

Sheerness: Royal Naval Dockyard and Bluetown Conservation Area

Character Appraisal and Management Strategy
March 2011



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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 council 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 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 is fortunate in having such a rich and varied architectural heritage. We want to see it used positively as a catalyst to regeneration and to creating places where people want to live and work. To that end, and after public consultation in 2010, we have reviewed and redesignated Sheerness: Royal Naval Dockyard and Bluetown Conservation Area.

After taking into account the responses received during public consultation the Council has formally adopted this Character Appraisal which explains what makes the area special and justifies its designation as a conservation area. We have also adopted the Management Strategy as a mechanism to encourage positive change.



A handwritten signature in dark ink, appearing to read 'R. W. Barnicott'.

Councillor Rick Barnicott
Chairman of Planning Committee



A handwritten signature in dark ink, appearing to read 'Gerry Lewin'.

Councillor Gerry Lewin
Chairman of Local Development Framework Panel

March 2011

1 INTRODUCTION

Sheerness Dockyard Conservation Area

1.1 The Sheerness Dockyard Conservation Area was first designated on 28 July 1972 by Swale Borough Council. It is one of three conservation areas within Sheerness; including Sheerness Mile Town and Sheerness Marine Town Conservation Areas, both designated in 1976. The boundary of the conservation area has not been amended since 1972, nor has the local authority previously adopted a conservation area statement or appraisal for Sheerness Dockyard as supplementary planning guidance to the Development Plan.

The purpose of Conservation Areas

1.2 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"¹.

1.3 They are also referred to as *"designated heritage assets"* in PPS5 Planning for the Historic Environment 2010.

1.4 The aim of Conservation Area designation is to protect the wider historic environment. Areas may be designated for their architecture, historic street layout or plan, use of

characteristic materials, style or landscaping. These individual elements are judged against local and regional criteria, rather than national. Above all, conservation areas should be cohesive areas in which buildings and spaces create unique environments that are of special interest and are irreplaceable.

1.5 The responsibility for designating conservation areas falls to the local authority. Local authorities also have a statutory duty to review all their conservation areas periodically. English Heritage recommends that each area is reviewed every five years.

1.6 Conservation area designation provides extra protection in the following ways:

- Local Authorities have general control over most complete demolitions of buildings
- Local Authorities have extra control over minor householder development
- Special provision is made to protect trees
- When assessing planning applications, the local authority must pay careful attention to the desirability of preserving or enhancing the character or appearance of the conservation area and its setting
- The local authority can include policies in the Local Plan or Local Development Framework to help preserve or enhance the special character or appearance of conservation areas.

¹ s.69, Planning (Listed Buildings and Conservation Areas) Act 1990

The purpose and status of this Character Appraisal

1.7 The purpose of a Conservation Area Character Appraisal is to:

- Identify the significance of the designated heritage asset – i.e. the value of the asset to this and future generations because of its heritage interest – which may be archaeological, architectural, artistic or historic interest.
- Increase public awareness and involvement in the preservation and enhancement of the area.
- Provide a framework for planning decisions, to guide positive change and regeneration.
- Review the conservation area boundary in accordance with Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- Highlight particular issues and features which detract from the character or appearance of the conservation area which offer potential for enhancement or improvement through positive management.

1.8 This document has been produced by DPP Heritage together with the Borough Council's own planning and conservation team and English Heritage.²

1.9 The Character Appraisal forms part of the Local Development Framework. It will have the status of a "Supplementary Planning Document" (SPD), and has been prepared in the

context of national, regional and local planning policy. It is a material consideration in the planning process.

1.10 The contents of this appraisal are intended to highlight significant features but they should not be regarded as fully comprehensive and the omission of, or lack of reference to a particular building or feature should not be taken to imply that it is of no significance. This significance may only be fully identified at such time as a feature or building is subject to the rigorous assessment that an individual planning application necessitates. Similarly, the controls that apply to elements vary and in some instances the items that have been identified as significant features cannot be fully protected by planning legislation.

² *Photographs taken within the confines of the Port of Sheerness have not been included within this document for port security reasons*

2 PLANNING POLICY CONTEXT

Statutes and National Planning Guidance

- Planning (Listed Buildings and Conservation Areas) Act 1990
- Planning Policy Statement 5: Planning for the Historic Environment 2010
- Planning Policy Statement 5: Historic Environment Planning Practice Guide 2010

English Heritage Guidance

- *Guidance on conservation area appraisals 2006*
- *Guidance on the management of conservation areas 2006*

Development Plan

The current Development Plan for the area consists of the following:

- Swale Borough Local Plan, 2008

Policy AAP5 of the Local Plan designated the land and buildings at Naval Terrace and Regency Close within Sheerness Docks, the Policy states:

Policy AAP5 - Land and buildings at Naval Terrace and Regency Close, Sheerness Docks:

An Area Action Plan is designated for the land and buildings at Naval Terrace and Regency Close, Sheerness Docks. The primary planning policy within this area is one of conservation. This is most likely to be achieved by bringing the existing buildings back into viable use. Proposals within the area will pursue the following aims:

1. securing the preservation of listed buildings and their settings including railings, boundary walls (including the Dockyard Wall), lampposts, paving, kerb lines, landscape features, and significant trees.
2. preserving or enhancing the character and appearance and fauna of Sheerness Dockyard conservation area.

When considering proposals in the area, the Council will seek to secure the following objectives:

1. the restoration of the listed buildings, including their proper repair and maintenance, and, where appropriate, the reinstatement of lost architectural features and the removal of architecturally damaging alterations.
2. the restoration of landscape features or designs, based on a thorough understanding of the historic landscape, including the formal green and avenue of trees in front of Naval Terrace, the avenue on the western axis of the church, and the gardens, forecourts and spaces more closely related to the respective buildings.

Planning permission will be granted for the reuse or the conversion of buildings, where this is considered by the Council to represent the best approach to securing the aims and objectives of the AAP. Planning permission will only be granted for new buildings within the area if they:

- a. preserve or enhance the character of the conservation area;
- b. preserve the setting of the listed buildings; and
- c. respect the legibility of Rennie's model concept and layout.

Swale Borough Council is currently working on a Local Development Framework, which will in due course replace the existing Local Plan.

Policy E15 of the Swale Borough Local Plan, 2008 promotes high standards of development affecting conservation areas.

Policy E15 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:

- respond positively to its conservation area appraisals where these have been prepared;
- 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;
- take into account the current or likely resulting ambience provided by the mix of land uses or traffic;

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

There are a number of other general and specific policies in the Local Plan that are relevant to Sheerness Dockyard Conservation Area. They include the following:

- E1 General Development Criteria
- E14 Development Involving Listed Buildings
- E16 Scheduled Ancient Monuments and Archaeological Sites
- E19 Achieving High Quality Design and Distinctiveness
- E23 New Shopfronts, Signs and Advertisements
- E24 Alterations and Extensions
- AAP5 Land and buildings at Naval Terrace and Regency Close, Sheerness Docks

Adopted Supplementary Planning Guidance

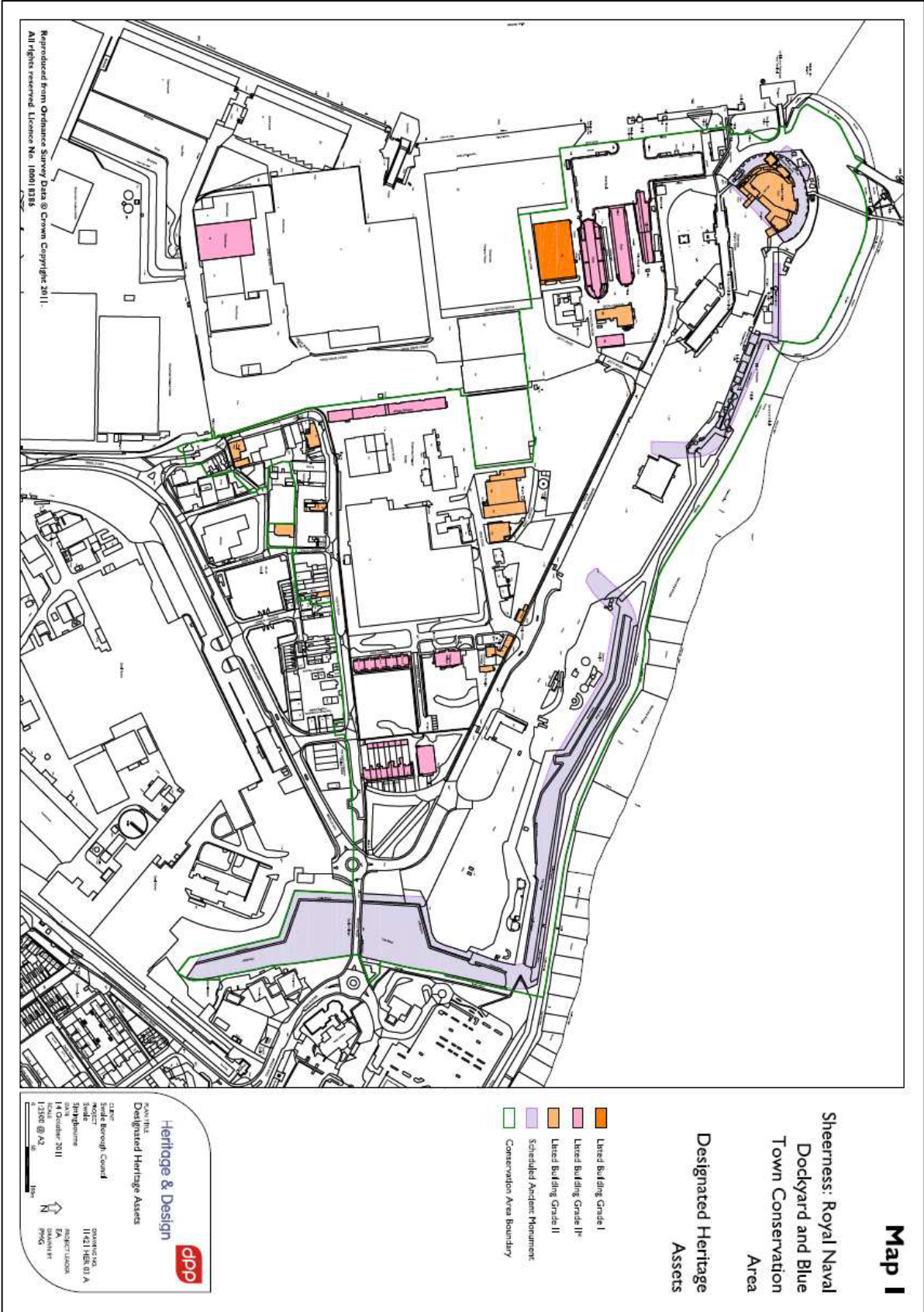
The following Planning Guidance has been adopted by Swale Borough Council supplementary to the Swale Borough Local Plan, 2008:

- *Conservation Areas*
- *Listed Buildings*
- *Kent Design*
- *Kent Historic Towns Survey for Sheerness, 2004, Kent County Council with English Heritage*

SUMMARY OF SIGNIFICANCE

The significance and special interest of the Sheerness Royal Naval Dockyard and Blue Town Conservation Area can be summarised as:

- **Site of 16th century fort and evidence of extensive system of fortifications controlling the water and headland, dating from the 17th century until 1945**
- **Exceptional example of an extensive planned dockyard scheme of buildings and formal landscape; first constructed for the Royal Navy in the early 19th century, and later 19th and early 20th century developments, by the renowned engineer John Rennie and his collaborators and successors. Key elements of the original scheme and later phases of development survive within the dockyard, including buildings which are of national or international significance in terms of their technological innovation**
- **Example of a civilian maritime town built to service the dockyard in Blue Town, with 18th and 19th century origins**



LOCATION AND SETTING

Location and context

3.1 Only a small area of the former Royal Naval Dockyard was included within the first Sheerness Dockyard Conservation Area designation in 1972. The nearby historic areas of Blue Town and the Sheerness Defences were not included within the conservation area. This conservation area, therefore, represented only a very small element of the rich architectural and historic legacy of this part of Sheerness.

