

Design South East

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# **Thanet District Council Place-making Workshops**

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2016



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# 01. Introduction

Design South East is an independent not-for-profit organisation dedicated to design quality in the built environment. Design South East were commissioned by Thanet District Council to run a series of community based workshops to explore place-making themes across the Isle of Thanet. The work was carried out in context of supporting the community through the Neighbourhood Planning Process and helped to inform the draft Local Plan in terms of the shape of new development. The purpose is to support Thanet District Council in shaping existing and new neighbourhoods.

A series of four events focussing on Margate and Cliftonville, Ramsgate and Broadstairs, Westgate-on-Sea and Birchington-on-Sea, and Rural Villages were undertaken and facilitated by Angela Koch/Imagine Places, Irene Seijo and Lesley Sackville-Scott.

Each workshop was run independent of Council involvement in a three part process ending with a report to the council:

1. Initial meeting with members of the local community
2. Morning workshop to define the characteristics of place
3. Afternoon workshop to define principles of good place-making in the context of growth

## Workshop process in short:

- 4 days
- 4 different locations
- 50+ participants over the 4 days
- 4 similar agendas
- Hundreds of place-making insights shared and the question of growth covered in a positive and constructive manner

The workshop format was shaped to engage local civic stakeholders in an initial discussion around history of place, place characteristics and unique qualities of place. Facilitation cards, maps and photos were used to share and document key aspects as identified by attendees. This first set of workshop outputs is well placed to assist in defining the scope of more detailed Character Assessment and Design Guidance for the Isle of Thanet. The second half of the workshop format focused on how those positive and unique place characteristics could inform and shape good future growth. This discussion was held in the context of a significant growth agenda for the Isle of Thanet promoted in the emerging Local Plan.

All points identified in this report are borne out of the workshops and do not necessarily reflect the views of Thanet District Council as the Council was not involved in the workshops or outputs.

## Key questions discussed:

- What are the ingredients & characteristics for successful homes, streets and neighbourhoods?
- What do we want more/less of?
- What are the more detailed design features in existing buildings and spaces that could best shape a confident 21st century Isle of Thanet?
- What has change in the built environment looked and felt like over the last 50 years?
- What can we learn from this experience to help make great places for the next generation?
- List design insights/criteria on the making of a great place
- How can we learn from this experience and support better place-making in the planning application process? – list of top insights/criteria



Margate and Cliftonville placemaking workshop,  
25 April 2016

## 02. Margate and Cliftonville joint workshop

Margate and Cliftonville are part of an urban coastal agglomeration with three main dense historic cores with less than 4 miles between them. Cliftonville, with its architecturally rich terraces of townhouses and 1km long Northdown Road high street are of particular value. Westwood Cross, a large retail park, is located in the middle of the peninsular and provides significant competition to the more constrained town centre shopping precincts which predominantly offer smaller plots in a finer urban grain.







Margate and Cliftonville placemaking workshop,  
25 April 2016



This map shows the height of buildings accross Margate and Cliftonville, indicating increased buildings height towards Margate Old Town. Challenges in Margate town centre due to the reduced economic base of tourism and the loss of retail expenditure to other centres in Kent have resulted in many empty and rundown buildings. More recent investment and generation of Margate's Old Town have begun to reverse this trend.





I wish this

What do we want less of in Margate and Cliftonville, Isle of Thanet?

What do we want more of in Margate and Cliftonville, Isle of Thanet?

All things Design Detail ...  
Materials, colours, textures and beautiful things you feel reflect best Margate and Cliftonville, Isle of Thanet ...

LESS EMPTY HOUSES  
MORE RENOVATION of old buildings to MODERN STANDARDS

less

broad avenues

more small cut-de-sacs + squares with gardens

No empty business premises  
business incentive  
Attracting + investor to renovate existing houses.

More genuine Affordable / social housing decent size

Trees in Cliftonville West

more small cut-de-sacs + squares with gardens  
less broad avenues

DELAPIDATED GRANDEUR  
GRAND TERRACES  
CAST IRON RAILINGS

Bay windows front gardens  
Sustainable use - ie adapt for children, elderly.  
Wider doors, level access.

Empty floorspace above shops! Access!

Sub-division of houses

Out of town facilities Westwood!

All homes must have access to a garden

More homes with gardens and garage spaces -  
a garage does not encourage car ownership, (might padlock up garage and have private parking) activity space for the family

More trees / green spaces.  
Mixed community development.

Classical back and terrace detailing on buildings and walls.

More YOKLEY HOME! Dishes 10/11/13  
Attracting visitors

Kent neg (canaries)

Arson

Less Flats - more family homes!  
Public + Private Ownership @ OFFICIAL + PRIVATE! [CHURCHING - P. 10/11/13]

More Spaces for  
1) Refuse Deposit  
2) Recycling

Police on foot

Improved Seating - sheltered

Hard spaces, narrow alleyways, one bed flats

more pedestrian areas

more refurbish the 4000 empty

Even better public transport

Flint use more of it

Absentee LANDLORDS

Why is Thanet considered less important than other areas in Kent

Appropriate lettings - elderly allocations not mixed with those of very different lifestyles unless wanted

Pride in Thanet for kind of the low self esteem

LESS RUBBISH [shops to reduce collection rubbish bags] Having great view / lots of street

friendly scale, private space quality materials "vistas"

Der (near) Westwood Lodge recent not built Lack of Urban Design Guidance Urban Areas

More G1 Surgeries

Improved A + E FACILITIES

Suitable Planner Education Provision For Secondary Profits in Cliftonville

Improved Parking - Bring back Arlington Car Park

Localised community hall + "corner shop" on new estates

Better evening Bus service

St Ives

WANT Clear streets cleaning operatives to clear up after collection gardens

Trees

## Special characteristics of Margate and Cliftonville

- Margate has been a leading seaside resort in the UK, drawing Londoners to its beaches and dramatic coastal cliffs, for over 250 years. Today, Margate is located on the High Speed link to London (journey time under an hour and half).
- As a member of the community put it at the workshop the 'Ghost of the British Empire' - a great sense of British seaside nostalgia and romance still hangs in the air. In places such as the Shell Grotto, the amusement arcade, the Theatre Royal in Addington Street, Dreamland and the many Victorian and Georgian properties, a faded (and often recently rediscovered) grandeur is present.
- Over the past 30 years Margate's visitor economy has, like other seaside towns, been characterised by decline and underinvestment. However, the compact Old Town and Harbour seen rejuvenation and reinvention more recently with Cliftonville establishing itself as a neighbourhood with many local artist and maker studios around a vibrant high street with independent shops and near the beach.
- There are many empty, run-down and 'undesigned' spaces providing 'space for imagination' and certainly some investment opportunities. Though these are sometimes stifled by absent landlords.
- The 'best sunsets in Europe', the fine harbour, beach and wild fauna and flora of the coast as well as lively artists, creatives and community minded local people are attracting a younger urban and entrepreneurial generation; often relocating from the London area to Margate and Cliftonville.
- Significant civic and public initiatives and private investment over the last two decades has taken place - particularly in the Old Town and seafront. This has taken place under the broad umbrella of an arts and cultural led regeneration. Including the opening of the Turner Contemporary in 2011.
- The sea, wide skies, exposed position, range of beaches, bays and varied coastline, the lido and the harbour arm are particularly characteristic.
- The compact and architecturally richly defined town houses and terraces of Cliftonville and Northdown Road conservation area provide for a special local character along the northern coast of the Isle of Thanet.
- There is a particular scent to Margate's beaches originating from seaweed deposits; a local business has developed from this (premium organic skincare maker Haeckels, Cliftonville).
- A good number of lively pubs and taverns.





Picture source & credit: [www.breheny.co.uk/2015/08/margate-steps-wins-the-2015-civic-voice-design-award-for-public-realm/](http://www.breheny.co.uk/2015/08/margate-steps-wins-the-2015-civic-voice-design-award-for-public-realm/)

# Factors for success in Margate and Cliftonville

Historic built environment characteristics to inform future growth:

- In many regards the restoration and focus on the buildings, public realm and structures in the Old Town is still underway, with much still outstanding
- Some key infrastructure improvements related to the leisure and visitor economy should be highlighted: The lido, station, ensemble along Margate Sands, beach amenities in the public realm such as historic lifts, shelters, benches, toilets etc
- The Coastal Park Project provides an invaluable resource to gain an understanding Margate's growth over the last 300 years in more depth and its vital relationships with the sea.
- The Old Town is a compact harbour town with many listed buildings on the seafront and further inland. The amusement arcade which stretches along Margate Sands is dependent on a busy beach, and is therefore highly seasonal. At such a large scale it's survival is perhaps somewhat surprising. Walpole, Palm and Botany Bay: Cliftonville, with a large rental sector and overcrowding issues, lies to the east of Margate's town centre and originated from what could be called 'the small hotel quarter' along a 1km long high street. It exhibits a rich mix of architecture and features of interest, recently designated as the 'Northdown Road Conservation Area.'
- This is followed by the 1930s Palm Bay estate, with wide avenues and regular ladders of streets orientated towards the sea, and the more recent addition of detached and semi-detached homes arranged in cul-de-sacs (often referred to as Radburn layout)

- The number of unoccupied (historic) properties, absentee landlords and underinvestment in buildings and structures is the single largest opportunity and challenge for Margate. Re-using and occupying buildings and public spaces is a key priority to improve maintenance standards, and some success in achieving this is already clearly detectable. The urban population has increased also, from 46,980 in the 2001 census to 49,709 in the 2011 census (a 5.8% increase).

Getting around

- A Cliftonville Road Railway station.
- A National Coastal Park around the whole of the Isle of Thanet connected with the Viking Trail and a finer network of footpaths, bridal ways and bicycle infrastructure including places to take shelter, rest and park your bicycle
- Traffic calming on key routes, particularly along Marine Terrace, Marine Drive and The Promenade.
- Better maintenance of public places, spaces and streets (improving the condition of infrastructure and cleanliness)
- Easy access for pedestrians and cyclists to the coastal path, promenade, coast, Old Town and Northdown Road, amenities and surrounding country side via footpath and bridal ways including the Viking Trail
- Step-free, pedestrian and cycling friendly environments are of great relevance. From a leisure and visitors' point of view access to the lower promenades for wheelchairs and buggies are not to be underestimated as an essential part of 21st century seaside town infrastructure offer.
- Family and play friendly streets
- Neighbourhoods, streets and homes that are designed with and for elderly, aging and less mobile users, including children.
- Significantly improved bus service combined with a tourist route.
- Opportunities to run day tripper boats from locations such as Whitstable



Natural environment to create and enhance a sense of place & well being

- Retain, protect and enhance remaining green open spaces
- Layouts that maximise passive solar gain, reduce exposure to the colder northerly winds and makes the most of the visual connection with the sea and, where relevant, with the countryside
- Landscaping that fits in to the native coastal setting. This should retain trees and hedges and enhance the biodiversity. A network of wildlife corridors and nesting places for coastal birds including tree lined streets
- Sustainable Urban Drainage systems
- A network of rock pools along the coast allowing younger children to enjoy the benefits of bathing in the cold sea
- More street trees in West Clifton
- Reinststate the Sunken Gardens in Cliftonville
- Newgate Gap and Little Oasis improvements
- Seaweed /VRAC to be given to farmers (as takes place in Jersey)
- More space for refuse disposal and recycle bins

Mix of uses

- A greater mix of typical seaside retail and leisure experiences including fish/seafood restaurants, donkey rides, pedestrianised seafront, promenading, shelters, beach huts, rock-pools, health spa, places for pleasure and entertainment etc.
- Better educational provision for children and adults
- Being an attractive (seaside) town for an aging population and family - good health and care facilities are essential including access to A&E
- A civic hall/place/ theatre for people to meet, celebrate and socialise
- Places to make things (work spaces, sheds, garages etc.)
- Most of the residential and employment growth/ re-colonization/ densification will occur within the settlement boundaries hence a greater mix of uses and people expected and welcomed. There is a question over if densification in the low density residential areas is wanted or indeed already understood as the only route to building a more resilient community and place.

