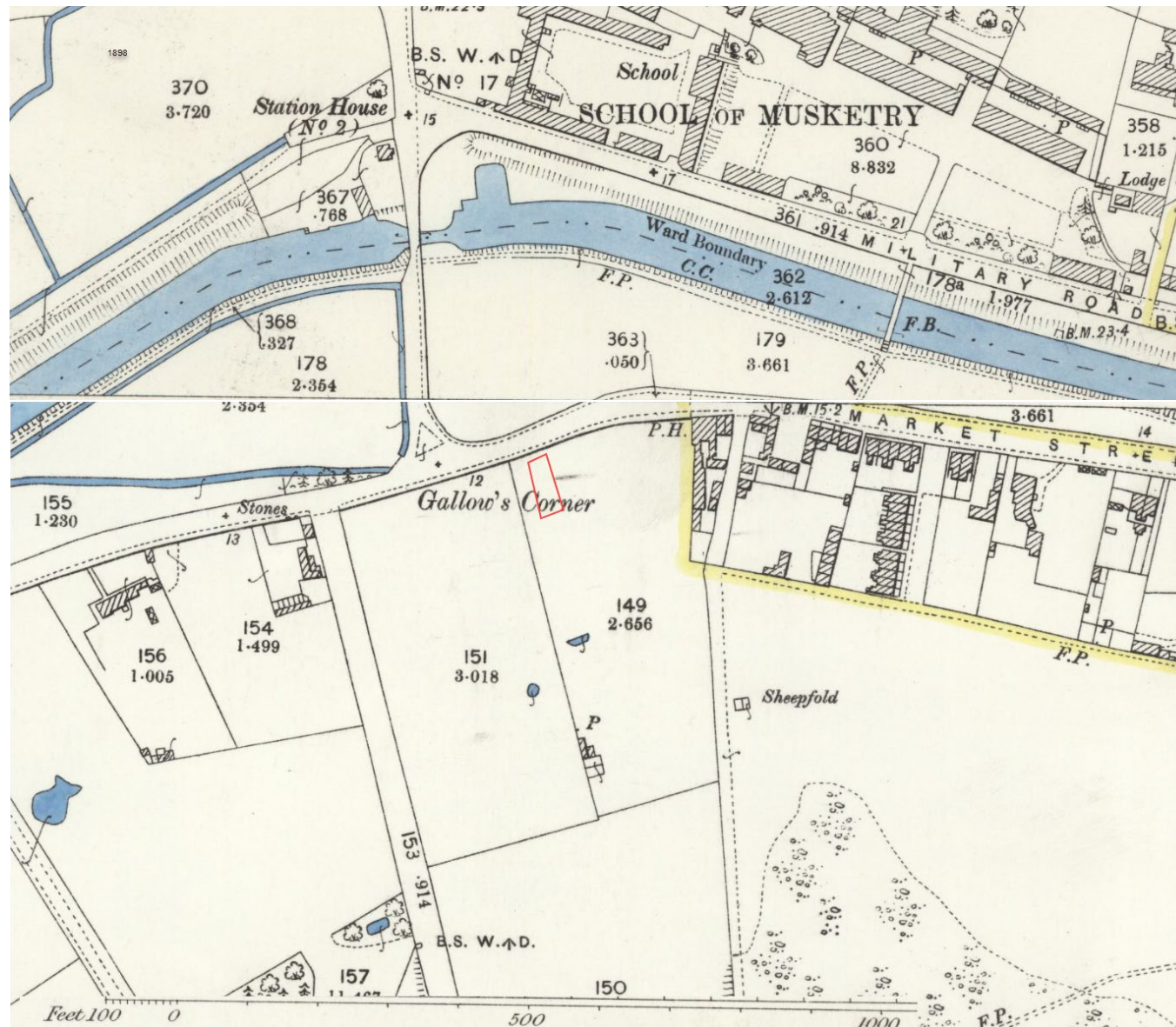


Figure 7: Historic OS Map 1898

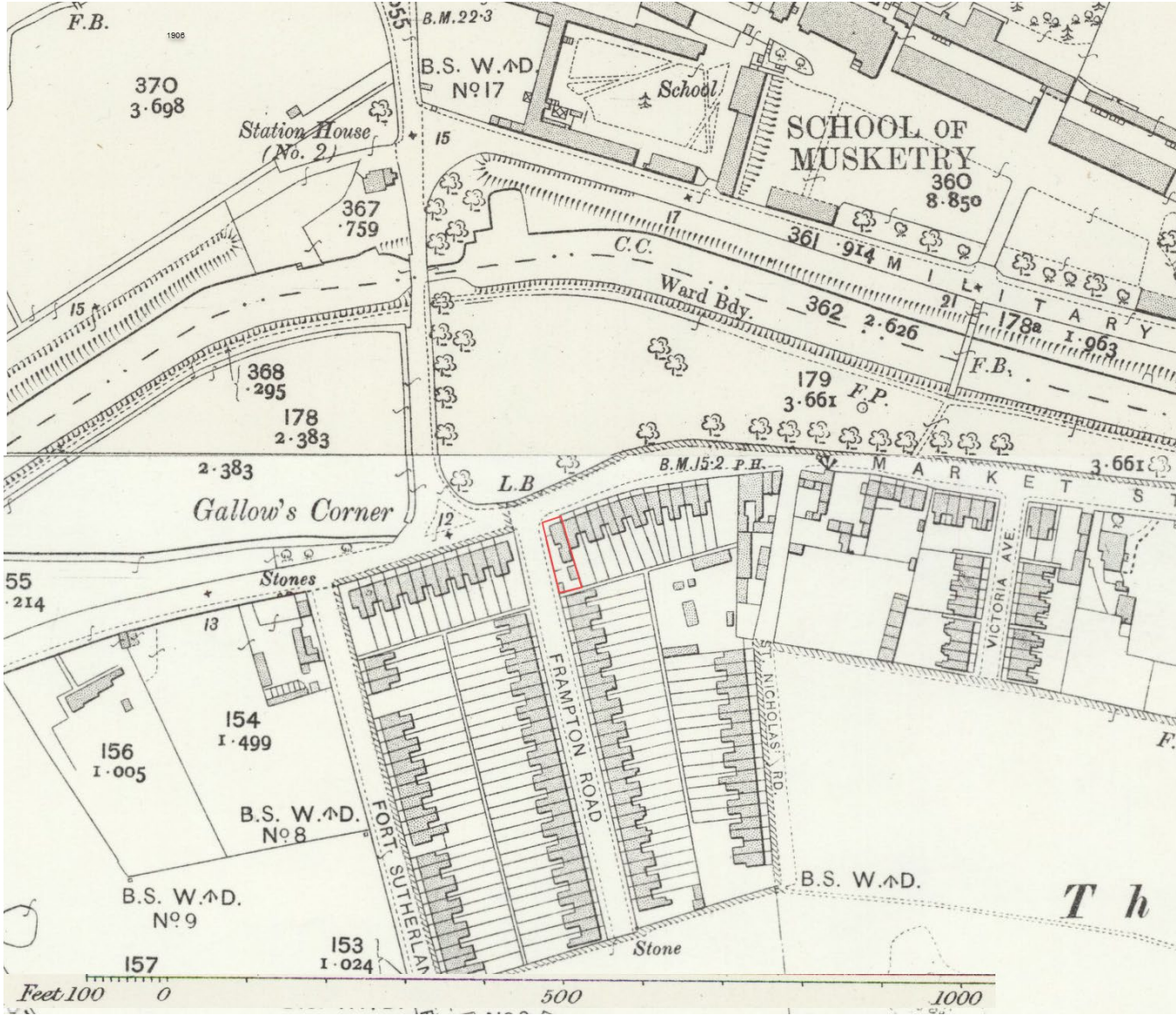


Figure 8: Historic OS Map 1906

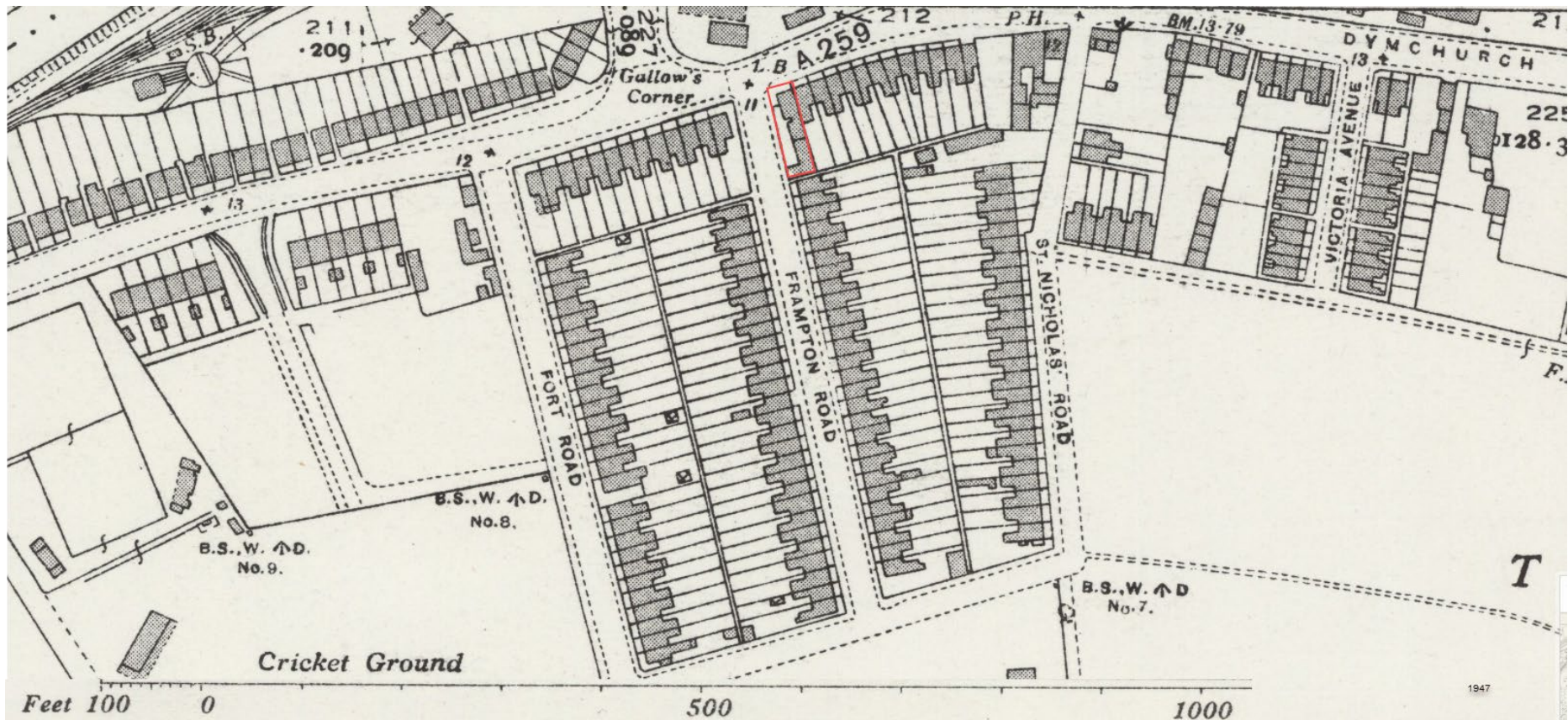


Figure 9: Historical OS Map 1947

10 APPENDIX 1 – KHER DATA.

Kent HER ID	Record Type	Period	Distance	Description
TR 13 NE 60	Monument	Post Medieval	c. 440m NNE	Limekilns (site), North Rd, Hythe
TR 13 SE 54	Monument	Post Medieval	c. 440m ENE	Mackeson's brewery, Hythe. Brewery of 1669-1968 at west end of Hythe High Street
TR 13 SE 57	Monument	Post Medieval	c. 370m E	Dukes Head Bridge, Hythe. Post-medieval Bridge and Wharf. Defended E. perimeter to Royal Staff Corps barracks on the N. bank of the Royal Military Canal.
