About this document

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

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

Department for Levelling Up, Housing & Communities

Medway Council

BPTW

CREATE streets

hta

urban movement

LYALL BILLS & YOUNG

Contents

Volume III - C

3.0 Coding Plan & Area Type Guidance

3.6 Streets & Spaces Area Type

Vision

The streets and spaces generally located between the Chatham Cross and Urban Avenue area types, as well as the area around Chatham Railway Station, will be transformed from predominately back-of-high-street servicing and car parking spaces into welcoming, small-scaled streets and new gateway public spaces. This area will cater to pedestrians and will be defined by urban streetscapes that are punctuated with new greenery. A range of new smaller-scaled innovative and creative uses will be introduced as well as a new gateway welcoming visitors from the railway station.

3.6.1 Context

> The Streets and Spaces area type will draw upon the adjacent vibrancy of the Chatham Cross area type whilst maximising new and enhanced connections to area destinations by creating desirable and direct pedestrian routes.

3.6.2 Identity

> Intimate streets and smaller scaled public spaces will create an urban character to contrast the defined character of either the central uses along the Chatham Cross area type or the wide and leafy streets within the Urban Avenues area type.

> Buildings will be urban in nature with a range of mixed uses that spill out to activate the public realm and shared surface streets.

> Urban greenery will be located where possible and celebrate the more intimate urban spaces, whilst public art will enhance the local sense of place.

3.6.3 Built Form

> New buildings should relate to the height, proportions and massing of existing buildings. Typically,lower to mid-rise- buildings with a range of row, terraced, and apartment type blocks

> Ground floors will be visually appealing with appropriate, engaging 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.

> New developments could introduce a moderate amount of new and distinctive character.

3.6.4 Movement

> Relevant wayfinding tools should be introduced to promote new and enhanced desire lines through Streets and Spaces whilst creating wider area connections and promoting active travel.

> Cycling infrastructure should be improved to allow more residents of Chatham to engage in greener modes of transport.

> Vehicle through routes will be minimised and car parking should be consolidated whilst servicing well-considered to ensure existing functions are maintained.

3.6.5 Nature

> Regular Street trees and urban greening can create a pleasant environment for people

> Natural privacy barriers for residential properties should be provided through softscaping

3.6.6 Public Spaces

> Small pockets of public space should be provided to promote a variety of open spaces and enhance local biodiversity.

3.6.7 Uses

> A range of finer grained ground floor uses can cater to local, community and creative uses to complement the adjacent high street offer.

> A range of new residential types can deliver greater variety and mix in the residential offer of Chatham centre.

Streets & Spaces-Wickes site, Sir John Hawkins Car Park, Rome Terrace, Richard Street, Solomons Road & Pentagon Shopping Centre

Fig.117 Illustrative street view of Streets and Spaces Area Type character

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 area type whilst enhancing the overall gateway experience into the centre.

Improvements to the areas with Streets and Spaces will enable enhanced experiences between Chatham's High Street and its surrounding areas. These areas are further defined into a series of smaller character zones.

Each Character Zone has a has been assessed through a series of sections and elevations which are shared in the Appendix.