3.2 An appraisal of the character of the former Royal Naval Dockyard, Blue Town and Sheerness Defences was undertaken in 2010 and the previous Sheerness Dockyard Conservation Area was substantially enlarged and renamed the *"Sheerness: Royal Naval Dockyard and Blue Town Conservation Area"*.

3.3 Sheerness is a small market town and port of 17th century origin situated on the north west headland coast of the Isle of Sheppey, to the east of the Isle of Grain, at the mouth of the River Medway in Kent. The early fort, dockyard and town were strategically positioned at the meeting of the River Medway and the Thames Estuary and out from the historic harbour at Chatham to the west.

3.4 Sheerness is located about 3 kilometres north of Queenborough, also on the island, and 11 kilometres north of Sittingbourne, across the Swale Crossing on the mainland. It has a railway station on the branch line from Sittingbourne which terminates at Sheerness on Sea. It forms part of the Thames Gateway growth area.

3.5 The modern town of Sheerness on Sea (its core originally known as Mile Town) is principally focused to the south east of the docks and Blue Town. Sheerness Docks and Blue Town is now dominated by the modern commercial port at the headland, which is one of the UK's largest importers of motor cars and fresh produce, and associated industry, including a large steel plant at Brielle Way. There remains a modest residential population at Blue Town.

Topography, geology and landscape setting

3.6 A fort and later dockyard was strategically established at the northwest headland of the Isle of Sheppey to command the eastern approaches into the River Medway from the Thames Estuary and the sea.



Figure 1: View west along the north coast of Sheerness headland toward the Dockyard

3.7 It is the river and the sea which has shaped the history of this area; through its key role in national defence of the coast; boat building, repair and support for the Royal Navy, and; today as the modern operational commercial Port of Sheerness. The relationship of the former dockyard and Blue Town with the water is a key characteristic of the conservation area and defines its setting.

3.8 The landscape character of the island is varied. At its north west it is predominantly one of low lying marshland and grazed pasture. The Swale Landscape Character Assessment and Guidelines (2005) outlines the landscape character of the Isle of Sheppey and the Swale in greater detail³. However, the conservation area today essentially forms part of the urban area of Sheerness on Sea, which comprises most of the North West promontory of the island.

3.9 The settlement of Sheerness lies only just above sea level on alluvial deposits of marshland and tidal flats. Naturally it is essentially a flat topography which has been substantially altered by man-made features such as the still extant defensive fortress, embankments and water filled moats to the north and east of the dockyard and Blue Town, as well as more modern sea defences, and extensive land reclamation along the west shore and around Garrison Point.

3.10 Garrison Point Fort stands at the centre of a very extensive complex of coastal and landward defences protecting the sea and river approaches, the dockyard with Blue Town on the headland, and the entire settlement of Sheerness within the Queenborough Lines; significant

physical evidence of which survives or has yet to be rediscovered.



Figure 2: Aerial view of the Defensive Lines protecting the Royal Dockyard at Sheerness c.1960s (National Monuments Record, English Heritage)

3.11 To the west the conservation area meets the River Medway at the surviving dockyard wall to the early 19th century boat basin and docks (North Camber). From these docks expansive views are afforded across the water channel to the low-lying Isle of Grain and the distinctive industrial landscape beside the power station. Being able to appreciate open views of the river from the docks is a key part of its significance and illustrates the historic and continuing strong relationship between the dockyard and the river and sea beyond.

3.12 North beyond the line of the dockyard wall, Garrison Point Fort, the modern operational port area on the site of the former garrison, and the north shore defensive lines provide a coastal buffer between the dockyard and the seashore. The raised embankments of the shore defences and the elevated position of the fort above the shoreline contain seaward views, and contrast with the lower, essentially flat docks and port area immediately to the south.

³ *Natural England, with the assistance of English Heritage, has mapped and described the landscape character of England; which has been divided into 159 National Character Areas. The Character of England - landscape, wildlife and cultural features Map (updated 2005) identifies The Isle of Sheppey as falling within the Greater Thames Estuary landscape character area. Kent County Council has further refined and sub-divided the character areas (outside urban areas) within the county as part of The Landscape Assessment of Kent (published 2004).*

4 HISTORIC DEVELOPMENT AND ARCHAEOLOGY

The origins and historic development of the area

4.1 The area of Sheerness Docks, the Defences and Blue Town on the Isle of Sheppey has an exceptional maritime and military history which is of national significance.

4.2 The historic development and archaeology of Sheerness (including the dockyard and Blue Town) have been described in great detail in the *Kent Historic Towns Survey for Sheerness* (2004), published by Kent County Council with English Heritage, and *Sheerness: The Dockyard, Defences and Blue Town* (1995), published by the Royal Commission on the Historical Monuments of England.

4.3 A brief overview of the historical significance of the Sheerness Royal Naval Dockyard and Blue Town Conservation Area is set out below.

Sheerness Defences

4.4 The name Sheerness can be translated from the Old English as 'clear headland' or 'bright headland'. The north west promontory was unoccupied until a fort was established in 1545-47 during Henry VIII's French wars; in recognition of the strategic importance of the site near to the navy anchorage on the River Medway.

4.5 The construction of a new fort, together with a small repair dockyard, in the 17th century was set back by its capture and destruction in the Second Dutch War (1665-67), however work restarted soon after and on a grander

scale under the supervision of Sir Bernard de Gomme. Above and potentially below ground archaeology at the headland provides evidence of these extensive earlier fortifications, which were rebuilt or incorporated into successive later defences.

4.6 A series of land defences with triangular ravelins protecting bastions and a moat (known as the Sheerness Lines) were added in the late 18th century to protect the dockyard and Blue Town; key elements of which survive to the east of the dockyard with other elements likely to survive below ground to the south (scheduled monument).

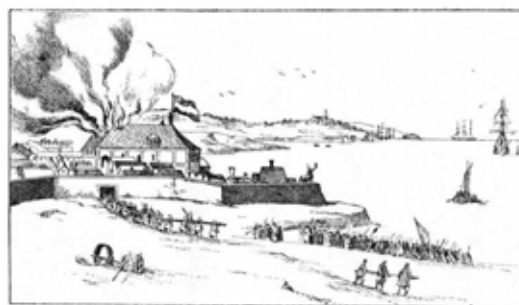


Figure 3: The Dutch attack on Sheerness taken from an oil painting by Hollar. (AA Daly 1904 *History of the Isle of Sheppey*)

4.7 The rebuilding of the Royal Naval Dockyard in the early 19th century resulted in the demolition of the western and southern fortifications, however the north shore was reinforced by new bastioned defences (the Indented Lines) (scheduled monument). The 19th century barracks blocks, administration and officers' quarters built by the Board of Ordnance to the north of the dockyard wall and within the lines have all been demolished.

4.8 The reorganisation of national defences after 1860 resulted in the building of a new far more powerful

Garrison Point Fort at the headland, which was completed in 1872 (statutorily listed and scheduled). An associated landward defensive line protecting the whole of Sheerness (including Mile Town and Marine Town) was also constructed to the south east (the Queenborough Lines).

4.9 The defences were strengthened and continuously updated through the late 19th and early 20th century, later enabling the fort's batteries to protect both the Medway and the Thames. Later fortifications from both the First and Second World Wars still survive at the fort and north shoreline, further illustrating the long and important role of this site in national defence and developments in military technology until 1945. The fort is today used as a navigational control centre for the Thames Estuary and the lines have been largely abandoned.

Royal Naval Dockyard

4.10 The early dockyard at Sheerness was small and occupied a constricted site immediately to the south of the headland fort during the 17th and 18th centuries. In this period it acted primarily as a repair yard for the Navy operating out of Chatham dockyard. During the first phase of the Napoleonic Wars the poor dockyard facilities at Sheerness became increasingly apparent and were proposed for improvement by a Committee at the Naval Board.

4.11 John Rennie (1761-1821) presented a scheme for the complete rebuilding and reorganisation of the dockyard. He was subsequently commissioned (together with the architect George Ledwell Taylor) by

the Navy Board to construct a new much expanded and integrated dockyard complex at Sheerness. It was built in phases between 1813-30; with granite river walls, docks and basins, and later workshops, storehouses and a residential quarter all enclosed by a high brick wall. The dockyard was to be operated largely independently of the garrison and defences beyond the dockyard wall, which were controlled by the Board of Ordnance.

4.12 Rennie was perhaps one of the greatest British engineers of the Georgian period and his Royal Naval Dockyard complex at Sheerness, of which a large part still survives, stands as one of the best examples of his and his team's technical skill in planning, engineering and design. The surviving early 19th century docks and buildings within the site demonstrate the infrastructure which enabled a century of British world dominance at sea.

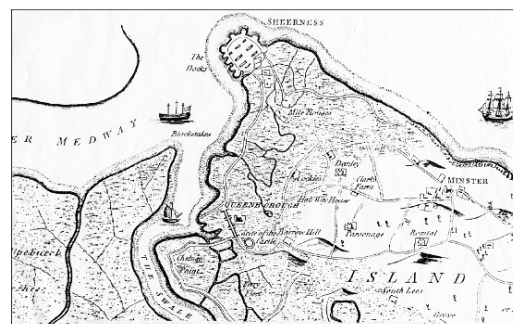


Figure 4: Hasted's Map of Sheerness c.1798 (English Heritage)

4.13 Later 19th and early 20th century buildings and structures within the dockyard, including the Dockyard School for apprentices, Saw Mill (buildings nos. 105-107) and the Dockyard Church (partly rebuilt in 1885 after a fire) also importantly illustrate the historical development of the site and the Navy during this later period. They also stand as examples of

the often pioneering work of the engineers and designers who succeeded Rennie at the dockyard.

4.14 Sheerness was one of the most advanced dockyards in the world. There remain important and early examples of the development of structural engineering in the 19th century such as; the Boat Store (building no.78), which is the earliest remaining multi-storeyed totally iron-framed building in the world and the early cast-iron dock gates at North Camber.

4.15 The group of dockyard buildings and structures that survive within the site are of exceptional historic and architectural significance; demonstrated by the high percentage of listed buildings, many of which at the higher grades I and II*.

4.16 The Royal Naval dockyard was closed in 1960 and was taken over by the Medway Port Authority (subsequently Mersey Docks and Harbour Company and latterly Peel Ports). Key dockyard buildings and structures were lost in this period, including the Quadrangular Store House, the Smithery and the original colonnaded entrance at the Main Gate. The Small Basin (or Middle Camber) and Great Basin and docks were covered over by modern sheds in the postwar period; the latter preserved in situ. Sheerness Docks now operate as a busy commercial port, within the site of the former dockyard and garrison to its north. Its role as a passenger ferry terminal on a line to Holland ended in the 1990s.



Figure 5: Aerial view of the Royal Dockyard at Sheerness c.1960s (National Monuments Record, English Heritage)

Blue Town

4.17 Blue Town was the first permanent settlement on the headland. It grew up in the early 18th century to provide accommodation for the dockyard workforce, who had until then been largely housed by the Navy at the fort, within dockyard or in old hulks. Buildings were timber framed and clad using surplus material from the dockyard and reputed to have been painted in the distinctive "Navy blue"; leading to the name "Blue Town".

4.18 By the 19th century the town had quickly reached its full extent and occupied a roughly triangular area defined by the High Street to the north, West Street to the west and Brielle Way to the south east. Although the majority of the 18th and 19th century buildings have been demolished or rebuilt, the distinctive grid plan of streets and smaller interconnecting alleyways and lanes is still legible today. The town of Sheerness, focused on Mile Town to the east, did not develop until the late 18th century, to cope with the growing population.

4.19 In 1820 fire spread from the dockyard to Blue Town. As a result the largely timber-built settlement was almost completely destroyed. A few weather-boarded buildings do survive on High Street and West Street, such as the Red Lion PH and the rear wing of the former Royal Fountain Hotel, which may survive from before the fire.

4.20 The former Bethel Chapel on Union Street originally dates from 1787 and is one of the few 18th or early 19th

century buildings to survive. They are therefore historically and architecturally important as survivors from the original settlement which developed alongside the dockyard. With the rebuilding of the docks and the erection of the south dockyard wall by Rennie all buildings north of the High Street were demolished.

4.21 The 19th century town was characterised by shops with residential above along the High Street and West Street, together with a large number of public houses. Evidence of a number of public houses, including the Royal Fountain Hotel on West Street, and shops remain, such as the mid 19th century no. 15 High Street.

