

	Part 1: Character Appraisal - To what extent are you satisfied overall with the information in this section?	Part 2: Management Plan - This section provides principles and recommendations to manage change across the conservation area and help to preserve its character and appearance. To what extent are you satisfied overall with the information in this section?	Part 3: Guidance for Climate Change Adaptation and Mitigation - This section offers practical guidance relating to the climate change adaptation of buildings within the conservation area. To what extent are you satisfied overall with the information in this section?	Part 4: Supporting Information - This section contains a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural or historic terms used. To what extent are you satisfied overall with the information in this section?	Part 5: Supporting Information - This section contains a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural or historic terms used. To what extent are you satisfied overall with the information in this section?	Part 6: Supporting Information - This section contains a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural or historic terms used. To what extent are you satisfied overall with the information in this section?	Part 7: Supporting Information - This section contains a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural or historic terms used. To what extent are you satisfied overall with the information in this section?	Part 8: Supporting Information - This section contains a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural or historic terms used. To what extent are you satisfied overall with the information in this section?	Part 9: Supporting Information - This section contains a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural or historic terms used. To what extent are you satisfied overall with the information in this section?	Part 10: Supporting Information - This section contains a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural or historic terms used. To what extent are you satisfied overall with the information in this section?	Part 11: Supporting Information - This section contains a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural or historic terms used. To what extent are you satisfied overall with the information in this section?	Part 12: Supporting Information - This section contains a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural or historic terms used. To what extent are you satisfied overall with the information in this section?
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A local resident	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied
A representative of a local cc	Very satisfied	Very satisfied	Very satisfied	Very satisfied	Very satisfied	Very satisfied	Very satisfied	Very satisfied	Very satisfied	Very satisfied	Very satisfied	Very satisfied
A local resident	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied
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and a local resident	Very satisfied	<p>At 15.3.1 Conservation Area Boundary Changes</p> <p>I would respectfully suggest all of Avenue Road is included in the Character Area 5 of the Ramsgate Conservation Area.</p> <p>Explanation: Avenue Road is a very narrow street with a mix of houses of some architectural interest. A third of Avenue Road is included in Character Area 5 of the Ramsgate Conservation Area because of Holy Trinity Church. Without a boundary extension, the setting of this important church will continue to be at risk.</p>	Very satisfied	<p>Page 194 Crossing Provisions</p> <p>I There are a number of homes for the elderly (Homefleet House) along Wellington Crescent and Victoria Parade.</p> <p>There are a number of visitor accommodation sites including Albion House hotel, Wellington Crescent, Coastguard Cottages and The Comfort Inn along Wellington Crescent and Victoria Parade.</p> <p>There are a number of social activities that take place on the East Cliff promenade, for example Ageless Thanet meets at the Tollgate Kiosk and many people of all ages from the very young to the elderly walk on the East Cliff Promenade.</p> <p>In addition, Granville Theatre is to be used as a community asset and the catchment area must be extended to buses, feet, train as well as by car. There is a bus stop on either side of the road but with no zebra crossing or traffic lights to assist safe crossing.</p> <p>The nearest train station is Dumpton Park with quite a short walk to the seafront again there is no zebra crossing or traffic lights to assist safe crossing.</p> <p>All of these socio-economic activities require crossing to and from the road.</p>	Very satisfied		Very satisfied		Very satisfied		<p>Do you have any further comments on any other aspect of the appraisal documents?</p> <p>At 15.3.1 Conservation Area Boundary Changes</p> <p>I would respectfully suggest all of Avenue Road is included in the Character Area 5 of the Ramsgate Conservation Area.</p> <p>Explanation: Avenue Road is a very narrow street with a mix of houses of some architectural interest. A third of Avenue Road is included in Character Area 5 of the Ramsgate Conservation Area because of Holy Trinity Church. Without a boundary extension, the setting of this important church will continue to be at risk.</p> <p>Page 194 Crossing Provisions</p> <p>I There are a number of homes for the elderly (Homefleet House) along Wellington Crescent and Victoria Parade.</p> <p>There are a number of visitor accommodation sites including Albion House hotel, Wellington Crescent, Coastguard Cottages and The Comfort Inn along Wellington Crescent and Victoria Parade.</p> <p>There are a number of social activities that take place on the East Cliff promenade; for example Ageless Thanet meets at the Tollgate Kiosk and many people of all ages from the very young to the elderly walk on the East Cliff Promenade.</p> <p>In addition, Granville Theatre is to be used as a community asset and the catchment area must be extended to buses, feet, train as well as by car. There is a bus stop on either side of the road but with no zebra crossing or traffic lights to assist safe crossing.</p> <p>The nearest train station is Dumpton Park with quite a short walk to the seafront again there is no zebra crossing or traffic lights to assist safe crossing.</p> <p>All of these socio-economic activities require crossing to and from the road.</p> <p>Proposals</p> <p>To extend the 20 mph zone to other parts of the East Cliff and wider town (namely Madeira Walk and Wellington Crescent and parts of Victoria Parade).</p> <p>To create a zebra crossing at or around the lower kerb part of Victoria Parade near Granville.</p>
A local resident	Neutral	There is no explanation of why the Royal Esplanade conservation area is not referred too at all in this report.	Satisfied	Please see the lack of reference to the neighbouring Royal Esplanade conservation area and how this plan work in concert with the whole of Ramsgate including the Royal esplanade	Satisfied		Unsatisfied	Please explain how this draft works in connection with the Royal Esplanade conservation area.	Neutral	The TPO map on the Thanet website does not work. TPOs do not appear correctly on property seaches.	see above
A local resident	Very satisfied	<p>An excellent survey. I have three points to make in support:</p> <p>1. Perhaps you are too ready to accept that the 'pedestrianisation' of the central area of the town is in keeping with the town's historic architectural character. The effect of pedestrianisation has been to shift traffic to residential streets without evidently increasing the commercial success of the central retail streets.</p> <p>2. This raises and exacerbates the problems of traffic control, of calming measures and of signage, all of which - if effectually implemented - would be highly relevant to your assessment of the character of the central area of Ramsgate. For instance, effective measures to control speeding might be visually very intrusive: so, is there another solution?</p> <p>3. You might further consider the visual importance of railled front areas. Introduction of electric car charging points will further increase the challenge which private cars bring to streets of town houses.</p>	Very satisfied		Very satisfied		Very satisfied		Very satisfied		
A local resident	Satisfied	This seems to be a fair and full appraisal of the area where I live. I don't have the knowledge to comment on the other postcodes.	Satisfied		Neutral		Satisfied	Helpful information.	Satisfied	I found this guidance informative and shall keep it on my computer in case I need to refer.	
A local resident	Very satisfied	Given that the conservation covers such a large area it was a good idea to identify different areas of character.	Satisfied	<p>More focus should be applied to noise pollution and emission pollution. As a volunteer has noted, the soundscape of traffic noise and speed impacts on the visual aesthetic and the enjoyment of the historic character of the town particularly in roads such as West Cliff, St. Augustine's and Effingham. Road speeds should be considered as affecting the historic aesthetic along with traffic volumes. Positive steps could include encouraging the use of electric vehicles by providing public charging points on the road and at petrol stations.</p> <p>These steps should be built into the management plan. This is referred to in the document but I may have missed it as an action point.</p>	Satisfied	<p>There is good focus here with detailed consideration of the issues for individual properties. Within this context, as discussed during the online consultation meeting, decisions will be made on a case by case basis. Private gardens are mentioned, but consideration could be given to surface run-off issues, as many gardens are paved or concreted over. A participant at the meeting did mention rainwater harvesting and this is something that could be considered as part of the plan.</p> <p>Again, there is not enough emphasis on public realm issues. As mentioned previously, suitably designed electric charging points for cars should be introduced. Slowing speeds for traffic goes along with reducing emissions pollution.</p> <p>A sense of 'entering an historic town centre' should be established in order to influence the behaviour of drivers. For example, at the top of West Cliff Road at the roundabout with Grange Road, town 'gates' could be installed - something to give the visual clue of an entrance (not actual gates of course; maybe a wrought iron sign saying 'welcome to Ramsgate historic conservation area'). This could be reinforced with an area of cobbles in the road. Further down the road it would be a good idea to protect the pavement area of the nursery at the corner of Cannonbury Road. This could be done with a 'bulb' added to the pavement, made of low greenery. Further down still, at the junction of Royal Road and Crescent Road, a pedestrian crossing could be made to cover all the area of the junction. A 20mph speed limit could be introduced. The road narrows here and drivers tend to charge at it to get through first. Speeds are high, particularly at quiet times, most likely in excess of 50mph.</p> <p>There are many relatively small changes that could be made to calm traffic and to reduce noise and emissions pollution and improve pedestrian safety. Effingham street is another example where cars dominate and often drive on the pavement in order to pass, endangering pedestrians (having witnessed several near misses). Effingham would benefit from wooden bollards halfway up to reduce traffic to local only, like the ones near the library.</p> <p>The Harbour front proposals if implemented will help in this respect and set a precedent for calmer traffic and reduced speeds.</p> <p>Gates have been erected at the entrance to Harbour street to protect pedestrians during the pedestrianised hours.</p> <p>Many other areas of the town centre would benefit from such measures. For example, Wellington Crescent, Victoria Parade, Victoria Parade, Victoria Road and Bellevue Road would all benefit from traffic calming measures.</p>	Satisfied		Very satisfied		