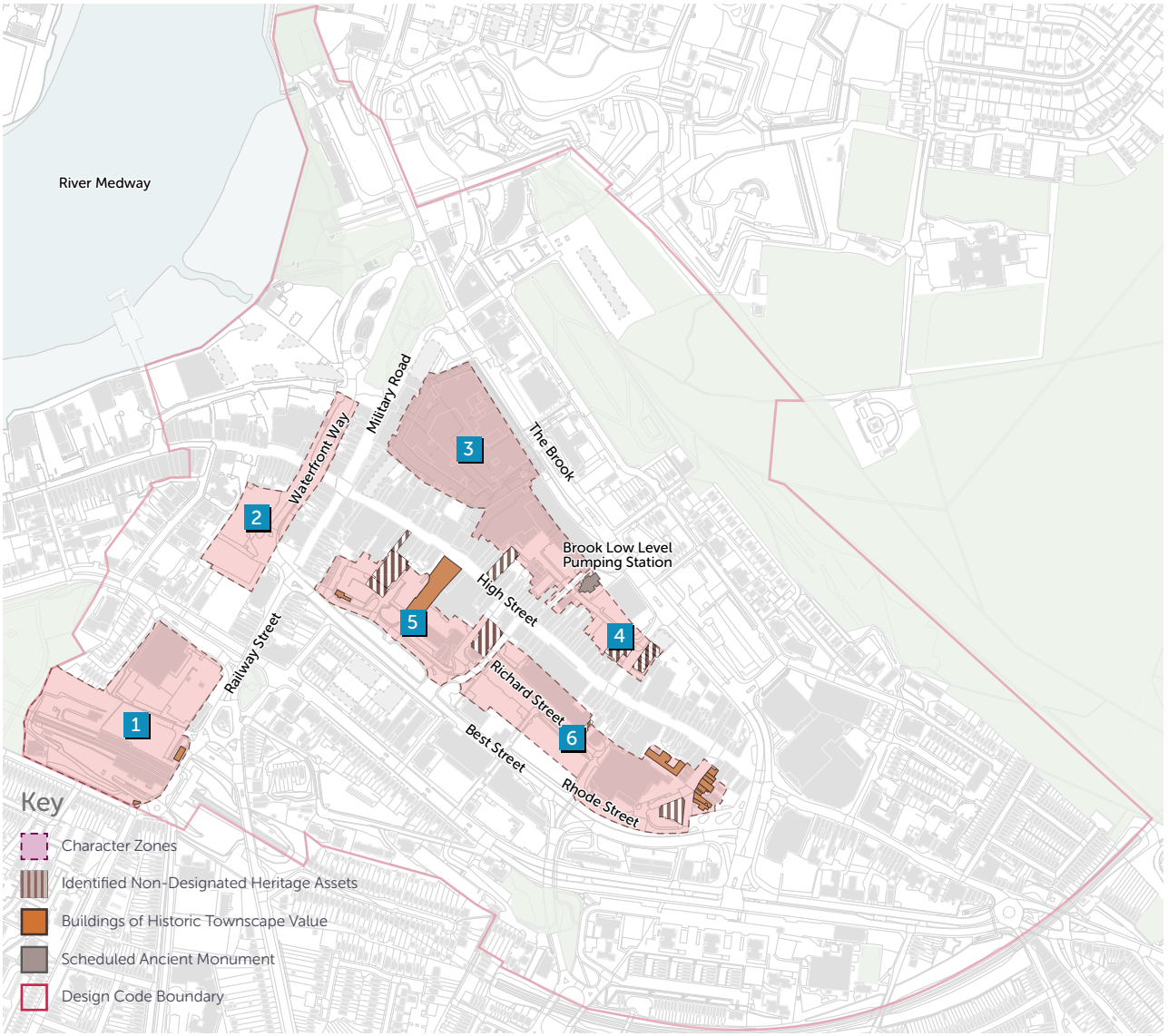

Fig.118 Streets and Spaces Character Zones

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

*Diagram Extracted from the Appendix

Key takeaways

3.6.8 Connections

> This area is not well connected as the streets leading to these spaces often lead to car parking or servicing areas; more historic pedestrian routes have been severed or desire lines altered.
> Additional routes linking to High Street through Streets and Spaces would enhance local permeability and accessibility of Medway's key retail destination.

3.6.9 Vegetation

> With limited greenery located within the existing streets and spaces, with 10% coverage there is significant scope to introduce additional greenery.
> Back of plots and service areas that serve High Street lack greenery and are dominated by hardscaping.

3.6.10 Potential Sites

> Within the area type extent, a significant proportion of sites are vacant or underutilised,as surface car parks or servicing areas as well as a number of buildings with inactive frontages.
> The setting of Nucleus Café demonstrates a creative and innovative approach to celebrating the unique character within Streets and Spaces.

3.6.11 Public comments / Vision

> A range of comments have guided the development of the vision for the Streets and Spaces area type to make its future spaces more people-friendly, accessible and attractive.

Fig.119 Pictures Showing Precedent and Opportunity Sites

Fig.120 Streets and Spaces Public Comments

*Diagrams and Pictures Extracted from the Appendix

Movement

Footways

3.6.12 Footways within the Streets and Spaces area type should have 2m or more of clear width for walking, and be designed to make walking the first choice, especially in and around Railway Street.
Rationale: Footways need to be able to accommodate the number of pedestrians using them, as highlighted in the Pedestrian Environment Review System (PERS) to deliver a good level of service.

