Chatham Centre Design Code

Draft SPD

Appendix 1

Medway Council
BPTW
October 2023

About this document

Medway Council was selected as one of twenty five places in England to develop a local design code as part of the **Department for Levelling Up, Housing and Communities (DLUHC)** Pathfinder Programme.

This document has been developed in collaboration with a wider consultant team, led by **BPTW**, providing urban design, design coding and architectural services with a range of team support, including, **Create Streets** on community engagement, **HTA** Landscape on public realm and landscape, **Urban Movement** on transport and highways and **Lyall Bills & Young Architects** on testing the design code.

Department for Levelling Up, Housing & Communities

Medway Council

BPTW

CREATE streets

hta

urban movement

LYALL BILLS & YOUNG

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1.0 Introduction

1.1 Design Code

Design codes have been used for a long time to define rules and expectations about built form – from buildings and streets to entire settlements – to identify how future development will look and function.

In recent years, design codes have been an important tool in the planning system to ensure the quality of development on larger scale planning applications, usually led and submitted by landowners and developers to the local authority. However, local authorities are now being encouraged by the Government to develop design codes that are created in collaboration with local communities. To facilitate this, the Department for Levelling Up, Housing and Communities (DLUHC) released the National Model Design Code, which defines the process to assist local authorities.

The National Model Design Code, or NMDC, defines design codes as a collection of design principles which help local authorities and communities to define what good looks like in their area. It states that a design code should set out exactly what is expected by developers and others in a clear and visual manner, which will lead to more beautiful and sustainable places.

Therefore, the NMDC states that local authorities, in collaboration with their communities, establish the design principles that define the exact parameters for those who deliver change must follow to create more successful places.

Design guidance vs. design code

The general term 'guidance' refers to both design guidance and design coding. Design guidance typically is more general and requires interpretation, as often is found in our discretionary planning system. Design guidance may state: 'New development should be contextual to existing, adjacent heights'. Design coding aims to be more specific, binary and measurable, and might instead state: 'New development must be a minimum of 3 storeys and a maximum of 4 storeys in height'.

Design parameters within a design code aim to be more specific, which adds certainty for local authorities, communities, developers and others in delivering expectations on development that is greener, more sustainable and fits into the local context. With this certainty, the planning process should be quicker enabling new development to come forwards sooner, facilitating regeneration in places such as Chatham town centre.

1.2 Design Code Approach

National Model Design Code (NMDC) Process

The NMDC defines a seven-step process that is defined by Analysis, Vision and Code stages, which will help to develop a local design code for the centre of Chatham:

> Analysis Stage 1A: Scoping

Scoping refers to agreeing on the geographic area that the design code will cover as well as the policy areas it will address.

> Analysis Stage 1B: Baseline

Baseline addresses the analysis of the place that will need to be undertaken to underpin the code and inform its design principles and design guidance and coding.

> Vision Stage 2A: Design Vision

The Design Vision sets out an overall vision for the area, as established within local authority policy. The vision will extend to a series of Area Types, or places with similar characteristics.

> Vision Stage 2B: Coding Plan

The Coding Plan maps out the Area Types addressing the area covered by the design code.

> Vision Stage 2C: Masterplanning

Masterplanning refers to areas where a greater vision can be established by working with adjoining strategic sites (and their corresponding landowners and developers).

> Code State 3A: Guidance for Area Types

Guidance for Area Types refers to the design guidance and design coding that relates to each specific Area Type.

> Code Stage 3B: Code Wide Guidance

Code Wide Guidance refers to design policy, guidance and design coding that relates across the entire area of the design code boundary.

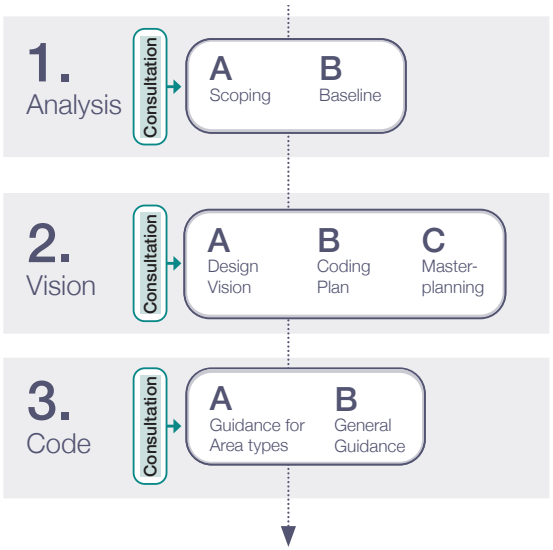


Fig.01 Design Code Process | Extract from National Model Design Code Part 1: The seven-step coding process addressing Analysis, Vision and Code - Figure 1.

The NMDC embeds a series of place characteristics from the National Design Guide illustrated within a wheel. These ten characteristics of a well-designed place form an important foundation to guide the possible coverage of a local design code. These characteristics are defined and detailed in the National Design Guide and provide an overarching framework for design, addressing Context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and life span.

A range of these characteristics typically form the basis for a design code.

Fig.02 The wheel of 10 Characteristics of Well Designed Places | National Model Design Guide

1.3 Design Code

Chatham and the DLUHC Pathfinder Programme

The Department for Levelling Up, Housing and Communities (DLUHC) launched the Pathfinder Programme following the release of the NMDC and after completing the Testing Programme, where 14 local authorities were selected to test the draft design code process locally in a wide range of contexts.

The Pathfinder Programme was developed for a range of communities to develop exemplar design codes and design coding processes, which could be used by other areas to follow.

Following a competitive process, DLUHC announced in mid-2022 that Medway Council was selected to develop an exemplary design code for Chatham, along with 24 other authorities and neighbourhood planning groups.

Medway Council identified the centre of Chatham as the preferred area to develop a local design code. This would contribute to the urban regeneration of Medway's primary centre whilst identifying the expected quality of development to better reflect local character and to enhance the natural environment.

Throughout the programme, DLUHC provided support to Medway Council officers, which included:

> One-to-one monthly sessions to guide the design code process

> Collective round table sessions with other Pathfinder teams

> Design review/ workshop sessions to provide independent advice, and

> Thematic workshops on critical topics for design coding

The draft design code developed at the conclusion of the Pathfinder Programme formed the basis for this SPD document.

1.4 How to Use This Document

Document Structure

The Chatham Centre Design Code has been developed by following the NMDC process based on Analysis, Vision and Code stages. However, the document is structured to ensure the required information is upfront within a more concise and visual design code document with a simple overall narrative, whilst other additional information is located within an appendix

The introduction section of the document includes the findings from the Baseline stage information, whilst the subsequent vision includes corresponding design coding at each scale, which begins with the area-wide vision with design coding, followed by the more place-specific Area Type visions with associated design coding. The document concludes with a series of masterplanning areas.

This structure is detailed below:

> Introduction

The Introduction gives the context to the development of the design code, approach to community engagement and a summary of Analysis 1A Scoping and Analysis 1B Baseline findings, whilst additional Analysis detail located in the Appendix.

> The Chatham 2050 Vision

The design code focuses on an area-wide vision for the Centre of Chatham for the year 2050, illustrating the Stage 2A Design Vision. Projecting to the year 2050 can help to demonstrate transformational change, often delivered through a series of stages and interrelated developments, such as down grading and enhancing a busy street into a beautiful urban avenue whilst the local transport network is enhanced, which then may reduce local traffic demands. As stated within local policy, Chatham is the city centre for Medway and the 2050 vision illustrates how the current town centre can be transformed into a city centre. It bases this transformation on five key themes:

- Healthy & Connected City
- Heritage Maritime City
- Green Sustainable City
- Vibrant City of Culture
- City to Learn and Grow

> Area-Wide Guidance

This vision is followed by the Area-Wide Guidance (Coding Stage 3B), which is set out in four sections, corresponding to five of the ten Characteristics of a Well-Designed Place: Movement, Public Spaces & Nature, Built Form and Uses.

The Area-Wide Guidance provides design principles and corresponding guidance to deliver the Chatham 2050 vision. It also underpins the Area-Type Guidance below.

> Coding Plan and Area-Type Guidance

This section introduces a Coding Plan for the whole of Medway Council, using some of the example Area Types set within the NMDC. This highlights Chatham Centre as the only City Centre Area Type, as Chatham is defined as a City Centre in local policy.

A Chatham Centre Coding Plan is then developed to highlight a range of bespoke Chatham Centre Area Types with a corresponding design vision for each (NMDC Vision Stage 2B-Coding Plan) that is based on the local characteristics related to street hierarchy:

- Chatham Cross
- Waterfront
- Urban Avenues
- Streets and Spaces
- Residential Streets, and
- Green Edge

Each Area Type section concludes with specific design coding to address Movement, Public Space and Nature, Built Form and Use (NMDC Code Stage 3A – Guidance for Area Types). This provides detailed design coding that must be addressed for any sites located within each Area Type boundary.

> Masterplanning

There are four Masterplanning Areas identified in locations where a coordinated approach across sites will enable a transformational change. Each masterplan area defines a vision for the area that will deliver a series of new or enhanced routes linking to High Street and a series of public spaces. The high-level vision is illustrated in an aerial artist sketch and concept plan (NMDC Vision Stage 3C – Masterplanning). A series of corresponding Parameter Plans identify routes and spaces required to deliver each masterplan area vision and resulting blocks and plots that are colour-coded to identify the corresponding Area Type Guidance that must be followed.

> Next Steps

Whilst the Chatham Centre Design Code aims to identify a comprehensive vision and the associated design guidance required to deliver it, additional, wider work is required to facilitate this transformational change for Chatham. A series of initial next steps are identified in the concluding section of the document.

Supporting documents:

> The Appendix

Additional information is located in an appendix, which gives additional information for each coding stage (Analysis, Vision and Code) and additional information on community engagement that has supported the development of the design code.

> Compliance Checklist

A Compliance Checklist is available in PDF and Excel format to enable Planning applicants to respond how their proposal:

- Contributes/ delivers on the five key themes underpinning the 2050 Chatham Vision, where appropriate
- Adheres to Area-Wide Guidance, where appropriate
- Adheres to Area Type Guidance, or how the proposal justifies variances, and
- Adheres to Masterplanning Parameter Plans, where sites are located within a Masterplanning Area

TO BE UPDATED

How to read the Design code (As a developer or landowner)

Identify

> Use the Chatham Coding Plan (refer to Ch 3.2) to identify which Area type their site is in.

> Identify the Character zone within the area type (under the respective area type in Ch 3) where their plot is.

Analyse

> Study the context through the baseline and Character area analysis (detailed analysis for Area wide and Area type available in the Design Code Appendix)

> Examine the existing character area of the site and it's context that needs to be respected.

> Recognize constraints and opportunities of the site as parameters for the design to respond to.

Adapt

> Adhere to code set out for each area type while respecting neighbouring plots/developments.

> Use the code to outline the planning and building parameters.

> Determine the site requirements based on existing and proposed utilities and amenities required within the neighbouthood to come with a deliverable plan.

> Form a basis of development with the minimum set backs, heights and other guidelines in the design code to allow for innovation and enhancements.

> Chose materials, facade treatment, patterns and other visual aspects that can create and retain the rhythm of the street.

> Incorporate the minimum requirements of a place space area, minimum set back and landscaping regulations to increase canopy coverage and boost overall ecology and biodiversity.

Apply

> Improve the design to further align with the vision of Chatham 2050 and the relevance of the development within the wider context.

> Get Design approval and compliance checks to confirm that the design code is being adhered to.

Using the Design Code

Users focused on public space in Chatham

There is likely a wide range of people and groups who will use the Chatham Centre Design Code. The widest group includes those who contribute to the transformation of Chatham leading towards the 2050 vision.

These users will primarily focus on the public streets and spaces, whose focus may include one of more areas such as landscape and public realm; highways, movement and public transport; meanwhile, temporary uses and events; public art and performances; reanimating and engaging the River Medway; and other wider objectives that can range from tackling loneliness to promoting biodiversity.

These users likely will focus on the Chatham 2050 Vision and the series of key themes to guide their work:

- Healthy & Connected City
- Heritage Maritime City
- Vibrant City of Culture
- City to Learn and Grow
- Green Sustainable City

Certain design code sections will likely be more relevant to some groups than others. For example, future street improvements will need to reference and adhere to Movement and Public Space and Nature design coding – including Area-Wide Guidance and Area Type Guidance, and possibly Masterplanning area parameters plans depending on their geographic focus. Others might instead simply engage with a specific area of the higher-level Area Guidance, such as contributing to the Meanwhile Use strategy as defined under Built Form.

Furthermore, the focus of Officers, Members, community groups, amenity groups and others can also contribute to the future new and enhanced streets and public spaces, as defined in the Masterplanning Areas as well as the future public realm that may be associated with future development.

As part of this, Medway Council will be focusing on a Governance and Delivery strategy and will be developing processes and approaches for individuals and groups to engage with the Council to help to contribute to the delivery of the overall vision established within the Chatham Centre Design Code.

Users focused on private land in Chatham

Other users will be those who primarily focus on developing on private land who engage in the planning, design and delivery of new buildings. This includes landowners, developers, their design teams; Medway Development Company; design review panels; Planning Officers and related Officers contributing their professional advice (such as Highways, Landscape, Conservation,etc); Members, including those on the Planning Committee; community members and groups that comment on Planning submissions; amongst others.

Landowners, developers and their design teams will be responsible for fully embracing the design code and responding to the 2050 Chatham Vision key themes, adhering to Area Wide Guidance, applicable Area Type Guidance and Masterplanning area parameter plans, where land holdings sit within one or more of the defined areas. They will be responsible for completing a compliance checklist to demonstrate adherence to design coding or highlight areas of divergence with design justification, which would need to positively respond to the spirit of the design code or stated rationale.

Others that respond or engage with Planning proposals will be able to use the design code to guide their work to ensure new development is beautiful, sustainable and reflects the local character and preferences. As the design code does not codify all requirements for new development, there remains an important element of discretion to guide development to deliver high quality places. This means, those such as Officers and Design Review Panelists, must understand the overall design code vision and associated coding. **Code-**

breaking: Exemplary Design Process

The Chatham Centre Design Code establishes a vision and requires design coding to deliver it. For development sites, the design coding within the Area Type Guidance is specific, measurable and binary. The design coding rules have been created to deliver contextual and high-quality places that contribute to the wider place. These rules are common rules that are expected to be followed as part of the development management process. As these have been agreed and embedded into the Planning process, following the rules will also speed up the Planning process and associated Planning outcomes and permissions.

However, in exceptional circumstances, it may be beneficial to allow for limited code-breaking where one or more design code rules may be purposefully stretched or broken to deliver exemplary design.

Examples of distinctive buildings that break the common rules can be found throughout our towns, cities and villages. The tower element of the Brook Theatre celebrated the original civic use of the building by breaking the low-rise townscape. A more contemporary example is the Command of the Oceans building where the distinctive angle of the roof rises above the immediate context and dark vertical cladding purposefully contrasts with the horizontal white weatherboarding of adjacent sheds. Each demonstrates a willful contrast whilst promoting a place-specific and high-quality design response.

An **Exemplary Design Process** (EDP) has been created to promote exemplary design in certain locations, which would enable a design proposal to break certain design code rules in order to deliver exemplary design. Whilst landmark locations, key corners and vista stops have been identified and embedded within the design code, other sites may choose to pursue the EDP, but must develop and evolve their proposals following a successful design review process).

This process will require a considered approach through design review and may take longer to agree any divergence from the design code and affect time frames to achieve subsequent Planning permission. Alternatively, should the design approach be deemed less than exemplary from the design review panel sessions and/ or by Medway Council, the divergence from the design code and any Planning proposal may be rejected.

The EDP process must be agreed in advance through a PPA process (or alternative as agreed with Medway Council), which must include at least two successful design review sessions as determined by both Medway Council and the Design Review Panel. The process must identify which aspects of the design code aim to be 'broken' specifically, rationale for this and how this translates to an exceptional overall design proposal, which also convincingly contributes to the five themes within the 2050 Chatham Vision.

Fig.03 The Brook Theatre in Chatham is a cherished local landmark

Fig.04 Command of the Oceans in The Historic Dockyard Chatham is a contemporary landmark that sits well within its context

1.5 Public Engagement

Community and stakeholder engagement has been embedded within the design code process. As set out within the NMDC, when preparing design codes, communities need to be involved at each stage of the process. With regular engagement from initial baseline information through to the final draft design code, the Chatham Centre Design Code aims to reflect local views on what Chatham should look like in the future and how it can function better for a wider range of people whilst also being a more healthy, sustainable, safe, and beautiful place.

Four key groups have been engaged with the design code process at each stage:

1. Local community
A digital platform was chosen to reach as many people as possible, whilst face-to-face events were also held to seek views and feedback from those who are less tech savvy or do not have online access. These in-person events were planned on weekends in busy locations, such as at the Pentagon Centre.

2. Key stakeholders
A series of small group workshops and one-to-one sessions were organised to engage with a range of key stakeholders, such as youth groups, amenity groups, landowners and community organisations, to seek their views.

3. Members
Members sessions were organised to brief Members on the design code approach, seek feedback on local issues and opportunities, identify views on the short to longer term vision for Chatham, and to share rules of the design code and discuss how it will be delivered.

4. Officers
A range of smaller Officer group sessions to wider Officer workshops and themed focused groups sessions contributed to baseline information, overall vision and feedback to guide the design coding.

The overall public and stakeholder engagement, along with contributions from Members and Officers at each design code process aims to demonstrate what is locally 'provably popular', reflecting local views and preferences to guide Chatham's future.

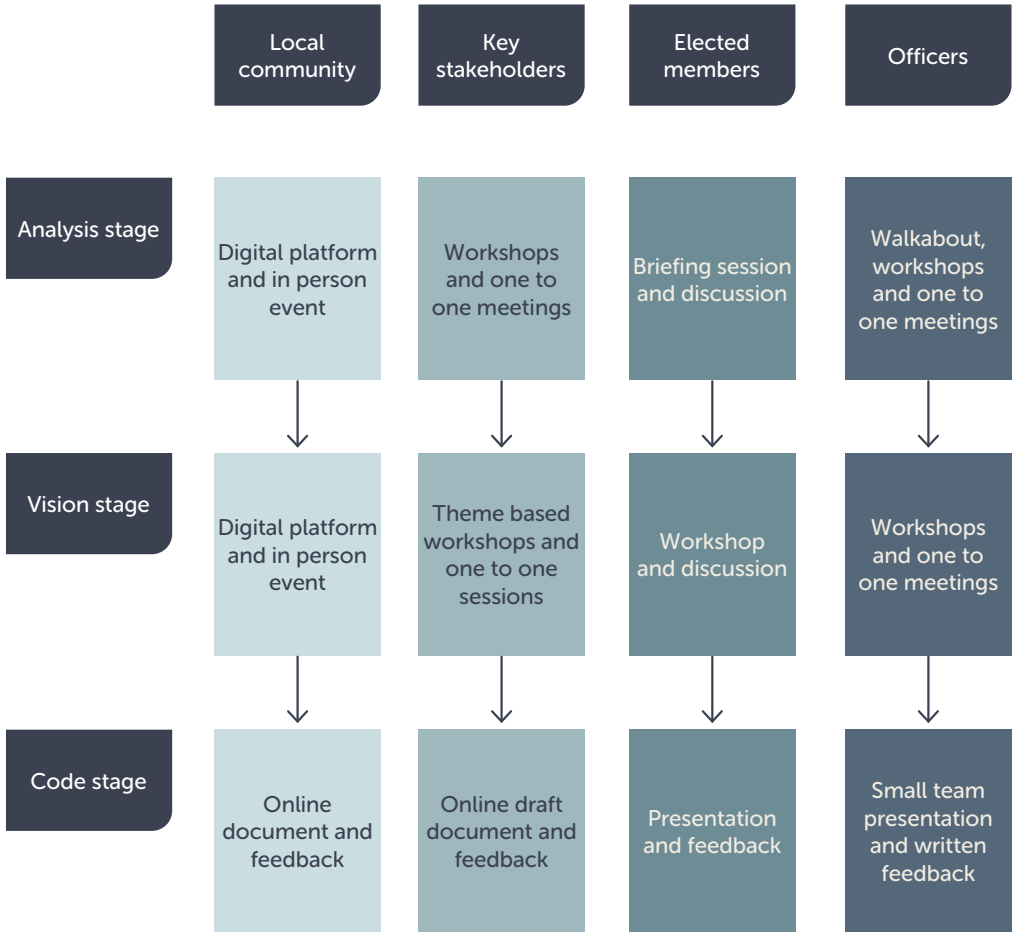


Fig.05 Community engagement approach identifying engagement techniques uses with the four key engagement groups at each design code stage

1.6 Summary of early community engagement

Digital engagement and face-to-face sessions were developed to specifically understand local views of successful places, and those needing improving as part of the Analysis stage of the design code. In addition, a series of one-to-one interviews were undertaken with a range of community groups and Medway Council teams to provide a wider understanding of Chatham, including a range of challenges and opportunities.

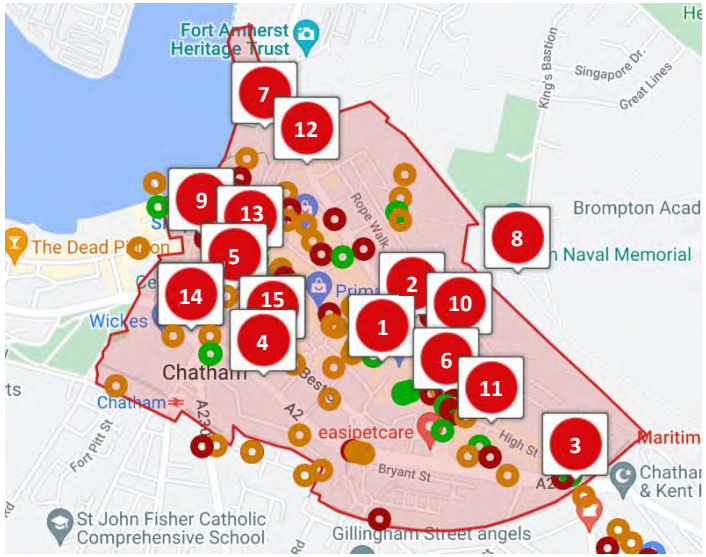
Summary of Analysis stage
Early in the design code process, community-wide feedback was sought from an online digital platform and in-person event in order to understand local views of successful places, and those that needed improving. In addition, a series of one-to-one interviews with a range of community groups and Medway Council teams helped to develop a greater understanding of Chatham, including a range of challenges and opportunities.

The digital survey was held online over four weeks in December 2022 and January 2023. A total of over 1,900 unique responses were received and were analysed. The format enabled comments on any place within Chatham town centre but focused on 14 'fixed points' referencing a building, street or public open space and sought views on each.

One-to-one interviews were held between 19th December 2022 and 13th February 2023 and sought views on both positive and negative aspects of the Chatham Centre from both a professional and personal view. They were asked to share their vision for Chatham, thoughts on local character as well as buildings, spaces and streets they liked and disliked, and why.

Fixed Point Survey

How do you feel about this street/building/public space?



Total # responses: **1,955**

1. The High Street
2. The Brook
3. New Road (dual carriageway)
4. New Road (single carriageway)
5. Railway Street
6. Seating area by The White Lion pub
7. Riverside Gardens
8. The Lines
9. Bank Chambers
10. Castor and Hawke House
11. Regent House
12. The Brook Theatre
13. Halifax building
14. Railway Street and Arches
15. New flats, The Paddock

Fig.06 Fixed Point Survey Diagram | Extract from digital platform

The following is a list of themes that emerged based on common responses from both the deep and wide engagement:

1.Highlight existing naval heritage to celebrate Chatham's creative community

2. Existing development needs to focus on quality and delivering wider community benefits

3. Chatham currently is a town not a city and its unique character should be celebrated

4. Create welcoming and safer gateways into Chatham

5. New development should be in keeping with the town's low-rise character

6. The town should make more of its assets, both historical and natural

7. There is a need for more trees, greenery and landscape in the town centre

8. Public space should focus on people by enhancing accessibility, dwell spaces and places to play

9. Wayfinding and legibility in the town should be improved

10. Chatham should grow local pride of place, addressing appearance and maintenance of buildings and spaces

Summary of Vision stage

For the Vision stage, a second digital platform was created, and an in-person event was hosted, to seek feedback on the 2050 vision and associated themes, Area Type visions for a variety of street types and views on different types of buildings.

(More text here on the dates and followed by the summary)

Further information on engagement findings can be found in the appendix.

1.7 Location of Chatham

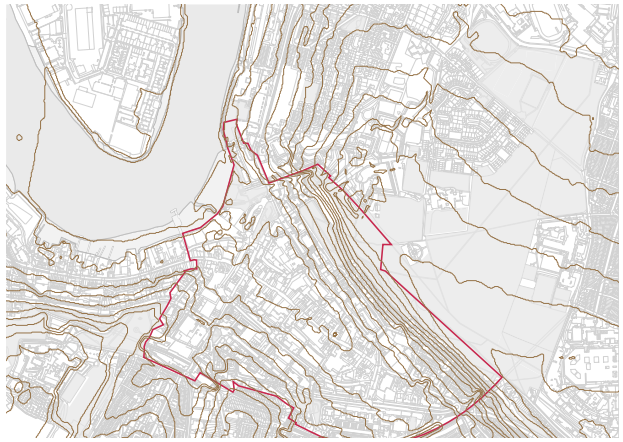


Fig.07 Location of Chatham within Medway Council boundary | District Diagram

Chatham is a town located within the Medway unitary authority in the ceremonial county of Kent, England. The town forms a conurbation with neighbouring towns Gillingham, Rochester, Strood and Rainham.

The primary focus of this Design Code is Chatham Town Centre, which will be referred to as Chatham Centre.

Key

- Primary Road Network
- Railway Network
- Primary Focus of Design Code
- Area of Influence

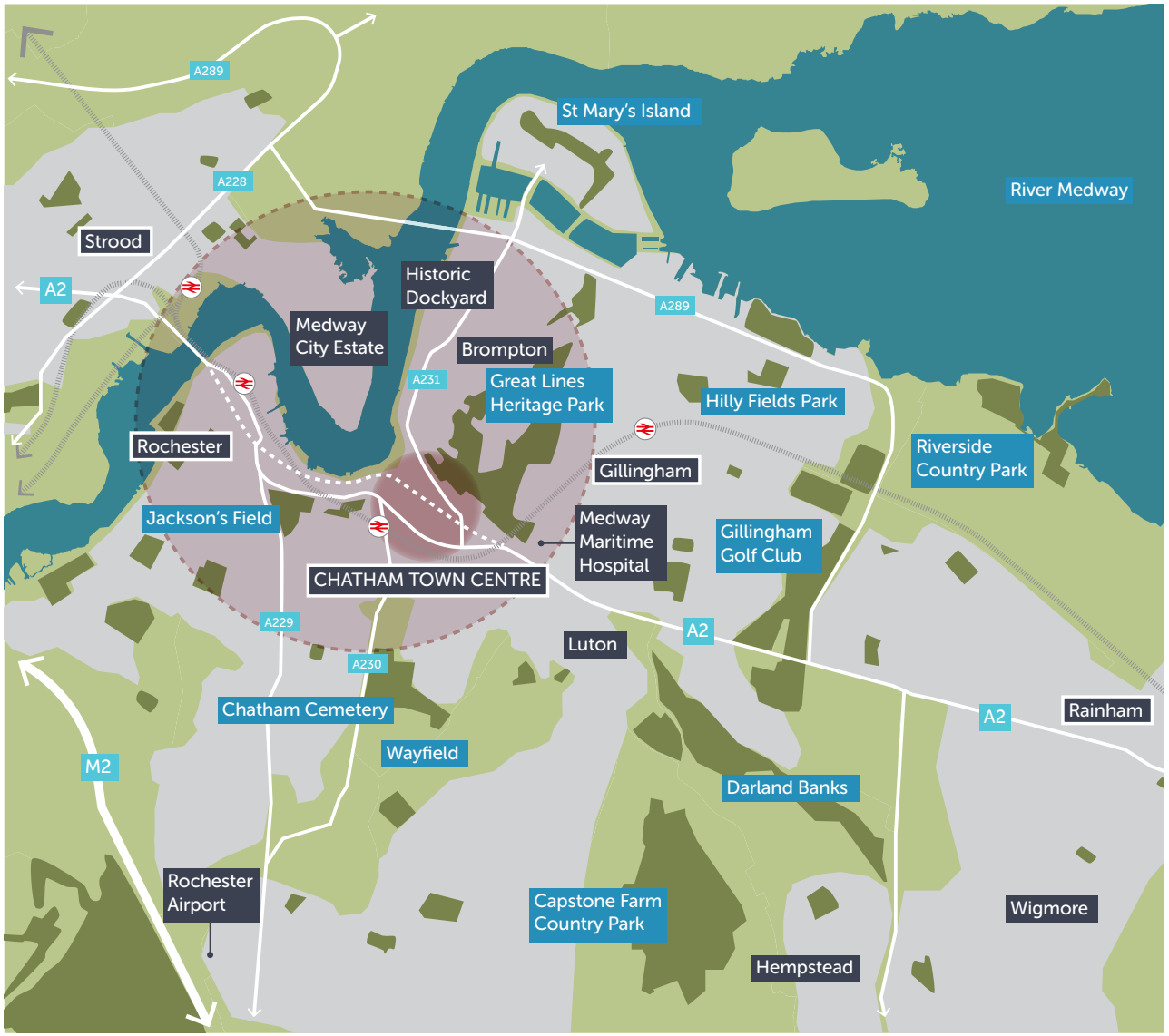


Fig.08 Area of influence of the Chatham Design Code includes surrounding areas of Strood, Rochester, Chatham Intra and Gillingham | Location Diagram

1.8 Design Code Boundary

The design code boundary expands the Chatham Retail Centre Boundary and Medway's City Centre Boundary as established in existing policy. The larger footprint coverage of the Chatham Centre Design Code aims to include natural and built form boundaries whilst responding to the unique local topography.

This expanded boundary includes the central valley that generally aligns with High Street and The Brook with the River Medway becoming a natural boundary to the north west and the Luton Arches as a built form edge to the south east. This area also includes the sloped edges that step up to the north east and south west to define the 'Chatham Bowl'.

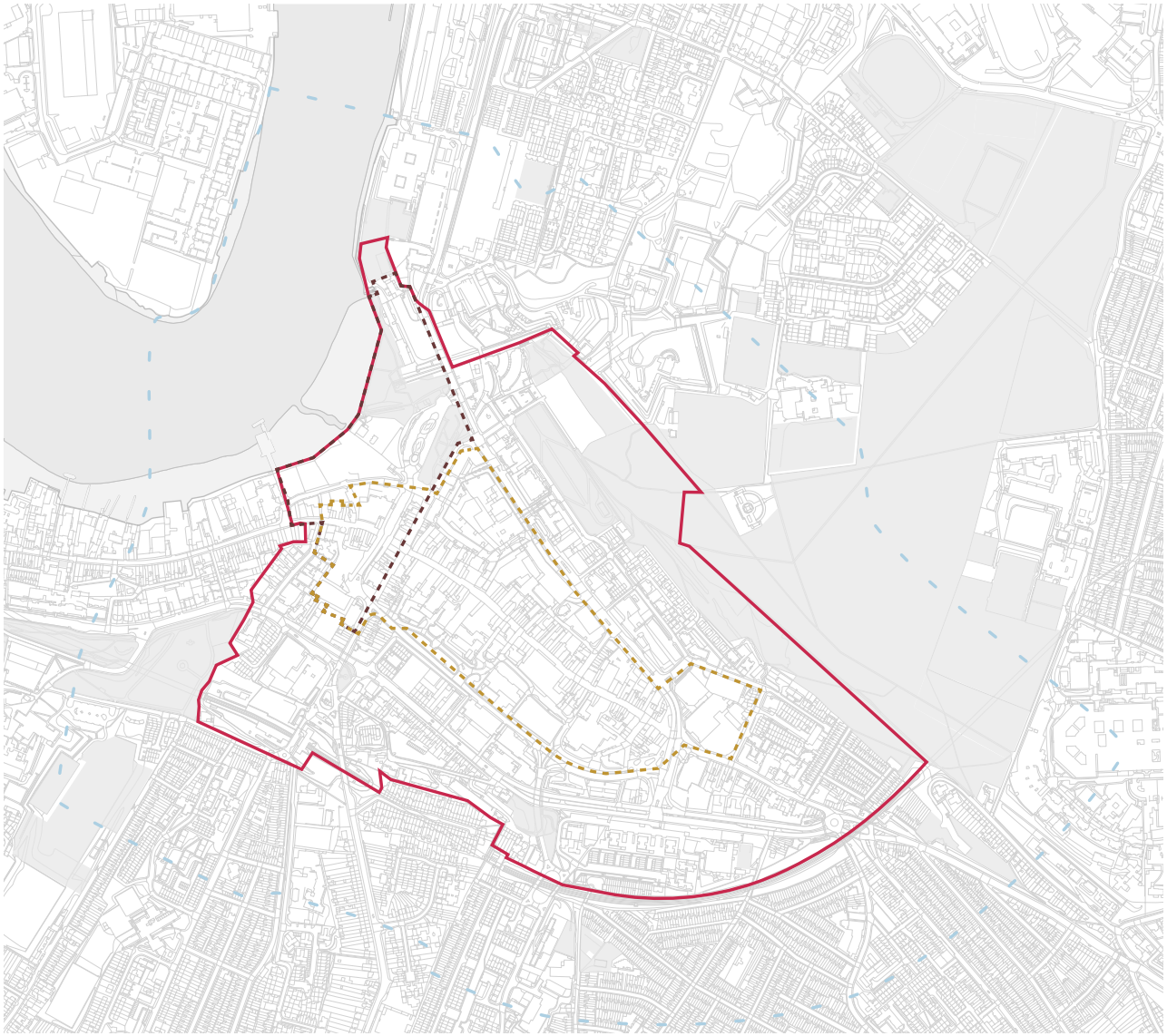


Fig.09 Red-line boundary

1.9 History of Chatham

Chatham likely originates as a mid-Saxon settlement that followed on from earlier small-scale Roman occupation associated to nearby Rochester. Chatham appears in the Domesday Survey of 1086 recorded as the manor of Ceteham. The original location for the village of Chatham was around St Mary's Church on Dock Road.

In the 16th century the Royal Navy dockyard was established in Chatham that went on to influence development in the area for the next 400 years. Soon after the arrival of the Royal Navy a series of fortifications were constructed to defend the approaches to the dockyard. Both the dockyard and fortifications evolved both in their scale and complexity over the following centuries, leading to the acquisition of additional land and resulting in Chatham essentially relocating to the area of the present High Street.

One of the key components to the defence of the dockyard was Fort Amherst and the Chatham Lines which command the high ground above Chatham. As part of this elaborate network of earthworks and gun positions, a large 'field of fire' was established as an elevated, open landscape that allowed unobstructed views out of the fortifications and denied cover to an approaching enemy. This later became the Great Lines Heritage Park and forms the important and dramatic green backdrop to Chatham today.

To house the many sailors of the Royal Navy and various army personnel, a series a barracks were established at Chatham. First was the Chatham Infantry Barracks in 1757, followed by the Royal Marines and Royal Artillery/Royal Engineers soon after. As the military presence in Chatham grew, so did the civilian population, benefiting from the economic stimulus of the dockyard.

Fig.10 Extract from 1909 Ordnance Survey | Medway Archives Centre

Fig.11 Painting 'Chatham, Kent' 1832, after Joseph Mallord William Turner | Tate Museum

HISTORIC IMAGES TO BE ADDED

The second half of the 20th century saw a gradual reduction in the military presence in the area, and due to the considerable reliance of the local economy on the military, Chatham suffered as a result. Following the Royal Marines leaving Chatham in 1950, the dockyard finally closed in 1984, ending the 400-year relationship between the Royal Navy and Chatham.

The dockyard retains a legacy of international importance, while at its peak was at the forefront of shipbuilding, industrial engineering, and architectural technology through the 18th and 19th century. Over 500 ships were constructed at Chatham, including Lord Nelson's flagship HMS Victory.

The dockyard is now the highly regarded Historic Dockyard Chatham, an exemplar of regeneration excellence in a heritage setting that successfully combines a mix of uses and acts as a major regional visitor attraction.

Chatham town centre retains much of its heritage significance in both its structure and fabric. This includes the layout of the town, with its core defined by High Street and bisected by Military Road that historically linked Fort Amherst to Fort Pitt; its large open green spaces such as the Great Lines Heritage Park, the Town Hall Gardens, Victoria Gardens; and its fine historic buildings, many of which are recognised as nationally important and feature on the National Heritage List for England, and those that are recognised locally for the heritage importance.

This rich heritage must be celebrated and form a basis for Chatham's future.

Fig.12 Gun Wharf and Marine Barracks Chatham, approx. 1900 | Medway Archives Centre

Fig.15 Military Road Chatham, approx. 1906-8 | Medway Archives Centre

Fig.13 High Street Chatham, approx. 1900 | Medway Archives Centre

Fig.14 High Street Chatham, approx. 1898 | Medway Archives Centre

1.10 Chatham Today

Baseline Analysis Conclusions

As part of developing the baseline information within the Stage 1 Analysis, information was compiled and analysed to address natural form, built form, movement and heritage across the design code area to understand the layers that underpin Chatham today.

Natural form

Chatham is a distinctive centre with strong roots within its setting. Located in a valley, it has strong topography to the north east and south west. This extraordinary context enables a range of upper level and lower level views with associated larger scale open spaces (located in the grounds of former military defences) at higher levels. Both Victoria Gardens and Great Lines Heritage Park are located on the periphery of the centre, and due to topography, are less accessible than their proximity would suggest.

One of the largest open spaces within Chatham Centre is Riverside Gardens, fronting onto the River Medway, which is located to the north west of the centre. Located at a bend in the river, views across this significant blue feature give a sense of expanse, however, the river currently creates a barrier as the Riverwalk beyond Chatham Centre terminates to the north at Gun Wharf and prematurely ends beyond Sun Pier to the south west. Furthermore, river crossings are limited to Rochester Bridge and Medway Tunnel.

Historically Chatham Centre had another river, the Old River Bourne and its associated marsh land, which was a tributary that flowed into the River Medway. It ran along the approximate alignment of The Brook. Due to the lower levels in this area today, this part of Chatham is still prone to flooding. The Old Brook Pumping Station (now a museum), and the subsequent more modern facilities along The Brook and within Riverside Gardens, assist with pumping excess storm water into the River Medway.

Other open spaces are limited to more formal gardens, including Town Hall Gardens and The Paddock as well some other smaller green spaces. Whilst these green spaces allow for a significant coverage of mature trees, there are more limited street trees within the centre and few Tree Protection Orders (TPOs) to protect those that do exist.

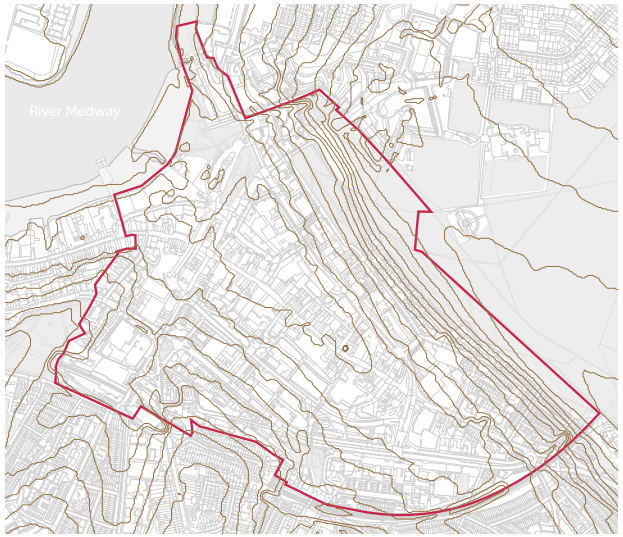


Fig.16 Topography illustrating the 'bowl' nature of Chatham Centre | Information Provided by Axis Maps

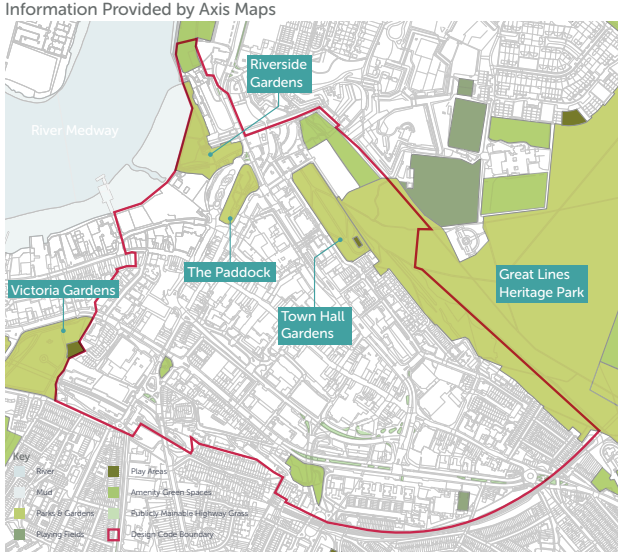


Fig.17 Topography Diagram | Information Provided by Axis Maps

Built form

The layout of Chatham is centred on its central High Street, which continues through Chatham Intra, Rochester and Strood to the north west and is defined by the Luton Arches to the south east. Railway Street and Military Road act as an important point along High Street, linking to the railway station and Fort Amherst. Much of the centre's fine grained, heritage buildings front onto these streets, reflecting traditional low rise buildings with mixed uses fronting onto key pedestrian routes. Most buildings within the centre have mixed uses, including retail, café, office, leisure and creative uses on ground floors, however there are smaller pockets of residential-only uses near to the red line boundary to the north, south and south west.

Whilst traditionally low rise, the character and scale of Chatham changed with modernist buildings including The Pentagon Centre, Mountbatten House, Bryant Street towers and the former Debenhams building. Several large format retail stores were also introduced, acting as out-of- town retail within the centre with facades with blank and inactive frontages with adjacent surface car parking. Examples include Halfords and B&M stores.

Due to strong topography in the centre, there are a number of upper-level strategic view corridors that capture the valley setting of Chatham centre along with views across the River Medway. These highlight the importance of protecting views down from and up to green ridge lines. However, there are additional views that provide important lower, mid- and upper-level views that frame key buildings and monuments, such as lower level views from Chatham towards the Grade I Listed Chatham Naval War Memorial.

Punctuating the townscape, a number of landmarks contribute to the local sense of place and assist with wayfinding and legibility. Many of these are celebrated heritage buildings, such as The Brook Theatre, Church of St John the Divine, Luton Arches and Sun Pier whilst others are more modern and act as landmarks due to their sheer scale, such as Mountbatten House.

There's significant change planned for in the centre with a range of emerging developments coming forward. Some like Garrison Point and Chatham Waterfront, will be prominent and aim to be landmarks of the future. Others are smaller in scale and likely will form part of new streetscapes along routes that have missing frontage, like recent construction along The Brook or overlooking Best Street. Some of the planned projects are likely to progress slowly, change design or perhaps not even not come forward in the shorter term. However, Medway Council have a significant land holding in Chatham Centre, and can likely lead by example through their development company, delivering quality on the ground in accordance to the design code.

A large challenge (and opportunity) is addressing the significant number of inactive and void frontages, where surface level car parks, empty sites and buildings with blank frontages create a poor-quality streetscape. Over 35% of all frontages within Chatham centre are 'dead' frontages and fail to contribute to a thriving and vibrant centre, which amounts to nearly four miles, or over six kilometres! This contrasts with the nearly eight miles (or over 12 kilometres) of active and live frontage that contribute to positive, urban streetscapes.

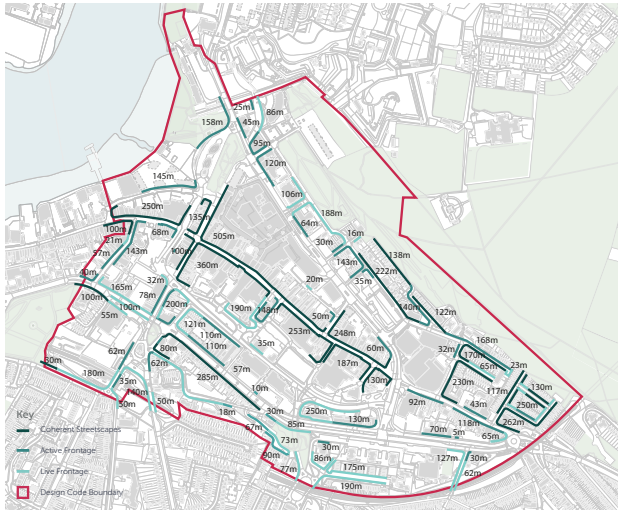


Fig.18 Contributing Frontage Diagram showing active and live frontages | Analysis of Existing Frontages

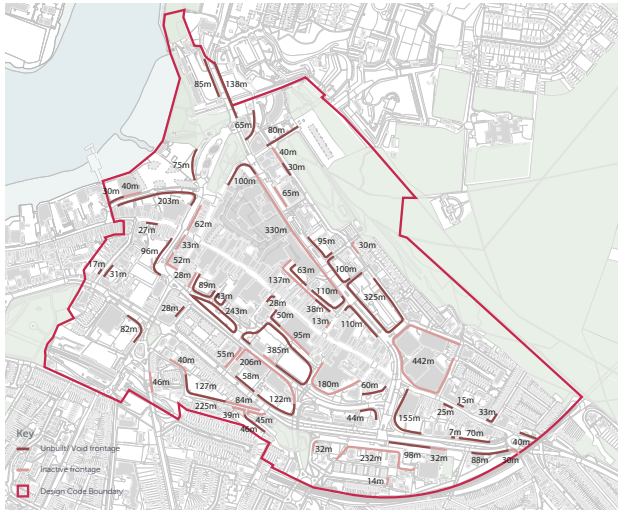


Fig.19 Urban Voids Diagram should inactive and void frontages | Analysis of Existing Frontages

Movement

At the heart of Chatham is a series of pedestrianised streets focussed on High Street (up to Union Street), Military Road and part of Railway Street. Pedestrian-only paths are focussed along the River Medway within Riverside Gardens and along the Riverwalk, within The Paddock and Town Hall Gardens and across Great Lines Heritage Park. They are also located along several shorter routes to the south of the centre.

There are limited cycle facilities in Chatham, even though National Cycle Route 1 crosses the north western portion of the centre. However, there are a number of traffic-free cycle routes within Great Lines Heritage Park leading towards Medway Maritime Hospital and Gillingham.

Chatham Railway Station, located to the south west of the centre, is served by Southeastern High Speed 1, Southeastern Chatham Main Line and Thameslink North Kent Line services. The corridor links adjacent Medway Town stations: Strood, Rochester, Gillingham and Rainham. Across Chatham Centre, the railway station is within a 10 – 15 walk from any address. Furthermore, the bus station is currently fronting Mountbatten House and The Pentagon Centre, with numerous bus stops located adjacent to the railway station and located along Waterfront Way, The Brook and the eastern portion of High Street. With convenient access across the centre, Chatham is well-connected by public transport, which can be enhanced with improved services, facilities and quality of service.

Whilst most visitors use active or public transport, 25% chose to drive into the centre of Chatham.

Additionally, New Road and The Brook act as strategic, wider area through routes and Best Street, Railway Street and Maidstone Road are also key traffic corridors. These routes are dominated by vehicular traffic. Waterfront Way is a bus-only route, linking to the bus station. Combined, these routes create a 'concrete collar' around the pedestrian-priority centre, limiting ease of access and undermining key desire routes for pedestrians due to limited and offset crossings, level changes and barriers.

Car parking is generally provided within surface car parks as well as a limited number of older multi-storey car parks. Access is generally located along the key traffic corridors. Many are perceived as unsafe or isolated with little overlooking and they often do not create a welcoming gateway into the centre.

An initial space syntax study by Medway Council officers suggests that High Street isn't the most accessible street within the centre. This contrasts with the concept that retail and mixed uses streets should be as accessible as possible with strong permeability and direct connecting routes, which help to contribute to a high street's vibrancy and use. This suggests that additional links and connections to High Street and enhancing or introducing missing links to wider area residential areas may help create better connections to support the Centre of Chatham.

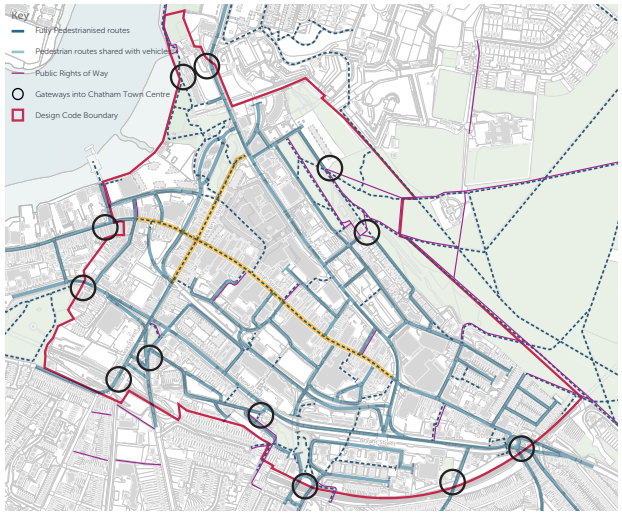


Fig.20 Pedestrian Movement Diagram showing the central hierarchy focused on High Street, Military Road and Railway Street and gateways into the centre | Analysis of Pedestrian Paths

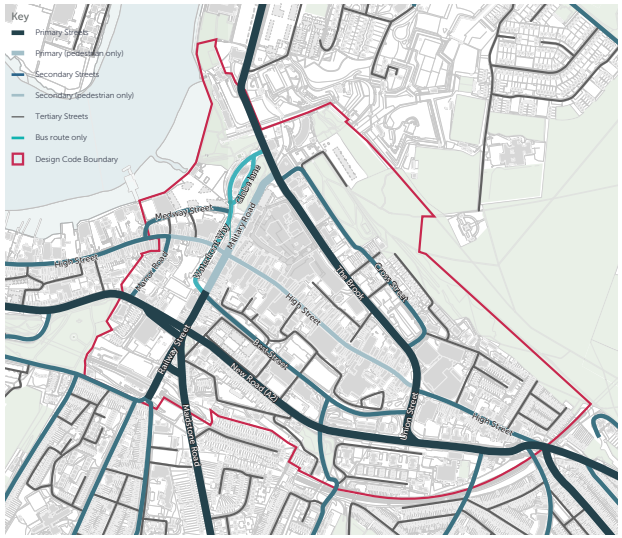


Fig.21 Street Hierarchy Diagram highlighting the severance caused by primary traffic routes | Analysis

Heritage

The centre of Chatham contains an abundance of designated and non-designated heritage assets.

Conservation Areas

Three Conservation Areas (Brompton Lines, New Road Rochester, and Star Hill to Sun Pier) bound central Chatham, and one lies within the study area (New Road Chatham).

> Brompton Lines Conservation Area adjoins the northern and eastern edges of Chatham and primarily comprises the former defences of the Royal Navy Dockyard, including the Great Lines Heritage Park and Gun Wharf.

> New Road Rochester Conservation Area adjoins the western edge and primarily comprises the historic townscape of New Road, and Fort Pitt with its surrounding green spaces.

> Star Hill to Sun Pier Conservation Area lies to the west and comprises a historic and characterful high street and industrial maritime hinterland that straddles the boundary between Chatham and Rochester.

> Wholly within the Design Code area is the New Road Chatham Conservation Area which comprises a fine residential suburb constructed between 1790 and 1820 and is one of the last remaining areas of the 18th century townscape in Chatham.

Conservation Area Appraisals have been adopted for Brompton Lines and New Road Chatham, and one is currently being prepared for the Star Hill to Sun Pier Conservation Area.

Scheduled Monuments and Listed Buildings

Within the Design Code area there are currently 23 entries on the National Heritage List for England, comprising 20 Listed Buildings and 3 Scheduled Monuments.

Non-Designated Heritage Assets

As part of the assessment of Chatham, several Non-Designated Heritage Assets have been identified. Non-Designated Heritage Assets are those that do not quite meet the criteria for statutory designation but display a degree of heritage significance that is worthy of recognition at a local level.

One notable contributor to Chatham's 19th and early 20th century townscape was the architect George Edward Bond. A handful of George Bond's buildings have already been recognised for their heritage importance and now feature on the National Heritage List for England, such as the Brook Theatre and the Theatre Royal, both of which are Grade II Listed. Due to their heritage significance, where buildings designed by George Bond are identified within the Design Code area, they are considered to be Non-Designated Heritage Assets.

Other Non-Designated Heritage Assets have also been identified through the Design Code process and in conjunction with the local community, as identified in map XX. It is likely that others will also be identified through the Planning processes.

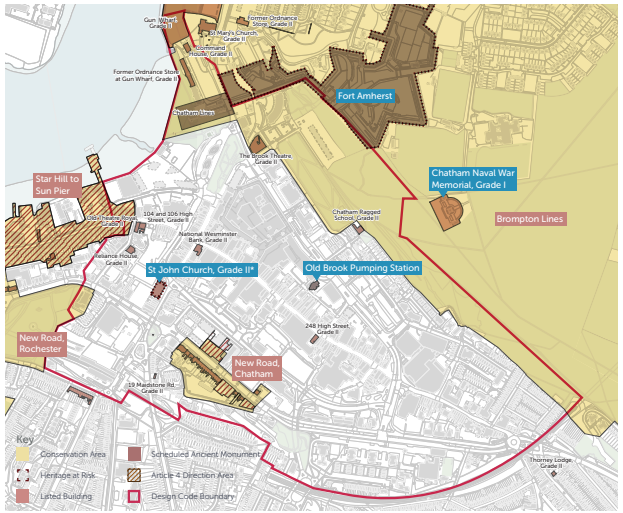


Fig.22 Heritage Diagram with conservation areas, listed buildings and scheduled ancient monuments | Information Provided by Medway Council

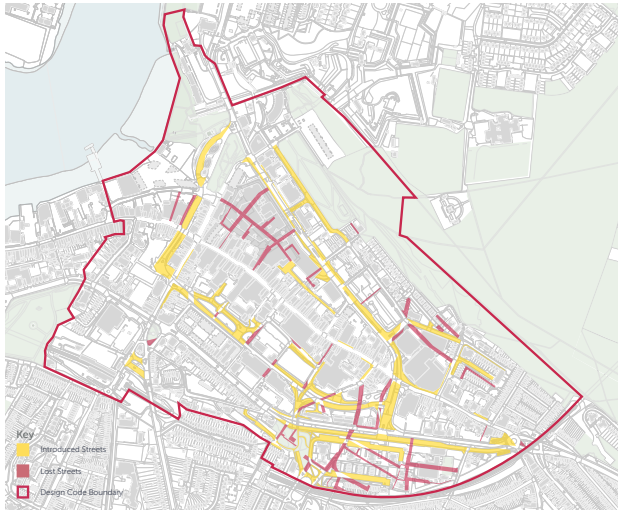


Fig.23 Diagram of Historic Changes in Urban Fabric compared to the early 20th Century| Analysis

1.11 Planning Context

This draft Chatham Design Code will be adopted as an SPD in early 2024 with the intention of creating a basis for future SPD processes.

The following Initiatives form the policy context from national to local reach. Full information can be found in XX the Appendix - Baseline Report.

