

# Brompton Lines Conservation Area Appraisal

Adopted version  
April 2006

# **BROMPTON LINES CONSERVATION AREA APPRAISAL**

Adopted April 2006

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# INTRODUCTION

## PURPOSE

Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Brompton Lines was designated a conservation area by Gillingham Borough Council in 1982. Since then the Council has had a statutory duty to preserve and enhance the area.

This document is the first full appraisal of the qualities of Brompton Lines Conservation Area since designation. It includes an assessment of the area's historical, architectural, archaeological, townscape, landscape and ecological significance. Elements that detract from the special character or appearance are identified and the Council's aspirations for the future of the area are outlined.

The appraisal will be of use in helping the Council and others in judging proposals for new development against the criterion of "*preserving or enhancing the character or appearance*" (*Listed Buildings Act 1990 (s.72)*), and in ensuring that the architectural and historical significance of the area and its constituent parts is taken into account when considering future development proposals and schemes.

## BACKGROUND TO THE CONSERVATION AREA APPRAISAL

From Tudor times right through to the early 1980s, Chatham Dockyard has helped build and support Britain's Royal Navy and has, as a result, played a crucial part in securing Britain's influence all over the world. Today, it is the most complete remaining Dockyard from the age of sail. The curtilage of the Dockyard sits within a separate conservation area. However, the Dockyard also survives complete with its defences, supporting military infrastructure and landscape of barracks, bastions, forts, and fields of fire. It is these that this document appraises.

The appraisal has been prepared against the background of:

- The inclusion of Chatham Dockyard and its defences on the UK Government's tentative list of sites to be considered for World Heritage Site status
- The regeneration of central Chatham and;
- The potential redevelopment of parts of the Royal School of Military Engineering as part of a public/private partnership.

This appraisal also coincides with a review by English Heritage of the statutory designations (listed buildings and scheduled monuments) for the fortifications. This is based on new detailed historic research and field survey.

Note – the historically correct term for the area is 'the Chatham Lines.' However, Brompton Lines is the long established local name and is therefore retained as the name of the Conservation Area.



## SUMMARY OF THE CONSERVATION AREA (Map 1 overleaf)

The conservation area boundaries take in all historically significant parts of the former defences of the Dockyard.

The conservation area comprises of six distinct areas each of which have differing historic significance and character. These are:

- 1) *The Chatham Lines*, which are part of a wider landscape that includes open ground in front of and within them as part of their design. The open Field of Fire is known as the Great Lines, whereas the extension to the original fortifications added after 1803 is known as the Lower Lines. This also had a field of fire. The main area of open land within the defences is known as the Inner Lines.
- 2) *The Royal School of Military Engineering and HMS Collingwood (Brompton Barracks)* – the former is a complex of fine 19<sup>th</sup> century barracks and teaching buildings and the latter is the 1930's HMS Collingwood complex together with its surviving defensive lines and ditches
- 3) The historic village centre of *Old Brompton*. This was the town which housed civilian dockyard workers
- 4) *The Eastern Borders*- 18<sup>th</sup> and 19<sup>th</sup> Century houses lining the eastern edge of the field of fire.
- 5) *Old Gun Wharf* - the original 16<sup>th</sup> century dockyard and the former ordnance depot of the naval dockyard.
- 6) *Kitchener Barracks* – the mid 18<sup>th</sup> century infantry barracks for the garrison of the lines that preserves the historic plan form but now has barrack blocks dating from the 1930's.

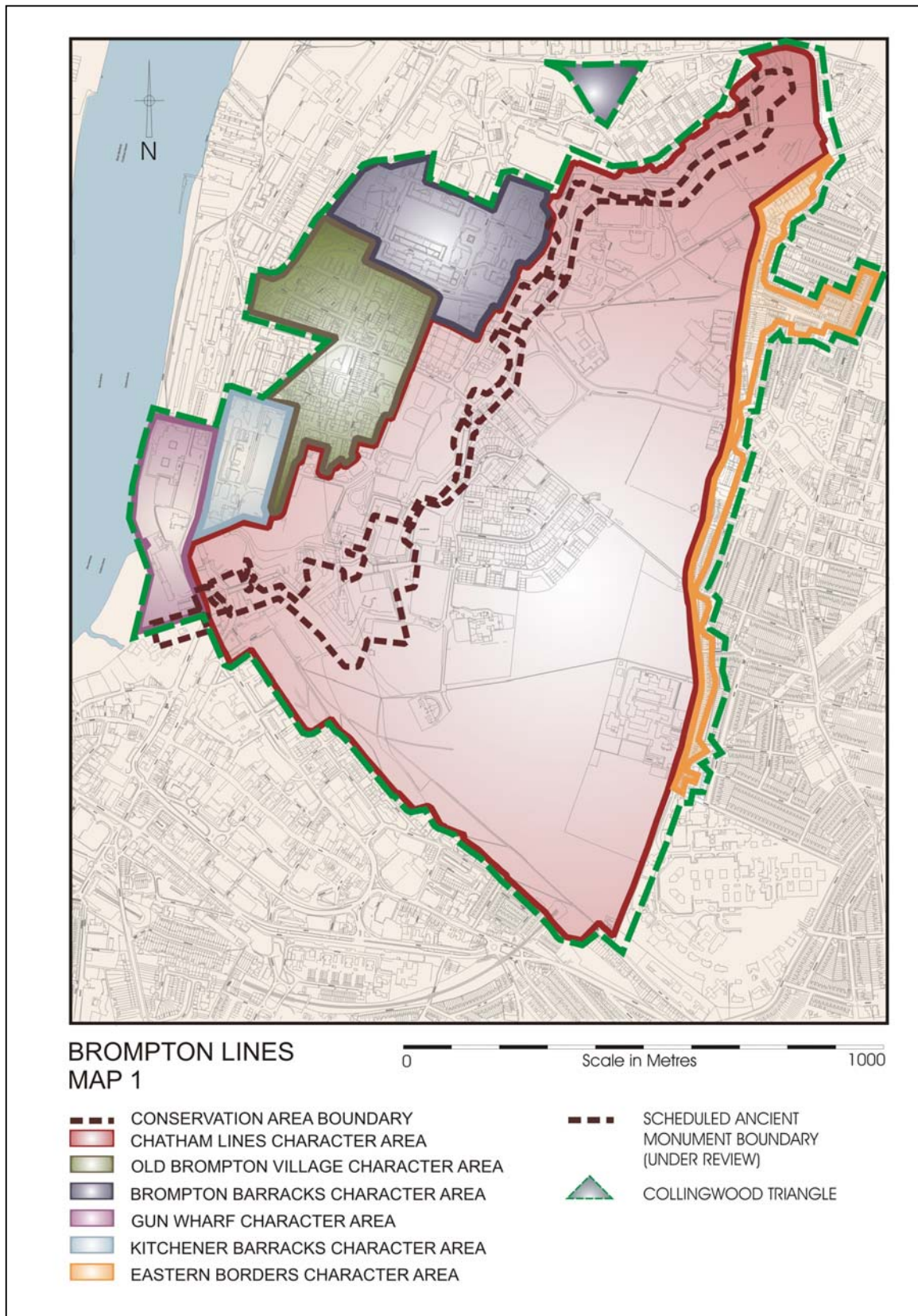
The whole conservation area is subject to statutory conservation area legislation. In particular-

- buildings can be protected from demolition;
- trees will be protected from felling and;
- new development will be required to '*preserve or enhance*' the character and appearance of the area.

As part of the management process Article 4(2) Directions have been established in parts of the Eastern Borders Character Area. These mean that even quite minor work such as demolishing or rebuilding a boundary wall, re-placing roofs or windows, or painting the outside of houses requires planning permission.

Further advice on conservation area law and general guidelines for development are available in the Council Booklet- Conservation Areas in Medway- a guide to the law and our policy.

**Map 1 Showing Conservation Area Boundary and Character Areas**



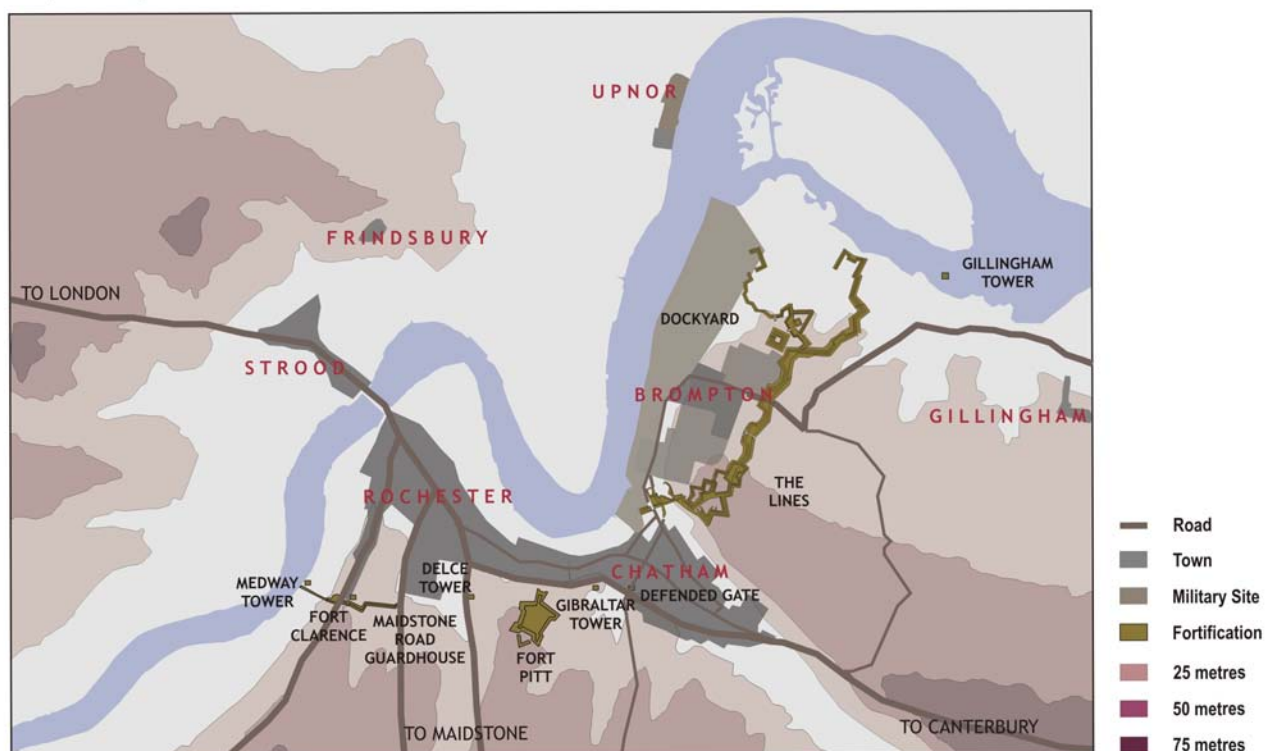
## HISTORICAL BACKGROUND (Map 2 below)

The development of the Chatham Lines, and indeed the whole of Chatham, was dependent on the development of the Naval Dockyard; which was founded before 1547 on what is now the site of Gun Wharf- close to the medieval centre of Chatham. The dockyard moved to its present site in 1622, with the original dockyard site then becoming the Gun Wharf Ordnance Depot.

The village of *Old Brompton* began to develop in the second half of the 17<sup>th</sup> century to service the Naval Dockyard with accommodation for dockyard workers and sailors.

By the end of the 17<sup>th</sup> century, France replaced Holland as the principal threat to England. Chatham's role shifted to building rather than maintaining ships, becoming the principal building yard in the country. At this time attention began to be paid to the landward defences of the dockyard, which had been shown as woefully inadequate during the Dutch raid of 1667. However, it wasn't until 1756, when the French threatened to invade during the Seven Years War, that a system of linear defences (ditches and ramparts known as *the Lines*) was constructed rising up the scarp of the hill above the dockyard and continuing north down the dip slope to rejoin the estuary at St Mary's Island (which was marshland until reclaimed in Victorian times). When completed in 1758 the defences encircled the landward face of the dockyard. A set of infantry barracks (now Kitchener barracks) was erected in 1757 to provide accommodation for soldiers defending the Lines.

Map 2: Napoleonic Defences of Chatham and Rochester



During the Napoleonic period the dockyard was extensively rebuilt to meet the demands of an expanded navy. The Lines were rebuilt and extended each time invasion threatened i.e. during the American Revolutionary War (1775-1783) and again from 1803-1815 during the Napoleonic wars. The defence rebuilding included an extension to St Mary's Creek, the formation of Fort Amherst from the earlier Amherst Redoubt, and the creation of a ring of forts to the south including Forts Pitt and Clarence. A further set of barracks (Brompton) was constructed to provide accommodation for the artillery garrison in 1804.

Most of the open area between the Defences and the Dockyard was developed to service the Dockyard. This included the construction of barracks for the Royal Marines and the infantry, the rebuilding of Gun Wharf and the construction of Brompton and St Mary's Barracks, and Melville and Ordnance Military Hospitals and the growth of Old Brompton. With the exception of Gun Wharf all are now demolished.

The Brompton and St Mary's Barracks belong to the Napoleonic period (from 1806 onwards) as do the other fortifications associated with The Lines such as Fort Pitt and Fort Clarence. From the 1820s onwards the Lines and adjacent open Field of Fire (*now known as the Great Lines and the Lower Lines*) were extensively used for military training, including large-scale siege exercises, and the Brompton Barracks were taken over by the School of Military Engineering as its principal training establishment. The naval barracks of HMS Pembroke (now designated as a separate conservation area) were built over the northern section of the defences in the early 1900's (by this time the defences had been rendered obsolete by advances in military technology). During this era Gillingham expanded up to the edge of the cleared 'field of fire' to house dockyard workers from the expanding dockyard.

## **CHARACTER AND SIGNIFICANCE**

The whole area - the Dockyard and its Defences - is of international significance. It is included on the Government's tentative list of candidates for World Heritage Site Status as representing the UK's industrial heritage and former global influence. Its significance derives from the fact that it is the supreme example of a substantially unaltered Royal Navy Dockyard dating from the Age of Sail and from its role in the industrialisation of shipbuilding. However its significance also derives from the surviving network of defences and barracks historically associated with the Dockyard - each phase of work was initiated in response to the invasion threat arising from successive wars fought on a global scale. The defences still overlook the Dockyard and constitute a near intact military landscape, which is still understandable as such today. Furthermore, the backdrop to the Dockyard provided by the Chatham Lines is a key aspect of its setting

## TOPOGRAPHICAL OVERVIEW

The topography of Brompton Lines and the Dockyard is central to its development and character. The presence of a large area of dry flat ground next to relatively deep water and the tidal reach must have been a key consideration in the original decision to site the dockyard in this part of the Medway Estuary.

The Lines themselves to be sited to take maximum advantage of the hillside above the dockyard in order to protect this high ground from seizure and hence prevent the landward bombardment and attack of the dockyard. Fort Amherst overlooks the scarp slope on the hillside above the dockyard and the defences then follow the high ground on the dip slope to the east of the Dockyard. A cleared area exists to the front (east) as the Field of Fire of the defences and a relatively flat area behind the Lines was left to allow for the encampment, massing and manoeuvring of defending troops.

In addition to its historic (from 1806 onwards) significance as part of the Lines, the Field of Fire is an important landscape feature. Its ridge of open ground (now known as the Great Lines) complete with the magnificent war memorial forms a key Medway landmark and a prominent backdrop to central Chatham. The Field of Fire is important as an area of public open space and the location for extensive playing fields. It is of regional significance ecologically with several colonies of rare plants established at the southern end.

As originally built, the Lines and the Field of Fire would have been kept clear of all trees and buildings. The open, rather barren landscape, against which the ramparts of the defences would have been extremely prominent, is in marked contrast to the tree-covered hillsides that cover a substantial proportion of the ground today.

The majority of the *Great Lines* (the southern part of the Field of Fire) survives today in its open state, albeit with some encroachment by modern army housing and enclosed playing fields.

It is only relatively recently that the *Lower Lines* (the northern part of the Field of Fire) have become covered in self-seeded trees and scrub. The formally open ground was used for practicing siege works in the latter half of the 19<sup>th</sup> century and for throughout the 20<sup>th</sup> century, including both world wars, engineer training continued. The proposed Mid Kent College will be built over part of the area, with the remaining area restored as public open spaces. The defences in the vicinity will also be restored.

Whilst most of the area on the inside (to the west) of the defences has been built upon, the area now known as the *Inner Lines* remains undeveloped in the vicinity of Maxwell Road. It is the only surviving remnant of the once extensive encampment areas within the lines and is of historical significance as a result. Part of this area was converted into a park for officers' use around 1860. Remnants of the formal layout, together with mature trees, remain today. It forms an attractive area and although entirely on MoD land, is used by the local people for informal recreation.



## Key Views

Today, although much has changed, the military landscape of the dockyard on the flood plain, along with the defences and associated infrastructure of barracks on the hillside above remains substantially intact and readily comprehensible. This is particularly the case in views of the area from Rochester, Frindsbury and the River, where the backdrop of the Lines rising above the Dockyard and Chatham is a distinctive and attractive feature.

The following pictures illustrate some key views to the Conservation Area. Development proposals that impinge upon these views will require careful assessment.



