

# 'Disgraceful' neglect of house

By JANE SULSH



**DERELICT:** Ridge House has certainly seen better days

**DESPAIRING** neighbours want urgent action to demolish a dangerous and dilapidated building in the Sandgate Conservation Area.

Undercliff residents are fed up with living near the boarded-up and pigeon-infested eyesore that is Ridge House.

The 14-strong group urges Shepway council to take steps towards a swift conclusion after 15 years of alleged neglect.

Residents have contacted local councillors, the Sandgate Society and local MP Michael Howard.

Next door neighbour David Stabb, who works for conservation group English Heritage, is threatening to take the issue to the Court of Human Rights.

He says the council used inappropriate legislation to deal with the building instead of new laws about sites affecting neighbourhood amenities.

Mr Stabb said: "Years ago this key building could have been saved, but the council's neglect has been absolutely disgraceful. We continue to suffer from the abuse and misuse of the area which such dereliction attracts."

"Besides wanting the values of our homes restored we believe the neglect of Ridge House degrades the entire coastline between Hythe and Folkestone."

Until the eyesore's future is resolved residents cannot even consider renovating their potholed private roadway.

English Heritage's historical advisor, Nicholas Antram is shocked by the state of the building.

He said: "Rarely have I come across such dereliction in a conservation area going unaddressed."

"The council appears to have done virtually nothing. Ridge House should have been a top priority."

He claimed the council got approval in 1994 for a works notice to stop more deterioration, but the notice was never served and the council later turned down an application to demolish the building.

Tory ward member Cllr Geoffrey Boot said a comprehensive report and appraisal was due to be discussed by Shepway council's development control committee on Tuesday.

Cllr Boot said: "The fact that the report is going forward shows there is a political will to do something about this eyesore."

"I will support any moves to improve the situation for local residents."



**PROTEST:** local residents complaining to the council



ONE of the most astonishing stories I heard on my first day as town centre manager was that several buildings in Bouverie Place were demolished 30 years ago to

make way for a new development.

However long overdue the shopping centre is, the fact it is about to start is a tribute to the vision of the current Shepway council. It will provide the centrepiece the town centre needs if it aims to compete with the likes of Canterbury, Ashford, Bluewater or even Coquelles.

But will the construction of a new retail centre be enough? In my opinion the answer is a definite "no".

Other towns and cities have experienced a severe loss of trade as a result of building works. My great fear is that

## IT'S MY SHOUT!

ROB WOODS, Town Centre Manager

Folkestone will lose what support it already has if visitors decide to vote with their feet and seek out alternatives.

My role is keeping residents, visitors and traders informed about progress and ensuring the works do not adversely impact on them.

In the longer term it is imperative that Folkestone is sold as a series of quality experiences. What is the point of creating a new heart to the town centre if other areas are neglected? The quality of

transport, signs, information, cleanliness and disabled access may be in need of review. But it does not stop there.

Visitors look for a "total package" and are equally concerned about reception, customer service, security, entertainment and the ability to wander at will with minimum rules and regulations.

One of my key aims is to make Folkestone a leading example of a well managed centre but I can only do that with help and support. I want to listen to what local people have to say and provide opportunities for them to be involved.

In time I will get round to meeting people but please do not feel you have to wait for me. If anyone has any burning issues they would like to discuss or needs information about Town Centre Management the offices are situated at 10, Rendezvous Street.

# We will get tough on asylum issues

IN HIS article on asylum in last week's *Herald*, Liberal Democrat Leader Charles Kennedy said: "The number of applications for asylum is completely out of control."

That is why Liberal Democrats have no proposals to deter those who are not genuine refugees from seeking asylum in Britain. They say nothing can be done.

But nothing could be taken from the truth. Action can be taken without putting in peril the ability of genuine refugees to obtain sanctuary. The records prove it.

When I was Home Secretary we took action by introducing legislation and changing the benefit rules. The result was that in 1996, the last full year of the Conservative Government, the number of asylum seekers fell from 43,965 to 29,640. In May 1996 the number applying was nearly 50 per cent below the figure for May 1995.

But instead of continuing with these policies the new Labour Government abandoned them and did nothing for three years.

Then they introduced their own legislation which has manifestly failed.

