

Appendix 1

Deal - Victoria Road & Wellington Road

Conservation Area Character Appraisal

Draft for consultation

May 2019

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1. Introduction

1.1. Background

The Victoria and Wellington Road conservation area was designated on the 1st December 1977 and consists of approximately 305 buildings the overwhelming majority of which are domestic residences. Seven of the buildings are listed. This appraisal was carried out during the summer of 2018. The Dover District Council (DDC) Heritage Strategy had recommended that a full appraisal and management plan should be carried out.

Victoria Road, originally known as Prospect overlooked the Naval Yard and gave a pleasing prospect of the Downs and the many sailing ships that would have anchored there, .Queen Victoria having visited in 1842 the area was later renamed Victoria Town.

The conservation area lies between Deal High Street to the north and Deal Castle to the south, extending westwards towards the railway line. The majority of the buildings reflect the evolution of architecture from the mid-18th century to the middle of the 20th century. It is this variety that gives the conservation area its essential character.

An appraisal is intended to provide an understanding of the special interest of a conservation area and to set out options and recommendations to help ensure that any changes are informed by an understanding of the local character and distinctiveness of the conservation area. When this appraisal is adopted by Dover District Council (DDC) it will become a Supplementary Planning Document which will be a material consideration in the determination of applications for planning permission within and adjacent to the conservation area.

This appraisal looks at the following issues:

1. The origins and evolution of the area under consideration.
2. The current boundary of the area and any review that should be made of that.
3. The positive and negative factors that contribute to or detract from the current condition of the conservation area.
4. Any recommendations that will protect and enhance the conservation area. Any changes proposed must sustain and enhance the historic environment and its heritage.

1.2. Planning Policy Context

The Planning (Listed Building and Conservation Areas) Act 1990 sets out the statutory definition of a Conservation Area, which is “an area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance” [s.69(1)]. Dover District currently has 57 designated Conservation Areas.

There is a requirement under the legislation to review Conservation Areas “from time to time” to ensure that the boundary captures all the area that is of special interest and to assist in developing plans for the management of change within the conservation area. This is further endorsed by the National Planning Policy Framework (2012) which urges the need to ensure that an area justifies the designation because of its special architectural or historic character or appearance.

The Dover District Heritage Strategy (2013) presents the district’s Heritage Assets as Themes; Theme 13 dealing with conservation areas. The district’s conservation areas are considered to be heritage assets of **outstanding significance**, and in addition to being attractive places to live and work, contribute to the economic wealth of the district by being a magnet for visitors. Seven Conservation Areas lie within the area that the Deal Society undertook to monitor - four of these lie in the Town of Deal and three lie within the Parish of Walmer.

A methodology was developed for the Heritage Strategy enabling a rapid desk-based assessment of the general condition of the district’s conservation areas and was applied to 19 of the conservation area of which Victoria Road and Wellington Road is one. The results of this overview, using a “traffic-light” system to classify their condition, indicate that of the 57 conservation areas in the district 12 of these conservation areas were identified as ‘performing well’ and achieved a green light, six achieved an amber light, requiring some enhancement, and one area required considerable enhancement or potential “de-designation” as a conservation area, due to the substantial loss of its character of special interest.

Theme 13 prescribes methods and techniques by which an area’s condition may be measured, assessed and managed; Article 4 Direction is one method. An Article 4 Direction removes permitted development rights from residential properties to ensure that certain changes, such as the replacement of windows, is managed to ensure that the change is appropriate to the special character of the conservation area. Article 4 Directions have been applied so far to two of the 19 conservation areas, one of them being the Middle Street Conservation Area in Deal.

The Heritage Strategy also suggested the formulation of a system for the assessment of a conservation areas condition such as that developed and adopted by the Oxford City Council, endorsed by Historic England and used by the Oxford Preservation Trust. That system has been used in this character appraisal, further informed by best practice guidance within the Historic England Advice Note 1: Conservation Area Designation, Appraisal and Management (Feb 2016).