4.22 Sheerness Pier was erected in 1835 to the south of the dockyard off West Street (now demolished). Passenger services operated from here bringing visitors to the seaside town in large numbers for the first time. The branch line from Queenborough was extended to Blue Town by 1864, with a railway station built at the south end of West Street (now demolished).

4.23 This was a period of prosperity for the town and of course the dockyard on which it largely depended. The mid 19th century Court House at the west end of the High Street provides further evidence of the development of the Victorian town. The Blue Town Primary School (dating from the 1870s) has been demolished. There are a few scattered surviving Victorian and Edwardian houses within the town today.

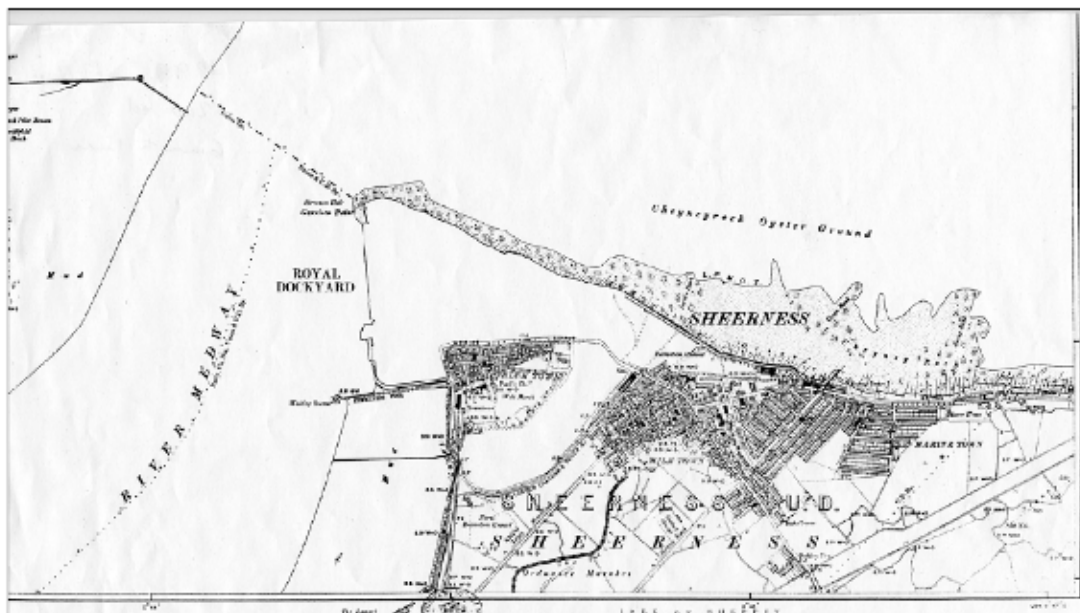


Figure 6: Ordnance Survey map published 1899 (Ordnance Survey)

4.24 Following the closure of the docks in 1960 Blue Town has suffered social and economic decline. Today there is a mix of residential and commercial activities alongside the large steel plant at Brielle Way. Substantial areas of 19th and early 20th century buildings have been cleared away, rebuilt or heavily altered in the postwar period. Environmental improvements along the High Street and West Street have been undertaken by Swale Borough Council in the 1990s and the Bluetown Heritage Centre opened in 2009 in the old music hall.

Archaeology

4.25 The area of Sheerness Docks, Defences and Blue Town lie within an area of archaeological potential for finds associated with the historical development of military defences, the dockyard and its settlement on the island from the 16th century to the Second World War. The marine areas beyond the shore also present a

potentially rich archaeological resource.

4.26 A number of sites of interest are identified within this area on the Kent Historic Environment Record, largely comprising standing structures associated with the defences and dockyard, as well as sunken wrecks and a small number of pre Medieval finds. The Kent Historic Towns Survey: Sheerness (2004) notes

"... very few archaeological data exist for Sheerness town or its environs and there has been virtually no archaeological work".

4.27 Garrison Point Fort and the Sheerness Defences in the north and east of the conservation area are designated as a scheduled ancient monument. The site is significant as a key strategic military site which was built to defend naval anchorage and dockyards at Sheerness, Chatham, the River Medway and later the River Thames and the city of London from seaborne attack, from the 16th century

through to the end of the Second World War.

4.28 Substantial evidence of these defences survives both above and below ground from all phases, and there is potential to reveal further archaeological evidence of the defensive perimeter of the dockyard and Blue Town at the headland and Sheerness as a whole.

5 SPATIAL ANALYSIS

General character, plan form and interrelationship of spaces

5.1 The Royal Naval Dockyard, Blue Town and Defences at Sheerness are areas with a rich maritime and military history and distinctive character. The former dockyard enjoys a strong relationship with the River Medway to the west and the sea, and association with Blue Town which serviced it and the historic fort and defences at Garrison Point, the north shore and the landward approaches.

Sheerness Defences

5.2 The 19th century garrison buildings, which formerly occupied a strip of land between the dockyard wall to the south and the defensive lines to the north, have all been demolished and their open cleared site is now used as a transit and storage area within the operational commercial port.



Figure 7: The Moat part of the defences guarding the Dockyard on its east landward side

5.3 The line of Garrison Road running south east to north west along the dockyard wall is a key historic feature. The linear form of the raised embankments and water spaces of the

lines (including the landmark Garrison Point Fort) present a barrier to the seashore and Mile Town, and both physically and visually contain this space.

Royal Naval Dockyard

5.4 Although the former dockyard has been subject to substantial redevelopment after 1960 now as part of the operational port, the original planned layout of Rennie's early 19th century scheme remains legible and coherent today. The dockyard occupies a roughly triangular site which is clearly defined by the high brick perimeter wall enclosing it to the north and south, and the riverfront to the west.

5.5 The main entrance to the site remains at Garrison Road on its north side. There is an underlying grid of routes within the dockyard which run north to south and east to west between blocks of built form or working spaces, which provides the important urban framework for the area. Main Road and Archway Road (Church Road – originally aligned on the axis of the Dockyard Church and Archway House and now severed in half by a modern shed) are key east-west routes through the site. The alignment of Archway House and the straight route from the main gate in front of Dockyard House and Regency Close contribute to the mediating north-south structure.

5.6 The early 19th century dockyard was functionally organised and subdivided into a number of different zones reflecting their different uses.

5.7 The west part was occupied by a series of basins and docks facing the

river between the fort at the north and South Quay (now lost to land reclamation), together with associated dockside buildings including boat and mast houses. The eastern end of the site was the residential quarter, straddling the east dockyard wall. This ordered layout of Dockyard House, terrace rows, Dockyard Church, ancillary buildings and generous green spaces survives largely intact today. The centre of the dockyard was occupied by a number of often large buildings and spaces used as workshops, storehouses and administration.

5.8 Today very substantial and distinct elements of each of the key functions survive within the dockyard. These include the working boat basin, docks and Boat Store at the waterfront at North Camber; workshop, storage and administration buildings at the centre (including the former Sawmill and Archway House); and the essentially complete residential quarter at the east. The west and south western area of the former dockyard has experienced most change, with many of the historic buildings now demolished and docks and ponds infilled in the 1980s.

Blue Town

5.9 Blue Town is a triangular shaped settlement defined by the neighbouring dockyard wall to the north and west and Brielle Way to the south east. Although the majority of the 18th and early 19th century buildings within Blue Town have been demolished or extensively rebuilt, the historic street pattern of this area; with its distinctive loose north-south and east-west grid of streets and finer

network of smaller alleyways and lanes within, remains largely intact.



Figure 8: View looking east along High Street beside the Dockyard Wall

5.10 High Street and West Street are the key routes through the town and closely follow the line of the dockyard wall immediately to the north and west. The strong urban character and former tight knit, fine grain of the historic townscape has been compromised by extensive building clearance and the use of these spaces for car parking, storage or commercial uses. There are no planned public open spaces within this area. At the south end of West Street the former Toll Pier House marks the entrance to former Sheerness Pier, which extended into the river to the west (now lost to land reclamation).

Key views and vistas

5.11 The elevated position of Garrison Point Fort offers panoramic views in all directions, principally observing movements on the sea, on the water at the mouth of the River Thames and along the entrance to the River Medway. Long views are gained looking east along the north shore defences and modern port area to Sheerness seafront; looking north to Southend on Sea in Essex; the Isle of

Grain to the west; and into the estuarine River Medway to the south west.

5.12 The Isle of Grain power station and its distinctive chimney are a landmark feature within these views. The chimney can also be glimpsed in other views from within and of the proposed conservation area, including in the background to the view of Naval Terrace and the Dockyard Church from across the moat to the east. The powerful form of Garrison Point Fort is also itself an important landmark in views within the wider landscape and waterscape.

5.13 Important military sightlines radiate out from the headland fort, northwards from the Sheerness Lines on the coast and eastwards to the modern town of Sheerness on Sea. The 19th century Grain Tower (listed and scheduled) is sited in the middle of the Medway Channel and has an important visual relationship with the fort as part of a much wider scheme of coordinated defences at the mouth of the river.

5.14 There are extensive views from Garrison Point Fort and the Sheerness Defences across the site of the historic dockyard. South towards Blue Town the view is dominated by the form of the modern steel plant at Brielle Way. To the south the Boat Store (building no. 78) is seen above the dockyard wall and alongside modern sheds, importantly still closely related visually to the nearby dry docks and basin to its north. The surviving north dockyard wall is a key feature in these views running south eastwards along Garrison Road from the fort to the moat.

5.15 Although modern features associated with the operational commercial port are clearly evident within these views, such as container cranes, water tower and sheds, many of the historic dockyard buildings can be seen. The tower of the Dockyard Church and the brick chimneys of the former Sawmill (building nos. 105-107) and building no. 86 are landmark features. The distinctive greenery of the eastern residential quarter of the dockyard is also evident.



Figure 9: Modern cranes within the operational container port at Sheerness

5.16 The north dockyard wall presents a barrier to views from the former garrison area to its north into the dockyard, however the main gate offers a remarkable view out to the distinctive early 20th century defence towers and centre bastion. The large and powerful form of Garrison Point Fort is a landmark feature in many views looking out from within the dockyard rising above the wall.

5.17 Further to the north there is a public footway along the modern sea wall from Tesco car park almost as far as the fort, from where the impressive defences of the Sheerness Lines can be appreciated. These defences screen views looking south towards the former garrison and dockyard.

5.18 There are also expansive views looking westward from the area of the early 19th century boat basin and docks, beyond the dock wall, across the River Medway and towards the Isle of Grain, which are a very significant attribute which contributes to the significance of the heritage asset by visually reinforcing the historical and ongoing direct connection between the dockyard and the water.

5.19 Glimpsed views from within the historic dockyard between modern sheds and out to the river and Isle of Grain, often coloured by ships and other dockside features, also exist; such as the long, narrow vista west following Main Road. The view of the historic docks and associated buildings, including the local landmark pair of dockside cranes, as they are passed or approached from the river should also be considered as an important part of the experience of the conservation area.

5.20 Within the dockyard the grid framework of the early 19th century plan established vistas along the key east-west (Main Road and Archway Road (Church Road)) and north-south routes between buildings and spaces. Away from the river the view east along Main Road is terminated by the pairing of South Gate House and Dockyard Cottage. Archway Road (Church Road) was planned as a central axis through the dockyard aligned on an east-west vista between the Dockyard Church at the east end and the central archway of Archway House at the west end. The parallel garden walls to Dockyard House and Regency Close help to channel the view east towards the west rear end of the church. Today a large modern shed blocks this view.



Figure 10: View west along Barrier Bridge towards Dockyard Church, Naval Terrace and Blue Town

5.21 The demolition of the former Smithery and Quadrangular Store House and their replacement with modern sheds now block views between Archway House and the surviving 19th century boat basin and docks to its north west. Views remain, however, following the line of the north dockyard wall looking north west from the main gate and Anchor Lane across the timber yard to North Camber. The associated historic building of the former Boat Store and building nos. 84 and 86 can be seen beside the docks, with the landmark form of Garrison Point Fort in the background.

5.22 The early 19th century former Working Mast House (building no. 26) and former Great Engine House in the south west part of the dockyard have been rendered physically and visually remote from the core of the surviving historic dockyard buildings by later demolition and redevelopment.

