



# Sheerness- Mile Town

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## **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 to 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

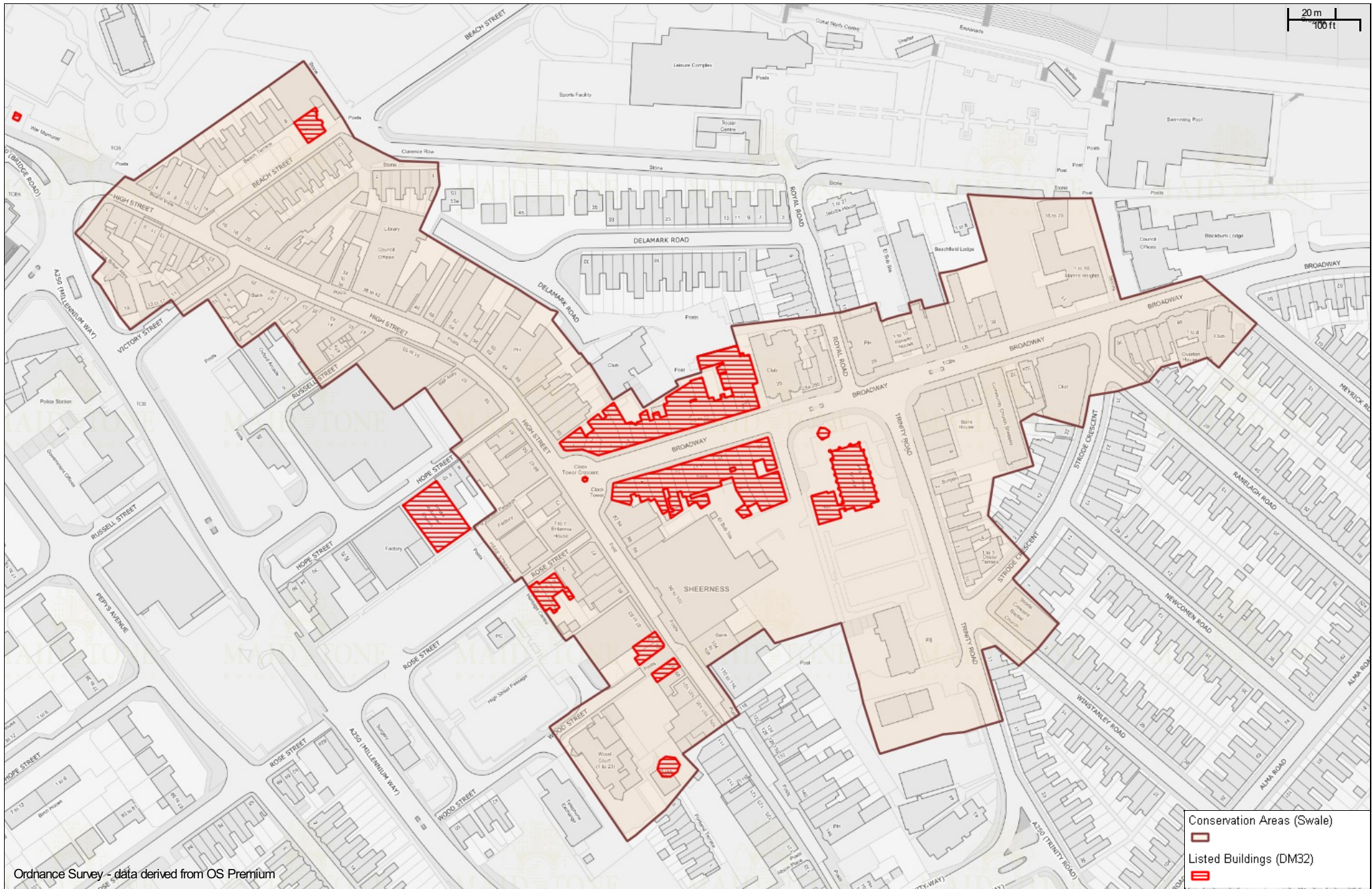


View along the Broadway towards the Crescent



View along the High Street towards the Crescent





Ordnance Survey - data derived from OS Premium

Sheerness-Mile Town  
Scale: NTS

Existing Sheerness- Mile Town Conservation Area Boundary

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



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## 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

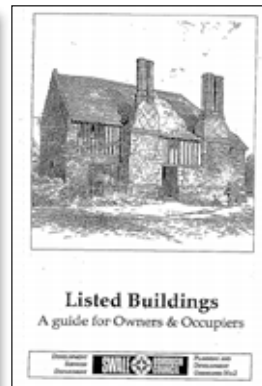
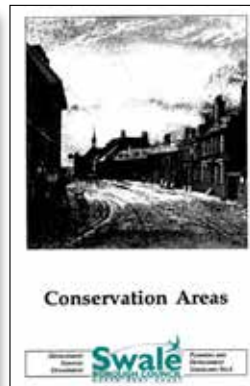
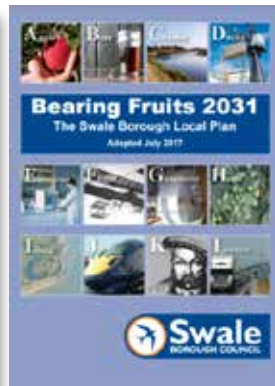
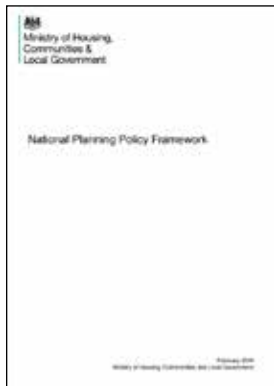
mitigation of adverse archaeological effects will not be permitted.