## Ideas for better place-making in Margate and Cliftonville

- Engage early and pro-actively with local residents, businesses and the arts communities in the design and restoration of new homes, places of work, infrastructure, streets and neighbourhoods (participatory / collaborative planning approach for masterplan development/ planning application development/ planning/design briefs )
- Good place-making often starts with understanding and nurturing the economic, social and environmental prosperity and resilience of a place and its people; an asset based development/regeneration approach is recommended. Given the scale of the built environment challenge (some say thousands of buildings are derelict) a sustainable way to achieve this is to build a more resilient and prosperous economy, hence enable the many private and public stakeholders to invest through an increased income and inward investment. An influx of professionals and creatives from London asking for a new set of products and services, working from home and being connected through technology, the High Speed train connection and the growing numbers of better-off and mobile retirees are noted as important regeneration drivers
- Less out of town retail and employment development
- Energy efficiency solutions 'in keeping with' character (including conservation areas) will help keeping household bills low
- More detailed Design Guidance in the conservation areas and training for investors
- Good quality, robust building materials and finish appropriate/tested for coastal conditions (flint, brick, terracotta detailing in façades and walls, cast iron railings, Kent peg)
- Understanding second homes issue better; St Ives Nplan policy on second homes only for new builds.
- Can the public and private sectors provide more affordable homes and business spaces in derelict/deserted buildings to help homeless people?
- Can the LA use section 215 powers: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/11491/319798.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/11491/319798.pdf)



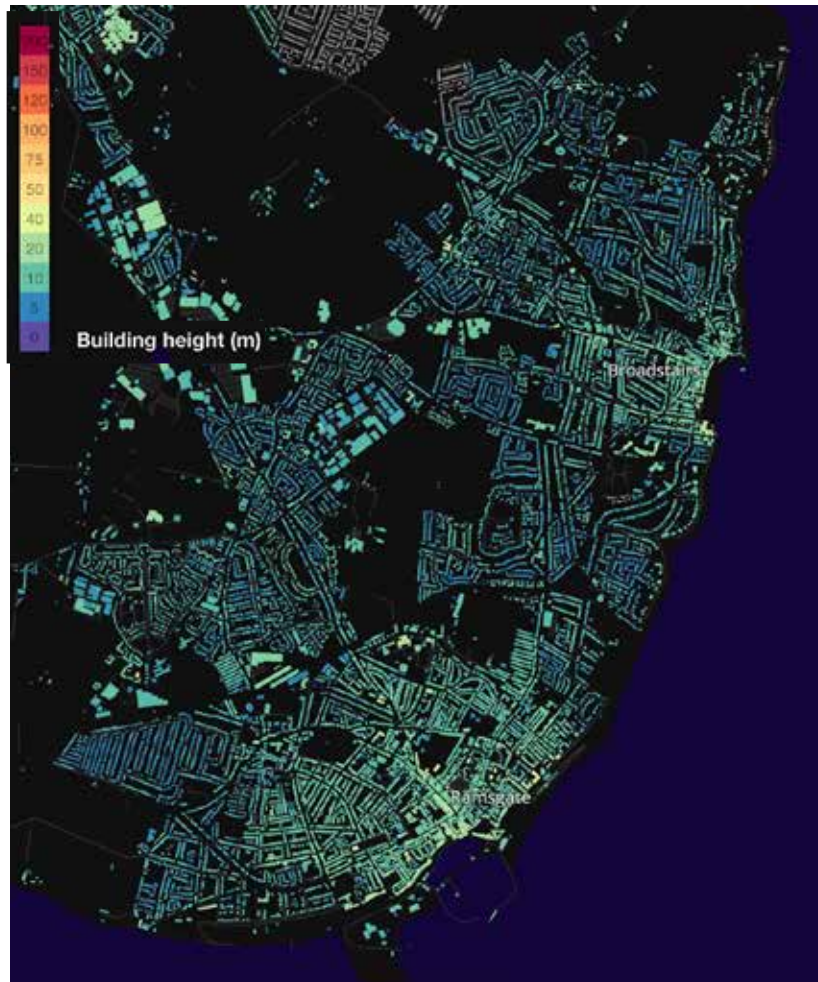
Margate Old Town. Picture kindly provided by workshop attendee



# 03. Ramsgate and Broadstairs joint workshop

Ramsgate and Broadstairs have a strong maritime and resort town character along the coastal zone, with higher density in the compact urban centres and large mansions along the coast between these areas.

The hinterland is of a very different nature, with historic village cores still present, but generally surrounded of low rise bungalows built on a repetitive grid.





What do we want less of?

What are the more detailed design features in existing buildings and spaces that could well shape a confident 21st century Ramsgate and Broadstairs, Isle of Thanet?

What do we want more of?!

No concrete to be used in any new buildings

Shops converted to housing without storage for rubbish

Equal animals

No houses converted to one bed flats

Tribalism

Homogenous suburbs having houses making

SHALL PLASTIC WINDOWS

Accommodation with no outdoor space

INSULATING SHALL ROOMS

FAIRER LIVERED PAVES (P&S)

BACK PROPORTIONS NEW BUILDS

COIN ON ALL PAVEMENT AREAS

Leas/M Division of Houses and Flats

TO HAVE BETTER STEPIER



Local licensing

Local bus stops the recipient

ISLAND-WIDE 20MPH SPEED LIMIT

NO PARKING IN HARBOUR (Blocking the view)

LITTER

BUY TO LET

Green field development

MORE PEDESTRIAN CROSSINGS

20MPH ZONE (SHEPHERD)

WALKABILITY

independent retailers

ROYAL HARBOUR - PUBLIC REALITY

SYNTHETIC LOCALLY RESIDENT TREE PLANTING

Greening of South Street Car Park

groups working together on the same projects

more strategic development

FLEXIBLE ADAPTABLE HOUSING UNITS (Houses for sale)

PROTECT VIEWS - GRASS - REGULAR GRASS

Allotments

SYNTHETIC LOCALLY RESIDENT BUILDINGS, TOWNHOMES - FURNISH COMB - RAINWATER PIPES

SYNTHETIC LOCALLY RESIDENT BUILDINGS, TOWNHOMES - FURNISH COMB - RAINWATER PIPES

Greening of South Street Car Park

groups working together on the same projects

more strategic development

FLEXIBLE ADAPTABLE HOUSING UNITS (Houses for sale)

PROTECT VIEWS - GRASS - REGULAR GRASS

SENSITIVE REDEMPTION

New developments should have tree-lined streets and off-road cycle routes

Local residents - New use of space in some buildings - Street art

More cycle routes - Trees for and along streets - Street art

New builds should have dedicated parking space integrated into the plan

Joined up thinking - Public plan for Royal Harbour and surroundings

PEDESTRIAN NETWORKS (M&P)

JOINED-UP THINKING

Dedicated waste & recycling storage for all new builds

Generous sized usable balconies on new builds

Creative industries - M&P / COMES

Large, adaptable open spaces - Green spaces - Green spaces

Big unisex public space roots

PROPERLY DESIGNED PUBLIC FACILITIES UNITS - Built in Thanet

GOOD MODERN DESIGN

New builds should have balconies - Green spaces - Green spaces

COMMUNITY REQUISITION SCHEMES

SELF-BUILD COMMUNITY?

Community lift

Better quality shops

Secure 100 parking

Creative hard landscaping - pedestrian paths









Ramsgate & Broadstairs  
Placemaking Workshop, 6 May 2016

## Special characteristics of Ramsgate and Broadstairs

- Broadstairs and Ramsgate are two distinct coastal towns, each with a rich history and a tapestry of distinct natural and built environment characteristics, shaped over the last 1000 years. Today, both towns are connected via the HS1 line to London.
- The natural harbours, including Pegwell Bay, the microclimate created through protection from colder northerly winds, the truly spectacular and most distinct chalk cliffs and reefs (SSSI) with rich and unique wildlife (kestrels, seals etc.) and vegetation are central features to both towns' identities. Both harbours are home to working fishing fleets and an active sailing community with a large marina in Ramsgate harbour (eg. Ramsgate Week). The wide and open sea and skies provide a profound contrast to the densely build-up urban settlement with narrow streets and, in the case of Ramsgate, beautifully landscaped Regency Lawns such as Vale Square, Camden Square, Guilford Lawn and Liverpool Lawn.
- Broadstairs developed from a fishing village around St Peters and the Shrine of Our Ladye Star of the Sea (an old chapel on the cliffs in Broadstairs) to become a flourishing seaside resort known as the 'jewel in the crown' of Thanet's thriving tourism sector. The coherence of the town centre and coastal zone is remarkable and is made up of a great range of fine buildings from a range of architectural periods; set in a compact and well defined settlement arranged around Viking Bay. Possibly most notable are flint buildings such as those at Chandos Square.
- George VI Memorial Garden, located between the two towns, with the famous 'Italinatè' greenhouse within the grounds of the East Cliff Lodge acts as a destination
- Broadstairs Victoria Parade and Parade Gardens run high above Viking Bay and form a very attractive pedestrian zone between the busy town, cliffs and beaches. The jetty in Broadstairs is a focal point where the town connects with the sea.
- Ramsgate, with about 40000 residents, is the larger of the two coastal towns, and has an impressive 900 listed buildings in the town and more than 200 in the vicinity of its Royal Harbour. Examples include the Victorian arches, the Clock tower and the impressive Wellington Crescent. Both town centres and coastal zones are largely designated conservation areas.
- The notable Victorian architect Pugin made Ramsgate his home. He designed 'The Grange' built in his preferred Gothic Revival style.
- A great level of detailing in façades in wrought ironwork is displayed (eg Augusta Road, Ramsgate) and zinc and lead detailing on balconies.
- Ramsgate has a unique system of Victorian railway tunnels known as 'Ramsgate Cliff Railway' and air raid precaution tunnels.
- Vistas over the sea and open skies at vantage points from buildings, street corners and along Wellington Crescent were mentioned by workshop participants as an important and cherished characteristic of Ramsgate.
- A lack of investment in the built fabric is visible in the high numbers of derelict vacated properties, empty shops and insensitive refurbishments of listed buildings. Significant investment is needed for a coherent approach to the public realm and traffic management (streets, signage, lighting, seating, shelters and parking is considered critical, particularly around Pier Yard and Harbour Parade)
- As one participant put it "we want fewer ghosts, starting with the airport and port".
- A large number of 'homes in multiple occupation' related the lack of investment by the landlords and transient tenures is considered a significant issue.
- Further inland, more recent additions to both towns largely consist of uniquely uniform bungalow estates such as Nethercourt Farm and Windermere Avenue.