TR 13 SE 63	Monument	Post Medieval	c. 185m WNW	Old Military Road, Green Lane, Hythe, Shepway, 2001. An archaeological watching brief carried out by Canterbury Archaeological Trust (24th July 2001), uncovered a rough rammed flint layer associated with a past military road. The road was originally constructed as a defence feature of the Royal Military Canal (still present).
TR 13 SE 86	Listed Building	Post Medieval	c. 300m ENE	Military Terrace. Grade II (1068930).
TR 13 SE 72	Listed Building	Medieval to Post Medieval	c. 315m NE	Hay House. Grade II (1068931). Former Commandant's House, now six flats, built c1804 and altered in the later C19 and C20
TR 13 SE 66	Monument	Post Medieval	c. 245m NE	Former School of Infantry. Grade II (1068959). Main construction periods 1807 to 1899. Demolished in 1970s. Five wall foundations were discovered during excavation in 2010, prior to the construction of a new supermarket.
TR 13 SE 165	Listed Building	Medieval to Post Medieval	c. 480m ENE	Garden Wall to South of No 36. Grade II (1068967). Mediaeval masonry wall. Part of a network of such walls forming the boundary of garden and plots of land in the area around the Parish Church of St Leonard.
TR 13 SE 136	Listed Building	Post Medieval	c. 360m ENE	46 Bartholomew Street. Grade II (1068968). Late C18 to early C19. 2 storeys weatherboarded
TR 13 SE 65	Listed Building	Post Medieval	c. 460m E	Red Lion Public House. Grade II (1068976). Early C19. 2 storeys colourwashed,

