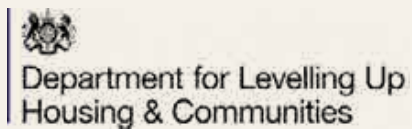


# About this document

**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.



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Please note, an appendix with supporting information will accompany the final design code document.

Volume III - B

## 3.0 Coding Plan & Area Type Guidance



## 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 improve 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



Fig.110 Illustrative street view of Streets and Spaces Area Type character

\*Illustration Extracted from the Appendix

## 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.

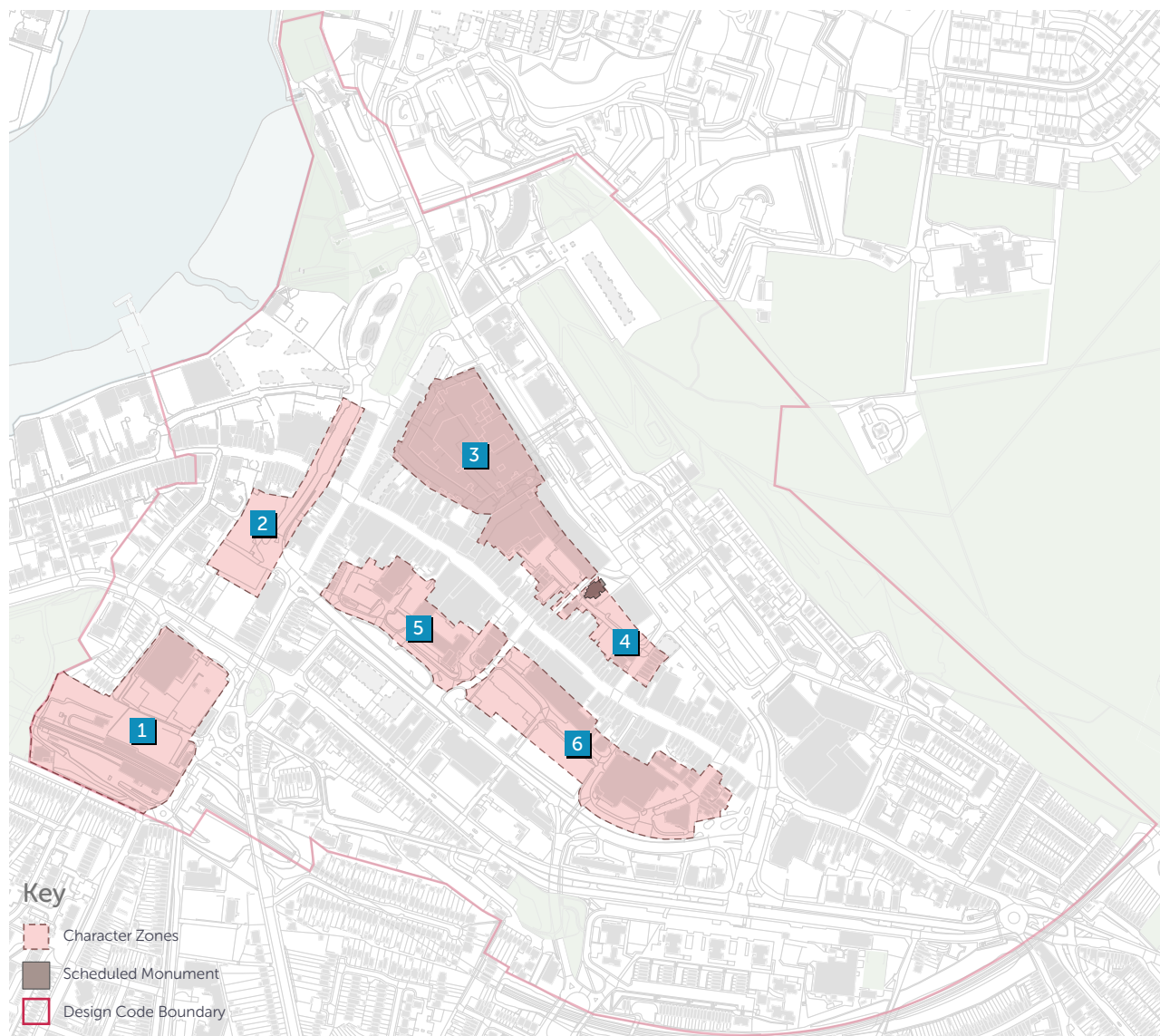


Fig.111 Character Zones

(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.112 Pictures Showing Precedent and Opportunity Sites



Fig.113 Public Comments



## 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

Streets & Spaces within Chatham town centre will have a new leafy green outlook, creating a safe and pleasant environment for people.

The smaller streets and lanes within this Area Type will be punctuated by trees set within raingardens. These will help to provide shade and cooling during the summer months as well as SUDS and the planting will bring delight and seasonal change throughout the year.

Solomon Square, St John's square and the New Station Square will be new attractive destinations, providing imaginative and sensibly integrated play, lush planting and opportunities to rest and mingle with people.

Cultural activities will take place in the squares and the adjacent historic buildings for the people of Chatham and visitors alike. They will also be able to enjoy daily food and drinks served by new local cafés and restaurants offering ample outdoor seating.

The Streets & Spaces will contribute to improving the quality of life by significantly enhancing the living environment.

### Play

Refer to area wide guidance for context and overarching guidance on play (Page 42-43).

**3.6.54** Within the Streets and Spaces, doorstep play must be integrated into the new public space at Solomon Square, St John's square and the New Station Square. Typically, this will cater for young children up to the age of 5. However, there also

could be provision for older children, such as teenagers, and their design should be developed in conjunction with community engagement to ensure that it meets the needs of the community

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

**3.6.55** Along the streets imaginative incidental play should be integrated where it is safe to do so. Play along the way opportunities must be installed closest to the footways at a safe distance to traffic.

Rationale: To create a playable landscape whilst keeping children safe.

### SUDS

**3.6.56** SUDS must form an integral part of the street and public realm design and should take a variety of approaches from rain gardens through to permeable paving and increased soft landscape. SUDS must be incorporated where possible into the new developments, existing car parks, lanes and streets as well as Solomon Square, St John's square and the New Station Square.

Rationale: SUDS are to be incorporated to improve water management, reduce surface water runoff and flooding.

