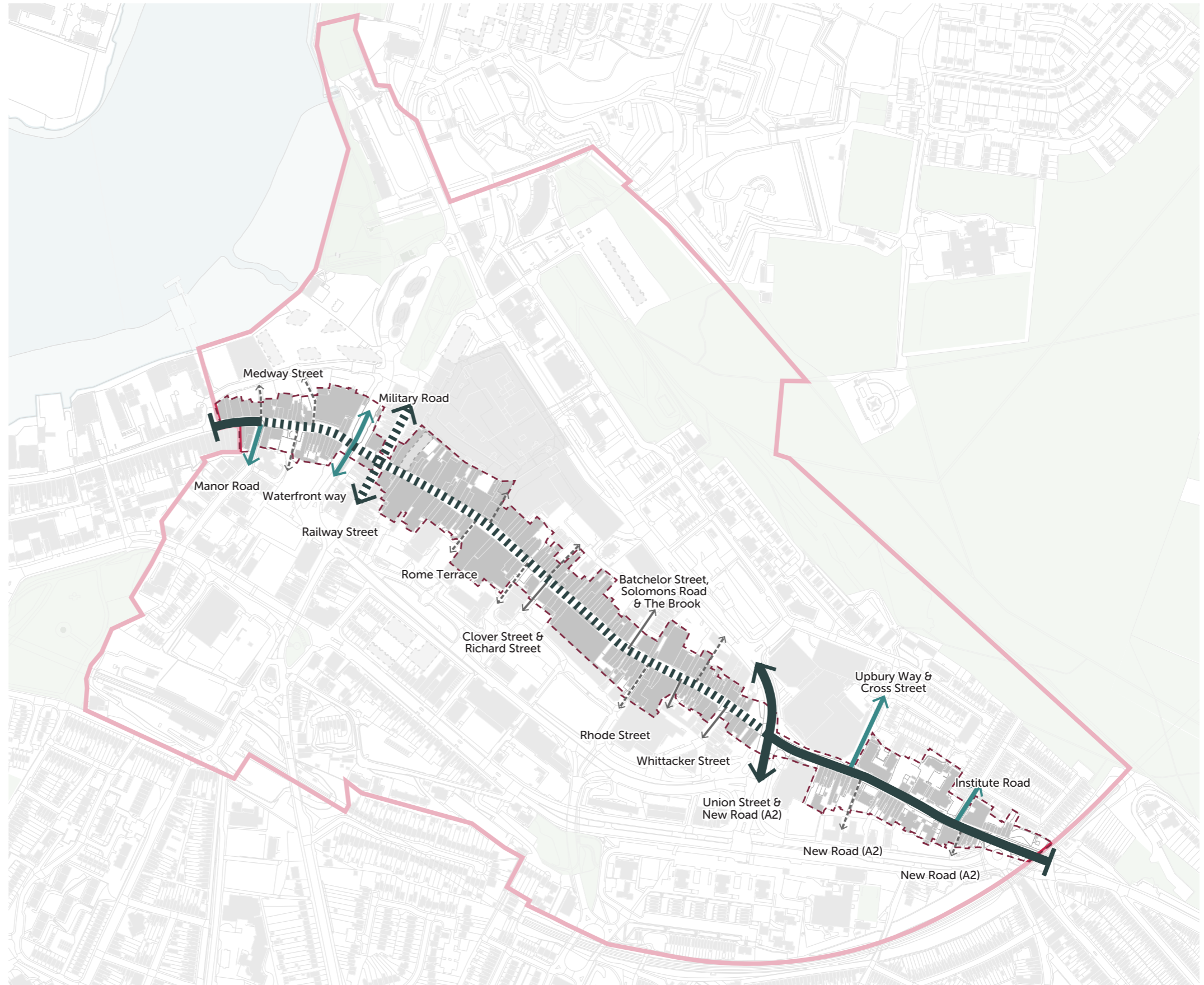


7.0 Chatham Cross

7.1 High Street Area

The following analysis of the Chatham Cross High Street Area should be used to supplement the codes within the Chatham Centre Design Code.



The adjacent diagram shows connecting streets to High Street and where the street is pedestrianised.

- Key**
- Primary Streets
 - Pedestrian only Primary Streets
 - Secondary Streets
 - Tertiary Streets
 - Pedestrian only Tertiary Streets
 - Study Area Boundary
 - Design Code Boundary

Fig.56 Street Hierarchy | Analysis

0m 100m

High Street Area

The adjacent diagram highlights the locations of the different pedestrian crossing types, bus stops and bike boxes present along the street

Key

- Crossing at Signalised Junction
- Pelican Crossing
- ▬▬▬ Zebra Crossing
- X Missing Crossing
- Bus Stop
- Bike Box
- Physical Barrier
- Study Area Boundary
- Design Code Boundary

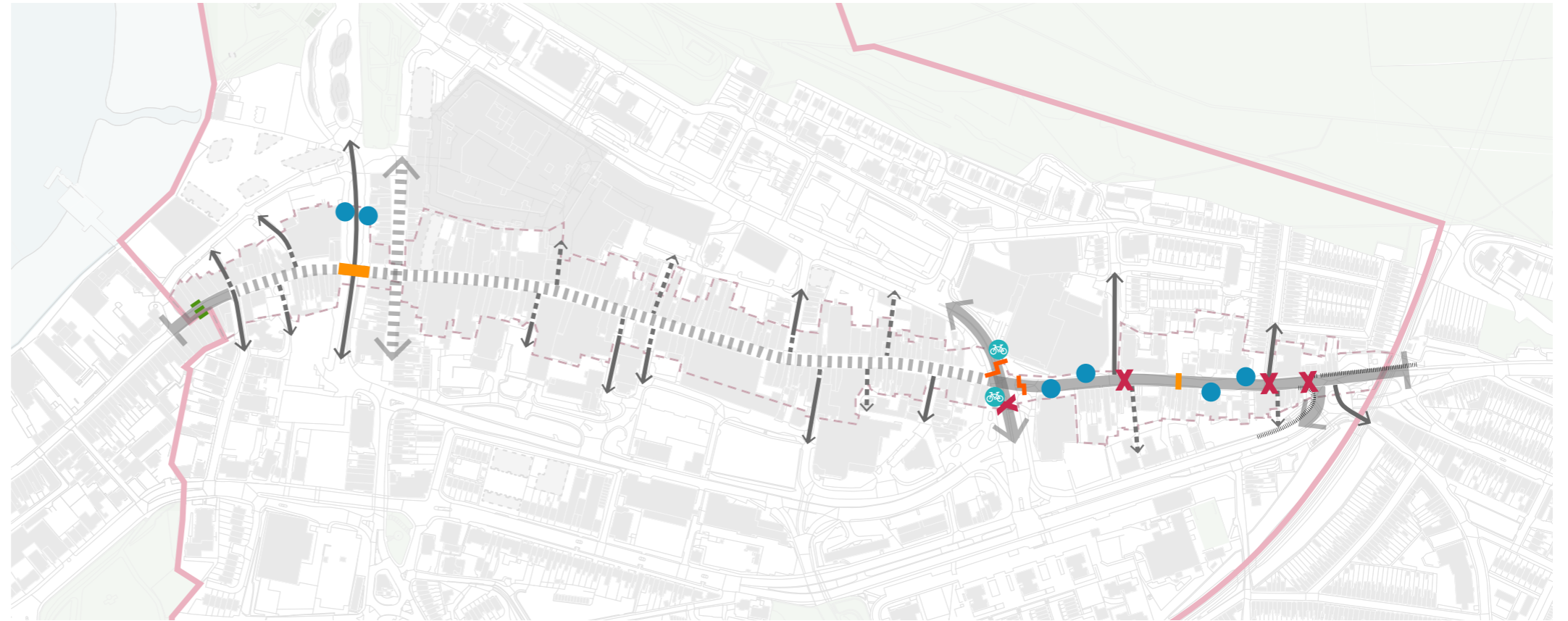


Fig.57 Pedestrian Crossings | Analysis

The diagram to the right shows the greeneries that are planted within the area and their ownership status

Key

- Privately managed trees
- Publicly managed trees
- Study Area Boundary
- Design Code Boundary



Fig.58 Greenery | Analysis

0m 100m

High Street Area

The right side diagram identifies the opportunity sites by displaying whether plots are being built on and moreover whether these buildings are contributing to the streetscape. It also shows the landmarks and listed buildings within or around the area.

Key

- Contributing Buildings
- Non-Contributing Buildings
- Empty Plots
- Car Parks
- Landmarks
- Smaller Landmarks
- Article 4 Direction Area
- Listed Buildings
- Study Area Boundary
- Design Code Boundary



Fig.59 Opportunities for Change | Analysis

This diagram illustrates the different types of frontages present along this street.

Key

- Coherent Streetscapes
- Active Frontage
- Live Frontage
- Unbuilt / Void frontage
- Inactive frontage
- Study Area Boundary
- Design Code Boundary



Fig.60 Frontage Study | Analysis

0m 100m

High Street Area

This diagram beside represents the heights of the buildings in this area, giving a rough idea of the density of the plots

Key

-  Low-Rise Buildings
-  Mid-Rise Buildings
-  Tall Buildings
-  Surrounding Built form
-  Study Area Boundary
-  Design Code Boundary



Fig.61 Building Heights | Analysis

The adjoining diagram to the right showcases the different types of parking available within this area

Key






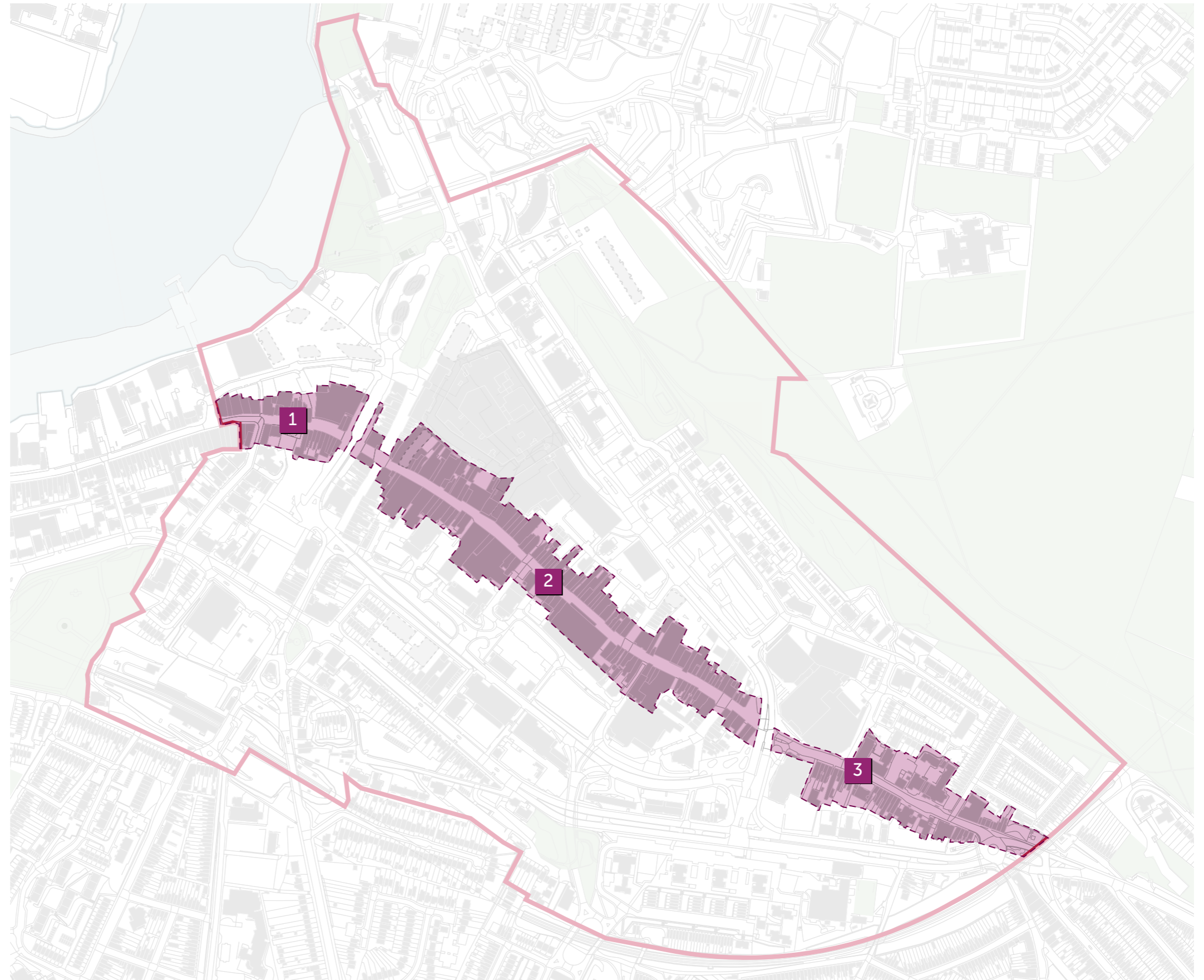
-  Multi-Storey Public Parking
-  Public Parking on plot
-  Disabled Badge Holders Only
-  Study Area Boundary
-  Design Code Boundary



