



Appendix B:

Non-designated Heritage
Assets Nomination Rationale

Contents

The Little Crown 4 - 5

411 High Street 6 - 7

2-4 Luton Road 8 - 9

4a Luton Road 10 - 11

8a Luton Road 12 - 13

74-76 Luton Road 14 - 15

134a Luton Road 16 - 17

Elephant & Castle 18 - 19

Luton Invicta Social Club 20 - 21

St Paul with All Saints Church 22 - 23

31 Grove Road 24 - 25

Sydney Villa 26 - 27

Town Hall Gardens 28 - 29

Loxley House 30 - 31

Luton Arches 32 - 33





Introduction

The National Planning Policy Framework (NPPF) defines a heritage asset as a building, monument, site, place, area, or landscape identified as having a degree of heritage significance meriting consideration in planning decisions. The two types of heritage assets are 'designated heritage assets' and 'non-designated heritage assets' (NDHA).

Non-designated heritage assets are locally-identified 'buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets' (Historic England Planning Practice Guidance).

As outlined in Historic England Advice Note 11: Neighbourhood Planning and the Historic Environment, Neighbourhood Plans may establish policies for the development and use of land in a neighbourhood, thereby becoming part of the development plan for the area. Work in preparing a Neighbourhood Plan may set out how proposals affecting non-designated heritage assets on a list will be considered, and consideration of which buildings and sites might merit inclusion on a local heritage list.

The following sites have been identified by the Arches 'Chatham' Neighbourhood Forum for consideration as non-designated heritage assets on a local heritage list (see Neighbourhood Plan Policy BNE6 - Non-designated Heritage Assets for policy wording). This document provides the rationale for the sites nominated in Policy BNE6 of the Neighbourhood Plan.

The following seven aspects of heritage are explored in this document:

- **Age** An age before the mass physical evolution of the area in 1850.
- **Historic interest** An asset that is illustrative or associated with past lives and events of local or national note.
- **Architectural interest** An interest in the design, decoration or craftsmanship of a building, as well as particularly significant examples of building types or techniques.
- **Archeological interest** An asset which holds, or potentially holds, evidence of past human activity.
- **Local rarity** Appropriate for all assets, as judged against local characteristics.
- **Landmark** An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be a local landmark.
- **Social/communal interest** An asset which is perceived as a source of local identity and meaning for communities derived from their collective experience of a place.

The Little Crown, 346 High Street, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓	✓				✓

The Little Crown is a purpose-built pub, dating 1892. It ceased to trade as a pub in 2017.

The building survives as a vestige to the area's 19th century fabric, having endured the extensive pruning of Chatham's one-time abundance of pubs and taverns. The pub played an important social and communal role, particularly in Chatham's earlier military and naval days, having been located on this site for more than a century. It also offers a distinctive contribution to the street scene of the High Street's eastern end, achieved through its richly decorated and symmetrical façade that has remained mostly unaltered through the years. Care in design is evidenced by the attractive architectural detailing, including the dentilled pediments, pronounced key stones and the floral patterns embossed on the fascia.



Figure 1
The Little Crown, 346
High Street, Chatham

411 High Street, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓	✓		✓		

411 High Street was purpose-built in the late 19th to early 20th century as the headquarters for the confectionery, bakery, and seed and corn merchant business Mark Packer.

The company was a popular household name across Medway since its founding in 1860, famous for its wholemeal bread, Vienna rolls and specialist bridal cakes. However, it closed in 1959 after merging with its rival Jasper & Son (Betabake) and vacated the building by 1960. Various companies have since occupied the building, including C.J. Howard and Son Builders and Merchants in the 1960s, Hadleighs in the 1980s and Cash Converters during the 1990s.