Last year the number applying for



## COMMONS TOUCH

By Michael Howard MP

asylum in this country had gone up from 29,640 in 1996 to 76,000 last year - and that excludes dependants.

The total cost is more than \$800million a year. Four years ago Kent County Council spent £250,000 on asylum seekers. Now the cost is £52 million a year.

Why has this come about? Why do migrants cross the entire continent of Europe to lodge their asylum claims in Britain?

Why, for the first time last year, were there more applications for asylum here than in any other European country including Germany?

The answer surely is that under the present government Britain has become not a safe haven but a soft touch.

I firmly believe that we should continue to offer refuge to those who are genuinely fleeing persecution.

But last year about 80 per cent of the claims processed were rejected. And no-one suffers more from the delays and confusion than the genuine refugee.

So the next Conservative Government will take measures similar to those already in force in other European countries.

All new asylum seekers will be housed in service reception centres. They will be adequately housed and protected and their cases will be dealt with much more quickly.

We shall also ensure that those who are truly in need of our controls are not discriminated against.

And we shall ensure that the sole motive for coming to this country, despite the controls, is to claim asylum.

Local people who understand this issue will be able to help.

And they will be able to help the Conservative Party win the next election and firm up our borders.

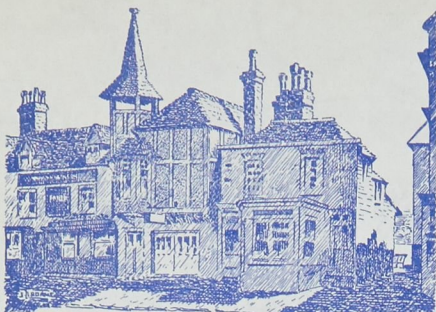
We took action. We shall do it again.



SAVIN







# THE SANDGATE SOCIETY

*Affiliated to:—  
Kent Federation of Amenity Societies  
Committee for the Preservation of Rural Kent  
The Civic Trust*

0303 - 38495

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MRS. M.B. LACHLAN  
ALBION COTTAGE  
SANDGATE

7 APRIL 1977

The Controller of Technical & Planning Services,  
Shepway District Council.

Dear Mr. Greening,

RIDGE HOUSE, THE UNDERCLIFF, SANDGATE (Auction Sale, 13 April)

I write on behalf of the Sandgate Society, to express their acute anxiety at the above property's "Particulars for Sale" notice, which contains the statement that "Shepway District Council has indicated that if an acceptable scheme for replacement buildings is submitted, an application for demolition would be unlikely to be opposed."

The Society would be likely to strongly oppose any application for re-development of the site of Ridge House, and would ask that any permission to demolish be stringently qualified as to the way in which it would be carried out.

The Society has in its possession a document, which they would be willing to place before you, that gives facts and events concerning the disastrous effects of building in the area concerned, and feels that any ill-advised activity in the area might well result in disaster for that part of Sandgate. If Shepway should give such permission it might well find itself responsible for damage to thousands of pounds' worth of property.

The Society would be glad of your earnest and prompt consideration of this letter, bearing in mind the well-known characteristics of the Sandgate situation with regard to earth movement. They are deeply concerned for the safety of their village.

Yours faithfully,

*M.B. Lachlan*  
Hon. Secretary.

Copies to Messrs. Hatch Waterman  
and others.

**For Sale by Auction on Wednesday 13th April at 3 p.m.**

**at The New Metropole, Folkestone, Kent**

(THE MIKADO ROOM)

(unless previously sold privately)

## **RIDGE HOUSE**

**THE UNDERCLIFF, SANDGATE, FOLKESTONE, KENT**

SUPERBLY SITUATED PROPERTY WHICH DUE TO SETTLEMENT IS IN A POOR  
CONDITION



Shepway District Council has indicated that if an acceptable scheme for replacement buildings is submitted, an application for demolition would be unlikely to be opposed.

### *SOLICITORS*

**Messrs. BEACHCROFT, HYMAN ISAACS**

1 Chancery Lane, London WC2A 1SU. Tel: 01 242 1011

### *AUCTIONEERS*

**BUTLER and HATCH WATERMAN**

86 High Street, Hythe, Kent. Tel: Hythe 66022

(ALSO AT FOLKESTONE, ASHFORD & TENTERDEN)

## GENERAL REMARKS

### SITUATION

The attraction in the property lies in its site, which is most delightfully situated in a cul-de-sac in a quiet residential area, high up above the main High Street. It is secluded, yet with all the facilities of the town close at hand. Being on the Southern slope of the hill, it is a veritable sun trap and enjoys a magnificent view over the English Channel. The well timbered surroundings to the North provide ample protection also.