National & Regional

> The National Design Guide (2019)

> National Model Design Code (2021)

> Thames Gateway Parklands Vision (2008)

> Thames Gateway Kent Plan for Growth 2014-20

> Thames Estuary 2050 Growth Commission 2050 Vision (2018)

Medway-wide

> Medway Local Plan (2003)

> Medway's Cultural Strategy (2014 – 2019)

> The Joint Health and Wellbeing Strategy for Medway (2012 – 2017)

> Medway Council Plan (2016-2021)

> Medway Local Plan 2040 (emerging)

> A Guide to Good Practice in Shopfront Design

> Guide to shopfront advertising for historic buildings (2015)

> A building height policy for Medway Part 1 and 2 (2006)

> Shopfront security: A guide to Medway Council's planning policies (2015)

Chatham

> Chatham Centre & Waterfront Development Framework - Supplementary Planning Guidance (2004)

> Pentagon Development Brief (2005)

> Chatham Centre and Waterfront Development Brief - Supplementary Planning Document (2008)

> Chatham 21 - Chatham High Street / Best Street Area Masterplan (2010)

> Gun Wharf Masterplan SPD (2010)

> Chatham Placemaking Masterplan (2016)

> Chatham Intra High Street Heritage Action Zone

> Chatham Future High Streets

> The Chatham Town Centre Concept Masterplan and Delivery Strategy Report (2019)

> The Arches Local Neighbourhood Plan 2022 – 2040 (2023)

> New Road Chatham Conservation Area Appraisal (2004)

> Brompton Lines Conservation Area Appraisal (2006)

> Chatham Dockyard and its Defences Planning Policy Document (2015)

Fig.24 The National Model Design Code (NMDC) has guided the overall process in developing the Chatham Centre Design Code | Extract

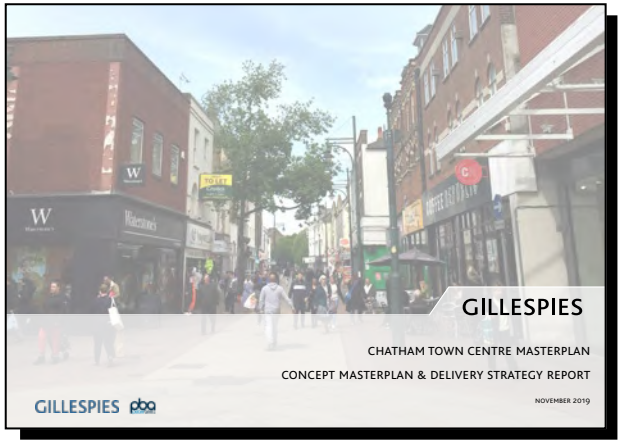


Fig.25 Front page of the Chatham Town Centre Concept Masterplan and Delivery Strategy Report (2019) | Extract

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2.0 Chatham 2050 Vision & Area-Wide Guidance

2.1 Vision for Chatham 2050

By 2050, the centre of Chatham will develop into Medway's city centre. Below are a series of key themes that will underpin positive future change. These themes aim to ensure change is delivered to enhance the local context and heritage and contributes to the quality of life of existing and future communities. Any future change in Chatham Centre should demonstrate how proposals embrace and demonstrate delivery of each of these key themes, wherever possible.

Subsequent pages in this chapter define Area-wide Guidance based on the following Characteristics of a Well- designed Place: Movement, Public Space and Nature, Built Form and Uses. This Area-wide Guidance introduces key principles to guide future change, which underpins stated design coding. These principles also highlight key areas for further Council policy, guidance and initiatives to be developed to assist in delivering the vision for 2050.

1. Healthy & Connected City

A city to promote well-being and prioritise walking, cycling and public transport.

Chatham will be a city that promotes health and well-being for the whole community. The centre will celebrate its historic, fine- grained streets to encourage walking, cycling and public transport, enabling people to meet their needs within a short distance. New and existing streets and spaces will promote accessibility for those with differing abilities, which will be designed as sociable, playful, and engaging places for people of all ages.

2. Heritage Maritime City

A city to celebrate the River Medway and naval legacy.

Chatham will celebrate its rich naval heritage as the settlement that grew within the base of the 'Chatham Bowl', with adjacent fortifications rising above. The city will reconnect with its historic riverfront and celebrate its history through the design of new buildings and spaces.

3. Green sustainable city

A city to promote nature and a low energy and zero carbon future.

Chatham will be an environmentally sustainable city, integrating nature, greenery and water features along streets and spaces and providing connections to the River Medway, Great Lines Heritage Park and Victoria Gardens. Design will respond to Medway's declaration of a climate emergency to deliver net-zero, biodiversity net gain, local circular economy, climate resilience and sustainable water management, prioritising nature-based solutions.

4. Vibrant City of Culture

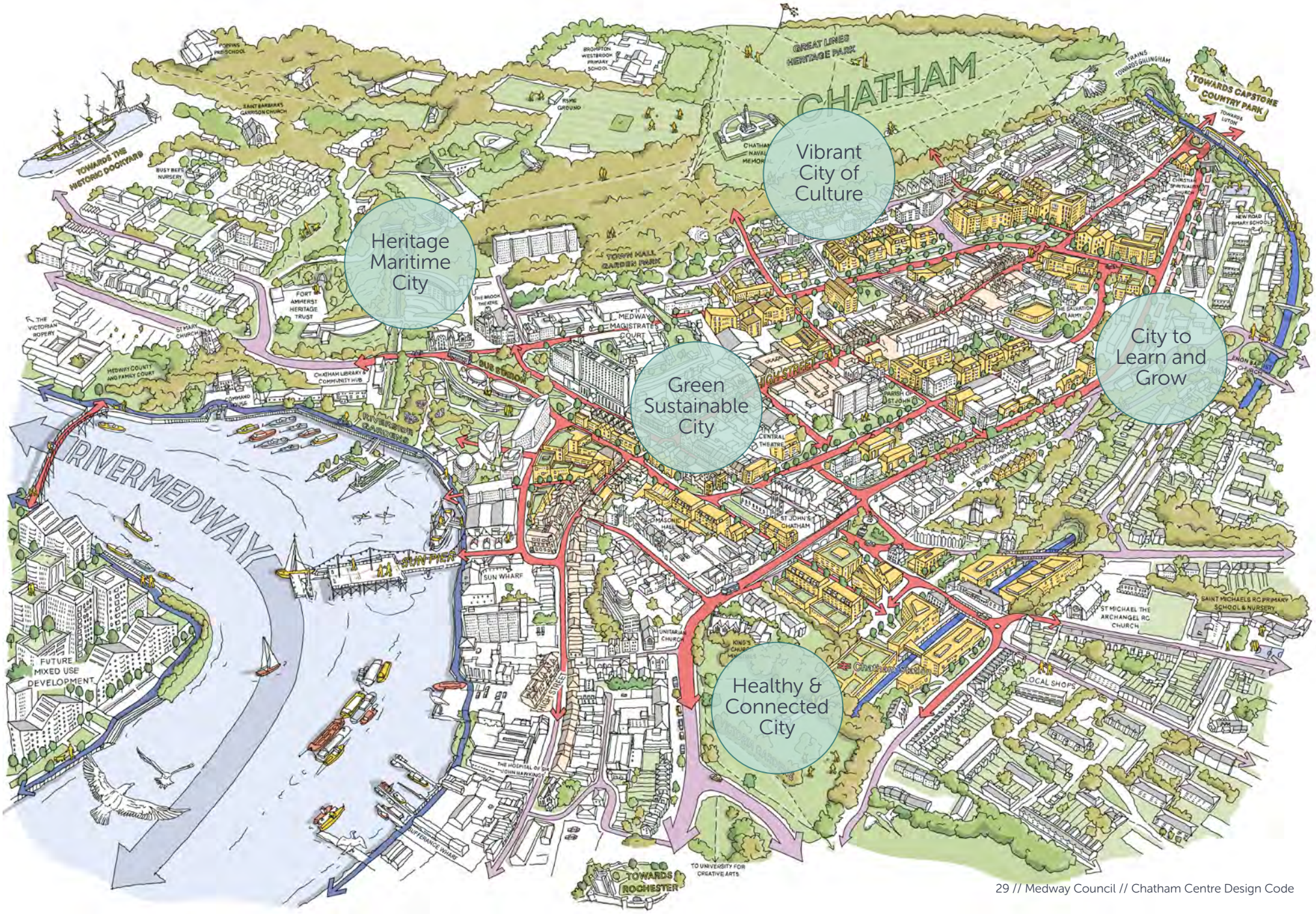
A city celebrating and supporting performances, events and installations.

Chatham is a diverse and creative place that celebrates culture in all its forms, from the everyday to one-off events, drawing the communities of Chatham and beyond. Public streets, spaces and indoor venues will cater for a range of activities whilst the city will act as a canvas to nurture and celebrate local talent.

5. City to Learn and Grow

A city to promote lifelong learning and opportunities to grow and prosper.

Chatham will become a city that thrives economically enabling lifelong opportunities to learn and grow for all residents. It will be a city that leverages formal education institutions to nurture students, facilitates apprenticeships across existing business networks and encourages start-ups through a range of support, networking and start-up platforms.


Heritage Maritime City
Vibrant City of Culture
Green Sustainable City
City to Learn and Grow
Healthy & Connected City
CHATHAM
GREAT LINES HERITAGE PARK
TOWARDS CAPSTONE COUNTRY PARK
TOWARDS THE HISTORIC DOCKYARD
TOWN HALL GARDEN PARK
HIGH STREET
RIVER MEDWAY
SUN PIER
SUN WHARF
RIVERSIDE GARDENS
FUTURE MIXED USE DEVELOPMENT
LOCAL SHOPS
TOWARDS ROCHESTER
TO UNIVERSITY FOR CREATIVE ARTS
ST MICHAEL THE ARCHANGEL RC CHURCH
SAINT MICHAELS RC PRIMARY SCHOOL & NURSERY
MEDWAY MAGISTRATES COURT
CHATHAM LIBRARY & COMMUNITY HUB
FORT AMHERST HERITAGE TRUST
ST MARY CHURCH
THE BROOK THEATRE
CENTRAL THEATRE
ST JOHN'S CHATHAM
MASONIC HALL
UNITARIAN CHURCH
NEW ROAD PRIMARY SCHOOL
THE SALVATION ARMY
HISTORIC TERRACES
COMMAND HOUSE
MEDWAY COUNTY AND FAMILY COURT
THE VICTORIAN ROPERY
BUSY BEES NURSERY
SAINT BARBARA'S GARRISON CHURCH
BROMPTON WESTBROOK PRIMARY SCHOOL
THE HOSPITAL OF SIR JOHN HARVISON
CLIFFEARNE WHARF

2.2 Area-Wide Guidance - Movement

Overview

Chatham in 2050 will be a place of modern mobility where transport supports the local quality of life, with most journeys being made by enjoyable active or public transport.

Active Travel England has set a goal of 55% of short journeys in cities and towns to be made by walking and cycling by 2035. As a city centre, Chatham has an opportunity to grow the overall modal share to prioritise active travel – walking, cycling, and wheeling - whilst also enhancing the overall public transport network to encourage more people to choose more sustainable travel. This will also improve health and quality of life for residents, create safer streets and enhance the overall look and feel of streets as they are redesigned to provide enjoyable environments for people.

Four Movement Key themes will help achieve this vision:

1. Better streets and spaces for people

> Street hierarchy and associated design qualities can help facilitate a modal shift to create a street network suitable to a city centre.

> Provide and enhance wider area strategic links, including the – Riverwalk to Chatham Intra, river crossing to Medway City Estate, Gillingham through Great Lines Heritage Park, and access to Victoria gardens.

> Street design to prioritise ease of movement for pedestrians and provide place functions.

2. Safe cycling and wheeling for all

> Street types to provide a range of safe cycling routes.

> Convenient facilities for cyclists and wheelers including a mix of cycle parking, including high quality cycle parking infrastructure in urban centres and visitor parking on street.

> Cycling, e-bikes/cycles, scooters, and shared schemes.

3. An integrated Medway-wide public transport network centred on Chatham

> New railway station that promotes a better interchange to walking and wheeling with shuttle services between Medway towns.

> Enhanced high frequency local services (i.e., bus or tram-like services).

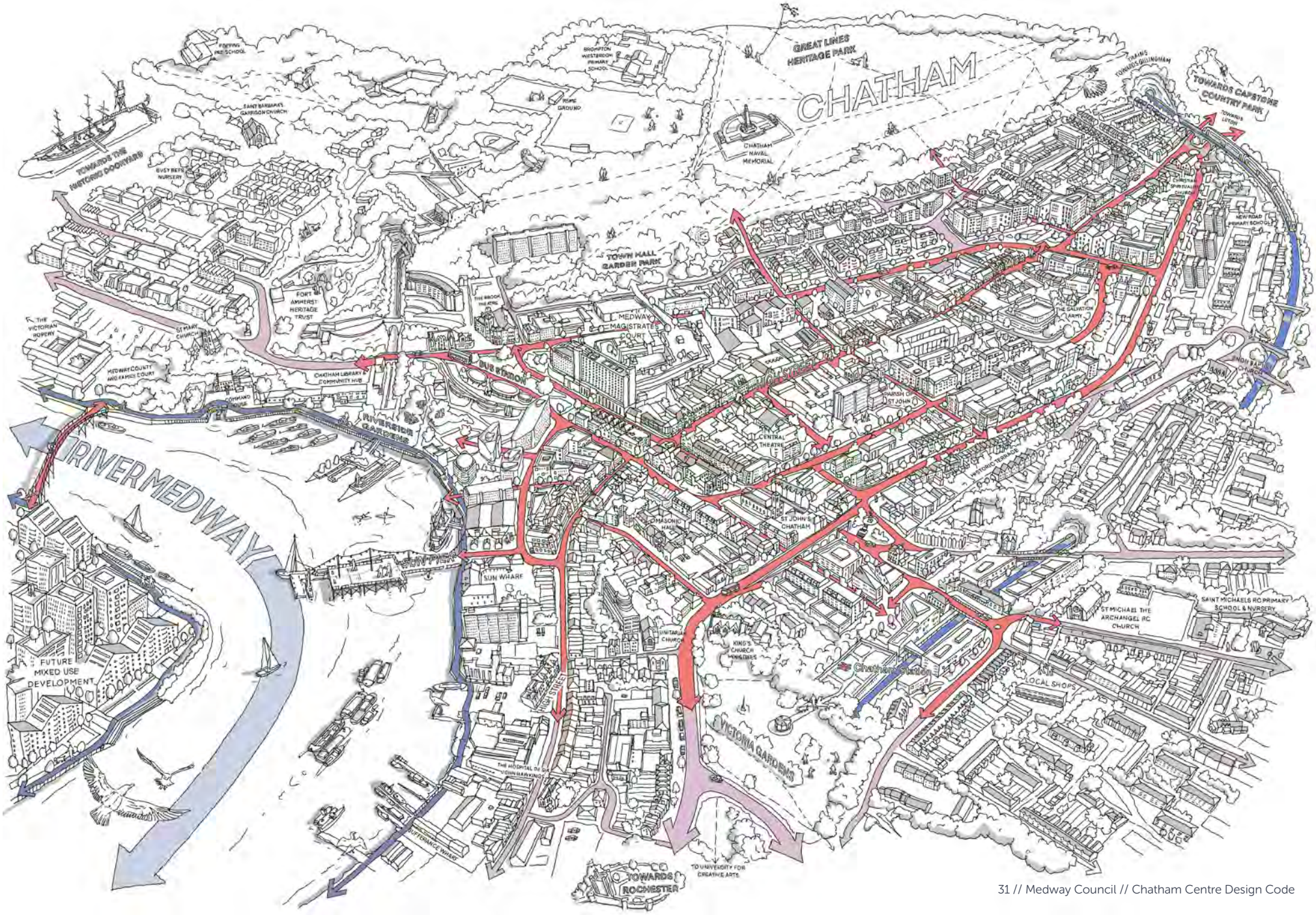
> Mobility hubs to create better connections between active and sustainable modes of local transport.

4. Vehicle use and car parking to complement active and public transport

> Streets designed to facilitate vehicles but reduce overall car dominance.

> Vehicle use that supports servicing, accessibility (wheelchair users, mobility hubs), sustainability (car clubs/share, electric charging points) and visitors.

> Appropriate new residential parking that Vehicle use and car parking to complement active and public transport creates a stronger sense of community and safer streets.


CHATHAM
GREAT LINES HERITAGE PARK
TOWARDS CAPSTONE COUNTRY PARK
TOWARDS THE HISTORIC DOCKYARD
TOWN HALL GARDEN PARK
RIVER MEDWAY
RIVERSIDE GARDENS
HIGH STREET
VICTORIA GARDENS
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ST MARY CHURCH
COMMAND HOUSE
THE BROOK THEATRE
PARISH OF ST JOHN
THE SALVATION ARMY
NEW ROAD PRIMARY SCHOOL
CHATHAM NAVAL MEMORIAL
ROPE GROUND
BROMPTON WESTBROOM PRIMARY SCHOOL
SAINT BARNABAS GARRISON CHURCH
BUSY BEES NURSERY
POPPINS PRE-SCHOOL
MASONIC HALL
KING'S CHURCH MINISTRIES
UNITARIAN CHURCH
THE HOSPITAL OF SIR JOHN HAWKINS
SUFFERANCE WHARF
TO UNIVERSITY FOR CREATIVE ARTS
TRAINS TOWARDS BILLINGHAM
TOWARDS LUTON
HISTORIC TERRACE

Better Streets and Spaces for people

How streets and public spaces are shaped in urban areas has a dramatic effect on urban quality, vibrancy, safety, sense of community, prosperity, inclusiveness, and equity as well as demonstrable effects on health, happiness, and quality of life.

Highways and transport networks have two key functions: enabling movement of people and goods and making a positive contribution to the local place.

Highway and transport networks, particularly in built-up areas, account for a significant proportion of the public realm and fulfil a range of vital functions, including enabling access for all to local services, shops, and other businesses.

Ccreating attractive, well designed public streets and spaces will increase pedestrian activity, reducing anti-social activity and increasing safety.

Hierarchy of Road Users

As set out within the Highway Code, streets must support the UK hierarchy of road users and provide for pedestrians first. Whilst this is for motorists to be aware, this also needs to be set out in the design of streets and public spaces. This impacts streets design, where the minimum allowable space is given over to the movement of vehicles whilst maximising space for pedestrians and active travel more broadly, in order to attract people to it.

In urban centres streets should prioritise short trips by walking, wheeling, and cycling as well as business activity in a way that doesn't detract from peak pedestrian activity, whilst also enabling and inviting people to spend time in the streets and spaces.

Through movement should be focussed on streets outside of the immediate urban centre, which should also be viewed through the lens of active travel to support an area-wide active travel network. This should enables people to move between urban centres in cheaper, healthier ways such as a Riverwalk through Chatham Iintra, new river crossing to Medway City Estate, enhanced routes to Gillingham through Great Lines Heritage Park and new access to Victoria Gardens.

Street Types

A series of street types are proposed to deliver the movement and place qualities for Chatham's streets:

Pedestrian Priority Environments are streets with the highest place value and function and should be used in places that are supporting high (or potentially high) footfall and urban activity, and where strategic through movement can be catered for elsewhere. These environments should be

designed as a pedestrianised spaces that vehicles are permitted to use, but at low speeds.

Street furniture should be placed to loosely define the vehicle movement corridor but there should be no 'carriageway' or 'footway' in the typical sense. There should be a pedestrian only clear zone next to the building edge, defined by tactile paving to allow it to be used by visually impaired people and other pedestrians who do not feel confident being in a space with the possibility of moving vehicles.

Informal Streets Informal Streets sit the centre of the movement and place paradigm. Some of the typical separation measures between people and vehicles (for example contrasting colours and materials and signalised crossings) are removed to create slower and more relaxed pedestrian and cycle-friendly environments.

Measures to assist with informal crossing, like central medians and low kerbs (25 - 60 mm) to define footways are encouraged. Streets should incorporate trees, raingardens, seats, areas for outdoor dining and the legal minimum amount of road markings as behaviours should be more intuitive and communicated through design, in line with the changed streetscape character.

Enhanced Streets are those with a greater movement focus., Enhanced Streets should be designed, with a distinct carriageway separated from the footways with a 100 – 125 mm high kerb. Typical road markings on an asphalt carriageway identifies a common design language, with enhancement coming from new paving, street trees, seats and street furniture provided in a decluttered environment that affords more pedestrian priority and space for urban life. In these streets segregated cycle tracks would be required and thought should be given to priority measures for public transport.

Safe cycling and wheeling for all

Cycle Connections

Creating the conditions to attract those that do not currently cycle is essential for Medway's future modal shift, to meet targets around sustainability and active travel and promote active lifestyles.

Different street types support cycling in different ways, but in all instances cycling must be enabled and designed into streets and spaces to create a connected network of routes that work for people going about their daily lives, more seamlessly and easily than choosing to drive, especially for shorter trips under 10km.

LTN 1/20 identifies when segregation is required to create a good level of service, and when cycle street conditions can be used to create more relaxed areas for active travel. Pedestrian Priority and Informal Street types would typically be supportive of cycle street conditions and whilst Enhanced Streets would need segregated routes.

Creating effective links and connecting places where people want to move between through a variety of options is essential, but so is connecting neighbourhoods across key barriers in order to encourage wider trips by cycling. Junctions and crossings
must be designed to support the Hierarchy of Road users, creating attractive facilities for pedestrians and cyclists first prior to other modes of movement.

Cycle Parking

Linking destinations and attractors together with high quality infrastructure requires effective places to stop and secure cycles to make a viable alternative to using a private vehicle.

A variety of cycle parking options connected to surrounding uses must be provided in streets.

Residential streets must accommodate 'longer stay' secure cycle parking within the carriageway – typically by re-purposing a vehicle parking space. These spaces make cycling more convenient as they provide secured cycle parking close to people's front doors and avoids people having to store cycles indoors.

In urban centres and high streets cycle parking should be varied - to accommodate a variety of cycles and hand bikes - and frequent, ideally within a furniture zone. Bays of cycle parking should be provided in carriageway space at regular intervals to accommodate demand. Akin to car parks, cycle parking structures should also be investigated to help facilitate a greater shift to active travel.

Fig.27 Residential Cycle Parking in a secure 'cycle hanger'.

Shared schemes should also be investigated to further increase the convenience of cycling and micro-mobility in the future, and thought should be given to geo-fencing of parking areas to reinforce the hierarchy of roads users with pedestrian space coming first.

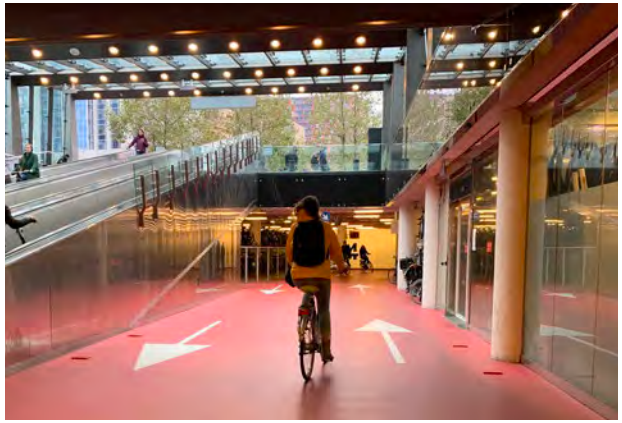


Fig.28 Secure cycle in and out parking in urban centres.

Fig.29 Shared mobility parking in the carriageway.

Integrated Medway public transport network centred on Chatham

Mobility Hubs

A variety of inviting options is the most effective way to attract people to use more sustainable modes and public transport, which means that connections between sustainable modes need to be maximised to quickly deliver a growing network.

Mobility Hubs have a crucial role to play in better connecting sustainable modes and giving people easy choices.

Mobility Hubs would connect public transport, active travel, and shared mobility at key points within Medway to enable transfer between these modes to open up larger journey areas. They provide synchronisation of timetabling, so for instance buses arrive or leave at a convenient time to get you to a train or pick you up after alighting; as well as the synchronisation of ticketing to ensure that sustainable travel is cost effective.

Rail Station Hub

Chatham's rail station is a clear example of a future Mobility Hub and so care should be taken to best connect bus and rail around any new station,; as well as to create attractive active travel links to and from the station - connecting public transport into the heart of Chatham.

Frequency of services will be key to a transition to more public transport, with a frequent and connected bus and rail service being an essential first step.

Fig.30 Mobility Hub theory, CoMo UK.

Vehicle use and car parking to complement active and public transport

Vehicle Street Design

Vehicles provide an important movement function; however, Chatham will become a place with a greater modal shift. As part of this, street design will aim to better balance competing space needs and quality of streets. For example, this means vehicles will drive within an appropriate speed within the city centre, - 20mph for all streets. Carriageways will be designed for minimum widths, depending on vehicle requirements and other modal needs.

Servicing + Access

Servicing and access is a necessary part of urban movement and one that needs to be supported when creating vibrant urban centres. Timed loading and business access is a common way to enable business access at times when the vehicles can be present to access businesses so as not detract from an area during busier times, such as allowing servicing of high streets in early morning hours.

In this way loading areas can be provided in a more flexible way, allowing vehicles to access in quieter times but in busier times the space can be given over to urban life and activity permanently. It might also be desirable to have more permanent loading areas / facilities outside of the immediate urban core to support businesses and if so, these should be provided in a such a way that they are not open to abuse and in such a way as to enable quick turnaround.

Vehicle Parking

Vehicle parking in the urban core, or storing vehicles in public space, must be balanced with providing attractive spaces for people.

When more space is given over to people - for spending time, walking and cycling - and less to cars as driving or parking space, research has shown that the absence of customers arriving by car is more than compensated by people arriving on foot or by bike if designed appropriately. As a result, parking in the urban core of Chatham should prioritise equitable and sustainable access, with parking closet to the centre being offered to those with access needs as well as those in shared or electric vehicles.

Shorter stay bays - 20 minutes - should also be prioritised in urban centres to facilitate access by car to shops and services in a way that does not detract from the experience of most.

Off street parking should be prioritised elsewhere - in residential areas as well as commercial - to enable safer streets, and spaces that support active travel and business prosperity.

Modern ideas around Parking Houses and Mobility Hubs can facilitate parking in more democratic ways, whereby the parking of a few doesn't negatively affect the majority's experience of a place. This means in central areas, space for people should be prioritised over on street car parking. Similarly, in residiential areas, streets should be designed for local access for all, but the storage of cars ought to be accommodated elsewhere, without visually cluttering public areas. This enables streets to act as places for community life, and for children to safely play.

Fig.31 Timed servicing and loading enables business access but promotes pedestrian priority at peak times to create spaces where people can enjoy.

Fig.32 Residential streets that support access but prioritise safe community

Fig.33 Central Parking House, JaJa Architects.

2.3 Area-Wide Guidance - Public Space & Nature

Overview

In 2050, Chatham Centre will be celebrated for its open spaces and public realm as a city-wide network that reinforces nature and sustainability, connection to water, local heritage and a clear hierarchy of vibrant spaces. This network will embed a range of urban open space uses such as children's play, markets, events, social spaces for public gatherings and new greening along all streets. These interventions will provide places for people to use and enjoy and will lead to an increase in footfall and dwell-time supporting the city's economy.

To create this attractive, greener and safer environment that capitalises on Chatham's rich history and provides true benefits to local communities, the following key themes must be integrated into proposals when enhancing areas of Public Space and Nature:

1. Bringing in Nature & promoting sustainability

Nature will be drawn into the centre through the introduction of new green spaces, planting along existing streets, installation of rain gardens and significant urban tree planting. This will contribute to a centre that is greener and a nicer environment for people, mitigates the urban heat island effect, promotes local and climate-resistant plant species, limits surface water flooding, supports biodiversity and improves local air quality.

2. Engaging with River Medway

Riverside spaces will be enhanced to further re-connect the centre to its riverfront.to enable increased use of the river and to activate the waterfront. Development will address the river's edge, so that the river Medway will becomes once again a central focus for Chatham.

3. Celebrating heritage and public realm

Chatham's identity will be reinforced and interpreted within the public realm by drawing on its rich and nationally significant naval and maritime history.

This includes heritage landscapes as well as public spaces and settings for historic and future landmark buildings.

4. Connected open space network

Riverside landscape and infrastructure will be enhanced to enable increased use of the river and to activate the waterfront. Development will address the river's edge, so that the river Medway will becomes once again a central focus for Chatham.

5. Playful and vibrant spaces

The public realm and open spaces will be clearly defined, framed and overlooked by adjacent buildings with appropriately landscaped boundaries spaces will be designed for a wide range of community and cultural events.


CHATHAM
GREAT LINES HERITAGE PARK
TOWARDS CAPSTONE COUNTRY PARK
TOWARDS LUTON
TOWARDS THE HISTORIC DOCKYARD
TOWN HALL GARDEN PARK
MEDWAY MAGISTRATES COURT
HIGH STREET
CENTRAL THEATRE
ST JOHN'S CHATHAM
MASONIC HALL
RIVER MEDWAY
RIVERSIDE GARDENS
CHATHAM PIER
SUN WHARF
FUTURE MIXED USE DEVELOPMENT
Chatham Station
TOWARDS ROCHESTER
MEDWAY COUNTY AND FAMILY COURT
ST MARY CHURCH
FORT AMHERST HERITAGE TRUST
NEW ROAD PRIMARY SCHOOL
ST MICHAEL THE ARCHANGEL RC CHURCH
SAINT MICHAELS RC PRIMARY SCHOOL & NURSERY
LOCAL SHOPS

Guidance

The adjacent plan introduces an area-wide open space network to be delivered for Chatham 2050, which incorporates the following Open Space and Nature area-wide guidance:

Play

Chatham Centre is to be a playable, child friendly city with an excellent range of play facilities from destination play spaces set within local parks and green spaces to local and doorstep play in public squares and city spaces. These spaces are to be linked by incidental play and safe walkable streets that encourage children to be active, sociable and engage in their outdoor environment, playing and learning from nature and the city's remarkable history. Chatham's new and improved play provision must ensure that children have a range of play facilities within easy walking distance of where they live.

A combination of enhanced existing play spaces and new facilities are stipulated within this guidance as follows:

Destination Play Spaces

Three equipped play spaces are to be set within existing parks and green spaces. These are strategically distributed throughout Chatham, so that they can be easily reached by children from the surrounding areas. They provide destination play within wider open space where children can play for longer periods in an attractive green location.

- Enhanced existing play spaces: Victoria Gardens and Town Hall Gardens
- New Play space: The Waterfront

Fig.34 Public Space & Nature | Illustrative Plantings Plan

Doorstep Play

Doorstep playable spaces will be located within the new town centre, and will contain playable objects forming an integral part of the overall design to encourage imaginative and diverse play for younger children. This area will not be formally fenced off and safety must be ensured by thoughtful design and careful positioning of play within these spaces. These spaces should appear as part of the wider public realm design reflecting natural elements and heritage references.

Doorstep playable spaces: Church Square of St John the Divine, Solomons Square at the Old Pumping Station, Historic Chapel Square and at the new 'play street' on the Go Outdoors site (north of the proposed City Square).

Incidental Play And Play On The Way

In addition to the designated play areas, all public open spaces must be designed as multi-functional, incorporating versatile playable elements for children and young people of all ages and abilities to play and interact in a safe setting.

Play Within New Developments

New residential developments must provide a play strategy, integrating play into their proposals to ensure that there is adequate onsite provision that contributes to a child friendly, safe, and playful environment. Refer to the guidance on play XX in the appendix for a play requirement calculator for new residential developments.

If the required play provision cannot be accommodated on site, then the developer is to make a monetary contribution to provide or enhance an equal amount of play off site.

Fig.35 Public Space & Nature | Destination Play Space

Fig.36 Public Space & Nature | Doorstep Play

PRECEDENT IMAGES

Fig.37 Public Space & Nature | Incidental Play

Fig.38 Public Space & Nature | Play within Developments

Soft Landscape

Bringing in Nature & promoting sustainability

Public realm enhancements and new developments and will be required to contribute to the creation of an attractive biodiverse environment with well-integrated sustainable drainage, ecology, shading, improved air quality and outdoor space that form part of the wider green infrastructure and ecosystem services network:

Under the Environment Act (under Schedule 14), new development will be required to achieve mandatory 10% Biodiversity Net Gain (BNG) from November 2023. In addition, The Green Infrastructure Planning and Design Guide, requires an uplift in the greening of residential urban neighbourhoods to at least 40% average green cover. New development, must implement interventions that aid biodiversity, including the use of biodiverse (green /blue/brown) roofs, living walls etc.

Sustainable Drainage Systems (SuDS) must be incorporated along main routes withing the 'Chatham Bowl', as well as all other streets and spaces, to manage the surface water runoff from the public realm, streets, and new development areas, reducing the risk of flood and pollution and contributing to environmental enhancement, biodiversity and placemaking.

SuDS features shall be sized to accommodate surface water runoff and provide sufficient area/ soil volume to ensure successful establishment and continued healthy growth of planting. Implementation of rain gardens, swales and tree planting must be coordinated with below ground service constraints to ensure easements are accommodated within the design. Refer to xxxxx document for guidance on designing with SuDS xxxx, as well as the Ciria SuDS Manual.

Tree Planting and Canopy Coverage

Refer to appendix x for technical requirements for tree planting and canopy coverage.

Chatham centre will be an integral part of the Medway Urban Forest with an increased canopy cover averaging 25% to create a greener more attractive environment, enhance biodiversity and habitat connectivity, as well as contributing to climate change mitigation through increasing shade and reducing the urban heat island effect (which includes reducing heat gain within buildings via solar shading), improving air quality, and intercepting rainfall.

New development must be designed to accommodate trees and mature tree canopies, so that trees contribute to placemaking, frame buildings and routes and provide landmarks and points of visual interest.

The following principles shall be applied to the selection, planting and long-term care of trees:

Creating space for trees and achieving canopy cover

From the outset, planning of new developments must ensure adequate space for trees to achieve the designated canopy cover (see table XXX), so that trees are an integral part of the public realm and will develop into maturity in good health, achieving attractive forms and canopies by natural growth or pruning.

If the required canopy cover/number of trees absolutely cannot be accommodated on site, then the corresponding canopy cover/number of trees must be provided off site at an appropriate location in closest proximity to the site.

New developments shall be required to achieve target tree canopy cover and enhance the public realm, so that streets are tree lined, buildings are framed and residents look out over a leafy aspect.

Right tree right place

To ensure successful establishment and longevity, tree species must be appropriate to the context. There are a wide range of factors that must be considered in their selection including location, scale and site conditions such as aspect, soils and exposure, as well as pests and diseases, aftercare and climate resilience. For tree species selection developers shall refer to 'Tree Species Selection for Green Infrastructure: A Guide for Specifiers', see appendix xxxx.

Rooting volumes and design of tree pits

Trees should be planted inground. Appropriate rooting conditions must be provided to ensure that the adequate soil volumes, soils, air and water are provided in relation to the specific tree species for them to fulfil their genetic potential for growth and longevity. Refer to XXX soil volume calculator in the in the appendix.

Tree pit design and coordination with services must ensure that below ground conditions do not become restricted, compacted or compromised in the future (refer to notes XXX in the appendix).

Introduction of above ground planters (fixed or moveable) should only be considered where below ground constraints prohibit in-ground planting. The soil volumes of these tree planters need to adhere to XXX soil volume calculator in the in the appendix. All trees in planters must be irrigated automatically.

Diversity and resilience in urban tree populations

Diverse tree populations are important for resilience against changing environmental conditions and threats from pests and diseases. The urban tree population should include no more than 10% of any one species, 20% of any one genus, or 30% of any family.

At least 33% of all trees planted within an area type must be from a species identified as having significant biodiversity value. This is to increase the diversity of trees planted in Chatham Centre, which is essential to combat the threat posed to individual species by disease and climate change and will improve the overall biodiversity value of the area.

Aftercare and Monitoring

As part of the proposals, management plans must be prepared that detail maintenance, establishment, guarding, inspection and aftercare to ensure the longevity and long-term health and good condition of tree stock within the city centre.

Tree planting constraints

New building foundations or tree pits must be designed appropriately to enable tree planting and achieve target canopy cover. If necessary, minor services must be moved to enable tree planting and achieve target canopy cover.





Location of tree planting	Chatham Cross	Green Edge	Urban Avenues	Streets and Spaces	Residential Streets
Primary Tree Typology	Street Tree	Parkland Tree	Transport Corridor/SUDS Tree	Street Tree	Street Tree
Existing canopy cover (2021)	4.2 %	35.7%	7.9%	6%	7%
Target Canopy Cover	20 %	50%	30%	30%	30%
Arrangement	Regular spacings where feasible or as required to achieve target canopy cover. New planting must complement existing, retained trees.	Informal arrangements in groups and as single specimen trees. New planting must complement existing, retained trees.	Typically planted in informal groups. More formal arrangements can be used to highlight junctions and frame feature buildings. Potential to extend avenue planting on New Road to be explored.	Spaces: Specimen trees which can stand alone or formal arrangement to frame feature buildings and define spaces. Streets: Irregular locations. Trees planted where feasible and to enhance public realm to achieve target canopy cover.	Regular spacings where feasible. Otherwise, wherever tree planting is possible to achieve maximum canopy cover. In existing streets, planting must complement existing, retained trees.
Species range	Limited use of species.	Waterfront: mixed ornamental and native species. Tolerant of wind and exposure. Town Hall Gardens: Ornamental / large scale native trees to provide succession planting for existing trees. Heritage Park: predominantly small scale native / shrub type species	Mixed species selected for primarily biodiversity.	Mixed ornamental and native species.	Wide variety of mixed ornamental and native species





Location of tree planting	Chatham Cross	Green Edge	Urban Avenues	Streets and Spaces	Residential Streets
Primary Tree Typology	Street Tree	Parkland Tree	Transport Corridor/SUDS Tree	Street Tree	Street Tree
Tree Characteristics	Large to medium scale trees with formal habit. Canopy spread to suit location or can accommodate pollarding/pruning	Large scale parkland trees with long life expectancy	Mixed large to medium and small scale trees, however larger trees to be preferred wherever possible. Form can range from feathered to standards. Where used within SuDS features, trees must be tolerant of salt spray and periodically wet conditions.	Spaces: Large scale as specimen trees selected for architectural form and seasonal interest or large to medium scale trees selected for uniformity and formal habit to be arranged as single species group.	Medium to small scale trees. Selected for form, seasonal interest, and biodiversity.
Accessories	Guarding during establishment to be removed once trunk is of sufficient diameter to prevent inclusion and damage.	N/A	N/A	Guarding during establishment to be removed once trunk is of sufficient diameter to prevent inclusion and damage	Guarding during establishment to be removed once trunk is of sufficient diameter to prevent inclusion and damage
Specific management requirements	Min. 2.4m high clear stem to allow views of shop fronts. Pollarding of appropriate species. Tree pit surfaces to be topped up, where self-binding gravel is used.	Trees allow to reach full canopy spread	Maintain sight lines / visibility splays at junctions. Canopies to be maintained clear of vehicles.	Maintain sight lines / visibility splays at junctions. Canopies to be maintained clear of vehicles. Tree pit surfaces to be topped up, where self-binding gravel is used.	Maintain sight lines / visibility splays at junctions. Canopies to be maintained clear of vehicles. Tree pit surfaces to be topped up, where self-binding gravel is used.

Other planting types

Think soft landscape first

In general, soft landscape areas should be maximised where possible and where appropriate to provide a more attractive green environment, aid sustainable drainage, improve microclimate and biodiversity as well as the wildlife value of Chatham Town Centre.

Where a buffer is required for e.g. privacy or safety, thought must be given to how this could primarily be achieved with soft landscape, such as planting beds, shrubs or hedges.

Coherent, legible planting styles

Planting shall be used to help highlight the distinctive characters of areas within Chatham and thereby help with identity, legibility and wayfinding. Thought is to be given to a coherent planting design for e.g. the High Street, so that the street reads as a coherent space. Please refer to Area Type Guidance for further information.

Attractive, biodiverse and sustainable planting

Mixes of plant species must be selected carefully so that these create attractive year-round interest and structure. Planting must be drought, pest and disease tolerant, low maintenance and wildlife attracting as well as improve the overall biodiversity value of the area.

Planting within SuDS

In addition to the above, planting within SuDS areas, such as swales and raingardens etc., should be planted with a diverse range of low maintenance species which are tolerant of salt spray, drought as well as short periods of water logging.

Height of planting

To maintain clear sightlines where required, planting must be maintained below 1.2m and below 0.6m adjacent to highways to ensure public safety.

Higher shrubs or hedges can be used in selected locations, but thought must be given to how their positioning can still mitigate antisocial behaviour and ensure public safety.

Plant replacement/failed plants

Any failed planting or plants must be replaced with the same plants or more suitable species at the next possible planting season.

Maintenance of planting

All planting must be maintained to a high standard to allow plants to thrive and so that the overall planting scheme looks attractive at all times.

Developers must ensure the long-term maintenance of planting and trees and provide detailed maintenance plans and schedules.

Fig.39 Public Space & Nature | Mix of Plant Species

Fig.40 Public Space & Nature | Planting in SuDS

Hard Landscape

Within the public realm materiality must reference Chatham's history and is to be contextual as well as reinforce a sense of place and highlight its distinctive local character and heritage.

Lighting, furniture and hard materials must be consistent with the Chatham Placemaking palette of surfacing materials and furniture throughout Chatham's public realm.

The materiality of the street and public realm furniture must reference Chatham's history and shall be traditional in design and colour, avoiding the use of 'modern' style materials, fixtures and furniture.

Materials and furniture must be selected that are visually attractive, robust and long lasting and from established suppliers / ranges so that they are easily replaceable.

Surfacing and hardscape

Surfacing materials are to be of high quality and longevity and their installation and build-up must follow state-of-the-art workmanship.

Public realm surfacing materials must be coordinated city wide and employed to highlight key destinations and routes as stipulated in the Area Type Guidance to create a hierarchy of spaces and differentiate important places and buildings.

Where possible, permeable paving and surfaces must be used to aid sustainable urban drainage.

Furniture

The public realm, including streets, must be decluttered as much as possible. Appropriate furniture and signage should only be included when necessary for reasons of safety, orientation or comfort of residents and visitors.

Wayfinding and Interpretation

All wayfinding and interpretation must be implemented as part of a coordinated City-wide strategy to ensure that signage is consistent in character and to avoid clutter.

Key destinations shall be highlighted through wayfinding, such as The Great Lines Heritage Park, Naval Memorial and Fort Amherst, The Brook Theatre and the Historic Dockyard, as well as the town centre and other cultural destinations and facilities.

PRECEDENT IMAGES

2.4 Area-Wide Guidance - Built Form

Overview

hatham Centre in 2050 will be designed for people. It will be a place to celebrate vibrant and safe streets that will encourage people to walk and explore the city. A considered built form will be required to achieve this vision.

A range of landmark buildings will define key corners, mark important spaces and highlight destinations, whilst new buildings will be designed to frame key views and promote a locally distinctive built form. Existing buildings will be retained and enhanced, retaining embodied carbon and local character whilst enabling creative adaptive reuse. New buildings will interpret Chatham's history and contribute to the local sense of place and promote leading sustainable design principles.

To achieve this, new and enhanced buildings will focus on the following Built Form key themes:

1. Vibrant Streetscape

Chatham will be designed for people, reducing current dominance of cars and associated infrastructure, whilst promoting human scale design. Existing streets that have inactive frontages, empty undeveloped sites and significant areas of surface car parking will be prioritised for new development with active frontages to promote active streets and passive surveillance for safety. New buildings will have reduced car parking requirements and reflect the scale of the surrounding context and street type.

2. Sustainable and built to last

With Medway's declared Climate Emergency, existing buildings will be retained, enhanced and extended. Existing buildings that are beyond retention will have their materials recycled whilst new buildings will be designed based on passive principles first, then active principles. Buildings will promote target/ achieve Net Zero, aim for low energy/ Passivehaus standards and use local, sustainable materials.

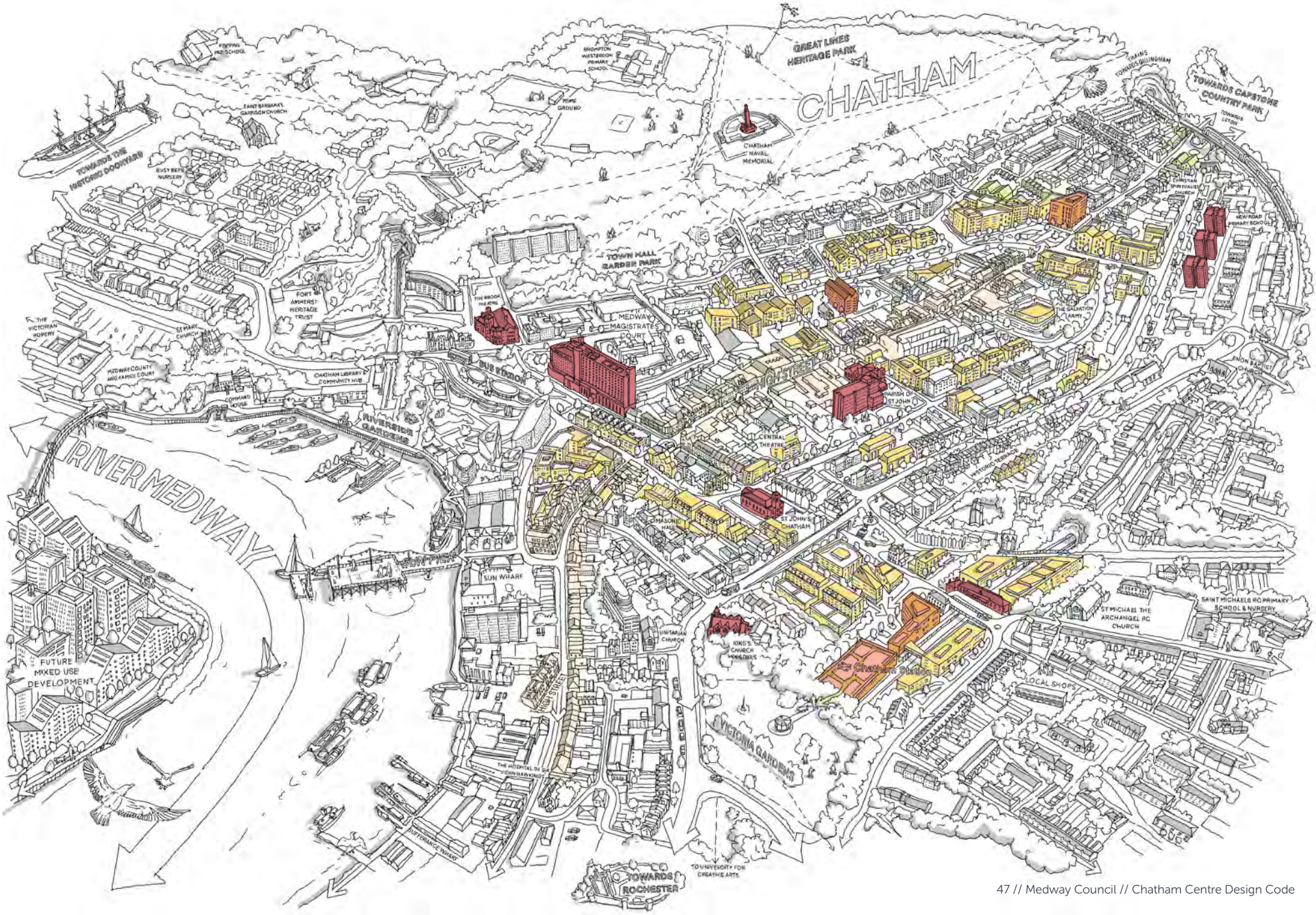
3. Exceptional design

Proposals for new buildings and extensions to existing ones will need to demonstrate how their considered and exceptional design positively contributes to the local setting through a proactive Development Management and design review processes. The appearance of buildings should promote a locally distinctive design, contributing.

to Chatham's unique character, through promotion of craftsmanship, use of high quality, robust and durable contextual materials, considered detailing and a pleasing overall composition.

4. Celebrate landmarks and views

Existing local landmarks and views within Chatham Centre will be protected by limiting heights and providing setbacks in certain locations to ensure a range of views contribute to the local sense
of place. New landmarks will be promoted at focal points such as key corners, frontages onto new and enhanced public spaces, locations that terminate views and for important uses. The lower rise nature of Chatham will be promoted to ensure ridge line views are celebrated and fine-grained development will be encourage to maintain upper-level views of Chatham's unique townscape.


CHATHAM
GREAT LINES HERITAGE PARK
TOWARDS CAPSTONE COUNTRY PARK
TOWARDS THE HISTORIC DOCKYARD
TOWN HALL GARDEN PARK
MEDWAY MAGISTRATES COURT
FORT AMHERST HERITAGE TRUST
THE VICTORIAN ROPERY
ST MARY CHURCH
MEDWAY COUNTY AND FAMILY COURT
COMMAND HOUSE
CHATHAM LIBRARY & COMMUNITY HUB
BUS STATION
RIVERSIDE GARDENS
RIVER MEDWAY
FUTURE MIXED USE DEVELOPMENT
SUN WHARF
HIGH STREET
THE HOSPITAL OF SIR JOHN HAWKINS
QUEENBOROUGH TERRACE
TOWARDS ROCHESTER
TO UNIVERSITY FOR CREATIVE ARTS
CHATHAM NAVAL MEMORIAL
ROPE GROUND
BROMPTON WESTBROOK PRIMARY SCHOOL
SAINT BARNABAS GARRISON CHURCH
FOOTING PRE-SCHOOL
BUSY BEES NURSERY
THE BROOK THEATRE
THE SALVATION ARMY
CHRISTIAN SPIRITUALIST CHURCH
NEW ROAD PRIMARY SCHOOL
HIGH STREET
PARISH OF ST JOHN
CENTRAL THEATRE
MASONIC HALL
ST JOHN'S CHATHAM
UNITARIAN CHURCH
KING'S CHURCH MINISTRIES
Chatham Station
VICTORIA GARDENS
LOCAL SHOPS
ST MICHAEL THE ARCHANGEL RC CHURCH
SAINT MICHAELS RC PRIMARY SCHOOL & NURSERY

Vibrant Streetscape

In spaces where the movement is priority, such as bus stations and railway concourses, good seating provision should be
provided that enables pedestrian circulation and provides places to rest and dwell.

The character of a place is influenced not only by what buildings look like, but also the way in which buildings and spaces work together to create townscape. The relationship of buildings to streets and spaces is therefore critical to creating high quality spaces, and the following factors must be carefully considered:

> Building height and street width

> Continuity of frontage

> Front boundary treatments

Building Height and Street Width

These dimensions define the overall street hierarchy. The required distances between either side of built frontage to allow for sufficient daylight is dependent on the orientation and height of individual developments.

Continuity of frontage

Continuous building frontages (such as terraced houses) result in a stronger sense of enclosure as compared to a street with discontinuous frontages (such as detached houses).More continuous building frontages tend to be associated with higher density more urban places, whereas less continuous frontages tend to reflect a more suburban or rural character. However, this is rather an oversimplification: for example, the hearts of Dobcross or Littleborough will have a very high degree of enclosure provided by continuous frontages.

It must be stressed that a design approach must relate to place – what is appropriate in the town centres will not necessarily be appropriate on the rural fringe.

Continuity (or lack of it) should be a conscious part of the design process to create streets with a distinctive character. Designers' considerations should include:

> House types: the greater the number of detached dwellings, the less the continuity and sense of enclosure; the greater the number of terraced dwellings, the greater the continuity and sense of enclosure;

> How garden walls, garages and outbuildings are used to add to continuity;

> The use of specific house types in corner locations; and

> The use of landscape to reinforce continuity

Front boundary treatments

The character of the street will be affected by the distance buildings are set back from the footway, and the treatment of front gardens. Buildings right at the back edge of the footway with no front garden result in a very strong sense of enclosure and an 'urban' feel to the street; whereas buildings set back behind large, green front gardens will enclose the street less strongly and have a quite different, more suburban character.

In addition to the setback distance, the boundary treatment itself will affect character. Fences, walls, hedges, railings or – alternatively – no boundary, all have a significant effect on character and should be designed in as part of the overall scheme.

Issues designers should also consider include:

> Providing privacy from passers-by for residents with a change in level or small setback from the street;

> Designing in locations for plants and other forms of 'personalisation' – 1 to 2m is often sufficient;

> Providing a place to pause before entering or leaving the dwelling, and preventing children running directly into the road; and

> Designing in bin stores and bike stores.

> Design entrances to give a feeling of entering private space – e.g. ensure that buildings at the entrances to courtyards are designed to 'turn the corner' and so providing overlooking; continue buildings above the entrance;

> Good seating arrangements should be provided in areas where movement take priority.

> A design proposal must relate to its surrounding landscape and built form.

> To create distinctive characteristics between streets, the continuity (or lack of) must be considered in the design process.

> The characteristic of the overall scheme will be affected by the treatment of the front boundary therefore special consideration must be given to ensure neighbouring buildings in the same area follow a similar characteristics.

Opportunity Sites

The empty sites identified through the baseline analysis (see appendix) need to be developed first as a part of this vision, in order to provide more opportunities of engagement with the public realm. Not only will this increase footfall but will also boost local jobs and businesses.

The next target sites would be where intensification through retrofitting or additional storeys can help generate more density and activity within the region.

Mostly residential in typology, these intensification sites should comply with their respective area types and contextually strengthen the street's character.

These opportunity sites must be strategically designed to accommodate for developments focusing on public space and community enhancements.

> Empty sites must take priority when developing Chatham to meet its vision.

> Sites for intensification are the next target sites of development with retrofitting and storey adding.

> Intensifications sites must comply with the design codes set out for their respective area types.

> Empty sites are to be designed to aid the development of public spaces and enhance communities.