The prominence of the corner building is characterised by its locally rare copper dome roof and attractive architectural detailing, which reflect the successful combination of functionality and ornamentation of the Victorian era. It is an important survival of the local historic streetscape, now only fragmentary along this stretch of the High Street, and positively contributes to the character of the area. The building also acts as a physical and lasting reference to the commercial activity that once thrived in this part of Chatham, particularly by way of its historic association with the local business Mark Packer and its founder, Mr Mark Packer, who was a prominent individual held in the highest regard across Medway.



Figure 2
411 High Street,
Chatham

2 - 4 Luton Road, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓	✓				

2-4 Luton Road was built in the late 19th to early 20th century as a parade of shops for the Chatham and District Co-operative Society. Some of the commercial uses included the co-operative society's general and fancy drapery store, as well as its boot department.

The buildings represent a historic backdrop to the entrance of the Luton area, referencing the bygone commercial importance of Luton Road. It was once a bustling neighbourhood centre populated by dozens of independent traders from a variety of local industries. Collectively these buildings help explain the area's historic development, and their aesthetic value and richness attest to its commercial growth in the period. 2-4 Luton Road embody a strong and distinctive presence in the streetscape through the clear unity of architectural language across the buildings, which is aided by the rhythm and commonality of the gable parapets and gable pediments.



Figure 3
2 - 4 Luton Road,
Chatham

4a Luton Road, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓	✓		✓		

4a Luton Road was purpose-built in c.1913 and designed by Herbert H. Dunstall for Chatham and District Co-operative Society. It was occupied by the co-operative society's tailoring and outfitting shop.

Although it is not known when the original use ceased, the shop became home to the first branch of Bathkit in 1970. Bathkit was a Kent-based firm specialising in bathroom and kitchen equipment and accessories. The building was also later occupied by Carpet Sales Centre in the 1990s and Furniture Base in the 2000s.

The building forms an everyday and instantly recognisable component of the streetscape, commanding a significant presence and demonstrating the architectural legacy of the co-operative movement. Its façade is particularly ornate, which is rare for this part of Chatham and among the town's finest examples. The front elevation comprises of solid brickwork finished in an English bond, while decorative stucco, pediments, surrounds and large painted keystones are provided to the first floor windows. Arched transom bars are also present within these windows, which are unusual and contribute to the building's visual interest. A principal feature of the front elevation is the oeil-de-boeuf window on the stepped roof parapet. It is surrounded by a decorative stucco design with a festoon of fruit and flowers, and crested by a winged cherub head.

Several of the building's original features and fixtures have survived. Two awning crank handles remain in-situ, as well as the timber pilasters, capitals, cornices and console brackets/corbels. The original plan form inside the building also remains mostly extant, encompassing a large open plan room on the first floor (used as the tailoring shop's storeroom) and an open plan ground floor (used as the tailoring shop's sales floor).



Figure 4
4a Luton Road,
Chatham

8a Luton Road, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
		✓		✓		

8a Luton Road was built in 1925 and designed by Leonard G. Ekins for Chatham and District Co-operative Society as a furniture and hardware shop.

It is a rare surviving example of Medway's few inter-war buildings in a clear Art Deco architectural style, and the only building as such in the Luton area of Chatham. The building also represents the changing styles and priorities in architecture that co-operative societies embraced in the period. Ekins was a nationally acclaimed architect, who was the head of the London branch office of the Co-operative Wholesale Society's architect's department. Ekins was awarded a Fellowship of the Royal Institute of British Architects in 1921 and was the designer of nationally listed buildings in London, Northampton and Newcastle. His work was recognised for successfully combining modern Art Deco with classical features and a dash of Egyptian influence.

The front elevation of 8a Luton Road consists of artificial stone and sand faced bricks. Both the front and rear elevations of the building display a surviving datestone, showing '1925' carved in relief on the central parapet above. Motifs associated with the Art Deco style are clearly expressed through architectural detailing, such as the decorative stone balustrading to the parapet and the chevron-patterned console brackets.