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-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

### 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



Ordnance Survey - data derived from OS Premium

**Sheerness- Conservation Areas**  
Scale: 1:10000

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TECHNOLOGY  
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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 vista 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.



Roman Catholic Church



Grade II listed Holy Trinity Church



View of Broadway from junction of Trinity road



The Royal Hotel (originally known as Banks Hotel)



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



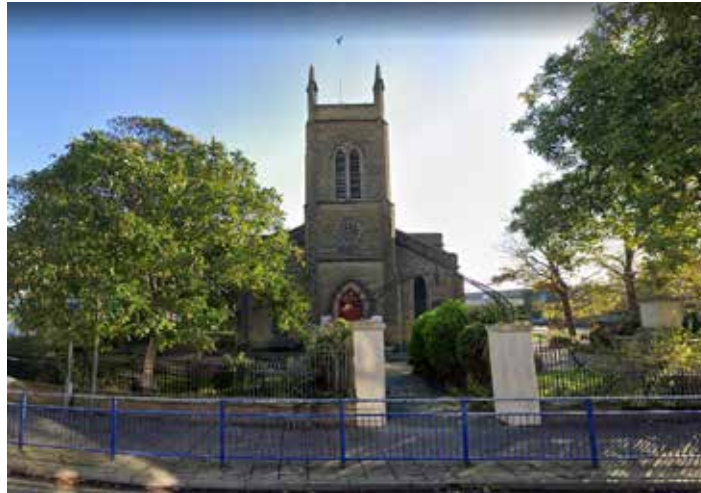
View east of Broadway with Conservative club on left



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.