### DIRECTIONS

The Undercliffe is the turning Northwards off the middle of the main High Street (close to the Post Office). Follow the road round almost to its extremity, and the property is on the left.

### TRAVELLING FACILITIES

Folkestone Central Station, with frequent electric train services to London (80 minutes), is about two miles distant. Frequent bus services between Hythe and Folkestone pass along the High Street.

### SOCIAL AMENITIES

Golf courses at Hythe, Deal, Sandwich, Rye and Littlestone are within easy motoring distance. Varied recreational facilities associated with a first-class seaside resort are available in the vicinity.

### SCHOOLS

In the area are excellent schools of all types for girls and boys.

### SERVICES

Mains water, electricity, gas, main drainage and telephone are all connected.

### PARTICULARS

These particulars have been carefully prepared and are believed but not guaranteed to be correct and, the property being open for inspection, the purchasers shall be deemed to have satisfied themselves that it is correctly described in all respects both as to quantity and otherwise, and if any error, mis-statement or omission in the description of the property by the particulars or conditions of sale be discovered the same shall not annul the sale, nor shall any purchaser claim or be allowed any compensation in respect thereof.

### RIGHTS OF WAY AND EASEMENTS

The property is sold subject and with the benefit of all rights of way, support, light, water, electricity, drainage and other easements or quasi-easements as at present enjoyed whether mentioned in the particulars or not, unless expressly varied by the special conditions of sale.

### DOCUMENTS

Copies of search with the Local Authority, Title Deeds and an identification plan may be inspected at the office of the Solicitors, 1 Chancery Lane, London WC2A 1SU.

### VIEWING

By confirmed appointment through the Auctioneers only (Telephone: Hythe 66022).

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Contracts will be made on the basis of these Particulars, Remarks, Conditions of Sale, Revision Notes (if any) and subject to any alterations announced at the sale. In case of any inconsistency between these Remarks and the Special Conditions of Sale, the latter shall prevail.



## ACCOMMODATION

### GROUND FLOOR & SEMI-BASEMENT MAISONNETTE

Comprising Entrance Vestibule, Entrance Hall, 2 Bathrooms, Drawing Room, Sun Room, Dining Room, Kitchen, Utility Room, Lower Hall, 4 Bedrooms, Separate W.C.

### FIRST FLOOR FLAT

Comprising Hall, Drawing Room, Kitchen, 2 Bedrooms, Bathroom/W.C.

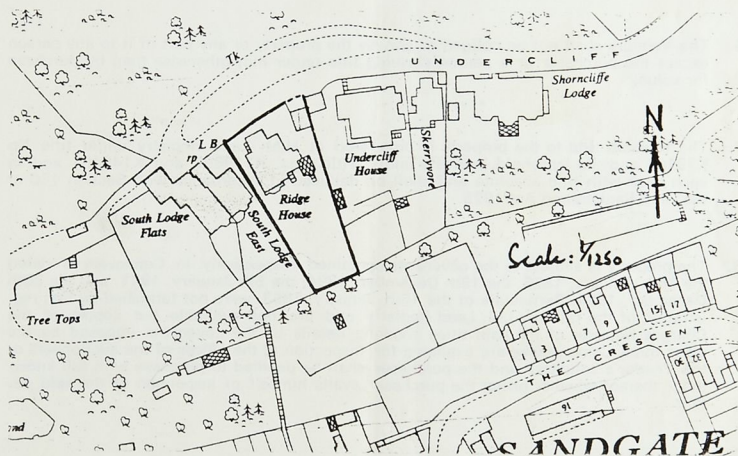
### SECOND FLOOR FLAT

Comprising Entrance Stairs, Cloakroom, Landing, Lounge/Dining Room, Kitchen, Walk-In Larder/Store Room, 2 Bedrooms, Bathroom.

### OUTSIDE

Delightful terraced gardens, skilfully laid out on labour-saving lines with lawns, paved areas, rockeries, borders, etc. and private gate to footpath at rear down to High Street.