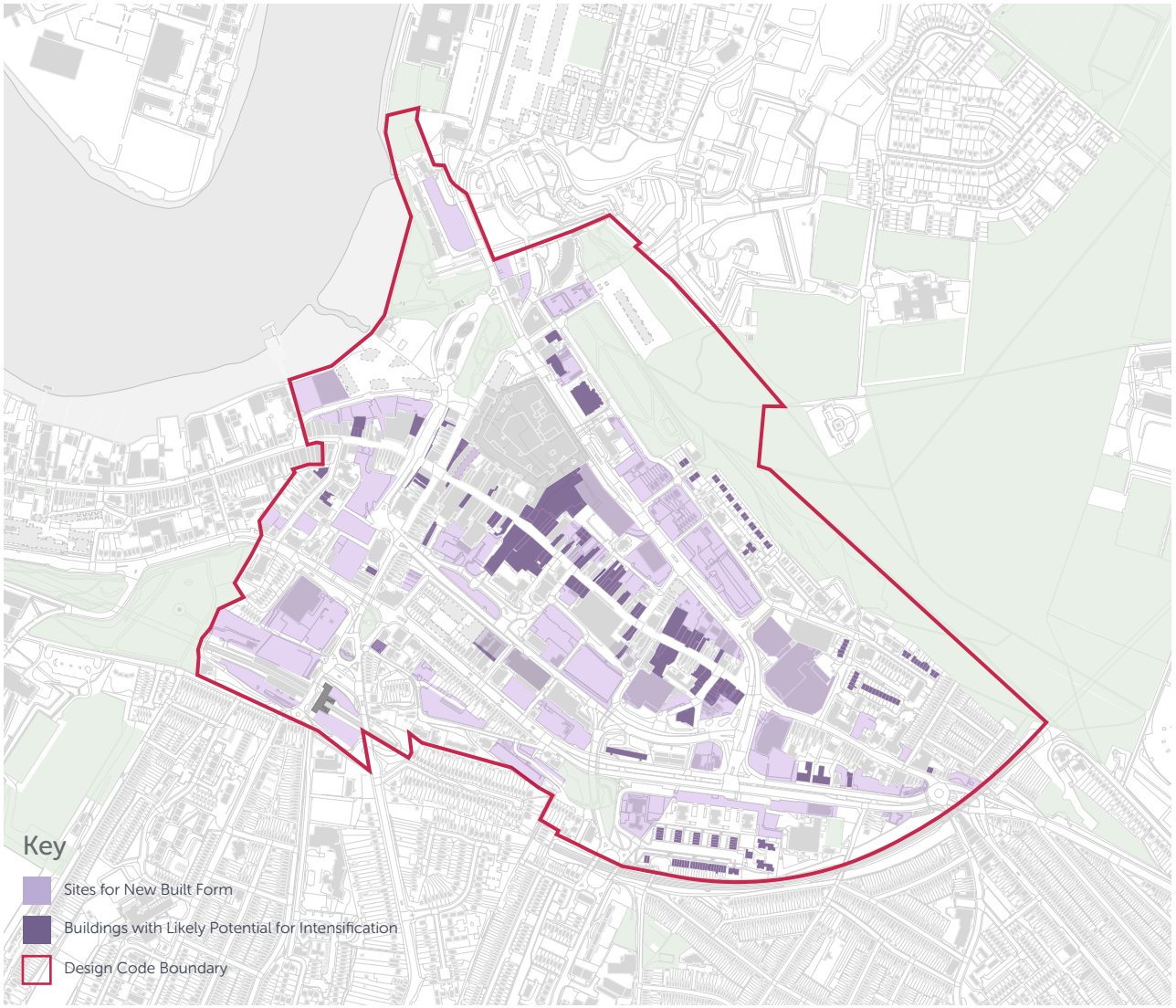


Fig.41 Area-Wide Diagram XX | Guidance

Sustainable and Built to Last

In 2019, Medway declared a climate emergency, committing its area of influence to an action plan that will lead to a more sustainable, clean and green future. The built form within Chatham has a significant impact onthe Council's goals. This is especially relevant with the ambitious aspiration to grow Chatham into a city centre by 2050, when the UK is legally required to meet its net zero carbon target (100% reduction in greenhouse gases from 1990 levels).

Sustainability is multi-faceted and requires a considered approach for built form to move towards net zero carbon, introduce more water sensitive design, promote low and sustainable energy, deliver biodiversity net gain, mitigate the heat island effect, integrate circular economy principles, promote cleaner air whilst also addressing inequities whilst creating a fairer, more equitable centre for the wider community to thrive.

Whilst the design code can start to shift how we pivot to a more sustainable future, there are many areas that Medway Council can focus on through policy and local action to deliver more sustainable cities and communities (SDG 11). Within the appendix (see XX), references point to primary and secondary objectives that the design code and subsequent Council initiatives can focus on, based on the United Nation's 17 Sustainable Development Goals.

Retrofit and extension-first approach

As an existing building is often the most sustainable ,existing buildings should be retained and enhanced. A process of retrofitting can be undertaken to improve energy efficiency, whilst intensification, where possible, can expand the intensity and use of existing buildings, which often also provide a strong link to the area's past.
For retrofit projects, obvious areas to focus on include building fabric/ insulation, heating systems and smart building systems as well as considerations on whole life carbon, recycling and reusing elements of the building and use of local materials. However, it is also important to consider natural and durable materials, especially in order to respect and restore existing building facades, which should be an objective of most retrofitted projects within Chatham Centre.

Extension projects will also require a considered approach to a well-designed façade from public streets and spaces. Any changes should respect and enhance the overall façade composition, whether the present-day façade or the building's original façade when constructed, in order to maintain elements that contribute to the wider townscape and to respond to the heritage of our buildings. Extensions should also give due consideration to orientation, solar shading, cross ventilation and other passive strategies to reduce energy demand, whilst also considering PV panels, low water use/ greywater recycling, green roofs and other sustainable measures.

New development, sustainable development

New development must be sustainable, adhering to the locally declared climate emergency, and incorporating considerations for retrofit and extensions but with greater potential to incorporation additional sustainable principles. Priority should be given to passive design strategies to mitigate its impact on the environment and to benefit from solar orientation, solar shading, daylighting strategies, natural and cross ventilation as well as fabric-first approaches to minimise energy demand and water sensitive design and reuse. PV panels and green roofs should also be utilised.

Layouts of building should be flexible, adaptable, and embed long-life, loose-fit principles. For example, in appropriate locations, ground floor uses should be designed to easily change between mixed-uses, or from commercial to residential (and vice versa). Upper floors should facilitate easy adaptions to changing needs, such as having internal walls that are non-loadbearing.

Residential layouts should be efficient yet well-considered. Dual aspect and cross ventilation must be prioritised whilst layouts that provide more communal living spaces fronting busy public streets can enable bedrooms to be located to quieter courtyard facades, limiting noise disturbance and allow windows to remain open at night in warmer months, for example.

New development should also consider sustainable solutions that provide synergies with the other design code sections, including Movement, Public Space and Nature and Uses. This can provide additional built form sustainable outcomes, such as planting street trees to deliver solar shading benefits to new buildings, or only providing accessible and car share car parking for a new residential building nearby the railway station.

Sustainable and built to last rea-wide guidance

> Retrofitting existing buildings should focus on improving energy efficiency, building fabric/ insultation, heating systems and smart building systems.

> For buildings being retrofitted, restoration or refurbishment of original facades with high quality, natural and durable materials should be prioritised.

> Extensions of existing buildings, including vertical extensions, are allowed in certain locations and should embed additional sustainable measures compared to retrofitted buildings, prioritising passive measures prior to more active measures.

> Extensions must consider incorporation of PV panels, solar shading, cross and natural ventilation, green roofs and low water use/ greywater recycling and other sustainable measures.

> Extensions to facades fronting public streets or facades should respect and enhance original façade designs, incorporating the same (or similar quality) materials and must enhance the overall façade composition as demonstrated by a successful design review process.

> New development must demonstrate how sustainability measures have been tested and discounted or incorporated into the overall building, floor plan layouts, façade and roof design. Considerations should reference passive to active strategies to address low carbon, water sensitive design, orientation (solar gain, solar shading, cross ventilation, daylighting, urban/ interior cooling etc), low/ sustainable energy, biodiversity net gain, long-life and loose fit, local and natural materials and other appropriate sustainable principles.

> Existing buildings must firstly be considered to be retain and enhanced

> Designers must consider the impact that a project would have on the immediate and future environment of the area.

> Other processes of improving the buildings' form, performance or layout must be considered to be undertaken at the same time.

> Passive design strategies must always be considered before using active design strategies.

> Sustainable design strategies should be incorporated into all designs that fulfil other goals set by Medway Council.

Exemplary Design

Changes to existing buildings and proposals for new buildings will need to demonstrate exemplary design, which will include responding to characteristics of well-designed places, adherence to design coding (and relevant policy and guidance), undertaking a successful design review process and agreeing to an appropriate series of pre-application meetings with Medway Council. It is important to recognise that exemplary design should emphasise design that demonstrates beauty, joy and relates to the built, natural and heritage context of Chatham Centre.

The Chatham Centre Design code identifies rules and guidance referencing Movement, Public Space and Nature, Built Form and Uses. These address five of the 10 Characteristics of a Well-designed place. These characteristics are based within the National Design Guide and are embedded within the National Model Design Code.

Fig.42 10 Characterestics of a well-designed place | NMDC

Design proposals will need to demonstrate how the design positively responds to each characteristic throughout the design process and during pre-application meetings with planners. When proposals are formally submitted, corresponding Design and Access Statements should be structured according to the 10 characteristics.

Research by Prof Matthew Carmona on completed developments in England demonstrates that design quality is most positively influenced through both use of design coding and design review. Design proposals will therefore need to demonstrate compliance with the Chatham Centre Design Code and complete a successful design review process.

A design code application checklist must be completed for proposals that will visually impact views from public streets or spaces (more minor works to interiors of buildings, or extensions that are not visible from street level or from upper-level views would not need to complete this checklist). The checklist will need to demonstrate compliance, or an acceptable deviation. However, any material deviation will likely require the applicant to undergo the Exceptional Design Process (EDP), which requires the applicant to demonstrate exceptional design quality for breaking elements of the design code.

Medway Council has significant experience in design review through the Design South East design review panel. In the future, a specific design review panel may be established specifically for Chatham Centre, however, any applicant will need to agree the likely design review process and panel. Typically, larger schemes or those that are complex or located at key or sensitive sites, will require several stages of design review. And Medway Councill will reserve the right to require additional design review depending on outcomes and recommendations from the design review panel.

It is encouraged that applicants seek early advice from Medway Council for any design proposal through the pre-application process.

Exemplary design area-wide guidance
Design proposals must demonstrate exemplary design and demonstrate beauty, joy and positive relationship to the built, natural and heritage context of Chatham Centre

Design proposals must use and structure proposals according to the 10 Characteristics of a Well-designed Place, including Design and Access Statements

Development that can be seen within the public realm must complete a satisfactory Design Code Checklist

Desing proposals must undertake a successful design review process

Applicants should seek early advice from Medway Council through the pre-application process

Celebrate Landmarks and Views

Future built form in Chatham Centre will contribute to defining important views and place new landmarks where they complement key sites, vistas and open spaces. Testing 3D modelling and views will assist to determine requirements to heights and setbacks

Chatham Strategic Views

Within Medway, A Building Height Policy for Medway 2006 identifies 16 Strategic Views from fixed locations, which address a number of existing landmark buildings of historic and cultural importance and their setting. Four of these views include significant portions of Chatham Centre. Three are based on fixed points on upper levels related to past military fortifications and one is located at a lower level along the riverside.

The adjacent four Strategic Views visually reference Chatham Centre. New built should limit visual intrusion, such as Mountbatten House. The design code will limit heights, and any proposal of significant height or massing that progresses through the Exemplary Design Process will need to demonstrate how new proposals fit within the following views:
> 1 | Viewpoint 5: Doust Way - Riverside open space
> 2 | Viewpoint 1: Fort Amherst
> 3 | Viewpoint 4: Fort Pitt
> 4 | Viewpoint 8: Great Lines

Design coding within Chatham aims to enhance, or at the very least, minimise any harm to defined Strategic Views. To do this, the design code promotes a general low to mid-rise development height that is contextual to the scale of existing townscape whilst also promoting a considered 'fifth elevation' – or roof elevation – which can be prominent from upper-level views. Depending on location, the design code promotes more traditional pitched roofs or ensuring that flat roofs are designed as spaces for people, or to provide PV panels or designed as green roofs. Roof level equipment must also be hidden within architecturally designed enclosures, that are contextual to the overall building design.

Any landmark location or and design proposal that progresses through the Exemplary Design Process to increase height or massing, must demonstrate how the proposal positively sits within the relevant Strategic Views.

> Built Form must respond to important views.

> Locations of future landmarks must compliments existing landmarks.

> New built forms must limit visual intrusion.

Fig.43 Strategic View Corridors | Information Provided by Medway Council

Fig.47 1 | Doust Way - View of Chatham Centre and The Great Lines. Fort Amherst creates a dramatic backdrop to Chatham with key landmarks of St Mary's Church and Brook Theatre nestled into the hillside.

Fig.44 2 | Fort Amherst - View upstream over Chatham to Rochester

Fig.45 3 | Fort Pitt - Demonstrates the importance of the green backdrop to Chatham formed by the Great Lines and Fort Amherst.

Fig.46 4 | Great Lines - View across Chatham. Demonstrates the importance of Fort Pitt Hill and Great Lines as topographic features.

Local Chatham Views

In addition to the Medway-wide Strategic Views, a number of Chatham-specific viewpoints are defined that will protect a number of upper and lower level views from key spaces within the Centre and focus on landmarks and vistas.The below diagrams identify the important lower and upper-level views and the sites that need to be tested within 3D models to ensure appropriate massing, height, and setbacks are able to frame, and accentuate these views. Even if design coding within a specific Area Type or in guidance for the Masterplan Areas allows for greater height or massing, views within a 3D model may identify where some parameters may need to be altered to facilitate the Local Views.

In developing the design code, a 3D model guided the heights across and within Area Types, which aligns to the topography of the 'Chatham Bowl'. However, in certain locations, heights can be tested to determine potential sites for local landmarks and some taller buildings to aid legibility and wayfinding, mark key corners and identify key uses and spaces (such as around the railway station).

Landmarks and Views area-wide guidance

Design proposals must adhere to height restrictions for a low or mid-rise scale, with a considered roof elevation in order to enhance – or minimise negative impacts – on Strategic Views. Heights of new built form must generally conform to the topography of the 'Chatham Bowl'.

New Local Chatham Views require 3D testing to ensure design code massing, height limits and setbacks are sufficient to realise these views, with changes in form required to ensure views are enhanced and defined by built form.

New local landmark sites and applicants seeking to challenge heights and massing through the Exemplary Design Process must demonstrate proposals are in-keeping with Strategic Views and enhance or promote Chatham Local Views.

PLACEHOLDER IMAGES

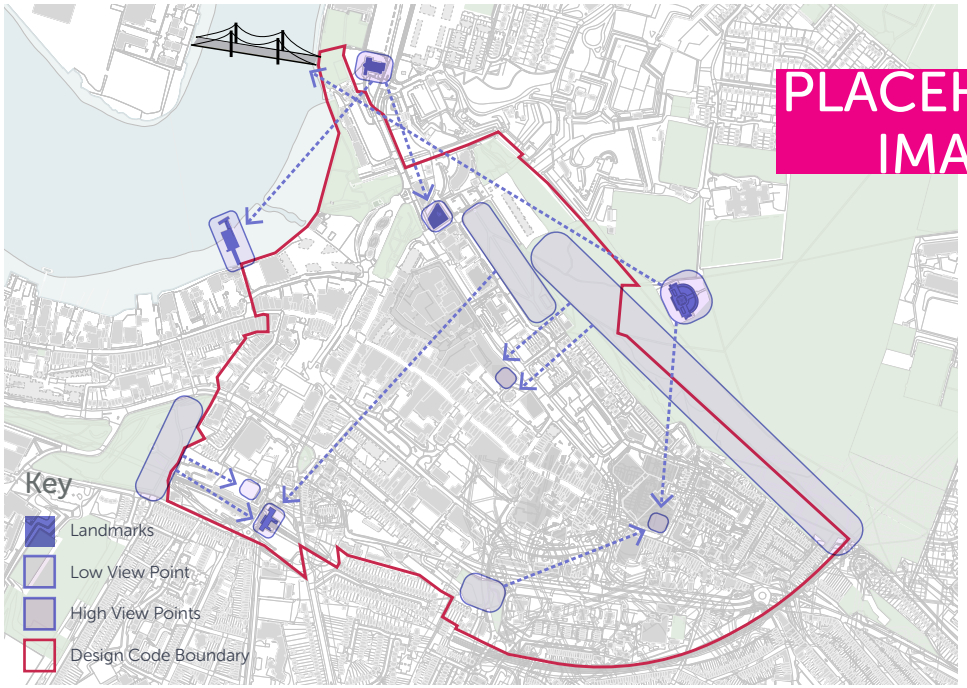


Fig.48 Illustrative plan for emerging High Level View corridors

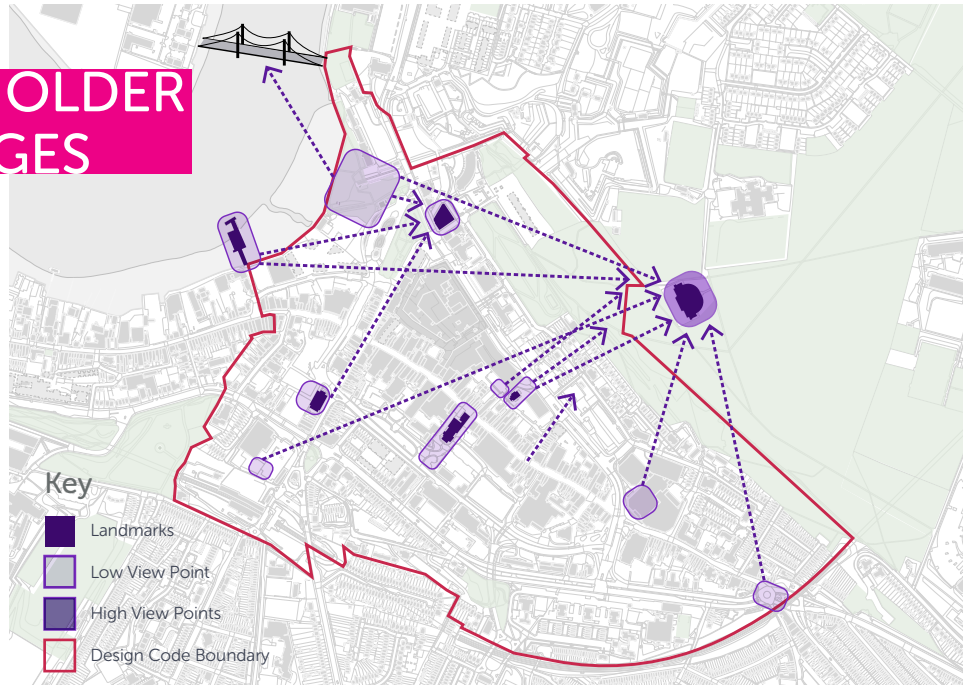


Fig.49 Illustrative plan for emerging Low Level View corridors

2.5 Area-Wide Guidance – Uses

Overview

Chatham Centre in 2050 will be a place that offers choice and variety of uses within a walking distance from all homes, catering to local neighbourhood needs and wider destination uses. It will enable buildings to adapt and change with needs and desires that change in time.

The centre will provide opportunities for people to start and grow local businesses and to provide sufficient space for a range of creative, productive uses to complement an enhanced retailing and service-based uses. It will grow an evening economy and leisure uses, drawing visitors from across Medway. Public spaces will be active and well-used with a range of events and temporary uses will activate empty buildings and sites, moored boats, rooftops as well as streets and spaces.

Chatham will also become a thriving urban neighbourhood, providing a wide range of homes for a diversity of ages, demographics and socio-economic groups who enjoy having the city on their doorstep.

To achieve this, new and existing buildings as well as public spaces will focus on the following Uses key themes:

1. 20-minute centre

Chatham will develop into a 20-minute centre, where a wide range of uses, from local neighbourhood needs such as a greengrocer and local nursery, to destination uses, which could range from higher education facilities to concert halls, will be provided in the heart of Chatham.

2. Long life, loose fit flexibility

Buildings will be designed to be flexible and to adapt to changing needs. This will be especially important for ground floor uses that should be able to easily change from a residential use to a commercial use in certain locations, or from a larger space to a smaller one, to promote flexibility for the future.

3. Affordable/ incubator spaces

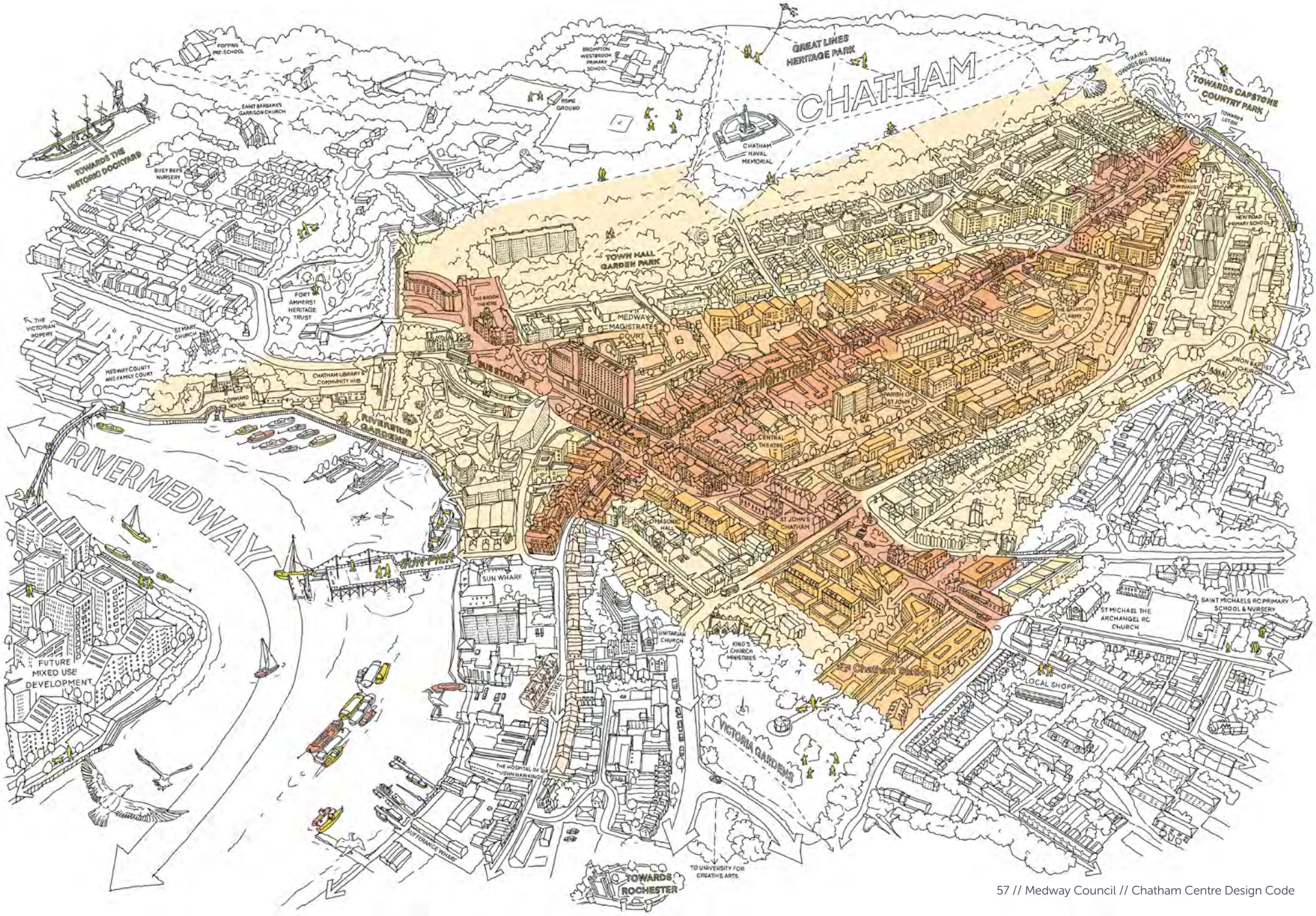
A range of affordable, mixed-use spaces will cater to local individuals start-ups and creative organisations. Restricting floor areas and plot sizes whilst promoting mixed uses in areas just outside of prime areas can ensure spaces remain affordable for the long term. New incubator spaces, from office and maker spaces to market stalls and railway arches, will aim to support local entrepreneurs and local student population to invest in Chatham.

4. Meanwhile and temporary uses

An overall meanwhile and temporary use strategy will enable local community groups, individuals, companies and creatives to provide a range of events, markets and community events. This will help to activate streets, spaces and buildings throughout the centre through one-off, occasional and regular events, especially within public spaces, empty sites, vacant shop-fronts, usable rooftops and sites awaiting development.

5. Homes for all

Chatham will become a successful and desirable urban neighbourhood, providing a range of housing types and tenures to accommodate a diverse community, from students to seniors. Homes will range in size, affordability and character to deliver high quality artist style lofts, urban townhouses, multi-generational flats, pieds-a-terre, custom builds and co-housing.


CHATHAM
GREAT LINES HERITAGE PARK
TOWARDS CAPSTONE COUNTRY PARK
TOWARDS THE HISTORIC DOCKYARD
TOWN HALL GARDEN PARK
MEDWAY MAGISTRATES COURT
HIGH STREET
BUS STATION
RIVERSIDE GARDENS
RIVER MEDWAY
SUN PIER
SUN WHARF
FUTURE MIXED USE DEVELOPMENT
VICTORIA GARDENS
Chatham Station
LOCAL SHOPS
TOWARDS ROCHESTER
TO UNIVERSITY FOR CREATIVE ARTS
ST MICHAEL THE ARCHANGEL RC CHURCH
SAINT MICHAELS RC PRIMARY SCHOOL & NURSERY
ST JOHN'S CHATHAM
CENTRAL THEATRE
MASONIC HALL
UNITARIAN CHURCH
KING'S CHURCH MINISTRIES
PARISH OF ST JOHN
ENON BAPTIST CHURCH
NEW ROAD PRIMARY SCHOOL
CHRISTIAN SPIRITUALIST CHURCH
THE SALVATION ARMY
CHATHAM LIBRARY & COMMUNITY HUB
MEDWAY COUNTY AND FAMILY COURT
COMMAND HOUSE
ST MARY CHURCH
THE VICTORIAN ROPERY
FORT AMHERST HERITAGE TRUST
SAINT BARBARA'S GARRISON CHURCH
POPPING PRE-SCHOOL
BUSY BEES NURSERY
BROMPTON WESTBROOK PRIMARY SCHOOL
RSME GROUND
CHATHAM NAVAL MEMORIAL
THE BROOK THEATRE
THE HOSPITAL OF SIR JOHN HAWKINS
DOCKYARD WALL
TRAINS TOWARDS GILLINGHAM
TOWARDS LUTON

20-minute Centre

Chatham Centre can provide a range of uses that cater from the immediate urban neighbourhood to district uses that draw visitors from across Medway. The adjacent illustration highlights the potential to consider how Chatham Centre could deliver a range of uses across Chatham Centre based on different walking distances.

Based on the geographic size of Chatham, it is likely that only a single facility would need to be provided from those identified within the 20-minute walk band. However, to cater to the local needs of residents, several doorstep play spaces or convenience stores should be within walking distance within the centre.

The 20-minute neighbourhood concept can be flexible, however as proposals come forward, and especially where ground floor mixed uses are required or encouraged, the range of mixed uses required to sustain a thriving urban neighbourhood and district centre should be delivered over time. Where possible, Medway Council can lead and facilitate the delivery of facilities to encourage a more liveable and sustainable centre.

20-minute neighbourhood area-wide guidance

Development proposals within areas where mixed uses are required, or encouraged, a needs assessment of missing local to district uses should guide the type of mixed uses planned and delivered

Larger sites should deliver larger facilities or uses that provide a greater community benefit due to the scale of development.

Use, re-use and provision of public spaces and public realm should enable delivery of appropriate local uses.

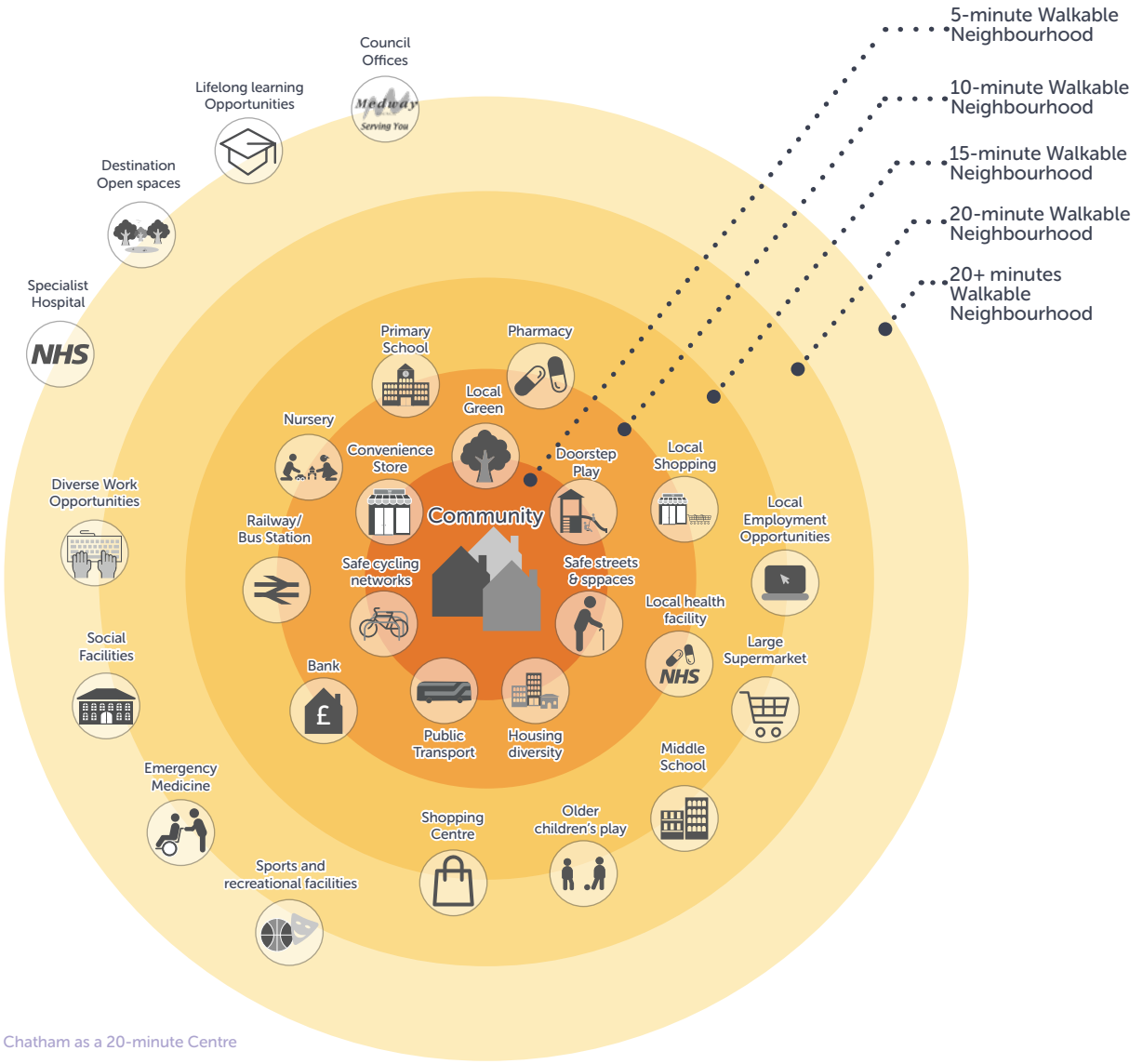


Fig.50 Chatham as a 20-minute Centre

Long life, loose fit flexibility

Flexibility of ground floor uses will enable long term flexibility and change over time. Ground floor mixed uses will be required within the 'central core' that is generally defined by High Street, Military Road, Railway Street, station area and riverfront. No ground floor residential uses are allowed within the central core. The design of ground floor uses should maximise active frontages and minimise servicing areas to secondary or rear frontages and should be internalised as much as possible to minimise servicing frontages facing public streets and spaces.

To the north east and south west of High Street, generally south of The Brook and North of New Road, ground floor uses should be mixed use as opposed to residential use. However, in this 'peripheral zone' it is permissible to develop ground floor uses that are residential through considered design that protects residential amenity whilst enabling longer term potential to easily convert these spaces to future mixed uses.

Design measures include introducing maisonettes, ground floor privacy strips, sufficient setbacks, higher ground to ceilings and raising the ground levels of residential accommodation and requiring individual residential front doors to the street. Frontages within the peripheral zone must be designed as active or live frontages to engage with the street frontages, minimising servicing areas and maximising frontages on corner plots.

Beyond these areas, ground floor uses must be residential, with street access from ground floor homes.

Fig.51 Ground Floor Use Map | Guidance

Affordable Working Spaces

With enough intervention, Chatham has the potential to become a breeding ground for talent, innovation and collaboration. With different spaces provided at reduced rates, more new businesses are likely to be drawn to Chatham, bringing in many talents and more workforce, resulting in a boost in local economy.

Affordable Working

Co-working spaces should be available to promote collaboration, networking and community based working. These spaces provide a well resourced working environment with high quality amenity spaces that would otherwise be too expensive for the company alone to fund.

Incubator Spaces

Incubator spaces are very similar to co-working spaces but it is only provided for qualified start-ups to use for little to no cost. They are heavily subsidised by government or business incubators to nurture the growth of start-ups. Business incubators reduce barrier to enter into a market by providing early stage businesses with the support and resources that are otherwise difficult to acquire. This could include the introduction to networks, potential investors and business mentors. There can be a large variation of incubator spaces that cater for different industries, such as technology, creative arts, construction and many more.

Affordable and incubator space area-wide guidance

- Where ground floor mixed-uses are encouraged, mixed-uses should be provided and designed to allow for a range of affordable and incubator spaces

- Where ground floor mixed-uses are mandated, a range of mixed-uses should be provided, including offering smaller scale and micros units as well as more affordable spaces, where possible

- Upper floor uses of new developments, especially on larger scale sites, should explore the provision of some affordable workspace or creative studios, where permissible

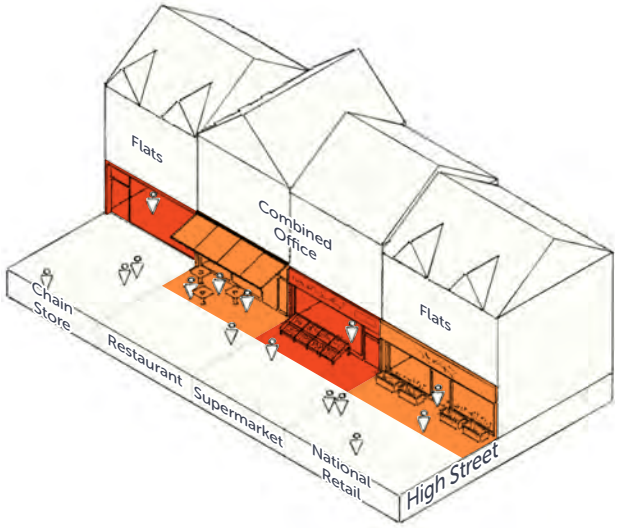


Fig.52 Illustration showing a range of uses within central prime location | Guidance

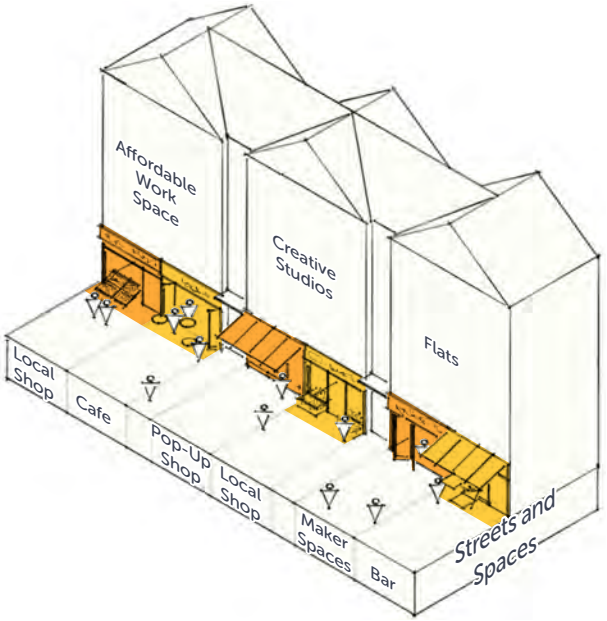


Fig.53 Illustration highlighting finer grain, more affordable uses within peripheral zone | Guidance

Meanwhile and Temporary Uses

Across Chatham Centre, shopfronts, street spaces, squares, rooftops and green spaces can host a range of meanwhile and temporary uses that benefit the community. Many of the current vacant and empty spaces, in the shorter term, can be enlivened and help to contribute to a new vibrancy within Chatham. This will also create a sense of ownership by community groups, cultural and artist groups and others who may host events.

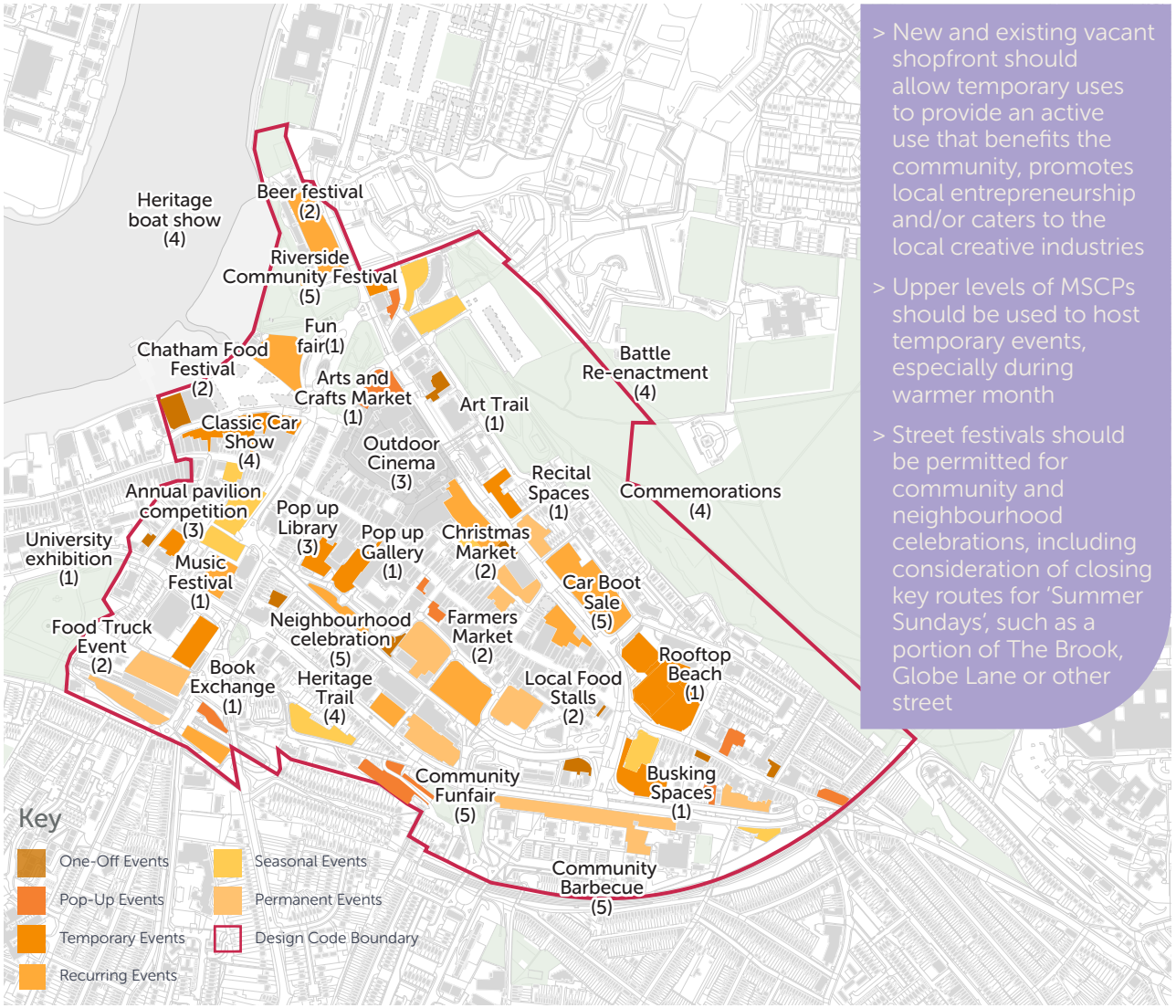
Medway Council aim to develop a Meanwhile and Temporary Use strategy to facilitate and encourage use of empty and vacant sites, empty shopfronts as well as occasional use of public spaces. The adjacent plan illustrates potential opportunity sites that could benefit from such uses and a range of illustrative uses, which can be categorised into the following groups:

> 1. Art & Music
> 2. Food & Beverage
> 3. Film & Literature
> 4. Heritage & Cultural
> 5. Community

> The design of new public spaces should consider how the design, associated infrastructure and layout can enable hosting of meanwhile and temporary events

> Empty sites and those used for car parking should enable meanwhile and temporary events to provide activation (and use when there is a lower car parking demand)

> Sites that will be redeveloped should incorporate a meanwhile use strategy to use empty sites prior to the start of construction



> New and existing vacant shopfront should allow temporary uses to provide an active use that benefits the community, promotes local entrepreneurship and/or caters to the local creative industries

> Upper levels of MSCPs should be used to host temporary events, especially during warmer month

> Street festivals should be permitted for community and neighbourhood celebrations, including consideration of closing key routes for 'Summer Sundays', such as a portion of The Brook, Globe Lane or other street

Fig.54 Possible range of meanwhile and temporary events and possibly opportunity sites and spaces to host events | Guidance

(Scale 1:10000 @ A4) 0m 100m

Homes for All

Chatham Centre will grow into a series of successful, inclusive and diverse urban neighbourhoods. A full range of housing types will be required to ensure individuals and families can choose to move and stay within the centre, even as circumstances and needs change in time.

New homes should offer a range of housing types, layouts and affordability and provide efficient and adaptable layouts. Long term affordability should be considered with low-energy and sustainable built form to ensure energy bills remain low. High quality construction and materials shall encourage lower maintenance costs, which should be supplemented by an efficient maintenance regime with affordable service charges, where applicable.

The design of homes should create desirable layouts, responding to the specific site, maximising opportunities for orientation, views, daylight, cross ventilation, privacy and minimising noise within interior spaces. Private and communal amenity space should be maximised, and in some circumstances, can be internalised as winter gardens or usable interior space in common rooms.

Homes for all area-wide guidance

New developments must demonstrate how local housing need relates to a range of housing types and layouts being proposed

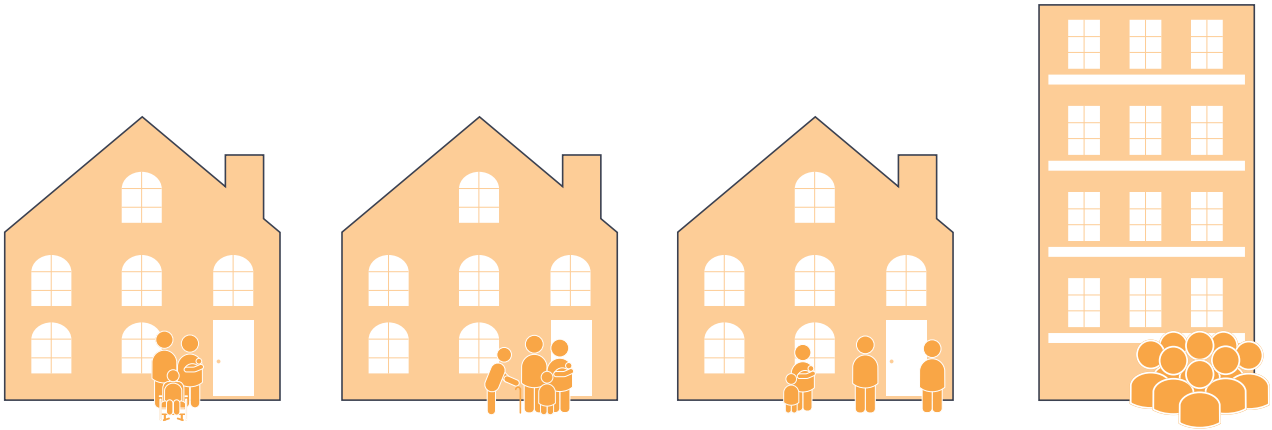
New homes must demonstrate how long-term affordability is being addressed, including through efficient design, adaptable layouts, high quality and low maintenance materials and efficient maintenance regime

New developments must demonstrate how site opportunities are maximised to create locally-specific and desirable homes

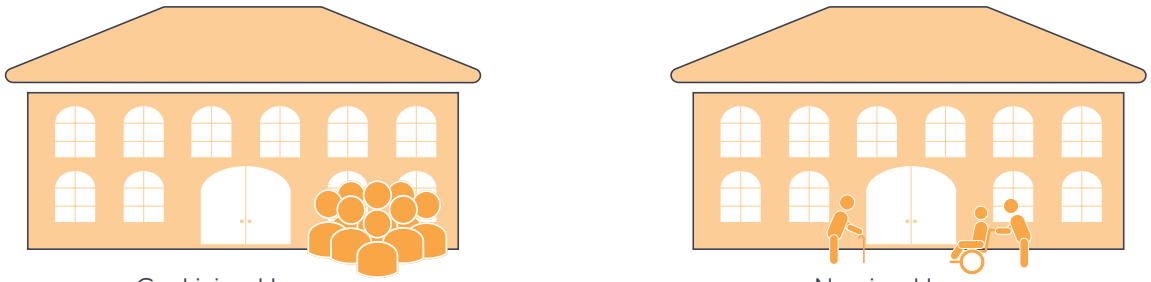
A private amenity and communal space strategy is required for new developments to demonstrate how these spaces are meaningfully integrated into and around new homes

New development should provide an appropriate portion of affordable housing, which is high quality and tenure-blind

Examples of Living Arrangements



Special Needs Homes | Multi-Generational Homes | Multi-Family Homes | Apartments



Co-Living Homes | Nursing Homes

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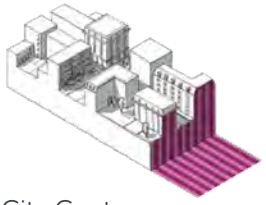
3.0 Coding Plan & Area Type Guidance

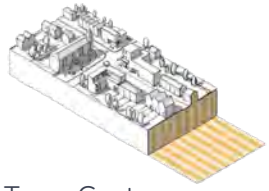
3.1 Medway Coding Plan

A coding plan is a plan that shows the areas of the authority to which the code will apply to, along with the distribution of the area types. It also identifies large development sites from allocations in the local plan. This plan is curated through analysis to identify existing built-up areas that are covered by the code then sorting them into area types. Fig xx is a coding plan that covers the entire Medway District.

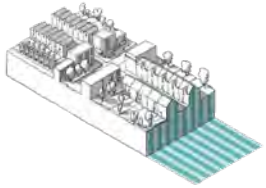
Besides the Chatham Centre Area Type identified for Medway, there are five additional area types as shown below:



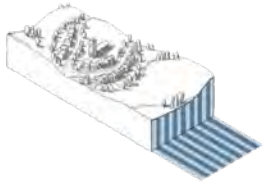
City Centre



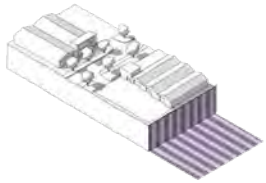
Town Centre



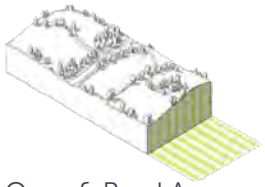
Neighbourhood



Village



Business & Industrial Area



Open & Rural Area

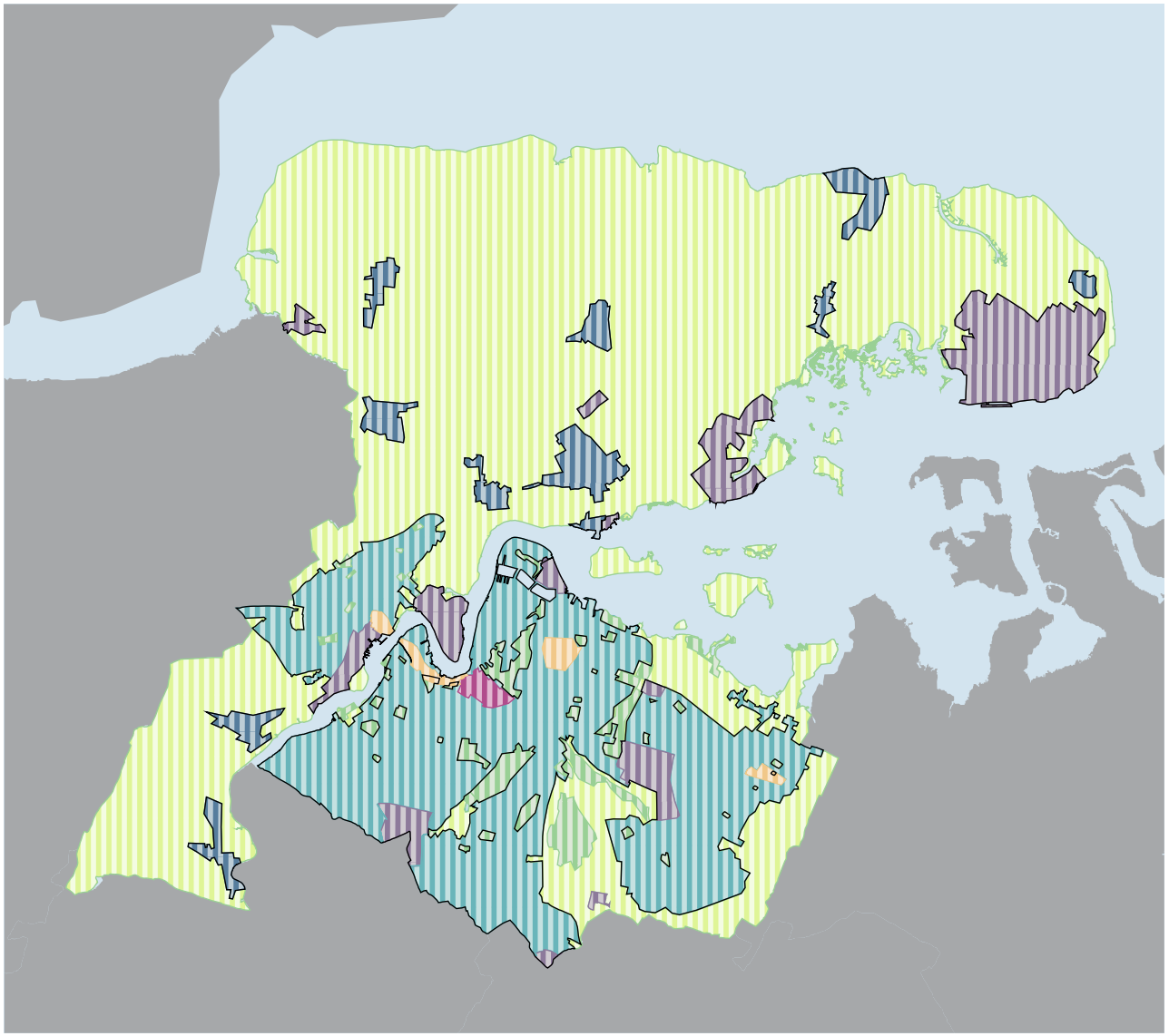


Fig.55 Chatham Town Centre Area Types | Coding Plan

3.2 Chatham Area Types and Coding Plan

Area types are zones that have been categorized based on typical development patterns (built features, overall land uses and characteristics) that define each street.

Six area types were identified within the Chatham centre for the Chatham Design Code, based on a series of local street types. Each area type aims to define how it will develop and enhance streets and urban fabric for the future of Chatham.

Key

- Chatham Cross
- Waterfront
- Urban Avenues
- Streets & Spaces
- Residential Streets
- Green Edge

Fig.56 Chatham Town Centre Area Types | Coding Plan

The Chatham Bowl

The 'Chatham Bowl' as illustrated below, is the cross section of the town centre which is heavily contoured and creates a natural dip ('bowl') towards its central spine which runs along the High street. Not only does this give the opportunity of the high street to be overlooked by the entire town, but it also provides a central geographic location for majority of the town to use and gather around.

Peaking at two of its either ends leading to the Great lines heritage park, home to the naval memorial on one side and the Residential neighbourhoods with the Railway Station on another.

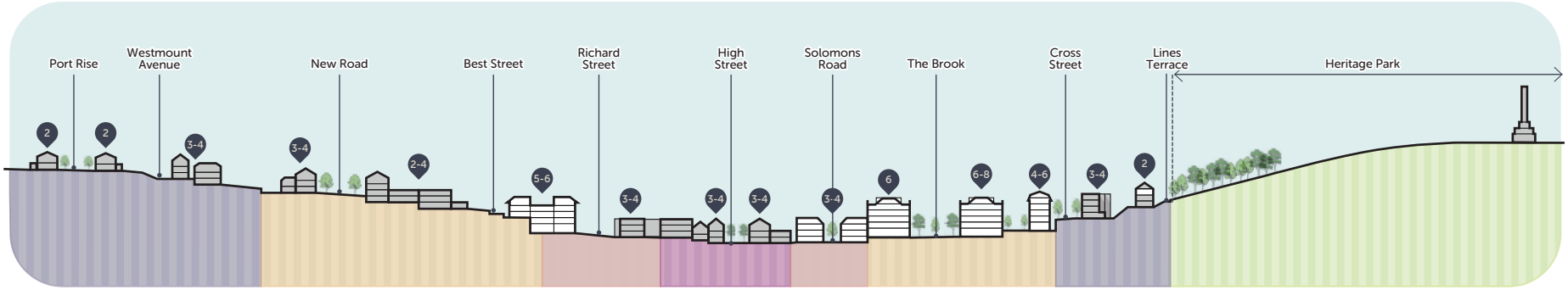


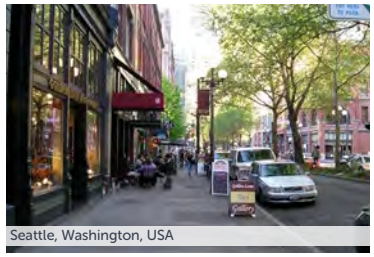
Fig.57 The 'Chatham Bowl' - Street Section | Analysis

Chatham Cross


Canterbury High Street, Kent, UK


Bury Street Shopping Centre, Abingdon, UK

Urban Avenues


Seattle, Washington, USA


Blackfriars Road, London, UK

Streets and Spaces


Brighton Lanes, Brighton, UK


Market Buildings, Maidstone, UK

Residential Streets


Roullison Park, Chichester, UK


Horsted Park, Chatham, UK

Area Types

Chatham Cross

The Chatham Cross area type comprises High Street, Railway Street and northern section of Military Street mainly being pedestrian streets and southern portion of Railway Street mainly catering for vehicular traffic.

The streets form a distinctive cross shape and retain their historical fine grained character, with a number of landmarks and historical structures forming a distinctive townscape of the Chatham Cross.

Waterfront

Encompassed by Medway Street, Globe Lane, Dock Road and the River Medway, the Waterfront area type includes significant riverside public spaces like the Riverside gardens, Riverside Walk and Sun Pier. This area is landscaped and offers well-defined pedestrian routes throughout the gardens and riverside.

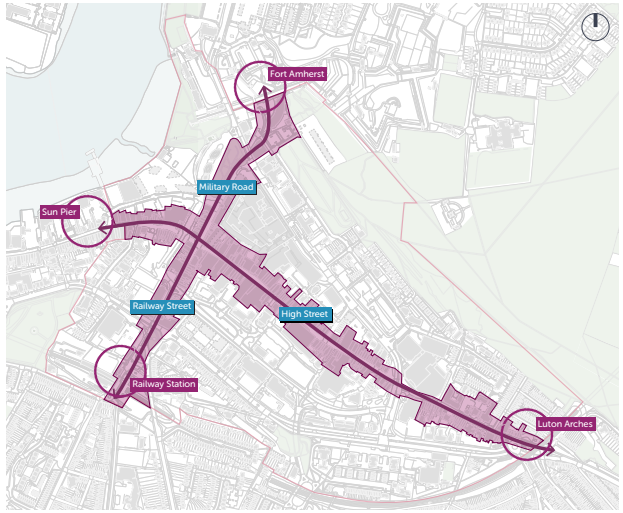
There are valued heritage buildings including, Command House, former RAFA Club and the Chatham Library, which was the Former Ordnance Store at Gun Wharf. This historic context forms part of Brompton Lines and Sun Hill to Sun Pier conservation areas.

