Medway Local Plan Heritage Asset Review

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Executive Summary

The Medway Heritage Asset Review intends to provide a comprehensive overview of the heritage assets in Medway in order to inform the development of a Heritage Strategy to support the emerging Medway Local Plan 2041. Medway benefits from a rich heritage spanning millennia, underpinning the local distinctiveness and creating a unique and special character that can be readily interpreted through the historic environment.

The main report is broken down into sections, initially looking at the topography of Medway and how this influenced human settlement in the area, then looking at the development of the key settlements in Medway; taking into consideration the key drivers for their establishment and identifying existing heritage assets.

Furthermore, the main influences to development in the area are also considered; including Chatham Dockyard and the military, the brick, cement and lime industry, agriculture, maritime and religion.

Through investigating Medway's history both geographically and thematically, the significance of heritage assets and the importance of historic landscapes can be readily identified; enabling a better understanding and providing opportunities to enhance their enjoyment.

Non-designated heritage assets are also identified using a broad range of sources; providing a deeper knowledge of what shapes the distinct local character experienced in Medway and the how this identity is of great importance to the local community.

The report concludes with suggestions for additional areas of research and identifies themes to be considered to inform the development of a coherent and robust Heritage Strategy that will help enhance, understand and celebrate Medway's heritage for years to come.

Contents

Introduction

Medway is a unique area, with a rich array of heritage that spans millennia. This heritage forms the Medway that we experience today and underpins the character of the area, its significance cannot be down-played; therefore the role of heritage in the future growth of Medway is of utmost importance.

An objectively assessed need of nearly 30,000 homes, over 400,000sqm of commercial floor space and the associated infrastructure has been identified as being required for delivery between 2015 and 2035 through the emerging Medway Local Plan. Heritage and the historic environment will play a significant role in this, ensuring that growth is delivered sustainably and in a way that respects and enhances the area's local distinctiveness. Many commendable examples of the integration of heritage and modern development are readily identifiable in Medway and these will be used as examples of good practice throughout the document.

This report will provide a comprehensive overview of the built heritage of Medway, created as part of the heritage evidence base for the Medway Local Plan 2041. Its purpose is to review and assess the historic environment in Medway in order to provide a strategic, evidence-based framework that underpins the emerging Medway Local Plan. The main objectives of the Medway Heritage Asset Review are to:

- Inform a positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment.
- Identify themes and issues that may be further developed as part of the Local Plan.
- Bring together existing sources on Medway's heritage to provide an extensive quantitative and qualitative evidence base.
- Assess the factors and themes that have influenced Medway's heritage.
- Identify areas of weakness in in the evidence base that requires further work or research.
- Assess the significance of heritage assets, their contribution, their status and needs, the scope for enhancement, and their potential to contribute to the delivery of sustainable development.
- Identify the likelihood of unidentified heritage assets, particularly sites of historic or archaeological interest.
- Provide an assessment of where development would be inappropriate due to historic significance with regard to allocations in the Local Plan.

Policy Context

The statutory duty of the Local Authority in exercising its powers in respect of the historic environment and the guidance contained within the National Planning Policy Framework provide the relevant context within which planning policy for the built heritage is being prepared in the Medway Local Plan.

The Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities and the Secretary of State:

- *In considering whether to grant planning permission for development, to have special regard to the impact that development proposals would have on the setting of listed buildings, and*
- *When exercising any powers under the provisions of the planning Acts, to pay special attention to the desirability of preserving and enhancing the character or appearance of conservation area.*

Local plans provide the planning policy framework within which decisions are made on whether or not to grant planning permission for development. It is important to ensure that the Local Plan enables the local planning authority to discharge the special duties stated in the 1990 Act when considering development proposals which affect the setting of Listed Buildings or the character and appearance of Conservation Areas.

National Planning Policy Framework (NPPF) 2024

The NPPF sets out specific requirements for the historic environment in the following paragraphs:

Paragraph 203: *Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:*

- *the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;*
- *the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
- *the desirability of new development making a positive contribution to local character and distinctiveness; and*
- *opportunities to draw on the contribution made by the historic environment to the character of a place*.

Paragraph 205: *Local planning authorities should maintain or have access to a historic environment record. This should contain up-to-date evidence about the historic environment in their area and be used to:*

- *assess the significance of heritage assets and the contribution they make to their environment; and*
- *predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future.*

Further information on conserving and enhancing the historic environment is available online through the National Planning Practice Guidance (NPPG).

Characteristics of Medway's Heritage

Much like many areas of Kent, the built heritage of Medway is clustered around the main urban settlements. Outside of these areas, much of the built heritage is associated with agriculture, owing to the large swathes of high quality agricultural land. Historically, this agricultural industry prevented overly-extensive urban sprawl, constraining development to the main settlements. Medway's built heritage owes much of its character to a number of key factors:

- Medway's location on the River Medway and the southern bank of the River Thames, provided the basis for the first settlements in Medway. The deep-water, mud-banked River Medway provided opportunity for the repair and storage of ships, in-turn giving rise to a number of ports, wharves and associated industries; along with the Royal Navy Dockyard and its associated fortifications, barracks and other defensive structures.
- The high quality agricultural land used primarily for the production of fruit and other crops, which led to the development of a number of farmhouses and other agricultural buildings.
- The presence of the Roman military road – Watling Street and the associated river crossing at Rochester Bridge, constructed to link London with Canterbury and the ports with mainland Europe and beyond.
- The geology of the area; primarily made up of chalk and flint; but also clays; leading to the establishment of the local brick, cement and lime manufacturing industries of the Industrial Revolution-era.
- The range of religious and ritual funerary structures and archaeology that can be dated back over two thousand years.

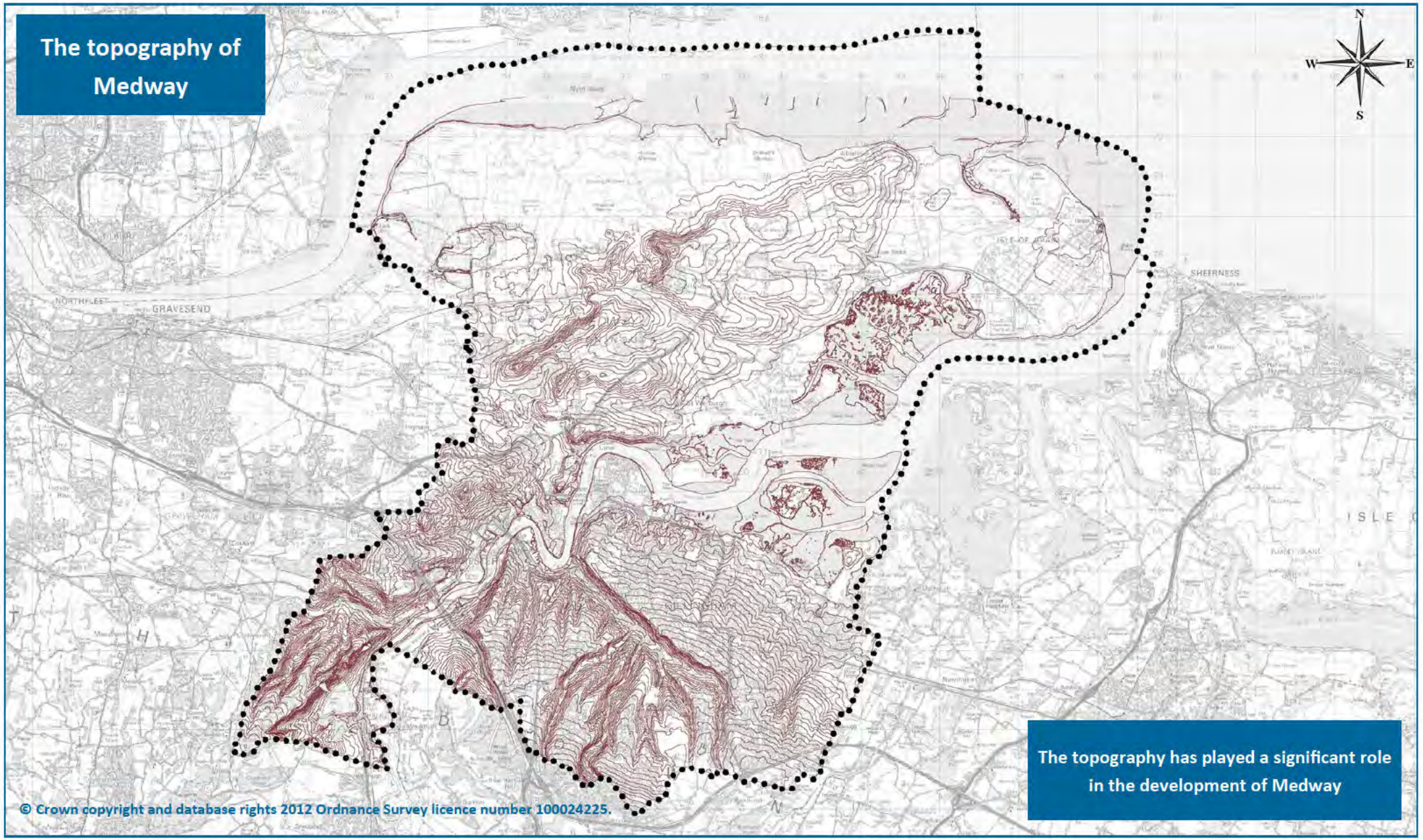
The document will address the each of these factors, investigating how they can be interpreted today through Medway's rich and vibrant heritage.

The topography of Medway

Medway takes its name from the River Medway that flows south-east from Sussex and through Kent for around 70 miles to the North Sea. Medway is separated into 2 main sections; to the north and west of the River Medway, covering Halling, Cuxton, Strood along with the numerous settlements across the Hoo Peninsula; and to the South and East of the river, along the northern banks of the River Medway are Rochester, Chatham, Gillingham and Rainham.

Much of the northern section of Medway is primarily made up by the Hoo Peninsula, a large finger of land bounded to the north and east by the River Thames and to the south by the River Medway. The peninsula is characterised by a ridge running south-west to north-east, known as the 'Hundred of Hoo Hills', along with the river edges bounded by extensive, low-lying salt marshes. The land adjoining the Hoo Peninsula follows the course of the River Thames west towards London. South of the River Medway the area slopes gently upwards to the North Downs, a chalk ridge stretching from Farnham in Surrey to the White Cliffs in Dover. The Kent Downs Area of Outstanding Natural Beauty forms part of the North Downs through Medway, the influence of which extends beyond the designation to the valleys and scarps that characterise Capstone, Horsted, Luton and Walderslade. The southwestern portion of Medway has its own separate character, where the River Medway cuts through the North Downs on its course through Kent.

This unique topography of hills, valleys, woodland, rivers and salt marsh has helped sustain life in the area for millennia; providing food, shelter and opportunities for commerce for its inhabitants. The earliest known settlement in the area can be evidenced through the early-Neolithic chambered long barrows of the lower Medway Valley that date back to around 4,000 BC.


The topography of Medway
N
W
E
S
GRAVESEND
SHEERNESS
ISLE OF GRAIN
The topography has played a significant role in the development of Medway
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Characteristics of Medway's Heritage

Oast houses in Star Lane

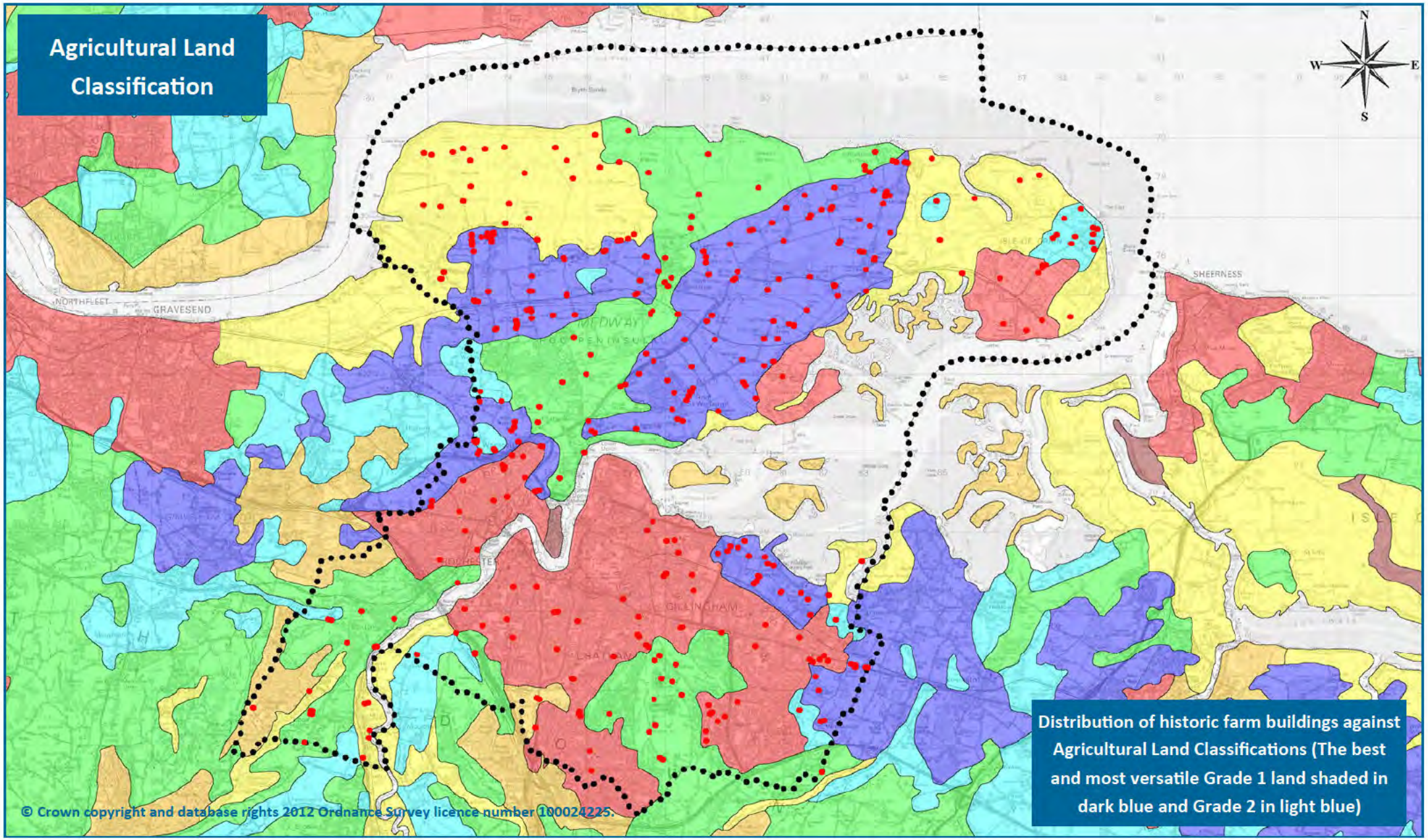
Agriculture

Medway has a relatively large proportion of Grade 1 (excellent) and Grade 2 (very good) agricultural land, much of which is located to the eastern edge of Rainham and across the Hoo Peninsula. The distribution of historic agricultural buildings broadly accords to the areas of the higher quality agricultural land across Medway. Furthermore, farms located in other rural areas, such as around the salt marshes of within the Capstone Valley, are more commonly used for grazing cattle or equine uses; however an integration of these different types of farming is also evident.

The historic North Kent Fruit Belt extends across a portion of Medway stretching into the eastern and northern extremities of Rainham; making apples, pears, cherries and other soft fruits some of the primary local agricultural produce in the area.

Much like many other parts of Kent, the production and processing of hops has also played an important role in Medway's rural economy. Alongside this, large areas of arable farming, grazing and equine uses also characterise much of the rural landscape resulting in a dispersed settlement pattern that characterises the rural areas of Medway, with irregular fields being enclosed by narrow roads, paths and tracks.

A number of historic farmsteads, manor houses, barns and oast houses still exist, creating a stunning backdrop that characterises much of Medway's rural landscape and providing a vital insight into historic local agricultural practices. This distinct landscape provides many intimate spaces for recreational users to enjoy, often giving a sense of being in a deep rural location, rather than on the urban fringe.



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Characteristics of Medway's Heritage

Industry

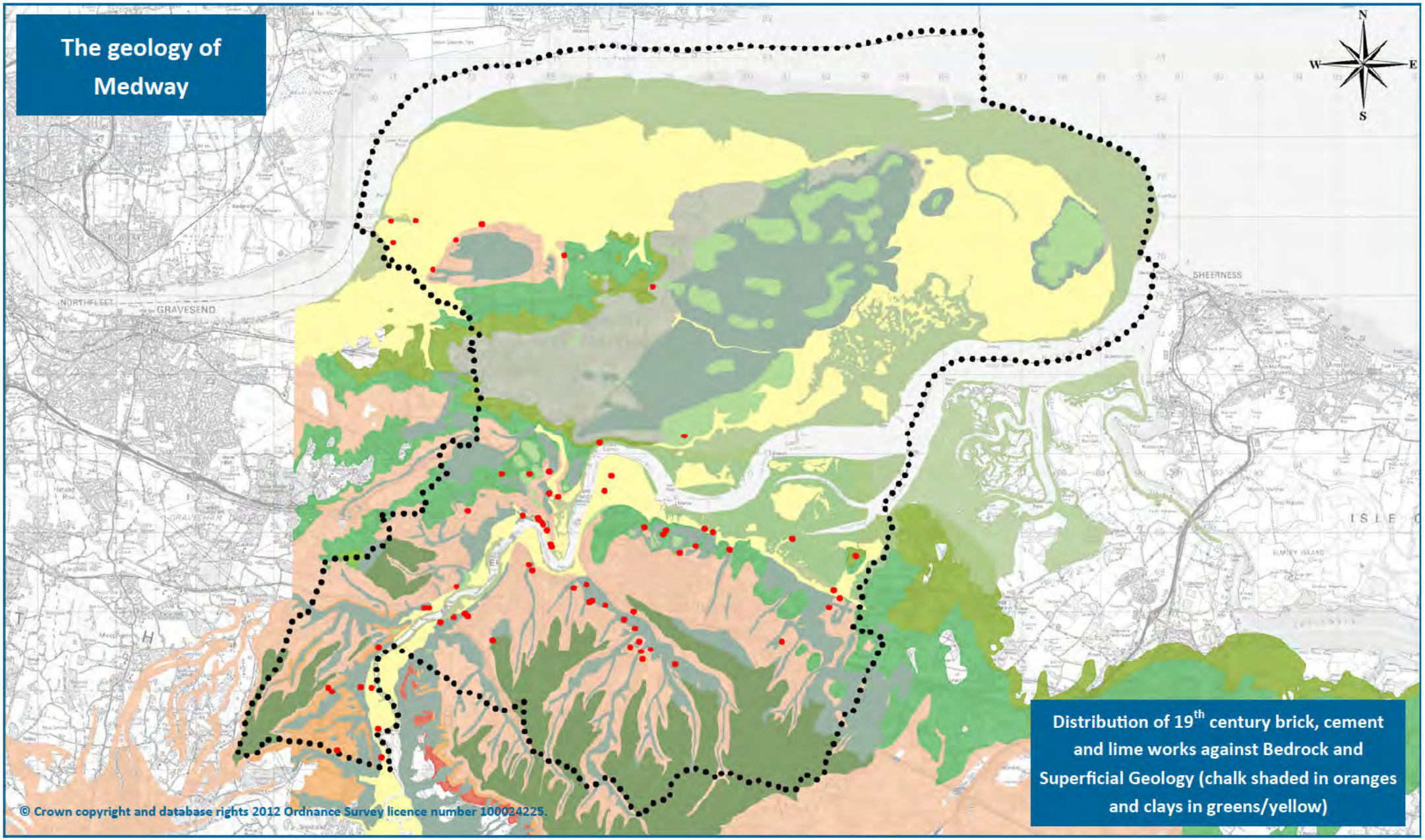
Much of the early industry in Medway owes to the location on the river, such as small ports and wharves for fishing and shipbuilding; along with agricultural industries.

With the arrival of the Royal Navy in 1547 Medway's industrial landscape was defined for the next few centuries. Initially, the Royal Navy used the River Medway as an anchorage, before establishing a dockyard in the area now known as Gun Wharf in Chatham. The dockyard brought with it the need for many trades, including forges, rope and sail making, carpentry and stevedores. Further to this, a great need for building materials for dockyard and supplies for the ships was also needed; leading to the establishment of numerous local quarries, brickfields, timber yards and farms in the surrounding area.

Due to the abundance of high quality chalk and clay in the area and combined with excellent river access to London, the manufacturing of bricks, cement and lime established itself as one of the major industries in Medway providing the much needed building materials via barge along the River Thames. By the late 19th century a series of brick fields, chalk quarries, cement and brick factories dominated much of the riverside landscape.

Whilst a great deal of the industrial landscape created by the brick, cement and lime industry has now condensed down to a handful of operating factories and a few derelict remains; the social legacy of the industry, such as the terraces of housing that characterises many areas of Medway, can be readily identified. This housing, much of which is in remarkably good condition, is worthy of further research and interpretation; with some of the better examples potentially being suitable for inclusion on to a Local List.

Kilns in Cliffe


The geology of Medway
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NORTHFLEET
GRAVESEND
SHEERNESS
ISLE
Distribution of 19th century brick, cement and lime works against Bedrock and Superficial Geology (chalk shaded in oranges and clays in greens/yellow)
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Characteristics of Medway's Heritage

Maritime and Riverside

The River Medway and River Thames are engrained in the cultural heritage of Medway and have been the lifeblood for settlement in the area for millennia; providing a source of food, raw materials, transport, employment, leisure, artistic inspiration and even as a means of protection from invasion. Since the closure of Chatham Dockyard in 1984 many of the associated maritime trades have declined and the wharves closed, leading to a number of riverfront regeneration programmes and a gradual move away from the traditional 'working river' to more leisure-based pursuits.

The salt marshes of the Hoo Peninsula

Salt working: Prior to the introduction of refrigeration, salt was the best means of preserving meat and fish for extended periods. Due to the low lying nature of much of Medway, salt working is considered to be one of the first industrial processes to utilise the riverside areas. The process involved quite simply the evaporating of sea water to extract the salt.

The Bronze Age (c. 2,000 – 700 BC) provides the first indication of salt working in Medway, however more abundant remains have been found dating back to the Iron Age (c. 700 BC – 43 AD) around both Cliffe and Cooling, along with just outside Medway on Burntwick Island in the river Medway. Salt workings continued to operate all the way through to the 18th century in Medway when the salt mining industry in areas such as Cheshire became more economically viable.

Clay digging: The simplified explanation for producing cement involves combining clay with the limestone from chalk. The abundance of both chalk and clay in Medway gave rise to an extensive industry throughout the 19th and 20th century that shaped many of the riverside areas. Before mechanisation the clay required for the cement industry was dug by hand by workers that gained the name 'muddies' who would venture out at low tide to dig the clay from the muddy foreshore, mainly around the southern edge of the Hoo peninsula. The clay was then loaded onto barges beached on the mud that would then be carried to the various cement works along the river at the next high tide.

Clay digging on the Hoo peninsula can be dated back much further than the 19th century and its use extends beyond that for cement and brick manufacture. Through archaeological excavations a range of kilns, pits and pottery finds have been uncovered dating back to the Roman era, indicating the quality and continued importance of the local clay.

Grazing: It is believed that the draining and reclamation of the salt-marshes on the Hoo peninsula began in the 13th century, where it was found that the nutrient-rich pasture could sustain a higher number of animals than in a regular meadow. Furthermore, it was believed that the salt-marshes were beneficial to the health of livestock and would help resist disease. Grazing on the salt-marshes continues today with the responsibility often passed down through generations of the same family. The stewardship of the salt-marshes through this traditional method is a key example of the cultural heritage in this area of the Hoo peninsula.