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					<p>First I would like to say how encouraging it is that Ramsgate's heritage is being recognised as worthy of protection to this extent.</p> <p>Ramsgate is, as the consultants have noted, a town with an exceptional heritage of great value and I believe it is vital that we find a way to protect this heritage whilst also working to ensure that the "lived experience" of owning and/or living in one of these beautiful properties is taken into account as the very basis of any conclusions drawn.</p> <p>I was very grateful and interested to attend the online Google Meet presentation for the HAZ and was impressed by the flexible, organic approach taken by the consultants.</p> <p>I remain, however, concerned that Historic England's need to protect appearances and the "carbon embodiment" of elements of these heritage properties elevates style over substance in this instance.</p> <p>My first concern is that, whilst this appraisal is ground-breaking in many ways, it does not go far enough.</p> <p>I am convinced that the carbon cost of new-build homes will make retro-fitting the new "go to" solution for our housing needs going forward and that the skills for cost effective and efficient retro-fitting need to (and will) catch up fast.</p> <p>There are two main areas where I believe this will come into play; firstly in regenerating our high streets to provide appropriate and climate resilient accommodation in place of redundant retail units and, secondly, in the regeneration of the many neglected, cold and damp properties currently in need of attention.</p> <p>Not all of these properties are the HMOs which we pass daily with rotten windows and draughty hallways.</p> <p>Many of them are in private hands where the expense of the day-to-day upkeep in line with current planning requirements for conservation areas and listed properties are punitive.</p> <p>An insistence on retention of original frames and glazing in these houses, on the grounds of their appearance and also their "carbon embodiment" is, I believe, misguided.</p> <p>I also believe it can be only temporary, as the requirements to lose gas and other high-heat forms of central heating will make these homes unlivable by modern standards.</p> <p>I would like to propose, therefore, that this appraisal takes a positive lead in researching, promoting and encouraging development of aesthetically appropriate and climate resilient glazing.</p> <p>I do not believe this requirement is met by secondary glazing; it comes with its own host of problems, it is not sufficiently efficient and, furthermore, it is very noticeable and quite ugly.</p> <p>As for the "carbon embodiment" of the original windows, I think we need to be very careful indeed before we rely on this argument.</p> <p>As agreed during the meeting, heat loss in homes is a massive contributor to a house's carbon emissions. At which point does the embodiment of carbon in original features become too costly?</p> <p>I believe that any homeowner, informed that they are unable to replace their draughty windows (and it's not just the glazing, the frames are all too often shrunken, loose and ratty, with gaps plugged with unsightly sealant and foams) can simply point at absolutely everything else going on around them, from new-builds springing up like a rash without any thought given to passivhaus resilience standards, to offices with lights left burning and heating on all weekend.</p> <p>There are other issues which can also be addressed here. There is a problem with youth unemployment in areas such as Thanet; surely a building and craft industry based on the skills required to ensure our heritage housing stock is a superbly valuable asset going forward, with opportunities for training in valuable crafts and engineering for many years hence.</p> <p>I feel it must also be said that, to have public support and confidence going forward, the plans must be seen to be accessible to and for the benefit of all of us.</p> <p>Historic England, together with the RSPB and the National Trust, represent a protest group whose main beneficiaries are the wealthy upper and upper middle classes.</p> <p>A reliance on phrases such as "carbon embodiment" risks nothing more than an "eye-roll" from the vast majority of people for whom we are entering a period when simply being able to keep sufficiently warm is going to be a real issue.</p> <p>I must clarify at this point that I live in a home heated by an air-source heat-pump and know full well the shortcomings. We are lucky to live in a home outside a conservation area. The previous owners had installed double glazing and the house is draught free, but still nowhere near as warm as it was with our old gas boiler.</p> <p>My final point must be that, with all the will in the world, if we do not halt climate warming, the alteration of our heritage houses' front elevations will be the least of our worries.</p> <p>Increasingly, that is going to matter to people more than anything and, to be taken seriously, any forward planning must reflect and respect this.</p>						
A local resident	Very satisfied		Satisfied		Unsatisfied		Satisfied		Neutral		
A local resident	Very satisfied	As a resident of Brockenhurst Road, I wish to propose that the East Cliff Conservation Character Area is extended along the south side of Brockenhurst Road from East Court (Grade II* listed 1890) and East Court Annex (Grade II listed 1890) to include numbers 1-9 Brockenhurst Road. These houses form a fine example of a Victorian seaside terrace, directly following from the character of this section of Victoria Parade. There is a high rate of survival of historic elements, especially; garden walls, doors and seaview balconies. The properties have strong links to links to the local Jewish community and, during what Nick Dermott has frequently referred to as Ramsgate's Golden Age between the wars, some became B&Bs supporting the vibrant leisure economy of the time along Marina Esplanade.	Neutral	What actually happens does not often reflect the written words sadly.	Neutral	A great deal more needs to be considered in relation to retro-fitting of historic buildings, not allowing wooden double glazing in listed buildings or solar panels which would not be see from the ground is madness. Materials are advancing and are very much more sympathetic to historic buildings.	Satisfied		Neutral	Again the reality of owning a listed building is often difficult when it comes to planning permissions and decisions. Enforcement is also a real issue with many listed buildings and buildings in conservation zones having external 'furniture' which negatively impacts on the area, satellite dishes are a particular problem as is other street furniture which is not in keeping. The recently replaced street lighting is a significant example of how the County has little regard for conservation areas of real historical significance; Spencer Square, Royal Road and Liverpool Lawn.	
A local resident	Neutral		Neutral		Neutral		Neutral		Neutral		