1.3. Community Involvement

This character appraisal has been prepared by the Deal Society in close liaison with DDC. The DDC Heritage Strategy highlights the importance of local community involvement in the protection of the historic environment. There are two specific areas where that involvement is encouraged. First of all, local civic groups are encouraged to develop appraisals of conservation areas within their locality. Secondly the production of a List of Local Heritage Assets is encouraged. This appraisal is, therefore, consistent with the aspirations of the DDC Heritage Strategy.

Every property in this conservation area was informed by letter that the appraisal would be carried out in the late spring and summer of 2018. The letter also included a short questionnaire to which the residents were invited to respond. A significant number of responses were received, the overwhelming majority of which were positive about the appraisal exercise. The matters raised by the residents are reflected in the report.

The first draft of this appraisal was submitted to DDC in November 2018 for a process of public consultation to be agreed.

1.4. Summary of Significance

- a. The diversity of the architecture is the outstanding feature of the area. The styles span two centuries from late 18th century cottages through to buildings of 19th century date of having the elegant proportions and detailing of the Georgian and Regency style to some striking examples of High Victorian Gothic architecture. There are a few non-residential properties which also contribute to that diversity and visual interest.
- b. The area is close to the busy centre of Deal but manages to be an oasis of calm and tranquillity largely due to the dominantly residential function of the area. The character and charm of the buildings and their cared for look heightens the sense of tranquillity.
- c. The long period of development over nearly two centuries gives a very strong impression of a town in the course of evolution. Whereas some other conservation areas in Deal have a strong sense of cohesion, in this area it is the variety of architecture that creates the character.
- d. Some of the properties are built to the pavement but in a number of others small gardens enhance the street scene. In at least one road the restoration of railings improves the overall appearance. The larger properties along Victoria Road principally have gardens bounded by walls with railings and hedges, and the distancing afforded by the gardens from the busy road helps to contribute to the grandeur of the buildings. The majority of the properties in the conservation area have small front gardens with walls.
- e. In at least two of the roads the street scene is punctured by gaps that give good views through to other parts of the area, especially to trees and other greenery that enhance the sense of calm and tranquillity earlier mentioned.

2. The Character Appraisal

2.1. Victoria Road

2.1.1. Buildings

Only the western side of Victoria Road is currently included in this conservation area, the eastern side being in the Middle Street Conservation Area. The road lies on a north south axis beginning at the southern end of Deal High Street and ending close to Deal Castle. Originally known as Prospect Place the properties overlooked the Naval Yard and its activity especially during the Napoleonic Wars. The earliest recorded domestic dwellings were in this part of Lower Deal. None of those survive. The cottages towards the southern end of Victoria Road date from the 18th century.

Starting at the southern end of Deal High Street the first buildings are of the Georgian or Regency style set back from the pavement with either paved areas or gardens. Very few have off street parking to the front. Woodbine Cottage ,a Grade 2 listed building, the house is notable for being fronted by a very large front garden with substantial trees and shrubs. A number of the properties have iron railings separating their front gardens from the pavement which early engravings suggests was a feature of the road. The houses are mainly brick built and there is a striking set of roofs that add substantial significance to the character of the road as viewed from the end of the High Street.

Towards the southern end of the road the houses are smaller but many are set back with long front gardens or paved areas. Many of these properties are rendered but with significant variances in style: this creates almost a sense of quirkiness, even fun.

2.1.2. Landscape

Just beyond the end of Victoria Road and opposite Deal Castle, the Captain's Garden offers an important open space at the southern boundary of this conservation area. The front gardens also make a very significant contribution to the character of this conservation area.

2.1.3. Spaces

On the western side of the road there is an almost continuous run of houses with no significant spaces between them.

2.1.4. Streets and Paths

Victoria Road is one of the principal routes in Deal and there is street parking on the western side. Due to the scale of the buildings and the garden frontages neither issue detracts from the overall sense of elegance and historic significance of the houses.