3.6.13 Every flush surface or dropped kerb between the footway and carriageway must be marked with appropriate tactile paving.
Rationale: Creating an inclusive environment is essential and tactile paving enables blind and partially sighted users to engage with the street more easily.

3.6.14 Any required changes in level, i.e. at vehicle crossovers, must be accommodated within the servicing verge / furniture zone to bring the carriageway to footway level.
Rationale: Creating an inclusive environment is essential and creating a level environment creates better conditions for those with mobility impairments.

3.6.15 Along Railway Street, Waterfront Way, and Richard Street, new development should create a and contribute to a continuous and high-quality walking environment, with continuous pavements unbroken by side streets.
Rationale: Streets should be designed to support walking and make walking the first choice to activate residential areas.

Street Furniture

3.6.16 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.
Rationale: Creating an inclusive environment is essential and ensuring that furniture does not conflict with people helps deliver this, as does the adequate provision of places to rest and have a drink of water.

3.6.17 Around the railway station street furniture must create a welcoming and enjoyable arrival and waiting experience that reflects local climatic conditions and appropriately located for functionality and contribution to an engaging and overlooked space..
Rationale: Creating more enjoyable environments around public transport nodes helps to create a better sense of arrival and place, as well as enabling modal shift away from private vehicles.

Crossings

3.6.18 New development around Richard Street and Rome Terrace must contribute to improved pedestrian and cycle experiences and connections, creating a network of pedestrian priority spaces.
Rationale: Linking across main streets is key to creating a permeable walking, wheeling and cycling network, and is in line with the national hierarchy of modes.

3.6.19 New Railway Street pedestrian crossings should be delivered as zebra crossings to improve pedestrian permeability and the desirability of walking to and from the station.
Rationale: Making walking the everyday choice for those looking to travel to and from the station means putting people waling first and make their journeys easy and legible.

Junctions

3.6.20 Continuous footways should be used throughout this area type whenever a side street carrying fewer than 2,000 vehicles per day intersects with the main street, especially along Railway Street and Waterfront Way.
Rationale: Continuous crossings support pedestrian priority in line with the Highway Code and hierarchy of road users.

3.6.21 Junction visibility that does not meet the standards within Manual for Streets 1 and 2 (abd aby future updates to Manual for Streets) must not be used as a blanket objection to a junction design.
Rationale: Junction designs should be investigated on a case by case basis in order to achieve the optimal design for both vehicles but also pedestrians and urban character.

3.6.22 Priority junctions must not have right turn lanes.
Rationale: For junctions within Chatham Centre, flows are not a key priority, and space should be allocated to people wasking as opposed to easier vehicle manoeuvring.

** Text Provided by Urban Movement*

3.6.23 The minimum number of signal heads and other signalling equipment must be used at signalised crossings and junctions along Railway Street and Waterfront Way, and the use of white backing boards to signals must not be used
Rationale: Highways infrastructure such as signal heads contribute to an environment characterised by highway design and reduces the feeling of pedestrian priority that should be present throughout Chatham centre. They also detract from the visual quality of urban townscape.

Vehicle Crossovers

3.6.24 Vehicle crossovers must not disrupt the continuous nature of the footway or cycle track with splay kerbs being used for any residential access or changes in level being accommodated within a furniture, verge or utility zone..
Rationale: Achieving greater walking and cycling and delivering modal shift away from vehicles is essential within centres. Where vehicle infrastructure conflicts with walking or cycling infrastructure, the design of urban streets must protect the most vulnerable users first.

Cycling

3.6.25 Cycle Street conditions should be created throughout this area type, especially linking the station to the Waterfront. 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.
Rationale: Delivering modal shift in favour of more cycling is central to government ambitions and national guidance sets out the level of service required to effectively achieve this.

Cycle Parking

3.6.26 Cycle parking must be provided with consideration to adjacent land uses, and provide parking space for a variety of cycles.
Rationale: Creating an inclusive environment is essential and this requires ensuring that people can use a variety of cycles depending on their needs; this also contributes to modal shift towards more sustainable transport.

3.6.27 Additional infrastructure such as repair stations should be considered alongside parking areas.
Rationale: Achieving modal shift away from vehicles is essential, as a result the whole experience of cycling must be compelling for people , and additional infrastructure will help achieve greater a modal shift.