Fishing: The rivers in Medway have historically functioned a means of human sustenance. Regulation of commercial fishing the River Medway can be traced back to 1446 through a Royal Charter issued by Henry VI, granting rights to the citizens of Rochester to fish the river between Sheerness and Hawkwood, near Burham. Fishermen from London were also allowed to catch certain fish along the northern bank of the river Medway as far up as Upnor, with the extent of the fishing grounds marked by the Old London Stone, now Grade II Listed.

Similarly, oyster fishing in the Medway is also regulated, however controlled by an Act of Parliament from 1729 for *'regulating, well ordering, governing and improving the Oyster Fishery in the River Medway and waters thereof…'* which saw the establishment of the Rochester Oyster and Floating Fishery, a working guild that today still oversees fishing in the Medway. This was followed by a second Act in 1865 entitled *'An Act for Better Regulating the Rochester Oyster Fishery and for other Purposes'*. Both acts were introduced as a means to control and settle disputes in what had become a competitive market, and to protect the river from overfishing. Unfortunately however, due to pollution and disease oyster stocks steadily decreased, with the winter of 1939-1940 wiping out the remaining oysters.

Shipbuilding: Commercial shipbuilding in Medway established itself as a major riverside industry in the 16th century after the arrival Royal Navy. The first recorded ship to be launched after the arrival of the Navy was HMS Sunne in 1586, a small 5-gun pinnace constructed at Sunne Hard; located at the original site of the dockyard at Gun Wharf. Not all ships for the navy were constructed at the dockyard however, in fact a great number were constructed by private contractors at shipyards along the river Medway before being towed to Chatham Dockyard to be fitted out. As many as eleven private contractors in Medway contributed to the construction of vessels for the Royal Navy, with the largest being owned by Josiah and Thomas Brindley in Frindsbury, which at their height employed over 50 shipwrights and apprentices. The last vessel for the Royal Navy to be built in Medway was HMS Ocelot at Chatham dockyard in 1962, an Oberon-class diesel electric submarine. HMS Ocelot operated through to 1991 before being returned to Medway where she now features as an attraction within the Historic Dockyard Chatham.

HMS Ocelot at the Historic Dockyard Chatham

Characteristics of Medway's Heritage

With the surrender of Napoleon and cease of hostilities with France in 1815, the demand for warships built by private contractors declined leaving many of the shipyards in Medway facing closure. This was short-lived however due to the emergence of the brick, cement and lime industry which required barges to transport their materials between where they were dug to the factory, and then to deliver the final product from the factory to the customer. One of the oldest barge-building firms in Medway was Curel's Yard, which is likely to have taken over from where Josiah and Thomas Brindley's yard once stood in Frindsbury. Curel's launched their first barge, John, in 1841 which was followed by over 100 other barges by 1890.

Traditional sailing barge on the Medway

Prior to the Second World War a range of traditional fishing boats operated on the river Medway, the most popular being *'dobles'* and *'bawleys'*. Dobles were smaller of the two, around 5-6 metres long and usually powered by oars; whereas bawleys were a type of traditional fishing smack, originally powered by sails but later on had engines fitted. The name 'bawley' is believed to have originated due to the boat having a boiler on board in which shrimp were cooked immediately after being caught to keep them fresh.

The abundance of ship and boat builders led to a great deal of competition between the crews of the various vessels who regularly challenged each other to races. Organised barge races between the various brick and cement factory owners began on the river Thames in 1863, which was followed by the first official open barge race on the river Medway in 1880. The races continued well into the 20th century but slowly petered out in the 1960s, however the tradition (including an annual Medway Barge Match) is continued to the present day by private owners.

Prison Hulks: The early 19th century saw the emergence of hulks appear on the river Medway to house prisoners as they were believed to be a cheaper option to constructing prisons on land. Many of the prisoners were a result of soldiers captured during war, or due to be convicted of criminal activity, such as theft or assault. There were up to nine prison hulks present on the river Medway at any one time, with 3 at Sheerness and 6 at Chatham. The hulks were usually converted warships that were stripped of their fittings and bars installing across openings to prevent escape. Life aboard the hulks was cramped, dirty and dangerous, with many prisoners suffering from malnutrition and infestations of fleas and lice. The cramped living conditions meant the disease was rife and spread quickly with cholera, smallpox and typhus taking the lives of many of the inmates. Many of those that died aboard at Chatham were buried on St

Marys Island, which when was subsequently moved in 1904 when Chatham Dockyard was extended. Further graves were discovered and moved to the site at St Georges Church during the initial stages of the development of St Marys Island in 1991.

Wrecks: Due to the range and quantity of ships and boats that were used on the river Medway, it is unsurprising to see so many wrecks lining its shores. One of the most distinctive wrecks found on the Medway is the Ferro Concrete Cargo Barge. Originating in the Second World War these barges were intended for the transport of water along the rivers and canals around the country. They were constructed from steel mesh reinforced concrete panels bolted and cemented together in order to conserve the use of steel for the war effort, with 472 being constructed by the building company (rather than shipbuilders) Wates Ltd based in Barrow-in-Furness. These hulks now characterise much of the riverside areas of the Medway, with identifiable examples being used for sea defences and pontoons at the marinas in Hoo, Gillingham and Strood.

Ferro concrete barges in Gillingham

The wreck of U112

Alongside the ferro concrete barges a number of abandoned wooden barges from the former brick, cement and lime industries can also be identified in many locations along the banks of the rivers, gradually being subsumed by mud. Few of these barges now remain, indicating a progressive loss of a traditional ship that characterised the Medway and Thames throughout the 19th and 20th century.

Other notable wrecks of Medway include three First World War era German submarines visible on the mud at Humble Bee Creek and Sled Creek, between Stoke and Kingsnorth. The submarines were captured by the Royal Navy and subsequently sold for scrap, with the engines reportedly removed for use in a cement works at Halling before the remaining hulks were partly dismantled and then abandoned. The 3 submarines have recently been identified as U112, UB76 and UB93.

Characteristics of Medway's Heritage

Memorial to those who lost their lives aboard HMS Bulwark and Princess Irene

A number of other wrecks remain below the waterline and often resulted in the loss of life at the time of sinking. Two of the most tragic incidents that resulted in submerged wrecks are that of HMS Bulwark and HMS Princess Irene. HMS Bulwark was a London-class pre-dreadnought battleship launched from Davenport in 1899. Whilst moored at Kethole Reach, a powerful internal explosion tore through the ship on the morning of 26th November 1914, likely to have been caused by overheating cordite charges stored adjacent to a boiler room bulkhead. The explosion led to the immediate loss of 736 of her 750 men, with a further 2 dying from their injuries in hospital.

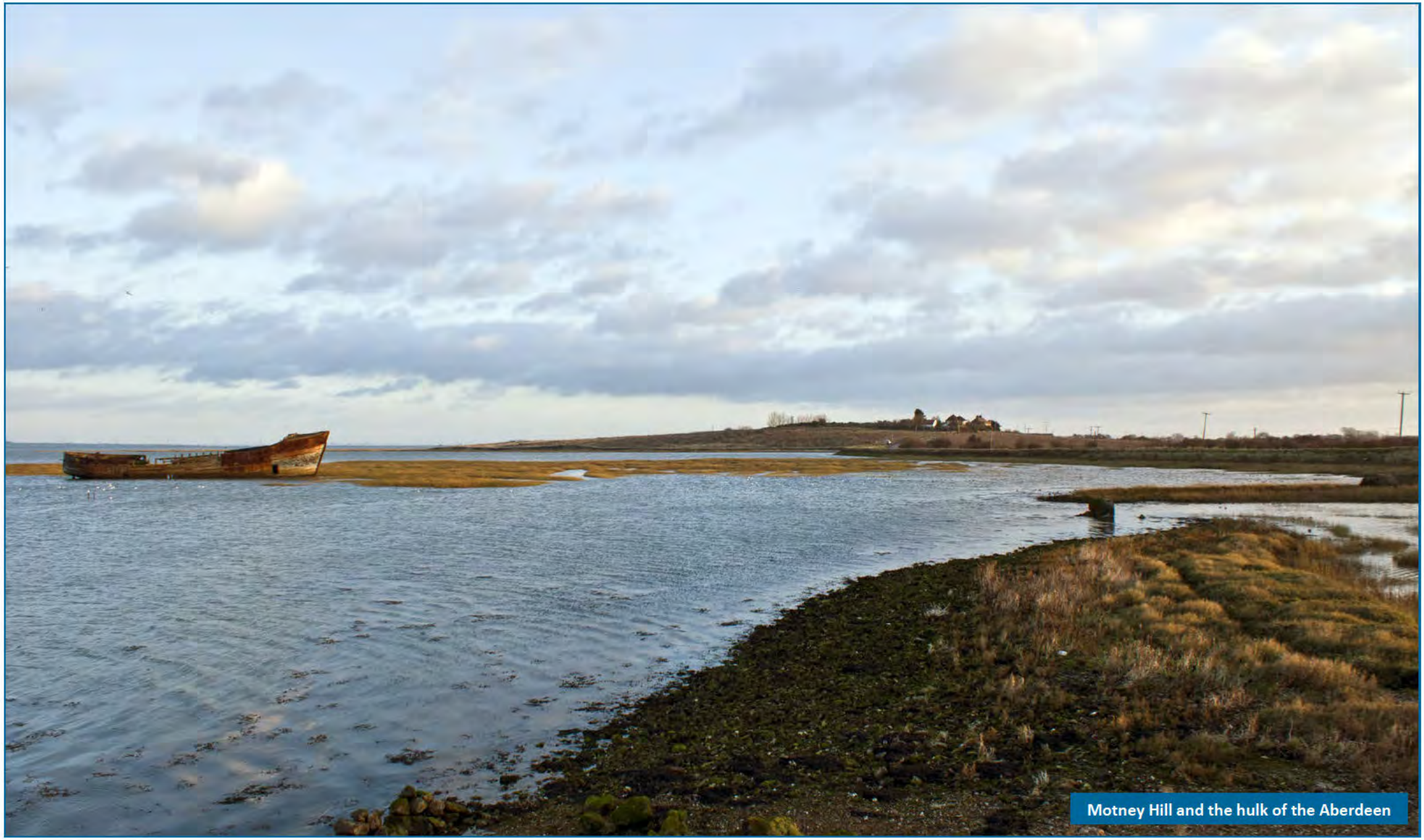
A few months later HMS Princess Irene, a converted auxiliary minelayer, also exploded whilst moored in Saltpan Reach on 27th May 1915. The explosion resulted in the loss of 352 men and was believed to have been caused by faulty primer on a mine loaded on board.

Memorials to those lost on both Bulwark and Princess Irene were erected at the Dockyard Church at Sheerness, the Naval War Memorial in Southsea and at Woodland Road Cemetery in Gillingham.

Aveling and Porter: Whilst not being entirely related to the river, the location of the Aveling and Porter works adjacent to Rochester Bridge and overlooked by the Rochester Castle made them one of the most renowned businesses in the area.

Aveling and Porter's main interest was in the design and construction of steam powered traction engines. Half of the Aveling and Porter enterprise was Thomas Aveling, who described himself as an 'Ironfounder and Agricultural Engineer' who became frustrated by the slow pace of agricultural labour and so began experimenting with steam power, culminating in the invention of the first steam plough in 1858. In 1860 the business moved to a site adjacent to Rochester Bridge in Strood, and in 1862 Thomas Aveling went into partnership with Richard Porter to form Aveling and Porter. The company pursued the refinement of traction engines and the development of steam rollers, with the first practical example being produced in 1865. From 1868 the company began to supply the government with steam rollers, traction engines and road locomotives, with others being sold abroad to France, Russia and Italy. Many of the engines sold to the government were constructed to meet the requirements of the Royal Engineers, based nearby in Brompton.

The company grew rapidly, gaining recognition and establishing its global presence, with the workforce peaking in the 1890s at around 1,500 employees. Construction of steam rollers and traction engines continued through the early 20th century when in 1919 the company joined the Agricultural and General Engineers combine. The combine was short-lived however, going into receivership in 1932. Fortunately, Aveling and Porter were rescued in 1933 and merged with Barford and Perkins to form Aveling-Barford. As part of the merger, the Strood works were closed and their operations relocated to Grantham in Lincolnshire.



Motney Hill and the hulk of the Aberdeen

Characteristics of Medway's Heritage

Military and Defence

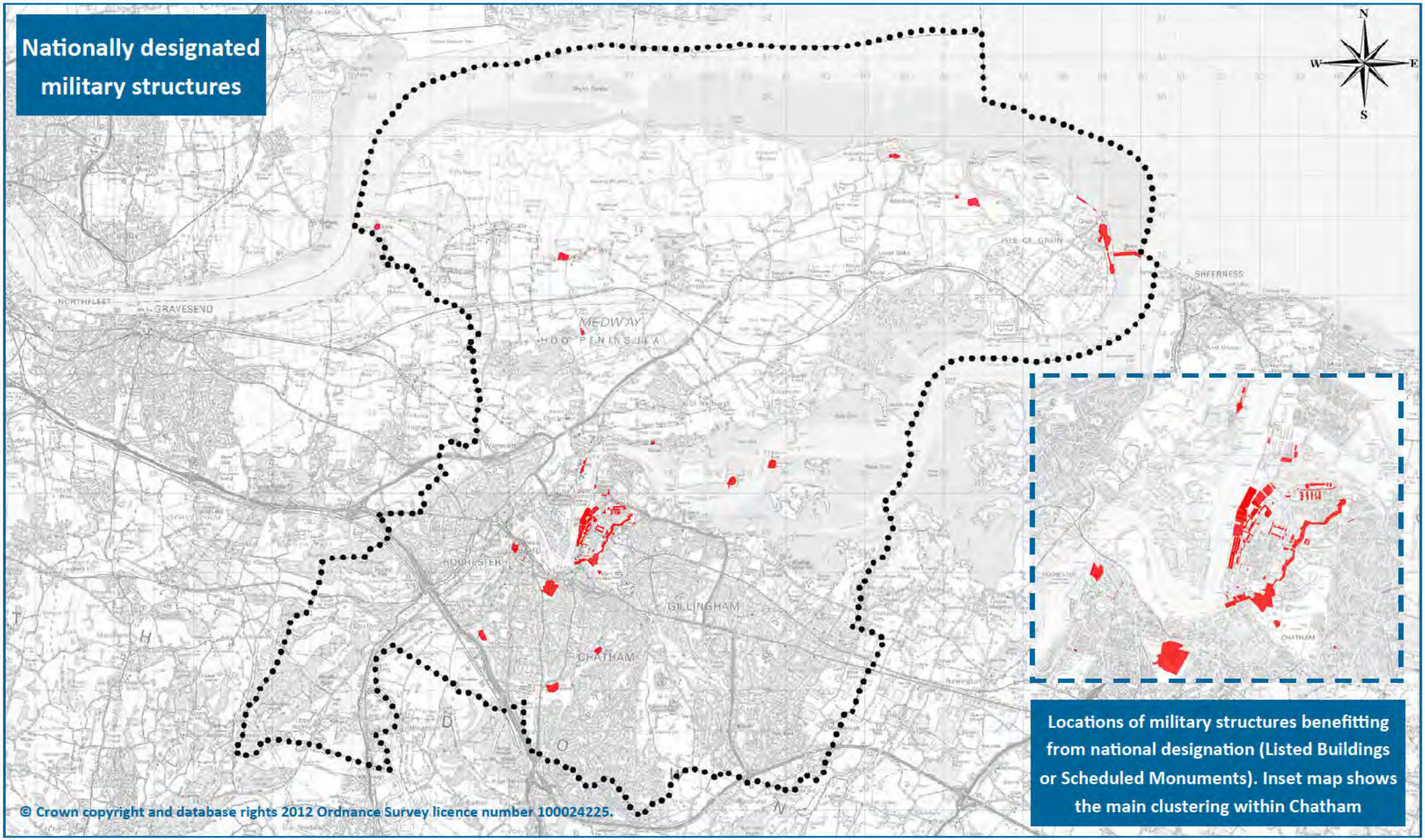
Much of the military influence on the historic landscape in Medway was primarily located in the most strategic positions in order to control movement across the area; be it by land, sea, or by air, in order to defend the dockyard, magazines and barracks. The earliest evidence of military occupation in Medway dates back to the Roman invasion of England and their subsequent settlement at Rochester in 43 AD. The Romans noted the strategic importance of the area on the bend of the river, leading to the construction of a walled stronghold, and later, the first bridge to cross the River Medway. The Roman name for Rochester was *Durobrivae*; the *'walled town by the bridge'* and was located on the Roman road Watling Street (now the A2); linking London to Canterbury, Dover and Richborough.

Following the end of the Romano-British period, much of Rochester was likely in a state of dilapidation and was subsequently ravaged a number of times through the late 7th century. This was followed by a period of peace during which Rochester prospered, benefitting from a market, trading centre and one of the most productive mints in the country. This period of peace was short-lived when in 842 AD the Danish Vikings sailed up the River Medway and plundered Rochester. This was followed by another attack a few years later in 885 AD; however the town did not fall this time and managed to repel the siege when King Alfred and his men arrived to relieve the defenders within the town walls.

In around 975 AD a new bridge across the river at Rochester was constructed to replace the previous Roman crossing, with local lords, the king, the bishop of Rochester and the archbishop of Canterbury responsible for its upkeep. The bridge was formed of nine stone piers with ten arches, with possibly a wooden defensive tower and drawbridge at its eastern end.

Just under a hundred years later, Britain saw the next major invasion with the Normans arriving at Pevensey in 1066, leading to the construction of a Norman motte-and-bailey castle on the site of the present castle in Rochester. This was subsequently replaced by one of the earliest castles in the country to be fortified in stone, in 1088. Numerous alterations were made to the castle over the years; however the strategic location overlooking Rochester Bridge and the River Medway was now established.

Rochester Bridge and Castle


Nationally designated military structures
N
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E
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GRAVESEND
NORTHFLEET
MEDWAY
HOO PENINSULA
ISLE OF GRAIN
SHEERNESS
ROCHESTER
GILLINGHAM
CHATHAM
Locations of military structures benefitting from national designation (Listed Buildings or Scheduled Monuments). Inset map shows the main clustering within Chatham
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The Naval Memorial on the Great Lines

Chatham Dockyard

The year 1547 saw the arrival of the Royal Navy to the river Medway. Chatham Dockyard was initially established when number of storehouses were erected on the site now known as the Old Gun Wharf, with a mast pond added in 1570 to assist with the repair and construction of ships. Further additions were made over the following years when in 1618 a new dockyard area was established in its current location, slightly north of the Old Gun Wharf site. The whole area was then enclosed by a wall in 1623. The 18th century saw a shift in political attention westwards towards the Mediterranean and the New World, putting the Royal Dockyards of Portsmouth and Plymouth at a geographic advantage over Chatham. Coupled with the River Medway beginning to silt heavily, the role of Chatham Dockyard was altered from a naval base to the principal shipbuilding and repair yard for the country. This period of change saw the construction of many of the existing buildings; including Commissioners House, Officers' Terrace, the Wheelwrights' Shop and the Timber Seasoning Sheds to name but a few.

The 18th century alterations were followed by a considerable modernisation programme in the late 19th century, including the construction of many other existing buildings including the storehouses on Anchor Wharf, the Royal Dockyard Church, No. 1 Smithery, the Covered Slips and the introduction of steam power to the dockyard through the Brunel Saw Mill.

Following the news that the French Navy had laid down the first ironclad battleship La Gloire in 1858, the Royal Navy began to pursue a programme of ironclad steam-powered warships in order to retain dominance of the seas. The first Royal Navy ironclad warship was HMS Warrior which was launched in 1860 from a commercial ship-building yard on the Thames. This was followed

shortly afterwards by HMS Achilles in 1864; the first ironclad warship constructed at Chatham Dockyard. The will to develop a fleet of ironclad steam-powered warships led to further expansion of the dockyard which included the reclamation of St Mary's Creek and marsh for the construction of three non-tidal basins and four dry docks. By 1885 the dockyard had expanded to 500 acres from just 61 acres in 1746. In order to support the growing number of servicemen passing through the dockyard, a permanent shore base was constructed between 1897 and 1902 called HMS Pembroke, taking its name from one of the three of the former hulks (the others Royal Adelaide and Forte) that previously served this purpose moored alongside the south wall of No.2 basin. Once completed the new base was able to accommodate nearly 5,000 officers and men.

Chatham remained an important naval base and dockyard throughout the 20th century, playing a vital role in both World Wars. Recognition of this was made through the unveiling of the Chatham Naval Memorial on the Great Lines above Chatham in 1924 to commemorate the sailors, airmen and marines of the Royal Navy who gave their lives during the First World War but who have no known grave. Similar memorials were also unveiled at both Portsmouth and Plymouth. The memorial was subsequently extended after the Second World War adding a further 10,098 names to the original 8,515.

Chatham Dockyard was finally closed in 1984, ending the 400-year relationship between the Royal Navy and Chatham. Shortly after closure the dockyard was taken into the stewardship of the Chatham Historic Dockyard Trust and re-opened as a visitor attraction; the Historic Dockyard Chatham. Since then the Historic Dockyard Chatham has gone from strength to strength, becoming nationally recognised through the development of a series of interactive exhibits, galleries and experiences, including a number of important former Royal Navy ships including HMS Gannet, HMS Cavalier and the Chatham-built submarine HMS Ocelot. The site is further sustained through a mix of complementary uses, many of which reuse the original historic dockyard buildings, including; educational facilities, businesses space and residential areas.

Furthermore, the site of the former HMS Pembroke has also been subject to a great deal of sensitive regeneration with the introduction of a university campus with many of the former naval buildings have been renovated and refitted for use as classrooms, offices, laboratories, a library and other facilities.

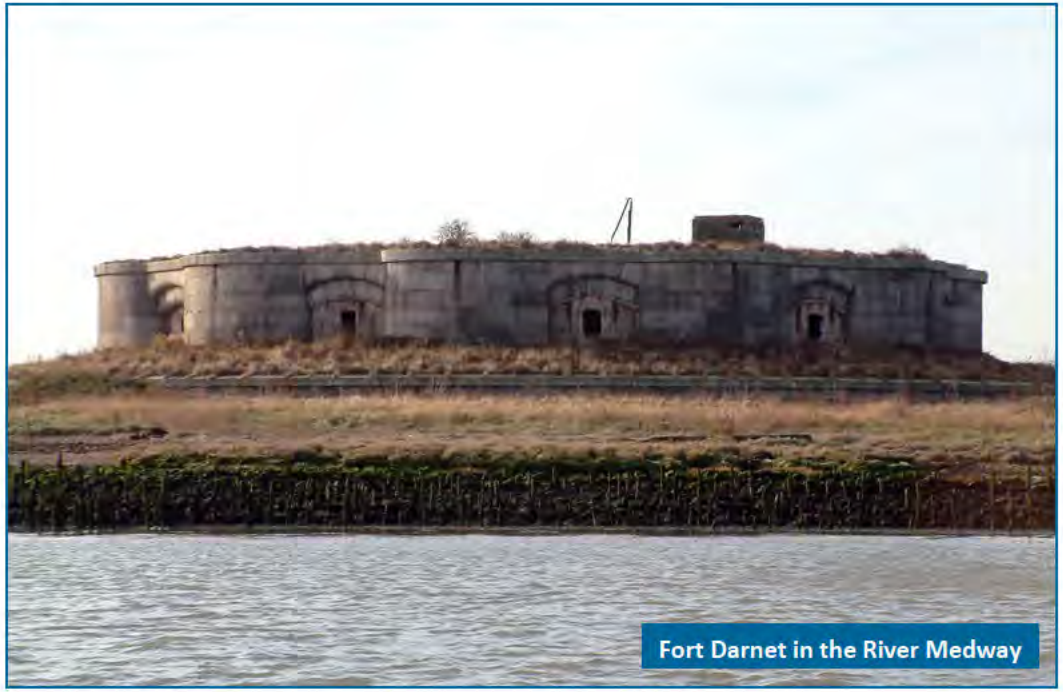
The Historic Dockyard Chatham and the former HMS Pembroke demonstrate themselves as some of the finest examples of heritage-led regeneration in the country, bringing many historic buildings of national historic importance back into sustainable use.