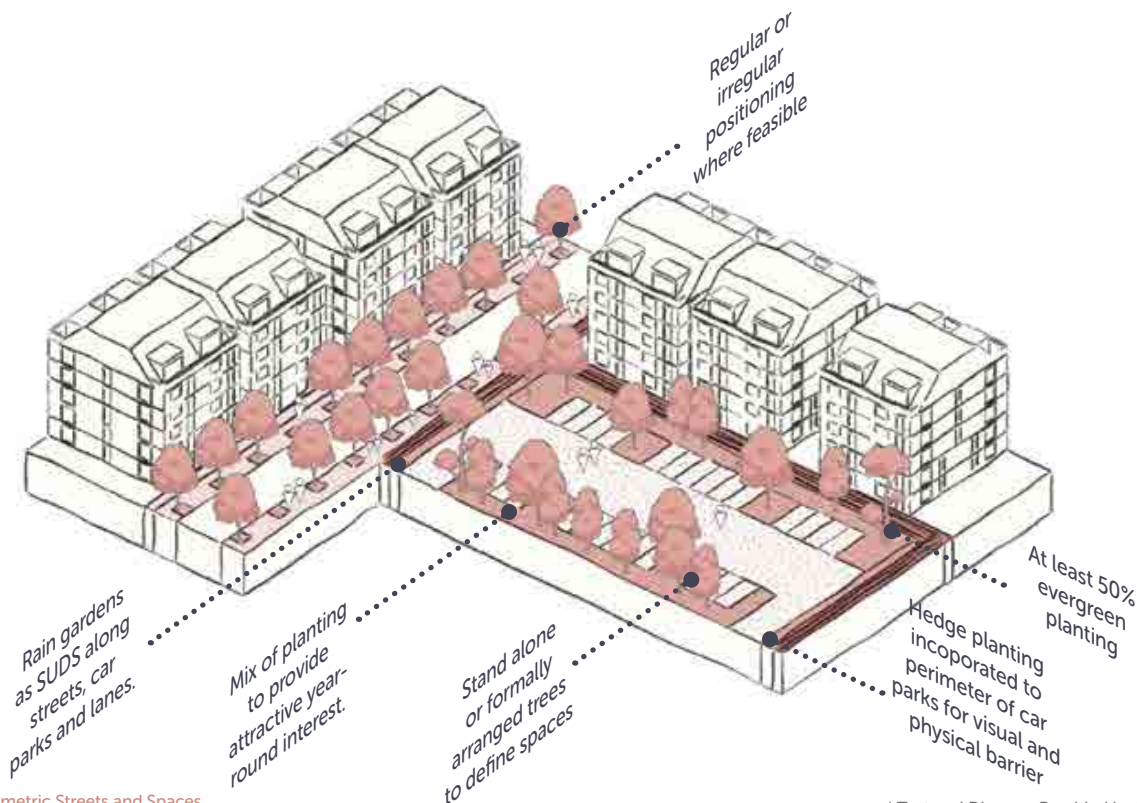


Fig.114 Axonometric Streets and Spaces

\*Text and Diagram Provided by HTA

**3.6.57** Raingardens and swales features must be sized to accommodate surface water runoff and provide sufficient area/soil volume to ensure successful establishment and continued healthy growth of planting.

Rationale: SUDS should be of sufficient capacity to manage water run-off effectively and simultaneously support long term plant and where applicable tree growth.

**3.6.58** 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 within Chatham's streets and spaces will create a green biodiverse corridor linking these spaces with important green infrastructure beyond.

### Tree Typologies

Refer to site wide guidance for trees (Page 44) as well as appendix for technical requirements for tree pit design, rooting volumes and further detailed guidance:

Typology	Streets and Spaces
Target Canopy Cover	30%
Arrangement	Spaces: Specimen trees which can stand alone or formal arrangement to frame feature buildings and define spaces.  Streets: Regular or irregular positioning. Trees planted where feasible and to enhance public realm to achieve target canopy cover
Species range	Mixed ornamental and native species.
Tree characteristics	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.
Accessories	Street trees: Guarding during establishment to be removed once trunk is of sufficient diameter or before any guarding becomes restrictive to prevent inclusion and damage.  Where possible trees to be planted in soft landscape within spaces.  Porous self-binding gravel to tree pits in hard surfaces.
Specific management requirements	Maintain sight lines / visibility splays at junctions.  Canopies maintained clear of vehicle striking heights adjacent to highways. Allow crowns of trees to extend above striking heights across and along carriageways.

### Other planting types

Refer to area wide guidance (Page 46). In addition to the site wide guidance, the planting within Streets and Spaces also must adhere to the following codes.

**3.6.59** A mix of plant species must be provided that creates attractive year-round interest and structure. Planting must be drought and disease tolerant, low maintenance and wildlife attracting.

Rationale: Species chosen according to the above criteria will be resilient to pests and diseases and improve the overall biodiversity value of the area.

**3.6.60** Planting along streets or in squares should have a min. of 50% evergreen planting or planting with special winter interest.

Rationale: The high percentage in evergreen and winter interest plants will ensure that even smaller planting beds provide year-round interest and impact.

**3.6.61** Typically, planting must be maintained below 1.2m to maintain clear sightlines and below 0.6m adjacent to highways.

Rationale: to ensure public safety.

**3.6.62** Planting within SUDS areas must have a diverse range of low maintenance species which are tolerant of salt spray and periods of water logging.

Rationale: Species chosen according to the above criteria will be resilient to roadside conditions.

## Car Parks

**3.6.63** Where possible, hedge planting should be incorporated to the perimeter of car parks to provide a visual and physical buffer. The visual impact must also be reduced by interspersing parking bays with trees set within planting which also improve air quality and help mitigate the urban heat island affect.

Rationale: Environmental enhancement must be made to car parks, to mitigate their visual impact and improve their biodiversity.

## Surfacing and hardscape

Refer to Hard Landscape section (Page47) within the area wide guidance.

**3.6.64** Key materials should include:

- Squares and Spaces: Natural stone paving and banding within squares at St Johns, the New Station Square and Solomon Square with the distinction of black painted ironwork around heritage buildings.
- Tree pits in hard surfaces to streets and spaces should have a natural stone sett surrounds with self-binding porous gravel adjacent to tree trunks.
- Streets: Textured concrete flags with natural stone kerbs and banding in accordance with Chatham Placemaking Public Realm materials.
- Crossovers and buildouts should be differentiated in smaller unit paving.
- New developments shall incorporate permeable paving within non adopted areas.