TWO LARGE GARAGES AND CAR PORT, Summer House, good timber Tool Shed, 600 gal oil Storage Tank, etc.



Reproduced from the Ordnance Survey Map with the sanction of the Controller of H.M. Stationery Office. Crown Copyright reserved.

## SPECIAL CONDITIONS OF SALE

1. The Vendors sell as beneficial owners.
2. The sale is with vacant possession on completion.
3. The National Conditions of Sale (19th Edition) shall apply subject to the following variations:—

Condition 15(2) shall not have effect and there shall be deleted from Condition 6(3) the words "or if the Vendor remains in occupation of the property after the completion date". The prescribed rate of interest under Condition 1(4) shall be 4% above Barclays Bank Limited base rate from time to time.
4. The date for completion shall be the 11th day of May 1977.
5. A deposit of 10% of the purchase price shall be paid by the purchaser to the auctioneers, Messrs. Butler and Hatch Waterman, immediately after the successful bid in cash or a banker's draft unless prior arrangements have been made with the auctioneers to accept a cheque.
6. The Vendors shall not be obliged to convey the property or any part of it to any person except the purchaser or a person deriving title under him otherwise than by purchase for value.
7. The freehold title to the property is registered at H.M. Land Registry under title No K79104 and the leasehold interests under Title Nos. K118897 and K146491 and in each case with title absolute and shall be deduced in accordance with Section 110 of the Land Registration Act 1925.
8. The property is subject to the covenants contained respectively in Conveyances dated the 15th January, 1853, the 19th December, 1894, the 5th January, 1911, and the 30th December, 1924. Particulars of the 15th January, 1853, were not furnished on first registration of the title at H.M. Land Registry and are not available but copies of the Charges Register of the said titles showing details of the covenants imposed by the other three Conveyances are available for inspection at the offices of the auctioneers or the Vendor's solicitors and the purchaser shall be deemed to purchase with full knowledge thereof whether or not the purchaser avails himself of inspection of the said details.
9. The property has the benefit of certain rights of way given by Conveyances of the 24th June, 1876, and the 21st May, 1925, so far as the same are still subsisting and capable of being enforced and details of these are available for inspection from the Property Register of the freehold title at the offices of the auctioneers and the Vendors solicitors.

SPECIAL CONDITIONS OF SALE, continued

10. The property is sold subject also to such of the following matters as may relate thereto:-

- (i) all local land charges whether registered or not before the date hereof and all matters capable of registration as local land charges whether or not actually so registered;
- (ii) all notices served and orders, demands, proposals or requirements made by any Local or other Public Authority whether before or after the date hereof;
- (iii) without prejudice to the generality of the foregoing to all matters which would be disclosed by the purchaser having made the necessary local land charge searches and enquiries and all matters that would be disclosed thereby.



MEMORANDUM

At the sale by Auction this day of the property described in the within particulars  
of

was the highest bidder for and was declared the purchaser subject to the within conditions  
at the price of £ and has paid to Messrs. Butler & Hatch Waterman as stake-  
holders the sum of £ by way of deposit and part payment of the said  
purchase money and the Vendors and the Purchasers hereby agree to complete the sale and  
purchase according to the within conditions.

AS WITNESS our hands this day of 1977.

Purchase money	...	...	£
Deposit	...	...	£
<hr/>			
Balance	...	...	£
<hr/>			

As Agents for the Vendors we confirm the sale and acknowledge receipt of said deposit.

Abstract of Title to be sent to:—

RIDGE HOUSE, THE UNDERCLIFF,  
SANDGATE  
 &  
EARTH MOVEMENT

The Particulars of sale by auction on 13th April, 1977 of the above house state on the front cover that it is in a poor condition due to settlement and that "Shepway District Council has indicated that if an acceptable scheme for replacement buildings is submitted, an application for demolition would be unlikely to be opposed".

The purpose of this note is to draw to the attention of all concerned the nature of the ground forming the site and the history from the point of view of earth movement of the area and to make two points very clear-that demolition must be very carefully carried out and that replacement buildings, if any, must be of wooden construction with provision for the periodical re-levelling of the structure relative to the foundations.

The mechanism of earth movement in Sandgate can be said to depend upon two factors.

