



# State of Medway Report

## Built Environment

Updated January 2012



# State of Medway Report: Built Environment January 2009

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## State of Medway Reports

This is one of a series of factual reports that were first produced in 2008 to inform the preparation of Medway's Local Development Framework or LDF. Each deals with a specific topic and draws together available information from a variety of sources.

The reports were intended to establish the current position and a baseline for further work. They also helped in highlighting gaps in the information base.

Each was updated in January 2012 to provide an updated baseline and inform the independent examination of the Medway Core Strategy.

To monitor progress being made on the LDF please regularly check our website at [www.medway.gov.uk/ldf](http://www.medway.gov.uk/ldf).

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### 1. Introduction

- 1.1 This report provides a broad description of the built environment of Medway. It starts with a brief description of its location within the region and goes on to sketch a brief historical time sequence, which identifies the main factors which have shaped Medway today. A more detailed section on the history of Chatham's naval and military history is included because of the international significance of the Dockyard and its defences and Medway Council's application for World Heritage status in partnership with a range of stakeholders. This is then followed by a description of the townscape of each of the five Medway towns and the rural settlements and includes a description of four major regeneration initiatives currently underway in the town centres. The report concludes with a list of conservation areas and scheduled ancient monuments and listed buildings.

## **2. Location**

- 2.1 Medway Council is a Unitary Authority covering approximately 103 sq. miles with a population of about 250,000 people. It is the second largest conurbation in the South East outside London. It lies within the Thames Gateway about 50km (31 miles) to the east of London, south of the river Thames, on both sides of the river Medway and its estuary. Medway's largest town centre is Chatham, which, together with Strood, Rochester, Gillingham and Rainham, forms a contiguous urban area.
- 2.2 Outside the urban area, Hoo St. Werburgh performs the role of a rural service centre for a number of settlements on the Hoo Peninsula. Two major industrial areas are also located on the Peninsula:
- The Isle of Grain is a former oil refinery which now accommodates British Gas, BP oil storage, Thamesport deep water container terminal, Foster Yeoman aggregates importation, a liquid natural gas storage site and two power stations. It provides a major opportunity for industrial and port related development but is remote from the urban area and poorly served by road and rail.
  - Kingsnorth lies to the east of Hoo St. Werburgh and also contains two power stations and a variety of general industries. It has capacity to expand and will be assisted in this by improvements to the A228 road.

## **3. History**

- 3.1 From evidence of pottery, domestic waste and moulds for casting Celtic gold coins recovered from archaeological excavations on the High Street it is possible that the Iron Age (from about 500 BC) saw the first Medway town established at Rochester.
- 3.2 After Britain became part of the Roman Empire in AD 43, Kent was split into two halves: the west was governed from Rochester, Medway's first walled town. The Romans called this settlement Durobrivae, meaning "the stronghold by the bridges" and it seems almost certain that the Romans built the first bridge across the Medway at Rochester during this period. A road system was built through Medway, based around Watling Street, the main route from London to Dover now followed by the A2. The new roads, together with improved port facilities, opened up Britain even more to the wider world and supported growing industries such as the Medway potteries.
- 3.3 In 586, St Augustine arrived in Kent and with the co-operation of Aethelbert, the local king, began his Christian mission at Canterbury. Rochester was Augustine's second foundation, in 604. The town grew in importance, with a cathedral and later, during the reign of Aethelred II (978-1016), a mint established within its walls.

- 3.4 Following the Norman invasion of 1066 a stone castle and a larger cathedral in Rochester were erected by the Normans within a few years of the Conquest. Both Cooling Castle and the 1387 version of Rochester Bridge were built from money made as a result of the Hundred Years War with France. Places like Rochester began to grow in importance as they obtained rights and privileges from the king and held markets which attracted people from the surrounding countryside. As the towns grew larger, skilled workers formed guilds to protect their own interests and men educated in the new universities gave a boost to emerging professions such as law and medicine.
- 3.5 In Rochester, Henry VIII dissolved the Priory of St. Andrew, which was attached to the Cathedral and a new Chapter was formed in 1541, together with the King's School, which replaced the ancient college attached to the priory. In December 1540, the king visited Rochester to meet Anne of Cleves, his bride-to-be who was staying in a new palace, which had been built within the old priory buildings. In 1559, a garrisoned castle was built at Upnor to protect the fleet anchored in the Medway and the dockyard construction began in 1570.
- 3.6 In 1660, Charles II passed through Rochester on his way to London to restore the monarchy. The building in Crow Lane in which he stayed is now known as Restoration House. Rochester also has an Abdication House – a building in the High Street from which James II escaped into exile in 1688.
- 3.7 During the Georgian period, London became one of the most important cities in the world. Its presence close by would have increasingly affected life in Medway, especially as new turnpike roads and stagecoaches increased the speed and ease of travel. Smaller roads, however, could soon become impassable in the winter and heavy goods were generally moved by sea and up and down the Medway. This meant that, by the end of the 18th century, Rochester was a thriving port. In 1824, the Thames and Medway Canal was cut through from Strood to Gravesend linking the two estuaries but the venture was never a commercial success. The Medway was full of fish, including smelt, sole, flounder, herring and eel so fishing was an important local industry.
- 3.8 The growth of the Dockyard meant that lines of ever more complex fortifications were constructed in the area to protect this vital naval base from attack by sea or land. Many of these fortifications survive in Medway, including Fort Amherst, the Chatham Lines and the former field of fire known as the Great Lines. People would have become accustomed to the presence of soldiers in the towns, especially during the Napoleonic Wars (1793–1815), when new barracks were built at Brompton. Chatham in particular began to take on a decidedly military character, whilst Brompton took shape as a unique civilian enclave entirely enclosed by the naval and military infrastructure.

- 3.9 The landscape of the area changed very rapidly during the Victorian period. The jobs available in the Dockyard and associated industries drew people to Brompton and Gillingham. Streets of new houses appeared. The brickfields necessary to provide the raw material to build these homes began to eat up orchards and farmland. However, it was the cement industry which became the largest employer in the area before 1900. Portland cement was much in demand, as it would set hard while under water. The essential ingredients (“blue” mud and chalk) could be dredged from the banks of the Medway and dug out of the hills behind. Frindsbury church soon found itself perched on the edge of an artificial cliff created by massive quarrying operations in the river valley. Many of today’s Medway schools were founded in the later years of the 19th century following the Education Act of 1870.
- 3.10 Short Brothers moved their aeroplane building business to Rochester in 1914, when the new factory was set up on the Esplanade. The years in Rochester saw production of some of the firm’s best-known aircraft. Short’s long association with Rochester ended in 1946, when it transferred to Belfast. The presence of the aircraft factory, the Dockyard and the barracks in Brompton led to those areas of the towns being targeted for enemy bombs during both World Wars. On several occasions, bombs and aerial mines missed these targets and devastated civilian housing nearby. After the Second World War, the Dockyard was restricted to building submarines and refitting ships.
- 3.11 During the 1960s and 1970s, large-scale urban expansion and the creation of new neighbourhoods dramatically changed the character of the southern and eastern parts of the local area. They resulted in the development of suburban areas at Hempstead, Parkwood, Lordswood, Princes Park and Walderslade. This development took place on greenfield land resulting in extensive losses of woodland and countryside areas.
- 3.12 Consequently, Gillingham’s rural hinterland shrunk to only relatively small areas at the periphery of the Borough and the need to conserve that scarce rural land resource became paramount. Chatham and Rochester similarly expanded to reach the physical boundary of the M2. The remaining rural areas to the east, south and west of the suburbs were, and still remain valuable for their landscape, nature conservation and high quality agricultural value as well as contributing, in part to the Metropolitan Green Belt.
- 3.13 In 1981, the Government announced that the Royal Naval Base in Chatham was to close, news which triggered a change in the planning strategy for Medway which remains the basis for planning to this day. In February 1982, there were almost 12,000 people unemployed in Medway, a rate of 14.6% (compared with about 3% today). The dockyard was to directly lose a further 7,000 jobs with an estimated indirect “knock-on” loss of up to 1500 jobs. A further 2,000

redundancies had also been announced from a number of forthcoming closures, including 1,700 at the BP Oil Refinery at the Isle of Grain. Medway was therefore faced with the prospect of a potential unemployment level of over 20,000 people by the time that the dockyard was due to close in 1984, if the rate of unemployment could not be reduced by then. [See Royal Naval Base Chatham Studies: 2 Medway Urban Area Study, March 1982, jointly prepared by Rochester and Gillingham Councils].

- 3.14 The two local councils, Gillingham Borough Council and Rochester Upon Medway City Council, together with Kent County Council recognised the problem of having to find alternative uses for a site of about 230 hectares in the heart of Medway. They concluded that a positive programme aimed at promoting the diversification of the economic base was necessary together with the adoption of a generally favourable attitude to all employment creating activities and in particular to high technology industries.
- 3.15 The main elements of the strategy were to ensure that a good supply and wide variety of land and premises for new employment was available, the local labour force was trained in the likely growth sectors, the transportation system was adequate, the local environment was attractive, tourist potential was exploited and social facilities and personal services were improved. [See Royal Naval Base Chatham Studies: 3 Conclusion and Recommendations, March 1982].
- 3.16 Consequently, Medway embarked upon a major regeneration scheme twenty six years ago, which contained many of the elements of sustainability and spatial planning which are embedded in the current planning system. This has resulted, at the former naval base, in the development of a high quality business park, a new residential neighbourhood with its own primary school and community centre, the conservation of the largest collection of Georgian naval architecture in the country forming a 'living' museum (within which are also houses, businesses and educational facilities), a marina, a commercial port, a retail outlet centre, a leisure centre and a university complex, all in proximity to each other.
- 3.17 The changes set in train by the closure of the Royal Naval Base, together with the limitations on further expansion to the east and south of the area resulted in a switch of focus for development to the north and west of the built up area to take advantage of planned infrastructure improvements, particularly the Northern Relief Road and the regeneration of the urban area.

## **4. Chatham's Naval and Military Heritage**

- 4.1 Chatham's naval and military heritage consists of the following key elements:



- The Historic Dockyard\*
- 19th Century Dockyard Extension
- Gun Wharf (Site of former Marine Barracks)\*
- The Royal School of Military Engineering (Brompton Barracks)\*
- Pembroke
- Inner Defences; Chatham Lines, the Great Lines (including the Inner and Lower Lines), Fort Amherst and Upnor Castle and Barracks\*
- Site of former Infantry Barracks\*

*\*Included within the Chatham Dockyard and its Defences World Heritage Site nomination.*

4.2 The outer defences consist of:

Forts: Bridgewood, Clarence, Pitt, Borstal, Horsted, Darland, Luton, Cockham Wood, Hoo and Darnet, and the Twydall Redoubts.

4.3 The following section highlights important developments in the history of the Dockyard which have a bearing on its current built environment.

#### **The Tudor Period 1547-1603**

4.4 England's first significant national navy was established during the reign of Henry VIII. The winding, sheltered estuary of the river Medway was ideal for mooring ships and by 1547, the navy was renting storehouses on the river front. Chatham became the nation's main fleet anchorage and by 1559, a garrisoned castle was built at Upnor to protect the ships.

4.5 The origins of the dockyard date to 1570, when a mast pond was dug at the site of Gun Wharf. Within 10 years, a storehouse, forge, crane, wharf and dry dock had all been added. The date of the first recorded ship to be launched was 1586.