Figure 5
8a Luton Road,
Chatham

74 - 76 Luton Road, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓	✓			✓	✓

74-76 Luton Road was built in c.1862 as the Clarendon Inn pub, one of the first pubs developed along this stretch of Luton Road. The pub closed in around 1996 and sat empty until it became the Bowen Moto motorcycle shop and showroom in 2001.

It survives today as a vestige to 19th century social history and continues to be recognised as a local landmark at the heart of the community. The building retains much of its original architectural features, including the double-height windows to the rear and an inscription with decorative motifs on the segmental pediment of the front elevation stating: "CLARENDON INN". It also demonstrates a good example of a surviving traditional shopfront, which is uncommon for this part of Chatham. There has been a conscious effort by the current owner of the building to preserve and restore the building, evidenced by work such as the reinstatement of its upper floor sash windows.



Figure 6
74 - 76 Luton Road,
Chatham

134a Luton Road, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓	✓		✓		✓

134a Luton Road was purpose-built in 1872 as Luton Infants School. The land was initially conveyed to the Archdeacon of Rochester and St. Albans in September 1871, suggesting that the building may reflect the religious drivers behind much 19th-century education. The school continued to operate through to the 1930s, but it had become a warehouse for Chatham and District Co-operative Society by 1955 until 1963. It was later occupied by an office and light industrial workshop before its conversion into a private dwelling in the 2010s.

The school was among the earliest education facilities established in the local area to serve school-age children. It represents an important stage in the Victorian development of Luton’s social infrastructure when civic amenities were developed en-masse in the outlying areas of Chatham. This was predominantly in response to the town’s 19th-century population boom amid a rapidly expanding dockyard. During its use as a school, 134a Luton Road was informally referred to as ‘Pig Alley School’ by residents as it stood near the now-closed G. E. Fulks Slaughterhouse at 140 Luton Road.

The building displays several characteristics of Victorian school buildings. Its façade principally consists of stock brick, in addition to red brick window dressings and string courses, and windows with pointed arch lintels and ogee-shaped panes. An inscription also survives, stating: “LUTON INFANTS’ SCHOOL 1872”. The steeply pitched gable particularly marks out 134a Luton Road as a distinctive contribution to the streetscape.



Figure 7
134a Luton Road,
Chatham

Elephant & Castle, 142 Luton Road, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓	✓		✓	✓	✓

142 Luton Road was built in the 19th century as the Elephant & Castle pub. It was among the first pubs to be developed along this stretch of Luton Road, with the earliest reference to the establishment dating 1862. It was frequented by local residents during its many years trading as a pub until its closure in 1991. The building is illustrative and evocative of 19th century social history and continues to be recognised as a local landmark at the heart of the community today.

Alterations to the building in c.1903 were designed by the prominent local architect George E. Bond, who also designed some of Chatham's most recognised landmarks, such as Chatham Town Hall (now the Brook Theatre). It is a handsome Victorian public house that enjoys prominence in the streetscape owing to its corner plot siting, which achieves a relative status over its neighbours. The building demonstrates a highly detailed façade and strong architectural presence, and is recognised for its success in effectively turning the corner of Luton Road at its junction with Castle Road. A prominent feature is the single-storey oriel window on the chamfered corner of the building, which is supported by a large corbel decorated with foliate motifs. Architectural detailing also includes the semi-circular hoods (ground floor) and pediments (first floor) above the window openings, as well as the pronounced keystones and dentilled cornices. Further original features survive in the form of the ornate rainwater hoppers, ground floor glazed brickwork and the intricate detailing to the corbels above the main ground floor entrance.



Figure 8
Elephant & Castle, 142
Luton Road, Chatham

Luton Invicta Social Club, 207 Luton Road, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓					✓

207 Luton Road was built in c.1851 and is occupied by Luton Invicta Social Club. It continues to be known locally as Luton Co-op Club, as it was a social club for the Invicta Co-operative Society.

The building is one of a few surviving communal and recreational amenities developed en-masse in response to Chatham's 19th-century population growth, which led to the rapid urbanisation of outlying areas of the town, including Luton.



