

8.0 Waterfront

8.1 The Waterfront

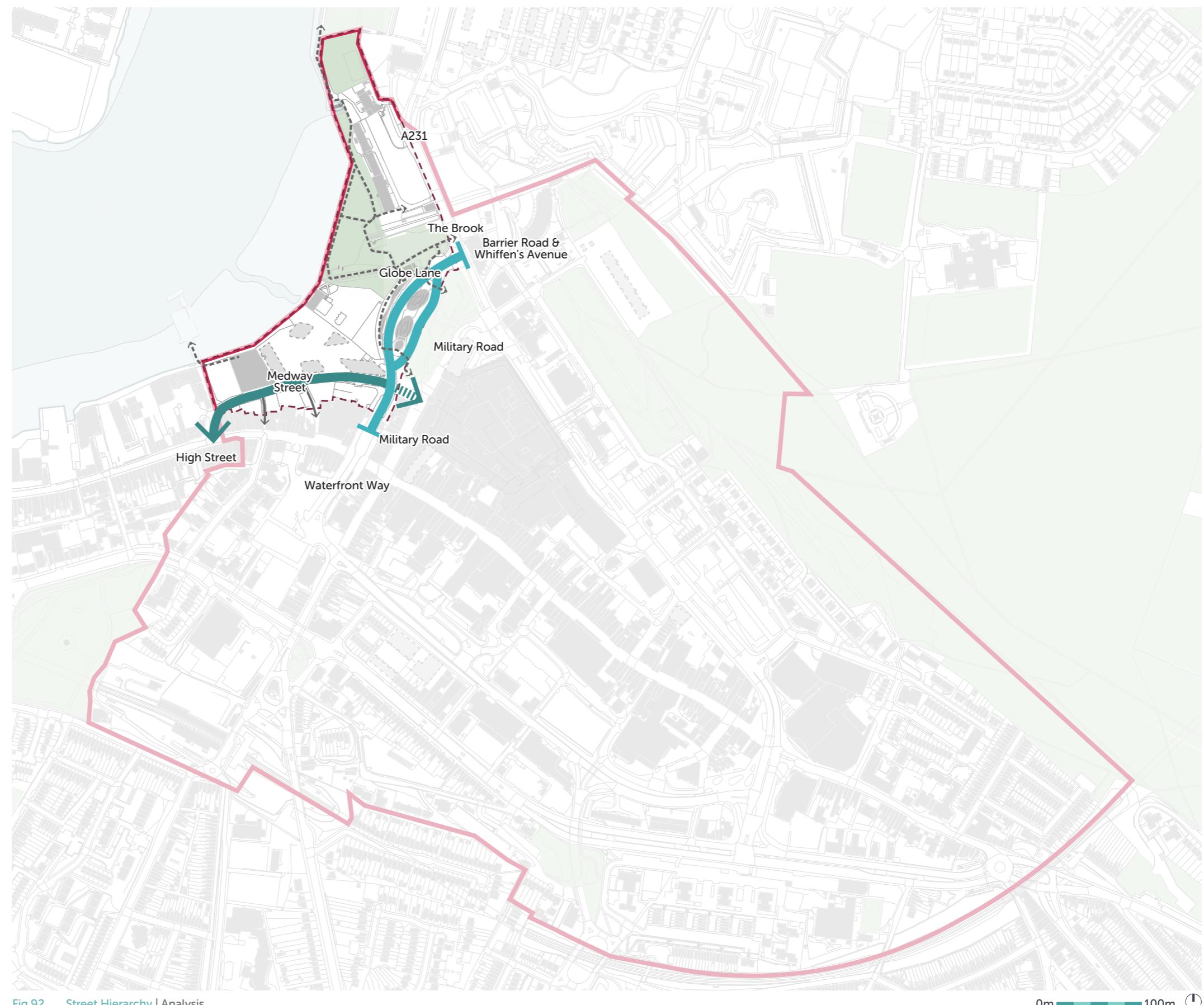
[Record](#) | [Analysis](#)

The following analysis of the Waterfront should be used to supplement the codes within the Chatham Centre Design Code.

The adjacent diagram shows connecting streets to the Waterfront Area and where the street is pedestrianised.