#### **The Stuart Period 1603-1714**

4.6 The dockyard was moved downstream to its present location in 1613. Storehouses and a ropewalk were constructed by 1618 and a dry dock and houses for senior officers followed by 1625.

4.7 During the mid 17<sup>th</sup> Century, Chatham became the Royal Navy's pre-eminent shipbuilding and repair yard and was important during the Anglo-Dutch trade wars due to its strategic location.

4.8 In response to a highly destructive raid on the fleet in 1667 by the Dutch, Medway's defences were strengthened in 1669 by the construction of Cockham Wood Fort and Gillingham Fort (now demolished), with Hoo Ness Fort (now demolished) being built shortly after. The dockyard continued to expand with the excavation of the South and North Mast Ponds in 1692 and

1702, and the replacement of the Commissioner's House in 1704 -now Britain's oldest surviving naval building.

### **The Georgian Period 1714-1837**

- 4.9 The Georgian period encompasses much of the Age of Sail: a period for which Chatham Dockyard and its Defences are considered to possess outstanding international importance. During the 18<sup>th</sup> Century, the emphasis of naval operations moved to Portsmouth and Plymouth as France replaced Holland as the main threat. Chatham concentrated on ship building and repair. It continued to expand with the construction of the Main Gate in 1719, the Officer's Terrace in 1722-31, the Clock Tower in 1723, the Dockyard Wall in 1716 and the use of the old Tudor yard as an ordnance depot with new facilities in 1710.
- 4.10 As Chatham grew, the neighbouring village of Brompton was established to accommodate the yard workforce. A new barracks was built at Upnor in 1719 to accommodate soldiers guarding the powder stored in the Castle. These are now amongst the oldest, surviving, purpose-built barracks in England.
- 4.11 In 1754, tensions between British and French colonies in North America placed the country on a war footing. A fear of invasion prompted the construction of a new line of defence between 1755 and 1758. This consisted of a continuous length of bastioned earthworks, known as the Chatham Lines, manned by a battalion housed in a new infantry barracks on the site of the present day Kitchener Barracks.
- 4.12 The dockyard's greatest period of building took place after 1770, with the redevelopment of the southern half of the site, and the construction of the vast Anchor Wharf Storehouse No 3 in 1773-83, the Fitted Rigging House, Storehouse No 2 in 1793-96, and the Ropery and Tarred Yarn Sore in 1789-91.
- 4.13 A period of technical development in the early part of the 19<sup>th</sup> Century led to the construction of the Pumping Station in c1816-1820, among the earliest steam powered stations in the country, the Lead Paint Mill in 1817, an early example of both a specialised manufacturing building and fireproof construction in 1817, and Marc Brunel's Saw Mills in 1810-14.
- 4.14 The Yard's outer defences were also strengthened in brick and enhanced by the construction of Fort Clarence in 1812 and Fort Pitt in 1819. Between 1777 and 1780, accommodation was constructed for the Third Royal Marines Division at Gun Wharf and between 1804 and 1806, quarters were built for the artillery at Brompton Barracks.

### **The Victorian Period 1837-1901**

- 4.15 The northernmost range of shipbuilding slipways were covered during the mid-century to provide shelter for the wooden boats under construction. The covers are amongst the world's oldest surviving metal, large-span structures, with Slip No 7 being an important precedent of the rigid portal-braced frame.
- 4.16 Following the construction by the French of the world's first metal plated battleship in 1858, further fortification took place at Chatham. Two forts, Hoo and Darnet, were built on islands in the Medway and a ring of six further defences – Borstal, Bridgewood, Horsted, Luton, and Darland Forts and the Twydall Redoubts, were constructed on high ground around the dockyard.
- 4.17 New facilities were provided for iron working machines and a Steam Yard, comprising three large basins, four dry docks and numerous ancillary buildings, was created at St. Mary's Island for warship construction, which started in 1865.
- 4.18 New naval barracks were built in 1897 at Pembroke to a standard designed to attract and accommodate the highly skilled ratings required by the Navy.

### **The Twentieth Century**

- 4.19 After the development of the Dreadnought at Portsmouth in 1906, Chatham was unable to construct these larger warships required by the Navy, as they couldn't launch safely into the Medway. Instead, the yard concentrated on the construction of submarines, focused on No.7 Slip. A nuclear submarine refitting facility was opened in 1968, alongside basin No 1.
- 4.20 When the Dockyard closed in 1984, the Government established the Chatham Historic Dockyard Trust to take over and manage the site of the 17<sup>th</sup> and 18<sup>th</sup> century dockyard for the public benefit.
- 4.21 A bid for World Heritage Site status for the Dockyard and its Defences from the age of sail and early age of steam (1700-1865) is being prepared for submission at the earliest possible opportunity (currently 2013 /14) and the Great Lines Heritage Park is being developed on the former defences. The Statement of Outstanding Universal Value, which details the special characteristics of the site, can be found in Appendix 4.

## **5. Character and Setting of Medway**

### **Chatham**

- 5.1 The urban form of Chatham is governed largely by its geography and history. The centre of the town nestles in a small triangular valley that opens out to the River Medway. The hillsides above the town and river were left relatively undeveloped in order to give space for the defence of the adjacent Dockyard and now form distinctive and attractive green spaces and wooded backdrops to the town. The ditches and ramparts of the largely Napoleonic complex of Fort Amherst are particularly prominent on the northern hillside. Overall, Chatham's setting, by the river and against a green backdrop of higher land – is a unique and outstanding characteristic.
- 5.2 The centre of Chatham consists, in the main, of tightly packed traditional development of varying dates and styles on narrow plots along the narrow valley bottom in the High Street. The pattern is broken at intervals by more modern large blocks, of which the multi storey Pentagon Centre is the most dominant. The former Chatham Town Hall, now the Brook Theatre, and the Georgian Church of St John the Divine form attractive and distinctive 'punctuation' marks in the surrounding townscape, as does the St Mary's Church which overlooks the town from the north.
- 5.3 The most significant views of the town itself are from Fort Amherst and from the river, in which Fort Amherst, St Mary's Church and the Gun Wharf complex feature prominently. The modern slab block of Mountbatten House also dominates.

### **The Brook**

- 5.4 The Brook defines the north-eastern boundary of Chatham's town centre, and is now a busy thoroughfare linking the A231 (Dock Road) to the A2 (Globe Lane junction to Best Street at Union Street/Luton Arches junction).
- 5.5 The Brook neighbourhood comprises predominantly residential uses, with some shops and other commercial businesses focused along The Brook-Upper High Street to Luton Arches. The residential areas are a mix of dense Victorian two-storey terraces, with the modern social housing units built in the post-war period being a mix of two-storey semi-detached units and high-rise social apartment blocks off Carpeaux Close and Hards Town. The majority of commercial buildings along The Brook-Upper High Street are 4-storey with ground floors used for commercial, and upper floors generally under-used (i.e. for office or storage purposes) or vacant. These buildings tend to have little aesthetic quality and many of the buildings are suffering from unattractive façades, and poor physical condition.

- 5.6 In addition to the high-rise residential blocks, a further visually dominant building is the Pentagon Shopping Centre, with its raised bridge access from Rope Walk into the multi-storey car park. Conversely, The Brook Theatre (formerly the old Town Hall) is an attractive Grade II listed building, which is currently used as a successful community Arts Centre and Comedy Club. Nearby, there is the attractive “Town Hall Gardens” public open space, which leads up to the Great Lines Heritage Park and Fort Amherst.

### **Chatham Waterfront**

- 5.7 Historically, the waterfront formed the heart and focus of Chatham. The original medieval village was clustered around St Mary’s Church overlooking the river, and it was from here that Chatham developed with the foundation of the Royal Dockyard around 1570. The relationship and synergy with the River Medway has always been very close. Only when the ring road was constructed was this link severed.
- 5.8 Local historical assets such as the Command House Pub, The Old Gun Carriage Store and St Mary’s Church combine with currently neglected features such as the Barrier Ditch (a Scheduled Ancient Monument which is currently partly buried, and partly built over), to give a very unique character to the northern portion of the site, known as Gun Wharf. From here, there is a strong connection up the hill to Fort Amherst, which is the southern end of the Chatham Lines.
- 5.9 In addition to its heritage importance the park area dominating the central part of the site provides a perfect setting for the Gun Wharf, and buffers it from the more urban uses to the south. At the same time, the park has a rich variety of mature trees, and provides an important green space for this part of Chatham that connects with the Great Lines and other green spaces to give Chatham a markedly green character.
- 5.10 To the south of the park, the quality of the townscape is poor, comprising an unsightly pumping station, a retail warehouse, surface car parking and Sun Pier, an interesting structure that currently has little use beyond providing a viewing point and handy spot for fishing.

### **Station Gateway**

- 5.11 The urban form of the Station Gateway Quarter is determined by a number of major elements including Chatham Station and the railway lines, the New Road viaduct, Sir John Hawkins Way elevated carriageway and significant changes in levels. The topography of the area, a general slope from south west and east into the core of the

station area, is a fundamental character of the area. These changes in level often act as barriers and separate the Station Gateway Quarter into discrete areas.

- 5.12 The Station Gateway area, like much of central Chatham has suffered from poorly conceived development and site clearance that has destroyed much of the historic fabric. There are a limited number of landmark buildings and only two listed buildings. The area, once an industrial zone, is now dominated by Sir John Hawkins Way and underutilized former commercial yards and surface car parking. The Station Gateway area has only one small and rather forlorn green space, the setting of the Waghorn Memorial adjoining the New Road viaduct.

### **Regeneration in Chatham**

- 5.13 In 1999, Medway Council commissioned consultants, Llewelyn-Davies, to prepare a report entitled Chatham City Vision, which considered the measures necessary to develop Chatham as the “City” centre for Medway. The report assessed Chatham’s role and analysed its physical characteristics.
- 5.14 The report recognised that Chatham’s role as a sub-regional shopping centre had been undermined by out-of-town developments and competition from other towns. It also lacked a number of attributes necessary for a successful shopping centre: the retail environment was poor, there was a lack of good quality public space, it had a narrow and congested High Street and it had few eating and drinking establishments. These factors led to a poor perception of Chatham as a shopping centre.
- 5.15 In its urban design analysis, the report included a number of findings, which are set out in the following paragraphs.
- 5.16 The ring road formed a concrete collar around the centre, which created a hostile environment for pedestrians. It severed the centre from its surroundings, particularly the waterfront, the railway station, the Tesco supermarket and a number of leisure facilities. Development was inward looking, turning its back on the ring road and the ring road effectively curtailed the expansion of the centre.
- 5.17 The riverside was recognised as a neglected asset and strategic links between Chatham and its surrounding centres were poor, particularly for pedestrians, cyclists and public transport.
- 5.18 There were no squares or attractive open spaces within the heart of the city and those public spaces which did exist, were of poor quality. It noted that the public realm left over after the construction of the ring

road, particularly under Sir John Hawkin's Way, was mean and the residual environment was poor and hostile.