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

## Furniture

**3.6.65** 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.

**3.6.66** 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

**3.6.67** 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.

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## Built Form

### Urban Blocks & Plots

**3.6.68** 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.

**3.6.69** 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.

**3.6.70** 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.

**3.6.71** 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.



Fig.115 Street Elevation

**3.6.72** 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.

**3.6.73** 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.

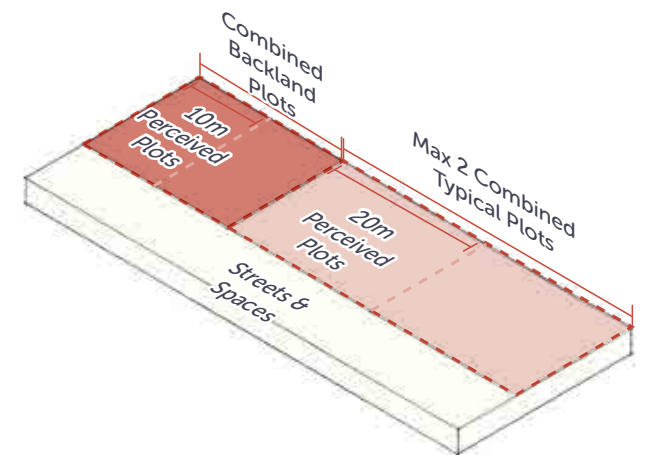


Fig.116 Axonometric Plot Layout

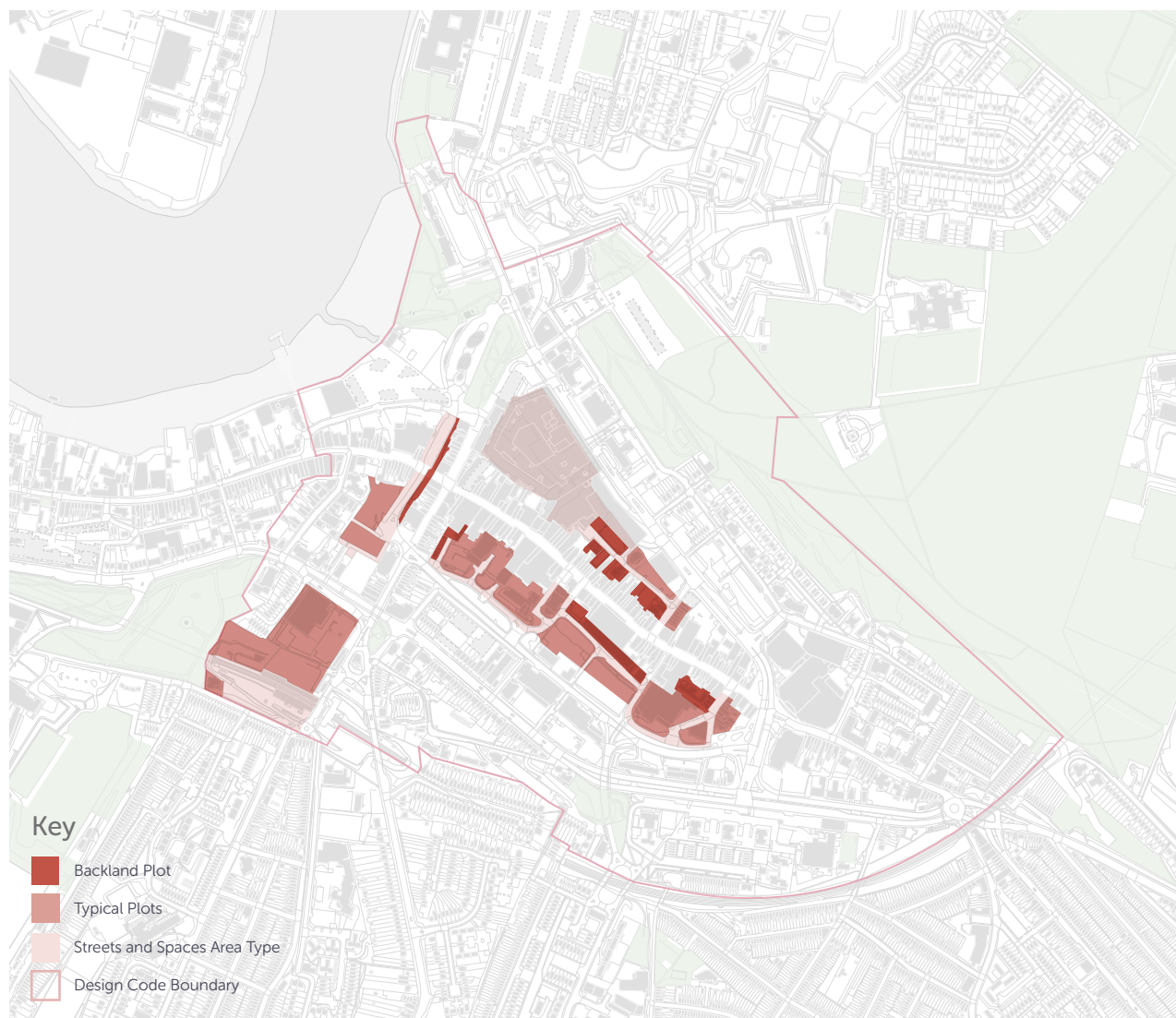


Fig.117 Plot Type Map

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

**3.6.74** 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.

**3.6.75** 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:

**3.6.76** Backland Plot development must be no taller than 4 storeys (and may be typically 2 - 3 storeys), with a minimum ground floor-to-ceiling height 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.

**3.6.77** 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.

**3.6.78** Typical Plot development must be no taller than 4 storeys with an additional setback storey, with a minimum ground floor-to-ceiling height 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.

**3.6.79** 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

**3.6.80** 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.

**3.6.81** 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.

**3.6.82** 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

**3.6.83** 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 height 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.

**3.6.84** 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

**3.6.85** 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.

**3.6.86** 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.

**3.6.87** 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.

**3.6.88** 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.

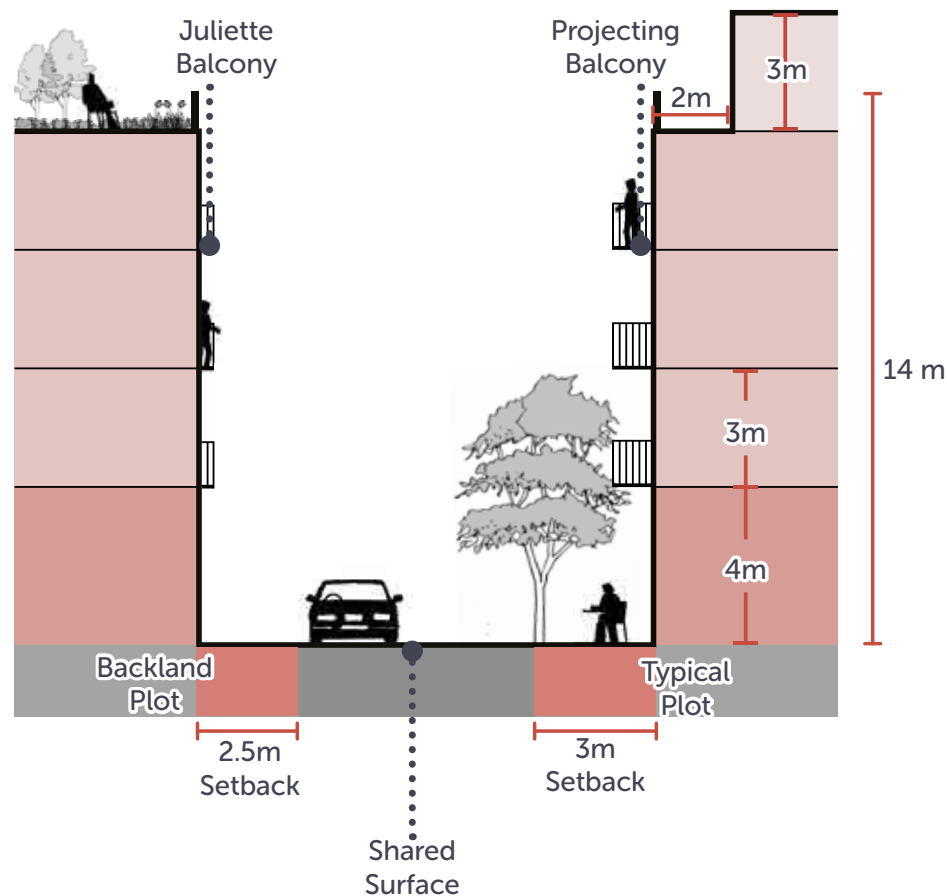


Fig.118 Street Section

## Uses

### Use of Land

**3.6.89** 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.

**3.6.90** 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 conversion and provides sufficient quality for the residential accommodation.