5.23 Within Blue Town local townscape views are marshalled along the High Street and West Street following the line of the continuous dockyard wall. The view along the High Street is framed at its eastern entrance by Naval Terrace, the

dockyard wall and the flank of no. 15, but only partially enclosed along its length by the dockyard wall to the north and scattered groups of buildings along its south side. At the west end of the High Street the former south gate and ramp to the dockyard terminates the view, which is then turned to the south along West Street by the curve of the wall.

5.24 The view south along West Street is terminated by the former Pier Toll House. The view looking back northwards is characterised by the south end elevation of Archway House. Along the line of the south dockyard wall there are important glimpsed views of the early 19th century Naval Terrace, Regency Close terrace and Archway House. The landmark tower of the Dockyard Church also appears in glimpsed views throughout Blue Town. Glimpses of the large unrelieved forms of modern warehouses/sheds above the wall, however, detract from these views.

5.25 From within the dockyard itself glimpses are gained of the upper storeys of buildings along High Street and West Street in Blue Town, most notably the former Court House beyond the wall to the south of Archway House. Glimpsed views of buildings over the dockyard wall from both directions reinforce the close historic and functional links between the Royal Naval Dockyard and Blue Town; divided yet dependent.

5.26 There is a visual relationship between the historic dockyard and Mile Town within the wider area. Views look east towards the modern town

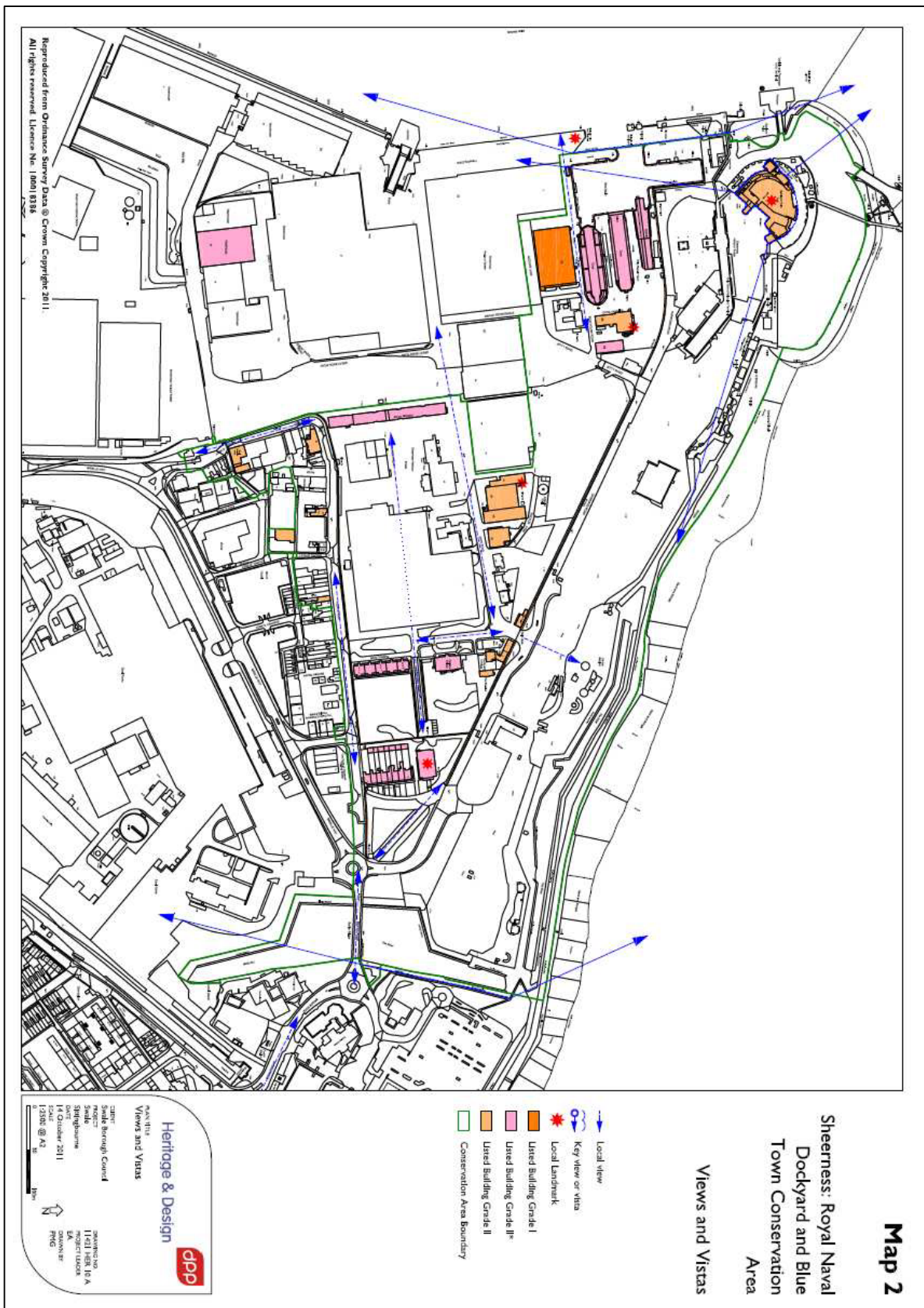
from the conservation area along Barrier Bridge and across the moat. The tower of the Dockyard Church is a landmark in long views looking west from Sheerness town centre and the railway station.



Figure 11: View looking north along West Street

5.27 From across the eastern defensive line Naval Terrace and the Dockyard Church form a key historic group within the view at this approach to the dockyard. Glimpses of Grain power station chimney and the large modern cranes on land to the north detract from this and other views. Closer to the modern roundabout across Barrier Bridge the eye is also drawn westward along the line of Blue Town High Street and the south dockyard wall.

5.28 A number of the key views and vistas within and without the conservation area are illustrated at **Map 2**.



6 CHARACTER ANALYSIS

Definition of character areas or zones

6.1 The conservation area can be divided into three character areas; each with their own distinctive characters and former uses, but united by their historical association and development. These three “character areas” are:

- *The Sheerness Defences*
- *The Royal Naval Dockyard*
- *Blue Town*

6.2 Character analysis of the different character areas within the conservation area are also illustrated at **Map 3**.

Activity and uses

Sheerness Defences

6.3 Today the area of the former garrison and Garrison Point Fort are in operational use as part of the commercial port, which extends into the adjoining former dockyard. No apparent evidence of the former barracks block and other garrison buildings survives. The former use of the fort and lines as defensive structures is clearly legible, and they still dominate and contain this area. The Sheerness Lines along the north shore and east to Mile Town are essentially redundant and not in active use.

Royal Naval Dockyard

6.4 The former dockyard is predominantly in operational use as part of the commercial port. It is one of the largest importers of motor cars and fresh produce into the UK. There are freight storage areas and a number of modern warehouses or transit sheds. Passenger ferries no longer run and the port is essentially closed to the general public.

6.5 There are significant groups of historic dockyard structures and buildings within this area, which clearly illustrate the original plan and former use of the site as a Royal Naval Dockyard. Some of these buildings remain in active use as part of port operations, however a substantial number are vacant or underused and at great risk of long term decline.

Blue Town

6.6 Blue Town contains a mix of residential, commercial and light industrial activities. To the south at Brielle Way a large modern steel plant dominates this area. Although there has been significant demolition within the town in the post war period, and many older buildings have been altered and converted to new uses, the original street pattern and former character of this residential enclave with many more shops and public houses, which was built to service the neighbouring dockyard, can still be appreciated.

Buildings and their contribution

Sheerness Defences

6.7 Garrison Point Fort is a landmark structure which dominates the headland and commands the water to the north and west. It retains its powerful defensive character in its form, design and materials; although now altered for use by the port. Today the discordant modern coastguard / navigation control buildings atop the fort harms the historic silhouette and significance of this heritage asset.



Figure 12: Looking along the Defence Line on the north seashore towards the Dockyard

6.8 The defensive lines of embankments and water spaces retain their robust forms to the north shore and east to Mile Town, and include a multi-phase collection of military buildings and structures which, together with the fort, importantly illustrate the key role of Sheerness in national defence from the 17th century until 1945. Within the defensive line, the former garrison area is now dominated by modern port buildings, cranes and hardstanding areas which are of no historic or architectural significance.

Royal Naval Dockyard

6.9 The surviving buildings and structures of Rennie's early 19th century dockyard scheme are of national significance as an example of a brilliantly planned and designed complex, which illustrates the genius of its creators and the infrastructure behind the world dominating British Navy of this century.

6.10 As one of the worlds most advanced dockyards several of the historic buildings also demonstrate pioneering developments in structural engineering and naval technology in the 19th century. Building no. 84 (North Saw Pits) and Archway House demonstrate the early use of iron frames and fireproof construction and the Boat Store (building no. 78) is the earliest surviving example of a multi-storeyed totally iron-framed building anywhere.

6.11 Later 19th and early 20th century buildings also contribute to the significance of the heritage asset by illustrating the ongoing use and development of the Naval dockyard before its closure in 1960.

6.12 The surviving collection of dockyard buildings and structures, together with the framework of planned routes and spaces, within this character area together form a coherent group of exceptional historic and architectural interest.

6.13 The early 19th century dockyard was also subdivided into a number of different zones reflecting their different uses. Today substantial and distinct elements of each of the former key

functions survive within the dockyard, including the working docks at North Camber; workshop, storage and administration buildings at its centre; and the residential quarter in the east.



Figure 13: Former Dockyard Church from the green

6.14 The high brick perimeter wall, which encloses the former dockyard, is a key element, which contributes to the significance of the heritage asset. It clearly defines the historic extent of the site and establishes its separateness from the neighbouring areas of the former garrison and Blue Town. Openings were limited for security. The wall is divided into regular bays by shallow buttresses. The main gate to Garrison Road is the principal entry point, although there is evidence of secondary pedestrian openings linking to Blue Town. The opening in the north wall at Jetty Road is modern.

6.15 At the western end, the boat basin at North Camber is a key area of open water connected directly to the river; which reinforces the distinctive working maritime character of the area

and its historical use. The original dock walls, dry docks and slipway of the North Camber, together with the associated historic buildings purposely sited near to the water's edge, form a very significant group.

6.16 The Boat Store maintains a strong line and hard edge to the dockside (Boathouse Road). This landmark industrial building has a distinctive functional character, with a simple rectangular plan, four storeys and series of hipped and pitched roof forms. The wrought-iron frame is expressed externally in a regular grid of columns and floor beams with a repeating pattern of later infill.

6.17 Although of different ages, the neighbouring buildings nos. 84 and 86 also have robust, functional characters which reflect their former industrial use. They both present a building line and hard edge to Boathouse Road on its north side. They are part single part double storied structures, roof forms are hipped and building no. 86 retains its distinctive tall brick chimney.

6.18 Modern redevelopment to the south east; including the demolition of key historic buildings, erection of large sheds and an extensive area of concrete hardstanding for storage purposes, has constricted the physical and visual linkages between North Camber and the heart of the dockyard. The north dockyard wall, however, plays a particularly important role in providing the tangible link between these areas.

6.19 Main Road is a key wide route through the heart of the dockyard, which is addressed on both north and south sides by a collection of 19th century dockyard buildings, alongside

larger modern sheds associated with the operation of the modern port. It leads westwards from the main gate to Archway House.

6.20 Archway House is a key listed building which stands at the transition with the former dockside zone of the site. It is a crucial part of the original layout and plan of the historic dockyard. It has a strong symmetry and linear form at a continuous two storeys, and runs straight north to south.



Figure 14: Archway House as seen above the Dockyard Wall from West Street

6.21 Its architecture has a robust character but with an underlying classical order. As an industrial building it is a little less polite than the elegant contemporary houses of the residential quarter. The long east and west frontages are articulated into five five bay units with single bay stair wells between; establishing a regular repeating rhythm. Each unit is separated into bays with large brick arches at ground floor. It has a hipped roof with regimented rows of square dormer windows and brick chimneys.

6.22 Those areas to the north and west of Archway House and sandwiched between Main Road and the south dockyard wall to the east of Archway House are characterised by

large modern sheds and areas of concrete hardstanding of no architectural or historic significance. The largest shed to the south of Main Road is a negative feature which has blocked the original planned axis of Archway Road and Church Road between the centre arch of Archway House and the Dockyard Church.