3.6.28 A cycle hub must be provided within the railway station car park to create an attractive link between rail and active travel. This must be designed to be effortless and easy.
Rationale: Encouraging people to park and ride from the station car park, taking active or sustainable modes into Chatham centre reduces congestion in the centre and creates a more enjoyable experience.

Public Transport

3.6.29 Railway Street and Waterfront Way are key bus corridors, however the impact of bus infrastructure and street design should not impact the experience of other users, such as those walking, cycling and wheeling. Bus stop waiting environments must be inviting and form a compelling transport choice for people, including shelter, seating, lighting, information and amenity - designed in a way that creates an attractive public realm for all.
Rationale: Achieving modal shift is essential, and the streetscapes along key bus corridors should create a functional and attractive setting for active transport users, whilst public transport must be designed to also be an attractive option, with appropriate facilities and amenity.

3.6.30 Where bus stops and cycle facilities interact, segregation should be maintained with pedestrian priority across cycling infrastructure, in line with LTN 1/20.
Rationale: Chatham centre should encourage a greater modal shift to a variety of more public and sustainable travel, however, streets should be designed to give priority to pedestrians and promote their safety.

3.6.31 Interchange between rail and bus along Railway Street must be made to be clear, legible and attractive - giving pedestrians priority and clear line of sight between the station building and station mobility hub.
Rationale: Achieving more walking and cycling and delivering modal shift away from vehicles is essential, as a result when vehicle infrastructure conflicts with walking or cycling infrastructure the design of urban streets must protect the most vulnerable users first.

** Text Provided by Urban Movement*

Carriageway

3.6.32 Along Railway Street and Waterfront Way new and existing carriageway widths must be kept to an absolute minimum to make space to prioritise pedestrian movement as well as making carriageway space that can support Cycle Street conditions.

3.6.33 Along Richard Street and Rome Terrace, and other closely associated streets that provide local servicing, the carriageway space should be subservient to pedestrian and cycle movements, creating a pedestrian priority environment where drivers of vehicles proceed slowly and with caution within these streets and spaces.
Rationale: Baggy carriageways increase speeds and reduce the priority that needs to be given to people walking and cycling above those driving. Delivering carriageway at the legal minimum is space efficient and designing streets for everyday use.

3.6.34 At crossings along Railway Street and Waterfront Way the carriageway should be raised to footway level with materials highlighting the pedestrian route across in order to improve pedestrian legibility.
Rationale: Creating an inclusive environment is essential and raised tables support those with mobility impairments, as well as helping to reduce speeds and protect the pedestrian character of a place.

Speed

3.6.35 Speed limits throughout this area type must be 20mph, with the 85th percentile less than 20mph.
Rationale: Reducing speeds is proven to save lives in the event of a collision, as well as supporting a more urban character where divers are more aware of their surroundings.

3.6.36 Pedestrian Priority Environments along Richard Street and Rome Terrace must be designed to facilitate very slow speeds from vehicles, where pedestrians feel they have priority, and along Railway Street and Waterfront Way carriageway widths and other speed restriction design measures should be used to enforce speed limits through urban areas.
Rationale: Design of streets can reduce vehicle speeds and create a more pedestrian-frinedly environment that promotes more urban character.

Car Parking

3.6.37 Car parking should be concentrated in safe, appealing and well-located multi-storey car parking structures that are co-located with mobility hubs to offer convenient interfaces with public and active travel. The design of car parking areas must be based on pedestrian design lines that link to key mixed use destinations
Rationale: Achieving modal shift away from vehicles is essential, key to this is reducing the amount of prime street space given over to storing vehicles, which in turn increases safety, footfall and create a more relaxing environment.

3.6.38 Kiss and Ride and pick up bays must be provided within the railway station car park, with safe and attractive connections to the station, with this activity designed out within the immediate area adjacent to the station building.
Rationale: The environment outside the station should be carefully designed to create a compelling sense of arrival, making public transport a more attractive option but also creating a pedestrian zone immediately in front of the station building.

3.6.39 Any on street parking around Richard Street and Rome Terrace should be designed so as not to detract from the experience of the local area and the pedestrian priority nature of the streets.
Rationale: Parking needs to be designed in order to deliver for adjacent uses, with time restrictions of bays reflecting how people use the facilities adjacent to them.