TR 13 SE 123	Listed Building	Post Medieval	c. 415m E	7 And 7A Dymchurch Road. Grade II (1068977). Early C19. 2 storeys painted brick
TR 13 SE 124	Listed Building	Post Medieval	c. 255m E	29 And 31 Dymchurch Road. Grade II (1068978). pair of early C19 houses, 3 storeys red brick. Hipped tiled roofs. Double bracket eaves cornice. 1 sash each with glazing bars intact. Pair of doorcases with fluted pilasters, projecting cornices, rectangular fanlights and 6-panel doors. Nos 13 to 17 (odd) and Nos 29 to 33 (odd) form a group with Nos 13 to 17 (odd) Portland Road.
TR 13 SE 237	Listed Building	Post Medieval	c. 205m E	The Hermitage. Grade II (1068979). Early C19. The main front faces East and the side elevation faces the road. 2 storeys and attic painted brick.
TR 13 SE 111	Listed Building	Post Medieval	c. 345m E	Dukes Head Inn. Grade II (1185735). An early C19 L-shaped building
TR 13 SE 129	Listed Building	Post Medieval	c. 295m E	Portland House. Grade II (1185743). Early C19. 2 storeys red brick.
TR 13 SE 106	Listed Building	Post Medieval	c. 490m E	1 High Street. Grade II (1185746).
TR 13 SE 149	Listed Building	Post Medieval	c. 305m E	Portland Villa. Grade II (1344073). Early C19. 2 storeys painted brick
TR 13 SE 112	Listed Building	Post Medieval	c. 305m E	13-17 Portland Road. Grade II (1344105). An early C19 range
TR 13 SE 110	Listed Building	Post Medieval	c. 490m ESE	Rockdean. Grade II (1344107). Early C19, 2 storeys yellow brick
TR 13 SE 107	Listed Building	Medieval to Post Medieval	c. 430m ENE	Garden Wall to North, South, East and West of No 38. Grade II (1344110). Mediaeval masonry wall. Part of a network of such walls, forming the boundary of gardens and plots of land in the area around the Parish Church of St Leonard.
TR 13 SE 186	Building	Modern	c. 115m N	Pillbox (Type Fw3/22)
TR 13 SE 174	Monument	Modern	c. 400m ENE	Pillbox
TR 13 SE 175	Monument	Modern	c. 495m ENE	Pillbox
TR 13 SE 181	Monument	Modern	c. 465m SW	Pillbox
TR 13 SE 1	Monument	Medieval to Post Medieval	c. 275m NNE	St Nicholas's church, demolished building. Destroyed by around 1700
TR 13 SE 10	Findspot	Roman	c. 335m NE	3rd c Roman coins. Circumstances of find unknown
TR 13 SE 16	Monument	Post Medieval	c. 250m NNE	Saltwood Heights Battery 1798
TR 13 SE 20	Monument	Early Iron Age to Medieval	c. 300m NNE	Iron Age and Medieval sites found in 1978 ahead of residential development. The Iron Age ditch (Ditch 1) traced for a minimum of twenty metres, had sloping side and a flat base. It contained daub, animal bones and sherds of Iron Age pottery dated to c.500-350 BC.

				This was sealed by a deposit containing daub, oyster shells, animal bones, iron nails and pottery sherds of Iron Age, Roman, and medieval date. This Iron Age feature suggests the presence of a settlement close by dating to c.500-350 BC. The Roman sherds are fairly inconclusive. The medieval features included a pit, containing no finds and a ditch with medieval pottery sherds. The Medieval features probably relate to a small medieval settlement west of the church of St Nicholas.
TR 13 SE 212	Listed Building	Modern	c. 460m E	K6 Telephone Box
TR 13 SE 219	Building	Modern	c. 100m NW	Hythe station built 1929, Decided not to list in 2017.
TR 13 SE 226	Building	Modern	c. 265m WSW	George V pillar box, Dymchurch Road outside newsagent
MKE88459	Farmstead	Post Medieval	c. 290m W	Farmstead west of Hythe. A dispersed plan farmstead. Farmstead completely demolished.
MKE88461	Farmstead	Post Medieval	c. 445m NNE	Farmstead south east of St Bartholomew's Farm. A loose courtyard plan farmstead with buildings to four sides of the yard. Only the farmhouse remains.
TR 13 SE 234	Building	Post Medieval to Modern	c. 490m E	Hythe tram depot. Probably built in 1892. It appears to have suffered fire damage and been de-roofed as of 2012.
TR 13 SE 27	Place	Medieval	c. 40m NNW	Hythe. Medieval town
TR 13 SE 240	Monument	Modern	c. 225m N	Military Hospital, Hythe WWI. building was demolished to make way for housing sometime after World War 2.
TR 13 SE 241	Monument	Post Medieval to Modern	c. 145m NNW	Station House (No.2). built as part of the Royal Military Canal development in the Napoleonic War Period, it was possibly built as a guard house for main crossings over the canal. Shown and named on 1st, 2nd and 3rd editions of the historic 1:2500 Ordnance Survey mapping and shown but not named on the 4th. Demolished between the 4th edition map and the 1960 aerial photograph
TR 13 SE 252	Monument	Medieval to Unknown	c. 295m NE	(Site of) St Nicholas's Graveyard, Hythe. Site of Church & Graveyard used by School of Musketry and now waste ground, Radcliffe Court and other houses.
MWX51333	Monument	Modern	c. 415m S	Second World War bomb crater, Hythe Ranges. visible on aerial photographs taken in 1941. The bomb crater is located within the Hythe Military ranges (Monument Number 1531850), north of the

