

# **The Old Town, Hastings**

A report on its conservation  
and development

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# ***THE OLD TOWN, HASTINGS*** ***its conservation and development***

**A Report to the Town Planning Committee and the  
Council of the County Borough of Hastings**

## **INTRODUCTION**

In July 1965 we submitted to the Town Planning Committee, and explained to the Chairmen of Committees and the Officers, an interim report on the future planning and preservation policies which we were recommending for the Old Town. At that time, to meet the special request of the Council, we gave immediate priority to the Stade and Tackleway, including the proposed clearance areas between the Tackleway and All Saints Street. We were then in process of completing our survey of the Old Town, building by building; and our recommendations for the remainder of the survey area are made in this final report, the interim report having been revised and incorporated within it.

At the beginning of November 1965, we were given the opportunity of meeting Members and Officers again in order to learn their impressions of our survey and proposals at the interim stage; and it was significant that the concern of many members centred on the issue of adequate car parking space in the Old Town, especially as 1966 is to be a celebration year.

With this in mind we undertook to investigate as far as we could in terms of planning policy, how far it is desirable to increase the parking capacity of the Old Town and, if it is desirable, how it can be done in such a picturesque quarter of

Hastings, so intimate in scale and so intricately built up. This final report therefore contains suggestions for alternative or serial projects that could be executed over the next few years.

They are based on the belief that it is utterly wrong to use any open part of the Stade or beaches to accommodate the growing number of cars to be expected in Hastings, with the exception of the provision that has already been made (and could be somewhat extended) at the most easterly end of the town, and of a limited waiting area for coachest opposite All Saints Street. We fully appreciate the need for accessibility to every part of the Stade and its many attractions, but the area is so small in relation to the number of potential visitors that its special charm, and the view of the sea from its approaches, could easily be destroyed by ranks of cars parked throughout the whole length of summer days, leaving oil-stained patches of tarmac or concrete in their wake. The present drive to clean up the beaches and improve the coast will not encourage the provision of car parks actually on the beaches or in the foreground of enchanting marine views.

At the same time the Old Town, while it provides the greatest accessibility which its narrow streets will allow for picking up and setting down the family and for short periods of waiting and shopping, should not earn the reputation of being a place where there is no long-term parking space at all. The proposals we make, although for the most part off the beaches, are therefore generous. They would also do much to revive prosperity and activity in the old High Street and in George Street.

We have not, for obvious reasons, been able to conduct more than a few spot-surveys of pedestrian and vehicle traffic flow before arriving at our conclusions; and we have relied on information given us by the Borough Engineer and Surveyor.

This final report also contains our recommendations for the Bourne and for the western side of the Old Town, including the Croft, George Street and West Street. Although our recommendations are mainly concentrated on the built-up area of the Old Town, it is imperative, especially when considering the boundaries of our area which might be designated as a "Conservation Area" or a "Protection Area", or an "Area of Historic and Architectural Interest", to include the slopes of the East and West Hills, the Stade, and the two somewhat detached features—High Wickham, and Pelham Crescent with the Castle Rock, as being within the visual confines of the Old Town.

But anyone who studies the Old Town as we have done cannot fail to regard it with affection, and wish to see its essential character retained, while its economic life is restored and improved. Our suggestions for doing this are of course subject to the normal democratic processes of decision-making. But we can at least say that they are made with the continuing interests of the Old Town at heart; that they provide a



**THE STADE** from the old Harbour arm.

1 consistent background against which building and town planning applications can be considered; and that they open up interesting possibilities for actual development, notably in the Tackleway area, on the Stade, at Rock-a-Nore and Tamarisk Steps, between George Street and Marine Parade, and in the combination of car parking and upper level housing in the Bourne. \*

— These particular suggestions will all need further investigation and detailed design. The form that has been given to them in the picture we have drawn of the new Old Town as a whole, are simply indications of ways in which a policy of conservation could be applied in practice. —

Many of our proposals were developed before the Report of the Study Group to the Publicity and Public Relations Committee appeared at the end of May, 1965. We have retained them as they were; firstly because they seemed complementary to the line taken by the Study Group, and secondly because we assumed that our own survey was intended to be objective and independent and in this way more useful to the various Committees of the Council in defining their policies. For example, on amenity grounds, we did not endorse a recent proposal to park 250 cars on consolidated ground on the foreshore between the boating lake and high water mark. On the other hand, we suggest an increase of parking provision on the west side of Bourne Road, in the belief that this would not harm its appearance but would help to restore accessibility and value to the historic High Street.

The judgements and proposals in this report are advisory and do not of course commit the Council except to the extent that they may be ultimately adopted.

## PRESERVATION POLICY

The history of Hastings, as represented by the streets and buildings and by the physical configuration of the Old Town, has created a tapestry of great richness and considerable antiquity. New threads and stitches are continually being woven into the old; so that the texture changes in detail but the general picture between the East Hill and the West Hill, the Old Stables and the Stade, remains much as it has been for the last three centuries. It is this continuity and completeness which gives the Old Town so much of its character and attraction; and although it cannot be assessed precisely in economic terms, the historic environment is important for its own sake as an example of the English tradition of town building. It is also important for the two and a half thousand members of the living community—a third of whom are under 21—and for an unknown but certainly very high proportion of the million or more visitors who come annually to Hastings.

While Hastings and St. Leonards as a whole are expanding urban areas, the Old Town—within the green and blue belt formed by the hills and the sea—cannot expand at all.

The natural amenities of the Stade and beaches, the cliffs, and the open grass-covered slopes are unusually generous, and yet quite close to the main streets of the town. The greatest man-made attraction is still the Old Town itself. In spite of its dilapidation and its inconvenience for modern traffic, it is clearly an inheritance that should be improved and handed on by those who are at present its trustees, together with its incomparable setting. As the background to our proposals for preservation and development we have retained the conviction that residential clearances on a large scale would be altogether out of keeping with the main objective. Inevitable as they will be in other parts of Hastings and St. Leonards, they would fundamentally alter the character of the Old Town.

On the other hand, preservation, maintenance, public improvements and new services are likely to be more costly in such an old area and on such sloping terrain, than on normal sites. We have therefore worked on two general principles: first that new attractions should be wherever possible self-financing or at least self-supporting, the aim of the Council's public relations activities being themselves to up-grade—and make opportunities also for private investment to up-grade—the quality of the shops, restaurants, recreational facilities and services, and to expect a higher return from a more affluent society. (This has already been recommended by the Study Group in relation to local hotel tariffs.) The image of the Old Town as the very special place that it is, has to be projected in the same way as that of the Lanes in Brighton.

Secondly, in view of the burdens already borne by the rates for education, welfare, and other services, every possible source of grant in aid of redevelopment should



94 HIGH STREET Jackie + Gerald Storr  
A remarkable street composed almost entirely of listed buildings and forming an obvious area of "Outstanding Group Value". Hastings S076



**ALL SAINTS STREET**  
The old buildings form a particularly pleasing group at this point, narrowing the view before the openness beyond. The new lifeboat station has now, unfortunately, cut off the glimpse of the sea from here.



be explored. This would include historic buildings, homes for the elderly, and a housing association for sections of the Tackleway area, in addition to those normally obtainable by local authorities.