*Key View 1- from Rochester Riverside east towards Chatham Centre, Fort Amherst and the Lines. Buildings - from left to right- Kitchener Barracks (extreme left side), spire of St Mary's Church, Command House, Gun Wharf, the 'Eye', spire of former Chatham Town Hall (Brook Theatre) rising above the red brick Rats Bay Pumping station, tower blocks of Mountbatten House and Anchorage House. Fort Amherst straddles most of the hillside above the buildings. Similar views are available from Sun Pier and New Gun Wharf in central Chatham.*



*Key View 1a)- a more detailed picture from the same viewpoint, towards Gun Wharf, Fort Amherst and the Lines. Buildings - from left to right- Kitchener Barracks (extreme left side), spire of St Mary's Church, Command House, Gun Wharf, and the 'Eye' on the extreme right. Fort Amherst straddles most of the hillside above the buildings. The low lying nature of the Gun Wharf complex, with St Mary's above and the green backdrop provided by the trees on the Lines is a key characteristic of historical significance. .*



*Key View 2 - from Fort Pitt towards the Great Lines. St John the Devine Church is prominent in the middle ground rising above houses. The escarpment of the Lines is a key visual feature. The war memorial is an obvious feature on the skyline. Similar views exist from various locations across the 'Chatham valley- especially in the vicinity of New Road'*

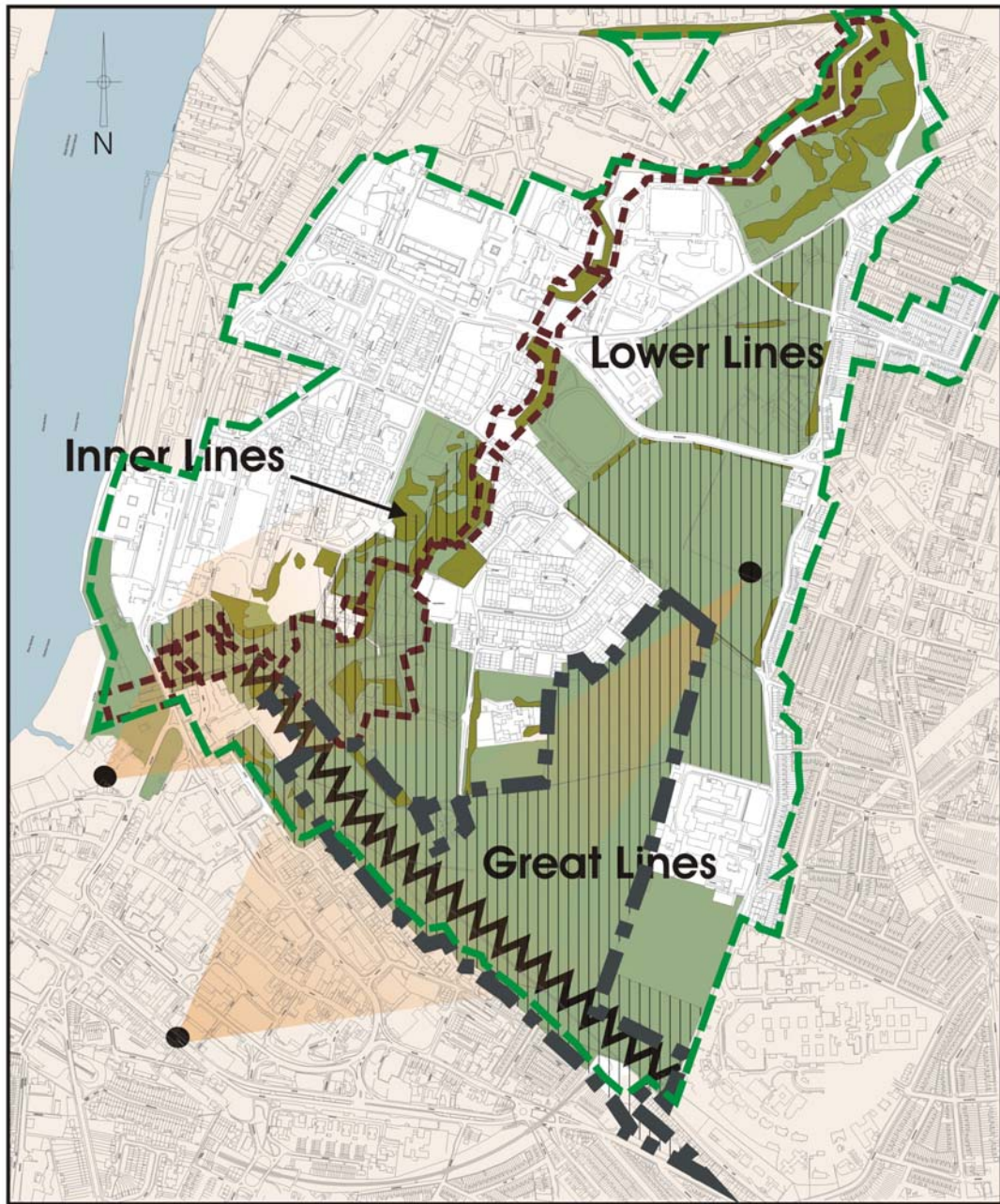


*Key View 3: From Medway City Estate towards the Dockyard. The tower block of Melville Court is prominent and impinges upon the tree-lined hillside of the Lines. The upper floors of Kitchener Barracks can be seen just above the Dockyard in the middle of the picture, whilst the terraces of the Lloyds Building are apparent immediately to the right of the Dockyard. The spire of the Church of St Mary, the tower block of Mountbatten House and the shoreline of Gun Wharf are key features on the right of the picture. There are several viewpoints along the north bank of the Medway where similar views can be obtained.*



*Key View 4: The Brook Theatre (Old Town Hall) with ramparts of Fort Amherst rising beyond- from Chatham Centre.*





# CHATHAM LINES KEY VIEWS AND NATURAL ENVIRONMENT

- |   |                                     |   |                       |
|---|-------------------------------------|---|-----------------------|
|  | CONSERVATION AREA BOUNDARY          |  | OPEN SPACE            |
|  | SCHEDULED ANCIENT MONUMENT BOUNDARY |  | KEY VIEW              |
|  | TREE COVER                          |  | KEY LANDSCAPE FEATURE |



## CHARACTER AREA 1: *THE LINES*

### **SUMMARY: Historical Purpose and Key Characteristics of The Lines**

Fort Amherst and the Lines are a series of bastioned ramparts and ditches designed to protect the dockyard from landward attack. It was built between 1755 and 1758 in response to an invasion threat prompted by the Seven Years War, rebuilt in the American War of Independence and substantially reworked during the Napoleonic period. In between these periods there appears to have been little investment. The Lines are the best-preserved and most complete dockyard fortifications in the country and are of national significance as a result. Taken together with the Dockyard they are of international significance.

In front of the Lines is an area of open land that originally formed a Field of Fire, (*the Lower Lines and Great Lines*- see map overleaf). This open area of land is an unusual survival and forms an integral part of the character and historic interest of the defences. Although some of this land has been built on a substantial amount remains free of development. In addition to its historic value, it forms an important public open space, wildlife habitat, and provides a haven for important plant species.

Part of the Inner Lines still survives at Amherst Hill and Maxwell Road. This was an open areas behind the defences used as a troop encampment in the event of attack and to complete field of Fire round Fort Amherst should the rest of the defences be captured.

Collectively the Great Lines, Lower Lines, and the Inner Lines are of significance as an integral part of the defences and are essential to our understanding of how the defences functioned. Although overgrown in places they form a key part of the setting of the defences themselves.

Key features and characteristics of the Lines are:

- The extent of internationally important defences remarkable for their completeness and complexity
- The importance of the relationship of the defences to the contemporary dockyard and barracks
- The survival of the historic landscape around the defences
- The dramatic setting of some parts of the defences
- The large areas of public open space
- The area's function as a 'green lung' and wildlife habitat in close proximity to Medway's urban area.

### **Topography**

The Lines follow the local terrain to the best defensive advantage at the brow of the hill above the dockyard. Fort Amherst, at the southern end of the Lines sits on the highest point in the area, a steep scarp overlooking Chatham and dominating the skyline of the town. North and east of Fort Amherst the ground falls gradually towards St Mary's Island and Gillingham, providing an ideal field of fire for the guns on the Lines. Behind the Lines to the west there is a relatively flat platform of ground on which Old Brompton and Brompton Barracks sit before the ground falls steeply to the Historic Dockyard and the River Medway.

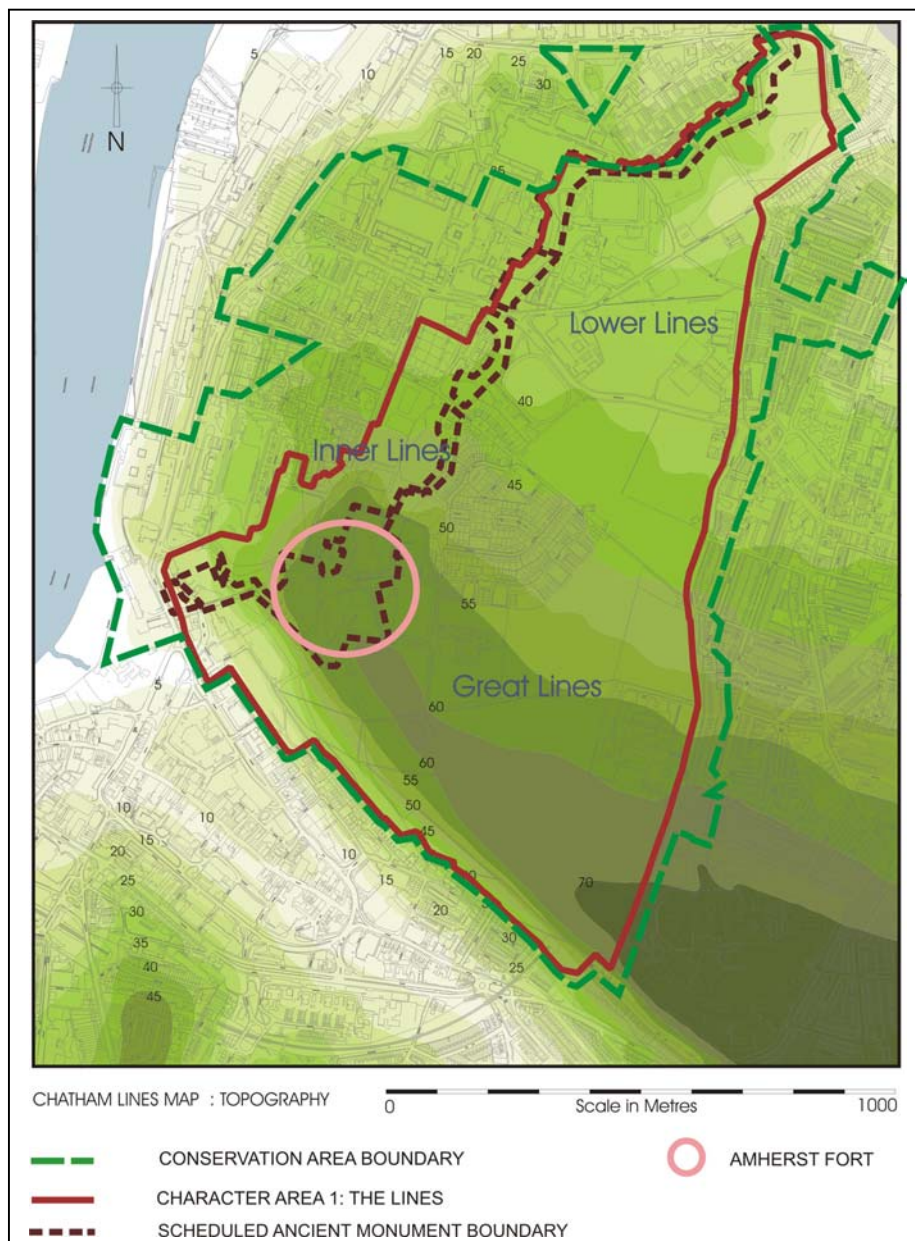
## HISTORY OF THE LINES

### Archaeology and Early History

Our knowledge of the early history of this area is limited. Significant Roman and Saxon remains were revealed during the construction of the Lines. However, these finds were not fully recorded and the potential for the survival for these and other remains is poorly understood.

The area around the lower part of Fort Amherst and Gun Wharf is of archaeological interest as the centre of late Saxon and Medieval Chatham. 17<sup>th</sup> and 18<sup>th</sup> century maps of the dockyard show the village extending from St Mary's Church down Dock Road to the Brook. Buildings on this site were cleared after 1756 with the construction of the Lines.

Recent work on Amherst Hill has shown the archaeological potential of the area is wider and more diverse than originally considered.



## The Purpose and Use of the Lines

The Lines were first built in 1755-6 and were periodically revised and improved until 1820. They are what is known as a Bastion trace fortification, a linear defence with projecting bastions allowing covering fire to be directed into the ditches flanking them.

Bastion trace fortifications were developed to defend forts and towns on the continent during the 16<sup>th</sup> century. In England they were relatively rare, and were principally adopted for dockyard and coastal defences.



Section of brick lined ditch.

The Lines consist of a ditch with a rampart behind (Fig. 1). The top of the rampart is crowned with a parapet behind, which is a stone paved fire-step. From this position on the fire-step troops could observe the fall of their artillery fire and could fire muskets into the ditch and over the field of fire beyond. The terre-plein was a flat platform on which guns (cannon) were mounted. A glacis, a small incline running in front of the ditch and a covered way, a walkway between the outside edge of the ditch and the glacis, stood in front of the ditch. The glacis and covered way were targetted by the guns sited on the rampart, forming a killing ground for an enemy attempting to storm the defences. They also provided the defenders with protected access to both sides of the ditch.

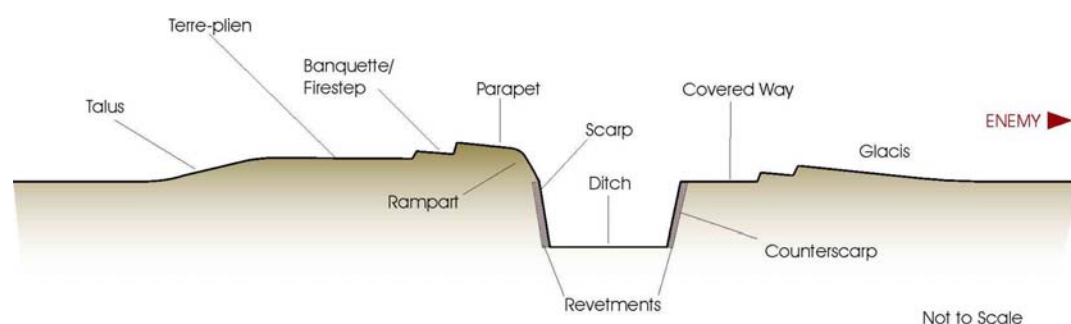


Fig 1: Representative Cross Section of Rampart and Ditch

The Lines were intended to be an active defence and a base for a counter attack. The Field of Fire formed a key element of this strategy. This consisted not only of the land within the range of the guns stationed on the ramparts but a large area of land clear of obstructions in which a field army might emerge to engage an attacker before they could get within range of the lines. The Lines functioned as a secure troop concentration from which a defence could be mounted against an enemy invasion advancing inland from the coast in the direction of London.

The Lines form a more a complex series of bastions, ramparts, and earthworks on the scarp face of the hill overlooking Chatham. This part- Fort Amherst- is amongst the most complex and complete Napoleonic forts to survive in Britain. Its position was such that it would have been able to command a wide area of the Chatham valley and the River Medway. In addition it was intended to be a defence of last resort after the rest of the defences had fallen.

### **The Building of the Lines (fig 2)**

The Lines have a complex constructional history, which is not yet fully understood. The key stages in the monuments development are summarised below.

#### *Phase I: Construction 1756-1758:*

Landward defences for the dockyard were proposed as early as 1708. The design was drawn up in 1755 by Captain John Desmaretz, who was also responsible for contemporary fortifications at Portsmouth, and constructed between 1755 and 1758 under the supervision of Captain Hugh Debbeig. Further land was purchased in 1758 to provide the Field of Fire around the Lines.

#### *Phase II: Reinforcement - 1778-1783:*

After the initial building phase the Lines appear to have been neglected. In 1779 General Amherst ordered further improvements which were carried out between 1779 and 1784 to designs of Hugh Debbieg.

An Act of Parliament of 1782 added more land to the Field of Fire. It is also likely that many of the ditches were deepened and revetted in brick at this point.

#### *Phase III: Rebuild -1803-1815:*

The final phase of the development took place between 1803 and 1815. This was the most major period of construction and resulted in the fortifications as seen today. The Lines were extended to the east of Saint Mary's Creek. Outside the lines a brick gun tower was erected next to the old Gillingham fort to protect the entrance to the creek.

The revetting of the existing lines in brick is thought to have been completed by 1805. This allowed more sophisticated forms of defence to be introduced. Casemated gun emplacements, with bombproof brick vaulted roofs provided more protection for both guns and gunners. Concurrent with the last phase of fortification, further barracks were built for the troops stationed on the Lines. Brompton Barracks were built between 1804-1806 and St Mary's Barracks were built behind the Lower Lines between 1807 and 1812.



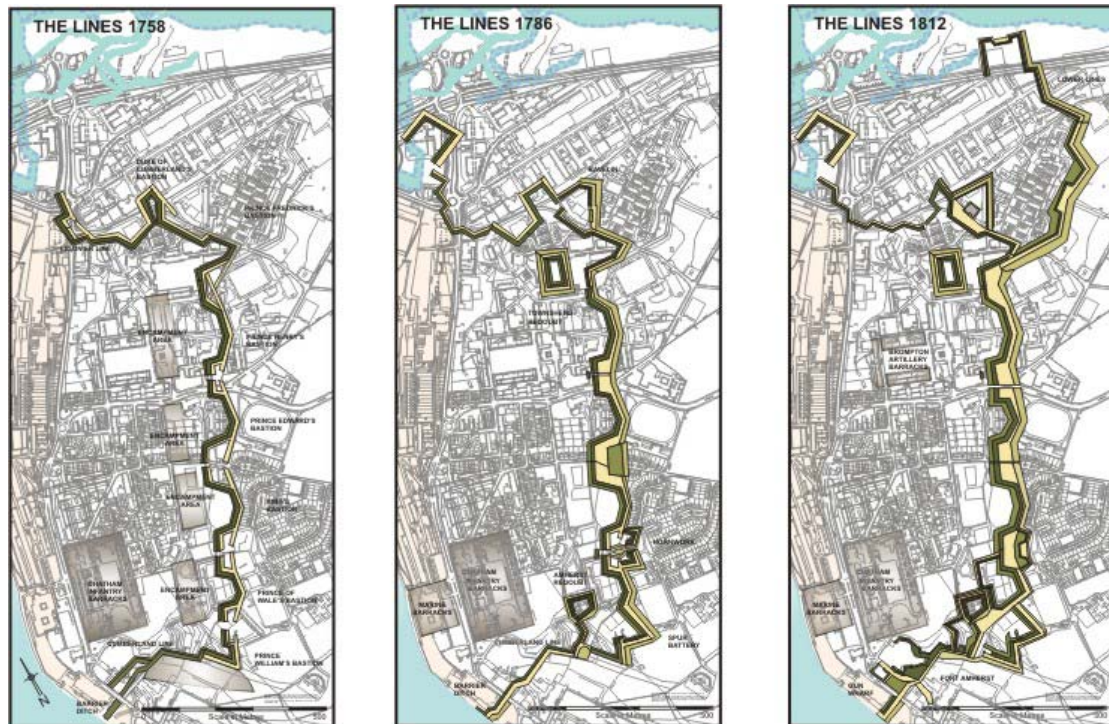


FIG 2 - HISTORIC DEVELOPMENT OF THE LINES

### The Lines and Field of Fire as a Training Ground: Mid 19<sup>th</sup> Century

From 1812 Chatham was the training establishment of what became the Royal Engineers. They took over Brompton Barracks from the artillery and it remains their home today. Advances in artillery in the second half of the 19<sup>th</sup> century made the lines redundant as a means of defending the dockyard and from 1860 plans were agreed for their replacement by the Chatham Ring Forts.

The presence of the Royal Engineers led the Lines and the Field of Fire to become an important training area with regular mock battles staged as training exercises. The first exercises took place in 1817 and the area became the principal training ground for the Royal Engineers from 1824 until 1877. These exercises were used to train, develop and test tactics in siege warfare. The sieges also became major spectator events, recorded by Dickens in the *Pickwick Papers* and in the *Illustrated London Gazette*. Houses overlooking the operations in Marlborough Road even featured elaborate cast iron balconies that were rented out to spectators.

After the Lines fell out of military use the *Inner Lines* (the area behind the defences) was put to a variety of uses. Most part the southern section remained open ground and troops were being drilled on it into the late 19<sup>th</sup> century. The land behind the King's and Prince of Wales' bastions was converted into a park for officers' use and planted with ornamental shrubs by 1879 and the remnants of the formal layout remain today. The area inside the King's and Prince of Wales' bastions was also part of the park layout which included a promenade on the fire step. This was subsequently converted into tennis courts with a timber pavilion dated 1903 and band stand c.1930. The east side of Maxwell Road and the area behind Prince Edward's bastion (the Inner Lines) also remained open and was planted with trees from 1821. In the early 20<sup>th</sup> century a church hall and a police house, which was originally built as the grounds man's house for the park, were erected next to the officer's park.



Pavilion (1903)



Garrison Church

The Inner Lines is also the location for the mid-Victorian Garrison Church - a most impressive structure in an early English gothic style - and its associated Vicarage, along with a small mid 30s police house, the Church Hall and an attractive small wooden sports pavilion. They gain much from their attractive parkland setting. These buildings are described in more detail under the Brompton Village section of this Conservation Area Appraisal.