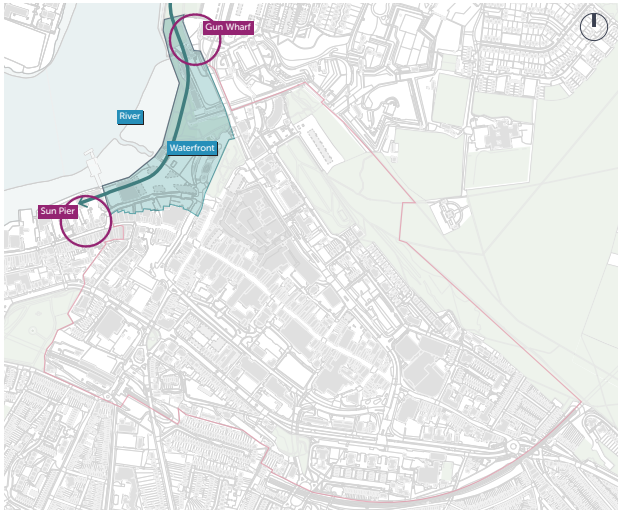
A significant portion of current regeneration is focused within the area type, aiming to revitalise the waterfront. This includes the development of Chatham Waterfront and the adjacent development of Mountbatten House and refurbishment of the Paddock (Which both sit within the Chatham Cross area type).

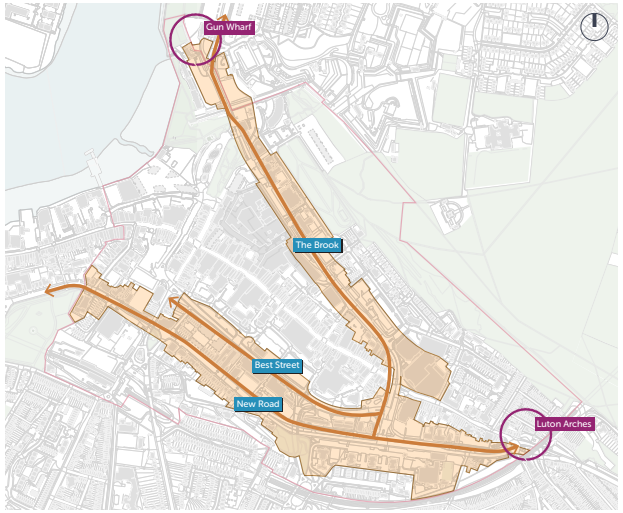
Urban Avenues

The Urban Avenues area type comprises of three primarily vehicular corridors that run across Chatham Town Centre as significant traffic through routes. One avenue is the combination of three streets, Dock Road, The Brooks, and Union Street and whilst the others are New Road and Best Street. Portions of these streets have been widened, causing the removal of historical buildings, leaving empty sites, service car parks and inappropriate out of town retail sheds.

However, portions of the historic fabric remain along the Brook and New Road, as part of two conservation areas - the Star Hill to Sun Pier Conservation Area and the New Road, Chatham Conservation Area. Here the historic streetscapes create a positive setting and precedent for future development.



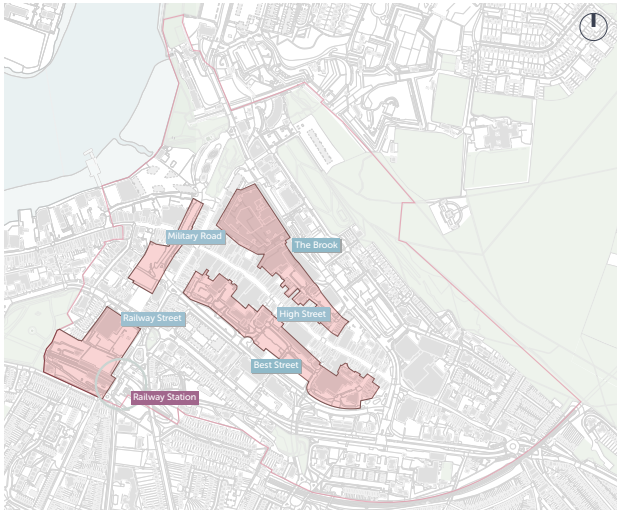




Streets & Spaces

The Streets and Spaces area type are generally current servicing spaces between the Chatham Cross and Urban Avenues, or spaces adjacent to the railway station. These spaces includes the Wickes site, Sir John Hawkins Car Park, the area fronting Rome Terrace, Richard Street,and Solomons Road and the area also includes the Pentagon Shopping Centre and various other smaller plots. Many sites are back of plots and buffer spaces that are currently occupied by surface car parking and back of house services.

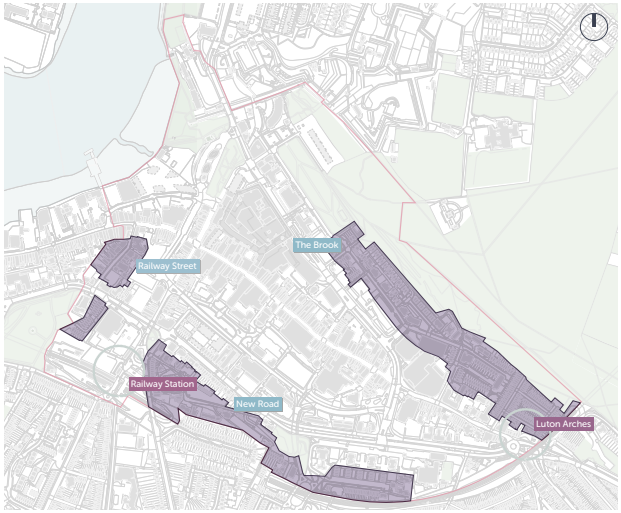
These areas offer significant opportunity to create a series of pedestrian priority streets and urban spaces that continue to provide services for adjacent properties whilst also enabling new and enhanced connections to local destinations.



Residential Streets

The Residential Streets area type are streets with consisting of a range of residential typologies, typically at the periphery of the town centre.

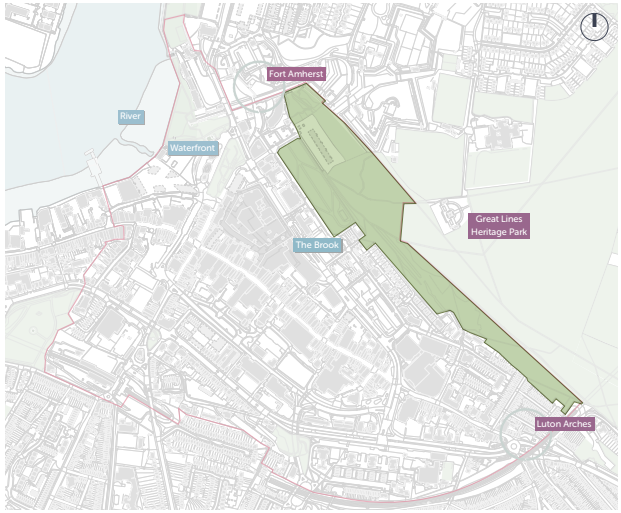
Whilst there are limited opportunities for new development, existing proportions may enable intensification and public realm improvements.



Green Edge

The Green Edge area type includes the ridge of open spaces overlooking the Chatham Bowl and includes a number of gateway entrances. It forms the western edge of the Great Lines Heritage Park, which is the largest open public park in Chatham, and includes the Chatham Naval War Memorial - a key visual landmark. The area type also includes Town Hall Gardens which also holds great importance to Chatham's heritage. Both parks are well populated with greenery and form scenic links between Chatham and Gillingham

The area type aims to better connect these valuable green spaces with the centre of Chatham.



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3.3 Chatham Cross Area Type

Vision

The vision for the Chatham Cross is to enhance the existing pedestrian-friendly High Street, Military Road and Railway Street and to celebrate local character whilst introducing a wider range of mixed uses.

3.3.1 Context

> The Chatham Cross will offer a range of local and destination uses to cater to those living in Medway and for those visiting.
> A greater range of uses and events will activate streets throughout the day and week.
> Public streets and spaces will be enhanced to create more social spaces for everyone, including places to socialise and to play.

3.3.2 Identity

> Buildings with local character and those that contribute to the vibrancy of the area will be maintained and enhanced.
> New local landmarks will be introduced to complement the existing major landmarks such as The Brook Theatre, Church of St John the Divine and Chatham Railway Station.
> Existing and new pedestrian routes will help guide people to local destinations.

3.3.3 Built Form

> New shop fronts will be narrow, allowing multiple shops and entrances to enliven the street.
> Ground floors will be visually appealing with appropriate signage relating to human scale.
> Existing buildings should be able to be extended to relate to the scale of existing context and to enhance the building's appearance.
> New buildings will relate well to the height, proportions and massing of the existing lower rise streetscape.

3.3.4 Movement

> Streets will prioritise pedestrians and those with a range of mobility abilities.
> Streets should cater to slow cycling and wheeling.

3.3.5 Nature

> Regular Street trees will create a pleasant environment for people.
> Vertical greening will introduce additional greening along walls.
> Plants will be selected for visual interest, shading potential and benefits to wildlife.

3.3.6 Public Spaces

> New public spaces will allow for a calendar of community events.
> Smaller scale spaces and markets will enable local businesses to grow.
> New seating, lighting and other facilities will create safe and pleasant places for people to socialise and enjoy.

3.3.7 Uses

> Ground floor uses will be designed for a wide range of uses to enliven streets & spaces.
> Upper floors will contribute to the area's vibrancy with new homes and offices.

Chatham Cross - High Street , Railway Street & Military Road

Fig.58 Illustrative street view of Chatham Cross Area Type character | Vision

Chatham Cross Character Zones

Chatham Cross Area Type consists of two, primarily pedestrian, mixed-use corridors: High Street and the Railway Street & Military Road. These areas are further divided into smaller character zones as the characteristics of each zone differ from each other.

High Street Area encompasses Character Zones 1, 2 and 3; while the Railway Street and Military Road Area encompasses Character Zones 4, 5 and 6.

Each Character Zone has a distinct set of characteristics and analysis through a series of sections, elevations and maps to better understand its urban fabric. These have led to curating the design code for each area type. Character Zones should be carefully studied for any new developments as laid out in the Appendix.

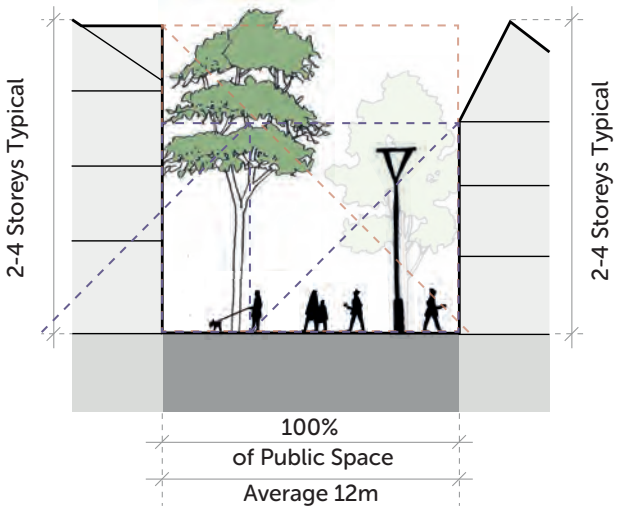


Fig.60 Chatham Cross Area Type - Street Section | Extract from The Appendix

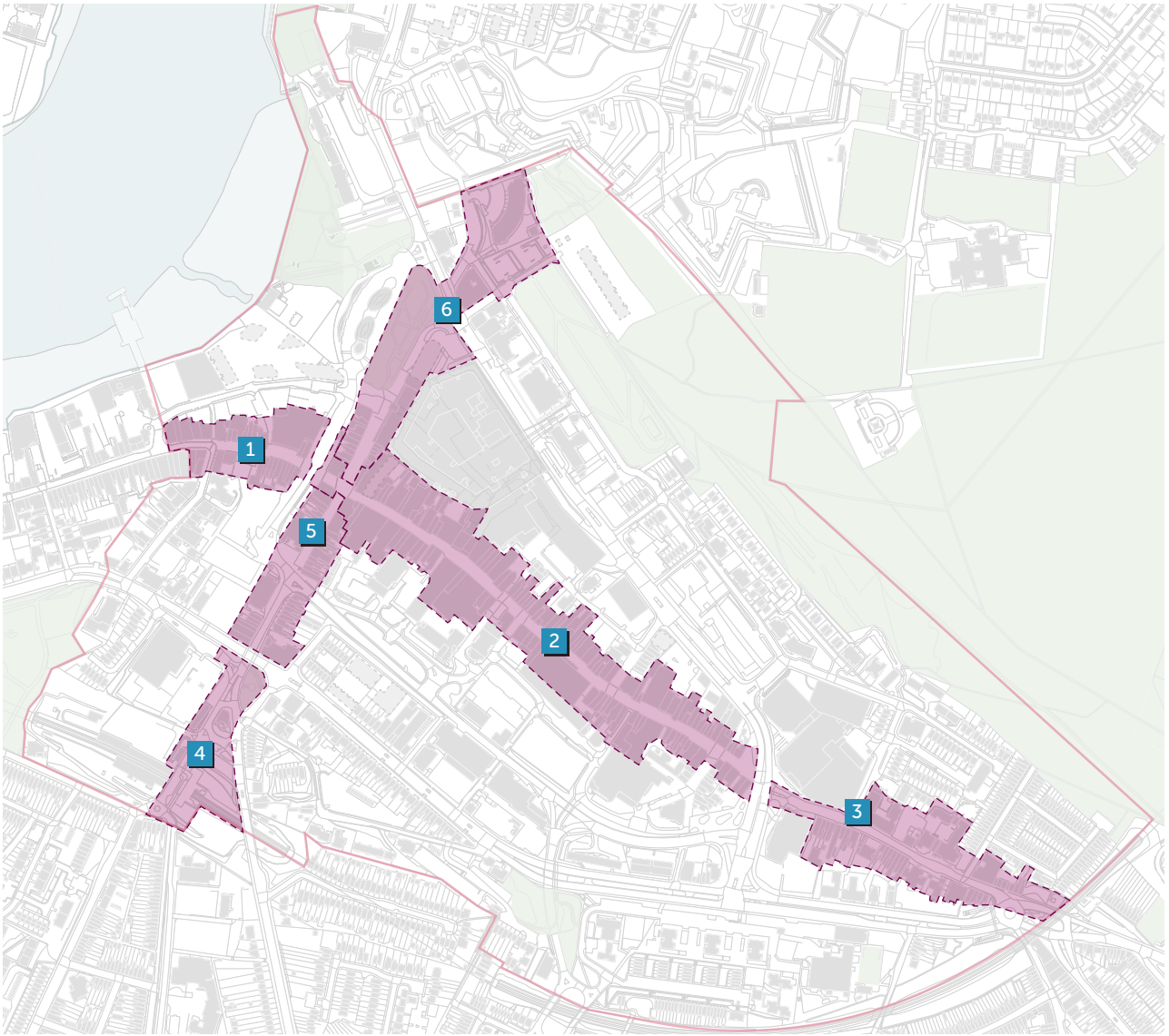


Fig.59 Chatham Cross Area Type - Character Zones | Extract from The Appendix

(Scale 1:7500 @ A4) 0m 100m

Key takeaways

Connections

> The Chatham Cross is well connected to the primary streets,and has some secondary and tertiary streets that branch out from Military Street and the High Street that all allow ease of movement across Chatham. Most of which are pedestrianised pathways wide enough for public movement and engagement.

> Some pathways along carriageways are not pedestrian friendly due to poor lighting and narrow streets.

> This area also connects some of the historical buildings of Chatham such as the Railway Station, the Brook Theatre, Fort Amherst, Sun Pier, and St John's Chatham.

Vegetation

> The existing Vegetation density is about 15% which shows the need for improved greenery and planting in the future, out of which most of them are publicly managed.

Potential Sites

> 20% of sites in this area have inactive frontages, a combination of non-contributing (no windows or doors or car parks) and empty sites. 20% these sites are empty sites in this area and have the potential to be developed into public open spaces. The remaining 80% are more suited to being built on based off the site's context and size.

Public comments / Vision

> 80% of public comments are addressed to align with our vision.

Fig.61 Chatham Cross Area Type - Street Elevations | Extract from The Appendix

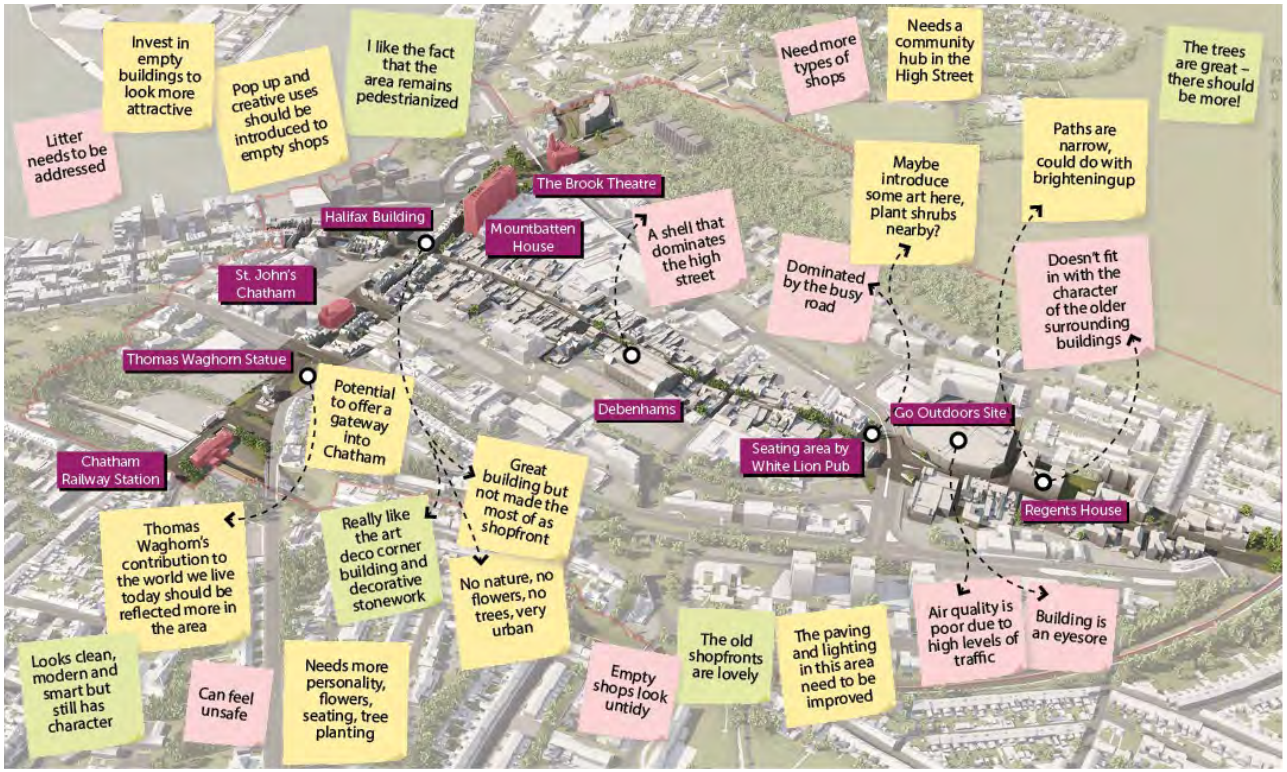


Fig.62 Chatham Cross Area Type - Character Zones | Extract from The Appendix

Movement

Footways

3.3.8 In the Pedestrian zones along Military Road and High Street, pedestrians should have priority between the building lines, with 2m wide safe pedestrian only zones adjacent to the buildings being marked with a tactile edge.

3.3.9 Along Railway Street and High Street when open to vehicles footways must have 3m or more of clear width for walking.

Rationale: Footways need to be able to accommodate the number of pedestrians using them, as highlighted in PERS to deliver a good level of service as well as facilitating effective and inviting links to the core urban centre from the rail station.

3.3.10 Outside of the pedestrian zones above, flush surfaces (e.g. raised tables / crossings) or dropped kerbs between the footway and carriageway must be marked with appropriate tactile paving.

Rationale: Creating an inclusive environment is essential and tactile paving enables blind and partially sighted users to engage with the street more easily.

3.3.11 Footways and pedestrian spaces must be level to be inclusive for all. Along Railway Street and the vehicular zone of High Street any required changes in level, i.e at vehicle crossovers, must be accommodated within the servicing verge / furniture zone to bring the carriageway to footway level.

Rationale: Creating an inclusive environment is essential and creating a level environment creates better conditions for those with mobility impairments.

Street Furniture

3.3.12 All street furniture should be accommodated within a street furniture zone. Along Railway Street and the trafficked area of High Street this should be at the carriageway edge to accommodate any required changes in level as per 2.3.11. Within Military Road and High Street pedestrian zones this should be accommodated in the centre of the space. A variety of seating, bins, cycle stands, bottle fills, and lighting should be included on all streets. An opportunity to sit must be provided no less than every 50m.

Rationale: Creating an inclusive environment is essential and ensuring that furniture does not conflict with people helps deliver this, as does the adequate provision of places to rest and have a drink of water.

Crossings and Side Roads

3.3.13 Development must contribute to improved pedestrian and cycle crossing of streets. The Brook and Waterfront Way must be improved for pedestrians and cyclists crossing to maintain the activity and vibrancy along High Street and Military Road.

Rationale: Linking across main streets is key to creating a permeable walking, wheeling and cycling network, and is in line with the national hierarchy of modes.

3.3.14 Crossing type should be chosen to further pedestrian priority, with zebra crossings offering the strongest priority for pedestrians and cyclists. Where zebra crossings are not appropriate, measures should be taken to mitigate this so that zebra crossings can be used in such a way that maintains an attractive experience for pedestrians moving along High Street. Signal control and zebra crossings should accommodate pedestrian and cycle facilities, and must be straight across crossings in one stage where feasible.

Rationale: The experience of moving along High Street needs to be preserved in order to expand the vitality and vibrancy of High Street down its full length.

3.3.15 The experience of moving along Railway Street is fragmented. Pedestrian and cycle priority must be created along Railway Street to better stitch in public transport access into the town centre. Excessive corner radii and junction splitter islands must be minimised along this route to create a stronger, pedestrian priority connection.

Rationale: Connecting the train station into the town centre makes public transport more attractive and viable. Making the journey intuitive and prioritised is key to this.

Junctions

3.3.16 Junction visibility that does not meet the standards within MfS1 and MfS2 must not be used as a blanket objection to a junction design.

Rationale: Junction designs should be investigated on a case by case basis in order to achieve the optimal design for both vehicles but also pedestrians and urban character.

3.3.17 Junctions along Railway Street must be simplified to improve the pedestrian experience and aid town centre legibility. Corner radii must be reduced to their legal minimums and a design speed of 10mph should be used. The gyratory around Railway Street and Gibraltar Hill should be simplified to create a series of T-Junctions.

Rationale: For junctions such as this, flows are not a priority, and so space should not be taken from people to help facilitate easier vehicle manoeuvring.

3.3.18 The minimum number of signal heads and other signalling equipment must be used. Furthermore, the use of white backing boards to signals must not be used at junctions where the speed limit is 30mph or less.

Rationale: Highways infrastructure such as signal heads create a character of urban highways and reduce the feeling of pedestrian priority that we need to meet. They also detract from the visual quality of urban landscapes.

Vehicle Crossovers

3.3.19 Vehicle crossovers must not disrupt the continuous nature of the footway or cycle track.

3.3.20 Changes in level must be accommodated within the furniture zone or through the use of a splay kerb.

Rationale: Achieving more walking and cycling and delivering modal shift away from vehicles is essential, as a result when vehicle infrastructure conflicts with walking or cycling infrastructure the design of urban streets must protect the most vulnerable users first.

Cycling

3.3.21 Segregated cycle tracks must be provided on along Railway Street to connect the railway and public transport network to the town centre via active travel. Along High Street and Military Road cycling must be allowed in cycle street conditions, with the design reinforcing slow cycling as well as.

Rationale: Delivering modal shift in favour of more cycling is central to government ambitions and national guidance sets out the level of service required to effectively achieve this.

Cycle Parking

3.3.22 Cycle parking along Military Road and High Street should be provided to support adjacent business activities and be provided within the central furniture zone. Cycle parking must accommodate space for a variety of cycles / hand cycles. Cycle parking must be in obvious and attractive locations and be well lit.

Rationale: Creating an inclusive environment is essential and ensuring that people can use a variety of cycles depending on their needs helps to achieve this, as well as increasingly modal shift away from vehicles.

3.3.23 Along Railway Street, Sheffield stands in the furniture zone should be incorporated throughout, and towards the station space created from the possible re-imagining of the gyratory around Railway Street and Gibraltar Hill - 2.3.17 - should be prioritised for larger scale station cycle parking.

Rationale: The opportunity to create a larger zone of secure and attractive cycle parking at the station helps create a viable Mobility Hub.

3.3.24 Additional infrastructure such as repair stations should be considered alongside parking at the station.

Rationale: Achieving modal shift away from vehicles is essential, as a result the whole experience of cycling must be compelling for people.

Public Transport

3.3.25 Bus stops along Railway Street must be located within the carriageway lane, and not within lay-bys to create generous pedestrian space and waiting environments.

Rationale: Space for public transport should be taken from carriageway space rather than pedestrian space to enable high quality waiting environments.

3.3.26 Bus stop waiting environments must be inviting and form a compelling transport choice for people, with shelter, seating, attractive lighting, RTI displays and amenity.

Rationale: Achieving modal shift away from vehicles is essential, as a result public transport must be deigned to be an attractive option, with waiting environments key to this.

3.3.27 Where bus stops and cycle facilities interact along Railway Street, segregation should be maintain with pedestrian priority across cycling infrastructure, in line with LTN 1/20.

Rationale: Achieving more walking and cycling and delivering modal shift away from vehicles is essential, as a result when vehicle infrastructure conflicts with walking or cycling infrastructure the design of urban streets must protect the most vulnerable users first.

Carriageway

3.3.28 Along Railway Street carriageway widths must be kept to an absolute minimum to maximise the route for pedestrians.

Rationale: Baggy carriageways increase speeds and reduce the priority that needs to be given to people walking and cycling above those driving. Delivering carriageway at the legal minimum is space efficient and designing streets for everyday use rather than once a week use maximises the use of space.

3.3.29 When crossing Waterfront Way and The Brook the carriageway should be raised to footway level with materials highlighting the pedestrian route across in order to improve pedestrian legibility and protect the character along High Street.

Rationale: Creating an inclusive environment is essential and raised tables support those with mobility impairments, as well as helping to reduce speeds and protect the character of a location.

Speed

3.3.30 Speed limits along Railway Street must be 20mph, with the 85th percentile less than 20mph, with carriageway widths and other speed restriction design measures used to enforce speed limits through urban areas.

Rationale: Reducing speeds is proven to save lives in the event of a collision, as well as supporting a more urban character where divers are more aware of their surroundings.

Car Parking

3.3.31 Car parking should be primarily located within mobility hubs, linking public transport and quality active travel infrastructure for connections into the High Street and Military Road.

Rationale: Achieving modal shift away from vehicles is essential, key to this is reducing the amount of prime street space given over to storing vehicles, which in turn increases safety, footfall and a relaxing environment.

3.3.32 No on-street parking along Railway Street should be allowed to facilitate better bus priority.

Rationale: Parking needs to be designed in the context of the whole, with space priority following the hierarchy of road users.

3.3.33 Any parking bays should be at footway level or if at carriageway level detailed in a contrasting material from the carriageway to visually narrow running lanes.

Rationale: Footway level bays allow for the space to be used as footway space when not in use, but also keep the carriageway at a consistent width which help reduce speeds and increase safety.

EV Charging

3.3.34 EV charging must be provided within Mobility Hubs, in particular around the station.

Rationale: To enable a reduction of trips into the urban core, Mobility Hubs should be useful interchange points.

Servicing

3.3.35 Refuse collection vehicles must not dictate the layout of any street, with movements being accommodated utilising all space within kerbs rather than a lane.

Rationale: Streets should be designed for every day activities so that they support people and city life. Infrequent activities should not define a place.

3.3.36 Along Railway Street, drop-off / pick up should be designed out, instead offering this within a Mobility Hub.

Rationale: In line with the hierarchy of road users, streets should be designed to accommodate and protect pedestrians and then cyclists before vehicles.

3.3.37 Loading and servicing along Military Road and High Street should be accommodated outside of pedestrian peaks, with morning delivery and evening delivery accommodated only.

Rationale: Streets should be designed to facilitate access but in a way that servicing and access does not damage the experience for the majority of using the street.

Public Spaces & Nature

The legibility of the route from Chatham Railway Station to the town centre, waterfront and Great Lines will be enhanced so that people can easily walk to Medway's shopping, retail, heritage and open spaces.

Priority will be given for pedestrians along the route and a series of spaces will be established around focal and historic buildings to provide 'stepping stones', giving punctuation, and creating spaces for people to enjoy and to appreciate Chatham's heritage.

These spaces include: The Station arrival square, St John's Chatham, the Paddock, the Brook Theatre and historic entrance to Fort Amherst.

Greening will be introduced throughout Chatham Cross with widespread tree planting within streets and new public spaces as well as the introduction of an integrated network of SUDS to create an attractive green and biodiverse corridor that links Victoria Gardens through to the waterfront, Town Hall Gardens and the Great Lines beyond.

Play

Refer to site wide guidance for context and overarching guidance on play XXX.

3.3.38 As part of the wider play strategy, Chatham Cross will be served by two equipped play spaces set within open spaces at Victoria Gardens and the Waterfront. These will cater for children of all ages and encourage them to interact with nature and the environment.

Rationale: Distribution of equipped play provides facilities within the Fields in Trust recommended catchment areas for Chatham Centre with appropriate buffers from adjacent residential areas and within attractive green locations for children.

3.3.39 Within Chatham Cross, doorstep play will be integrated into the new public square by Emmaus Church and in the square adjacent to St John's Church (see Area Type Streets and Spaces). Typically, these will cater for young children up to the age of 5. However, thought must be given to provide play for older children such as teenagers. The design should be developed in conjunction with community engagement to ensure that it meets the needs of the community.

Rationale: Small scale play must be integrated into open spaces to increase their appeal and use by a diverse range of people.

3.3.40 Any new residential developments must provide a play strategy, integrating play into their proposals to ensure that there is adequate onsite provision and that they create a child friendly, safe and playable environment.

Rationale: To ensure that play provision for children living in new developments is provided by the developer

SUDS

3.3.41 SUDS must form an integral part of the public realm design for Chatham Cross and may take a variety of approaches from rain gardens through to permeable paving and increased soft landscape. These shall be incorporated into Waterfront Way as linear features and new spaces such as the Station arrival square and Emmaus Church Square as rain gardens.

Rationale::SUDS should be of sufficient capacity to manage water and simultaneously create a strong and biodiverse green link.

3.3.42 SUDS will be designed to not only provide surface water attenuation, but will also form biodiverse corridors linking green spaces and habitat.

Rationale: Implementation of SUDS along Waterfront Way and key public spaces will create a green biodiverse corridor that links Victoria Gardens through to the waterfront, Town Hall Gardens and the Great Lines beyond and will help with sustainable urban drainage

Trees

Refer to site wide guidance for trees XXX as well as appendix for technical requirements for tree pit design, rooting volumes and further detailed guidance XXXX:

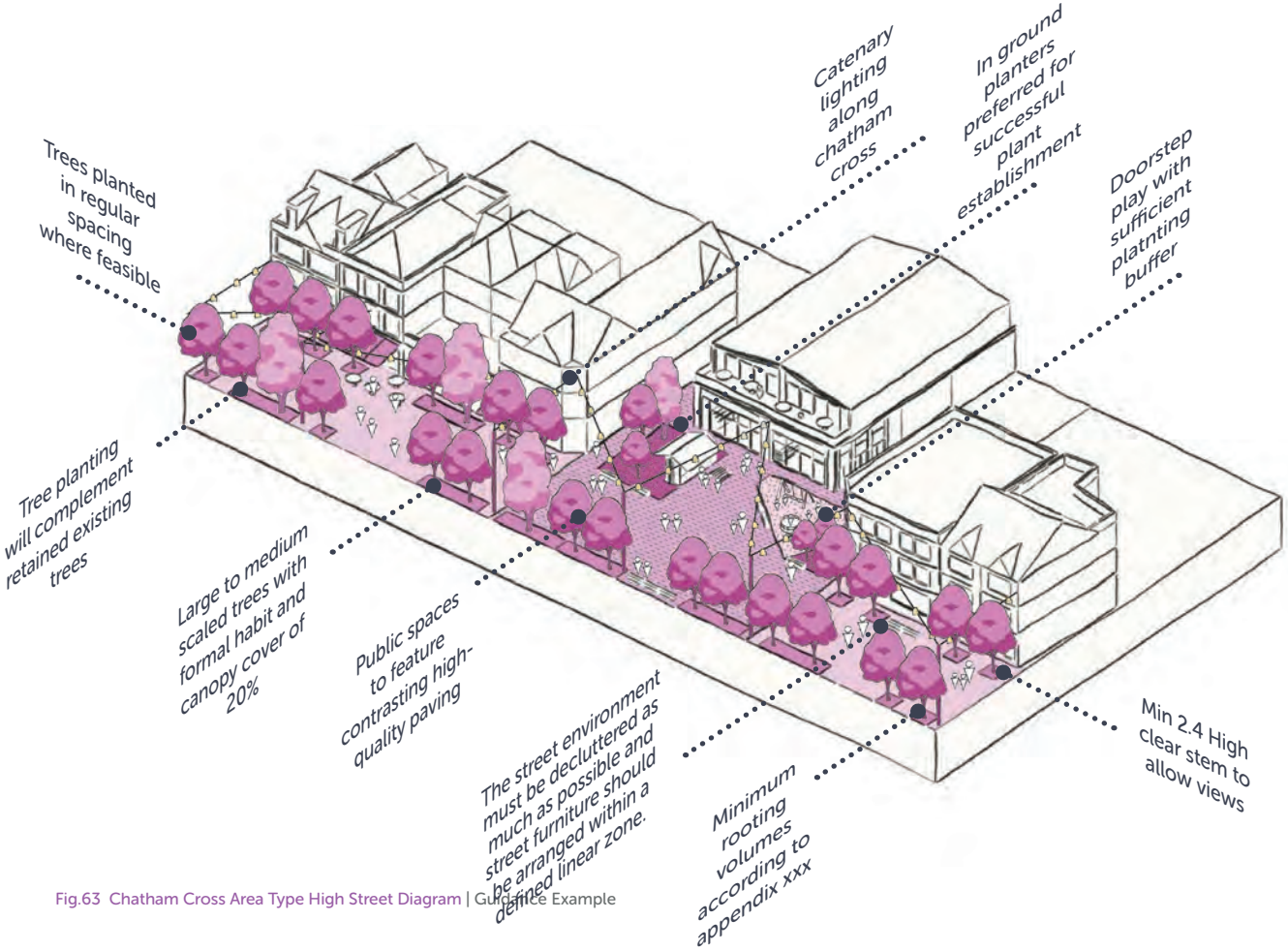


Fig.63 Chatham Cross Area Type High Street Diagram | Guidance Example

Typology	Main Pedestrian Routes	Green Avenues
Location	High Street/Military Road/Railway Street	Waterfront Way
Target Canopy Cover	X%	X%
Arrangement	Regular spacing where feasible or as required to achieve target canopy cover. Planting will complement retained existing trees.	Typically planted in informal groups within SUDS features. More formal arrangements may be used to highlight junctions and frame feature buildings.
Species range	Limited use of species	Mixed species selected for biodiversity
Tree characteristics	Large to medium scale trees with formal habit. Canopy spread to suit location or can accommodate pollarding.	Mixed large to medium and small sized trees. Form can range from feathered to standards. Where used within SUDS features, trees must be tolerant of salt spray and periodically wet conditions
Accessories	Guarding during establishment to be removed once trunk is of sufficient diameter or before any guarding becomes restrictive to prevent inclusion and damage. Porous self-binding gravel to tree pits in hard surfaces	Trees to be planted in soft / raingardens
Specific management requirements	Min. 2.4m high clear stem to allow views of shop fronts. Pollarding of appropriate species.	Maintain sight lines / visibility splays at junctions. Canopies to be maintained clear of carriageways

Public Spaces & Nature

Other planting types

Refer to site wide guidance XXX. In addition to the site wide guidance, the planting within Chatham Cross also must adhere to the following codes.

High Street, Railway Street and Military Street

3.3.43 An overarching and coherent planting strategy and plan must be developed for these streets with a min. of 50% evergreen planting or planting with special winter interest. Any public or private development coming forward along these streets is to adhere to this planting strategy and plan.

Rationale: The planting must provide a unifying and identifiable character for the High Street and Military Road. The high percentage in evergreen and winter interest plants will ensure that even smaller planting beds provide year-round interest and impact.

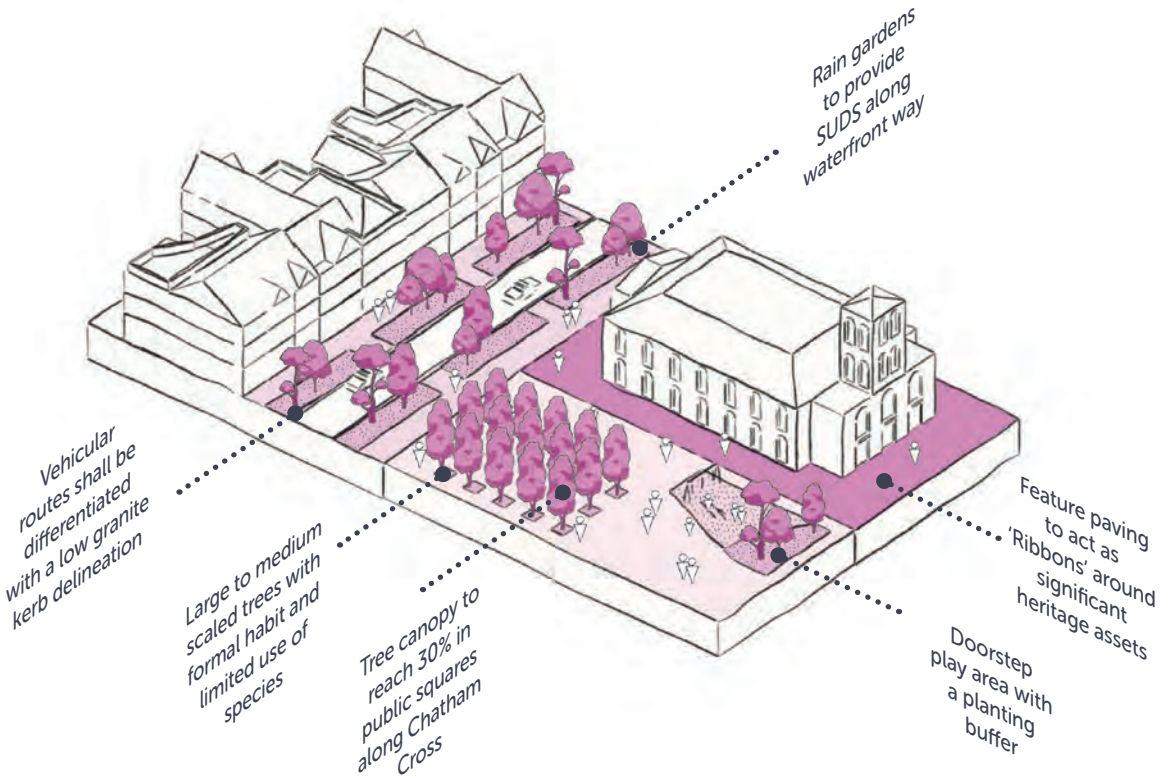
The Paddock

3.3.44 Must have its own unique planting character. However, areas nearby should take inspiration from the style, look and feel of the Paddock planting without directly copying the Paddock plant list or plant arrangement. The uniqueness of the Paddock planting scheme must be safeguarded.

Rationale: The planting must provide a special, identifiable character for the Paddock.

Emamus Square and Square Adjacent to St Jhon's

3.3.45 Refer to small squares in Streets and Spaces XX



Surfacing and hardscape

Refer to Hard Landscape section xx within the site wide guidance.

Public squares and key destinations

3.3.46 Chatham Cross should feature high-quality paving that differentiates the key destinations along the cross from the pedestrian linear routes and will signal a change in environment and sense of arrival. The different surfacing around key structures will highlight the uniqueness of the buildings.

3.3.47 Key materials should include:

- High Street: Natural stone paving, natural stone kerbs and banding. Natural stone setts can be used as highlights.
- Squares and Spaces: Natural stone paving and banding within squares, with the distinction of black painted ironwork around heritage buildings.
- Tree pits in hard surfaces to High Street and squares have natural stone sett surrounds with self-binding porous gravel adjacent to trunks.
- Streets: Textured concrete flags with natural stone kerbs and banding in accordance with Chatham Placemaking Public Realm materials.

Rationale: To create a hierarchy of spaces and differentiate important places and buildings.

Furniture

3.3.48 Appropriate street furniture and signage should only be included when necessary for reasons of safety, orientation or comfort of residents and visitors. The street environment must be decluttered as much as possible.

Rationale: The presence of unnecessary street clutter and redundant signage frequently obstructs the free movement of pedestrians and visually detracts from the environment.

3.3.49 Street furniture should be arranged within a defined linear zone within the street.

Rationale: A defined zone for street furniture will keep an unobstructed route for the convenient and comfortable passage of pedestrians.

3.3.50 The materiality of the street furniture must reference Chatham's history and be contextual. It shall be traditional in design and colour, avoiding the use of 'modern' style materials, fixtures and furniture.

Rationale: To reinforce Chatham's sense of place and highlight its distinctive local character and heritage.

3.3.51 Catenary lighting used as functional street lighting.

Rationale: To provide a distinct identity adn character as wella s declutter the street scape.

Built Form

Building Blocks / Type

3.3.52 Existing contributing buildings which are heritage or non-designated assets must be retained. They can be extended sympathetically subject to a satisfactory design review process, except listed buildings. Other buildings may be extended, however should this prove unviable they may be fully rebuilt.

Rationale: Heritage and non-designated assets are preserved to maintain the historical significance within Chatham. They can be extended to intensify the usage of the buildings and this is the preferred method over the fully rebuilt option due to sustainability reasons.

3.3.53 Corner Buildings must address site elevations with the primary frontage fronting the Chatham Cross. They must be chamfered, along streets (not pedestrian lanes), demonstrating reference to local precedents, based on geometry and size.

Rationale: Chamfered corners and primary elevations help to liven the streets of Chatham Cross.

Plots

3.3.54 If any site is wider than 12m it will be divided into plots, with module rhythms ranging from a minimum of 6m to maximum of 12m. Two plots may have combined floors but ground floor must be designed to easily be divided into distinct ground floors for the future. (i.e., addressing separate doors, refuse storage and HVAC Systems.)

Rationale: Maximum plot sizes creates a regular rhythm along the streets and ensures that the buildings of Chatham Cross remain fine grained and create a visually interesting streetscape.

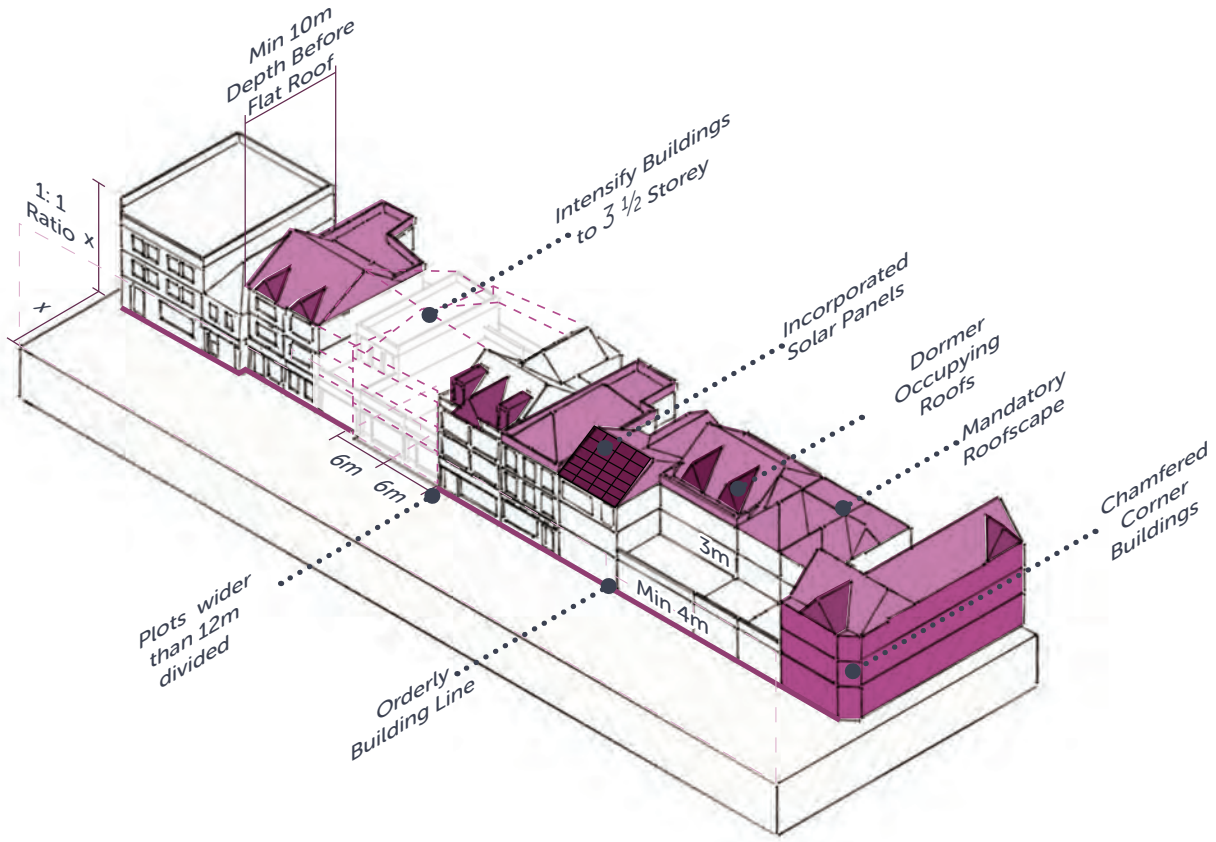


Fig.64 Chatham Cross Area Type - Diagram XX | Guidance

3.3.55 Each plot must have an independent development.

Rationale: Independent developments dictates that the architectural language of the buildings remain different and thus re-enforcing a sense of fine grained streets.

3.3.56 If a plot continues from High Street to service street at the rear frontage, it must address the design coding corresponding to the other area type for the rear frontage but can be designed as a single building.

Rationale: Having a rear frontage following its corresponding coding ensures that the designs follow a set of code that best prescribes the requirements to consider to achieve the desired vision for the corresponding area type.

Building Heights

3.3.57 Building heights can rise up to 3 ½ Storeys, as long as the height is less than the predominant width of the street in front of the plot. (i.e., height can rise to a maximum of 1:1 height to width ratio) Heritage assets and non-heritage designated assets can be extended to this height, whilst opportunity sites and non-contributing buildings can be built/ rebuilt up to this height.

Rationale: Low-rise building height limits creates a an urban setting that is not too overpowering compared to the width of the street.

3.3.58 Cornice/building heights should reflect the existing variation within the Chatham Cross. Where a site adjoins different heights on either side of the plot, it can conform to either or neither. Where adjacent plot heights are the same, it must vary in height by a minimum of 300mm.

Rationale: Varying rooflines gives Chatham its interesting townscape and is visually interesting when looking down from the Great Lines Heritage park

3.3.59 Floor to ceiling heights for ground floor frontages can range from 4-5m,however, this height can align with the taller, adjacent ground level height if its height is less than 4m.

Rationale: A taller floor to ceiling height on the ground floor creates a pleasant space to be used by a wide spectrum of commercial uses.

3.3.60 An exception to the 3 1/2 storey can allow buildings to have a 3 storey frontage onto the Chatham Cross with a balcony setback on the upper level where an additional 2 storeys can be provided, subject to adhering to the 45° viewing angle. The upper levels must have a pitched roof, with a minimum depth of 10m before any flat roof can be introduced.

Rationale: This creates a more intensified and dense usage of the buildings whilst not creating an overbearing streetscape.

Building Lines

3.3.61 Building lines need to follow adjacent edges and fronts. Either adjacent building line can be followed but the new building line must conform to one or the other.

Rationale: This avoids the create of unusable street spaces that is often used for antisocial activities. Creates uniformity in the streetscape

3.3.62 Mid-block buildings should be built to the side plot lines through a traditional party wall condition, to provide a 100% frontage along the full width of the plot.

Rationale: Building on all 100% of the plot frontage provides the close knitted fine grained streetscape

3.3.63 Current side ginnels/service routes should be retained and enhanced for public use. Redeveloped buildings adjacent to a current route should have active frontage along the side elevation and have at least a 2m set back from the site boundary. The route must be open to the sky and unobstructed above for the majority of its length.

Roofs

3.3.64 Roofs are required along the frontage on Chatham Cross referencing existing forms and pitches up to a depth of 10m as roofs help give

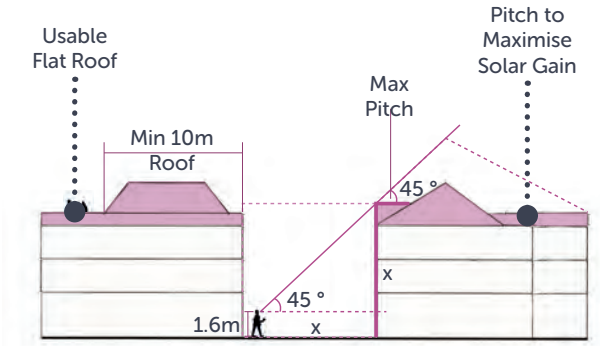


Fig.65 Chatham Cross Area Type - Diagram XX | Guidance

a wide sense of enclosure. It is encouraged to occupy the roof space through the introduction of dormers and lights.

Rationale: Not create overbearing streetscape.

3.3.65 Flat roofs may be used beyond the minimum 10m roof depth on mid-block plots. However, flat roofs must be subservient to the pitched roof and must be usable as an amenity space, living green roof or brown roof with PV panels where PV panels occupy at least 50% of the flat roof.

Rationale: Mandating flat roofs to be usable and beyond the 10m roof depth creates a more visually interesting roof line viewing from both the streets of Chatham Cross and from the Great Lines Heritage Park.

3.3.66 Roof design and pitch should demonstrate consideration for maximizing solar gain to allow for solar panels or future installation of solar panels.

Rationale: Align with overarching sustainability goals to use renewable energy

3.3.67 Solar panels, if visible from the public realm, should be designed as an integral part of the roof. For example, this may mean panels are designed to cover the entire southern pitch and integrate with building detailing.

Rationale: Having well integrated solar panels on the roofs ensure the developments of Chatham Cross remains pleasing to the eyes and the solar panels do no disturb the varying sculpted roofscape

3.3.68 Roof plant should be architecturally concealed (including from upper-level views) and should not be visible from the streets of the Chatham Cross.

Rationale: Having architecturally concealed roof plants would create a more aesthetically pleasing roof scape when viewed from the streets of Chatham Cross.

Façade treatment

3.3.69 Vertical extensions must create a coherent façade. A formal design review process will be required to demonstrate successful façade design.

3.3.70 All ground floor mixed uses must adhere to Medway's Guide to shop-front advertising for historic buildings. Where architectural design is more contemporary, reference to scale, proportion and lighting must be adhered or demonstrated as compliant in spirit of the guidance.

Rationale: Adhering to Medway's guide to shopfront advertising ensures that historical proportions of a commercial front is respected and showcased. For all other buildings, the guidance allows the shop fronts to be coherent to the wider street frontage.

3.3.71 Where proposed, balconies on upper storeys should be inset. Juliet balconies and winter gardens are allowed only if the balcony space becomes additional usable space in each residential home.

Rationale: So that narrow streets of the Chatham Cross are not made even more narrow by protruding balconies.

3.3.72 Ground floor frontages must be active with 40-80% glazing to provide visual interest.

Rationale: So that commercial ground floors can provide visual interest and create safer neighbour surveillance streets.

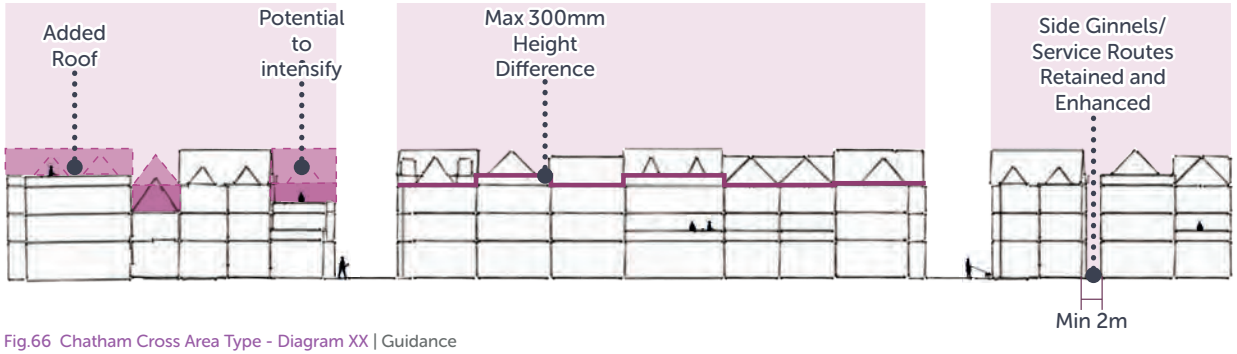


Fig.66 Chatham Cross Area Type - Diagram XX | Guidance

3.3.73 Shutters must be internal and have at most 25% opacity.

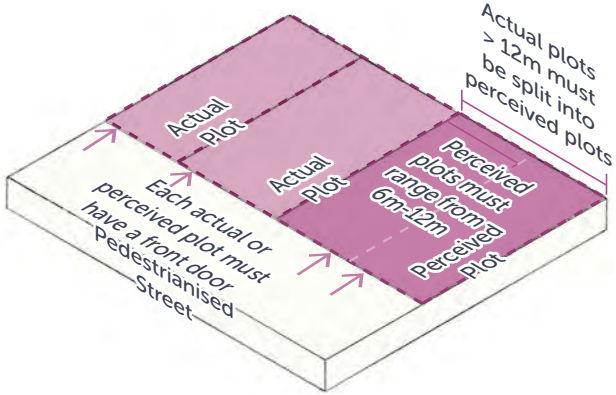
Rationale: To maintain visual interest and create an interesting streetscape throughout the day and night even after business hours.

3.3.74 Buildings must have front doors every 6m or less.

Rationale: A fine grained frontage, with front doors every 6m or less, provides active frontages to create more vibrant and safer streets.

3.3.75 Separate residential entrances must be provided fronting onto High Street, Military Road and Railway Street.

Rationale: Discourage residential entrances on the frontage of the Chatham Cross which disrupts the commercial fine grained pattern.



Uses

Use of Land

3.3.76 Throughout Chatham Cross, mixed uses (i.e., not residential), must occupy all ground floors fronting High Street, Military Road and Railway Street.

Rationale: To increase footfall and pedestrian engagement.

3.3.77 Public mixed uses (like cafe, restaurants, pubs and retail) will be encouraged to use privacy stripes as spill-out spaces to enliven the public realm during business hours.

Rationale: Spill out space to liven the public realm during business hours.

3.3.78 Existing upper floors, extensions to property and new buildings are encouraged to provide residential homes and offices in the floors above the ground floor.

Rationale:

3.3.79 Spill outs spaces of up to 1.5m are encouraged

Rationale:

Community

3.3.80 Local communal amenities will be provided depending on the density of the area. Building use conversions are encouraged however, where not possible, these facilities can be newly built.