**3.6.91** 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.

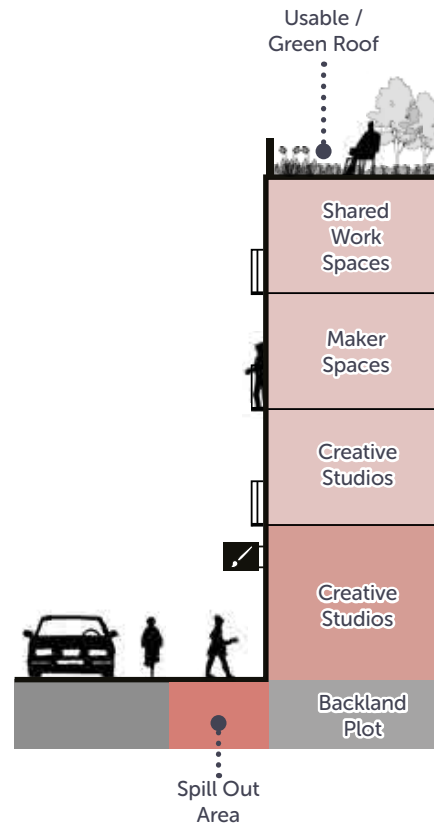


Fig.119 Street Section with Spill Out Area

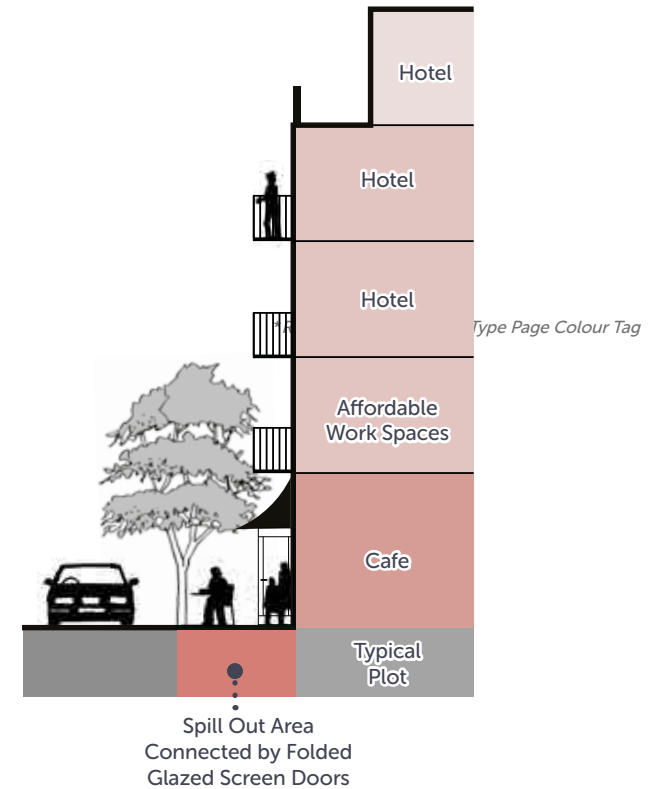


Fig.120 Street Section with Spill Out Area Connected by Folded Glazed Screen Doors

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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 improve these areas to better cater for Chatham residents' 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 lack 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.121 Illustrative street view of Residential Streets Area Type character

## 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.

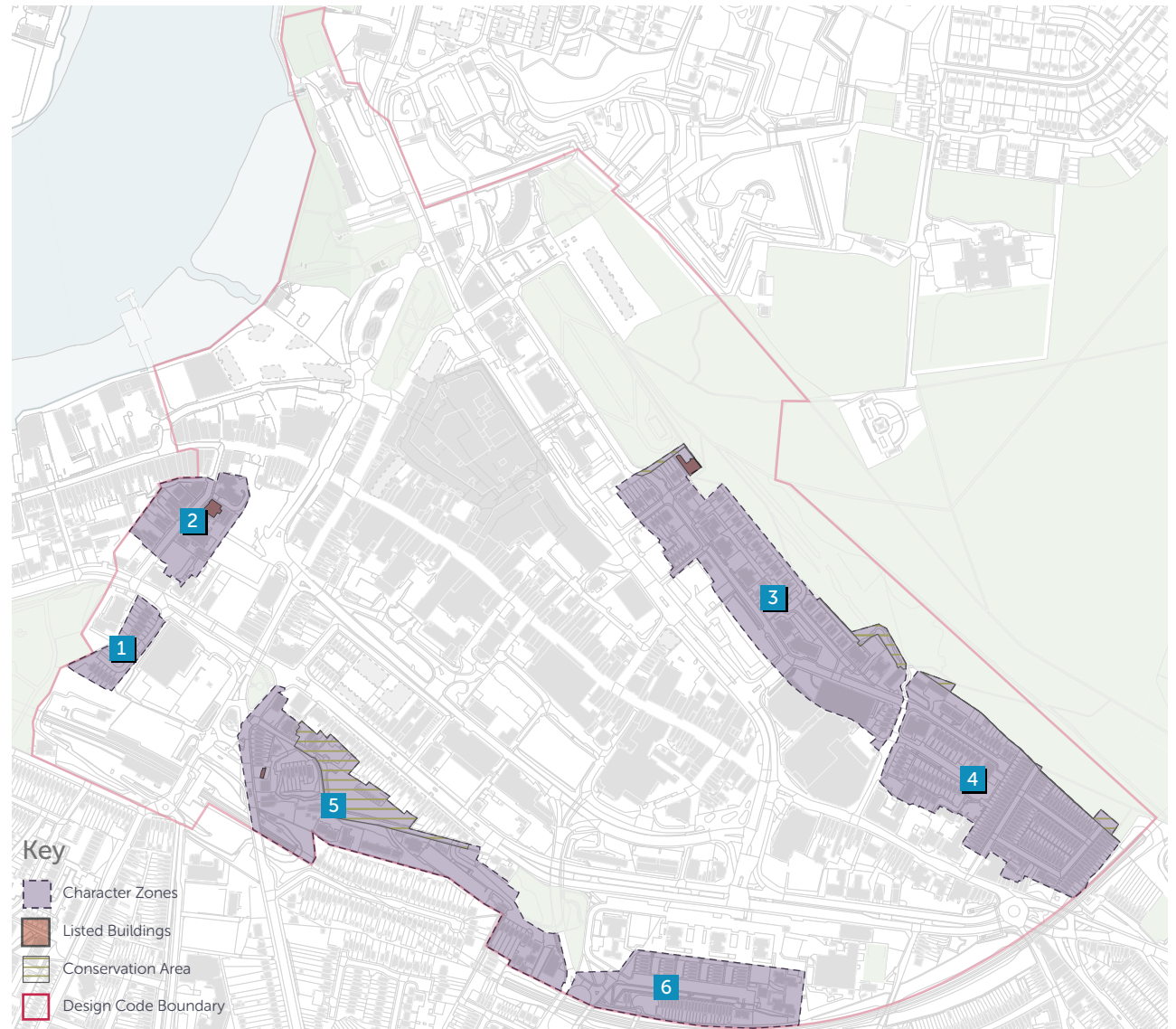


Fig.122 Character Zones

(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.124 Pictures of Existing Residential Dwellings



Fig.123 Public Comments



## 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 maintained 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

Chatham Town Centre’s Residential Streets will be pedestrian friendly, leafy green streets with a calm and ‘neighbourhoodly’ look and feel.

The existing street tree planting will be supplemented, and additional green will be introduced through hedges along plot boundaries and raingardens helping to locally reduce surface water runoff.

Imaginate play along the way will offer safe play opportunities for children and on street car parking will be buffered by low hedges and planting beds where possible.

### Play

Refer to area wide guidance for context and overarching guidance on play (Page 42-43).

**3.7.55** Along the residential streets imaginative incidental play should be integrated where it is safe to do so. Play along the way opportunities must be installed closest to the footways at a safe distance to traffic.

Rationale: To create a playable streetscape whilst keeping children safe.