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	<p>Having taken part in one of the Character Area Assessments some years ago, it is good to see these finally come to fruition. Involving residents in these assessments was an inspired decision which has raised our awareness of our heritage and helped promote a sense of ownership of the beautiful and varied architecture of our town. In order to achieve the aspirations of the Management Plan, further work with residents, businesses and voluntary groups, as well as with Ramsgate Town Council, will be needed, and must be properly planned and implemented in ways that fully respect volunteers' contributions.</p> <p>The results of the Assessments are extremely thorough and interesting, and should provide an invaluable resource for Ramsgate going forward. It's very encouraging to see the variety of Ramsgate's architectural heritage recognised &amp; appreciated - not only our many splendid listed buildings but our wonderful range of domestic architecture of many periods. I do hope we can continue to work with Historic England in future to preserve, enhance and publicise the architectural gem that is Ramsgate!</p> <p>As a resident of Brockenhurst Road, I would like to propose a small extension at the extreme East of the the East Cliff Conservation Character Area along the south side of Brockenhurst Road from East Court (Grade II* listed 1890) and East Court Annex (Grade II listed 1890) to include numbers 1-9 Brockenhurst Road. These houses form a fine example of a Victorian seaside terrace, directly following from the character of this section of Victoria Parade and coherent with the rest of this Character Area. There is a high rate of survival of historic elements, especially: garden walls, doors, stained glass and seaweave balconies. The properties have strong links to the local Jewish community and, during what Nick Dermott has frequently referred to as Ramsgate's Golden Age between the wars, some became B&amp;Bs supporting the vibrant leisure economy of the time along Marina Esplanade.</p>	<p>It is very helpful that the report sets out a comprehensive list of Opportunities for Enhancement for each area, along with clear identification of barriers to achieving these. I thoroughly agree that vehicular traffic and parking are the cause of many of our difficulties in preserving and enhancing our heritage in Ramsgate, and not only in the Character Areas where this is explicitly identified, and also militate against the climate responses highlighted in the next section. Work with KCC and other partners to improve public transport, cycle routes, pedestrian access and enhance local neighbourhood centres for shopping &amp; amenities will all be required to address this, as well as the traffic management and improved parking schemes the report highlights.</p> <p>The use of poor-quality materials (for example, for flooring in the pedestrianised High Street and along Ramsgate Sands) in Ramsgate has proved a false economy, lowering these areas' appearance and requiring constant repairs and replacement within a short period. I hope those responsible for the roadway improvements under the Future High Street Fund plans bear this in mind and commit to using appropriate, high quality materials. Similarly, botched repairs to footways in much of the town not only spoil the appearance of our historic areas but also render many of our pavements unsafe and unfriendly to people with physical disabilities. (For example, one resident who uses two sticks to walk with has commented to me that when he wants to sit down with a coffee he would never consider the cafes on Harbour Paradeas the pavements are a deathtrap!)</p> <p>Our failure to manage waste in a way that is compatible with enhancing our historic environment (or even compatible with 21st century expectations) is a constant frustration and the report is right to point it out. However, this brings me to my biggest concern about the Management Plan - where we obtain the resource to address these issues. Thanet District Council's finances are precarious and external funding can only go so far. Our Enforcement Teams working on planning &amp; building issues and on rogue parking work hard but are hopelessly inadequate in numbers to the task of policing these areas. Our waste team is understaffed and contains several hard-to-fill posts, which it is proposed to remove from the staffing structure for 2022-3 as a cost-saving measure. This is a worrying situation for Thanet generally, but seems likely to mean that many of the items in the Management Plan will remain worthy aspirations rather than realistic proposals.</p> <p>Once again, I would wish to highlight the potential of partnership work here - with local developers and employers, with Ramsgate Town Council and with voluntary groups ( - not just the Ramsgate Society, excellent as they are, but the many dozens of local neighbourhood groups working across Ramsgate to improve their own small areas.) In order to do this properly, Thanet District Council must commit to a) sharing information early and fully with residents, b) working respectfully with voluntary groups, c) considering Community Asset Transfers for buildings and assets that voluntary groups are in a better position to care for than TDC is and can more easily access grant funding for repairs and maintenance. (Experiences such as those of Future High Streets Fund stakeholders who worked hard to help shape the bid but did not see the final bid submitted in their name until 9 months after submission, and then only in redacted form, must not happen again!)</p>	<p>The information in this section is thorough, dealt and very useful. It is very encouraging to see a whole building perspective being taken and information about grants and funding available being included, and I know this complements the activities of TDC's Climate Change and Home Energy Officers to combat fuel poverty and move us towards net zero.</p> <p>However, I would like to see this section go further - and I believe this is largely down to Historic England and allied bodies rather than Thanet District Council, as it is a national issue. There is a great deal of misinformation out there about the restrictions imposed by living in a listed building, or even in a Conservation Area, when it comes to climate adaptation. We need clear, unequivocal information for householders to assure them that, even in listed properties, the climate emergency dictates an assumption in favour of sensitive adaptations that reduce emissions and retain heat. It should not be up to each individual house owner as a first step to contact TDC's Planning Department for an individual assessment, or up to Planning to have to spend time on these initial queries rather than on, say, addressing gross neglect by absentee landlords, of which there are some notable examples in Ramsgate. Historic England must follow the example of its Scottish counterpart which appears to be far ahead in this respect (possibly simply because Scotland is colder!?) and make it clear that double and where possible triple glazing is generally encouraged, let alone permitted, and that many other climate-friendly adaptations are available to owners of historic houses to improve their comfort, address fuel poverty and help meet the climate challenge.</p> <p>Finally, a word about accessibility. I accept that this is inevitably a technical document but it is dense, detailed and full of unfamiliar language, so I suspect it will only be anoraks like me who read it! It would be good if we could put together a simpler, shorter summary for the TDC website for the more general reader. (See my comments on the Owners' Guidance below.)</p>	<p>I'm not a conservation expert so I'm not in a position to comment on the accuracy or comprehensiveness of this information, but it strikes me as reasonably accessible, clearly set out and potentially very useful.</p>	<p>This is an attractive and well set-out document which explains conservation areas straightforwardly in much simpler language than the technical reports. However, a very short, simple, easy to read version would be helpful for the casual reader or those with literacy challenges or whose first language is not English. For this you need not a conservation consultant but a literacy specialist - and happily at least two TDC CLTs are such specialists. If approached, I'm sure they would be delighted to assist with this work at no additional cost to the Council!</p>	<p>This document is a fantastic resource containing a wealth of information - but its very length &amp; complexity will make it inaccessible to many. Ifn as well as being maintained as a whole document, it can be broken down into sections on the TDC website, each with a short introductory summary and appropriate tagging for searches, its future value will be greater.</p> <p>Very many thanks to everyone involved in the production of this document, which I know represents a huge amount of hard work, which is much appreciated.</p>
A local resident	Satisfied	Satisfied	Satisfied	Satisfied		