Rationale: To cater for the needs of local communities

3.3.81 High quality schools for people of different ages should be provided and easily accessible by the community that it serves. School spaces should be designed flexibly to allow for further community use beyond education.

Rationale: High quality schools enable people of all ages to engage in education and other activities that are provided at the school's flexible spaces. This reduces the exclusivity of a school to only children and enables a better sense of community.

3.3.82 Flexible spaces such as halls and hubs will be available to cater for different community uses such as worshipping, cultural events and education.

Rationale: Nurtures a sense of community and promotes inclusivity

3.3.83 Local independent shops will be encouraged to occupy shop-front to further create a sense of community and allow local business to grow.

Rationale: Encourage local businesses to grow, increase local employment and create a feeling of community with localised products

3.3.84 Medical facilities will be provided at different scales depending on the density of the area. Accessibility and transport towards these facilities will be enhanced to allow people of all ages to access the services provided with ease.

Rationale: Provision of accessible medical facilities ensures that people of all ages and ability can receive the necessary ranges of healthcare.

3.3.85 Facilities to accommodate all religions should be provided. Smaller multi-faith worship spaces are encouraged to allow for more regular and short worship sessions.

Rationale:

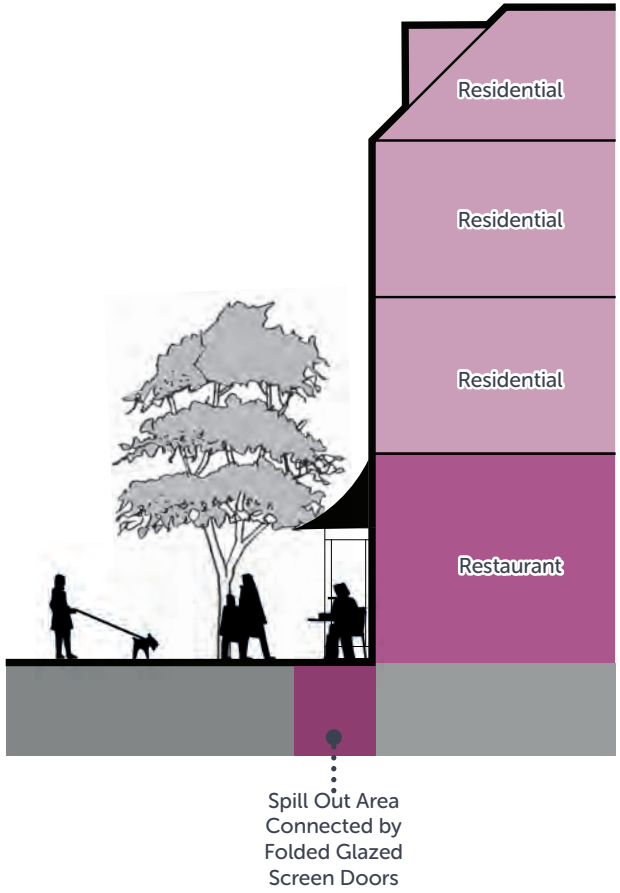


Fig.67 Chatham Cross Area Type - Diagram XX | Guidance

3.4 Waterfront Area Type

Vision

The Waterfront area's vision is to further improve the currently well-liked qualities of the Riverwalk and Riverside Gardens to cater for more leisure activities and provide more public open space for the people of Medway.

3.4.1 Context

> The revitalisation of the riverwalk with a variety of events and uses should create a vibrant communal waterfront.
> A variety of flexible event spaces should be introduced to cater for public activities.

3.4.2 Identity

> Buildings with historical significance, and those contributing to local vibrancy, like the Pumping Station, should be maintained and enhanced.
> Existing and new pedestrian routes combined with an effective way finding system should help guide people to the waterfront.

3.4.3 Built form

> Upcoming projects should relate well to the height, proportions and massing of the existing lower rise buildings.

3.4.4 Movement

> Access points and routes for pedestrians, cyclists and vehicles, will be enhanced to create a more welcoming environment into the waterfront through Dock Road, Medway Street and Globe Lane.
> Cycle route network will be reinstalled and encouraged across the waterfront to promote a more healthy and safe mode of travelling.

3.4.5 Nature

> Communal open spaces, like the Riverside Garden, should be enhanced through regular planting and softscaping
> 5.2 Plants selected for visual interest, shading potential and benefits to wildlife

3.4.6 Public spaces

> Public engagement at the Waterfront should be encouraged through regular communal activities
> Provision of public facilities, like the Chatham Library & Community Hub and the Command House is desired
> New seating, lighting and other facilities will create safe and pleasant places for people to socialise and enjoy

3.4.7 Uses

> Unused building edges and corners should be replaced with regular short term active frontages and spill overs, such as pop-up shops, kiosks, performance areas
> Infrastructure to enable public leisure should be provided

Waterfront

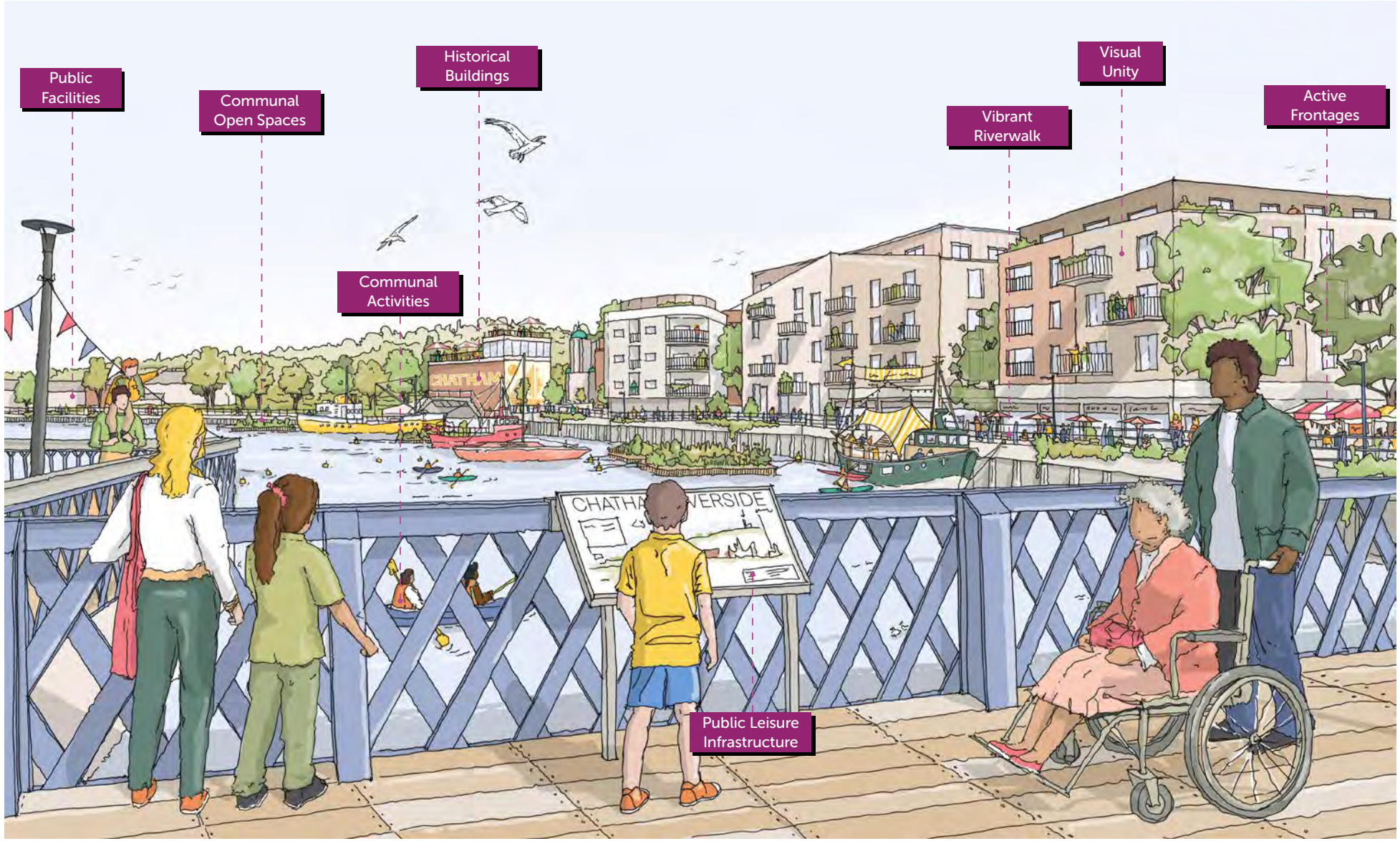


Fig.68 Illustrative street view of Chatham Cross Area Type character | Vision

Waterfront Character Zones

The Waterfront area type consists of the Riverside Walk and Riverside Gardens. Bounded by Medway Street, Globe Lane and The Dock Road, this area type is situated adjacent to the River Medway.

Surrounded by landmarks, this area has one scheduled ancient monument along with several listing buildings in the northern part. Furthermore, two conservation areas, the Brompton Lines Conservation Area, and the Sun Hill to Sun Pier Conservation Area, fall into this area. The Waterfront is further divided into smaller character zones as the characteristics of each zone are different from each other.

Each Character Zone has a distinct set of characteristics and analysis through a series of sections, elevations and maps to better understand its urban fabric. These have led to curating the design code for each area type. Character Zones should be carefully studied for any new developments as laid out in the Appendix.

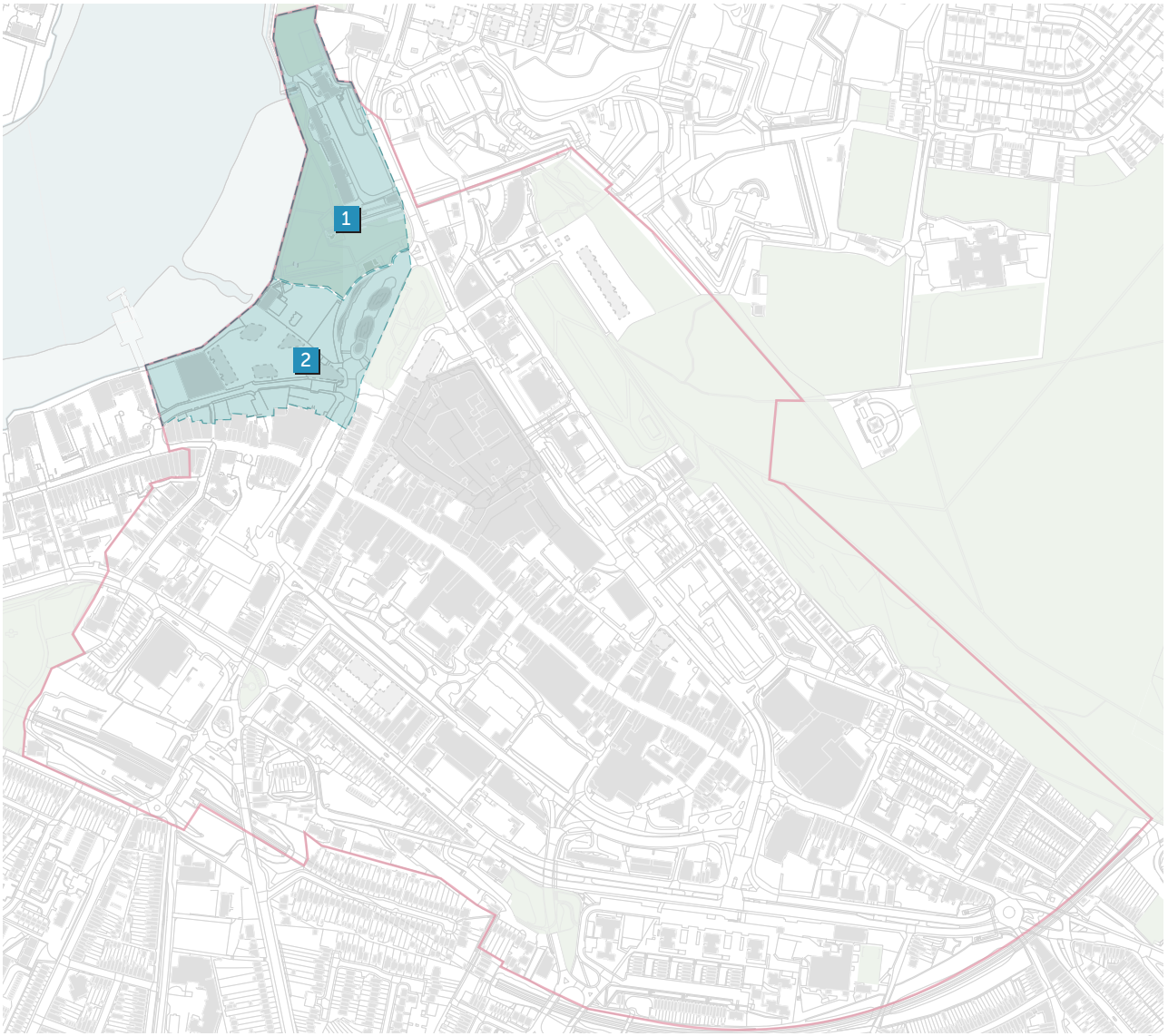


Fig.69 Illustrative street view of Chatham Cross Area Type character | Vision

Key takeaways

3.4.8 Connections

> This area is well connected for pedestrians, but most streets are not accessible by vehicles.
> Some missing links and crossings cause disruption to a safe pedestrian network, which shows the potential for better links.

3.4.9 Vegetation

> The vegetation density in this area is roughly 40%, most of which is publicly managed.
> The existing Riverside Gardens are well-appreciated public green spaces, which are underused but could be improved and promoted to increase public engagement.

3.4.10 Potential Sites

> 56% of sites in this area have inactive frontages, a combination of non-contributing (no windows or doors or car parks) and empty sites. 91% of these inactive frontages are currently car parks which all have the potential to be built upon as there is already a lot of greenery provided in the area.
> The presence of multiple landmarks in and around this area should be highlighted and considered by every new development.

3.4.11 Public comments/Vision

> Majority of public comments are addressed to align with Chatham Town Centre's vision.
> The unaddressed comments that cannot be resolved directly through our vision are a minority compared to all addressed comments.

Fig.71 Illustrative street view of Chatham Cross Area Type character | Vision

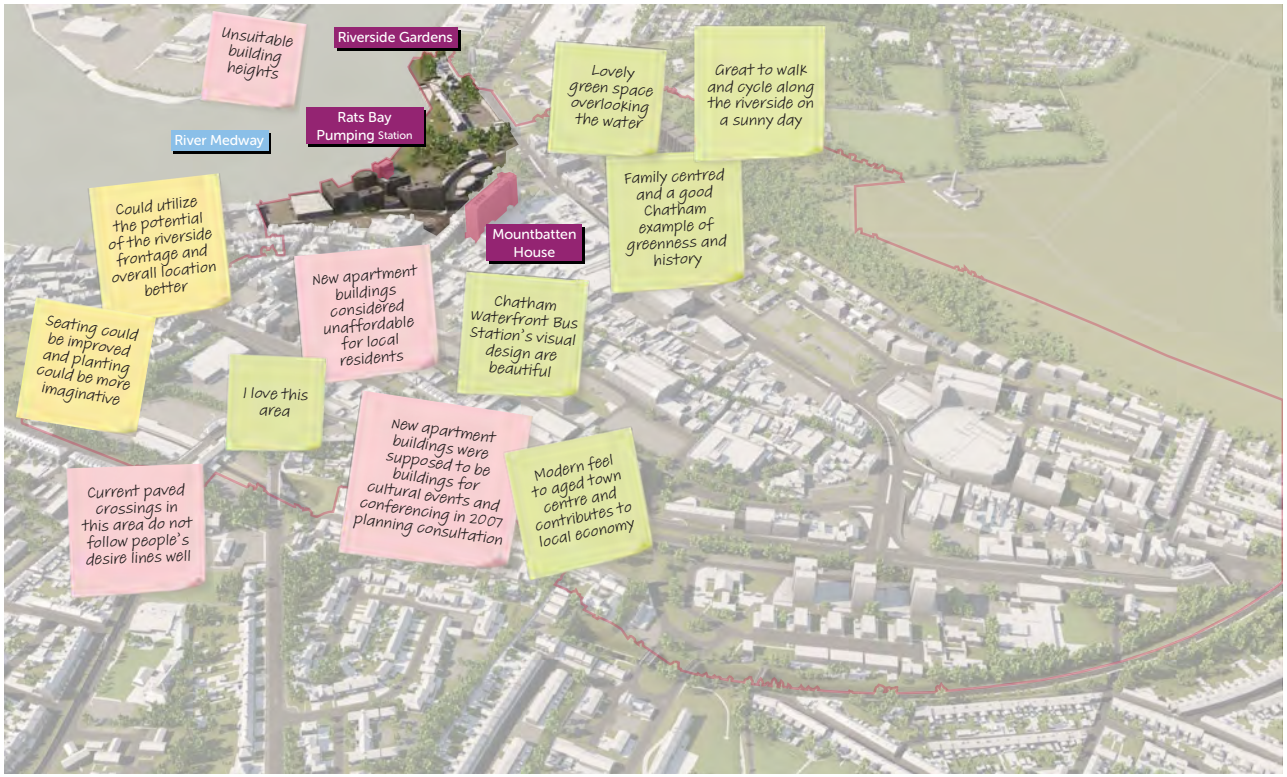


Fig.70 Illustrative street view of Chatham Cross Area Type character | Vision

Movement

Crossings

3.4.12 Development must contribute to improved pedestrian and cycle crossing of streets, with the pedestrian experience across The Brook being a priority.

3.4.13 Crossings of Enhanced Streets must be formal signal control or zebra crossings, with a minimum width of 5m, accommodating pedestrian and cycle facilities, and must be straight across crossings in one stage.

3.4.14 Crossings of Public Transport routes and Informal Streets should give full priority to pedestrians through the use of straight across Zebra Crossings, accommodating both pedestrians and cycles.

Footways

3.4.15 Footways in quiet locations (flows of <600 pedestrians an hour) must have 2m or more of clear width for walking.

3.4.16 Footways in moderately busy locations (flows of 600 to 1200 pedestrians an hour) must have 2.5m or more of clear width for walking.

3.4.17 Footways in busy locations (flows of >1200 pedestrians an hour) must have 3m or more of clear width for walking

3.4.18 Every flush surface or dropped kerb between the footway / safe pedestrian space and carriageway / movement zone must be marked with appropriate tactile paving.

3.4.19 Footways must be level to be inclusive for all, with any required changes in level, i.e at vehicle crossovers, being accommodated within the servicing verge / furniture zone to bring the carriageway to footway level.

3.4.20 For Pedestrian Priority environments the pedestrian area / footway should dominate the space, with this being represented in the material of the street.

Cycling

3.4.21 Segregated bi-directional or with-flow cycle tracks must be provided on new Enhanced Streets, in line with LTN 1/20. For new Informal Streets and Pedestrian Priority Environments, measures to restrict the flow and speed of vehicles must be undertaken to successfully achieve Cycle Street conditions as set out within LTN 1/20.

Street Furniture

3.4.22 All street furniture must be accommodated within a street furniture zone at the carriageway edge. A variety of seating, bins, cycle stands, bottle fills, and lighting should be included on all streets. An opportunity to sit must be provided no less than every 50m.

3.4.23 Exiting, interactive and engaging seating should be explored to create a unique waterfront experience and invite people to relax and use this area, day and night.

Carriageway

3.4.24 For new and existing streets carriageway widths must be kept to an absolute minimum. For Informal and Pedestrian Priority environments streets should be designed for everyday use, with infrequent activities and manoeuvres being able to use both traffic lanes.

3.4.25 When crossing Enhanced Streets, such as The Brook, the carriageway should be raised to footway level with materials highlighting the pedestrian route across in order to improve pedestrian legibility.

Speed

3.4.26 Speed limits along Informal Streets must be 20mph, with the 85th percentile less than 20mph. Pedestrian Priority Environments must be designed to facilitate very slow speeds from vehicles, where pedestrians feel they have priority. Along Enhanced Streets carriageway widths and other speed restriction design measures should be used to enforce speed limits through urban areas.

Junctions

3.4.27 Continuous crossings must be used whenever a side street carrying fewer than 2,000 vehicles per day intersects with an Enhanced Street.

3.4.28 Junction visibility that does not meet the standards within MfS1 and MfS2 must not be used as a blanket objection to a junction design.

3.4.29 Priority junctions must not have right turn lanes.

3.4.30 The minimum number of signal heads and other signalling equipment must be used. Furthermore, the use of white backing boards to signals must not be used at junctions where the speed limit is 30mph or less.

Vehicle Crossovers

3.4.31 Vehicle crossovers must not disrupt the continuous nature of the footway or cycle track.

3.4.32 Changes in level must be accommodated within the furniture zone or through the use of a splay kerb.

Public Transport

3.4.33 Along Enhanced Streets all bus stops must be located within the carriageway lane, and not within lay-bys.

3.4.34 Bus stop waiting environments must be inviting and form a compelling transport choice for people, with shelter, seating, attractive lighting, information and amenity.

3.4.35 Where bus stops and cycle facilities interact, segregation should be maintain with pedestrian priority across cycling infrastructure, in line with LTN 1/20.

Car Parking

3.4.36 Car parking should be primarily located within mobility hubs outside the main urban centre, linking to public transport and quality active travel infrastructure leading into the retail, residential, and commercial core around Intra.

3.4.37 On street parking should be restricted to enable efficient turnover of vehicles to support the adjacent businesses.

3.4.38 Bays should be at footway level or if at carriageway level detailed in a contrasting material from the carriageway to visually narrow the running lanes.

3.4.39 Bays should be broken up into groups of no more than four spaces, separated by rain gardens and tree planting or build outs for pedestrian crossings, cycle parking, or EV chargers.

EV Charging

3.4.40 EV charging must be provided in space taken from the carriageway, either within a footway build out or by occupying carriageway space.

3.4.41 EV charging within lamp columns are effective within residential areas.

Cycle Parking

3.4.42 Cycle parking must be provided in line with adjacent land uses, and provide parking space for a variety of cycles.

3.4.43 Along Enhanced Streets cycle parking should be provided within space taken from the carriageway either in footway build outs or occupying carriageway space.

3.4.44 Within Informal Streets and Pedestrian Priority environments cycle parking must be in obvious and attractive locations and be well lit.

3.4.45 Additional infrastructure such as repair stations should be considered alongside parking areas.

Servicing

3.4.46 Refuse collection vehicles must not dictate the layout of a street but movements should be accommodated utilising all space within kerbs rather than a lane.

3.4.47 In all street environments loading / drop off space must be facilitated so as to ensure space for walking and cycling is not disturbed.

3.4.48 Loading bays within Enhanced Streets must be provided within footway level loading pads, and consideration should be given to restricting loading activities to certain times and what this space can be programmed for outside these hours (cafe seating etc).

SuDS, Trees, and Planting

3.4.49 SuDS must be the default solution for managing surface water within all street environments, with traditional engineering solutions being used as a back up system. Only if SuDS can be shown to not work can the engineered solution be used as the primary drainage solution.

3.4.50 All streets should contain space for urban greening and tree planting, supporting the introduction of a tree canopy at least 2m above the ground plane to reduce the UHI effect and save lives.

Public Space & Nature

Types of open spaces

The Waterfront

3.4.51 This area features an extension of the Riverside Gardens, which are the primary open space within Chatham Town Centre and a focal point for the town. The Waterfront's treatment will create a coherent integrated space that extends from Military Road and Mountbatten House to the east along the River Medway and to the west linking the town centre with the river.

Historic Warehouses

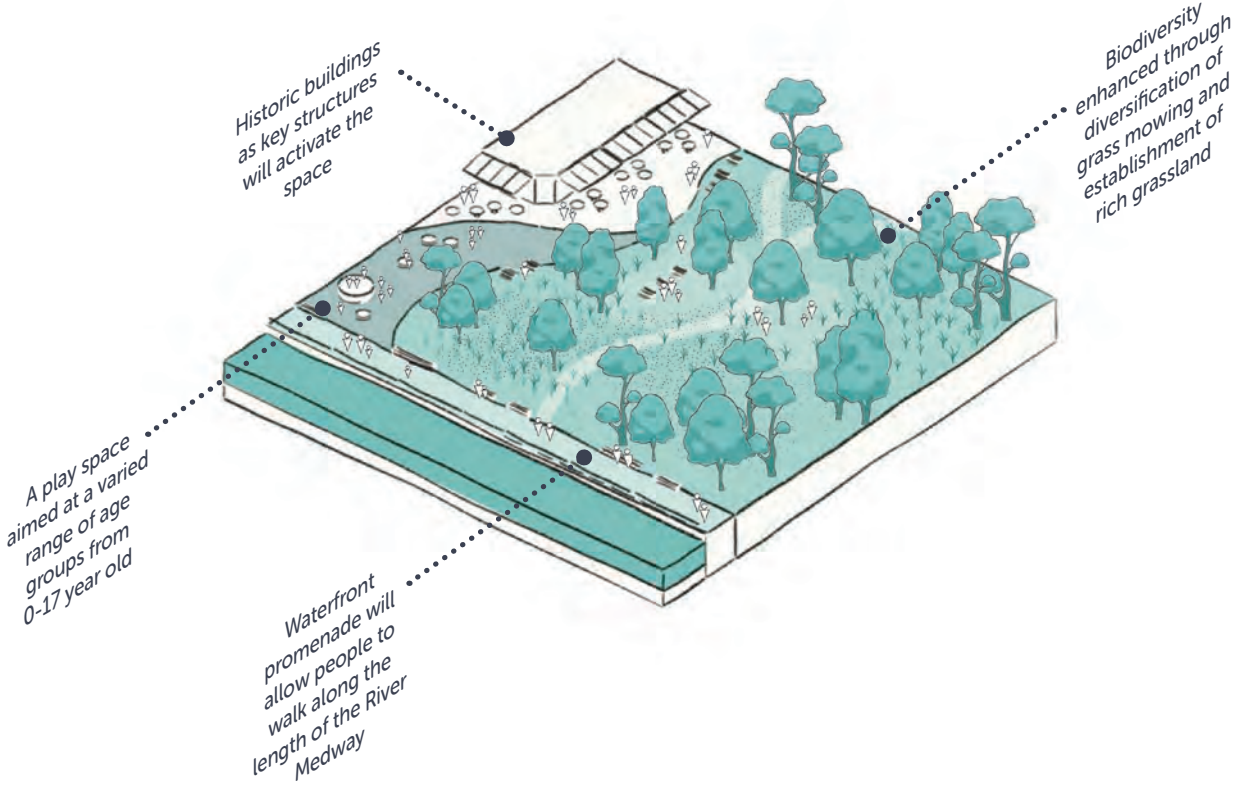
3.4.52 The historic buildings will act as key structures in the area. Complimentary uses will help activate the outdoor space.

3.4.53 The historic buildings will act as key structures in the area. Complimentary uses will help activate the outdoor space.

3.4.54 The former Commissary Building (white building) will have their setting restored and be given a more public facing function, so that they contribute to the overall activation of the space.

Programming the Site

3.4.55 The design and structure will establish a range of different landscape types with clear programming that can cater to a range of uses, from promenading along the waterfront, to informal grass terraces, to destination play, spaces for markets, outdoor events and performance as well as garden spaces for everyday use.



Connecting Riverside Walk

3.4.56 Barriers to access along the waterfront shall be addressed, such as the pumping station, in order to allow people to walk along the length of the River Medway from Chatham to Rochester.

Play Provision

3.4.57 A destination play space shall be provided within the Riverside Gardens aimed at a varied range of age groups from 0-17 year old children. As this is the largest open space in Chatham, it will

be designed as a destination and attraction for the wider area.

SUDS

3.4.58 This area is predominantly soft landscape, hard surfaces shall be designed to drain into areas of planting where possible.

Tree typologies

3.4.59 This site has good existing tree cover. Supplementary and succession tree planting is to be located preferably within soft landscape areas.

Tree species

3.4.60 Should replacement tree planting be required, wind tolerant and larger scale parkland trees with a long-life span shall be selected to provide agricultural legacy, such as e.g. Acer monspessulanum, Alnus sp., Ostrya carpinifolia, Salix alba and Tilia sp.

Planting

3.4.61 Whilst this area will remain predominantly grass. Biodiversity shall be enhanced through diversification of grass mowing regimes and establishment of species rich grassland to the periphery of the area to create an ecological fringe that draws the character from the Great Lines into the town centre.

Hard materiality

3.4.62 Materiality will reference Chatham's history and will be contextual and reinforce a sense of place. Lighting, furniture, and hard materials shall be consistent with the treatment of Barrier Ditch and the Paddock.

3.4.63 Wayfinding and interpretation provide information on the site's history – creating greater awareness of its significance as the first Tudor dockyard within Chatham.

Built Form

Urban Blocks & Plots

3.4.64 Existing contributing buildings which are heritage or non-designated assets within Character Zone 1 must be retained. They can be extended sympathetically subject to a satisfactory design review process, except listed buildings.

Rationale: Heritage and non-designated assets are preserved to maintain the historical significance within Chatham. They can be extended to intensify the usage of the buildings and this is the preferred method over the fully rebuilt option due to sustainability reasons.

3.4.65 Ownership within a street block that includes another Area Type (i.e. Chatham Cross or Urban Avenues) must respond to each Area Type coding, which may be a single building. The line between each Area Type in such scenarios can vary by 5m from that drawn in the Chatham Coding Plan.

Rationale: Architectural design can incorporate various Area Type codes and appear as distinct buildings whilst functioning as a single building for efficiency purposes.

3.4.66 Unbuilt plots within Character Zone 1 must retain or replace any public car parking spaces. New development should utilise the site level differences to retain and tuck away the car park spaces within the building.

Rationale: Public car parking in the vicinity of the town centre and the public transport hub is important. However, the public car parking numbers can be offset to a nearby location within or outside of the Design Code boundary.

3.4.67 Plots within Character Zone 2 must be defined as either 'backland plots' or 'typical plots'. If existing landownership includes land in both plot types, separate buildings must be proposed for each corresponding plot type.

Rationale: Plots that are (or can be perceived in plan) as 'backland plots' are those that back onto plots that have frontage on Chatham Cross (High Street) and create a transition into the Waterfront area type. Plots with primary frontage on Waterfront Way and all other plots are 'typical plots'.

3.4.68 Frontages facing the Riverwalk or River Medway, landscaped public spaces, and vehicular streets/pedestrian lanes wider than 6 metres are considered primary frontages.

Rationale: Waterfront area is highly observable from various sides, elevations and is becoming the centre of public activity for Medway.

3.4.69 Backland plots must have a maximum width of 10m.

Rationale: Backland plots must reference the fine scale frontages along the Chatham Cross, and could mirror plot widths if feasible.

3.4.70 Backland plots can be combined, however, ground floor units must remain distinct with separate front entrances and façades must be distinct and vary from one another.

Rationale: Combining plots allows for greater efficiencies with floor plans above ground level, however front façades are to be designed to reflect the maximum 10m plot width. Finer grained ground floor uses with a front door at least every 10m provides an active street-scene and provides a finer grained mixed uses.

3.4.71 Typical Plots must be a maximum of 20m wide with façades designed to reflect a maximum of 10m wide bays.

Rationale: Typical Plots can be larger than Backland Plots, but must visually reference fine grained plots and a vertical proportion.

3.4.72 Ground floor mixed-uses must be designed as 10m wide units with distinct front doors, however within a 20m wide plot, two ground floor units may interconnect for use as a single unit but must be easily divided into separate units in the future.

Rationale: The design and appearance of ground floor uses should facilitate finer grained uses.

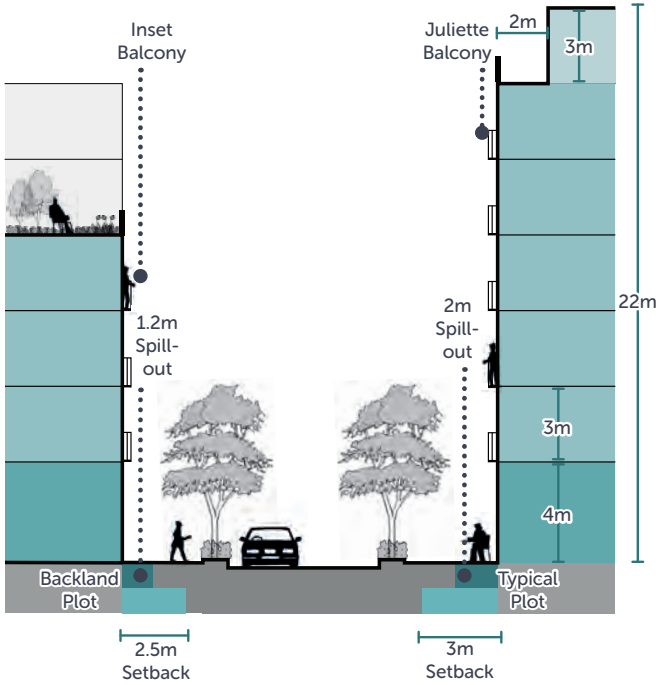


Fig.72 Waterfront Area Type - Street Section | Guidance Example

Fig.73 Waterfront Type - Character Zone 2 Plot Types | Guidance Diagram

3.4.73 A maximum of two Typical Plots can be designed as a single building to allow for greater efficiencies of upper floors for a maximum of 40m along the front facade, however, facade design should be distinct and vary from each plot. Ground floor uses of each plot must be designed as 10m wide units, whereby only two ground floor uses may interconnect. A front door must be provided every 10m for ground floor uses.

Rationale: Buildings should appear as distinct buildings whilst ground floor mixed uses should be fine grained. Where land ownership extends beyond 40m of street frontage, a separate building must be designed.

3.4.74 Frontage of Typical plots along secondary routes should be designed to reflect the secondary nature of the facade (ie differing facade quality) whilst maintaining a maximum plot width of 20m. Front doors should be provided every 10m.

Rationale: Secondary frontages should respond with façades and front doors similar to the primary frontage, however with facade design that reflects the secondary nature of these façades.

Building Lines

3.4.75 In Character Zone 1 new buildings fronting Dock Road must set back 1.5m from prescribed back of pavement lines (refer to Movement and Public Space & Nature sections) to accommodate privacy strips or spill out spaces which must be designed to seamlessly merge with existing pavement.

Rationale: There are large level differences between Dock road and potential development plots which should be utilised by activating the street and creating accessible entrances directly from the pavement.

3.4.76 Backland plots must have a uniform set back of 2.5m from the boundary of the back of the pavement edge. They must provide a 1.2m privacy strip/spill out space, while the rest of the set-back should be designed as a part of the pavement to allow for regularly spaced street trees.

Rationale: A uniform line of buildings will define the street corridor and limit corners that could contribute to a less safe street-scene and enable anti-social behaviour.

3.4.77 The building line for frontages of Typical plots on Waterfront Way is set by the existing buildings within the urban block. All other Typical plots must have a uniform set-back of 3m from the boundary of the public street/pedestrian path/lane to provide for a privacy strip/service lane/spill out space defined by a regular spacing of street trees.

Rationale: A uniform line of buildings will define the street corridor and limit corners that could contribute to a less safe street-scene and enable anti-social behaviour, whilst the introduction of street trees will contribute to greenery, biodiversity and assist to mitigate heat gain.

3.4.78 Ground floor façades should have frequent/ multiple openings that allow spilling out of spaces between interior and streetscapes.

Rationale: Opportunities for mixed-uses to spill out into spill out spaces provides current or future mixed uses to activate streetscapes and contribute to the informal nature of the Waterfront Type.

3.4.79 The amount of private outdoor amenity space per home, if not provided, must be compensated by providing the space internally.

Rationale: Private amenity space is important, it is not always able to be provided as a quality exterior space due to site, context and design considerations. Therefore, larger living spaces internally can be designed to address external shortfalls to increase the quality of residential accommodation.

Building Heights

3.4.80 New buildings in Character Zone 1 must be no taller than above-ground 1-2 storeys, measuring from the corresponding street frontage, with ground-to-ceiling heights a minimum of 3m. Additional usable space can be planned within sympathetically designed pitched roofs with dormers.

Rationale: Most of Character Zone 1 belongs to Brompton Lines conservation area and is contextually low-rise.

3.4.81 Backland Plot development must be no taller than 6 storeys (and should be typically up to 4 storeys), with ground-to-ceiling heights a minimum of 3m. Overall height cannot exceed 20m, including parapets and/or roof.

Rationale: Backland Plots must not be visible from the Chatham Cross, however the step up in height to 4-6 storeys gives a gentle increase in height to transition to taller existing buildings on Typical plots.

3.4.82 Heights of buildings on Backland Plots should vary, typically by 0.5m from the adjacent building, through changes in cornice heights, shoulder heights or stepping back of massing at upper levels that reflect the 10m width plot.

Rationale: Variation in building heights contribute to the informal nature of the Waterfont area type, and reflects the variation of adjoining frontages along the Chatham Cross.

3.4.83 Typical Plot development must be no taller than 6 storeys with an additional setback storey, with ground-to-ceiling heights a minimum of 4m. Overall shoulder heights cannot be more than 20m, including parapets, with an additional 4m permissible for the setback roof level. Setback storeys must be set back at least 2m from any street facade.

Rationale: Typical Plots will often front onto streets facing Backland Plots and should create a balanced massing, whilst stepping up height by a setback story. This allows a gradual increase of height away from the Chatham Cross.

3.4.84 Heights of buildings on Typical Plots should vary, typically by 1m from the adjacent building, through changes in cornice heights, shoulder heights or stepping back of massing at upper levels that reflect the 20m width plot.

Rationale: Variation in building heights contribute to the informal nature of the Waterfront area type.

Roofs

3.4.85 Buildings with entrances from the Riverwalk must have pitched roofs with gable ends directly facing the River Medway. Combinations of flat roofs and pitched roofs should be encouraged across all other plots within the Waterfront Area Type, however, flat roofs must be subservient to the pitched roofs facing the River Medway. Flat roofs must be designed as planted green roofs, brown roofs with PV panels or as amenity space (hard or soft landscaped). Angled roofs must remain within the height limits.

Rationale: Flat roofs reflect the more simple building forms of the Waterfront building types, while pitched roofs reflect the nature of adjacent Chatham Intra. Providing green, brown or active roofscapes creates a more visibly pleasing 'fifth facade' that will be visible from upper level views.

3.4.86 The tops of Mansard roofs can either be pitched or flat.

Rationale: The upper portions of mansard roofs can be pitched or flat with green or brown roof treatments to ensure the roofscape contributes to the overall townscape, especially from upper level views.

3.4.87 Communal amenity space provided on roof terraces can replace required private amenity space for residential accommodation, but the overall area must be provided for the total required amounts of private amenity space, otherwise additional private amenity space should be provided as balconies or be included as internal space beyond minimum internal space standards.

Rationale: The overall quantum of private amenity space must be provided as separate or communal space, or internal flats must be larger to accommodate shortfalls.

Facade Treatment

3.4.88 Façades must reflect plot widths (10m for Backland Plots and 20m for Typical Plots), with any permissible combined plots maintaining the appearance of distinctive and separate facade designs. Typical Plot façades must subdivide 20m façades to provide a finer grain scale, reflecting 10m wide bays or less.

Rationale: Façades should appear as separate buildings to promote the informal style envisioned for the Waterfront Type. The 10m façades (max) and 10m bays (max) are required to ensure façades maintain a strong vertical, urban proportion.

3.4.89 Ground floor mixed used must be designed to have individual front doors every 10m. It is encouraged that ground floor uses should have visual permeability (greater than 50% glazing on primary frontages and greater than 25% glazing on secondary frontages) and physical permeability is encouraged (including through use of multiple entrances, oversized doors, glazed garage type

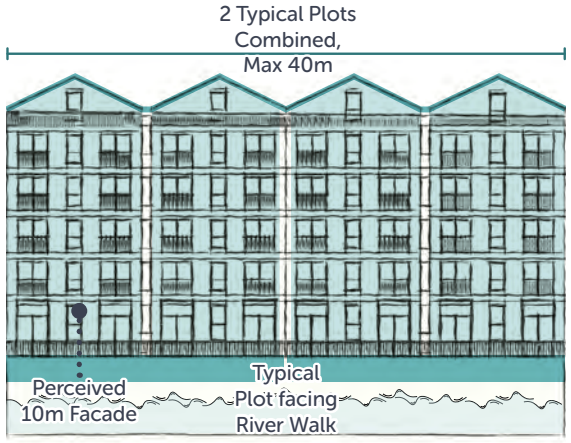


Fig.74 Waterfront Area Type - Elevation Diagram | Guidance Example

doors and other types of doors that promote greater links between indoor units and external spill out spaces.

Rationale: Fine grained mixed uses with greater visual and physical permeability will encourage safer streets and enable use of spill out spaces to activate streets.

3.4.90 Balconies fronting onto public open spaces (except the Riverwalk), Medway Street and Dock Road must be inset or partially inset and extrude a maximum of 300mm. Frontages onto the Riverwalk (facing the river Medway) should have projecting cantilevered balconies.

Rationale: Waterfront Type Area is envisioned as a large interconnected urban public space of wider-area importance. Inset or partially inset balconies provide greater enclosure and protection from traffic impacts and overlooking, while enabling front façades to maintain a stronger uniform street edge.

3.4.91 Juliet balconies must be provided for residential accommodation on upper floors where communal amenity space on roof terraces is provided in lieu of private balcony space for living spaces. Juliet balconies should not be provided on north-facing façades.

Rationale: Juliet balconies provide a greater connection to outdoor spaces to each flat when amenity space is combined into rooftop terraces.

3.4.92 Communal entrances for lobbies to access upper floors should be located along primary frontages and must have a strong visual presence within the overall facade composition.

Rationale: The primary frontage is given priority in terms of design detailing, materials, and visual prominence, as it plays a crucial role in defining the building's relationship with the surrounding urban context. It is intended to create a positive impression and engage with the public realm. In contrast, secondary frontages are often more functional in nature and may not receive the same level of architectural treatment or attention. Key streets and routes should be activated and front doors should be clearly visible and easy to find within the streetscape.

3.4.93 Corner plots must treat all public spaces, streets and routes wider than 6m as primary frontage.

Rationale: The Waterfront area type is highly observable from all angles, including the river and hills. Most of the plots are in this area type are fronting onto large or important public spaces and should address it appropriately.

3.4.94 Façade design must emphasise vertical proportions at a range of scales from fenestration through to overall façade (and intermediate scales).

Rationale: Historic urban development in Chatham provides a strong vertical emphasis, ranging from windows to overall facade design and proportions, as illustrated by analysis stage public consultation. These qualities should be reflected in new development in the Waterfront where significant new buildings will be developed.

Uses

Use of Land

3.4.95 Within the Waterfront area type, ground floor frontages within the city centre core along all primary frontages must be active mixed-uses.

Rationale: Ground floor mixed-uses provide vibrant streets that contribute to the city centre's aspiration for Chatham.

3.4.96 Ground floor mixed use locations located at corners should have more public uses to activate the street scene, such as cafe, restaurant or pub uses.

Rationale: Corner mixed uses provide the opportunity to create dual active frontages, and these key locations can benefit from passing trade along two routes.

3.4.97 Upper floors can be residential, including hotel and student accommodation, as well as civic, community, leisure, shared workspaces, creative studios or commercial office uses.

Rationale: Intensification of uses on upper floors, both residential and office uses, provides a critical population to access local services, shops and other uses within the primary centre of Chatham.

3.4.98 Any development on Sun Pier should be of public, community service, arts and performances or leisure uses.

Rationale: Temporary of permanent structure is expected to be pavilion-like and should celebrate Sun Pier's heritage.

3.4.99 The Riverwalk should be activated with primarily commercial uses with high-quality designed spill-out areas. Mooring of heritage boats with positive and active commercial/retail/leisure uses is encouraged.

Rationale: Activation of the Riverwalk as Chatham's connection to the river is important.

Frontage

3.4.100 Corner plots must have a primary frontage on the open public spaces and streets and primary pedestrian routes, and an active frontage on the secondary pedestrian lanes such as Holborn Lane and Higgins Lane.

Rationale: The Waterfront area is Medway's future city centre, therefore buildings should provide their primary frontage and entrance(s) along all important public spaces and streets. Secondary frontages should still provide active frontages along more secondary or lower order routes.

3.4.101 Mixed use ground floor corner buildings must provide a minimum of 60% and maximum of 80% glazing to contribute to active frontages, with the capacity to spill out into the public realm.

Rationale: Greater glazing at corners provides more visual interest at street junctions and enables a greater visual and physical interaction between mixed-uses and public spaces.

3.4.102 Mid-block ground floor mixed use frontages must provide a minimum of 40% and maximum of 60% glazing and should (where appropriate) provide capacity to spill out into the public realm.

Rationale: Mid-block mixed-uses should provide sufficient glazing to allow for visual interest (and physical interaction, where appropriate) along fronting public routes and spaces.

3.4.103 Glazing of mixed-use frontages must be designed to allow for natural ventilation.

Rationale: Openable windows enable ground floor uses the potential to allow for natural ventilation that can minimise reliance on mechanical ventilation, which is less sustainable.

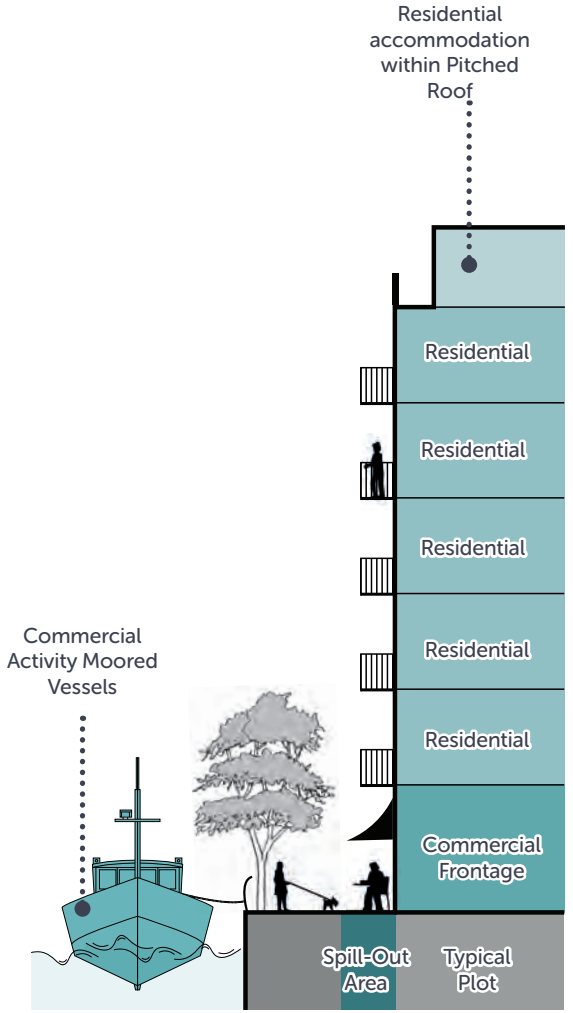


Fig.75 Waterfront Area Type - Use Diagram at Riverwalk | Guidance Example

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3.5 Urban Avenues Area Type

Vision

The vision designed for the Urban Avenues is to reduce the hostility of the three vehicular corridors, The Brook, New Road, and Best Street impose on pedestrians. These streets should shift to become more friendly to pedestrians and cyclists whilst not compromising its current capacity to direct traffic through Chatham.

3.5.1 Context

> The three urban vehicular avenues will help connect the smaller links feeding from residential neighbourhoods through the Chatham cross to the great lines park

3.5.2 Identity

> Buildings with local character and those improving the vibrancy of the streets, such as the Georgian terraced housing should be maintained and enhanced

> Streets should be transformed to highlight and celebrate historically significant sites and buildings

3.5.3 Built Form

> The visual cohesion of the urban avenues is currently disrupted by the irregularly sized blocks dictated by typology /use therefore further developments as such should be reconsidered.

> Empty sites should be utilised to enhance the streetscape and allow for population growth/ increase in density in the form of new homes or shops.

> New developments should relate well to the height, proportions and massing of the existing buildings.

3.5.4 Movement

> Pedestrians should have ease of movement across the vehicular centric Urban Avenues.

> Active travel should be promoted through the provision of regular pedestrian crossings and integrated cycle paths

3.5.5 Nature

> Minimum 1-1.5 m planting strip on either side of the carriageways along with a median strip should be provided.

> 1m soft planting zone or 1.5m for raised kerbs should be introduced for residential streets as a buffer between pedestrians and vehicles

> Shrubs and bushes should be planted to segregate privacy strips from public pedestrian pathways

> Plants selected for visual interest, shading potential and benefits to wildlife

> SuDS, Regular planting, and landscaping should be introduced to enhance natural streetscape, biodiversity, and water management strategies

3.5.6 Public Spaces

> Public activities should thrive in underutilised sites

> Pocket parks and other green open spaces should be integrated to support the new residential developments

3.5.7 Uses

> Corner building's frontages should be active and have opportunity for spill-over public activities

Urban Avenues - The Brook, Dock Road, New Road, Union Street & Best Street

Fig.76 Illustrative street view of Urban Avenues Area Type character | Vision

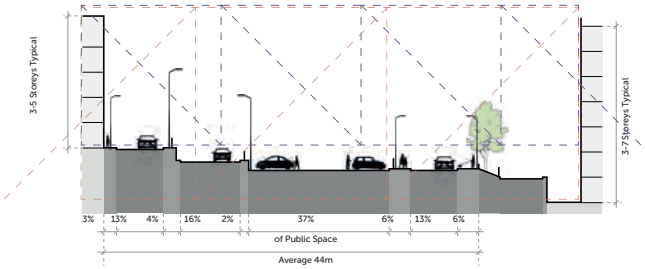
Urban Avenues Character Zones

The Urban Avenues area type consists of three primary vehicular corridors, Dock Road & The Brook & Union Street, New Road and Best Street. These streets run from the north-west of Chatham town centre to the south-east and intersects the Chatham Cross at various locations.

Heritage listed buildings present along these streets should be preserved and maintained. Two conservation areas - the Star Hill to Sun Pier Conservation Area and the New Road, Chatham Conservation Area fall within this area type. These areas are further divided into smaller character zones as the characteristics of each zone are different from each other.

New Road Area encompasses Character Zones 1, 2 and 3; Best Street Area encompasses Character Zones 4 and 5; while Dock Road, The Brook & Union Street Area encompasses Character Zones 6, 7 and 8.

Each Character Zone has a distinct set of characteristics and analysis through a series of sections, elevations and maps to better understand its urban fabric. These have led to curating the design code for each area type. Character Zones should be carefully studied for any new developments as laid out in the Appendix.



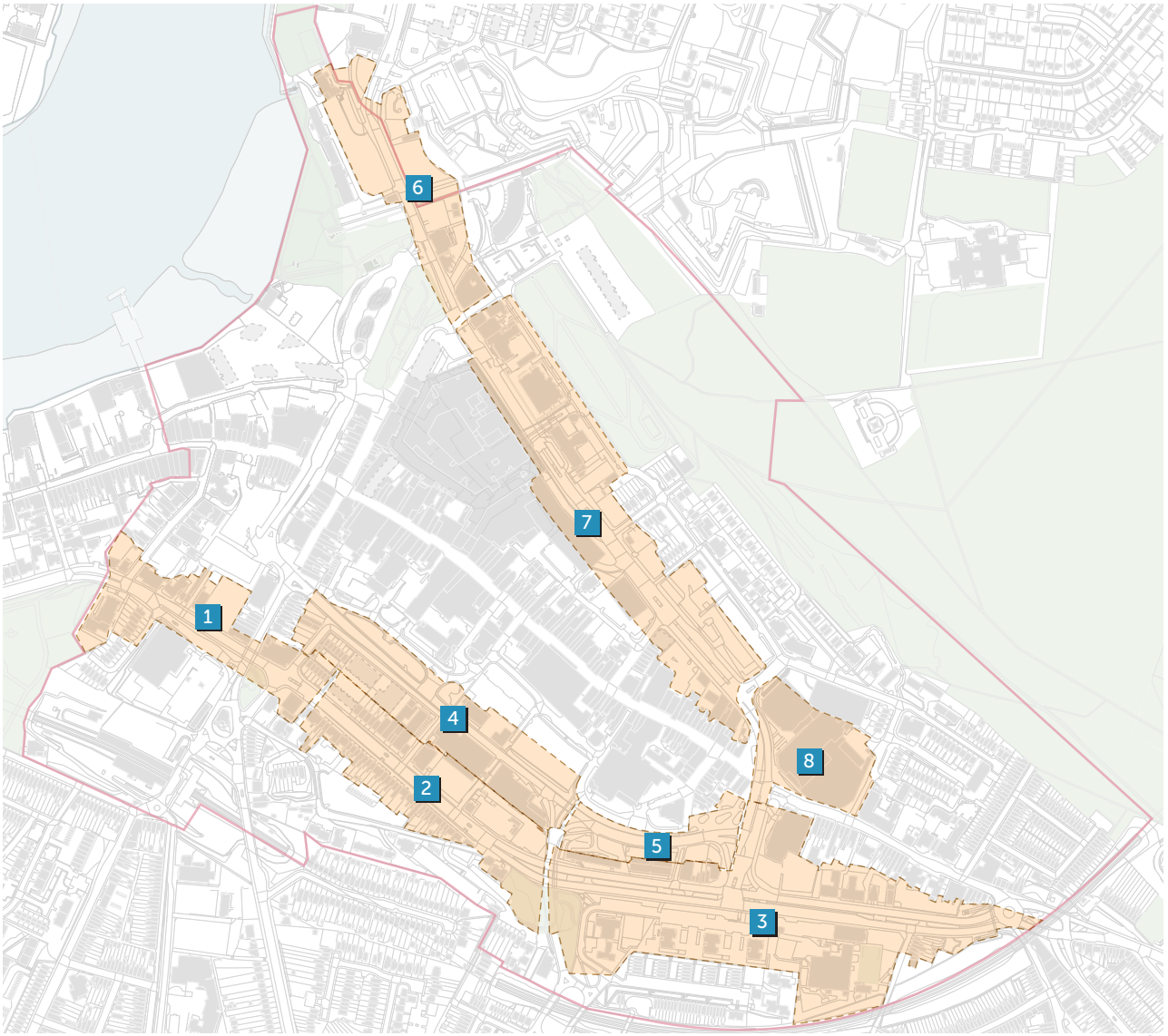


Fig.77 Chatham Cross Area Type - Character Zones | Extract from The Appendix

(Scale 1:7500 @ A4) 0m 100m

Key Takeaways

3.5.8 Connections

> Not well connected for pedestrians as the urban avenues mainly cater to heavy vehicular traffic. This area type is less connected to surrounding areas due to dispersed secondary and tertiary streets

> The Dock Road, The Brook & Union Street area along with the New Road are better at accommodating for pedestrian traffic as there are more crossings and the pavements are wider than Best Street.

3.5.9 Vegetation

> The vegetation density is roughly 30% which shows the scope for improved greenery in the future. Some trees have tree protection orders, mainly in the north-western part of the area

3.5.10 Potential Sites

> 59% of sites in this area have inactive frontages, meaning non-contributing (no windows or doors or car parks) and empty sites. 15% of these sites are empty and can be developed into public open spaces. The remaining 85% can be built on based off the site's surroundings and size.

> New developments should follow existing building proportions to maintain visual unity and respect existing landmarks.

3.5.11 Public comments / Vision

> Majority of public comments are addressed to align with our vision.

> The unaddressed comments that cannot be resolved directly through our vision are a minority compared to all addressed comments.