PRIVATE PARKING  
PERMIT HOLDERS ONLY  
IN NUMBERED BAYS

PRIVATE  
PARKING  
PERMIT  
HOLDERS  
ONLY  
IN NUMBERED  
BAYS

PRIVATE  
PARKING  
PERMIT  
HOLDERS  
ONLY  
IN NUMBERED  
BAYS

# Factors for success in Ramsgate and Broadstairs

## Layout & Landscaping: Streets, public spaces and open spaces

- A masterplan for the Royal Harbour and surroundings with particular emphasis on public realm
- More trees and better quality planting (native coastal species capable of adjusting for climate change)
- Stop the loss of front gardens for parking
- Coordinated approach to street furniture and more public art
- Install lighting in alleys and develop the coastal path network
- Create more child friendly places
- More priority for pedestrians in town centres over vehicles, including an increase in pedestrian crossings and consideration of fully pedestrianised zones
- Create outdoor gyms
- Better pricing, management and signage to town centre parking. Improve the multi-story car park on Leopold Street and explore opportunities to introduce planting
- New developed should have tree lined streets, play areas, parks and allotments
- Use empty plots as places for urban gardens

## Architectural form

- Learning from the Georgian, Edwardian and Victorian architectural approaches to scale and proportion, translating ideas behind these into confident 21st century buildings with good internal and external proportions, large windows and outdoor amenity spaces, seeking connections to the sea, sunlight and countryside. This should include attention to good quality detailing
- More generous internal layouts allowing buildings to adapt create 'homes for life' suitable for a range of users

## Energy efficiency and resources

- Energy efficiency solutions in keeping with the character of listed buildings and conservation areas which seek innovative solutions.
- Dedicated waste and recycling storage for all new builds

## More reference to local vernacular architecture

- Sensitive restorations and more stringent enforcement of the principles of good conservation practice (e.g. no PVC windows or insensitive facade details such as balconies, more considered material choices etc.)
- Yellow stock brick
- Timber cladding
- Flint in buildings and boundary walls
- Flemish Bond | Raked Pointing | Penny Pointing
- Folkstone sand for pointing
- Using well considered colour palettes to add more character

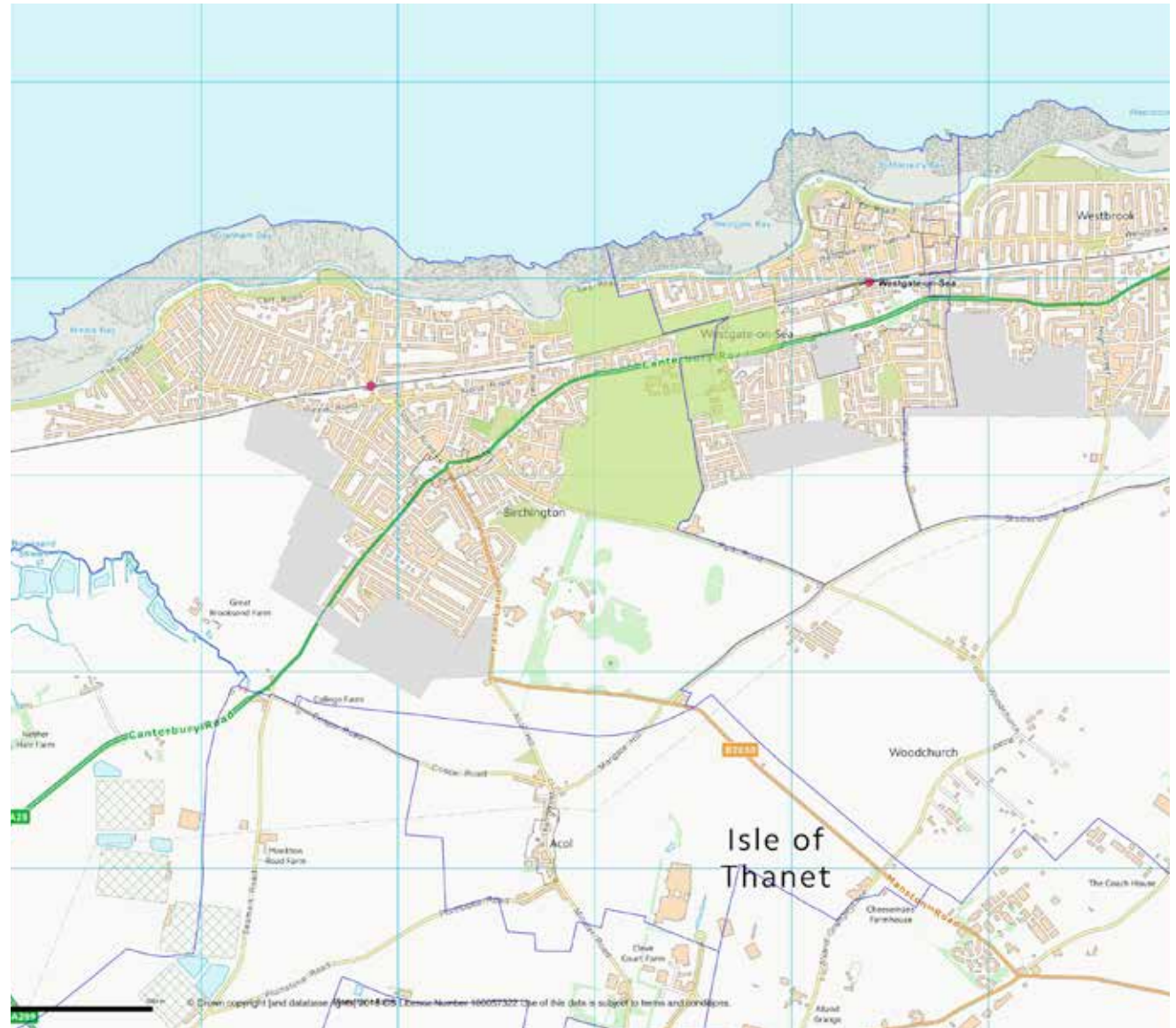






## 04. Westgate-on-Sea and Birchington-on-Sea joint workshop

Two coastal settlements separated by the 'green wedge' of the golf club. A railway track, the A28 and Wantsum Channel west of Birchington cause severance and impact ease of movement within the local area. The Viking Trail links these urban settlements to the coast, though footpaths and bridal ways are not fully connected.





Westgate-on-Sea and Birchington-on-Sea  
Placemaking workshop, 29 April 2016

## Special characteristics of Westgate-on-Sea and Birchington-on-Sea

- Growth was led by speculative development for the well-off middle classes and facilitated by access to the railway network; today with access to the High Speed Rail Network.
- Westgate was planned as a gated community and only the bankruptcy of one of the key landowners changed this in 1884
- Both town centres and much of Westgate's seafront are good examples of Victorian seaside architecture, with details including canopies above the parade of shops, bay windows, verandas and ornate woodwork in the façades
- A Swiss-Gothic style town council building in Westgate (Carlton Cinema), and the many turreted buildings highlight the joyful and eclectic character of architectural styles
- There are notable older buildings in Birchington such as the All Saints' Church (14th century) and the Quex Park Manor House (15th century)
- Each of the resorts has a very attractive and varied coastline and offer attractive town/village centres.
- Station Road in Birchington is particularly car dominated.
- Garlinge, located between the station in Westgate and Margate, developed between the wars
- The sea, the light, the fresh air and dramatic coastal cliff and beaches part of the special character of these towns
- Many of the more recent parts of Brichington consist of bungalows and more modest detached homes, often set within large gardens





Picture Geoff Carpenter

# Factors for success in Westgate-on-Sea and Birchington-on-Sea

Natural environment to create and enhance a sense of place and well being

- Growth on brownfield first in locations that minimise the loss of good agricultural land; preserve separation between Garlinge and Westgate
- Layouts that make the most of passive solar gain, reduces exposure to the colder northerly winds and maximizes the visual connection with the sea and countryside

Getting Around

- Easy access for pedestrians and cyclists to the coastal path, promenade, coast, town centre amenities and surrounding countryside via footpath and bridle ways
- Neighbourhoods, streets and homes that are designed with and for elderly, aging and less mobile, as well as more able users. There is a need/interest in a greater range of living models for mature households (explore and research local models already in existence)
- More pedestrian crossings, especially across the A28. Step free routes to amenities and benches for resting are also required
- More connection between Birchington and Westgate
- Neighbourhoods, streets and homes that build on the economic strength of the surrounding villages
- Step-free, pedestrian and cycling friendly environments

Historic built environment characteristics to inform the next generation of Growth

- A layout that responds positively to the existing Victorian terraces, town green and squares (such as Adrian Square); neighbourhoods and streets that have a sense of place and fit in with the village feel
- Review the four conservation areas and many listed buildings (13 in Westgate, Lockwoods Yard). They show a great range of building typologies, materials and grandeur and provide lessons for the creation of successful relationships between private and public spaces. They create higher densities than streets built in the 1960/70/80s. The local historian Clare Wheeler has good records of buildings and places of interest in Westgate
- Consider referencing historical design features (gables, sash windows, terracotta fishtail tiles, flint stone)

Mix of Uses

- Develop more B&Bs and hotels with benefits to the local employment and leisure infrastructure;
- A pub and more places to socialise
- A new park in Westgate with a water feature
- Build on employment and training opportunities based on the strengths and skills in long established industries (tourism, care, health, leisure)
- Delivery multi-use/co-working/learning spaces

## Ideas for better place-making in Westgate-on-Sea and Birchington-on-Sea

- Engage early and pro-actively with the local residents and businesses in the design of new homes, places of work, infrastructure, streets and neighbourhoods (participatory collaborative planning for masterplan development/planning application development). Design quality, affordable homes for local people and explaining and mitigating traffic impact will be key.
- Good place-making often starts with understanding and nurturing the economic, social and environmental prosperity and resilience of a place and its people; an asset based development/regeneration approach is recommended
- Energy efficiency solutions 'in keeping with' character of conservation areas
- Explore the interest in self build plots and community land trusts for affordable housing
- Ensure that the required infrastructure provision is deliverable and provided in a timely manner
- Strong policy support and Design Guidance for extensions of bungalows and higher levels of land efficiency within settlement boundaries without disrupting social networks; re-focusing and re-servicing low density car dependent neighbourhoods
- Which viable housing typologies should follow bungalows at edge of current villages? – green buffer/ orchards/ allotments in-between existing and new as agricultural transition gardens and amenity for current and new residents? Build a new retiree community instead of an suburban annex? Example for inspiration : <https://www.retirementvillages.co.uk/our-villages/roseland-parc/>



# 05. Rural Villages joint workshop

The villages of Minster, Monkton, St. Nicholas at Wade, Manston and Cliffsend are located between the River Stour, River Wantsum (a former strait/shipping channel between the English Channel and the Thames Estuary) and the higher lying parts of and coastal towns of the Isle of Thanet. They are former port towns and the land south of the villages is marshland characterised by regular flooding.



