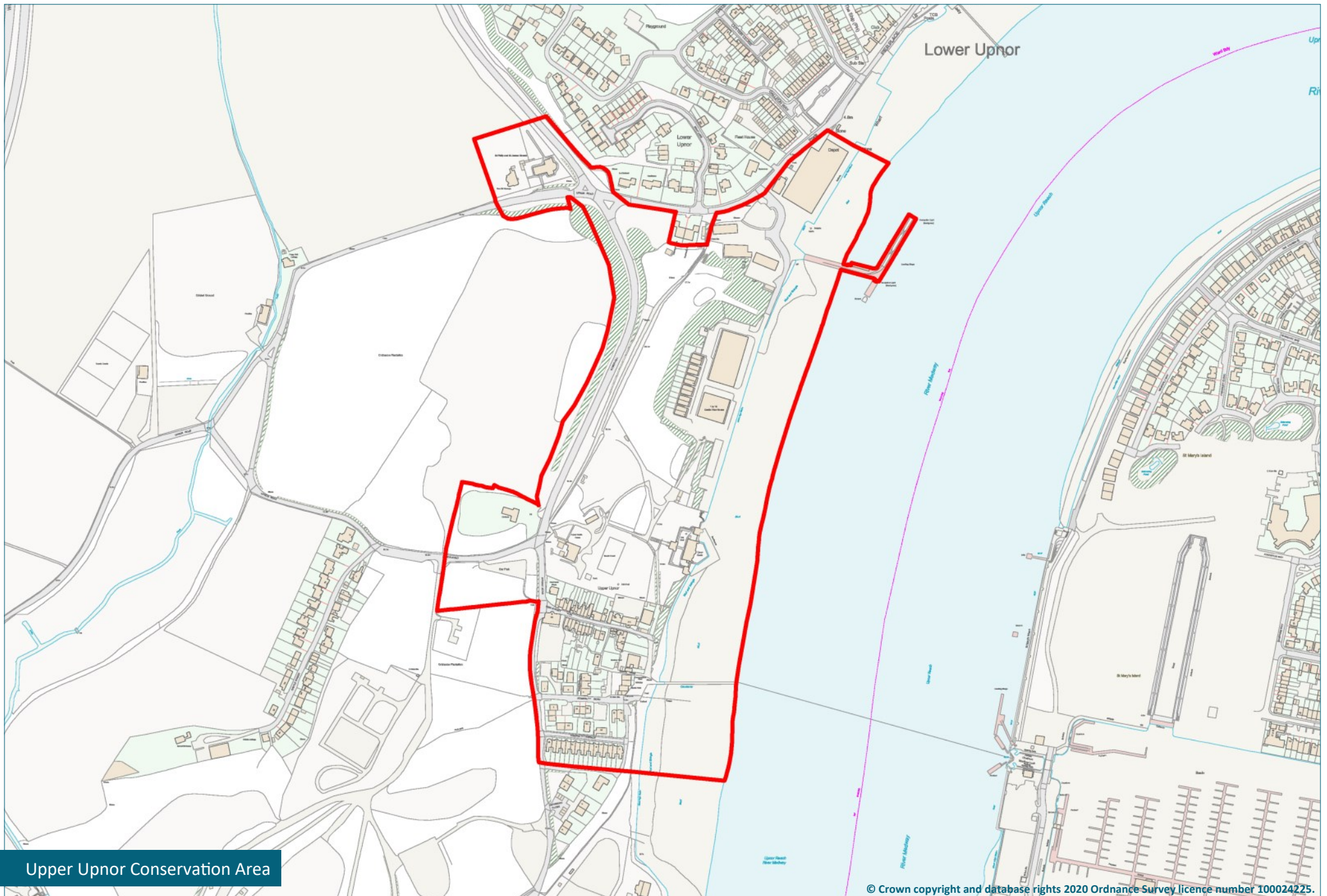


Upper Upnor Conservation Area Appraisal





Purpose

Conservation Area Appraisals help define the historic, architectural and townscape qualities that make a Conservation Area special. The character of each Conservation Area is unique, and through understanding the qualities that make it special we can manage change so that a Conservation Area's character can be retained and enjoyed by all. This is achieved by creating a framework that provides guidance to Council Officers and developers as to how change is managed within the area, as well as advising residents on how to look after the character of their property.

Conservation Area Appraisals also provide an overview of the history of the area, identify features that contribute to its character, as well as those that are considered to detract from it. Future management of the Conservation Area is also addressed, providing recommendations for change where appropriate.

Overview

Upnor is a historic village in north Kent, located on the north bank of the River Medway opposite Chatham Dockyard. The village is separated into 2 main settlements; Upper Upnor is the more southern of the two, and Lower Upnor which is located slightly further downriver.

Conservation Area boundary

Most of Upper Upnor currently falls within the Upper Upnor Conservation Area, and the Ordnance Depot and St Philip and St James Church of the Lower Upnor settlement.

Designation history

The Upper Upnor Conservation Area was originally designated on 4th September 1990 and then extended on 19th October 2004 to take in Upchat Road, St Philip and St James Church and the Lower Upnor Ordnance Depot. An Article 4(2) Direction was made on 8th March 2005.

Topography and geology

The topography of the area is primarily defined by the River Medway, with the village positioned on the west bank where the land slopes upwards towards the ridge Hundred of Hoo hills that runs east-west along much of the length of the Hoo Peninsula. Two prominent hills help characterise the Conservation Area, Tower Hill to the south and Beacon Hill to the north; both of which have historically been used as military vantage points for the defence of Chatham Dockyard.

The geology of the area comprises a mixture of chalk, sand and clay. Chalk is primarily located around the lower areas to the south, sand between Tower Hill and Beacon Hill, and London clay on the higher land to the north. The abundance of high quality aggregate and its proximity to the river for transportation led to the area being used for quarrying up until the late 20th century.

I. Introduction

Statement of special interest

Upnor is an attractive waterside village of 17th century origin concentrated around an Elizabethan Castle surrounded by heavily wooded countryside. Key features of the Conservation Area are:

- **Historic associations with Chatham Dockyard:** The development of Upnor from the 16th to the 20th centuries is closely related to the development of the dockyard.
- **The waterfront:** Once the principal route into Upnor this is still the most prominent public face of the village, being prominent in views from the Dockyard and St Mary's Island.
- **Upnor Castle:** An unusually complete artillery fortification that is unique in being the only English coastal defence ever to have *"fired a shot in anger"*.
- **Lower Upnor Ordnance Depot:** A largely complete former military magazine and munitions storage depot.
- **The village centre of Upper Upnor:** notable for its high concentration of historic buildings, many of which are Listed.
- **The village's historic settlement pattern:** with little development beyond 19th century boundaries.
- **The distinctive local topography:** particularly the gentle slope of the High Street leading down to the river.
- **Distinctive local building materials:** principally yellow brick and weatherboarding for walls, slate and tile roofs.
- **The preservation of many historic design details:** such as sash windows, railings, guttering and doors.
- **High quality streetscape:** with traditional paving materials, good way-finding, and a lack of intrusive modern road markings and signage.
- **Attractive rural location:** with extensive tree cover at the village boundaries.



Upnor High Street

II. Historical development

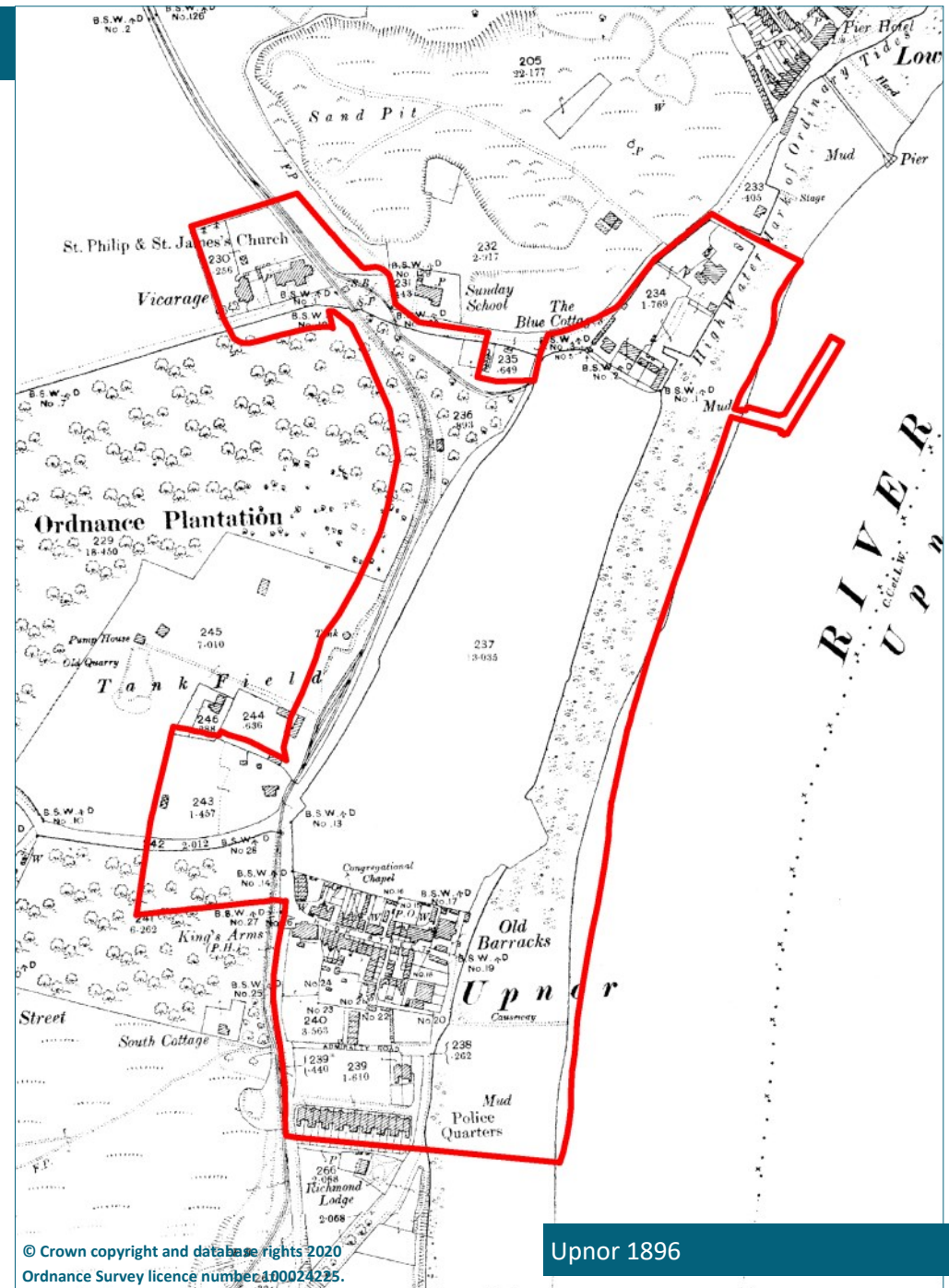
Beginnings

The village of Upnor is thought to have developed as a direct result of the construction of Upnor Castle, which was built between 1559 and 1567 as an artillery fortification to defend the Chatham Dockyard and subsequently converted into an Ordnance Depot (powder store) in 1667. This supposition is borne out by the fact that the earliest surviving domestic buildings date from the later 17th century. As such, it is a rare example of a small community that grew up to provide accommodation for workers for the Board of Ordnance. At other navy dockyards, such as Portsmouth and Plymouth, similar settlements have since been absorbed into larger towns.

Before the construction of the castle it is likely that there was some sort of settlement in the area. A document dating to around 1200 refers to *Upnore* and there is a 13th century reference to *Atte Nore* and *Uppe Nore*. However, the fact that there is no medieval church or manor (the village forms part of the parish of Frindsbury) suggests that this settlement must have been very small and need not have been on the site of what is now Upnor.

The 18th and 19th century

The village grew during the 18th century with the building of the barracks and a group of houses and cottages at the lower end of the High Street identifiable in 17th and 18th century maps of the area. The Ordnance Depot also expanded at this time with the construction of temporary magazine and large compound for gunpowder wagons opposite the barracks by the river in 1785. A new access road for the wagons, formerly known as *Powder Dumpie Hill* or *Powder Monkey Road*, now Admiralty Road, was constructed to bypass the High Street.