Fig.79 Street Elevations | Analysis

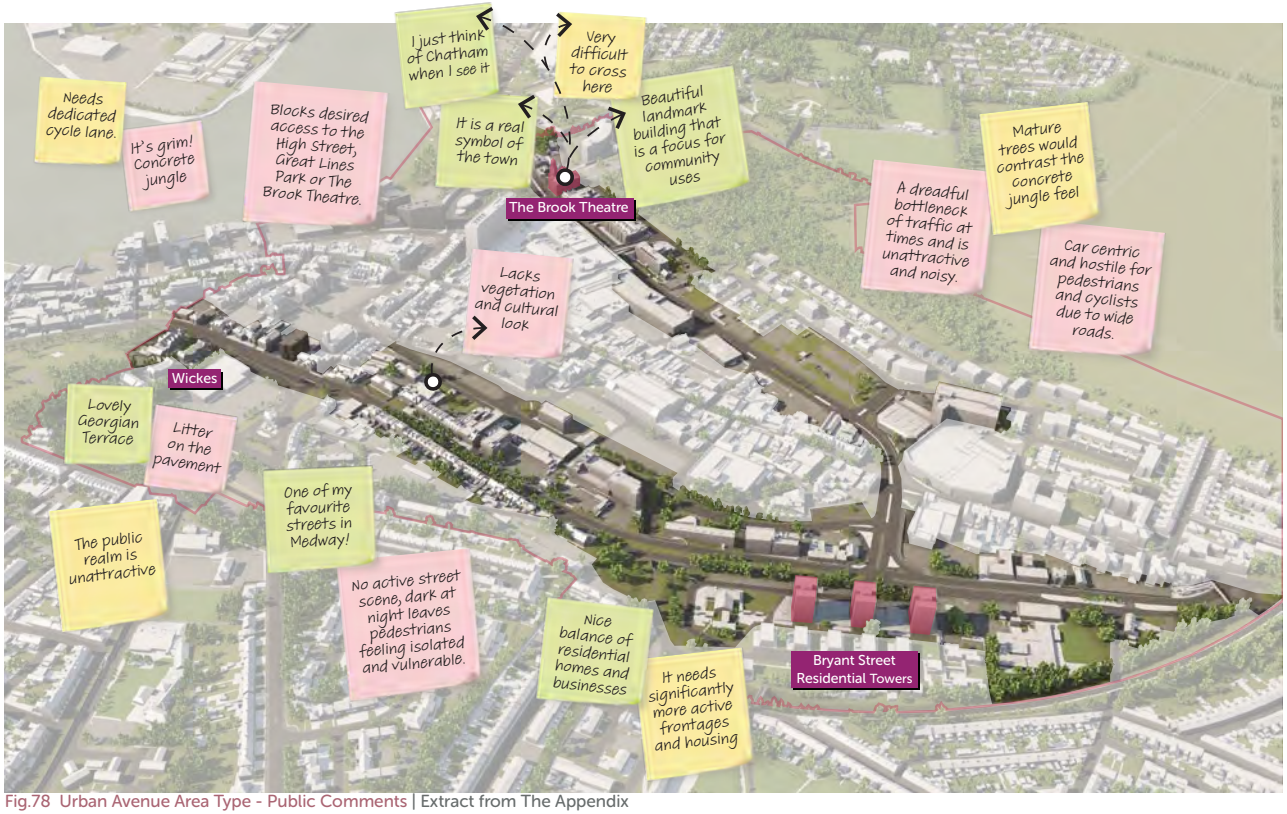


Fig.78 Urban Avenue Area Type - Public Comments | Extract from The Appendix

Movement

Crossing

3.5.12 Development must contribute to improved pedestrian and cycle crossing of The Brook and New Road.

3.5.13 Crossings must be formal signal control or zebra crossings, with a minimum width of 5m, accommodating pedestrian and cycle facilities, and must be straight across crossings in one stage.

3.5.14 Crossings of The Brook and New Road should be accommodated on raised tables to increase pedestrian accessibility.

Footways

3.5.15 Footways along The Brook and New Road must have 3m or more of clear width for walking.

3.5.16 Every flush surface or dropped kerb between the footway and carriageway must be marked with appropriate tactile paving.

3.5.17 Footways must be level to be inclusive for all, with any required changes in level, i.e at vehicle crossovers, being accommodated within the servicing verge / furniture zone to bring the carriageway to footway level.

Cycling

3.5.18 Where cycling infrastructure is required along The Brook and New Road, segregated bi-directional or with-flow cycle tracks must be provided, in line with LTN 1/20.

3.5.19 Quiet parallel routes should also be planned and accommodated as part of new development to allow for less confident cyclists to use calmer routes.

Street Furniture

3.5.20 All street furniture must be accommodated within a street furniture zone at the carriageway edge. A variety of seating, bins, cycle stands, bottle fills, and lighting should be included along The Brook and New Road. An opportunity to sit must be provided no less than every 50m.

3.5.21 New development should help facilitate break out public spaces along The Brook and New Road, to create moments of calm away from these busier routes to increase accessibility for those with sensory impairments.

Carriageway

3.5.22 Carriageway widths must be kept to the absolute legal minimum along The Brook and New Road.

3.5.23 When crossing The Brook and New Road, the carriageway should be raised to footway level with materials highlighting the pedestrian route across in order to improve pedestrian legibility and manage speeds.

Speed

3.5.24 Streets must be designed to reinforce low speeds through urban areas to increase safety and improve air quality.

3.5.25 Achieving a design speed of 30mph is desirable along The Brook and New Road through Chatham.

Junctions

3.5.26 Continuous crossings must be used whenever a side street carrying fewer than 2,000 vehicles per day intersects with The Brook and New Road.

3.5.27 Junction visibility that does not meet the standards within MfS1 and MfS2 must not be used as a blanket objection to a junction design.

3.5.28 Priority junctions must not have right turn lanes.

3.5.29 The minimum number of signal heads and other signalling equipment must be used. Furthermore, the use of white backing boards to signals must not be used at junctions where the speed limit is 30mph or less.

Vehicle Crossovers

3.5.30 Vehicle crossovers must not disrupt the continuous nature of the footway or cycle track.

3.5.31 Changes in level must be accommodated within the furniture zone or through the use of a splay kerb.

Public Transport

3.5.32 All bus stops must be located within the carriageway lane, and not within lay-bys.

3.5.33 Bus stop waiting environments must be inviting and form a compelling transport choice for people, with shelter, seating, attractive lighting, information and amenity.

3.5.34 Where bus stops and cycle facilities interact, segregation should be maintain with pedestrian priority across cycling infrastructure, in line with LTN 1/20.

Car Parking

3.5.35 Car parking should be primarily located within mobility hubs outside the main urban centre, linking to public transport and quality active travel infrastructure leading into the retail, residential, and commercial core around Intra.

3.5.36 On street parking should be restricted to enable efficient turnover of vehicles to support the adjacent businesses.

3.5.37 Bays should be at footway level or if at carriageway level detailed in a contrasting material from the carriageway to visually narrow the running lanes.

3.5.38 Bays should be broken up into groups of no more than four spaces, separated by rain gardens and tree planting or build outs for pedestrian crossings, cycle parking, or EV chargers.

EV Charging

3.5.39 EV charging must be provided in space taken from the carriageway, either within a footway build out or by occupying carriageway space.

3.5.40 EV charging within lamp columns are effective within residential areas.

Cycle Parking

3.5.41 Cycle parking must be provided in line with adjacent land uses, and provide parking space for a variety of cycles.

3.5.42 Along The Brook and New Road cycle parking should be provided within space taken from the carriageway either in footway build outs or occupying carriageway space.

3.5.43 Within Informal Streets and Pedestrian Priority environments cycle parking must be in obvious and attractive locations and be well lit.

3.5.44 Additional infrastructure such as repair stations should be considered alongside parking areas.

Servicing

3.5.45 Refuse collection vehicles must not dictate the layout of a street but movements should be accommodated utilising all space within kerbs rather than a lane.

3.5.46 In all street environments loading / drop off space must be facilitated so as to ensure space for walking and cycling is not disturbed.

3.5.47 Loading bays along The Brook and New Road must be provided within footway level loading pads, and consideration should be given to restricting loading activities to certain times and what this space can be programmed for outside these hours (cafe seating etc).

SuDS, Trees, and Planting

3.5.48 SuDS must be the default solution for managing surface water within all street environments, with traditional engineering solutions being used as a back up system. Only if SuDS can be shown to not work can the engineered solution be used as the primary drainage solution.

3.5.49 All streets should contain space for urban greening and tree planting, supporting the introduction of a tree canopy at least 2m above the ground plane to reduce the UHI effect and save lives.

Public Space & Nature

Urban Blocks & Plots

Urban Avenues

3.5.50 Serve as the overall main vehicular links. These routes maintain their critical transport role in the short term but feature environmental improvements; improved accessibility and safety for a pedestrians and cyclists; as well as increased economic and place qualities through encouraging new, active uses and provide social value through the buildings and spaces fronting the streets.

The Brook, A231 And Best Street

3.5.51 New planting will introduce significant greenery along the road's length through the introduction of rain gardens with clusters of new trees set within lower-level planting to improve surface water management and air quality. This new planting will enhance biodiversity as well as provide a physical separation for pedestrians and cyclists from vehicles, making the roads greener, safer, more enjoyable as well as more sustainable.

New Road A2

3.5.52 Exiting planting along the New Road's central reservation and verges will be enhanced and improved to create a stronger, greener and more biodiverse link.

Junction Crossing

3.5.53 New paired pedestrian crossings shall be introduced over time to key junctions at the Brook Theatre and eastern end of the High Street, giving improved pedestrian connectivity. Copenhagen crossings should be introduced at all secondary/ tertiary crossings and service routes, giving priority to pedestrian movements.

Old Pumping Station / Solom Square

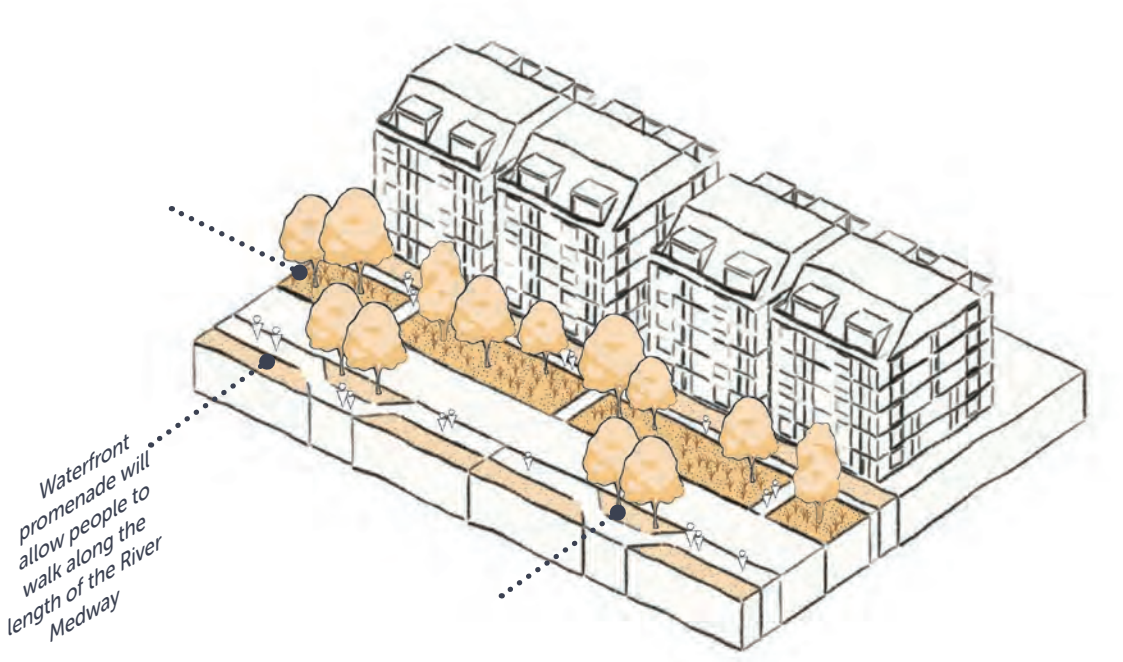
3.5.54 An intimate smaller scale public space will be introduced around the Old Pumping Station building. This new public realm forms a pedestrian link between The Brook to the north and connects via green alleyways to the High Street.

Play Space

3.5.55 A small play space will be introduced within this new public space around the Old Pumping Station / Solomon Square aimed at younger age groups from 3-7 year old children.

SUDS

3.5.56 Sustainable Urban Drainage systems (SUDS) in the form of rain gardens will be introduced along the length of The Brook to facilitate management of the surface water runoff, reduce the risk of flood and pollution and contribute to environmental enhancement, biodiversity and placemaking. The



width of the rain gardens will vary between 5-9 meters and the length will vary between 15-40m between breaks.

Tree Typologies

3.5.57 Groups of trees will be introduced within the rain gardens to increase tree canopy cover. A target of 20% cover in the first 5-10 years will be required with an increase of 30-35% in the next 10-20 years.

3.5.58 Irregularly staggered groups of trees will be planted in the larger planting beds along the avenues and in regular grids within the public squares, refer to soil volume calculation guide under Site Wide Guidance.

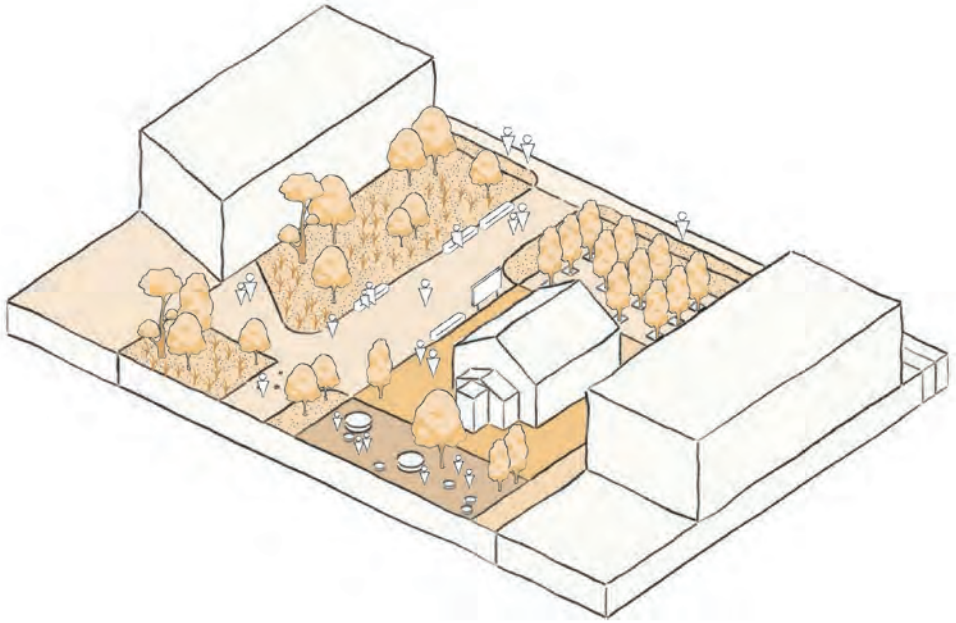
3.5.59 Trees planted in planting beds or rain gardens should ensure a minimum distance of 4-9 meters from building façades depending on potential spread of canopy.

3.5.60 Along New Road's verges and central reservation, some existing small to medium sized trees will be replaced with larger trees planted at different times to allow a greater variety/contrast of tree sizes and shapes.

3.5.61 Formal planting of trees in tree pits will be introduced in Solomon Square.

Tree Species

3.5.62 Trees along transport corridors within rain gardens are proposed to be large to medium scale trees such as: Anus Sp. Acer rubrum, Liquidambar styraciflua, Platanus x hispanica and Platanus orientalis.



Planting

3.5.63 Robust biodiverse planting will be established in the rain gardens. These must be salt tolerant and also low growing to maintain visibility for drivers.

Hard Materiality

3.5.64 The surface treatment across all three main avenues will be similar in materiality to create a distinct character of the place.

3.5.65 Concrete flags with natural stone kerbs and banding in accordance with Chatham Placemaking Public Realm materials and the hard material palette used for Corporation Street.

Built Form

Urban Blocks & Plots

3.5.66 Urban blocks must have a maximum frontage of 50-100m between public routes to connect access between an Urban Avenue and its hinterland. Placement should be based on wider area connectivity.

Rationale: Regular pedestrian routes, at least every 50 to 100m, provides finer grained urban blocks and defines a permeable place that offers diversity of choice for moving around Chatham.

3.5.67 Each actual or perceived plot along Urban Avenues must be a maximum of 14m wide. Each plot may be combined to a maximum width of 50m; however, corresponding development must visually represent plot widths at a maximum of 14m wide. Frontages along Urban Avenues that are wider than 50m must be designed as two separate buildings or more.

Rationale: A fine grained frontage, with front doors every 14m or less, provides active frontages to create more vibrant and safer streets.

3.5.68 Each plot must have at least a single front door fronting onto the Urban Avenue.

Rationale: Fine grained plots (actual and/or perceived) create a regular rhythm along streets, enables actual (or perceived) front façades to reflect a more vertical proportion and creates varied and interesting streetscapes.

Building Lines

3.5.69 New buildings must set back 1.5m from prescribed back of pavement lines (refer to Movement and Public Space & Nature sections) to accommodate privacy strips for residential uses

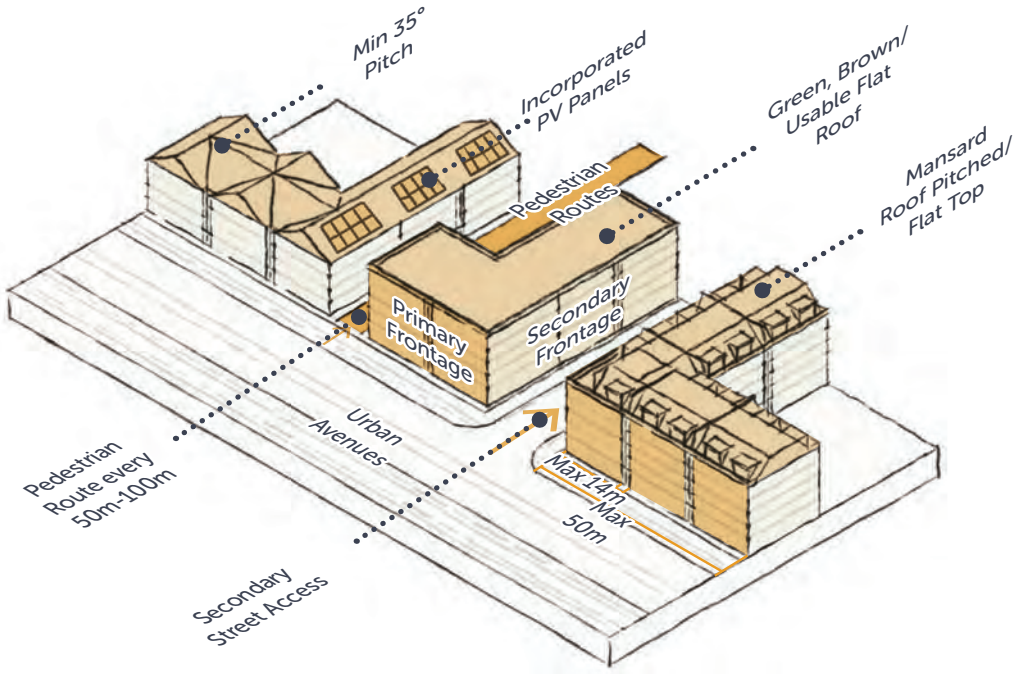


Fig.80 Urban Avenues Area Type - Diagram XX | Guidance

or spill out spaces for mixed-uses. However, this required setback for buildings fronting onto the new linear landscape along portions of The Brook must increase to 2.4m (refer to Public Space & Nature).

Rationale: A uniform setback along Urban Avenues creates a unifying boundary for front façades to align whilst also providing sufficient private space for a green buffer or usable spill out space for mixed uses to create a transition between public realm and private uses.

3.5.70 Ground floor privacy strips fronting onto Urban Avenues (but not frontages onto the new linear landscape along the portions of The Brook) do not contribute to a home's private amenity space.

Rationale: Privacy strips of ground floor residential uses fronting onto Urban Avenues create a buffer between the busy street and fronting homes, but do not offer sufficient quality (due to outlook, proximity to traffic, etc) to provide high quality private amenity space.

3.5.71 The amount of private amenity space per home, if not provided, must be compensated by providing the space internally.

Rationale: Private amenity space is important, it is not always able to be provided as a quality exterior space due to site, context and design considerations. Therefore, larger living spaces internally can be designed to address external shortfalls to increase the quality of residential accommodation.

3.5.72 For residential ground floor uses fronting onto the linear green landscape along a portion of The Brook, a 0.6m planted green buffer is required to define individual ground floor amenity space.

Rationale: The proposed, new linear landscape along The Brook creates a green setback from the busy traffic, enabling a positive outlook for ground floor amenity space for residential properties. A total privacy strip setback of 2.4m (inclusive of a 0.6m for planting) creates a green buffer between public and private space.

3.5.73 Buildings must provide a minimum of 80% frontage along each actual or perceived 14m plot. However, it is encouraged to have the maximum 100% coverage.

Rationale: A strong street frontage is important to create a sense of enclosure along Urban Avenues, ensuring a maximum gap between buildings of 5.6m between actual/ perceived plots.

Building Heights

3.5.74 Heights are to range from 3 ½ to 5 storeys with an additional mansard roof, except for identified sites that need to respond to constraints or opportunities.

Rationale: Medium rise heights create a strong sense of enclosure along the wider urban avenue routes within Chatham Centre, able to introduce a range of urban typologies including townhomes, stacked maisonettes and mansion blocks to address a range of plot depths and existing contexts.

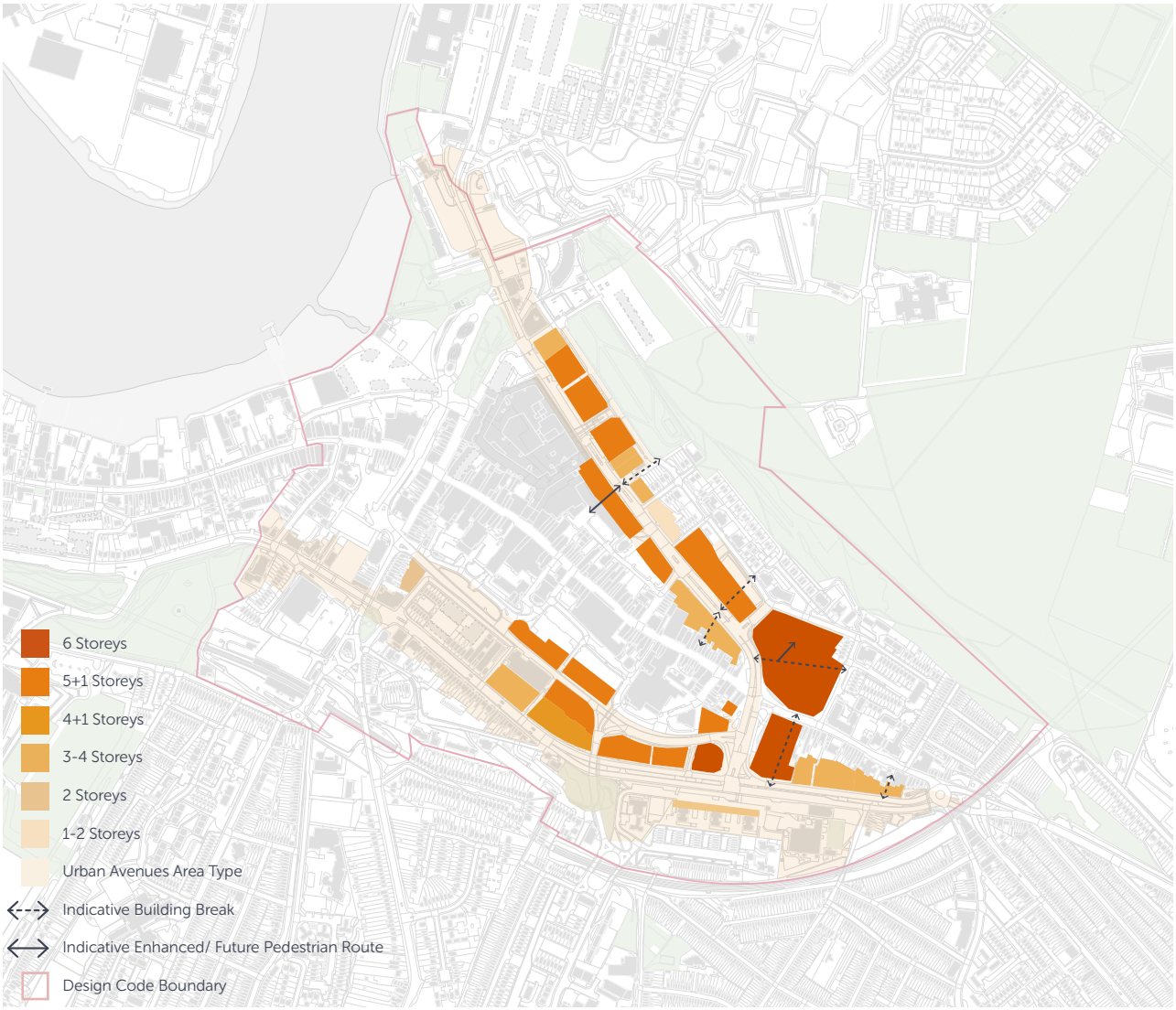


Fig.81 Urban Avenues Area Type - Diagram XX | Guidance

(Scale 1:10000 @ A4) 0m 100m

3.5.75 Ground floor flats fronting onto Urban Avenues with level access must have a minimum floor to ceiling height of 2.8m. If raised by up to 0.4m for privacy reasons, ground floor flats can have lower floor to ceiling height of a minimum of 2.4m, as long as the combined height is 2.8m.

Rationale: A taller ground to floor ceiling height of ground floor flatted accommodation, or raised ground floor, is able to provide added privacy whilst raising window heights in comparison to pavement levels, offering greater opportunities for skyward views for future residents.

3.5.76 Non-Residential ground floor uses must have a minimum floor to ceiling height of 4m.

Rationale: Taller ground floor heights for non-residential uses provides a greater sense of space, allows the potential for additional glazing to contribute to active frontages and enables greater flexibility for a wider range of future uses.

3.5.77 Ground floor residential accommodation can be provided in locations specified for mixed-uses only if it is designed to be easily converted to future commercial use. This requires a minimum floor to ceiling height of 4m. However, the residential dwelling can be raised above the permanent ground floor by up to 0.4m for privacy.

Rationale: Ground floor uses nearest to the central mixed use core are better placed to be mixed-use and contribute to the vibrancy of streets. However, residential uses in these locations may be more viable/ preferred. Allowing future conversion in these locations provides future flexibility.

3.5.78 Ground floor lofts and maisonettes should be encouraged fronting onto the Urban Avenues.

Rationale: Lofts and maisonettes raise bedrooms above the ground floor that fronts onto busy traffic streets and creates a higher quality residential accommodation.

Roofs

3.5.79 Flat roofs are encouraged; however, they must be designed as planted green roofs, brown roofs with PV panels or as amenity space (hard or soft landscaped). Pitched roofs are possible but they must have a minimum 35° pitch with a maximum eaves-to-ridge height of 4m.

Rationale: Urban Avenues are likely to have a larger portion of large footprint blocks, which will have an impact on upper level viewing corridors from the Great Lines Heritage Park. Flat roofs are likely to dominate the larger building footprints, but must be designed as green, brown or usable space to be viewed as a considered roofscape, whilst any pitched roofs must not appear to large and dominate.

3.5.80 The tops of Mansard roofs can either be pitched or flat.

Rationale: The upper portions of mansard roofs can be pitched or flat with green or brown roof treatments to ensure the roofscape contributes to the overall townscape, especially from upper level views.

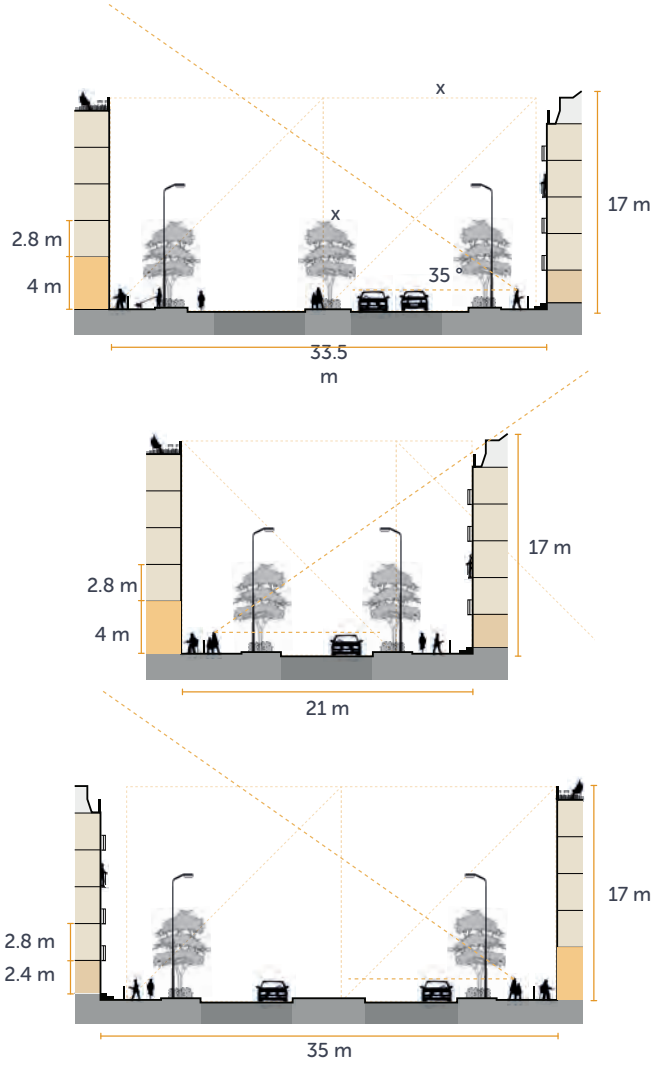


Fig.82 Urban Avenues Area Type - Diagram XX | Guidance

Facade Treatment

3.5.81 Façades must reflect actual or perceived building plots of a maximum of 14m. Where plots are combined an inset link of 1m should distinguish between perceived plots where a communal entrance for upper storey accommodation should be provided.

Rationale: New development along Urban Avenues should reflect a finer grain frontage that reference the preferred scale/ proportion of development along New Road, which is in a conservation area. 14m enables a width that can be proportionate to the taller heights permissible within the area type, and linking buildings allows a considered approach to enable larger footprint buildings to be developed.

3.5.82 Corner plots must have a primary frontage on the Urban Avenue and an active frontage on the secondary street or route.

Rationale: A Urban Avenues are the largest scale street typology in Chatham and development should celebrate this hierarchy.

3.5.83 Balconies and winter gardens fronting onto the Urban Avenues must be inset or partially inset and extrude a maximum of 300mm. However, frontages onto the linear landscape of the portions of The Brook can have projecting balconies.

Rationale: Urban Avenues are wider routes and act as current routes for through traffic. Inset or partially inset balconies or winter gardens provide greater enclosure and protection from traffic impacts and enables front façades to maintain a stronger uniform street edge.

3.5.84 Façade design must emphasise vertical proportions at a range of scales from fenestration through to overall façade (and intermediate scales).

Rationale: Historic urban development in Chatham provides a strong vertical emphasis, ranging from windows to overall facade design and proportions, as illustrated by analysis stage public consultation. These qualities should be reflected in new development along Urban Avenues where significant new buildings will be developed

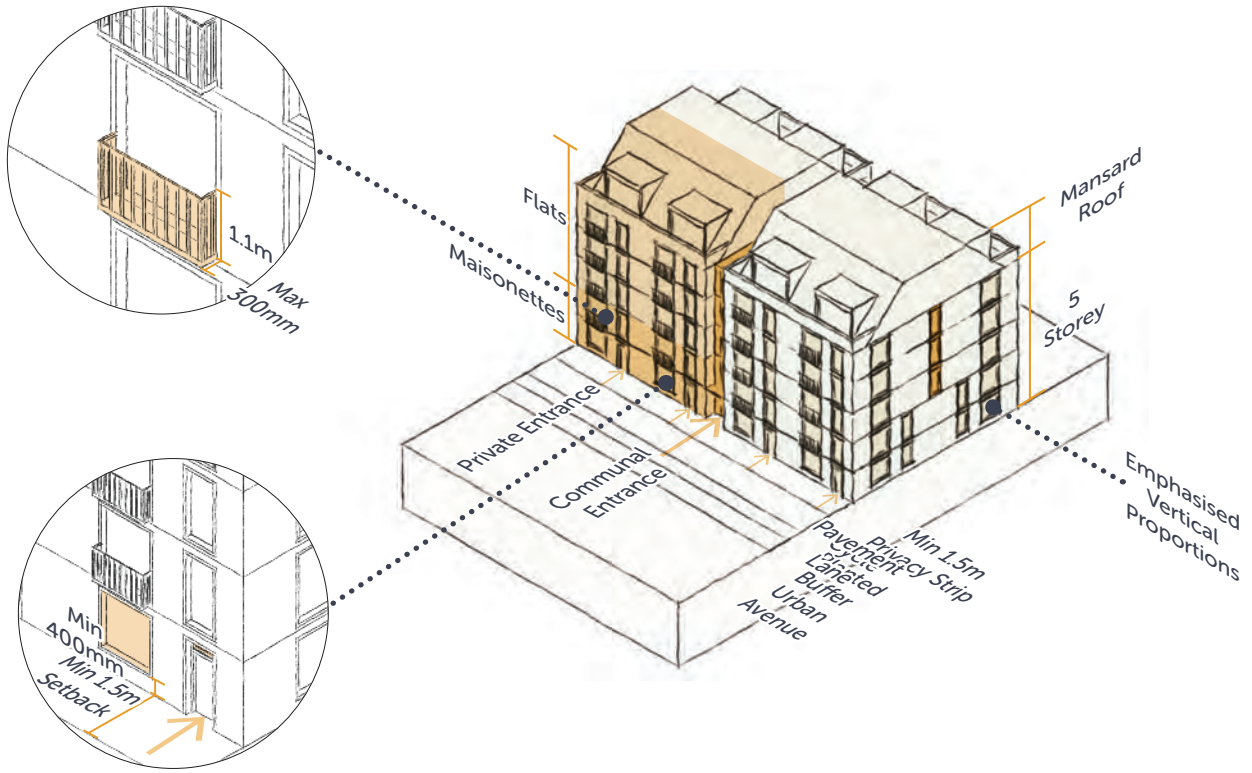


Fig.83 Urban Avenues Area Type - Diagram XX | Guidance

3.5.85 Ground floor residential accommodation must protect privacy by limiting overall glazing to a have a maximum of 40% of the home's front façade and window cill height must be a minimum of 0.6m from internal floor level.

Rationale: Ground floor residential uses should have sufficient visual protection from the Urban Avenues, which are busy movement corridors for vehicles and public/ active transport.

Uses

Use of Land

3.5.86 Within the Urban Avenues area type, ground floor frontages within the city centre core must be active mixed-uses, whilst ground floor uses beyond must be residential unless otherwise indicated. However, subject to adhering to detailed design requirements, ground floor uses may be permissible in certain locations if it can be demonstrated that conversion to future mixed uses would be easily accommodated.

Rationale: Ground floor mixed-uses provide vibrant streets that contribute to the city centre's aspiration for Chatham.

3.5.87 Ground floor mixed use locations located at corners should have more active uses to activate the street scene, such as cafe, restaurant or pub uses.

Rationale: Corner mixed uses provide the opportunity to create dual active frontages, and these key locations can benefit from passing trade along two routes.

3.5.88 Upper floors must be residential or commercial office uses. Bespoke residential uses, including hotel and student accommodation is possible in locations where ground floor mixed uses are permitted.

Rationale: Intensification of uses on upper floors, both residential and office uses, provides a critical population to access local services, shops and other uses within the primary centre of Chatham.

Frontage

3.5.89 Corner plots must have a primary frontage on the Urban Avenue and an active frontage on the secondary street or route.

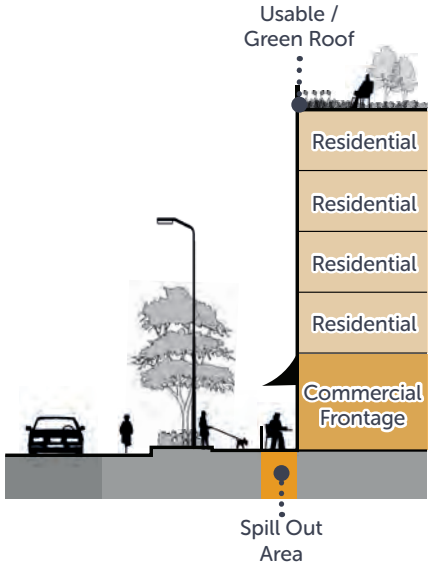


Fig.84 Urban Avenues Area Type - Diagram XX | Guidance

Rationale: Urban Avenues are the widest street type, therefore buildings should provide their primary frontage and entrance(s) along each avenue. Secondary frontages should still provide active frontages along more secondary or lower order streets and routes.

3.5.90 Mixed use ground floor corner buildings must provide a minimum of 60% and maximum of 80% glazing to contribute to active frontages, with the capacity to spill out into the public realm.

Rationale: Greater glazing at corners provides more visual interest at street junctions and enables a greater visual and physical interaction between mixed-uses and public spaces.

3.5.91 Mid-block ground floor mixed use frontages must provide a minimum of 40% and maximum of 60% glazing and should (where appropriate) provide capacity to spill out into the public realm.

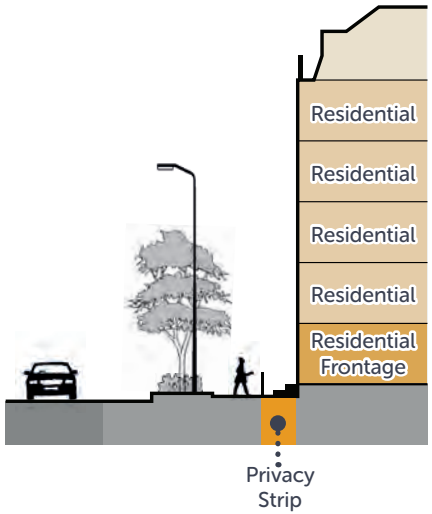


Fig.85 Urban Avenues Area Type - Diagram XX | Guidance

Rationale: Mid-block mixed-uses should provide sufficient glazing to allow for visual interest (and physical interaction, where appropriate) along fronting public routes and spaces.

3.5.92 Glazing of mixed-use frontages must be designed to allow for natural ventilation.

Rationale: Openable windows enable ground floor uses the potential to allow for natural ventilation that can minimise reliance on mechanical ventilation, which is less sustainable.

3.5.93 Ground floor residential accommodation must have a maximum of 40% of the home's front façade and window cill height must be a minimum of 0.6m from internal floor level.

Rationale: Residential ground floor uses should be protected from visual intrusion through limiting glazing, which also provides additional opportunities for ground floor facade detailing to provide visual interest.

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3.6 Streets & Spaces Area Type

Vision

Located on the periphery of the Chatham Town centre's red line boundary, the Residential neighbourhoods are the areas along tertiary routes branching off the Primary movement corridors of the Chatham cross and Urban Avenues. The vision is to improved these areas to better cater for Chatham resident's needs and provide an environment where Chatham is a more attractive place to live in.

3.6.1 Context

> Greater concentration of residential buildings on either side of the Primary movement corridors and the town centre.

3.6.2 Identity

> Generic buildings in this area should be enhanced to positively impact the surrounding heritage buildings

> Increase in planting and introduction of local art could improve the lack of vegetation and culture currently present in this area.

> Further improvement of the area should be done to provide better quality and more affordable housing

3.6.3 Built Form

> New buildings should relate to the height, proportions and massing of the existing buildings. Typically, 2-4 storey buildings with a range of row, terraced, and apartment type blocks

> Ground floors will be visually appealing with appropriate signage relating to human scale.

> A variety of Gable, Mansard, Dormer, and Flat Roofs form the roofline of the street and the variety should be maintained to create an interesting roofscape.

> Buildings are predominantly clean, smart and modern but lacks character. New developments could introduce a moderate amount of character whilst not massively disrupting the current streetscape.

3.6.4 Movement

> Walkways should be widened for pedestrian access on major links or public routes

> Relevant wayfinding tools should be implemented to ease movement from these residential neighbourhoods

> Cycling infrastructure should be improved to allow more residents of Chatham to engage in greener modes of transport.

3.6.5 Nature

> Regular Street trees will create a pleasant environment for people

> Natural privacy barriers for residential properties should be provided through softscaping

> Quality of life could be improved by enhancing living environments

> Regular greenery can visually enhance the area

3.6.6 Public Spaces

> Small pockets of public spaces should be provided to allow surrounding communities to engage in public activities.

> The lacking sense of community can be restored by the increase in provision of high-quality public spaces such as gardens

3.6.7 Uses

> The lacking sense of community can be restored by the increase in provision of high-quality public spaces such as gardens

Streets & Spaces-Wickes site, Sir John Hawkins Car Park, Rome Terrace, Richard Street, Solomons Road & Pentagon Shopping Centre

Chatham Cross Character Zones

Comprised of the Wickes site, Sir John Hawkins Car Park, Rome Terrace, Richard Street, Solomons Road and the Pentagon Shopping Centre, the vision for the Streets and Spaces area type is to enhance the pockets and streets lying in between the Chatham cross and Urban Avenues.

These improvements allow Chatham's limited land to be more fully utilised to provide better services for those living and visiting Chatham. These areas are further divided into smaller character zones as the characteristics of each zone differ from each other.

Streets and Spaces Character Area encompasses Character Zones 1, 2 and 3.

Each Character Zone has a distinct set of characteristics and analysis through a series of sections, elevations and maps to better understand its urban fabric. These have led to curating the design code for each area type. Character Zones should be carefully studied for any new developments as laid out in the Appendix.

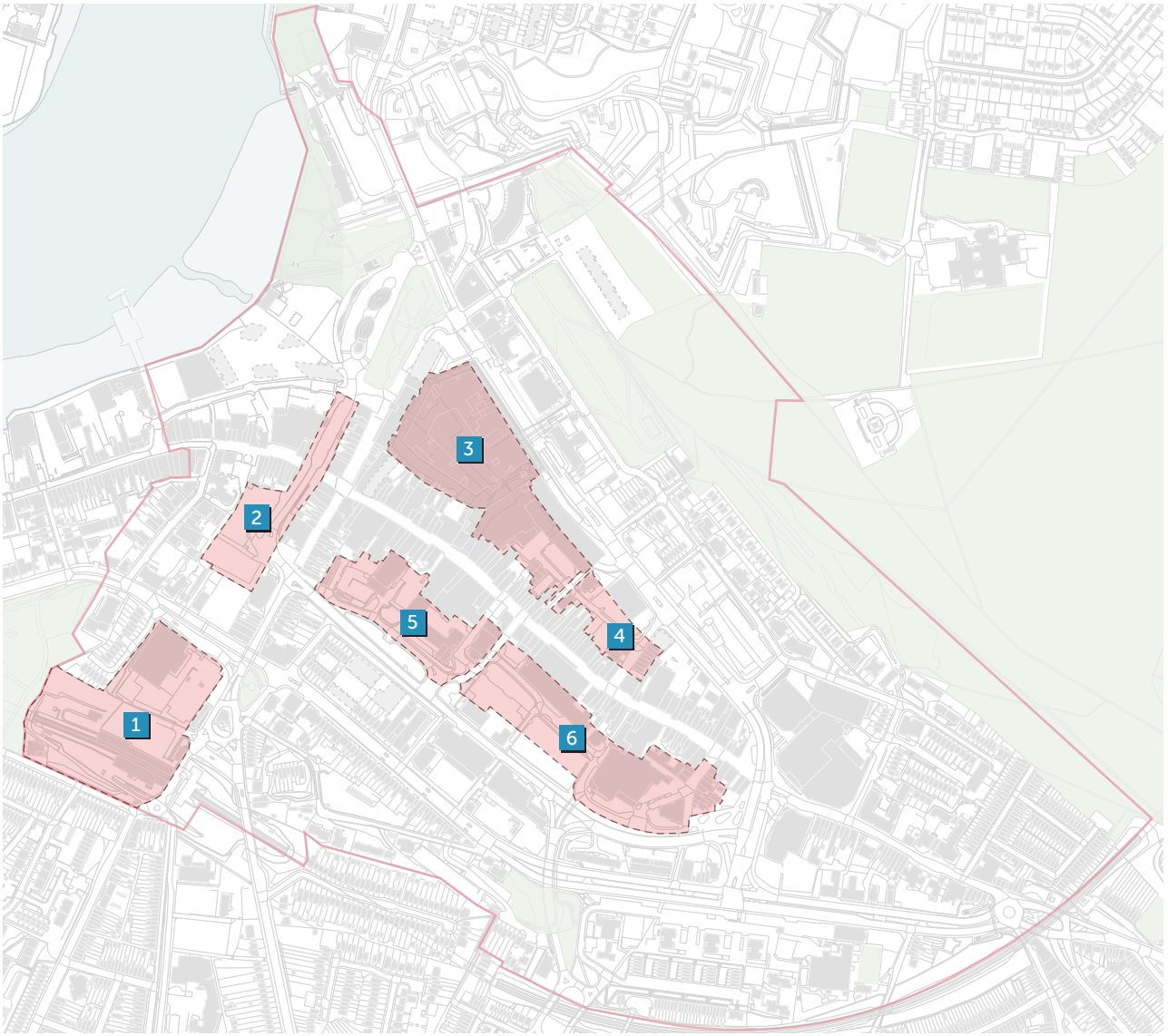


Fig.86 Streets & Spaces Area Type - Character Zones | Extract from The Appendix

(Scale 1:7500 @ A4) 0m 100m

Key takeaways

3.6.8 Connections

> This area is not well connected as the roads leading to these spaces are typically more narrow and less suitable for pedestrians

> Current tertiary routes do not connect the Chatham Town Centre well which can be enhanced.

3.6.9 Vegetation

> The pockets of greenery occupy about 10% of the area which shows the scope for future improvements in greenery.

> Back of plots and service areas lack greenery and are encouraged to be populated with plantings.

3.6.10 Potential Sites

> Approximately 80% of sites in this area have inactive frontages, meaning non-contributing (no windows or doors or car parks) and empty sites. 30% of these sites are empty and the remaining 70% are service areas.

> Majority of these sites can be developed into public open spaces or intensified for commercial use to liven up the area
Positive aspects of Nucleus Café should be observed as precedent for future developments.

3.6.11 Public comments / Vision

> Majority of public comments are addressed to align with our vision.

> Better law enforcement and design strategies could help mitigate the issues of rubbish accumulation raised.

Fig.88 Streets & Spaces Area Type - Pictures | Extract from The Appendix

Fig.87 Streets & Spaces Area Type - Public Comments | Extract from The Appendix

Movement

Crossings

3.6.12 Development must contribute to improved pedestrian and cycle crossing of streets, with the pedestrian experience across Enhanced Streets being a priority.

3.6.13 Crossings of Enhanced Streets must be formal signal control or zebra crossings, with a minimum width of 5m, accommodating pedestrian and cycle facilities, and must be straight across crossings in one stage.

3.6.14 Crossings connecting key public transport attractors at key bus stops and the railway station must give full priority to pedestrians through the use of straight across Zebra Crossings, accommodating both pedestrians and cycles.

Footways

3.6.15 Footways in quiet locations (flows of <600 pedestrians an hour) must have 2m or more of clear width for walking.

3.6.16 Footways in moderately busy locations (flows of 600 to 1200 pedestrians an hour) must have 2.5m or more of clear width for walking.

3.6.17 Footways in busy locations (flows of >1200 pedestrians an hour) must have 3m or more of clear width for walking

3.6.18 Every flush surface or dropped kerb between the footway / safe pedestrian space and carriageway / movement zone must be marked with appropriate tactile paving.

3.6.19 Footways must be level to be inclusive for all, with any required changes in level, i.e at vehicle crossovers, being accommodated within the servicing verge / furniture zone to bring the carriageway to footway level.

3.6.20 For Pedestrian Priority environments the pedestrian area / footway should dominate the space, with this being represented in the material of the street.

Cycling

3.6.21 Segregated bi-directional or with-flow cycle tracks must be provided on new Enhanced Streets, in line with LTN 1/20. For new Informal Streets and Pedestrian Priority Environments, measures to restrict the flow and speed of vehicles must be undertaken to successfully achieve Cycle Street conditions as set out within LTN 1/20.

Street Furniture

3.6.22 All street furniture must be accommodated within a street furniture zone at the carriageway edge. A variety of seating, bins, cycle stands, bottle fills, and lighting should be included on all streets. An opportunity to sit must be provided no less than every 50m.

3.6.23 Around the railway station street furniture must create a welcoming and enjoyable arrival and waiting experience that reflects local climatic conditions and creates an engaging and interesting space.

Carriageway

3.6.24 For new and existing streets carriageway widths must be kept to an absolute minimum.

For Informal and Pedestrian Priority environments streets should be designed for everyday use, with infrequent activities and manoeuvres being able to use both traffic lanes.

3.6.25 When crossing Enhanced Streets and Public Transport routes, the carriageway should be raised to footway level with materials highlighting the pedestrian route across in order to improve pedestrian legibility.

Speed

3.6.26 Speed limits along Informal Streets must be 20mph, with the 85th percentile less than 20mph. Pedestrian Priority Environments must be designed to facilitate very slow speeds from vehicles, where pedestrians feel they have priority. Along Enhanced Streets and Public Transport routes carriageway widths and other speed restriction design measures should be used to enforce speed limits through urban areas.

Junctions

3.6.27 Continuous crossings must be used whenever a side street carrying fewer than 2,000 vehicles per day intersects with an Enhanced Street.

3.6.28 Junction visibility that does not meet the standards within MfS1 and MfS2 must not be used as a blanket objection to a junction design.

3.6.29 Priority junctions must not have right turn lanes.

3.6.30 The minimum number of signal heads and other signalling equipment must be used. Furthermore, the use of white backing boards to signals must not be used at junctions where the

speed limit is 30mph or less.

Vehicle Crossovers

3.6.31 Vehicle crossovers must not disrupt the continuous nature of the footway or cycle track.

3.6.32 Changes in level must be accommodated within the furniture zone or through the use of a splay kerb.

Public Transport

3.6.33 Along Enhanced Streets and Public Transport routes all bus stops must be located within the carriageway lane, and not within lay-bys.

3.6.34 Bus stop waiting environments must be inviting and form a compelling transport choice for people, with shelter, seating, attractive lighting, information and amenity.

3.6.35 Where bus stops and cycle facilities interact, segregation should be maintain with pedestrian priority across cycling infrastructure, in line with LTN 1/20.

Car Parking

3.6.36 Car parking should be primarily located within mobility hubs outside the main urban centre, linking to public transport and quality active travel infrastructure.

3.6.37 Kiss + Ride and pick up bays must be provided within the station car park, with safe and attractive connections to the station, with this activity being designed out immediately adjacent to the station building.

3.6.38 On street parking should be restricted to enable efficient turnover of vehicles to support the adjacent businesses.

3.6.39 Bays should be at footway level or if at carriageway level detailed in a contrasting material from the carriageway to visually narrow the running lanes.

3.6.40 Bays should be broken up into groups of no more than four spaces, separated by rain gardens and tree planting or build outs for pedestrian crossings, cycle parking, or EV chargers.

EV Charging

3.6.41 EV charging must be provided in space taken from the carriageway, either within a footway build out or by occupying carriageway space.

3.6.42 EV charging within lamp columns are effective within residential areas.

3.6.43 Rapid EV charging points should be provided within the station car park.

Cycle Parking

3.6.44 Cycle parking must be provided in line with adjacent land uses, and provide parking space for a variety of cycles.

3.6.45 Along Enhanced Streets cycle parking should be provided within space taken from the carriageway either in footway build outs or occupying carriageway space.

3.6.46 Within Informal Streets and Pedestrian Priority environments cycle parking must be in obvious and attractive locations and be well lit.

3.6.47 Additional infrastructure such as repair stations should be considered alongside parking areas.

3.6.48 A cycle hub must be provided within the station car park to create an attractive link between rail and active travel. This must be designed to be effortless and easy.

Servicing

3.6.49 Refuse collection vehicles must not dictate the layout of a street but movements should be accommodated utilising all space within kerbs rather than a lane.

3.6.50 In all street environments loading / drop off space must be facilitated so as to ensure space for walking and cycling is not disturbed.

3.6.51 Loading bays within Enhanced Streets must be provided within footway level loading pads, and consideration should be given to restricting loading activities to certain times and what this space can be programmed for outside these hours (cafe seating etc).

SuDS, Trees, and Planting

3.6.52 SuDS must be the default solution for managing surface water within all street environments, with traditional engineering solutions being used as a back up system. Only if SuDS can be shown to not work can the engineered solution be used as the primary drainage solution.

3.6.53 All streets should contain space for urban greening and tree planting, supporting the introduction of a tree canopy at least 2m above the ground plane to reduce the UHI effect and save lives.

Public Spaces & Nature

Types of Open Spaces

Local Streets

3.6.54 Traffic calming measures should be introduced to back streets and local routes to mitigate pollution and encourage walkability.

Car Park

3.6.55 Where possible, on-street car parking spaces should be minimised and replaced by tree planting to contribute to the creation of an attractive and sustainable green infrastructure network.

SUDS

3.6.56 Sustainable Urban Drainage Systems (SUDS) shall be incorporated where possible to manage the surface water runoff from streets, thereby reducing the risk of flood and pollution, contributing to environmental enhancement, biodiversity and placemaking. Several approaches can be implemented from increased soft landscape, rain gardens, which are designed to attenuate and allow water to infiltrate more slowly, to permeable paving.

Tree Typologies

3.6.57 Where possible along back street and local routes, medium to smaller scale trees should be planted in individual or connected tree pits to contribute to the creation of an attractive biodiverse environment that forms part of the wider green infrastructure and ecosystem services network. Refer to soil volume calculation guide under Site Wide Guidance.

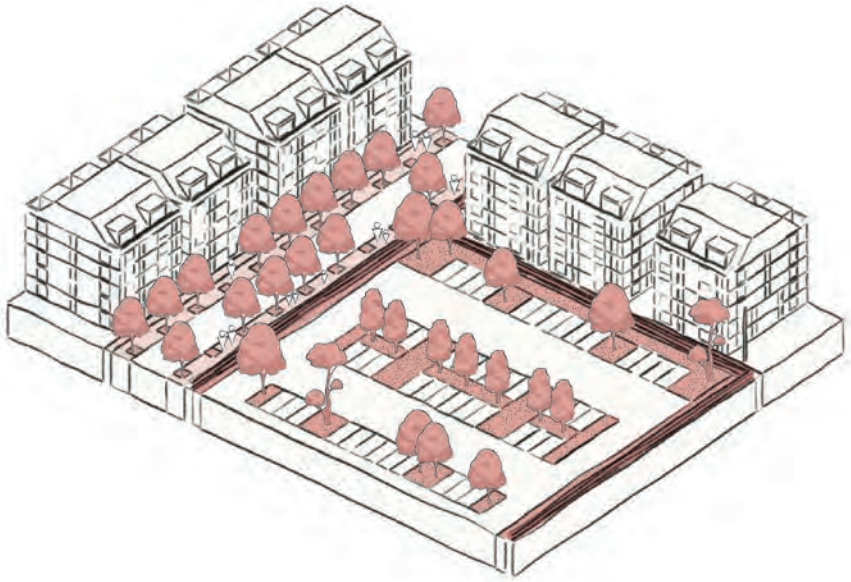
Tree Species

3.6.58 Suggested tree species for wider streets and spaces are Celtis occidentalis, Tilia sp. and Zelkova serrata. For narrower streets and spaces suggested tree species include: Cercis siliquastrum, Ligustrum lucidum and Prunus sargentii.