1. Rotational slipping, in which the whole face of the cliff sinks forcing the sub strata under the narrow strip of flat land on which Sandgate stands seaward and up through the sea bed when the least weight of sea water is pressing on it. i.e. at Low Water of Spring Tides. In 1893 a ridge of clay was forced up through the shore and was visible for some time. This process is aided by heavy rain which increases the weight of the unstable mass, reduces its inherent resistance to slipping, and lubricates the beds of clay below on or in which slipping takes place. Where rotational slipping is likely it is important to keep up the weight on the toe and not increase the weight at the back of the slip area. The fact that the weight of a few feet of sea water makes the difference between stability and instability illustrates vividly the extremely fragile equilibrium in any area where slips are shown to occur at Spring Tides. Halcrow's Report of 15th January, 1969, page 5, states that Borehole No.2 (on Encombe tip) has "produced evidence of possible disturbance at a depth of 84 ft below ground level". The rate of widening of a crack in a shuttered concrete wall at Encombe across the back edge of the slipping mass was shown by a mechanical recorder (Rimagraph) to increase (at Springs) as the time of Low Water approached and decrease as High Water approached. The total movement on one occasion in 1970 was 0.13 inches in three days.

2. Liquifaction of a particular type of sand and clay mixture which has the peculiar property of instantly changing from firm apparently dry ground to a liquid under one or more of the following conditions, when saturated with water.

- a. When the weight on it is suddenly decreased or increased.
- b. When the particles are moved relative to each other by even slight disturbance as for example when a cut made in the foot of a bank allows a microscopic downward

sag of the whole bank or a low tide permits a fractional movement of the area.

- c. When it is vibrated as by an explosion or the movement of heavy earth-moving machines.

Once liquified this soil will flow underground from areas where the pressure on it is great due to land and buildings over it to areas where the pressure is less, permitting the areas of greater pressure to subside.

It follows from the above that concrete rafts will not prevent houses from moving and tilting. Their usefulness in ensuring that a house moves as a whole rather than breaking is offset by their great weight. The extra tensile strength of a wooden house making possible isolated block foundations with provision for access to jack up and insert or remove shims coupled with their lightness makes such a house the only answer on these soils. Given a small amount of subsidence a brittle heavy structure will collapse due to its own weight where a wooden structure can with a little adjustment be made as good as new at negligible cost. Mains should be designed to bend and permit lengthening or shortening. Piles are only of service where the under side of the slipping mass is not too far below ground level and piles of moderate length can be driven into firm ground below the slip. The piles along the front of the house at Encombe are 37 ft. long and with one exception, the small pile at the west end, appear to be stable and un-moving. The ground between them has sunk several feet.

Turning now to consideration of the particular site of Ridge House in the Undercliff, the bank at the top of which it stands has its toe in The Crescent. A cut was made in this toe to make room for new houses and a retaining wall built. This collapsed, as had been forecast, at Spring Tides. These occurred on 11th January, 1974 and the wall fell on the day before. This collapse must have been caused by the pressure of earth behind it and this pressure could only have been due to the bank having sagged downwards. If the records confirm that the "settlement" in Ridge House began or markedly increased after the cut in the toe was made then it is proved to be the direct cause. The fact that it went at Spring Tides proves that the bank is only just in equilibrium and that therefore any disturbance of the sorts outlined above at the toe or at the top will start a slip.

A study of the history of the area strengthens the fears expressed above. There was a landslide in Sandgate in 1827 from Encombe to Gough Road. As the house in the Undercliff had not been built by then, the slip must have affected the village below. The Undercliff site at the time was "very wet and boggy". The area was later drained by a drain laid at the back of the Undercliff site, apparently at the time the Undercliff was laid out and built. The drains were laid according to the advice of Peto (of Grissell & Peto, Contractors) and some were 8 to 10 feet deep. It should be noted that Grissell and Peto built the Nelson Monument in 1843 and that Peto had major contracts in the building of the Great Western and South Eastern Railways. Doubtless his work on the latter led to his buying one or more of the Undercliff sites. His name and that of Grissell appear on deeds of the time, relating to houses in the Undercliff. The freedom from damage of this part of Sandgate in the great 1893 slip was attributed to this drain. The 1893 slip began at its western end and stretched for half a mile to the Military Hospital. The 1893 slip area was drained in 1893/94 and gave no serious trouble until October