Fig.62 Car parking | Analysis

0m  100m 

High Street Area - Character Zones



- Key**
- Character Areas
 - Study Area Boundary
 - Design Code Boundary

Fig.63 High Street - Character Areas | Analysis

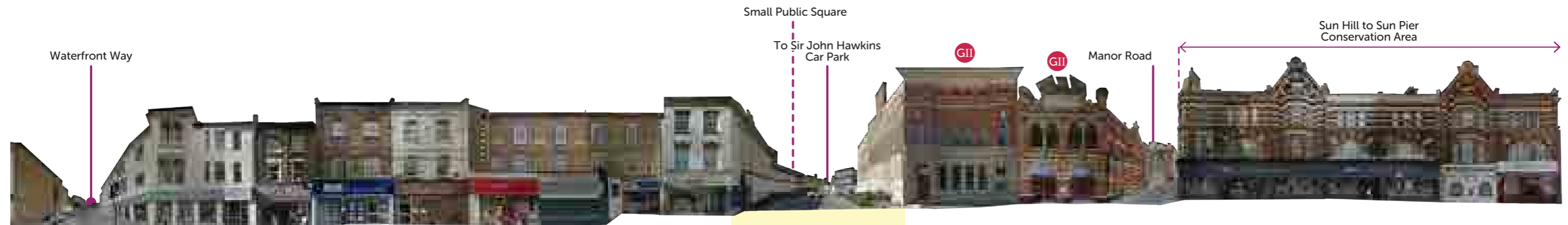
0m 100m

High Street Area - Character Zone 1

Character Zone 1 of the High Street has the following characteristics as illustrated in the elevations:



Elevation a



Elevation b

Fig.64 Street Elevations | Analysis

Opportunity Sites (Empty, Non-contributing or Carpark sites)

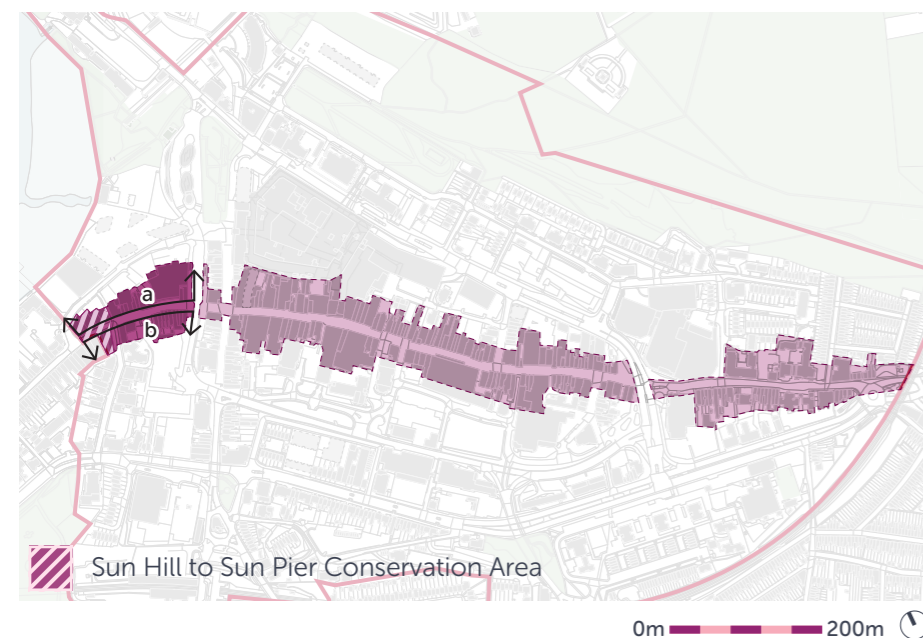


Fig.65 Character Zone 1 Diagram | Analysis

Building type

- Typically terraced buildings.
- Predominantly period style buildings.
- Some buildings have arched windows and some buildings have banded windows.
- Two Grade II listed buildings
- There is a loose building line where the building's frontage goes forwards and backwards

Uses

- The ground floors in this character zone are commercial, typically shop fronts with occasional cafe or restaurant use.
- There is one opportunity site identified.

Patterns

- Mostly warm coloured brick buildings with ornate facades with a variation in brick colour and patterns.
- Large eye catching signage of shop names.
- A large percentage of ground floor is glazed.
- The ground floor is differentiated by a different material or the placement of openings.

- There is a visual variation in roof lines as they are varying in height and shapes, creating a distinctive townscape for Chatham.

Proportions

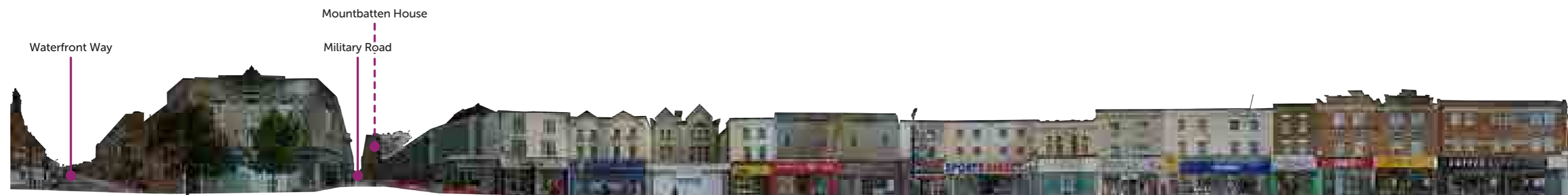
- Mainly fine grain plots typically 5-8m wide and 2-3 storey high buildings
- Typically, the windows become smaller as the storey gets higher.
- The vertical proportions are maintained as predominantly the stores on the ground floor remain very fine grained despite some of the plots being merged for development in the upper levels.

Street trees & landscape

- Street trees are only introduced where there is a increase in space due to pedestrianisation.
- This segment is at a uniform level compared to some of the other streets
- Small public square with seating
- The majority of this street is hardscaped with very little softscape.

High Street Area - Character Zone 2-A

Character Zone 2-A of the High Street has the following characteristics as illustrated in the elevations:



Elevation a



Elevation b

Orange bar icon: Potential for Intensification Sites

Fig.66 Street Elevations | Analysis

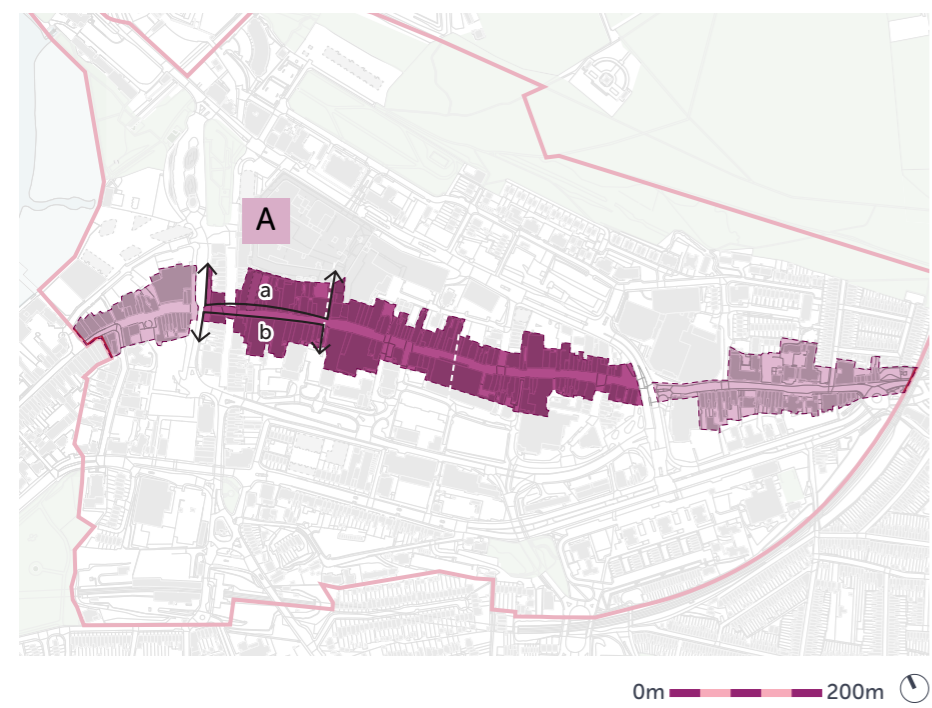


Fig.67 Character Zone 2-A Diagram | Analysis

Building type

- Typically terraced buildings.
- Period style buildings adjacent to flat roofed buildings at irregular intervals.
- Typically the windows are sash windows with some banded windows
- One Grade II listed building
- The frontage line is comparatively more aligned in this character zone.

Uses

- The ground floors in this character zone are commercial, typically shop fronts with occasional cafe or restaurant use.
- None of the plots in this segment of the street is identified as an opportunity site.

Patterns

- There is a mix of buildings with brick or painted facades with a variation in paint colours on the facades but are typically neutral colours.
- A lot of large eye catching signage of shop names.
- A large percentage of ground floor is glazed.
- The ground floor is differentiated by a different material or by the placement of openings.

- In elevation a, the roof line is much more uniform although there is a variation of shape, most of them are at a similar height. There is more of a visual variation in roof line as the buildings are varying in height and shapes in elevation b

Proportions

- Mainly fine grain plots typically 5-10m wide and 2-3 storey high buildings
- The store on the ground floor increased in size as the above buildings merges to make more coarse grain plots.
- Typically, the windows become smaller as the storey gets higher.