II. Historical development



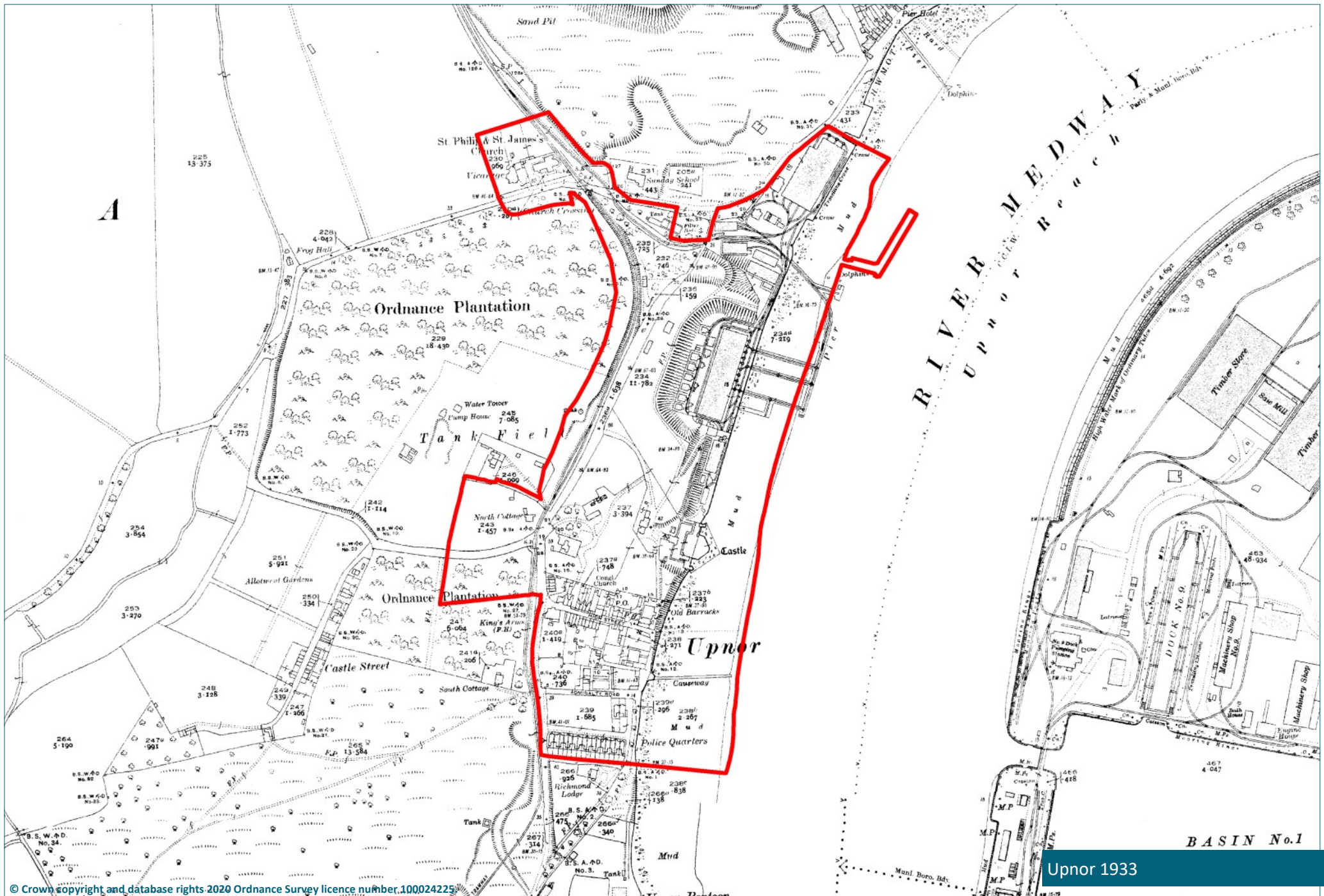
Upnor Congregational Church c.1898 (*Medway Archives DE402/25/33*)

The village took the form that we see today in the early 19th century. The 1838 tithe map (available to view at Medway Archives), shows the village at roughly its present size but much more heavily settled with densely packed tenements along the High Street and at Hammond Place at the entrance to the village. The 19th century censuses indicate that villagers were employed as watermen, bargemen, in the local cement works at Whitewall Creek and Lower Upnor as well as in the Ordnance Depot.

At this time the river was far more frequently used as a means of communication than today. Most visitors would have arrived to Upnor by water. As a result Upnor used to be much more closely integrated with Chatham than it is today. An example of this is the Royal Engineers, who used the land around Upnor for training purposes in from 1812 to 1820. From before 1708 until the 1820 a public ferry between Upnor and Princes Bridge at the north end of the dockyard operated until the construction of the dockyard extension in 1863, and a military ferry between Pontoon Hard and the Dockyard in the 19th and early 20th century ensured easy communication with Chatham.

Temporary pontoon bridges across the river were also built from time to time by the Royal Engineers as exercises. These were necessarily temporary structures, as they would have interrupted traffic on what was a very busy river. However, it is possible that the pontoon bridge between Pontoon Hard and Princes Bridge shown in plans for the wider refortification of the Medway in 1803 was a more permanent structure.

The first place of worship in the village was a Congregational Chapel on the north side of the High Street. The first building appears to have been a simple domestic style building built around 1850 which was replaced in 1898. Upnor gained parish status in 1874 with the building of the church and vicarage of St Philip and St James.





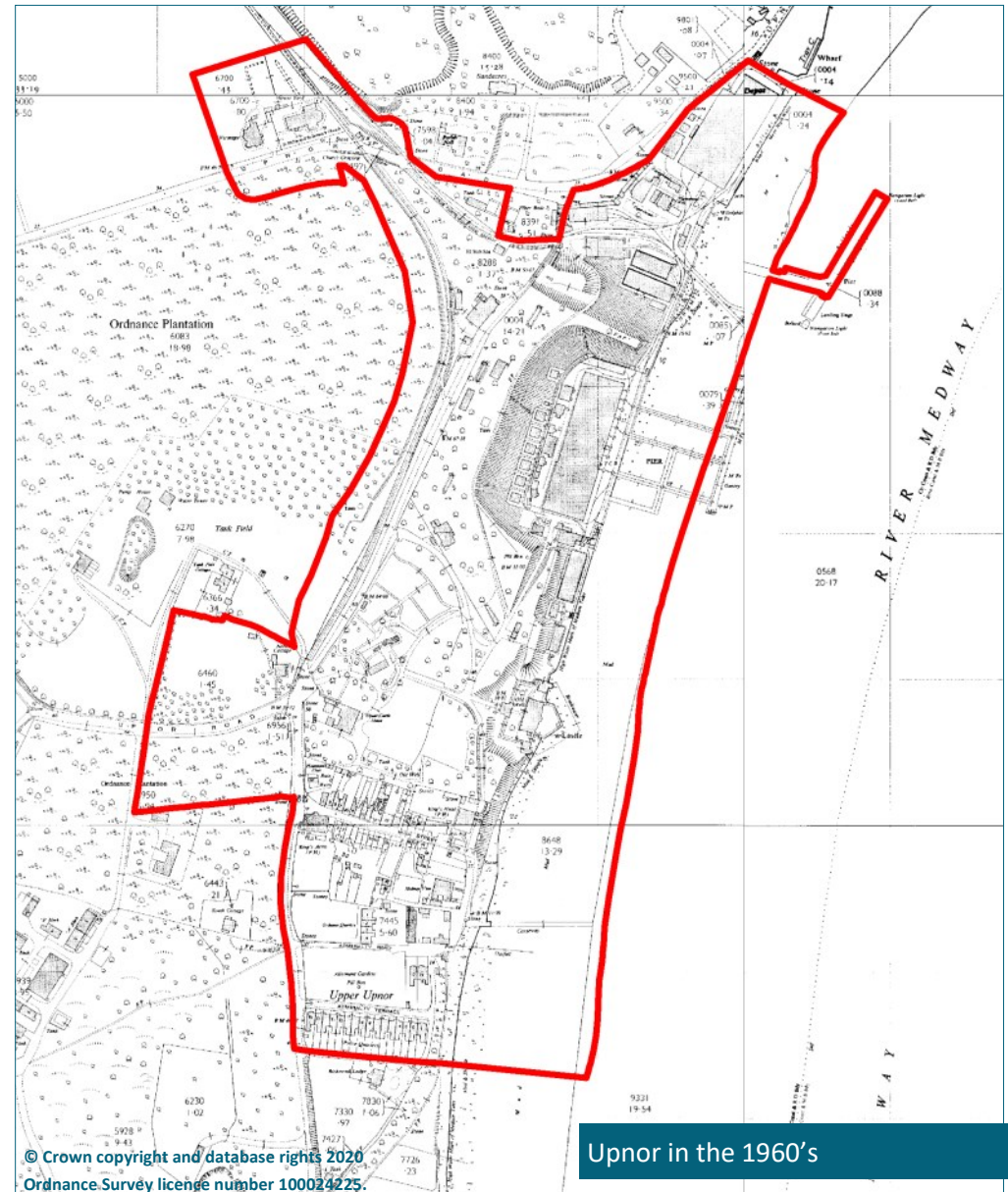
The butcher's shop at no.1 High Street

The 20th century

During the 20th century further expansion took place to the south of the village with the building of Admiralty Terrace as accommodation for personnel of the Metropolitan Police Dockyards Division and 22-24 Admiralty Road as houses for the Superintendent and Deputy Superintendent of Dockyard Police. The High Street was a thriving local centre during this period with a butcher's shop (no1), general stores (no25) and post office (no 23). There were also four pubs, the Crown and Anchor (now Medway View), the Kings Head (now The Tudor Rose), The Upnor Castle (now no 19) and the Kings Arms (rebuilt, but still trading).

The later 20th century has seen the village take on an almost entirely residential character with the closure of all the village shops, the loss of all but two of the pubs, the closure of the military ferry in 1959 and then the Ordnance Depot. The crowded tenements to the south of the High Street and Hammond Place have been replaced by modern housing and the Ordnance Depot redeveloped.

II. Historical development



Upnor in the 1960's

III. Architectural and built character

Spatial character and built form

Upnor is an excellent example of a settlement that gradually developed to support a significant local employer, most notably Chatham Dockyard and Upnor Castle. It can be summarised as follows:

- The village developed to the south of Upnor Castle, along the line of the current High Street that runs perpendicular to the river and Upchat Road.
- The Conservation Area comprises 7 distinct character zones that reflect their respective phases of development and the different architecture contained within.
- The Conservation Area primarily faces outwards towards the river following the course of the High Street, Admiralty Road and Admiralty Terrace, offering both narrow views of the river along these streets and wider panoramic views where they meet the rivers' edge.
- The green, densely vegetated rural backdrop that slopes upwards to the west of Upnor performs a very important contribution, framing the view of the Conservation Area from the opposite bank of the river and forming an edge to the village.

Upper Upnor Conservation Area benefits from a range of building types, varying in design and scale. The extant older buildings in the Conservation Area are centred on the castle, spreading outwards in a broadly chronological fashion, with a modern 20th century infill development (Admiralty Road) located to the south.

The former Upnor Ordnance Depot forms the northern boundary to the Conservation Area and has recently been redeveloped to a mixed-use development, reusing many of the ordnance buildings whilst retaining the original form and extents of the depot.

Positive contributors and detractors

The buildings and structures of the conservation area contribute in different ways to its overall character and appearance, some positively (positive contributors such as heritage assets), and others negatively (detractors).

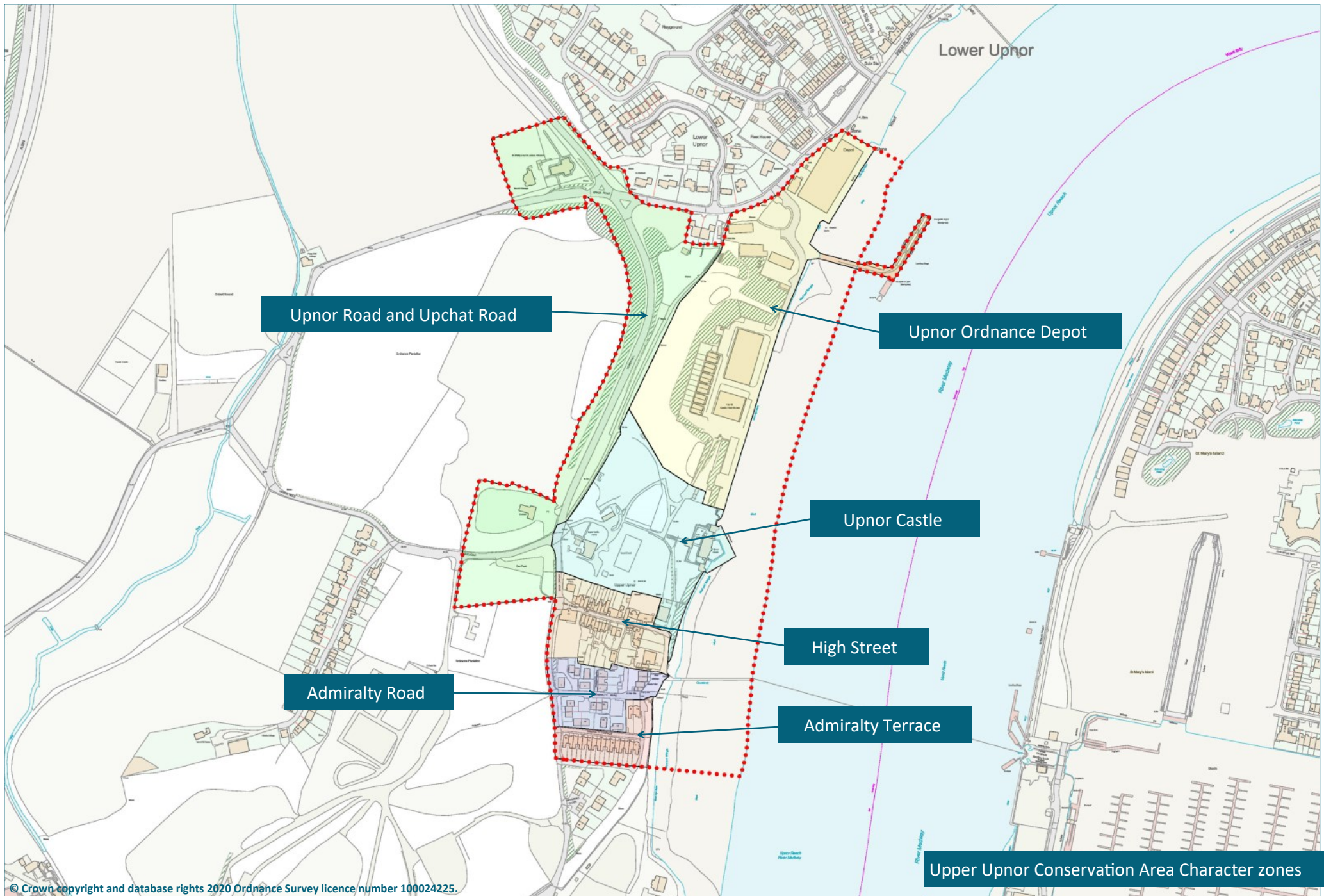
Positive contributors

The Conservation Area contains a large number of heritage assets, both designated and non-designated, all of which contribute to its character and significance. The extent of a building's contribution to the character and appearance of the Conservation Area is not limited to its physical form, but also through providing meaning for communities derived from their collective experience of a place.