	Part 1: Character Appraisal - To what extent are you satisfied overall with the information in this section?	Part 2: Management Plan - This section provides principles and recommendations to manage change across the conservation area and help to preserve its character and appearance. To what extent are you satisfied overall with the information in this section?	Part 3: Guidance for Climate Change Adaptation and Mitigation - This section offers practical guidance relating to the climate change adaptation of buildings within the conservation area. To what extent are you satisfied overall with the information in this section?	Part 4: Supporting Information - This section contains a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural or historic terms used. To what extent are you satisfied overall with the information in this section?	Draft Conservation Area Owners' Guidance - This outlines practical advice for living in a conservation area, and explains what the conservation area protections cover. To what extent are you satisfied overall with the information in this guidance?	Please add your comments about the Conservation Area Owners' Guidance.	Do you have any further comments on any other aspect of the appraisal documents?
Please select which of the below statements best describes you as the respondent to this questionnaire.	<p>Please add your comments about Part 1: Character Appraisal.</p> <p>page 37: I am encouraged that the Granville Theatre's height was capped at 2.7m to preserve sea views from the cliff-top buildings. I hope that this has set a precedent for any future constructions on or around the cliffs</p> <p>page 52: "Seafront promenades ... generally comprise a wide pedestrian and cycle path along the seafront and cliff-top ... are accessible to people of all abilities and are a significant community asset for relaxation and recreation". Until summer 2021 I would have agreed fully with these statements, but the relaxation has been threatened by the new cycle lanes, which encourage higher cycling speeds and which have displaced and undermined pedestrians. A shared space is far more relaxing than a segregated space.</p> <p>page 73: Royal Harbour: I would like to see more emphasis on the fact that this is still a fully functional working harbour, which is vibrant 365 days a year, and much of the vibrancy centres around the boat movements and boat building, not just the cafe culture. This makes Ramsgate very special and it differentiates it from places like Folkestone and Broadstairs.</p> <p>page 75: Refurbishment of the Military Road arches: The opening up of the arches has been a really positive and successful initiative, but I hope that any further changes of use are being monitored to ensure that a certain percentage of them have retained a direct connection to the harbour (e.g. chandleries, boat repair workshops, storage of marine equipment).</p> <p>page 88: "... utilitarian buildings contribute to our appreciation of the ongoing use of the harbour as a marina". I prefer not to describe the harbour as a marina, because a marina has implications of exclusive luxury and leisure. I agree that the inner harbour is primarily a marina, but the outer harbour is highly active, with windfarm vessels, fishing fleets, lifeboats, patrol boats, etc.</p> <p>page 96: I support the reduction of car parking along the harbour front, but for this to be effective without harming the local businesses there must be drastic improvements to the nearby multi-storey car park. For example it should be staffed and policed and there must be a pedestrian-friendly route from the car park to the harbour.</p> <p>page 99: Partial or full pedestrianisation of parts of Harbour Parade: I agree with reducing traffic here, especially the antisocial joy riders. I would like to see a 10mph limit and I would like access to be restricted to taxis, blue badge holders, licensed anglers using the East Pier, permit-holding harbour users, delivery vehicles for the local businesses and customers of the Brasserie.</p> <p>page 122: Improving the wayfinding signage: Some of the maps are awkward to read and it would be very helpful to follow the example of the Legible London maps, which accurately match the scene and layout in front of the viewer.</p> <p>page 225: The photograph of the former Regency Hotel is slightly misleading. The street entrance to the hotel looked nothing like this. This new frontage was constructed about 15 years ago during the conversion from hotel to housing.</p> <p>page 229: I find it extraordinary that West Cliff Hall is not a listed building.</p> <p>page 231: Opportunities for activities in Royal Crescent gardens: As a resident of this building I would like to be involved in any discussions regarding these gardens, to ensure that a suitable buffer zone exists between residents' bedrooms and the public areas.</p> <p>page 232 - I fully agree with proposals for traffic calming along St Augustine's Road, especially on the blind bends at each end.</p> <p>page 233 - I fully agree with the statements "The sunken garden and bandstand of West Cliff Hall are degrading, accumulating litter and attract antisocial behaviour. Solutions for the long-term renewal and reinstatement of this site as a community asset should be explored". Under no circumstances should the council permit any redevelopment; this wonderful building must be restored not replaced.</p>	<p>Please add your comments about Part 2: Management Plan.</p> <p>page 395: I fully support the idea of zero waste initiatives; there is an urgent need to educate people to think twice before cluttering up dustbins. I am forever shocked by the volumes of household waste, where clean waste and recyclables are bundled in with wet waste.</p> <p>page 404: Land to the front of Royal Crescent: I support the idea of "Working in partnership with local residents to explore a site-specific strategy for sensitive improved use" and I would like to know how the council intends to identify and recruit these residents.</p> <p>page 410: Parking issues: I support the concept of a community photographic audit, but I need assurance that the council will protect the anonymity of any photographers.</p> <p>page 418: The community: I have lived in the conservation area since June 2019 but I was unaware of any community involvement in contributing to this management plan. If I had known about it then I would have volunteered my time.</p>	<p>Please add your comments about Part 3: Guidance for Climate Change Adaptation and Mitigation.</p> <p>page 452: Window retrofitting: I did not find any examples of patio doors in this section, it focused mainly on sash windows.</p> <p>page 453: I am encouraged that secondary glazing can lead to a significant reduction in road noise. If the Manston airfield ever reopens as a freight hub then the glazing will need to reduce aircraft noise too.</p>	<p>Please add your comments about Part 4: Supporting Information.</p> <p>page 478: ARCHITECTURAL PERIODS: I note that the Georgian period ended in 1830 and the Victorian era started in 1837. Yet my home was constructed in the intervening years (1830-1836). Does this mean it is Georgian?</p> <p>page 482: 2.7 Statement of community engagement: I will be interested to see what appears in this section. I found out about this consultation by pure luck while visiting the council website and I was disappointed that I did not find out about it sooner, e.g. via a notice on a public noticeboard.</p>	<p>Please add your comments about the Conservation Area Owners' Guidance.</p> <p>The document suggested that house prices might be around 9 percent higher in conservation areas. But I saw no mention of insurance costs. I have been told that listed buildings are harder to insure than non-listed buildings; if this is correct then I would appreciate some guidance on finding a decent insurance company.</p>	<p>General comment: I was hoping to see more emphasis on the historical slipway next to the obelisk. I think this is the oldest working slipway of its size in the UK. One of my greatest concerns for Ramsgate is that this slipway could one day be decommissioned to make way for new leaseholders or businesses that are incompatible with a semi-industrial environment.</p> <p>page 8: I fully agree that traffic volumes are high on St Augustine's and the pavements are narrow on West Cliff Road. I would add that traffic speeds are too high on these roads and they are no safe crossing points on St Augustine's Roads or the Paragon.</p> <p>page 11: I agree that the gardens in front of the Royal Crescent are underutilised, but I am not yet convinced that it is the best location for a playground, because this could attract antisocial behaviour after dusk. I would like the council to consider other options, such as allotments, community gardens, one-off events and I would like to be involved in any future discussions.</p> <p>page 11: I agree that the redevelopment of the Foy Boat Inn is insensitive. Firstly, it represents a loss of a perfectly located public amenity; secondly, to add insult to injury, its interesting facade has been ruined.</p>	
A local resident	Satisfied	Satisfied	Satisfied	Satisfied	Satisfied		
A local resident	Very satisfied	Satisfied	Neutral	Satisfied	Neutral		