Street trees & landscape

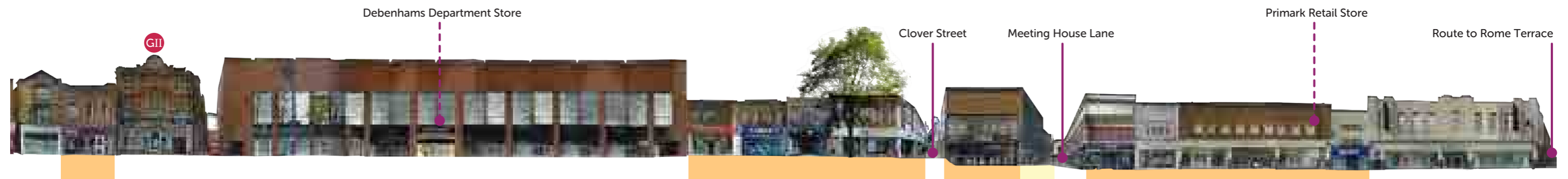
- No street trees for the majority of this segment of the street with the exception of 3 trees in front of the Halifax building.
- This segment is comparatively more uniform in level
- The junction where High Street meets Military Road and Railway Street, the ground is paved specially to highlight such location.
- The majority of this street is hardscape with very no softscape apart from the 3 trees.

High Street Area - Character Zone 2-B

Character Zone 2-B of the High Street has the following characteristics as illustrated in the elevations:



Elevation a



Elevation b

- Opportunity Sites (Empty, Non-contributing or Carpark sites)
- Potential for Intensification Sites

Fig.68 Street Elevations | Analysis

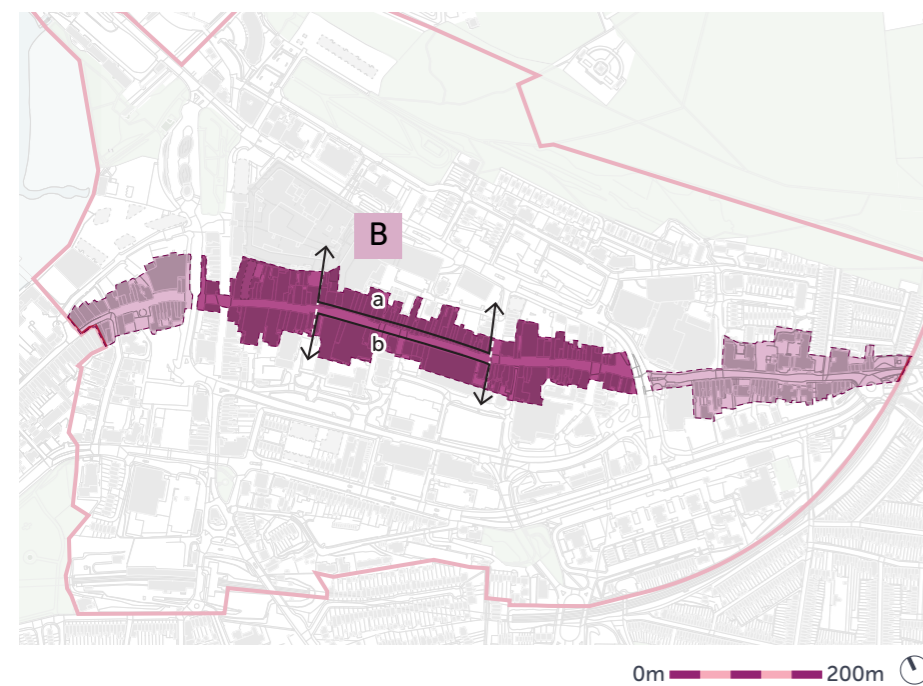


Fig.69 Character Zone 2-B Diagram | Analysis

Building type

- Typically terraced buildings.
- One Grade II listed building
- Predominantly flat roofed buildings
- There is a loose building line where the building's frontage goes forwards and backwards

Uses

- The ground floors in this character zone are commercial, typically shop fronts with occasional cafe or restaurant use.
- An empty plot in this character zone has been identified as an opportunity site.
- ~13% of plots are identified as potential for intensification sites, meaning there is opportunity for further development but not demolition and rebuild.

Patterns

- There is a mix of buildings with brick or painted facades.
- Large colourful shop fronts with big names of store.
- A lot of large eye catching signage of shop names.
- A large percentage of ground floor is glazed.
- The ground floor is differentiated either by material or the placement of openings.

- There is a visual variation in this predominantly flat roof lines as they are varying in height, creating a distinctive townscape for Chatham.

Proportions

- Mainly fine grain plots typically 5-10m wide and 2-3 storey high buildings
- Comparatively less windows than Character zone 2-A of this street.
- The majority of buildings in this segment of the road have a large proportion of facade near the top of the building with no windows.

Street trees & landscape

- Small amounts of street trees are planted along this segment of the street.
- This segment is at a uniform level as compared to some of the other streets.
- The majority of this street is hardscape with very little softscape.

High Street Area - Character Zone 2-C

Character Zone 2-C of the High Street has the following characteristics as illustrated in the elevations:



Fig.70 Street Elevations | Analysis

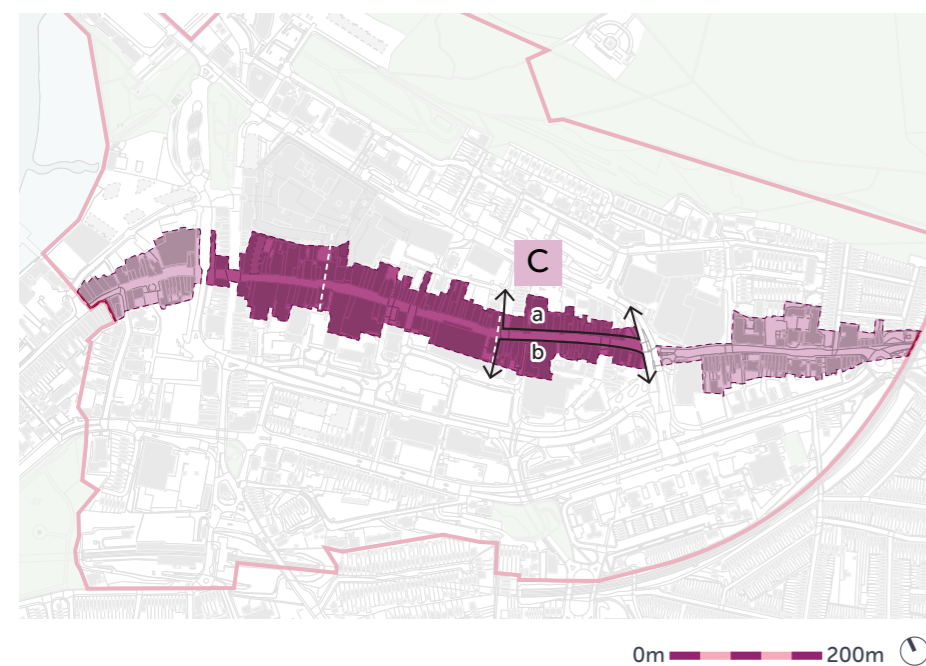


Fig.71 Character Zone 2-C Diagram | Analysis

Building type

- Typically terraced buildings.
- Period style buildings
- Predominantly pitched roof buildings adjacent to flat roofed buildings at irregular intervals.
- Typically the windows are sash windows with some banded windows
- There is a loose building line where the building's frontage goes forwards and backwards

Uses

- The ground floors in this character zone are commercial, typically shop fronts with occasional cafe or restaurant use.
- One empty plot is identified as an opportunity site.
- ~10% of plots are identified as potential for intensification sites, meaning there is opportunity for further development but not demolition and rebuild.

Patterns

- Mostly warm coloured brick buildings with ornate facades with a variation in brick colour and patterns.
- Large eye catching signage of shop names.
- A large percentage of ground floor is glazed.

- The ground floor is differentiated by a different material or the placement of openings.
- There is a visual variation in roof lines as they are varying in height and shapes, creating a distinctive townscape for Chatham.

Proportions

- Mainly fine grain plots typically 5-8m wide and 2-3 storey high buildings.
- Typically, the windows become smaller as the storey gets higher.
- The vertical proportions are maintained as predominantly the stores on the ground floor remain very fine grained despite some of the plots being merged for development in the upper levels.

Street trees & landscape

- Street trees are planted along this segment of the street
- Levelled landscape
- This segment is at a uniform level compared to some of the other streets
- Small public square with seating and softscape provided at eastern part of character zone.
- The majority of this street is hardscape with very little softscape.

High Street Area - Character Zone 3

Character Zone 2-C of the High Street has the following characteristics as illustrated in the elevations:



Fig.73 Street Elevations | Analysis

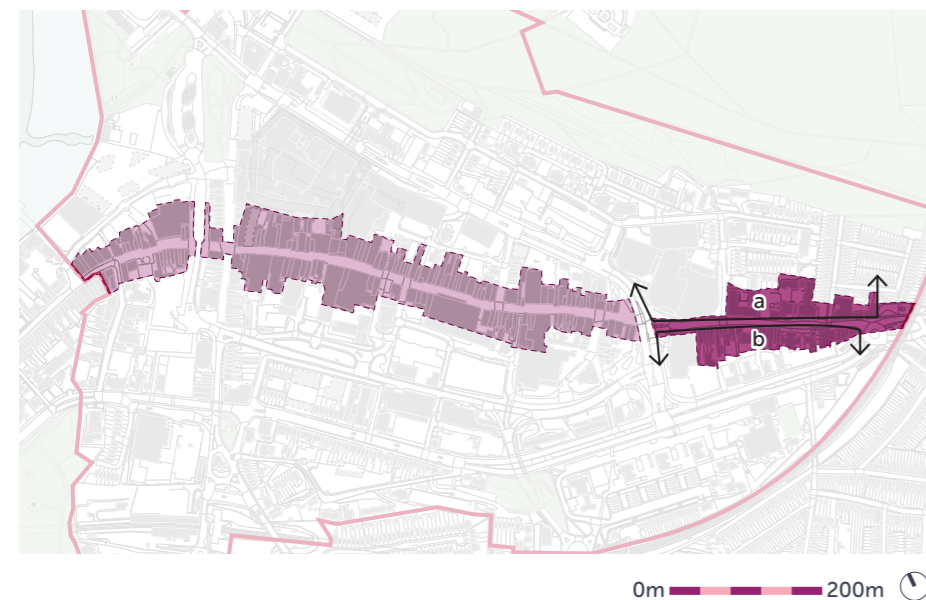


Fig.72 Character Zone 3 Diagram | Analysis

Building type

- Typically terraced buildings or flat blocks
- There is a visual variation in roof lines as they are varying in height and shapes, creating a distinctive townscape for Chatham.
- There is a loose building line where the building's frontage goes forwards and backwards
- Predominantly pitched roof buildings.
- Typically the windows are sash window.

Uses

- There is a mix pure residential, mixed use and commercial building typologies in this character zone.
- The majority of opportunity sites in this segment of the street are empty plots. With the exception of 1 non-contributing building and 2 carparks.

Patterns

- Predominantly brick facades
- The ground floor is differentiated by a different material or the placement of openings.
- There is a variation in brick colour and patterns.

- Typically stores are opened in clusters.
- There is a visual variation in roof lines as they are varying in height and shapes, creating a distinctive townscape for Chatham.

Proportions

- Mainly coarse plots typically 20-40m wide with some more fine grained plots typically 6-10m wide and buildings ranging from 2-7 storeys high.
- The store on the ground floor increased in size as the above buildings merges to make more coarse grain plots.