1966. In 1961 or 1962 8000 tons of earth were removed from the front of the Encombe estate, near the toe of the 1893 slip, and dumped near the back of the slip. Thereafter, abnormally heavy rains did not coincide with and precede spring tides until October 1966. Falls of a little over or under one inch occurred on the 27th, 28th and 29th and the total for the month was some nine inches, almost two and a half times the average. On 29th October the corner of Encombe New Road slipped into what was left of the old water garden and during the night the terrace in front of Encombe sank. Between then and the end of 1971 there were 82 public utility failures in the area and substantial damage to property. The 82 failures were made up as follows:-

Gas	32
Water	28
Electricity	17
Phones	2
Sewers	3

This period of movement began on 29th October, 1966. Spring tides o-ccurred on 30th October, 1966.

The pattern appears to have been repeated in the Ridge House area, the damage amounting so far to the loss of Ridge House itself only. But if the house is demolished using heavy machinery to pull down quickly large heavy masses of brickwork at a time, if the 1850 drains are savaged and not replaced and if a building of brittle and heavy materials on a heavy raft is equally quickly rushed up, the results must be expected to be disastrous not only for the new buildings and neighbouring old houses in the Undercliff but also for the much greater number of properties forming the centre of Sandgate village itself below.

The authorities have already refused permission for a development on the site of the New Garages in Wilberforce Road, a mere 550ft south west of Ridge House "by reason of the instability of the sub-soil". The only safe course to take is to repeat this wise decision in the case of Ridge House.

#### NOTES & QUOTES IN SUPPORT OF THE FOREGOING

##### DRAINAGE IN THE AREA.

Topley stated in 1893 that the eastern part of Sandgate had been drained by a deep land drain carried under the steep hill at the back of the Undercliff and that the 1893 slip had begun exactly where this old drain ended.

No records have been found of any publicly laid drain in the eastern and cen-tral parts of Sandgate but an Indenture dated 14th August, 1847 now in Folkestone Reference Library states

"...there are springs in the upper portion of the land of the said Rawdon Griffith Greene the water from which is collected and flows through drains constructed by the said R.G.Greene and ultimately flows into the brick drain marked A...". This drain crossed the

Undercliff site in a north-south direction about 100ft east of Shorncliffe Lodge. Its southern end is still to be seen just south of the southern gate-post at the eastern end of the Undercliff Service road, to the south of the houses. The indenture was to permit the piping of the water from this drain down the Undercliff to supply houses in, it is believed, Devonshire Terrace. It refers to an earlier Indenture dated May, 1845, under which a collecting tank had been built in 1846. 56 houses were supplied by a 3" iron main with  $\frac{3}{4}$ " lead pipes. The tank held 3500 gallons and took eleven hours to fill. It still exists behind an iron grating in the north bank of the Undercliff road a short distance south east of the gate to the service road.

The plan attached to the Indenture of 1847 shows two plots of the "Undercliff Estate" as marked "Messrs.Grissell & Peto". Grissell is referred to in the Report to the General Board of Health of 22nd January, 1850 on "The Sewerage Drainage and Supply of Water and the Sanitary Condition of the Inhabitants of the Town of Sandgate..." by T.W.Rammell, Superintending Inspector. Grissell's name appears in the list of persons expressing approval by letter and he is described as "the eminent contractor". Peto is referred to in the Folkestone Express of 15th March, 1893 at the foot of column 4 on page 8 by Mr.Pledge, formerly Chairman of Sandgate Local Board. "Mr.Pledge gave some lengthy particulars as to the nature of the soil and the drainage works which had been carried out in past years under the advice of Mr.Peto. They were not exactly surface drains, some of them being 8ft or 10ft deep. The exact location of the drains mentioned is not stated.

It would seem therefore that when R.G.Greene, who was Curate of Sandgate, came to develop the Undercliff estate in about 1845 the slip of 1827 had not been forgotten and a system of drains was laid to dry out the "wet & boggy" ground. This system would seem to be the one referred to by Topley when he said the eastern part of Sandgate had been drained by a deep drain at the back of the Undercliff.