With a few possible additions we are accepting the Schedule of individual Listed Buildings issued by the Ministry of Housing and Local Government for Grade II buildings on the Statutory List, and Grade III buildings on the Supplementary List. We also think that under the new procedure now under discussion in the Ministry, the whole of the Old Town with the exception of a few twentieth-century structures, is likely to be designated as a Conservation Area, or an Area of Architectural and Historic Interest.

The Listed Buildings in the Old Town are dotted about; few at present qualify for aid from the Minister of Public Building and Works on the recommendation of the Historic Buildings Council, as they are not individually outstanding. But now that more attention is being given to blocks and streets that have what is called "Outstanding Group Value", some Grade III buildings may qualify for the Statutory List and groups as a whole may be up-graded. Within the Old Town, in addition to "groups", there are also complete streets which deserve to retain their picturesque character throughout their entire length: e.g. All Saints Street, High Street, and George Street. Proposals could be discussed with the Old Hastings Preservation Society before being finally submitted to the Ministry of Housing and Local Government. As a result it might be possible to institute a "Town Scheme" with the Historic Buildings Council; whereby the Historic Buildings Council and the Borough could agree on contributions to an annual fund for preservation and maintenance, and on the sequence of buildings to which aid should be given.

## SITES FOR REDEVELOPMENT

The addition of "groups" to the scattered pattern of Listed Buildings in the Old Town has led us to consider carefully the sites and areas where redevelopment could take place without unnecessary demolition or other adverse results on the appearance and character of the Old Town. Our conclusions are shown on Plan I, and comprise, in addition to some smaller sites, fourteen areas or zones. These are primarily:

(a) areas where there is already vacant or derelict land within a zone classified as mainly residential under the approved Development Plan. In some instances shopping and industrial (Marine) are included;

(b) areas which are considered "soft". In other words, where the buildings are at the end of their expected life and redevelopment proposals could reasonably be expected;

(c) where a redevelopment scheme could reasonably be expected to take place within an area of existing buildings retained because of architectural or group value.

### Zone 1

All Saints/Tackleway: coincides very closely with the projected compulsory purchase area and redevelopment scheme already proposed; but is extended northwards to All Saints Church and southwards to Tamarisk Steps. An area bounded by existing buildings on All Saints Street and Tackleway and retaining most of the present passageways.

### Zone 2

An area to the south of Zone 1, where care must be exercised to keep any housing redevelopment in scale with the neighbouring premises. Opposite the Net Shops we have investigated in outline a scheme for seven or eight dwellings to be built here, on two or three floors, on the same ground floor frontage as exists now. But the three-storey-houses would be brought forward over the pavement in order to project into the view at the entry to Rock-a-Nore, and keep it narrow.

This zone falls in an area outside that shown on Plan I.

### Zone 3

Industrial development at the end of Rock-a-Nore is unsightly and dilapidated. This zone falls in an area outside that shown on Plan I.



**TACKLEWAY / ALL SAINTS STREET AREA** View looking north over East Hill Passage showing the area that has been suggested in the report as suitable for a pilot scheme as part of the phased redevelopment here.

#### **Zone 4**

Visually, this is a particularly vulnerable part of the foreshore when viewed from either Marine Parade (approaching from the west) or when emerging from the Old Town. Some buildings are already built here and will stay; this report suggests other uses for this area to be more in keeping with the small-scale seaside promenade buildings. Buildings here should be temporary and generally kept to a single storey in height. This zone falls in an area outside that shown on Plan I.

#### **Zone 5**

A group of buildings along East Beach Street that has become isolated from the major groups of buildings in the Old Town by unfortunate handling in the past. As the flatted development behind, in East Street, is not attractive in appearance, we suggest that great care should now be taken with this fragment of Old Town frontage, particularly in the type, colour, and quality of building constructed. We would hope that the surface car park would be replaced, and Plan I shows our ideas for a possible building on this site providing a single or double-floored restaurant of reasonable capacity with limited bedroom capacity above—both these requirements being somewhat limited in the Old Town at present. The site would have the enormous benefit of sea frontage and view; and a building here would help to "tighten" and define the entry into the very remarkable and picturesque High Street behind.

#### **Zone 6**

Surrounded by an edge of "Old Town" façades, this internal space would be ideally suited for a two- or three-tier car park, principally for summer visitors and shoppers, and so ease the peak demands on the Stade. Our proposals for this site are described later in the report.

#### **Zone 7**

We have considered this site as equally suitable for a three-floored car park with, in our suggestions, housing above and a direct bridge connection over the Bourne to All Saints Street as described later in this report.

#### **Zone 8**

At present much of this is a derelict site and it is reasonable to suggest that rehousing could be the form of redevelopment here, possibly as a decanting space to

allow the first phase of redevelopment in Tackleway. Care should be taken to see that a form of development is chosen which lends itself to street line development. As is the case with High Street and All Saints Street, the views become more interesting when adjacent buildings are brought up to the road line; but traffic noise will govern to some extent the form of development.

#### **Zone 9**

It is reasonable to expect that rehousing will be the form of redevelopment here. As the Council already own most of this area, this could form an ideal decanting space to allow the first phase of redevelopment in Tackleway.

#### **Zone 10**

A plot of land critical to the approach to the Old Town. Left undeveloped, nothing is gained visually, as St. Mary's Hall—now All Saints Hall—is not a building worthy of this situation, and any reasonable measure should be encouraged to hide it. Conventional house plans here would hardly be acceptable; and whilst we do not want to dictate any precise form of building, it is likely that a planned group of houses (or even a single large house or club) that respected the curved boundary of the site (in much the same way as St. Just's in Croft Road) would be a more successful solution to a difficult problem of design.

#### **Zone 11**

We have proposed a two-tier car park to meet the demands for car space in the High Street to which it would be conveniently linked by Waterloo Passage. An essentially low development, to allow views to the back of High Street and West Hill, it would also assist in retaining the road line on The Bourne, and with the assistance of some tree-planting would make it into a more interesting and attractive street.

#### **Zone 12**

A vacant plot on the corner of High Street and Roebuck Street. Proposals to align frontages with the High Street may not be acceptable because of viewing lines for turning traffic. Development here, however, should be permitted in order to reduce the gap in the High Street and also to obscure the back and side views of domestic buildings already built in Roebuck Street.

**Zone 13**

Various small sites, mostly, at present, derelict which have been brought together in a redevelopment scheme, outlined later in this report.

**Zone 14**

A derelict site behind Croft Road, bordered by Church Passage and Cavendish Place. We felt it would be possible to put four or five houses on this area, generally set on the western side of a connecting passageway, and linked to form a continuous development in a similar manner to those, say, in Sinnock Square.

## **THE TACKLEWAY — ALL SAINTS AREA**

We examined and photographed this area in some detail and considered the draft redevelopment scheme proposed earlier by the Council. We came to the conclusion that it would be useful to work out an alternative based on the preservation and adaptation of more of the existing buildings, a less standardized grouping of dwellings, and the introduction of points of access to internal vehicle and pedestrian squares, instead of opening up by a continuous internal road.