2.1.5. Ambience

The proximity of the road to the town centre and the volume of traffic all contributes to a general sense of business through most of the day.

2.2. Wellington Road

2.2.1. Buildings

Wellington Road runs at a north west angle to Victoria Road from the southern end of Deal High Street to the junction with Blenheim Road. Historically in the mid-20th century it was threatened with demolition from plans to build a ring road to the southern edge of Deal town centre. The plans were thwarted by the Deal Society and other local action groups because the important historical and architectural significance of the buildings.

On the north western side of the road the houses are predominantly Regency and Georgian; to the south east most were built during the Victorian period; those to the north west are detached or semi-detached whilst those built in Victoria's reign are more terraced in style. The building materials in Wellington Road are a mixture of brick and render with one or two examples of pebbledash. The windows and doors are a range of styles including some poor examples of UPVC although the proportions of the windows indicate the original were sliding sashes. The roofs are predominantly slate but some with Kent peg tiles. There is a very striking example of terracotta tiles being used for visual decoration on Wellington House close to the junction with Blenheim Road. Wellington House is described in the Heritage Strategy as of Arts and Craft style.

Victoria Lodge is a building with a dominant presence in the streetscene with its deep overhanging corbelled eaves and projecting porch. It shows on 19th century maps as a Dispensary, later used as a Library and a Labour Exchange. A council building on the corner with Victoria Road became a doctors' surgery and is now residential apartments

2.2.2. Landscape

Although there are a variety of architectural styles there is an overall sense of calm and tranquillity in the road. At a few points there are views through to trees and gardens. This is especially the case through the cart gate to Victoria Lodge and opposite Wellington House. On the north western side there are small front gardens sometimes enclosed by high hedging and at others by iron railings.

2.2.3. Spaces

Towards the junction with Blenheim Road there is a significant gap looking through to a pleasant area with lots of trees.

2.2.4 Streets and Paths

The road tends to be a cut through and at times seems busy which is in marked contrast to the perceived sense of calm.

2.2.4. Ambience

The road proximate to the town centre is heavily used for street car parking and this can be experienced at times as in conflict with the sense of tranquillity.

2.3. Queen Street

2.3.1. Buildings

Only a small part of Queen Street is included in this conservation area. It includes buildings to the southern side of the street, houses in Albion Terrace on the side of Deal Station car park, the Toll Cottage, the taxi office, the Eagle pub, a hairdresser's and a garden centre to the north western corner of the junction of West Street with Queen Street and the beginning of London Road.

The properties are all adjacent to one of the busiest road junctions in Deal. The large three and four storey buildings to the southern side of Queen Street are mainly commercial properties with some residential accommodation on the upper floors. On this southern side is also an Art Deco frontage to the Kwik Fit site; the building itself is of interest architecturally but the forecourt and modern building behind detract from the character of the conservation area. On the southern side of the street is a substantial group of modern retirement flats which do not sit comfortably within a conservation area.

2.3.2. Landscape

There are no significant landscape features in this area.

2.3.3. Spaces

The area is a tight urban grain with no significant spaces between buildings.

2.3.4. Streets and Paths

The road is a major route out to the north and west of Deal.

2.3.5. Ambience

The road is extremely busy and there is constant traffic through the whole day.

2.4. Blenheim Road

2.4.1. Buildings

Blenheim Road from the junction with Queen Street to the junction with Gilford Road lies within the conservation area. The remainder of Blenheim Road from Gilford Road to the junction with Gladstone Road is not part of the conservation area. The road is residential with a wide variety of architectural styles mainly from the late Victorian and Edwardian periods but with a few 20th century in fills. Most of the properties are two storey with attic or three storey brick built with slate roofs and a dominance of double height bays. There is some very striking gold and turquoise plaster work on a property that historical records show was a public house. The condition of one or two properties in the road falls far short of the standards required in a conservation area. However, there was generally a good standard of maintenance but with an over dependence on UPVC windows and doors.