3.6.40 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.
Rationale: Footway level bays allow for the space to be used as footway space when not in use, but also keep the carriageway at a consistent width which help reduce speeds and increase safety.

3.6.41 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.
Rationale: Creating greater variety along the street encourages people to walk more, and breaking up long banks of parking makes crossing the street easier and safer.

EV Charging

3.6.42 EV charging in and around Richard Street and Rome Terrace must be provided in space taken

** Text Provided by Urban Movement*

from the carriageway, either within a footway build out or by occupying carriageway space.
Rationale: In line with the hierarchy of road users, streets should be designed to accommodate and protect pedestrians first, as such vehicle infrastructure should not be placed within the pedestrian environment.

3.6.43 Rapid EV charging points should be provided within the railway station car park/ mobility hub.
Rationale: Encouraging people to park, charge their EV vehicles and ride from the railway station car park or to take active or sustainable modes for onward journeys into Chatham centre reduces congestion in the centre.

Servicing

3.6.44 Refuse collection vehicles must not dictate the layout of streets in and around Richard Street and Rome Terrace, and movements should be accommodated utilising all space within kerbs rather than the width of a single lane.
Rationale: Streets should be designed for every day activities so that they support people and city life. Infrequent activities should not define a place.

3.6.45 Loading zones within new development, such as within character zones 2-6, must be time restricted so that loading happens in agreed times, such as, the early morning, so as not to detract from the experience of the new developments.
Rationale: Designing spaces that can accommodate loading, rather than designing space for loading enables pedestrian priority spaces to flourish, with more space for activity, life and urban happiness.