### Trees

Refer to area wide guidance for trees (Page 44) as well as appendix for technical requirements for tree pit design, rooting volumes and further detailed guidance:

Typology	Streets and spaces
Target Canopy Cover	30%
Arrangement	Spaces: Specimen trees which can stand alone or formal arrangement to frame feature buildings and define spaces.  Streets: Regular or irregular positioning. Trees planted where feasible and to enhance public realm to achieve target canopy cover
Species range	Mixed ornamental and native species.
Tree characteristics	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.
Accessories	Street trees: Guarding during establishment to be removed once trunk is of sufficient diameter or before any guarding becomes restrictive to prevent inclusion and damage.  Where possible trees to be planted in soft landscape within spaces.  Porous self-binding gravel to tree pits in hard surfaces.
Specific management requirements	Maintain sight lines / visibility splays at junctions.  Canopies maintained clear of vehicle striking heights adjacent to highways. Allow crowns of trees to extend above striking heights across and along carriageways.

## Other Planting Types

Refer to area wide guidance (Page 46). In addition to the site wide guidance, the planting within the Residential Streets also must adhere to the following codes.

**3.7.56** A mix of plants species must be provided that creates attractive year-round interest and structure. Planting must be drought and disease tolerant, low maintenance and wildlife attracting.

Rationale: Species chosen according to the above criteria will be resilient to pests and diseases and improve the overall biodiversity value of the area.

**3.7.57** Typically, planting must be maintained below 1.2m to maintain clear sightlines and below 0.6m adjacent to highways.

Rationale: to ensure public safety.

**3.7.58** All planting should have a min. of 50% evergreen planting or planting with special winter interest.

Rationale: The high percentage in evergreen and winter interest plants will ensure that the typically smaller planting beds provide year-round interest and impact.

**3.7.59** Where possible, planting along residential streets must be incorporated in between the car parking spaces and along footways.

Rationale: Planting should be incorporated to strategically green the residential streets and contribute to the wider green infrastructure network.

3.7.60 Where possible, hedge planting should be used to demarcate plot boundaries and front gardens etc.

Rationale: Hedge planting should be incorporated along plot boundaries to add greenery and soften the streetscape whilst ensuring security and privacy.

## SUDS

3.7.61 SUDS must form an integral part of the street and public realm design and may take a variety of approaches from rain gardens through to permeable paving and increased soft landscape. SUDS shall be incorporated where possible into the residential streets and car parks as well as any new developments.

Rationale: SUDS are to be incorporated to improve water management, reduce surface water runoff and flooding.

3.7.62 Raingardens and swales 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.

Rationale: SUDS should be of sufficient capacity to manage water run-off effectively and simultaneously support long term plant and where applicable tree growth.

3.7.63 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 within Chatham's streets and spaces will create a green biodiverse corridor linking these spaces with important green infrastructure beyond.

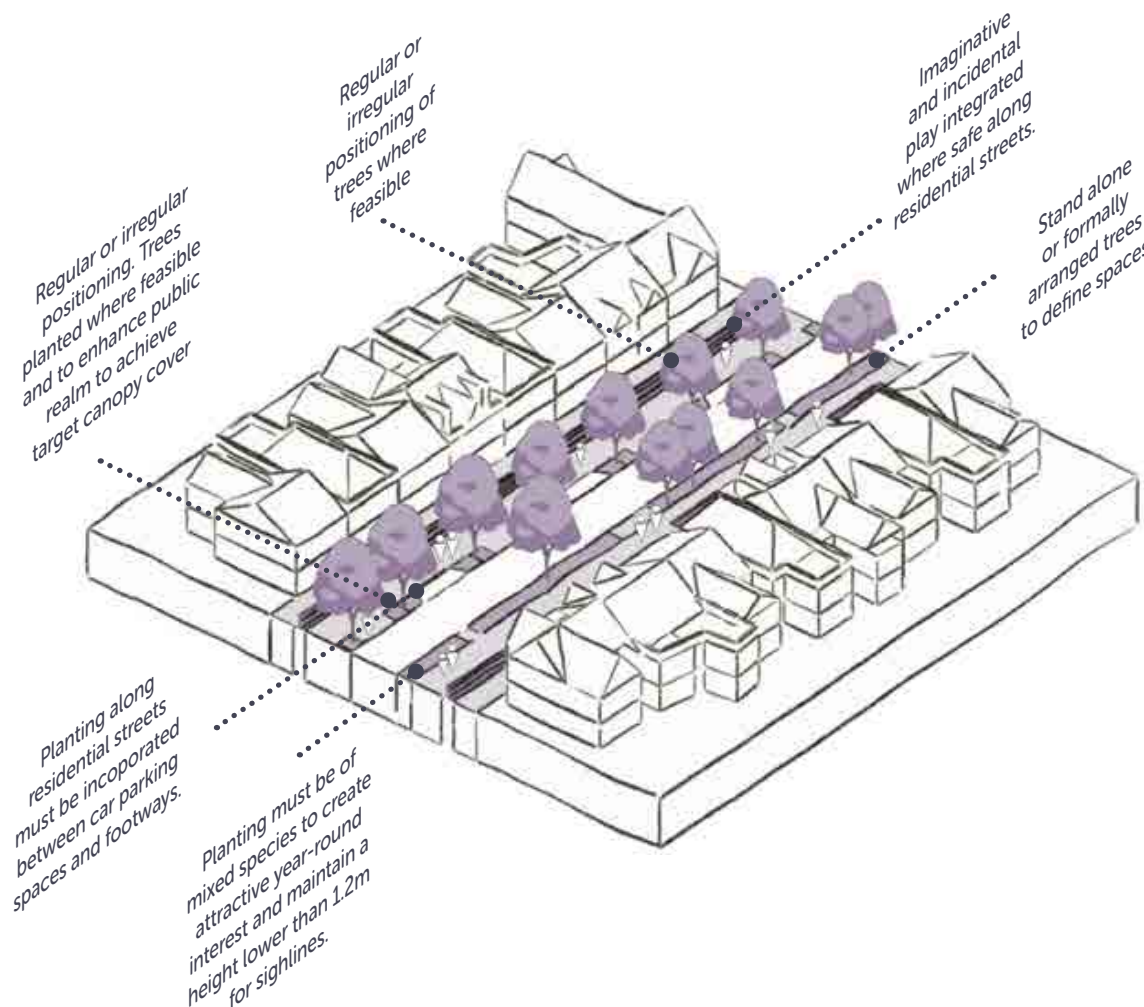


Fig.125 Axonometric Residential Streets

## Public Spaces & Nature

### Surfacing and hardscape

Refer to Hard Landscape section (Page 47) within the area wide guidance.

3.7.64 Key materials should include:

- The footways of Residential Streets should be paved with textured concrete flags with natural stone kerbs and banding in accordance with Chatham Placemaking Public Realm materials.
- Crossovers and buildouts should be differentiated in smaller unit paving.
- Tree pits in hard surfaces of Residential Streets should have a natural stone sett surrounds with self-binding porous gravel adjacent to tree trunks.
- Where possible, permeable paving should be incorporated to parking spaces to manage the surface water runoff from streets and development areas, reducing the risk of flood and pollution.
- New developments shall incorporate permeable paving within non adopted areas.

Rationale: Paving throughout residential streets must be similar in materiality with concrete flags and granite kerbs, establishing a clear hierarchy of spaces and attractive and safe environment for pedestrians.

### Furniture

3.7.65 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.

3.7.66 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.

3.7.67 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.

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## Built Form

### Urban Blocks & Plot

3.7.68 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.