Street trees & landscape

- There is 1 street tree and a small amount of planted greenery in front of one of the carparks Other greeneries are provided by the buildings but still contributing to the streetscape.
- This segment is at a uniform level until the eastern segment of this character zone where level difference is evident.

The Character Zones of the High Street has the following characteristics as illustrated in the sections:

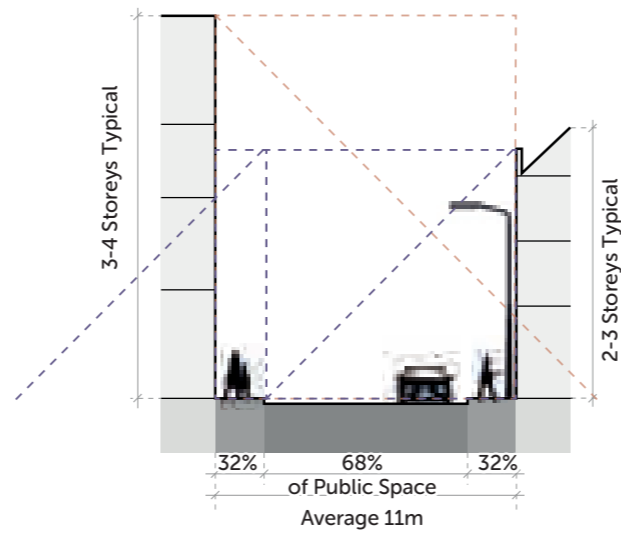
High Street Area - Street Sections

The characteristics of the High Street Area's Character Zones are displayed in the following sections

Character Zone 1

- The eastern part of this zone is primarily pedestrianised, with servicing vehicles allowed.
- The western portion has two narrow street lanes.
- Street trees only present in the pedestrianised segment.
- Pavements along the carriageway are around 2m and widen to 7-13m wide along the pedestrianised street.
- Pavements along the carriageway feel too narrow and can be narrowed further by cafe.
- Public benches provided
- No parking on either side of the road.

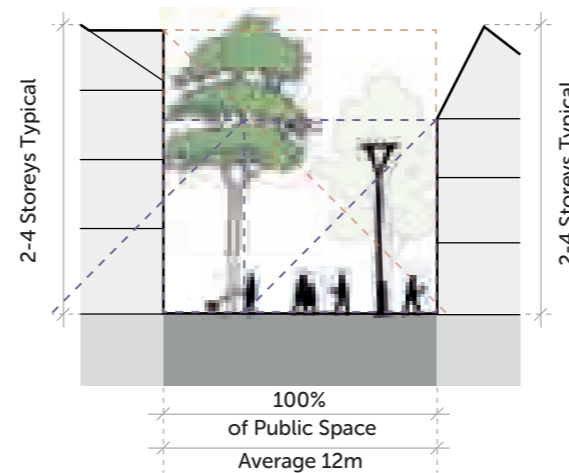
- Max Enclosure - 1 : 0.8
- Min Enclosure - 1 : 1.25



Character Zone 2

- Street is pedestrianised, with the exception of delivery access.
- Street trees are planted in two clusters with a regular interval, adjacent to public to seating.
- Pedestrian space is around 10m wide.
- Public benches provided.
- At the end of this character zone, there is a square with public seating, trees lining the main road and an island for plantation.

- Max Enclosure - 1 : 1
- Min Enclosure - 1 : 1.25



Character Zone 3

- This zone has vehicle access and side pavements
- Two vehicle lanes are provided.
- There is only one street tree. Other greenery is located within the building plot
- Only 1 street tree. All other planted greenery are provided by the developers of the buildings which still contribute to the streetscape.
- Public benches are not provided.
- There is no on-street parking.

- Max Enclosure - 1 : 0.75
- Min Enclosure - 1 : 1.75

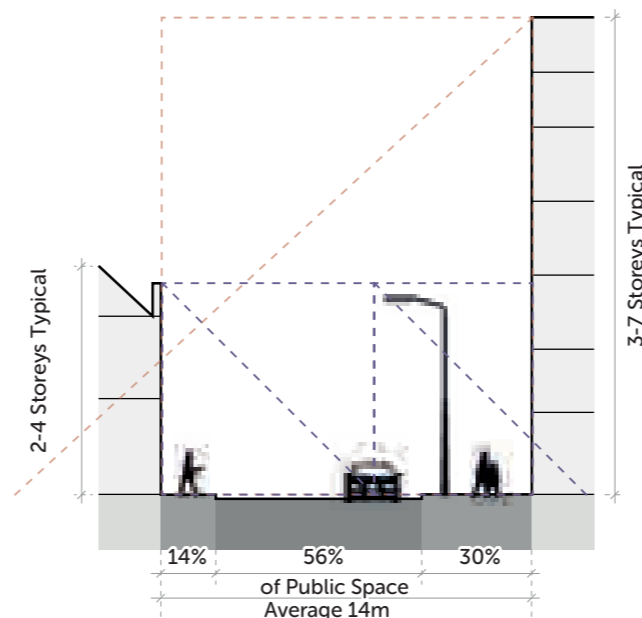
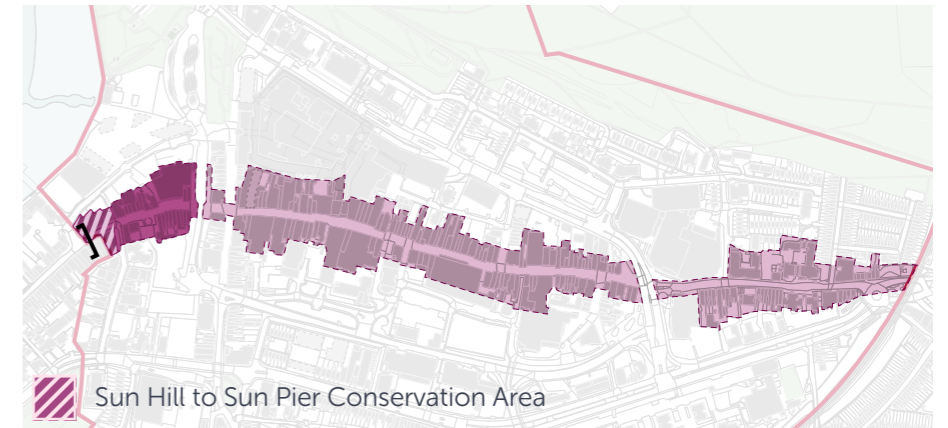


Fig.74 Street Section | Analysis

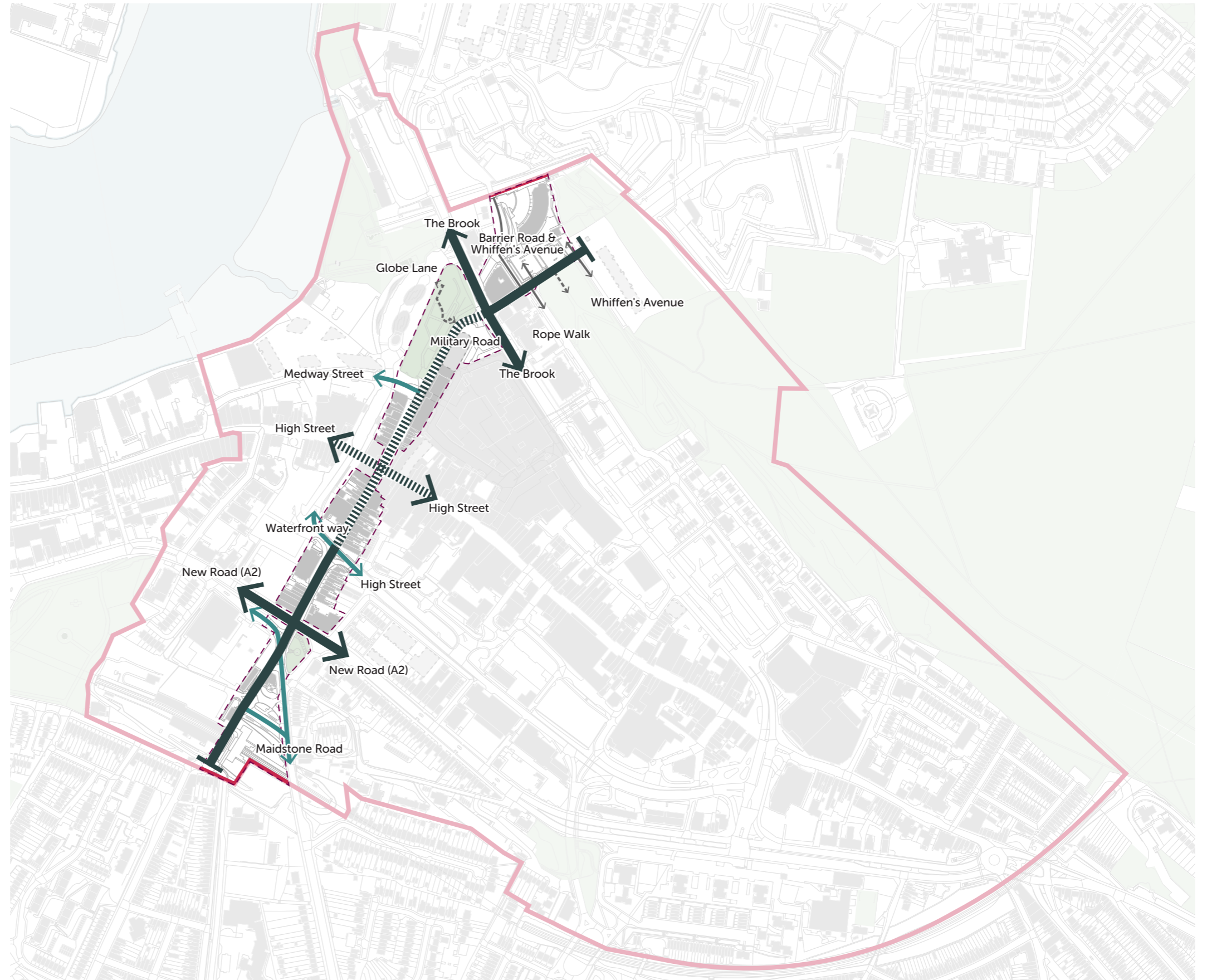


0m 200m

Fig.75 Character Zones | Analysis

7.2 Railway St & Military Rd Area

The following analysis of the Chatham Cross Railway Street and Military Road Area should be used to supplement the codes within the Chatham Centre Design Code.



The adjacent diagram shows connecting streets to Railway Street & Military Road and where the street is pedestrianised.