6.23 The former Dockyard School for apprentices is a late 19th century building of different character but similar use of materials and shared history to other historic dockyard buildings nearby.

6.24 The school forms a group with the historic Sawmill (building nos. 105-107), the Pay Office and workshop part enclosing Main Road on the opposing north side along a varied building line. The modern or heavily altered office (building no. 101) to the east makes only a neutral contribution to the significance. This group represents successive phases in the history of the dockyard and their different scales and distinctive architectures illustrate the different functions they performed in the industry and administration of the historic dockyard.

6.25 The former Pay Office dates from the first phase of dockyard redevelopment. It has a polite domestic scale and character; although a little heavier in proportion than the houses of the residential quarter. It is two storeys in height with parapet, shallow hipped roof forms and brick chimneys. It adopts a classically inspired design and use of proportion with a balanced and regular rhythm of openings to each elevation; square headed at first floor and round arched at ground.

6.26 Typically the later industrial buildings of the former Sawmill and workshop within this group have a more robust character, with a more functional use of materials and detailing. The single storey workshop is simple in design with a pitched roof form. The larger saw mill complex is a tall two storeys with an attic within pitched roof, parapet, bold brick gable ends and distinctive brick chimney. The tall modern water tower beside Anchor Lane appears in the skyline alongside the saw mill's chimney.

6.27 The late 19th century former Dockyard School is exceptional in its use of Gothic or more picturesque architectural forms and detailing. Unlike the majority of the surviving buildings of Rennie's scheme this building does not adhere to classical models and has an asymmetric plan. It is partly one and partly two storey in height with steeply pitched roofs with gable ends and brick chimneys.

6.28 The main entrance to the dockyard is from Garrison Road through the north wall. The Main Gate is importantly framed by a matching pair of early 19th century lodges which reinforce the transition between the garrison area to the north and the historic dockyard within. The north and south Gate Houses share a line and hard street edge with the dockyard wall to the north, and are set behind small informal greens within the site to the south. They form a distinctive sub group with the neighbouring contemporary and similarly designed Dockyard Cottage; all at a domestic two storeys. The main entrance falls on the wide north-south line which divides the working dockyard to the west from the residential quarter to the east.

6.29 The residential quarter is a well defined and almost complete group of contemporary high status buildings and spaces originally providing accommodation for officers and administration. These elegant late Georgian buildings all conform to classical principles and proportions and a shared use of materials and detailing.



Figure 15: Elegant Georgian townhouses of Naval Terrace

6.30 Although the former Dockyard Church and Naval Terrace are located immediately outside the dockyard wall, they are nonetheless an integral part of Rennie's scheme. The Dockyard Church with its distinctive clock tower and bellcote is a local landmark and a key feature in views from both within and outside the dockyard. Importantly the opposing high brick garden walls to Dockyard House and Regency Close enclose Church Road and frame the vista looking along this axis and to the church.

6.31 Dockyard House, Naval Terrace and Regency Close are each set spaciouly within private gardens. There is a clear hierarchy between these buildings from the grandest Commissioner's House at three domestic storeys with balancing single storey wings, to the three storey terraced houses of officers at Naval Terrace, and two storey Regency Close with mansard attic for other senior staff. There is a clear uniformity and repeating rhythm to the individual house frontages within each unified terrace group.

6.32 There is also a clear east and west built edge to the residential quarter. Naval Terrace and the Dockyard Church share a common building line to the east and front a public green beyond their front garden boundaries. To the rear Naval Terrace still retains its original row of coach houses beside the dockyard wall, accessed by a lane south of the church. The former coach houses to Regency Close have been demolished. At the west Dockyard Cottage, Dockyard House and Regency Close share a building line to the road, fronting a wide landscape strip of shared greens (and enclosed forecourt and garden in the case of Dockyard House).

Blue Town

6.33 Within the original street pattern of Blue Town the majority of the 18th and early 19th century buildings have been lost due to later redevelopment in the 20th century. However those historic buildings which do survive from this period, such as no. 41, no. 66 and the Red Lion PH High Street, are important and still illustrate the earlier townscape rhythm

of narrow street frontages and long thin plots along the main routes.



Figure 16: Kings Head Alley off West Street

6.34 The surviving tight network of alleyways within the blocks is important in illustrating the original pattern and use of the townscape, and they also enhance permeability. The original pattern of buildings with a hard edge to the street and continuous building line also remains legible, and may one day be reinstated. The scale of buildings is domestic at three storeys, together with some more modest two or two and a half storey elements.

6.35 Roofscape forms and materials are varied, however parapets to street frontages hiding pitched or hipped forms is a characteristic feature along High Street and within West Street. There now exists variety of the style, form and use of materials for buildings, illustrating the long history of piecemeal redevelopment of plots

and buildings within the original framework of streets and spaces.

6.36 The high brick dockyard wall provides a clear built edge to the High Street and West Street on one side. However the original enclosure of these streets has been compromised by the clearance of buildings and the resultant pattern of dispersed individual detached or short terraced groups of buildings. Newly formed open areas of car parking, storage, warehousing and other commercial uses where clearance has occurred have broken down the original density and fine urban grain of the town.



Figure 17: Former Court House on High Street

6.37 Buildings provide evidence of former and continuing characteristic uses within Blue Town, such as the large number of public houses for which the area was renowned. Also some shopfronts remain in commercial use or have been retained as part of conversions to residential along the key streets. The mid 19th century former Court House is a key building at the west end of the High Street which echoes the former importance and prosperity of the town. It's grand Italianate style, architectural features and use of materials ensures that it has civic presence within the townscape.

6.38 Within the back streets the former Bethel Chapel on Union Street and former Music Hall to the north King's Head Alley (now heritage centre) are key public buildings which further illustrate the historic social and religious life of the town. At the south end of West Street the early 20th century former Pier Toll House (replacing an earlier 19th century toll house) and neighbouring cast iron gates importantly mark the former entrance to Sheerness Pier (now lost to land reclamation).

Building materials and architectural details

Sheerness Defences

6.39 The historic defensive structures within this area are characteristically robust and functional in form and materials as engineered fortifications rather than politely designed architecture. The granite shield walls of the largely Victorian fort, the brick built inner structure and later concrete additions are the key materials evident along the defensive lines.

Royal Naval Dockyard

6.40 The original buildings and structures of Rennie's early 19th century scheme are of one broad phase and controlling plan and design. They have coherence and consistency provided by their shared use of classical principles, use of materials and details in their architecture.

6.41 A yellow stock brick is the predominant facing material for buildings across the site, including the dockyard wall. Granite was used to line

the river, basin and dock walls and also appears as a band within the dockyard wall and original elements of floorscape and street furniture. Welsh slate, often coarsely cut and laid in diminishing courses, is the predominant roofing material except for the use of corrugated iron for a number of the later industrial buildings.



Figure 18: Dockyard Wall along Blue Town High Street

6.42 The Boat Store and other industrial buildings at North Camber are distinctive in their more functional architectural characters and detailing, including the external expression of innovative iron frame construction. Infill includes stock brick and corrugated iron and large areas of small paned timber framed glazing.

6.43 Archway House conforms to the predominant use of yellow stock brick facing, with a stone band between each floor and brick detail cornice at parapet level. The former ground floor arcading (now infilled with later brick,

timber screens and glazing) comprises large brick arches set on block granite piers. At first floor window openings have flat-arched heads in brick. At the north and south ends three bay elevations have a larger central arched window at first floor. Painted timber vertical sliding sashes are recessed within window openings throughout.

6.44 There is a consistency of materials within the group of former dockyard buildings addressing Main Road, at the heart of the site, as well as diversity in scales, forms and architectural details.

6.45 The early 19th century former Pay Office has a polite character, which broadly conforms to the architectural approach and use of materials of the buildings within the residential quarter of the dockyard. Typically the industrial buildings nearby have a more functional use of materials and detailing, including externally expressed iron framing to doorways with later infill of stock brick, timber doors and iron framed casement windows. Brick banding between floors, cambered brick heads to first floor windows and wide round brick arches to gable ends also feature.

6.46 The picturesque late 19th century former Dockyard School displays tall window openings with stone heads and sills, originally with painted timber sliding sash windows and bargeboards to gable ends.

6.47 Within the residential quarter the domestic buildings display their high status in their elegant architectural design and are strongly unified by a shared stylistic language and use of materials. They conform to

classical principles and proportion; with an ordered rhythm of bays and openings to frontages, and a clear hierarchy of floors reflected in their fenestration and the use of white painted stucco bands to define a base, the division of floors and cornice at parapet level.



Figure 19: The polite townhouses of Naval Terrace

6.48 Generally hipped roofs are hidden by eaves cornices and parapet walls and slate clad. The roofs of Regency Close and the rear slopes of Naval Terrace, however, are mansarded with rows of square dormer windows. Tall brick chimneys are a distinctive feature of the roofscape of these houses.

6.49 The residential buildings have characteristic late Georgian features such as flat brick arches to window openings with painted timber vertical sliding sashes within rendered recesses and with fine glazing bars throughout. Dockyard House and

Regency Terrace are of a shared design and both display pilastered porches to front doors. Naval Terrace is taller and grander than Regency Close; it has distinctive recessed front doorways within brick arches with matching fanlights and panelled doors. Residential terraces and individual houses have basements with lightwells which are bridged and stepped to doors and enclosed by fine cast iron railings.



Figure 20: Cast iron railings to the green to east of Naval Terrace

6.50 The landmark status and principal role of the former Dockyard Church as the centrepiece of the quarter is reflected in its grand scale and its use of materials and architectural features. Here ashlar sandstone is used extensively (alongside yellow stock brick) for the full height Ionic portico, pilasters and banded clock tower with pilastered upper stage atop. Window openings are arched and now infilled or empty. The former slate clad roof has been lost.

6.51 Brick walls with granite coping and cast iron railings enclose the

churchyard. This is consistent with the pattern of the retaining wall and granite steps to the lawned front gardens of Naval Terrace next door.

Blue Town

6.52 This character area has a varied palette of building materials to walls, roofs, boundary treatments and other features and detailing. Yellow stock brickwork is the prevailing facing material for the majority of 19th century buildings, including the dockyard wall. However other stylistic approaches for later buildings, together with alterations, have introduced painted and render treatments to walls and other manufactured brick types.

6.53 The use of timber framing and painted weather-boarding to a small number of the older buildings in this area is significant and echoes the original character of Blue Town before later fires. Welsh slate is a traditional roofing material within the town and clay tile also appears, however the use of concrete tiles to post war buildings and replacing earlier roofs is now widespread.



Figure 21: Evidence of historic weather-boarding on High Street

6.54 The older buildings along High Street and West Street, although

somewhat varied in their architectural details and use of materials, do establish an underlying rhythm of frontages and fenestration pattern. Window openings are predominantly vertically proportioned and traditional painted timber framed sliding sash windows survive to a number of these properties. Traditional painted timber shopfronts and public house frontages, where they remain, are an important feature of the architecture and history of this area.



Figure 22: Number 15 High Street at the eastern gateway to Blue Town

Unlisted buildings

6.55 Many of the buildings within the conservation area make a positive contribution to the significance of the heritage asset; these include buildings which have been statutorily listed in recognition of their special architectural or historic interest in the national context.

6.56 These also include a number of unlisted buildings which are of local architectural or historic interest, and which have essentially retained their original or historic character. These buildings are identified as “unlisted buildings which make a positive

contribution to the significance of the conservation area” at **Map 4** and listed below:

Sheerness Defences

- Various WWI and WWII defensive structures and centre bastion and eastern Sheerness Lines
- Barrier Bridge, Bridge Road

- *Walls and Docks of the Great Boat Basin*
- *Walls of the Mast Pond*
- *Former Great Engine House, Great Basin Road*
- *Former Military Hospital (within the steel works), Brielle Way (all outside the proposed conservation area)*

Royal Naval Dockyard

- Workshop Building number 103, Main Road
- Former Dockyard School, Main Road
- Relocated Clock Tower of the Quadrangular Stores to the west of Regency Close
- Dockside Cranes, North Camber
- *Quayside Walls (part inside and part outside the proposed conservation area boundary)*

Open spaces and biodiversity

Sheerness Defences

6.57 The former garrison area is characterised by a large flat open area of hardstanding used for storage and transit as part of the modern commercial port interspersed by modern buildings and structures. Immediately to the north and west of Garrison Point Fort is an open area of hardstanding which was reclaimed from the sea in modern times.