				Sewage Works at Range Road, Hythe. The bomb crater was filled in and levelled by 1945
MWX51396	Monument	Modern	c. 425m E	Second World War pillbox, north of the Royal Military Canal, Hythe
MWX51417	Monument	Modern	c. 360m E	Second World War roadblock on the southern end of the A259 road bridge crossing over the Royal Military Canal
TR 13 SE 209	Monument	Post Medieval	c. 500m ESE	Site of former National school, St. Leonards Road, Hythe. Demolished post 2000.
1428549	Monument	Modern	c. 465m SW	The location of a Second World War reinforced concrete pillbox at Hythe
501414	Monument	Modern	c. 115m WNW	The northern terminus of the Romney, Hythe and Dymchurch Railway built in 1929.
1478162	Monument	Modern	c. 325m SW	The site of a Second World War light anti aircraft (Diver) battery at Orchard Valley
TQ 92 NW 18	Monument	Post Medieval to Modern	c. 80m N	The Royal Military Canal. Disused defensive canal built during the Napoleonic Wars from 1804 and 1809 in response to the threat of invasion. The canal was sold off in sections in the late 19th century but was taken over by the military in both world war I and World War II. In both wars gun emplacements were sighted in virtually the same places as the original eighteen-pound cannon sites.
1531850	Monument	Post Medieval to Modern	c. 150m S	The post-medieval to 21st century military firing ranges at Hythe. The range was established in 1853 as the practice ranges for the newly established Hythe School of Musketry (renamed Small Arms School in 1919). These ranges are some of the oldest ranges in the country and used for live firing for nearly 200 years. The ranges were visible on historical aerial photographs showing their Second World War defences, while the Ordnance Survey maps show the ranges development over time.
TR 13 SE 259	Building	Modern to Unknown	c. 162m W	Signal box, water tower and turntable, RHDR, Hythe, 1927, designed by railway engineer Henry Greenly, with a later water tower, and an engine shed dating from the late 1920s or early 1930s
TR 12 NW 50	Monument	Modern	c. 95m NW	Romney, Hythe & Dymchurch Light Railway built 1926.
TR 04 SE 120	Monument	Roman	c. 220m N	Roman road running from Maidstone to Dover via Lympne

TR 13 SE 233	Monument	Post Medieval to Modern	c. 465m E	Folkestone, Hythe and Sandgate Tramways. operated from 1891 until 1921. It was a horse drawn tramway. It began as an attempt to assist the development of the Seabrook Estate. The horses were commandeered during the First World War. It re-opened after the war but only ran during the summer. It closed fully in 1921.
MWX51468	Monument	Modern	c. 255m ESE	Second World War anti tank ditch. A linear Second World War anti tank ditch is visible on aerial photographs taken in 1945-1946. The ditch is located to the west of Hythe and extends north from the Sewage Works at Range Road to The Green recreation ground. The anti tank ditch measures about 810metres in length and was filled in and levelled after the war, though the northern part is still visible as a parchmark (cropmark) within The Green on recent aerial photographs taken in 2007.

Event ID	Record Type	Event Type	Date	Name
EKE10812	Desk Based Assessment	Non-Intrusive	2009	Military Road, Hythe. Apart from the 19th and 20th century military buildings, little potential was found.
EKE10813	Watching Brief	Intrusive	2008	Bankside House, Hythe. No deposits were found, though the bedrock was not reached, so deposits may still lie further down
EKE10844	Watching brief	Intrusive	2002	During the reinstatement of the Military Road, Hythe. The original pebble surface was found for the most part.
EKE11033	Building Survey	Non-Intrusive	1992	The recording of a 19th century bridge, mooring point and wharf and the archaeological excavation of the wharf bank prior to demolition
EKE14477	Fieldwalking Survey	Non-Intrusive	2005	Denge Security Main. Field reconnaissance survey carried out including plots boundaries and a Fieldwalking survey. 90% of the route appeared to have no archaeological remains. One sherd of Iron Age pottery and one sherd of medieval pottery were found.
EKE14733	Baseline Survey	Non-Intrusive	2001	Archaeological Baseline Assessment of the Cinque Ports Training Area. identifying areas of potential archaeological interest. Report highlighted several previously unrecorded historic and archaeological monuments. It also mentions a large number of previously recorded sites which due to their volume are not linked here.