Beach House- Grade II listed

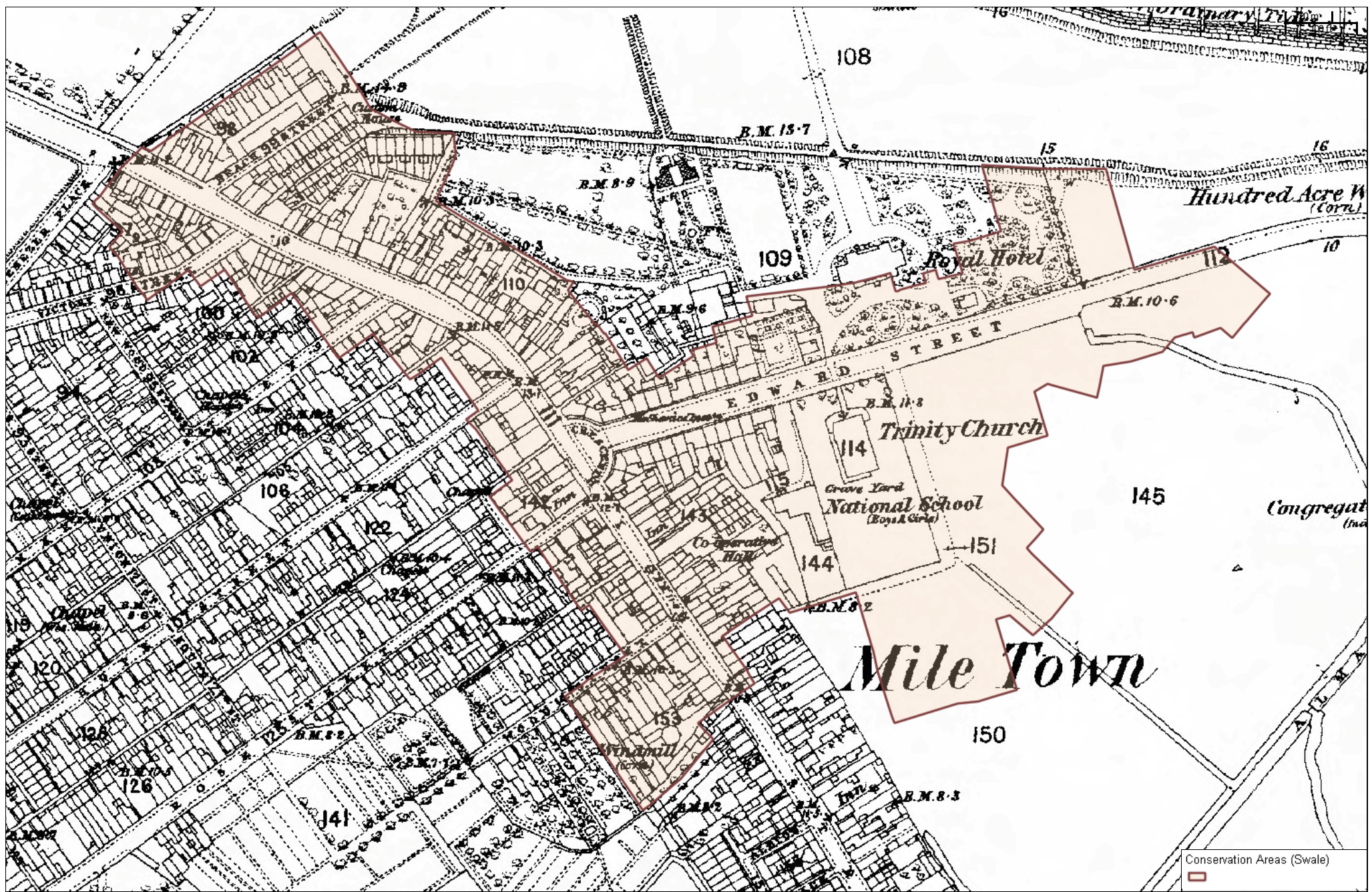


View of Beach Street Terrace from High Street



View of Beach Street Terrace towards High Street





Mile Town - 1864  
NOT TO SCALE

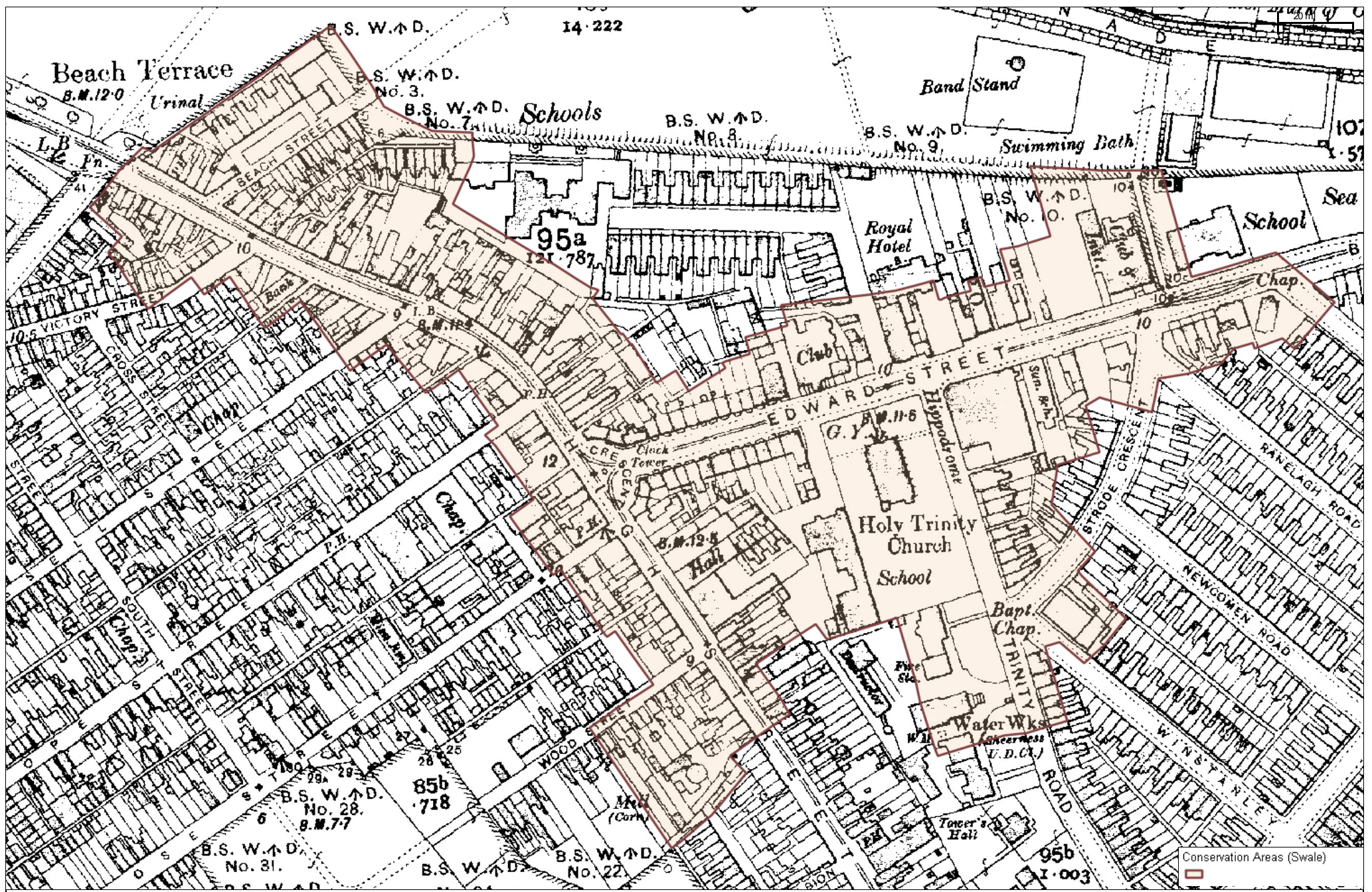




Mile Town - 1896  
NOT TO SCALE

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Mile Town-1907  
 NOT TO SCALE

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Mile Town - 1933  
NOT TO SCALE







Mile Town-1957  
NOT TO SCALE

Conservation Areas (Swale)



© Astun Technology Ltd



## 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.

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.