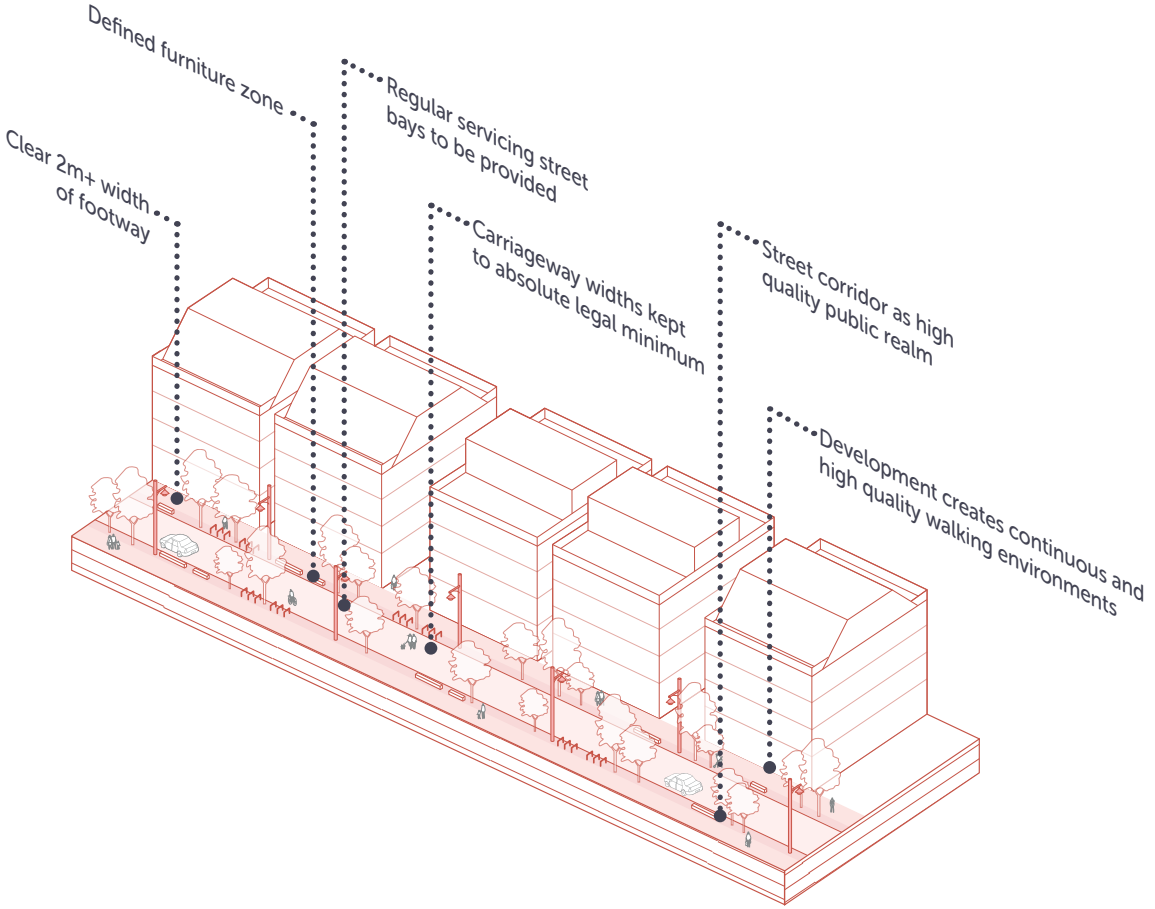

Fig.121 Axonometric illustration of street conditions in Streets and Spaces

** Text Provided by Urban Movement*

Public Spaces & Nature

Streets & Spaces within Chatham 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 smaller rain gardens. These will help to provide shade and cooling during the summer months as well as localised SuDS, and planting will bring delight and seasonal change throughout the year, and biodiversity enhancements.

Solomon Square, St John's square and the new railway 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.

Streets and 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 48-49).

3.6.46 Within Streets and Spaces, doorstep play must be integrated into the new public space at Solomon Square, St John's square and new railway 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 playspace 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 increases their appeal and use by a diverse range of people.

3.6.47 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 and designed for safety from nearby traffic.