Key

- Primary Streets
- Pedestrian only Primary Streets
- Secondary Streets
- Tertiary Streets
- Pedestrian only Tertiary Streets
- Study Area Boundary
- Design Code Boundary

Fig.76 Street Hierarchy | Analysis

0m 100m

Railway St & Military Rd Area

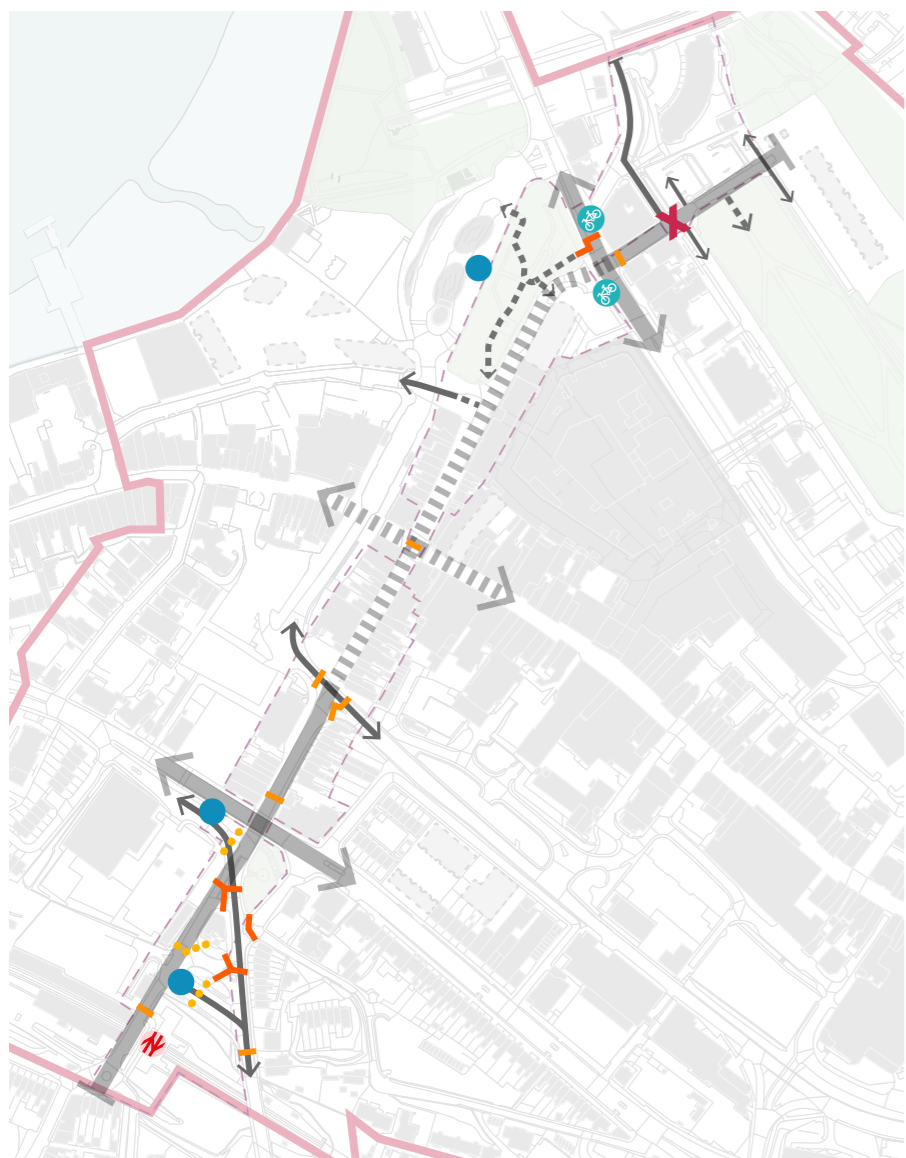


Fig.77 Pedestrian Crossings | Analysis

The diagram above highlights the locations of the different pedestrian crossing types, bus stops and bike boxes present along the street

- Key**
- Crossing at Signalised Junction
 - Pelican Crossing
 - ... Informal Crossing
 - X Missing Crossing
 - Bus Stops
 - 🚲 Bike Box
 - 🚉 Railway Station
 - - - Study Area Boundary
 - ▭ Design Code Boundary



Fig.78 Greenery | Analysis

The diagram on top shows the greeneries that are planted within the area and their ownership status

- Key**
- Privately managed trees
 - Publically managed trees
 - Public Parks & Gardens
 - Amenity Green Spaces
 - - - Study Area Boundary
 - ▭ Design Code Boundary

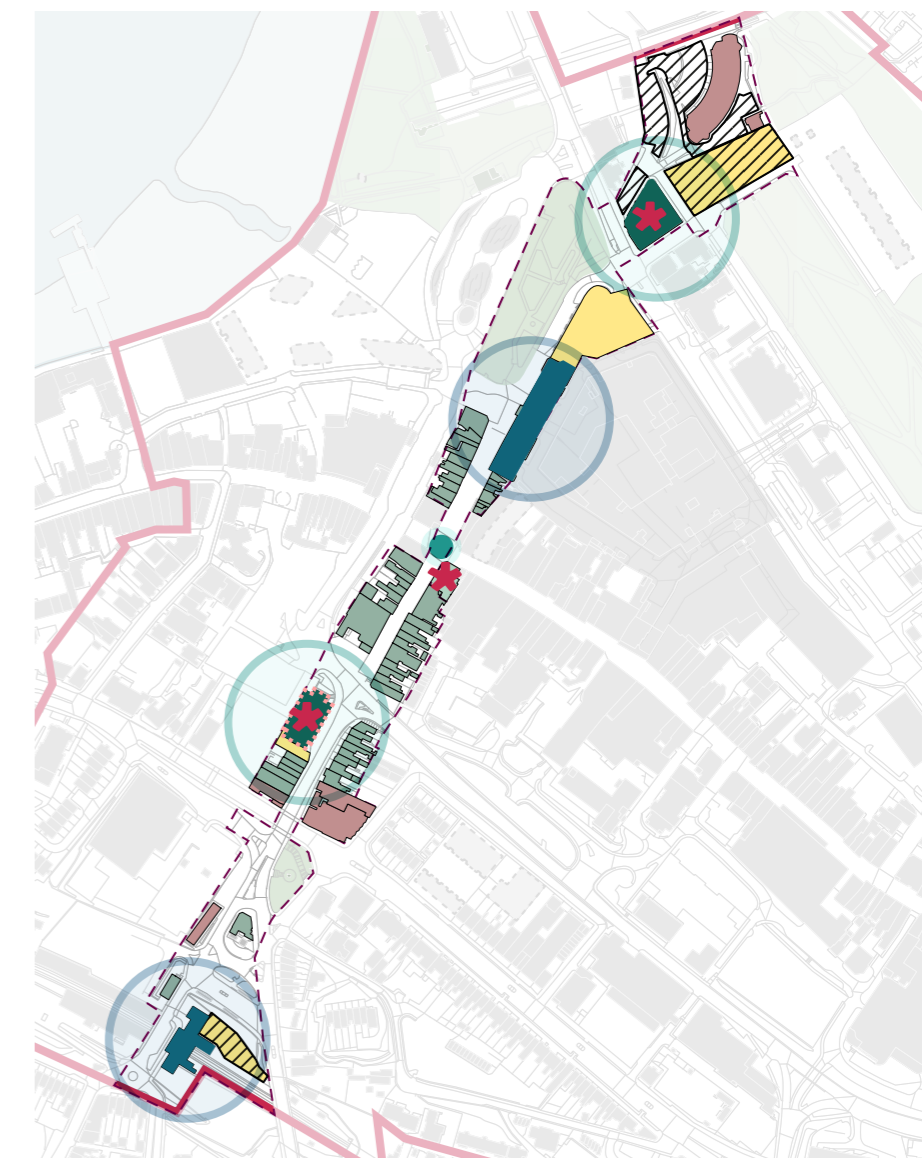


Fig.79 Opportunities for Change | Analysis

The above diagram identifies the opportunity sites by displaying whether plots are being built on and moreover whether these buildings are contributing to the streetscape. It also shows the landmarks and listed buildings within or around the area.

- Key**
- Contributing Buildings
 - Non-Contributing Buildings
 - Empty Plots
 - ▨ Car Parks
 - Landmarks
 - Smaller Landmarks
 - ★ Listed Buildings
 - - - Study Area Boundary
 - ▭ Design Code Boundary

0m — 100m

Railway St & Military Rd Area

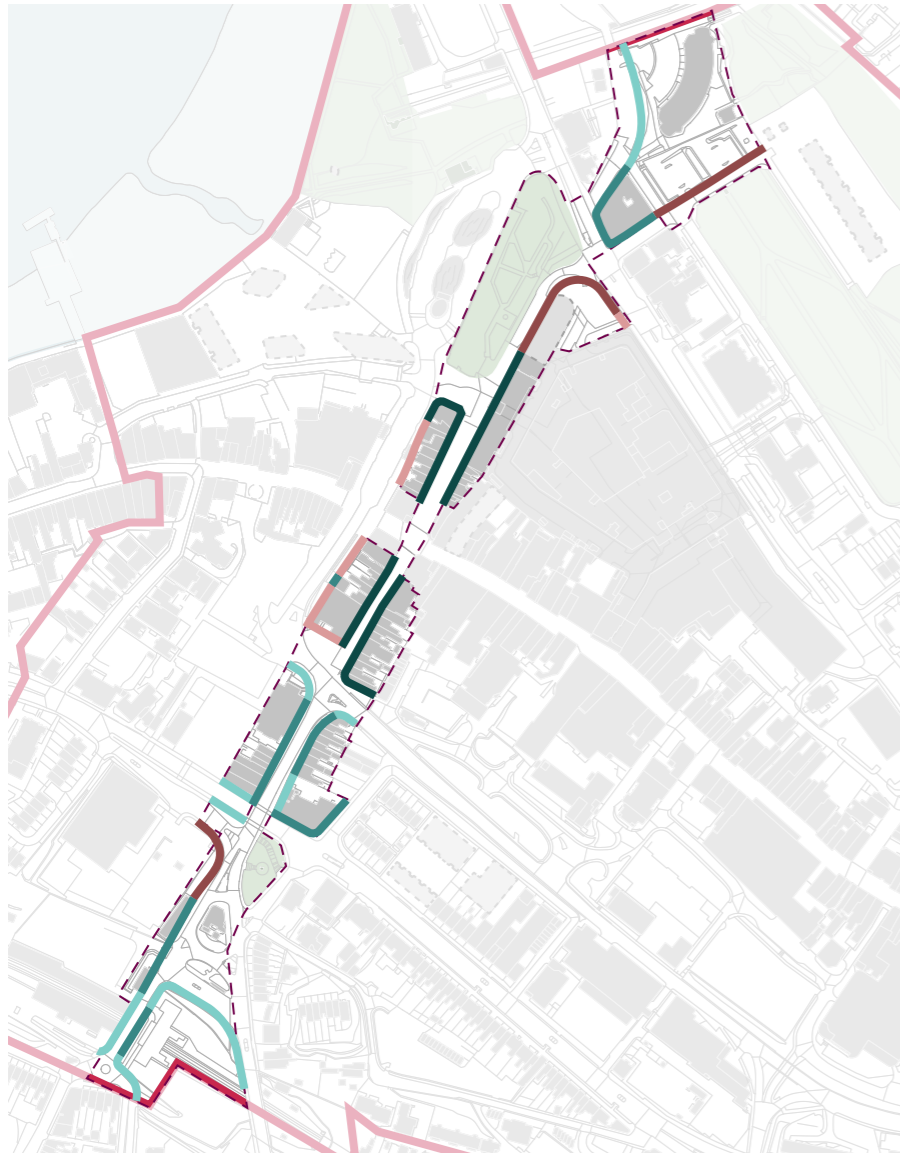


Fig.80 Frontage Study | Analysis

The diagram illustrates the different types of frontages present along this street.