**Timber frame:** Oak framing was commonly used in building construction during the medieval period when local woodlands offered an ample supply of good and durable building materials.

**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.

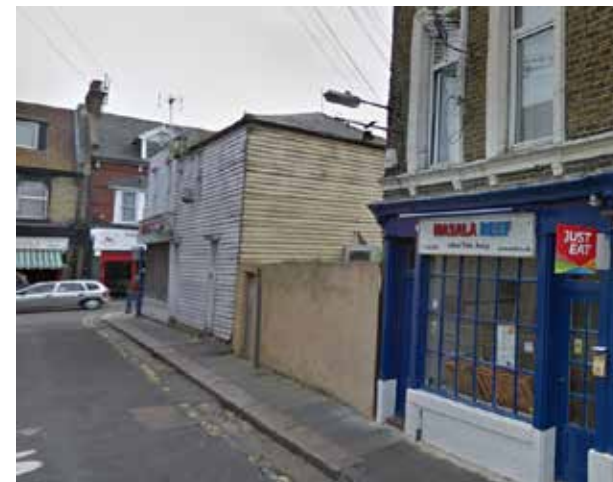
The street frontages have remained built-up over the period of use of these areas and it is likely that archaeological deposits are more likely to survive within the backplots. In general, any such deposits are likely to relate to settlement and small-scale industrial activities. Any early deposits would 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.