The suggestion put forward in this outline scheme is for three vehicular access points:

- 1 off Crown Lane;
- 2 a descending approach on the west side of the Sun Inn in Tackleway;
- 3 at the top of Ebenezer Road.

These access points terminate in a series of "car squares" surrounded often by private houses and flats, possessing their own garages under. The squares themselves form areas for delivery and for surface parking, and are large enough to enable vehicles to turn about. Pedestrians would be able to cross these squares as part of the system of total pedestrian penetration from one end to the other. In addition to the three access points mentioned above there should be an easier turn-round formed at the north end of Tackleway.

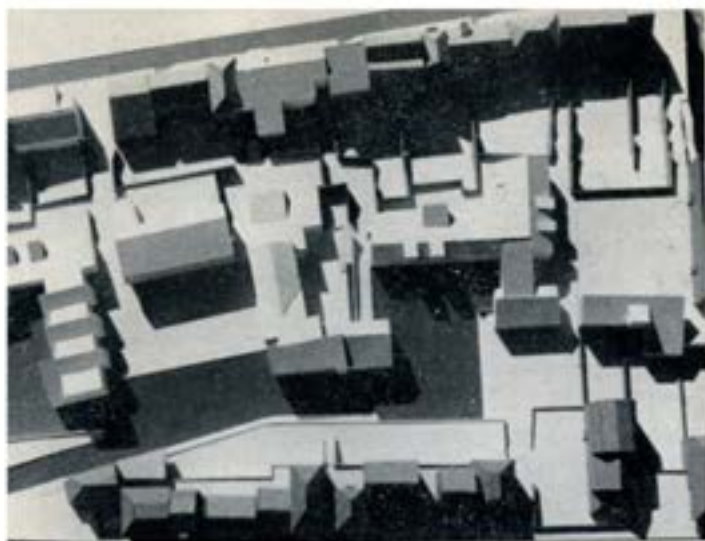
An advantage of this plan is that it could be phased by sections, and the decanting problem reduced in scale. A pilot scheme could be constructed in either of two areas.

### **Area 1**

Immediately west of the Sun Inn, developed between East Hill Passage and Strongs Passage. A few houses would have to be demolished first, and road access constructed from Tackleway.

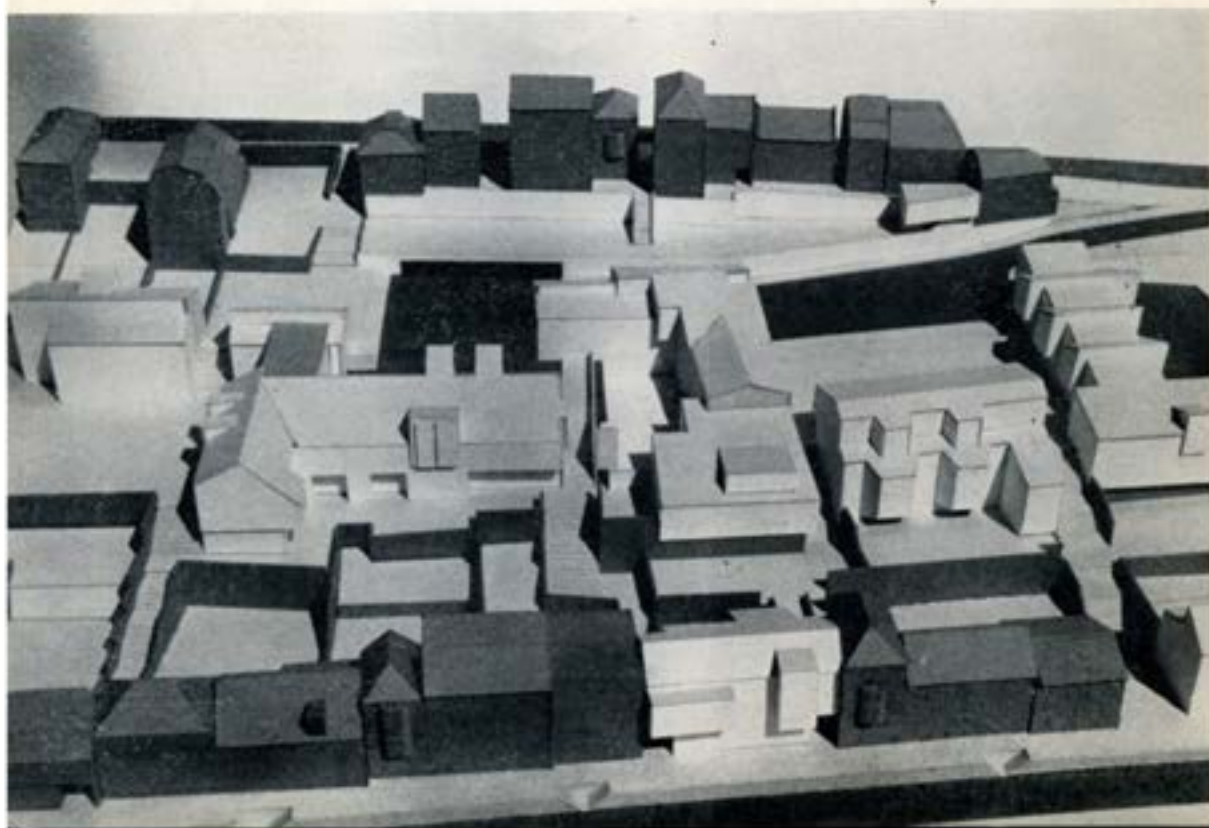
### **Area 2**

Probably more acceptable as a "pilot" first phase, as very few existing houses are involved and road access is very largely existing. This report mentions elsewhere that a likely "decanting" space for re-housing purposes could be considered alongside the Bourne (previously All Saints Place), which we are given to understand is land already owned by the Council and earmarked for housing purposes (Zone 9).



**TACKLEWAY / ALL SAINTS STREET AREA**

Photographs of a model showing the suggested form of redevelopment. All Saints Street is to the top of the picture above, and to the foot of the picture below. All the existing passageways in the area are retained and are connected to either pedestrian courts or "car squares"—clearly shown as the dark areas.





The predominant form of existing development between All Saints Street and Tackleway is at right angles to the hill slope. This has advantages for view and sun-orientation but is against the natural form of layout one would expect on a steeply sloping site.

However, both orientations are proposed for the redevelopment, but connected into a recognizable architectural form by being largely arranged around these "pedestrian" and "car" squares. This juxtaposition provides continual pedestrian access throughout. Furthermore, the existing passageways have been retained, thus giving complete flexibility of pedestrian circulation between All Saints Street and Tackleway. (It is interesting to experience the same effect of houses arranged around pedestrian squares in the recently opened Philip Cole Close, where this has proved to be a most attractive and economical way to develop a restricted site.)

