

**RED STREET,
SOUTHFLEET
CONSERVATION
AREA
APPRAISAL**



September 1998

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Introduction

Under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, local planning authorities have a duty to review conservation areas from time to time.

Conservation area designation introduces a general control over the demolition of unlisted buildings and provides the basis for policies designed to preserve or enhance all the aspects of character or appearance that define an area's special interest. It will be for the Dartford Borough Local Plan review to determine whether changes are necessary to the actual policies which apply to conservation areas.

Red Street Conservation Area runs from *Fairlawn*, Red Street, Southfleet eastwards to *Fillbaskets* on the eastern edge of the village. It was designated on 7th September 1998. This appraisal defines as fully as possible the character and appearance of the area including architectural and natural features.

Any omissions of particular buildings, features or space should not be taken to imply that they are of no interest or importance.

Origins and Development

Southfleet is a small village set in farmland, close to the south eastern corner of the borough. The village has developed from a small hamlet centred around St Nicholas's church, Sedley's Church of England Primary School, and The Ship public house.

known that there has been a settlement here for a considerable time.

The Southfleet Conservation Area, originally designated in 1970 and further extended in 1998 covers the core of the village and includes parts of Hook Green Road, Red Street, Warren Road and Dale Road. The subject of this appraisal is the newly designated Red Street, Southfleet conservation area which covers parts of Red Street and Brakefield Road.

Red Street is one of four main roads within Southfleet village, and runs from Warren Road to New Barn Road. There is no known archaeological significance or scheduled ancient monuments within the Area, although it is

Character

Red Street is sufficiently distinct to treat it in two parts- that running south from the junction with Warren Road (outside the designated conservation area), and that running east-west (within the conservation area). That part of Red Street from the village centre southwards is generally



Figure 1- Views east from Red Street

open in character with views of open countryside eastwards (Figure 1). Landscaping is mainly ornamental in nature with shrubs and bushes and few mature trees. The properties are residential -



Figure 2- Built form in the northern part of Red Street

predominantly either detached bungalows or large two storey brick



Figure 3- Old Ship Cottage

houses set back from the road (Figure 2). The majority make neither a positive or negative contribution to the area, although there are exceptions such as the grade II listed Old Ship Cottage (Figure 3) dating from the 17th century.



Figure 4- Corner of Red Street looking north

Unfortunately, the telegraph poles and wires detract from the view looking north from the bend in the road (Figure 4).

There is more variation and interest in the character of



Figure 5- Chapter Farm House

that part of Red Street that runs east to west and which is covered by conservation area designation. The coherence and grouping of



Figure 6- Landscaping

Chapter Farm House (Figure 5), Red Street House and Hall’s Cottage on the eastern fringe of Southfleet make a considerable contribution to the special interest of this area. The landscaping is more predominantly mature with large trees and hedgerows (Figure 6). There are views north westwards to the Church of St. Nicholas (Figure 7).



Figure 7- Views north west towards St. Nicholas's Church

The townscape quality is apparent, with properties close to the highway (such as the Dean and Chapter Cottages). There are also variations in style, with a



Figure 8- Fillbaskets

mix of bungalows, Victorian houses, flats, cottages and semi-detached modern houses. In general the unlisted and contemporary buildings such as *Fillbaskets* (Figure 8) add to the quality and interest of the area. The Black Lion public house



Figure 9- The Black Lion Public House



Figure 10- Red Street Garage

(Figure 9) and the Red Street garage workshop add further variety to the townscape (Figure 10).

Materials and Styles

There are no strong unifying features, such as dominant architectural styles, which link the buildings in the Red Street Conservation Area.

However, there are four Grade II listed buildings and one Grade II* property within the Conservation Area. Chapter Farm House is a good example of a two storey Wealden hall house dating from the 15th century, with a timber frame and lath and plaster infill (Figure 5). The Black Lion public house dates from the



Figure 11- Red Street House

17th century or earlier (Figure 9), as does Red Street House (Figure 11) and Halls Cottage (Figure 12).

All are of timber-frame construction faced with either lath and plaster or weatherboarding. The

weatherboarded former granary behind Hall's



Figure 12- Hall's Cottage

Cottage is 18th century (Figure 13).

The remainder of the area consists of mainly domestic properties spanning from Victorian to mid 20th



Figure 13- Granary, Hall's Cottage

century, mainly in brick with pitched and tiled roofs.