- *Designated Heritage Assets* (such as Listed Buildings and Scheduled Monuments) are buildings, structures or sites that have been designated by Historic England as having special historic or architectural interest at a national level. For further details please visit the [Historic England website](#).
- *Non-Designated Heritage Assets* are buildings, structures and sites that contribute to the character and significance of the Conservation Area. Some buildings may have suffered from unsympathetic alteration but can be restored to their original appearance relatively easily. More information is available on the [Historic England website](#).

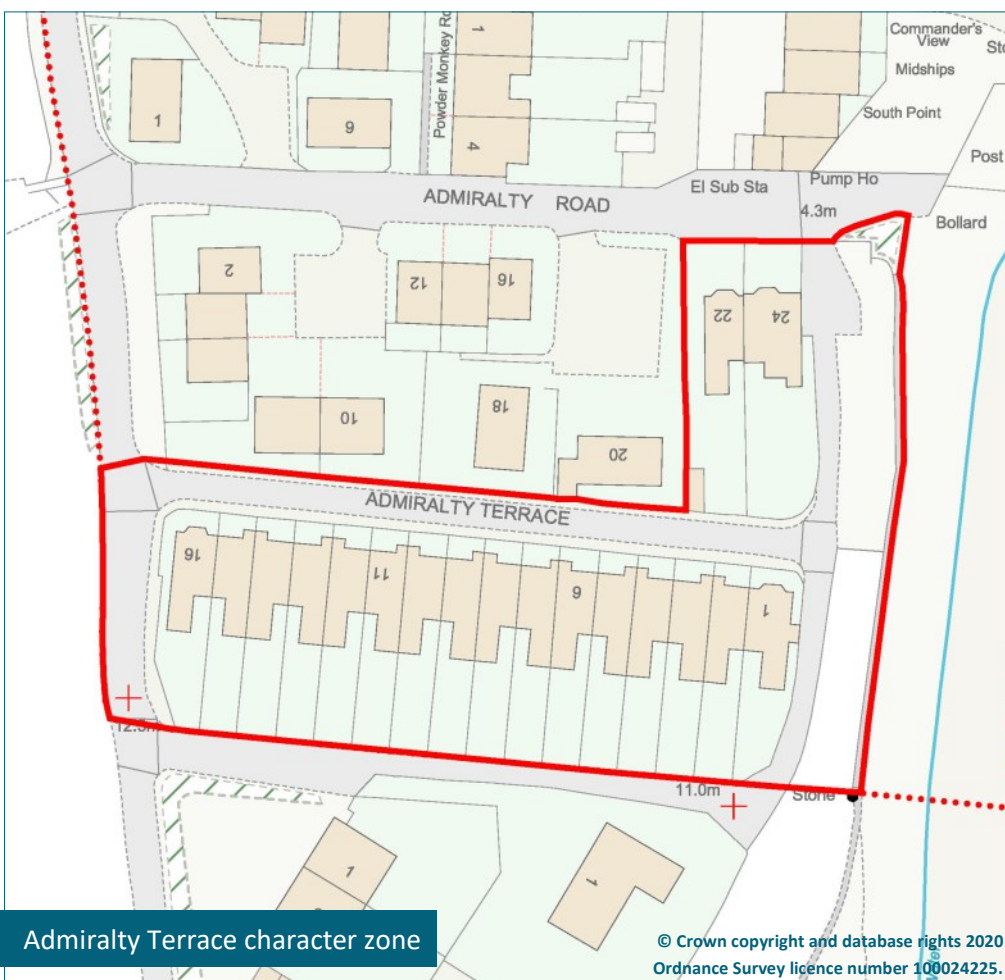
Detractors

Some elements of a Conservation Area may be out of character due to, for example, their scale, use of materials or the way they relate to neighbouring buildings and are therefore considered detractors.



IV. Character zones

The Upper Upnor Conservation Area can be divided into 7 zones of discernibly different character based on their spatial characteristics, architectural qualities and historical development. The features and individual characteristics of each zone that contribute positively to the character and appearance of the Conservation Area are summarised across the proceeding pages.



Admiralty Terrace

This terrace of houses sits on a prominent hill overlooking the village and was built in the 1890s as accommodation for officers of the Metropolitan Police Dockyard Division. The terrace represents a good example of housing from this era and consists of a row of flat fronted yellow brick properties enlivened by red brick surrounds around the windows and doors and flat roofed brick porches. At the ends and centre of the terrace are slightly grander houses with gable ends and bay windows for higher-ranking officers. Most properties retain many of their original features including slate roofs, panelled timber doors and timber framed windows. Each property has a small front garden bounded by original railings. The terrace forms an important landscape feature in the village due to its prominent location. The streetscape is urban in nature, with a tarmac road and pavement with concrete kerbs. The area is enhanced by a lack of modern signs and road markings. Original street signs are attached to the end walls of the terrace.

Also of importance are 22 and 24 Admiralty Road. This pair of semi-detached houses were built at the same time but are a larger versions of the houses making up Admiralty Terrace, and were intended for the Superintendent and Deputy-Superintendent of Dockyard Police.

The uniformity in the architecture, detailing and appearance of Admiralty Terrace and 22 and 24 Admiralty Road contributes significantly to the character of the Conservation Area and is therefore protected by an Article 4 Direction (see page 27 for more information). Any changes to these properties that requires planning permission (such as extensions, alterations or replacement windows, doors, fences, walls, gates, roof coverings, gutters etc) will be expected to use traditional materials and follow any original designs and patterns. Generally, the use of UPVC or aluminium framed windows and UPVC or composite doors would not be considered acceptable as part of a planning application in this character zone.



Admiralty Terrace

IV. Character zones

Admiralty Road

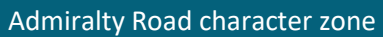
This area occupies a valley between High Street and Admiralty Terrace and consists of a mix of informally arranged modern housing and 19th century cottages. Historically this was an area of gardens on the periphery of Upnor village. The only buildings of historic note are 1-4 Admiralty cottages, a terrace of early 19th century brick built cottages. These have been rebuilt during the 1980s and have lost most of their original features. Nevertheless they retain attractive tiled roofs and brick chimneys that make an important contribution to the street scene. The remaining houses in the road date from the late 20th century and are either semi-detached or detached two-storey dwellings clad in uPVC cladding and concrete tiles. A three-storey terrace with balconies fronts the river. While the area is not of particular architectural or historical interest it forms an important visual link between the High Street and Admiralty Terrace.



Admiralty Road



Modern housing of Admiralty Road



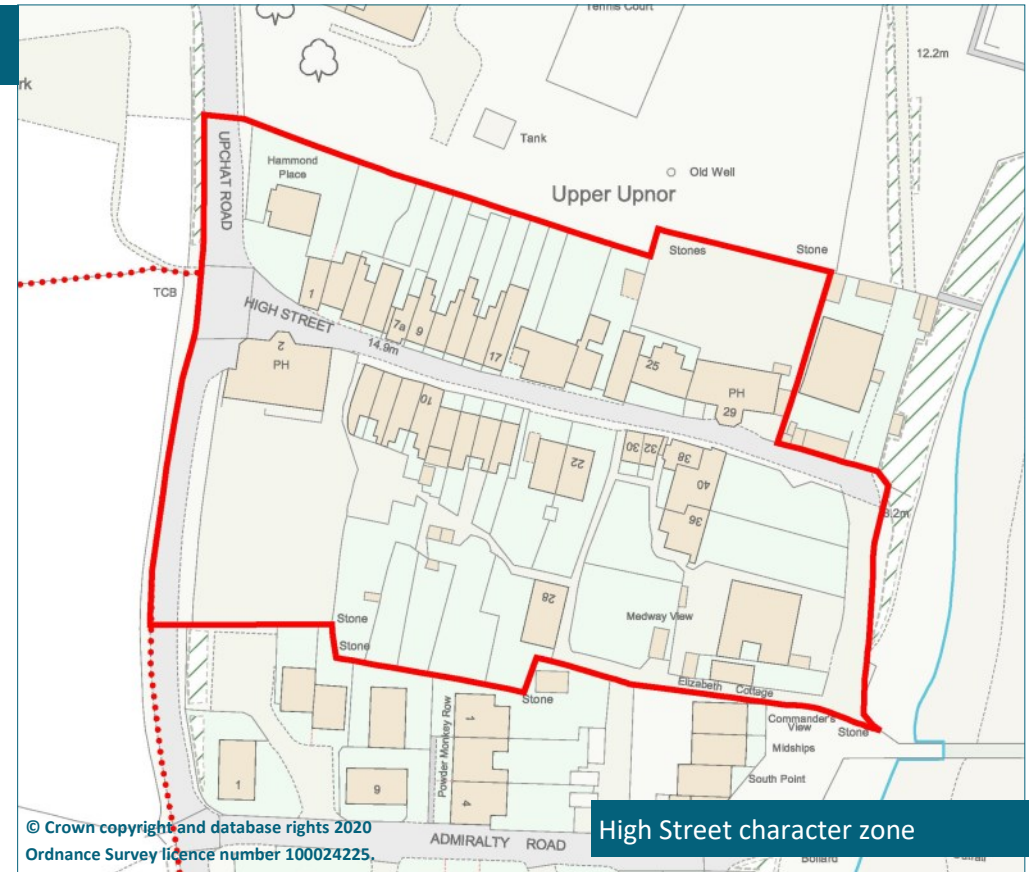
IV. Character zones

The High Street

The High Street forms the nucleus of Upnor village and consists of a short street leading down a hill to the river. The settlement pattern is typical of a historic village centre, with densely packed houses situated on narrow plots, averaging around four metres wide and fronting directly onto the road. This results in a tightly packed and varied streetscape. Nearer the river plots tend to be wider and buildings are frequently sited with their long axis along the frontage with large front gardens giving this part of the village a more spacious feel. Historically, the street would have had a mixed usage but is now almost entirely residential in character.



Southern side of the High Street



High Street character zone

Buildings in the street are generally terraced or semi-detached and two storeys high, often with an attic, ranging from the late 17th to the late 20th century. The earliest buildings, dating from the late 17th to mid-18th century are timber-framed and clad in weatherboarding or render with steeply pitched tiled roofs, often with dormers. Later buildings dating from the 19th century tend to be arranged in terraces and are generally of yellow brick, with redbrick dressings. Roofs are of slate, often at a low pitch with a parapet, or of the mansard type and covered with tiles. Many properties retain their cast iron guttering. Timber sash windows are the most common window type used throughout the street. Two modern houses on the southern side of the street (numbers 20 and 22) replicate the materials and detailing of the earlier structures with weather boarded walls, steeply pitched tiled roofs and timber framed sash windows.

IV. Character zones



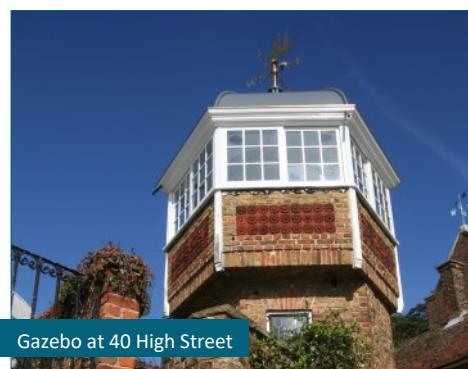
Northern side of the High Street

Most buildings and structures on the High Street make a positive contribution to the character of the Conservation Area, and a high proportion of buildings are Listed. Smaller structures, such as number 1, a single storey weather boarded building that was formerly a butcher's shop (see photograph on page 8) add variety and are thus important despite their modest nature. The King's Arms pub, with its flamboyant mock Tudor styling, contrasts with the vernacular character of other buildings in the street. Its prominent position on the corner at the top of the street forms an important landmark on entering to the village.