Only preliminary consideration has been given to the house plans at present, but enough has been projected in these sketch arrangements to show our interest in providing the majority of premises with vehicular access, garaging facilities, and garden or yard space. Roof terraces or large balconies could in some cases compensate for lack of garden. The lower floors of houses adjacent to All Saints Street could be set aside for old people's dwellings, as these would have direct passageway access to All Saints Street, without the need to negotiate steps. Most of the proposed dwellings range between two and three floors, and we suggest the provision of top-floor flatlets in some instances, to be let off in the high season, in an effort to reintroduce modestly-priced holiday accommodation for those families wishing to cater for themselves, or to bring children with them, who might otherwise have to think in terms of caravan accommodation. (This would fall in with our proposals that the Old Town Stade could well adapt itself once again to the "family with children" holiday demand—a point made also in the 1962 Tourist Report.)

Very little need be said at this stage about the form of the buildings proposed except that consideration of form and texture are critically important, together with silhouette, roof-scape, choice of building materials, and the applied colour of the buildings themselves. It will be noted that:

- 1 East Hill House with its garden-side bow windows can still be seen from All Saints Street, over a series of courts and gardens.
- 2 The "Piece of Cheese" site is not necessary in our scheme and has been left standing: but not because of any historic interest or architectural merit.
- 3 Some buildings in Tackleway (and to a lesser extent All Saints Street) have been considered to be at the end of their useful life, and re-development proposals have been suggested in this scheme for their replacement, and are described later in the report.

We appreciate that there are points of difficulty in the scheme; e.g. that vehicle circulation is more restricted than would be the case with an internal road, and even so would involve widening and rebuilding at the top of Crown Lane. But access must in any case be limited owing to the nature of the ground; it seems to us undesirable to invite more cars into the area than it can comfortably hold; and a limited access system could easily be administered, controlled if necessary by windscreen stickers (as is done, for example, by the Crown Estate Paving Commissioners for residents and their guests in the Regent's Park Terraces).

There is also a problem to be solved in the use of standardized components in different combinations, to meet a large number of different site conditions. But this is largely a question of pre-planning and design; not of construction or cost. Provided that the components are ordered in bulk, and stacked, with the erection plant in the squares when these have been cleared and levelled, the actual construction can proceed by convenient stages.

The sketch layout shown on Plan I is intended to comprise a variety of house and flat types ranging from bed-sitters to four-room flats, and two to four-bedroomed houses, but with kitchen/bathroom units largely standardized. They would include a few old people's dwellings, houses with yards for fishermen's families, flatted houses, and houses with visitors' accommodation on an upper floor—which could be let during the season. Variety would assist the problem of re-location; and it is felt that infilling of this kind, even if used over the whole area, would fit in well with the houses left standing and retain the general character of the neighbourhood. Some relaxation of space standards and provision for garages would be warranted in an area of Special Historic and Architectural Interest.

The diagrammatic model indicates the economic and interesting use of levels that could be made, and the reasonably high net density that could be achieved (approximately 65 habitable rooms to the acre on the average, taking new and existing accommodation together). This again is justified in view of the large amount of adjacent open space.

Before long it could be that visitors to the Old Town would come to see not only the old, picturesque houses and streets, but also the ways in which completely modern accommodation could be fitted into the old, without any break with the traditions of the Old Town. This has already been illustrated, on a small scale, in the development of Philip Cole Close on the west side of the High Street.

## THE BOURNE

The Bourne, with its two-way traffic and the new inter-connections opposite All Saints Church and in East Beach Street, has allowed the retention of All Saints and the High Streets in their present form and width as one-way streets, which is a great advantage both for traffic and for the preservation of historic buildings.

It seems to us that there are three ways in which it could now be further improved. The first is aesthetic: the road divides the Old Town by a broad strip of tarmac which, of necessity, has had to leave awkwardly shaped plots on either side, partly filled by more or less standard dwellings with small gardens which cannot achieve the charm of a low-density suburban road, nor the urban quality of a town street. We think that the remaining gaps on the east side (particularly at All Saints Place) should be filled in by more compact and continuous frontages with a building line close to the pavement, even if this means smaller (or double) windows on the street frontage facing north-west, and courts or gardens behind. The main gap on the west side is big enough for a parking strip, and we have made a sketch design to show that it would be feasible to construct a covered deck for 75 car spaces on the ground level, and 75 in the open above. The parapet to the deck would form an attractive, slightly curved, and modelled frontage behind the pavement line of The Bourne. Later on it should be possible to plant occasional small trees of fastigate growth on both sides of the street to improve the street effect.

The main purpose of the car park would be to enable residents and visitors to become pedestrian within the rather restricted area of the Old Town and to reach the High Street shops by a short passageway, or cross over to All Saints Street, and by the "twittens", reach the East Hill on foot.

To increase the convenience of pedestrians still further, and provide an interesting feature for an area where, as in the case of Venice, cars cannot easily penetrate, we suggest that there should be—in addition to pedestrian crossings on the level—a footbridge over The Bourne in the neighbourhood of the Fishermen's Club, possibly wide enough to contain half a dozen lock-up kiosks, curio shops, or second-hand bookstalls on either side, partly to provide some return on capital cost, and also to give it some identity as a street.

The pedestrian bridge would be almost on the level of All Saints Street; and when the warehouses here are re-developed, access could be gained directly to the High Street by a passageway, or indirectly by Roebuck and Courthouse Streets. Architecturally the bridge would tie the two sides of the Old Town across the valley, and if designed with a single span would provide an interesting and graceful feature in The Bourne clear of the traffic.



Sketch by the Architects showing their proposals for the Stade — here viewed from the West Hill — which include a new promenade seaward of the present boating lake, and continuing past the fishing quarter to a "land pier" shown in the distance. The old harbour arm would be repaired and resurfaced and new single storey structures would re-house the present Fishmarket, which houses and angling club H.Q., together with providing accommodation for stores, messroom, and repair shops. A children's "fun-land", through which the model railway would be routed, is suggested in much the same position as at present.

## THE STADE

The main new features suggested are:

1 a marine promenade from Marine Parade to Rock-a-Nore. At present a pedestrian pavement passes behind the Boating Lake and Playland area, and is mixed up with wheeled traffic along Rock-a-Nore. There is no promenade in this area closer to the sea, and its provision to seaward of the Boating Lake and Lifeboat Station would, we think, add greatly to the attraction of the harbour.

2 a new structure, part-pavilion, part restaurant, projecting from the cliff at Rock-a-Nore, west of the present breakwater and at the point in the East Hill where the orientation changes. A structure in this position would be a terminal feature to the Hastings Beach and from its decks and terraces one could look west across the town and east to the undeveloped and wild seascape and landscape towards Ecclesbourne and Fairlight. At ground level, after the removal of the cliff scree and parallel to Rock-a-Nore Road, would be covered parking for about fifty coaches, the roof of which would be an upper promenade connecting with the Old Town, passing the funicular entrance on the way, and linking up with the open car park at Rock-a-Nore Parade.