Conclusions

The key character of the Red Street, Southfleet Conservation Area is the mixed setting with the listed buildings providing a chain of historic interest through the space. Other factors which play an important role are;

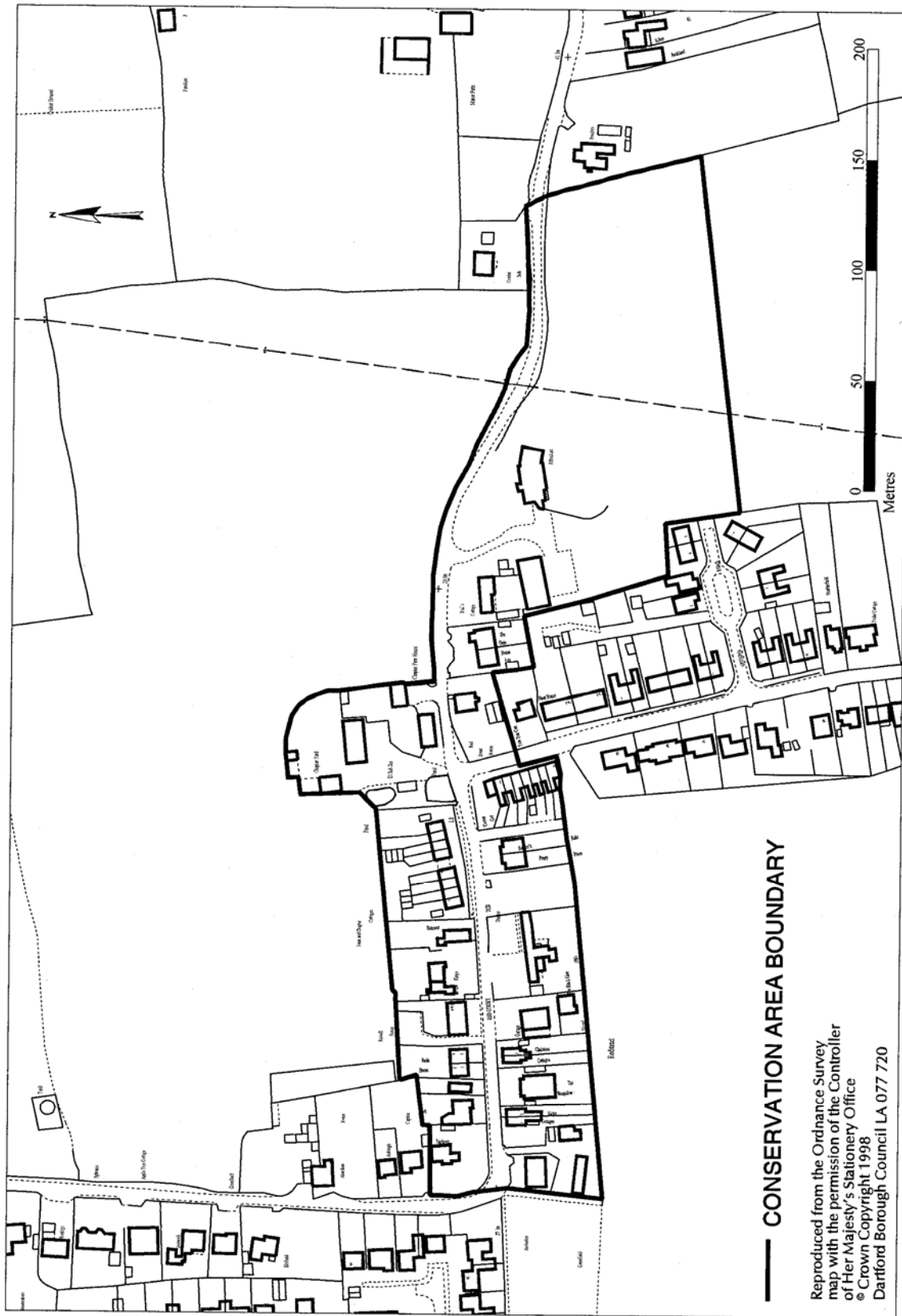
- . The long views into the countryside to the church tower, which acts as a marker to the village.
- . The strong east-west axis terminating with the turning to the north.
- . The domestic properties which contrast with the listed buildings such as Chapter Farm House and the Black Lion public house.
- . The general landscape quality.

In terms of the materials, most are traditional, with some strident colours. Architectural forms are traditional, with pitched, plain tiled roofs, natural brickwork with relatively small openings for doors and windows.