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

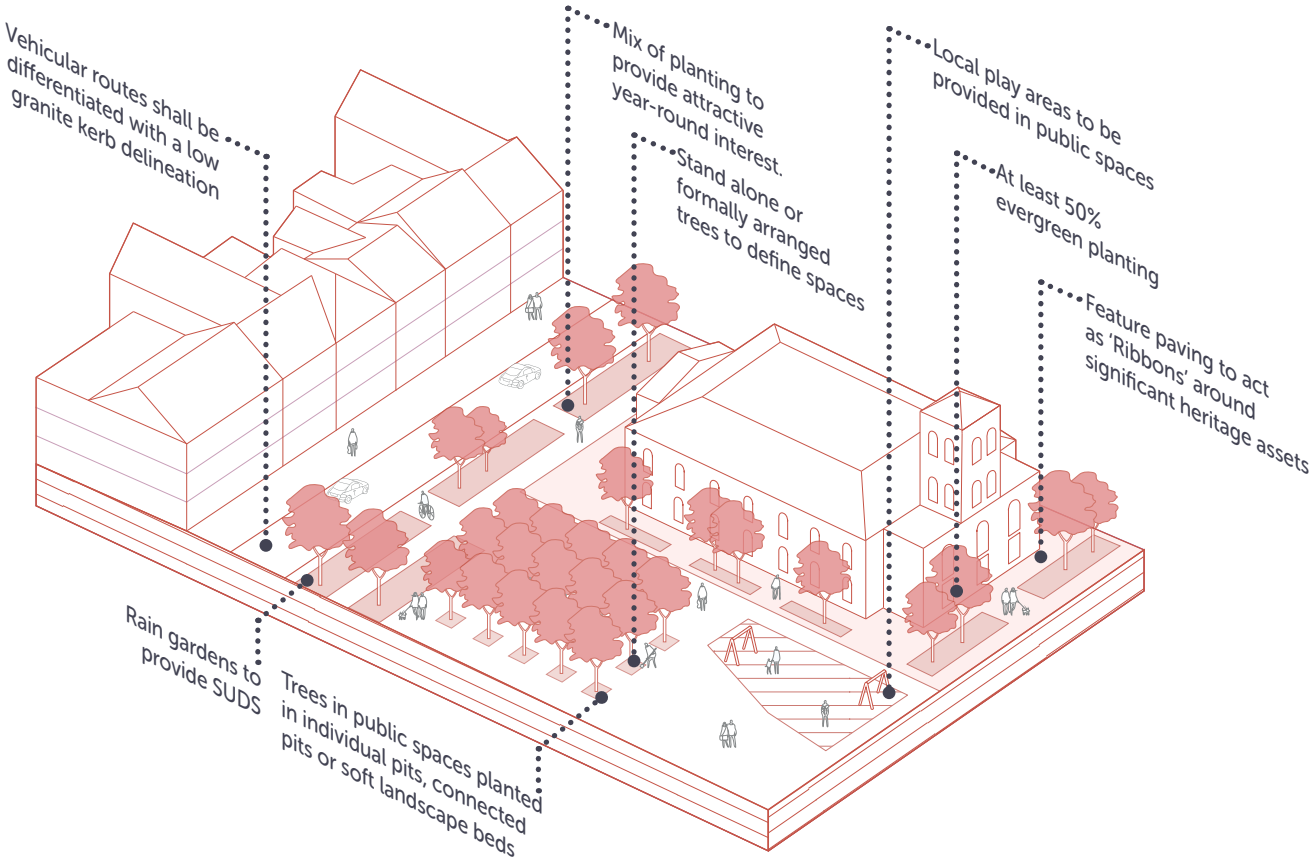

Fig.122 Axonometric illustration highlighting public space and nature codes

*Text and Diagram Provided by HTA

SUDS

3.6.48 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 into the new developments, existing car parks, lanes and streets, where possible, as well as Solomon Square, St John's square and the new railway station square.
Rationale: SuDS are to be incorporated to improve water management, reduce surface water runoff and local flooding.

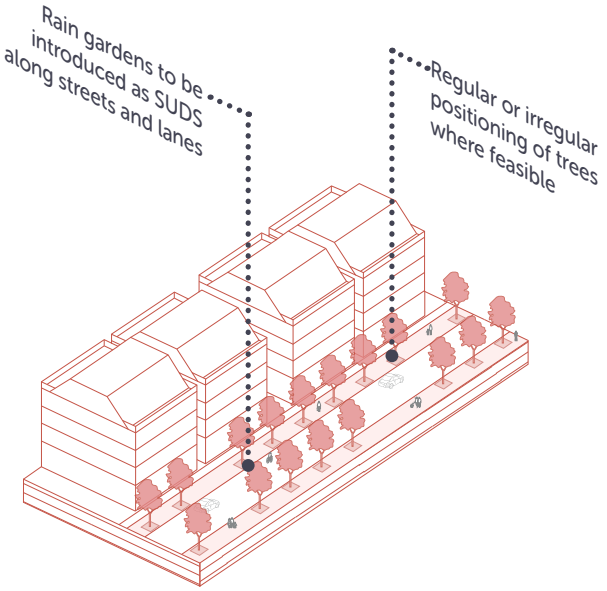

Fig.123 Axonometric street view highlighting public space and nature codes

** Text and Diagram Provided by HTA*

3.6.49 Rain gardens and swales must be sized to accommodate surface water runoff and provide sufficient area/soil volume to ensure successful establishment and continued healthy growth of planting (including street trees).
Rationale: SuDS should be of sufficient capacity to manage water run-off effectively and simultaneously support long term plant and tree growth.

3.6.50 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, which also assists in mitigating and adapting to climate change.

Tree Typologies

Refer to area wide guidance for trees (Page 45-46) as well as appendix for technical requirements for tree pit design, rooting volumes and further detailed guidance in adjacent chart:

Other planting types

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

3.6.51 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. Plants should be pruned to maximise benefits derived from their attributes.
Rationale: Species chosen according to the above criteria will be resilient to pests and diseases and improve the overall biodiversity value of the area.

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: Medium scale as specimen trees selected for architectural form and seasonal interest, or large to medium/ narrow scale trees selected for uniformity and formal habit to be arranged as single species group.
Accessories and surface treatment	Street trees: Tree guards and grilles, with underground guying and a means of irrigation. Where possible trees to be planted in soft landscape within spaces. Porous self-binding gravel to tree pits in hard surfaces. Refer to guidance by the London Tree Officers Association. See appendix.
Specific management requirements	Maintain sight lines / visibility splays at junctions. Canopies to be maintained clear of vehicles. Guarding and grilles during establishment to be adjusted and / or removed once trunk is of sufficient diameter to prevent inclusion and damage. Tree pit surfaces to be topped up, where self-binding gravel is used at a later stage.

3.6.52 Planting along streets or in squares should have a minimum 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.

3.6.53 Within forward visibility splays and directly adjacent to highways, lower level planting must be maintained at a height no greater than 0.6m. In other locations, planting must be maintained at a height no greater than 1.2m to ensure public safety and sightlines.
Rationale: To ensure public safety and sightlines.