- 5.19 There was barren and unattractive architecture adjoining the public realm and few areas of positive landscape character. Those areas of positive character or including strong landscape features were detached from the centre.
- 5.20 The condition of many of the public car parks was extremely poor, providing an unattractive environment for shoppers and visitors and in some cases, issues of safety and security were of concern. The railway station was isolated from the centre in a location dominated by traffic and the direct link to the centre, Railway Street, was narrow and congested. The main hub for buses was the Pentagon Centre, where facilities were found to be poor, with passengers experiencing noise and fumes and, in winter, cold winds.
- 5.21 The challenges of developing Chatham as the City of Medway and overcoming the problems identified by Llewelyn-Davies were addressed in the Chatham Centre and Waterfront Development Framework, which was adopted as supplementary planning guidance in 2004. The Framework sets out the measures necessary to transform the centre of Chatham to meet the aspirations of the Council:

Greatly improved shopping and leisure facilities, including:

- Expansion and refurbishment of the Pentagon Centre to increase floorspace by approx. 15,000 sq.m.
- A new food store of approx. 8,000 sq.m. and
- Over 8,000 sq.m. of small scale employment space and ground floor retail and leisure uses.

A world class cultural waterfront with:

- Major new contemporary performing arts facility close to Sun Pier, comprising flexible performance and rehearsal space, including workspaces to meet strong demand for such space and ancillary uses such as a bar and/or restaurant;
- Major new visual arts facility centred on the conversion and re-use of historic buildings at Old Gun Wharf;
- A dramatic new Waterfront Park, transforming the quality of the existing green spaces at the waterfront;
- Improved visibility and access to historic features, including the Barrier Ditch, and connections to the Great Lines, with a public interpretation facility as part of mixed-use development at New Gun Wharf; and
- Hotel development on the waterfront, close to Sun Pier.

A new central library and learning resource and civic office comprising;

- A new central library and learning resource centre;
- A new Civic Office to meet the changing needs of the Council and to reflect future approaches to integrated service delivery to the community, particularly “First Point of Contact” facilities;
- A range of related and complementary facilities, which could include small scale retail and cafes and restaurants; and
- A new public square.

Major environmental improvements throughout the Centre including;

- New waterfront park and riverside promenade from Old Gun Wharf to Sun Pier;
- Greatly improved access to the waterfront by breaking down the severance effect caused by Sir John Hawkins Way and Globe Lane;
- Increased use of Sun Pier for boat moorings and related activities;
- Greatly enhanced Paddock to provide an attractive and useable civic space; and
- Improvements along the High Street, including the creation of new high quality public spaces within the shopping area.

Accessibility improvements to , and within, the Centre comprising;

- Returning The Brook and Best Street to two-way streets, with associated environmental improvements;
- Closure of Sir John Hawkins Way and Globe Lane to through traffic and downgrading of Medway Street and Lower High Street;
- Removal of the Sir John Hawkins Way flyover and enhanced streetscape along the route to the flyover;
- Greatly improved public transport access, with new, modern, high technology bus facilities along the route of Sir John Hawkins Way close to the Pentagon Centre and the High Street;
- Enhanced and rationalised car parking, including new, high quality, well located multi-storey car parking to serve the centre;
- Improved pedestrian and cycle connections, including links along the waterfront and the possibility of establishing a cross-river link to Medway City Estate.

5.22 Two further supplementary planning documents have subsequently been adopted by Medway Council, which provide more detail on specific proposals for the town centre. These are the Chatham Pentagon Centre Development Brief, 2005 and the Chatham Centre and Waterfront Development Brief, 2008. A good move has been made in terms of putting a number of these visions in place, such as the removal of the Sir John Hawkins Flyover and the creation of a new road called Waterfront Way created along with a larger car park and improved public space. This has removed the severance and gloominess that previously characterised this part of the high street and has replaced it with a cleaner and brighter environment.



- 5.23 Also a new bus station has been constructed on Globe Lane with a sedum roof and large glazed panels to protect from the wind. Associated with this there have been improvements to both the junction with The Brook and the paddock area connecting the Waterfront to the Town Centre.

### **Strood**

- 5.24 The centre of Strood is located on low lying land on the west bank of the River Medway. It is contained to the north by the former quarry face at Frindsbury and to the east by more gently rising ground. The predominant focal point and skyline feature is All Saints Church and the open space and recreation ground above the Frindsbury chalk face. Splendid views across the Medway can also be obtained from this open space. Further to the north, the Grade 1 listed, 14<sup>th</sup> Century tithe barn at Frindsbury forms the focal point of a group of historic buildings which are prominent in the landscape.
- 5.25 Strood town centre is a focus for three main roads which channel traffic onto Rochester Bridge. Consequently, Strood High Street, the town's traditional shopping street, suffers from substantial traffic congestion and poor environmental conditions. The architecture of central Strood is generally undistinguished, with the notable exception of St. Nicholas Church.
- 5.26 Reclaimed land has played a major part in shaping the land use pattern of Strood. To the east, the Medway City Estate is a large industrial area located on the former marshland of the Frindsbury Peninsula, whilst to the south, Temple Marsh is a large area of open space which is also reclaimed marshland.
- 5.27 In the 19<sup>th</sup> Century, docks were located to the south of Commercial Road and the east of Strood Station. This dock formed the terminus of the Strood to Gravesend Canal, which passed through a tunnel to the north east and later functioned as a railway tunnel. The dock was subsequently filled and developed for housing, whilst the dock at Commercial Road is now a retail warehouse park.
- 5.28 To the south of the town centre is a second industrial estate, the Temple Estate, which, like the Medway City Estate, was largely developed as a result of its Enterprise Zone status in the 1980s and 1990s. Industrial development was originally more widespread in Strood but has now been replaced by housing and open space in Canal Road, the Civic Centre on the former Aveling and Porter traction engine and road roller works south of Rochester Bridge, Morrisons supermarket on the former Fisher Controls site to the east of Knight Road and the Medway Valley Leisure Park on a former cement works north of the Medway Bridge.

- 5.29 As well as being a road transport hub, Strood also lies at the crossing of two main railway routes, the Medway Valley line and the North Kent Line. Both lines run in parallel along the Medway Valley before diverging at Strood, the former passing through the Strood tunnel after leaving Strood Station and the latter sharply turning to the east before crossing the Medway next to Rochester Bridge. Both lines create barriers to access to the riverside.

### **Regeneration in Strood**

- 5.30 To the north of Strood town centre is a run down industrial area known as Strood Riverside. Part of this area was redeveloped in the 1990s when a number of derelict industrial buildings in Canal Road were replaced by a social housing scheme known as Kingswear Gardens. Opposite this site, the riverside was occupied by a number of scrap yards and car breakers. These were replaced by a large open space and play area known as Watermill Gardens, and a new river wall was constructed.
- 5.31 Strood Station is located to the north of Kingswear Gardens. This serves the North Kent and Medway Valley railway lines which create a barrier to access to the riverside. Whilst the station can be accessed by road from Canal Road and parking is available next to the station, its access from the west, its main residential catchment area, is poor, consisting of a foot tunnel from Station Road.
- 5.32 The station has a poor identity, being tucked away from general view and partially concealed by other development. The physical fabric of the buildings and the landscape quality of the area is poor.
- 5.33 A mixed use industrial area lies to the north east of the station. This area was originally occupied by railway marshalling yards and transport storage depots and more recently by builders merchants and storage operators. The environment is of poor visual and landscape quality and the area is subject to some contamination due to previous industrial activities.
- 5.34 The final part of the riverside area is somewhat detached and can only be accessed by footpath from Canal Road. It is located at the western extremity of the Medway City Estate and vehicular access is gained from Commissioners Road. This area is occupied by scrap yards, motor workshops and a chemical mixing business. It is likely to suffer from contamination as it has been subject to tipping, creating an ill-defined river edge. It has a poor physical and visual quality.
- 5.35 In order to secure a comprehensive redevelopment and a major improvement in the environment, the Strood Riverside Development Brief was adopted as a supplementary planning document in 2006.

- 5.36 The Brief seeks to achieve a high density, predominantly residential development of 500-600 dwellings, which will incorporate complementary retail, community and leisure uses, high quality public open spaces and a riverside walk and cycleway.
- 5.37 To the south, for the purposes of this report, Strood riverside extends from the town centre to the Medway Bridge. Like the riverside to the north, this area is also isolated from its hinterland to the west by the Medway Valley railway line. The area also contains unsightly and unneighbourly industrial uses, but unlike the northern area, it also contains a large area of public open space.
- 5.38 Until the mid 1990s, a derelict cement works and associated spoil heaps were located between the Medway Bridge and Roman Way. This area was subsequently redeveloped as Medway Valley Leisure Park which contains a multiplex cinema, a health centre, a night club and a number of restaurants. The river wall was reconstructed and a new river walk was laid out.
- 5.39 To the south of Roman Way, part of the former cement works remains. There are no buildings remaining on the site but spoil heaps are still present. North of this site is an industrial area which is located immediately to the east of the railway line. Uses on this site include skip hire, scrap metal recovery, the open storage and processing of construction materials. North of this area is Morgan's timber yard. This accommodates a range of timber processing functions including open storage and milling, sales and administration. There are a number of buildings on the site, which vary in size and condition, with a number now disused.
- 5.40 The industrial area is largely screened from the east by a line of trees running along the western boundary of Temple Marsh, a large area of open space on raised ground, which extends to the shoreline. This is, in part, formed by a closed landfill site. No formal parking is available and the area is little used by the general public. The southern end contains the remains of a tarmac karting track which is now overgrown by vegetation.
- 5.41 Medway Council adopted the Temple Waterfront Development Brief as a supplementary planning document in 2006 to guide the redevelopment of the area for about 600 dwellings and 15,000 sq.m. of employment floorspace, together with community uses and other supporting uses, including a small retail centre. It aims to enhance the value and usefulness of the open space, implement a landscaping scheme, make provision for public transport and incorporate pedestrian and cycling facilities including a riverside path and cycleway. This is now in the process of being taken forward with an application having been received and agreed subject to the signing of a S106 agreement.

## Rochester

- 5.42 The town centre of Rochester lies at a major bend in the River Medway at its lowest crossing point. Its basic street form is simply the long High Street, crossed at right angles by a smaller and less significant street, Boley Hill and Northgate. This form dates back to Roman times, when Rochester was a military station of some importance and a staging post on Watling Street, which still runs between London and east Kent.
- 5.43 The Roman settlement was enclosed by a defensive wall in the second century and this was rebuilt and extended in the 14<sup>th</sup> Century. Only small portions of the wall remain visible, notably adjacent to the Blue Boar Lane car park and to the rear of the Eagle Tavern.
- 5.44 The High Street is somewhat divorced from the riverside to the west by high ground and to the east by the severance effect of Corporation Street and the North Kent railway line and beyond that, by a large area of industrial land (former marshland), which has recently been largely cleared for comprehensive redevelopment.
- 5.45 The High Street is of the highest architectural and historical importance and forms a major component of a conservation area. The majority of buildings are listed and the street contains representative architectural styles dating back to the medieval period. Buildings of note include the Guildhall, the Corn Exchange, Watts Charity and the Cathedral, which is set back behind a memorial garden. Dickens's Chalet is located to the rear of Eastgate House.
- 5.46 The town centre functions as a district shopping centre for the residential areas to the south, and as a cultural and tourist centre. It contains many specialist shops, restaurants, and other services related to this function. It has retained its historic character and avoided damaging, unsympathetic development.
- 5.47 The Norman Castle on the higher ground and the Norman Cathedral immediately to the east of the High Street are the most dominant buildings in the City and are conspicuous in views from the surrounding area. They are particularly prominent when viewed from the opposite bank of the Medway in Strood, with open space along the Esplanade and at Churchfields making a valuable contribution to their setting.
- 5.48 The high density of buildings in the High Street leaves little room for open space, but further west, the Cathedral, Kings School and the Castle are all located in attractive areas of public and private open space. A further important area of public open space is at The Vines, which is located to the rear of the Cathedral Precinct.
- 5.49 The historic character of Rochester extends beyond the city centre along the High Street towards Chatham to the east between Star Hill and Sun Pier and southwards, between St. Margaret's Street and

Maidstone Road on steadily rising ground above the eastern valley sides of the Medway.