Rural Villages Placemaking Workshops  
(Minster, Monkton, St. Nicholas at Wade &  
Cliffend 5 May 2016)

## Special characteristics of the rural villages

- Minster was once the gateway to England and the British Isles;
- The future of Manston Airport is uncertain;
- The quality of the agricultural land is excellent with large underlying chalk aquifers;
- Minster and the surrounding villages are former port towns/settlements located along the Wantsum Channel. It developed from a monastic settlement. Minster Abbey is a house incorporating remains of the Anglo-Saxon abbey and alleged to be the oldest continuously inhabited house in England;
- 'St Augustine the start of Christianity'. In 597 Augustine of Canterbury is said to have landed with 40 men at near Ebbsfleet, in the parish of Minster-in-Thamet, before founding a monastery in Canterbury. A cross marks the spot of his landing."
- Minster received the first TV transmission outside London;
- Minster had the first motor car fatality in Britain;
- A great range of building materials are at display, including flint walls and beautifully aged brick;
- Homes are often set along the street with long private gardens
- The villages are sheltered from the cold northerly winds;
- There are great walking routes and views, such as Thanet Cycleway
- There is a Roman villa at Durlock and many Iron Age burial sites in the area;
- Monkton and Minster have attractive countryside, play areas, sports facilities, good school and nursery, and many clubs;
- St. Nicholas at Wade: The village church is dedicated to St Nicholas, the patron saint of sailors; it is a prominent landmark for ships in the estuary;
- The cliffs at Cliffend are especially beautiful
- The history of Sportsman pub Cliffsend - a great community institution
- There are many artists and creatives living and working locally; an active community with many local opportunities to engage and four pubs in Minster alone;



What do we want more of?

What are the more detailed Design features in existing buildings and spaces that could well shape a confident 21st century Rural Village on the Isle of Thanet?

What do we want less of?

Use of BROWN field sites

More environmentally friendly Houses

Public Bus Service - including Sunday & Bank Holidays

We don't understand why so many homes can't do jobs

Encourage wild life

Encourage children in open space woodlands to play no Xbox

COLOURED FRONT DOOR

FLINT WALLS

VARIES STYLE OF HOUSES

TRADITIONAL Style

Sheltered accommodation

FLATS

Solar Panels more on roofs

ROAD SIDE ADVERTISING SIGNS

FRONT GARDEN PAVERS & SUDS

Any use of Green Field Sites

BRIGTH STREET LIGHTING

NARROW Roads

CARS

Building

Streets

Landscaping

Housing typology & development

DENSE INFILL

Houses we know best

COLOURED FRONT DOOR

FLINT WALLS

VARIES STYLE OF HOUSES

TRADITIONAL Style

Sheltered accommodation

FLATS

Solar Panels more on roofs

ROAD SIDE ADVERTISING SIGNS

FRONT GARDEN PAVERS & SUDS

Any use of Green Field Sites

BRIGTH STREET LIGHTING

NARROW Roads

CARS

## Factors for success in/around the rural villages

- Create a new village/garden town
- The existing villages are rural, quite and green in character
- Infill should be 'in keeping with the character' and use brownfield land first
- Design new properties similar in scale to the existing
- More innovation in the built environment: energy efficiency solutions 'in keeping with character' and in conservation areas
- Designate land for the support of local job growth
- Protect the excellent agricultural land
- A good understanding of local characteristics demonstrated in the choice of materials, orientation, layout of new neighbourhoods and restoration of the existing. Including surrounding landscaping and public realm characteristics
- A demonstration in planning application documentation of an in depth understanding of local character of the landscape and the built environment
- More enforcement of design principles and detail in existing conservation areas and in the vicinity of listed buildings
- Development of a Local List
- More training on what good design could be
- Develop design guidance for extension of bungalows

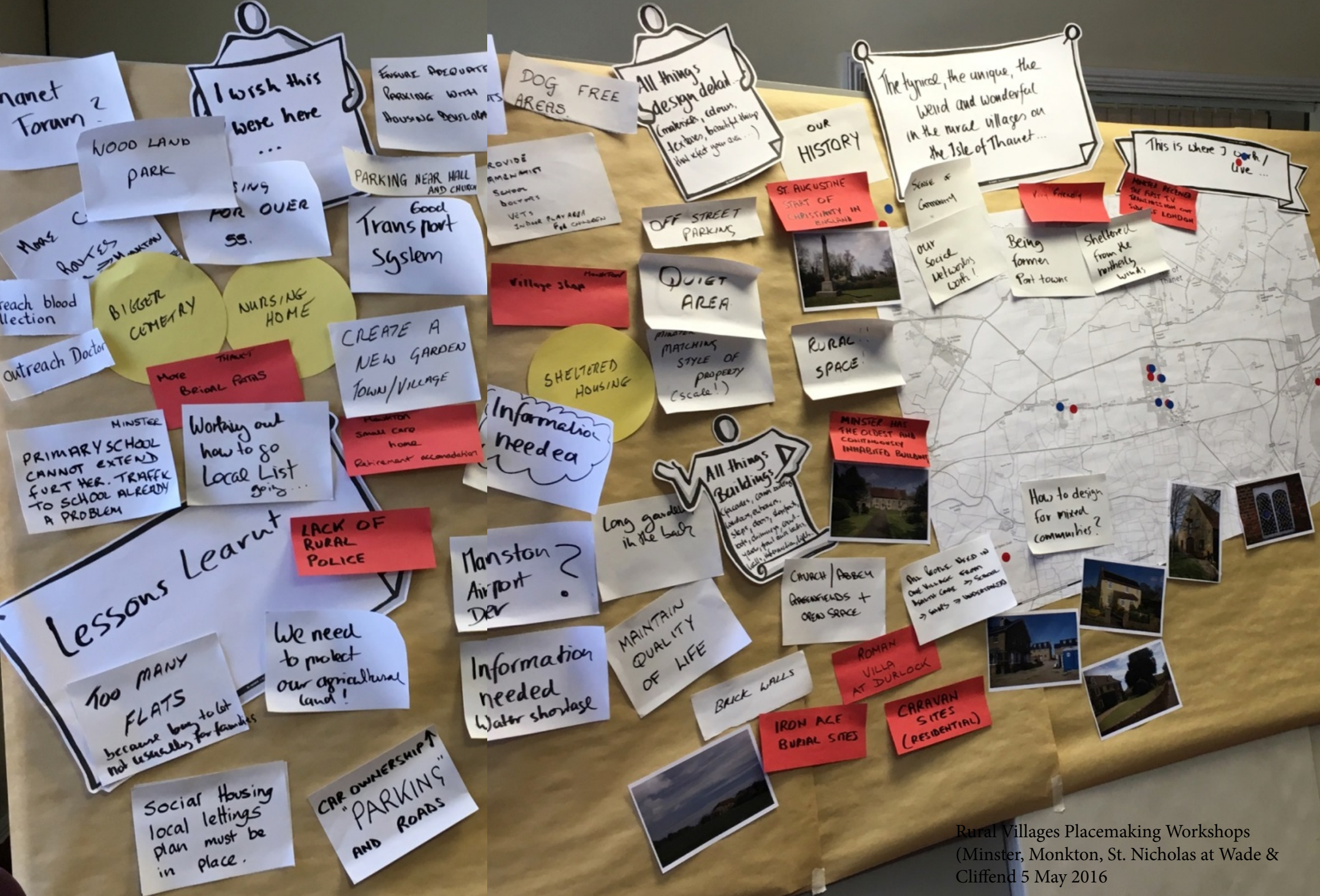
### Landscape and public spaces

- Geology: run-off water, high quality agricultural land, contamination airport lands, drought
- Encourage more wildlife, trees and varied landscaping in new development including sustainable urban drainage systems
- A woodland park, including dog free areas
- Play areas in woodlands/nature
- Narrow streets with good lighting well connected to footpath and bridal path and networks
- Homes with gardens and adequate parking

### Residential uses, amenities and supporting infrastructure

- More local lettings agreements; social housing local lettings plan must be put in place
- Increase sheltered housing provision
- Cottage style homes
- A nursing home
- Homes for 55+
- Additional caravan sites needed
- Deliver required amenities such as sports and recreational facilities
- We need more health care facilities, outreach doctors, schools, shops, undertaker; bigger cemetery
- Village shop in Monkton
- Small care home in Monkton/retirement accommodations
- Significantly improved public transport including evening, Sundays and bank holidays
- Significantly improved cycle routes and connected networks
- Traffic and parking impact to be examined, including new parking near the church





Manet Forum 2

I wish this were here ...

ENSURE ADEQUATE PARKING WITH ITS HOUSING DEVELOPMENT

DOG FREE AREAS

All things design detail (materials, colour, textures, beautiful things that catch your eye ...)

OUR HISTORY

The typical, the unique, the weird and wonderful in the rural villages on the Isle of Thanet...

This is where I work / live ...

WOOD LAND PARK

FOR OVER 55.

PARKING NEAR HALL AND CHURCH

Good Transport System

PROVIDE AMENITIES School doctors VETS Indoor PLAY AREA Pet centre

OFF STREET PARKING

ST AUGUSTINE START OF CHRISTIANITY IN ENGLAND

Scale of Community

Very friendly

MINSTER BECAME THE FIRST TV STATION WITH OUR STATION IN LONDON

Our social networks look!

Being former Port town

Sheltered from the northerly winds

reach blood collection

outreach Doctor

BIGGER CEMETERY

NURSING HOME

More THATCHED BRICKAL PATHS

CREATE A NEW GARDEN TOWN/VILLAGE

Village shop

QUIET AREA

Private MATCHING STYLE OF PROPERTY (scale!)

RURAL SPACE

SHELTERED HOUSING

Information needed

All things Buildings (kitchens, canopies, windows, screens, steps, doors, bay windows, chimneys, etc. - what you can see, what you can feel, what you can hear, what you can smell)

MINSTER HAS THE OLDEST AND MOST HISTORICALLY INHABITED BUILDING

MINSTER PRIMARY SCHOOL CANNOT EXTEND FURTHER. TRAFFIC TO SCHOOL ALREADY A PROBLEM

Working out how to go Local List going ...

MINSTER Small care home Retirement accommodation

LACK OF RURAL POLICE

Manston Airport Dev

Long garden in the back

MAINTAIN QUALITY OF LIFE

CHURCH / ABBEY GREENFIELDS + OPEN SPACE

An house used as one village farm house (one house) → School house (one house) → school → school → school

How to design for mixed communities?