To the south of Garrison Church is Amherst Hill, another large area of open space on the inner lines and adjacent to Fort Amherst. This open area slopes down towards Kitchener Barracks on the inside of the Lines. It constituted the field of fire from the rear of Fort Amherst, which could thus be defended on all sides.

### **HMS Wildfire**

HMS Wildfire consists of a network of tunnels in front of the Lower Lines excavated in 1937 and used as the HQ for the Royal Navy's Nore Command and expanded in 1942 to accommodate 20 group RAF Coastal Command. It played an important role in co-ordinating the North Sea Convoys. This was fully fitted out with lined tunnels, a control room with map table and gallery, a water system, offices, accommodation and mechanical ventilation. Its use continued into the cold war period and it was not decommissioned until 1982.



Although derelict and attacked by vandals many original features survive including the control room, ventilation machinery, compressed air document chutes and post war electronic equipment.

The historic significance of the complex, in terms of the military activity that went on here is not yet fully understood and until it is it will be difficult to make an informed judgement about its significance.



## CHARACTER OF THE LINES

### The Original Character of the Lines

As originally built the Lines would have dominated the locality. The Great Lines would have been kept clear of trees and buildings and would have presented a rather barren appearance against which the ramparts, though low are clearly visible in historic photographs. The terraces of Brompton, Brompton Barracks and St Mary's Barracks rising up behind would have been a prominent feature behind the defences.

From the late nineteenth century parts of the Great Lines were used by the military as their sports fields, a use that continues today and is beneficial for the open character of the area. Parts of the land were also rented out for agricultural purposes and were used by the public for playing cricket and horseracing during the later 18<sup>th</sup> and 19<sup>th</sup> centuries.

### The Current Form of The Lines (see map below)

#### *Fort Amherst*

Fort Amherst remains substantially intact and has been partially restored as a visitor attraction. Its architectural character is overwhelmingly functional. The defences are impressive due to their size and massiveness, particularly within the barrier ditch where the towering walls can be seen to their best advantage.

Apart from a reception building in the car park the only modern structures are sheds and temporary structures associated with the maintenance of the fort. These are tucked out of site in ditches or behind trees. The defences themselves are generally neatly kept and surrounded by closely trimmed grass. The un-restored parts of the fort are inaccessible to the public, undeveloped and surrounded by thick vegetation.

The Fort's prominent position on high ground overlooking Chatham makes it an important local landmark in views north from the centre of Chatham, the river, and from Rochester. The massive Prince Williams casemated barracks, rising through trees and shrubs looms over Chatham centre and is the highest part of the citadel.



The barrier ditch before tree clearance





Restored Belvedere Battery



Gatehouse, Fort Amherst

#### *MOD Lines South of Brompton Road*

This part of the Lines is now largely hidden by housing around the King's Bastion, by a dense cover of self seeded trees and high chain link fences. Most of the ramparts are overgrown and ditches are covered in a dense layer of scrub, which has recently been cleared.

The ditches themselves are most impressive with towering, battered revetment walls that open up short views terminating in blank walls as the ditch turns a corner.

#### *MOD Lines within the Royal School of Military Engineering*

The defences cut right through the Royal School of Military Engineering, but again remain largely hidden. The Royal Engineers Museum and a large modern workshop building dominate long-range views of this area from the Great Lines. The Museum is a fine Edwardian building of 1904 purpose built as an electrical school and now set in extensive grounds populated by mature trees and some of the larger exhibits and forms an important landmark in its own right.



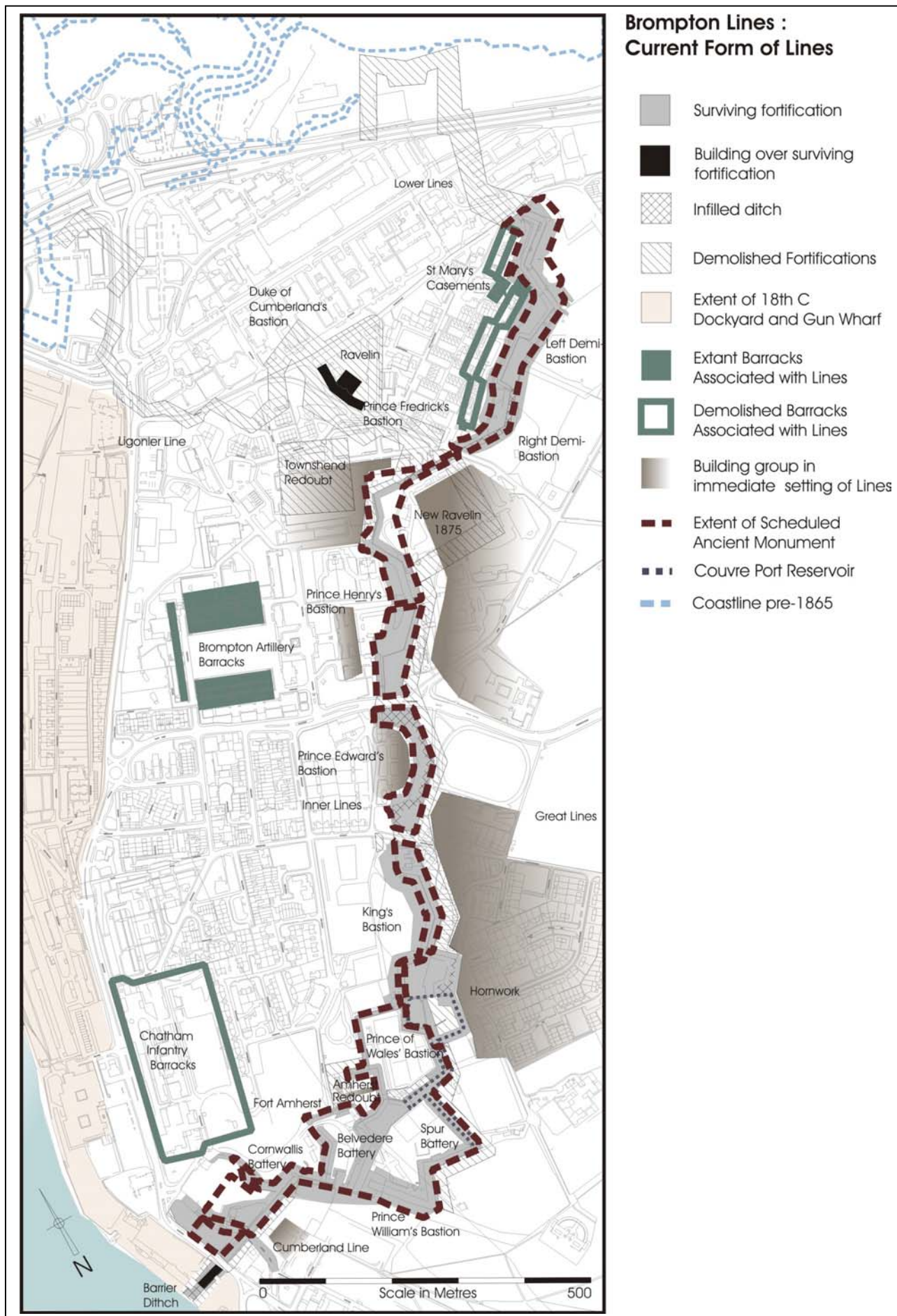
Prince Henry's Bastion, North Side



Royal Engineer's Museum

The link between Prince Fredrick's Bastion and the Lower Lines is in poor condition. The rampart has been destroyed and the ditch has been almost completely filled in, though it is likely that the revetments remain substantially intact underneath this fill. The Glacis has been destroyed throughout this area.





### *The Lower Lines*

The Lower Lines is currently a mix of untended open land and a building trades training area for the RSME. From a distance its main contribution to the character of the area is the tree cover and the large area of greenery fronting Medway Road. This is one of the few areas of the Lines where it could be possible to appreciate the defences in their original form. The defences themselves survive largely intact, though heavily overgrown and the ditches have been partially filled in places. Uniquely, part of the covered way and the glacis (sloped ramp forming a killing ground in front of the ditches) appears to survive.

The extreme northern end of the area, where the Field of Fire ) was truncated by the extension of the dockyard in 1868 (in the vicinity of the Compass Centre and Police Station).



Lower Lines, partially in-filled ditch



War Memorial

### *The Great Lines*

The dominant characteristic of the area is that of openness, reflecting the original function of the field of fire.

The southern part of the Great Lines remains largely undeveloped and covered with a mix of dense scrub and semi-improved grassland. The southern edge forms a steep scarp that overlooks Chatham and dominates the skyline. Attention is focused on the Naval Memorial, a striking landmark that commemorates those who lost their lives in the First World War. It was designed by Sir Robert Lorimer and is very similar to his Portsmouth and Plymouth Memorials. Behind the obelisk is semi-circular stone crescent screen recording the names of Chatham naval personnel killed in the Second World War.



War Memorial from Fort Pitt

The area is a haven for wildlife, particularly birds and bats. It is designated as an area of local landscape importance and a site of nature conservation interest in the Local Plan. It is also an important and well-used area of public open space, used for walking, cycling, and kite flying and as a pedestrian route between Gillingham, Chatham and Brompton. More formal public uses include parking for car boot sales, the site of an annual fun fair and bonfire night fireworks displays.

The northern part of the Great Lines is a mixture of training areas for the RSME, playing fields, Army housing, educational and sports facilities.

The open nature of the Great Lines is most compromised by the area of pre WW II, post WW II and 1960's army housing in front of King's Bastion. The small-scale suburban, semi-detached brick built houses grouped in a horseshoe results in a domestic character very different from the rest of the area.



Pre-war Army Housing



Post-war Army Housing

### *Inner Lines*

The area's current character is principally as a green and wooded parkland setting for the rear of the Lines and Brompton Village- particularly the listed buildings of Mansion Row. It forms an attractive visual element within this part of the Conservation Area and although entirely on MoD land is well used by local people for informal recreation. Amherst Hill is a further open space on the inside of the lines and adjacent to Fort Amherst. The area adjacent to Kitchener Barracks once had buildings on it associated with barrack housing, gardens and stables. Air raid shelters from WWII also survive on the upper slopes of Amherst Hill adjacent to Maxwell Road.



*Amherst Hill* has historically been an area of open space, and formed part of the Field of Fire from Fort Amherst. It was probably grazed during the 18<sup>th</sup> and 19<sup>th</sup> centuries and the area adjacent to Kitchener barracks had housing, stables and gardens associated with the barracks. It forms an important part of the setting of Fort Amherst and is an integral part of the historic landscape. The land is allocated as a housing site in the local plan. Local Plan policies also include for the retention of some open space and trees, and for careful design.

*The entire scarp of the hillside overlooking Chatham* is also within the Conservation Area. This area of land forms an integral part of the Field of Fire and is thus of considerable historic importance. The scarp is a key local landmark that forms a distinctive backdrop to central Chatham.

The land immediately in front of the Boundary Ditch and the 'Chatham Eye' building is included within the area. This is of significance as the entrance into the Garrison area of Fort Amherst. The area also includes Whiffens Avenue car Park and the Memorial Gardens

The Memorial Gardens are a formal planted garden previously used in the 18<sup>th</sup> century as a civilian burial ground, and before then as an open-air ropewalk. Whilst not directly connected with the Lines this area is of some historic significance due to its former uses and forms an attractive oasis and foreground to the scarp of the Lines.

The Whiffens Avenue Car Park stands at the base of the scarp on which Fort Amherst sits. This is a former military burial ground of slightly later origins than the civilian burial ground. Both burial grounds came into existence as a result of the Ordnance board taking over land at the Parish Church of St Mary's. Their existence is therefore directly related to the Lines and the Dockyard.

The former Town Hall (the Brook Theatre) and the Army Recruitment Centre are also within the conservation area. The first one is by local architect W.E. Bond.

These buildings date from c1900 and, whilst not directly connected to military history, which is the principle reason d'être of the conservation area, they are of historic interest and have considerable architectural quality in their own right. They also form an attractive foreground to the principle views of the prominent Belvedere Battery of Fort Amherst. They therefore make a valuable contribution to the character of the Conservation Area.



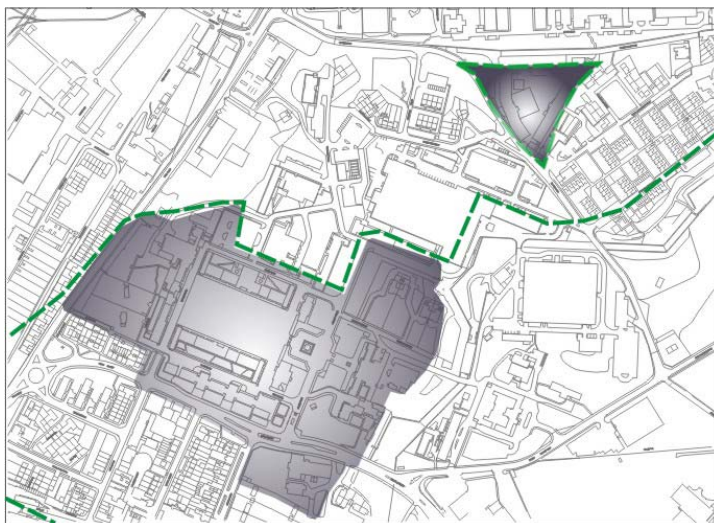
The Former Chatham Town Hall

## CHARACTER AREA 2: *BROMPTON BARRACKS*

### **SUMMARY: Characteristics of the Area**

Brompton Barracks is the headquarters of the Royal School of Military Engineering. The site includes one of the highest quality and best-preserved Georgian Barracks in the country enhanced by a collection of 19<sup>th</sup> and early 20<sup>th</sup> century buildings and monuments and the careful formal landscaping around these structures. Key characteristics of the area are:

- A concentration of very high quality buildings and monuments of national historic and architectural importance
- Unique historic significance as the only surviving historic barracks associated with dockyard defences
- The attractive formal planned layout of buildings and landscape
- High quality street works including historic features such as railings and sentry boxes
- The attractive larger setting of the barracks, with large areas of greenery, including informal gardens with mature trees, on the periphery of the area



CHARACTER AREA 2: BROMPTON BARRACKS

— CONSERVATION AREA BOUNDARY

### **HISTORY**

Brompton Barracks was built between 1804 and 1806 to accommodate four companies of foot artillery and one company of military artificers charged with defending the Lines, the defences around the Royal Dockyard. The Barracks was extended in 1807 with the construction of the Officers' Block. It forms part of a wider defensive programme during the Napoleonic period that included refortification of the Dockyard and the rebuilding of the Lines.

In 1812 the Royal Engineers Establishment was formed by Captain Charles Pasley to train junior officers, NCOs and men in military engineering. One of the reasons Brompton was chosen as the base for the RE Establishment was the availability of the Lines and land at Upnor for training purposes. The RE Establishment was originally based in St Mary's Barracks but appears to have had a presence at Brompton since its formation. It took over the entire site when the Artillery garrison vacated it in 1824. The establishment expanded throughout the mid 19<sup>th</sup> century. A temporary hut camp to the west of the barracks, and married quarters on the north side of the site was added before 1866. The Officers' Block was extended in 1848, the Garrison Church completed in 1854, the School House and Lecture Theatre in 1861 and the Gymnasium in 1863.

The Corps of Royal Sappers and Miners moved to the Barracks in 1865 and caused further enlargement of the site. The Royal Engineers Institute Building was completed in 1872 followed by the Commandant's House (also known as Pasley House), completed before 1877 and the officers' houses (Gibraltar Avenue), completed before 1896. The Ravelin Building was built in 1904-7 as the Electrical School and is now the Royal Engineers Museum. To the north of the barracks was the Royal Engineers Park a training area featuring workshops and a narrow gauge railway.

The Barracks continues to be the principal training centre for the Royal Engineers and has been modernised with a major rebuilding program in 1962-8 that included new workshops and a new barrack block. A further development programme was begun in 1993.

## **TOWNSCAPE**

The defining character of the area is its formally planned landscape. This is made up of two key components - a monumental barrack square of three long ranges set around an enormous parade ground and the imposing institute building, which is set back in well planted grounds. These are divided by a grand entranceway along Pasley Road and a collection of war memorials.

Despite the fact that the complex developed gradually over the 19<sup>th</sup> century and individual buildings are executed in very different styles the area maintains a unified feel with all later structures being on the same scale as the original barrack buildings. The axial planning of the barrack blocks is retained by the later Crimea Memorial, School House and Lecture Theatre, which complete the barrack square with the arch of the Crimea memorial matching the central portico of the Officers' Block opposite. The Institute Building is built on the same alignment, forming a terminating vista from the Officers' block, as are the later memorials.

All the principal structures are widely spaced, enhancing the spacious feel of the area and giving individual buildings a feeling of dignity. The formal planning towards the north east and south east corners break down the periphery of the area, with large houses belonging to the principal Officers set in large gardens. These large gardens, the falling ground to the north, and the fact that there is plenty of space surrounding these buildings ensures that the area has a separate and distinct character from the rest of the Royal Engineers' Park to the North and the post war offices fronting Wood Street.

## **ARCHITECTURE AND LANDSCAPING (See Maps 6 & 7)**

The area is notable for the high quality of all the buildings, the way in which they are planned and the spaces linking them. The importance the Barrack Square is heightened by its exceptional state of preservation as well as being designed by the nationally important architect James Wyatt. It is considered to be the most grand and complete barracks of its era outside of London. Externally all buildings survive in their original condition with features such as windows, doors, railings and original roof coverings intact. The buildings are also greatly enhanced by their landscape setting, much of which is contemporary with the erection of the buildings and monuments and which survives in good condition being well tended.



Officers Block



North Block

The original Barrack buildings are in a simple classical style of three blocks set around a rectangular parade ground. Each block is two storeys high with a central portico supported by giant Tuscan columns flanked by three storey pavilions. Each wing terminates in end pavilions. The walls are of yellow stock brick with limestone dressings and sash windows and roofs are of slate.



Officer's Mess



Door Detail

When originally built the North and South Blocks housed a total of 338 gunner drivers, and 956 artillery soldiers and their gunners. Behind the north and south blocks were washrooms and latrines. These have now been demolished during a refurbishment in the 1960s. Across the west end, commanding both the parade square and a view down the river were the officers' quarters and mess. The rears of the Barracks are less formal but still feature a regular façade of sash windows. Development of these structures continued during the 19<sup>th</sup> century, most notably the extension of the Officer's Block in 1848 and alterations to the chapel. During a recent refurbishment (1998-2001) the chimneys, which were removed during the second half of the 20<sup>th</sup> century, were reinstated in their original positions. This has enlivened the roofscape and restored a balance to the appearance of Barracks Square.

To the north, in an area known as North Square, was an area of stabling and accommodation. This burnt down at the turn of the 19<sup>th</sup>/20<sup>th</sup> century and since then has been used as a regimental bathhouse, dog kennels and a dining facility for junior ranks. Gun carriage sheds survived to the west of Pasley Road until 1962.





Buildings to North of Officer's Block



Sentry Box

An original stone sentry box remains at the south end of the Officers' Block which appears to be the only surviving remnant of a U-shaped stone screen linking the officers' block to the south block. Similar screens once stood across the east end of access roads to the north and south blocks. To the north of the officers' block is a haphazard group of 19<sup>th</sup> century extensions in brick and timber. These are not visible from the front of the building and make an interesting contrast to the formal façade. A modern concrete external stair has been added to the rear of the block which leads onto a large informally planted garden. To the rear of the officers' block are two modern houses set in large, well-planted gardens.