Blue Town

- 15 High Street, Blue Town
- 44-46 High Street, Blue Town
- 62 High Street, Blue Town
- 66 High Street, Blue Town
- Former Music Hall to the rear of 69 High Street, Blue Town
- Former Crown & Anchor PH, 20 West Street
- Pier Gate, West Street
- Former Pier Toll House, West Street
- *Quayside Walls (part inside and part outside the proposed conservation area boundary)*
- *Walls of the Small Boat Basin (Middle Camber)*

6.58 The surviving waterspaces of The Moat are key features of the historic defensive lines, both north to the seashore and east to Mile Town. The largely disused embankments of the lines are now overgrown with grasses and shrubs, and have become green spaces with some biodiversity interest.

Royal Naval Dockyard

6.59 The western and central working parts of the dockyard character area have a number of informal open spaces of hardstanding used as part of the operations of the modern port. These spaces make a limited contribution to the significance

of the heritage asset. At the riverfront the boat basin at North Camber is a water space, with associated slipway, dry docks and working dockside area, of key significance dating from the early 19th century Rennie scheme. It is the only historic dock which survives as open water within the former dockyard, and its direct link to the river and sea reinforces the distinctive maritime character of the area.



Figure 23: Avenue of trees on the green to the east of Naval Terrace

6.60 The residential quarter at the eastern part of the dockyard was generously provided with open spaces of shared greens and private gardens as an integral part of its original plan. The formal green to the east of the Dockyard Church and Naval Terrace is a key asset and the only one with public access. It provides an important setting for these listed buildings at the eastern gateway to the conservation area. It is enclosed by trees, with a formal diagonal avenue and original cast iron railings to the south side.

6.61 Within the dockyard walls the line of green spaces on both sides of the road leading from the Main Gate to Regency Close provides an important historic buffer between the working

areas of the site and the residential quarter. These include; the greens to the south of North Gate House and fronting South Gate House and Dockyard Cottage; the low brick wall enclosed forecourt and garden to Dockyard House; and the shared green at the south which is enclosed on its east side by Regency Close terrace. Trees are a key feature of the green spaces, which also provide the historic setting to this important group of listed buildings. Framed between the high garden walls of Dockyard House and Regency Close; Church Road is a tree lined avenue which forms part of the planned axis and vista to the church.

6.62 Private green spaces are also important features of this quarter. The area of Dockyard House's original large rear garden largely remains, enclosed by high brick walls. The former Dockyard Church occupies a green space formally enclosed by cast iron railings. Although Naval Terrace retains its original pattern of long rear gardens with brick boundary walls and coach houses at the end, the once similar layout to the rear gardens of Regency Close has been lost. These private spaces also include planting and a number of mature trees of merit.

Blue Town

6.63 The Blue Town character area has a strong urban character with an informal grid of streets, alleyways and lanes with no street trees. There are no planned public open spaces within this area. The established green landscape within the residential quarter of the dockyard contributes to townscape views along High Street by providing glimpses of trees and

greenery above the south dockyard wall.

Public realm

Sheerness Defences

6.64 The open former garrison area, including Garrison Road, is essentially characterised by modern hardstanding in a mix of concrete and tarmac. There is little surviving evidence of historic floorscape or street furniture within this area, however there does remain a pair of traditional cast iron bollards at the main gate to the dockyard from Garrison Road.

Royal Naval Dockyard

6.65 Isolated areas of traditional stone sett paving and stone flags exist within the dockyard, together with elements of dockside furniture and early 20th century tramlines. The area of North Camber around the boat basin, docks and slipway retains significant elements of the former streetscape, such as original granite dock walls and edges, 19th or early 20th century dockyard furniture, including a gaslight lamp column and capstans. These are valuable historic elements which add to the visual character of the area. Otherwise, for the most part there is a mixture of concrete and tarmac to the working hardstanding areas within the site.

6.66 The residential quarter has a higher concentration of original or traditional floorscape materials and street furniture, however there exists unsympathetic flooring, street furniture and signage throughout. Positive features include areas of setts and kerb stones on the road from the Main

Gate to Regency Close and Church Road, stone bollards delineating the shared green spaces near to the Gate Houses and Dockyard Cottage, and stone bollards on the path between the church and Naval Terrace.



Figure 24: South Dockyard Wall with ramp and blocked entrance gate

6.67 It is likely that historic floorscape remains undiscovered beneath modern resurfacings throughout the dockyard. The rescued timber clock tower to the now demolished Quadrangular Store House has been relocated to terminate the view south from the Main Gate.

Blue Town

6.68 Within Blue Town a recent enhancement scheme on the High Street and West Street has reintroduced areas of traditional stone floorscape materials and sympathetic new concrete paving slabs and brick paviours to footways and parking bays. A number of historic or "historical style" street lamps (freestanding or fixed to the dockyard wall) and bollards are also in evidence, as well as some well designed heritage interpretation and public art.

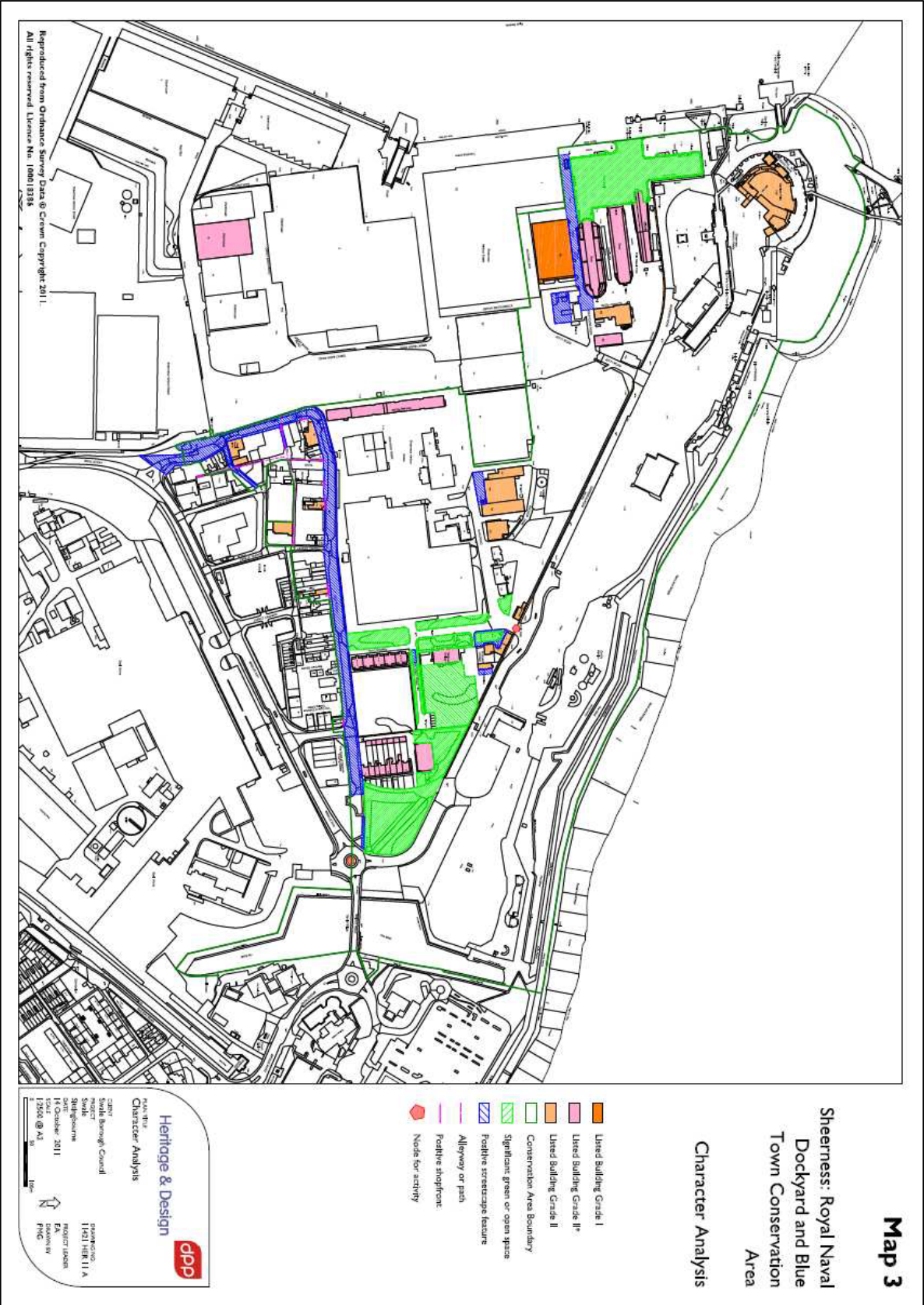


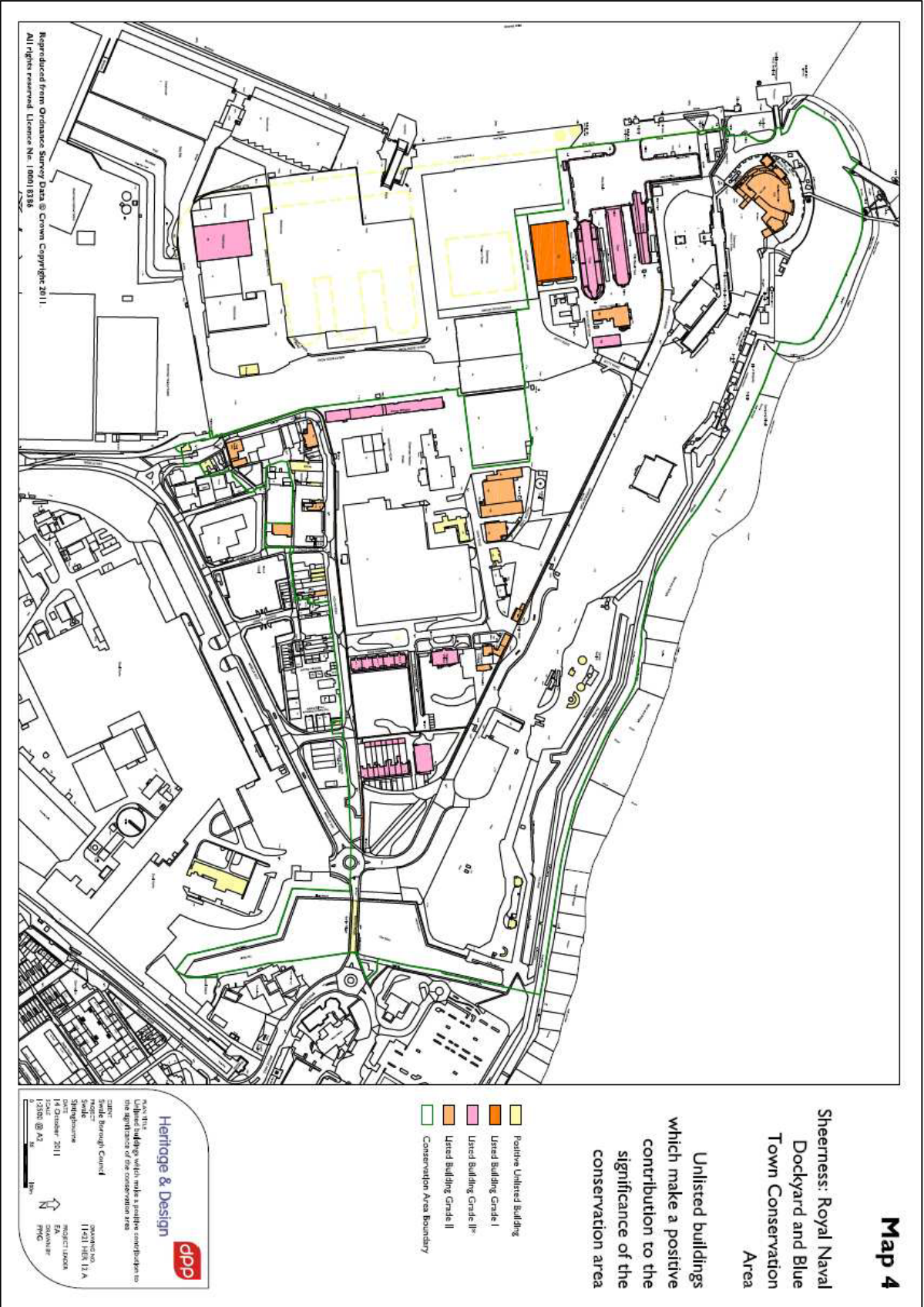
Figure 25: Contemporary signage and heritage interpretation Blue Town High Street

badly sited and poor quality highway signage and other street furniture is also evident. Beyond the conservation area boundary the railway line to the south of the dockyard railway gate is now set out in stones.