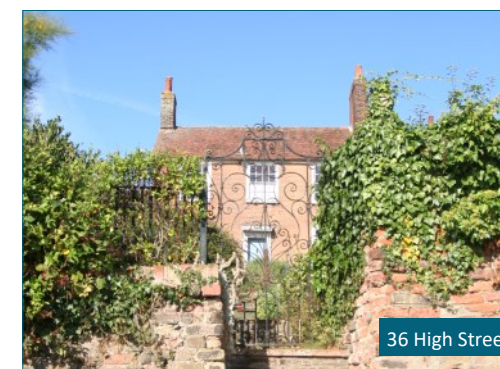
The streetscape is in general simple with a cobbled street without a pavement and a welcome absence of road signs and markings. Street furniture is on the whole well designed with attractive signage and heritage style streetlights. Most buildings front directly onto the street. However, some houses have small front gardens with picket fences and numbers 9 to 15 feature a fine set of wrought iron railings.

To the south of the High Street are a network of narrow alley ways linking back gardens and ancillary buildings. During the 19th century this area was densely packed with cottages. Now the only dwelling in this area is Number 28 High Street, an attractive 19th century cottage hidden away from the street.

The High Street turns south at its eastern end where it meets the river and its character changes considerably. The streetscape is less formal and surfaced in gravel. Houses are larger, being detached or semi-detached, and set within large well planted gardens bounded by brick walls facing the river. Numbers 36 and 40 High Street date from the late 18th century and feature red brick with a tiled roof behind a parapet. Windows are of the sash type and there is a central panelled front door capped by a pediment. There is an attractive hexagonal gazebo in the front garden of number 40 with a domed imitation lead roof and timber casement windows. This structure is a prominent landmark from both the river and the High Street and makes a significant contribution to the character of the area. Medway View, a late 19th century weather-boarded villa with sash windows, a veranda and a low-pitched slate roof also makes an important contribution to the area. The other structure in this area, Elizabeth Cottage, dates from the early 19th century. This is of historic interest as the last survivor of a group of watermen's cottages in this area. Unfortunately it has lost most of its original external detail features.



Gazebo at 40 High Street

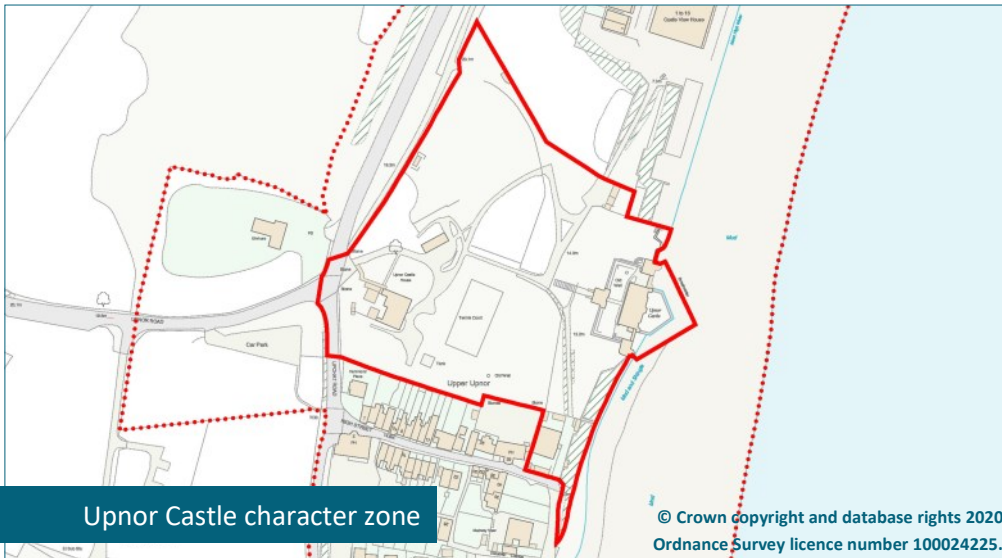


36 High Street

IV. Character zones

Upnor Castle

Upnor Castle was built between 1559 and 1567 as an artillery fortification protecting Chatham Dockyard. Although designed by Sir Richard Lee, the foremost military engineer of the era, military historians consider it to be of an archaic design when compared to contemporary continental fortifications. The basic design is of a stone blockhouse with corner turrets and a low V-shaped bastion projecting into the river. Gun loops were provided in the walls for artillery and further guns were mounted on the roof. A boom was strung between the Castle and the east bank of the river to protect the dockyard from 1588 and the structure was enlarged between 1599 and 1601. The defences were reinforced at the end of the 16th century with two small earthwork fortifications, known as sconces. The precise form and position of these supporting fortifications is not currently known but are likely to have been temporary gun batteries that overlooked the river in the vicinity of the castle.



During the Dutch raid on the Medway in 1667 the guns of Upnor Castle fired on the Dutch fleet as it advanced up the river, unfortunately with very little success. As such, it is remarkable as the only English coastal defence ever to have been used in battle. After the Dutch raid the primary dockyard defences were moved downriver with the construction of new and more formidable defences at Cockham Wood and Gillingham forts. The castle was converted into a gun powder magazine. However, it appears to have remained armed and gunners were stationed there until the early 19th century.

In 1827 the Castle was converted into a laboratory for the filling of explosive shells and was used for the storage of miscellaneous explosives until 1913, when it became a museum.

IV. Character zones

Adjacent to the Castle is a barrack block built in 1718. This is of great significance as one of the earliest surviving purpose built barrack blocks in the country, the others being Hampton Court (1689) and Berwick (1717).

The significance of the barracks are heightened due to the largely unaltered internal layout. In design it is typical of the Ordnance Department house style of the period, being brick built of three stories with a formal front embellished with a decorative brick plinth, quoining and parapet. Windows are of the sash type set under segmental arches.

Also associated with the castle is Upnor Castle House which was built for the Storekeeper in charge of Upnor Castle during the mid-17th century, and had a formal garden front added in the late 18th century. It is now a private house.

The Castle, Upnor Castle House and the barracks are clearly separated from the village and form a distinct area with its own separate character that should be maintained. Physically the two areas are divided by high wall brick wall running around the site. There is little visual linkage between the village and the castle area with both the castle and the Barracks facing the river rather the street and Upnor Castle House being set well back behind the high boundary wall. Inside the Castle and Barracks area it is a softer and greener character, with gardens having been a feature of this area since at least the 19th century. There is evidence for deliberate tree planting of walnut trees to aid in the manufacture of rifle stocks.

A more detailed assessment of the Castle and its environment are provided in the *Upnor Castle Conservation Statement* by Jonathan Coad (English Heritage 2002).

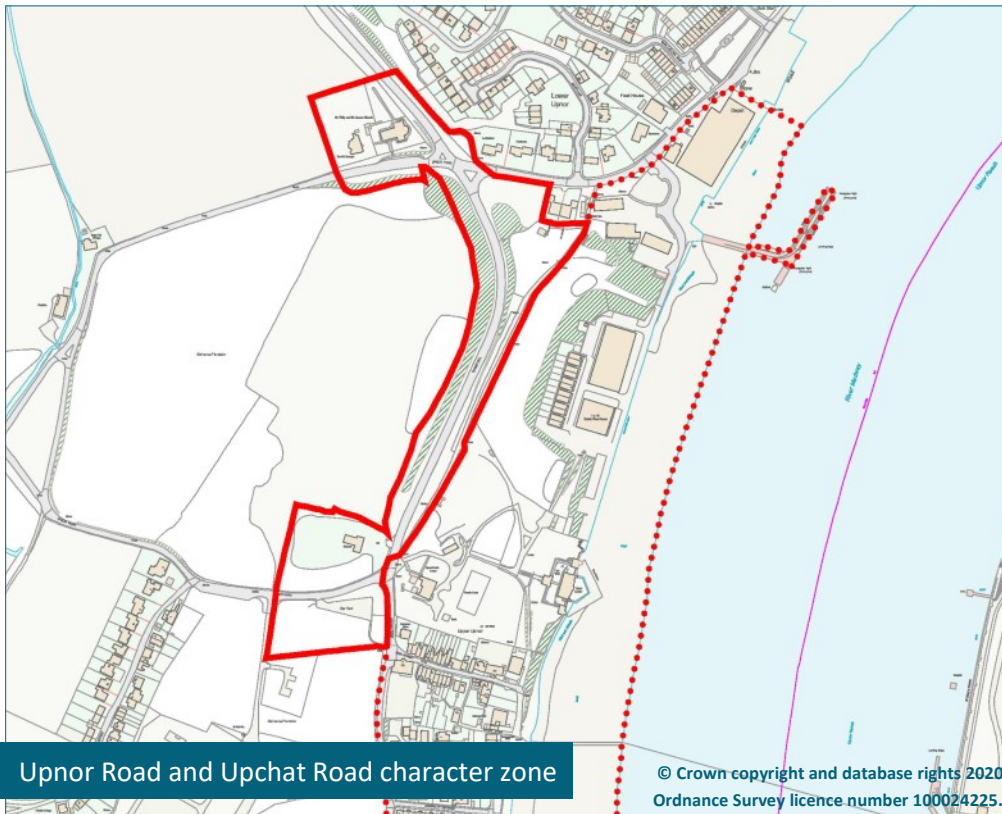


Upnor Castle with the barracks (left) and Upnor Castle House (behind)

IV. Character zones

Upnor Road and Upchat Road

Both Upnor Road and Upchat Road along with the green spaces surrounding them form the primary vehicular gateway into the Conservation Area. Of particular importance is the wood and car park adjacent to Upnor Road that allow the village to suddenly appear when approaching from the car park and allowing only a glimpse of the King's Arms Public House when approaching from Upchat Road. The extensive tree cover along Upchat Road also makes an important contribution to the rural setting of the village.



The main buildings of note in this area are the late-Victorian St Philip and St James Church and The Old Vicarage, which are set in wooded grounds at the Junction of Upchat Road and Lower Upnor Road. This was built in 1874 to the designs of Ewan Christian and is a modest but attractive redbrick building in a loose gothic style distinguished by some fine stained glass windows by Burne-Jones. The Vicarage is a typical large red brick Victorian house dating from 1878. Also of importance is the high wall separating the Castle and the Royal Engineers' Depot from the road. This probably dates from the 19th century and is of English bonded local stock bricks with early 20th century lamp fittings. The only other buildings in this area, Hammond Place and Elmhora House/Flag Stone House, are modern structures. Elmhora House/Flag Stone House benefits from being well screened by trees.

IV. Character zones

Upchat Road runs along the bed of a railway originally constructed in 1873 to link the Lower Upnor Ordnance Depot with the magazines at Chattenden and Lodge Hill, known as the Chattenden and Upnor Railway. Part of the slightly later (1885) narrow gauge track still survives to the rear of Upnor Depot. The original road to Lower Upnor ran along the line of the current footpath to the east of Upchat Road.

At the eastern end of Upnor Road adjacent to the Ordnance Depot are Cormorant and Normandie House. Whilst being of limited architectural interest, the pair of houses are the result of the conversion of a former Royal Navy electrical substation and so display some historic significance, as does the former Second World War era Civil Defence Gas Decontamination building located immediately to the east, now used as an electrical substation. These buildings could be considered for inclusion into a possible extension to the Conservation Area.