Key

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



The Waterfront Area



Fig.93 Pedestrian Crossings | Analysis



Fig.94 Greenery | Analysis

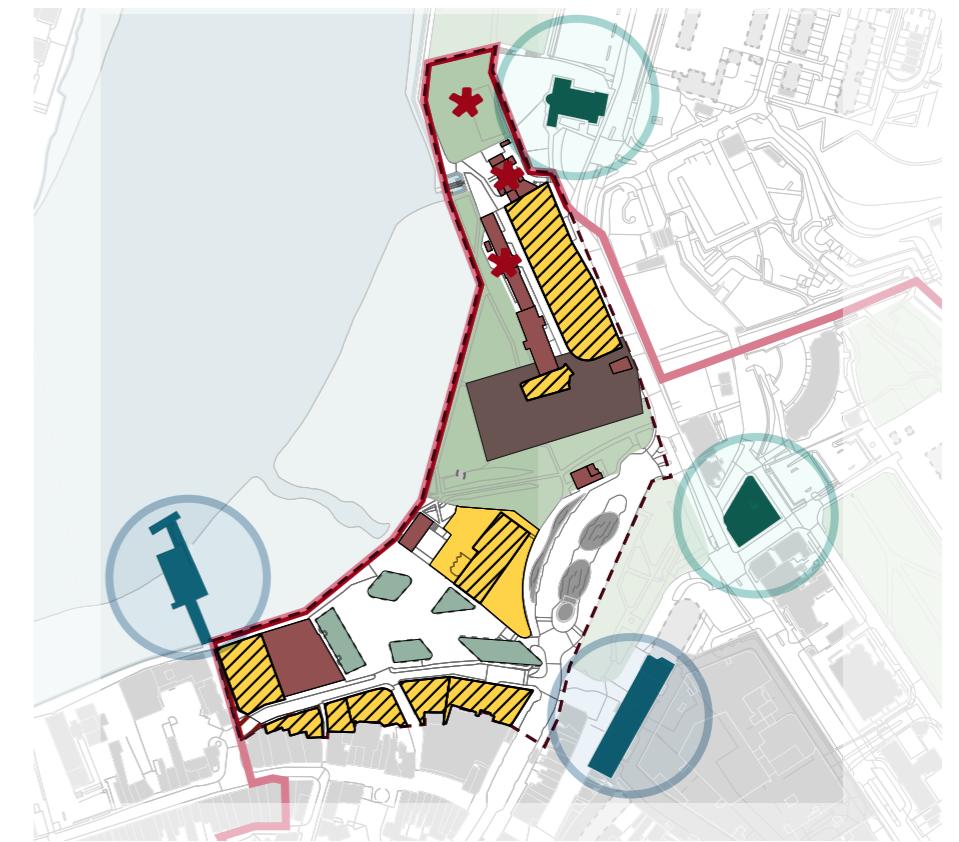


Fig.95 Opportunities for Change | Analysis

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

Key

- Informal Crossing
- ✗ Missing Crossing
- 🚌 Bus Stops
- Study Area Boundary
- Design Code Boundary

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

Key

- Privately managed trees
- Publicly managed trees
- Public Parks & Gardens
- Amenity Green Spaces
- Study Area Boundary
- Design Code Boundary

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
- Scheduled Ancient Monument
- ✗ Listed Buildings
- Study Area Boundary
- Design Code Boundary