### **Regeneration in Rochester**

- 5.50 During the 1990s, it was recognised that Rochester Riverside exhibited many of the typical hallmarks of dereliction: an out-dated road network; a proliferation of low grade and bad neighbour uses; large tracts of vacant and derelict land and buildings; ground condition problems; a poor local environment; lack of confidence by investors; and fragmented land ownership.
- 5.51 Although the area lies close to the historic core of Rochester it is severed by the North Kent Railway and a major road, Corporation Street, which carries all through traffic across Rochester Bridge. This severance, together with the demise of traditional industries had resulted in the economic and physical decline of the area.
- 5.52 At that time, land uses on the site included a gasworks, an aggregates depot and ready mixed concrete plant, waste transfer station, scrapyards, skip hire, builders merchants, public car park and coach park, market site, a ship repair yard, printers, engineering and light industrial units, freight transport depots, warehousing, lorry park and a number of vacant premises. The area was in need of comprehensive regeneration.
- 5.53 Despite the quality of the environment, the inherent qualities of the area – its size, its river aspect, views of the historic skyline and its historic surroundings – provided a significant strength upon which to formulate a redevelopment strategy.
- 5.54 In 1997, Medway Council decided to undertake a compulsory purchase order and this was confirmed in 1998. The Council subsequently implemented the order and acquired a large proportion of the site.
- 5.55 In 2004, Medway Council adopted the Rochester Riverside Development Brief as supplementary planning guidance. This sought to achieve a mixed-use quarter providing a high quality environment for residential living. The uses were to include a range of residential types and tenures, office development for small, local, professional firms, local retail facilities, leisure and tourism uses, including bars, cafes and restaurants providing activity both day and night, supporting community uses including a centrally located two form entry primary school, a replacement coach park and market site, together with a hierarchy of publicly accessible open space, including a riverside walk and cycleway. The Brief also aimed to integrate the area with Rochester High Street and to respect the distant views and vistas afforded by the surrounding environment and riverside setting.

- 5.56 Outline planning permission was granted in 2006, for 2000 dwellings and the other uses, including a hotel, and the site was subsequently cleared. The land has been raised, a new river wall constructed, the riverside walk has been laid out. Utilities and a new road have been provided ready for construction to begin on site in September of extra care homes, rented social housing and a small retail unit.

### **Gillingham**

- 5.57 St Mary Magdalene's Church was built by the Normans and a palace was constructed for the Archbishop of Canterbury to the south of the church in 1200. The church was, and remains, situated on heights overlooking the river to the south of the Strand. Gillingham Green, centred on St Mary's Church, was originally the most populated part of Gillingham, around which the village first emerged.
- 5.58 Gillingham grew substantially in the 19<sup>th</sup> Century as the Royal Navy Dockyard expanded. Because the Great Lines had to be kept clear of development for defensive reasons, housing pressure leapfrogged this open area and housing developed on the nearest available, open and level site, namely the current location of Gillingham and its town centre.
- 5.59 With the arrival of the railway in 1858 and the opening of the station in its current location, the shift of the original centre at Gillingham Green to its present location was confirmed. Most of the High Street buildings were constructed in the 19<sup>th</sup> Century, with many beginning life as houses to accommodate dockyard workers. However, with the growth of the surrounding residential area, the High Street rapidly developed as a shopping area.
- 5.60 Between 1900 and the 1960s, the town centre held the position of a primary retail centre. Since then, the character of the town centre has changed, with a decline in comparison goods floorspace and an increase in convenience shopping. With the growth of Chatham shopping centre and the out of town shopping centre at Hempstead, Gillingham's function has changed to that of a district centre.
- 5.61 Gillingham town centre is essentially linear in nature, focussing on the High Street. It is pedestrianised, with traffic diverted to the north along Jeffery Street. Gillingham is well served by open space with the Great Lines Heritage Park immediately to the west of the town centre. The Medway Park Sports Centre is located within the Great Lines Heritage Park and provides a major centre for active recreation, including swimming, multi-sports and other activities. An international trampoline centre is located adjacent to Medway Park called Jumpers Rebound, which have both been approved as a pre-games training camp venue for thirteen Olympic sports and eight Paralympic sports. It is currently being improved prior to the 2012 Olympic Games.

- 5.62 Because Gillingham town centre was hemmed in by residential development, its major employment area is located some distance away to the south of the A2 at Gillingham Business Park, a 50 hectare site originally released from military use in the 1970s and developed as an enterprise zone in the 1980s. This provides high quality accommodation for campus style offices, manufacturing and warehousing as well as an area of retail warehousing in an attractive and well landscaped setting.

### **Regeneration in Gillingham**

- 5.63 Medway Council adopted the Gillingham Town Centre Development Framework as a supplementary planning document in 2007. This proposed a number of measures in order to improve the physical and functional fabric, define a clear role for the centre, improve pedestrian connections, review car parking provision, promote the evening economy, address community safety concerns, transform the public realm, harness opportunities and promote deliverable change.
- 5.64 The Framework proposed a number of measures to secure these objectives:
- Development of a key retail site in a central location for a new food supermarket, retail, employment and residential uses as well as significant new public car parking provision;
  - Creation of a series of linked spaces along the High Street to break down its length and make it easier for pedestrians to cross busy junctions;
  - Improve connections to wider initiatives such as Medway Park, University expansion and the Great Lines Heritage Park;
  - Promote Gillingham Hub as a landmark cultural/entertainment building at the western end of the High Street;
  - Encourage regeneration of the railway station and improve public space and reduce traffic conflicts outside the station;
  - Improve links to adjoining residential areas;
  - Provide a new town square at the junction of High Street and Green Street as a focal point for events and a meeting place/destination; and
  - Introduction of more flexible land uses at the western end of the High Street, with opportunities for residential uses on upper floors and a wider range of food, drink and leisure uses.

### **Rainham**

- 5.65 Rainham is situated on the eastern edge of the Medway urban area along the A2. The original village, dating back to the 9<sup>th</sup> Century, lies mainly to the north of the High Street, with its centre around the junction of the High Street and Station Road. Since the Second World

War new housing has transformed the original village into an extended suburban neighbourhood.

- 5.66 For centuries, Rainham's function was to serve the local agricultural community but in the 19<sup>th</sup> Century, a brick and cement manufacturing works was established along Otterham Quay Lane to supply the needs of the Medway Towns. Between the arrival of the railway in 1858 and the end of the 19<sup>th</sup> Century, this industry expanded and Station Road was built with rows of terraced housing to accommodate the brick workers and skippers and mates of the Thames sailing barges, which moored in Otterham Creek.
- 5.67 The extension of the electric tramway to Rainham in 1906, allowed a decentralisation of population from Chatham and Gillingham. Suburban expansion took place both in the inter-war and post-war periods' boosted by the "overspill" of people from London, for which an area of 771 acres of land around Rainham was made available for housing development.
- 5.68 In 1977, Rainham Shopping Centre was developed to the north of the High Street and west of Station Road to provide a traffic free precinct away from the busy A2. This development expanded Rainham's retail function from a local to a district shopping centre.
- 5.69 The High Street contains a number of buildings of historic interest within a conservation area and is dominated by the St Margaret's Church, which dates back to the 13<sup>th</sup> Century.

## **6. Rural Settlements**

- 6.1 Medway's rural settlements can be divided into three groups. The first group consists of the two largest villages, Hoo St. Werburgh, which functions as a rural service centre, and Halling, a sizable industrial village, which grew as a result of the cement industry. The second group, on the Hoo Peninsula developed to serve the cement industry at Cliffe, the defence, power, port and oil industries at Grain, the holiday industry at Allhallows and as dormitory settlements at Cliffe Woods, High Halstow and Stoke. The third group consists of smaller hamlets, some of which are of historic or architectural interest whose importance is recognised as conservation areas. In terms of their location, land availability and/or existing facilities, Hoo St. Werburgh and Halling can be regarded as the most sustainable of the rural communities and consequently, this section of the report is confined to a more detailed description of each of them.

### **Hoo St. Werburgh**



- 6.2 Hoo St. Werburgh is situated to the north of the urban area on the southern side of the Hoo Peninsula near to Chattenden. The settlement developed around the Hoo St. Werburgh Church and the crossroads of Main Road, Stoke Road, Bells Lane and Church Street, with a few isolated cottages and farmsteads associated with agriculture located beyond.
- 6.3 Development in the early 20<sup>th</sup>. Century and up to world war two was typical ribbon development, extending out from the core of the village along the main roads to the north and west, resulting in the amalgamation of the isolated cottages and farmsteads.
- 6.4 From the 1950s onwards, development of a much larger scale resulted in the growth of large estates to the north and west of the crossroads. These are typically suburban and reflect the style and character of the periods from the fifties to the present day.
- 6.5 Hoo St. Werburgh benefits from a wide range of facilities and services to meet local demands and to serve communities on the Hoo peninsula. The main shopping area is focused around Church Street and along Main Road and contains up to 25 business premises, whilst other shops are located away from the centre at Knights Road, Fourwents Road and further west on Main Road. There are two recreation grounds in the village along with two sports grounds and a swimming pool. A primary and secondary school are located on the western side of the village and a library is located close to Hoo St. Werburgh parish church, which is one of three places of worship in Hoo.
- 6.6 Hoo St. Werburgh is well served by buses during daytime weekly working hours, although the service is reduced during evenings and weekends. It operates between the village and Rochester, Strood and Chatham. Commuter buses also provide a service to London. The A228 Ratcliffe Highway passes to the north of the village and connects to the Isle of Grain to the east, the Medway towns to the south and the national highway network beyond.

### **Halling**

- 6.7 Halling is a linear settlement located to the southwest of the urban area in the Medway Valley. It is confined by the river to the east and the sharply rising valley side to the west. It is closely bounded by the Metropolitan Green Belt, beyond which is the North Downs Area of Outstanding Natural Beauty and a large area of Special Scientific Interest. The Medway Valley railway line passes through the village which is served by Halling railway station and the A228 runs parallel to this, skirting the western edge of the settlement.