The parade ground is no longer used as a car park and is covered in tarmac with a pavement running around the perimeter. Simple railings contemporary with the barracks front the barrack blocks. Late 20<sup>th</sup> century street furniture, including simple, elegant, yet tall street lamps, complement the appearance of the area.



Railing Detail



Lamp Detail

The parade ground is closed on the eastern side by the Crimean War Memorial, a marble tripartite triumphal arch with iron gates flanked by iron railings and small formal gardens constructed in 1856 to designs of Sir Matthew Digby Wyatt, a distant relative of James. Two near identical blocks dating from 1861, the schoolhouse and the lecture theatre flanks the Memorial. Both these buildings were designed to complete the barracks square, being of a similar scale and using the same materials and window type as the barracks. Compared with the barrack blocks they are very plain, with simple facades without any architectural embellishment and plain-hipped roofs without a parapet or eaves decoration.





Crimea Memorial



School House

Facing the barracks on the other side of Pasley Road is the Royal Engineer's Institute building. This H-shaped three-storey structure is on a similar scale to the barrack blocks, and adopts a similar massing arrangement of a central block with a gallery instead of a portico and end pavilions, but is very different in detail. Built to the designs of Sir Fredrick Ommanney the building is Italianate in style, characterised by lavish decoration executed in a mixture of ashlar and Doulton terracotta including Corinthian columns, a rusticated ground floor with bands of nail head decoration and a terracotta bracketed cornice supporting the eaves. In the rich use of terracotta the Royal Engineers involvement with the Albert Hall should not be forgotten. Windows are large four pane sashes set in stone surrounds. The rear of the building is simpler with a less elaborate cornice, simple terracotta stringcourses and window surrounds and plain yellow brick walls.



Institute Building



Detail of Institute Building

Between the Crimea Memorial and the Institute Building are three further memorials. The first of these is an obelisk erected in 1920 commemorating Kitchener and soldiers killed in the First and Second World Wars. Opposite this is the Boer War Memorial erected in 1902. This is a triumphal arch in the classical style with panels depicting actions of the war, designed by Ingress Bell. The final memorial stands in front of the Institute building and is a bronze statue of General Gordon riding a camel, erected in 1890.



Obelisk



Gordon Memorial



Lampstand

The landscaping surrounding these monuments consists of closely trimmed lawns bounded by low stone kerbs terminating in pillars capped with bronze lanterns that appear to be contemporary with the Kitchener Obelisk. Mature trees and bushes front the Institute building. The rest of Pasley Road is surrounded by low rendered walls with a decorative plinth and capping terminating in high pillars capped with cylindrical iron lanterns. Surfacing is tarmac throughout.

Arranged around the institute building is a group of high quality Victorian dwellings. The Commandant's house is situated to the south. This was built between 1866 and 1877 and is an elegant Victorian villa. Many details, such as windows, window surrounds, rusticated quoining and bracketed eaves cornice are simplified versions of details found on the Institute building. Also similar is the extensive use of terracotta for detail features. The house is set in extensive informal gardens with many mature trees. Significant alterations have been made to the property during the 20<sup>th</sup> century including the addition of a dining room after the Second World War.



Pasley House



Gibraltar Avenue

To the north are two pairs of semi-detached villas for senior officers built between 1877 and 1898. These are typical late Victorian structures of grey brick with sash windows, low hipped roofs and a heavy cornice. Again, the villas are set back in large well planted gardens with mature trees. Close-boarded timber fences mark the boundaries.

The enclosed nature of the Barracks is an important aspect in the character of the area. A portion of the original perimeter wall remains to the south east of the barracks; this is a simple brick structure standing around twelve feet high. The boundary wall with Wood Street is modern with a

brick base and steel railings that enhance the enclosed nature of the site. An undistinguished modern office block fronts onto Wood Street. This detracts somewhat from the appearance of the Conservation Area but at least ensures that the barracks continue to remain separated visually from the road.



Gibraltar Avenue, Gate Piers



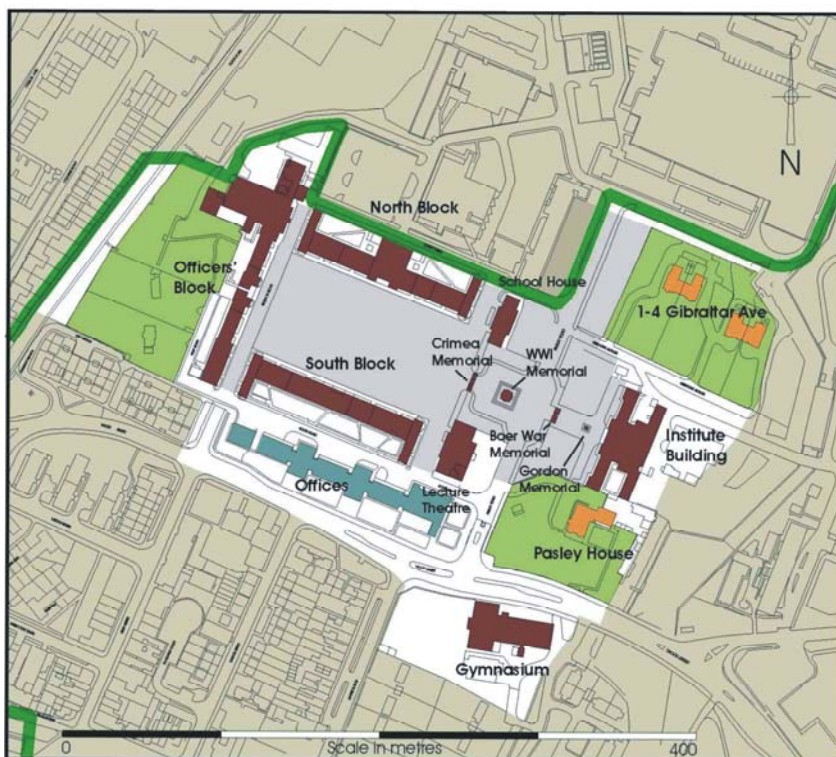
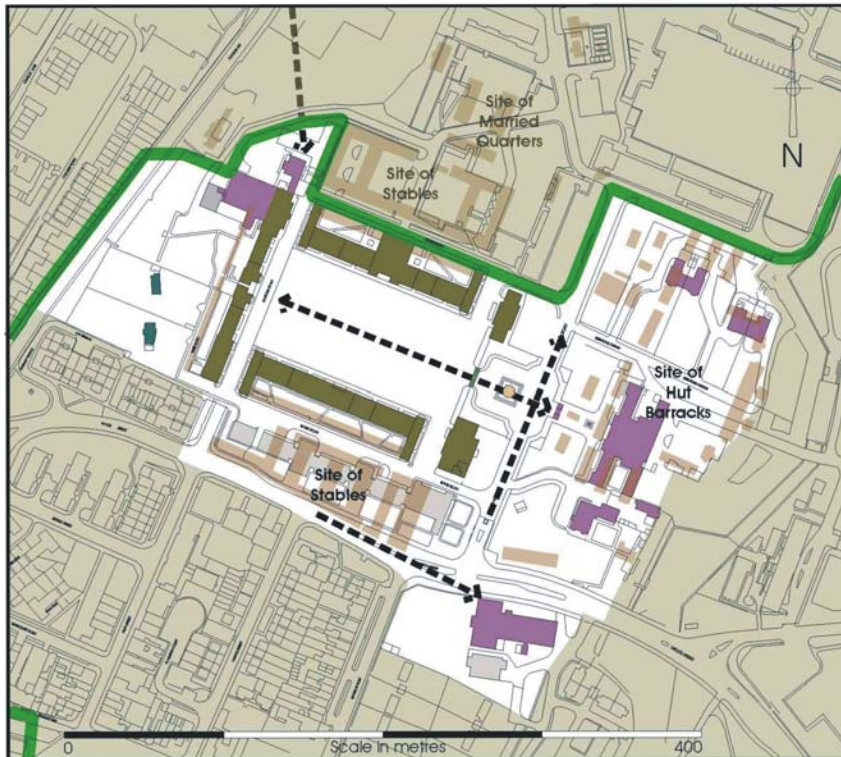
Gymnasium

Across the road from the main barracks is the Garrison Gymnasium. This is visually separated from the rest of the barracks by Wood Street and instead is set in generous grounds surrounded by mature trees and forms an important part of the Wood Street scenery. Built in 1863 and designed by Archibald Maclaren, a pioneer of Gymnasias, this is one of only two surviving first generation army gyms. The exterior of the building is Italianate in style with a T-shaped plan and a central square lantern.

## **HMS COLLINGWOOD**

The HMS Collingwood complex is included in the conservation area. At a future date it is likely to be transferred to the adjacent Pembroke conservation area. These barracks were constructed in the interwar period in a neo-classical style and form a cohesive, not unattractive, group. Their major significance is that they are constructed over a ravelin (see glossary) that was added to the Lines circa 1809 to provide a location for a large powder magazine. Parts of this remain surprisingly intact although survey work is needed to establish in detail what may survive and to determine the effects of future redevelopment (should this be proposed) on the remains. Below these building complexes are also the WW II bomb shelter tunnels for HMS Pembroke.





## VIEWS



View of obelisk through Crimea Memorial

Important long distance views are mainly to be found looking in from outside the Conservation Area. The hill top position of the barracks means that it forms a prominent landscape feature when viewed from the dockyard and St Mary's island. The end pavilions of the Officer's block also rise up over the low houses of Wood Street in views from Brompton. The Gymnasium is prominent in views along Wood Street when approached from Brompton. The setting of the building and views of it make up an important element of the character of the area that would be desirable to maintain.

Inside the barracks the principal views are governed by the axial planning layout of the barracks, which guides the eye to the principal buildings. On entering the most prominent views are of the war memorials, particularly the centrally placed First World War Obelisk. Good views of the memorial group are seen from the Institute building, where the

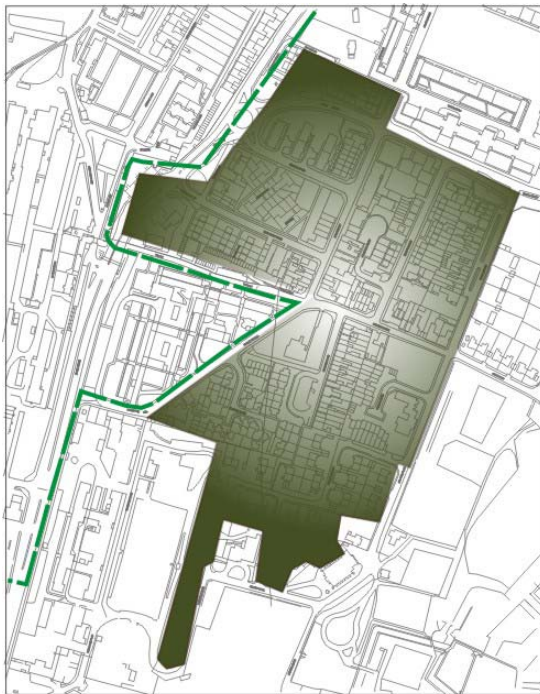
monuments are viewed against a backdrop of trees and from the barracks, where the central wing of the Institute building forms a backdrop. Views of the Officers' Block from the Institute Building are partially obscured by the memorials and framed by the School House and Lecture Theatre. Clearer views of all the Wyatt Barrack blocks are seen from inside the barrack square. The best views of the Institute building are seen from the memorial group.

## CHARACTER AREA 3: *BROMPTON VILLAGE*

### **SUMMARY: Characteristics of the Area**

The core of Old Brompton is a village founded in the 17<sup>th</sup> century to provide accommodation for workers and sailors from Chatham Dockyard. The social significance of Brompton as a civilian enclave in one of Britain's largest military establishments is important. It is the same as Blue Town is to Sheerness in this respect, although Brompton is much better preserved. The large number of dockyard workers and the limited space available resulted in the early development of a densely settled townscape. Most of the surviving buildings are of 18<sup>th</sup> and 19<sup>th</sup> century date. Key characteristics are:

- The historic development of the area, with strong connections to the dockyard
- The high quality of many of the buildings
- A distinctive townscape of closely packed terraced streets
- An attractive street scene with areas of street greenery



CHARACTER AREA 3 - BROMPTON VILLAGE  
--- CONSERVATION AREA BOUNDARY

### **TOPOGRAPHY**

Old Brompton occupies flat ground at the crown of a hill overlooking the river Medway and the dockyard. The ground falls away steeply to the west towards the river and there is a gentle slope to the east towards Gillingham.

### **ARCHAEOLOGY**

At present there are no Scheduled Monuments or known Areas of Archaeological Potential in this part of the Conservation Area. However, there is evidence of Roman and Saxon occupation in the local area and it is possible that significant finds may be found in the future.

### **HISTORY**

The first known settlement in what is now Old Brompton was the medieval manor of Westcourt, which was situated at the bottom of Lower Wood Street and surrounded by agricultural land. The manor was converted into a girls' school in the

1870s but was burnt down shortly after.

Old Brompton began to develop in the second half of the 17<sup>th</sup> century to service the Naval Dockyard, which was moved from its original site on Gun Wharf to its current site in 1622. A regular grid pattern of streets was laid out by the late 17<sup>th</sup> century and was filled with densely packed terraced houses. All the principal roads except for Manor Street and Mansion Row were laid out by 1708. These last two roads were added before 1786. The eastward expansion of Brompton was held in check by the military ownership of lands needed to keep the lines functional.



The village's dependence on the dockyard led to a varied population ranging from high ranking Dockyard officials and Naval Officers (including Nelson, who rented a house in the village) to artificers and other dockyard workers. There was also a large transient population of seamen discharged from the ships undergoing repairs in the dockyard, which increased in the 1750s with the reorganisation of the Militia and the formation of the Marines Corps. Barracks were not provided for these soldiers and sailors so they were billeted in the inns of Brompton.



Brompton High Street

By the early 19<sup>th</sup> century Brompton was surrounded on all sides by military development. To the south, the Chatham Infantry Barracks was built in 1757, followed by the construction of the Marines Barracks in 1780 and the Ordnance Hospital in 1809. Brompton Barracks was built to the north of the village between 1804 and 1806. From 1755, the Lines stood to the east and the Dockyard stood to the west. This constrained the expansion of the village and accounts for the early development of its densely settled urban character. Only in the late 20<sup>th</sup> century did MOD housing break this precedent by being built on parts of the Inner Lines.

The building of Brompton Barracks and an additional a small mid 19<sup>th</sup> century barrack block on the corner of Mansion Row and Garden Street, reduced the numbers of soldiers billeted in Brompton and by 1838 the area was described as a hamlet of four to five hundred people populated mainly by artificers and others connected with the dockyard. A church was built in 1848 and a school erected in 1851. The Garrison Church in 1852 and a Methodist Garrison Church in 1892 supplemented the church. Pubs were also popular, with an impressive total of 18 in the 1920s.

By the mid 20<sup>th</sup> century the area had become regarded as a slum and an ambitious programme of clearance and the erection of new council houses and flats was undertaken between 1955 and 1960. This resulted in the destruction of many of the historic buildings in this area. The area remains overwhelmingly residential in nature, with a small business district in the High Street and a considerably reduced number of pubs. Most of the population in the village now commute to work elsewhere in the Medway towns or further a field.

## TOWNSCAPE

The centre of Old Brompton is made up of modestly sized densely packed two to three storey terraced houses fronting directly onto the road set in a formal grid of streets. The terraced houses are in general narrow, commonly only two bays wide and were built either individually or in pairs. The result is a diverse streetscape with a variety of building heights and detail features contained within a uniform building line. The only areas of open space are the former reservoir in front of Prospect Row and the area of trees and shrubs in front of Mansion Row.

This changes in Maxwell Road and the Sally Port, where modern suburban development has encroached onto the part of the inner lines. To the north the 1950's council houses and flats encroach onto the Field of Fire of the Great Lines and are again more suburban in nature, with the houses being lower and more widely spaced and set in small front gardens. The flats are all set in relatively large communal grounds.

### **ARCHITECTURE** (*maps 8 & 9*)

Most of the buildings in Old Brompton date from the 17<sup>th</sup>-19<sup>th</sup> century. Earlier houses tend to be two storeys high and feature steeply pitched tiled roofs, often with an elaborately decorated timber cornice and dormer windows to the attic. Heavy baroque style timber door cases are common in these structures. In the later 18<sup>th</sup> century three storeys became popular with lower pitched roofs behind parapets. Simpler door cases, often in a restrained classical style or with an arch, become common. Slate roofs, set either



High Street (mid 19<sup>th</sup> century)

behind a parapet or above simple timber clad eaves became common in the early 19<sup>th</sup> century. By the end of the 19<sup>th</sup> century designs became more elaborate, featuring decorative brickwork around windows and parapets. During the Edwardian period steeply pitched tiled roofs and half-timbered gables were distinctive features.

### **Materials**

The predominant building material used in the area is locally produced brick. In early buildings this tends to be a deep brown. By the mid to late 18<sup>th</sup> century a brighter orange-red brick was more popular. Light yellow London stock bricks became common during the first half of the 19<sup>th</sup> century with a deep red brick becoming popular again in late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The 1955-60 council houses and flats are of an attractive light brown brick. Light yellow brick predominates in the rebuilding of the High Street. The dominant roofing material is clay tile, which is used in buildings of all periods. Slate is also used in some 19<sup>th</sup> century structures.

Maxwell Road is atypical in that the predominant building material is irregularly shaped undressed and un-coursed Kentish rag stone. This gives this area its own distinctive character, which is in contrast to the rest of the village and is important to maintain. Roofs are generally of slate.

### **High Street**

Historic terraces also remain at the south end of the High Street. These are generally humbler buildings of a simpler design and range from the late 17<sup>th</sup> century to the 20<sup>th</sup> century in date and



together form an attractive, interesting set group of buildings. Numbers 6, 10, 12 and 17 are of particular interest as they are the last remaining 17<sup>th</sup> and 18<sup>th</sup> century cottages in the area. These are simple two storey structures with steeply pitched tiled roofs and a simple timber box section cornice. Numbers 6 and 17 have lost most of their original features including windows and doors and are disfigured by a covering of render on the walls and concrete roof tiles. Numbers 10-12 are better preserved and feature attractive late 19<sup>th</sup> century sash windows. The large chimney to the rear hints that this structure may have earlier origins. The small size and simplicity of these structures is in sharp contrast to the grander houses in Mansion and Prospect Rows. Number 18 (The Golden Lion PH) also dates from the late 17<sup>th</sup> or early 18<sup>th</sup> century and is in a similar style but considerably grander with a fine bracketed cornice.



18 High Street



10-12 High Street

Other structures of interest in the High Street include number 8, a later 18<sup>th</sup> century terraced house with segmental arched headed windows and a parapet, and number 19, (The Two Sawyers PH) which appears to have originally been a large 18<sup>th</sup> century building with a fine timber bracketed cornice and moulded string course between the two stories, transformed in the late 19<sup>th</sup> century with new bay windows, dormers and an external render coat. Other houses in the High Street are mid 19<sup>th</sup> century terraces featuring sash windows and parapets or low-pitched slate roofs with overhanging eaves. Number 15 features some fine late Victorian Detailing; Number 21 is interesting as it replicates the bracketed eave details of earlier buildings in the area. Number 7 preserves the remains of the double pile roof of an earlier cottage in its end wall. Number 14 is a good example of a red brick Edwardian pub, featuring half timbered gables and sash windows typical of the period. The steeply pitched tiled roof and general proportions of the building blend well with the earlier structures to which it is attached.