Historic Dockyard Chatham

Chatham Dockyard Defences

In order to protect the dockyard and anchorage, Upnor Castle was built on the opposite bank of the river in 1559. Following the national embarrassment of the Dutch raid on the River Medway in 1667 where a number of ships were either sunk or captured; additional defences were constructed downriver at Cockham Wood Fort in 1669 on the north bank of the river, and on the south bank with the construction of Gillingham Fort in 1671.

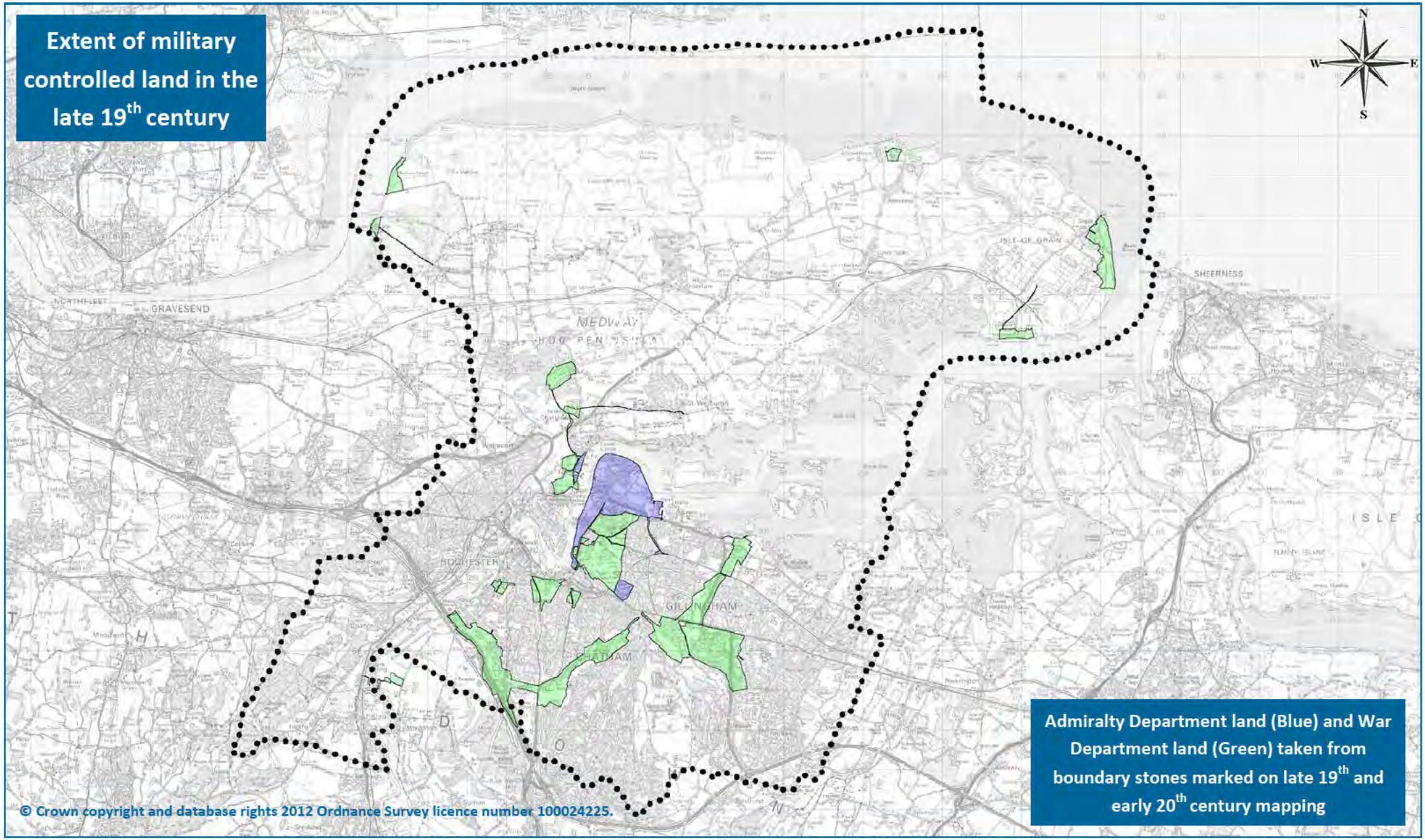
Further dockyard defences were added in the 18th century, with the completion of the Chatham Lines in 1758 and then further strengthened with the addition of Fort Amherst in 1770, Fort Pitt in 1805-1819, and Fort Clarence in 1812.



Fort Darnet in the River Medway

As part of the Royal Commission on the Defence of the United Kingdom report in 1859, recommendations were made to further protect both the dockyard at Chatham and the approaches to London along the River Thames and River Medway. The first of the new defences were fortifications constructed on the Hoo Peninsula, including Slough Fort in 1867, Grain Fort in 1868 and Cliffe Fort in 1870; followed by Hoo Fort and Darnet Fort constructed on the marshy islands in the River Medway in 1871. The next set of fortifications constructed were land-facing in order to protect the dockyard from a landward attack; comprising of Fort Darland in 1899, Fort Luton in 1892, Fort Horsted in 1889, Fort Bridgewoods in 1892 and Fort Borstal in 1883. These fortifications were positioned in a semi-circle on hilltops overseeing access at a distance of approximately 2 miles from Chatham Dockyard. Each fortification was surrounded by a large field of fire, kept clear to deny an approaching enemy of cover.

The extents of the military occupation in Medway can be readily traced on late 19th and early 20th century maps which identify the locations of numbered War Department and Admiralty Department boundary markers - many of which are can still be found in their original locations today. The map opposite provides an overview of the 19th century military occupancy; including fields of fire, practice areas and field works, based on the mapped boundary markers. The military occupancy clearly defined both the urban and rural character of Medway, with many of these areas remaining unoccupied today as they did over a century ago, other than for agricultural or recreational purposes. This historic landscape is of local significance and should be readily considered for further interpretation as part of the local network of linked green spaces or a heritage trail. Furthermore, research should be considered to identify the locations of extant boundary markers for potential inclusion on to a Local List.


Extent of military controlled land in the late 19th century
N
W
E
S
GRAVESEND
NORTHFLEET
MEDWAY
HOO PENINSULA
ISLE OF GRAIN
SHEERNESS
ROCHESTER
GILLINGHAM
Admiralty Department land (Blue) and War Department land (Green) taken from boundary stones marked on late 19th and early 20th century mapping
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Barracks and Accommodation

To house the numerous soldiers and sailors to support the dockyard, a plethora of barracks were constructed throughout Chatham and the surrounding areas; the first of which was Upnor Castle Barracks constructed in 1717-18 and followed by series of others, among of which were Kitchener Barracks (then called Chatham Infantry Barracks) in 1757, Brompton Barracks in 1804, the Royal Marine Barracks in 1779 (on the site of the current Medway Council offices at Gun Wharf and at Melville Court further south-east on the opposite side of Dock Road), and HMS Pembroke between 1897 and 1902.

Whilst many of the barracks have closed over the years, the military still retain a strong presence through their continued occupation at the Royal School of Military Engineering in Brompton and the associated sites in Wainscott and Upnor.

Upnor Castle

The large number of military personnel in Medway helped form the development of the urban areas of Medway, most notably Brompton. Whilst there was a small settlement in the area of Brompton High Street in the medieval period as part of the manor of Westcourt; the precursor to the establishment of Brompton was Chatham Dockyard. The first development of Brompton as a village came when land was sold off for development in the late 17th century and early 18th century; swiftly establishing itself to service the needs of the dockyard and to provide accommodation for the workforce and sailors. The village's dependence on the dockyard led to a varied population ranging from high ranking Dockyard officials and Naval Officers (including Lord Nelson, who rented a house in the village) to artificers and other dockyard workers. There was also a large transient population of sailors discharged from the ships undergoing repairs in the dockyard. Barracks were not provided for these soldiers and sailors so they were billeted in the inns of Brompton. Unsurprisingly pubs and inns were rather popular with the local populace, boasting an impressive total of 18 in the 1920s.

Magazines

The War Office also needed an area to store the vast amount of ammunition and gunpowder required for the military based in Medway.

After Upnor Castle was converted to a magazine in 1668, an area of land was purchased at Chattenden in 1875 for the construction of a further 5 magazines, establishing the area as a primary storage facility for ammunition and explosives for the army and navy. The magazine complex was further extended in 1899 to the adjacent site at Lodge Hill and then fortified by a series of defensive works.

Other Military Establishments

Medway has been home to a number of other military establishments that have contributed to defining the local heritage and character. Many of these establishments have long since closed, however their legacy lives on through both extant structures and archived material.

Royal Naval Air Service (RNAS) Kingsnorth: Constructed in 1914 to carry out anti-submarine patrols in the Thames estuary and English Channel, the site was located in the area of the existing London Medway Commercial Park and consisted of a number of airship hangars and other smaller ancillary buildings, including a hydrogen production plant. Since the closure of the site in 1920 little of the existing site remains, however at least 1 RNAS building can be identified within the existing commercial park. Furthermore, an airship shed believed to originate from RNAS Kingsnorth has been located nearby at Moat Farm in St Mary Hoo. Whilst subject to some alteration, the shed benefits from Grade II Listed status.

Former Airship Shed, now in use as an agricultural barn

Grain Island Firing Point: Located on the edge of Yantlet Creek between Grain and Allhallows is the former Grain Island Firing Point. The facility was used to undertake trials of artillery firing, including charges, gun mountings, gun barrel pressures and shell velocities. The site was constructed around 1920 and consisted of gun mountings, a wharf, internal railway, ancillary buildings, and velocity screens. The guns fired north-west out across the Thames estuary towards the Maplin Sands. Firing ceased in the 1950s and the site now operates as a demolition range, however a number of the buildings and facilities from its original use still survive.

Booms: Throughout the centuries a number of booms and chains have been positioned across both rivers in order to monitor and control the movement of ships, the earliest dating back to 16th century. More recently, booms were operational during the First World War between Grain Tower and Garrison Fort, and also between Grain and Burntwick Island in the Medway to prevent enemy ships and submarines from entering the river. The booms were supported by a range of searchlights, machine gun posts, gun batteries and accommodation facilities.

The Second World War saw the construction of an additional boom and anti-submarine nets between St Mary's Bay and Canvey Island. The boom consisted of a wooden pier-like structure stretching over 1.2km across the Blythe Sands with the remaining stretch to Canvey island comprising wire nets. The boom was supported at either end by Defence Electric Light emplacements and a coastal gun battery on Canvey Island. Other than concrete hard standings, little remains of the boom across the Thames, however more extensive remains exist at the other older sites, including a section of chain wrapped around the base of Grain Tower.

Characteristics of Medway's Heritage

Cooling Radio Station: In 1938 a technologically advanced short-wave receiving station was constructed on the Cooling marshes that operated from the 1940s to the 1960s. The station used the Multiple Unit Steerable Antenna (MUSA) system, one of only 3 ever constructed in the world (the other 2 in the USA), and was probably the most complex. A second experimental short-wave receiver was also constructed on the site in the 1960s, the Multiple Direction Universally Steerable Aerial System (MEDUSA) however the technology was overtaken by satellite and transatlantic telephone cables. Additionally, during the Second World War an Admiralty direction finding station operated nearby which formed part of a network that played a vital role in the war against U-boats. Much of the receiving station site has been demolished, however part of the original apparatus building survives.

Cooling Radio Station apparatus building

Curtis's and Harvey Explosives Works on the marshes north of Cliffe

Curtis's and Harvey Ltd Explosives Factory: On the marshes to the north of Cliffe a small-scale gunpowder storage facility was setup in 1892 by Hay, Merricks & Co. Later in 1898 the site was acquired by Curtis's and Harvey Ltd who established a new chemical explosives factory. The works grew rapidly, and became a government-controlled establishment through the First World War where it manufactured primarily naval cordite, but also a range of propellant and blasting explosives. The factory was short-lived and closed around 1920, however extensive remains of buildings, earthworks, blast mounds, roads and ponds still exist across an area of around 1km by 1.6km.

Short Brothers: In 1914 the Short Brothers moved their aeroplane building business to the Esplanade in Rochester due to their interest in developing seaplanes. The First World War brought large orders for their aircraft and by 1919 their factory filled a large part of the Esplanade, including a slipway into the river which was used for launching seaplanes. Their work continued through into the Second World War with the Sunderland being one of their best-known seaplanes being constructed in Rochester. Short's association with Rochester ended in 1948, when they transferred their operations to Belfast. Other than the slipway, little above ground features remain of their factory; however an extensive network of tunnels used as an air raid shelter, storage and additional factory space were constructed into the bank behind the Esplanade and remain largely intact.

Short Brothers factories

Rochester Airport

Rochester Airport: In 1933 Rochester City Council purchased land south of Rochester for the construction of a municipal airport. Soon after opening the Short Brothers began to use the airport for test flights, followed by a civilian passenger service being offered to Southend. The Second World War saw the construction of Short S29 Stirling heavy bombers at Rochester Airport, however due to considerable damage inflicted by an air raid on 15 August 1940, construction of the Stirling was dispersed to other parts of the country. Civilian passenger flights continued into the 1960s before the service relocated to other airports. More recently, planning permission has been granted for a series of improvements that will allow the operators to safeguard the future running of the airport.

Characteristics of Medway's Heritage

Second World War anti-invasion defences: Alongside the need to defend the vital military installations (such as Chatham dockyard and the Lodge Hill magazine complex) during the Second World War, defences were also put in place to hinder and prevent enemy movement in the event of invasion. The defensive works were undertaken through two main strategic plans, 'The Chatham Garrison Plan to Defeat Invasion' and the 'Gravesend Sub-Area Plan to Defeat Invasion'; which consisted of a continuous fixed inland anti-tank system developed by General Sir Edmund Ironside and formed part of the Newhaven-Hoo General Headquarters (GHQ) line.

The GHQ Line was constructed in July and August 1940 and took the form of defensive structures, such as pillboxes, gun emplacements, dragon's teeth and road blocks, anti-tank ditches and trenches, along with utilising natural obstacles, such as woodland and marshes. It is believed that over 50% of the original structures that make up the Hoo St Werburgh to Cliffe section, known as the Hoo Stop Line, still exist, with a number of examples currently benefitting from national designation. Numerous other extant military structures from the same era can also be identified throughout Medway, highlighting the scale of the works undertaken and their subsequent significance on the historic landscape.

Dragon's teeth on Grain beach

Military Hospitals: In order to provide care to the sick and wounded servicemen at both times of conflict and peace, a number of military hospitals were established in Medway. It is not entirely clear how many military hospitals existed in Medway in total, as a number were short-lived or not purpose built, with limited documented information available. The main documented military hospitals were:

- Fort Pitt
- Melville Hospital
- Chatham Garrison Hospital
- Female Hospital/Military Families Hospital
- Royal Naval Hospital (now the Medway Maritime Hospital)

Fort Pitt: Originally constructed between 1805 and 1819 as part of the defence of Chatham Dockyard, Fort Pitt was converted to a military hospital for invalid soldiers in 1828 and subsequently having an asylum added in 1849. The hospital was finally closed in 1920 and was converted to a school, which has remained on the site to the present day. A military cemetery associated to the hospital was also constructed to the south of the hospital site on City Way. Much of the hospital and cemetery remains today, including the extensive defensive works and a number of buildings. The whole site (excluding the cemetery) is now a Scheduled Monument and also includes a number of Listed Buildings.

Melville Hospital: Constructed between 1827 and 1828 on Brompton Hill, between Kitchener Barracks and Brompton Barracks, Melville Hospital consisted of three 3-storey main blocks interconnected by a cookhouse and chapel between and a colonnade to the front. The hospital operated until the early 20th century before being transferred to the Royal Naval Hospital and converted to the barracks for the Royal Marines. After the Second World War the barracks were closed and the site cleared in the early 1950s to make way for a residential development (Melville Court) that occupies the site today.

Chatham Garrison Hospital: Constructed in 1809, the hospital stood to the east of Maxwell Road, around the location of the present Khartoum Road. It was converted to barracks in the late 19th century before being finally demolished in the 1960s and replaced with housing.

The Female Hospital: Also known as the Military Families Hospital, it was constructed through the 1860s slightly east of the Garrison Church on Maxwell Road. It is believed to have closed at around the same time the Chatham Garrison Hospital was demolished in the 1960s. Part of the hospital still stands on Amherst Hill, currently used as a children's nursery.

Royal Naval Hospital: The largest of the military hospitals in Medway, it was opened by King Edward VII on 26th July 1905 as a replacement for Melville Hospital in Brompton, which was considered too small due to the increasing number of military personnel in the area.

The site chosen was located on the Great Lines overlooking Chatham and covered an area of 39 acres. The hospital operated through to 1961 at which point it was handed over to the National Health Service. Since then many alterations have been undertaken to modernise and extend the original hospital, leaving a handful of original features. The only structure that currently benefits from a national designation is the water tower which is Grade II Listed. The remaining original features from the Royal Navy Hospital could be considered for inclusion on a Local List.

Religion

Christianity in the area can be traced back to the late 6th century when 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 cathedral church managed to survive a number of Danish raids; however by the time of the Norman Conquest in 1066 it was in a dilapidated state. Soon after the Norman Conquest, Gundulf was consecrated as Bishop in 1077, which led to the construction of a new cathedral and monastery in 1082-83. Bishop Gundulf was also responsible for founding the hospital and chapel of St Bartholomew, on the High Street between Chatham and Rochester. The hospital was founded first in 1078 to treat sufferers of leprosy; with the chapel being completed in 1124.

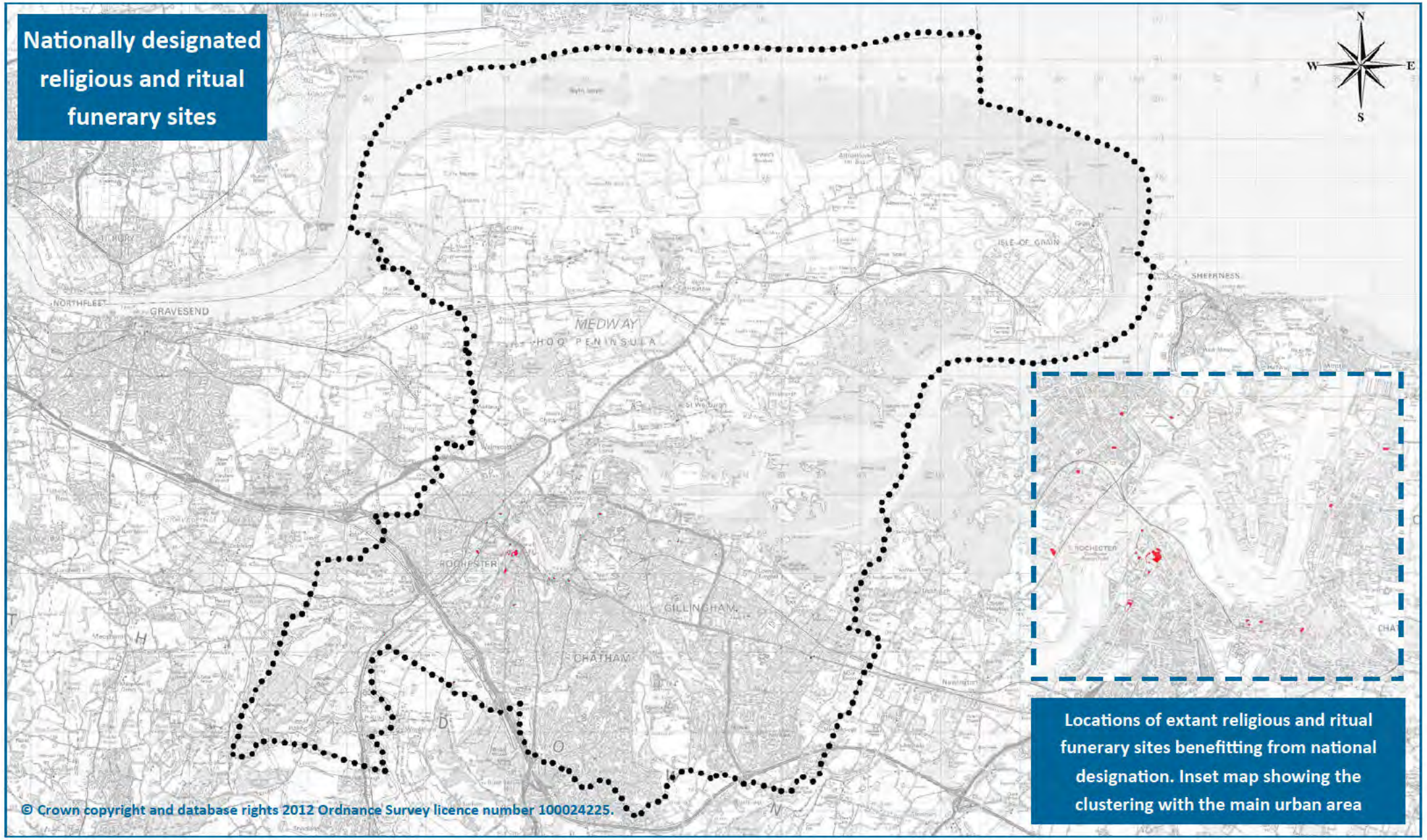
Temple Manor in Strood

An important, yet slightly less well-known religious site in Medway is Temple Manor located on Knights Road in Strood. The stone hall dates back to the 13th century and was constructed by the Knights Templar who were a military and religious order that was established at the time of the Crusades to protect pilgrims travelling to the Holy Land. The hall was constructed around 70 years after the Knights Templar acquired the estate from Henry II, in order to provide lodging for dignitaries travelling between Dover and London.

Pre-Christian religion was also practiced in Medway, which is substantiated through a range of archaeological finds. The earliest known religious and funerary sites are the Medway Megaliths; whilst they are located outside of Medway, indicating that the wider area was subject to early human settlement and a likely location for the practice of religious rituals. To further support this, a number of records of Bronze Age barrows and other settlements have also been identified across Medway; mainly on the Hoo Peninsula and Chatham. A range of Roman-era ritual and funerary activity has also been discovered in the area, owing to the substantial Roman settlement at Rochester. These include a range of burial grounds, cremation sites, urns and other pottery finds.

Another notable religious link is in the name Hoo St Werburgh, indicating a monastic association. It is believed that a nunnery or monastery was located in the village around 686-97 AD, and later destroyed in around 840 AD, however the location of this establishment is not currently known.

Currently Medway has over 80 designated religious and ritual funerary structures, with many others not currently benefitting from national designation. Collectively they play a significant role in the historic religious character of the area, good example of which are the 19th century Chatham Memorial Synagogue and St Bartholomew's Chapel dating from the 12th century within Chatham Intra.