- 6.8 Halling was established in 774 and although a church has stood here from that date, the current church of St John the Baptist is thought to date from the 11<sup>th</sup> or 12<sup>th</sup> Century. To the north east of the church lies the remains of the palace of the Bishops of Rochester, built at the end of the 11<sup>th</sup> Century. The site of the palace afforded easy access to the river which was an easier mode of travel than the roads. The palace was probably last used in 1535.
- 6.9 With the coming of the cement industry in the 1830s, the remains of the palace were destroyed to build the factory. Lime kilns were situated to the south east of the church and these were supplied from two pits on the hill to the west of the village. The production of Portland cement began here in 1854 and by 1900 the works covered an area of 31 acres with 500 acres of quarries and a fleet of sailing barges. The coming of the cement industry resulted in an increase of population in the 19<sup>th</sup> Century from 249 in 1801 to 2454 in 1901.
- 6.10 In 1878, the Halling Manor Lime and Cement Works was established to the north-east of the church between the railway and the river and a further cement works was constructed to the north which was purchased by the Rugby Portland Cement Company in 1936. Cement production ceased here in 2005. A particularly noticeable legacy of the cement industry is Prings Quarry, which is a flooded pit with a strikingly blue colour.
- 6.11 Many houses were constructed by the cement companies for their workers, including Manor Terrace, on the eastern side of the High Street. Other imposing buildings include the Halling Institute, two 15<sup>th</sup> century hall houses and The Manor House. Although the Halling Manor works closed in 1925, it was not redeveloped for housing and open space until the 1990s.

## Appendix 1

### Conservation Areas in Medway

- 1 Upnor
  - 2 New Road Chatham
  - 3 Cliffe
  - 4 Star Hill, Rochester,
  - 5 Rochester City Centre
  - 6 Rainham
  - 7 Brompton Road
  - 8 Lower Twydall
  - 9 Gillingham Park
  - 10 Lower Rainham
  - 11 Meresborough
  - 12 Moor Street
  - 13 Pembroke
  - 14 Railway Street
  - 15 Gillingham Green
  - 16 Historic Rochester
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- 18 Watts Avenue
  - 19 St Mary Hoo
  - 20 Upper Bush
  - 21 Halling
  - 22 New Road, Rochester
  - 23 Star Hill to Sun Pier
  - 24 Frindsbury and Manor Farm
  - 25 Chatham Dockyard
  - 26 Maidstone Road, Chatham

## Appendix 2

### Scheduled Ancient Monuments in Medway

Monument Parish No	Title Grid	Ref:
Gillingham 194	Fort Darnet	TQ 806 708
Gillingham 201	Brompton Lines (See also Rochester upon Medway)	TQ 760 683
Gillingham 228	Chatham Dockyard, bell mast (in temporary storage, due to be relocated to St Mary's Island)	
Gillingham 233	Chatham Dockyard, the Dock Pumping Station (See also Chatham)	TQ 762 703
Chatham 206	Chatham Dockyard, Main Gate	TQ 761 691
Chatham 207	Chatham Dockyard, bell mast West of Main Gate	TQ 761 691
Chatham 208	Chatham Dockyard, Police Offices	TQ 761 691
Chatham 209	Chatham Dockyard, the Ropery	TQ 761 691
Chatham 210	Chatham Dockyard, engine or boiler house	TQ 760 693
Chatham 211	Chatham Dockyard, Ropery Offices	TQ 760 693
Chatham 212	Chatham Dockyard, Sail Loft	TQ 760 692
Chatham 213	Chatham Dockyard, Captain of Dockyard's house	TQ 760 692
Chatham 214	Chatham Dockyard, Officers' Terrace and gardens to east	TQ 760 692
Chatham 215	Chatham Dockyard, stables adjacent to terrace	TQ 760 692
Chatham 216	Chatham Dockyard, Medway House	TQ 758 690
Chatham 217	Chatham Dockyard, Assistant Queen's Harbour Master's Office	TQ 757 691
Chatham 218	Chatham Dockyard, Queen's Stairs	TQ 757 691
Chatham 219	Chatham Dockyard, the Main Offices	TQ 759 691
Chatham 220	Chatham Dockyard, Naval Store Department	TQ 759 692
Chatham 221	Chatham Dockyard, Chain Cable Shed	TQ 757 687
Chatham 222 Chatham 223	Chatham Dockyard, No.3 Boat Store Chatham Dockyard, No.61 Boat Store,	TQ 757 694

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	Nos.4 & 5 Slips	TQ 759 695
Chatham 224	Chatham Dockyard, covered slip to N of No.5 Slip	TQ 760 695
Chatham 225	Chatham Dockyard, the Mast Pond	TQ 760 695
Chatham 226	Chatham Dockyard, the Brunel Sawmills	TQ 761 693
Chatham 227	Chatham Dockyard, the Expense Accounts Dept, Wages Division	TQ 762 694
Chatham 229	Chatham Dockyard, the Lower Boat Store	TQ 762 696
Chatham 230	Chatham Dockyard, the Iron Store	TQ 761 693
Chatham 231	Chatham Dockyard, the Wheelwrights Shop	TQ 760 694
Chatham 232	Chatham Dockyard, former working Mast House and Mould Loft	TQ 760 694
Chatham 233	Chatham Dockyard, the Dock Pumping Station (see also Gillingham)	TQ 762 703
Chatham 234	Chatham Dockyard, the Joiners' Stores	TQ 760 692
Chatham 235	Chatham Dockyard, MCD Joiners' Shop	TQ 760 692
Chatham 236	Chatham Dockyard, the Cashiers' Office	TQ 759 690
Chatham 237	Chatham Dockyard, Officer's Reading room and Admiral's Conference room	TQ 759 660
Chatham 238	Chatham Dockyard, two stables SE of Sail Loft	TQ 759 689
Chatham 239	Chatham Dockyard, two "Vanbrugh" type houses	TQ 760 690 TQ 760 691
Chatham 240	Chatham Dockyard, the Dockyard Wall	TQ 7589 6890 TQ 7596 6898 TQ 7596 6897 TQ 7585 6879
Chatham 241	Chatham Dockyard, the Painters Shop and Adjacent Store	TQ 758 687
Chatham 242	Chatham Dockyard, Rigging House No 1 and Storehouse No 2	TQ 758 689
Chatham 243	Chatham Dockyard, Storehouse No 3	TQ 757 688
Chatham 244	Chatham Dockyard, Tarred Yarn Store	TQ 758 688
Chatham 248	Hatchelling House, Chatham Dockyard	TQ 762 691
Chatham 252	Fort Luton	TQ 763 660
Chatham 253	Fort Horsted	TQ 751 650

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Chatham 283	Chatham Dockyard, South Pumping Station	TQ 758 692
Chatham 300	Chatham Dockyard, No 1 Smithery	TQ 760 695
Chatham 321	Brook Low Level Pumping Station	TQ 759 678
Chatham 385	Site of 17th Century Dockyard	TQ 758 691
Chatham 386	Former Guardhouse	TQ 757 686
Chatham 387	Chatham Dockyard, Dockyard Church	TQ 758 689
Chatham 388	Chatham Dockyard, Customs House	TQ 758 690
Chatham 389	Chatham Dockyard, garden wall of Medway House	TQ 758 690
Chatham 390	Chatham Dockyard, Dry Docks Nos. 2,3 & 4	TQ 761 694
Chatham 391	Chatham Dockyard, site of South Mast Pond	TQ 762 695
Cliffe 269	Cliffe Fort	TQ 707 767
Cooling 80	Cooling Castle	TQ 755 760
Cuxton 199	Palaeolithic site	TQ 711 665
Frindsbury 171	Upnor Castle Extra	TQ 758 705
Halling 328	Site of Archbishops Palace, East of St John's Church	TQ 705 639
Hoo 193	Hoo Fort St Werburgh	TQ 797 703
Hoo 195	Cockham Wood Fort St Werburgh	TQ 776 713
Isle of Grain 297	Artillery Tower (known as Grain Tower)	TQ 898 761
Rochester upon Medway 3	Rochester Castle	TQ 741 686
Rochester upon Medway 32	Bridge Chapel	TQ 740 689
Rochester upon Medway 90	Temple Manor	TQ 733 684
Rochester upon Medway 154	Rochester City Wall	TQ 740 682 TQ 743 683 TQ 744 686 TQ 745 683
Rochester upon Medway 201	Brompton Lines (See also Gillingham)	TQ 760 683
Rochester upon Medway 202	Fort Clarence	TQ 739 677
Rochester upon Medway 254	Fort Borstal	TQ 733 665
Rochester upon Medway 294	Remains of Rochester Priory Cloister	TQ 742 684
Rochester upon Medway 332	Open areas within Roman, Saxon and Medieval town	TQ 7424 6857

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TQ 7419 6846  
TQ 7432 6852  
TQ 7436 6837

Bell Barrow in Shoulder of Mutton Wood

Chatham Lines, Section at Gun Wharf

Beacon and Pillbox on Beacon Hill

Coastal Artillery Defences east and south  
of Grain village.

TQ 7439 6835  
TQ 7430 6832

## Appendix 3

### Listed Buildings in Medway

Name	Street No	Street	Grade	Parish
Castle House	19	High Street	II	Frindsbury Extra
Former Entrance Lodges and Walls		Barrack Road	II	
Walls and Piers to Captains House		Central Avenue	II	
Front and perimeter walls to raised gardens		Church Lane	II Star	
Wall Surrounding garden		Main Gate Road	II Star	
Wall Surrounding Church of St Margarets		High Street	II	
Garden Walls to Bloors Place		Lower Rainham Road	II	
	10	New Road	II	
	8	New Road	II	
Main Gate and Attached Perimeter Wall		Main Gate Road	II Star	
Nos 4, 5 and 6 slip covers and Machine shop 6		Main Road	I	
Capstone Farmhouse		Capstone Road	II	
Pumping Station		Leviathan Way	II	
Popes Farmhouse		Meresborough Road	II	
Siloam Farm		Mierscourt Road	II	
	136	Harrow Road	II	
Snodhurst Farmhouse		Walderslade Road	II	
The London Stone			II	Frindsbury Extra
Wybornes Farmhouse			II	High Halstow
First World War Memorial		Great Lines	II	
Chest Tomb		Church Street	II	
Pedestal Tomb		Church Street	II	
Chest Tomb		Church Street	II	
Chest Tomb		Church Street	II	
Chest Tomb		Church Street	II	
Chest Tomb		Church Street	II	
Pair of Chest Tombs		High Street	II	
Obelisk Tomb of John Chambers		High Street	II	
Headstone of Children of Will Scott		High Street	II	
Headstone of Thomas Lane		High Street	II	
Church of St James			II	Cooling
Church of St James			II	Cooling
Chest Tomb, Church of St Mary		Dock Road	II	
Chest Tomb, Church of St Mary		Dock Road	II	
Chest Tomb, Church of St Mary		Dock Road	II	
Chest Tomb, Church of St Mary the Virgin		Dock Road	II	
Queens Stairs		Anchor Wharf	II	
Commandants House		Pasley Road	II Star	
Gymnasium		Wood Street	II Star	
Bay Tree Villa		Lower Rainham Road	II	
Memorial to French Prisoners of War		Central Avenue	II	
Former Police Offices		Main Dock Road	II	
Police Section House		East Road	II	