3 a later extension of the pedestrian promenade from the seaward side of the lifeboat station, past the upper ground of the Stade where the present winch-houses are situated, to a new "land pier" built between the fishing zone and the present car park at the easternmost part of the Stade. The purpose of this "land pier" would be twofold: first to demarcate the boundary of the large car-parking area, and obscure it as far as possible from immediate views from the west; and secondly to provide an easy pedestrian access from this new promenade back to Rock-a-Nore (and vice-versa). It could then be extended seaward as the first stage of a slipway, if a yacht marina were to be considered at this end of the seafront; the future extension of the breakwater at the east of the Stade, and a slight lengthening and reinforcement of the remains of the existing western jetty, could provide sufficient enclosure to form a harbour.

The Study Group, in their Recommendation 16 (vi), said that consideration should be given to the development of a marina; and we are aware that suggestions were previously made by private enterprise for a marina east of the Rock-a-Nore breakwater. The choice of site and the construction of jetties is an expert matter, but from the point of view of the Old Town, and indeed of Hastings as a whole, a harbour at the Stade, combining many forms of use and creating an additional attraction at the foot of the East Hill, would be in the best possible place. With these new features as possibilities we have tentatively zoned different sections of the Stade for particular purposes, from west to east, as follows:

(a) the Boating Lake as now, but with a promenade passing to the south and a miniature railway, re-laid and re-equipped, possibly on the northern side, and extending as far as Caroline Parade (there is an interesting precedent for this at Brighton, in the case of Volk's Electric Railway; but the Hastings railway should have a miniature engine and a tunnel, as it has now; and be retained as an amusement feature for children as well as a subsidiary means of conveyance along the beach for their less active elders). Both the promenade and the railway would penetrate—

(b) a children's "Funland" improved and put under a translucent plastic roof system which could (if necessary) be dismantled for the period between November and March, and be stored in timber towers as indicated in the aerial view. This would encourage its use by children even on wet or drizzly days;

(c) a paved terrace with masts and banners. This would preserve the open view of the sea from the foot of All Saints Street, and provide a touch of colour;

(d) consolidated coach and car parks, sunk about 3 to 4 feet, and drained. A new Fishmarket in an attractive, semi-open marine building, with adjacent stores and ice plant, and other permanent beach buildings housing the Fishermen's rooms, and the re-located Angling Clubs;

(e) that part of the Stade used by fishing craft at present would stay exactly as it is. New winch and engine houses would be taken within the new structures suggested for the upper part of the Stade, with cableways ducted under the promenade;

(f) an additional area set aside for repair work for the fishing craft, having direct access to the road behind;

(g) summer standing for dinghies and small boats;

(h) Rock-a-Nore Pavilion with fish restaurants, tea rooms, and terraces;

(i) Promenade car parking behind the breakwater and at Rock-a-Nore Parade;

(j) until adequate car and coach parks are constructed further east an area used at present for this purpose opposite the foot of All Saints Street would continue to be designated for coaches.



**THE STADE** The present industrial use at this eastern end of Rock-a-Norie (Zone 3). The slightly raised "land-pier" proposed for the Stade is approximately on the line of the bollards.

**THE BOURNE** Nos. 30 and 31. Renovations and some colour could make this an attractive corner of the Old Town.



## THE EAST HILL

The Study Group recommended that a café of some kind should be provided for the benefit of the public on the East Hill, and that it should fit in with its surroundings. The great merit of the East Hill is its openness and the lofty views it gives of the West Hill, the Old Town, and the sea. The design of a new structure here would need to be ingenious and relatively inconspicuous if these assets are not to be threatened. Paths and ground-level notices would be quite sufficient to mark its location; and if the roof of the building can be kept below the top grass line and incorporated in the upper terraces of the cliff face, it would avoid the mistake made by the structure on the West Hill. An elongated building facing south would overlook the Old Harbour and its roof would provide a railed terrace which would not be an intrusion on the natural cliff top.



## HIGH STREET

The High Street possesses not only some of the best buildings in the Old Town, but is itself a picturesque feature of remarkable quality and completeness. Many of the buildings are Listed, and are thus to some extent protected from unheeding demolition or defacement. The raised footwalk and, more recently, one-way traffic working, have kept the street viable in spite of its narrowness. No advantage would be gained by wholesale redevelopment of the close-knit buildings and passageways that lie behind it on the West Hill. The great attraction of the street scene should therefore be retained at all costs; and all minor improvements and infillings should, in our view, be subject to this overriding consideration.

This does not mean, of course, that infilling and reconditioning should be made more difficult. On the contrary, there are two ways in which they could be facilitated.

The first is in relation to by-laws and conditions of consent. The by-laws have now been revised and put on a national basis, but there is still a large measure of judgement in the way in which they are interpreted locally. In the case of a conservation area, such as the Old Town, and particularly among groups of ancient buildings of small scale, such as are found in All Saints Street and High Street, a waiver or relaxation of certain limiting conditions such as room heights, daylighting angles, or garage provision, would be justified in order to maintain the scale and character of the street or group; and this would apply not only to rehabilitated structures but also to new buildings fitted into an old setting.

The second is enlightened administration of Closing Orders. Often enough the Health Department has no alternative but to recommend to the Council that buildings which do not conform to agreed standards of accommodation and servicing should be declared unfit. Occasionally, however, properties so condemned become uninhabited and then fall derelict, when others are willing to retain their external attraction and put them in order internally. A control policy for an area such as this would be easier to administer if simple architectural records and extended street elevations were made to show the relation of new buildings to old ones in special groups and streets. The same officer could be responsible for making (or getting others to make) record drawings of historic buildings if for any reason they could not be preserved. Finally the Borough could keep a renewable list of buildings of character in need of rehabilitation so that the increasing number of house-hunters willing to incur the costs of reconditioning, could be given information about ownership and history.

We have already mentioned those smaller groups of buildings which possess special value in the total picture of the Old Town. The larger groups are, of course, the streets themselves. Both groups defy exact analysis, and cannot easily be put into categories; but as soon as they are studied they reveal two common characteristics: in the first place they are often appropriate buildings for the sites they occupy, whether these are

turning a corner or climbing a steep slope; and secondly they demonstrate that care has been taken with their individual designs, so that even if the group is varied it has a claim to distinction. Infilling or extension to these traditional groups is not easy today, because the craftsmanship that went into hand-made roofs and walls and windows and railings is not available except at great cost. Modern components, even prefabricated ones, can be combined to create perfectly acceptable substitutes—as has been demonstrated in Philip Cole Close—provided that scale and variety are maintained, and modern plumbing and labour-saving appliances in the kitchen and bathroom can make all the difference to their habitability.

Fortunately, unsatisfactory examples of replacement are relatively rare in the Old Town; but we cannot help expressing a personal hope that the type of rebuilding exemplified by No. 113 High Street, 109 All Saints Street, or the pre-war East Street flats, will not be encouraged. They stand out like clumsy patches on an otherwise skilful tapestry.

It is fortunate for the High Street that the upper part in the main comprises private houses, and it would be fair to assume that these will generally be kept in good repair by the owners themselves.