The Waterfront Area



Fig.98 Frontage Study | Analysis

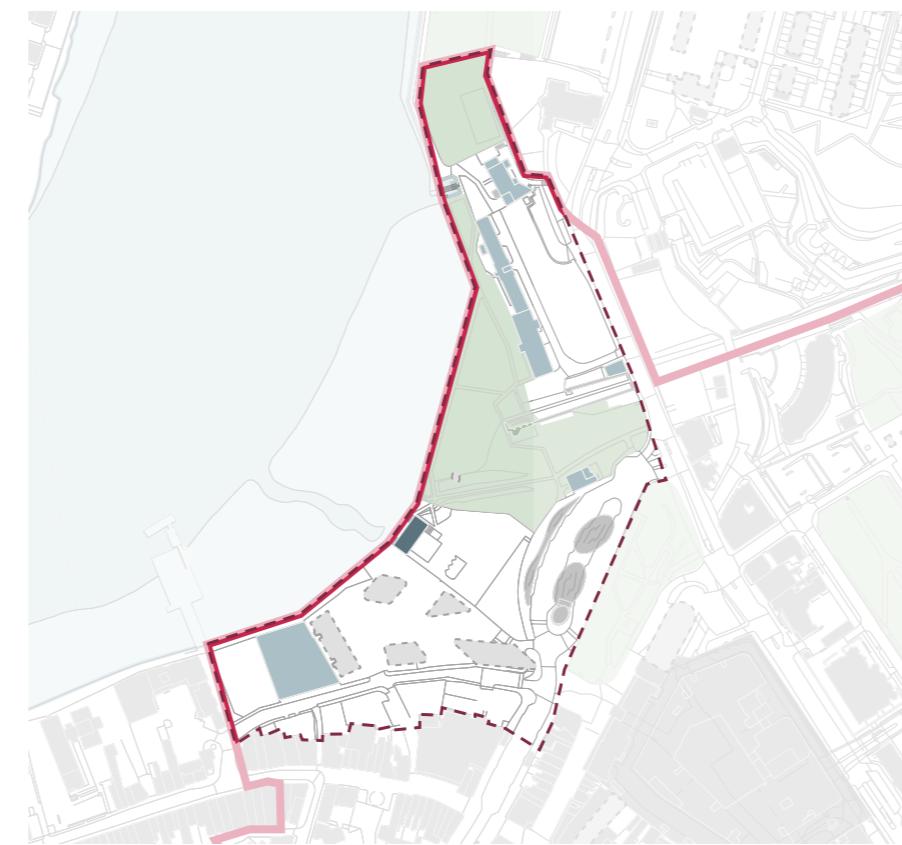


Fig.96 Building Heights | Analysis

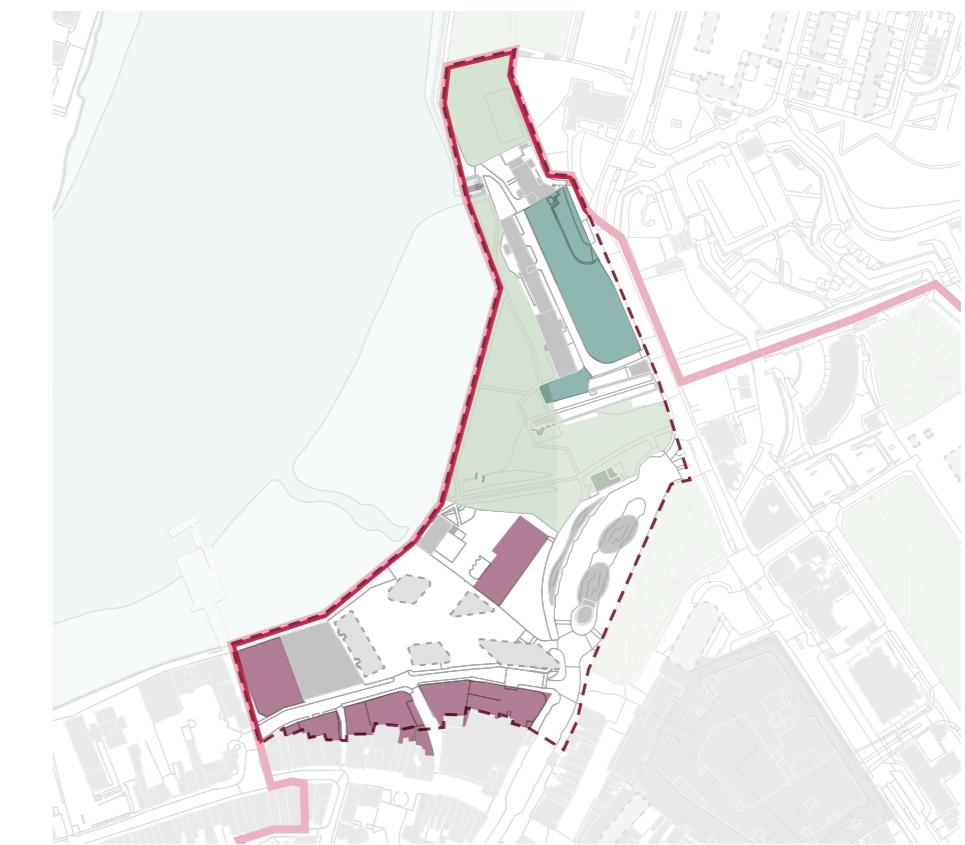


Fig.97 Car Parking | Analysis

This diagram illustrates the different types of frontages present along the streets.

Key	
—	Coherent Streetscapes
—	Active Frontage
—	Live Frontage
—	Unbuilt / Void frontage
—	Inactive frontage
□	Study Area Boundary
□	Design Code Boundary