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Characteristics of Medway's Heritage

Key Settlements

The historic settlements that make up Medway were each established at different times and due to separate sets of circumstances. In order to better understand the historic landscape in Medway and to help interpret the significance of the heritage assets, an understanding of the circumstances is essential. The following chapters will investigate the establishment of each of the main historic settlements in Medway and how this is currently represented in the existing urban form.

Key Settlements: Rochester

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 of the Medway towns established at Rochester. The Romans called this settlement *Durobrivae*, meaning *"walled town by the bridge"* and it seems almost certain that the Romans built the first bridge across the Medway at Rochester during this period.

In 604 the first cathedral church in Rochester was constructed leading to the town growing in importance, and later during the reign of Aethelred II (978-1016 AD), a mint established within the city walls.

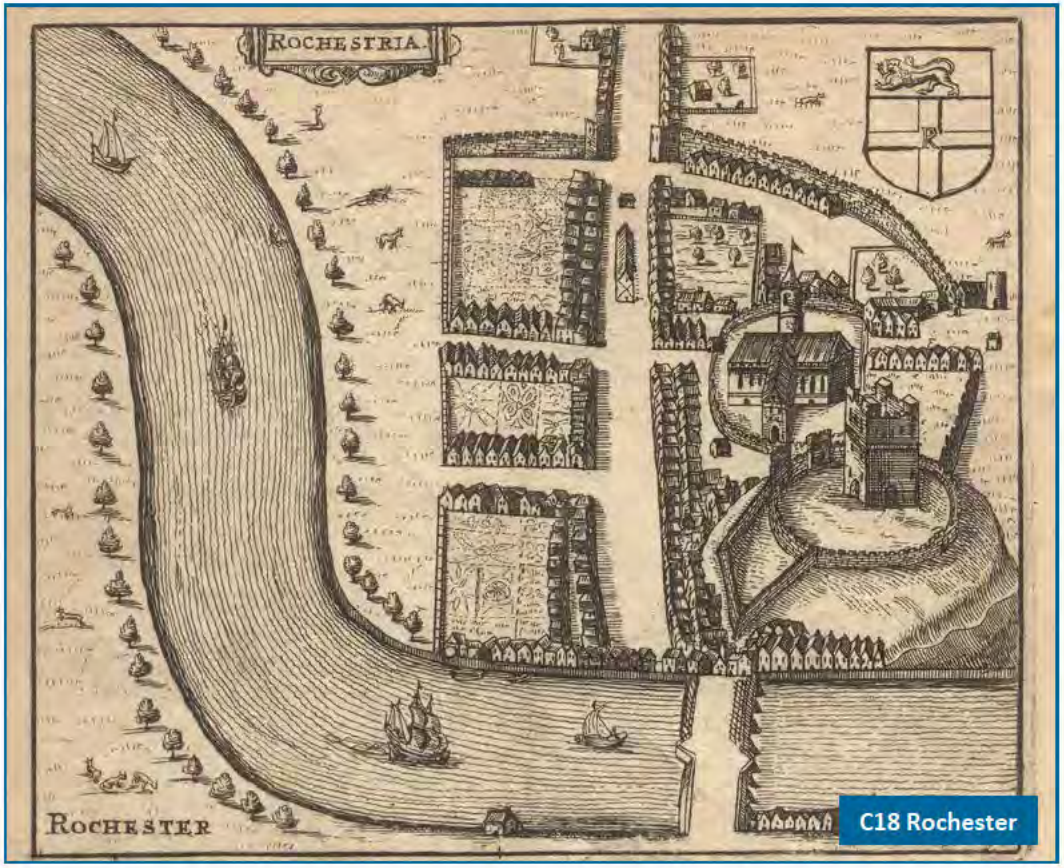
Following the Norman invasion of 1066 a substantial stone castle and a larger cathedral were erected, replacing that constructed in 604 AD. Later both Cooling Castle and the 1387 version of Rochester Bridge were built from money made as a result of the Hundred Years War with France. Places like Rochester began to further 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, skilled workers formed guilds to protect their interests and people educated in the new schools and universities gave a boost to emerging professions such as law and medicine.

In December 1540, Henry VIII visited Rochester to meet Anne of Cleves, his bride-to-be, who was staying in the new palace which had been built within the old priory buildings. Within a year, the king dissolved the Priory of St Andrew which was attached to the Cathedral, and a new Chapter was formed together with the King's School to replace the ancient college.

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 Abdication House; a building in the High Street where James II stayed while escaping into exile in 1688.

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 along the River Medway, leading to Rochester establishing itself as a thriving port by the end of the 18th century.

The landscape of the area changed rapidly during the Victorian period. An abundance of jobs available at Chatham Dockyard and the associated nearby industries drew people and subsequently wealth to the area, leading to the mass construction of new streets and houses. The brickfields necessary to provide the raw material to build these homes began to eat up orchards and farmland. However, it was the brick, cement and lime industry that became the



C18 Rochester

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.

The early 19th century also saw the construction of additional defences of Chatham Dockyard around Rochester; including Fort Clarence on St Margarets Street and towers on Delce Road, Maidstone Road and the Esplanade, along with a series of brick-lined ditches. The towers have all since been demolished, apart from Fort Clarence which has recently been converted to residential use.

The early 20th century saw the of one of the most well-known aeronautical pioneers at the time move to Medway, when the Short Brothers established their aeroplane building business on Rochester Esplanade in 1914. Their years in Rochester saw production of some of the Short Brothers best-known aircraft including the Mercury, Maia and the Sunderland flying boats. The homes of Oswald Short (one-half of the Short Brothers) and their chief test pilot John Lankester Parker are located on St Margarets Street above where the former Shorts Brothers factory was positioned on the bank of the river. Short's relatively brief association with Rochester ended in 1948, when their operations were transferred to Belfast.

The presence of the aircraft factory and Rochester Airfield and the naval dockyard at Chatham led to the area being targeted for enemy bombs during both World Wars. On several occasions, bombs and aerial mines missed these targets and devastated civilian housing nearby. Immediately after the World War Two, large-scale urban expansion and the creation of new neighbourhoods dramatically changed the character of the southern areas of Rochester between St Maidstone Road and City Way south of the Delce, resulting in the development of the Warren Wood estate, along with the extension to the village of Borstal.

One particular notable resident of Medway and who included much of Rochester into his novels, was Charles Dickens. His association with Rochester dates back to 1817 when his father began working at Chatham Dockyard as a pay clerk. At the time Charles Dickens was 5 years old and spent his most impressionable years exploring Medway. Rochester provided a great deal of inspiration for his novels, with many buildings featured still in existence and

now bearing plaques explaining their association. Additionally, in the grounds of Eastgate House his Swiss Chalet can be found, where the author spent much of his time studying at its original location in Gads Hill Place. Dickens association with Rochester is widely celebrated with a number of festivals, tours and exhibitions throughout the year, providing Rochester with a great deal of tourism and recognition.

Much of the historic fabric of Rochester remains through the street pattern, sections of the city wall, an abundance of historic buildings, and the picturesque open spaces; forming a unique and distinct place characterised by layers of historic settlement.

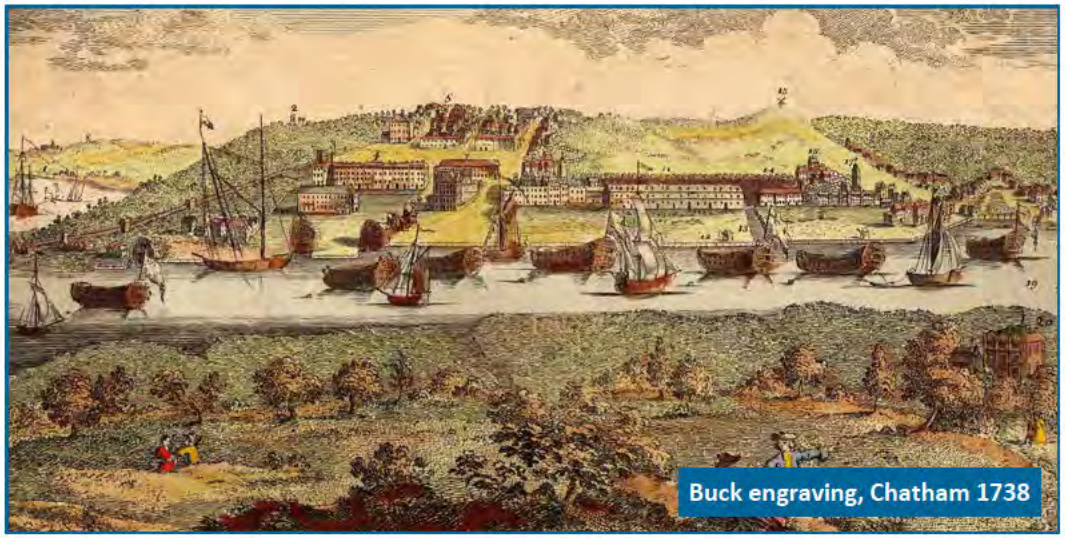
High Street, Rochester

A large area of former industrial land on the southern bank of the Medway is currently subject to redevelopment, known as Rochester Riverside; along with the regeneration areas on the opposite western bank of the Medway, in Strood, known as Strood Waterfront. It is important that both of these redevelopment programmes respect the importance of Rochester's heritage, ensuring that important views and vistas of prominent areas such as the Esplanade, the Castle, Cathedral, Rochester Bridge and St Margarets Church are protected or enhanced.

Furthermore, the distinct and unique character of Rochester High Street needs to be protected, ensuring that the diverse range of niche and boutique-style shops are retained and properly utilised to enhance the retail and tourist offer. A similar special character has recently begun to extend along the High Street east of Star Hill towards Chatham, where a range of independent retailers, cafes and micro-pubs are beginning to establish themselves that together create a exciting and vibrant community. The area is characterised by a number of historic buildings that collectively form the Star Hill to Sun Pier Conservation Area. Support and funding streams should be actively pursued in order to bring additional historic buildings back into use and improve the public realm.

Key Settlements: Chatham

Geographically, Chatham is most likely to have originated slightly north of the current town centre; being based near to St Mary's Church on Dock Road. The Domesday Survey of 1086 offers one of the first records of Chatham as a settlement, known as *Ceteham*, including a sizeable manorial estate and a watermill located on the western end of The Brook where it meets the Medway. By 1377 the population of Chatham had increased slightly from the



Buck engraving, Chatham 1738

210-260 persons recorded in the Domesday Survey, to around 300. The populace was mainly made up of fisherman, sailors and agricultural workers, indicating small-scale commercial activity in the area, however still dependent on the market in nearby Rochester. Chatham only really started to expand with the establishment of the Royal Anchorage at *Jillingham Water,* and the Royal Dockyard in 1547. The dockyard became the focal point of Chatham over the next few centuries, leading to domestic and commercial expansion in the area of Watling Street, with the construction of a through-route between Chatham Hill and Rochester, now Chatham High Street. By the late 17th century Chatham had grown to around 3,000 people and in 1687 a market was established on the north side of the High Street. Two fires, one in 1800 and another in 1820 swept through the town destroying a large number of buildings, leaving very few remains of pre-19th century Chatham.

The 19th century saw further expansion, with houses being constructed to support the dockyard's increasing workforce. In 1832 Chatham's status was raised to a Parliamentary Borough, leading to the establishment of a local police force and fire brigade, along with the introduction piped gas and water.

Further early 20th century incremental urban expansion followed through to the Second World War. This continued into the post-war period with large-scale green field development through the second half of the century around the southern areas of Chatham, creating the suburban areas of Lordswood and Walderslade, constrained by the physical boundary of the M2 motorway.

One of the most significant recent catalysts for change in Medway emerged in the late 20th century, when on 25th June 1981 it was announced that Chatham Dockyard would close within 3 years; ending a 400-year relationship between the Royal Navy and Chatham. The immediate impact of the closure was catastrophic for Medway's economy, leading to a loss of 7,000 jobs and a estimated knock-on loss of around 1,500 jobs.

The closure of the dockyard kick-started a major regeneration programme in the area, with much of the former dockyard preserved as the Historic Dockyard Chatham - the largest collection of preserved Georgian naval architecture in the country; within which are also residential areas, businesses and educational facilities. This was complimented by the development of Chatham Maritime and St Mary's Island; comprising around 2,000 homes, a marina, commercial port, retail outlet centre, leisure facilities, and a university campus, all in close proximity of each other. Nearly 40 years on the regeneration continues with areas of the former dockyard still awaiting redevelopment; providing jobs, homes and other facilities for current and future residents and visitors to Medway. Further regeneration is also planned around the Chatham Waterfront area where regard will need to be given to the local character and historic association to the river.

Key Settlements: Gillingham

The Domesday Survey of 1086 records two entries for *Gelingeham*, one is likely to have been on located on the high ground overlooking the River Medway around the church of St Mary Magdalene; and the other Grange (or Grench) Manor, located approximately 1km further east along Grange Road. Virtually all of medieval Gillingham has now been lost, however it is likely that the original settlement would have stretched north from the church towards the Medway. A market, probably to have been located in the area of Gillingham Green was established in 1336. To the south of the church also stood an archiepiscopal palace, with the earliest reference to it dating back to 1187.

The industry in the post-medieval period appears to have focussed around maritime trades. With the establishment of the Royal Anchorage at *Jillingham Water* in the mid sixteenth century and the subsequent development of Chatham Dockyard, Gillingham became a town where much of the dockyard work force resided.

Gillingham grew rapidly in the 19th and 20th century, with around 11,000 workers from Chatham Dockyard living in the town in the First World War, and 13,000 in the Second World War. Much like other areas of Medway, the brick, cement and lime manufacturing industry also greatly contributed to the local economy. With the introduction of the railway to New Brompton in 1858, Gillingham began to expand towards Brompton, incorporating New Brompton which was located around the High Street, with the Mill Road and Marlborough Road areas of present-day Gillingham. Further post-World War Two extensions saw Gillingham begin to expand further south and east; gradually merging with Rainham and creating the suburban areas of Twydall, Parkwood, Wigmore and Hempstead.


C19 Gillingham

A significant proportion of Gillingham's heritage lies within the Victorian and Edwardian-era streetscapes that characterise much of the urban area. Some of the finer examples of housing are protected through national designations, however many other good examples of buildings from this period remain undiscovered and are worthy of further research and protection. Furthermore, due to the increased pressure for the release of green field land for residential development, the need to protect the semi-rural agricultural character of the fringes of the northern and eastern fringes of Gillingham and Rainham are of great importance.

Key Settlements: Strood

There is some debate over the origins of the name Strood, one is that it originated from the latin word *Strata* which the Romans used to describe their roads, or 'streets', and another that it pre-dates this and is derived from 'marsh with scrub or broom'.

Evidence of Roman occupation extending across the bridge from Rochester appears through a Roman cemetery being uncovered in 1838-39 in Knight Road, which included a collection of 600-700 Roman coins. Furthermore, the foundations of a Roman house were exposed during the construction of the Thames and Medway Canal in 1819.

Strood's location on the opposite end of the bridge to Rochester helped develop the early settlement, however it was overshadowed by its significant neighbour on the opposite bank of the river. In 1193 Strood became its own parish, separating from Frindsbury, and run by the monks of Newark Hospital that was founded a few years previous in 1190. The area in which the hospital was located has now been aptly named Newark Yard and Friary Place. The hospital helped raise the profile of Strood with King John granting an annual fair in 1206. The fair was a huge success that continued into the 20th century.

Strood continued to grow, with a population of 320 people in 1377, trebling to 969 in 1663, with most employed in agricultural or maritime trades. 1723 saw the establishment of the first workhouse in Strood, located north east St Nicholas churchyard and partly funded by Watt's Charity. The workhouse operated for well over a century, finally falling into disrepair and facing demolition in 1853. A replacement opened on the north side of Gun Lane in 1834, originally called the North Aylesford Union Workhouse and being renamed Strood Workhouse in 1884. Whilst much of the site has since been redeveloped to a school, the infirmary building constructed in 1869 still stands on the corner of Brompton Lane.

The shipbuilding industry has continually played an important role in Strood, particularly through the 18th and 19th centuries when it provided a large number of ships to the Royal Navy. The main shipbuilding yards were located from Canal Road and along the bank to where Quarry House stood on the present-day Medway City Estate. Among the most notable of the ships constructed in Strood was HMS Bellerophon (a 74-gun third-rate ship of the line launched in 1786), aboard which Napoleon Boneparte surrendered in 1815, ending 22 years of war with France.

Following the cease of hostilities with France, the need for naval ships from Strood was swiftly replaced by the demand for Thames sailing barges to distribute bricks, cement and lime manufactured in the area by the growing local industry. Due to the unique geology in Medway and the proximity to London, the industry flourished through the 19th century in Strood. In 1899 at least seven cement factories existed on the western bank of where the present -day Medway City Estate is located; employing around 750 people and producing in the region of 3,900 tons of cement per week. Another major employer was Wickham Cement Works located just south of Temple Marsh which employed around 800 people and produced in the region of 2,000 tons of cement per week.

Frindsbury 1905

To help provide quicker and safer means of transporting goods (such as agricultural produce to London and supplies between the Royal Navy dockyards and Chatham and Woolwich) a canal was proposed between Strood and Gravesend that would reduce the 46 mile trip around the Nore to around 7 miles; 2 miles of which were through tunnels cut through the chalk hills behind Strood. After some constructional challenges, the canal was finally opened in 1824 and was seen as an engineering wonder at the time; unfortunately however from the outset it faced a problem - should a barge arrive at the lock at the Strood end and miss the high tide, the total journey time would end up being longer than that if they had navigated the Nore.

The canal was considered a commercial failure and in 1846 the tunnel was sold to the South Eastern Railway Company who after a short period of running the North Kent Railway Line alongside the canal, filled in this section and laid railway track over it. The introduction of the railway to Strood improved the local economy significantly, providing swift means of transporting goods (including oysters and smelt from the river and market garden produce from the surrounding farmland) to the markets of London.


Medway City Estate

Another notable employer in Strood at the time was Aveling and Porter who established their factory on Strood Esplanade in 1858. Aveling and Porter went on to be one of the largest manufacturers of steam rollers and agricultural engines in the world, ending their operations in Strood in the 1930s.

Since the late 19th century, Strood expanded both on both the east and west sides of the A2 from Strood Hill towards Gravesend and north-east, coalescing with Wainscott. The cement industry has all but disappeared and been replaced by other commercial and industrial works on both the site of the former Wickham Works and Quarry House (Medway City Estate).

Canal Road, the former Civic Centre site and Temple Marsh now form part of Medway's ambitious regeneration programme. With its extensive views of historic Rochester, regard will need to be given to the visual impact along with recognition to the Strood's important maritime and industrial heritage.

Key Settlements: Rainham

The origins of Rainham are believed to have centred around the junction of the High Street and Station Road. It is believed that the name Rainham originates from the old English word *Roegingaham;* the home of the *Roegingas* (the powerful men); or the old English word *Ruh,* meaning rough - the home of the people living on the rough land. Rainham's original function was to serve the local agricultural community, remaining for centuries a scattered rural settlement at the centre of a thriving arable, fruit and hop farming area.

Whilst written historical records for Rainham date back to 811 AD, there is evidence of Roman settlement in the area through the discovery of seven Roman vessels in the vicinity of Rainham Creek, with Otterham Quay believed to have been established as a Roman port. Rainham also lies on the Roman

road Watling Street, which further supports Rainham's Roman heritage.

At the centre of Rainham lies St Margaret's Church, dating from the 13th century with the tower constructed from Kentish Ragstone. Major restoration was undertaken in the 19th and 20th century and the church is now Grade I Listed.

Much like many of the other settlements in Medway, the proximity to the river and the abundance of chalk in the area gave rise to the brick, cement and lime industry in Rainham. With the introduction of the railway to Rainham in 1858, the local industries flourished bring increased industrialisation to the village. This in turn saw the expansion of the village north of the High Street through the development of terraces to accomodate the local workforce.

The introduction of an electrical tramline along the A2 in 1906, allowed for the decentralisation of the population from Gillingham and Chatham, promoting further growth in the Rainham area.

The electrification of the railway lines coupled with the development of the suburban areas such as Parkwood, Wigmore and the Wakeley Road area in the post-war era saw Rainham become a desirable location for workers commuting to London. This growth led to the need for better facilities to support the growing population, leading to the redevelopment of the High Street area in the 1970s, including the construction of the precinct area that changed the role of Rainham from a village to a local service centre.

Positioned on the fringe of the urban area, Rainham is subject to a great deal of development pressure due to the current demand for housing in the area. Pressure to develop agricultural land is intense and should be resisted in all but the most appropriate instances to ensure that the agricultural character that defines Rainham's heritage is preserved.

St Margaret's Church, Rainham

Characteristics of Medway's Heritage

Key Settlements: Villages of the Medway Valley

The Medway authority area stretches south along the west bank of the River Medway, incorporating a number of villages perched on the scarp of the North Downs and the bank of the river. Three of these historic villages will be discussed in this report; Cuxton, Halling and Upper Bush.

St Michael and All Angels Church, Cuxton

Cuxton: The name Cuxton is believed to have originated from a combination of old English words *Cucola's*; the name of the person who the village was named after, and *stan,* meaning stone; making *Cucola's Stone.* The Domesday Book records Cuxton as *Coclestone,* and in Edward Hasted's 1797 survey *The History and Topographical Survey of the County of Kent*, recorded as *Cookstone.*

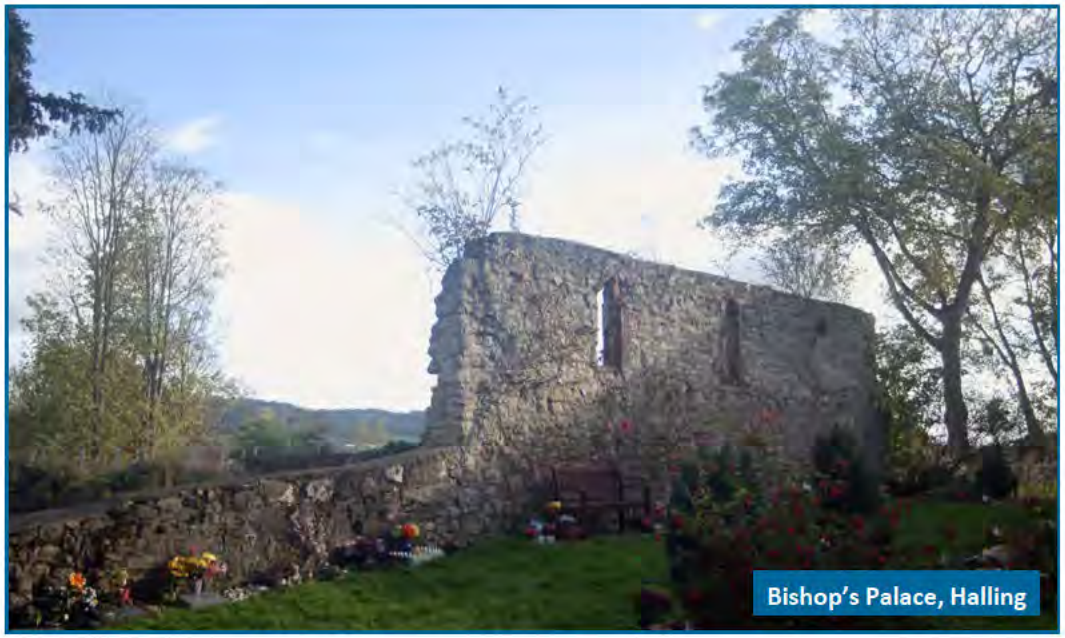
Human settlement can be dated back to the Lower Palaeolithic era, with over 200 handaxes and other instruments discovered in the village in different excavations in 1962-3 and in 1984. Items of Roman origin have also been discovered, indicating later settlement associated with Rochester.