19 High Street



14 High Street

In contrast to the residential nature of the rest of the village the High Street forms a local retail centre. Most properties have been fitted with shopfronts, unfortunately these tend to be of an unsympathetic modern design. However, several high quality late 19<sup>th</sup> century shopfronts survive. The best of these is to be found at Number 10, a bay fronted shop with plate glass windows supported by elegant turned glazing bars. A flat roof is extended to form a porch over the doorway and the fascia is small. Traditional shopfronts are also found at numbers 3-7. These are flat fronted with plain glazing bars and a recessed door, though poor quality alterations to fascias and doors detract from the quality.

The High Street also features several fine early 20<sup>th</sup> century pub fronts. Again these are concentrated in the vicinity of the High Street. The best of these is The Golden Lion (18 High Street) which features green and cream glazed tiles with decorative lettering on a tiled fascia and elaborate casement windows. Simpler frontages with casement windows and covered in render or brown glazed tiles are to be found at the Two Sawyers (19 High Street) and the Kent Autistic Trust (14 High Street).



The Golden Lion, High Street



The Cannon, Garden Street

### Garden Street

Garden Street has a similar mixture of 18<sup>th</sup> and 19<sup>th</sup> century housing. The earliest building is number 6, and 22-24 are typical Georgian buildings dating from 1703 and 1745 respectively with flush fitting sash windows (replaced during the 19<sup>th</sup> century), steeply pitched tiled roofs and timber door cases. Also of interest are numbers 28-30, which were built in the early part of the 19<sup>th</sup> century as a barrack block. Most of the other houses in the street are attractive late 19<sup>th</sup> century terraces and there are two substantial Edwardian detached properties. One of these, The Cannon (15 Garden Street), features a fine tiled pub front. There have been a small number of modern infill developments that, while on the same scale as earlier properties, are poorly detailed and detract from the overall character of the area.



22-24 Garden Street



28-30 Garden Street

### Pleasant Row

The principal building in this road is the former Soldiers' home. This is formed of two distinct buildings later amalgamated into one. The first is a relatively simple structure dating from the 1860s onto which ground floor bays have later been added. The second is an elaborate four-storey building with red brick and terracotta detailing. The other buildings in the row are modern and undistinguished. Number 6 attempts to copy the details of a late Georgian terraced house.



Soldiers Home



### **Sally Port/Mansion Row (east side)**

These roads contain good examples of inter-war and post-war housing constructed for army families. Those on the Sally Port are semi-detached and those on Mansion Row are detached. Though windows have been replaced with uPVC units and roofs re-clad in concrete tiles these structures are sensitively scaled with well-balanced façades and retain interesting details such as flat roofed porches. These remain attractive buildings that make a positive contribution to the character of the area.



Sally Port Gardens

### **Prospect & Mansion Rows**

The finest terraces are to be found in Prospect and Mansion Rows. These form attractive set pieces, which are the architectural high point of Old Brompton.

Those of *Prospect Row* are in general earlier. Apart from early 19<sup>th</sup> century additions at numbers 5-6 all were built between 1685 and 1759. Construction appears to have begun at the north end with Number 1 (The King George V Pub) thought to be the oldest building in Brompton, dating from c.1685. The early buildings at the north end are two storeys in height with steeply pitched roofs, decorative cornices, baroque door cases; panels of decorative brick work and flush fitting sash windows. Later buildings are three stories high and generally have a parapet. A mix of segmental arched and flat-gauged brick lintels are seen over windows. Windows are flush fitting though the latest houses at the south end, numbers 19 and 20, feature recessed windows. Door cases at the south end are simpler, often with flat roofed porches supported by brackets or Doric columns. Throughout, the terrace roofs were originally of tile and bricks generally dark purple or brown. A lighter red brick is often used for window dressings.



Prospect Row



Detail of Porch





Prospect Row (early C18th)

On the whole the terrace has been little altered though some houses have been subjected to 19<sup>th</sup> and 20<sup>th</sup> century alterations including bay windows, porches, the covering of facades in render or paint and the replacement of clay tiles with concrete tiles.

*Mansion Row* consists of two terraces, numbered 1-8 and 9-15. All were built before 1775 apart from Number 1, which dates from the mid-19<sup>th</sup> century.

Numbers 1-8 are of simple flat-fronted terraces built either singly or in pairs. Each building is slightly different, with a slight variation of window and parapet heights. All are of red brick with sash windows under gauged brick lintels, brick cornices and parapets. Windows are a mix of flush fitting and recessed sash boxes and were originally 12-paned on the ground and first floor and 6 paned on the second floor. Doorcases are of timber and are simpler than those of prospect row with a mix of pedimented and flat-headed designs with arched or rectangular fanlights.

Number one is slightly different in that it features a simple brick door surround with an arched fanlight and a mixture of four- pane and casement windows.

Roofs are a mix of hipped and gabled forms with a variety of pitches, hidden by a parapet. Originally these would have been clad in a mix of slate and tiles. The rears of the properties are varied and less formal with a mix of ground plans and irregularly spaced windows creating a jumbled elevation. In general the buildings have been well preserved though there have been some alterations. Many roofs have



been re-clad in concrete tiles and small paned windows on the ground and first floors have been replaced by 2 or 4-paned sashes in the late 19<sup>th</sup> century and timber casements in the mid 20<sup>th</sup> century.



5-6 Mansion Row



1-8 Mansion Row

Numbers 9-15 are much more mixed in character and modest in scale than the formality of numbers 1-8. Numbers 9-14 are all two storeys high with tiled mansard roofs behind parapet. Windows are of the sash type either set into flush facades or canted bays. Some of the six pane sash windows have been replaced in the later 19<sup>th</sup> century with two pane sashes. Number 11 has been extended with a third storey to the front under a low-pitched slate roof. Number 15 is three storeys high with a low-pitched slate roof, canted bays and has been rendered.



9-10 Mansion Row



15-10 Mansion Row



## Maxwell Road

In contrast to the rest of Brompton, Maxwell Road is characterised by buildings in the Gothic style with limestone rubble walls, stone dressing and steeply pitched slate roofs. The Garrison Church is the most impressive building, dating from 1852-4 in an early English style of Gothic with simple paired lancet windows set under quatrefoils, deep buttresses supporting the aisle walls and a gabled bellcote. The adjacent vicarage is also Gothic but is much simpler with an unusual cruciform plan and paired lancet windows. The former school of 1851 is in a similar style. This building has recently been converted to housing after being severely damaged by fire. Other buildings are modern and include army housing erected on the site of the Ordnance Hospital in 1964 and recent housing and flats on the site of the mid 19<sup>th</sup> century Holy Trinity Church. The structures are typical of their era and of little architectural interest.



Garrison Church



Vicarage

The east side of the road has historically been open, with avenues of trees complementing the built character of the west. A church hall and police house are the only buildings on this side. These are simple rendered structures with low-pitched slate roofs and casement windows. While not of great architectural significance they fit into the parkland surroundings very well.



Former School



Modern Housing

### **Wood Street, Post Middle Street, River Street, Manor Street, West Court Road.**

Between 1955 and 1960 Gillingham Council undertook an ambitious slum clearance plan. This involved the demolition of most of Wood Street, Middle Street, River Street, Manor Street and Westcourt Road and the erection of modern council houses and flats. These buildings typify a standard design used elsewhere in Gillingham. As a group they form a reasonably cohesive piece of townscape with a distinct character of their own. The flats are modern, with a simple outline of flat roofs, balconied front elevations and pairs of glass stairwells to the rear. Detailing is simple with bold concrete surrounds and deeply recessed windows with an irregular glazing pattern. The houses are more traditional and are arranged in rows with steeply pitched tiled roofs, rendered door surrounds and carefully executed brickwork details around the eaves and windows. Unfortunately original steel framed windows have largely been replaced with uPVC, where aluminium or steel would have been more appropriate.

Collectively the houses and flats are typical examples of their era and type and form a significant part of the evolution of Brompton.



Typical Council House



Typical Flat

A number of earlier buildings have survived in this area. Most notable are 24-30 Wood Street and 17-23 Manor Street. These interwar houses were built in the style of the earlier terraces in the road and are two stories high with red brick façades, sash windows and steeply pitched tiled roofs. The Wood Street houses feature tile-hung sides and an interesting door surround of a dentil design. The Manor Street houses feature bracketed porches reminiscent of late 18<sup>th</sup> century vernacular designs.

A late 19<sup>th</sup> century shop and an early 20<sup>th</sup> century neo-classical Masonic Hall, also survive adjacent and within the cartilage of an unattractive garage and car showroom at the bottom of Wood Street. Although of minor significance in themselves, they are on a prominent site and contribute to the character of the area.

Other early buildings in the area include the Roman Catholic Church on Manor Street, a plain neo-classical box of 1923 and an attractive mid 20<sup>th</sup> century pub in a Queen Anne revival style on River Street.



Also on River Street is number 3, a mid-19<sup>th</sup> century former pub that has been rebuilt to such an extent that it has lost most of its character. A fine late 19<sup>th</sup> century factory with semi-circular headed windows, iron window frames and red brick decorative dressings, and three non-descript early 20<sup>th</sup> century terraced houses remain on the south side of Westcourt Street. During the 1970s a small group of houses was built in Admiralty Terrace and



24-39 Wood Street



Pub River Street

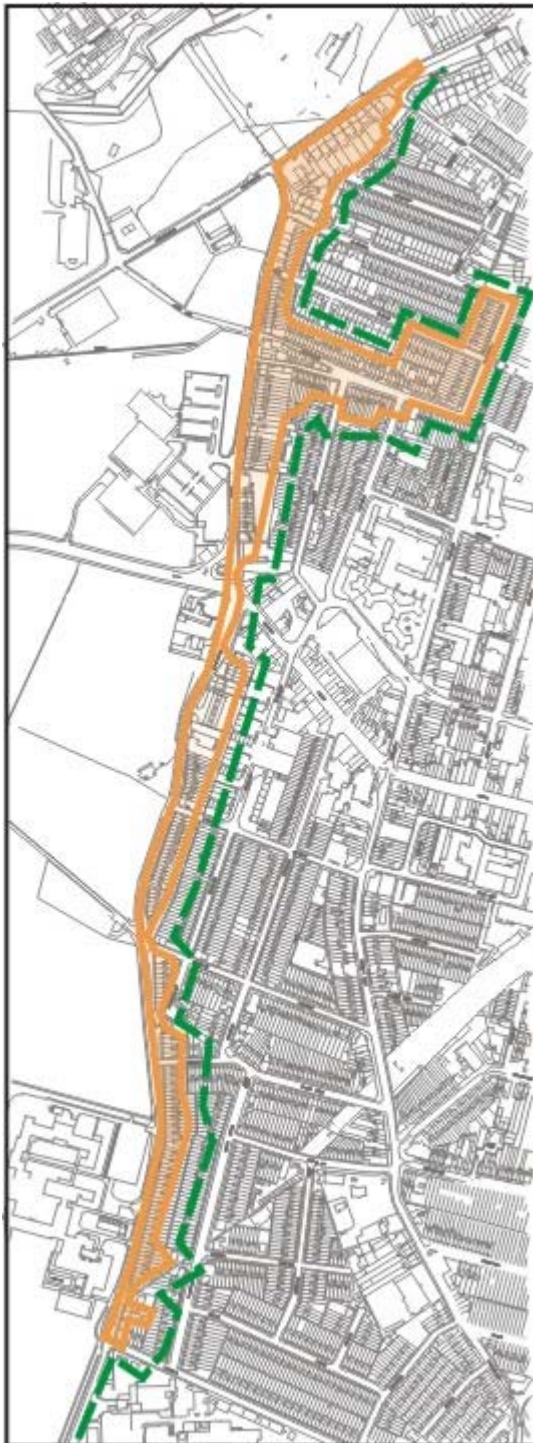
The North End of the High Street was developed between 1970-1984 with the demolition of the old terraced houses and the erection of modern flats and shops. Though these buildings attempt to complement the existing terraces in terms of scale and design, none of these structures can be considered to enhance the Conservation Area.

## VIEWS

The centre of Old Brompton is hidden from view by the post war Council houses and Melville Estate when approaching from Dock Road, neither of which are particularly attractive. Impressive oblique views are to be had of Mansion Row from Wood Street and of Prospect Row from Garden Street. Prospect Row would have originally had fine views over the river and it featured prominently in river views depicted in the 18<sup>th</sup> century. These views have been blocked by the Melville Court development. Mansion Row would have originally looked out over the Lines, a view that has been partially obscured by tree growth and army housing.

## CHARACTER AREA 4- *The Eastern Borders*

### SUMMARY: Characteristics of the Area



CHARACTER AREA 4 - THE EASTERN BORDERS

— CONSERVATION AREA BOUNDARY

During the late 18<sup>th</sup> and early 19<sup>th</sup> century a series of houses were built along the eastern borders of the Great Lines. The borders of the Lines appear to have been one of the most desirable sites in Gillingham, possibly due to the views to be had over the open spaces of the Lines. As a result some of the most distinguished architecture in Gillingham is to be found here. The key characteristics are:

- Distinctive closely packed linear development.
- Interface between urban grain and open space of *the Lines*
- Reflects the changing nature and use of *the Lines* during the 18<sup>th</sup> and 19<sup>th</sup> century
- The high quality of many of the buildings (prior to modern alterations)

## ARCHITECTURE

The best buildings of the eastern borders are to be found in Medway Road. These are a series of detached Regency villas built between 1790 and 1840. All these properties have well-proportioned façades and survive in near original form. Together the villas form a strong and uniform street frontage, with close spacing, a uniform building line and a roof line generally featuring low hipped roofs and wide eaves that step down with the fall of the hill. The street is enlivened by subtle variations in detail such as windows and door openings. The properties are further enhanced by large, generally well-planted, front gardens that set them back from the road. All the original front boundary railings have been removed.



Villa, Medway Road

A further fine group of early 19<sup>th</sup> century houses is to be found on the corner of Mill Road and Medway Road. These are similar in style to the Medway Road houses but smaller, less imposing and less formally arranged. Several are set behind high walls and large gardens giving them a more cottage like character. Many of these buildings have lost some of their original features such as slate roofs and sash windows.

Nile Cottages



Mill Road



Mill Road, Terrace



Saunders Street



Most of Mill Road, Saunders Street and the lower part of Marlborough Road consists of terraces and the occasional pair of semi-detached houses, built between 1840 and 1860. The largest and best of these properties are fine spacious structures, whereas the smallest are simple two up two downs. They are typical of their era, being two to three stories high, flat fronted structures enlivened by a varied roofline caused by the mix of stories and selective use of parapets. Most have lost their original details, such as sash windows and slate roofs, and the yellow brick that once dominated the area has often been covered with render. Where details do survive they are often of a high quality, such as fine-gauged brickwork over window and door openings, and decorated with delicately moulded doors and glazing bars.

The street scene is enlivened by several decorative pub fronts, of which the Countryman in Saunders Street, with its glazed tiles, and the late 19<sup>th</sup> century Black Lion, with its decorative bands of red brick and stonework, are the best.



The Countryman, Saunders Street



The Black Lion, Mill Road



133-143 Marlborough Road

The properties along Marlborough Road are predominantly of 19<sup>th</sup> construction. Built in terraces of varying age and type, some of the properties have been so altered as to make it difficult to interpret their original character. However, there are several clusters of high quality terraces that remain in. These are discussed in more detail in the next section. The southern end of Marlborough Road was developed in the later 19<sup>th</sup> and 20<sup>th</sup> centuries. These are terraces that are typical structures of the era, a paired arrangement with bay windows being common. They are more uniform than the rest of Marlborough Road and Mill Road, being generally two stories high with a roofline that follows the rise of the hill. The dominant building material is yellow, red and grey stock brick, though many façades have been rendered. The earlier properties Numbers 133-143 Marlborough Road are 1930s structures that fill a gap in the streetscape.





Heavily altered terraces, Marlborough Road



Victorian terraces, Marlborough Road (southern end)

The conservation area extends down Saunders Street, to take in the properties on the west side of St. Georges Road (2-52, evens only), and addresses 1-23 (odd numbers only) on Trinity Road.

The west side of St. Georges Road is characterised exclusively by two blocks of distinctive Late Victorian/Edwardian terraces. These blocks sit to the north and south of the entrance to Trinity Road. Properties 1-23 (odds only), Trinity Road are built to a pattern matching those on St Georges Road.

Full height gable-ended bays distinguish these terraces. The gables are barge-boarded and the apex topped with terracotta finials. The original doors, many of which survive, are multi-panelled with etched glass. The windows are double hung single pane sashes. The houses are sizeable and well-proportioned spread over three floors. The entrance paths would once have been tiled with either black and white or black and red tiles. This is evidenced by the limited survival of tiled sections of path, and in a very few cases, the survival of the whole path. The terraces have low boundary walls that would once have carried iron railings. All of the railings have now been lost, probably removed during the war, but few of the boundary walls have been replaced.



St. Georges Road



12 and 14 St. Georges Road



Original tiled front path



What is most notable about these terraces is the extent to which they survive intact. The majority of the original timber sliding sash windows, doors and in many cases, even roof coverings survive. Most of the tiled paths have been lost, as have all the front railings but the terraces retain a distinct homogeneity.

Given the rarity of retention of original features on non-listed buildings in the area, it is felt appropriate that they are protected by conservation area status and Article 4(2) Directions.

## **STREETSCAPE**

Roads are of tarmac, pavements are of concrete paving slabs or tarmac. Apart from reproduction light standards in Marlborough Road, light fittings and signage are modern. There are some good street trees along Mill and Marlborough Roads. Simple iron railings that line much of the west side of these roads provide an attractive boundary treatment.

## **ARTICLE 4(2) DIRECTIONS (See Map below)**

There are three groups of properties within Character Area 4 that are subject to Article 4(2) Directions. The effect of this is to remove certain permitted development rights from property owners, which at present the Council has no powers to control. These properties retain distinctive historic features and the Article 4(2) directions will assist in preventing unsuitable alterations and 'modernisation'. The area is in a vulnerable position where much of the remaining historic character could easily be lost.

The Article 4(2) Direction require planning permission to be sought for the following works to a non-listed dwelling house fronting a road, path or public open space:

- Building, altering or removing a chimney
- Enlarging, improving or altering a house. This includes replacing windows, doors, and guttering and applying bargeboards
- Altering a roof (including re-roofing in a different material and fitting roof-lights)
- Building a porch
- Laying a drive or path
- Building, altering or demolishing a gate, fence, wall or railings.
- Painting, rendering or pebble dashing the outside of the property (not including painting woodwork).