3.7.69 '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 how any proposed extension or redevelopment may deliver exemplary design quality by exception.

Rationale: No Change Plots are plots that are either in conservation areas or represent a coherent and efficient built form where further development or extensions will likely undermine the built form. Any proposed changes need to satisfy an exemplary design process to demonstrate how an exception might be acceptable, albeit within 'No Change Plots' the process is unlikely to enable future changes that impact the outward appearance of these plots.

3.7.70 'Extension Plots' refer to plots with existing semi-detached and terraced homes where street-facing dormer windows or an additional storey are permissible to provide an upward extension for additional accommodation for each home.

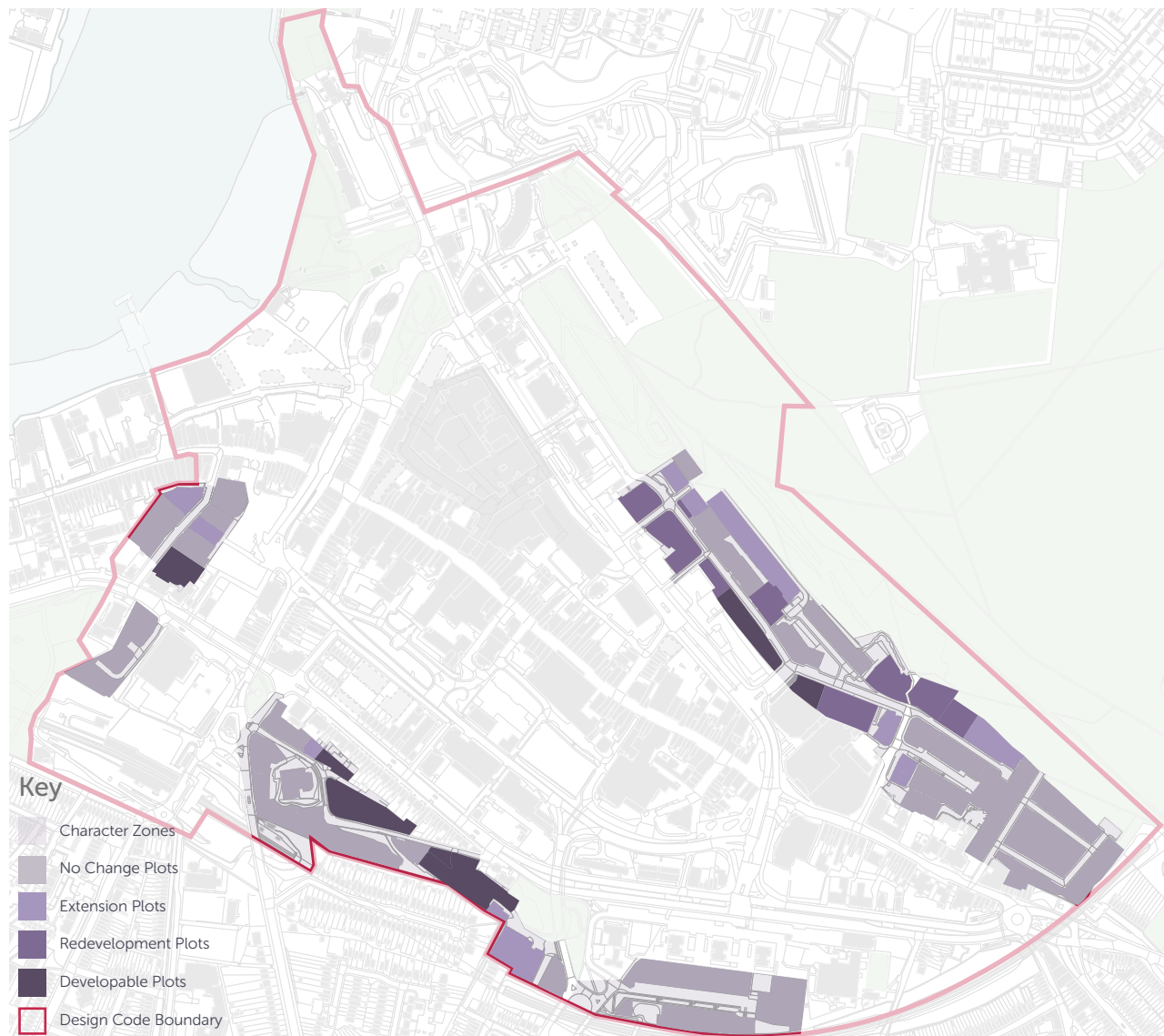


Fig.126 Plot Type Map

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

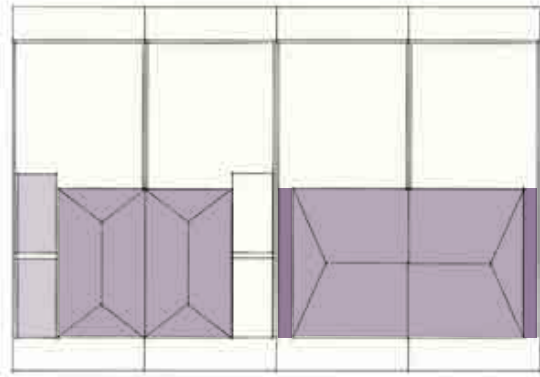


Fig.127 Plan Plot Layout

Rationale: 'Extension Plots' can offer the opportunity for a vertical extension for additional accommodation for each home, as opposed to new dwelling units, allowing the expansion of existing homes to accommodate future change, where desired.

**3.7.71** 'Redevelopment Plots' refer to existing built 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: 'Redevelopment Plots' allow an uplift in scale and density from existing homes, but still reflect a finer grain scale with flat blocks that are within similar proportions to the surrounding townscape.

**3.7.72** 'Developable plots' can be sites that can be developed for new residential homes as distinct or linked 'villa type' flat blocks or mansion block typologies.

Rationale: 'Developable Plot' are encouraged to be developed to provide additional residential accommodation, however the massing and proportions should remain fine-grained and reflect

the existing context.

## Building Heights

**3.7.73** 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.

**3.7.74** 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

**3.7.75** 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.

**3.7.76** 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

**3.7.77** 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.

**3.7.78** For Redevelopment Plots and Developable Plots, front setbacks for the front facade must align



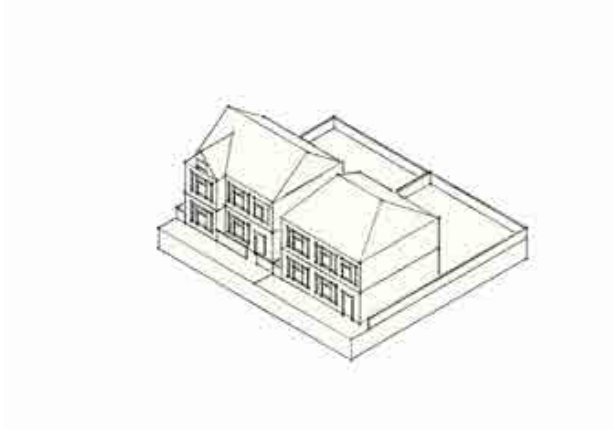


Fig.128 No Change Plot

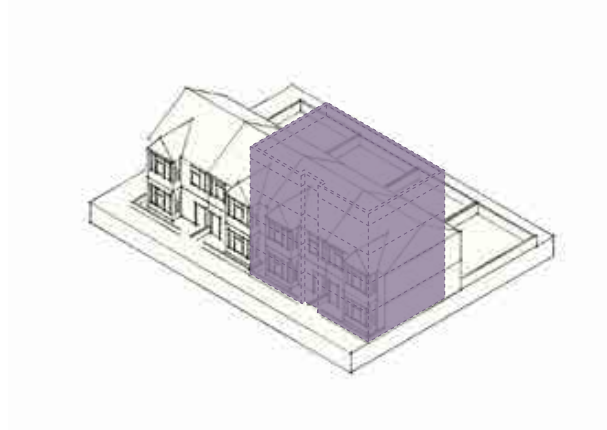


Fig.130 Redevelopment Plot

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 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.