Figure Head	Main Gate Road	II	Frindsbury
The Barracks	High Street	II Star	Extra
White House Farmhouse		II	Isle of Grain
Great Dalham	Cooling Road	II	High Halstow
Dux Court		II	High Halstow
Ivy House	Church Street	II	Hoo St Werburgh
Cold Arbour	Stoke Road	II	Hoo St Werburgh
Granary		II	Stoke
Court Lodge Farmhouse		II	Stoke
South View	High Street	II	Stoke
Mackays Court	High Street	II	Stoke
Church of St Peter and St Paul		I	Stoke
Newlands Farmhouse		II	St Mary Hoo
St Marys Hall		II	St Mary Hoo
Church of St Mary		II Star	St Mary Hoo
The Old Rectory		II	St Mary Hoo
Fenn Street Farmhouse	Ratcliffe Highway	II	St Mary Hoo Hoo St
Whitehall House	Stoke Road	II	Werburgh Frindsbury
Mill House	Ratcliffe Highway	II	Extra Hoo St
Meadow House	38 Main Road	II	Werburgh Hoo St
Lancers Farm	Jacobs Lane	II	Werburgh Hoo St
The Chequers Public House	Church Street	II	Werburgh Hoo St
Church of St Werburgh	Church Street	I	Werburgh
The Red Dog Public House	Cooling Road	II	High Halstow
Buck Hole Farmhouse		II	High Halstow
Church of St Margaret	Cooling Road	I	High Halstow
Grain Tower	River Medway	II	Isle of Grain
The Hogarth Inn	High Street	II	Isle of Grain
Church of St James	High Street	I	Isle of Grain
Upnor Castle		I	Frindsbury Extra
Walsall House	40 High Street	II	Frindsbury Extra
Waterside Cottage	36 High Street	II	Frindsbury Extra
	32 High Street	II	Frindsbury Extra
	30 High Street	II	Frindsbury Extra
	18 High Street	II	Frindsbury Extra
	16 High Street	II	Frindsbury Extra
	14 High Street	II	Frindsbury Extra
	12 High Street	II	Frindsbury

Waterhouse Cottage	25 High Street	II	Extra Frindsbury
Albermale Cottage	21 High Street	II	Extra Frindsbury
	3 High Street	II	Extra Frindsbury
Marshgate		II	Cooling
Church of St James		I	Cooling
Rose and Crown Public House	Stoke Road	II	Allhallows
Church Of All Saints	High Street	I	Allhallows
Brickhouse Farm House	Ratcliffe Highway	II	Allhallows
Brickhouse Farmhouse	Ratcliffe Highway	II	Allhallows
Medway Heritage Centre	Dock Road	II	
	2 New Road	II	
	4 New Road	II	
	6 New Road	II	
	12 New Road	II	
	14 New Road	II	
	16 New Road	II	
	18 New Road	II	
	22 New Road	II	
	24 New Road	II	
	26 New Road	II	
	28 New Road	II	
	34 New Road	II	
	36 New Road	II	
	38 New Road	II	
Great Expectations	52 New Road	II	
	54 New Road	II	
	58 New Road	II	
Stretem House	60 New Road	II	
Statue of Thomas Waghorn	New Road	II	
Lord Duncan Public House	59 New Road	II	
The Homestead	46 Princes Avenue	II	
Church of St John the Divine	Railway Street	II Star	
Pheasant House	2 Street End Road	II	
Ropery and Spinning Room	Anchor Wharf	I	
	1 Former Officers Terrace	II Star	
	2 Former Officers Terrace	II Star	
	3 Former Officers Terrace	II Star	
	4 Former Officers Terrace	II Star	
	5 Former Officers Terrace	II Star	
	6 Former Officers Terrace	II Star	
	7 Former Officers Terrace	II Star	
	8 Former Officers Terrace	II Star	
	9 Former Officers Terrace	II Star	
	10 Former Officers Terrace	II Star	
	11 Former Officers Terrace	II Star	
	12 Former Officers Terrace	II Star	
Former Captian of the Dockyards House	Church Lane	II	
Medway Arts Centre	Dock Road	II	

	104 High Street	II
National Westminster Bank	148 High Street	II
	248 High Street	II
Old Theatre Royal	High Street	II
Thorney Lodge	15 Luton Road	II
Royal Dockyard Church	Main Gate Road	II Star
Former Commissioners House	Main Gate Road	II Star
Former Admirals Offices	Main Gate Road	II Star
Brunels Saw Mill	East Road	II Star
The Cottage	Cottage Road	II
Assistant Queens Harbour Masters Office	Anchor Wharf	II Star
Visitor Centre	East Road	
Former Anson Barracks	Central Avenue	II
Command House	Dock Road	II
Kitchener Statue	Dock Road	II
Former Cashiers Office	Church Lane	II
Hatchelling House	Anchor Wharf	II
Clock Tower Building	Main Dock road	II
The Bell Mast	Main Gate Road	II
Former Guard House	Anchor Wharf	II Star
Former store house No2 and rigging store	Anchor Wharf	I
Former store house No 3 and chain cable store	Anchor Wharf	I
Former Hemp House, Spinning room and offices	Cottage Road	II Star
Lead and paint mill	Cottage Road	I
Tarred Yarn House	Cottage Road	II Star
Guard house west and storage	Main Gate Road	II Star
Sail Loft	Church Lane	I
North Tower house	College Road	II Star
South Tower House	College Road	II Star
Former House Carpenters Shop	East Road	II
Joiners Shop	East Road	II Star
No 1 Smithery	East Road	II Star
Timber Seasoning Store, North	East Road	II Star
Timber Seasoning Store, South	East Road	II Star
	32 New Road	II
The Customs House	Main Gate Road	II Star
Ropery Tea Shop	Main Gate Road	II Star
Former Mast and Mould Loft	Main Road	I
No 3 Slip Cover	Main Road	I
No 7 slip cover and machine shop No 3	Main Road	I
Former Wheelwrights shop	Main Road	II Star
Lower Boat Store	North Pond Side Road	II Star
The Stables	The Terrace	II
No 2 Dry Dock	Main Gate Road	II Star
No 3 Dry Dock	Main Gate Road	II Star
No 4 Dry Dock	Main Gate Road	II
No 1 Workbase	Main Gate Road	II Star
Former Nelson Barrack	Central Avenue	II
Former Blake Barrack	Central Avenue	II
Church of St Mary Magdalene	Church Street	II Star
Boiler Shop	Dock Head Road	II Star

Combined Ship Trade Office PP69	Dock Head Road	II
	6 Garden Street	II
	22 Garden Street	II
	24 Garden Street	II
The Green Lion Hotel	104 High Street	II
The Old Parsonage	113 High Street	II
St Margarets Church	High Street	I
	30 New Road	II
Durland House	160 High Street	II
Former Captains House	Central Avenue	II
Former Chapel	Central Avenue	II
Former Mess Block North	Central Avenue	II
Former Mess Block South	Central Avenue	II
The Wardrooms	Central Avenue	II
Main Gate, lodge and walls to former HMS Pembroke	Cumberland Road	II
No 8 Machine Shop	Dock Head Road	II
East Court Farmhouse	East Court Lane	II
Grench Manor	Grange Road	II
Remains of Chapel	Grange Road	II
Lingford Court	180 High Street	II
The Ship Public House	Layfield Road	II
Bridge	Lower East Road	II
Magnolia House	141 Lower Rainham Road	II
Peckham Cottage	Lower Rainham Road	II
Peckham Lodge	147 Lower Rainham Road	II
	497 Lower Rainham Road	II
	499 Lower Rainham Road	II
Bloors Place	Lower Rainham Road	II Star
	20 New Road	II
Cart Lodge and Granary	Lower Rainham Road	II
The Black House	Lower Rainham Road	II
The Old House	Lower Rainham Road	II
Little London Farmhouse	Lower Twydall Lane	II
Manor Barn	Lower Twydall Lane	II
Twydall Barn	Lower Twydall Lane	II
York Farmhouse	Lower Twydall Lane	II
	2 Mansion Row	II
	3 Mansion Row	II
Cambridge House	4 Mansion Row	II
	5 Mansion Row	II
	6 Mansion Row	II
	7 Mansion Row	II
	8 Mansion Row	II
	9 Mansion Row	II
	10 Mansion Row	II
	11 Mansion Row	II
	12 Mansion Row	II
	12a Mansion Row	II
	14 Mansion Row	II
	15 Mansion Row	II
Brompton Garrison Church	Maxwell Road	II

	4 Medway Road	II
	6 Medway Road	II
	8 Medway Road	II
	10 Medway Road	II
	12 Medway Road	II
	14 Medway Road	II
	16 Medway Road	II
	18 Medway Road	II
	20 Medway Street	II
Holly Tree Cottage	8 Meresborough Road	II
Nile Cottage	78 Mill Road	II
Nile Cottage	79 Mill Road	II
Nile Cottage	80 Mill Road	II
The Homestead	1 Moor Street	II
Pooh House	2 Moor Street	II
East Moor Street Cottages	1 East Moor Street	II
East Moor Street Cottages	2 East Moor Street	II
The Oast	Moor Street	II
West Moor Farmhouse	Moor Street	II
Dockyard Canteen	North Road	II
The Drill Hall	North Road	II
Royal Engineers Museum	Prince Arthur Road	II
	2 Prospect Row	II
	3 Prospect Row	II
	4 Prospect Row	II
	5 Prospect Row	II
	6 Prospect Row	II
	7 Prospect Row	II
	8 Prospect Row	II
	9 Prospect Row	II
	10 Prospect Row	II
	11 Prospect Row	II
	12 Prospect Row	II
	13 Prospect Row	II
	14 Prospect Row	II
	15 Prospect Row	II
	16 Prospect Row	II
	17 Prospect Row	II
	18 Prospect Row	II
	19 Prospect Row	II
	20 Prospect Row	II
King George V public House	Prospect Row	II
Chapel House	1 Pump Lane	II
Chapel House	2 Pump Lane	II
Pump Farmhouse	Pump Lane	II
Macklands	Station Road	II
Salcombe Cottage	23 Wyles Street	II
Medway Hospital	York Avenue	II
Oasthouses	1 Stratford Lane	II
Crimean War Memorial and Gates	Pasley Road	II Star
Lord Kitchener Memorial	Pasley Road	II

Boer War Memorial Arch	Pasley Road	II Star	
Memorial to General Gordon	Pasley Road	II Star	
Admin Office and Fitness centre	Pasley Road	II	
School House	Pasley Road	II	
HQ Royal School of Military Engineering	Pasley Avenue	II	
South Block	Pasley Road	II Star	
North Block	Pasley Road	II Star	
Officers Block	Pasley Road	II Star	
	115 High Street	II	
Rochester Castle, Curtain walls		I	
Pair of Gate Piers	Boley Hill	II	
Archdeaconry Walls	St Margarets Street	II Star	
East Gate	High Street	II	
Wall to south of 24	St Margarets Street	II	
Balustrade between Rochester bridge and pier	Esplanade	II	
Precinct Walling	Boley Hill	II	
East Gate	High Street	II	
K6 Guildhall Telephone	High Street	II	
Salisbury Villa	Epaul Lane	II	
Rochester Castle, Keep		I	
Brickhouse Farmhouse	Stonehorse Lane	II	Frindsbury Extra
East Gate	High Street	II	
Moulding Tomb	Church Green	II	
Miller Monument	Church Green	II	
The Boghurst Tomb	Church Green	II	
Group of 12 head stones	Church Green	II	
Church Of St Helen	Church Street	II	Cliffe and Cliffe Woods
Church Of St Helen	Church Street	II	Cliffe and Cliffe Woods
Church of St Helen	Church Street	II	Cliffe and Cliffe Woods
Rochester City Walls		I	
Rochester City Walls		I	
Rochester City Walls		I	
Rochester City Walls		I	
Diocesan Registry	The Precincts	II	
Gazebo	30 St Margarets Street	II	
Funerary Monument	College Yard	II	
Gate Piers	College Yard	II	
Cloister Gate	The Precincts	I	
Roman Walls	The Precincts	I	
Old Parsonage	Parsonage Lane	II	
Longford House	Church Street	II	Cliffe and Cliffe Woods
Buckland Farm	Buckland Road	II	Cliffe and Cliffe Woods
Buckland Farm	Buckland Road	II	Cliffe and Cliffe Woods
Mortimers Farm House	Wharf Lane	II	Cliffe and Cliffe Woods
Court Sole Farm	Pond Street	II	Cliffe and