The site of St Michael and All Angels Church in Cuxton dates back to the 12th century, and whilst being restored in the mid-19th century still bears a great deal of Norman architecture. Another notable building in Cuxton is Whorne's Place, erected in 1487 by Sir William Whorne, Lord Mayor of London. Whilst the main mansion was demolished in 1782, the granary still remains and now carries the name.

Later settlement in the area originated through the extensive brick, cement and lime factories that characterised the Medway valley landscape. A number of small terraces were constructed along Bush Road in the late 19th century and early 20th century, encouraged by the introduction of the railway in 1856.

Further residential development continued along Bush Road and Rochester Road throughout the early 20th century, with the sloped extension north of Bush Road being constructed throughout the second half of the century.

Present day Cuxton


Bishop's Palace, Halling

Halling: The origins of Halling's name is uncertain, with a few variations referring to the same theme of *hall* or *manor*. Early settlement in the area is evidenced through the discovery of the Neolithic-era skeleton found near to the train station in 1912. Evidence of Roman settlement has also been uncovered in the form of burials, cremation urns and pottery over the years.

One of the most significant heritage assets in Halling is Bishop's Palace, located on the bank overlooking the River Medway. The palace dates back to 1077, but was substantially rebuilt in 1184, and again between 1320 and 1330. During the 18th century much of the palace was demolished and the main hall converted to a house. Further destruction occurred through the 19th and 20th century, with the surviving remains being restored in 1983. Today an number of walls still stand along with extensive below ground remains, particularly those of the great hall.

Prior to the 19th century, much of the industry in the area was agricultural, with dispersed settlement between North Halling, Lower Halling and Upper Halling. Much like many of the other settlements in Medway, the proximity to the river and the abundance of chalk in the area gave rise to the brick, cement and lime industry throughout the 19th and 20th century. Combined with the introduction of the railway in 1856 terraces to house the local workers sprung up, particularly around Lower Halling where many of the factories were located. Much of the former industry has since disappeared from Halling leaving the landscape dramatically transformed, displaying scars in the form of pits, lakes and cliffs, along with the odd industrial relic slowly being reclaimed by nature.

Similarly to Cuxton, the 20th century saw significant expansion in the village for housing, with initially the development of areas in Upper Halling and Vicarage Road; followed by the development of the former industrial land between the High Street and the riverfront to the north and south of the village centre.


Cement works in Halling - 1960s

Upper Bush: The hamlet of Upper Bush is believed to have been established in the medieval period on the North Downs Way, a former trade route. By the late medieval period Upper Bush consisted of at least two substantial timber-framed buildings; High Birch and Borrow Hill House; and likely Upper Bush Farmhouse which stood to the west of the current settlement.

The hamlet developed into a thriving agricultural settlement by the mid-19th century which then included a large barn, cart shed and a pair of cottages. Further development continued through the late 19th century adding an oast house, bakery and off-license; and at its peak 22 houses. In 1960 Strood Rural District Council decided to clear what was then considered substandard housing in the hamlet. This left only five buildings standing and involved the demolition of several historic buildings including Upper Bush Farmhouse. It was originally planned to demolish Borrow Hill House and High Birch but a campaign organised by local people led to the recognition of the historic worth and restoration of these buildings. The hamlet received Conservation Area status in 1994.


Upper Bush

Key Settlements: Villages of the Hoo Peninsula

Between 2009 and 2012 Historic England (then known as English Heritage) undertook a series of studies about the Hoo Peninsula with the aim to increase the existing knowledge and understanding of the areas historic landscape; identifying how its history and archaeology have helped to shape the modern landscape. It is hoped that that the project will help improve management and decision making, enabling the historic environment to better inform strategic decisions that will shape the future of the Hoo Peninsula.

A number of different approaches were taken to analyse the historic landscape, resulting in 16 reports (including the final report) being published in 2014, followed by a book in 2015. A series of archaeological assessments were undertaken as part of the project to better understand some of the unique features of the Hoo Peninsula; investigating their function, importance and relationship with the wider area:

- The London Stones: Marking the City of London's Jurisdiction over the Thames and Medway – Archaeological report
- Halstow Marshes Decoy Pond: Archaeological report
- Grain Island Firing Point: Archaeological desked-based assessment
- Cooling Radio Station: Archaeological investigation
- St Mary's Marshes: An Assessment of the Late 19th century explosives magazines
- Second World War Stop Line, Hoo St Werburgh to Higham Marshes: Archaeological Report
- Second World War Oil QG Bombing Decoy, Allhallows

- Curtis's and Harvey Ltd Explosives Factory: Archaeological survey and analysis
- A Palaeoenvironmental Review of the Development of the Hoo Peninsula.

Alongside this, a further 6 Historic Area Assessments were undertaken which focussed on a number of villages of the Hoo Peninsula; providing a greater understanding of how the villages developed, and concluding with a section identifying buildings of architectural interest and significance. The following pages summarise the findings of these assessments, supplemented with additional information from other sources.


Cliffe Conservation Area

Cliffe and Cliffe Woods: Cliffe is believed to be one of, if not the oldest settlement on the Hoo Peninsula, with either Roman or Saxon origins. Cliffe Woods on the other hand was established in the 20th century.

The present Church of St Helen in Cliffe is believed to be of medieval origin, standing on the site of its timber predecessor dating back to at least the 8th century. The church along with Courtsole Farm formed the nucleus of the village which expanded through the Middle ages due to having a small harbour at the end of a small creek through the marshes leading to the Thames, giving the name Wharf Lane.

By the late 18th century Cliffe consisted of long rows of houses along Church Street, Reed Street and West Street. The primary economy in the area was agriculture; with an 1840 survey identifying windmills, oast houses and malt houses. In 1851 the economy diversified with the establishment of the cement works at Cliffe, leading to the local population trebling from 877 to 2,595 people between 1851 and 1891. Further employment opportunities arose in the area with the development of the Curtis's and Harvey explosives works on to the marshes north of Cliffe in 1900. This influx of employment opportunities coupled with the introduction of the railway to Cliffe in 1882 created a great demand for workers' housing, in-turn leading to the construction of a range of terraces throughout the village.

The interwar period saw the beginnings of Cliffe Woods. The village originated as plot-land development, named the Rochester Park Estate and Garden Suburb which was started by a private speculator parcelling up land within the some cleared woodland in 1914. The development continued throughout the early 20th century with much of the street layout being established by 1930, followed by further expansion through the 1950s.

Characteristics of Medway's Heritage

Both villages retain a considerable amount of their historic fabric, much of which is of both architectural interest and significance. Whilst Cliffe village contains the greatest concentration of the earlier buildings constructed in the area, a number of farmsteads also of historical interest are dispersed to the south towards Cliffe Woods. Many buildings already benefit from national designation, however a number have been suggested for inclusion on to a Local List too, including examples of the terraced and semi-detached 19th and 20th century cement workers cottages on Salt Lane, Buttway Lane, Reed Street and Station Road, along with examples of the Rochester Park Estate and Garden Suburb (the precursor to Cliffe Woods), such as the interwar Bungalows on Tennyson Avenue; and elements of the historic farmsteads of Manor Farm, West Court Farm and Wharf Farm that do not currently benefit from a national designation.

Kangaroo Villas, Buttway Lane

Allhallows: The village of Allhallows similarly to Cliffe appears to have been established with the church acting as a nucleus at the centre of a dispersed agricultural settlement. Limited knowledge is available as to the earliest settlement in Allhallows, however the oldest fabric of the church has been dated to the 12th century.

In 1867 Slough Fort was constructed to the west of the village as part of the 1859 Royal Commission on the Defences of the United Kingdom. The fort was further extended between 1889 and 1891 to include an additional 2 wing batteries. The fort remained active until the 1920s when it was sold off and converted to a zoo. It was briefly reopened during the Second World War as part of the anti-invasion defences on the Hoo Peninsula.

Allhallows 1919

The first major development at Allhallows came in the 1930s when the existing beach facilities that had been attracting day trippers throughout the early 20th century were improved and opened as an attraction named Allhallows on Sea. The improvements included both the construction of infrastructure, such as roads and drainage, but also groynes to encourage the accumulation of sand on the beach. At the same time a branch line was added to the Hundred of Hoo Railway to allow visitors to arrive more quickly and comfortably.

Allhallows on Sea struggled commercially and was finally sold to Strood Rural District Council in 1958. The attraction was further developed throughout the 1960s and 1970s with visitors flocking to the area to stay at the chalet and caravan park. The park was eventually sold to a private operator in 1981.

The development of the holiday park stimulated residential development in the area in the second half of the 20th century. This was further driven by the industrial development at the Isle of Grain and Kingsnorth with the power stations and oil refinery where for the first period in over a century the population began to dramatically increase, with around 268 people recorded in 1839, increasing to 369 in 1951, and jumping to 1,676 in 2011.

Historic England recommended a number of buildings for inclusion on to a Local List; such as Dagnam Farmhouse, Avery House, Avery Court and the British Pilot PH. Other buildings of interest include the former port signalling station and coastguard station.

The Stoke villages: The origins of the Stoke villages is unclear, with some of the earlier references found in Edward Hasted's 1797 survey *The History and Topographical Survey of the County of Kent* as *Stoke* in reference to Upper Stoke and *Osterland* in reference to Lower Stoke. The villages appear to have originated as dispersed agricultural settlements that slowly developed into the existing villages.

The name *Osterland* indicates oyster fishing was a notable industry alongside agriculture and salt making. The introduction of the railway in 1882 boosted the ability to distribute goods, further improving the agricultural industry. With the extensive brick, cement and lime industry in Medway through the 19th century, leading to a demand for mud used in the production process. Labourers known as 'muddies' hand dug the mud, removing tons from the nearby marshes.

The 20th century saw the industrialisation of large areas of the Hoo Peninsula, particularly Kingsnorth and Grain with the construction of the power stations and oil refinery.

The increased industrial activity necessitated the upgrading of the A228; the main road across the Hoo Peninsula. The upgrades commenced in the 1950s and included the realignment of the road to bypass Lower Stoke, this was followed by a second bypass around Middle Stoke in the 1990s.

The industrialisation of the surrounding area and improved road access led to a number of residential extensions, infill developments and conversions of agricultural buildings throughout the second half of the 20th century.

Today, Upper Stoke retains much of its original character in terms of its size when compared to other villages on the Hoo Peninsula. Most of the buildings date from the 20th century however a number of older examples exist, including the Church of St Peter and Paul which dates back to the 12th century.

Middle Stoke operates as a satellite to Lower Stoke and comprises a range of houses, mainly of late 19th century and 20th century construction. The character of Lower Stoke is predominantly defined by the post-war development to serve the nearby industrial development. A number of significant historic buildings remain however, including a range of cottages, agricultural buildings and villas.

The salt marshes of Stoke

Grain: Settlement in Grain, located at the tip of the Hoo Peninsula and once separated by Yantlett Creek from the mainland, dates back to the Bronze Age period through the discovery of a number barrows identified in aerial photography and geological marks. The main village of Grain centres around the church, with fabric dating back to the 12th century.

The early industry in the area, much like other villages on the Hoo Peninsula, was focussed on agriculture and the grazing of cattle on the marshes, however fishing and salt making were also undertaken.

Due to Grain's location on the tip of the Hoo Peninsula, it became recognised as a strategically important military location to protect the entrance to the river Thames and Medway. Earthwork batteries were constructed in the wake of the Dutch raid in 1667, followed by a Martello tower that was built on the tidal mudflats in 1848-55, connected to the mainland by a causeway accessible at low tide. Further defences were constructed between 1861 and 1868 to include Grain Fort and an auxiliary battery nearby. A further two batteries were subsequently added; Wing Battery in 1895 and Grain Battery in 1900-1901. Further defences were added for use throughout the First and Second World Wars, including a battery at White Hall Farm and a series of ant-invasion defences along the length of the foreshore.

As part of the construction of the Hundred of Hoo railway, the railway was extended in 1882 to a location to the south of Grain called Port Victoria. A station was developed along with a pier and small hotel as part of a ferry terminal to connect with larger ships departing from Sheerness. The venture had minor success but was short-lived, with most of the buildings and other structures demolished by 1916. Port Victoria was located on the current site of London Thamesport, with just part of the original pier still standing.

With the increasing military presence in Grain, the village began to grow, incorporating a vicarage, school, chapel and a number of small terraces of houses in the second half of the 19th century. Similarly to other areas of Medway, the abundance and access to mud for the brick, cement and lime industry also provided employment for the local community.

1908 saw the arrival of the Admiralty oil storage facility at Grain, which in 1923 was extended as part of a private venture with the Medway Oil and Storage Company (MOSCO). The oil and petrol industry further extended with additional storage and refining facilities added nearby at Kingsnorth. In 1950 the construction a larger refinery by the Anglo-Iranian Oil Company (part of the British Petroleum Group) commenced, which included the redevelopment of the former MOSCO site and Port Victoria. The development, known as the Kent Oil Refinery included a power station, railway station, deep water jetties and an administrative block. By 1964 it was the second largest refinery in Britain. However, in 1981 the refinery was considered outdated and inefficient and was subsequently closed with the loss of 1,670 jobs.

Partly due to the proximity to oil supplies, Grain and Kingsnorth were chosen as locations for new power stations in the 1960s. Construction at Grain commenced in 1971 and was commissioned in 1982; whereas Kingsnorth was commissioned in 1973. Both power stations were decommissioned in 2012 and replaced with smaller gas-powered facilities.

Much like the other nearby villages on the Hoo Peninsula, the industrialisation of the area led to large scale housing development. In Grain, this coincided with the loss of the military facilities. In 1956 the coastal fortifications were abandoned and in 1961 demolition of Grain Fort and the associated batteries (except Grain tower) began.

Grain has undergone some of the most significant post-war redevelopment on the Hoo Peninsula; particularly industrial, which has led to the significant loss of many historic agricultural, military and commercial sites. Most of the remaining historic agricultural buildings, much like most other areas of the Hoo Peninsula, have undergone considerable incremental change and alteration, such as reroofing, replacement windows and extensions. There are however some with architectural interest remaining and subsequently benefit from a national designation. A number of buildings have been suggested by Historic England for inclusion on to a Local List, including Coastguards Cottages, the Old Guard House, Rose Terrace, Medtha and the former Roman Catholic Chapel.

Medway Oil and Storage Company works in 1926


St Werburgh Church, Hoo

Hoo St Werburgh: The origins of the name Hoo St Werbugh can be broken down into two elements with the first part of its name 'Hoo' origination from the old English word *'hoh'* meaning a 'heel, a sharply projecting piece of ground'; a spur of land. The second part of the name 'St Werburgh' is owed to its dedication to the church and named after Werburgh, the daughter of King Wulfhere of Mercia and niece of King Aethelred. She is believed to have been born between 640 and 650 AD.

Some of the earliest references to settlement in the area relate to the foundation of a nunnery between by Werburgh 686 and 697 AD, likely to have been demolished by the mid-9th century. The site of the nunnery is currently unknown. Earlier settlement has also been uncovered however through evidence of late Bronze Age salt production in the area which appears to have continued through the Iron Age and into the Roman-era.

One of the most significant industrial developments in Hoo St Werburgh was the brickworks towards the south of the village on the bank of the river, which provided London and the local area with a continual supply of bricks through the 19th and into the mid-20th century. Hoo Marina Park now occupies the site, following the original layout of the brickworks through its access roads and blocks of homes. Whilst much of the clay pits that supplied the brickworks with the raw materials have since returned to rural uses, they can still be identified on aerial photography.

Hoo St Werburgh also featured as part of the GHQ Stop Line during the Second World War, with the village operating as a 'defended village' along with Kingshill Camp that was located slightly north, as a defended locality. The Stop Line started south east of Hoo St Werburgh on the bank of the river Medway, consisting of an anti-tank ditch supported by road blocks, pillboxes and

defended areas used to impede enemy armoured movement in the event of invasion. A number of the pillboxes and other obstacles now benefit from national designation.

Prior to the 20th century much of the housing in Hoo St Werburgh was located at the nucleus of the village around the church, with industrial and agricultural workers housing dispersed along the adjoining roads. The interwar period saw the first real wave of residential expansion in Hoo with the construction of St Werburgh Crescent in the 1920s. This was followed by further residential development in the 1950s, including a number from pre-cast concrete houses, known as the Cornish Unit Type 1 as a response to deliver housing quickly and cheaply at the time. Limited examples of the original pre-cast concrete construction still remain, with most having since been refurbished with more traditional brick construction.

Much of the housing in Hoo St Werburgh throughout the late 20th century was due to the need for homes to support the workforce employed at the oil refinery and storage facilities, and later the power stations at Kingsnorth and Grain. This was further supplemented by private developers in order to satisfy the growing demand for housing in the area.

The start (or end) of the Hoo Stop Line

Characteristics of Medway's Heritage

The Red Dog PH, High Halstow

High Halstow: The village of High Halstow is likely to have been established in the Saxon period on the upland below Northward Hill. St Margarets Church lies at the centre of the village, with the earliest fabric being dated back to the 13th century. The rest of the settlement existed in the form of dispersed farmsteads.

Alongside the grazing of cattle on the marshes, other activities also took place; including smuggling and wild fowling. At least one decoy pond (a means of catching birds) still exists at Decoy Fleet, being dug between 1654 and 1697. The isolated area along with the secluded Egypt Bay gave rise to smuggling, with nearby buildings such as Shade House reputedly being used to hide contraband.

Much of the growth in High Halstow happened in the second half of the 20th century, with 227 residents recorded in 1801, 401 in 1951, and rising to 1,807 people in 2011. Late 19th century maps show the village centred around the church, public house, Hill Farm, smithy and the Rectory and other small buildings. Later development the extends along both Christmas Lane and the Street in the form of inter-war semi-detached housing. Additional late 20th century housing development infilled the north-east and eastern areas of the village, between Christmas Lane and Britannia Road, leaving much of the historical character of High Halstow evident within the dispersed upland farmsteads.

Cooling: Settlement in Cooling can be traced back to the Roman period with a probable settlement being identified to the south of Spendiff. Furthermore, Roman pottery kilns were discovered on Whalebone Marsh to the north of the village during excavations undertaken in the 20th century.

St James Church lies at the centre of the village and dates from the late 13th century, however it is likely to be built on the site of an older Saxon building. Another significant historic building in Cooling is the castle. Construction commenced in 1381, however was attacked and ruined by Sir Thomas Wyatt in 1554. Further development of the village occurred up to the 18th century, including a parsonage, barn, public house and a number of cottages; most of which have since been demolished and replaced.

Cooling has seen limited modern development, which is reflected in its population fluctuating around 100-200 residents for the last 200 years, reaching a peak of 232 in 1881 when the Hundred of Hoo Railway Line was under construction, and even dropping to 216 people in 2011.

Cooling has manged to retain a considerable amount of its architectural and historical interest, with many buildings benefitting from national designation. Whilst many of the farmsteads have been altered through modernisation, many historic features remain. A number of buildings area suggested for inclusion on to a Local List; including Cooling Castle House, Cooling House/ Cooling Lodge and the chapel at Spendiff.

Cooling Castle Gatehouse and Barn

Designated Heritage

The National List of Buildings of Special Architectural or Historic Importance

The most recent national data available from Historic England indicates that Medway has 721 entries in the national list of buildings of special architectural or historic importance. These can be broken down as follows:

- 49 Grade I Listed Buildings
- 78 Grade II* Listed Buildings
- 515 Grade II Listed Buildings
- 76 Scheduled Monuments
- 2 Historic Parks and Gardens
- 1 Certificate of Immunity.

Listed Buildings

The Listed Buildings in Medway are largely concentrated around the Historic Dockyard Chatham, Brompton, and the centre of Rochester.

The Historic Dockyard Chatham currently contains the highest concentration of Listed Buildings and Scheduled Monuments of anywhere in the country, which collectively provide a unique insight into a Georgian Naval Dockyard.

With the exception of Strood, the whole of Medway to the north and west of the river is divided up into 11 parishes, with the Listed Buildings located outside of the main urban areas being spread almost proportionately each of the parishes.

Scheduled Monuments

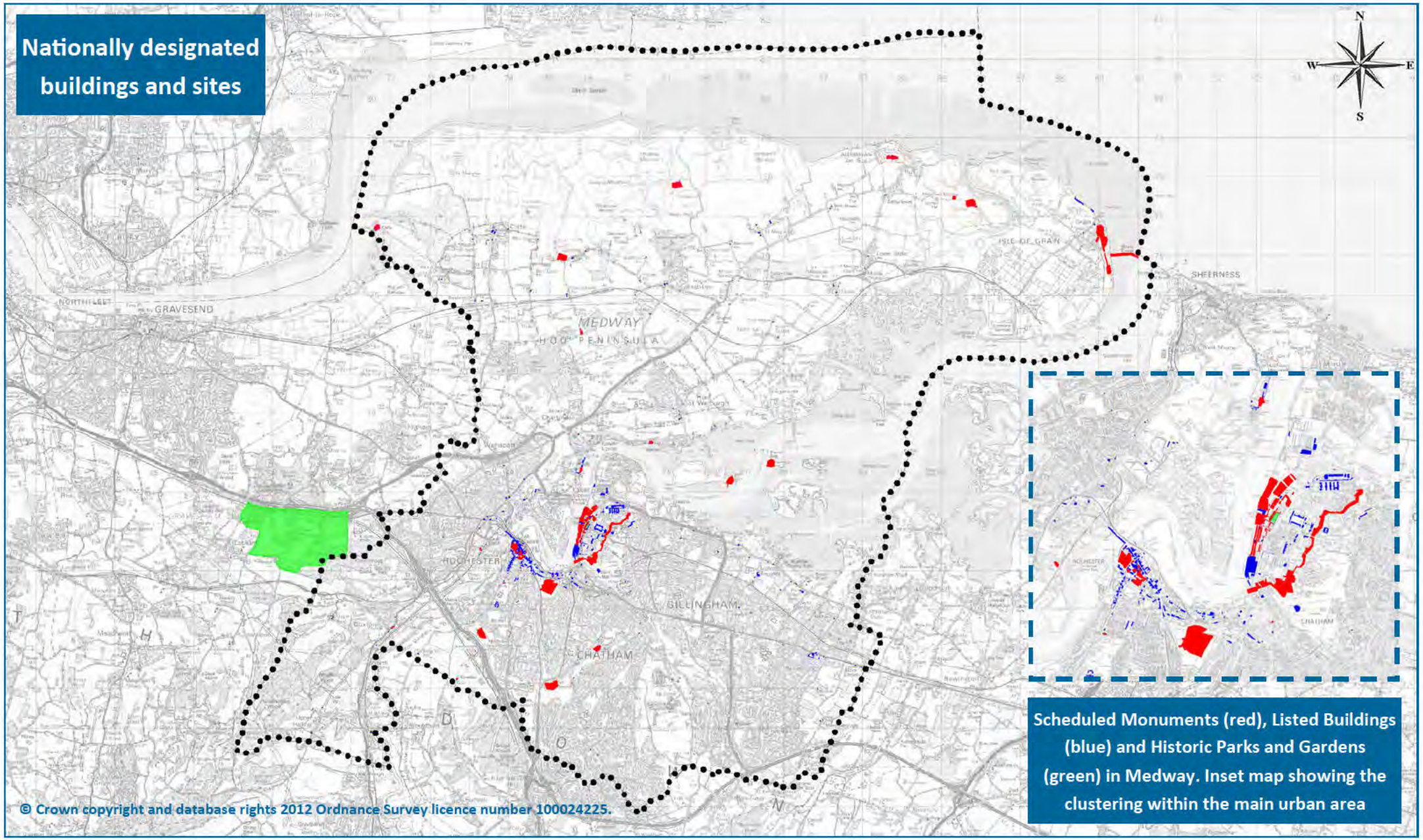
The Scheduled Monuments in Medway follow a similar pattern to that of the Listed Buildings, with concentrations located around the Historic Dockyard Chatham and the centre of Rochester. Many of the Scheduled Monuments are of military origin; constructed within the confines of the former Royal Navy Dockyard, or further afield as part of the fortifications intended for its defence.