	Part 1: Character Appraisal - To what extent are you satisfied overall with the information in this section?	Part 2: Management Plan - This section provides principles and recommendations to manage change across the conservation area and help to preserve its character and appearance. To what extent are you satisfied overall with the information in this section?	Part 3: Guidance for Climate Change Adaptation and Mitigation - This section offers practical guidance relating to the climate change adaptation of buildings within the conservation area. To what extent are you satisfied overall with the information in this section?	Part 4: Supporting Information - This section contains a list of useful sources; the methodology used to carry out this Appraisal; and a glossary of architectural or historic terms used. To what extent are you satisfied overall with the information in this section?	Draft Conservation Area Owners' Guidance - This outlines practical advice for living in a conservation area, and explains what the conservation area protections cover. To what extent are you satisfied overall with the information in this guidance?	Please add your comments about the Conservation Area Owners' Guidance.	Do you have any further comments on any other aspect of the appraisal documents?			
Please select which of the below statements best describes you as the respondent to this questionnaire.		Please add your comments about Part 1: Character Appraisal.	Please add your comments about Part 2: Management Plan.	Please add your comments about Part 3: Guidance for Climate Change Adaptation and Mitigation.	Please add your comments about Part 4: Supporting Information.					
		<p>THE IMPORTANCE OF 'ORDINARY' BUILDING STOCK. There are some very well written sections that cover the extensive scope of Ramsgate history and heritage. This statement is particularly valuable. "The high quality of the 'ordinary' building stock in Ramsgate means that almost every street is rich in texture, detailing and historic interest."</p> <p>THE IMPORTANCE OF ACTIVE COMMUNITY ENGAGEMENT. The way that volunteer assessors comments from the original CAA reports are used extensively in the document is very helpful. However, the criteria for the choice of comments to include are not stated or necessarily apparent.</p> <p>SPECIFIC ISSUES NOT YET ADDRESSED. There may also be specific examples where community issues have not been addressed because they do not seem to align with higher-level themes. For example, sections 1.9.1 and 5.6 highlight Wintertoke Gardens for specific examination, but does not address the issue that, although designed by Sir John Burnett and bounding several listed features, unlike Madeira Gardens, it is not a Registered Heritage Park, which would facilitate improvement initiatives and funding applications. This is the source of considerable frustration to local community groups.</p> <p>PROPOSALS FOR EXTENSIONS TO CHARACTER AREA 3: EAST CLIFF. The conservation area for the East Cliff is a thin border along the cliff top and for the most part does not penetrate inland more than 50 metres or so. Yet there are many fine examples of Victorian terraces in the area up to Dumption Park Drive boundary and beyond that should be considered for an extension to the East Cliff Character Area. This is particularly important considering growing pressures for land for development. Ramsgate is now seen as a desirable remote working location for London workers and some of the aforementioned Victorian terraces now command prices of over half a million. There is the risk that the original features of high quality 'ordinary' buildings (especially those identified as 'positive contributors'), such as flint and other traditional walls, that have fallen into disrepair, are considered cheaper (in the short term) to replace. This is exacerbated by contemporary trend of the 'fast-casual' architectural style for both houses and low-rise blocks. Standonale this is not always inappropriate, but in an area of historic character even just one instance, especially where the features of other properties have survived, will immediately detract from the special interest of this area.</p> <p>CA3 EXTENSION PROPOSAL A: SOUTH SIDE BROCKENHURST ROAD from East Court (Grade II* listed 1890) and East Court Annex (Grade II listed 1890) to include numbers 1-9 Brockenhurst Road. These houses form a fine example of a Victorian seaside terrace, directly following from the character of this section of Victoria Parade. There is a high rate of survival of historic elements, especially garden walls, doors and seaweiv balconies. The properties have strong links to the local Jewish community and, during what Nick Dermott has frequently referred to as Ramsgate's Golden Age between the wars, some became B&amp;Bs supporting the vibrant leisure economy of the time along Marina Esplanade from the now-demolished East Cliff Sands lift at the bottom of the road. Opposite the terrace, Brockenhurst Road also hosts at number 11 what appears to be a rare Ramsgate example of an Edgar Ranger designed, or design-inspire, house.</p> <p>CA3 EXTENSION PROPOSAL B: WEST SIDE TRURO ROAD to include numbers 12-16. An 1890 speculative build of large double-fronted terraced houses with a very high level of historic survival, including doors and stained glass and highly distinctive wooden balconies.</p> <p>CA3 EXTENSION PROPOSAL C: WEST SIDE PENHURST ROAD to include numbers 15-31. These houses form a line of double-fronted and ornamented Victorian terrace houses. There is a high rate of survival of historic elements, especially flint garden walls, doors and facades.</p> <p>CA3 EXTENSION PROPOSAL D: NORTH SIDE ALBION ROAD to include numbers 1-15. These houses form a line of ornamented Victorian terrace houses. There is a high rate of survival of historic elements, especially garden walls, doors and balconies.</p> <p>CA3 PROPOSAL FOR REVIEW AS 'POSITIVE CONTRIBUTOR': 1861 D'ESTE ESTATE SINGLE GATE POST on the west side of Truro Road between The Lawns and Jubilee Court, believed to mark one of the entrances of the original D'Este estate created by Lady Augusta Murray ("the original Duchess of Sussex") on East Cliff early in the 19th century.</p>								
A local resident	Satisfied	Neutral	Very satisfied	Neutral	Helpful standard context and background.	Unsatisfied	This document needs to be either much simpler or much more detailed (possibly it could be both if developed as webpage or app). It feels like an add-on or after thought.	This is a much needed and long-overdue document set for such an important historic town. The conservation, use, and re-use of Ramsgate's precious heritage assets exemplify the fundamental principles of the circular economy, and are a significant and growing source of leisure and tourism income.		
A representative of a local cc	Satisfied	Neutral	Unsatisfied	Satisfied		Neutral		The RHDF has prepared an 11 page document in response to the consultation while unaware of the format you request in this survey. It does not seem feasible to include our response in this way. I am therefore sending that document as an email directly to Louisa Hrabowy at TDC, on the assumption that this is acceptable.		
								signed Chair RHDF		
A local resident	Satisfied	Comment about low levels of traffic on Effingham Street are incorrect. It is a treacherous rat run	Satisfied	Some very sensible suggestions	Neutral	More progressive thinking is needed. In practice it is very difficult to do this successfully in a listed building. Air source will not work in a draughty single glazed Georgian house. Grants and Subsidies to encourage home owners to trialling new approaches to inform best practice would be a positive step. Strongly in favour of drastically reducing car usage and creating pocket parks from public car parks. Narrow heritage streets such as Effingham are extremely dangerous for pedestrian as vehicles go too fast and regularly mount the pavement. A barrier as in Clarendon Gardens would be a sensible solution. How about a zip car scheme to reduce car ownership?	Very satisfied	Satisfied	Not too long	It was an incredibly lengthy document and difficult to go straight to sections of interest.
A local resident	Satisfied	It is an interesting, informative, accurate and balanced description of the area.	Satisfied		Satisfied	There will need to be closer examination of possible routes and advice for climate change adaptations and mitigations so that homeowners and businesses in the conservation area wishing to do their bit have up to date advice and are guided appropriately in their choices. Bulk buy Elon Musk photovoltaic roof tiles???? Or indeed high end natural insulation materials suitable for Regency houses. Might there be a possibility of bulk buying in some way?	Neutral	Satisfied		The south side of Brockenhurst Road, west of East Court, should be included in the conservation area. The substantial terraced houses were actually built in the Edwardian period, although they are of late Victorian design. They therefore represent a high point in Victorian architecture. They were well built to a good design, being subject to a condition that building costs were at least £300. Many original features remain and they would benefit from the additional protection afforded by being within a conservation area.
A local resident	Very satisfied		Satisfied	The reporting of the visual aspects and elements of the discreet areas is very good, however there is little reference to the impact of street noise, car caused pollution and pedestrian safety other than that noted by one volunteer. Any enjoyment of the visual aesthetic is impaired by the disruption caused by speeding traffic on narrow roads flanked by narrow pavements.	Satisfied	As a newcomer to Ramsgate I am thrilled that there is such a proactive emphasis on maintaining and enhancing its architectural and historic heritage. I love it here, and I love walking about as there is always a new detail or view to discover. The only thing that disrupts and sometimes downright spoils my wanderings is the traffic speed and noise. There are times when I simply do not feel safe as a pedestrian. This is especially the case on Effingham St, Queen St, West Cliff Rd, Crescent Rd, parts of Wellington Crescent and Madeira Walk, Victoria Rd and the pedestrianised section of the Town Centre when it is open to cars after 5pm. There is culture of car driver speeding in the town which needs to begin to be addressed. This affects the air quality, causes noise pollution and often makes me feel on edge. Reducing the speed limit to 20mph would go a long way to ameliorate these issues, but this would not be effective unless enforced or encouraged by other speed curbing measures	Satisfied	Satisfied	Really useful info and links, but I feel there could be some specific recommendations or links for guidance and advice on climate change adaptations and mitigations for older houses.	It's fantastic that there are so many people dedicated to the preservation of the architecture and history of this fabulous town. Thank you.
A local resident	Neutral	There is not enough attention paid to Augusta Road which is one of the best Georgian terraces on the south coast	Not satisfied	There is not enough provision grants to help protect the unique character of Augusta Road	Unsatisfied	There are many listed buildings in the Eastcliff Conservation area that need double glazing. They are grade 2 listed and provide affordable rental housing. Many of these have windows with no architectural value, as they are not original windows. They are single glazed, making it financially difficult for tenants on low incomes, and environmentally unsustainable. This is being exacerbated by the current soaring heating costs. Even though TDC has signed up to an environmental pledge, it has made no provision to deal with this problem. Elsewhere, in grade 1 listed buildings in Edinburgh New Town, which is a UNESCO world heritage site, it has long been possible to have double glazing. In rural Perthshire it has been possible to have bespoke double or triple glazed wooden windows made for listed buildings for at least 25 years, with the local council paying 50% of the cost. Here we need to move forward to meet the needs of low income families and the environment. TDC must prioritise improvement of insulation in listed buildings in the conservation areas: 1) roof insulation which often has particular requirements because of the architecture, & 2) allow the replacement of inefficient, draughty, single glazed windows that are not original to the building with bespoke, hardwood, double glazed windows of sympathetic design. Moreover was permitted at the Albion Hotel in Ramsgate, a prominent building both in terms of position and historical significance, so should be available to everyone in a listed building in a conservation area. TDC should implement a policy that allows bespoke, wooden double glazed windows, bearing in mind that the conservation areas are in some of the UK's most deprived wards so any provisions must be affordable.	Neutral	Neutral		