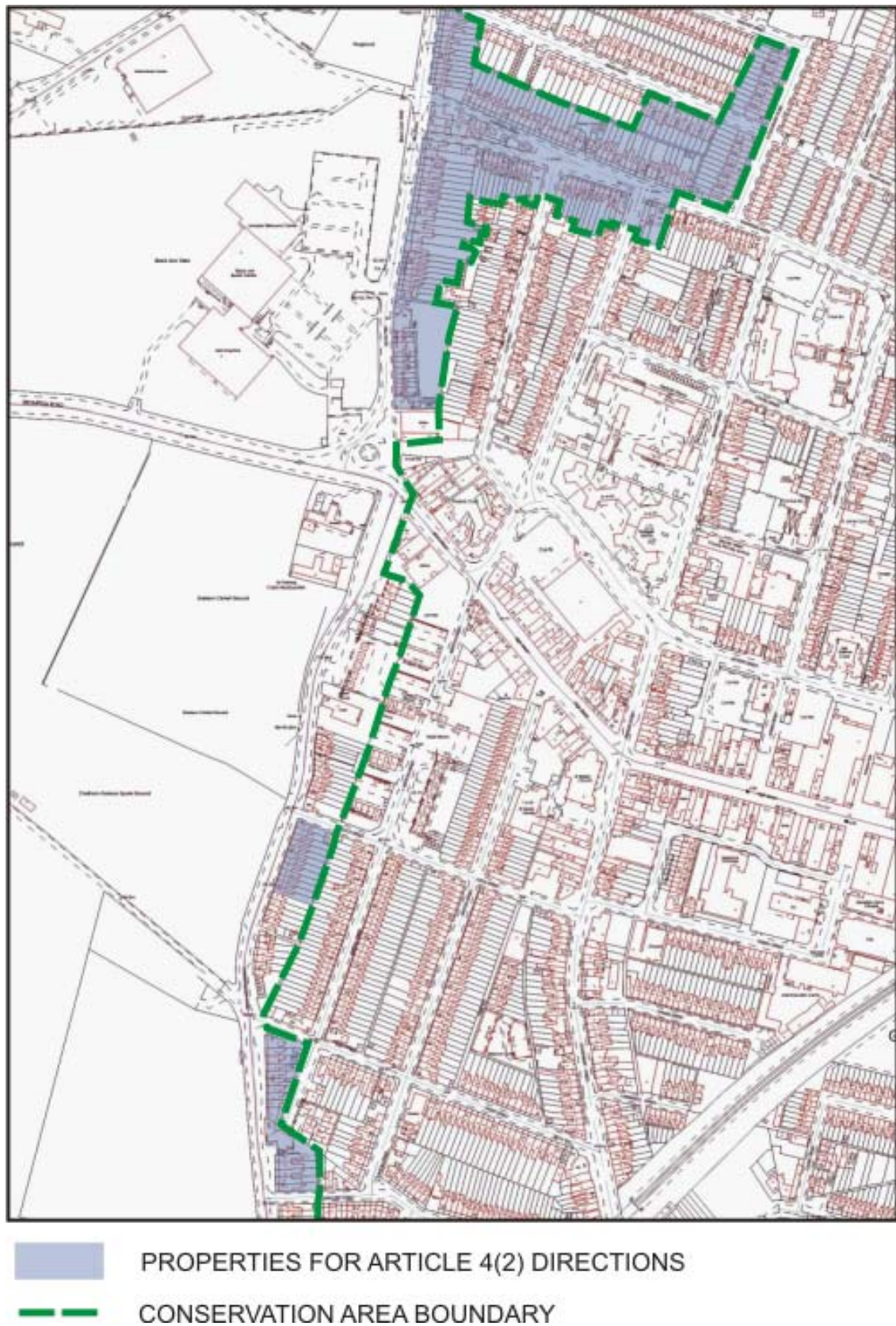
There is no charge for making a planning application for any of the above alterations. The need for planning permission for extensions, conservatories and roof alterations to the rear of the property would not change. Planning permission would not be needed for like-for-like repairs to properties.

The better-preserved buildings are generally to be found in small clusters throughout the eastern edge of the conservation area. The article 4(2) directions are applied to groups of properties where the majority are worthy of protection from inappropriate alteration. For those buildings within these groups that have already been altered, the article 4(2) directions will enable the encouragement of a higher quality of replacement features as and when planning permission is sought.

For properties covered by Article 4(2) directions see appendix 3.



## Map Showing Article 4(2) Directions



#### **Article 4(2) Direction Area: 9-61 (inclusive) Mill Road**

The above addresses include the earliest houses to be built along this road; two small terraces on Mill Road (numbers 11-22) that may pre-date the Lines (they appear on a map of 1756). These are small 2/3-storey, two-up two-down brick-built properties with gambrel roofs. A number of the original timber door surrounds do survive, however all these buildings have suffered from modern alterations and are therefore principally of historic rather than architectural interest.

A number of the properties on Mill Road probably date from the late 18<sup>th</sup> century. Although built over three levels, they are compact and simple, with a wall head parapet typical of this period. Other later terraces along this road are larger and more decorative, with round-headed sash windows on the ground floor and generous areas at basement level.

11, 12, 13 Mill Road, some of the earliest properties in this road



36 & 37 Mill Road



38, 39, 40 Mill Road



51, 52, 53, 54 Saunders Street

This is one of the few areas in Gillingham where original railings survive. These tend to be relatively simple with a spearhead or ornamental cast head set in a low stone plinth or wall. Several original gates also survive. Where railings have been removed they have generally been replaced by low brick walls, which have often been rendered.





Railings, Mill Road



**Article 4(2) Direction Area: 35-125 (odd), 98-142 (even) and 154-164 (even) Saunders Street**

The properties on Saunders Street are a mixture of 18<sup>th</sup> and 19<sup>th</sup> century. A number have been substantially altered, however the underlying quality that survives should be protected through 4(2) directions that could work in the long term to regain some of the lost character.



Saunders Street



83-85 Saunders Street

**Article 4(2) Direction Area: 2-52 (even) St. Georges Street and 1-23 (odd) Trinity Road**

The extent to which these terraces retain their original features, as set out above, make it of great importance that their appearance is protected.

**Article 4(2) Direction Area: 97-119 (odd) Marlborough Road**

These attractive 18<sup>th</sup> century houses have suffered to an extent from inappropriate alteration, however it is still very much a homogeneous terrace. In all but one case the size of window opening has not been altered and the original door surrounds survive, as do some original railings and bare brick facades.





97-119 Marlborough Road

**Article 4(2) Direction Area: 145-175 (odd) Marlborough Road**

Numbers 145 to 163 is a single brick terrace dating from the late 19<sup>th</sup> century. These are handsome, well-proportioned houses spread over three levels, including a basement. Several of these properties have their original round-headed sash windows on the ground floor and margin light sashes on the first floor. This terrace also has several sets of original railings.



145-163 Marlborough Road



165-175 Marlborough Road is a group of three-storey late Victorian houses with delicate cast iron covered balconies on the first floor. The buildings have suffered from alterations including uPVC windows and the replacement of the cast iron balconies elements with timber boarding and the enclosure of the balconies with windows. Despite these alterations, the features, which survive in these distinctive houses should be protected, and where possible, restoration of historic features will be encouraged.



167 Marlborough Road



175 Marlborough Road

## Article 4(2) Summary

Amongst the properties to which the Article 4(2) Directions apply, the most common modern alterations are the replacement of windows, the painting or rendering of facades, and the alteration or replacement of boundary walls and railings. Where original windows remain, they must be protected, and where they have been altered, the article 4(2) directions will allow the Council to encourage more appropriate replacements when applications are received. It is considered that the buildings covered by these directions have a discernable and special character, which should be protected from change where possible. Where poor quality alterations have been made to these buildings, they are generally reversible.

## CHARACTER AREA 5: *Gun Wharf*

### HISTORY AND SIGNIFICANCE



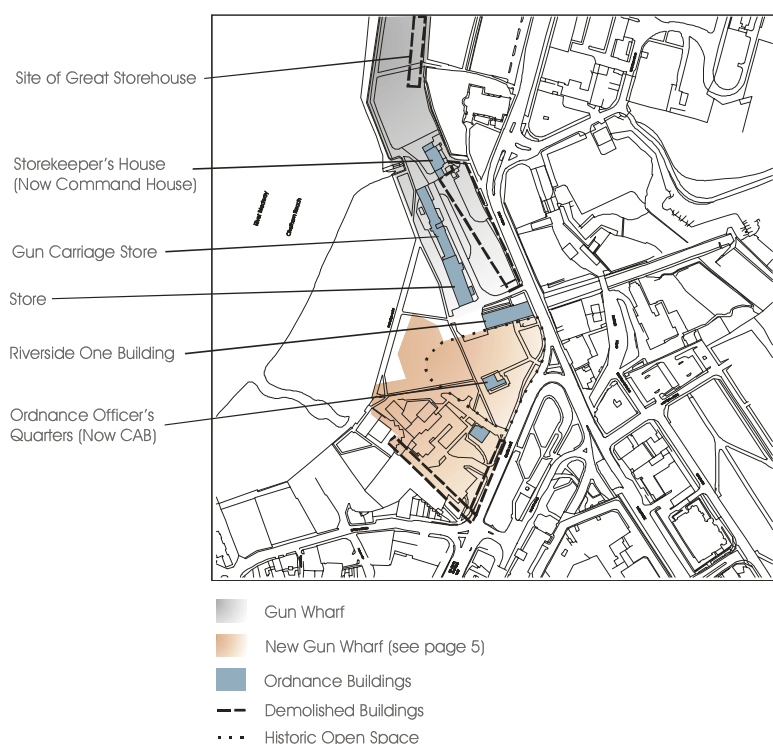
CHARACTER AREA 5 - GUN WHARF

--- CONSERVATION AREA BOUNDARY

*Gun Wharf* is the original location of the Tudor Dockyard. However, its principle surviving significance is as a partially complete 18<sup>th</sup> and 19<sup>th</sup> century ordnance complex where cannons and other ordnance were stored. The principal surviving buildings are the Carpenter's Shop and Armoury, the Machine Shop, (now Chatham library). Also surviving is the former Storekeepers House (now the Command House pub) – a fine Queen Anne house of the early 18<sup>th</sup> century. The belowground archaeology is of national significance due to the combination of the location of medieval Chatham, the site of the first Tudor Dockyard and the ordnance use. The early origin of naval shipbuilding in Medway gives the *Gun Wharf* character area a unique significance within the Brompton Lines Conservation Area.

One of the largest buildings that would have stood on this site was *Gun Carriage House*, which probably would have been built fifty years after the *Storekeepers House*. The storekeeper held a much more important role than the quartermaster and was in a position to amass personal wealth by manipulating government contracts. There is

another storekeepers house adjacent to the ordnance depot at Upnor, behind Upnor Castle as viewed from the river. The *Gun Carriage House*, as the name suggests, was used for storing gun carriages, and later became a general store. The building has since been demolished and is now the site of a car park.



There were two main phases of construction in the development of defences designed to control the main road to the dockyard. The first was in 1755 and the second was the result of major re-planning in 1803 and forms the present day Barrier Wall and



Ditch that bounds the southern edge of the site. These are a continuation of the Barrier Ditch on the hillside above, changing in form to a wall and water-filled ditch across the flood plain and are of national significance. The Council-owned Riverside 1 building is constructed in the former ditch but the wall, complete with its fire-step from which soldiers could fire, remains substantially intact and capable of reinstatement. The importance of this part of the defences has recently been recognised by their designation as a 'scheduled ancient monument'.

The historic relationship of Gun Wharf to the rebuilt Amherst citadel after 1803 is important to mention here. Guns sited at Amherst citadel had designed fields of fire onto the river, over the roofs of ordnance buildings at Gun Wharf. This was a clear constraint on how high the structures on Gun Wharf could rise. When considering the future of the area it is this historic constraint and the buried archaeology of the character area that will form the main factors to consider.



Former Storekeepers House (Command House Pub) with the spire of St Mary's Church above

The remainder of the Gun Wharf site – principally the area occupied by the present Lloyds Building is also within the conservation area. This was the site of the 'Grand' and 'New' Storehouses that were built on the site in the early 18<sup>th</sup> century. These sizeable structures replaced earlier structures. Although all historic aboveground features have been lost there may be surviving belowground archaeology. This part of the site is in an extremely prominent setting in immediate proximity to the storehouses of the Historic Dockyard. The Lloyds building itself is of some significance as a good example of mid 70s office architecture designed by ARUP - a leading engineering and architectural firm. The building's considerable architectural merit is that, despite its bulk, it is a discrete neighbour to the Dockyard.

The conservation area also takes in St Mary's Church - an important landmark on the high ground overlooking Gun Wharf. It was founded before AD 905 and indicates the site of medieval

Chatham. In the eighteenth century land was compulsorily purchased to build the Lines and the demolition of many buildings resulted in Chatham town centre moving southwards to its present location. St Mary's Church was rebuilt in the classical style in 1788 (with the destruction of most of the medieval fabric) and again in the Gothic style between 1884 and 1903. Although now no longer a church the building retains its historic fittings and is Grade II listed. The church remains a significant reminder of the pre-military origins of Chatham.



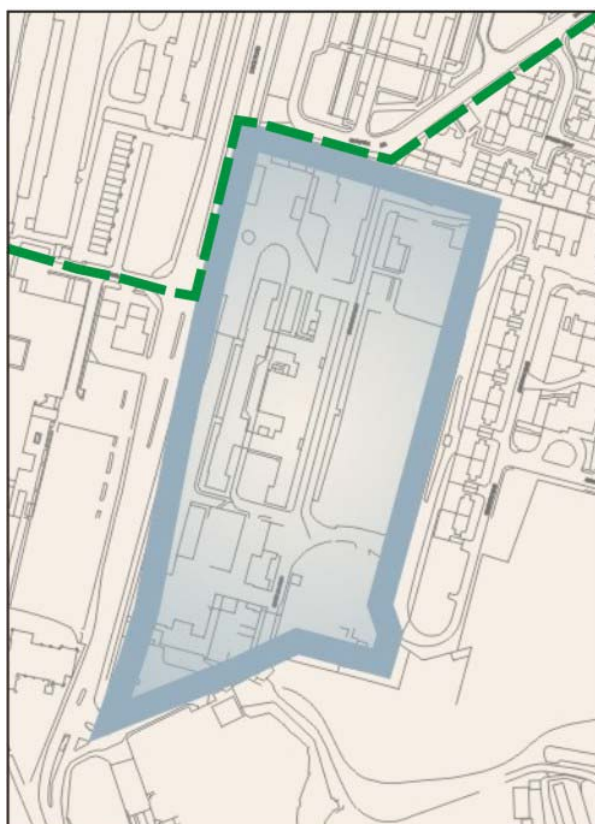
There is a possibility that parts of the original docks, wharfs and buildings of the Tudor dockyard are preserved intact under the current buildings and car park. Desk based research has been undertaken as a part of the first steps in understanding the site and any development within the area will require further archaeological evaluation to test what remains. The foundations of the demolished Ordnance buildings may also be preserved intact under the car park.

*Chatham Dockyard from Fort Pitt. The Lloyds building is*

The remaining buildings are a fragment of what was once a sizable depot. The Command House, Carriage Shed and Store are of interest both architecturally and historically, particularly as they are rare examples of surviving ordnance buildings. Riverside One is of limited interest as a representative of the later stage of building in the yard. Any historic interest that the building does have should be considered along side the interest in the barrier ditch below it.

## Character Area 6: *Kitchener Barracks*

The conservation area includes the Kitchener Barracks. These were originally constructed in 1757 as the Chatham Infantry Barracks, one of earliest and largest purpose built barracks in Medway at that time. The barracks were required to garrison the lines, as opposed to temporary encampments established at times of a threat of invasion. Whilst most of the 18<sup>th</sup> century barrack buildings have been demolished the original plan form of the site survives. The military character derives from the large parade ground and the rectilinear layout of highly ordered and repetitive elements. The present barracks is a largely 1930s complex of imposing character and prominent in the landscape as a result, which preserve the basic boundaries, topography, and layout of the original barracks, which should be respected when the site comes under future consideration for renewal.



CHARACTER AREA 6: KITCHENER BARRACKS  
— PROPOSED CONSERVATION AREA BOUNDARY

The site was surrounded by a high wall, part of which still exist as do a few buildings from the former Infantry Barracks, albeit in much changed form. The most prominent of these surviving buildings is two-storey early 19<sup>th</sup> C building, opposite the entrance to Fort Amherst, which was the former office for the Barrack Clerk and Barrack Sergeant and included a bed store. The building was previously the Ordnance store of 1806 and belongs to the period of buildings associated with Gun Wharf.



Kitchener barracks - Former Barrack Clerk's office, originally the Ordnance Store dated 1806.

Outside the barrack wall is a small triangular area of open space on which there stands a fine equestrian statue of Kitchener the statue is owned by the RSME. The Barrack Clerk's Office (Ordnance Store) and this area could enhance the setting of the Fort, particularly the roadway out of Amherst Guard House and St. Mary's Church, if restored. The group of buildings, statue and space makes a significant contribution to the conservation area.





Kitchener barracks – surviving 1757 barrack block

There is a further surviving barrack block building from the 18<sup>th</sup> century, towards the north-east of the site. Although much altered internally, its survival is significant. Its early alterations were likely to have been the result of the 1858 Barracks Commission, which condemned the entire barracks as prejudicial to the health of soldiers. The report recommended major changes, which were implemented as evidenced in record drawings of 1864.

The boundary wall facing Dock Road incorporates part of the surviving brick façade of the Soldiers Institute of 1861. It forms a further rare reference to the past history of the use of the site on which it stands and is in a prominent position overlooking Dock Road. It should be carefully incorporated into any future renewal of the site.

The original parade ground to the east of the barracks survives and as such forms a part of the special character and appearance of the barracks.

The potential for buried archaeology – both the remains of earlier barracks and later improvements - must be considered as a high possibility. Further studies need to be undertaken to assess the standing structures and buried archaeology. This will guide future decisions and should not stand in the way of new development unless the impact on the significance of the historic structures, both standing and buried, was to be extreme.

It has been suggested that the 1930s buildings were commissioned and designed under the aegis of General Montgomery. If this were found to be the case it would add to their significance. Of more importance is the prominence of the site in providing a foreground to the Lines in many views.

Collectively the surviving features of the pre-1930's barracks are of some significance in themselves. In addition they allow an understanding of the original layout and character of the barracks. This site represents a unique opportunity for the regeneration of Chatham and must respond positively to the special character of the Brompton Lines Conservation Area.

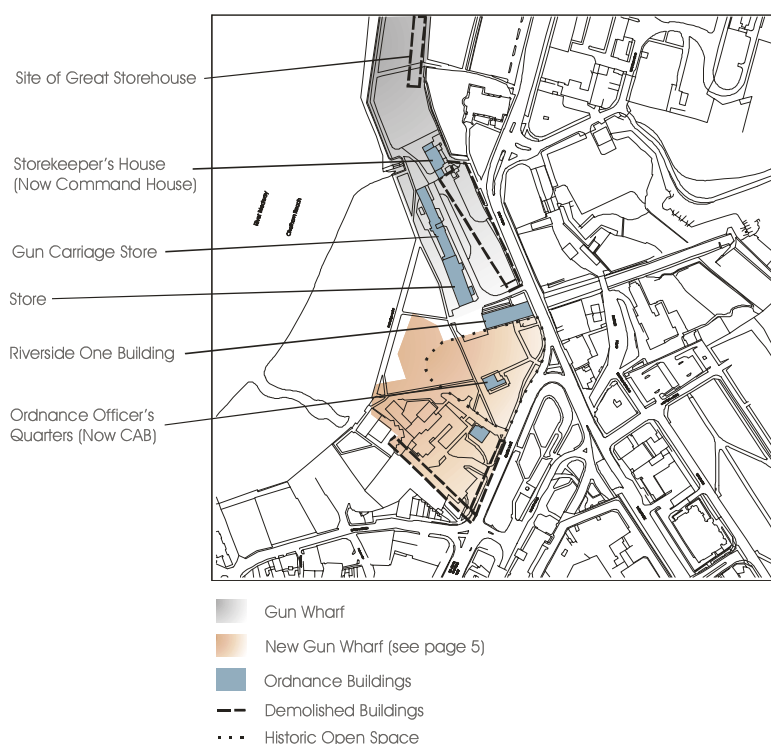
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### HISTORY AND SIGNIFICANCE



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Chatham. In the eighteenth century land was compulsorily purchased to build the Lines and the demolition of many buildings resulted in Chatham town centre moving southwards to its present location. St Mary's Church was rebuilt in the classical style in 1788 (with the destruction of most of the medieval fabric) and again in the Gothic style between 1884 and 1903. Although now no longer a church the building retains its historic fittings and is Grade II listed. The church remains a significant reminder of the pre-military origins of Chatham.