6.69 The ramp with brick wall, stone bollards and sympathetic new railing is a key feature at the south gate to the dockyard to the High Street. The 19th century cast iron gates at the former pier head and toll house on West Street are key historic streetscape features with an area of stone setts at the entrance.

6.70 Throughout the area roadways are tarmac and there is a mix of concrete paving slabs and areas of concrete or tarmac to the back streets and alleyways. However, King's Head Alley retains some traditional cobbles at its west end, as does West Lane, together with traditional kerb stones. Unfortunately a mix and clutter of





7 OPPORTUNITIES FOR CHANGE AND ENHANCEMENT

7.1 Opportunities for enhancement within the conservation area and its setting are illustrated at **Map 5**.

General condition

7.2 Key historic areas within the former dockyard have a distinctly neglected feel; especially the residential quarter within the walls and the now ruinous Dockyard Church. There are a substantial number of listed and unlisted buildings and structures within the dockyard which are vacant or underused and/or are in a poor state of repair.

7.3 In the most part these buildings stand alongside modern sheds, cranes, storage materials and hardstanding areas which are in use as part of the operational commercial port at Sheerness. There are also a number of open green spaces within the dockyard character area (residential quarter) which are poorly managed and suffer from overgrown vegetation and unmaintained trees.

7.4 Within the Blue Town character area there are many examples of poor maintenance and ill-considered alteration or additions to historic buildings which have been unsympathetic to the architectural interest and historic character of the townscape.

7.5 Unsympathetic alterations to historic buildings include; poorly carried out repairs using inappropriate materials and methods, the loss of original or historic materials and

details, modern replacement aluminium or uPVC framed windows and doors, the painting or cement rendering of traditional brickwork, replacement concrete roof tiles, removal of chimneys and pots, installation of inappropriately sited satellite dishes and TV aerials, overlarge roof extensions and rooflights. The development of some inappropriately sited, over scaled and poorly designed roof additions or rear extensions to houses are also evident.

7.6 Within the conservation area the quality and condition of the floorscape and street furniture is good in areas where enhancement schemes have been carried out in recent decades (for example Blue Town High Street), however in the most part the streetscape is in poor condition with untraditional and non-matching materials. There are areas of clutter of often poor quality and uncoordinated street furniture and signage within the public realm.

Problems, pressures and capacity for change (negative factors)

7.7 There are a substantial number of historic buildings within the proposed conservation area which are vacant or underused and/or are in a poor state of repair, putting the significance of the heritage assets in jeopardy. The listed buildings most at risk and in urgent need of repair, maintenance and appropriate viable long term use have been identified on English Heritage's Heritage At Risk Register and the local Swale Register. At present the former Dockyard Church is in a ruinous condition, which blights the appearance of the whole area.

7.8 After the closure of the Royal Naval Dockyard in 1960 the site reopened as part of a commercial port. At this time a significant number of historic dockyard buildings and structures were demolished or consumed by new development. Modern transit sheds, cranes, storage and areas of concrete hardstanding within the site detract from the special interest and setting of the heritage assets.

7.9 Today the continuing use of the dockyard as part of a busy operational port at Sheerness puts more heritage assets at risk. Many of the former dockyard buildings and structures have proved too sensitive or too difficult to adapt to new port related uses. The security of the port within the walls is also a significant constraint to establishing new users and uses within the site. At the current time the very limited public access to the historic dockyard does not allow for the high architectural and historic significance of the site to be appreciated and enjoyed by a wide audience.

7.10 There are a number of areas or features within the conservation area that do not make a contribution to the significance of the heritage asset. These include a number of negative areas or features which detract from the character and appearance, and also present opportunities for new sympathetic development both within and without the conservation area:

- Large functional modern sheds, storage and unrelieved areas of hardstanding within the historic dockyard are unsympathetic features which detract from the

setting of listed buildings, the original plan and character of the former dockyard, and views. The shed to the south of Main Road blocks the planned axis and vista along Archway Road and Church Road through the site.

- The commercial port area on the site of the former garrison is characterised by functional modern structures, cranes, containers etc. which detract from the setting of the listed dockyard wall and fort, scheduled defences, and views.
- Unsightly modern garages on the north side of Church Road; built following the demolition of part of the boundary wall and within the garden of Dockyard House, have compromised the listed buildings' integrity and landscape setting.
- Extensive building clearance in Blue Town in the late 20th century, and the use of these spaces for car parking, commercial or light industrial uses, has compromised the former density and tight knit urban grain of the historic townscape, and weakened the enclosure of High Street and West Street.
- Modern coastguard / navigational control buildings atop Garrison Point Fort detract from the historic silhouette and architectural significance of the heritage asset.

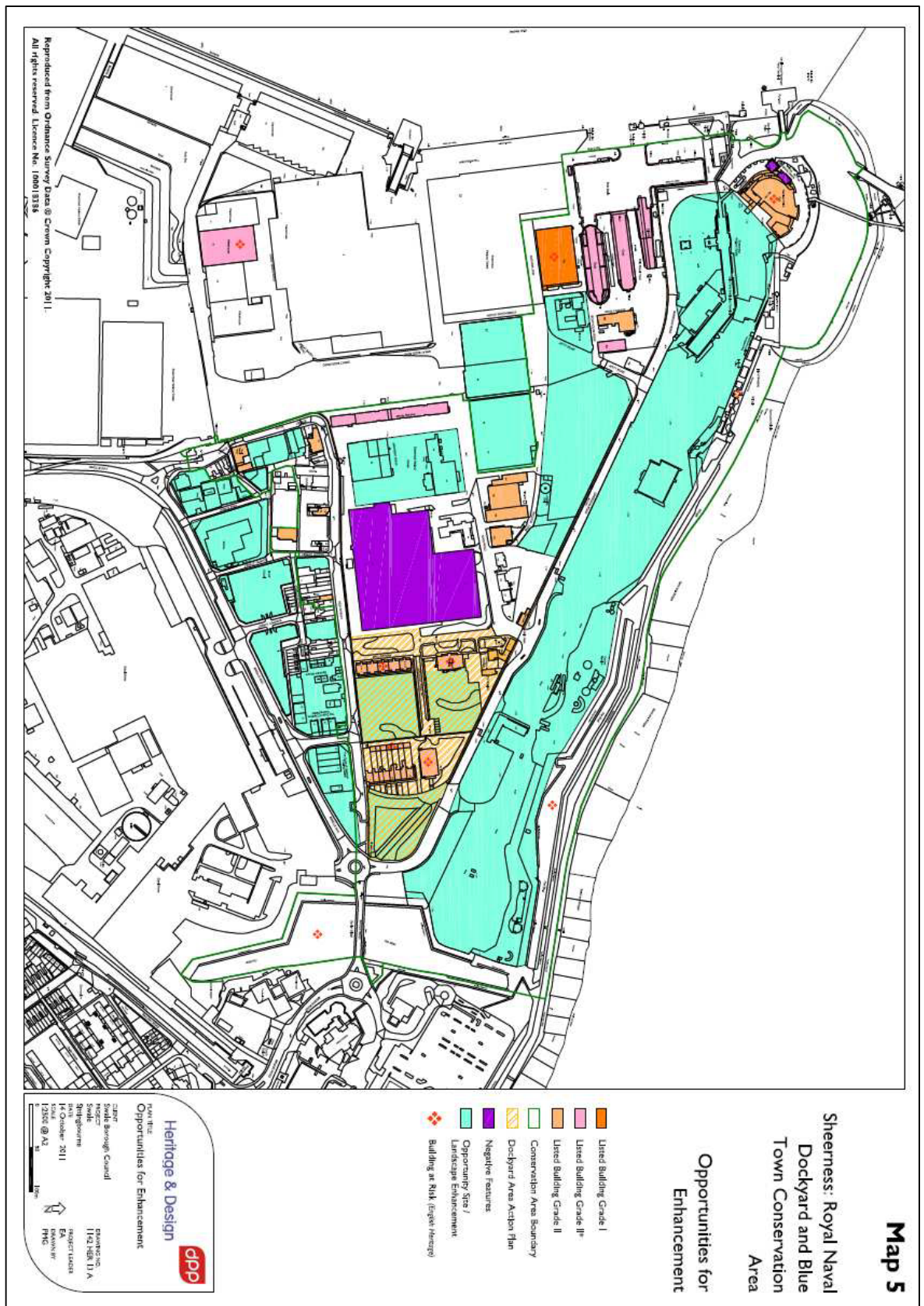
7.11 Sheerness is likely to see significant change in the coming years as part of the regeneration of the Thames Gateway growth area. The conservation and enhancement of the highly significant heritage assets of the former dockyard, Blue Town and defences has great potential to play a

key role driving the regeneration of Sheerness and the Isle of Sheppey.

7.12 In the medium to long term there is potential that the Port of Sheerness will expand and/or be redeveloped. This presents an opportunity for the operational use of the commercial port to be segregated from the historic areas of the former dockyard and defences, and for new uses to be found for vacant and underused buildings.

7.13 Any major redevelopment proposals for the Port area would need to demonstrably contribute to the regeneration of Sheerness and Bluetown, particularly the conservation area.

7.14 The proposed conservation area and its wider surroundings may in future present opportunity sites for new development (as identified above). Development would likely have a significant impact on the character and setting of the conservation area and views. New architecture and mixed use development, if positively planned and designed to be of a high quality and sensitive to context, has the potential to sustain and enhance the significance of the heritage assets.



8 MANAGEMENT STRATEGY

Buildings at Risk

8.1 There is a substantial number of listed buildings within the conservation area which are vacant or underused and/or are in a poor state of repair. These have been identified as buildings and structures in need of repair, maintenance and appropriate viable long term use.

8.2 There are six designated heritage assets within the conservation area on English Heritage's Heritage at Risk Register (also at **Map 5**), these comprise:

- Former Royal Naval Dockyard Church and attached wall and railings – listed grade II*
- Dockyard House – listed grade II*
- Coach Houses to Naval Terrace – listed grade II*
- 1-15 (consec.) Regency Close – listed grade II*
- The Boat Store Building number 78, Anchor Lane – listed grade I
- Sheerness Defences – scheduled ancient monument
- Former Working Mast House Building number 26, Great Basin Road – listed grade II* (Outside the conservation area)

8.3 The local Swale at Risk Register also identifies:

- Former Royal Naval Dockyard Church and attached wall and railings – listed grade II*
- Dockyard House – listed grade II*
- Coach Houses to Naval Terrace – listed grade II*

- 1-15 (consec.) Regency Close – listed grade II*
- The Boat Store Building number 78, Anchor Lane – listed grade I
- Former Saw Pits Building number 84 – listed grade II*
- Building 86 – listed grade II
- South boundary wall – listed grade II
- North boundary wall – listed grade II
- Sheerness Defences (including Garrison Point Fort) – scheduled ancient monument and listed grade II
- Former Working Mast House Building number 26, Great Basin Road – listed grade II* (outside the proposed conservation area)

8.4 Securing the long term future of historic buildings must be a primary goal of regeneration of the historic area. This is likely to be best achieved through identifying appropriate, viable and long term uses for these buildings.

8.5 The Council will, therefore, seek to ensure that owners of listed buildings fulfill their statutory obligations. The Council will seek to use their powers constructively through dialogue with owners and where appropriate issue urgent works and repair notices. The Council will also investigate opportunities for external funding to support efforts to conserve listed buildings, including their proper repair and maintenance, and, where appropriate, reinstate lost architectural features and address unsympathetic alterations.

Householder alterations

8.6 Within the residential areas (principally in Blue Town) there are opportunities for individual historic properties to reinstate original materials and architectural details which have been lost, such as traditional painted timber windows and doors, roofing and chimney stacks. Such efforts are supported by the Council.