At the end of the road towards Queen Street there is a group of Grade 2 listed buildings. The High Victorian Gothic architecture of the Roman Catholic church is in marked contrast to much of the domestic architecture. There is a GR postbox on the wall of one of the buildings.

2.4.2. Landscape

Just off the road there is an area with 45 garages. Historically it was an anchor ground and a bowling green. Many of the houses have small front gardens.

2.4.3. Spaces

Apart from a brownfield site behind 54-56 and adjacent to Norman Tailyour House there are no significant spaces.

2.4.4. Streets and Paths

The road and pavements are tarmac and in general good condition.

2.4.5. Ambience

The road is comparatively busy with traffic creating a general sense of business.

2.5 Gilford Road

2.5.1. Buildings

On the northern side of the road the properties extend from the railway bridge to the junction with Victoria Road. On the southern side the properties extend from the junction with Blenheim Road to the junction with Victoria Road and Deal Castle Road. Many of the properties to the north have very small gardens whilst those to the south are built to the pavement. The road is dominated by two long unbroken terraces with a few cases of small groups of buildings. The houses are either two storey or two storey with attic. The majority are brick built with render to the ground floor or rendered with projecting first floor bays to the properties on the south side and full two storey bays to those on the north side of the road. There is a strong horizontal rhythm to the street. The street is almost entirely residential.

2.5.2. Landscape

There are no significant landscape features.

2.5.3. Spaces

There is no interruption to the long terraces on either side of the road.

2.5.4. Streets and Paths

The road is a busy route from Deal Town towards Upper and Middle Deal. It is a very busy cut though for vehicles and this makes a strong contrast to the tranquillity of other parts of the conservation area.

2.5.5. Ambience

As already mentioned there is a high level of traffic business.

2.5. Beaconsfield Road, Hope Road and Northcote Road

2.6.1 Buildings

These three roads lie between Victoria Road and Blenheim Road. They are almost entirely residential although there is an old factory, now converted to a martial arts club and the Drill Hall.

Hope Road, historically called Grove Terrace, has a terrace of small cottages with small gardens to the front and there is an architecturally significant property called The Old Cottage. Beaconsfield Road has a pleasant mix of late 19th and early 20th century brick-built houses together with a small number of late 20th century new builds. The road has a strong visual coherence. Norman Tailyour House a brick built sheltered housing complex is currently (2018) undergoing refurbishment. Again, the variety of architectural styles is what gives this part of the conservation area its character. The great variance in style over a long period, like the remainder of the conservation area, determines the character.

2.6.2. Landscape

The entrance road to Norman Tailyour House is lined with trees and shrubs in a part of the conservation area where there is little opportunity to experience greenery. There are small gardens to the front of several properties.

2.6.3. Spaces

There are no significant spaces.

2.6.4. Streets and Paths

The roads and pavements are reasonably maintained, tarmac being the normal surface.

2.6.5. Ambience

These roads are “tucked” away behind busy roads so there is a general atmosphere of tranquillity and lack of traffic movement and business.

3. Management Plan

3.1. Vulnerabilities and Negative Features

- a. Although the overall standard of maintenance was to be in very poor condition. there was evidence of a few properties being in poor condition. This was especially evident in Gilford Road and Blenheim Road with one property in particular considered to be in very poor condition.
- b. The lack of planning controls over the replacement of windows and doors was very evident. There was a significant loss of replacement with windows and doors sympathetic to the historic character of the property.
- c. In a number of cases unsympathetic features had been added distracting from the historic and heritage significance. These included UPVC windows and doors inconsistent with the character of the property, a spiral staircase and front railings.
- d. The road junction at Gilford Road/Deal Castle Road/The Strand/Victoria Road is extremely unsympathetic to pedestrians.
- e. There was some evidence of satellite dishes on the front of properties adding unnecessary clutter to the streetscene.
- f. Residents were concerned about recycling bins in front gardens and driveways and the amount of litter caused by a lack of street cleaning.
- g. Although the condition of pavements and roads were generally acceptable the state of Hope Road gives rise for concern. It is in urgent need of improvement.