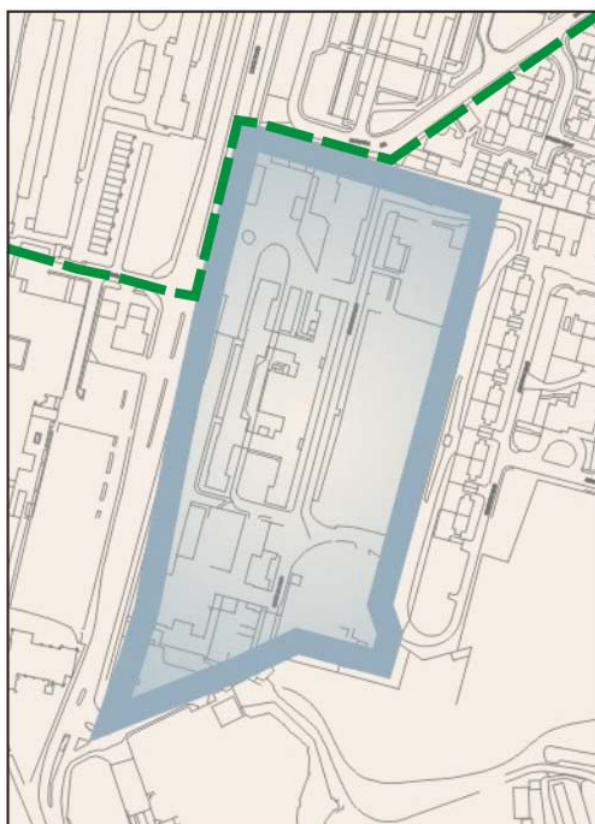
There is a possibility that parts of the original docks, wharfs and buildings of the Tudor dockyard are preserved intact under the current buildings and car park. Desk based research has been undertaken as a part of the first steps in understanding the site and any development within the area will require further archaeological evaluation to test what remains. The foundations of the demolished Ordnance buildings may also be preserved intact under the car park.

*Chatham Dockyard from Fort Pitt. The Lloyds building is*

The remaining buildings are a fragment of what was once a sizable depot. The Command House, Carriage Shed and Store are of interest both architecturally and historically, particularly as they are rare examples of surviving ordnance buildings. Riverside One is of limited interest as a representative of the later stage of building in the yard. Any historic interest that the building does have should be considered along side the interest in the barrier ditch below it.

## Character Area 6: *Kitchener Barracks*

The conservation area includes the Kitchener Barracks. These were originally constructed in 1757 as the Chatham Infantry Barracks, one of earliest and largest purpose built barracks in Medway at that time. The barracks were required to garrison the lines, as opposed to temporary encampments established at times of a threat of invasion. Whilst most of the 18<sup>th</sup> century barrack buildings have been demolished the original plan form of the site survives. The military character derives from the large parade ground and the rectilinear layout of highly ordered and repetitive elements. The present barracks is a largely 1930s complex of imposing character and prominent in the landscape as a result, which preserve the basic boundaries, topography, and layout of the original barracks, which should be respected when the site comes under future consideration for renewal.



CHARACTER AREA 6: KITCHENER BARRACKS  
— PROPOSED CONSERVATION AREA BOUNDARY

The site was surrounded by a high wall, part of which still exist as do a few buildings from the former Infantry Barracks, albeit in much changed form. The most prominent of these surviving buildings is two-storey early 19<sup>th</sup> C building, opposite the entrance to Fort Amherst, which was the former office for the Barrack Clerk and Barrack Sergeant and included a bed store. The building was previously the Ordnance store of 1806 and belongs to the period of buildings associated with Gun Wharf.



Kitchener barracks - Former Barrack Clerk's office, originally the Ordnance Store dated 1806.

Outside the barrack wall is a small triangular area of open space on which there stands a fine equestrian statue of Kitchener the statue is owned by the RSME. The Barrack Clerk's Office (Ordnance Store) and this area could enhance the setting of the Fort, particularly the roadway out of Amherst Guard House and St. Mary's Church, if restored. The group of buildings, statue and space makes a significant contribution to the conservation area.



Kitchener barracks – surviving 1757 barrack block

There is a further surviving barrack block building from the 18<sup>th</sup> century, towards the north-east of the site. Although much altered internally, its survival is significant. Its early alterations were likely to have been the result of the 1858 Barracks Commission, which condemned the entire barracks as prejudicial to the health of soldiers. The report recommended major changes, which were implemented as evidenced in record drawings of 1864.

The boundary wall facing Dock Road incorporates part of the surviving brick façade of the Soldiers Institute of 1861. It forms a further rare reference to the past history of the use of the site on which it stands and is in a prominent position overlooking Dock Road. It should be carefully incorporated into any future renewal of the site.

The original parade ground to the east of the barracks survives and as such forms a part of the special character and appearance of the barracks.

The potential for buried archaeology – both the remains of earlier barracks and later improvements - must be considered as a high possibility. Further studies need to be undertaken to assess the standing structures and buried archaeology. This will guide future decisions and should not stand in the way of new development unless the impact on the significance of the historic structures, both standing and buried, was to be extreme.

It has been suggested that the 1930s buildings were commissioned and designed under the aegis of General Montgomery. If this were found to be the case it would add to their significance. Of more importance is the prominence of the site in providing a foreground to the Lines in many views.

Collectively the surviving features of the pre-1930's barracks are of some significance in themselves. In addition they allow an understanding of the original layout and character of the barracks. This site represents a unique opportunity for the regeneration of Chatham and must respond positively to the special character of the Brompton Lines Conservation Area.



# MANAGEMENT ISSUES

## Problems and Pressures

Despite its significance there are several factors threatening the special character of the area, including the following:

- The Defensive Lines have been encroached upon by modern development and there is pressure to develop some remaining areas of land in front and behind the defences.
- Some sections of The Lines are in very poor condition, due to a lack of maintenance and vandalism and are on the English Heritage List of Buildings at Risk.
- The significance of many buildings has been reduced by poor quality alterations including replacement windows, concrete tile roofs, rendered walls and the loss of front railings.
- The streetscape in many areas is unattractive and includes poor quality paving, signage and landscaping.

## Aspirations for the Future

The Council's principal aims are to preserve and enhance the Brompton Lines and their setting, and to improve understanding and interpretation of the historical significance of the surviving military landscape.

The original character of the area has been significantly altered by 20<sup>th</sup> century development, much of which has a markedly different character to the Defences and their Field of Fire. It is also recognised that whilst some tree clearance would provide a more dramatic setting for the defensive lines, especially at Fort Amherst, in other places trees contribute considerably to the character of the area. These matters will need to be assessed on a case-by-case basis.

It is neither desirable nor feasible to return all of the Lines to their original appearance. Nor is it possible to restore and open up public access to all of the defences and those currently responsible for the Lines (Fort Amherst and the Lines Trust, and the MoD) are doing everything possible to maintain the defences within current budgetary constraints. Improvements in the current condition of the Lines will not be possible without substantial additional funding becoming available. This may come through endowments, management agreements and bids to government and lottery bodies. However, the Council has the following long-term aspirations for the future of the area:

- An improved maintenance regime for the defences;
- Localised restoration of the defences where this is practicable;
- Improved public accessibility to, and interpretation of, the defences;
- The preservation of the immediate open setting of the defences where this survives;
- The preservation and enhancement of existing open spaces;
- The preservation and enhancement of key views, particularly of the scarp of the Great Lines and Fort Amherst as viewed from Chatham;
- The preservation and enhancement of the 18<sup>th</sup> and 19<sup>th</sup> terraced houses bordering the Lines;
- Enhancement of the streetscape through the use of appropriate street furniture and surfacing materials.

The Council is committed to producing, in partnership with major stakeholders, a Management Plan for the Lines that will aim to set out a detailed and deliverable plan for the future management of the area. Such a plan will need to address the financial objectives of improving access and interpretation of the Lines. This will be subject to extensive public consultation.

## **Future development – general guidance**

The appraisal concentrates on assessing the current character of the area rather than on defining a vision for its future. However, there is a statutory requirement that development, whether it represents changes to existing buildings, or new build, should preserve or enhance the character and appearance of the area. The following principles give guidance on how this can be achieved. It should be read in conjunction with the Council's existing Local Plan Policies-appendix 1:

- 1) The Council will expect development proposals to be informed and shaped by an understanding of the area's historical and architectural significance. Key factors to be considered when developing proposals are:-
  - *The Chatham Lines* – surviving features of the Lines, their wider setting in the landscape, and existing below and above ground archaeology
  - *The Royal School of Military Engineering* – architectural significance and authenticity, formal layout and prominent hilltop setting
  - The historic village centre of *Old Brompton and Eastern Borders* –village layout and architectural character. This extends to surviving architectural features such as railings, windows, roofscapes etc.
  - *Old Gun Wharf* - barrier wall and ditch, existing ordnance buildings, wider setting, and archaeology
  - *Kitchener Barracks* – existing layout, surviving Chatham infantry barracks buildings.
- 2) The appraisal indicates that some areas are of lesser historic significance than others (for instance, most of Kitchener Barrack buildings and some areas of modern housing). In addition there are existing sites allocated for new housing in Medway's local plan. Potential development of these areas and sites offers opportunities to enhance the character and significance of the overall conservation area and to contribute to the long-term sustainability of the historically significant parts. The Council will therefore seek to ensure, through negotiation and planning agreements, that major new development:
  - i) provides an endowment and/or management agreement which helps secure the restoration and upkeep of the Lines;
  - ii) allows improved interpretation of, and access to, the Lines for the public. This is likely to include opening up access through development sites to some parts of the defences that have been hitherto inaccessible to the public and/or the provision of publicly accessible open space as a part of the development. Care is required balance the aspirations of accessibility with military security; health and safety; and the potential for vandalism. (where appropriate);
  - iii) retains, improves, or creates local views to and from the scheduled ancient monument (the ramparts and ditches of the defences);
  - iv) preserves and enhances the overall landscape setting of the conservation area and its constituent parts in accordance with local, regional and national policies.

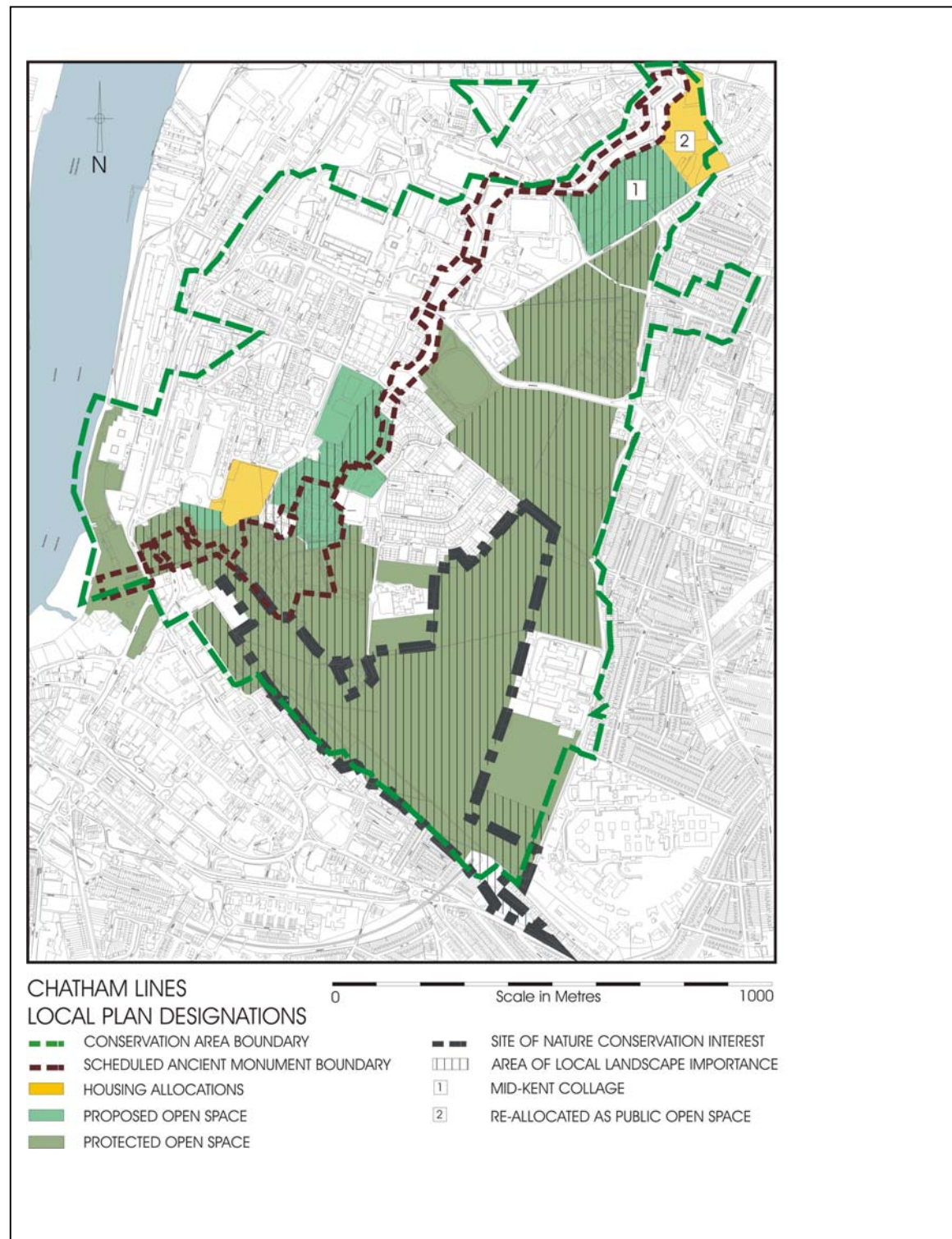
The Council will commit to producing development briefs for major sites as a part of the Local Development Framework for Medway (the successor to the Local Plan) that outline these principles on a site-by-site basis.

- 3) The appraisal highlights the historical significance of currently undeveloped spaces of the Inner Lines, Great Lines and Lower Lines. In general, and with the exception of the housing sites allocated in the Local Plan (see appendix1) and the recently agreed Mid Kent College development, the general presumption is against the development on currently undeveloped areas. This is supported by local plan policies.



## Appendix 1 - Existing Local Plan Designations and Policies (with old conservation area boundary)

Map 12



### *Specific Local Plan Policies*

The Medway Local Plan (2003) has specific policies relating to the Brompton Lines Conservation Area. The majority of the Field of Fire is designated as protected open space or as proposed open space. Three sites are designated for new housing development 1) part of the Lower Lines 2) Amherst Hill and 3) Barrier House (now completed and known as the Eye). Development of sites 1) and 2) is subject to certain criteria aimed at protecting the setting of Fort Amherst; partially restoring and opening up the Field of Fire and providing contributions towards the restoration of the defensive ditches. Design briefs, to guide the form of development on each site will also be required.

Since the adoption of the local plan, permission for the location of the Mid Kent College campus on the Lower Lines has been given. As a part of this development, the rest of the Lower Lines (currently designated in the local plan for housing) will be restored as publicly accessible open space. The adjacent fortifications will also be restored and a trust set up to fund their ongoing maintenance. This permission is a departure from the local plan policies. It is justified in terms of the exceptional community benefits it will bring. It does not set a precedent for development on other currently undeveloped and historically significant areas of the Lines. The importance of all surviving open space adjacent to the lines is now more critical than ever as is its future preservation and enhancement.

The defensive ditches themselves are in the main protected by designation as a scheduled ancient monument. However - the glacis (the sloped 'killing zone' in front of the ditches) and works associated with the Lines are not scheduled at present. Survey work to determine the extent to which the glacis and associated construction, use, adaptation and abandonment of the lines and associated structures survives is necessary. Decisions on national importance will be made based on the criteria published in PPG 16 and decisions about future designation of revised or additional scheduling will be taken with regard to emerging management needs.

### *General Local Plan Policies*

The Medway Local Plan (2003) has a number of general policies relevant to all conservation areas within Medway. These are as follows:

#### *Policy BNE12: Conservation Areas*

Special attention (by the Council) will be paid to the preservation and enhancement of the character and appearance of Conservation Areas.

#### *Policy BNE13: Demolition in Conservation Areas*

Proposals to demolish a building which makes a positive contribution to the character or appearance of a Conservation Area will not be permitted unless it can be demonstrated that:

- i) the building is beyond repair; or
- ii) it is incapable of use;
- iii) its design is inappropriate; or
- iv) the character and appearance of the Conservation area would be enhanced by its removal and replacement

Consent will be conditional upon no demolition occurring until a contract has been entered into for approved redevelopment of the site.

*Policy BNE14: Development in Conservation Areas*

Development within Conservation Areas, or affecting their setting, should achieve a high quality of design, which preserves or enhances the area's historic or architectural character or appearance. The following criteria will be applied:

- i) Materials, features and details of buildings or structures which contribute to the character and appearance of the area should be retained or reinstated; and
- ii) Traditional street patterns, building lines, open spaces and urban spaces, paving and roadway materials, boundary treatments and street furniture, should be retained or reinstated; and
- iii) The scale, height, mass, roofscape, materials, detailing, fenestration, plot width and depth, and visual appearance of new development, should be sympathetic with existing buildings and their settings; and
- iv) Trees, hedgerows and open spaces should be retained and protected; and
- v) Hard and soft landscape elements and traditional materials, which enhance the area should be utilised.

Proposals should be submitted as full applications when they are within, or would affect, a Conservation Area.

*Policy BNE15: Advertisements within Conservation Areas*

Within Conservation Areas advertisements will not be permitted if their design, materials, size, colour or siting detract from the special character of the Conservation Area.

The Conservation Area Appraisal will be of assistance in allowing a site-specific interpretation of these policies.



## Appendix 2: Notices

### Medway Council

#### Planning (Listed Buildings and Conservation Areas) Act 1990

##### Brompton Lines Conservation Area Extension

Notice is hereby given that Medway Council has, pursuant to Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, designated an extension to the Conservation area described below as the Brompton Lines Conservation Area.

The complete Brompton Lines Conservation area boundary (including extension) follows the rear boundaries of 22-32 Kelly Drive, in a southerly direction to Medway Road where it turns south-east at the junction of Wyles Road and south-west at the rear of properties in Mill Road to the junction of Saunders Street. It then turns east, encompassing 1-23 Trinity Road and 2-52 St Georges Road, and west at the rear of properties in Saunders Street. The boundary then continues in a southerly direction at the rear of properties in Mill Road to the junction of the High Street and south to the rear of properties in Marlborough Road encompassing 75, 83-109 College Avenue and 1, 1A, 1B York Avenue. The boundary then follows the Great Lines boundary to Whiffen's Avenue, turning south-west to encompass The Brook, Barrier Road, The Eye and Park House, and continues north along Gun Wharf. The boundary then crosses Dock Road and follows an easterly direction to Brompton Hill and then westerly to the Dockyard Main Gate where it follows the Dockyard boundary wall and crosses east along the northern edge of the defensive ditches of the Lines where the Lower Lines meet Johnson Avenue. Separate and to the North is HMS Collingwood (Collingwood Triangle) defined by the three buildings that makes up the triangle.