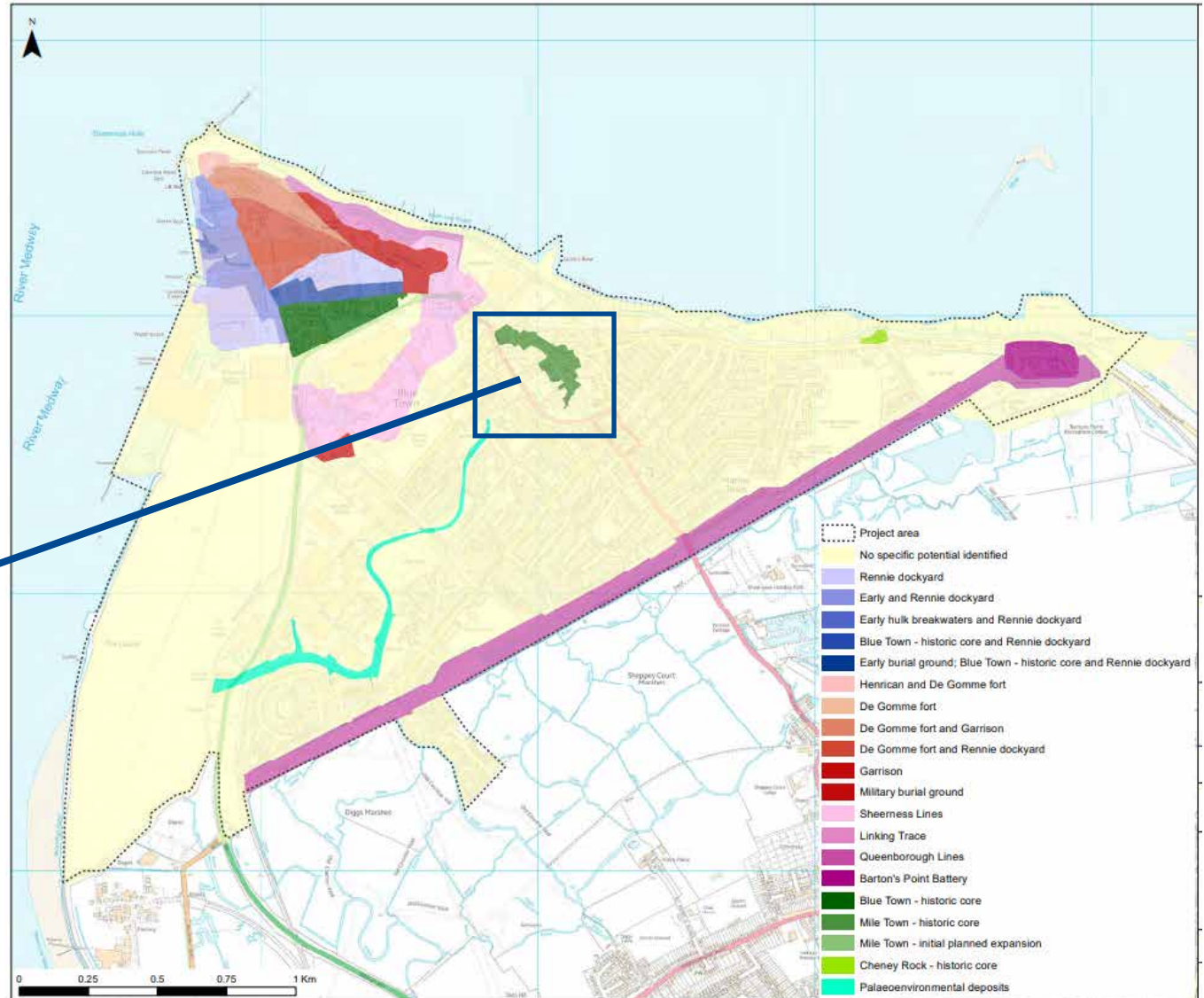


Sheerness Old Jews' Burial Ground, between 2 and 4 Hope Street, Sheerness ME12, sits behind a non-descript low wall accessed via a single timber door. Opened 1804 and last burial believed in 1855. Among the disused cemeteries administered by the Board of Deputies. There was a Jewish community in Sheerness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



## Hierarchy of streets and spaces

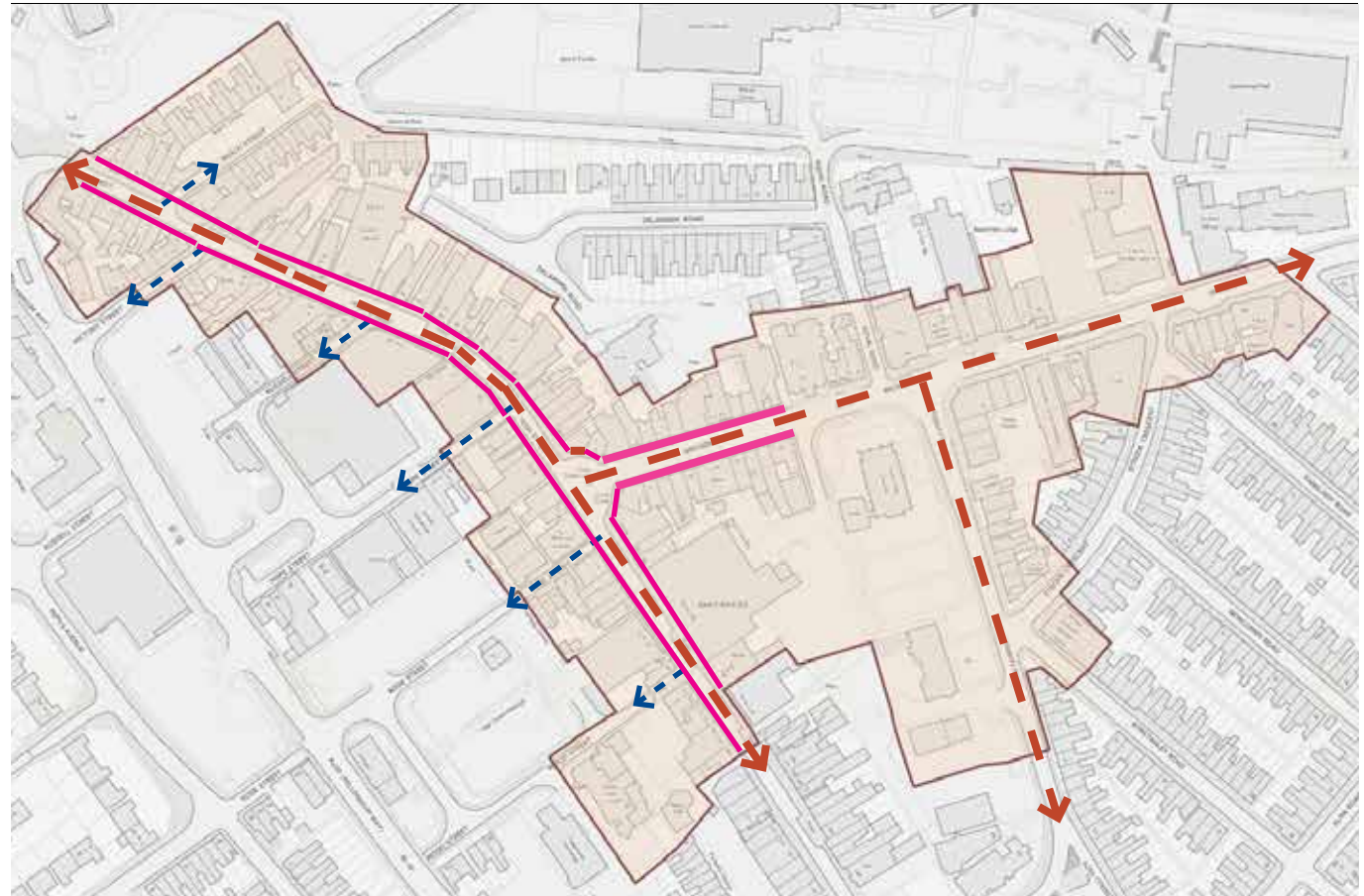
The historic street layout and the relationship of built form to open space defines the overall framework of an area. Within this framework, the grain of the townscape, including sizes of plots and building lines are important in establishing the pattern and density of development. This has a significant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