8.7 The Council will seek to ensure that when appropriate the development of roof additions and rear or side extensions to buildings within the conservation area are of a height, scale, form, design and use of materials sympathetic to the character of the host property and area.

Shopfronts and advertisements

8.8 Within the Blue Town character area there are a number of commercial frontages, including in use and former shopfronts and public houses, which make a positive contribution to the significance of the heritage asset. It is important that these historic features are retained and maintained (identified at **Map 3**).

8.9 The Council encourages the high quality design and use of materials for new or replacement shopfronts which are sympathetic to the character of the host building and the area. The Council discourages the inappropriate siting, scale, materials and clutter of advertisements within the area. There are also opportunities to enhance the appearance of shopfrontages. The Council will support such initiatives.

8.10 Enhancement opportunities include:

- Removal or replacement of the unsightly advertisement hoarding on the east flank wall of no. 15 High Street at the key eastern gateway into Blue Town character area.

Street management

8.11 There are opportunities within the conservation area to improve the quality and condition of floorscape materials, street furniture and signage. Only isolated areas of traditional setts and stone flags exist within the port area, together with elements of dockside furniture and early 20th century tramlines; where they exist they should be preserved in-situ.

8.12 In the most part there is a mixture of concrete and tarmac within the working areas. The residential quarter of the dockyard has a higher concentration of traditional floorscape materials and street furniture. Within Blue Town a recent enhancement scheme on the High Street and West Street has introduced traditional brick and stone materials to some footways and a number of historic or “historical style” street lamps and bollards are in evidence, as well as some well designed heritage interpretation and public art.

8.13 There remains a mix of poor modern concrete paving and areas of concrete and tarmac elsewhere, including along some of the alleyways and lanes. Within the whole area there

is a mix and clutter of badly sited and poor quality highway signage and other street furniture. Trees and green spaces make an important contribution to the streetscene, especially within the residential quarter of the dockyard, however there is a need to ensure that planting and trees are maintained and managed.

8.14 Alterations to the public highway will be carried out in line with the Kent County Council's Highway Operational Reference Manual which contains specific provisions for works in conservation-sensitive locations.

8.15 Enhancement opportunities include:

- Development of a public realm strategy for the entire proposed conservation area, to enhance streets and spaces through the provision of high quality hard and soft landscape, public art, coordinated new or replacement street furniture and way finding signage of a bespoke design distinctive to the character of the historic area. The priority should be the historic dockyard area should this site become reintegrated into the public realm in the future.
- Rationalisation of highway signage, road markings and associated street furniture. The High Street and West Street in Blue Town should be the priority area here.

8.16 Priority areas for streetscape enhancement include:

- The boat basin and docks area at North Camber - has become cluttered with unsympathetic modern additions and intrusions within the dockside scene.
- The residential quarter within the dockyard - opportunities to remove unsympathetic streetscene elements and reveal or reinstate more traditional floorscape.
- The formal green to the east of the Dockyard Church and Naval Terrace - suffers from poor quality and badly maintained floorscape materials, street furniture and trees, and an unsightly electricity sub-station at its eastern edge. There are also opportunities to better reveal the avenue and reinstate traditional boundary treatments to north and east. This is a key public space which provides the setting for a number of key heritage assets.
- Dockyard House and Regency Terrace - restoration of historic formal gardens, including traditional hard and soft landscape and planting.
- Naval Terrace and Dockyard Church - reinstatement of traditional cast iron railings and gates atop the brick retaining wall to the front gardens of the terrace.
- Bridge Road - there are opportunities to improve road safety, way finding and enhance the experience of pedestrians using the route along Bridge Road across Barrier Bridge and roundabout to Blue Town High Street from Mile Town at the key eastern gateway of the conservation area.

Traffic management

8.17 The impact of traffic within the conservation area is principally confined to the operational areas of the modern port; along Garrison Road within the former garrison area and north part of the former dockyard. Within Blue Town, Brielle Way now bypasses the High Street and West Street. Parked cars along the High Street impact negatively on local townscape views within this character area. The heritage assets would benefit from measures to control or reduce the negative effects of heavy traffic using Brielle Way and Bridge Road through the town, and Garrison Road and Main Road into the port.

8.18 As above, there are also opportunities throughout the conservation area to rationalise highway signage, road markings and associated clutter in order to enhance the streetscene.

Enhancement opportunities/development sites

8.19 Regeneration is now needed to revitalise the historic areas of the former dockyard, defences and Blue Town. It will also be important to ensure that any new uses of these historic areas and buildings can be sustained alongside the continuing operations of the commercial port at Sheerness Docks.

8.20 There is a great opportunity for a conservation-led approach to regeneration to promote and enhance the architectural and historic significance of the whole site, alongside efforts to improve the

economic, social and environmental well being of the wider area.

8.21 The Council will investigate opportunities for external funding, including utilising section 106 monies, in order to support initiatives which will sustain and enhance the significance of the proposed conservation area. These may include; works to conserve historic buildings, such as their proper repair and maintenance, and, where appropriate, reinstate lost architectural features and address unsympathetic alterations; environmental improvement schemes, such as streetscape or landscape works, or a combination of these approaches.

8.22 It will be important to maximise opportunities to promote and enhance the architectural and historic significance of the former dockyard, defences and Blue Town as part of regeneration efforts; which may include enhanced public interpretation of the history of the area and its key features (especially within the currently largely hidden dockyard character area) for the benefit of the local community and visitors. It will be important to support the efforts of the recently established Blue Town Heritage Centre on the High Street and ultimately to achieve greater public accessibility to the historic areas of the former dockyard and the defences within the port area.

8.23 Securing the long term future of historic buildings must be a primary goal of regeneration. New development within the proposed conservation area, or on neighbouring sites, will also have a key role to play in supporting regeneration where it is

of a high quality which responds positively to context and the distinctive character of the area, and takes opportunities to better reveal the significance of the heritage assets.

8.24 Identified opportunity sites include:

- Sites in Blue Town between High Street, West Street and Brielle Way – opportunities to reinstate the traditional enclosure, density and urban grain of built form within the historic townscape through the coordinated development of sites, should the existing uses change.
- Sites within the walled enclosure of the former dockyard – opportunity to reinstate the original planned axis and vista along Archway Road (Church Road) between Archway House and the Dockyard Church as part of new development on the original gridded framework.
- Site within the former dockyard west of buildings nos. 105-107, south of dockyard wall, east of Jetty Road and north of Main Road – opportunities for new development within the original gridded framework of Main Road, Anchor Lane and connecting lanes and wharf.
- Site within the former garrison area north of dockyard wall and south of defensive lines – opportunity to identify appropriate future uses and development framework on sites along the north side of Garrison Road, should the existing port use change.

8.25 Given the number and area of opportunity sites which have been identified it is recommended that the whole site would benefit from a masterplan, which would establish appropriate uses and an urban design framework for the area and individual sites.

8.26 Other proposals include:

- Recommend the early 19th century dock walls and docks of the Great Basin, Small Basin (Middle Camber), Mast Pond and riverfront, which formed part of Rennie's original dockyard scheme, to English Heritage for scheduling as an ancient monument.
- Recommend that English Heritage undertakes a review of the extent and description of the Garrison Point Fort and Sheerness Defences scheduled ancient monument. There is a case to be made for the scheduled monument to be extended to include a significant number of defensive features from all phases within the perimeter lines around the dockyard and Blue Town, potentially including 20th century fortifications on the north shore and 18th century elements to the east and south.
- Recommend the various WWI and WWII defensive structures at centre bastion and between the Sheerness Lines and the north dockyard wall to English Heritage for statutory listing at grade II. These structures are rare survivals which have considerable group value with Garrison Point Fort and the Sheerness Lines as evidence of the continued role of the Sheerness

coastline in national defence to 1945.

- Recommend the former Military Hospital building within the steel works at Brielle Way to English Heritage for statutory listing at grade II. This building may be a rare survival of the type dating from the 19th century, which has considerable group value with Garrison Point Fort, the Sheerness Lines and other surviving features defending the headland.
- Recommend the former Great Engine House, Great Basin Road to English Heritage for statutory listing at grade II. This structure retains its original character and was built to power the pumps draining the dry docks and ponds. It forms part of the early 19th century Rennie scheme for the dockyard; the majority of the extant features of this scheme have already been listed.

Specific conservation area objectives for the Royal Naval Dockyard and Blue Town:

8.27 The Council will seek to ensure that the significance of the Royal Naval Dockyard and Blue Town Conservation Area is sustained and enhanced through the:

- Preservation or enhancement of the character and appearance of the conservation area.
- Preservation or enhancement of the setting of the conservation area and other designated heritage assets (listed buildings and

scheduled ancient monument) both within and without the area.

- Safeguarding and better revealing the significance of maritime and military archaeology within the conservation area and the wider historic landscape, both on land and at sea.
- Protection or enhancement of landmarks and views and vistas within and without the conservation area. This may include the reinstatement of the planned axis and vista along Archway Road and Church Road.
- Safeguard unlisted buildings and other features which make a positive contribution to the significance of the area from harm.
- Safeguard the routes of historic alleyways and lanes within Blue Town.
- Safeguard key open spaces, including designed green landscape and trees. This may include the restoration of the historic landscape of the formal green and avenue of trees in front of Naval Terrace, the treed avenue (Church Road) on the western axis of the church, and the gardens, forecourts and other spaces associated with key listed buildings and structures.
- Promotion of high quality design which responds positively to context and the distinctive character of the dockyard and Blue Town in all new development. New development must ensure that the legibility of the original early 19th century dockyard plan is respected.

APPENDIX 1

AUDIT OF DESIGNATED HERITAGE ASSETS (March 2011)

Scheduled Ancient Monument

- Sheerness Defences (including Garrison Point Fort)

Listed Buildings

- Garrison Point Fort – grade II
- Former Royal Dockyard Church and attached wall and railings – grade II* GV
- 1-8 Naval Terrace and attached basement railings, walls, coach house and stables – grade II* GV
- Railings to south side of green to east of Naval Terrace – grade II GV
- 1-15 Regency Close and attached railings – grade II* GV
- Wall extending approximately 85 metres enclosing garden to north of Regency Close – grade II GV
- Wall extending approximately 70 metres enclosing garden to south of Dockyard House, Main Road – grade II GV
- Dockyard House – grade II* GV
- King William Lion Monument to west of Dockyard House – grade II GV
- Dockyard Cottage and attached garden wall and basement railings, Main Road – grade II GV
- Former Stables to rear of Dockyard Cottage – grade II GV
- North Gate House, Main Road – grade II GV
- 1 & 2 South Gate House, Main Road – grade II GV
- Boundary Walls extending from main gate along north and north east side, Garrison Road – grade II GV
- Former Pay Office Building number 104, Main Road – grade II GV
- Former Sawmill Building numbers 105-107, Main Road – grade II GV
- Archway House Building number 23, Main Road – grade II* GV
- The Boat Store Building number 78, Anchor Lane – grade I GV
- Walls and Gates of the Boat Basin, Docks numbers 4 & 5 and Slipway, Anchor Lane – grade II* GV
- Former Saw Pits Building number 84, Jetty Road – grade II* GV
- Building number 86, Jetty Road – grade II GV
- 41 High Street, Blue Town – grade II GV
- Red Lion Public House, High Street, Blue Town – grade II GV
- Former County Court, High Street – grade II
- Boundary Wall extends from main gate round south and east sides of former dockyard, High Street, Blue Town – grade II GV
- The Royal Fountain Hotel, 15 West Street – grade II GV
- Outbuilding to rear of the Royal Fountain Hotel, West Street – grade II GV
- Former A G Smith & Sons Depository, Union Street – grade II GV

The audit of designated heritage assets is illustrated at **Map 1**.

† GV stands for group value

Adoption statement

The Council's Local Development Framework Panel considered draft proposal for the conservation area on 7 October 2010 and Executive approved their recommendations. Public consultation ran from 22 November 2010 to 10 January 2011. The resulting representations were reported to the Council's Local Development Framework Panel on 24 February 2011. The LDF Panel's recommendation that the SPD be adopted (subject to minor amendments) was approved by the Council's Cabinet on 16 March 2011. This SPD was adopted on 31 January 2012.

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