Upchat Road



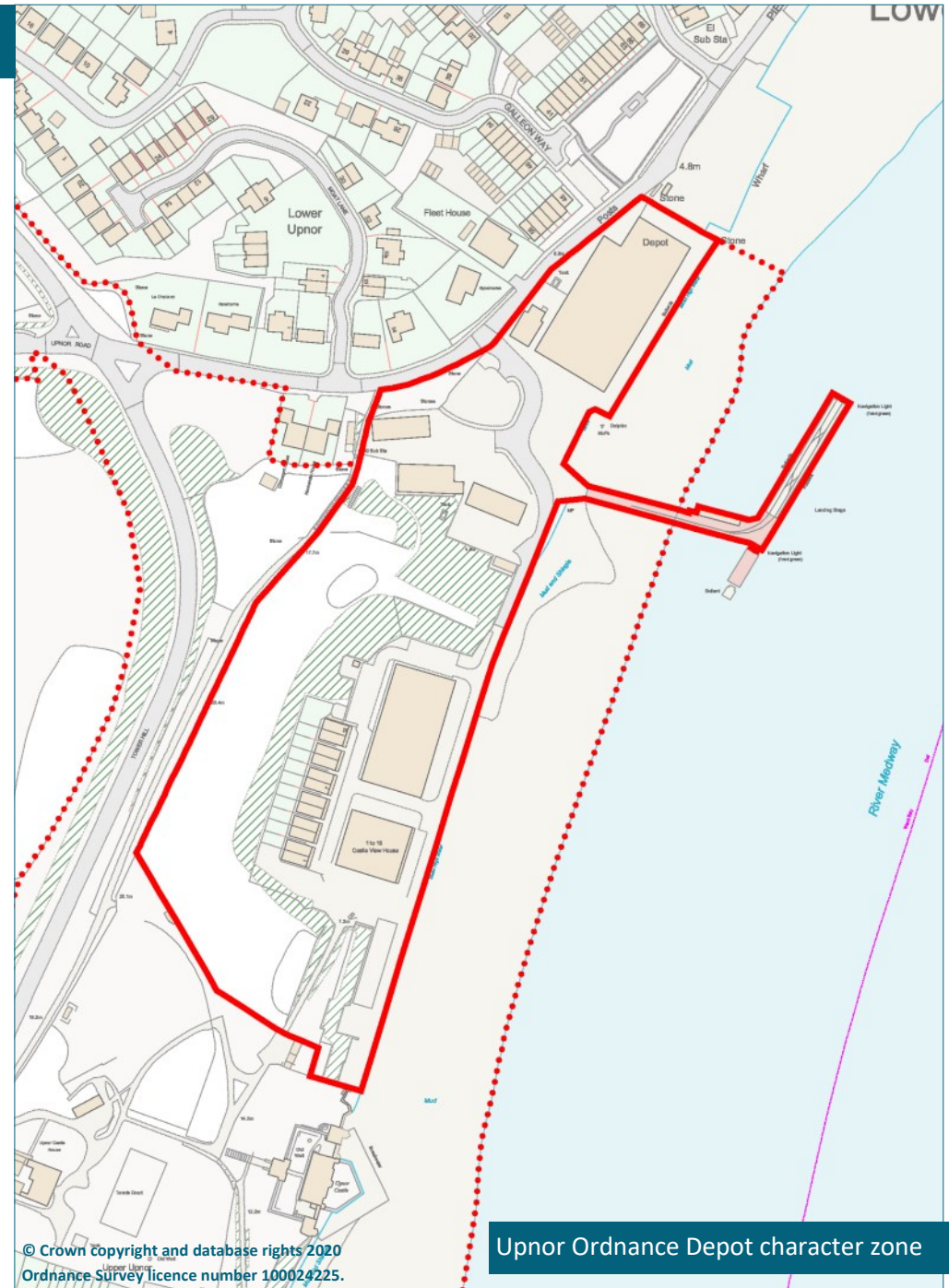
Narrow gauge track and Admiralty Department boundary stone

IV. Character zones

Upnor Ordnance Depot

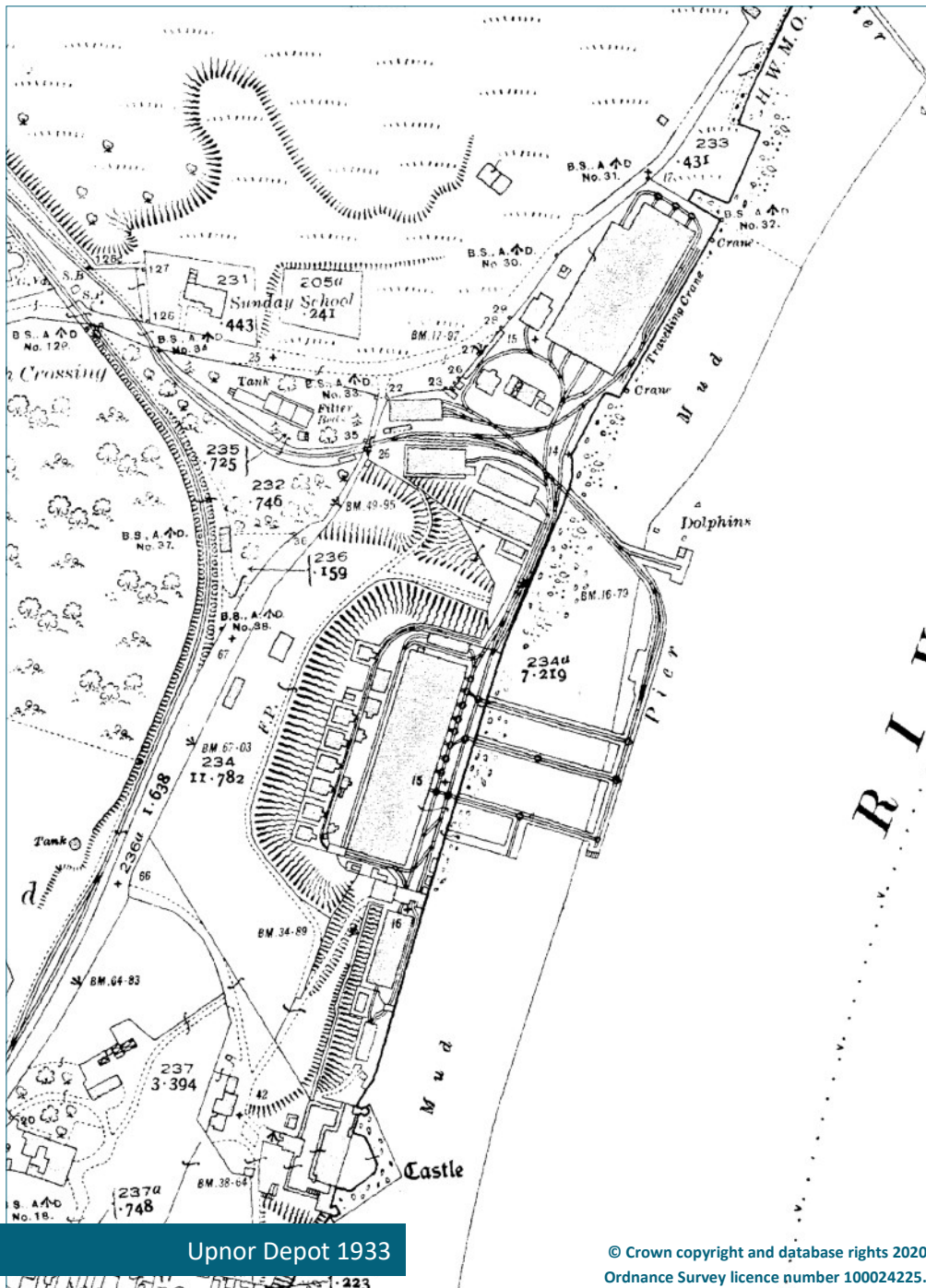
From the late 17th to the late 20th centuries the Royal Engineers Lower Upnor Depot was the site of an ordnance depot that stored and prepared munitions for naval ships laid up in Chatham Dockyard. As such Upnor formed an integral part of the internationally important Royal Dockyard complex and was closely linked to the dockyard functionally, as an important part of the process of repairing and building ships, physically, via the river that formerly acted as a transport link and visually with views across the river to the Dockyard and Brompton Barracks. By the time that the Depot reached its peak at the end of the 19th century the Ordnance Depot formed the centre of a network of ordnance sites that extended well into the Hoo Peninsula with magazine complexes at Chattenden and Lodge Hill.

The Medway Magazines by David Evans (English Heritage 1999) and the *Thematic Survey of Ordnance Yards* (English Heritage 2002) offer a more detailed account of their development and significance, and set the dockyard in its national context.



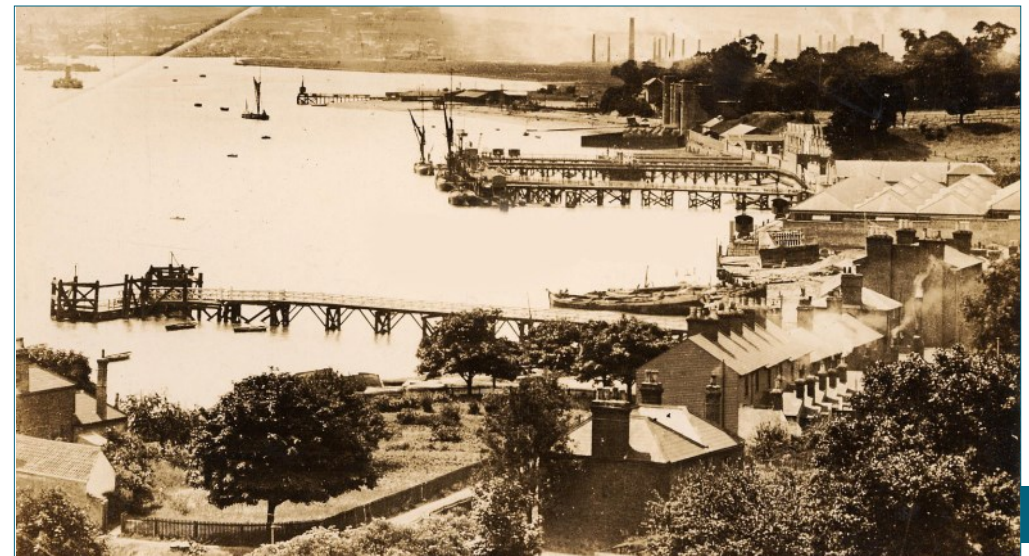
IV. Character zones

The Ordnance Depot was founded in 1668 and originally sited in Upnor Castle. By the mid-18th century the depot had outgrown the castle and a temporary magazine was erected to the south of the barracks. A permanent magazine, known as A Magazine, was built on the site of a former ballast wharf to the north of the Castle between 1808 and 1810. This consisted of four chambers under brick cantenary vaults, which aimed to be strong enough to withstand the explosion of the contents. Two examining rooms, which as the name suggest, were for examining gunpowder before storage was constructed between the Castle and the magazine in between 1811 and the 1840s. The ballast diggings in which these buildings were set formed a protective earth bank known as a traverse, which was intended to contain the blast and absorb debris of an accidental explosion. These buildings were demolished in the later part of the 20th century but the traverse remains. A new river wall (Grade II Listed) and a pier serving A Magazine (now demolished) were also built at this time. The capacity of the magazine was soon exceeded and subsequently supplemented by six floating magazines converted from old warships.



Upnor Depot 1933

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IV. Character zones

The development of shell firing guns in the mid-19th century led to the further expansion of the depot with the construction of stores for shells and laboratories for examining gunpowder and filling shells between 1857 and 1862. Further gunpowder storage was provided by the construction of B Magazine in 1857 along similar lines to A Magazine. Of these buildings B Magazine survives intact (Grade II* Listed) as a distinctive and character building on the waterfront.

By the end of the 19th century it became clear that the Upnor Depot was not large enough to store all the explosives necessary and new magazines were built at Chattenden in 1877 and Lodge Hill between 1900 and 1903, both of which were connected to Upnor via a railway. The Upnor depot then concentrated on filling and storing explosive shells. Further shells stores and ancillary structures were added between 1882 and 1896. An extensive narrow gauge railway network and a new pier at the north end of the site were also added during this period. The final additions to the site were a further shell store (No 5) at the extreme north of the site, an empty case store linking magazines A and B completed in 1904 and six shell-filling rooms situated to the west of Magazine B in 1907. Apart from the shell filling rooms most of these structures survive.



The former Filled Mine Store and Filled Shell Store

After the construction of a large shell-filling laboratory at Lodge Hill between 1910 and 1912, Upnor was mainly used for the storage and transfer of munitions onto ships. Later 20th century work was limited to the addition of further explosives stores to the west of Magazine B, the conversion of Magazine B into a torpedo store and the building of a sentry post in the First World War and underground air raid shelters during the Second World War. The site remained in use as an Ordnance Depot until 1964.

The site's long history as an ordnance depot is also unique and is in contrast to the ordnance facilities at the other principal Royal Dockyards at Portsmouth and Devonport, which were laid out in the late 18th century. The adaptation of Upnor Castle into a powder store is unparalleled and is the oldest such installation of this size in Britain. The wide range of surviving buildings chart the general development of ordnance facilities from adapted fortifications, through to specialised vaulted structures for bulk powder storage (Magazine B) to simple, lightweight buildings for the bulk storage of shells and mines.

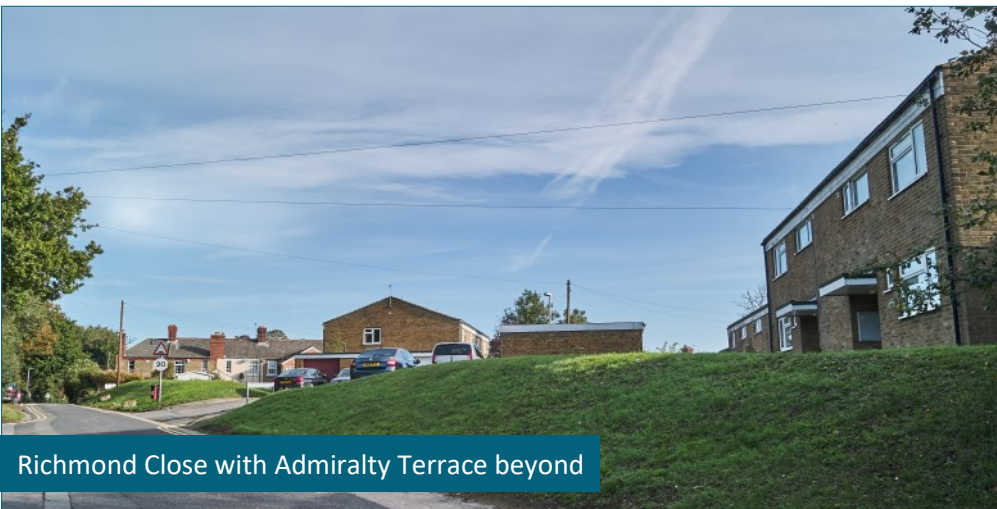
The Depot as a whole is highly significant in landscape terms being prominent in views from the river, the Historic Dockyard and St Mary's Island. The depot buildings form an attractive yet unobtrusive river frontage that blends in well with the tree cover of the traverse behind. The woodland covering of the traverse behind B magazine forms a strong skyline as part of a continuous line of tree cover stretching along the river from Tower Hill to Hoo St Werburgh.