			Cliffe Woods
			Cliffe and
The Red House	Reed Street	II	Cliffe Woods
Cooling Castle		II	Cooling
Cooling Castle		I	Cooling
Cooling Castle		I	Cooling
Cooling Court		II	Cooling
Cooling Court		II	Cooling
			Frindsbury
Stone House Farmhouse	Dillywood Lane	II	Extra
			Frindsbury
Manor Farm Barn	Upnor Road	II	Extra
			Frindsbury
Manor Farm Oast	Upnor Road	II	Extra
			Frindsbury
The Manor House	Upnor Road	II	Extra
			Frindsbury
Sole Street Farm House	Lower Rochester Road	II	Extra
			Frindsbury
Vine Cottage	229 Frindsbury Hill	II	Extra
			Frindsbury
Cypress House	227 Frindsbury Hill	II	Extra
			Frindsbury
Tudor Cottage	130 Cooling Road	II	Extra
			Cliffe and
West Court Farmhouse	Buckland Road	II	Cliffe Woods
			Cliffe and
West Court Farmhouse		II	Cliffe Woods
			Cliffe and
Gattons Farm House		II	Cliffe Woods
			Cliffe and
The Rectory House	Rectory Road	II Star	Cliffe Woods
			Cliffe and
Rye Farm	Common Lane	II	Cliffe Woods
			Cliffe and
Allens Hill Farmhouse	Buckland Road	II	Cliffe Woods
			Cliffe and
Manor Farmhouse	Buckland Road	II	Cliffe Woods
			Cliffe and
The Old bakery	176 Church Street	II	Cliffe Woods
			Cliffe and
Wilkies	170 Church Street	II	Cliffe Woods
			Cliffe and
Chantry Cottage	187 Church Street	II	Cliffe Woods
			Cliffe and
	185 Church Street	II	Cliffe Woods
			Cliffe and
Charnel House	Church Street	II	Cliffe Woods
			Cliffe and
Quickrills	Church Street	II	Cliffe Woods
			Cliffe and
Church Of St Helens	Church Street	I	Cliffe Woods
Parish Church of St Mary	Vicarage Road	II Star	
	14 North Street	II	
	12 North Street	II	
	10 North Street	II	
	8 North Street	II	

The Three Gardeners	6 North Street	II
Stoneham	16 London Road	II
	14 London Road	II
	12 London Road	II
	10 London Road	II
Crispin and Crispianus Public House	8 London Road	II
Temple Manor	Knight Road	I
Former Parish Church of St Nicholas	High Street	II
	20 Gun Lane	II
The Red House	195 Frindsbury Road	II
	84 Frindsbury Road	II
	82a Frindsbury Road	II
	82 Frindsbury Road	II
	80 Frindsbury Road	II
Strood Conservative Club	49 Cuxton Road	II
Parish Church of All Saints	Church Green	II Star
Bryant House	1 Bryant Road	II
Candlemas House	42 St Margarets Street	II
Wellesley House	40 St Margarets Street	II
	36 St Margarets Street	II
	34 St Margarets Street	II
	32 St Margarets Street	II
St Marys House	30 St Margarets Street	II
	26 St Margarets Street	II
kings School	St Margarets Street	II Star
Bishops Court	24 St Margarets Street	II Star
St Margarets Cottage	22 St Margarets Street	II
	18 St Margarets Street	II
	16 St Margarets Street	II
	12 St Margarets Street	II
The Coopers Arms	10 St Margarets Street	II
St Margarets House	St Margarets Street	II
Rochester Bridge		II
The Archdeaconry	The Precincts	II
Kings School	7 Minor Canon Row	I
Kings School	6 Minor Canon Row	I
Kings School	5 Minor Canon Row	I
Kings School	4 Minor Canon Row	I
Kings School	3 Minor Canon Row	I
Kings School	2 Minor Canon Row	I
Kings School	1 Minor Canon Row	I
Priors Gate	The Precincts	I
Priors Gate House	The Precincts	II
Southgate	The Precincts	II Star
College Green	The Precincts	II Star
Oriel House	The Precincts	II
Former Barn	The Precincts	II
Kings School	The Precincts	II
Kings School	The Precincts	II
Cathedral Church of Christ & Blessed Virgin Mary	The Precincts	I



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Cloister House	The Precincts	II
Garth House	The Precincts	II
Cathedral Cloister	The Precincts	I
Friends Meeting House	Northgate	II
Royal Crown Hotel	High Street	II
	163 High Street	II
	157 High Street	II
	155 High Street	II
	153 High Street	II
	151 High Street	II
	147 High Street	II
	143 High Street	II
Dickens Chalet	High Street	I
Eastgate House	142 High Street	I
	127 High Street	II
	La Providence	II
	113 High Street	II
	111 High Street	II
	107 High Street	II
	105 High Street	II
	La Providence	II
	La Providence	II
	103 High Street	II
	101 High Street	II
	99 High Street	II
Richard Watt's Charity or Poor Travellers House	97 High Street	I
	93 High Street	II
The Gordon Hotel	91 High Street	II
	85 High Street	II
	83 High Street	II Star
	81 High Street	II
	79 High Street	II
	77 High Street	II
	75 High Street	II
	73 High Street	II
Lloyds Bank	69 High Street	II
	67 High Street	II
	65 High Street	II
	63 High Street	II
	59 High Street	II
	53 High Street	II
	51 High Street	II
The Corn Exchange	High Street	I
	45 High Street	II
	43 High Street	II
	41 High Street	II
	39 High Street	II
	37 High Street	II
	21 High Street	II
	19 High Street	II
Guildhall	High Street	I

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	17 High Street	II
Design and Decorating Centre	170 High Street	II
Animal Tracks	168 High Street	II Star
The Suit Company	164 High Street	II
Camille	162 High Street	II
Challengers of Rochester	160 High Street	II
Change of A Dress	158 High Street	II
	156 High Street	II Star
Elizabeth's of Eastgate	154 High Street	I
Threshers	152 High Street	I
Mann and Co	150 High Street	I
Casa Lina	146 High Street	II
Nimbus Lighting	144 High Street	II
Reeves and Son	142 High Street	II
Paydens Ltd	130 High Street	II
	126 High Street	II
The Eagle Tavern	124 High Street	II
A Taste of Two Cities	106 High Street	II
Francis Iles	104 High Street	II
The Cutting Crew Ltd	102 High Street	II
Dales	100 High Street	II
Grafton House	92 High Street	II
Rochester City Jewellers	98 High Street	II
Grafton House	90 High Street	II
Kaizen	88 High Street	II
Barnacles Sea Food Restaurant	86 High Street	II
Dennis Green	82 High Street	II Star
Stephen Roy	80 High Street	II
City Antiques	78 High Street	II
World Of Difference	68 High Street	II
The Dolls Shop	66 High Street	II
Framecraft	64 High Street	II
Mr Tope's Bistro	60 High Street	II Star
Chertseys Gate	High Street	I
Kings Head Hotel	High Street	II
	48 High Street	II
Southern Housing Group	46 High Street	II
	44 High Street	II
Cloudesley House	42 High Street	II Star
The George Vaults The George Vaults	35 High Street	II Star
Natwest Bank	40 High Street	II
Brownings and Pine	34 High Street	II
	32 High Street	II
Castlebridge Antiques	High Street	II
	28 High Street	II
	26 High Street	II
Chuzzlewits Old Shop	24 High Street	II
	22 High Street	II
	20 High Street	II
The Rochester Bar	High Street	II
Royal And Victoria Bull Hotel	High Street	II Star

	14 High Street	II Star	
	12 High Street	II Star	
	10 High Street	II	
Gundolph House	Gundolph Square	II	
	1 Esplanade	II	
	5 Esplanade	II	
Bridge Chapel	Esplanade	II	
Castle Club	Esplanade	II	
	13 Crow Lane	II	
	11 Crow Lane	II	
	6 Crow Lane	II	
	4 Crow Lane	II	
	2 Crow Lane	II	
Hayward House	Corporation Street	II	
Medway Adult Education Centre	Corporation Street	II	
	1 College Yard	II	
	2 College Yard	II	
	3 College Yard	II	
St.Nicholas Parish Church	College Yard	I	
Whitefriars	Boley Hill	II	
Trevine	Boley Hill	II	
Boley Hill House	Boley Hill	II	
Old Hall	Boley Hill	II	
Milton Cottage	Boley Hill	II Star	
Old Vicarage	Boley Hill	II	
Satis House	Boley Hill	II Star	
Longley House	Boley Hill	II	
The Friars	Boley Hill	II	
Deanery Gate	The Precincts	I	
Victoria House	19 Victoria Street	II	
	15 The Terrace	II	
	12 Star Hill	II	
	17 Star Hill	II	
	29 Star Hill	II	
St Margarets Cemetery Chappels	Maidstone Road	II	
Two K6 telephone boxes	High Street	II	
Boundary Walls, St Bartholomews Chapel	High Street	II	
Parish Church of St Margaret of Antioch	St Margarets Street	II	
Retaining walls, piers, railings and steps	High Street	II	
Walls East of Church	High Street	II	Halling
Boundary wall	58 St Margarets Street	II	
Water Pump, Fort Pitt Grammar School	Fort Pitt Hill	II	
Crimean War Memorial	City Way	II	
Four Tomb Chests	St Margarets Street	II	
Tomb Chest	St Margarets Street	II	
Two Tomb Chests	St Margarets Street	II	
Tomb Chest	St Margarets Street	II	
Nashenden Farmhouse	Nashenden Lane	II	
Gateway and Cart-Shed	Rochester Road	II	Halling
Whorns Place	Rochester Road	II	Cuxton
Church Of St John The Baptist	High Street	I	Halling

Prings	Pilgrims Way	II	Halling
Chapel Houses	6 The Street	II	Halling
Chapel Houses	3 The Street	II	Halling
Chapel Houses	2 The Street	II	Halling
Chapel Houses	1 The Street	II	Halling
Clements Farm House	Pilgrims Way	II	Halling
Court Farm	Upper Halling	II	Halling
The Manor House	122 High Street	II	Halling
	96 High Street	II Star	Halling
	94 High Street	II Star	Halling
Barrow Hill House	Upper Bush Road	II	Cuxton
High Birch	Upper Bush Road	II Star	Cuxton
White Hart House	Sundridge Hill	II	Cuxton
Church of St Michael	Rochester Road	I	Cuxton
Forge Cottage	Bush Road	II	Cuxton
Rings Hill Farm House	Wouldham Road	II	
Ring's Hill Farm House	Wouldham Road	II	
	25 Victoria Street	II	
	23 Victoria Street	II	
	21 Victoria Street	II	
	17 Victoria Street	II	
	15 Victoria Street	II	
	13 Victoria Street	II	
	11 Victoria Street	II	
	6 Union Street	II	
	4 Union Street	II	
	2 Union Street	II	
	16 The Terrace	II	
	14 The Terrace	II	
	13 The Terrace	II	
	12 The Terrace	II	
	11 The Terrace	II	
	10 The Terrace	II	
	9 The Terrace	II	
	8 The Terrace	II	
	7 The Terrace	II	
	6 The Terrace	II	
	5 The Terrace	II	
	4 The Terrace	II	
	3 The Terrace	II	
	2 The Terrace	II	
	1 The Terrace	II	
St Catherines Hospital	Star Hill	II	
	39 Star Hill	II	
	37 Star Hill	II	
	35 Star Hill	II	
	33 Star Hill	II	
	31 Star Hill	II	
	27 Star Hill	II	
	25 Star Hill	II	
	23 Star Hill	II	