We consider, however, that the lower end of High Street is threatened by the near approach of blight. The closing down of many small shops has been noticeable over recent years, and the reversion of some of them to stores and warehouses does not contribute to the vitality of the street, however good the buildings themselves may be.

The High Street should, in our view, be considered as a combination of shopping and residential street, with a very limited injection of other forms of trading; whilst any uses generating a high level of noise should be discouraged. This should even include coffee bar clubs, bingo halls, and the like, for which other situations are preferable.

There are few vacant sites at present in the High Street, but it is essential that in most cases, excepting the corner of Roebuck Street, development up to the street line should be required to ensure the continuity of the façades. This applies particularly to the sites at the foot of Salters Lane and Swan Terrace.

At the upper end of the High Street there is a loss of compactness. The setting back of the Old People's Homes behind landscaped lawns—a very foreign element for the High Street in any event—is unfortunately increased by the unattractive forecourt to the Stables Theatre. The enclosure of the High Street, experienced over its entire length, here breaks into a formless area terminated by a car park, and it is to be hoped that finances will eventually be found to enable the Theatre to be set off in more attractive surroundings, with some paved terraces and tree planting. The car park should be discontinued in this form after the construction of the town car parks, reserving

this area as a patrons' parking area—possibly sunk slightly to minimize its effect upon this main entry point to the town.

The back gardens of some properties in High Street are long and narrow and many are uncared for. It may be reasonable to expect pressures here in the form of building applications and we would suggest that these should generally be refused, unless access is really adequate and the pattern of roofs and open spaces, so visible from the adjacent hills, is not disrupted.

Undoubtedly, one of the most fascinating groups of buildings in the High Street is little Sinnock Square, almost hidden away but exploiting to the full the element of surprise from which ever angle the pedestrian approaches it. Now that the neighbouring new development has been finished, the group is worth protecting.

Other groups, equally hidden away, are behind Nos. 103 and 104 High Street, and, whilst these cottages do not, in themselves, form a picture as immediately interesting as Sinnock Square, they possess a charm impossible to achieve in modern terms. This is what draws so many interested explorers to the narrow streets and passages of the Old Town.

Few of the buildings in High Street have suffered the fate of George Street, in that an architecturally composed elevation over two or more units or ownerships has been spoiled by unsympathetic decoration. The one case, however, which merits attention, is Nelson Buildings, comprising, Nos. 79 and 80, with flanking wings, Nos. 78 and 81.

## THE CROFT

One of the pleasanter and more sophisticated streets in the Old Town. The Croft contains a welcome group of tall and stately buildings set against the tree-covered West Hill, and contrasting effectively with the spread of the town below. Their colouring fits them well, singling out No. 17 as being particularly good.

Two improvements immediately suggest themselves, however:

(a) Means should be investigated of taking over this private road, or having it permanently re-surfaced. Although there may sometimes be attractions in a muddy and rutted lane, in this instance it gives a dowdy atmosphere to the place.

(b) Stricter conditions should be imposed on the construction and siting of detached garages. The two that exist at the entry to The Croft are unsightly, an unworthy foreground to the fine houses here, and totally out of keeping in such a residential area. This is only indicative of a threat that must be faced in the Old Town generally; the demand for the individual garage space in a garden plot for the many houses that are without them. This is further discussed later in our proposals.

## CROFT ROAD

This is the only road in Old Hastings that can be thought of as an exit road, threading its way through much of the west side of High Street and up to the hill beyond. There are some fine buildings facing on to it, especially behind St. Clements Church, and also a very imposing group of tall, bow-fronted houses immediately under the hill. From this point upwards it mostly consists of rear entrances to houses in The Croft. Opposite are derelict gardens on the precipitous slope of the hill which will appear better when totally overgrown!

Sooner or later there may be a tendency for the larger houses backing on to Croft Road to be sub-divided into flats. This has already occurred in some instances, and it is to be regretted that, in one of them it has been found necessary to disfigure the façade of the house by the erection of the external staircase. Adequate internal planning, largely in order to comply with by-law requirements for access, etc., should be able to deal with the problem of sub-division in most cases.

## SPECIAL FEATURES

### **Cavendish Place; Gloucester Cottages; Church Passage; Coburg Place Sinnock Passage; Croft Terrace; 104 and 103 High Street**

One of the most interesting features of the Old Town is the great number of pedestrian passages, which, in most instances are access ways to groups of houses, but at the same time provide an escape from the busier roadside pavements, and often offer new and fascinating glimpses of the town itself.

It is realized that in many cases, the houses themselves are very small and often with severely restricted outlook, although we admit it is possible to find notable exceptions to this. It would seem unlikely that the occupiers of these houses feel themselves deprived because of the inaccessibility by vehicle, or by the endless steps and narrow passageways that have to be negotiated.

It would appear that, providing the houses are in good condition, they might well continue to be a popular form of town dwelling in the Old Town (this is largely borne out by the continuing demand for them). However, there are three issues which call for comment:

(1) Many of the existing buildings, as we have said, are lacking in accommodation, and in some cases are considered as unfit according to Housing Act standards. If limited re-housing can be assured in this area, the Council may have no option but to place Closing Orders on some of the properties, with the expected result that new occupiers would put improvements in hand within the existing building, possibly with the aid of Improvement and Supplementary Grants. Two small cottages in Croft Terrace for example, had Closing Orders on them which have now been rescinded after quite attractive renovations have been carried out.

(2) It would be reasonable to expect a limited number of applications to build in the area west of High Street, and the appended Plan I includes those areas where we suggest new development, having strict regard to the form of building best suited to the site and any obstruction this could cause to existing dwellings.

Some of this new development could be in the form of two-person houses or even flatlets, for those who are dislodged by development elsewhere in the town, e.g. Tackleway. This could free the Tackleway project, to some extent, of low rental housing—difficult in any case owing to the complicated nature of the site, and allow a higher proportion of bigger houses there, thus ensuring a better "balance" between the two sides of the Old Town.

(3) Because of the total lack of servicing access for vans and cars to the area, there will be great pressure in the future for kerb-side parking on nearby streets. These are clearly incapable of holding parked traffic as well as overnight parking, which will mean that the Council will have to be thoroughly satisfied with the provision of car standing space in the area before accepting new submissions for housing. At the moment the demand for space is probably not great because many occupiers will not have a vehicle, but this may not be so in a decade or more.

### **OAK PASSAGE**

This corner is poor in appearance, narrow and rather dismal, receiving very little light behind the huge bulk of 69-70 George Street (The Emporium). The premises in this passage are of little appeal, and one is tempted to suggest that this is no place for private dwellings, unless possibly at a first floor level over a small shop or studio premises. Certainly any form of shop windows or artificial lighting would help to make this passage more attractive, especially on summer evenings. (This is one of the most direct ways up to West Hill from the sea-front via Hill Street and Exmouth Place.)

### **HILL STREET AND EXMOUTH PLACE**

Undoubtedly these streets must rank with The Croft as some of the most attractive residential areas in the Old Town. Our attention has been brought to some properties in this area which are put forward as being below the recommended accommodation standard (of the Housing Act), and it is to be hoped that means will be found for these to be reconditioned, while retaining their elevation to the street as at present.