Lessons Learnt

Too MANY FLATS because buy to let not usually for families

We need to protect our agricultural land!

Information needed Water shortage

Social Housing local lettings plan must be in place.

CAR OWNERSHIP ↑ "PARKING" AND ROADS



BRICK WALLS

IRON AGE BURIAL SITES

CARAVAN SITES (RESIDENTIAL)

ROMAN VILLA AT DURLOCK





# 06. Observations and Reflections

## Strategic/emerging placemaking themes for the Isle of Thanet

The following key points that came out of the conversations at the workshops are broadly relevant across the Isle of Thanet and could be used to scope out a detailed character assessments and design guidance with design codes for future development:

### Economic, social and environmental prosperity and resilience:

- Good placemaking often starts with understanding and nurturing the economic, social and environmental prosperity and resilience of a place and its people; an asset based development/regeneration approach
- The scale of proposed change in population is not fully understood from an employment and infrastructure narrative
- Uncertainty in regard to large transport, service infrastructures and allocation of land for residential and employment development: The future of the airport and surrounding lands is understood as a key issue for the short, medium and long term planning of Thanet. Key issues include the creation new homes and the urbanising of Westwood in conjunction with the airport development; a Station in Cliffend; and uncertainty regarding the future of Ramsgate harbour. Key infrastructure development should undergo comprehensive masterplanning and be assessed in light of local and wider economic, social and environmental impacts to provide better understanding for communities and potential investors.
- Lack of local employment opportunities and concerns about unknown traffic congestion levels due to increase in population and motorised traffic

### Building with natural assets:

- Light, wind, sea, land, scents: experiences to be strengthened and understood in the choice of materials, orientation, layout of new neighbourhoods and restoration of existing, landscaping and public realm
- Thanet geology: run-off water, agriculture, contamination of airport lands, drought, Sustainable Urban Drainage Systems required
- Energy efficiency solutions 'in keeping with' character and of conservation areas

## Layout and density:

- Strong maritime and resort town character along the coastal zone with higher density in compact urban environments and large mansions along the coast in between centres
- The hinterland of very different nature with historic village surrounded of low rise bungalows built on a repetitive grid
- Strong policy support and Design Guidance for extensions of bungalows and higher levels of land efficiency within settlement boundaries without disrupting social networks; re-focusing and re-servicing low density car dependent neighbourhoods
- Which housing typologies to follow bungalows at the edge of current villages – such as green buffer/ orchards/ allotments in-between existing and new
- Step-free, pedestrian and cycling friendly environments are of great relevance (such as the lack of connectivity between Birchington and Westgate?)

## Typologies:

- There is a need /interest in a greater range of living models for mature households

## Guidance, Regulation & Enforcement:

- A Kent Design Guide review in light of Full Character Assessment and Design Guidance for Isle of Thanet
- Enforcing planning policies and regulations is understood as difficult with less capacity in Local Authorities and public services (strengthening of the civic sphere in placemaking during pre-planning application stage, design guidance/ design codes for investors)
- Use of Local Listing and Conservation areas Management Plans
- Empty properties first, then brownfield and then green field development to maximise the efficient use of existing assets and infrastructure
- Comprehensive masterplanning to take place to understand more about the nature, scale, qualities, access, edge conditions etc. and accumulated impacts of allocated sites, with the loss of primary agricultural land questioned.
- 

## Delivery:

- Th opportunity for community land trusts and co-housing an opportunity for affordable provision
- Link growth with local employment and skills/training opportunities

# 07. Appendix

## Workshop process in short:

- 4 days
- 4 places/venues
- 50+ participants
- 4 similar agendas
- hundreds of placemaking insights shared and good questions covered in positive and constructive manner



Supporting a better built  
environment across  
London, the South East  
and the East of England

### Margate & Cliftonville, Isle of Thanet Place Making Workshop

The Sands Hotel, 16 Marine Drive, Margate Kent, CT9 1DH

25<sup>th</sup> April 2016

#### 10:00 – 12:30 Workshop 1

10:00 Registration

10:15 – 10:20 Welcome (D:SE presentation)

10:20 – 10:30 Introductions

10:30 – 11:40 “The typical, the unique, the weird and wonderful: Margate and Cliftonville, Isle of Thanet”

11:40 – 12:00 Reporting back & Discussion

12:00 – 12:30 Margate Coastal Park Presentation – Sam Causer & Carlos Maria Romero (presentation & discussion)

12:30 – 13:15 Light lunch

#### 13:15 – 16:00 Workshop 2

13:15 – 14:15 What are the ingredients & characteristics for a new good home, good street and a good neighbourhood in Margate & Cliftonville, Isle of Thanet?

- What are good local homes, streets and neighbourhoods made of?
- What do we want more/less of in Margate & Cliftonville, Isle of Thanet?
- What are the more detailed design features in existing buildings and spaces that could well shape a confident 21st century Margate & Cliftonville, Isle of Thanet?

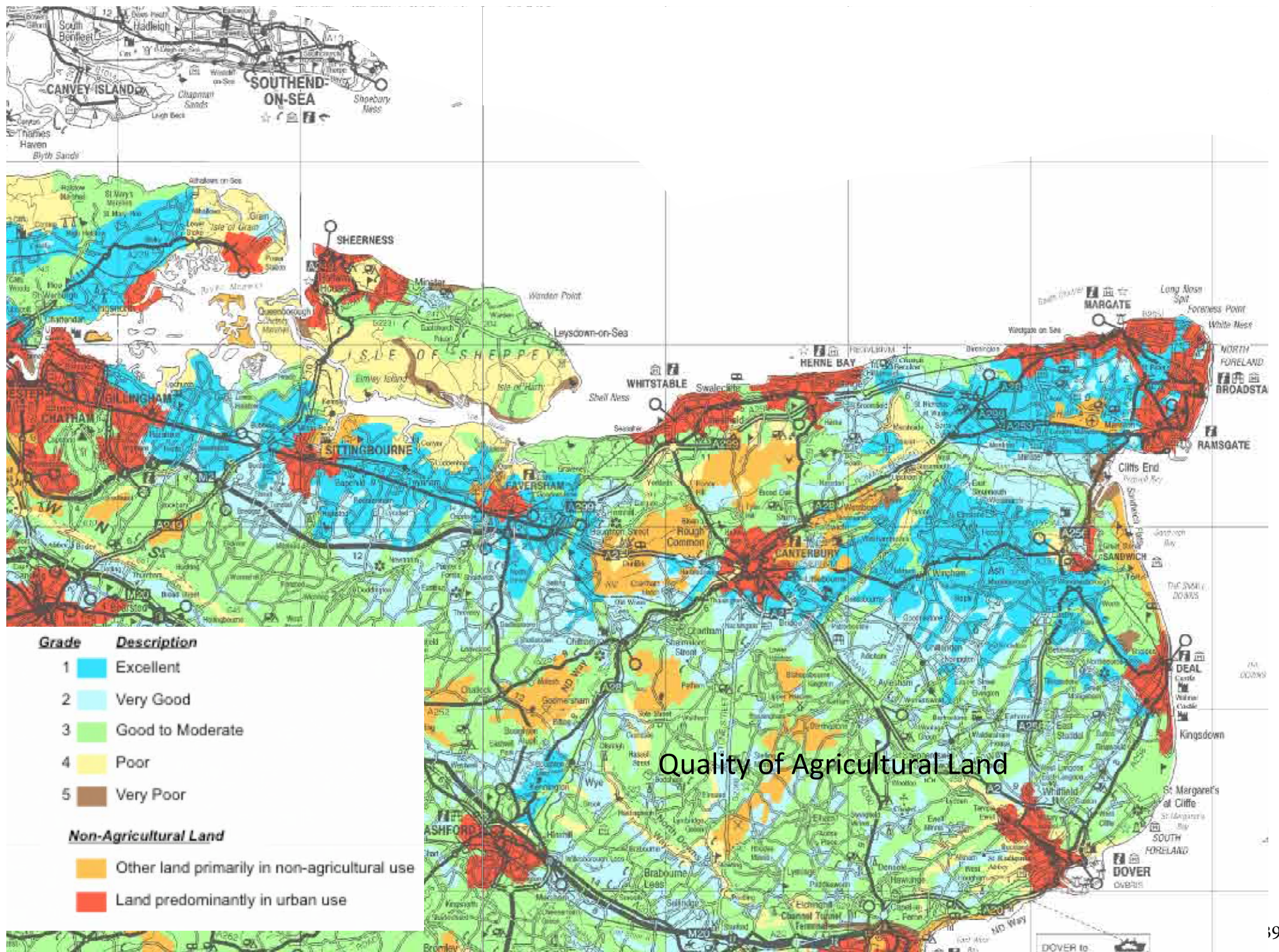
14:15 – 15:15 What has change in the built environment looked and felt like over the last 50 years?

- What can we learn from this experience and make great places for the next generation? - List design insights/criteria
- How can we learn from this experience and support better place-making in the planning application process? – List top insights/criteria

15:15 – 15:55 Summary and prioritising of key good place making criteria for Margate and Cliftonville, Isle of Thanet

16:55 – 16:00 Next steps and close





## Margate Coastal Park - Analysis of the emergence of a public space and its resilience in a digital age

The workshop started off with a presentation covering this project. This research project by Sam Causer and Carlos Maria Romero was commissioned by the University of Kent School of Architecture (KSA), with funding from the Communities and Culture Network+ (CCN+) whose central aim is to critically understand the digital transformation of communities and culture through practice-based research, community engagement, collaborative projects and empirical research. The CCN+ works with communities to ensure deep and lasting impact, to design needful projects and to better understand the wider social, economic and political issues at stake for the future.





This map identifies the predominant user of buildings in the coastal area of Margate in 2016.

Note that the large entertainment site to the west (in orange) is the Dreamland site, which is arguably more open space than building, but given the built nature of the site and its facilities we have identified it here as a building.

The clearly predominant use of buildings is residential, with the core of mixed use (purpose) buildings which are mainly commercial on the ground floor with residential above, being concentrated in the west Old Town, High Street and Marine Terrace areas, with fingers stretching the east along Northdown Road, Cliftonville High Street and west along Canterbury Road into Waltham.

Also evident are the large commercial centres from the latter half of the 20th century fringing the dense Old Town core.

The loss of the large hotels along Cliftonville northern edge is very evident, as is the loss of civic leisure and entertainment buildings along the sea edge at the base of the cliff.

The number of shelters has also decreased, there are studied more closely later in this document.



55

## MARGATE COASTAL PARK - BUILDING USES 2016

© Cliftonville Heritage 2016

© Cliftonville Heritage 2016

These maps identify the open areas in the 1950s compared to now. They are split into the following types of open area:

- Wilderness which is largely unmanaged nature, sometimes because it is inaccessible to humans, such as the edge of a cliff and sometimes because it is left wild to encourage ecological diversity.

- Public Open Green Space, such as grassland/cliff-top areas or parks.

- Restricted Green Areas such as golf courses which are accessible only to members or paying guests, or agricultural areas, for example.