An anomaly exists in terms of conservation areas. The western side of Victoria Road is in the area under appraisal whilst the eastern side is in the Middle Street conservation area and subject to an Article 4 Direction. This makes no logical sense (see

h. Recommendations - 3.2.1).

3.2. Recommendations

3.2.1. Boundaries

- a. Currently the area between South Street and Deal Castle, bordered by the eastern side of Victoria Road and the seafront, lies within the Middle Street Conservation Area. This appraisal recommends that because of the historic and heritage connections with the Victoria Road/Wellington Road area, that part of the Middle Street conservation area that lies to the south of South Street should be included in this area with a new boundary line drawn along the middle of South Street from the seafront. This would help facilitate the buffer zone around Deal Castle that is proposed in the DDC Heritage Strategy (see 4.2 - Maps)
- b. It is recommended, therefore, that an appraisal is carried out in the Middle Street conservation area in reference to potentially changing boundaries with the Victoria Road CA in respect of roads and streets as noted in a) and c).
- c. The part of Queen Street that falls within this appraisal area should be removed. A review should be carried out about its relationship with the rest of Queen Street and also to the Middle Street conservation area boundaries after a character appraisal has been carried out on the Middle Street conservation area. (see 4.2 - Maps).

3.2.2. Heritage Assets of Local Importance

The Government's National Planning Policy Framework states that 'non-designated' (i.e. essentially locally-identified) heritage assets should be taken account of when considering planning applications. A Local List would enable the importance of undesignated local heritage assets to be taken into account in the processing of any planning applications which might have an impact on them or their setting.

A Local List would include buildings, structures, landscape and archaeological features which are of local interest and have no statutory designation. For inclusion within the Local List, the Heritage Asset must comply with at least one of the following criteria set out within the DDC Land Allocations Local Plan (adopted January 2015):

- Historic Interest (HI)
- Architectural and Artistic Interest (AAI)
- Social, Community and Economic Value (SCE)
- Townscape Character (TC)

In the light of the boundary recommendations it is suggested that all the following properties should be included in a Local List as being Heritage Assets of Local Importance:

- The Eagle public house, Queen Street (HI)
- Toll Cottage, Queen Street (HI)
- The Art Deco building at the front of Kwik Fit, Queen Street (AAI)
- 41 Queen Street (A Hairdresser and residential property) (AAI)
- The Captain's Garden buildings opposite Deal Castle (HI) (TC) (SCE)
- The Old Cottage, Hope Road (AAI)
- Walnut Cottage, Beaconsfield Road (AAI)
- Wellington House, Wellington Road (HI)
- The Drill Hall, Hope Road (HI) (AAI)
- Victoria Lodge (AAI)
- The Roman Catholic Church Blenheim Road (HI) (AAI)
- Former Public House 31 Blenheim Road (AAI)

3.2.3. Article 4(1) Direction

All local authorities were given the power to impose an Article 4(1) Direction by the Town and Country Planning (General Permitted Development) Order 2015.

Victoria Road is a significant example of inconsistency in practice over planning controls. The east side is governed by an Article 4(1) Direction, the west side is not. It is recommended that that Direction should be imposed on this conservation area in order to create a level playing field in planning controls.

The regulations governing that Direction are set out in the appendices of this report.

4. Appendices

4.1. Historical development

Deal developed when the marshy shore became consolidated enough for building to start. Known as 'the Sea Valley', it was here in 1539-40 that Walmer, Deal and Sandown Castles were built to protect the realm. Lower Deal developed as countless ships sheltered in the Downs, an area of sea between the coast and the Goodwin Sands.