Historic Parks and Gardens

Medway has 2 areas of designed landscape which are included in Historic England's Register of Historic Parks and Gardens of Special Historic Interest. These are Cobham Hall, almost all of which is located within Gravesham Borough Council, and The Officers' Terrace in the Historic Dockyard Chatham. Cobham Hall is designated Grade II* and The Officers' Terrace Grade II.

Officers' Terrace, Historic Dockyard Chatham

Designated Heritage



Designated Heritage

Conservation Areas

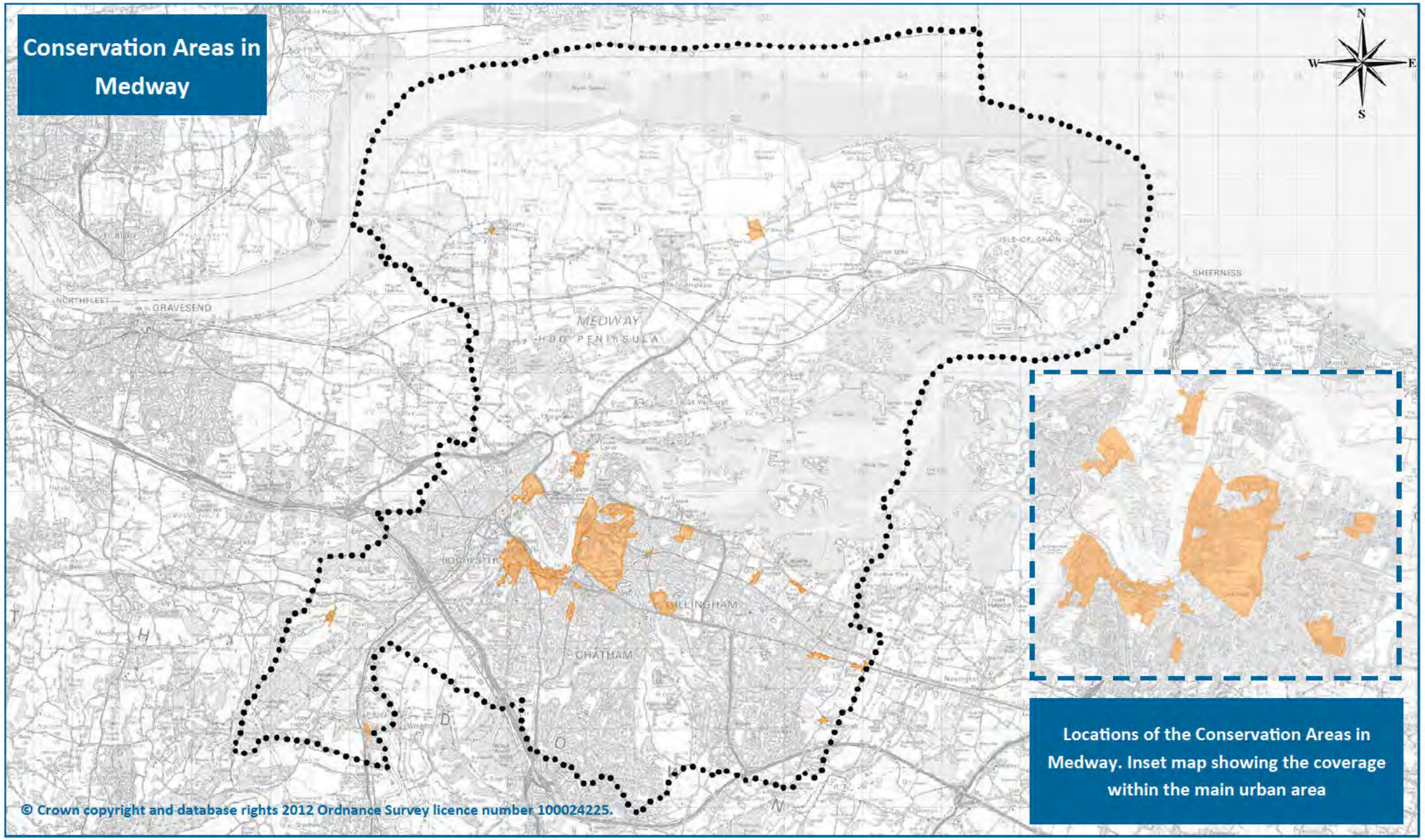
Medway has 24 Conservation Areas, 10 of which have an Article 4 direction applied all, or in part. The Conservation Areas are mainly clustered within the main urban areas; along with the more rural areas of Upnor, Cliffe and St Mary Hoo.

Article 4 Directions provide greater powers for the control of development that could be considered damaging to local heritage. Their range of powers require planning permission to be sought for some works that would not normally be required. In addition to the major changes that normally require planning permission, minor alterations to the facades of houses which face highways or public footpaths also require an application for planning permission.

Conservation Area appraisals

6 of Medway's 24 Conservation Areas have published Conservation Area Appraisals, produced from 2004 onwards. Furthermore, Conservation Area Appraisals are currently being prepared for a further 2 Conservation Areas. Conservation Area Appraisals are documents explaining the architectural and historical qualities that make each conservation area special. They help the council and others to judge whether new development will preserve and enhance the Conservation Area, and ensure that the architectural and historic significance of an area is taken into account when considering development proposals and schemes.

Conservation Area	Article 4 Direction applied to	Conservation Area Appraisal
Historic Rochester	Yes	Adopted 2010
Watts Avenue/Roebuck Road	Yes	Not started
Star Hill	No	Not started
Star Hill to Sun Pier	Yes	Underway
New Road, Rochester	Yes	Not started
Frindsbury and Manor Farm	No	Not started
Upnor	Yes	Adopted 2004
Cliffe	No	Underway
St Mary Hoo	No	Not started
Halling	No	Not started
Upper Bush	Yes	Adopted 2004
New Road, Chatham	Yes	Adopted 2004
Maidstone Road, Chatham	Yes	Adopted 2004
Chatham Historic Dockyard	No	Not started
Pembroke	No	Not started
Brompton Lines	Yes	Adopted 2006
Rainham	No	Not started
Lower Rainham	No	Not started
Lower Twydall	No	Not started
Moor Street	No	Not started
Meresborough	No	Not started
Gillingham Park	Yes	Not started
Railway Street	No	Not started
Gillingham Green	No	Not started



Locations of the Conservation Areas in Medway. Inset map showing the coverage within the main urban area

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Designated Heritage

Heritage at Risk

Historic England compiles an annual Heritage at Risk register which identifies Grade I and Grade II* Listed Buildings, Scheduled Monuments and Conservation Areas which are at risk from neglect. There are a number of conditions for each type of designation to be included onto the Register:

- **Vacant Listed Buildings:** In very bad, poor or fair condition.
- **Occupied Listed Buildings:** In very bad or poor condition.
- **Scheduled Monuments:** Depends on their condition, vulnerability, trend of their condition and their likely future vulnerability.
- **Conservation Areas:** Those that are deteriorating or in very bad condition and are not expected to change significantly in the next 3 years.

Grade II Listed Buildings are not included onto the Register, however it is an aspiration of the council to work towards a register of Grade II buildings at risk.

Currently there are 15 buildings and sites in Medway on the Heritage at Risk register, including 8 Scheduled Monuments, 3 Listed Buildings and 4 Conservation Areas. This is significantly higher than most of the other Kent local authorities.

After a peak of 18 entries on the register in 2015, the number has reduced through work with the owners to undertake repairs and improvements. Other sites, such as Fort Amherst have recently benefitted from Heritage Lottery Funding to help undertake a number of improvements and essential repairs.

Nationally, 3.8% of Grade I and Grade II* Listed Buildings (excluding Places of Worship) are currently on the Heritage at Risk register, this compares to 3.9% in Medway. Of the 24 Conservation Areas in Medway, 4 are included on the register - equating to 16.7%, which compares to just 6% nationally.

The tables on the opposite page breakdown the number of entries on the Heritage at Risk Register along with the trend for the past 6 years.

Cockham Wood Fort

	Building and Structure entries	Place of Worship entries	Archaeological entries	Park and Garden entries	Battlefield entries	Wreck site entries	Conservation Area entries
Ashford	5	1	1	0	0	0	0
Canterbury	5	4	1	0	0	0	0
Dartford	0	0	3	0	0	0	0
Dover	4	2	3	0	0	0	3
Gravesham	1	1	0	0	0	0	0
Maidstone	6	3	2	0	0	0	2
Medway	**11**	**1**	**0**	**0**	**0**	**0**	**4**
Sevenoaks	1	0	1	1	0	0	0
Sevenoaks/Tun. Wells	0	0	0	1	0	0	0
Shepway	6	3	3	0	0	0	0
Swale	6	4	0	0	0	0	8
Thanet	2	1	4	0	0	0	0
Tonbridge and Malling	0	3	3	0	0	0	0
Tunbridge Wells	1	1	1	0	0	0	1
Tunbridge Wells/Wealden	0	0	0	1	0	0	0

	Building and Structure entries	Place of Worship entries	Archaeological entries	Park and Garden entries	Battlefield entries	Wreck site entries	Conservation Area entries	Total for year
2012	11	1	0	0	0	0	3	**15**
2013	12	1	0	0	0	0	3	**16**
2014	12	2	0	0	0	0	3	**17**
2015	11	2	0	0	0	0	5	**18**
2016	11	1	0	0	0	0	4	**16**
2017	11	0	0	0	0	0	4	**15**

Non-designated & Unidentified Heritage

Non-designated Heritage

Defining what is considered a heritage asset is not straight-forward as the significance of the asset is not automatically reflective of its age, for example. Annex 2 of the NPPF defines 'significance' in terms of heritage as *"The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."*

To provide further context, the NPPF defines 'heritage assets' as *"A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)."*

It is clear therefore that the significance of heritage assets that do not currently benefit from a national designation would receive additional consideration when making planning decisions through being included onto a Local List. However, it must also be noted that many sites of historic importance (such as archaeological sites or those covering large areas) may not meet the requirements to benefit from national designation, but are still of equal historic significance and must therefore be given the appropriate level of consideration in planning decision making.

Setting of designated heritage assets: Non-designated heritage assets can be used to help support adjacent designated heritage assets, or a wider conservation area, enhancing the setting of the designated asset and providing context.

As part of a historic landscape: When considering the significance of a historic landscape, non-designated heritage assets, such as oast houses or barns for example, undoubtedly enhance the rural landscape and provide insight into the historic activities and practices of the area.

Local character and distinctiveness: Throughout the NPPF emphasis is placed upon the importance of protecting and enhancing local character and distinctiveness. Non-designated heritage help form and reinforce this character, often reflecting local architectural styles, mass, layout and materials used in their construction.

In order to be considered a non-designated heritage asset it will be subject to the requirements of Section 12 of the NPPF *'Conserving and Enhancing the Historic Environment'*; taking into account paragraphs 131 and 135. Further advice is also provided in the Historic England guidance *'Conservation Principles – Policies and Guidance for the Sustainable Management of the Historic Environment'*, and *'Good Practice Guide for Local Heritage Listing'.* This provides a basis for criteria as to whether a building or structure can be considered a non-designated heritage asset; where it can be demonstrated to have:

- Archaeological interest
- Architectural interest
- Artistic interest
- Historic interest

The following pages detail the range of sources that have so far been compiled and considered to help identify non-designated or unidentified heritage assets that will form the foundation for the compilation of a Local List.

Medway Landscape Character Assessment

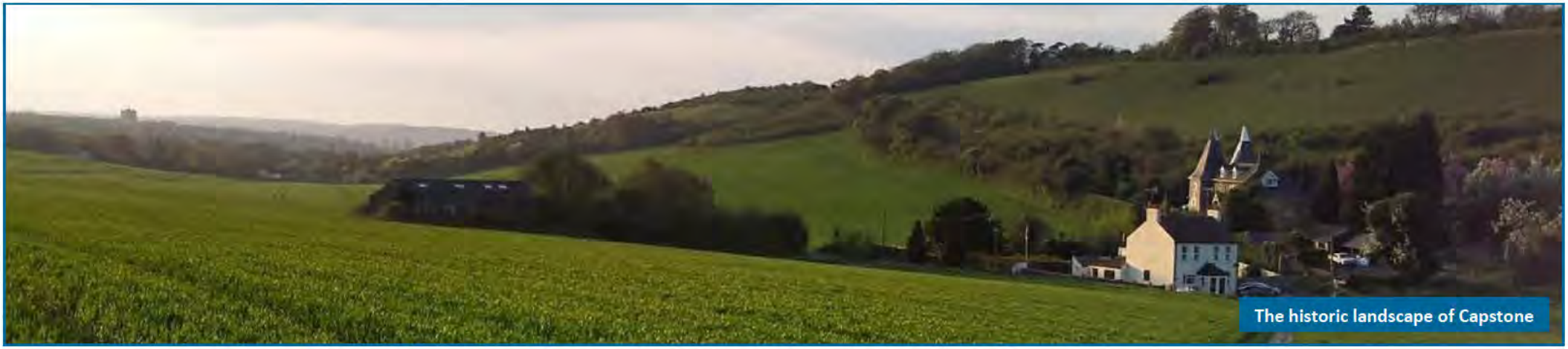
The Medway Landscape Character Assessment was published in March 2011 with the primary purpose to support and inform landscape planning policies within the (then) Medway Core Strategy and to provide a landscape planning guidance document for the countryside and urban-rural fringe areas of Medway.

The introduction of the study considers why landscape is important; its purpose and scope; planning context; previous Landscape Character Assessments; methodology, content and structure of the report, as well as at the particular character and local distinctiveness of Medway's landscape. It considers wider influences, including the impact of new development, the historic environment, biodiversity, climate change, green infrastructure and the benefits of adopting an ecosystems approach.

The main body of the study separates Medway's countryside into six principal areas – Eastern Thames Marshes; Medway Marshes; Hoo Peninsula; North Kent Fruit Belt; Capstone and Horsted Valleys; North Downs and Medway Valley. The study adopts a consistent methodology and follows a rigorous analytical process in defining a series of local landscape character areas. Definition of the boundaries of each of these character areas is based on an analysis of earlier studies; on landscape survey work of Medway's countryside and urban-rural fringe areas undertaken in 2009 and on an overall evaluation of all assembled data.

Medway's countryside is then sub-divided into a further forty-two distinct local landscape character areas. A series of summary sheets describe what makes each of these character areas distinctive and what is valuable and important about them. Each summary sheet provides a character area map, a description, a list of characteristics, an analysis of condition and sensitivity, a list of issues, recommended actions and a set of guidelines.

The Medway Landscape Character Assessment is due to be updated as part of the preparation of the Medway Local Plan, however the content of the current document is still valid.



The historic landscape of Capstone

Non-designated & Unidentified Heritage

Kent Historic Landscape Character Assessment

In 1999, Kent County Council and English Heritage jointly commissioned a Historic Landscape Characterisation of Kent, including Medway. The primary aim of the project was to produce a digital map of Kent's Historic Landscape Types with associated explanatory text that would:

- Enhance the formulation of development plans, structural planning programmes, development control and conservation activities.
- Establish a framework, in conjunction with the complimentary county-wide landscape assessment, for future Historic Landscape Assessment and research activities within Kent.

A total of 87 Historic Landscape Types were defined across Kent and these were grouped into 14 broad categories.

The Kent Historic Landscape Character Assessment identifies the following Historic Landscape Types in Medway:

- HCLA 4 – Western North Downs
- HCLA 12 – Rochester/Chatham Hinterland
- HCLA 13 – Hoo Peninsula
- HCLA 17 – Northern Horticultural Belt
- HCLA 28 – Northern Coast and Marshland
- HCLA 32 - Urban Conurbation

HCLA 4 – Western North Downs: A varied area with reasonably well defined edges, however the lack of homogeneity means it is difficult to characterise summarily. The area is dominated by regular field types, with significant post-1801 settlement, woodland and fields bounded by paths and tracks.

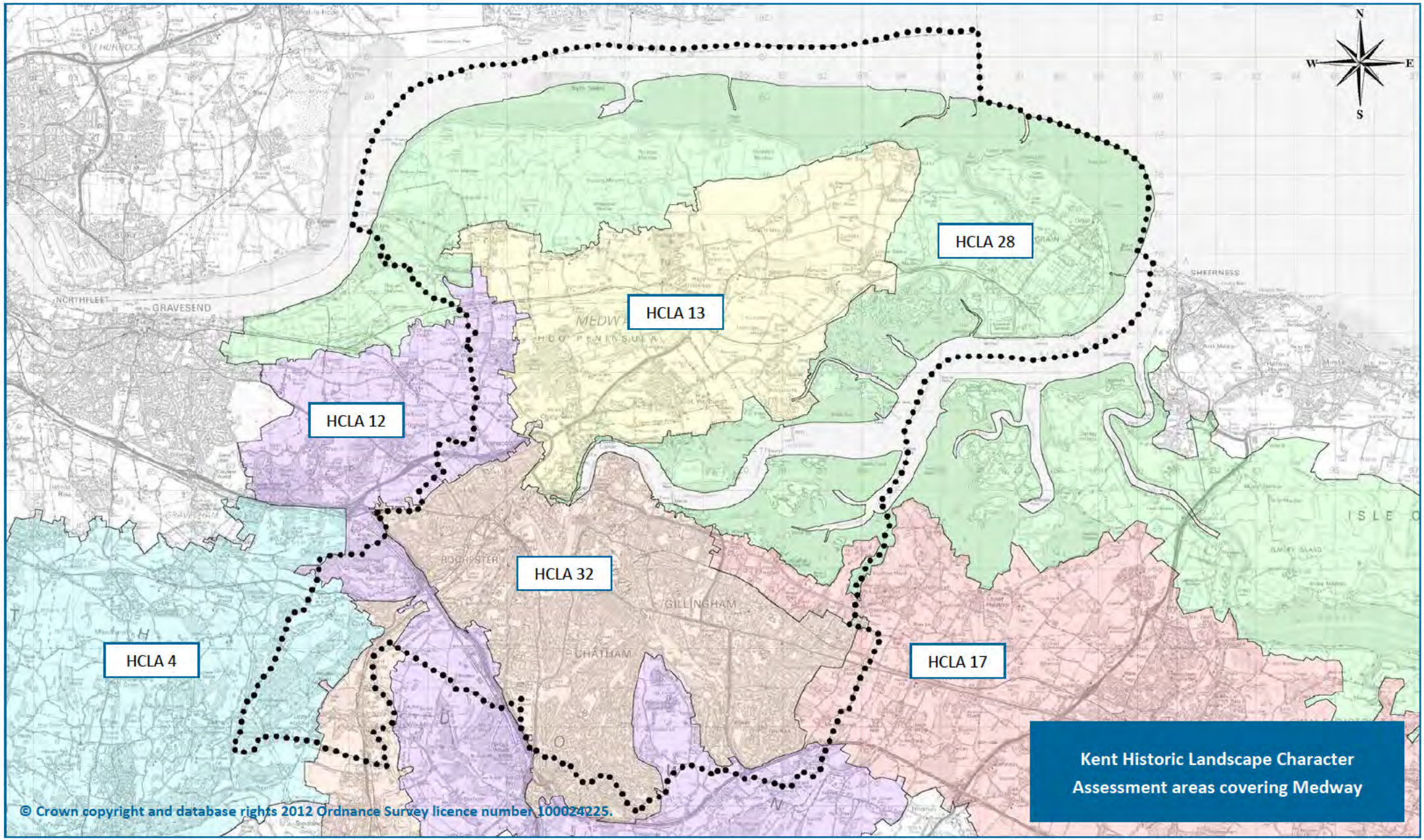
HCLA 12 – Rochester/Chatham Hinterland: A well-defined area of prairie fields and coppice woodland, indicating that the area has been heavily worked in the last 200 years, with the coppice woodland tending to survive in areas of steep topography or poor soils.

HCLA 13 – Hoo Peninsula: A well-defined area of distinctive historic landscape, characterised by irregular fields bounded by tracks, roads and paths, coppice woodland, orchards, urban settlement and recreational areas. The area has a strong character boundary between the peninsula and the neighbouring land.

HCLA 17 – Northern Horticulture Belt: A relatively well defined area primarily characterised by horticulture activity, predominantly orchards. Situated between a series of major towns which would have supplied substantial markets as well as an extensive road and rail connections for wider distribution.

HCLA 28 – Northern Coast and Marshland: An extremely well defined area comprising of a relatively balanced mix of reclaimed marsh and coastal landscapes that typifies the relationship between humans and the marine environment, with much of the areas around the Hoo Peninsula containing a greater degree of industrial activity.

HCLA 32 – Urban Conurbation: Well-defined blocks of urban conurbation including areas of industry and recreation that have arisen since 1801, reflecting large-scale population shift and growth, many of which are located along major transportation corridors.



Kent Historic Landscape Character Assessment areas covering Medway

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Hoo Peninsula Historic Landscape Project

Historic England undertook a series of reports as part of the Hoo Peninsula Historic Landscape Project due to proposed changes in the area combined with the potential threat from rising sea levels. The project comprised a range of techniques including aerial surveys, analytical earthwork and building surveys, historic landscape, seascape and routeway characterisation, archive research, farmstead characterisation, Historic Area Assessments and a palaeoenvironmental review. The report presents an integrated narrative showing how the changes on the landscape have produced the present character and existing perceptions of the area. The main body of the published project report is divided into seven main sections of analysis. Whilst only covering a portion of Medway's administrative area, the report provides an invaluable insight and exceptional context for both the historic and present character of the wider North Kent Marshes, the Medway Valley and beyond.

Perceptions of the Hoo Peninsula: The first section of the report addresses the geomorphological and geological setting of the area, moving on to explore past and present perceptions of the Hoo, presenting various accounts and references to the area from a range of sources.

Industrial Landscape and Infrastructure: The report details that the industrialisation of the Hoo Peninsula was initiated as a result of the growth of London and other cities in the second half of the 19th century. The rapid industrialisation was not just due to the abundance of raw materials (such as chalk and clay), but it was also due to the flat, open and relatively uninhabited landscape with good river access. The broad range of industrial uses included cement and brick manufacture, oil storage and refinery, quarrying, gunpowder storage, chemical explosives production and the siting of power stations.

Whilst much of the industrialised areas continue to operate the south of the Hoo Peninsula around the Grain and Kingsnorth industrial estates, other than limited uses at the aggregates importation wharf and concrete products factory at Cliffe, much of the landscape of pits, quarries and factories has returned to nature in the form of marshes, grazing land, and lakes and ponds centred around the Cliffe Pools bird reserve.

Military defence: The positioning of the Hoo Peninsula between the Thames and the Medway provided it with the strategically important position of being able to control or prevent access along both rivers.

The earliest defensive structure on the Hoo Peninsula is likely to be Cooling Castle, which was completed in 1385. This was followed by Upnor Castle in 1559 and a range of supporting batteries in the later 16th century.