In recent years the Ordnance Depot has been subject to an extensive yet sympathetic mixed-use redevelopment, that both allows for the sustainable re-use of the site, whilst respecting its significance. As part of the redevelopment SWAT Archaeology produced a comprehensive Historic Building Recording Survey for the Ordnance Depot in 2015 which is available to download from their [website](#).

Richmond Close (outside of the Conservation Area)

Whilst being outside of the Conservation Area and arguably of limited architectural interest, Richmond Close demonstrates the contemporary and continued interaction between the village and the military, therefore displaying a degree of historic significance of how Upnor developed over the centuries. Constructed by the Ministry of Defence in the early 1970s to house the families of servicemen stationed nearby, Richmond Close is a typical design of military housing of this period, similar to that found nearby in Brompton. The close is formed by 3 pairs of semi-detached houses with a separate garage block and ample amenity space.

Located immediately northeast of Richmond Close is Riverside Cottage, a late 20th century/early 21st century detached house that bears limited architectural association with that of the surrounding area but does reflect the surrounding spatial pattern. Due to its location to the rear of Admiralty Terrace and Richmond Close, its primary views are from across the river, and with Richmond Close contributes to the setting of the Conservation Area.



Richmond Close with Admiralty Terrace beyond



Richmond Close (outside of the Conservation Area boundary)

V. Heritage assets

Designated heritage assets

There are currently 16 designated heritage assets located within the Upper Upnor Conservation Area:

Scheduled Monuments:

- Artillery Castle at Upnor.

Grade I Listed Buildings:

- The Barracks.
- Upnor Castle.

Grade II Listed Buildings:

- Wall extending north east from Upnor Castle along the river Medway.
- 3 High Street.
- Waterhouse Cottage.
- 30-32 High Street.
- Waterside Cottage (36 High Street).
- Castle House and Albermarle Cottage.

Grade II* Listed Buildings:

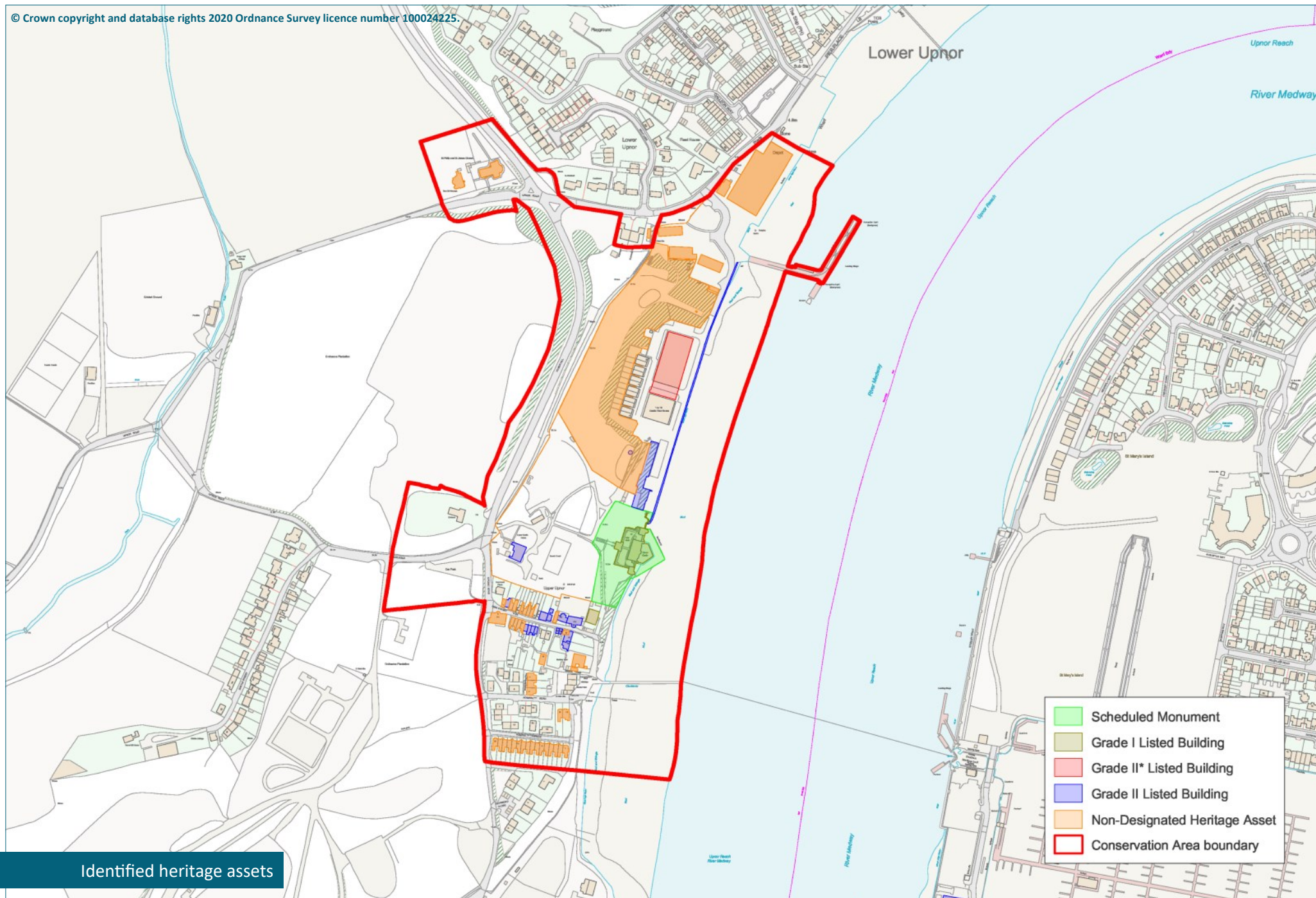
- Building LU001 (Former B Magazine), Upnor Depot.
- 12-18 High Street.
- Walsall House (40 High Street).
- Upnor Castle House.
- Traverse to former Shifting House, Upnor Depot.
- WWI Sentry Post, Upnor Depot.
- The Tudor Rose Public House.

Further information on the designated heritage assets noted above is available through the [Historic England website](#).

Non-designated heritage assets

Several other buildings and other structures are considered to contribute to the character of the Conservation Area and are therefore considered to be Non-Designated Heritage Assets (NDHA). The list is not exhaustive, and other buildings or structures may be considered NDHAs should impacting development proposals come forward:

- 1-16 Admiralty Terrace.
- 22 and 24 Admiralty Road.
- 1-4 Powder Monkey Row (Admiralty Cottages).
- Medway View and Elizabeth Cottage on Barrack Hill.
- The Kings Arms PH, 1, 5-15 (odds), 23, 4-10 (evens), 28, and 38 High Street.
- Shell Store 3, Truck Shed, Wet Gun Cotton Store, Filled Shell Store, Filled Mine Store, Detonator Store, the boundary wall, the fire bell mast, the concrete traverses between the former Shell Filling Rooms and the traverse at Upnor Depot.
- The various boundary marker stones; including those of the War Department and Admiralty Department.
- The rails from the former tramway located immediately southeast of Normandie House, Upnor Road.
- The former Civil Defence Gas Decontamination building immediately east of Normandie House.
- The church of St Phillip and St James and the Old Vicarage, Lower Upnor Road.



V. Heritage assets

Article 4 Directions

To help preserve high quality architectural details and to ensure that changes are undertaken sympathetically, an Article 4 Direction was applied to the Upper Upnor Conservation Area in 2005. The following properties are covered by the Article 4 Direction:

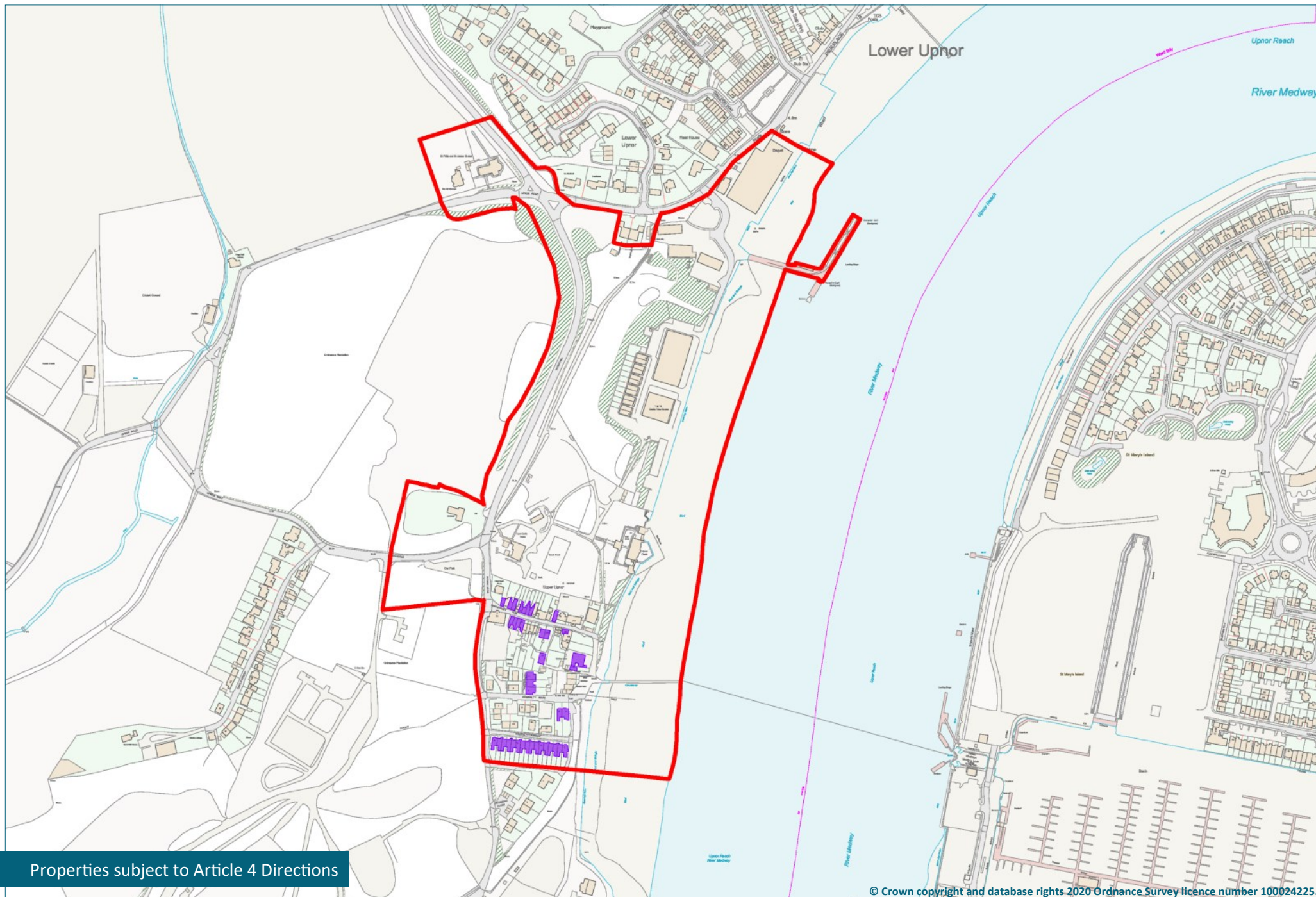
- 1-16 (consecutive) Admiralty Terrace.
- 22 and 24 Admiralty Road.
- 1-4 Powder Monkey Row (Admiralty Cottages).
- Waterside Cottage, Elizabeth Cottage and Medway View in Barrack Hill.
- 4, 6, 8, 10, 20, 22, and 38 High Street.
- 1, 5, 7, 9, 11, 13, 15 and 23 High Street.

The Article 4 Direction means that planning permission is required for small changes to the above properties as well as major changes that usually require planning permission. The following list of works will need planning permission under the Article 4 Direction:

- The enlargement, improvement or other alteration of a dwellinghouse (including the size, shape and design of windows, doors and other openings, porches and porticos, timberwork and barge boarding, brick and stonework, stucco, rainwater goods, extensions and the application of cement or pebbledash render);
- the alteration of a dwellinghouse roof (including tiles and slates, ridge tiles, finials, windows and rooflights, leadwork and eaves);

- the erection or construction of a porch outside an external door of a dwellinghouse;
- the provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such (including paths and hardstandings);
- the installation, alteration or replacement of a satellite antenna on a dwellinghouse or within its curtilage;
- the erection, alteration or removal of a chimney on a dwellinghouse or on a building within the curtilage of a dwellinghouse;
- the erection, construction, maintenance, improvement, alteration or demolition of a gate, fence, wall or other means of enclosure within the curtilage of a dwellinghouse; and
- the painting of the exterior of any part of a dwellinghouse or any building or enclosure within the curtilage of a dwellinghouse (including the painting over of unpainted brick or stonework but excluding the painting of doors, windows and other joinery items).