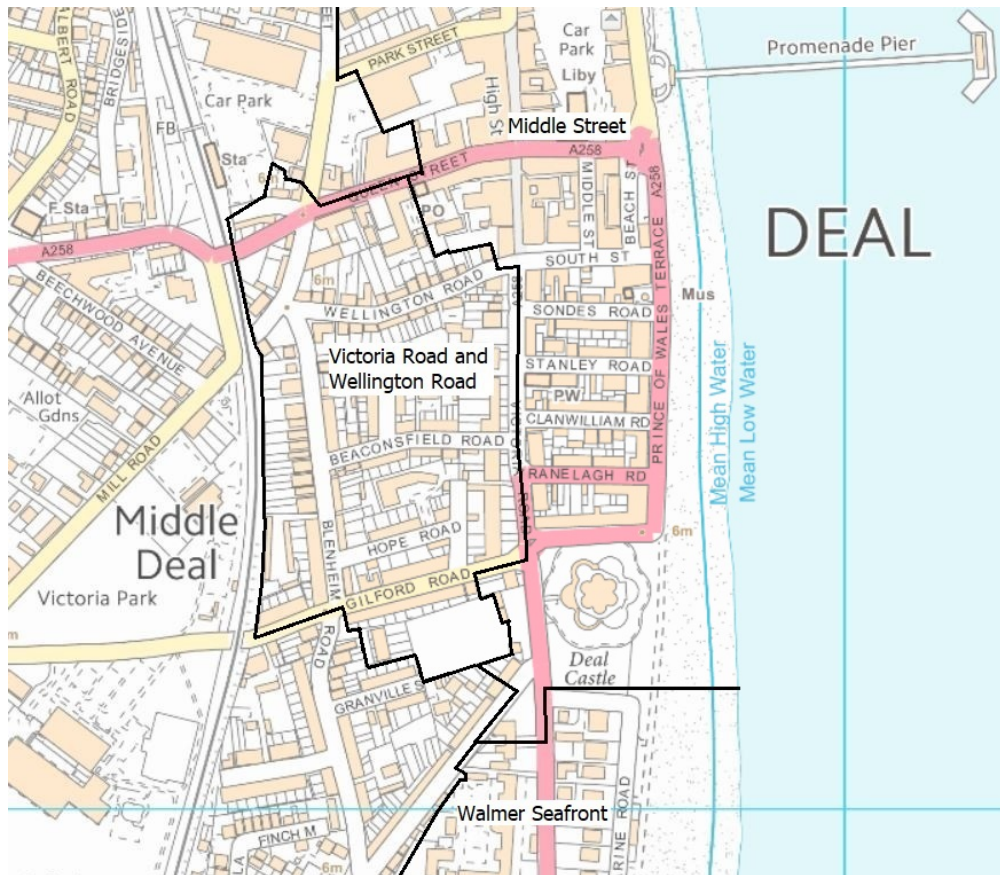
In 1786 there were some 750 houses in Lower Deal, the inhabited area bounded by South Street, Dolphin Street, High Street and Beach Street but the Napoleonic Wars meant that large numbers of service personnel, tradesmen and ancillary workers had to be accommodated and the Naval Yard became the driver of the local economy. The population increased from 5,420 at the start of the century to 7,351 by 1811. At the south end the west side of Victoria Road (Prospect Place), Blenheim Road (South Sandy Lane), Gilford Road (The Sheepfold), and Wellington Road (Cottage Row) were laid out. Boatbuilding flourished and Haywards, one of the biggest firms in Deal occupied a house and workshop on the Wellington Road/High Street corner. Modernisation at Deal Castle (1730-1750) included a high brick wall to enclose the Captain's Garden.

In 1862 a dispensary for the sick poor was established in Wellington Road. Later adapted as a cottage hospital, it next became a Labour Exchange, was then acquired for the town Library and in 1976 converted to residential flats (Victoria Lodge). In Hope Road, the 5th Cinque Ports Artillery Volunteers Drill Hall opened in 1878. In 1881 requisitioned land for track-laying to connect the railway between Deal and Dover necessitated demolition of some properties between Mill Road and Wellington Road: surplus land became a car park for St Thomas of Canterbury Roman Catholic Church (built 1895) in Blenheim Road. Further along opposite the Oak & Ivy pub (closed 2004) is a large complex of garages. Originally an anchor ground, it was used by Blenheim Bowling Club until 1946. Significant damage was inflicted on the whole Conservation Area during WWII by enemy action particularly from shells and bombs trying to disrupt/destroy the railway supply lines behind Blenheim Road.