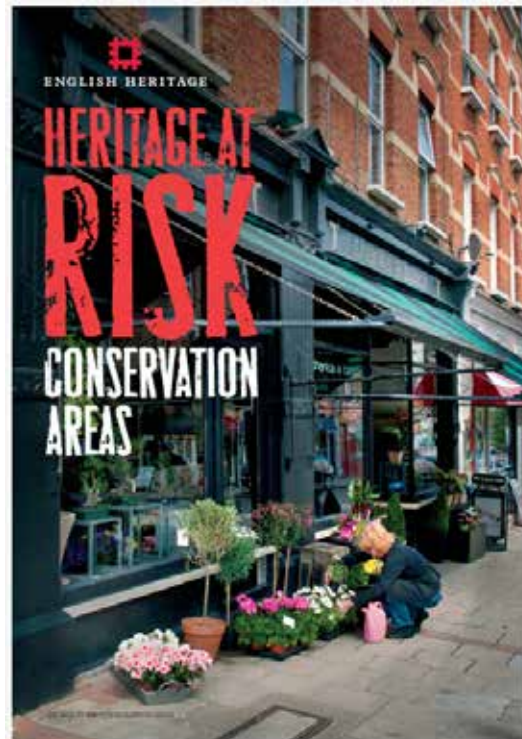
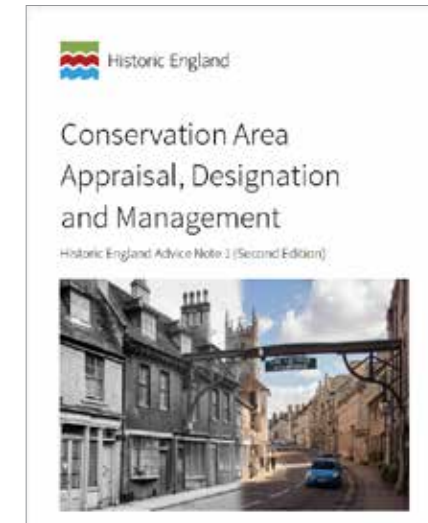
There are no designated heritage assets within Mile Town on Historic England's Heritage at Risk Register or on the Swale Borough Council's Heritage at Risk Register.

## 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



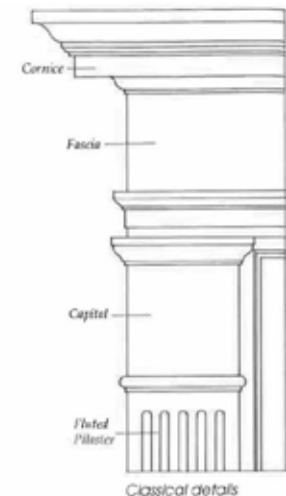
The components of a traditional shop front