	21 Star Hill	II
	19 Star Hill	II
Star Hill Elim Pentecostal Church	Star Hill	II
	34 Star Hill	II
	32 Star Hill	II
	30 Star Hill	II
	28 Star Hill	II
	26 Star Hill	II
	24a Star Hill	II
	22 Star Hill	II Star
	20 Star Hill	II
	14 Star Hill	II
	10 Star Hill	II
Parish Church of St Margaret of Antioch	St Margarets Street	II Star
Thorndikes	60 St Margarets Street	II
Gleanings Mews	4 St Margarets Street	II
Gleanings Mews	3 St Margarets Street	II
Gleanings Mews	2 St Margarets Street	II
Gleanings Mews	1 St Margarets Street	II
The Gleanings	58 St Margarets Street	II Star
Wingham lodge	56 St Margarets Street	II
Grayling House	54 St Margarets Street	II
The Limes	52 St Margarets Street	II
The Limes	52 St Margarets Street	II Star
	50 St Margarets Street	II
	48a St Margarets Street	II
	48b St Margarets Street	II
Fort Clarence House	85 St Margarets Street	II
Mill House	59 St Margarets Street	II
	25 St Margarets Street	II
	23 St Margarets Street	II
Foord Almshouses	56 Priestfields	II Star
Foord Almshouses	48 Priestfields	II Star
Foord Almshouses	44 Priestfields	II Star
Foord Almshouses	Priestfields	II Star
Foord Almshouses	32 Priestfields	II Star
Foord Almshouses	24 Priestfields	II Star
Foord Almshouses	16 Priestfields	II Star
Foord Almshouses	4 Priestfields	II Star
Foord Almshouses	1 Priestfields	II Star
Ivy House	Pleasant Row	II
	31 New Road	II
	30 New Road	II
	29 New Road	II
	26 New Road	II
	25 New Road	II
	24 New Road	II
	23 New Road	II
	22 New Road	II
	21 New Road	II
	20 New Road	II

	19 New Road	II
	18 New Road	II
Medway Manor Hotel	14 New Road	II
Trinity School	13 New Road	II
	11 New Road	II
	10 New Road	II
	9 New Road	II
The Dickens Hotel	5 New Road	II
Rochester Tutors Independent College	3 New Road	II
Linden House	2 Nags Head Lane	II
Watts Almshouses	Maidstone Road	II
Morden Terrace	173 Maidstone Road	II
Morden Terrace	171 Maidstone Road	II
Morden Terrace	169 Maidstone Road	II
Morden Terrace	167 Maidstone Road	II
Morden Terrace	165 Maidstone Road	II
Morden Terrace	163 Maidstone Road	II
Morden Terrace	161 Maidstone Road	II
Morden Terrace	159 Maidstone Road	II
Morden Terrace	157 Maidstone Road	II
	67 Maidstone Road	II
	65 Maidstone Road	II
	63 Maidstone Road	II
	61 Maidstone Road	II
	57 Maidstone Road	II
	55 Maidstone Road	II
	37 Maidstone Road	II
St Ronans	King Edward Road	II
Cottage to rear	374 High Street	II
	365 High Street	II
	165 High Street	II
St Bartholomews Hospital	Hospital Lane	II
	359 High Street	II
	351 High Street	II
	345 High Street	II
	343 High Street	II
	335 High Street	II
	333 High Street	II
	331 High Street	II
	329 High Street	II
House at rear	321 High Street	II
Former County Court	High Street	II
	177 High Street	II
	175 High Street	II
	173 High Street	II
	171 High Street	II
Rochester Head Post Office	High Street	II
Chatham Memorial Synagogue	High Street	II
	312 High Street	II
	310 High Street	II
	308 High Street	II

	306 High Street	II
	304 High Street	II
	302 High Street	II
	300 High Street	II
	298 High Street	II
	296 High Street	II
	294 High Street	II
The Nags Head	292 High Street	II
	286 High Street	II
Anchor House	276 High Street	II
	254 High Street	II
Rochester Independent College	252 High Street	II
Larkhill House	250 High Street	II
	246 High Street	II
Expressions Café	188 High Street	II Star
Berkley House	186 High Street	II Star
Fort Pitt Grammar School, Domestic Science Block	Fort Pitt Hill	II
Fort Pitt Grammar school for girls, Crimea Block	Fort Pitt Hill	II
Troy House	East Row	II
	2 Delce Road	II
Two Bollards	Crow Lane	II
Group of 4 Bollards	Crow Lane	II
Vines Croft	23 Crow Lane	II
The Vines	21 Crow Lane	II Star
Restoration House	Crow Lane	II
Restoration House	Crow Lane	I
St Bartholomews Chapel	High Street	II Star
Hospital of Sir John Hawkins	9 High Street	II
Hospital of Sir John Hawkins	5 High Street	II
Hospital of Sir John Hawkins	1 High Street	II
	12 Ordnance Terrace	II
	11 Ordnance Terrace	II
	10 Ordnance Terrace	II
	9 Ordnance Terrace	II
	8 Ordnance Terrace	II
	7 Ordnance Terrace	II
	6 Ordnance Terrace	II
	5 Ordnance Terrace	II
	4 Ordnance Terrace	II
	3 Ordnance Terrace	II
	2 Ordnance Terrace	II
	1 Ordnance Terrace	II
	5 New Road Avenue	II
	4 New Road Avenue	II
	3 New Road Avenue	II
	2 New Road Avenue	II
	1 New Road Avenue	II
Camden House	4 Hamond Hill	II
Fort Clarence	St Margarets Street	II

## Appendix 4: Statement of Outstanding Universal Value

### Statement of Outstanding Universal Value: Chatham Dockyard and its Defences

**Synthesis:** Chatham Dockyard and its Defences is an outstanding example of a complete industrial military complex from the heyday of the age of sail (1700 to 1820) and the early period of the age of steam (1820 to 1865).

During this period it was one of the foremost naval shipbuilding and repair yards in the world, protected by sizeable military fortifications and barracks. It played an instrumental role in enabling Britain to achieve naval supremacy and exert political, economic and cultural influence on a world stage.

This was a time when such dockyards were the largest industrial centres in the world. Their contribution at the forefront of the Industrial Revolution is represented by the significant investment in the naval and defensive facilities at Chatham during this period. Today, the range of buildings and structures at Chatham Dockyard collectively exhibit a superlative survival – in marked contrast to the other leading dockyards of the day. It is this completeness, of both function and survival, which makes Chatham Dockyard and its Defences unique. This sets the property apart from the dockyards of competing global naval powers, and also from Britain's other Royal Naval Dockyards in the UK and overseas.

#### Criteria:

*Criterion (ii)* The Site exhibits, in shore-based manufacturing processes and military engineering techniques, an important interchange of ideas and values relating to industrial, naval and military architecture and technology during the heyday of the age of sail and the early period of the age of steam (1700-1865). Competition between the three main global naval powers of the time (Britain, France and Spain) created an "arms race" that led to developments in ship design, Dockyard technologies and buildings (including defensive fortifications and barracks) that were necessary to support navies and to gain superiority at sea. As a result, there was continual advancement in technology at Chatham, allowing it to repair, adapt, improve and construct ever-greater numbers of increasingly large and more sophisticated warships. These advancements came from the interchange of ideas. This included the study of captured ships and both sanctioned and more covert inspections of the Dockyards of competing naval powers, plus exchange of information between the British Dockyards. Latterly the private sector commercial companies that were flourishing under the influence of the Industrial Revolution participated.

*Criterion (iv)* The 18<sup>th</sup> and early 19<sup>th</sup> centuries were a significant stage in human history. A number of international wars were fought (the Seven Years War, the American Revolutionary War, the French Revolutionary Wars and the Napoleonic Wars) and colonies established, as the major European powers sought to control international trade and gain political advantage. By 1815, Britain was the dominant power, and had succeeded in exerting significant global influence politically, economically and culturally. The decisive factor in these struggles was naval power, and countries therefore competed to build and service large fleets of warships, through the development of dedicated and defended Dockyard



complexes. Chatham is the outstanding example of such a complete industrial military landscape.

**Integrity:** The nominated property includes within its boundary all elements necessary to express its outstanding universal value. Its completeness is represented by the range of buildings, structures and features (including below ground archaeology, spatial planning and open areas of land) most closely associated with the British Royal Naval Dockyard, its defences and military infrastructure at Chatham, during its period of greatest significance (1700-1865). It includes a complete range of shipbuilding and repair facilities and contains the range of buildings and structures that demonstrate the scale and innovation of the facilities at Chatham.

The ensemble of buildings, structures and spatial planning and layout of the fortified Dockyard complex has survived substantially intact. The physical fabric of the property has largely not suffered from adverse effects of development or neglect, and change is controlled through statutory protection and management measures. The main elements of the property are generally in good condition, and there are effective conservation management processes in place to maintain the condition of all significant buildings, structures and features that contribute to its outstanding universal value.

**Authenticity:** The identified attributes of the nominated property truthfully and credibly express its outstanding universal value, in terms of form and materials, including machinery and fittings. The attributes evidence high levels of surviving authentic fabric, and considerable elements of the Site are still used in the manner in which they were originally intended, or in a manner that is sensitive to their original purpose. The location, layout and setting of individual buildings is also intact, as are principal inter-relationships between site components. The attributes that express the outstanding universal value of the nominated property are separately identified in the Site Management Plan.

**Management and Protection:** The UK Government protects World Heritage Sites in England in two ways. Firstly individual assets are designated under the Planning (Listed Buildings and Conservation Areas) Act 1990 and the 1979 Ancient Monuments and Archaeological Areas Act, and secondly through the UK spatial planning system under the provisions of the Town and Country Planning Act 1990. The nominated property is fully protected by Conservation Area status, and all of its principal buildings and structures are listed, and/or scheduled.

National guidance on protecting the historic environment (Planning Policy Statement 5 and World Heritage Circular 07/09) and accompanying explanatory guidance has been published by Government. Regional and local plans and policies which further protect the nominated property are listed in Appendix D.

Stakeholders for the nominated property are committed to the implementation of the Site Management Plan (2009), and the measures it contains to ensure the conservation, protection, promotion and enhancement of the Site's outstanding universal value. The steering group has met regularly since 2007 to secure this, addressing the opportunities and challenges identified by the Management Plan (section 5). Of note, the steering group has adopted a Development

Protocol (2009). This establishes the nature of development in the site and its buffer zone which may affect the site's outstanding universal value, and determines how and when the group should comment on planning applications and proposals.