EKE20766	Excavation		1978	Barrack Hill. The site, 650m west of St Leonard's Parish Church, was granted consent for residential development in 1978. As it was close to the presumed site of St Nicholas, a watching brief was carried out by the Kent Archaeological Rescue Unit. Nothing was found of the church itself, or the wall of the graveyard, but an Iron Age ditch, several medieval features and a medieval grave were recorded.
EKE21772	Watching Brief		2003	3 Dymchurch Road. An archaeological watching brief was carried out at the site. Finds suggest that the buildings may have gone up in the mid 19th century and been demolished in the mid 20th century to be replaced by a garage.
EKE5422	Watching Brief		1998-1999	Folkestone-Hythe Flood Alleviation Scheme. No archaeological features or deposits were found
EKE5720	Watching brief		2000	Land adjacent to Green Lane. Watching brief carried out during cable trenching along the edge of the Royal Military Canal in Sept/Oct 2000. No archaeological features or finds were encountered
EKE5784	Watching brief		2001	Green Lane. Two test pits (TP1 & TP2) were excavated beside Green Lane on 24th July 2001. TP1 was situated on what would have been the northern edge of an early military road, subsequently uncovering associated contexts. TP2 found only a section of modern sewer pipeline
EKE16692	Trial trench		2010	The proposed new Sainsbury's, Military Road, Hythe, Kent, Archaeological evaluation report. The site is on the known location of an early nineteenth-century barracks (and later school of musketry) built in 1808 in order to accommodate soldiers stationed along the canal. 'The results from seven trenches revealed five wall foundations and the base of one brick wall concentrated in the northern half of the site. The position of the walls as well as the material and method of their construction suggests that they form significant remains of the early nineteenth century barracks and school of musketry. The walls survive at an average depth across the site of 7.5m OD approximately 0.5m below the present ground surface. The presence of the walls and of a large deposit of made ground located to the south of the site suggest that the site was first terraced during the construction of the barracks in 1808. Further demolition, terracing and landscaping during the development of the current buildings in the 1960s