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



### Surviving traditional shopfronts on Broadway





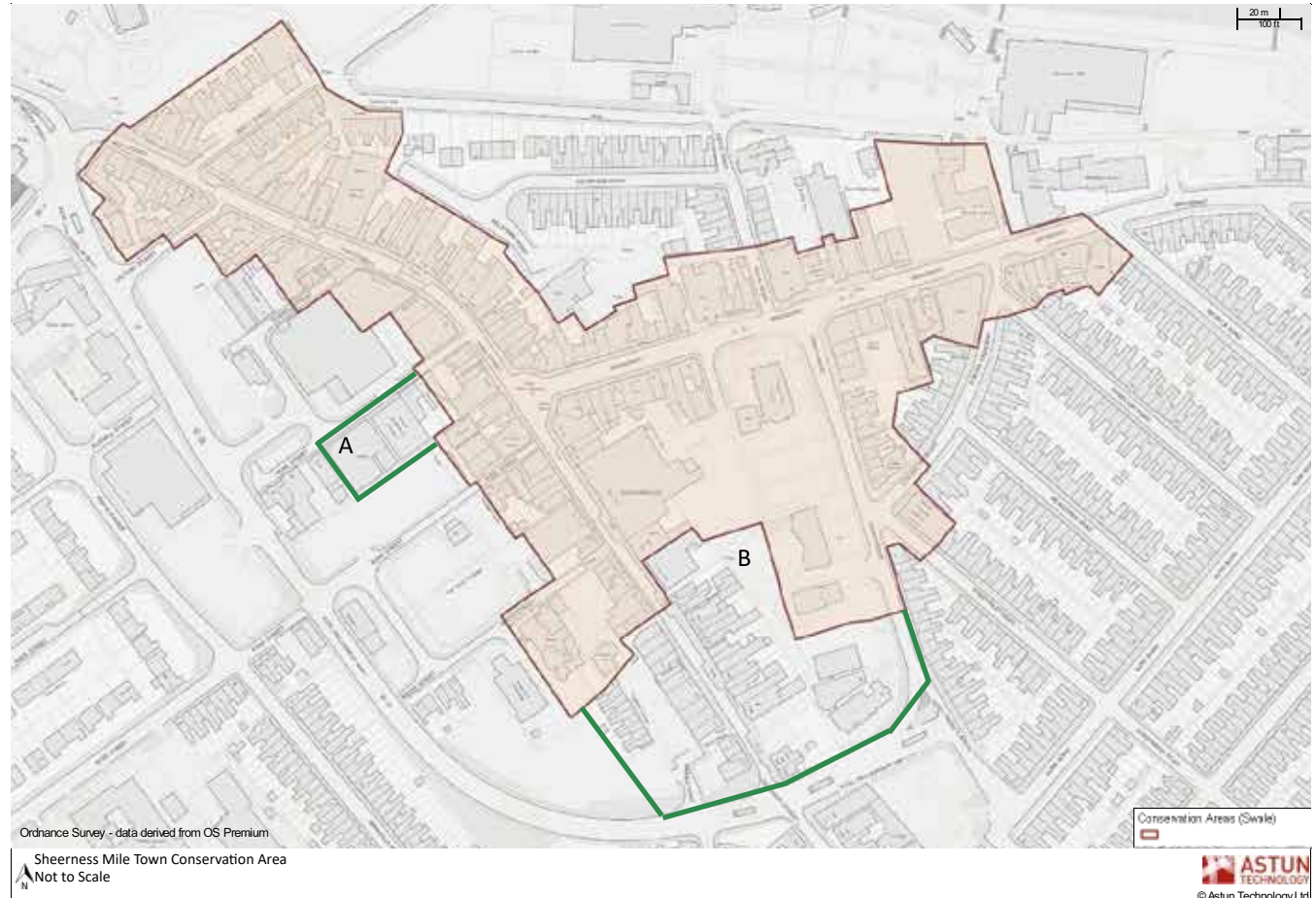
# Appendices

# 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 HE 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 HE AMIE 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.



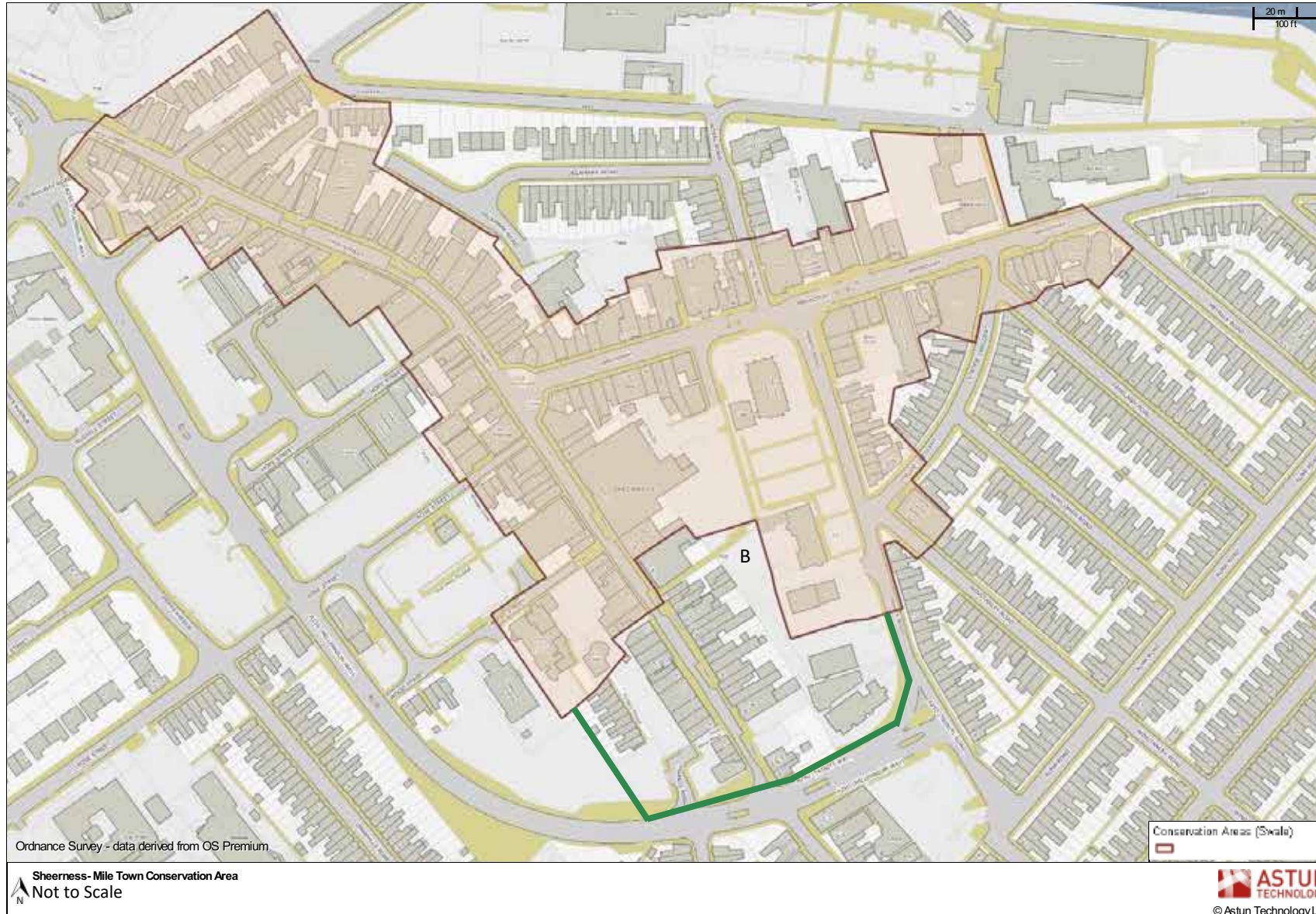
Unlisted pumping station and adjacent offices, fronting Trinity Road