**3.7.79** 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

**3.7.80** Every residential unit that has its primary frontage facing the residential streets must have a front door.

Rationale: Regular front doors create passive surveillance and encourages streets to be more active

## Elevations

**3.7.81** 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

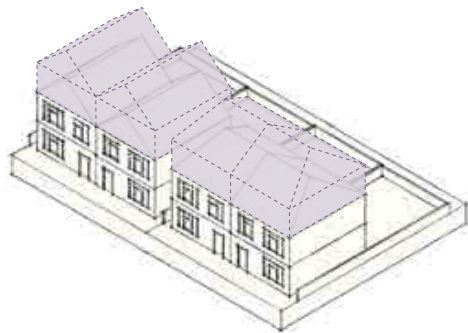


Fig.129 Extension Plot

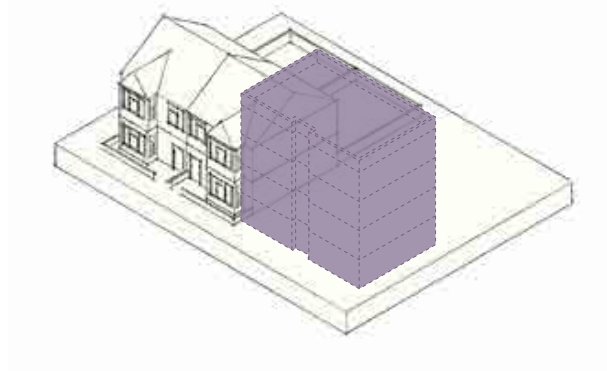


Fig.131 Developable Plot

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.

**3.7.82** 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.

**3.7.83** 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

**3.7.84** 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

**3.7.85** 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.

**3.7.86** 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.

**3.7.87** 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

3.7.88 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.

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## 3.8 Green Edge 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 Green Edge Area Type

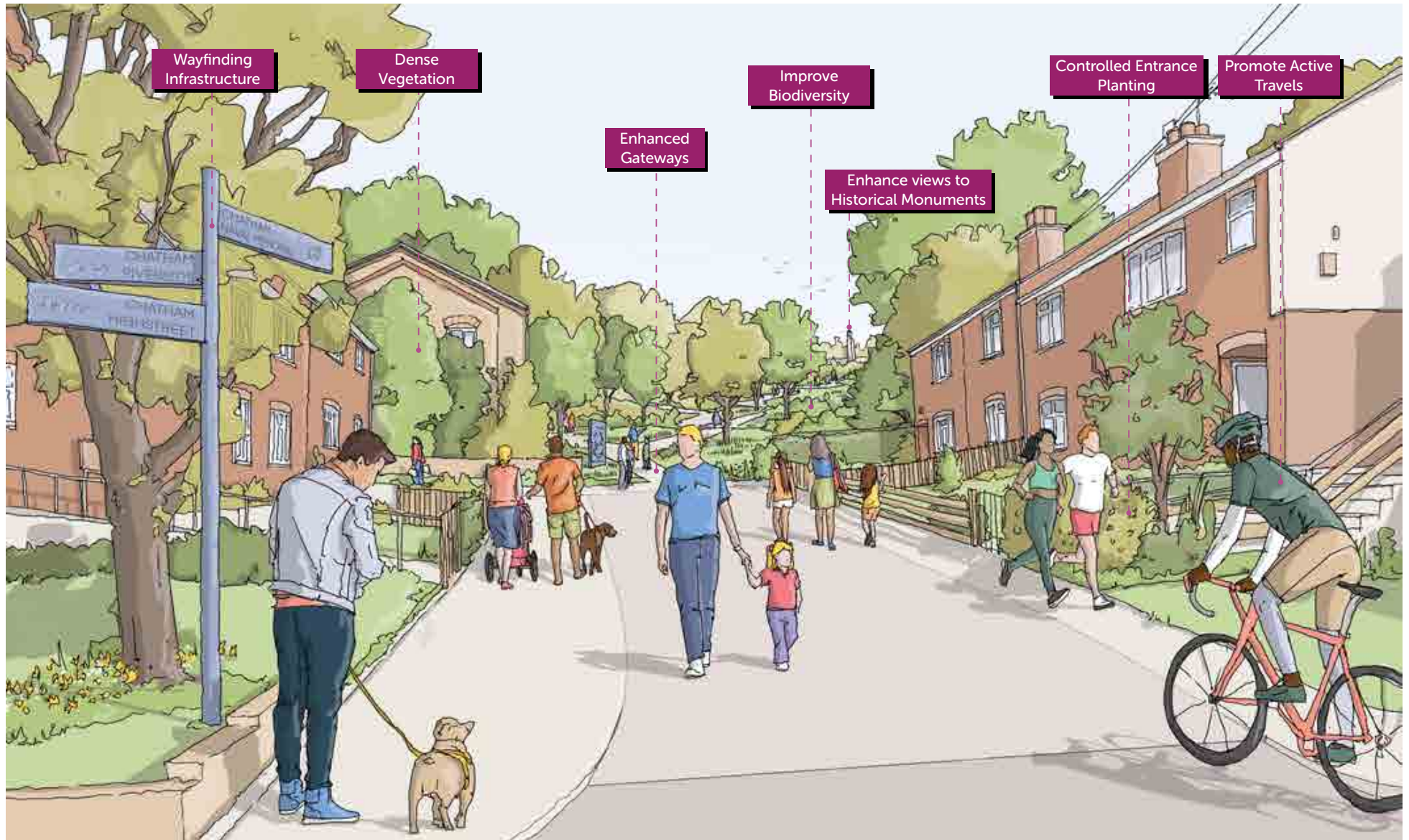


Fig.132 Illustrative street view of Green Edge Area Type character

## Green Edge 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.)

Green Edge Character Area encompasses 2 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.133 Character Zones

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

## Key takeaways

### 3.8.7 Connections

- > Connections from Chatham centre to the Green Edge 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.



Fig.135 Pictures of Access Routes to the Green Edge

### 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.134 Public Comments



## Public Spaces & Nature

The Great Lines Heritage Park and Town Hall Gardens provide important green infrastructure to the people of Chatham and visitors alike. Their approaches will be celebrated with new tree planting and surfacing and the entrances to the green spaces will be more attractive and easier to find and safer.

The Heritage Park and Town Hall Garden's tree and planting stock will be supplemented and rejuvenated with a view to increase biodiversity, wildlife value and visual amenity for people.

### Great Lines Heritage Park Approach

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.

### Town Hall Gardens

Desire lines leading from the Great Lines through to The Brook Theatre should be rationalised and formalised. The Town Hall Gardens themselves should be enhanced through infrastructure works to upgrade planting, paths and play.

### Play

Refer to area wide guidance for context and overarching guidance on play (Page 42-43).