Figure 10: Gazetteer of KHER Records

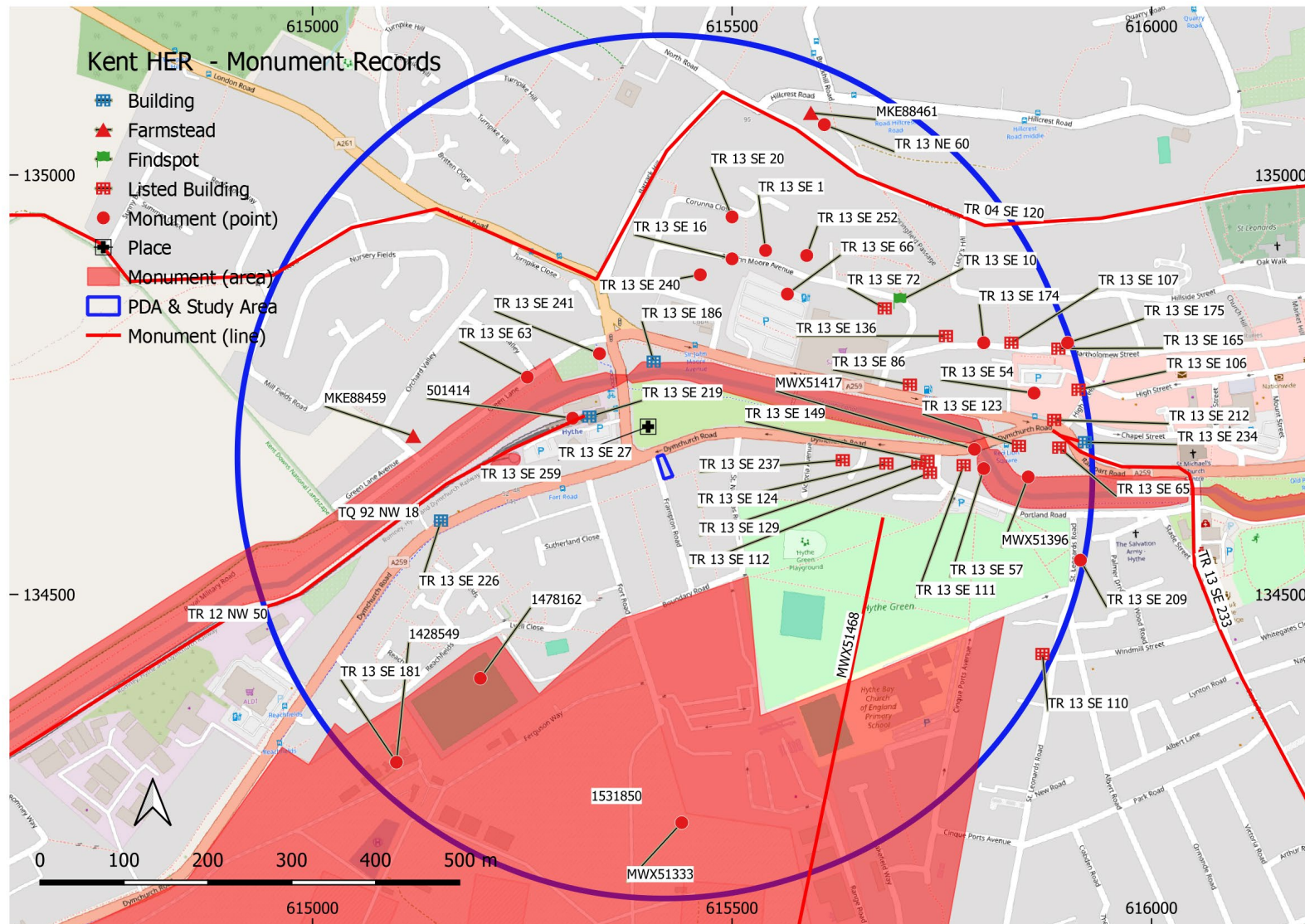


Figure 11: Kent HER Monument Record - All



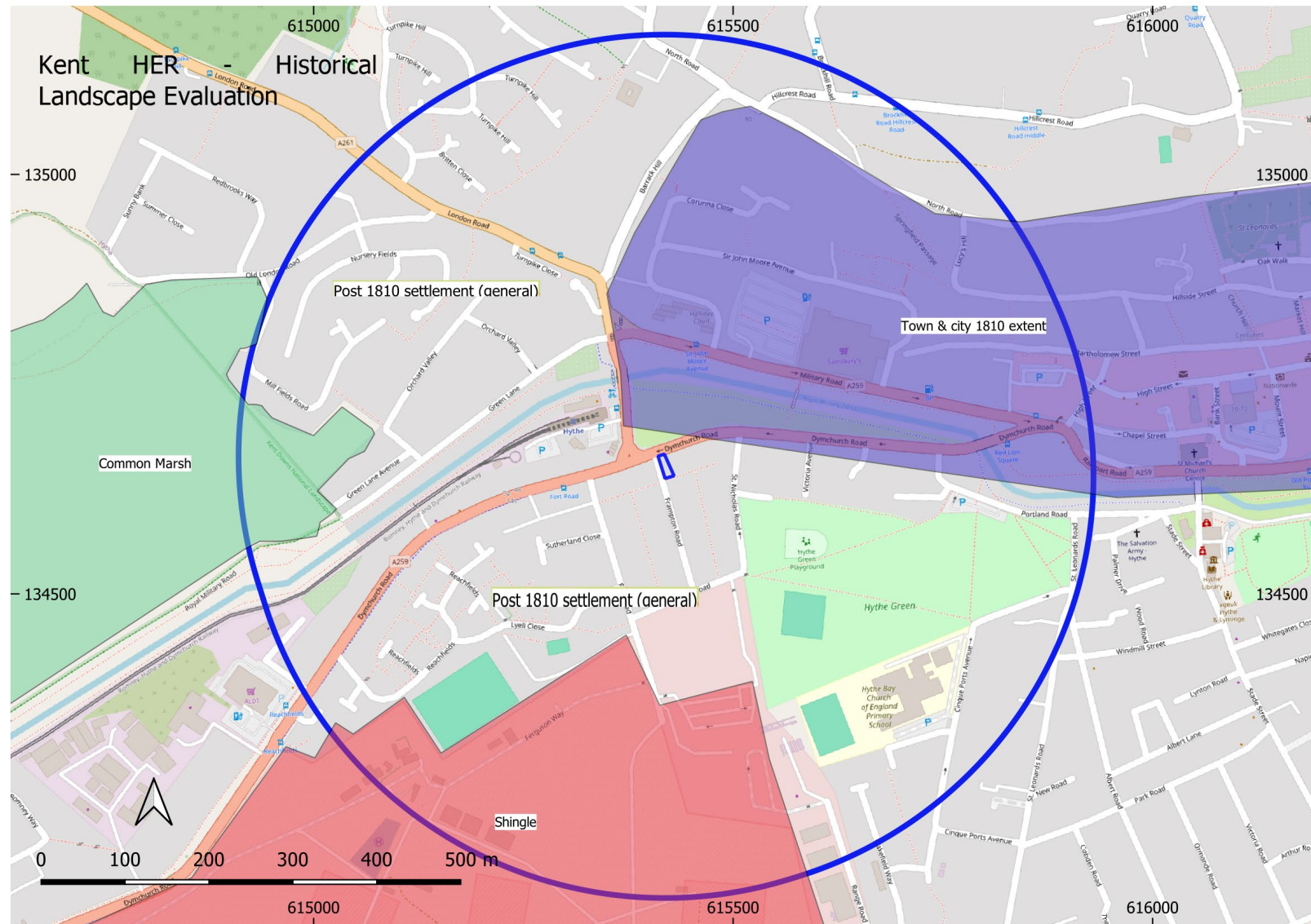


Figure 13: KHER – Historic Landscape Classification

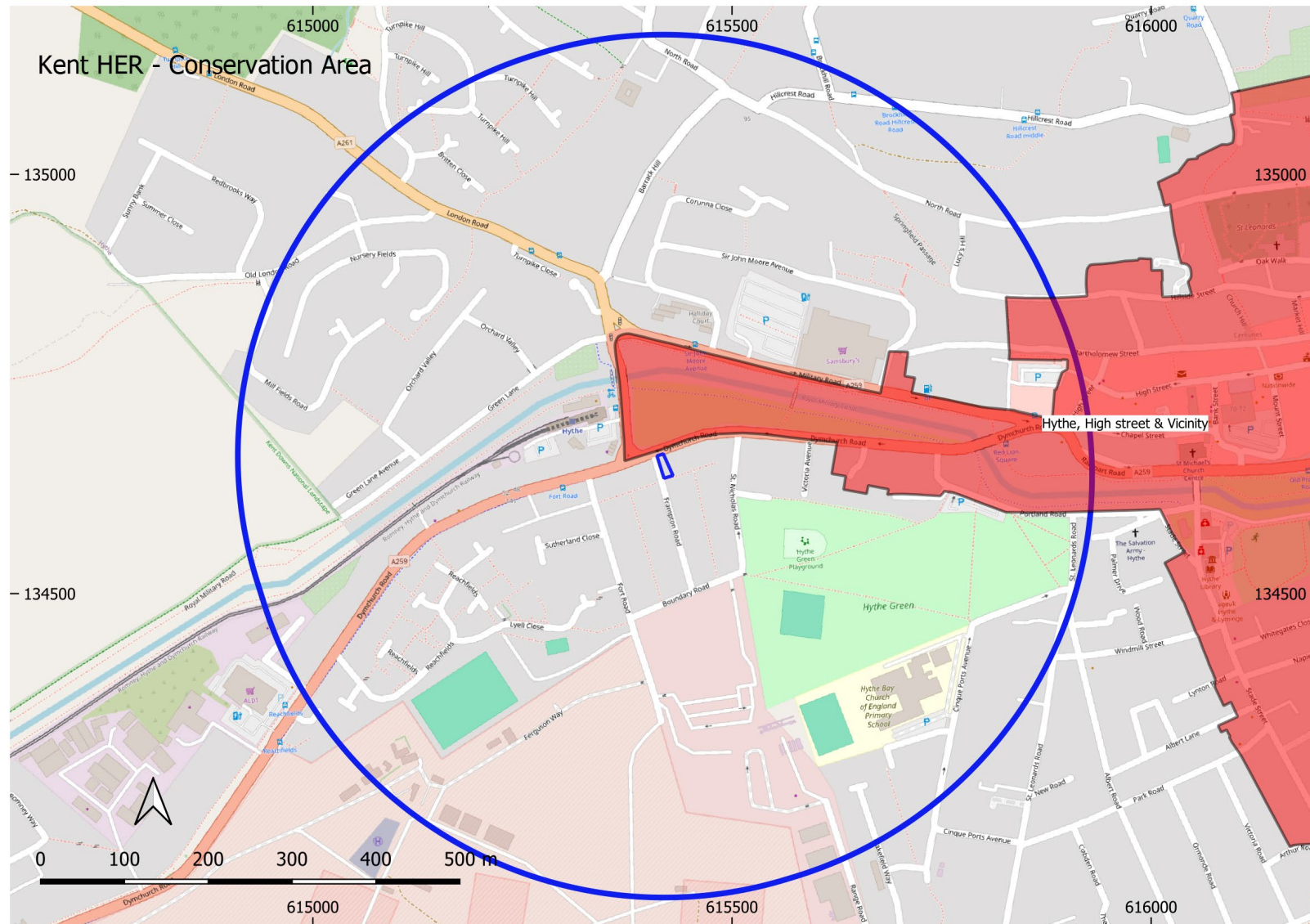


Figure 14: Kent HER – Conservation Area



Plate 1: 1946 (Google Earth)



Plate 2: 2021 (Google Earth)



Plate 3: Corner view of the PDA (facing SE)



Plate 4: View of the western boundary of the PDA along Frampton Road (facing SE)



Plate 5: View across the PDA (facing E)



Plate 6: View of the PDA (facing NE)