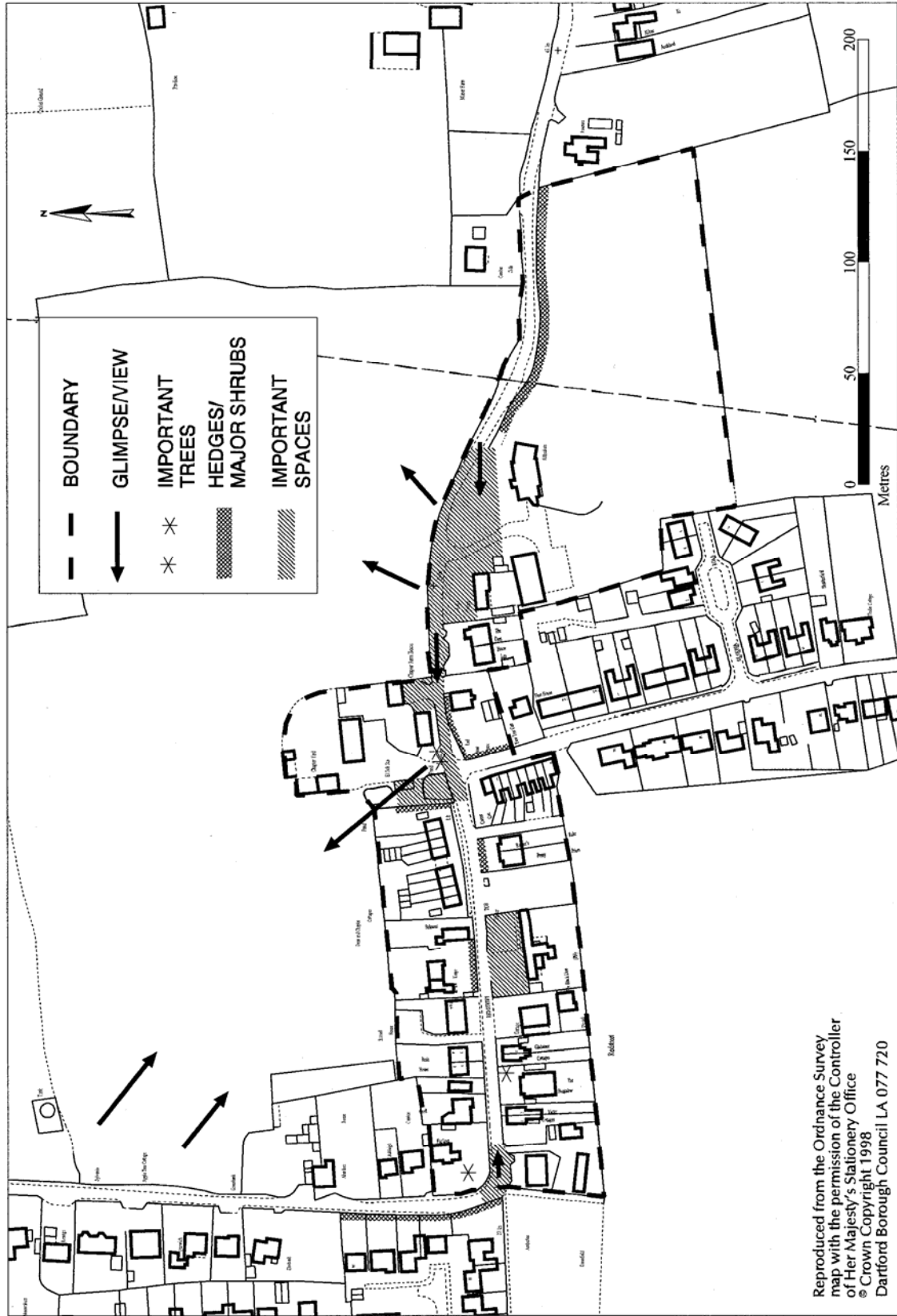
Development Control

Any new development needs to be domestic in scale, have steeply pitched roofs, and be of traditional materials. The importance of the architectural grain must not be interrupted by the introduction of deep front gardens or on-site parking. Any road improvements need to take into account the rural nature of the existing arrangements, and not be simply upgraded to modern kerbed footway.

Any losses of trees and major shrubs should ideally be replaced on a like for like basis. The sense of enclosure offered by these within the road vista should not be overlooked. These offer visual interest in what could be a bland space.



RED STREET, SOUTHFLEET - CONSERVATION AREA MAP 1



RED STREET SPACES VIEWS AND NATURAL FEATURES

MAP 3