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

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

The Waterfront Area - Character Zones

Key

- Character Areas
- Study Area Boundary
- Design Code Boundary

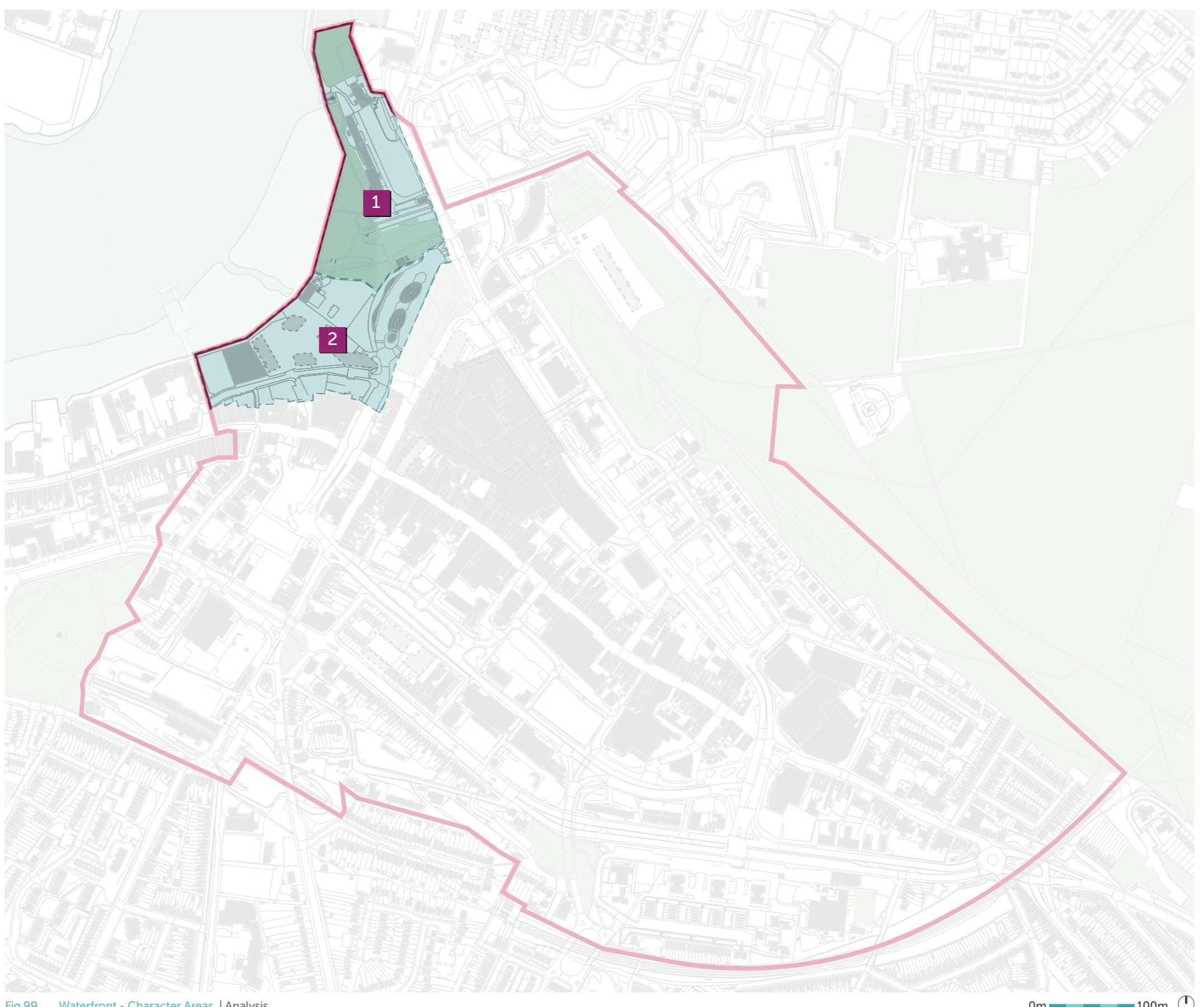


Fig.99 Waterfront - Character Areas | Analysis

The Waterfront Area - Character Zone 1

- Most of this zone is protected under the Brompton Lines Conservation Area.
- Predominantly green gardens with occasional listed buildings.
- Most facilities and spaces are present to support communal activities. -Mainly gable roofed buildings.



1 | Riverside Gardens



2 | Riverside Gardens

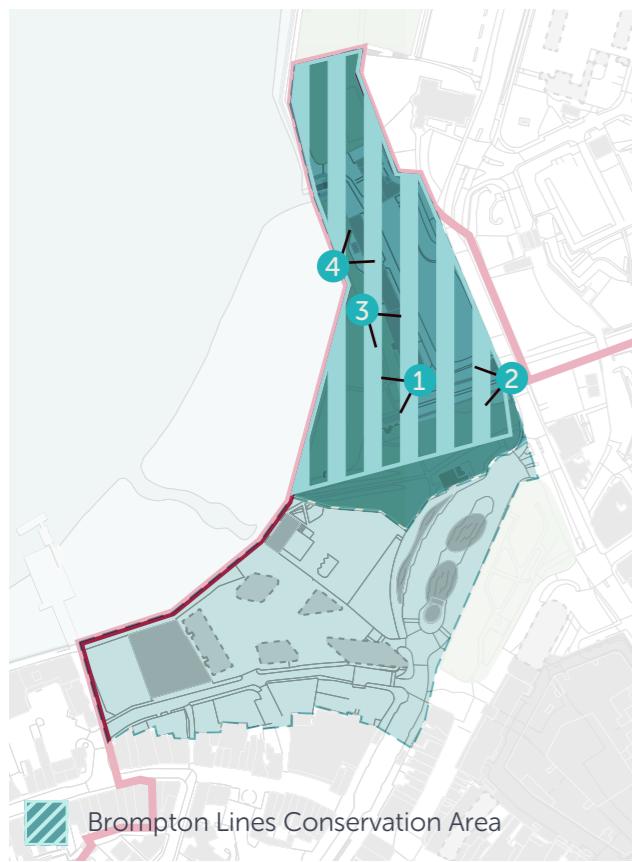


Fig.100 Waterfront - Character Zone 1 Photos | Photos by BPTW and Google Street View



3 | Chatham Library & Community Hub



4 | The Command House

The Waterfront Area - Character Zone 2

- Waterfront development is to provide 71 apartments for private residential rental.
- Road to Sun Pier not celebrated enough.
- Lots of empty plots in this zone that are used as parking.



1 | Waterfront development



2 | Route to Sun Pier



Fig.101 Waterfront - Character Zone 2 Photos | Photos by BPTW and Google Street View; Visualisations by Medway Development Company



3 | b&m site



4 | Back of plots used as parking

0m ————— 100m

8.2 Conclusion: Waterfront

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.

Connections

This area is well connected for pedestrians, but not as well for vehicular access as most streets are not accessible to cars.

There is a potential for better access to the waterfront, in addition to the existing links.

Some missing links and crossings cause disruption to a safe pedestrian network.

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.

Positive responses for the Riverside Walk and people enjoy walking along this route. However, there is potential for the space to be enhanced and cater to more leisure activities.

Potential Sites

56% of sites in this area have inactive frontages, a combination of non-contributing (no windows or doors or carparks) and empty sites. 91% of these inactive frontages are currently carparks 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.

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

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.