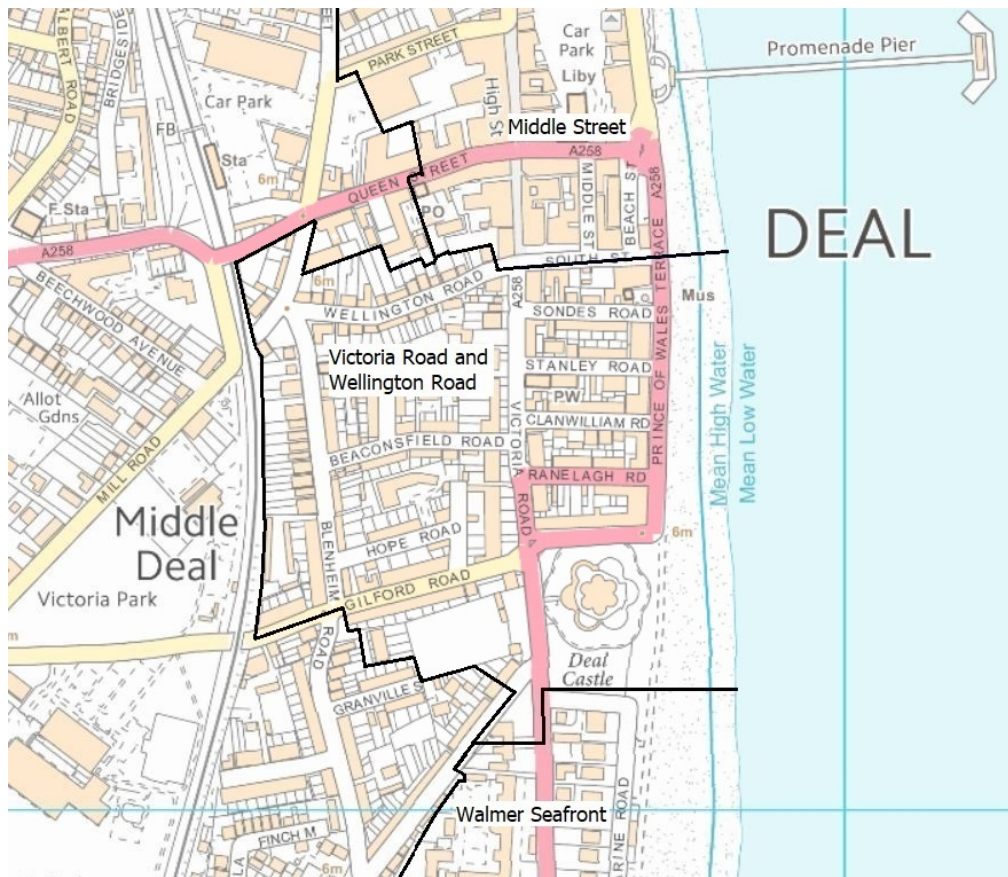
In 1964 a new plan for the redevelopment of Deal was prepared. It included a ring-road and the widening of Queen Street. Local action groups successfully fought against it. In 1980 DDC approved plans for Queen Street and Denne's Builders' Yard and a row of shops alongside were demolished. Queens Mews, a group of warden assisted units now occupy the site. In 1995 subsidence during pipe-laying work at the north end of Blenheim Road caused extensive damage to two properties, one of them Grade II listed that needed significant restoration.

4.2. Maps

4.2.1. Current Boundaries



4.2.2. Proposed Boundaries (After a Middle Street conservation area appraisal has been carried out)



Naval Yard

Former

4.2.3. Character Appraisal Section Article 4(1)

All local authorities were given the power to impose an Article 4(1) Direction by the Town and Country Planning (General Permitted Development) Order 1995.