### Cllr Comment from Ramsgate Town Council on the Appraisal

I think that it's a very good and thorough report. The final version should be bound and copies kept in the council and the library.

The recommendations are thorough too.

However, there is a problem with fulfilling the recommendations. The planning department would be the main player and they are so understaffed that they would not have the capacity.

Ramsgate Town Council has been almost completely ignored which is a shame because we have a lot to offer. For example, we could coordinate volunteers to take record photos – one of the report's recommendations.

The section on climate change is worrying. I am sure all the measures have been thought out by well qualified professionals BUT...

Unless there are substantial grants available, householders will not be able to afford period double glazing. As for heat source pumps – the whole existing heating systems would need to be replaced and redesigned. There are not qualified heating engineers. OK for new build, but that is limited in the conservation area.

One of the participants was talking about new housing developments having surface water collection systems. This is probably not of relevance to the conservation area as there is unlikely to be space for much new housing. Though it is something of importance for the local plan.

## Notes on Ramsgate Conservation Area Appraisal

### COMMENTARY

We congratulate HE and their consultants Alan Baxter Associates for a uniquely detailed and comprehensive document, that could be an invaluable resource in driving forward a programme to safeguard, retain and restore the uniquely important heritage assets, streetscape and townscape of Ramsgate.

### General Comments

#### Numbering:

The section numbering is very confusing with multiple duplicates (move to 4.1.0 for Part 4, 1.0)

#### Images

illustrating examples of bad practice vs best practice. This will make the content more engaging and accessible to residents.

#### Process:

The project would have benefitted with feed back from the HAZ after the volunteers/ stakeholders submitted their work and in the two years that followed. The document would have been enhanced if there had been discussion between the volunteer/ stakeholders and the consultant engaged to complete the Appraisal.

We draw your attention to BS:7913 *Guide to the conservation of historic buildings*, section 5.6 and is underlined below;

### ***5.6 Conservation and historic area appraisals and management plans***

*5.6.7 Management strategy; The proposed management strategy should be discussed with all stakeholders as an on going process.*

*The management strategy may include; sections a) to h)*

It summarises as follows:



*Procedures should be in place for updating and monitoring the plan. This should include the monitoring of changes in the area, changes in government law and policy, with the provision for updating the management policies.*

## **Part 1 Character Appraisal**

(Section below uses the nomenclature in the Appraisal report)

### Character Area 4. Historic Town Centre and Core

Pages 121-126. The captions to the images are confusing and also seem to suggest that contemporary = bad, Victorian = good. The captions also need to indicate what elements of the building are of merit and which are detracting.

Page 121. Whilst agreed to Pilgrims Hospice shop is unsightly and of poor quality, the 'Incongruous twentieth century frontage' shop front to Bedz (former Superdrug) is an excellent example of high quality materials and hung Ketley/Dreadnaught Tiles (Robert Paine and Partners?). The shop front below is unsightly aluminium.

Page 122. The caption notes the vacant unit but does not differentiate between an unsightly shop front and a well designed 1930-40's façade above.

### Character Area 14. Chatham Street

The appraisal excludes the excellent 20<sup>th</sup> Century gymnasium (by Kent County Architects Department?) and a building of merit. It is without doubt a positive contribution to the area and shows post-war development of the school at its finest.

#### Specifics

##### 1, 3.11 Royal Harbour

Opportunity: There need to be wholesale changes to car parking. Vehicular access to Military Road, Harbour Parade and Pier Yard need to be primarily pedestrian zones, apart from emergency vehicles, vehicular access to be restricted to commercial loading, unloading within specified times early in the day, maximum 5mph speed limit. Pier Yard to become a traffic free Town Square (as included in the current Levelling Up grant award) to public urban realm with trees, planting, appropriate hard landscaping. Access to businesses, emergency services.

The Leopold Street car park is grossly underused while on street parking is unsightly and congested. Should the opportunity arise, the car park needs to be made much more attractive and inviting through a mix of décor, lighting, pricing and external 'green wall' planting.

The service bus pull-in stops together with their shelters, adjacent to the north wall of the Harbour create a visual, noise and air polluting barrier to potentially one of the very best vistas overlooking the Harbour. Those stops must be removed to Leopold Street. We are highly disappointed that a current proposed KCC highway scheme retains those stops in their current location.

1, 6.11 Opportunities for improvement: Former school has been redeveloped / completed.

1, 13.11 Opportunity to create vibrant shopping area / café area with LTZ at Western End / Town Centre End?

## **Part 2 Conservation Area Management Plan**

The RHDF has no doubts that the Conservation Area Action Plan (Chapter 2.2) will overload an already over stretched local authority and conservation officer. To have any chance for recommendations to lead to achievements on the ground then there will have to be additional dedicated resources financed from outside existing local authority budgets.

### Resources

There are a great many recommendations that call upon TDC to commit additional manpower and financial resources – resources that TDC simply does not have, given the total withdrawal of the Rate Support Grant by central government. The Conservation Area needs to be seen in the context of Thanet as a whole: it covers a part of one of the three towns and many villages that make up Thanet. Amid all the many competing claims on resources in a cash-strapped authority there is a distinct risk that TDC will see these obligations as far too onerous and as a result it may not be adopted. That would be an enormous waste of effort so far and of a golden opportunity going forward. There are many excellent recommendations in the report, however there will need to be some very smart thinking about feasibility, priorities, governance, funding sources and an appropriate delivery vehicle or vehicles to achieve those desirable outcomes.