#### MOVEMENT IN THE AREA

The houses in the Undercliff, originally six in number, were built about 1850. In 1862 James Morris, owner of Encombe, bought No.1, the largest and the most westerly house. The Ordnance Survey Map shows that it had gone by 1872. By 1897 No2 had disappeared from the map. These houses had had a remarkably short life. The other four are still standing. South west of these houses lay Encombe Lake. The Porter water colours of Encombe in the Library at Folkestone show the same sausage shaped lake as do the maps and that the south west corner of the lake was banked up in a somewhat artificial manner. The 1897 map shows that this south west corner has gone and suggests that it may have collapsed in the slip. Records state that after explosions during the demolition of the Calypso, ashore to the west of the village, "A pond east of the Encombe grounds was suddenly drained...: a crack opened at the bottom of the pond...". (The Landslip at Sandgate by W.Topley, F.R.S. 7.4.1893. Proc.Geol.Association.) This must mean "at the east of the Encombe grounds".

A comparison of the 1872 and 1897 maps and the Plan attached to the Offer for Sale of 1883 shows that the Encombe-Undercliff link road has developed a most pronounced kink. 1893 photographs show that this link road was badly damaged at its link with the Encombe carriageway at its west end. This together with the short lives



of Nos 1 & 2, Undercliff and the fact that Encombe house itself was in such bad condition, as a result of earth movement, in 1884 that it had to be sold for demolition leads to the conclusion that the Encombe-Undercliff shelf is unstable.

The paper by Topley referred to above also states:-

"The whole town of Sandgate is built on a tumbled mass of Sandgate Beds, formed by a series of landslips.... Many of the houses built on the hill have had to be taken down because of the slow movements of the ground. The eastern half of the area was deeply drained about forty years back to intercept the underground water, and to render the ground less insecure. This drain passes under the area known as the Undercliff, and ends in the west, just at the end of Encombe grounds exactly where the recent slip commences. The land about the Undercliff was very wet and boggy; but the drain referred to greatly improved it, and this part of the town has of late years shown no signs of movement." (7.4.1893)

A minute of the General Board of Health, quoted in "Sandgate as a Residence for Invalids" by George Moseley, R.C.S., 1853 reads:-

"The system of works for supplying water to the district appears to the Board to be particularly satisfactory. ...the water now supplied to the town by the new works, which is drawn by means of deep drains from the neighbouring hills and conducted thence to covered tanks...."

#### SAMUEL MORTON PETO 1809-1889

From the Guinness Book of Rail Facts & Feats-1971.

"Samuel Morton Peto (1809-1889) stands second only to Brassey as one of the greatest of railway contractors. He inherited his father's firm of Grissell & Peto which was responsible for many important buildings in London, including the Nelson Column in 1845. His first major railway contracts were on the Great Western Railway in 1840 and the South Eastern Railway in 1844. In 1846 the firm of Grissell & Peto was dissolved, Peto retaining the railway contracts. These included works on the Chester & Holyhead, the London & South Western and, in partnership with E.L.Betts (1815-1872), the Great Northern, the Oxford, Worcester and Wolverhampton, the Hereford and Gloucester, the Oxford and Birmingham, the South London and Crystal Palace, and the Great Eastern Railways in England; also railways in South America, Russia, North Africa and Norway. In conjunction with Thomas Brassey he constructed lines in Australia, the Grand Trunk Railway in Canada, including Robert Stephenson's Victoria Tubular Bridge at Montreal, and in France. From 1847 to 1854 he sat in Parliament as Liberal Member for Norwich. He was knighted in 1855 following work on a railway in the Crimea. Like Brassey he was noted for his humane treatment of his workers."



The Railway Navvies-Terry Coleman-Pelican-Penguin Books-1968.

Select Committee of the House of Commons appointed to inquire into the selection of labourers employed in the Construction of Railways... 30th April, 1846.

"One railway director, three contractors, two labourers, and one tommy shopkeeper were called to Westminster to face the Committee. Among the more celebrated witnesses were Brunel..... and Peto, whom the Committee had heard earlier described by Brunel as probably the largest contractor in the world, though Brassey is usually thought to have been the bigger of the two."

The Crimea. Balaclava-Sevastopol line.

"Peto had the idea of a railway to connect the port and the camp....Peto, his brother-in-law Betts, and Brassey offered to build a Crimean railway at cost." (1854).

"Other ships were borrowed from Peto's North of Europe Steam Navigation Company."