- Private Areas such as domestic gardens, which nevertheless form an important natural edge to the public space. We have only shown private gardens where they contribute to the quality of the park area, ie on the edge of it, for example, where they soften the urban edge with trees and hedges.

- Outdoor Swimming, such as the tidal pools.

- Dry Sand, above the high tide line.

- Wet Sand / Chalk, below the high tide line but above the low tide line.



63

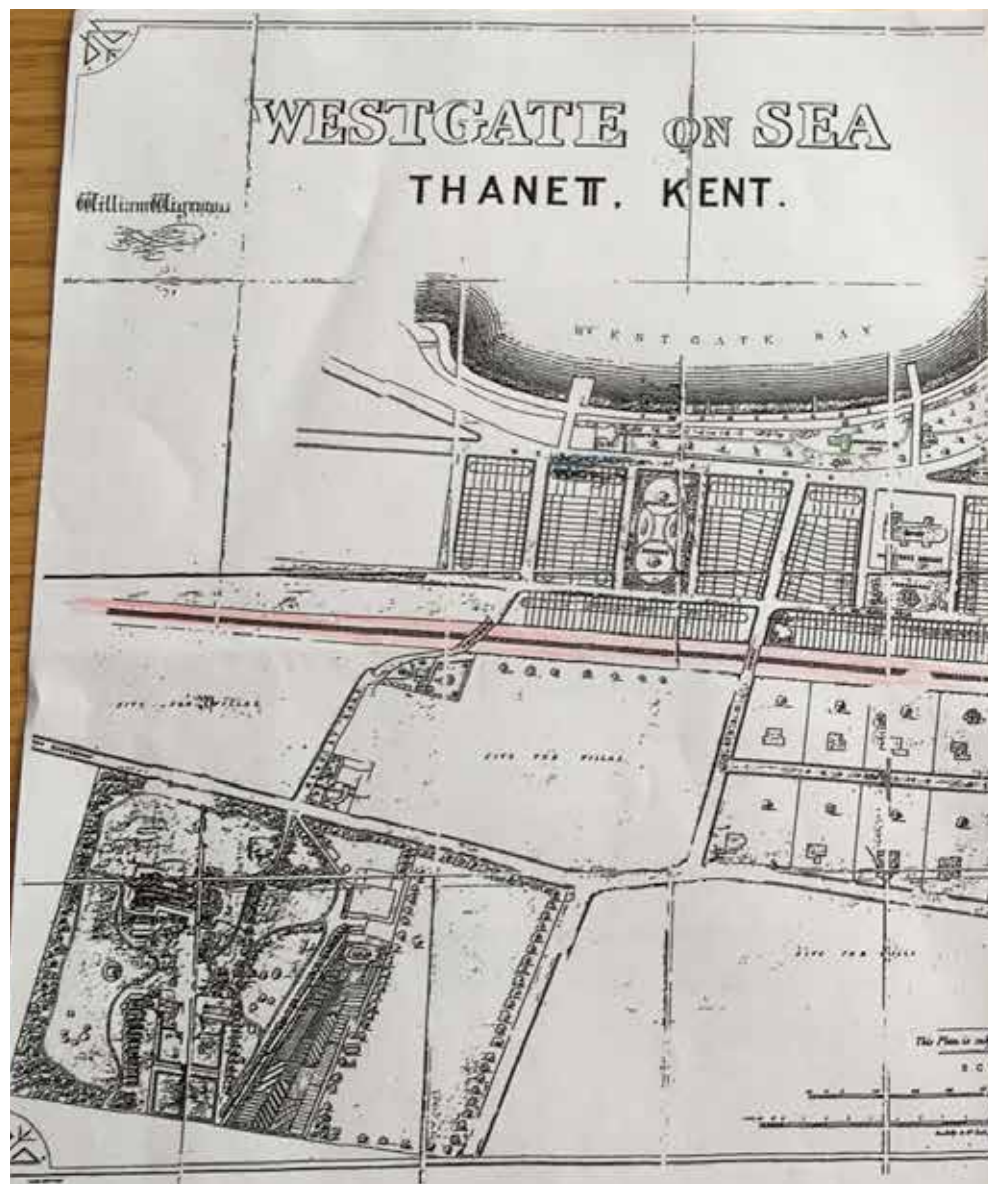
## MARGATE COASTAL PARK - OPEN SPACES 2016

© Cliftonville Heritage 2016

© Cliftonville Heritage 2016

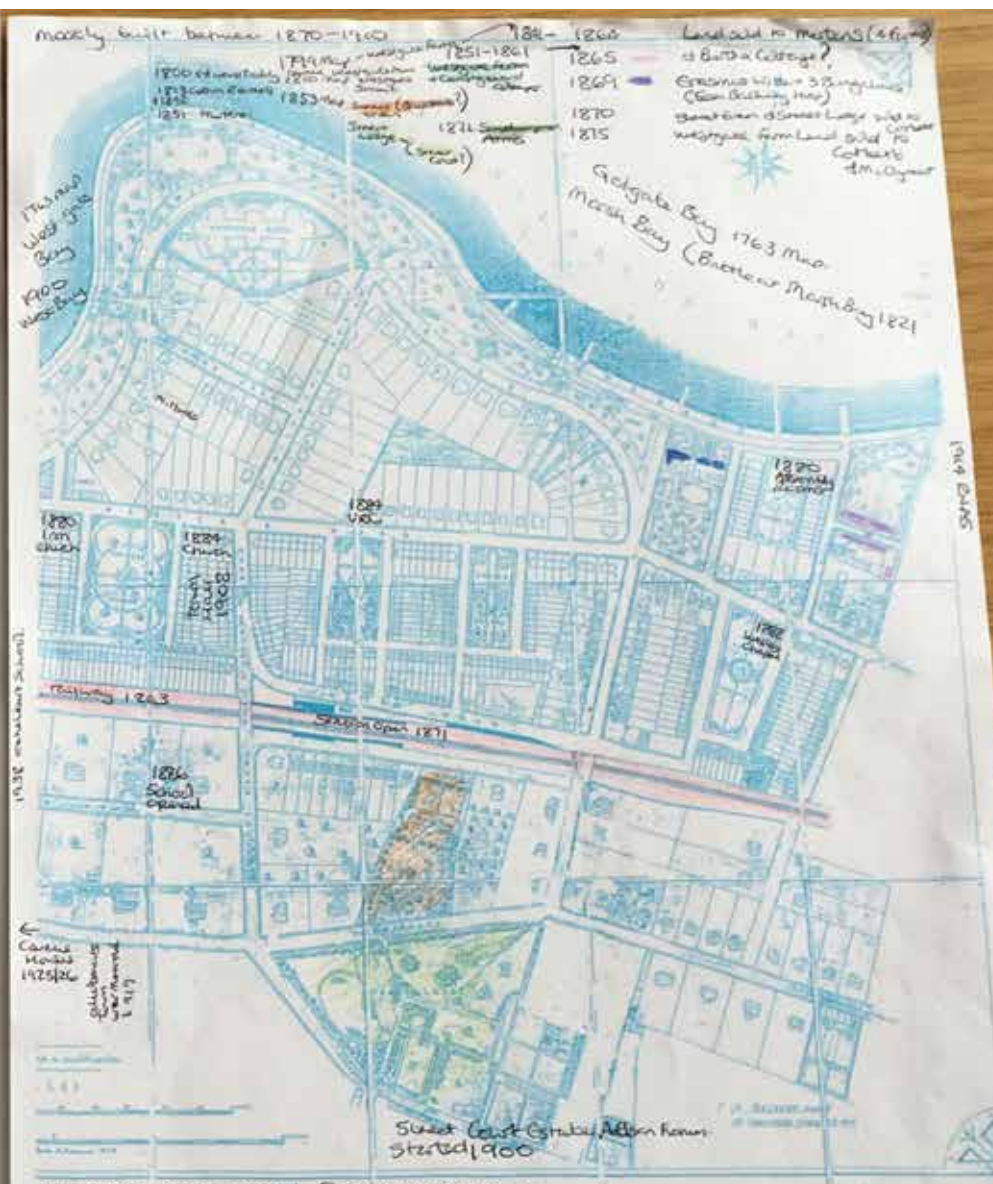
Source: [www.margatecoastalpark.org](http://www.margatecoastalpark.org)





The original layout of Westgate conceived by William Corbett in early 1870's as designed by C.N. Beazley, Architect

- 16 -



1763 map shows only 1 farm Westgate Street  
Westgate =  
Street Green Farm }  
Street Lodge } 500 Acres → Herman Martens 1864  
Hundred Farm } -17

Westgate and Birchington Placemaking Workshop, 29 April 2016  
 Pictures presented archivist Clare Wheeler





Westgate and Birchington Placemaking Workshop, 29 April 2016  
 Pictures presented archivist Clare Wheeler





## What's in a name? The origin of the British bungalow

12 THE VICTORIAN NOVEMBER 2018



Any spin doctor will tell you that names matter: they hold the power to draw attention away from the reality of a news story. That is, I will argue, exactly what's happened with bungalows – the naming of a group of houses by a passing journalist in 1879 has thrown people off the scent of the real history of bungalows and onto an entirely spurious explanation of their origins in Bengali tradition.

Although the term 'bungalow' had been used sporadically from the mid-19th century with reference to isolated single-storey buildings, by common consent the roots of the modern British bungalow lie in buildings designed by the little-known English architect John Taylor (1818–84). It has been assumed – no evidence

BUNGALOWS FIRST BECAME POPULAR IN BRITAIN IN THE LATE 19TH CENTURY. IT'S USUALLY ASSUMED THAT THEIR BENGLI NAME REVEALS THAT THEY WERE INSPIRED BY INDIAN BUILDINGS. HOWEVER, AS ANDY BROWN ARGUES, NAMES CAN BE MISLEADING.



has been adduced to support it – that Taylor imported the idea of a bungalow as a building type from the subcontinent. I contend that, in reality, Taylor had no such intention when building his first few houses in Westgate-on-Sea, on the Kent coast near Margate. He was merely designing prototype cheap but weatherproof

Fig 1 The Count Carlener's House in the gardens of Charlottenhof at Potsdam, near Berlin, designed by K.F. Schinkel and built in 1829–33. Should we be looking here for the origins of the bungalow? Photo: SPStG, Berlin-Brandenburg.

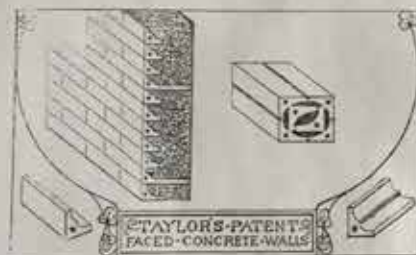
Fig 2 An elevation of the original bungalow designed by John Taylor for Westgate-on-Sea, Kent, as illustrated in the *Building News* in 1905.

houses for working people, the culmination of a long-harboured aspiration as a socially responsible architect.