It is vital that this report is not left to gather dust on a shelf (like many others before it). It must be turned into a realistic action plan and fit within a longer term strategy to regenerate the town. The Appraisal needs to be integrated alongside other current initiatives, specifically The Ramsgate Investment Plan, alongside future bids to the 'Levelling Up Fund' and bids for other regeneration funding. It constitutes a valuable evidence base from which to launch funding bids.

We firmly believe that to achieve the necessary focus and commitment there needs to be a dedicated resource based in the town working closely with TDC and RTC to deliver a Conservation Action Plan. A key component of that plan should be the setting up of an action orientated Task Force with heritage, fund raising, enforcement, and skills training capacity. The Hastings model and outcomes serve as a very instructive comparator. We would like to see Ramsgate as a test bed for conservation area and heritage

asset management, targeting on practical lessons and guidance for less prosperous, but heritage-rich communities.

Funding is a key issue. We envisage that the Ramsgate based set up would not make any additional calls on TDC resources over-and-above the normal allocation to the town. We would look to central government or agency funding for setting up with a guarantee for say, the first 5 years to give time to achieve some measurable outcomes, with options to continue.

We firmly believe that the Task Force must be based in Ramsgate. The Task Force would report to a steering group made up of stakeholder representatives. The planning powers needed to deliver the Conservation Action Plan are vested in TDC. It would enter into partnership with RTC, KCC and Historic England together with local community groups including for example The Ramsgate Society, The Ramsgate Regeneration Alliance, The Ramsgate Heritage and Design Forum and others.

The Task Force should include a newly recruited conservation professional fully funded for not less than 5 years, to spearhead enforcement, co-ordinate reports, act as a gateway for grants and assisting community organisations and advising individuals. That person would need to be funded from outside. A budget would need to be externally funded (ie from outside TDC), by Historic England, or via another grant source such as Levelling Up Phase 2.

An example that worked extremely well locally, several years ago, was the Margate Arts Creativity Heritage partnership programme/ MACH with an LPA liaison officer, business consultants offering advice and catchup / review sessions with members as well as match funding of grants.

### Visibility and Awareness

The Appraisal document includes photographs of examples of the successful thermal glazing treatment of different styles of period window. There is a pressing need to raise awareness of such options, their availability, suppliers and costs. We need to make it easy for property owners to make better informed choices. The path of least resistance is lined with uPVC. It is time to change that vista.

Our perception is that there is a widespread lack of awareness of 'the right way to do things' and of the more acceptable design or product solutions to the refurbishment or alteration of period property.

There is need and opportunity. We see two routes to this :

- A virtual presence via the internet; a website as a source of reliable information and guidelines.
- A physical shopfront
  - Current heritage programmes have had no visible presence in the town. This should not be the case going forward. The programme leading from the Appraisal must have a public profile to garner support and curiosity and engagement. We advocate a permanent 'shop window, in the shape of a prominent (currently vacant) retail unit 'on the High Street'. It

would act as the base for the task Force , be an advice centre, information resource, display examples of products , exhibit successful projects. It should have a 'user-friendly' name eg 'The Heritage Home Hub'.

### Specific references

**2.0 Timeframe** – RHDF has major concerns that the LPA / TDC is being asked to undertake too much additional work with an overstretched conservation team. We advocate the setting up of a Task Force (see *Commentary* section above)

**4.0 Design Guidance.** Development of a Design Code via a Neighbourhood plan could be included in the table. The RHDF seeks to promote and encourage design quality throughout the town and especially in the conservation areas. We suggest that it be made clear that either sympathetic period style designs or contemporary designs with cues and references to its context may be acceptable. The Forum was developing a design code as part of a neighborhood plan, however this was halted when design codes were made defunct from the NP. This links to a draft of the design code as it was in development: [https://www.dropbox.com/s/is0ibj346t9tmon/RHDF-DesignCode\\_Small.pdf?dl=0](https://www.dropbox.com/s/is0ibj346t9tmon/RHDF-DesignCode_Small.pdf?dl=0).

**8.0 Managing Vacancy** – This section could be expanded to include some provision for careful management / balance of 'Airbnb' vs housing with risks that areas can become too popular with tourists and result in further shortages of housing stock for locals / key workers, eg St Ives, Whitstable. This can have a negative affect on the vibrancy of the town. Perhaps a recommendation of an acceptable ratio of short let to residential. Often measures are put in place when it is too late.

### **16.0 Boundary Changes**

RHDF believe that a new conservation area should be designated to include Ellington Road, Ellington Park and Park Road (see Figure1).

Marlborough Road should be extended into Ramsgate CA (see Figure 2).

## **Part 3 Guidance for Carbon Reduction and Climate Change**

The conservation movement has something of an image problem in popular culture. It is seen as elitist, middle class, pandering to aesthetic sensibilities and a nostalgia for days gone by. While to an extent this is true, it needs and warrants better public image.

Thanet District Council, alongside many other local authorities has declared a climate emergency and seeks to be carbon neutral by 2050. That declaration must be turned into practical policies and actions to stem carbon emissions. Conservation is wholly consistent with sustainability goals and tackling climate

change. Conservation preserves the investments in energy and materials that were made decades or even centuries ago; and seeks to keep buildings fit for purpose. with targeted, cost effective interventions to sustain them in beneficial use. That makes it wholly consistent with the measures to combat both climate change and the plundering of global resources. It may, in isolation, contribute only marginal gains within the big picture but in combination with the raft of many other measures accumulate to significant mitigation.

We advocate the design and application of programmes downstream from this Appraisal to very publicly promote conservation of heritage as a key activity in tackling climate change.

The RHDF fully supports the inclusion of *Part 3 Guidance for Carbon Reduction and Climate Change* and recognises this as a potential prototype for more universal guidance. We are, however, highly critical of the detailed but generic guidance the Draft contains. In our view, much of it is inappropriate for older buildings. We note that the consultants have relied on a single source for much of the content of Part 3. In doing so they have failed to include established authoritative sources of reliable information and guidance already in the public domain. These are not referenced. What is more, much of their content is at odds with that in the Appraisal draft.

There are incorrect assumptions and errors in the document that have wide ranging implications beyond the scope of this submission. However, we suggest that they need to be considered before Part 3 of the Appraisal document is finalised. The Forum would be willing to collaborate more fully with HE on this matter.

The key omission is that it does not reference BS 7913 which is particularly pertinent in relation to energy efficiency/climate change matters.

(PAS 2035 steering group...BSI recognises that traditional buildings are different and it has covered this with the requirement to follow BS 7913: 2013: Guide to the Conservation of Historic Buildings.

Ref; [https://www.designingbuildings.co.uk/wiki/PAS\\_2035](https://www.designingbuildings.co.uk/wiki/PAS_2035)).