Planting

3.6.59 Tree should be planted along the back streets and local routes providing links and contributing to the wider green infrastructure network.

3.6.60 Where possible, hedge planting is to be incorporated along on-street parking areas as both visual and physical buffers.



3.6.61 The visual impact of public car parks shall be reduced by interspersing bays with trees bolstered by structural planting which also improve air quality and help mitigate the urban heat island affect.

Hard Materiality

3.6.62 Where possible, permeable paving should be incorporated to manage the surface water runoff from streets and development areas, reducing the risk of flood and pollution.

3.6.63 On street parking spaces must be surfaced with permeable paving.

3.6.64 Sufficient street lightning should be provided in these areas to ensure overall safety for users.

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Built Form

Urban Blocks & Plots

3.6.65 Plots within this Area Type must be defined as either 'backland plots' or 'typical plots'. If existing landownership includes land in both plot types, separate buildings must be proposed for each corresponding plot type.

Rationale: Plots that are (or can be perceived in plan) as 'backland plots' are those that back onto plots that have frontage on Chatham Cross (High Street, Railway Street or Military Road) and create a transition into the Streets and Spaces area type. Other plots are 'typical plots' and are independent of Chatham Cross frontages and their potential servicing requirements.

3.6.66 Backland plots must have a maximum width of 10m.

Rationale: Backland plots must reference the fine scale frontages along the Chatham Cross, and could mirror plot widths if feasible.

3.6.67 Backland plots can be combined, however, ground floor units must remain distinct with separate front entrances and façades must be distinct and vary from one another.

Rationale: Combining plots allows for greater efficiencies with floor plans above ground level, however front façades are to be designed to reflect the maximum 10m plot width. Finer grained ground floor uses with a front door at least every 10m provides an active street scene and provides a finer grained mixed uses.

3.6.68 Typical Plots must be a maximum of 20m wide with façades designed to reflect a maximum of 10m wide bays.

Rationale: Typical Plots can be larger than Backland Plots, but must visually reference fine grained plots and a vertical proportion.

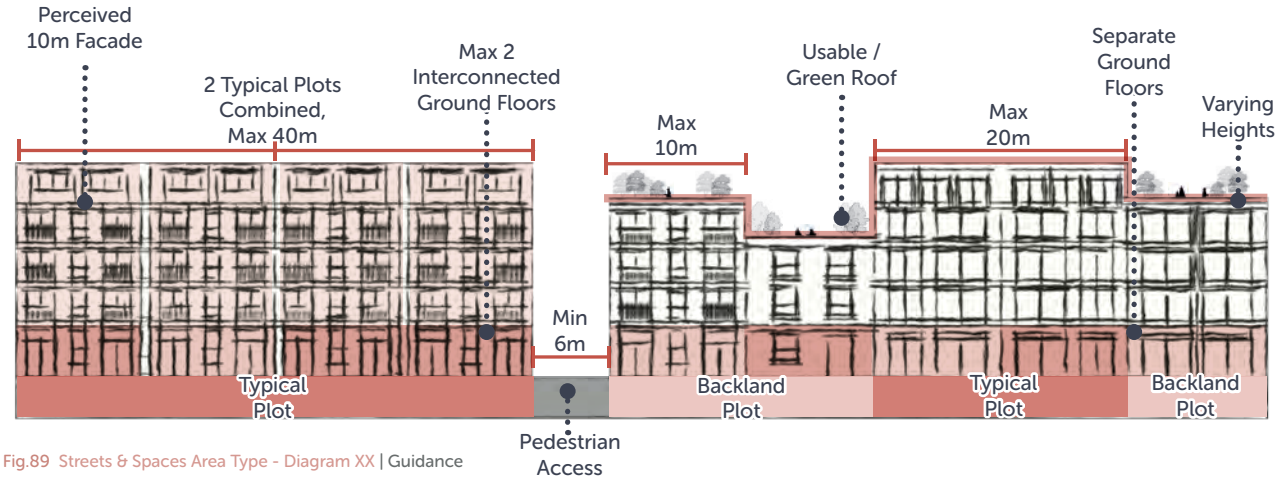


Fig.89 Streets & Spaces Area Type - Diagram XX | Guidance

3.6.69 Ground floor mixed-uses must be designed as 10m wide units with distinct front doors, however within a 20m wide plot, two ground floor units may interconnect for use as a single unit but must be easily divided into separate units in the future.

Rationale: The design and appearance of ground floor uses should facilitate finer grained uses.

3.6.70 A maximum of two Typical Plots can be designed as a single building to allow for greater efficiencies of upper floors for a maximum of 40m along the front facade, however, facade design should be distinct and vary from each plot. Ground floor uses of each plot must be designed as 10m wide units, whereby only two ground floor uses may interconnect. A front door must be provided every 10m for ground floor uses.

Rationale: Buildings should appear as distinct buildings whilst ground floor mixed uses should be fine grained. Where land ownership extends beyond 40m of street frontage, a separate building must be designed.

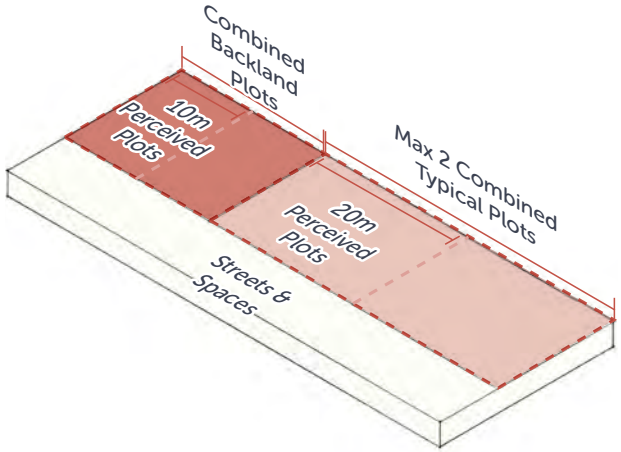


Fig.90 Streets & Spaces Area Type - Diagram XX | Guidance

Fig.91 Streets & Spaces Area Type - Diagram XX | Guidance

3.6.71 Frontage of Typical plots along secondary frontages should be designed to reflect the secondary nature of the facade (ie differing facade quality) whilst maintaining a maximum plot width of 20m. Front doors should be provided every 10m.

Rationale: Secondary frontages should respond with façades and front doors similar to the primary frontage, however with facade design that reflects the secondary nature of these façades.

3.6.72 Ownership within a street block that includes another Area Type (ie Chatham Cross or Urban Avenues) must respond to each Area Type coding, which may be a single building. The line between each Area Type in such scenarios can vary by 5m from that drawn in the Chatham Coding Plan.

Rationale: Architectural design can incorporate various Area Type codes and appear as distinct buildings whilst functioning a single building for efficiency purposes.

Building Heights:

3.6.73 Backland Plot development must be no taller than 4 storeys (and may be typically 2 - 3 storeys), with ground-to-ceiling heights a minimum of 4m. Overall height cannot exceed 14m, including parapets and/or roof.

Rationale: Backland Plots must not be visibly from the Chatham Cross, however the step up in height to 4 storeys gives a gently increase in height to transition to taller area type heights, such as the Urban Avenues Area Type.

3.6.74 Heights of buildings on Backland Plots should vary through changes in cornice heights, shoulder heights or stepping back of massing at upper levels that reflect the 10m width plot.

Rationale: Variation in building heights contribute to the informal nature of the Streets and Spaces area type, and reflects the variation of adjoining frontages along the Chatham Cross.

3.6.75 Typical Plot development must be no taller than 4 storeys with an additional setback storey, with ground-to-ceiling heights a minimum of 4m. Overall shoulder heights cannot be more than 14m, including parapets, with an additional 4m permissible for the setback roof level. Setback storeys must be set back at least 2m from any street facade.

Rationale: Typical Plots will front onto streets facing Backland Plots and should create a balanced massing, whilst stepping up height by a setback story. This allows a gradual stepping up of height away from the Chatham Cross.

3.6.76 Heights of buildings on Typical Plots should vary through changes in cornice heights, shoulder heights or stepping back of massing at upper levels that reflect the 20m width plot.

Rationale: Variation in building heights contribute to the informal nature of the Streets and Spaces area type.

Building Lines

3.6.77 Backland plots must have a uniform set back of 2.5m from the boundary of the public street right of way to provide for a privacy strip/ service lane/ spill out space. These setbacks along with the public streets within Streets and Spaces must be designed as a single shared surface space with robust and durable materials to match proposed carriageway streetscapes.

Rationale: A uniform line of buildings will define the street corridor and limit corners that could contribute to a less safe street scene and enable anti-social behaviour.

3.6.78 Typical plots must have a uniform set back of 3m from the boundary of the public street right of way to provide for a privacy strip/ service lane/ spill out space defined by a regular spacing of street trees. These setbacks along the public streets and public spaces must be designed as a single shared surface space with robust and durable materials to match proposed streetscapes.

Rationale: A uniform line of buildings will define the street corridor and limit corners that could contribute to a less safe street scene and enable anti-social behaviour, whilst the introduction of street trees will contribute to greenery, biodiversity and assist to mitigate heat gain.

3.6.79 Ground floor façades should have frequent/ multiple openings that allow spilling out of spaces between interior and streetscapes.

Rationale: Opportunities for mixed-uses to spill out into spill out spaces provides current or future mixed uses to activate streetscapes and contribute to the informal nature of the Streets and Spaces Area Type.

Roofs

3.6.80 Flat roofs are encouraged across all plots within the Streets and Spaces Area Type. Flat roofs must be designed as planted green roofs, brown roofs with PV panels or as amenity space (hard or soft landscaped). Angled roofs are permissible but must remain within the hight limits.

Rationale: Flat roofs reflect the more simple building forms of the Streets and Spaces building types, however providing green, brown or active roofscapes creates a more visibly pleasing 'fifth facade' that will be visible from upper level views.

3.6.81 Communal amenity space provided on roof terraces can replace required private amenity space for residential accommodation, but the overall area must be provide for the total required amounts of private amenity space, otherwise additional private amenity space should be provided as balconies or be included as internal space beyond minimum internal space standards.

Rationale: The overall quantum of private amenity space must be provided as separate or communal space, or internal flats must be larger to accommodate shortfalls.

Façade treatment

3.6.82 Façades must reflect plot widths (10m for Backland Plots and 20m for Typical Plots), with any permissible combined plots maintaining the appearance of distinctive and separate facade designs. Typical Plot façades must subdivide 20m façades to provide a finer grain scale, reflecting 10m wide bays or less.

Rationale: Façades should appear as separate buildings to promote the informal and small scale envisioned for the Streets and Spaces Area Type. The 10m façades (max) and 10m bays (max) are required to ensure façades maintain a strong vertical, urban proportion.

3.6.83 Ground floor mixed used must be designed to have individual front doors every 10m. It is encouraged that ground floor uses should have visual permeability (greater than 50% glazing on primary frontages and greater than 25% glazing on secondary frontages) and physical permeability is encouraged (including through use of multiple entrances, oversized doors, glazed garage type doors and other types of doors that promote greater links between indoor units and external spill out spaces. Typical plot buildings can have projecting balconies of any dimension

Rationale: Fine grained mixed uses with greater visual and physical permeability will encourage safer streets and enable use of spill out spaces to activate streets.

3.6.84 Juliette balconies must be provided for residential accommodation on upper floors where communal amenity space on roof terraces is provided in lieu of private balcony space for living spaces. Juliet balconies should not be provided on north-facing façades.

Rationale: Juliet balconies provide a greater connection to outdoor spaces to each flat when amenity space is combined into rooftop terraces.

3.6.85 Communal entrances for lobbies to access upper floors should be located along primary frontages and must have a strong visual presence within the overall facade composition.

Rationale: Key streets and routes should be activated and front doors should be clearly visible and easy to find within the streetscape.

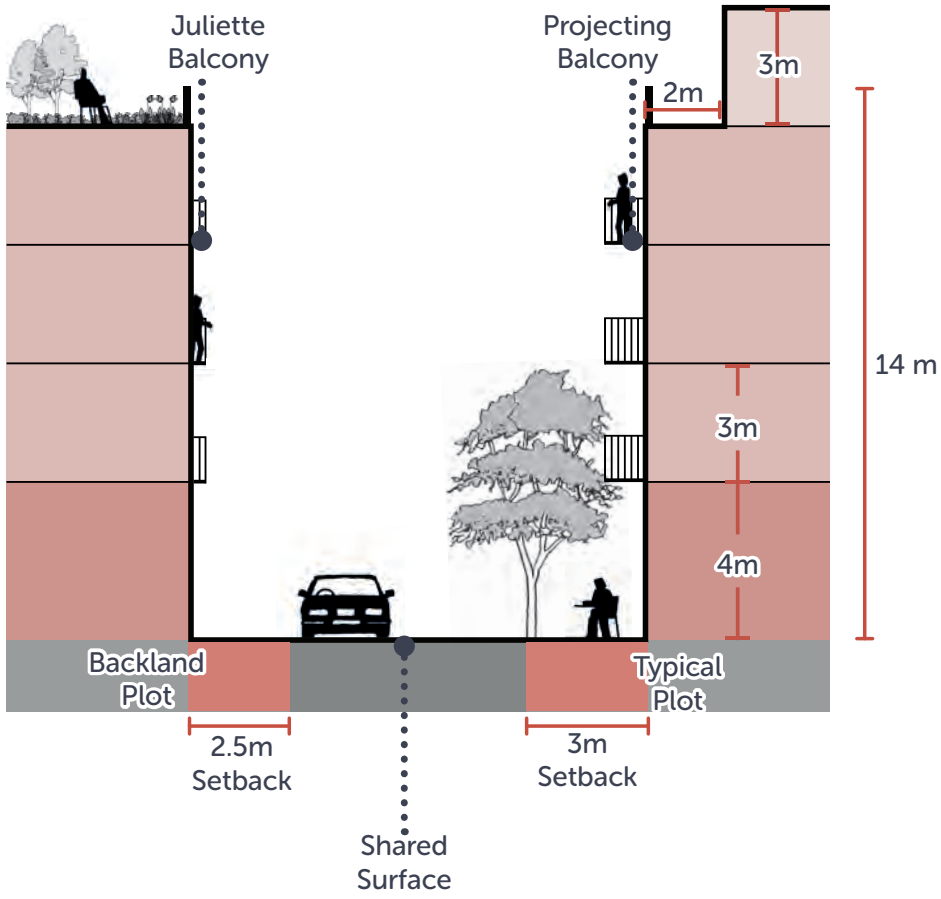


Fig.92 Streets & Spaces Area Type - Diagram XX | Guidance

Uses

Use of Land

3.6.86 Ground floor uses of Backland Plots must be fine grained mixed-uses (10m wide units max) and should promote local creative and maker spaces, including micro spaces.

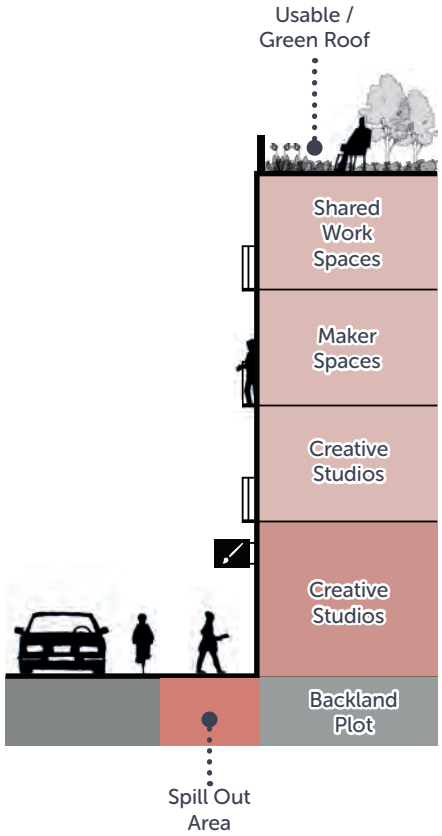
Rationale: Backland plots provide new fronting uses that back onto Chatham Cross mixed uses (and often their servicing). Mixed uses on Backland Plots allows potential to cater for lower value and local uses, such as creative and maker spaces whilst maintaining current and future servicing needs for Chatham Cross uses.

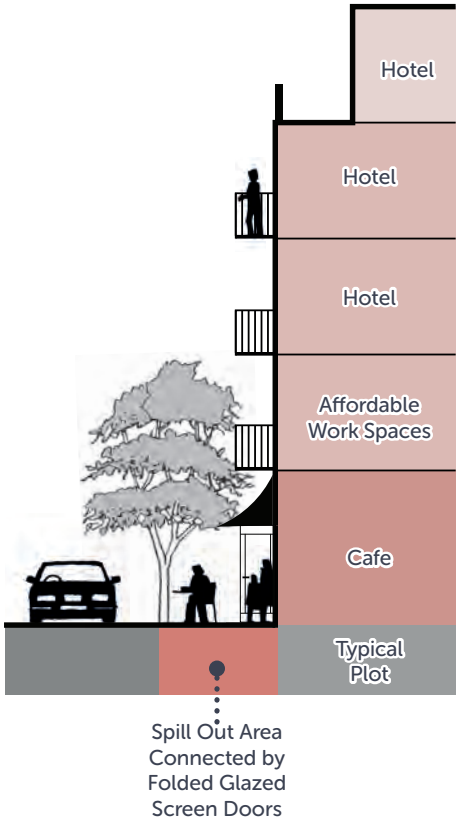
3.6.87 Ground floor uses of Typical Plots must be designed for mixed-use (20m wide units max) but designed to easily subdivide into 10m units). Smaller and local affordable workspace, maker space and creative uses should be promoted. However, ground floor residential is permissible but must allow for easy future conversion to mixed uses, maintain a ground to ceiling height of 3m (or the residential unit can have a raised ground floor that can be removed for the future mixed-use conversion) and have a 1.8m setback from the typical building line to provide a privacy strip. A low wall with metal railing is required to enclose the privacy strip with planting zone for climbers. The 1.8m setback is required for the entire facade above the ground floor unit.

Rationale: Residential is not encouraged, but is possible if it is designed for future conversation and provides sufficient quality for the residential accommodation.

3.6.88 A mix of upper floor uses will be encouraged, including residential, shared workspaces, creative studios as well as office, hotel and leisure uses.

Rationale: A range of mixed uses on upper floors in close proximity to High Street supports a vibrant centre at different times.





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3.7 Residential Streets Area Type

Vision

Located on the periphery of the Chatham Town centre's red line boundary, the Residential neighbourhoods are the areas along tertiary routes branching off the Primary movement corridors of the Chatham cross and Urban Avenues. The vision is to improved these areas to better cater for Chatham resident's needs and provide an environment where Chatham is a more attractive place to live in.

3.7.1 Context

> Greater concentration of residential buildings on either side of the Primary movement corridors and the town centre

3.7.2 Identity

> Generic buildings in this area should be enhanced to positively impact the surrounding heritage buildings
> Increase in planting and introduction of local art could improve the lack of vegetation and culture currently present in this area.
> Further improvement of the area should be done to provide better quality and more affordable housing

3.7.3 Built form

> New buildings should relate to the height, proportions and massing of the existing buildings. Typically, 2-4 storey buildings with a range of row, terraced, and apartment type blocks
> A variety of Gable, Mansard, Dormer, and Flat Roofs form the roofline of the street and the variety should be maintained to create an interesting roofscape.
> Buildings are predominantly clean, smart and modern but lacks character. New developments could introduce a moderate amount of character whilst not massively disrupting the current streetscape.

3.7.4 Movement:

> Walkways should be widened for pedestrian access on major links or public routes
> Relevant wayfinding tools should be implemented to ease movement from these residential neighbourhoods
> Cycling infrastructure should be improved to allow more residents of Chatham to engage in greener modes of transport.

3.7.5 Nature

> Regular Street trees will create a pleasant environment for people
> Natural privacy barriers for residential properties should be provided through softscaping
> Quality of life could be improved by enhancing living environments
> Regular greenery can visually enhance the area

3.7.6 Public spaces

> Small pockets of public spaces should be provided to allow surrounding communities to engage in public activities
> The lacking sense of community can be restored by the increase in provision of high-quality public spaces such as gardens

3.7.7 Uses

> Residential developments with pockets of commercial and active frontage should be maintained and encouraged.

Residential Streets Area Type

Fig.93 Residential Streets Area Type -Diagram XX | Guidance

Residential Streets Character Zones

The Residential Neighbourhood area types consists of residential clusters that are situated along tertiary routes. This area is branched off from the primary and secondary movement corridors such as the Chatham Cross and Urban Avenues. There are a mixture of different residential developments and buildings that cater for a wide spectrum of people. (Trying to talk about diversity but not sure how)

Residential Streets Character Area encompasses 6 Character Zones.

Each Character Zone has a distinct set of characteristics and analysis through a series of sections, elevations and maps to better understand its urban fabric. These have led to curating the design code for each area type. Character Zones should be carefully studied for any new developments as laid out in the Appendix.

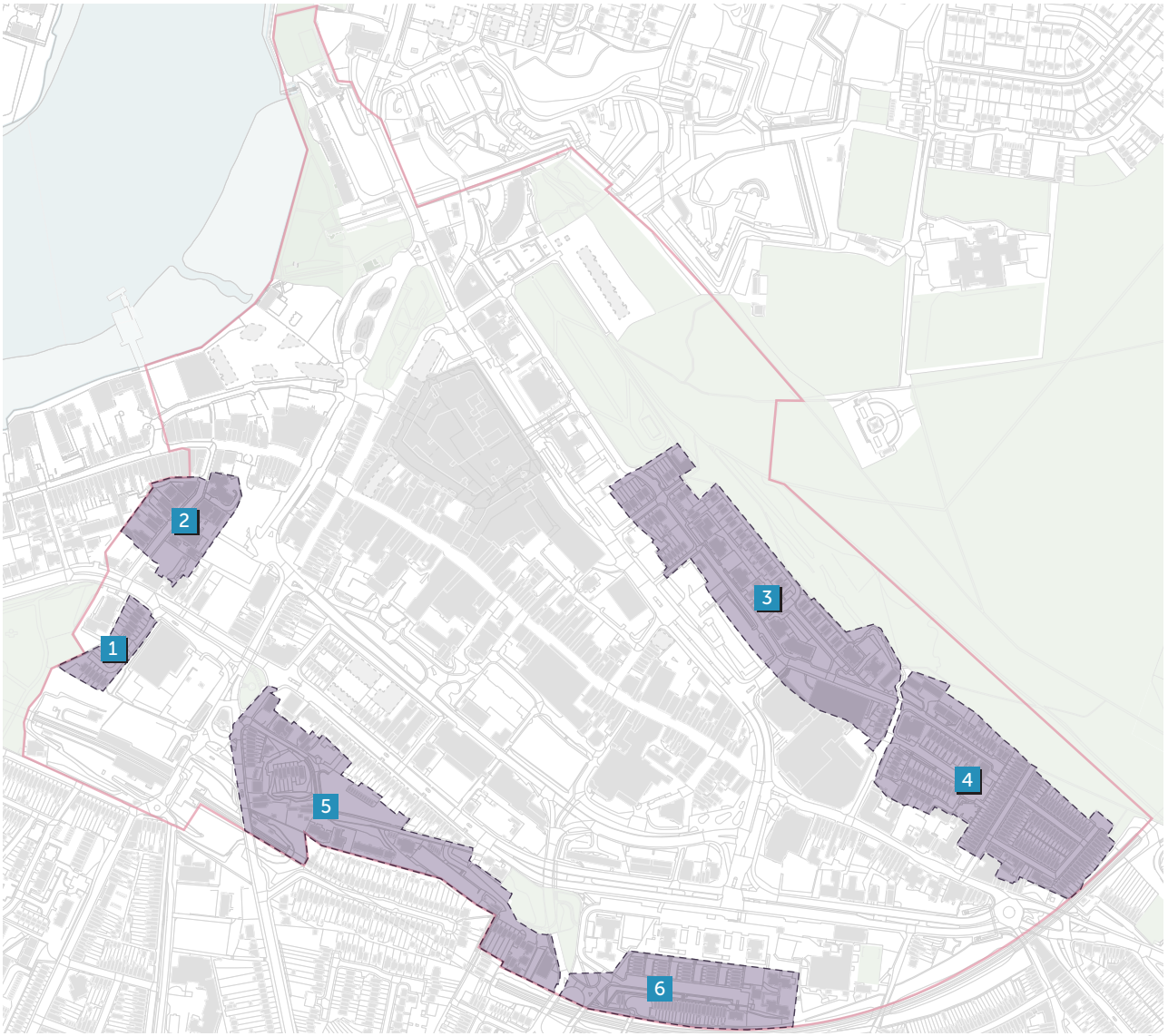


Fig.94 Residential Streets Area Type -Diagram XX | Guidance

(Scale 1:7500 @ A4) 0m 100m

Key takeaways

3.7.8 Connections

> The current pedestrian and cycle routes are not well connected and thus pavements of major links and public routes should be widened to ensure safe and comfortable pedestrian travels.

> A safe network of cycling routes is desired to promote a healthy and active way of travel.

> Relevant and efficient wayfinding system infrastructure should be implemented to ease the movement from these residential areas.

3.7.9 Vegetation

> The pockets of greenery occupy about 10% of the area which shows the scope for future improvements in greenery.

> More plantings to enhance living environments, should be encouraged to improve the quality of life in the neighbourhoods.
Softscaping can be developed on underutilised residential sites to create natural privacy barriers

3.7.10 Potential Sites

> New developments should follow existing building proportions to maintain visual unity and respect existing landmarks.

> An increase in the provision of public spaces with the promotion of public activities is desired promote a sense of community.

> Future developments should continue to maintain and improve the provision ratio of good quality affordable housing and private residential developments.

3.7.11 Public comments / Vision

> Majority of public comments are addressed to align with our vision.

Fig.96 Residential Streets Area Type -Diagram XX | Guidance

Fig.95 Residential Streets Area Type -Diagram XX | Guidance

Movement

Crossings

3.7.12 Development must contribute to improved pedestrian and cycle crossing of streets, with the pedestrian experience across Enhanced Streets being a priority.

3.7.13 Crossings of Enhanced Streets must be formal signal control or zebra crossings, with a minimum width of 5m, accommodating pedestrian and cycle facilities, and must be straight across crossings in one stage.

3.7.14 Crossings of Informal Streets and typical residential streets should give full priority to pedestrians through the use of straight across Zebra Crossings, accommodating both pedestrians and cycles.

Footways

3.7.15 Footways in residential locations must have 2m or more of clear width for walking.

3.7.16 Every flush surface or dropped kerb between the footway / safe pedestrian space and carriageway / movement zone must be marked with appropriate tactile paving.

3.7.17 Footways must be level to be inclusive for all, with any required changes in level, i.e at vehicle crossovers, being accommodated within the servicing verge / furniture zone to bring the carriageway to footway level.

3.7.18 For Pedestrian Priority environments and residential streets the pedestrian area / footway should dominate the space, with this being represented in the material of the street.

Cycling

3.7.19 Segregated bi-directional or with-flow cycle tracks must be provided on new Enhanced Streets, in line with LTN 1/20. For new Informal Streets and Pedestrian Priority Environments, measures to restrict the flow and speed of vehicles must be undertaken to successfully achieve Cycle Street conditions as set out within LTN 1/20.

Street Furniture

3.7.20 All street furniture must be accommodated within a street furniture zone at the carriageway edge. A variety of seating, bins, cycle stands, bottle fills, and lighting should be included on all streets. An opportunity to sit must be provided no less than every 50m.

3.7.21 A range of community infrastructure should be considered within residential streets and should be developed with existing and future users.

Carriageway

3.7.22 For new and existing streets carriageway widths must be kept to an absolute minimum. For Informal and Pedestrian Priority environments streets should be designed for everyday use, with infrequent activities and manoeuvres being able to use both traffic lanes.

Speed

3.7.23 Speed limits along residential and Informal Streets must be 20mph, with the 85th percentile less than 20mph, and design should be used to enforce speeds that are much lower than this. Pedestrian Priority Environments must be designed to facilitate very slow speeds from vehicles, where pedestrians feel they have priority.

Junctions

3.7.24 Continuous crossings must be used whenever a side street carrying fewer than 2,000 vehicles per day intersects with an Enhanced Street.

3.7.25 Junction visibility that does not meet the standards within MfS1 and MfS2 must not be used as a blanket objection to a junction design.

3.7.26 Priority junctions must not have right turn lanes.

3.7.27 The minimum number of signal heads and other signalling equipment must be used. Furthermore, the use of white backing boards to signals must not be used at junctions where the speed limit is 30mph or less.

Vehicle Crossovers

3.7.28 Vehicle crossovers must not disrupt the continuous nature of the footway or cycle track.

3.7.29 Changes in level must be accommodated within the furniture zone or through the use of a splay kerb.

Public Transport

3.7.30 Along Enhanced Streets all bus stops must be located within the carriageway lane, and not within lay-bys.

3.7.31 Bus stop waiting environments must be inviting and form a compelling transport choice for people, with shelter, seating, attractive lighting, information and amenity.

3.7.32 Where bus stops and cycle facilities interact, segregation should be maintain with pedestrian priority across cycling infrastructure, in line with LTN 1/20.

3.7.33 Residential streets must be designed to create legible connections to public transport.

Car Parking

3.7.34 Car parking should be primarily located within mobility hubs outside the main urban centre, linking to public transport and quality active travel infrastructure leading into the retail, residential, and commercial core around Intra.

3.7.35 On street parking should be restricted to enable efficient turnover of vehicles to support the adjacent businesses.

3.7.36 In residential areas, on-plot parking must not be allowed, and on-street parking should be minimised.

3.7.37 Residential parking should be provided within parking houses at the periphery of developments and within mobility hubs.

3.7.38 Bays should be at footway level or if at carriageway level detailed in a contrasting material from the carriageway to visually narrow the running lanes.

3.7.39 Bays should be broken up into groups of no more than four spaces, separated by rain gardens and tree planting or build outs for pedestrian crossings, cycle parking, or EV chargers.

EV Charging

3.7.40 EV charging must be provided in space taken from the carriageway, either within a footway build out or by occupying carriageway space.

3.7.41 EV charging within lamp columns are effective within residential areas.

3.7.42 Residential EV charging should be provided within parking houses and mobility hubs.

Cycle Parking

3.7.43 Cycle parking must be provided in line with adjacent land uses, and provide parking space for a variety of cycles.

3.7.44 Along Enhanced Streets cycle parking should be provided within space taken from the carriageway either in footway build outs or occupying carriageway space.

3.7.45 Within Informal Streets and Pedestrian Priority environments cycle parking must be in obvious and attractive locations and be well lit.

3.7.46 Space for secure residential cycle parking must be provided along all residential streets.

3.7.47 Additional infrastructure such as repair stations should be considered alongside parking areas.

Servicing

3.7.48 Refuse collection vehicles must not dictate the layout of a street but movements should be accommodated utilising all space within kerbs rather than a lane.

3.7.49 In all street environments loading / drop off space must be facilitated so as to ensure space for walking and cycling is not disturbed.

3.7.50 Loading bays within Enhanced Streets must be provided within footway level loading pads, and consideration should be given to restricting loading activities to certain times and what this space can be programmed for outside these hours (cafe seating etc).

3.7.51 In residential streets space should be allocated and protected for residents to unload and drop off, before parking at the parking house or mobility hub.

SuDS, Trees, and Planting

3.7.52 SuDS must be the default solution for managing surface water within all street environments, with traditional engineering solutions being used as a back up system. Only if SuDS can be shown to not work can the engineered solution be used as the primary drainage solution.

3.7.53 All streets should contain space for urban greening and tree planting, supporting the introduction of a tree canopy at least 2m above the ground plane to reduce the UHI effect and save lives.

3.7.54 Footways and carriageway space within residential streets should be permeable to support the SuDS.

Public Spaces & Nature

SUDS

3.7.55 Sustainable Urban Drainage systems (SUDS) shall be incorporated where possible to manage the surface water runoff from streets and development areas, reducing the risk of flood and pollution and contribute to environmental enhancements, biodiversity and placemaking. Several approaches can be implemented from increased soft landscape, rain gardens, to permeable paving.

Tree Typologies

3.7.56 Where there is sufficient width, street trees should be planted in planting beds of at least 2 meters width along residential streets. Where this width cannot be achieved – trees in pits should be introduced. Trees shall be located at approximately 10m centres, constraints permitting. Refer to soil volume calculation guide under Site Wide Guidance.

Tree Species

3.7.57 Small to medium scale trees. Mixed species selected for seasonal interest – flower, attractive bark and autumn colour as well as wildlife value. Tree species could include: Amelanchier arborea, Liquidambar styraciflua, Pyrus calleryana and Sorbus intermedia

Planting

3.7.58 Where possible, planting along residential streets should be incorporated in between the car parking spaces and along footways, greening the streets and contributing to the wider green infrastructure network.

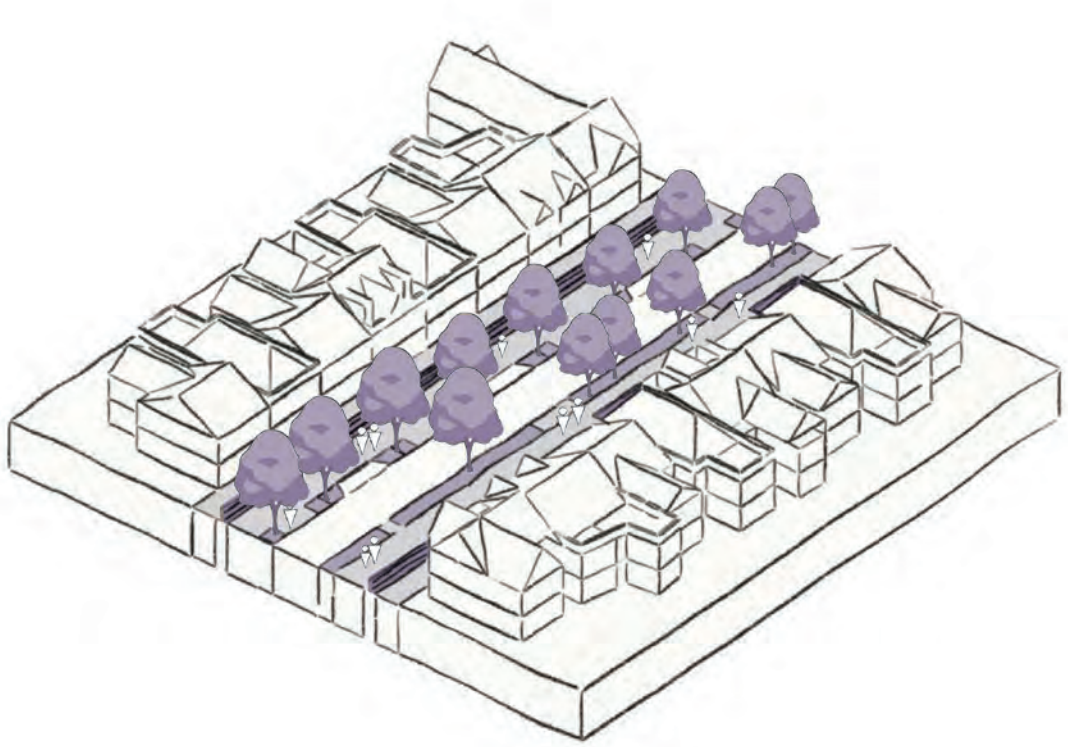
3.7.59 Hedge planting can be incorporated along plot boundaries to add greenery and soften the streetscape whilst ensuring security and privacy.

Hard Materiality

3.7.60 Paving throughout residential streets will be similar in materiality to create a distinct character of this typology.

3.7.61 Concrete flags with granite kerbs.

3.7.62 Where possible, permeable paving should be incorporated to private parking spaces to manage the surface water runoff from streets and development areas, reducing the risk of flood and pollution.



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Built Form

Urban Blocks & Plot

3.7.63 Within the Residential Streets area type, there are four plot types: plots with development where existing buildings must remain (No change plots); plots with buildings that can be intensified through extensions (Extension plots); plots with existing buildings that can be redeveloped (Redevelopment plots); plots that are empty sites and should be developed (Developable plots).

Rationale: Limited and appropriate development should occur within the Residential Streets area type. Where appropriate, Extension Plots allow for limited development, whilst Redevelopment Plots are identified to respond to likely sites that may come forward based on existing built form or recent adjacent development. However, extensions or new development should respond to its surrounding character, which generally has semi-detached, small terraces or smaller blocks of flats.

3.7.64 'No Change Plots should remain as built without changes in overall built form. Any changes can be sought through the Exemplary Design Process to demonstrate extensions or redevelopment that delivers exemplary design quality by exception.

Rationale:

3.7.65 Extension Plots refer to existing semi-detached and terraced homes where street-facing dormer windows or an additional storey provide an upward extension to provide additional accommodation for each home.

Rationale:

3.7.66 Redevelopment Plots refer to existing built

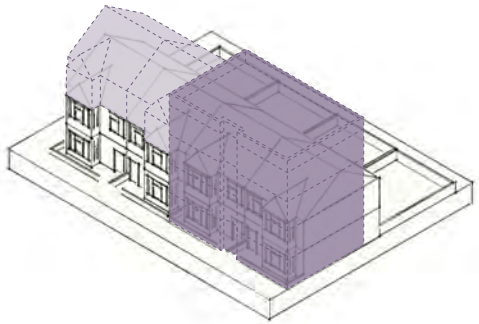


Fig.97 Residential Streets Area Type -Diagram XX | Guidance

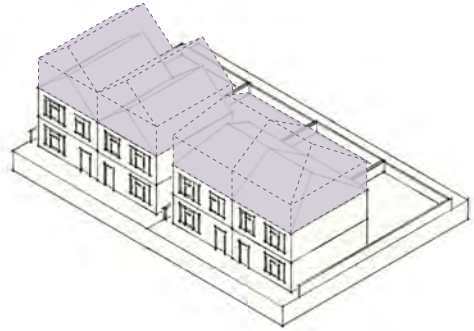


Fig.98 Residential Streets Area Type -Diagram XX | Guidance

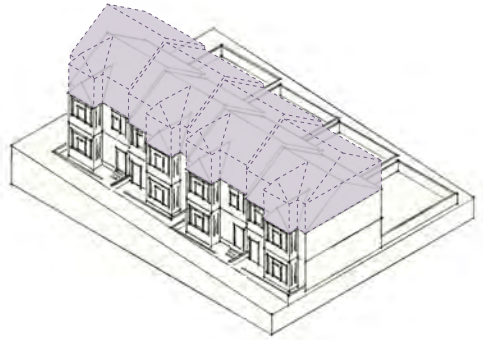


Fig.99 Residential Streets Area Type -Diagram XX | Guidance

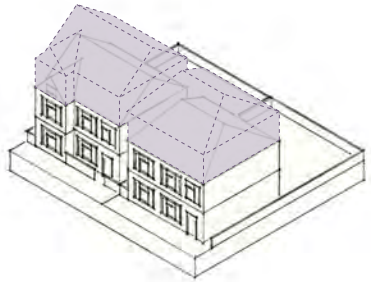


Fig.100 Residential Streets Area Type -Diagram XX | Guidance

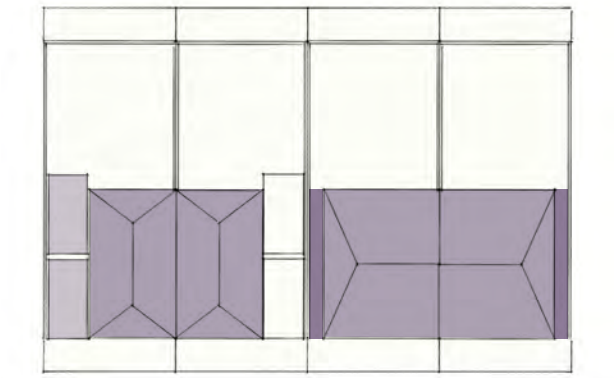


Fig.101 Residential Streets Area Type -Diagram XX | Guidance

sites that could be redeveloped to provide 'villa type' flat blocks or mansion block typologies in place of an existing pair of semi-detached homes, entire row of terraced homes or existing flat blocks.

Rationale:

3.7.67 Developable plots can be sites that are developed for new residential homes as distinct or linked 'villa type' flat blocks or mansion block typologies.

Rationale:

Building Heights

3.7.68 Extension Plots can have vertical extensions that create buildings with 2 storeys and roof accommodation or three storeys for existing semi-detached and terraced homes. This can be achieved by providing residential accommodation within an existing roof through the introduction of street-facing dormer windows or through the vertical extension of a single storey with the existing roof form and angle re-provided on the extension storey. After the first property within a semi-detached pair or within a terrace extends, adjoining properties can only extend by following the same extension type (dormers or adding an additional storey).

Rationale: A vertical extension allows a step change that can then be replicated by adjoining properties.

3.7.69 Redevelopment Plots and Developable Plots can be developed up to 4 storeys with flat roof (must be a green roof or brown roof with PV panels), or 3 storeys with an additional roof storey (which can be within a mansard roof along all frontages).

Rationale: Redevelopment of homes and empty plots can rise up to four storeys to remain contextual to existing properties without a significant change in height from surrounding homes within the Residential Streets area type.

Building Types

3.7.70 For Redevelopment Plots and Developable Plots, building form must be based on 'villa type' or mansion block typologies

Rationale: New buildings should provide gaps at either side of the new development to allow for urban forms that appear as regular, distinct massing along the street that demonstrates a transition from the strong urban frontage at the centre of Chatham to a rhythm of separate buildings at the periphery, as illustrated by the semi-detached homes within Lines Terrace.

3.7.71 Villa Type or mansion block typologies can be a maximum width of 25m, however for Developable Plots, two villa types or mansion blocks can be combined with a linking massing element that is at least 3m wide and setback from the front facade by at least 2.5 meters with a height that is subservient to either villa type or mansion block.

Rationale: The maximum width is contextual with the width of more recent flatted accommodation provided within the Residential Streets area type and minimises the overall visual dominance of new development. Developable Plots can have two linked villas to enable larger scale developments that appear contextual to recent residential development

Building Frontage

3.7.72 For Extension Plots, where a vertical extension is proposed, existing front setback space between the home and the back of pavement should remain or revert to planted garden space (ie no car parking)

Rationale: The urban frontage of existing homes should prioritise car parking within the carriageway and promote a safe walking environment with minimal cross overs along pavements whilst promoting urban greenery.

3.7.73 For Redevelopment Plots and Developable Plots, front setbacks for the front facade must align with an adjacent front building line. Where one does not exist on a street block, the setback must allow for on-street car parking space(s), verge with street trees at the kerb edge and pavement (or wide pavement with integrated street tree planting ie: minimum 3m wide), planted privacy strip or amenity space (minimum of 1.8m plus 0.9m for hedge planting with boundary fence at the back of

3.7.74 pavement).

Rationale: New building frontages should align with adjacent context, and if the building is creating the building frontage, sufficient space should be provided to create a strong urban, green frontage to the street.

3.7.75 For Redevelopment Plots and Developable Plots, side frontages along streets must setback a minimum of 1.8m for a planted privacy strip or amenity space and 0.9m for hedge planting with boundary fence at the back of pavement

Rationale: Side frontages should have sufficient minimum space for greenery and privacy/ amenity space

3.7.76 Every residential unit that has its primary frontage facing the residential streets must have a front door.

Rationale:

Elevations

3.7.77 For Extension Plots, where a vertical extension through use of new dormer windows, acceptable dormer window size, mass, placement (generally aligning with existing window bays below), colour and materiality must be designed by a competent architect to create a considered and coordinated front elevation. Where one precedent has been established along an adjoining semi-detached or terraced home, this precedent must be emulated.

Rationale: New dormers must be designed to be contextual to the existing home, which can then be replicated for adjoining homes.

3.7.78 For Extension Plots, where a vertical extension through the introduction of an additional storey, the new storey will need to match the second storey materiality and detailing (or use high quality render) and align window widths for the front elevation (and side elevation, as appropriate),or have an elevation based on a local precedent. This must be designed by a competent architect to create a considered and coordinated front elevation. The existing roof pitch, height and form must be replicated. Where one precedent has been established along an adjoining semi-detached or terraced home, this precedent must be emulated.

Rationale: Vertical extensions must be designed to be contextual to the existing home, which can then be replicated for adjoining homes.

3.7.79 For Redevelopment Plots and Developable Plots, where elevations are at least 12m wide, a central communal entrance is required along the front elevation, which is reflected into the overall composition of the front elevation, defining a central and pronounced central bay flanked by larger bays on either side to accentuate an overall vertical proportion.

Rationale: New flatted accommodation should be visually pleasing with a vertical emphasis. A central entrance will reflect the 'villa type' or mansion block typology.

Balconies

3.7.80 For Redevelopment Plots and Development Plots, new flatted accommodation must only have inset balconies along street elevations, as opposed to projecting balconies

Rationale: Inset balconies help contribute to the visual identify of the 'villa type' and mansion block typologies

Distances Between Buildings

3.7.81 Back-to-back distance between dwellings should be a minimum of 18-21m, however lesser distances are possible (min 15m) where privacy and internal daylighting is maintained.

Rationale: Urban housing should maintain privacy and internal daylighting standards, however innovative design can allow more dense developments on the fringe of the centre of Chatham to be developed.

3.7.82 Back-to-side distances between two buildings at a corner must be at least 10m between façades.

Rationale: A pronounced gap should be provided to give a sense of distinct buildings between a corner building and the building behind it.

3.7.83 Side-to-side distances, or gaps between buildings along the street, must be at least 4m between side façades

Rationale: A pronounced gap should be provided to give a sense of distinct buildings along the street

Uses

Residential homes

3.7.84 All new development must be residential in nature. Other uses could be appropriate but must be able to sit comfortably within the residential context, and therefore would require to respond to the built form design coding and must successfully progress through the Exemplary Design Process.

Rationale: Residential Streets flank the centre of Chatham and uses should be residential within this area type.

3.8 Heritage Park Area Type

Vision

The vision for the Heritage Park is to enhance the existing connections from the town centre to the parks, enabling more people to easily access and appreciate the vast public open green space.

3.8.1 Context

> Fenced by the residential neighbourhoods and dense vegetation on the southern front, the Great Lines Heritage Park sits on a higher level from the Town centre.

3.8.2 Identity

> Chatham Naval Memorial is one of the most significant landmark and the view corridors to this monument should be protected where ever possible

3.8.3 Movement

> The access points leading to the Heritage Park are currently hidden by the dense trees and bushes, which should be transformed into gateways
> Designated Walking and Cycling tracks should be designed to promote active travel and improve connectivity throughout the park
> Relevant wayfinding infrastructure should be implemented to ease movement through and to these parks.

3.8.4 Nature

> Regular and maintained landscaping will improve the biodiversity value of the park
> Planting along the entrance pathways should be controlled and maintained

3.8.5 Public spaces:

> Regular seating, lighting and other facilities should create safe pleasant places for people to socialise and enjoy
> Small independent local businesses, such as cafés, could be introduced to enhance the enjoyment of the park and allows local businesses to grow.

3.8.6 Uses

> Opportunities for public gatherings and activities should be encouraged within this area.

Vision for Heritage Park Area Type

Fig.102 Heritage Park Area Type -Diagram XX | Guidance

Heritage Park Area Character Zones

The Heritage Park area type consists of two major parks: Town Hall Gardens Park and the Great Lines Heritage Park. These two parks although are often underappreciated, continue to provide luscious wide open green spaces for the people in Chatham. (The Chatham Naval Memorial in the Great Lines Heritage Park, sits outside the red line boundary, celebrates and commemorates Chatham's great Navel history and is at the highest point in Chatham.)

Each Character Zone has a distinct set of characteristics and analysis through a series of sections, elevations and maps to better understand its urban fabric. These have led to curating the design code for each area type. Character Zones should be carefully studied for any new developments as laid out in the Appendix.

Fig.103 Heritage Park Area Type -Diagram XX | Guidance

Key takeaways

3.8.7 Connections

> Connections from Chatham centre to the Heritage Park are not very well developed and are often not well indicated. Relevant and efficient wayfinding system infrastructure should be implemented to ease the movement to and from this area.
> There are a few existing pedestrian paths within the parks making it difficult to enter and exit this area with ease. There is potential to implement better and strategic route network to allow for better access and connection.

3.8.8 Vegetation

> Valued wide open green spaces and planting should be maintained and conserved.

3.8.9 Potential Sites

> Although there are no potential sites in this area, there are opportunities to develop meanwhile uses to activate the parks.
> The provision of more benches could help increase more visitors to spend more time outdoors.
> An increase in lighting could make park users feel safer and thus promote the usage and engagement of the area.

3.8.10 Public Comments/ Vision

> Majority of public comments are addressed to align with our vision.
> The unaddressed comments that cannot be resolved directly through our vision are a minority when compared to all addressed comments.

Fig.105 Heritage Park Area Type -Diagram XX | Guidance

Fig.104 Heritage Park Area Type -Diagram XX | Guidance

Public Spaces & Nature

Entrances To Great Lines Park

3.8.11 Entrances of routes leading to Great Lines Heritage Park should be clearly defined, increased in width and given greater prominence by using the same design language as the formal entrances to the park.

Play Provision

3.8.12 Trim trail equipment should be introduced along routes to the Great Lines.

Tree Typologies

3.8.13 This area has good tree cover. Supplementary and succession tree planting is to be located preferably within soft landscape areas.

3.8.14 Street trees should be introduced to soften the transition from the urban environment of Chatham to the Great Lines Heritage Park.

Tree Species

3.8.15 Should replacement tree planting be required, medium to large scale parkland trees with a long-life span shall be selected to provide arboricultural legacy, such as e.g. Fagus sylvatica, Quercus robur, Quercus palustris and resistant cultivars of Ulmus..

Planting

3.8.16 Selective tree and vegetation clearance should be carried out along these routes to ensure clear sightlines, reduce hiding places and improve safety.

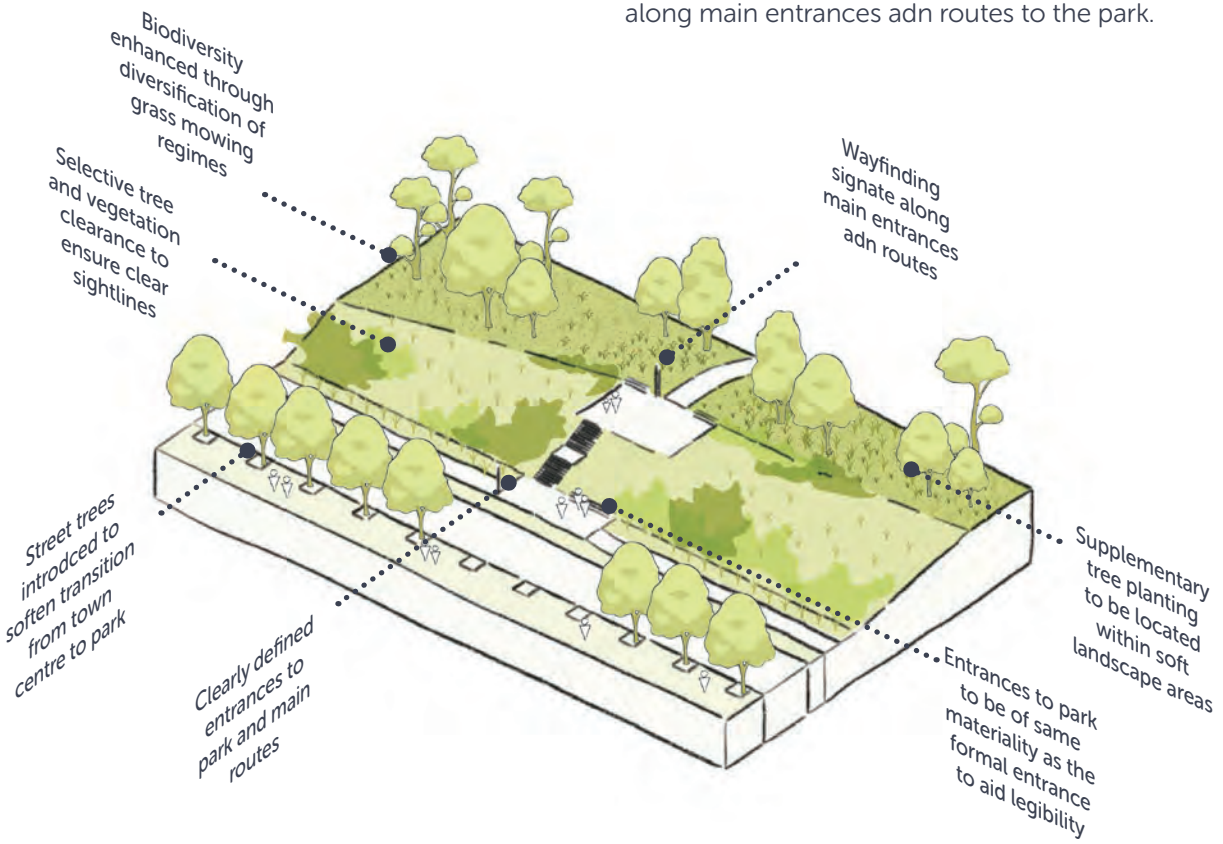
3.8.17 Biodiversity shall be enhanced through diversification of grass mowing regimes and establishment of species rich grassland to the periphery of the area to create an ecological fringe that draws the character from the Great Lines into the town centre.

Hard Materiality Palette

3.8.18 Entrances to the park should be of the same materiality as formal entrances to the Great Lines Park to create cohesion and sense of place.

3.8.19 Adequate street lighting levels to ensure safety.

3.8.20 Wayfinding signane should be incoporated along main entrances adn routes to the park.



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4.0 Masterplanning Areas

4.1 Masterplanning Areas

A series of 'Masterplanning Areas' have been identified within the centre of Chatham. Within these areas, transformational change through new and enhanced streets, routes and spaces will provide better connections between High Street and the wider context whilst also enhancing key gateways.

This will require landowners to consider the wider area beyond their ownership boundaries to develop design proposals that contribute to the transformational change within each Masterplanning Area. The following concept plans and associated Parameter Plans aim to assist landowners to achieve this in the following four Masterplanning Areas:

> Masterplan Area 1: Station Square to Riverside Gardens

> Masterplan Area 2: New Road Conservation Area to Great Lines

> Masterplan Area 3: Bryant Street to Great Lines

> Masterplan Area 4: Luton Arches

For each area, there is an introduction that provides the overall vision for the Masterplan Area. This includes the aims and objectives, which is illustrated in a concept plan and an illustrative artist sketch.

A Parameter Plan for Movement and Public Space & Nature highlights the defined street network and associated public spaces. It identifies new streets and routes as well as existing streets, that will be improved to create more urban streets catering to a greater modal shift to more active and public transport use.

A second Parameter Plan is provided for Built Form. It defines building blocks and plots by identifying fixed, mandatory building lines as well as indicative, flexible building lines. The resulting building areas are colour-coded to cross reference the corresponding Area Type for building block or plot. The design coding associated with each Area Type under Area Type Guidance must be followed, giving detailed design coding guidance for Movement, Public Space & Nature, Built Form and Use.