Figure 9
Luton Invicta Social
Club, 207 Luton Road,
Chatham

St Paul with All Saints Church, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓	✓			✓	✓

All Saints Church is a red-bricked church built in 1913 and designed by George E. Bond. It was consecrated by the Bishop of Rochester in April 1914.

The church is noted for its association with Bond, the locally acclaimed and prominent architect who designed the structure. Bond's practice produced an extensive range of schemes, ranging from simple terraced housing to some of Medway's finest buildings, including the Grade II-listed Chatham Town Hall (now the Brook Theatre). All Saints Church is particularly significant to the local area as it was Bond's final design work before his death in 1914 and his only Anglican commission. Bond's work is recognised for the demonstrably great care in design, craftsmanship and rich ornamentation that positively contributes to civic pride, as he had an eye for intricate detail and decoration that his clients were satisfied to finance.

Much of the church's original features have remained in a good level of survival, including the stained glass window panes and the interior principal fixtures. The internal arcade of pointed arches abutting the nave particularly contributes to the character of the church, which appears to reference the Gothic architectural style. Although relatively modest in external decoration, the church bears some distinctive features, such as the tall arch windows fronting Magpie Hall Road and the prominent belltower.

The church is also a vestigial illustration of the boom in church-building during the 19th and 20th centuries. This came about during the rapid growth in Chatham's outlying areas, including Luton, which necessitated the need for new churches of various denominations. All Saints was among the area's largest churches to be built during the period of urban expansion. Owing to its elevated position in Magpie Hall Road, the church is recognised as a local landmark as it dominates the skyline of Luton in long views, as far as from the nearby Great Lines, which is an important aspect of its individual significance. This helps to produce an understanding of the role that the church played in the historic development of Luton as a place, embodying strong social and communal value as a place of worship for more than a century.



Figure 10
St Paul with All Saints
Church, Chatham

31 Grove Road, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓					✓

31 Grove Road is historically associated with the late Chatham resident Asquith Xavier, a pioneer of national significance. Xavier was the first black train guard to be employed at London’s Euston Railway Station whose determination for equality played an important role in changing the Race Relations Act.

In 1966, he worked as a guard at Marylebone Station where he applied for a promotion at Euston Station but received a rejection letter from the management office. This was due to the station operating a ‘whites-only’ recruitment policy, excluding black people from working in customer-facing roles. Xavier demanded change to overturn the discriminatory practice and his story made its way to Parliament, and the then Secretary of State for Transport, Barbara Castle. On 15 July 1966, British Railways announced this recruitment policy was scrapped and in August 1966 Xavier was allowed to start work at Euston.

Xavier was part of the Windrush generation, moving to England from Dominica after the Second World War. In 1972, Xavier and his family moved from London to Chatham, from where he commuted to his workplace daily by train. He lived at 31 Grove Road with his family until his death at the age of 59 in 1980.

Xavier’s story is a key moment not just in railway history but in helping change Britain too, for his case contributed to a new Race Relations Act being brought into force in 1968, which made the refusal of employment, housing or public services to an individual on the grounds of their race illegal. The association between 31 Grove Road and Xavier serves as a physical connection to his extraordinary contribution to Britain’s multicultural society, which played a pivotal role in the campaign for racial equality.



Figure 11
31 Grove Road,
Chatham

Sydney Villa, 5-7 Constitution Road, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
		✓		✓		

Sydney Villa is a Victorian villa residence built in c.1880s. As Chatham’s dockyard rapidly expanded, it wasn't long before Chatham and Luton were joined permanently, bringing an influx of people to this part of the town and with them a growing need for housing. Sydney Villa is of architectural interest for its aesthetic value, characterised by the decorative window shutters that are unusual to this area of the town, which achieve a distinctive contribution to the local street scene.