A passing journalist in the *Building News* (16 September 1879) likened 'Taylor's buildings on the west side of Westgate's Sussex Square to bungalows, and the name stuck. Taylor himself adopted the term once it had become a bankable brand, championed by one of the most eminent physicians of the day, Professor Erasmus Wilson. 'The idea of Bungalows seems to take people's minds immensely,' wrote Wilson in a letter to Taylor in 1879 after he had bought the first of Taylor's houses. 'They are novel, quaint, pretty and perfect as to sanitary qualities. The best sanitary home for a family is a Bungalow.'

THE VICTORIAN NOVEMBER 2018 13





Taylor built four similar houses in Westgate ('The Bungalow', 'Cliff Lodge', 'Sea Lane' and 'Sea Tower'), each bought by Wilson as soon as completed. When Taylor was ready to buy more land in Westgate, however, the land values had risen, owing to interest from the London developers Curben and McClymont. So Taylor bought land in nearby Birchington and continued building there. His designs evolved as he built westwards along what he termed the 'Westcliff'. He began by repeating the successful original square plan-form from Westgate ('Lindenville' and 'Corby Tower'), but then moved to a second type with a long corridor ('Dulacosa' and 'The Hut'), then a two-storey version of his original bungalow ('Ingoldby'). The Westcliff sequence was completed by three more, 'Wooden' (sic) 'Thor' and 'Hunt'. Finally, Taylor moved into prefabrication and built himself a rambling wooden bungalow ('The Chalmers') and a similar prefabricated hotel ('The Westcliff Hotel', later renamed 'The Bungalow

Hotel'). All but one of these progenitor buildings has been lost. The survivor, The Hut (renamed 'Fair Outlook'), completed by August 1874, is the oldest genuine bungalow in the world; thankfully, it is listed Grade II.

Notwithstanding Erasmus Wilson's championing, and the interest shown in Taylor's buildings in the *Building News* (Fig. 5), the bungalow would probably not have caught on but for the cachet created by Dante Gabriel Rossetti's death in 1882 while resident in Taylor's perils, then called The Chalmers, Birchington became a place of pilgrimage for art lovers, and visitors were able to visit the bungalow in which he had died, which was quickly re-titled 'Rossetti Bungalow' (Fig. 4). It was described by 'WL' in an article, 'The Bungalows of Birchington', published in the *Art Journal* in 1886: 'passing over the threshold of Rossetti, we find ourselves in the drawing room or studio, a large and comfortable room with two bays and an entrance into the conservatory. Taking short

Top Fig. 3 A Bungalow at Westcliff-Birchington-on-Sea by John Taylor, illustrated in the *Building News* in 1873. The accompanying details show his patent method of laying tiles.

Above left Fig. 4 The studio in the bungalow at Birchington designed by Taylor for himself, in which D.G. Rossetti died, from *Atter Mayhew's Birchington-on-Sea and its Bungalows* (1881). The red-brick chimney-piece had gilded details.

Above right Fig. 5 Taylor's bungalows incorporated many of his patented building techniques: this is his method of facing walls with concrete, as illustrated in the *Building News* in 1867.

walks on the cliff or round the road that winds about the churchyard, and subsequently lying in the 'studio' [or drawing room] in one of the curiously contrived couches in the construction of which the architect, Mr Taylor, expended much ingenuity. Dante Gabriel Rossetti spent most of the last nine weeks of his life, reading, or latterly, being read to by Miss Rossetti, and



Fig. 6 The railway station at Tattershall, Lincolnshire, designed by John Taylor in 1888 as part of a sequence of stations on the Lincoln Loop line. The similarities to both Taylor's early bungalows and Schinkel's *Gardeners' House* at Potsdam are striking. Photo © Peter Hackney.

occasionally, when strong enough, painting.

The bungalow thus became both a symbol of bohemia and the building type of choice for the aspiring middle class seeking an affordable second house in which to enjoy the new concept of the weekend. Thus from the 1880s and 1890s there sprang, on the one hand, the ramshackle bungalows of the film artists on Shoreham Beach and, on the other, the architect-designed 'little country houses' of Bellagio (now Dorsland) in Surrey.

If, as I argue, Taylor did not import the idea for his new building type from India, what was his inspiration? In 1862, Taylor had presented papers to both the Royal Society for Arts and the Royal Institute of British Architects on the need to find new ways of building cheaply but humanely for working families. He had taken out a series of patents on innovative building techniques from 1849 onwards (Fig. 5) and applied his techniques to his Westgate buildings, including ceramic damp-proof courses and interlocking roof tiles, which allowed no rain to blow underneath.

Unexplained as yet, however, is the distinctive form of Taylor's original bungalows. Each featured a ridged central living area sandwiched between a squat tower and a lean-to element (Fig. 2). Overhanging eaves and gables were also

characteristic, and a 'centigal' or 'candi' look back through Taylor's earlier buildings suggests the original inspiration for this form. Prior to his Westgate buildings, Taylor had designed many of the stations of the London, Chatham and Dover Railway. The same form is readily apparent, for example, in his station at Herne Hill, which also incorporates many of his innovative building materials, and was originally roofed in his interlocking tiles.

Taylor's first railway commission was stations for the Lincoln Loop line, undertaken jointly with his father, John Henry Taylor (1791/92-1867). John Taylor Sr designed Lincoln station in his trademark Tudor Revival style, while John Jr designed the others in his preferred Italianate style. These stations vary in detail but the nearly identical Tattershall and Peckham stations are key examples (Fig. 6). There is the same combination as at Herne Hill of central ridged accommodation – in this case the booking hall – sandwiched between a tower and a smaller element.

At Tattershall there is a clue to the source of this design in the round-headed openings. Could this refer back to the *Rundbogenstil* – 'round-arched style' – which was popular in Germany in the early 19th century? The trail leads us to a German architect whose work was much discussed when Taylor was being taught by C.R. Cockerell at the British Academy School in 1839-43 – Karl Friedrich Schinkel (1781-1841). In 1835 Schinkel had published a booklet (left) of his designs. Among them is the *Hofgarten* or Court Gardeners' House, now known as the *Roman Baths*, in the gardens of Charlottenhof at Potsdam, near Berlin (Fig. 1). The similarities

between this building and Taylor's Tattershall station are striking.

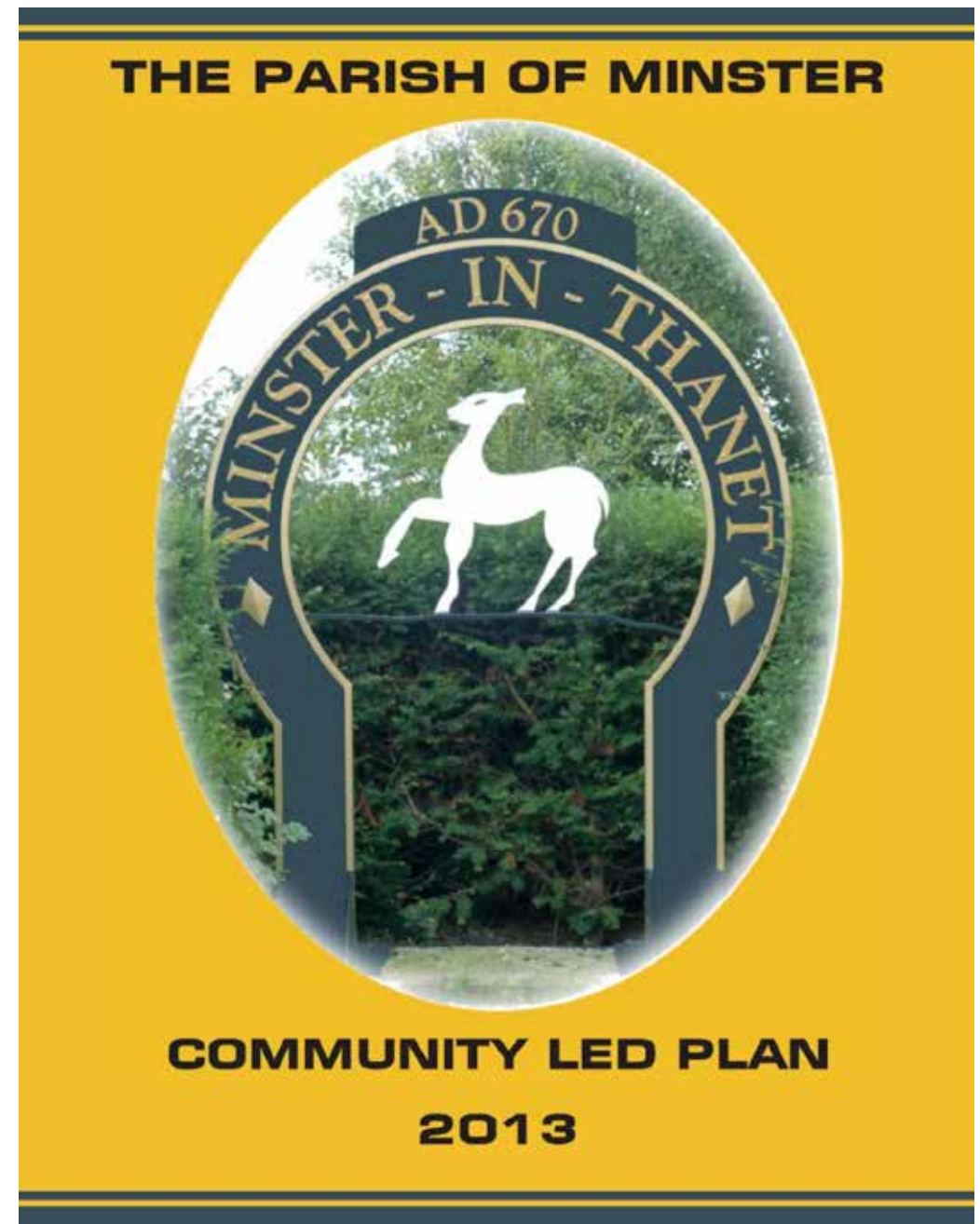
If the similarities are accepted as indicative of Taylor having been inspired by Schinkel's published designs, the story of the bungalow in Britain has a very different beginning from the orthodox version. Rather than being imported from India, the origins lie instead in Italy, where Schinkel travelled several times and drew many traditional country villas, which were reimagined in the Court Gardeners' House. I suggest that Taylor's first bungalows are not so Graeco-Italianate in spirit but are part of an enduring homage by Taylor to Schinkel and his masterpiece in Potsdam.

We can look again at the early bungalows designed by Taylor and notice similarities with the Court Gardeners' House in more than just the overall form – exposed rafters, shallow-pitched roof, Tuscan-style tiling for example. Such an alternative origin offers an explanation for why the bungalow in Britain has so little in common with its namesake in India. Where in Bengal can one find a belvedere tower? Why the gable ends, when hipped roofs are necessary in India to cope with cyclone winds?

At last, then, bungalows as a building type can take their rightful place as part of a European architectural heritage and not the result of a mysterious diffusion of the building type from the Indian subcontinent. Only the name links the bungalow to India; the rest is Greek via Italy, Germany and a little-known ingenious English architect. But then, what's in a name?

Dr Andy Brown is Planning Director, South East Planning Group, at Historic England.