##### Schedule 1:

*The buildings within the Conservation area prior to extension are:*

<b>Brompton Barracks</b>	Building 40 (Building & Property Facilities Management Ltd), Burgoyne House, Gibraltar Avenue 1-4 (consecutive), Napier House, Pasley House, Royal School of Military Engineering, Gymnasium
<b>The Lines</b>	
Amherst Redoubt	1-4 (incl)
Brompton Road	King Charles Hotel, Garrison Sports Ground
Great Lines	1- 40 (consecutive), 42-48 (evens), 49-79 (odds)
Inner Lines	1-16 (consecutive)
Khartoum Road	Day Nursery School, PE Depot Nursery, 1-36 (consecutive), 38-44 (evens)
Kings Bastion	Brompton Westbrook CP School, 1-66 (consecutive)
Prince Arthur Road	Indoor Bowling Centre, Royal Engineers Museum
Maxwell Road	The Cottage, 1-4 (consecutive), Garrison Church, Chaplains Offices, the Old Vicarage
Sally Port	1-6 (consecutive)

Sally Port Gardens  
(consecutive)  
Singapore Drive

HIVE Information, Lampard Centre, Youth Centre, 1–38  
1–53 (consecutive), 54–76 (evens)

### **Brompton Village**

Admiralty Gate  
Admiralty Terrace  
Conway Hall  
Conway Mews  
Esmonde House  
Flaxmans Court  
Garden Street

1–12 (consecutive)  
2–5 (consecutive)  
1–19 (consecutive)  
20–35 (consecutive)  
27–55 (consecutive)  
1–26 (consecutive),  
2–14 (evens), 15–19 (odds), 21–31 (consecutive), 33–39  
(odds),

Manor House Flats 1–10

Graham Close  
High Street  
Leitch Row  
Lendrim Close  
Lennox Row  
Manor Street  
Mansion Row  
McCudden Row  
Middle Street

1–3 (consecutive)  
1–7 (odds), 6–10 (evens), 12–26 (consecutive), 28–62 (evens)  
1–6 (consecutive)  
1–6 (consecutive)  
1–5 (odds)  
14, 16–36 (consecutive), 38–58 (evens), St Paulinus Church  
1–15 (consecutive), 20–23 (consecutive)  
1–19 odds, 20–32 (consecutive)  
Temeraire Manor 1–12 (consecutive), Victory Manor 1–9  
(consecutive), Barfleur Manor 1–12 (consecutive)

Perie Row  
Pleasant Row  
Prospect Row  
River Street

1–8 (consecutive)  
1–31 (consecutive)  
1–30 (consecutive)  
1, 1a, 3, 7, Dawson Court No. 3 Flats 1–8 (consecutive)  
Camperdown Manor 1–7 (consecutive)

Westcourt Street  
Wood Street

2 – 20 (evens)  
18–32 (evens), 37–71(odds),

### **Eastern Borders**

College Avenue  
Marlborough Road

75, 83–109 (odds)  
Urchins Kindergarden, Army Navy Veterans Club, New  
Brompton College and curtilage, Kestrel House Flats 1–30  
(consecutive), 3–23 (odds), 67–289 (odds)

Medway Road  
Mill Road

2–20 (evens)  
Nile Cottage, The Villa, Jumpers Rebound Centre, Black Lion  
Leisure Centre

Saunders Street

3–9 (odds), 10–79 (consecutive)  
35–67 (odds), Aylmer Court Flats 1–4 (consecutive), 77–125  
(odds),  
98–142 (evens), 154–164 (evens)

York Avenue

1, 1A, 1B

## **Schedule 2:**

Additional properties included in the extended Conservation area are:

<b>Brompton Barracks</b>	HMS Collingwood (Collingwood Triangle including Holdfast Training Services)
<b>Gun Wharf</b>	Command House, Lloyds of London (Insurance), Gun Wharf, Site known as Total Fuel Garage, St Mary's Church, Medway Council Chatham Library, Parking Services Riverside One
<b>The Lines</b>	Barrier Road 1, 2 & 6, Park House Flats 1 & 2, The Eye Flats 1–68 (consecutive), The Brook Theatre/Old Town Hall, No. 1 Royal Navy & Royal Marines Careers Information Office, No. 3 Army & RAF Careers Office, Fort Amherst & Lines Trust, Samuels Tower
<b>Kitchener Barracks</b>	All buildings within the Barracks
<b>Old Brompton Village</b>	
Brompton Hill	1–17 (consecutive)
Hawkins Close	1–19 (consecutive)
<b>Eastern Borders</b>	
Kelly Drive	22–32 (evens)
Laurel Road	16
St Georges Road	2–52 (evens)
Strover Street	Amberleigh, Clovelly
Trinity Road	1-23 (odds)

Conservation areas are areas of special archaeological or historic interest, the character or appearance of which it is desirable to preserve or enhance.

In conservation areas:

1. Buildings and other structures are protected from demolition as conservation area consent is required for the demolition of buildings within the conservation area (other than excepted buildings)
2. It is an offence, subject to certain exceptions, to cut down, top, lop, uproot, wilfully damage or wilfully destroy any tree in the conservation area without the consent of the local planning authority
3. Some minor developments (such as stone-cladding or positioning of satellite dishes) which do not require consent outside the conservation areas may require consent within the designated area
4. Special attention must be paid to the desirability of preserving or enhancing the conservation area through the planning process
5. Enhancement schemes are the subject of public debate
6. Reviews take place periodically

In addition, the conservation area policies in The Medway Local Plan Adopted Version 2003 will apply.

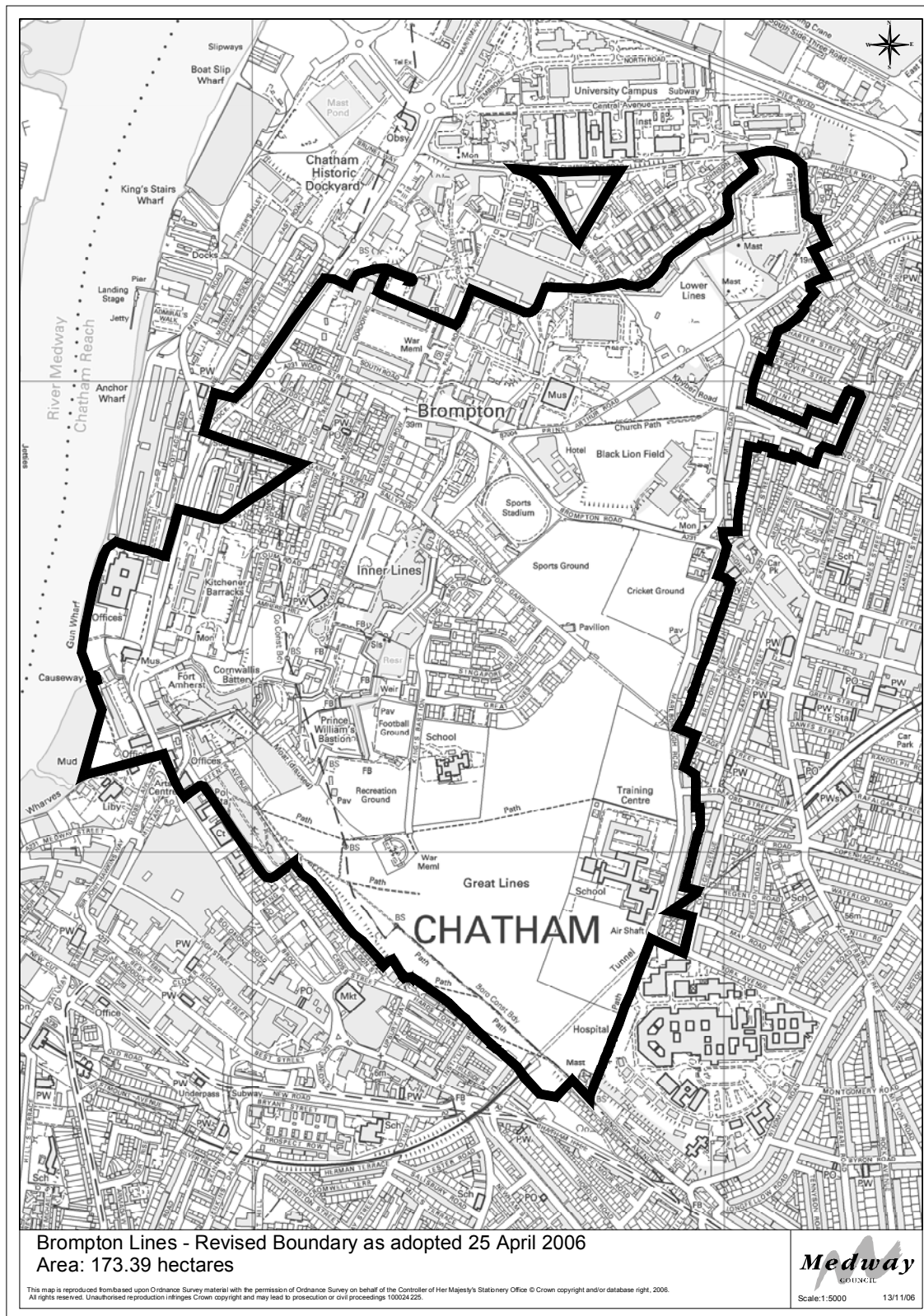


This conservation area was designated on 3 February 1981 and the extension was designated on 25 April 2006. Plans showing the extent of the conservation area are on line at: [www.medway.gov.uk](http://www.medway.gov.uk) or available for inspection at: The Compass Centre, Chatham Maritime, Chatham, ME4 4YH.

Copies of the local plan are available for inspection at any of the Council's receptions and online at: [www.medway.gov.uk/wwwlocalplan](http://www.medway.gov.uk/wwwlocalplan).

Dated this 11<sup>th</sup> day of October 2006

Signed  
By Barbara Graham for  
Medway Council  
Civic Centre, Strood, Rochester, ME2 4AU



## ARTICLE 4(2) DIRECTION (BROMPTON LINES)

### TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995

#### BROMPTON LINES CONSERVATION AREA ARTICLE 4(2) DIRECTION 2006

**WHEREAS** the Medway Council of Civic Centre, Strood, Rochester, Kent, ME2 4AU (hereinafter called "the Council) being the appropriate local planning authority for its area is satisfied that it is expedient that development of the description(s) set out in Schedule 2 below should not be carried out on certain buildings within the Brompton Lines Conservation Area shown as a hatched area on the attached plan and comprising the dwelling houses and their curtilages described in Schedule 1 hereto unless permission is granted on an application made under Part III of the Town and Country Planning Act 1990.

**NOW THEREFORE** the Council in pursuance of the power conferred on them by Article 4(2) of the Town and country Planning (General Permitted Development) Order 1995 (SI 1995/418) **HEREBY DIRECTS** that the permission granted by Article 3 of the said Order shall not apply to those forms of development set out in Schedule II hereto on the properties in the Brompton Lines Conservation Area described in Schedule I hereto to the extent permitted by Article 4(2)-(5) of the 1995 Order and that this Direction may be cited as the 'Medway Council (Brompton Lines) Conservation Area Article 4(2) Direction 2006'.

#### SCHEDULE 1

The residential Dwellings to which this Direction Applies are:

1. 9-61 (inclusive) Mill Road Gillingham
2. 35-125 (odds), 98-142 (evens) and 154-164 (evens) Saunders Street, Gillingham
3. 2-52 (evens) St Georges Road, Gillingham
4. 1-23 (odds) Trinity Road, Gillingham
5. 97-119 (odds) and 145-175 (odds) Marlborough Road, Gillingham

#### SCHEDULE 2

Development for which planning permission will now be required are the following developments, which would front a highway, waterway or open space:

1. 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);
2. the alteration of a dwellinghouse roof (including tiles and slates, ridge tiles, finials, windows and roof lights, lead work and eaves);
3. the erection or construction of a porch outside an external door of a dwelling house;
4. the provision within the curtilage of a dwellinghouse of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwellinghouse as such, or the maintenance, improvement, or other alteration of such a building or enclosure;
5. 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 hard standings);

6. the installation, alteration or replacement of a satellite antenna on a dwellinghouse or within its curtilage;
7. the erection, alteration or removal of a chimney on a dwelling house or on a building within the curtilage of a dwelling house;
8. 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
9. the painting of the exterior of any part of a dwelling house or any building or enclosure within the curtilage of a dwelling house (including the painting over of unpainted brick or stonework but excluding the painting of doors, windows and other joinery items).

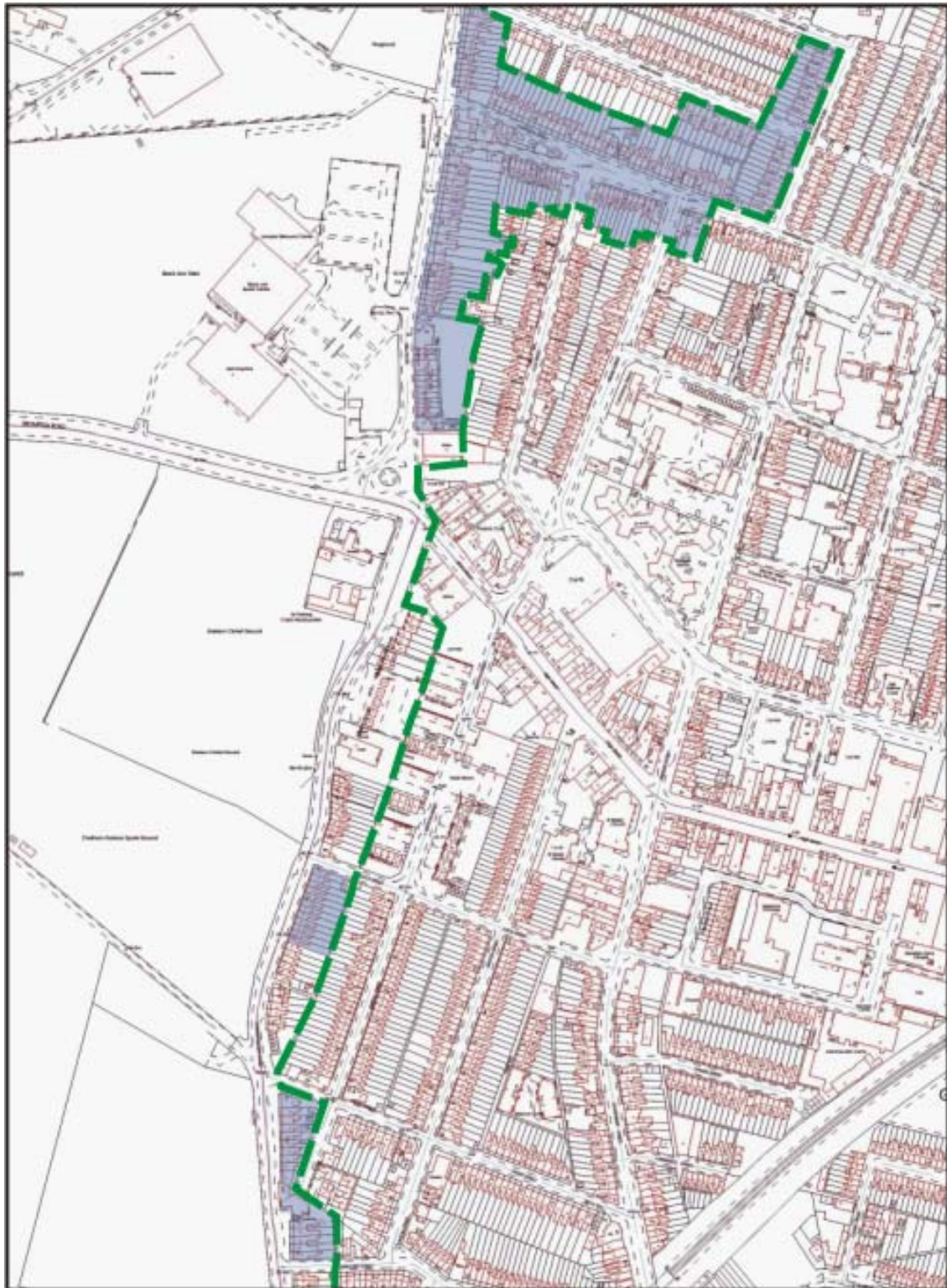
Dated this 11<sup>th</sup> day of October 2006.

The **COMMON SEAL** of  
MEDWAY COUNCIL

Was affixed in the presence of:  
Barbara Graham  
Authorised Signatory



## Map Showing Article 4(2) Directions



PROPERTIES FOR ARTICLE 4(2) DIRECTIONS



CONSERVATION AREA BOUNDARY

## Appendix 3: Listed Buildings and Scheduled Ancient Monuments

Building	Grade
<b>Brompton Lines</b>	
Great Lines, First World War Memorial	II
Maxwell Road: Brompton Garrison Church	II
Medway Road: 4-20 (evens)	II
Mill Road: 78, 79, 80 (Nile Cottage)	II
Prince Arthur Road: Royal Engineers Museum	II
<b>Brompton Barracks</b>	
<i>Wood Street:</i>	
Brompton barracks Gymnasium	II*
Office Block	N/A
<i>Pasley Road:</i>	
Brompton Barracks, North Block	II*
Brompton Barracks, South Block	II*
Brompton Barracks, Officers Block	II*
Lecture Theatre	II
School House	II
HQ R.S.M.E (Institute Building)	II
Kitchener Memorial	II
Gordon Memorial	II*
Boer War Memorial Arch	II*
Crimea War Memorial Arch	II*
Pasley House	N/A
<i>Gibraltar Avenue:</i>	
Nos. 1-4	N/A
<b>Brompton Village</b>	
Garden Street, 6, 22 and 24	II
Mansion Row, 1-15	II
Prospect Row, 1-20	II
High Street, 18	II
<b>Scheduled Ancient Monuments</b>	
Ramparts and Fort Amherst	
Brompton Lines	

## Appendix 4 - Glossary

### *Bastion*

Projection from the general outline of a fortress from which the garrison can defend by flanking fire the ground before the ramparts. Generally four sided.

### *Bastion Trace*

Defence consisting of a linear rampart with bastions projecting forward at intervals to provide flanking fire across the front of the main defences.

### *Battery*

Any place where guns or mortars are mounted.

### *Caponier*

A powerful casemated work projecting into or across a ditch to provide flanking fire.

### *Casemate*

Bombproof vaulted chamber within the ramparts providing an emplacement for a gun or a barrack room.

### *Counterscarp*

Exterior slope of ditch.

### *Covered-way*

Continuous communication on the outer edge of the ditch protected by an earthwork parapet from enemy fire.

### *Field of Fire*

Area in front of defences kept clear to deny cover to attacking troops.

### *Fire step*

Position behind the parapet of the rampart from which infantry would fire muskets. Also known as a banquette.

### *Flank*

Side of a bastion and the principal defensive element of a bastioned fortification.

### *Glacis*

Parapet of the covered-way extended in a long slope towards the Field of Fire.

### *Hornwork*

Detached work beyond the main ditch of two demi-bastions (half bastions).

*Parapet*

Wall or earthen breastworks for the protection of troops on the forward edge of a rampart.

*Rampart*

Mass of excavated earth on which the troops and guns of the garrison are raised and forming the main defence of the fortress.

*Ravelin*

Triangular detached work in the ditch in front of two bastions.

*Redoubt*

Small, enclosed work without bastions often placed inside a large bastion as a place of last resort should the main defences be breached.

*Revetment*

Brick retaining wall on the side of ditches or ramparts.

*Sally Port*

Small gateway, or tunnel in the fortification. (Also known as a postern).

*Scarp*

Outer slope of a rampart.

*Spur*

Arrow-shaped projection from the face of the main defences.

*Talus*

Rear slope of a rampart.

*Terre-Plein*

Level surface on top of a rampart and below the parapet where guns are mounted.