The Article 4(1) Direction adopted by Dover District Council reinforces the Council's ability to protect the special character of a town. The Direction gives the District Council control over a variety of alterations to unlisted residences. Planning permission is required for changes to windows, doors, roof materials, and chimney stacks, and the construction of external porches, the provision and removal of walls and fences and the provision of hard standings.

These controls do not relate to the whole building, but only to those elevations which front a highway, waterway, or public open space, and which, therefore, affect the public face or faces of the building.

The best way of preserving the character of a building is to repair it using traditional materials. By using traditional materials there is no change to the external appearance and planning consent may not be required.

Direction 4(1) requires the submission of a planning application for the following items of work where the works front a highway, waterway or open space:

- The enlargement, improvement or other alterations of the house. This includes changing windows and doors.
- Any alterations to the roof, including roof lights, dormer windows, the substitution of clay tiles or natural slates with concrete or other materials.
- The erection or construction of a porch outside an external door.

- The provision within the curtilage of a house or any new buildings or any existing ones □
The provision of a hard surface e.g. for car parking in the front garden.
- The erection, alteration or removal of a chimney on the house or on a building within its curtilage.
- The erection, construction maintenance, improvement or alteration of a gate, fence or other means of enclosure.
- The painting of the external masonry (or other walling material) of any part of the house (or building or enclosure within the curtilage of the house). For the avoidance of doubt this does not include the routine painting of masonry or other walling material in the same colour.
- The installation, alteration or replacement of a satellite antenna on a house or within the curtilage of a house.

If the house is listed then Listed Building Consent for both external and internal alterations and extensions is required.

For further information consult the Dover District Council Planning website.

4.3. Acknowledgements and references

4.3.1. Bibliography

- History of Deal by John Laker (2nd edition) published 1921
- Reminiscences of Old Deal by E W Clark originally published 1932 in the East Kent Mercury, updated and republished c1946 by T F Pain & Sons Ltd
- History of Deal 1914-1953 by E C Pain published 1953
- Discovering Deal by Barbara Collins published 1969
- Old Deal & Walmer by Gregory Holyoake published 1981
- The Book of Deal and Walmer by Ivan Green published 1983
- Deal and District at War 1939-1945 by David G Collyer published 1995
- A History of Deal by Gertrude Nunns published 2006
- The East Kent Mercury dated 3 June 1865 and dated 20 October 2016
- Old Pubs of Deal and Walmer 2010 Steve Glover and Michael Rogers.

4.4. Glossary

- **Conservation Area** is an area designated so that the planning authority can control changes within it. They can be defined as “Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. Details can be found in the conservation pages of the DDC website.
- **Dover District Council (DDC)** is the planning authority with responsibility for this conservation area. Their website is www.dover.gov.uk.
- **Heritage Strategy** is a DDC strategy which aims to enable them to achieve their objectives for the protection and enhancement of the historic environment. The strategy documents can be found in the conservation pages of the DDC website.
- **Historic England** is the public body that looks after England's historic environment. Their website is www.historicengland.org.uk.
- **Kent County Council (KCC)** is the authority with responsibility for, amongst other things, the highways in this conservation area. That responsibility includes road and pavement surfaces, signage and street lighting. Their website is www.kent.gov.uk.
- **Listed Building** is one designated as listed in the National Heritage List for England (NHLE). It marks and celebrates a building's special architectural and historic interest, and also brings it under the consideration of the planning system so that some thought will be taken about its future. There are three categories of listed building: Grade I, Grade II* and Grade II. Details are on the Historic England website.
- **National Planning Policy Framework** is a key part of Government reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. Details can be found at the government's planning portal www.planningportal.gov.uk.
- **Non-designated Building** refers to one which is not listed.
- **The Deal Society** is the civic society for Deal and Walmer. Their website is www.thedealsociety.org.uk.
- **uPVC** in this report refers to windows and doors, generally of aluminium construction, coated with plastic (usually white).