Further fortifications followed in the 19th century, with Grain Tower being the first in 1855 as a means of protecting the entrance to the river Medway. The report of the 1860 Commission on the Defences of the United Kingdom led to the construction of substantial stone-built forts designed to withstand bombardment, but to also provide crossing fire with other forts. The first five constructed in the 1860s were Cliffe, Shornemead, Slough, Grain Fort and Grain Battery; followed by Garrison Point at Sheerness, along with Hoo and Darnet Forts on the marshy islands either side of the channel in the Medway.

Other notable military establishments in the early 20th century included the Admiralty oil storage facility to the south of Grain in 1908, which made use of the deep water access to fuel the naval fleet. Further east the Royal Naval Air Service seaplane base was established in 1912, thought to be one of the earliest naval air stations in the country. This was followed three years later by establishment of the Marine Experimental Aircraft Depot near to Port Victoria.

The advances in technology through the late 19th and 20th centuries led to the threat of assault coming from both the sea, but now also from the air. In response a range of searchlights and anti-aircraft gun batteries were constructed across the Hoo Peninsula, including the first anti-aircraft gun batteries in the country at Lodge Hill and Beacon Hill in 1913-14. By 1916 there were ten anti-aircraft gun batteries on the Hoo Peninsula.

The number of anti-aircraft batteries on the Hoo Peninsula increased dramatically in the Second World War with a range of both heavy and light gun batteries were sited at regular intervals, supported by searchlights. From August 1944, the anti-aircraft defences were redistributed to counter the threat of V1 flying bombs. These took the form of Diver gun emplacements, at least 5 of which have been identified on St Mary's Marshes and Allhallows Marshes.

The aerial threat of bombing led to the development of a range of decoy sites to draw enemy bombers away from major urban, industrial and military targets. A range of these sites were deployed throughout the Hoo Peninsula, including a QF site (simulating burning buildings) on Allhallows Marsh, a QL site (simulating lights of a depot, town or airfield) and SF site (simulating fires) on Nor Marsh, a QF site to the west of Lower Stoke and a QL site on the Cliffe Marshes. Remains of a number of these sites can be readily identified.

With the outbreak of the Second World War came the threat of invasion. Once again many of the Hoo Peninsula fortifications were rearmed, however this time vulnerable sections of the coastline were also secured to protect against coastal invasion. On the Hoo Peninsula the marshes were seen as a natural defence, with a range of tank traps, obstacles, blocks, mine fields and barbed wire entanglements placed along Grain and Allhallows beaches. This was supported further inland by pillboxes and gun emplacements at regular intervals across fields and at junctions with roads and railways. Many of these features still remain, some of which now benefit from national designation.

In order to arm the fleet that was moored in the river Medway, means to store the vast quantities of ammunition and explosives was required. The first naval magazine was established at Upnor Castle, which was converted shortly after the Dutch raid in 1667. The next purpose-built magazine was constructed nearby between 1808 and 1812, followed by an additional magazine and shell store completed in 1857. Shortly afterwards five magazines were constructed at Great Chattenden Wood in 1875 and connected by a railway to Upnor. This was followed in 1898 by a new purpose-built ordnance depot on the adjacent 125 acre site at Lodge Hill. The depot comprised a range of magazines, stores and laboratories, served by an internal tramway and connected to the railway from Upnor. Much of the site exists in its original form today, however has been subject to redevelopment proposals for a number of years.

Living: The report focusses on the impact of industrial expansion and the resulting residential settlement within the parishes included in the Outline Historic Area Assessments undertaken.

The establishment of the cement works and explosives factory at Cliffe in the 19th century saw the population double between the 1870s and 1880s. The population increase resulted in a range of terraces being constructed, many of which remain today and contribute to the character of the village. Whilst some of the housing was constructed by the owners of the cement works for their employees, most of the houses built through the 19th century in Cliffe were on a speculative basis by individual builders due to the market demand from the industrialisation of the area.

Non-designated & Unidentified Heritage

Similarly, the need to accommodate industrial and agricultural workers in Middle Stoke and Grain also led to the development of a range of terraces through the 19th century. The industrialisation also led to a range of middle class housing being constructed, with a range of villas and detached houses throughout the villages.

The early 20th century saw residential development happen in a piecemeal fashion through private enterprise. On of the larger private enterprises was the development of the Rochester Park Estate and Garden Suburb, the pre-cursor to Cliffe Woods.

The inter-war period saw sporadic housing being constructed by Hoo Rural District Council, with many of the names of the houses reflecting the proximity of Chatham Dockyard, such as Beatty Cottages in Allhallows, Jellicoe Cottages in High Halstow, Trenchard Cottages in Grain and Kitchener Cottages in Lower Stoke.

Post-war housing on the Hoo Peninsula was greatly influenced by the construction of the oil refinery and power stations. The impact was broadly spread across the wider area, with estates being constructed in many of the villages. Much of the housing was constructed by Strood Rural District Council either from brick or using non-traditional pre-cast concrete framed Airey Rural Houses. Due to the system being found to be structurally unsound, walls have often been rebuilt in brick, although a number of examples with concrete panels survive.

Further private housing developments followed through the second half of the 20th century, with significant residential extensions being added to Allhallows, Cliffe, Cliffe Woods, Grain, High Halstow, Hoo and the Stoke villages.

It was not just the industrial expansion that led to the development of housing in the 19th century, changes in farm practices also contributed to a number of agricultural workers cottages being constructed.

The settlement patterns experienced on the Hoo Peninsula are not accidental, they are a reflection of the intricate historic patterns of the topography, routeways, river access, military establishments and locality to the major urbanised areas of the Medway towns and London.

Farming: Until the 19th century most of the arable areas of the central ridge of the Hoo Peninsula would have been farmed as part of an integrated use with the marshes for the folding of sheep. The position of a number of villages; such as Cliffe, Cooling, Allhallows and Stoke may be reflective of this important interface between the arable and marshland areas. This system of farming appears to have been developed through the medieval period to provide the London markets with sheep.

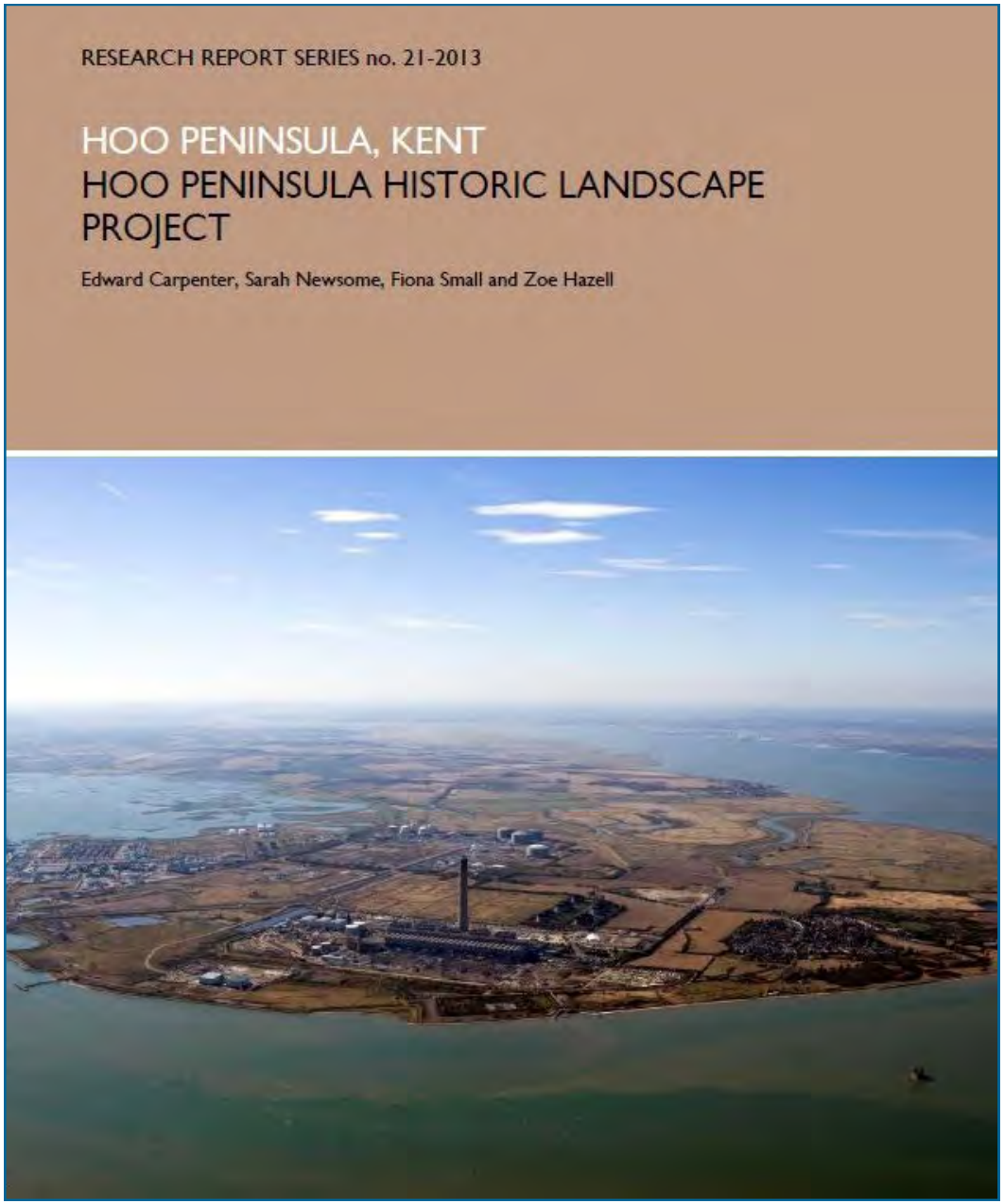
The unique nature of coastal farming in the area led to a major shift in the mid-19th century when fruit growing and market gardening on an industrial scale developed around stations. One of the main influences in the area at the time was Henry Pye, who introduced hops and seed-growing to the area as well as innovative agricultural techniques to improve productivity. Evidence of hop growing on the Hoo Peninsula still exists through a range of surviving oast houses.

Evidence of historic field patterns also exists in areas of the Hoo Peninsula. Whilst the central ridge reflects 20th century large open arable fields, other areas retain more historic patterns, possibly due to less change or difficulty to adapt to new farming techniques. This is particularly notable in Cliffe where the medieval character of sub-divided but unenclosed fields.

Managing the land: The present pattern of sea walls on the Hoo Peninsula is believed to have been established by the early 17th century, following the significant floods of the 16th century. Prior to this the process of reclaiming the marshland is likely to have taken place over hundreds of years, from just after the Norman Conquest through to the 15th century; shaping the Hoo Peninsula into the form with experience today. One of the main drivers for the reclamation of the saltmarsh from the tide as to create valuable nutrient-rich pasture which could sustain a higher number of animals.

The future landscape: The Hoo Peninsula Historic Landscape Project concludes with a section discussing the future landscape character. The existing landscape of the Hoo Peninsula has a historic character that creates a rich cultural narrative. In order to sustain future generations ability to read and build upon this narrative, it is essential that an understanding of how the historic character informs planning for the future landscape. Whilst many historic features and sites are assessed to be of national importance, historic character also resides more widely in the typical landscape of the Hoo Peninsula. The area has always been shaped by change, which in-turn has created the Hoo Peninsula's distinctiveness; it is the ability to read its cultural development through the landscape that shows that it is far from a cultural blank canvas.

The historic character of the Hoo Peninsula is subject to a number of pressures, not only in order to meet the need for housing in the area, but also from infrastructure projects, climate change, rising sea levels, agriculture and minerals workings to name but a few. However, if well informed, many of these pressures have the potential to bring positive changes; providing access to the wider area, preserving heritage at risk and building upon the historic landscape to create a culturally and historically distinctive place for its future local communities and visitors to the area to enjoy.



Non-designated & Unidentified Heritage

Archaeology

Kent County Council hold extensive records of archaeological and provide advice on the matter to Medway Council in planning decision making. A broad overview of the archaeology in Medway is summarised in the following sections.

Palaeolithic: Medway is an important area for Palaeolithic archaeology (c. 800,000 – 11,000 BC). For the first half of the period the river Medway, rather than the Thames, was the dominant river in the region as it crossed north Kent and ran across south-east Essex before reaching the Thames which at that time was much further north. As a consequence, Medway contains wide areas of sand and gravel that are associated with former courses of the river Medway, and which have produced significant Palaeolithic discoveries. Some of these deposits are well mapped, such as on the Hoo peninsula where the British Geological Survey records at least eight different terraces and also deeply buried channels, but others are less so, such as around the Medway Gap and Rochester. The Historic Environment Record has more than 50 records of Palaeolithic discoveries in Medway. Most of these are from the approximate line Cuxton to Allhallows but there are also concentrations at Grain, Frindsbury, Chatham, Rainham and Luton. The finds from Cuxton include the Cuxton Rectory Scheduled Monument from where more than 700 flints have been found over the last century. Palaeo-environmental remains have also been discovered such as a mammoth tusk from Frindsbury and an elephant from Upnor. The Halling area is important for a valuable record of environmental change during the latest part of this period shown by changes in sediments and land snails. These finds represent the earliest, and longest lasting of all archaeological periods and have the potential to contribute significantly to our knowledge of early life in Medway, long-term climate change and the evolution of the landscape.

Later Prehistoric: There is comparatively little evidence from the Mesolithic period (c. 11,000 – 4,000 BC) in Medway. This is largely a result of the fact that Mesolithic people were hunter-gatherers; they were mobile opportunists following animal herds, collecting plant foods, and taking advantage of seasonal plenty. There is as yet no evidence that they built permanent structures to live in, and therefore archaeologically their transitory lifestyle has left little trace. In Medway this is mostly in the form of flint scatters from Motney Hill and at Grange Farm, Gillingham. Recent investigations of an important Mesolithic site at Chattenden however demonstrate the potential for significant new discoveries to come to light.

The Neolithic period (c. 4,000 – 2,000 BC) was a period of great change with the first introduction of farming, pottery and major ritual monuments. There are major Neolithic monuments further up the Medway valley but within the Medway authority area Neolithic evidence is limited, but includes a flint working floor, pit and posthole at the mouth of the Medway Tunnel (where environmental evidence has also been found showing a landscape of oak, alder, hazel and hornbeam), a buried soil and flints from Horsewash Lane in Rochester, a gully and posthole from Grange Farm in Gillingham, pottery from Allhallows Golf Course and a possible post-built structure near Spendiff. It is likely that the foreshores of the Thames and Medway would have provided important resources of fish and wildfowl throughout the period.

During the Bronze Age (c. 2,000 – 700 BC) the landscape was exploited on a larger scale. In places it was divided up by large field systems, but also included smaller isolated enclosures associated with specialist activities, such as salt-working. Circular burial monuments (round barrows) were constructed east of the Medway at Shoulder of Mutton Wood and Sharsted Farm and west of the river Medway at Stoke and probably near Allhallows, High Halstow and Grain.

Occupation sites have been found at Middle Stoke, Damhead Creek, Grange Farm, Cliffe Woods and at the mouth of the Medway Tunnel. There is good evidence that Bronze Age people exploited the marshes, particularly for salt-working, on the Hoo Peninsula and from the remains of a trackway across Copperhouse Marshes.

During the Iron Age (c. 700 BC – 43 AD), the exploitation of the marshes intensified and briquetage (kiln lining) has been found in the riverbank between Stoke and Hoo St Werburgh. Salt production sites have also been found at Burntwick Island, Cliffe and Cooling. Some of the mounds of waste from these sites could be very large – up to 50m across. Iron Age occupation sites and features have been found across Medway, such as at the massive enclosed settlement at Rose Court Farm (Grain), at the mouth of the Medway Tunnel, Allhallows Golf Course, the Nashenden Valley, Rainham and Rochester. By the Late Iron Age there may have been a mint in Rochester as shown by finds of coins and moulds from Rochester High Street.

Kent Historic Towns Survey

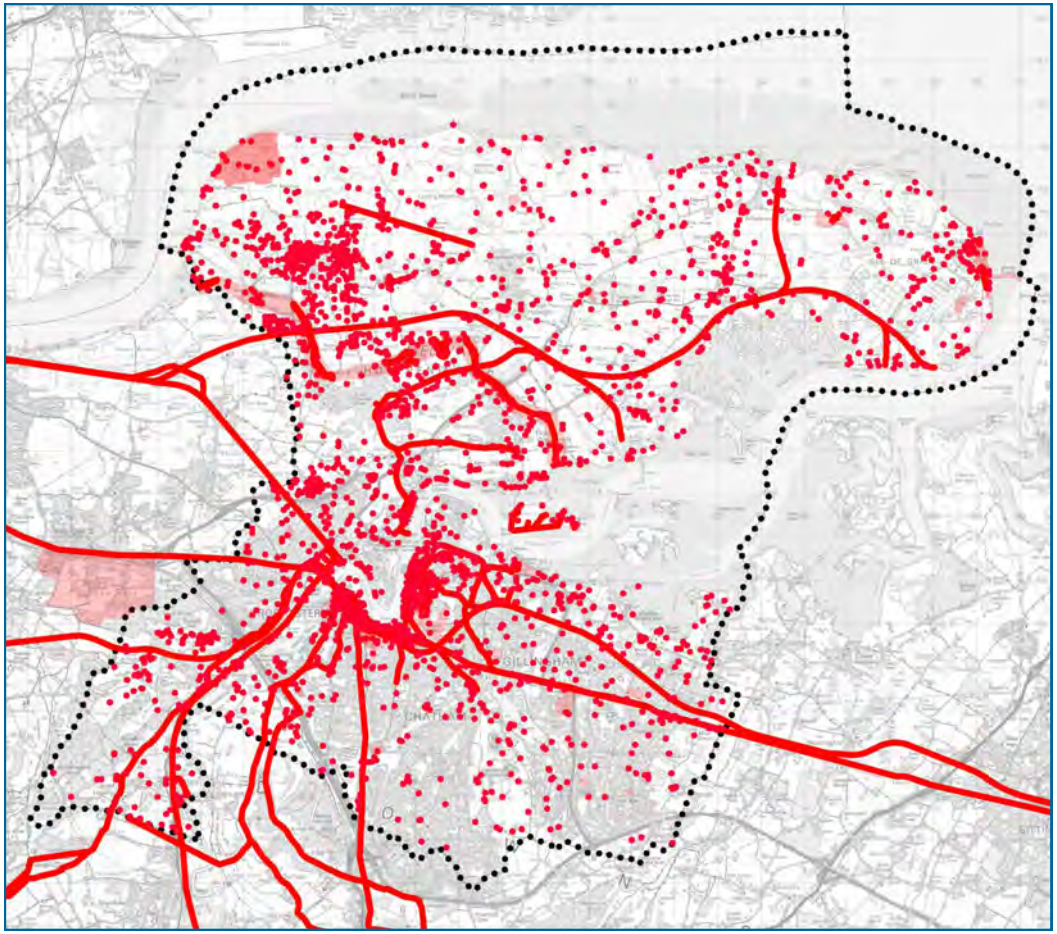
In 2003 Kent County Council and Historic England undertook the Kent Historic Towns Survey to assess the archaeological potential of the historic towns in Kent and Medway, particularly in relation to potential impacts from development. The Kent Historic Towns Survey covered 46 towns in the Kent, including 3 towns in Medway; Rochester, Chatham and Gillingham.

The surveys comprised an evaluation of the archaeological and historical remains of the three settlements providing a basis for informing decision making in the planning process where archaeological deposits may be affected by development proposals.

Kent Historic Environment Records

Alongside the buildings and areas that benefit from national designations, there are a large number of other sites recognised locally.

The Historic Environment Record (HER) for Kent lists over 4,000 sites of archaeological interest in Medway including extant sites and those where no visible evidence remains.



Non-designated & Unidentified Heritage

The Vines in Rochester

Kent Garden Trust Research Reports

The Kent Garden Trust is a charity that aims to protect Kent's garden heritage through promoting, recording and understanding their importance. A project was undertaken in 2015 to review 26 of the parks and gardens in Medway in order to assess their value and significance. The following summaries are for the parks that were considered to have historic value and significance.

Bishopscourt, Rochester: Forms part of a network of designed and historic green spaces. The close association of the house and garden with the Cathedral since the Dissolution of the Monasteries continues to provide a spiritual and social connection with the city.

Broomhill Park: Played an important role in the social, economic and industrial development of Strood.

Cathedral Precincts: Strong spiritual and social significance as reminders of this site's long history of Christianity as the second oldest Cathedral foundation in England.

Churchfields: Its situation on a hillside above the river offers one of the best panoramic and scenic views in Rochester and has provided recreational space for the local community for the last hundred years as well as underground tunnels affording protection to flying boat construction during the Second World War.

Clarence Gardens: Incorporating Willis Memorial Garden, they demonstrate a surviving part of the military history of the Medway Towns in particular a military line on the land front allied to the surviving fortified tower.

Eastgate House: Recommended for inclusion on a Local List of heritage assets for the following principal reasons:

- Age, rarity and survival
- Aesthetic value
- Evidential value
- Social, communal and economic value
- Landmark status.

Esplanade Gardens: Provide valuable public open space and riverside walk which forms part of the 28 mile Medway Valley Walk from Tonbridge to Rochester.

Gillingham Park: A good example of an intact, surviving Edwardian park layout. The design and construction typically undertaken by the Borough Engineer in a style promoted by the influential 19th century horticulturalist and writer JC Loudon.

Admiral's Gardens/Lower Lines Park: The park forms part of the historic Great Lines defences that were constructed during the 18th century to protect Chatham Dockyard from a landward attack.

Whilst the Admiral's house was demolished in the 1960s, its site and the surrounding gardens have potential for archaeology, whilst its use as part of the dockyard defences provide a historical military association.

Admiral's Gardens/Lower Lines Park

Non-designated & Unidentified Heritage

Great Lines: It is valued as an open space with public access and its use for sports activities represents a continuum of historic association with that use by the military and civilians from the late 18th century. The Naval Memorial is of national importance and the wide views it offers over Fort Amherst, Chatham town and the River Medway are of great landmark and scenic value.

Inner Lines: The garden and park continue to fulfil their recreational role for the present-day adjacent military housing.

Jacksons Field, Fort Pitt Gardens and Victoria Gardens: Contribute to the scenic quality of the wider area through the panoramic views they offer over the towns, the River Medway and beyond and in views from the historic New Road.

Rainham Recreation Ground: Although of some significance as typical of such spaces in terms of its 120-year history and commemorative status, Rainham Recreation Ground is a purely functional recreational space without any significant designed features and therefore does not constitute a designed landscape.

Restoration House: The mansion has medieval origins whose present gardens are surrounded by walls, some of which date from Tudor times. It has associations with King Charles II, Samuel Pepys and Charles Dickens. Both the house and the garden have long been valued by the community as landmark sites within the city of Rochester, attracting large numbers of visitors from around the world each year.

Riverside Gardens: Besides providing a public amenity, the gardens provide a direct physical connection to both local and national collective memories of Chatham's vital importance to the United Kingdom's defence up to the mid-20th century.

The Paddock: It survives as an important and highly valued open space for the people of Chatham. Together with the Riverside Gardens, Town Hall Gardens and the slope of Fort Amherst, the Paddock forms a significant landmark feature along the historic approach road past the former Town Hall and St Mary's Church to the Historic Dockyards which are important as a tourist attraction.