Key

- █ Coherent Streetscapes
- █ Active Frontage
- █ Live Frontage
- █ Unbuilt / Void frontage
- █ Inactive frontage
- Study Area Boundary
- Design Code Boundary

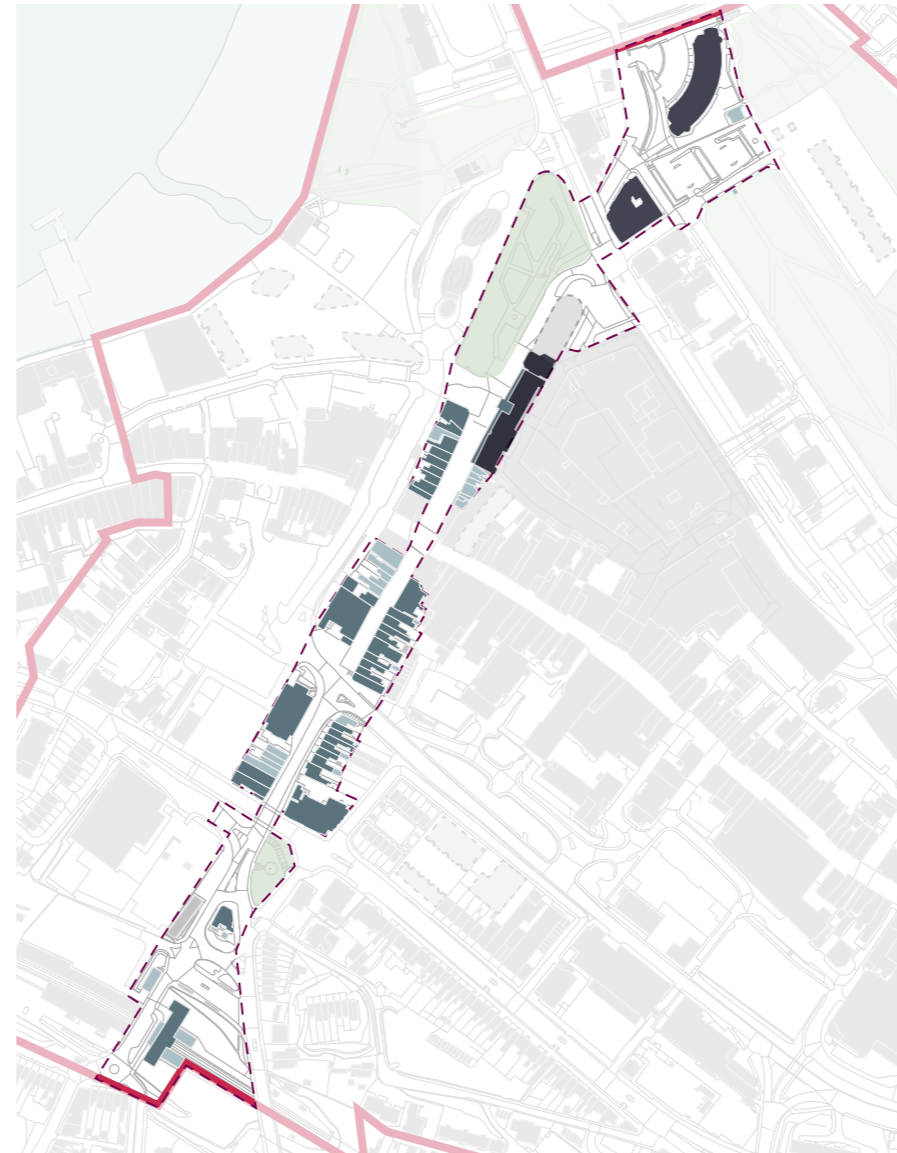


Fig.81 Building Heights | Analysis

The overhead diagram represents the heights of the buildings in this area, giving a rough idea of the density of the plots

Key

- █ Low-Rise Buildings
- █ Mid-Rise Buildings
- █ Tall Buildings
- █ Surrounding Built form
- Study Area Boundary
- Design Code Boundary

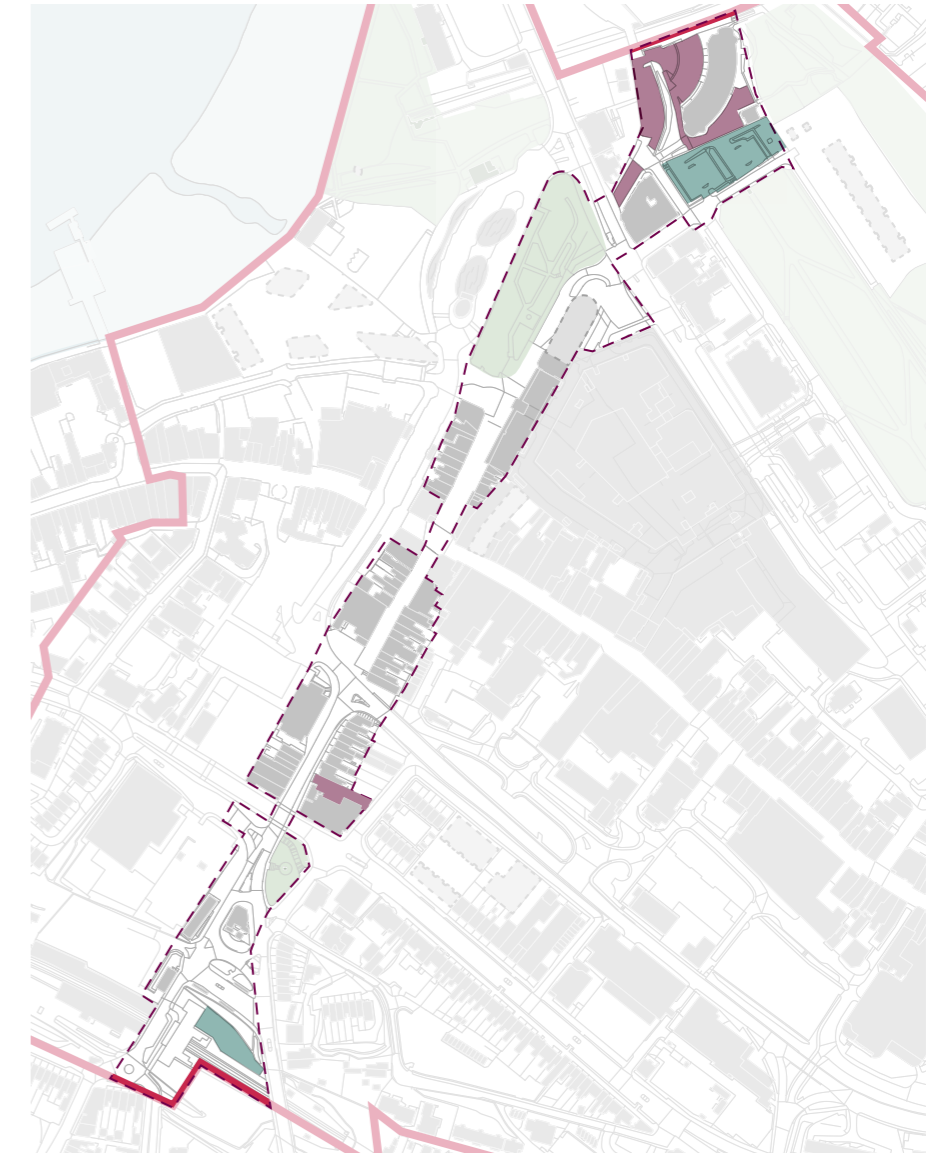


Fig.82 Car parking | Analysis

The aloft diagram showcases the different types of parking available within this area

Key

- █ Public Parking on plot
- █ Private Parking on plot
- Study Area Boundary
- Design Code Boundary

0m

 100m ⌵

Railway St & Military Rd Area - Character Zones

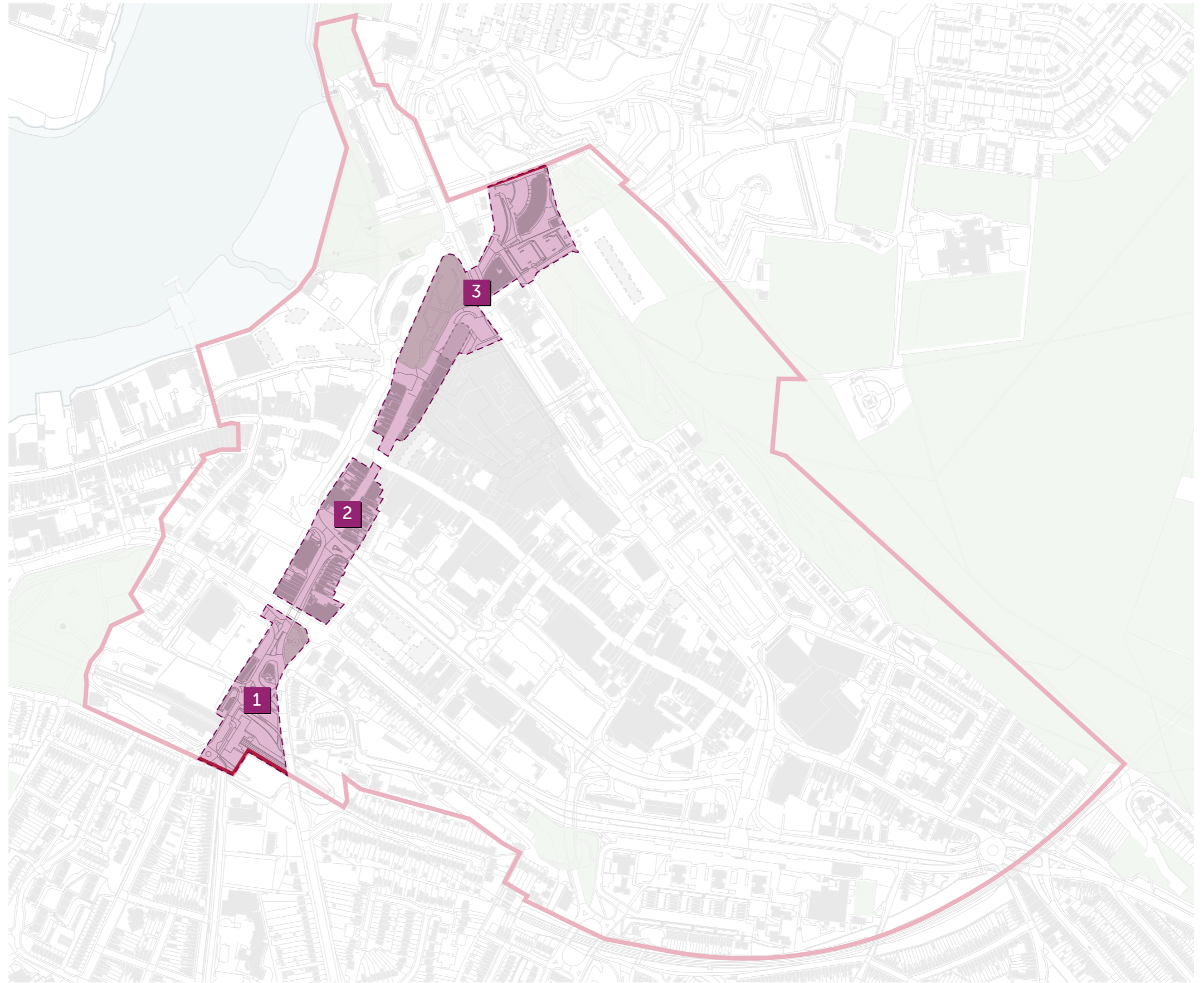


Fig.83 Railway St / Military Rd - Character Areas | Analysis

0m 100m

Railway St & Military Rd Area - Character Zone 1

Character Zone 1 of Railway Street & Military Road has the following characteristics as illustrated in the elevations:



Elevation a



Elevation b

Fig.84 Street Elevations | Analysis

 Opportunity Sites (Empty, Non-contributing or Carpark sites)

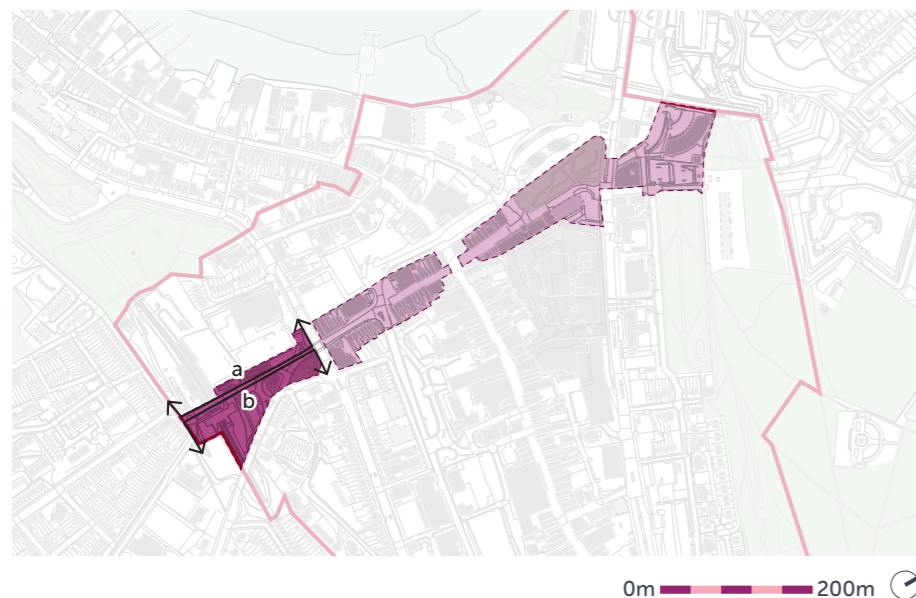


Fig.85 Character Zone 1 Diagram | Analysis

Building type

- Typically detached buildings
- Predominantly the roofs are hip roofs
- Typically the windows are sash windows
- One Grade II listed structure

Uses

- The ground floor use is mainly commercial, typically catering to the public such as railway station and bike shed
- There is 1 opportunity site identified in this character zone which is currently being used as Carpark A for the railway station

Patterns

- A mix of brick, painted and timber facades can be visually identified in this character zone
- The roof line is very fragmented due to the large gaps between buildings

Proportions

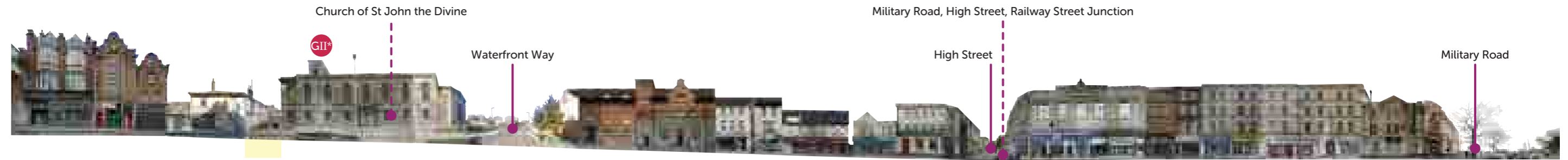
- Mainly coarse grain plots typically 16-37m wide with 1-3 storey high buildings
- Large empty gaps between each building

Street trees & landscape

- The trees visible on the elevations are mainly planted in perpendicular roads of this street
- There is a gentle decline in the landscape
- Small public square with seating and small softscape provided at the eastern part of this character zone
- The majority of this street is hardscape with some softscape adjacent to the street

Railway St & Military Rd Area - Character Zone 2

Character Zone 2 of Railway Street & Military Road has the following characteristics as illustrated in the elevations:



Elevation a



Elevation b

Fig.86 Street Elevations | Analysis

Opportunity Sites (Empty, Non-contributing or Carpark sites)

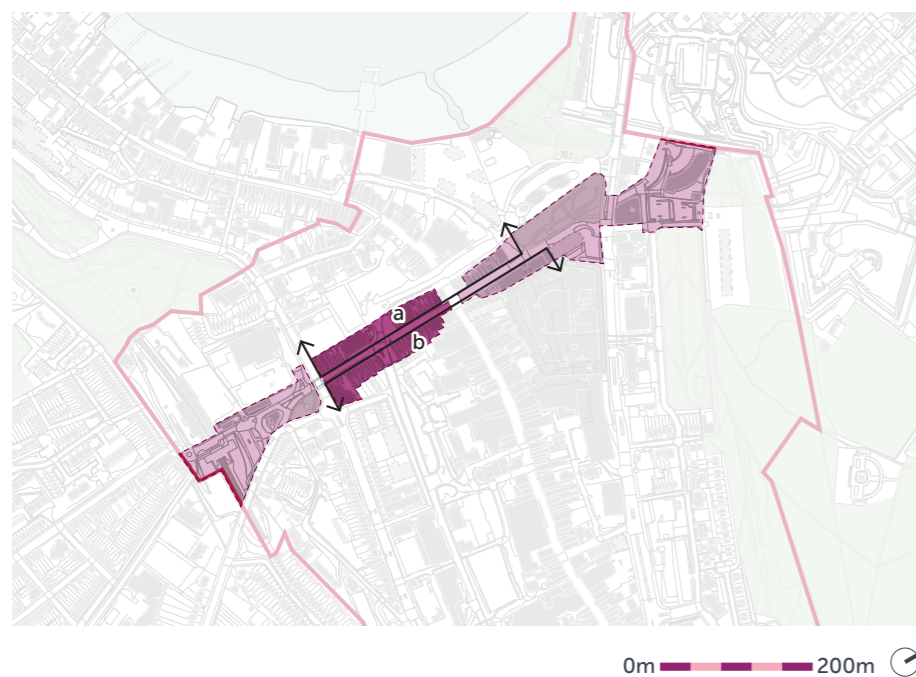


Fig.87 Character Zone 2 Diagram | Analysis

Building type

- Typically terraced buildings
- Predominantly hip roofed buildings
- Typically the windows are sash windows with some radius windows
- One Grade II listed building
- One Grade II* listed building

Uses

- The ground floors in this character zone are commercial, typically shop fronts with occasional cafe, pub or restaurant uses
- There is a small cluster of ground floors being used as banks around the junction where High Street meets Military Road and Railway Street
- There are 2 opportunity sites in this character zone. One is a non-contributing building and the other is an empty plot

Patterns

- Predominantly brick or painted facades
- Mainly large eye catching signs of shop names
- A large percentage of ground floor is glazing.
- There is a visual variation in roof lines as there are areas with drastic variations in height and shapes, creating a distinctive townscape for Chatham

Proportions

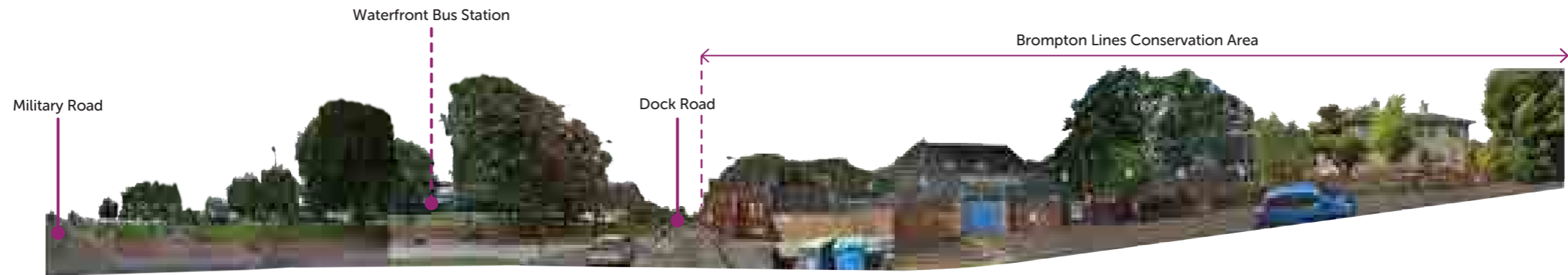
- Mainly fine grain plots typically 5-8m wide with occasional more coarse plots of typically 20-30m wide.
- 2-5 storey high buildings with the exception of Mountbatten House which is 12 storeys
- The vertical proportions are maintained as predominantly the stores on the ground floor remain very fine grained despite some of the plots being merged for development in the upper levels

Street trees & landscape

- Street trees are introduced on the side of elevation b at the pedestrianised street
- Gentle decline in landscape at the western end of this character zone
- The street is paved to highlight the junction where High Street meets Military Road and Railway Street
- The majority of this street is hardscaped with very little softscape.

Railway St & Military Rd Area - Character Zone 3

Character Zone 3 of Railway Street & Military Road has the following characteristics as illustrated in the elevations:



Elevation a



Elevation b

Fig.88 Street Elevations | Analysis

Opportunity Sites (Empty, Non-contributing or Carpark sites)

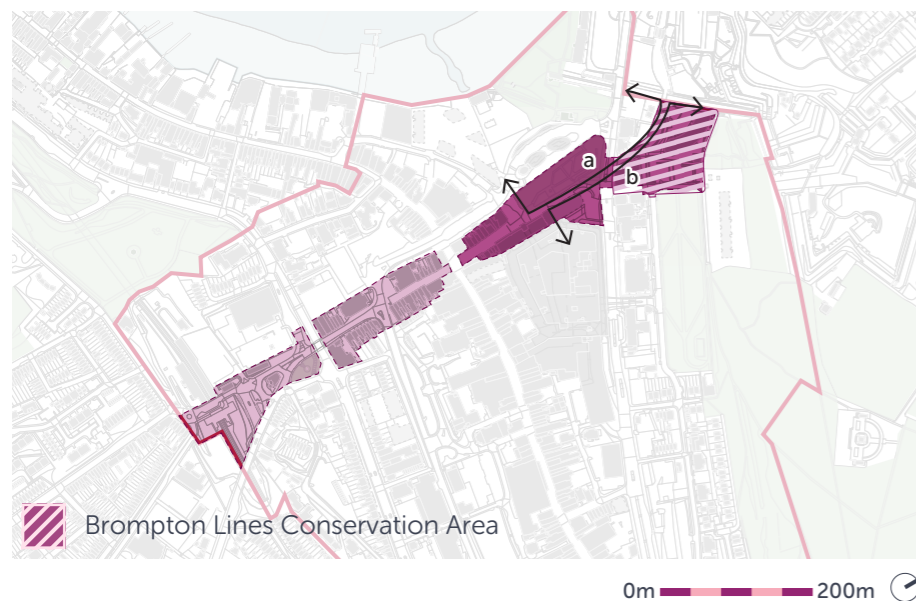


Fig.89 Character Zone 3 Diagram | Analysis

Building type

- Typically terraced buildings or flat blocks
- Predominantly hip roofed buildings
- One Grade II listed buildings

Uses

- Selection of buildings that are iconic to Chatham
- There are 2 opportunity sites in this character zone. One is an empty plot and the other is currently a carpark.