## Minster Community led Plan from 2013

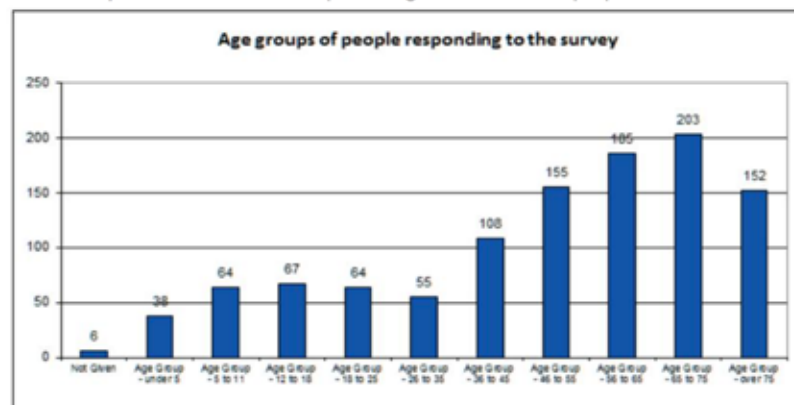




## THE PLAN – WHO RESPONDED?

### The Adult Questionnaire

There were 486 questionnaires returned representing the views of 1097 people.



Youth Questionnaire		School Questionnaire	
Age Group	No. Responding	Age Group	No. Responding
13-11yrs	23	4-6yrs	116
14-16yrs	20	7-9yrs	95
17-18yrs	5	9-11yrs	135
Not Given	4	Not Given	1
Total	52	Total	247

## LIKES AND DISLIKES

People were asked what they liked and disliked about living in Minster.

Overwhelmingly these expressions describe issues which people find affect their quality of life.

Within each section there was plenty of space to mention their likes and dislikes, the fact they mentioned these at the end shows how important they are to people.

### Likes

People liked: the range of amenities (shops, businesses, clubs and leisure), the friendliness of the people, the general "village feel" and its environment.

They praised the community spirit and the simple peace and quiet, the countryside views and easy access.

They were appreciative of the fact that they felt safe and that the crime rate was low, however, 76.03% of those who stated they felt safe also requested an increased police presence.

Others commented about the ease of access to get to other areas by all means of transport although this is slightly contradicted in the dislikes when referring to public transport.

Many praised the clean air and the history/heritage of the village.

### Dislikes

The main dislike is traffic in all its forms: cars, bikes, lorries and the driving and parking of them. Other dislikes were the over-development of housing and business premises and the anti-social behaviour of youths and their hanging around in the village.

No surprise – dog fouling was a favourite dislike, this has been the subject of numerous articles in Minster Matters.

Public transport or the lack of it also featured highly with many feeling isolated particularly in the evenings and at weekends.

Many commented on the condition, width and lack of pavements in some areas of the village and to a lesser degree – litter.

Interestingly and positively 32 people said there was nothing to dislike! So that is good news.

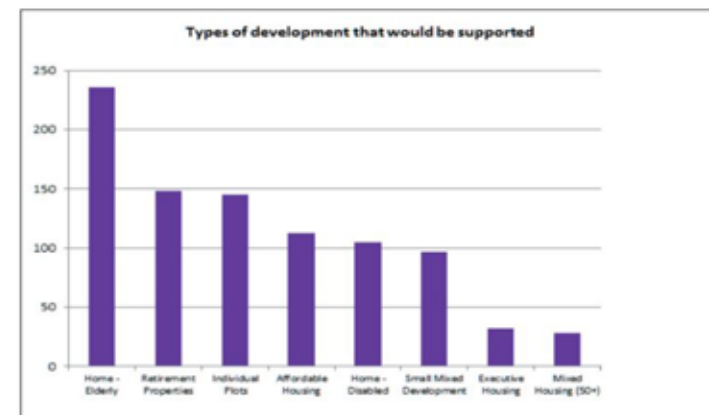
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## HOUSING

Section 1 of the questionnaire addressed the need for housing development over the next ten years. The community were asked to indicate the types of development they would support.

Owing to Government policy, the option for "no development" was not able to be given.

Just prior to this survey TDC undertook a Housing Needs Survey. That survey did not cover what development people would support within the Parish as it purely dealt with people's perceived need.

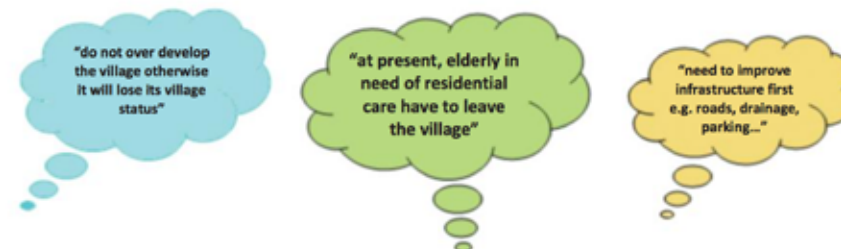


The greatest support was for a residential home for the elderly with the next being retirement properties. Mixed developments of 50+ homes had the least support.

However, 32% of respondents who answered this question did not consider there should be any further development until appropriate infrastructure was in place such as GPs, schools, roads and public transport. Comments evidenced concern that Minster might lose its village feel and become more town-like.

The previous TDC Local Plan acknowledged the need for a residential home for the elderly. TDC's own housing needs survey showed that some elderly people do want to move from their homes but have little option as there are no suitable local retirement properties. It could be that if more was done to address this, housing stock might be more available to accommodate younger families.

A flavour of comments made on this issue:



### Action Points

MPC to make representations to TDC to ensure that the accommodation needs of the more elderly in the village are reflected in the Local Plan.

To ensure the wider views of Minster residents on housing are represented in the Local Plan.

Sample pages from Minster Community Led Plan

7

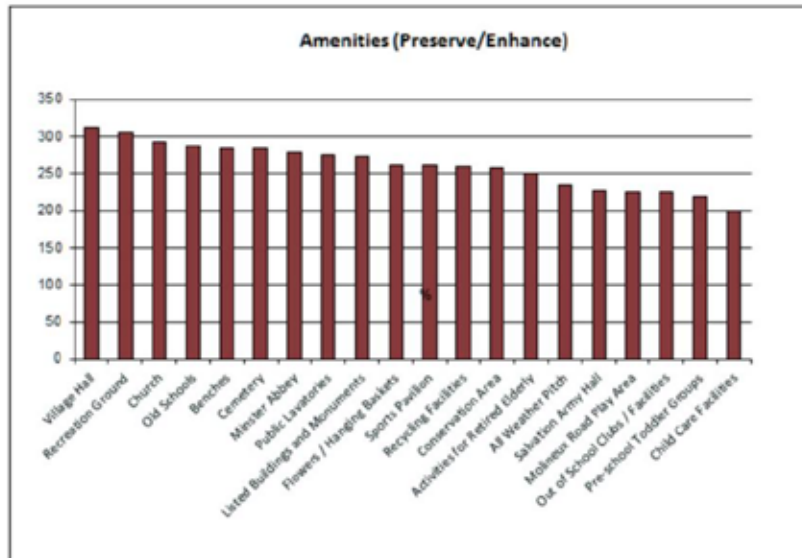


## SOCIAL AND COMMUNITY

### Amenities

People were asked whether existing Village amenities should be Preserved, Enhanced or both. The majority of people offered a view on this complex area.

The graph below illustrates people's priorities:



It is apparent that all the Village facilities from the village hall to childcare facilities are valued by people.

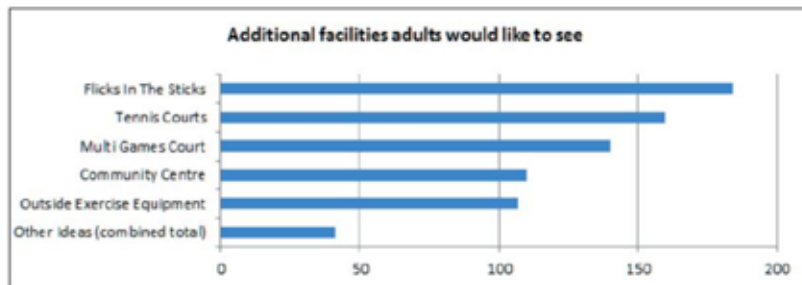
### Action Points

MPC to work with the organisers/owners of the amenities to ensure that they are at least maintained to their current level.

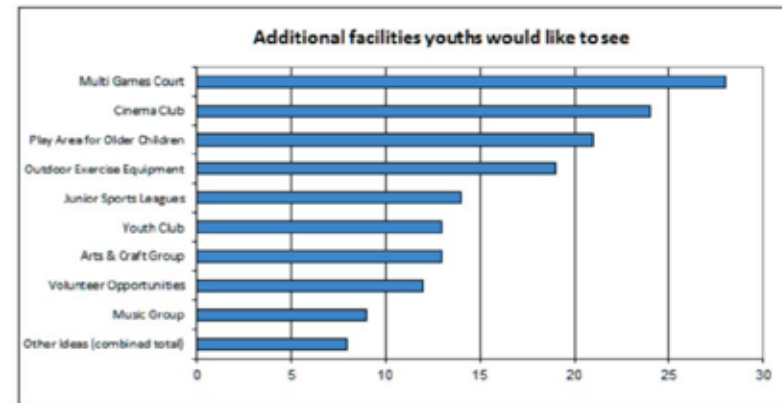
MPC to work with the organisers/owners of the amenities to identify and apply for funding to enable enhancements.

People were asked what additional facilities they would like to have in the Village.

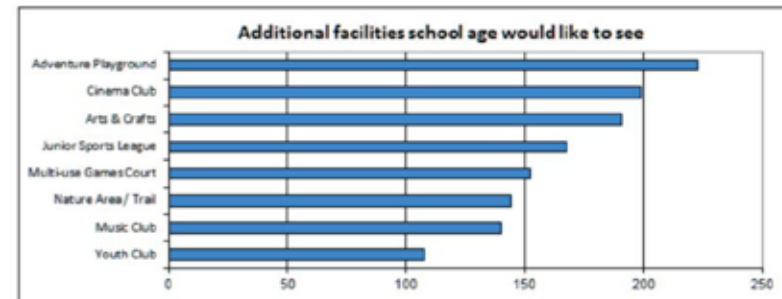
The responses for adults were:



The responses for youths were:



The responses for the school were:



It is interesting to note that all age groups share an interest in cinema with that coming out in the top three each time. Also the shared desire for a multi-games court. Interestingly the top desires for the youth and school were outdoor based activities.

### Action Points

MPC to follow up on an offer made in a return, by a retired projectionist who lives in the village, to see if a cinema project within the village could work and be sustained.

MPC to actively seek out funding to improve the outdoor activity facilities in the village for all ages.

Sample pages from Minster Community Led Plan

# Notes:

T: +44 (0)1634 401166  
E: [info@designsoutheast.org](mailto:info@designsoutheast.org)  
[www.designsoutheast.org](http://www.designsoutheast.org)