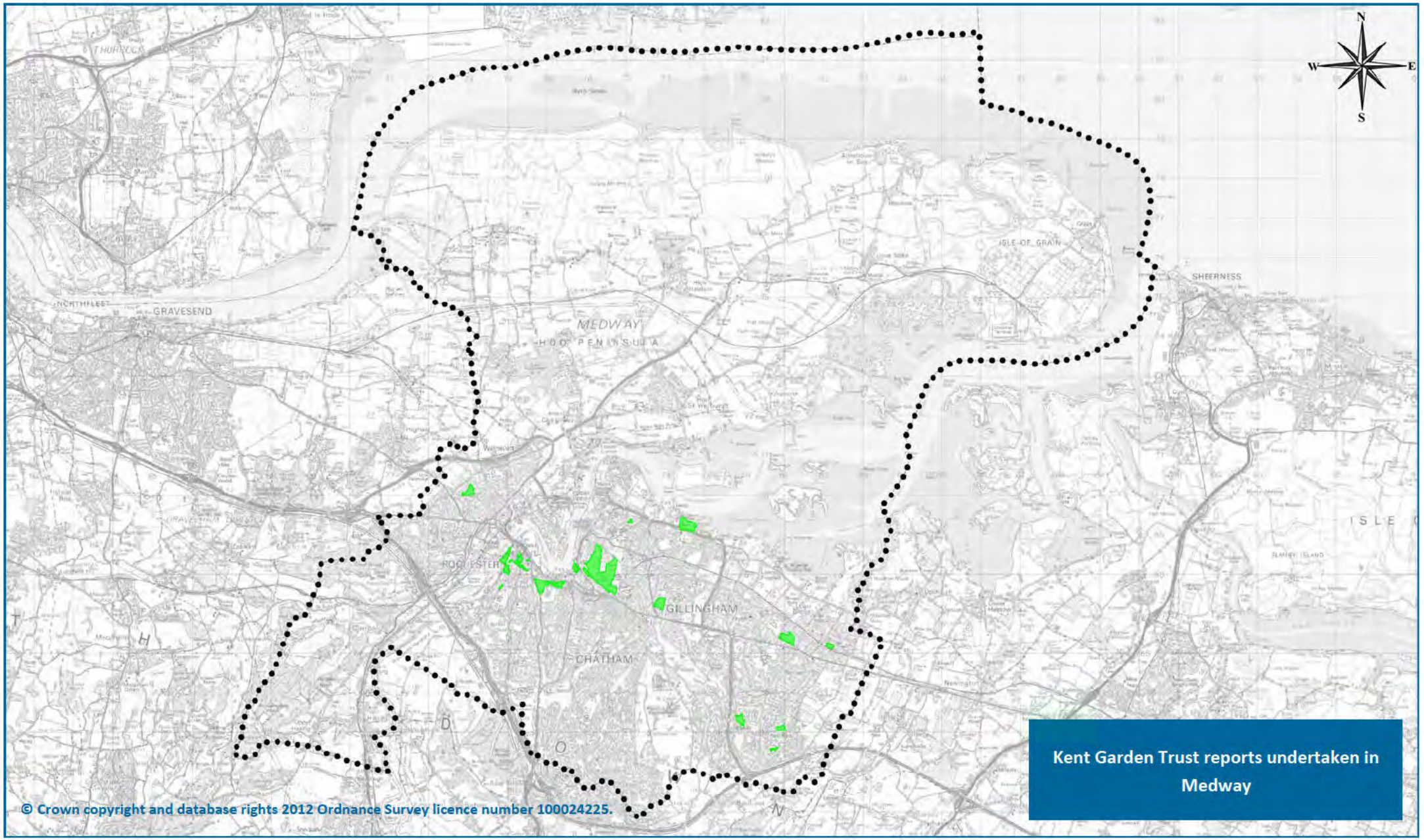
The Strand: The area has provided riverside access and leisure facilities to many generations of local residents of Gillingham and the surrounding Medway towns for well over a century. Popular with families it has been the source of happy and enduring childhood memories. Memories that are rooted within their community, the unique and wonderful riverside setting and memories that imbue pride, belonging and a sense of place.

The Vines: The site is a tranquil, green space in the centre of Rochester, the mature trees providing shade and a feeling of a long-established space which, with its view of the cathedral spire, evokes the typical character of an English cathedral.

Town Hall Gardens: An early example (1828) of the creation of a civic open space on land gifted from military to civilian ownership.

War Memorial Gardens: Of high importance for its social value to the city of Rochester as a memorial and for its archaeological associations. The garden itself is insignificant but opens up an excellent view of the Cathedral from the centre of the town.

Non-designated & Unidentified Heritage



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Non-designated & Unidentified Heritage

The Defence of Kent Project

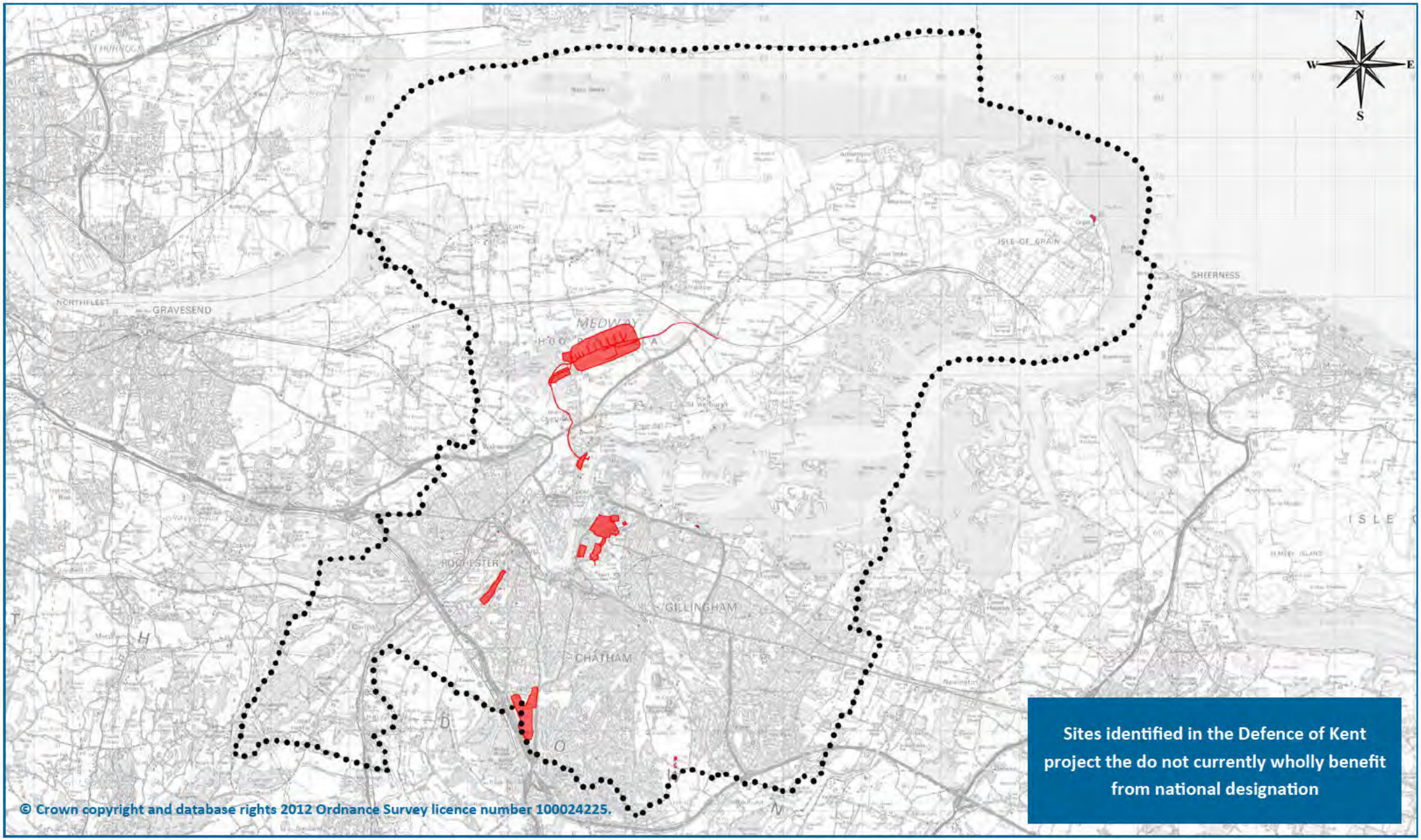
The Defence of Kent Project is an on-going study to better understand the role, evolution, distribution and survival of the county's 20th century military and civil defences.

Sources of information were wide and varied, including the National Archives, Centre for Kentish Studies, local authority archives offices, and service museums around the county. Additional information was gathered from individuals, local historical societies, and parish councils. This information was then assessed, mapped where possible, and site visits undertaken. For Medway, this involved an overview of 1601 sites, of which 217 were surveyed by Medway Military Research Group and published to the Historic Environment Record for Kent. As part of the survey, the location, form, condition and access of each site was assessed, with the aim of identifying educational and tourism opportunities. Furthermore, the value of 'key' surviving sites was assessed, with recommendations being made for their role in planning decision making, and where considered appropriate, their national designation.

Since the survey a number of the identified key sites now benefit from national designation, however many remain unprotected or just partially protected. These sites have the potential to be considered for inclusion on a Local List and further research should be undertaken to understand their significance.

HMS Wildfire

Non-designated & Unidentified Heritage



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Non-designated & Unidentified Heritage

Buildings of Special Local Interest

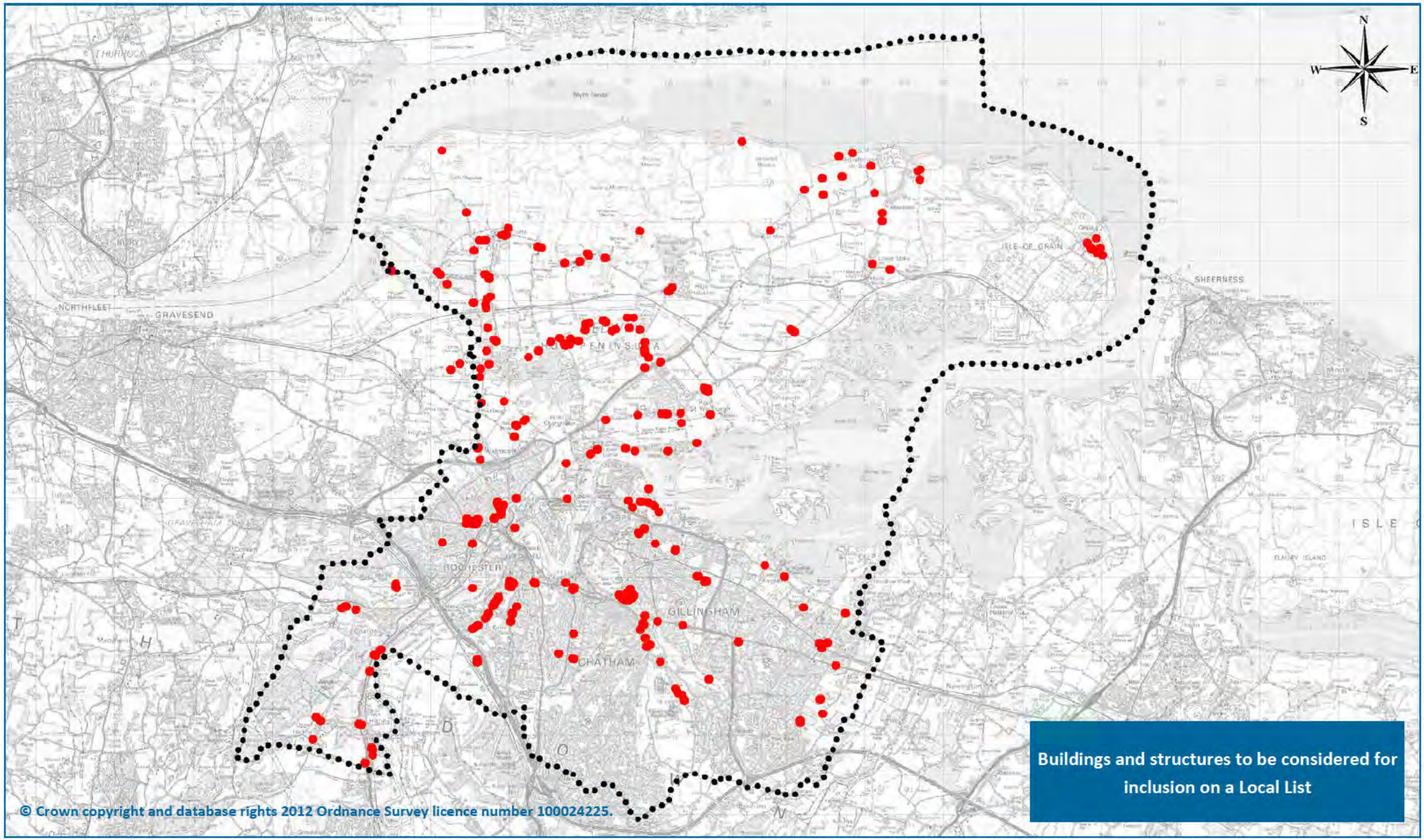
Medway Council has started work on a record of buildings of local historic or architectural interest which is recognised as an important part of the on-going conservation, enhancement and enjoyment of Medway's rich heritage.

Nearly 500 individual buildings and other structures not currently benefitting from a national designation for their architectural or historic interest, but are worthy of special consideration when determining planning applications have already been identified and will be subject to further research in order to better understand their historic significance. It is the aspiration that this record will provide the basis for a Local List.

The map opposite provides an overview of the buildings and other structures identified so far that could be considered for inclusion on a Local List.

New Road viaduct Chatham, 1902

Non-designated & Unidentified Heritage



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Opportunities for Further Research

It is inevitable that there will be a number of shortcomings with the Heritage Asset Review, not only through evidence and sources of information not being available at the time of production, but also because the document takes a snapshot of the heritage at that particular moment in time. Whilst the report presents a holistic consideration of the value and contribution that heritage makes to Medway's character, the research undertaken throughout its production has allowed for a number of areas of investigation to emerge that may not have been previously recognised.

Local List

Medway benefits from a wealth of heritage assets, many of which are protected by a national designation such as a Listed Building, Scheduled Ancient Monument or by a Conservation Area status. Many other buildings and structures however do not benefit from such designations, but are identified to require special consideration when determining planning applications. As part of Medway's on-going work to better understand, interpret and enhance its heritage assets, work has commenced on the creation of a database of buildings and other structures that require such special consideration. The aspiration is that the database will help inform the creation of a Local Heritage List. From initial surveys undertaken, over 400 individual structures have been identified and added to the database. It is accepted that many of these buildings and structures will not make the final Local List, however the database provides a starting point and acts as a means of recording candidates for the final list as and when they are identified. Further research into each entry onto the list will need to be undertaken to fully understand their significance, along with consultation to ensure the list is both comprehensive and robust.

The Brick, Cement and Lime industry

Medway's geography, topography and geology made the manufacture of bricks, cement and lime a prolific industry for what is essentially a short period of time in the late 19th and early 20th century. The economic impact of the industry shaped many of the riverside settlements where extensive terraced housing was constructed to house the employees; quays, wharves and other infrastructure by which to process and distribute the product, along with the large craters left after the raw materials have been excavated from the ground all now characterise the local landscape.

Whilst some broad research has been undertaken into the industry (focussed mainly around the Medway Valley area), little detailed analysis has been undertaken to understand and interpret its significance on a local level. This is an area of study that will provide a greater understanding of both the built historic landscape that characterises much of the river edge and nearby villages and the natural landscape that has been altered through the introduction of extensive quarries and lakes.

Strategic Viewpoints

Due to the diverse topography in Medway where a number of valleys and a river characterise much of the area, a number of strategic viewpoints become apparent. These viewpoints highlight some of Medway's landmark buildings, such as the Covered Slips in the Historic Dockyard, or the many historic churches (such as St Mary Magdelen in Gillingham, All Saints in Strood, Hoo St Werburgh, and St Margarets in Rochester) that occupy the higher ground in Medway. It is landmarks such as these that define much of the Medway's broad landscape and skyline, providing a unique and identifiable character.

Opportunities for Further Research

Further research through the review of the Landscape Character Assessment and Green Infrastructure Framework will help to identify both important landscapes, landmarks and viewpoints will provide a greater understanding of their significance and to establish means by which to control encroachment upon them.

The GHQ Line

Due to the limited development on the Hoo Peninsula to date, the extensive Second World War anti-invasion defences are understood to be one of the best and most complete remaining examples of a section of the GHQ line in the country.

Historic England undertook an extensive survey of the line between Hoo St Werburgh and Higham Marshes (known as the Hoo Stop Line) as part of the Hoo Peninsula study. The study uncovered that around a quarter of all elements, structures and earthworks, associated with the stop line are extant, and approximately half of the features recorded as structures during the survey survive. This compares well with the national picture of around 24%.

Further research through the Green Infrastructure Framework and the Development Strategy to understand and interpret the other sections of the GHQ line would be sought providing a complete picture of the extent and significance of the extant defences and areas of potential archaeological interest.

Pillboxes at Cliffe Woods

Conclusion

Medway undoubtedly has a broad and rich heritage spanning millennia that underpins the area in which we live today. The emerging Local Plan will provide an opportunity to enhance the significance of the existing heritage, whilst delivering the much needed growth in the area. The heritage assets identified through this report and the further research that follows will help inform the production of a Heritage Strategy that will help enhance, understand and celebrate Medway's heritage for years to come.

A number of clear areas of opportunity for consideration and further research have emerged that will help form a coherent and robust Heritage Strategy.

Engagement with stakeholders and through the Duty to Cooperate will draw out further areas for consideration that will help inform the development of the Heritage Strategy.

The Heritage Strategy will play a key role in delivering sustainable growth in Medway, ensuring that the unique history of Medway is fully considered and appropriately utilised to inform development decision making, alongside promoting social cohesion and fostering local identity. The strategy will aim to provide a legacy for future generations that is as good as, if not better that the one enjoyed today.

Opportunity	Suggested strategy approach
The breadth of Medway's heritage	Conserve and enhance all heritage assets for their celebration and enjoyment
The natural environment defining Medway's heritage	Ensure that the historic natural environment is respected and interpreted through new development
Medway's topography	Identify and protect important viewpoints of heritage assets
Reuse of heritage assets	Use case studies from existing examples to provide recommendations for bringing heritage back into use
Heritage at Risk	Identify heritage assets at risk and work with land owners, Historic England and other stakeholders to identify means to the repair and future conservation

Opportunity	Suggested strategy approach
The unique character of Medway's individual settlements	Better understand the key drivers of the character and distinctiveness of each settlement and how this can inform future development. Create individual palettes of materials for each settlement.
The quantity and importance of undesignated heritage	Identify and interpret the significance of undesignated heritage assets. Compile to form a Local List.
The extensive historic military occupation	Further research to assist the interpretation of military occupation through other work-streams such as the Green Infrastructure Framework.
The brick, cement and lime industry	Further research to assist the interpretation of the impact of the brick, cement and lime industry on the development of the settlements in Medway.
Medway's cultural heritage	Work with local stakeholders to improve the understanding of Medway's cultural heritage and how this can help inform future development.
The community support for local heritage	Work with the community to better understand, interpret and enhance our historic environment.
Medway's maritime heritage	Enhance the interpretation of our maritime heritage that underpins much of Medway's character.

Acknowledgements and Glossary

Acknowledgements

The Medway Heritage Asset Review has been created by Medway Council with the kind assistance from a number of organisations, whose guidance and advice has been invaluable throughout.

The following pages contain links to a number of these organisations' webpages, as well as links to a range of online resources that have been consulted in the production of this document:

Organisations

- Brompton Village: www.bromptonvillage.org
- Chatham Historical Society: www.chathamhistoricalsoc.btck.co.uk
- City of Rochester Society: www.city-of-rochester.org.uk
- Cliffe at Hoo Historical Society: www.cliffeathoohistoricalsociety.org
- Fort Amherst: www.fortamherst.com
- Historic Dockyard Chatham: thedockyard.co.uk
- Historic England: www.historicengland.org.uk
- Kent Archives: Office www.kent.gov.uk/leisure-and-community/history-and-heritage/kent-archives
- Kent County Council: www.kent.gov.uk
- Kent Downs AONB: www.kentdowns.org.uk
- Kent Gardens Trust: www.kentgardenstrust.org.uk
- Kent History Forum: www.kenthistoryforum.co.uk
- Medway Archives Office: cityark.medway.gov.uk
- Medway Council: www.medway.gov.uk
- Medway Swale Estuary Partnership: msep.org.uk
- National Archives: www.nationalarchives.gov.uk
- Rochester Bridge Trust: www.rbt.org.uk
- Royal Engineers Museum: www.re-museum.co.uk
- Slough Fort: sloughfort.org.uk

Reports and Studies

- Hoo Peninsula Historic Landscape Project: historicengland.org.uk/research/current/discover-and-understand/rural-heritage/hoo-peninsula/
- Kent Historic Landscape Characterisation (1999): archaeologydataservice.ac.uk/archives/view/kent_hlc_2014/
- Kent Historic Towns Survey (2006): archaeologydataservice.ac.uk/archives/view/kent_eus_2006/downloads.cfm
- Maritime Medway: www.medway.gov.uk/pdf/MedwayMaritime.pdf
- Medway Landscape Character Assessment (2011): www.medway.gov.uk/planningandbuilding/buildingconservation/landscape.aspx
- South East Farmsteads Character Statement: historicengland.org.uk/images-books/publications/south-east-farmsteads-character-statement/

Planning Policy and Guidance

- Historic England planning advice: https://historicengland.org.uk/advice/planning/planning-system
- Medway Local Plan (2003): www.medway.gov.uk/planningandbuilding/localplansandpolicies/medwaylocalplan2003.aspx
- (Emerging) Medway Local Plan 2041: www.medway.gov.uk/planningandbuilding/planningpolicy/localplan-futuremedway.aspx
- National Planning Policy Framework (2024): www.gov.uk/government/publications/national-planning-policy-framework--2
- National Planning Practice Guidance: www.gov.uk/government/collections/planning-practice-guidance

Other Resources

- Defence of Britain archive: archaeologydataservice.ac.uk/archives/view/dob/ai_q.cfm
- Heritage at Risk: historicengland.org.uk/advice/heritage-at-risk/
- Kent Historic Environment Record: http://webapps.kent.gov.uk/KCC.ExploringKentsPast.Web.Sites.Public/Default.aspx
- Local Heritage Listing: historicengland.org.uk/listing/what-is-designation/local/local-designations/
- The National Heritage List for England: historicengland.org.uk/listing/the-list/

Glossary

Boom: A structure, usually a chain, cable or net that is stretched across water to deny or control access.

Dragon's Teeth: A reinforced concrete pyramidal fortification used during the Second World War to impede the movement of tanks and other vehicles.

Geomorphological: The study of the evolution and configuration of landforms.

Hulk: An old, unseaworthy or wrecked ship.

Ironclad: A 19th century steam-powered battleship protected by iron or steel armour plates.

Magazine: A storage facility for explosives or ammunition.

Megalith: A large stone used as part of a monument or structure.

Motte-and-bailey castle: A fortification constructed on top of raised earthwork, consisting a keep and courtyard, enclosed by a ditch and palisade.

Oast house: A type of kiln used for drying hops.

Palaeoenvironmental: A study of the historic human influences and interactions with the environment.

Pre-Dreadnought: Battleships constructed between the late 1880s and 1905, becoming obsolete in 1906 with the launch of HMS Dreadnought.

Thames sailing barge: A flat-bottomed commercial boat with a shallow draft adapted for use around the Thames estuary.

The Nore: A sandbank located at the mouth of the Thames and Medway estuaries.

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