### **THE CROFT CHAPEL**

This building, erected in 1873, is a singular example of virtuosity in brick and terracotta work, with an original use of iron casements. Unless the interior can be used as a theatre store or a meeting room, we are inclined to think that it cannot survive in its present form and will have to be redeveloped for housing in spite of the awkward slope and shape of the site.

### **TRAFFIC NOISE IN THE BOURNE**

Various references have been made to The Bourne earlier in this report. Although it is a much less attractive street than its neighbours, without it the problem facing us today for the remainder of the Old Town would be very considerably worse, and

irreparable damage might already have been done to both High Street and All Saints Street by now.

The question of traffic noise from The Bourne and to a lesser extent, from the car park structures, beyond The Bourne, concern us. Preparing this report, it would seem possible to devise a layout to minimize this, and also to avoid the other problem of access for houses off such a busy road, by approaching both housing groups off All Saints Street.

### **GEORGE STREET AND WEST STREET**

An area of the Old Town that needs immediate attention is the George Street and West Street area, considered in this report as extending from George Street southwards to East Parade, and from the High Street to the east to the westernmost point of Marine Parade.

During both summer and winter months, George Street tends to be the main shopping street of the Old Town with only the lower half of High Street showing any signs of maintaining a similar level of trading. It attracts most of the tourist shopping.

The majority of buildings in George Street are old and needing repair; there are few buildings worthy of architectural comment themselves and it is therefore from the viewpoint of the total street scene and the grouping of these buildings under the cliff that proposals have been put forward in this report.

A limited amount of "industrialization" has taken place in the town generally, and this has inevitably led to the departure of the previous residents and in some instances, the family businesses as well. If the present housing and land shortage in the Old Town can persuade owners of property to put some of the older premises in order, especially in George Street, the area as a whole has an even chance of revitalization.

A "down-at-heel" quality pervades, and this needs to be arrested if the Old Town is to pull full weight in attracting visitors and residents alike.

West Street, running parallel to both the East Parade and George Street, has now virtually degenerated in to an all-too-narrow service road, with the result that one is forced to the conclusion that the further introductions of "development" requiring such a degree of servicing from vans and lorries should be discouraged.

East Parade and Marine Parade possess the buildings that will be, to the summer visitors especially, the "shop window" to this whole area. At the moment the quality of this "façade"—bearing in mind that it can be viewed from a distance by those on the beach promenade—is not impressive.



**George Street / West Street Proposals**

A sketch by the Architects of their suggestions for the George Street / West Street area, comprising covered and open arcades—reminiscent of the Lanes at Brighton—connecting East Parade to George Street, shown here in the background with Market Passage to the right.



We have concluded that the area between East Parade and George Street should be considered as an area of potential commercial and shopping value for the Old Town, mainly as a pedestrian zone, but also as an area well placed to attract the many summer visitors to whom it looks for much of its trade. The proposals for this area are based on the following observations:

(a) That the area, being made up of narrow streets and passages, is geared naturally to free pedestrian movement, and whilst the introduction to a very limited extent of the service van must be allowed and catered for, this makes it all the more necessary to provide a pedestrian area which would be free of the frustration of the narrow pavements and overcrowded streets; this is particularly so in summer.

(b) That if the commercial aspect of the Old Town is to remain at its present level of business, and even improve, a greater effort must be made to attract shoppers to walk about the area. It may well be that, in the next few years or so, development will take place in central Hastings and St. Leonards (and there are buildings in the centre of Hastings that one must consider as coming to the end of their expected life) which will tend to drive out the smaller shop. Here in the Old Town could be an area, requiring little servicing, which can accommodate the smaller shop in a court or arcade, similar in many respects to the Lanes in Brighton.

(c) The esplanade along East Parade and Marine Parade is fortunately wide enough to carry, especially in summer, large numbers of people, and it is from this esplanade that they could be persuaded, by attractive arcades and shopping courts, and illuminated shop windows, to percolate through the area to George Street. The added importance of illuminated shop fronts in the evening should not be underestimated. It was found that during last summer, the West Street area particularly was so dark and unattractive that it is likely visitors were dissuaded from even walking through the area.

The introduction of small, pedestrian-sized arcades and courts is proving a popular and successful form of development elsewhere, and in Hastings would in particular recall the old "Harbour Town" character. So much widening and clearance has had to be put in hand for traffic reasons that the chance should be taken to redress the balance.

Therefore the character to be aimed at, in our opinion, is that of a small, intimate, and all-weather shopping centre, relatively quiet, possibly with living accommodation above, containing the sort of shop already to be seen in George Street and High Street. Photograph shops, or kiosks, book shops, the antique shop, the small café or restaurant would be especially suitable; but care should be taken to restrict the intrusion of the noisier form of commercial use, such as bingo parlours and clubs, amusement arcades, etc. This can also be taken as applying to George Street itself. The introduction

of light industrial use must be considered on its merits, as the area will need variety of uses, and too many of one type will only tend to weaken the attractiveness of the place. But generally such industrial applications should be resisted, exceptions being made where this could also result in small scale display such as we see in motor salerooms.

### **THE WEST HILL**

Although the West Hill lift is conveniently and conspicuously placed, we feel it should also be possible for those wishing to climb the hill by foot to do so from the same spot. The West Hill is, without doubt, one of the attractions in summer time, and an easier and also obvious point of ascent from the Old Town would be worth considering.

### **GEORGE STREET**

This street is fortunate in that it is slightly S-shaped, with the result that internal views are framed and contained. Its plan form also leads to a greater appreciation of the buildings in the street, which, in turn, should stimulate owners and tenants to have repairs and decoration carried out, and a concerted effort made to introduce some semblance of harmony amongst the various shop façades, by such means as control of colour and treatment of fascias.

We would suggest that George Street is worthy of an effort similar to the Civic Trust's scheme for Magdalen Street, Norwich, or High Street, Windsor. This might be carried out as part of the 1966 celebrations. There are many good buildings in George Street, which are deprived of making their proper impact on the street due to their being broken up into separate colour schemes and having incongruous and sometimes conflicting frontage treatment. Our survey showed the following groups to be particularly interesting:

#### **Nos. 5, 6, 7**

Possessing a series of three-rounded bays, which in the cases of Nos. 5 and 6 have been disfigured by over-large fascias.

#### **Nos. 10, 11, 12**

Forming the bulk of the façade of the Old Market. Although the Anchor Inn, which itself is admirably decorated, spreads over part of this elevation, it should be possible to devise a colour scheme which will still indicate the extent of the market. It may be worth investigating whether this market could, with certain renovations, once again revert to its original use.



**GEORGE STREET.** Three examples of buildings in this street possessing architecturally unified facades, which, benefiting from more sympathetic decoration and greater concern over their ground floor and fascia treatment, could well add to the attractiveness of the street.

**Nos. 15, 16, 16a**

Upper floors of a fine scale, with impressive round headed first-floor windows and balconies:

**Nos. 20, 21, 22**

Again the ground floor treatment of fascias spoils an impressive triple-bowed façade, reminiscent of the architectural vogue of the time when seaside resorts were being established. Sympathetic decoration and remodelling of the ground floor could make this a specially fine building for the street.