Part 3 needs to be expanded to reference the research reported in, but not limited to, the following documents:

*1.) Solid wall heat losses and the potential for energy saving*

*Consequences for consideration to maximise SWI benefits:*

*A route-map for change*

<https://www.gov.uk/government/publications/solid-wall-heat-losses-and-the-potential-for-energy-saving>

*2) Historic England - Energy Efficiency and Historic Buildings*

<https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/>

3). IHBC Retrofitting of Traditional buildings; GN2021/2, February 2021

[https://ihbconline.co.uk/toolbox/guidance\\_notes/retrofit.html](https://ihbconline.co.uk/toolbox/guidance_notes/retrofit.html)

4). SPAB – Society for the Protection of Ancient Buildings

<https://www.spab.org.uk/advice/energy-efficiency-old-buildings>

5). STBA – Sustainable Traditional Buildings Alliance – Supported by Historic England  
CITB & Historic (Environment) Scotland

<https://historicengland.org.uk/images-books/publications/planning-responsible-retrofit-of-traditional-buildings/responsible-retrofit-trad-bldgs/>

In relation to the refurbishment of existing housing stock, we have serious concerns that double glazing is being promoted on Grade II listed properties. After draft proofing existing windows secondary glazing is far more effective in reducing thermal loss and improving acoustic performance.

Green Home Grants etc have been a complete disaster. As things stand, the majority of low carbon initiatives will probably have to be self funded. Provide further information regarding payback periods. National policy will have to change to encourage uptake at a scale that will be needed to meet zero carbon targets.

An example that worked extremely well locally, several years ago, was the Margate Arts Creativity Heritage partnership programme/ MACH with an LPA liaison officer, business consultants offering advice and catchup / review sessions with members as well as match funding of grants.

#### Visibility and Awareness

The Appraisal document includes photographs of examples of the successful thermal glazing treatment of different styles of period window. There is a pressing need to raise awareness of such options, their availability, suppliers and costs. We need to make it easy for property owners to make better informed choices. The path of least resistance is lined with uPVC. It is time to change that vista.

Our perception is that there is a widespread lack of awareness of ‘the right way to do things’ and of the more acceptable design or product solutions to the refurbishment or alteration of period property. There is need and opportunity. We see two routes to this :

- A virtual presence via the internet; a website as a source of reliable information and guidelines.
- A physical shopfront

- Current heritage programmes have had no visible presence in the town. This should not be the case going forward. The programme leading from the Appraisal must have a public profile to garner support and curiosity and engagement. We advocate a permanent 'shop window, in the shape of a prominent (currently vacant) retail unit 'on the High Street'. It would act as the base for the task Force, be an advice centre, information resource, display examples of products, exhibit successful projects. It should have a 'user-friendly' name eg 'The Heritage Home Hub'.

## **Part 4 Design Guidance**

Generally – concerned that the presentation alluded to high quality design = pastiche copies of buildings. Contemporary High Quality design can be achieved and enhance the conservation area.

### **4.2.5**

Kent Design Guidance – this is incredibly old and outdated in terms of building design with precedents from Canterbury / West Kent (extensive weatherboarding, gable roofs etc) that are wholly inappropriate to Ramsgate. The 10 important characteristics and road layouts are still relevant.

## **OVERALL**

### **Highways & Street Scene:**

Perhaps emphasise loss of historic pavers / kerbstones and sets in pavements and roads rather than parking necessitating ad hoc repairs? Often it has been statutory undertakers (e.g. utilities) removing them. It is vital

- Infill / loss of coal holes, pavement lights and historic cast iron drainage .
- Loss / removal of trees and significant bushes to driveway access.

### **Buildings Structures and Development Sites:**

- Roofscape: Emphasise loss of chimney stacks, pots and the inappropriate use of concrete tiles / fibreglass / cheap slate replacing Kent Peg, Welsh Slate and lead roofs.
- Poor state of balcony structures and canopies in dangerous state or repair.
- Later additional rain water pipes to front elevations (where parapet / hidden gutters were used).
- Painting over masonry facades.

**Suggested Additional Sections:**

In the light of climate change, adapting public realm to enable comfortable resilient cool spaces e.g. reflectivity / albedo / mass of materials, water features, tree planting (shade & evapotranspiration), planting.

Low Traffic Zone. A holistic approach across entire conservation area rather than Character Areas. in removing much of traffic to town centre including rerouting traffic, and traffic calming measures, and introducing an urban 20 mph speed limit, with 5 mph in mixed pedestrian/traffic zones.

Disabled access. Making historic buildings accessible is important with an ageing population. It can be achieved very discreetly (e.g. Scott Polar Research Institute Museum Cambridge, V&A main entrance steps) or badly (never-ending disabled ramps).

**ANNEX****Manston Airport**

The prospect and actuality of Manston reopening as a cargo hub airport is the single biggest local threat to the sustainability of the Conservation Area. The Conservation Area is directly aligned with the runway such that every flight approach or departure to the east will overfly Ramsgate and the CA in particular. Seventy percent of landings will be over Ramsgate (source RSP) descending at altitude of 900 feet over the Royal Harbour to 300 feet at Nethercourt. Constant noise and air pollution over the CA and beyond would be a major threat to tourism and the visitor economy. It would blight the property market; risk an exodus of residents. As a consequence property investment would decline properties would fall into disrepair. Very many heritage assets would be put at risk. This was acknowledged and endorsed by the Planning Inspectorate at the EIP and in their 2019 report.

Manston airport is the spectre hovering over any vision for the future of the Conservation Area. The Secretary of State is now legally required to re-determine his decision following a Judicial review.





Figure 1 Suggested new Conservation Area

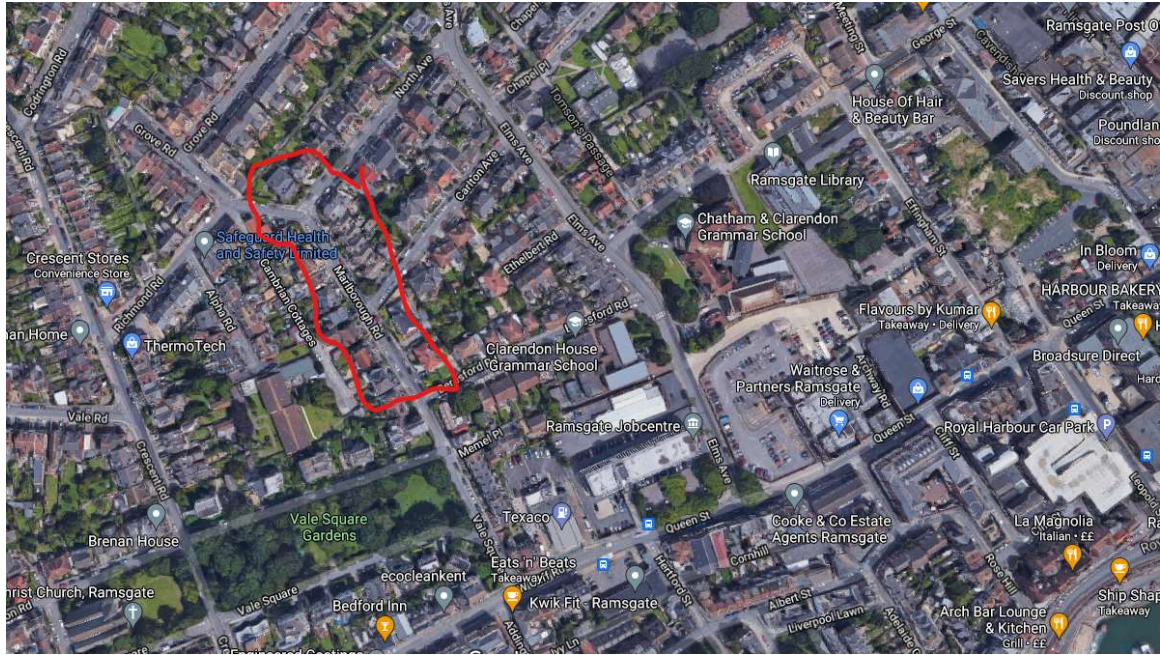


Figure 2. Marlborough Road should be extended into Ramsgate CA