Key sites with a strong design rationale could pursue the Exemplary Design Process to challenge certain Area Type Guidance design codes to demonstrate higher quality, exemplary design whilst still delivering the concept within the Masterplan Area and the spirit of the appropriate Area Type.

Additional Masterplanning

Each Masterplan Area concept was developed from a high-level understanding of area opportunities and constraints, including an understanding of the existing street network, key desire lines, underground utility corridors, heritage and built form context. A simplified plan be found in the Appendix.

Each Masterplan Area concept has been developed to deliver transformational change that raises aspirations for quality and delivers a step change in public realm set within a connected network of routes and spaces. Each will deliver gateway spaces and a range of new squares and spaces that requires landowners to follow the Parameter Plans in each area to coordinate design proposals to contribute to each Masterplan Area vision.

Landowners within each Masterplan Area are able to come together along with Medway Council to develop a detailed, considered masterplan that may better reflect constraints, facilitate a more coordinated/detailed design amongst sites (for example specifying the exact width of a tertiary route that adjoins multiple ownerships) and/or to coordinate with various departments within Medway Council to determine additional fixes and add certainty to the Planning application process, whilst reducing determination time.

This process will need to adhere to an agreed PPA process amongst agreed landowners and follow an agreed design review process, with Medway Council determining the sign-off process prior to application can be submitted/ determined. And the process will need to demonstrate compliance with the concept and aspirations for the given Masterplan Area.

Fig.106 Outlined Masterplan Areas | Guidance

4.2 Masterplanning Area 1

Artist Sketch

This masterplan aims to create a strong pedestrian friendly route linking Station Square, Church Square and Chatham riverside to establish a welcoming gateway into Chatham.

1. Victoria Gardens
2. Multi-storey car park - creating a new link to Victoria Gardens
3. New Station Quarter with Station Square
4. Old train station
5. Pedestrian underpass to Church Square
6. New Church Square
7. St. John's Church
8. Workshops - Repaired frontage to Waterfront Way
9. Mixed-use urban block
10. Railway Street / Military Road Pedestrian Corridor
11. Riverside Gardens
12. Paddock
13. The Brook Theatre

Fig.107 Conceptual 3D Aerial View | Masterplan Area 1

High Level Concept

Masterplan Area 1 encompasses Chatham Railway Station as a primary gateway in Chatham and aims to deliver a strong pedestrian-priority route from the station to High Street and Riverside Gardens, which is the point where Chatham Centre front onto the River Medway. This also creates an enhanced route to Fort Amherst and the Historic Dockyard Chatham beyond and established an urban structure for a future pedestrian and cycle bridge to link Chatham to Medway City Industrial Estate.

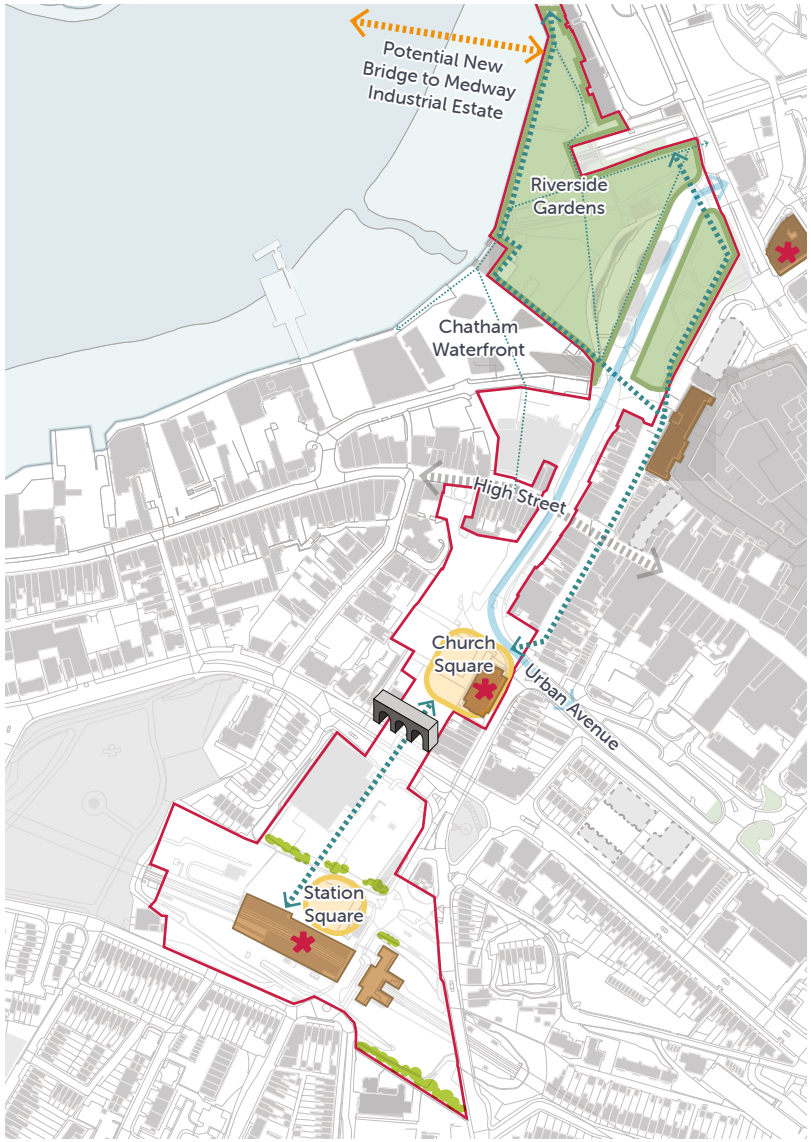


Fig.108 Conceptual Parameter Plan | Masterplan Area 1

Station Gateway

The existing pedestrian-priority Chatham Cross includes High Street (west of Union Street), Military Road and Railway Street, up to the junction with Best Street. A new Railway Station aligned with the existing open archway below New Road creates a direct, at-grade desire line from a new Station Square to Church Square, a new square enhancing the setting of St John's Chatham. Church Square creates a pivot space to connect to the pedestrian-priority portion of Railway Street, creating a transformational gateway experience into Chatham.

As part of the new station, a new multistorey car park provides a car parking structure with a landscaped upper level aligned to Victoria Gardens, which extends the landscape and provides lift/stair access via the car park circulation to Station Square. Access to the car park is aligned with Maidstone Road from the east.

Existing surface car parks, including fronting onto the platform level on either side of the tracks, provides significant opportunity to intensify this area and to deliver Chatham's mixed-use Station Quarter. New development south of the rail corridor should include a new pedestrian route aligned with Fort Pitt Street to provide a new connection to Station Square and the new railway station.

To the east of the new Station Square, and behind The Alexandra, the east-west bus and vehicular circulation is rationalised, and the exposed back of The Alexandra is repaired by introducing new development to create a small urban block.

A secondary pedestrian route from Station Square creates an additional desire line toward Railway Street at New Cut and enables a small public space to complement the setting of the Thomas Waghorn Statue.

A tertiary route aligned with Old Road provides a break into the development blocks and can act as a servicing route for fronting blocks.

Church Square

The archway below New Road provides a defined threshold, and the adjacent, western archway should be opened to provide additional access capacity. This route will create a desire line aligned from the existing arch alignment to the western pavement of Waterfront Way, which lands into a high quality mixed hardscape and green-scape to define Church Square. Enhanced public realm with similar materials and details should extend to include the building frontages along Railway Street and Waterfront Way facing onto St John's Chatham.

A building between the arch and the church building should have its primary frontage on the upper level – its southern frontage onto New Road – with a second primary frontage on its northern frontage facing onto the new square. A strong new frontage on the western frontage of the new square should create a defined edge, with a series of service laneway to provide access for existing and new buildings.

Waterfront Way

It is envisioned that Waterfront Way could be narrowed in the longer term, with narrowing converting carriageway space to pavement area on the eastern portion of the street. The existing exposed buildings should be repaired with small scale development as independent buildings or extensions to existing accommodation with new active frontage on Waterfront Way.

On the western side of the street, whilst new development will likely need to set back slightly to accommodate below grade servicing, this area could introduce some lower level greenery. The southern portion of this block future-proofs a longer term pedestrian/ cycle route to Manor Road, utilising an existing car park entrance, which can possibly be re-provided within the set-back block.

New strong frontage will be provided at Waterfront Way at the junction with Medway Street, creating a focal corner leading towards an enhanced Riverside Gardens.

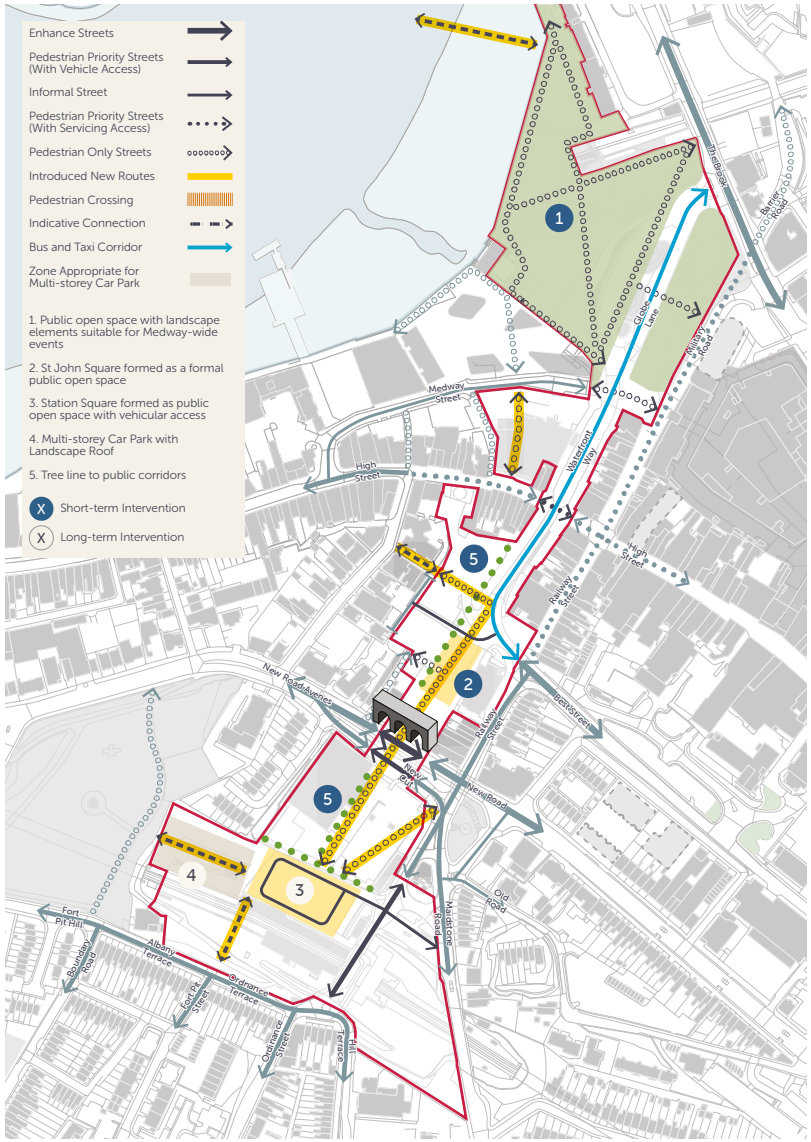


Fig.109 Movement & Public Space Parameter Plan | Masterplan Area 1 0m 100m

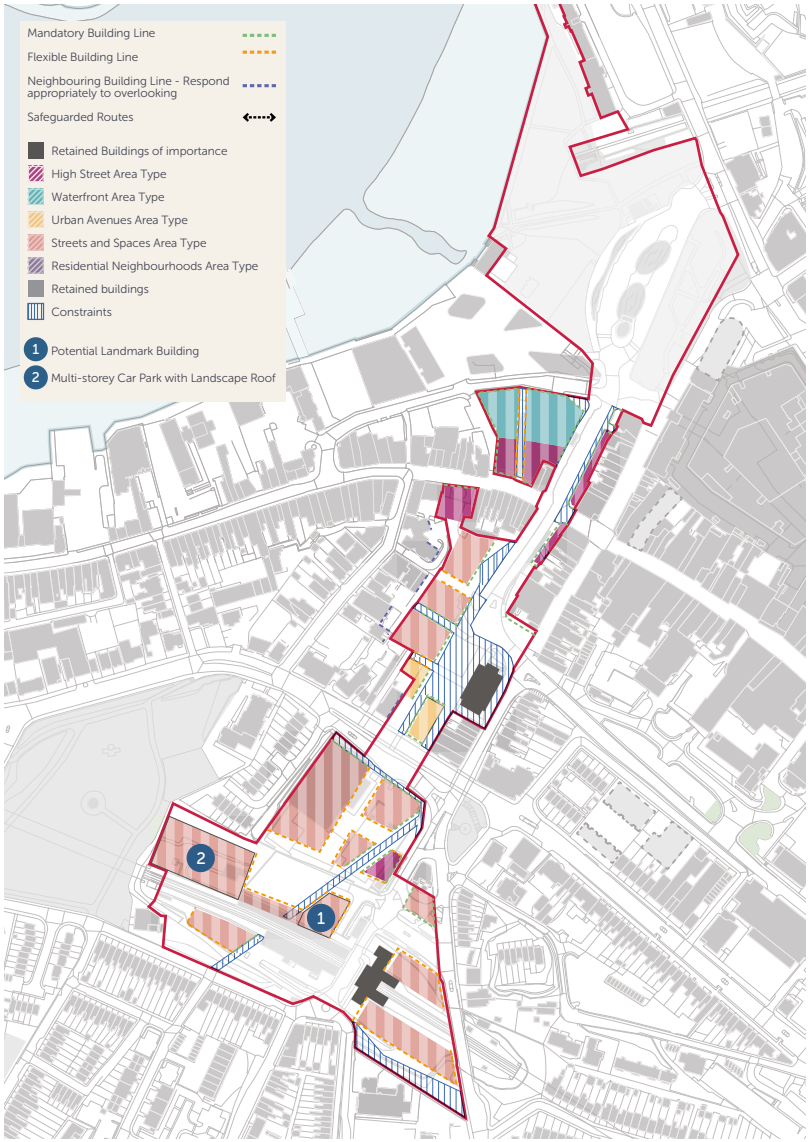
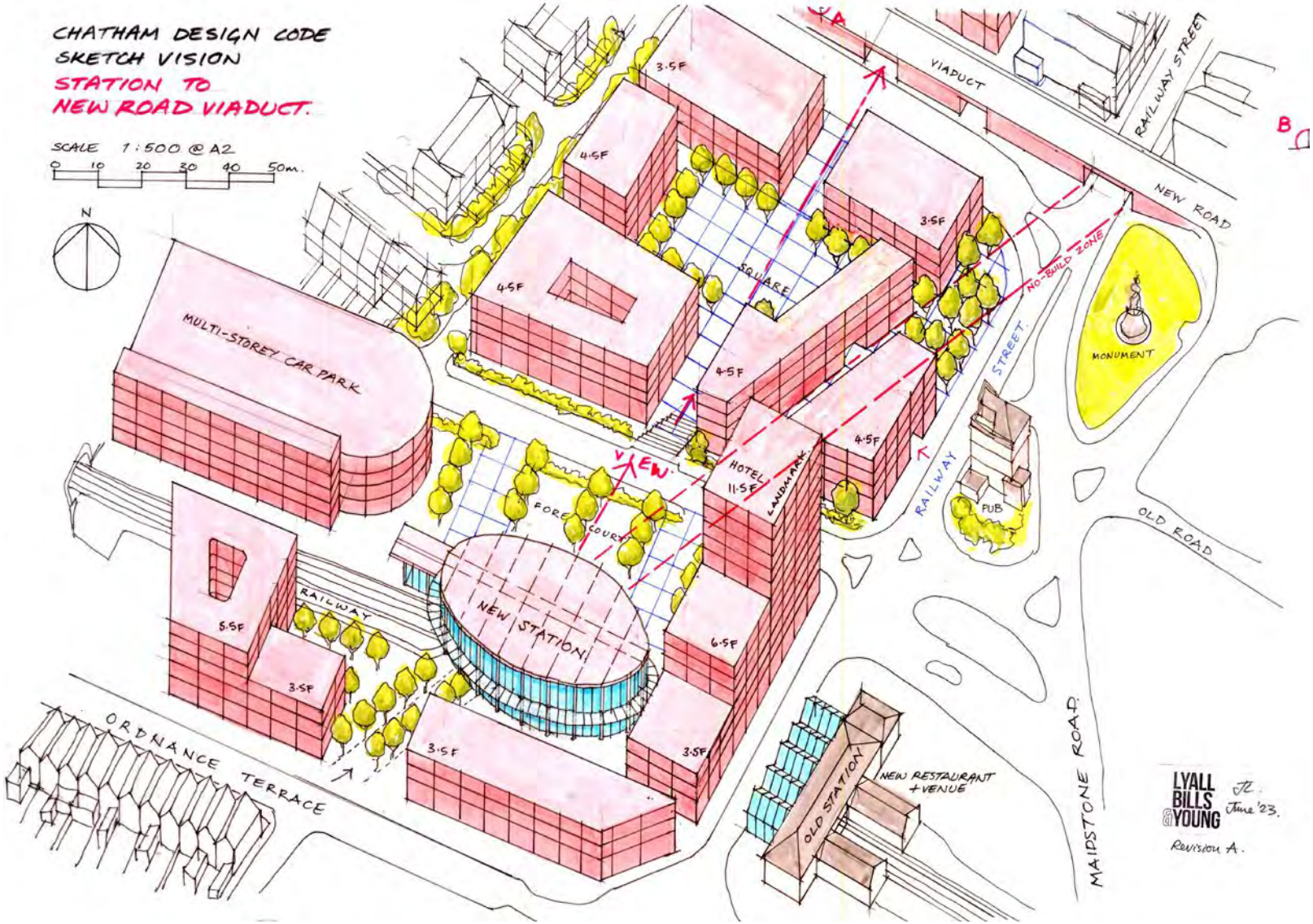


Fig.110 Built Form Parameter Plan | Masterplan Area 1 0m 100m

Architect Code Testing



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4.3 Masterplanning Area 2

Artist Sketch

4.3.1 This masterplan aims to create strong pedestrian-friendly routes that link the New Road Conservation Area and new squares with the Great Lines Heritage Park to establish a series of connected public spaces within and adjacent the core town centre.

1. New Road Conservation Area
2. Vertically extended private garages and redeveloped as creative work spaces
3. New landscaped open area - Clover Square
4. New mixed-use developments on Clover Street
5. New Market Square formed by widening High Street
6. Existing retail buildings extended and upgraded
7. New public open space by Old Pumping Station - Solomon Square
8. Old Pumping Station
9. Green buffer and sustainable urbane drainage along the Brook
10. New mixed-use developments replacing The Brook car-park
11. New pedestrian link between The Brook and Town Hall Gardens
12. Town Hall Gardens
13. Chatham Ragged School
14. Newly improved Gateway into the Great Lines
15. Great Lines Heritage Park
16. Chatham Naval Memorial

High Level Concept

Masterplan Area 2 creates a direct route between Great Lines Heritage Park through a series of new and enhanced pedestrian priority routes and spaces to New Road, along with a new secondary route to Town Hall Gardens. This includes a new Church Square surrounding The Emmaus Church Centre, Solomon Square as Chatham's Market Square and Pump House Green as a linking green space to a new linear landscape along The Brook that effectively connects the River Medway to a new public green space within Masterplan Area 3.

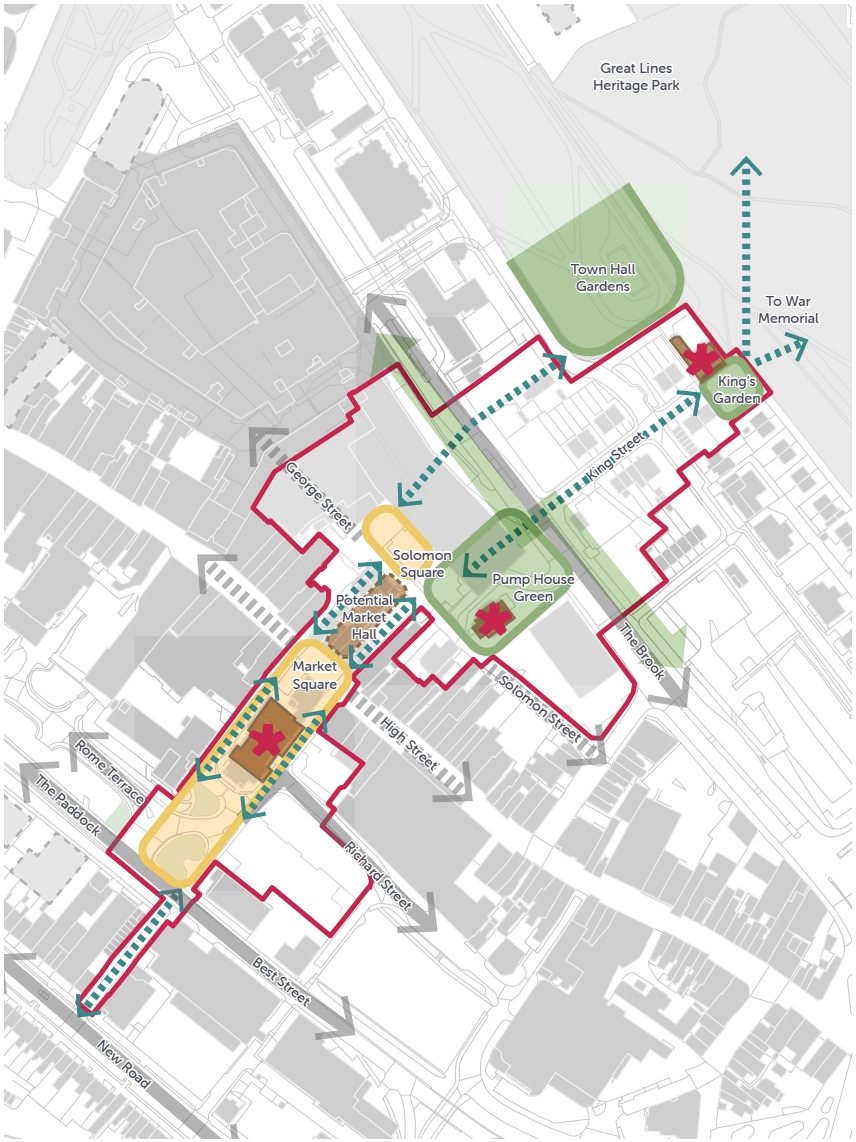


Fig.111 Conceptual Parameter Plan | Masterplan Area 2

Church Square

With strong topography from Best Street to High Street, a new hardscaped and green-scaped square will unify the public realm where the Emmaus Church Centre becomes the central focus, with new future frontages facing onto this square with future frontages aligning with those along Clover Street and Meeting House Lane. The landscape will be stepped and provide spaces for people to dwell and enjoy.

Longer term plans will enable the original south western church façade to front onto the new square and the removal of the modernist building on High Street to enable the neo-classical church extension (with future new windows and access at street level) to front onto the High Street space.

The complex street and access arrangements will be simplified and integrated into the high quality public realm whilst still providing needed servicing access, where appropriate.

Solomon Square

Existing pedestrian routes between High Street and the proposed Solomon Square will be widened, enhanced and made publicly accessible to provide improved access. The buildings between these routes could be redeveloped, possibly into a market hall or other landmark use on the ground floor that has a primary frontage on High Street and Solomon Square as well as active secondary frontages on the side elevations.

The existing multi-storey car park adjoining The Pentagon Centre will be removed to enable a direct new route to Town Hall Gardens and an enhanced route to Great Lines Heritage Park along King Street. A redeveloped south eastern frontage of The Pentagon Centre will provide a new direct route to Solomon Square, with existing uses and services re-provided or reconsidered (this new frontage could also be the location for Chatham Market linking the shopping centre to Solomon Square).

Some re-provision of car parking can be introduced in below grade car parking below the new square and associated development that fronts onto The Brook.

Pumphouse Green and The Brook Linear Landscape

The setting of the Old Brook Pumping Station and its museum will be greatly enhanced with the removal of the existing car parking structure and introduction of a new green landscape. This landscape will provide an opportunity for temporary or a light glazed structure to create a better connection to front onto The Brook, where a new linear green landscape will transform the character of the street.

This linear green fronts onto the southern portion of The Brook to the south west of the new green, and lands into The Paddock, Riverside Gardens and the Riverwalk beyond. This linear park shifts to the northern frontage of The Brook along to the north east of the new green, where it lands in a new public green space within Masterplan Area 3

King's Garden Square

King's Garden square is a gateway green space that will be a key gateway between King Street (with enhanced public realm and trees) and Great Lines Heritage Park, with a key desire line to the Chatham Naval War Memorial. The square will be enhanced and made more accessible to better address changes in topography.

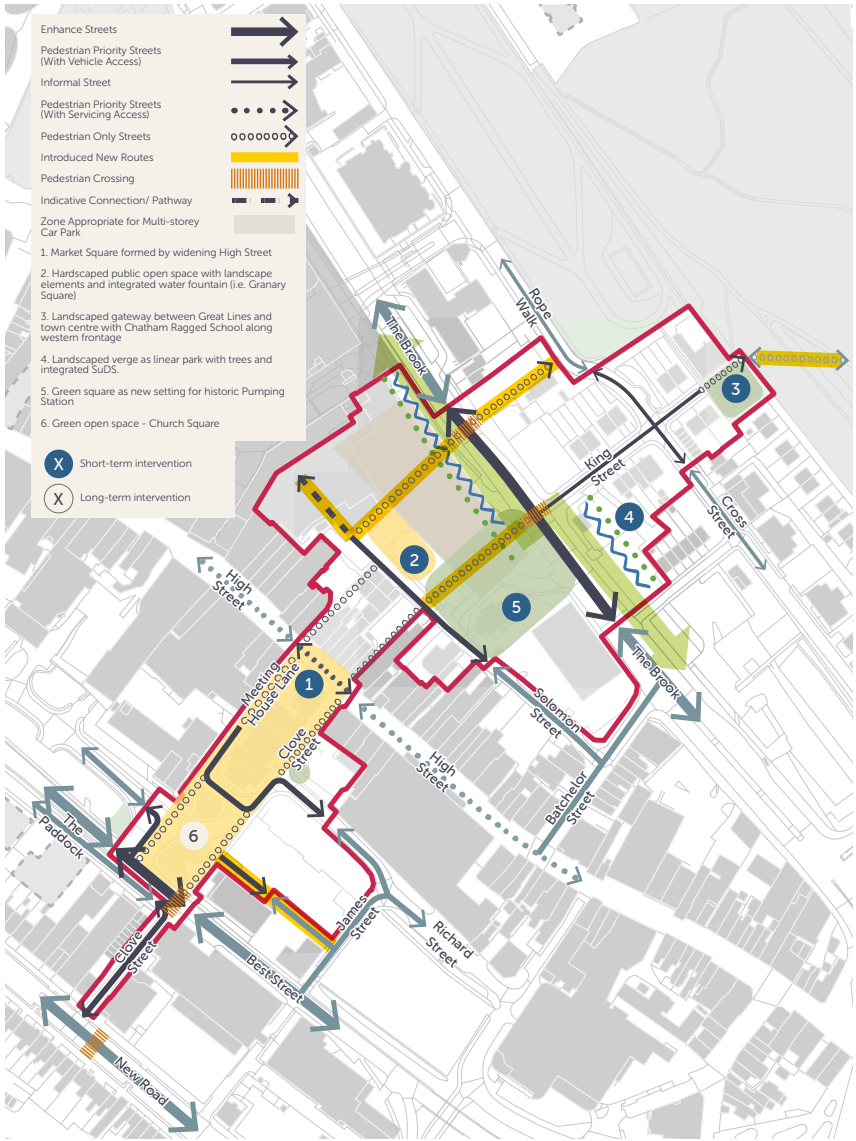


Fig.112 Movement & Public Space Parameter Plan | Masterplan Area 2 0m 100m

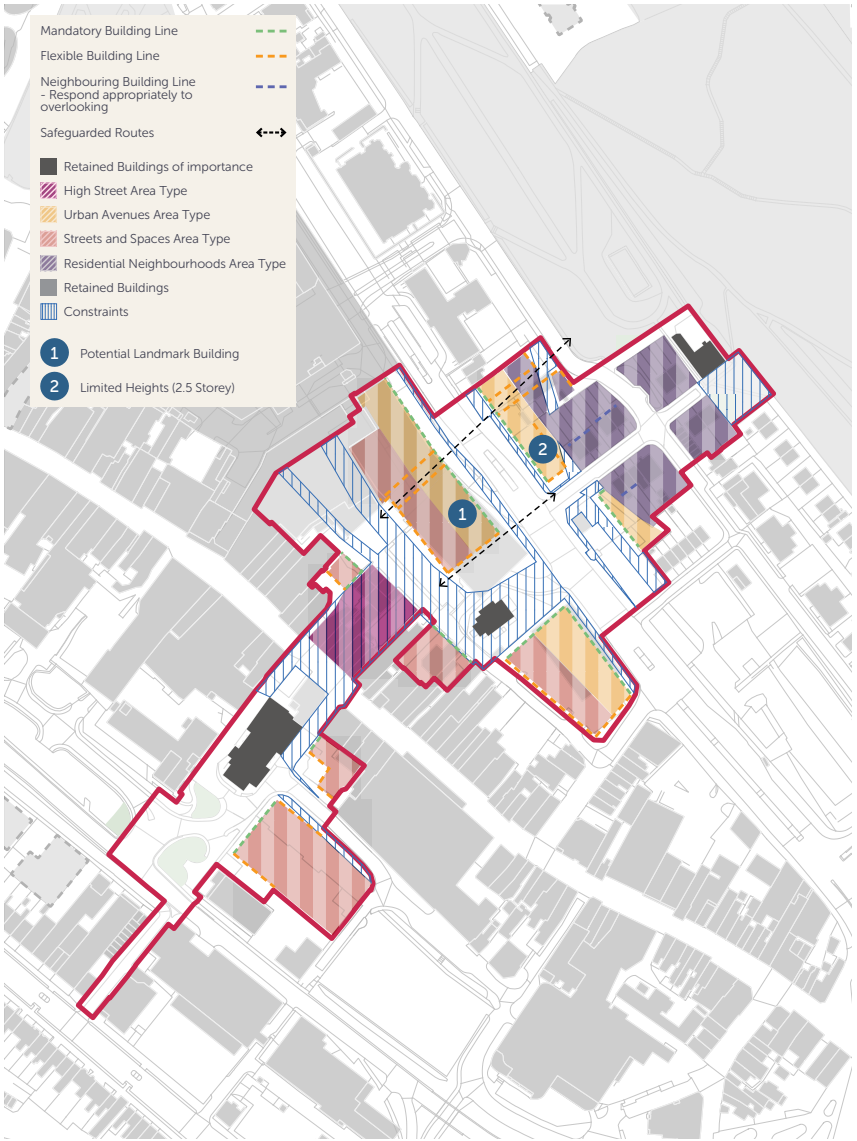


Fig.113 Built Form Parameter Plan | Masterplan Area 2 0m 100m

4.4 Masterplanning Area 3

Artist Sketch

This masterplan aims to create a strong pedestrian-friendly route linking Station Square, Church Square and Chatham riverside to establish a welcoming gateway into Chatham

1. Bryant Street
2. New Road - Regular crossings across the urban avenue
3. The Brook and Union street reduced width to two lanes - new developments with strong frontages
4. Spotlites Theatre
5. Re-aligned Best Street releases land for larger urban blocks
6. New urban blocks addressing both Union and High Street
7. New landmark building
8. The White Lion pub - corner building of interest
9. New green public space with integrated water feature
10. New urban blocks with integrated public garage
11. Great Lines Heritage Park
12. Chatham Naval Memorial

High Level Concept

Masterplan Area 3 transforms the gateway from New Road where High Street meets The Brook along Union Street. A new welcoming City Square creates a green link across the new linear green landscape along The Brook, which connects to the River Medway and Riverside Gardens. The new square forms part of an extension of a pedestrianised High Street and creates and enhanced route to Great Lines Heritage Park and a new route to the Chatham Naval War Memorial.

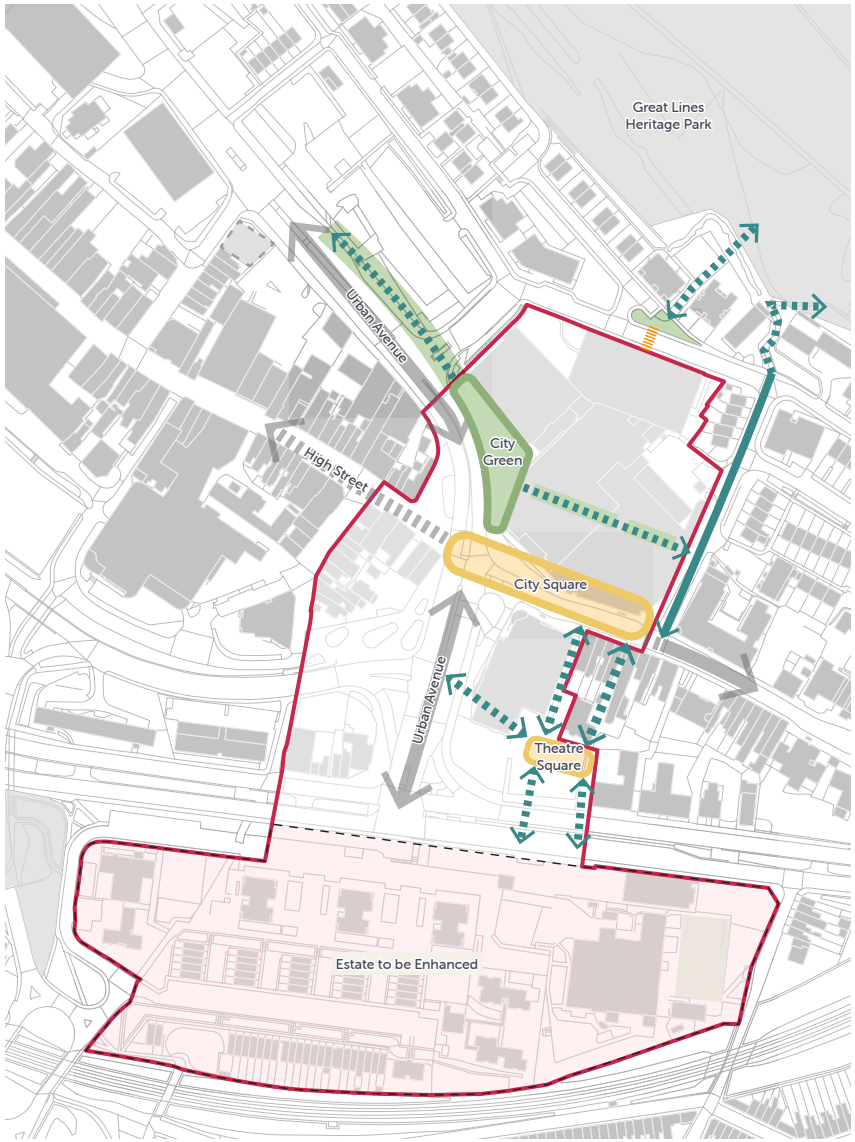


Fig.114 Conceptual Parameter Plan | Masterplan Area 3

Union Street, The Brook and Best Street

Union Street and The Brook will be downgraded from the street widths that range from 4 to 6 lanes wide within Masterplan Area 3. This will require a progressive series of improvements and downgrades that will enhance a modal shift locally, along with possible large more strategic shifts (which may limit longer term through route access to the Medway Tunnel from The Brook).

In the shorter term, slip turn lanes onto Best Street and New Road could be removed whilst the eastern portion of Best Street could be reduced to two lanes similar to the rest of the street whilst new and enhanced pedestrian crossing could assist pedestrian movements.

New development and frontages are likely to be built prior to street improvements are completed, however, as streets are downgraded, public realm will be progressively enhanced along these routes. This will include the introduction of significant street trees, SuDS, lower level greenery, additional and more generous pedestrian crossings and introduction cycle facilities (with shared pavements that may lead to the introduction of dedicated, segregated cycle lanes).

City Square

A new City Square that creates a destination open space that links the pedestrian nature of High Street with the new linear green landscape of The Brook. High Street between Union Street and Upbury Way will become pedestrianised, with traffic being rerouted along Upbury Way, Cross Street and Slicketts Hill.

This public space will create a new public space along the eastern portion of High Street and aim to draw greater activity to this part of the centre and provide a new or enhanced route to Great Lines Heritage Park, along with a new pedestrian route that leads directly to the Chatham Naval War Memorial. The public space will be generously landscaped but also provide sufficient hardscaped space to host a range of community events, from celebratory space to farmers market days. New active frontages with a range of mixed uses will enliven the space throughout the day and week.

Theatre Square

A range of new laneways with active and live frontages will connect Spotlites Theatre to an adjacent public square that connects to Union Street and New Road.

Bryant Street

Bryant Street estate forms a significant part of the gateway experience of Masterplan Area 3. The existing residential towers and fronting treeline provides a key focus along New Road. It is envisioned that a wider engagement and design process should identify the longer-term opportunities to enhance the estate and adjacent uses, including the health centre and primary school. However, in the shorter term, it is envisioned that a new row of townhouses could be provided along Bryant Street, replacing the garages and parking areas fronting onto New Road.

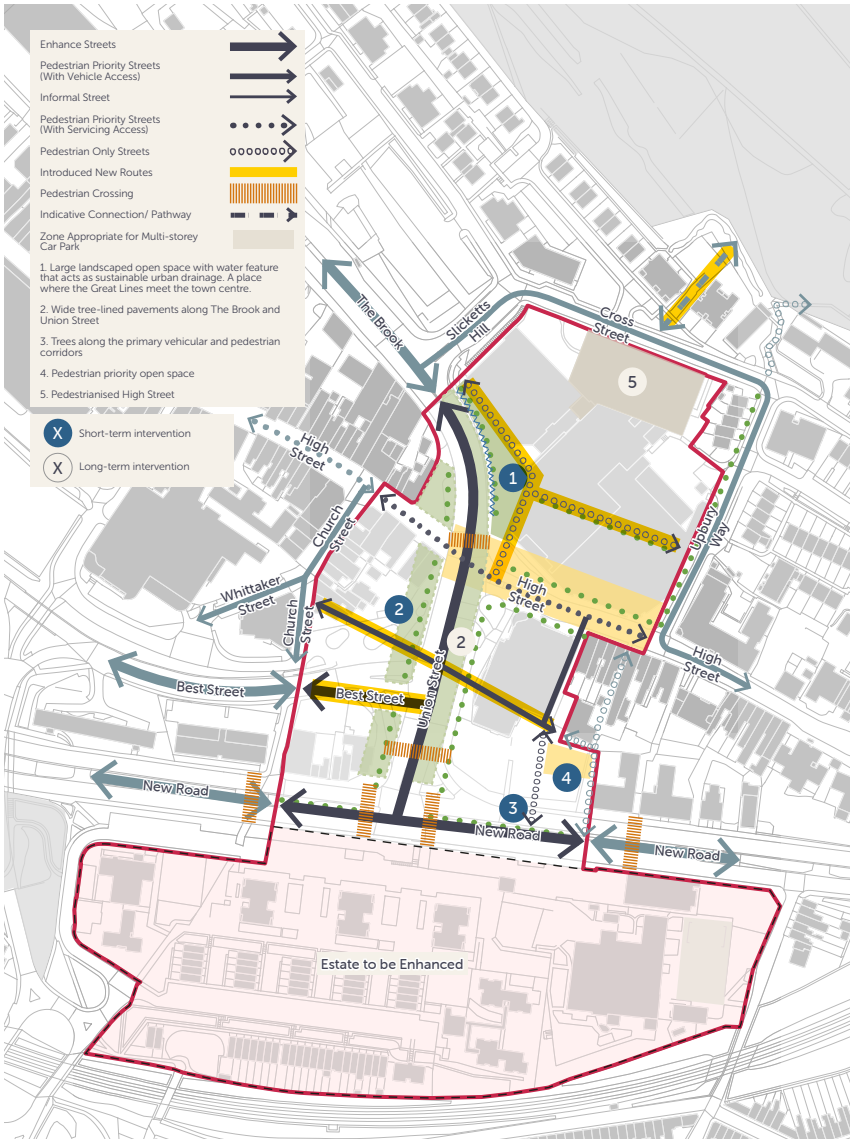


Fig.115 Movement & Public Space Parameter Plan | Masterplan Area 3 0m 100m

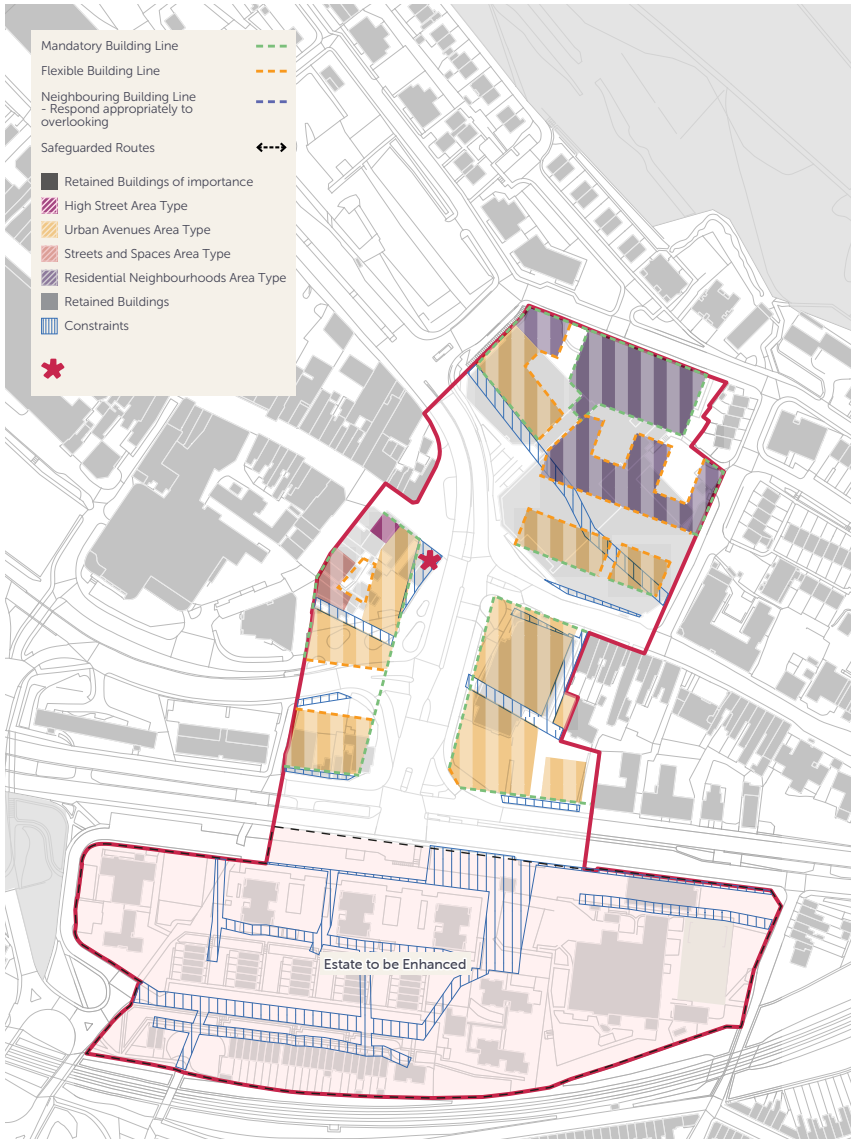


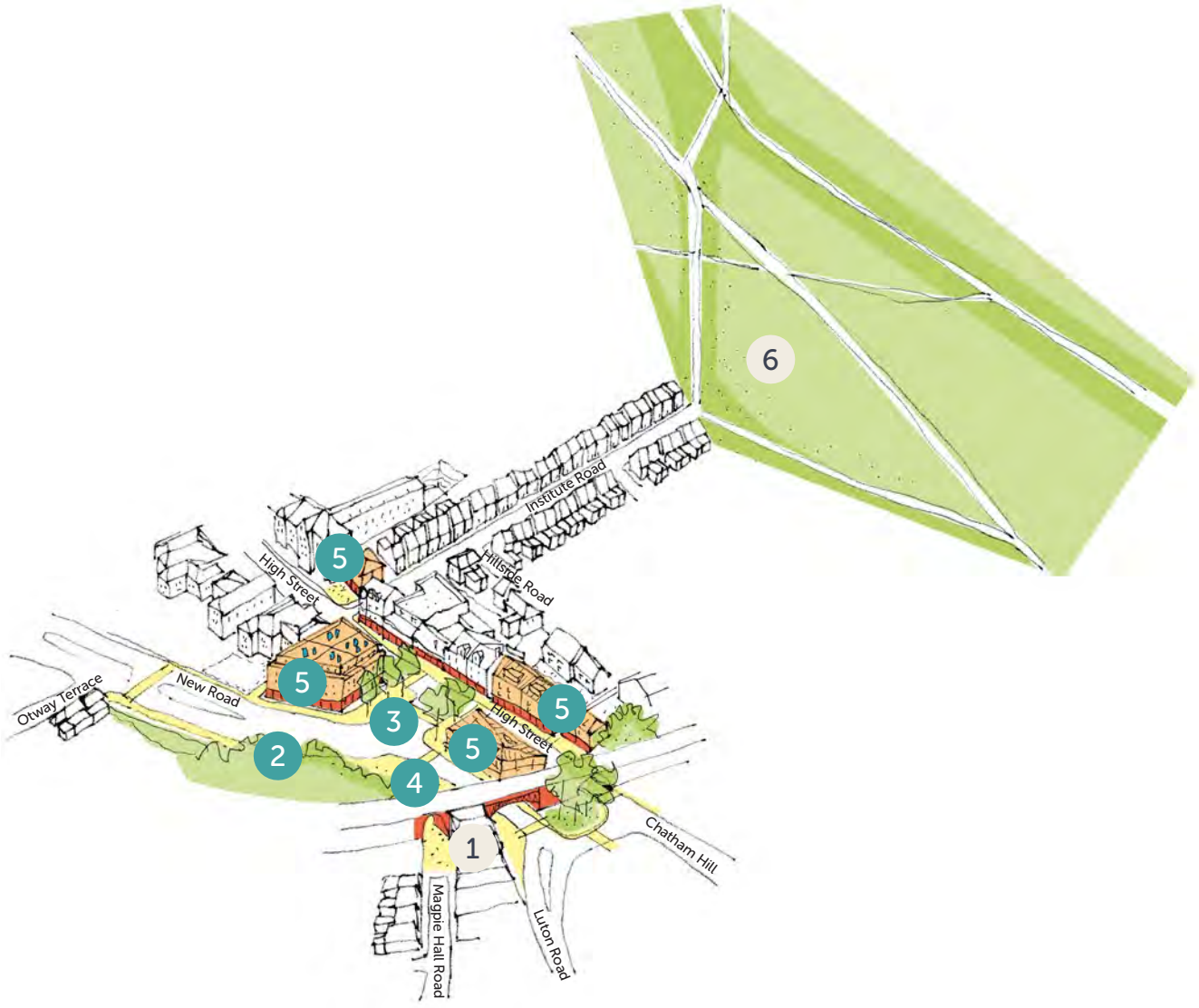
Fig.116 Built Form Parameter Plan | Masterplan Area 3 0m 100m

4.5 Masterplan Area 4

Artist Sketch

4.5.1 This masterplan aims to create a strong pedestrian-friendly route linking Station Square, Church Square and Chatham riverside to establish a welcoming gateway into Chatham

1. Luton Arches
2. New Road - Regular crossings at grade across the urban avenue - omitted pedestrian overpass
3. Reorganised slowed-down traffic allowing for new developable land as well as open public spaces
4. Magpie Hall Road partially pedestrianized
5. New mixed-use developments frame the open spaces
6. Great Lines Heritage Park



High Level Concept

Masterplan Area 4 focuses on the eastern gateway into Chatham centre where High Street, New Road, Chatham Hill, Luton Road and Magpole Hall Road converge at the Luton Arches. This complex junction is currently dominated by vehicular traffic, but an enhanced central space will provide a high-quality public realm setting as a gateway space. Enhancements to the nearby Institute Road will provide a better pedestrian experience into Great Lines Heritage Park.

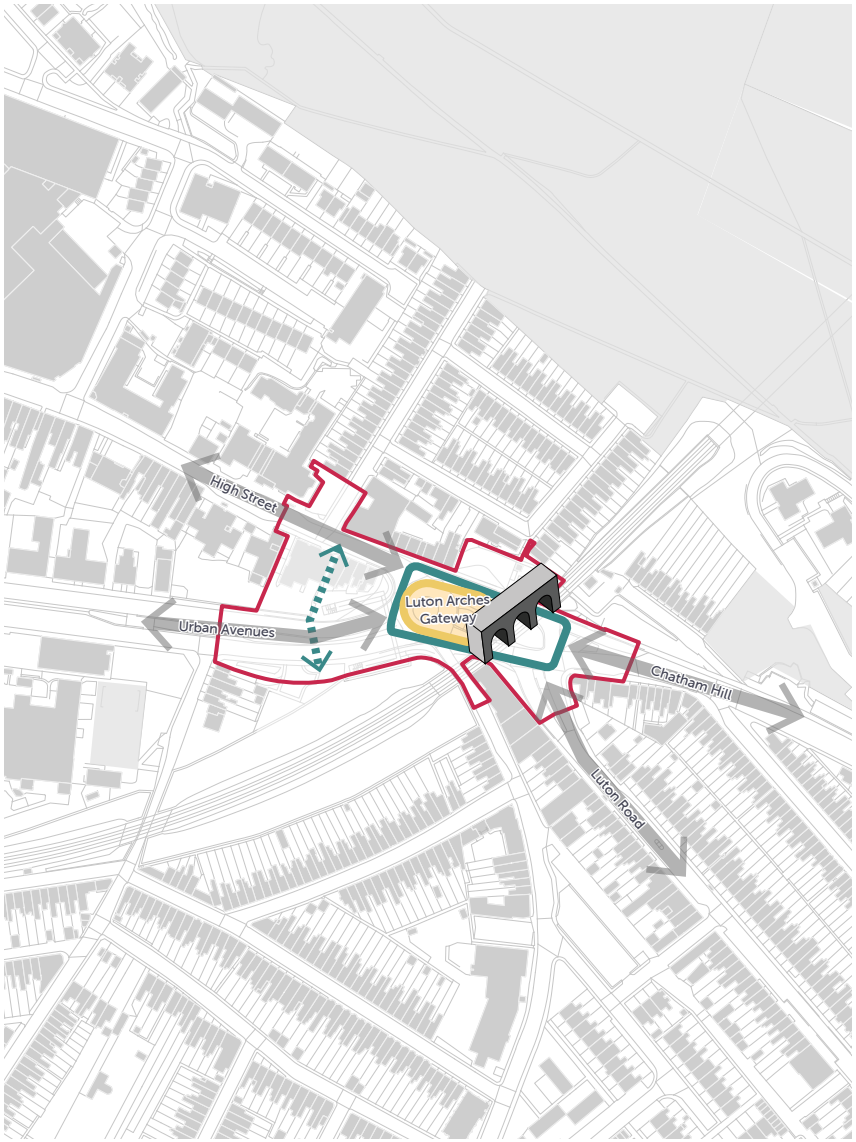


Fig.117 Conceptual Parameter Plan | Masterplan Area 4

Movement and Public Spaces Parameter Plan

Luton Arches gateway

A new gateway will enable the heritage arches better define the eastern gateway into Chatham Centre whilst also facilitating enhancements for those walking and cycling, including additional at-grade crossing in more convenient locations. This will better connect the centre with adjacent residential areas.

In the central space the public realm will be enhanced with high quality hardscape and accentuated with green landscape to create a more appropriate setting for the Luton Arches.

Institute Road

Institute Road provides a key entrance into Great Lines Heritage Park. Informal walking routes will be formalised, ensuring routes in the park cater to those using it. Street trees can be introduced along the street and a future pedestrian link can better connect residents south of the rail corridor to the park, as well as to High Street via a new street between New Road and High Street.

Built Form Parameter Plan

Fig.118 Movement & Public Space Parameter Plan | Masterplan Area 2 0m 100m

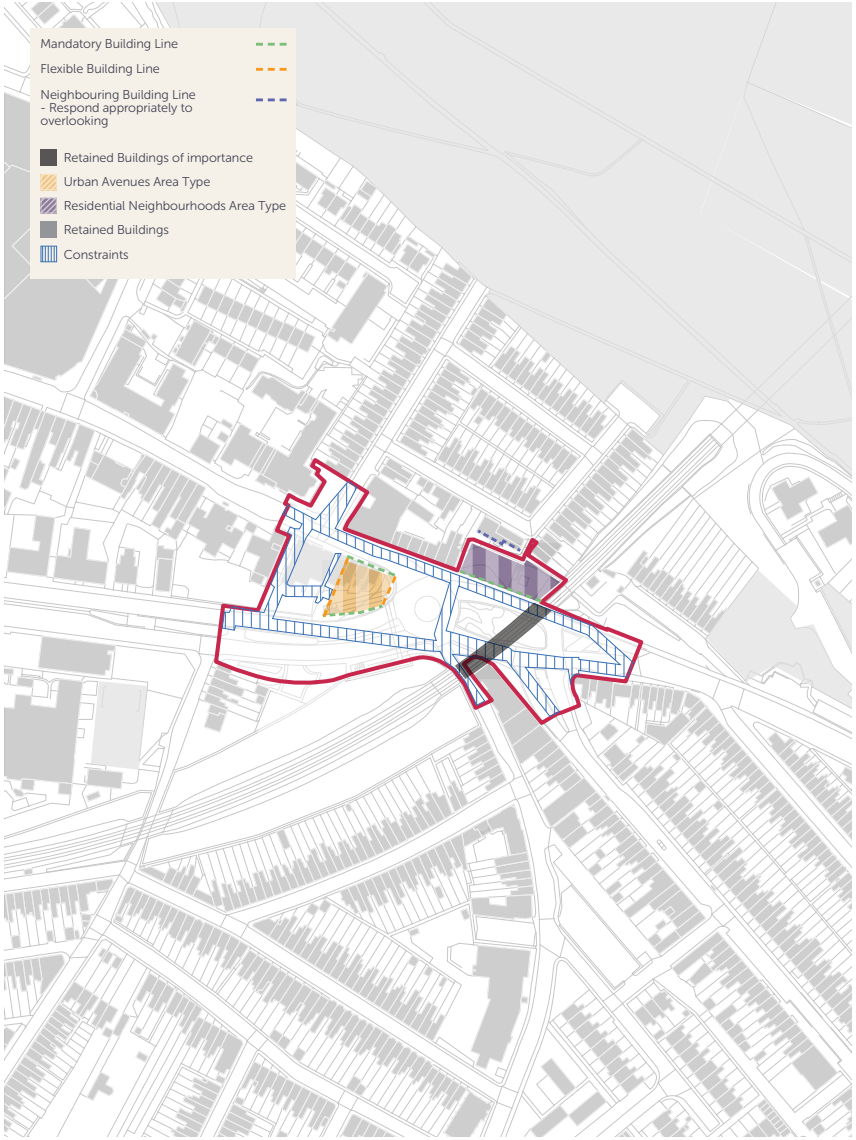


Fig.119 Built Form Parameter Plan | Masterplan Area 2 0m 100m

5.0 Next Steps

5.1 Next Steps

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