3.8.11 Existing play provision within the Town Hall Gardens should be enhanced to accommodate the increase in residential population in the surrounding areas to provide an improved offer.

Rationale: To provide sufficient, good quality play for children and young people.

3.8.12 In addition to the formal play area within Town Hall Gardens, the design of the public realm should be multi-functional incorporating imaginative, versatile elements in which children

and young people of all ages can play and interact. The potential to incorporate play leading to the Great Lines must also be explored.

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

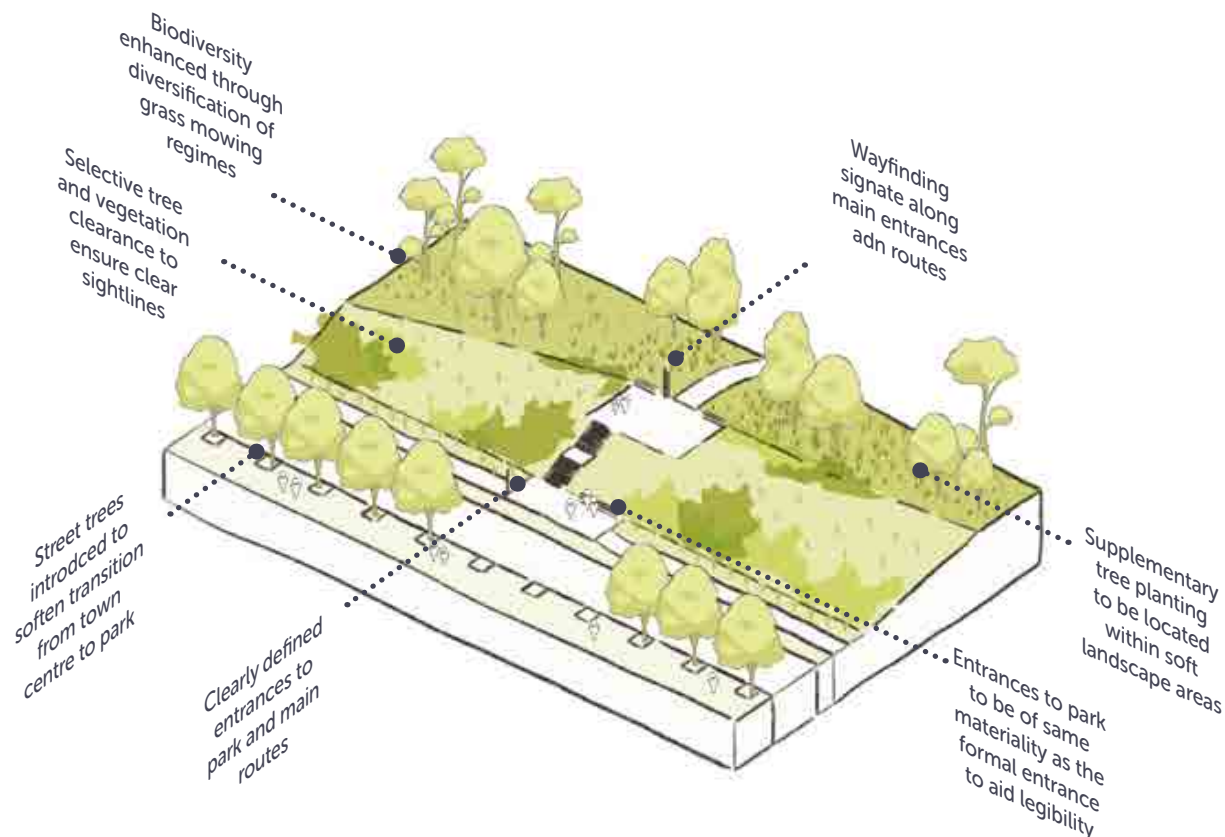


Fig.136 Axonometric Green Edge

## SUDS

**3.8.13** The Great Lines and Town Hall Gardens are to be kept predominantly soft landscape, hard surfaces shall be designed to drain into areas of planting where possible.

Rationale: A greater ratio of soft to hard landscape will improve surface water interception and attenuation as well as benefiting biodiversity and reducing the 'urban heat island effect'.

## Trees

Refer to area wide guidance for trees (Page 44) as well as appendix for technical requirements for tree pit design, rooting volumes and further detailed guidance:

Typology	Green Edge
Target Canopy Cover	N/A
Arrangement	<p>Informal arrangement in groups and as specimens within Town Hall Gardens. Occasional small scale native trees or shrubs set within species rich grassland in Heritage Park.</p> <p>Street trees should be introduced to soften the transition from the urban environment of Chatham to the Great Lines Heritage Park.</p>
Species range	<p>Town Hall Gardens: Predominantly ornamental scale trees with long life expectancy to provide succession planting for existing trees.</p> <p>Heritage Park: predominantly small-scale native species. Potential to use species that can be regularly coppiced to restrict height.</p>
Accessories	N/A
Specific management requirements	<p>Allow trees within Town Gardens to reach their full canopy spread.</p> <p>Heritage Park: Tree/shrub growth kept clear of path corridors to maintain clear sightlines and overlooking.</p>

## Other Types of Planting

Refer to area wide guidance (Page 46). In addition to the site wide guidance, the planting within Heritage Park and Town Hall Gardens also must adhere to the following codes.

## Great Lines

**3.8.14** Thought should be given to the strategic removal of sections of scrub as part of aiding legibility of entrances and accessibility.

Rationale: To enhance public safety by establishing important sight lines as well as aid legibility.

## Town Hall Gardens

**3.8.15** Within the Town Hall Gardens enhancements to the existing planting scheme ought to be made by introducing shrubbery and plants, such as bulbs naturalised in the grass, of more ornamental quality and with wildlife attracting properties.

Rationale: Provide a renewed, more attractive planting scheme with wildlife value.

**3.8.16** Biodiversity shall be enhanced for the Great Lines and Town Hall Gardens through diversification of grass mowing regimes and establishment of species rich grassland to the periphery of the area to create an ecological fringe.

Rationale: To enhance the biodiversity of the Great Lines and reduce maintenance. .

### Surfacing and hardscape

Refer to Hard Landscape section (Page 47) within the area wide guidance.

3.8.17 Key materials should include:

Great Lines:

- Entrances to the park should be of the same materiality as the formal entrances to the Great Lines Park to create cohesion and sense of place.
- Path surfacing to be tar and chipping on high quality macadam base for main paths and
- Granite fines mixed with cement on secondary paths to match path materiality and hierarchy within the Great Lines.

Town Hall Gardens:

- More ornamental surfacing and edging should be considered, such as resin bound or bonded aggregate.
- Seating areas could be highlighted in natural stone.

Streets:

- The footways of streets should be paved with textured concrete flags with natural stone kerbs and banding in accordance with Chatham Placemaking Public Realm materials.
- Crossovers and buildouts should be differentiated in smaller unit paving.
- Tree pits in hard surfaces of Residential Streets should have a natural stone sett surrounds with self-binding porous gravel adjacent to tree trunks.

Rationale: To create a clear hierarchy of spaces and to differentiate the Great Lines and Town Hall Gardens from other areas.

### Furniture

3.8.18 Interpretation should be provided relating to the Town Hall Gardens and wider military history of area. Appropriate street furniture and signage should only be included when necessary for reasons of safety, orientation or comfort of residents and visitors. The public realm must be decluttered as much as possible.

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

3.8.19 The materiality of the public realm 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.

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