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.

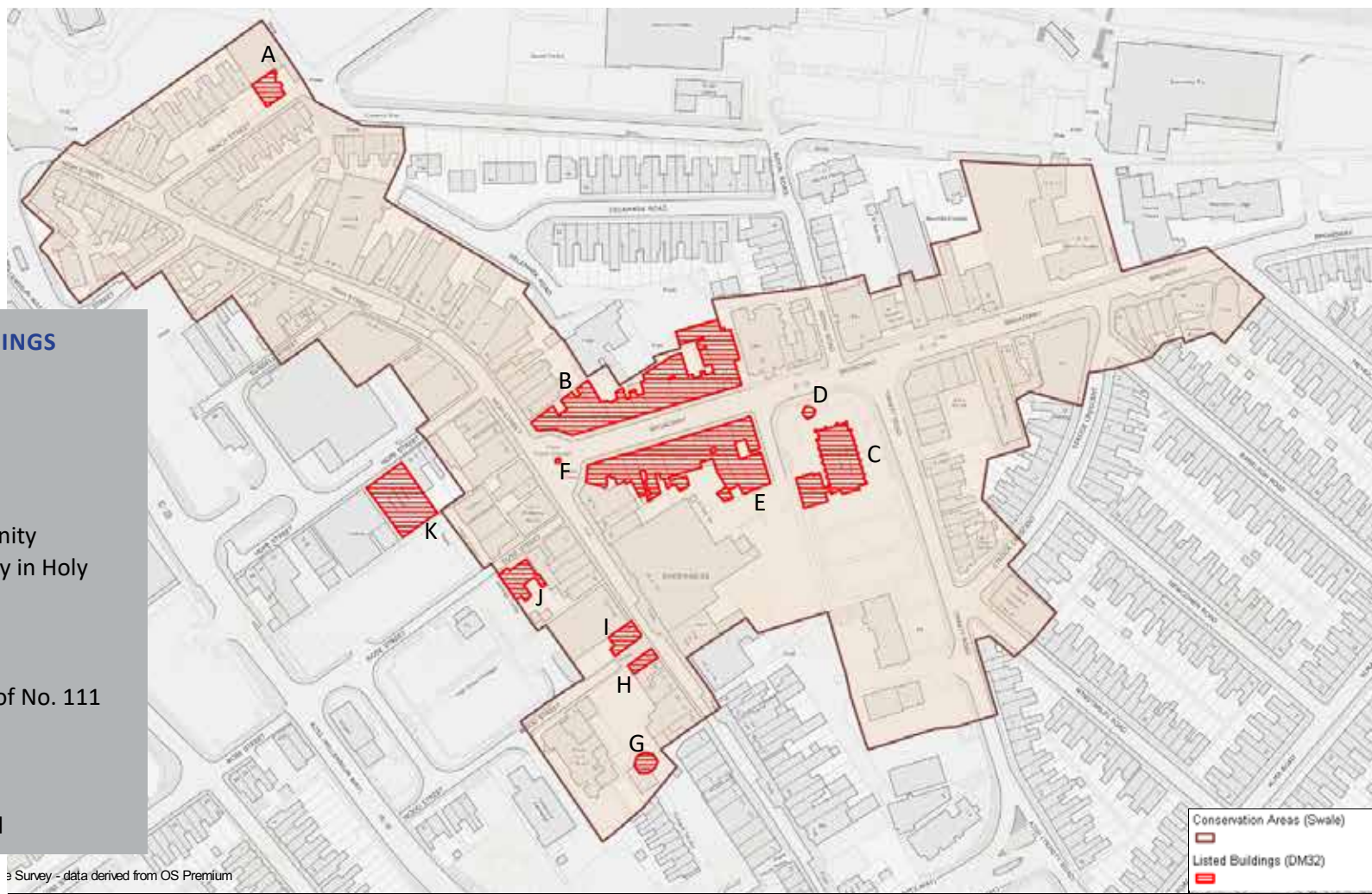


# APPENDIX 2:

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 2. 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 9274 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 9/73

II 2. 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