Patterns

- A mix of buildings with brick or stone facades.
- Most of the elevation a is either elevated by a brick structure or is fenced off by a brick wall
- There is a visual variation in roof lines as they greatly vary in height and form, creating a distinctive townscape for Chatham

Proportions

- Mainly coarse grain plots ranging from about 15-70m wide with buildings heights ranging from 2-12 storey.
- The buildings along elevation b are quite significantly taller than the buildings in elevation a

Street trees & landscape

- Lots of trees are planted in the park at the western part of this character zone and at the eastern part of the character zone .
- There is an inclining landscape at the eastern part of the character zone.
- The majority of this street is softscape with some hardscape.

Railway St & Military Rd Area - Street Sections

The characteristics of the Railway Street & Military Road Area's Character Zones are displayed in the following sections

Character Zone 1

- The entire street in this character zone is accessible to both pedestrians and vehicles.
- 2 lane traffic at the western part of this street until one line of traffic is diverged to another road at the eastern part of the character zone.
- The trees visible are planted on the adjacent streets.
- ~1.6-2m wide pavements
- Pavements in this character zone feel too narrow until the public square.
- Pelican crossings and pedestrian islands are available in this character area.
- Public benches available to provide seating in front of the Wickes site.
- No parking on either side of the road in this character area

- Max Enclosure - 1 : 0.9
- Min Enclosure - 1 : 2.2

Character Zone 2

- The central eastern part of this character zone is pedestrianised.
- 2 lane traffic at the western part of this street until pedestrianised segment of the street.
- Street trees are introduced only on the south-eastern part of the street in this character zone.
- ~2-6m wide pavements along the 6m wide carriageway until the pedestrianised segment of the street which is ~10-13m wide.
- Pavements at the western part of this character zone occasionally feels too narrow, which widen along the St John's Church.
- Pelican crossings are available in this character area.
- Public benches are not provided.
- No parking on either side of the street in this character area

- Max Enclosure - 1 : 1.1
- Min Enclosure - 1 : 1.75

Character Zone 3

- The western part of this character zone is pedestrianised.
- The eastern part of this character zone is a shared street for both pedestrians and vehicles.
- Vehicular traffic flows perpendicularly to the streets in this character zone.
- Street trees and softscape are planted predominantly at the western and eastern parts of this street.
- ~15m wide pathways at the pedestrianised segment of the street.
- Pelican crossings and pedestrian islands are available in this character area.
- Public benches not available.
- Parking available at the eastern part of this character zone.

- Max Enclosure - 1 : 1.25
- Min Enclosure - 1 : 1.1

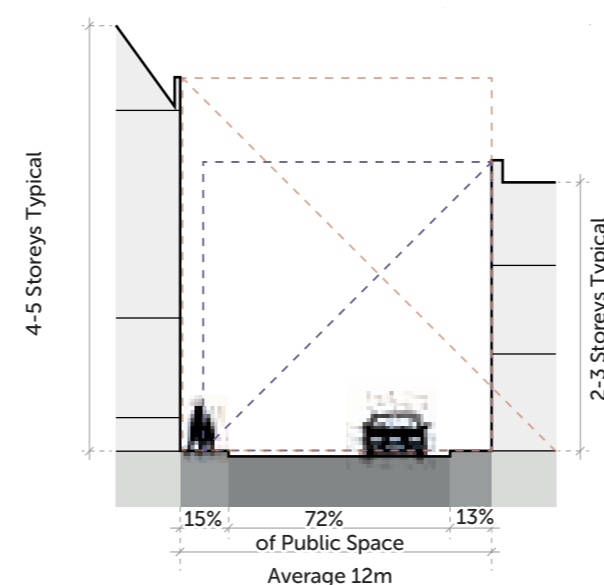
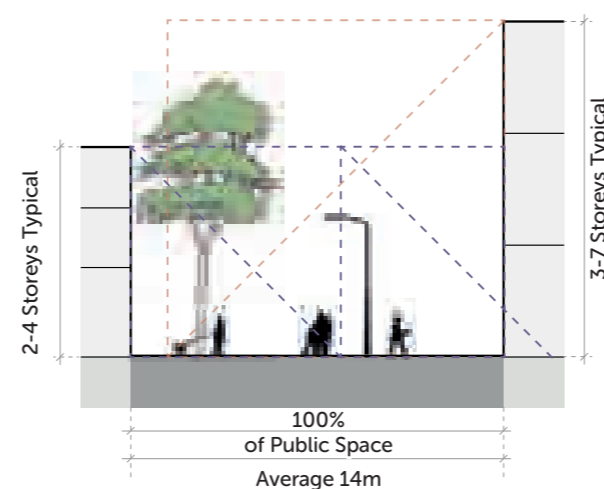
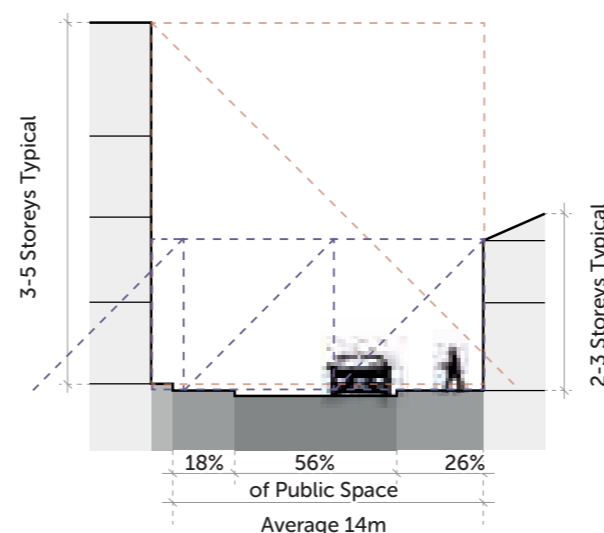


Fig.90 Street Section | Analysis

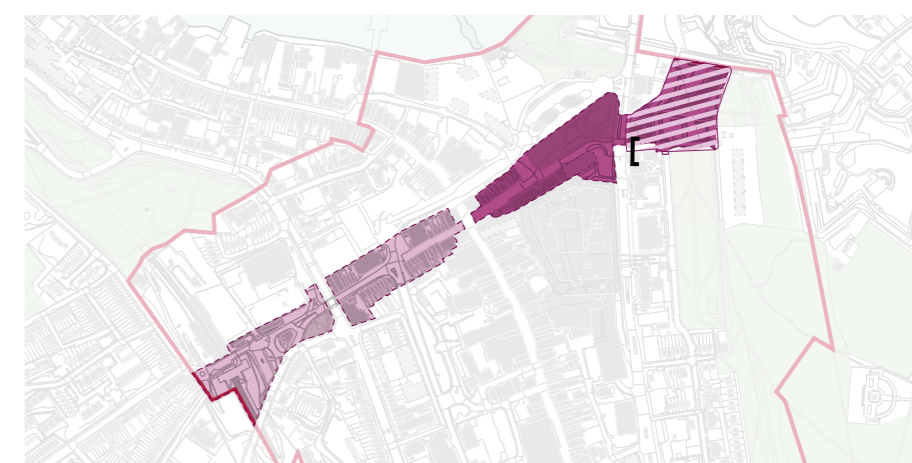
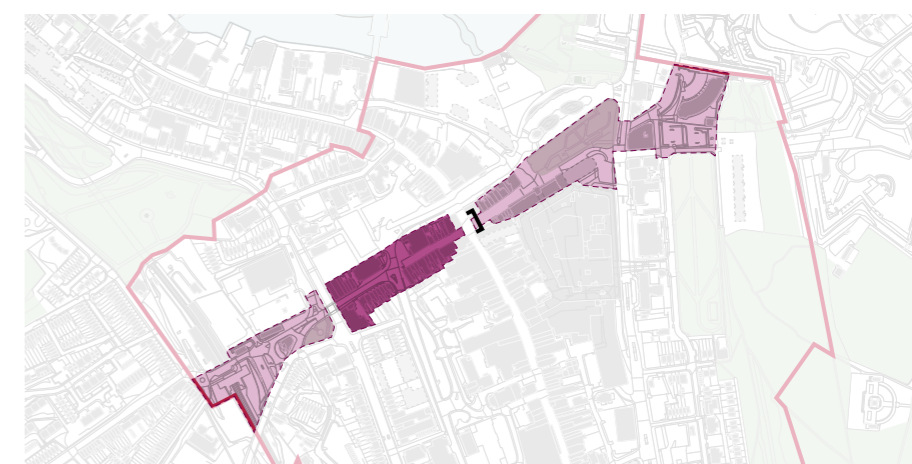
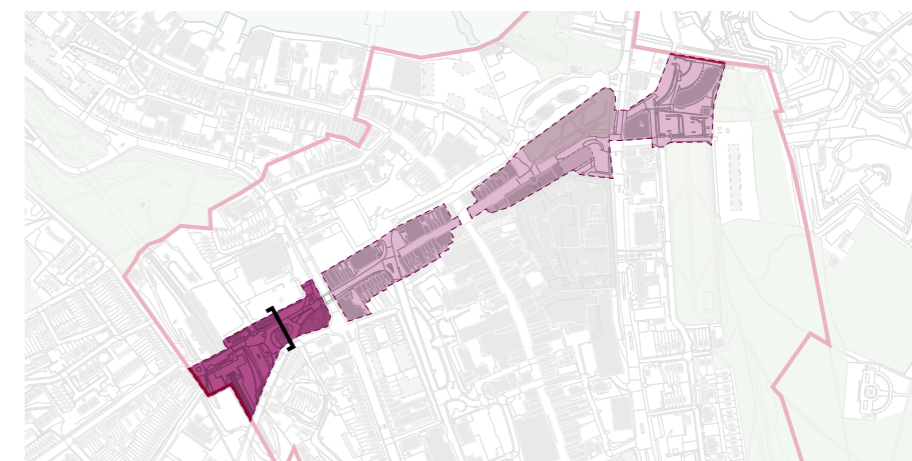


Fig.91 Character Zones | Analysis

0m 200m

7.3 Conclusion: Chatham Cross - High Street , Railway Street & Military Road

The Chatham Cross consist 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 are different from each other.

Connections

The Chatham Cross is connected to primary streets, such as The Brook, New Road and Union Street, directly and through some tertiary streets intersecting the area

There are many secondary and tertiary streets that branch out from Military Street and the High Street that all allow easy access to different areas of Chatham.

Most of these streets are pedestrianised pathways wide enough for public movement and engagement.

Some connection links, such as the ones along carriageways, are not very pedestrian friendly with reported issues of these streets being poorly lit or too narrow.

There are also multiple bus stops that provide easy access to public transport.

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

There is also potential for improvement in connectivity as there are some missing crossings and physical barriers posing as an obstruction for a safe pedestrian network.

Vegetation

Vegetation density is about 15 % which shows the scope for improved greenery and planting in the future. Out of the existing vegetations, most of them are publicly managed.

Encouraging more private and public planting along the streets can help increase vegetation.

Potential Sites

20% of sites in this area have inactive frontages, a combination

of non-contributing (no windows or doors or carparks) and empty sites. 20% these sites with inactive frontage 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 surroundings and size.

The presence of multiple landmarks in this area can be highlighted and should be considered for every new development.

Building heights and style of new developments should follow existing building proportions to maintain visual unity.

Public comments/Vision

80% 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.