It is strongly recommended that proposals for new development or alterations that may require planning permission should make use of the council's pre-application process to engage with the Design and Conservation Team at an early stage. More information on the pre-application advice services is available on the [Medway Council website](#).



VI. Open space and Trees

Open space

Due to the tightly drawn Conservation Area boundary, there are limited areas of publicly accessible open space. There are however 3 main areas that make a strong contribution to the Conservation Area; the churchyard of St Philip and St James Church, the rivers' edge and the linear footpath between the High Street and the main entrance to the Ordnance Depot. A fourth area of open space is currently being developed atop the traverse as part of the redevelopment of the depot.

The extent of the contribution of each of these open spaces on the character and appearance of the Conservation Area varies according to how they are experienced. Those which are visible from the main roads and paths within the Conservation Area, or from locations outside of the Conservation Area (such as on the opposite bank of the river) are considered to make the greatest contribution.

Trees

Trees play a very important role in enhancing the character, appearance and setting of the Upper Upnor Conservation Area. Many of the trees in Upnor are contained within private spaces and gardens which help enliven the townscape, provide a significant amenity benefit and may be of historic significance; however there are also substantial belts of trees along Upchat Road, Upnor Road and within the Ordnance Depot that help form the important green backdrop and rural character of Upnor, particularly when viewed from across the river.

The value of many of the trees within the Conservation Area is already recognised through existing Tree Preservation Orders (TPO) and consent is usually required to undertake works to them, such as pruning or felling. Works to other trees not covered by a TPO may also require consent, therefore at least 6 weeks prior to undertaking any works, written notification must be made to the council, who may then wish to make a TPO. Further information is available on the [Medway Council website](#), and applications for works can be made through the [Planning Portal](#).



The linear open space adjacent to the Ordnance Depot

VII. Condition and issues

Condition and issues

On the whole, the character and appearance of the Conservation Area is relatively well preserved. There are however some issues that will need to be addressed through on-going management.

A common issue is original features and details being replaced with inferior and often inappropriate alternatives, such as:

- Cast iron guttering being replaced with plastic.
- Timber-framed windows being replaced by uPVC and aluminium alternatives, some with different patterns or openings.
- Timber front doors with composite or uPVC.
- Door furniture being replaced with contemporary designs.
- Slate or clay roof tiles replaced with concrete.
- Boundary enclosures, such as railings, walls and gates with modern alternatives.
- Rendering or painting of original brick or stone surfaces.
- Cluttered or untidy gardens and yards.
- Extensions to buildings not of an appropriate scale or materials.
- Over-intensive parking, including on pavements.
- Poor condition footpaths and roads, often repaired or replaced with unsympathetic alternatives.
- Unsympathetic street furniture.



An unsympathetic street light

VIII. Setting and views

Setting and views

Views make an important contribution to our ability to appreciate the character and appearance of the Conservation Area, allowing for the interpretation of how the village developed over time and the factors that influenced its development.

The riverside location of Upnor lends itself to a series of different views, both from within the Conservation Area and from outside looking in. The views can be divided into 3 categories; Townscape, Contextual and Scenic views. Some viewpoints may also display combined characteristics, such as both contextual and townscape views.

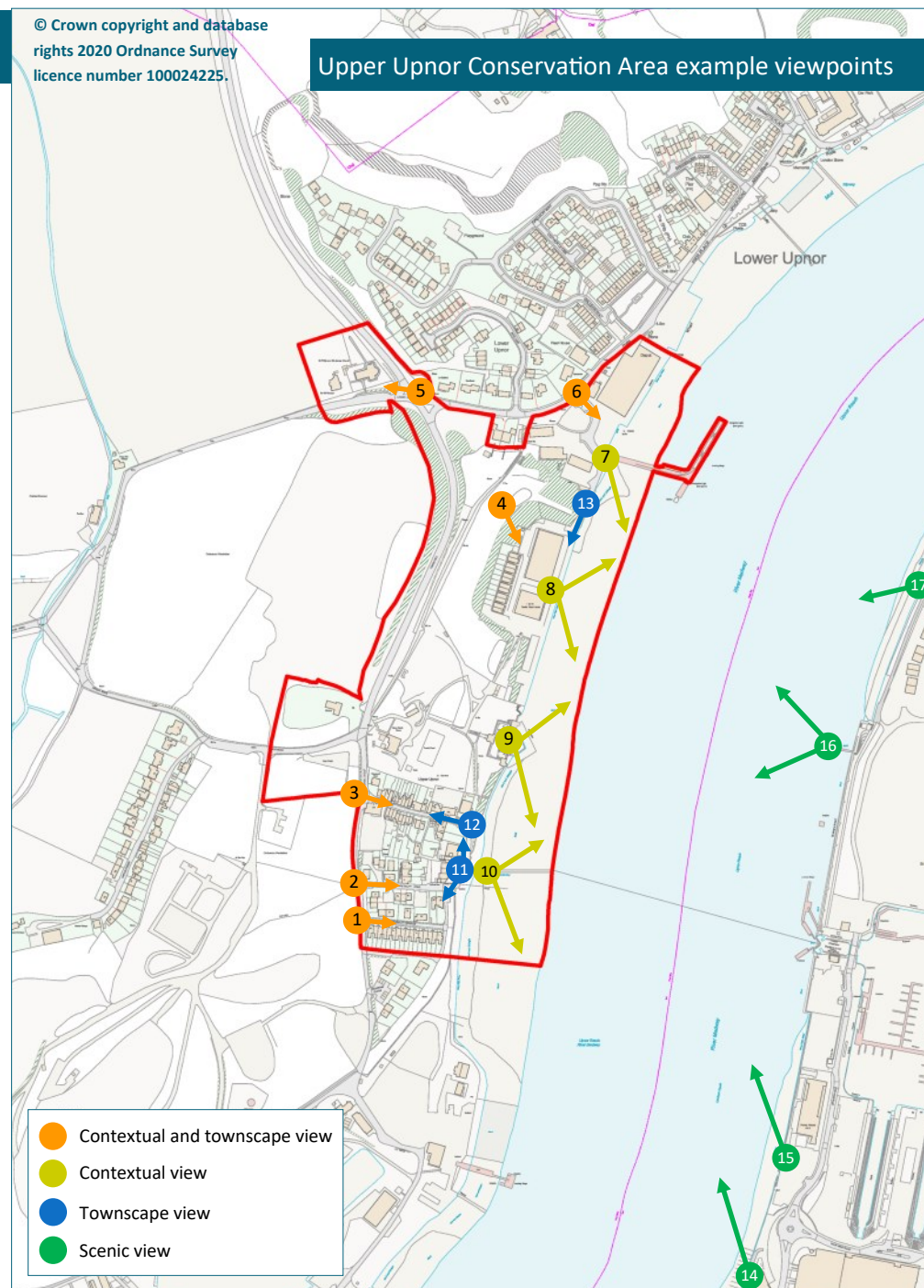
- *Contextual views* are those that look out from within the village to the surrounding area, such as views of the river and the Historic Dockyard.
- *Townscape views* are those which allow for the appreciation of the mix of building types, designs and materials within the Conservation Area.
- *Scenic views* are those appreciated from outside of the Conservation Area, allowing for an appreciation of the village as a whole as well as its wider landscape and setting.

A series of example important views are identified on the map opposite and visualised across the following pages. The list of views provided is not exhaustive and views should be fully explored as part of any development proposals in and around the Conservation Area. Further guidance can be sought from the council Design and Conservation team as part of the planning pre-application advice service.

Additionally, the adopted Chatham Dockyard and its Defences Planning Policy Document (December 2014) may also need to be consulted with some development proposals in Upnor and its environs due to the historic relationship and inter-visibility between the Upnor and the dockyard. The document is available to download on the [Medway Council website](#).

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Upper Upnor Conservation Area example viewpoints





Viewpoint 1 (Contextual and Townscape) allows for the appreciation of Admiralty Terrace, the river, and St Mary's Island beyond. The view demonstrates the high quality and uniform streetscape, the use of distinctive local building materials and the retention of many original historic design details in the terrace, as well as the relationship between Upnor, the river and Chatham Dockyard on the opposite bank.



Viewpoint 2 (Contextual and Townscape) allows for the appreciation of the late 20th century infill development of Admiralty Road, the river, and St Mary's Island beyond. The view demonstrates the evolution of development within the village, the topography, as well as the relationship between Upnor, the river and Chatham Dockyard on the opposite bank.



Viewpoint 3 (Contextual and Townscape) allows for the appreciation of the historic High Street, the river, and St Mary's Island beyond. The view demonstrates the high quality streetscape comprising many historic buildings, the use of distinctive local building materials and the retention of many original historic design details, as well as the relationship between Upnor, the river and Chatham Dockyard.



Viewpoint 4 (Contextual and Townscape) allows for the appreciation of roofscape of both the historic and contemporary buildings within Upnor depot, the river, St Mary's Island and the dockyard beyond. The view demonstrates the largely complete ordnance depot with the retention of many historic design details, the topography of Upnor, as well as the relationship between Upnor, the river and Chatham Dockyard on the opposite bank.



Viewpoint 5 (Contextual and Townscape) allows for the appreciation of the church of St Philip and St James, the vicarage within their rural context. The view demonstrates the retention of original historic details within historic buildings as well as the topography and the attractive rural location.



Viewpoint 6 (Contextual and Townscape) allows for the appreciation of the range of historic buildings within Upnor depot, with the river, St Mary's Island and the dockyard beyond. The view demonstrates the largely complete ordnance depot with the retention of many historic original design details, as well as the important historic relationship between Upnor, the river and Chatham Dockyard.



Viewpoint 7 south (Contextual) allows for the appreciation of a full panoramic view of the river, St Mary's Island and the dockyard from the entrance to the pier. The view demonstrates the important historic relationship between Upnor, the river and Chatham Dockyard on the opposite bank.



Viewpoint 8 (Contextual) allows for the appreciation of a full panoramic view of the river, St Mary's Island and the Historic Dockyard from between the gaps in the river wall. The view demonstrates the topography of the area as well as the important historic relationship between Upnor, the river and Chatham Dockyard.





Viewpoint 9 north (Contextual) allows for the appreciation of a full panoramic view of the river and St Mary's Island from Upnor Castle. The view demonstrates the topography of the area, as well as the important historic relationship between Upnor, the river and Chatham Dockyard on the opposite bank.



Viewpoint 9 south (Contextual) allows for the appreciation of a full panoramic view of the river, St Mary's Island and the Dockyard from Upnor Castle. The view demonstrates the important historic relationship between Upnor, the river and Chatham Dockyard on the opposite bank.



Viewpoint 10 (Contextual) allows for the appreciation of a full panoramic view of the river from Cockham Wood in the east to Chatham in the south. The view demonstrates the topography of the area as well as the important historic relationship between Upnor, the river and Chatham Dockyard.





Viewpoint 11 north (Townscape) allows for the appreciation of the view from Admiralty Road across to the High Street and barracks. The view demonstrates the high quality townscape comprising many historic buildings, the use of distinctive local building materials, the retention of many original historic design details and the attractive rural setting to Upnor.