Figure 12
Sydney Villa, 5-7
Constitution Road,
Chatham

Town Hall Gardens, Rope Walk, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
✓	✓		✓			✓

Town Hall Gardens are 19th-century public gardens on the edge of Chatham town centre.

The site of Town Hall Gardens was initially used in the 19th century for 'ropeworks' (where rope was made) due to the size and linear shape of the space. It was then gifted to the parish of Chatham from the Board of Ordnance and developed as a burial ground, after the existing churchyard at St Mary's in Dock Road became overcrowded. The burial ground opened in May 1828 and continued to operate until 1870 when it, too, reached its capacity. It was replaced by a new cemetery which opened in Maidstone Road.

Following the construction of Chatham Town Hall (now the Brook Theatre) in 1900, the closed burial ground was considered for use as public open space. It was conveyed from Chatham Parish to Chatham Corporation on 9 September 1903 for its preservation and use as a public recreation ground under the Open Spaces Act 1877.

The name of the space was changed from the Old Burial Ground to Town Hall Gardens, which was first recorded on 14 January 1905. It was formally opened on 14 June 1905 by William D. Driver, the Mayor of Chatham Corporation.

Today, Town Hall Gardens survives as an early origin of civic open space in Chatham on land gifted from military to civilian ownership. It also represents Chatham Corporation's response to providing and preserving public open spaces for the health and wellbeing of local people. Additionally, there is significant archaeological potential as features of the burial ground, such as boundary walling, the entrance portico 'gateway', path layout and remnants of tombs, were retained and survive today. A number of early 19th century trees contribute to the aesthetic and tranquillity of the gardens by reflecting their earlier use as a burial ground.



Figure 13
Town Hall Gardens,
Rope Walk, Chatham

Loxley House, 219 New Road, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓	✓				

Loxley House was built in the late 19th century. Although its initial use is unknown, it has been occupied by offices and more recently residential accommodation.

It is a detached building with an attractive appearance which contributes to the historic character of the streetscape. Surviving features include the three-storey bays and the two dormers, as well as architectural detailing expressed by the dog-tooth courses and cornice, brick quoins and the ornate keystone above the doorway of the ground floor entrance.

The building is a vestigial reference to the area's historic 19th-century fabric, as it is among the very few surviving pre-war buildings in the eastern end of New Road. By the 1960s much of the eastern end of Chatham town centre was considered to be substandard housing. A radical plan of slum clearance and road improvements was launched in 1963, at which point much of the north side of New Road was compulsory purchased by the Council. Demolition took place in the 1970s, with swathes of historic buildings pulled down in New Road between its junctions with Old Road and Chatham Hill.



Figure 14
Loxley House, 219 New
Road, Chatham

Luton Arches, Chatham

Age	Historic interest	Architectural interest	Archeological interest	Local rarity	Landmark status	Social / communal interest
	✓	✓			✓	✓

Luton Arches encompasses three railway viaducts carrying the Chatham Main Line over the steep valley leading towards Luton. It forms part of an important railway route which links London Victoria and Ramsgate, seeing thousands of services pass over the A2 at this location annually.

The original structure dates from 1858 and was most likely to have been designed in-house by East Kent Railway. The principal component of the arches is the central underbridge, which spans over the westbound carriageway of Chatham Hill (the A2). The original cast iron arch girders of this have been left in place as decorative and are not live load carrying. The track carrying elements of the bridge comprise three steel girders with transverse troughing, installed in 1926 as part of a reconstruction most likely by the Southern Railway Bridge office.

Luton Arches is recognised as an original and little-altered 1850s railway viaduct constructed during the heroic age of railway building on what is now one of the main railway lines in southern England. It is also noted for its architectural interest, presenting a good example of a mid-19th century cast iron underbridge that is both imposing in scale and displays craftsmanship in its construction and detailing.

For more than 160 years the railway structure characterises an important local landmark. Luton Arches is perceived as a source of local pride and identity with strong communal association, contributing to the collective experience and memory of the area.



Figure 15
Luton Arches, Chatham



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