**Nos. 43a-45**

Possess some form of unity although not in a strictly balanced line. Nevertheless this row could still be specially treated, as these are some of the few buildings which can be viewed from the esplanade.

**Nos. 52-55**

Again possessing bow windows on the first floor but with a drab pebble-dash finish, which is foreign to the street.

**Nos. 62-63**

A modest stucco Georgian façade which suffers from some very indifferent ground floor alterations. Its value in the street scene, however, is considerable because:

- (a) It heads Market Passage, which in the new proposals becomes an important pedestrian route.
- (b) It is one of the few elevations which is readily seen from the High Street, and a unified frontage here would greatly influence the effect of the remainder of the street as a whole.

**Nos. 69-70**

A most impressive shop façade in a "palazzo" style, which gives scale to a narrow street, such that to a passer-by it is as the cliff face itself. Repair work and painting should be put in hand, and some effort made to present a better ground floor to the warehousing section. The shop itself has considerable character inside.

**Nos. 72-73**

Again spoiled by the ground floor alterations, but the black/white treatment of the upper floors is particularly pleasing.

## CAR PARKING

Understandably, concern has been expressed more than once over the lack of parking space; and we have undertaken to examine this as far as it concerns the Old Town. There are two distinct causes of pressure:

1 The summer visitors coming to Hastings, either by car or coach, converging towards the Old Town either because of the natural attraction of the area or because the largest car and coach park is at present on the Stade.

2 The day-to-day requirements of the town and neighbourhood for shopping and commerce and visiting. It is more than likely that unless reasonable provision can be made for cars the shopping area in the Old Town will lose a great deal of its trade.

Both George Street and High Street would benefit enormously if kerb-side parking were discontinued except for the servicing requirements of the shops themselves; and this has been mentioned earlier in the report.

None of the immediate methods of achieving car-parking space is likely to have any material effect on the problem and all the indications are that the demand for space will continue to increase.

It is absurd to think that this demand can be met in the coming years by kerb-side parking and by the use of temporary parking spaces wherever they conveniently occur.

In 1964, from a survey carried out over various week-ends in the summer months, it was found that, of those cars that were able to park on the Stade car park and by the kerbs along the seafront, nearly half as many again were forced to park along back streets of the town, spreading far up into Old London Road. (Motor coaches are not included in these comparisons as they can only be accommodated, at the moment, on the Stade.)

It can be argued that this is only seasonal pressure, but it is well to remember that the figures given in Table 1, which are those two years ago, are liable to increase annually by anything up to 5 per cent (compound). Clearly if the 1964 figures indicate a shortage in the Old Town, and if the future policy of Hastings is to woo the tourist still further, immediate action is required to meet this parking demand.

Table 2 indicates the reduction in numbers during a weekday towards the end of the season:

**Old Town parking survey 1964**

**TABLE 1**

	9—11 am	11—1 pm	1—3 pm	3—5 pm	5—7 pm	7—9 pm
<b>Saturday 8th August</b>						
On sea front: coaches	15	15	50	37	31	54
others	81	175	287	338	291	192
Off sea front	240	317	308	333	302	329
<b>Sunday 9th August</b>						
On sea front: coaches	2	4	73	77	69	5
others	183	363	542	776	577	464
Off sea front	246	279	290	327	292	332

**TABLE 2**

**Friday 25th September**

On sea front: coaches	1	4	9	11	10	1
others	68	129	181	203	142	60
Off sea front	181	209	181	205	170	176

The Stade car park at the end of Rock-a-Nore, although unattractive to look at, can obviously cater for a good many cars and coaches. Great care must be taken here that they are properly planned for, so that the area does not degenerate into a mass of parked cars and coaches obtruding into the public and fishing areas of the Stade. Moreover, it is conspicuous in the views looking down from the East Hill. The proposed scheme contained in this report suggests a methods of handling the car parking here such that these requirements are largely met.

It is our considered view that under no circumstances, temporary or otherwise, should car and coach parking ultimately be permitted on stretches of the Stade and pebble beach, or between high water mark and the esplanade. The damage to the scene that such parking would cause will in no way compensate for the number of parking places made available (150-200 at most), and can only help to convince tourists and would-be holiday makers that Hastings had spoiled the very asset they would wish to see.

After much survey work we have come to the conclusion that the car parking pressure on the Old Town could be met adequately, in a way that will inflict as little visual damage to the town as possible; and that measures could be begun soon.

It is not intended as a criticism to say that the route of the new Bourne makes something of a gash in the town, and there is little attractiveness in the street scene over most of its length.

It is this area of the town that we consider most suitable for a two- or three-tiered car-park set behind existing buildings, between The Bourne and the High Street. It is thus possible to retain the two historic streets, All Saints Street and High Street, in their present form, to make good use of The Bourne as a traffic artery, and to use it also as entry and exit roads for car-parks; and thus free the narrow streets of tourist car traffic, whilst, at the same time, conveniently establish, both for High Street, George Street, and West Street, a car park close at hand.

Mention has already been made of tiered car-parking between Roebuck Street and the Roman Catholic church at the head of The Bourne, and it is to be hoped that this could be put in hand early, as a first measure to relieve the immediate parking demand.

The other areas considered are again shown on Plan I; that marked "A" providing an attractive site for the shopping area of the town, and near enough to the Stade for the cars of the summer visitors.

This area is bounded roughly by High Street and The Bourne to the west and east, and by Courthouse Street and the Town Wall to the north and south respectively. It is intended that the majority of the structure could be kept behind existing buildings and frontages on all sides except at the Town Wall, which would form the entry point. The park could contain three floors, giving parking for over 400 cars. The places would, of course, be filled by more than one car during the day on the average.

We would like to add that this can only be the first stage of a solution to the parking problem which cannot be solved at all unless faced up to realistically.

Slightly bigger accommodation could be achieved on an adjacent site north of Courthouse Street, between this and Roebuck Street; marked "B" on the plan. With a total capacity for the three parks of nearly 1,000 cars we suggest that these parks could provide the foreseeable limit of parking provision in the Old Town, with the present exception of the Stade, demand on which we hope would lessen with their construction.

In order that these flat areas of tiered car parks should not be too obtrusive in the roof mosaic of the Old Town—a point to bear in mind when looking down from both East and West Hill—we suggest that serious consideration be given to the use of the

upper floors to provide accommodation either in the form of houses and maisonettes or, bearing in mind that area "A" replaces a large amount of existing warehouse use, re-located warehouse and storage. (Such construction has already been successfully used, e.g. in the Golden Gate Development, San Francisco.)

In the opening statement of this report it was suggested that every means should be pursued to ensure that this town, as a living community, is just as capable of adjusting itself to outside change, as in the past. The way in which we meet the challenge of new shopping techniques, of the motor car, and of the increasing demands of the holiday "season", will determine whether the Old Town becomes an untouchable antique, a decayed area, or a community that goes on growing into the twentieth century.