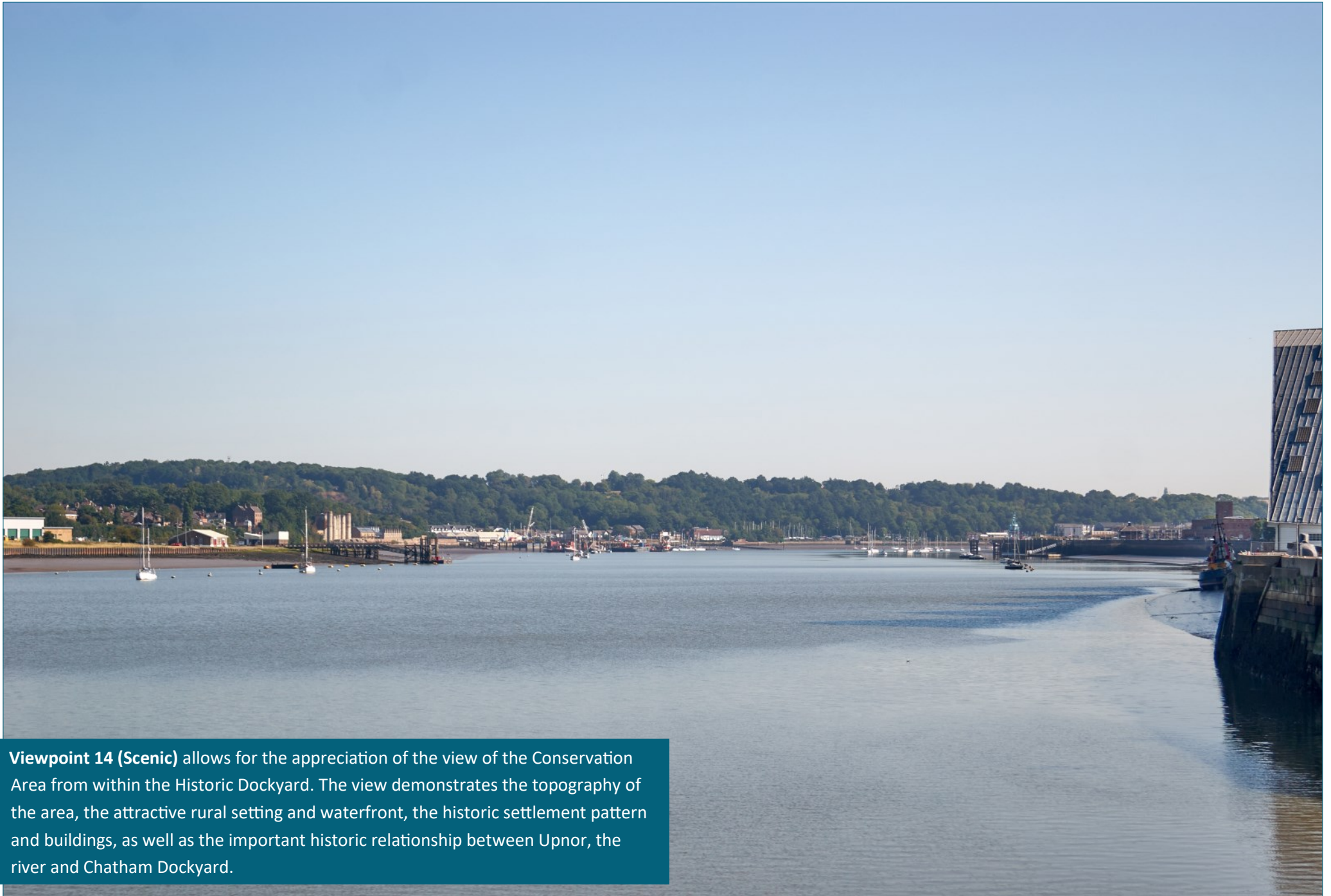
Viewpoint 11 south (Townscape) allows for the appreciation of the view from Admiralty Road across to Admiralty Terrace. The view demonstrates the high quality and uniform streetscape, the use of distinctive local building materials and the retention of many original historic design details.



Viewpoint 12 (Townscape) allows for the appreciation of the High Street and the rural backdrop beyond. The view demonstrates the high quality streetscape comprising many historic buildings, the use of distinctive local building materials, the retention of many original historic design details and the attractive rural setting.



Viewpoint 13 (Townscape) allows for the appreciation of the view through Upnor Depot to Upnor Castle. The view demonstrates the largely complete ordnance depot with the retention of many historic original design details.



Viewpoint 14 (Scenic) allows for the appreciation of the view of the Conservation Area from within the Historic Dockyard. The view demonstrates the topography of the area, the attractive rural setting and waterfront, the historic settlement pattern and buildings, as well as the important historic relationship between Upnor, the river and Chatham Dockyard.



Viewpoint 15 (Scenic) allows for the appreciation of the panoramic view of the Conservation Area from around the former dockyard Pumping Station. The view demonstrates the topography of the area, the attractive rural setting and waterfront, the historic settlement pattern and buildings, the ordnance depot (including the traverse), as well as the important historic relationship between Upnor, the river and Chatham Dockyard.



Viewpoint 16 (Scenic) allows for the appreciation of the panoramic view of the Conservation Area from the viewing platform at St Mary's Island. The view demonstrates the topography of the area, the attractive rural setting and waterfront, the historic settlement pattern and buildings, the ordnance depot (including the traverse), as well as the important historic relationship between Upnor, the river and Chatham Dockyard.



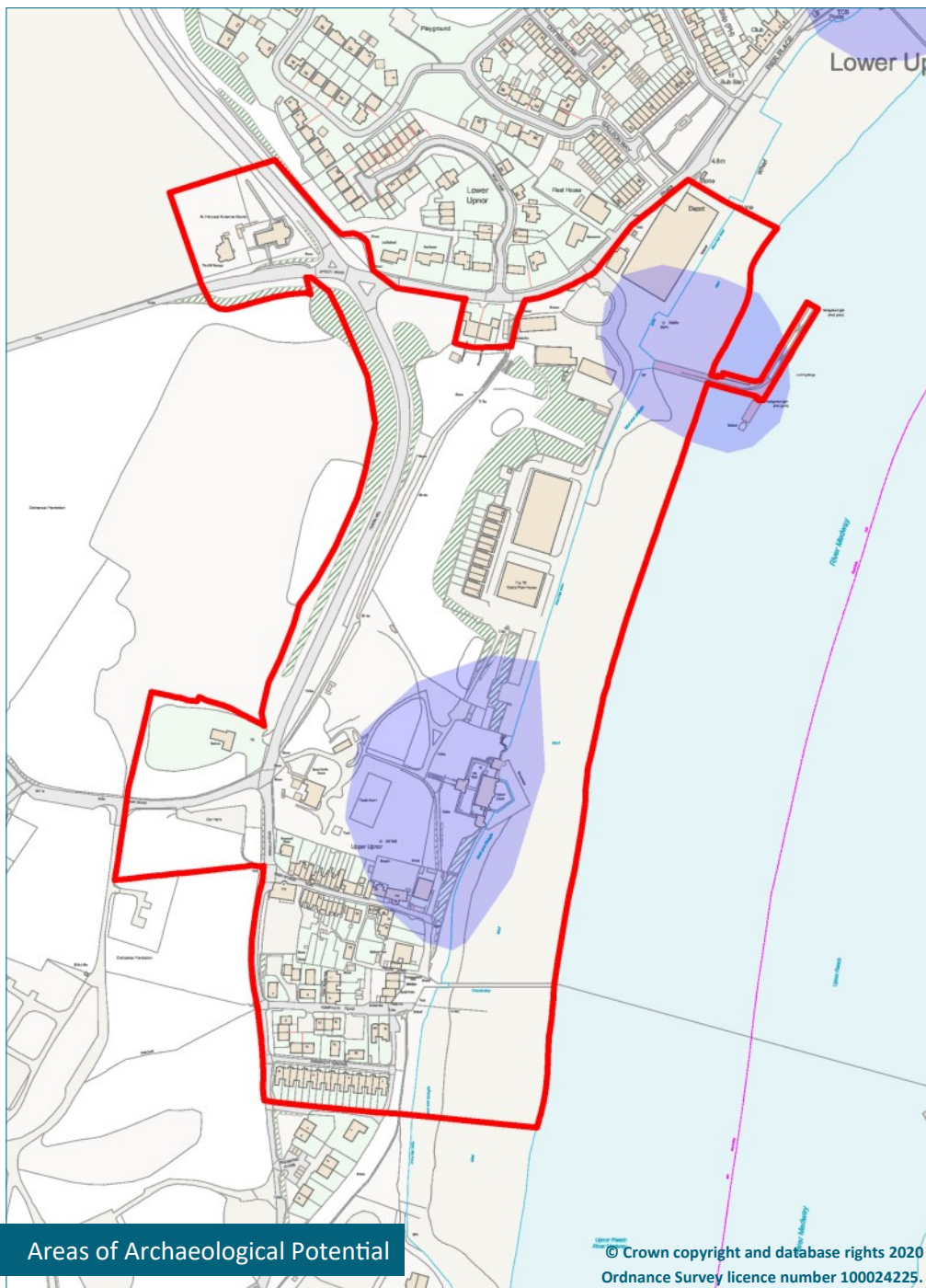


Viewpoint 17 (Scenic) allows for the appreciation of the view of the Conservation Area from the riverside walk around St Mary's Island. The view demonstrates the topography of the area, the attractive rural setting and waterfront, the historic settlement pattern and buildings, the ordnance depot (including the traverse), as well as the important historic relationship between Upnor, the river and Chatham Dockyard.

IX. Archaeology

Upnor has a rich abundance of archaeology, including the '*Upnor Elephant*' - a 4m tall headless, but largely intact skeleton of a Straight-Tusked Elephant found in 1913 and thought to be from the mid to late Pleistocene age, a Bronze age sword, and the yet to be uncovered 16th century military earthwork fortifications known as sconces.

Upper Upnor Conservation Area currently has 2 main Areas of Archaeological Potential, one located around Upnor Castle and the other around the Ordnance Depot. Any development in the Areas of Archaeological Potential are likely to require an archaeological evaluation and possible mitigation work, we would therefore recommend contacting the Kent County Council Archaeologist for further advice. More information is available on the [Kent County Council website](#).



X. Management Plan

Guidance for residents

Conservation Area designation brings with it additional responsibilities for owners and occupiers due to increased planning controls and particular requirements in undertaking works or making changes to buildings and property. However these are often outweighed by the benefits of living in an area of high architectural value and traditional character, which is often reflected in higher property values.

To provide assurance to owners and occupiers of property in Conservation Areas, supporting Design Guidance will be produced. Alongside this, a suite of additional documents will also be published that provide advice and guidance on the maintenance, repair and alteration of historic buildings.

Local Listing

Medway Council does not currently have a published Local List, however an ambition is held to create one. A series of positive contributors have been identified through the Conservation Area Appraisal (see sections III and V); those not currently benefitting from national designation would be considered for inclusion on a Local List in the future and are currently identified as Non-Designated Heritage Assets.

Article 4 Directions

To help preserve high quality architectural details and to ensure that changes are undertaken sympathetically, an Article 4 Direction has been applied to the Upper Upnor Conservation Area. The Article 4 Direction does not apply to every residential dwelling in the Conservation Area, but an extension of its coverage was not considered necessary at this time through the Conservation Area Appraisal.

A review of the Article 4 Direction will be undertaken periodically.

Development pressure

Upnor has recently been subject to pressure for new development either from inside the Conservation Area or within its setting. Any new development proposals that have the potential to impact the character of the Upper Upnor Conservation Area will need to take account of the advice and guidance contained within the Conservation Area Appraisal.

It is strongly recommended that proposals for new development should make use of the council's pre-application process to engage with the Design and Conservation Team at an early stage. Where appropriate (usually where there is possible impact on a Scheduled Monument, Grade I or Grade II* Listed Building) Historic England should also be engaged through their own pre-application advice service.

Further information on the pre-application advice services is available on the [Medway Council](#) and [Historic England](#) websites.

Public Realm and Traffic Management

Much of the public realm within the Conservation Area includes historic or sympathetic features that add to the character, such as granite kerbstones, cobblestones, Yorkstone paving and boundary marker stones. Features such as these should be retained.

Unfortunately some elements of the public realm are less than desirable and detract from the overall appearance and character of the Conservation Area; including poor quality lamp columns, inappropriate footpath and road surfacing, excessive signage or road markings and damaged features.

The council will look to address these issues when the opportunity for their replacement or rationalisation arises.

X. Management Plan



Parking

Over-intensive car parking within the Upper Upnor Conservation Area can be considered to be visually intrusive and detract from historic character of the streets and their picturesque appeal. Substantial public parking is provided within the car parks at Upnor Road and within Upnor Depot, however this is insufficient to prevent the need for parking in residential streets. The importance of front gardens and boundaries to the character of the Conservation Area means that their loss to provide off street parking would be even more harmful.

Promoting the use of public transport and healthier options (such as walking and cycling) are essential to reducing the impact of climate change, improving air quality and increasing personal well-being; and will likely result in an overall reduction in the reliance on private cars. The knock-on benefit will also help alleviate the pressure on parking within the Conservation Area, leading to an enhancement of its character and appearance.

Conservation Area boundary

Possible extensions to the current Upper Upnor Conservation Area were investigated as part of the appraisal process, however their inclusion was not considered appropriate at the current time. Periodic reviews of the Conservation Area boundary will be undertaken to ensure that it remains relevant to the significance of the Conservation Area.

Enforcement

Sometimes development is carried out without the required planning permission or without following the details and conditions set out by the council. Medway Council enforce planning within the Conservation Area to ensure works do not harm its character or appearance, and to ensure the safety and amenity of the community. Planning enforcement will be considered for:

- [Unauthorised display of advertisements](#)
- [Unauthorised work on protected trees](#)
- [Unauthorised work on Listed Buildings](#)
- [Unauthorised demolition of some buildings within a Conservation Area](#)
- [Unauthorised storage of hazardous materials](#)
- [Removal of protected hedgerows](#)
- [Allowing land to fall into such poor condition that it harms the quality of the Conservation Area](#)
- [Harm to a Site of Specific Scientific Interest \(SSSI\).](#)

Breaches of planning can be reported to Medway Council by email through planning.representations@medway.gov.uk.

Contact us

For advice on planning issues please contact the Medway Council Planning Department on:

- planning.representations@medway.gov.uk

For advice on matters relating to Listed Buildings or buildings in a Conservation Area, please contact a Conservation Officer at Medway Council on:

- design.conservation@medway.gov.uk