3.6.54 Planting within SuDS areas must have a diverse range of low maintenance species which are tolerant of salt spray and periods of water logging and arid conditions.
Rationale: Species chosen according to the above criteria will be resilient to roadside conditions.

Car Parks

3.6.55 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. Tree planting needs to have adequate space and protection against vehicles
Rationale: Environmental enhancement must be made to car parks, to mitigate their visual impact and improve their biodiversity, whilst mitigating the urban heat island effect and climate change.

Surfacing and hardscape

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

3.6.56 Key materials should include:

> Squares and Spaces: Natural stone paving and banding within squares at St Johns, the new railway 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 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 (or any further Medway updated guidance).

> Crossovers and build-outs 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 and wayfinding

3.6.57 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.

3.6.58 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

3.6.59 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.

** Text Provided by HTA*

Page Left Blank Intentionally

Built Form

Urban Blocks & Plots

3.6.61 Plots within this Area Type are defined as either 'backland plots' or 'typical plots' (refer to figure 126). 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 frontages with Chatham Cross area type (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 and future development should respond to each plot independently.

3.6.62 Backland plots must have a maximum width of 10m, and it would be desirable to mirror Chatham Cross plot widths.
Rationale: Backland plots must reference the fine scale frontages within the Chatham Cross.

3.6.63 Two backland plots can be combined for a maximum street frontage of 20m, however, ground floor units must remain distinct with separate front entrances and façades must be distinct and vary from one another and appear as separate buildings.
Rationale: Combining plots allows for greater efficiencies with floor plans above ground level, however front façades fronting onto streets within the Streets and Spaces area type 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 finer grained mixed uses.

3.6.64 Typical Plots have a maximum of 20m with façades designed to reflect a maximum of 10m wide bays and can be designed to appear as a single building.

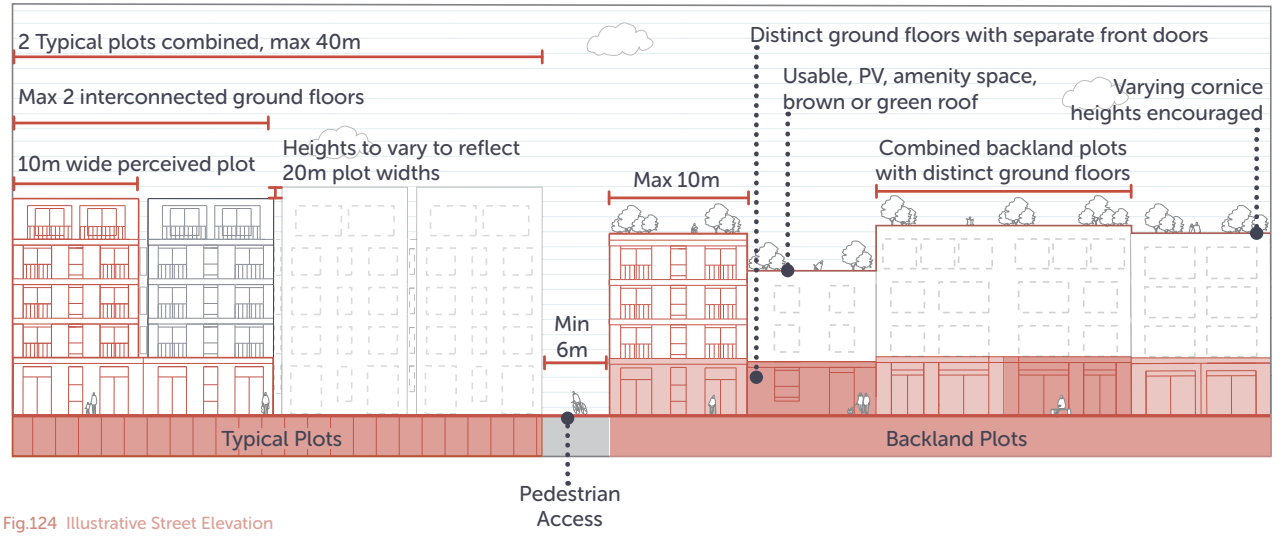

Fig.124 Illustrative Street Elevation

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

3.6.65 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.

3.6.66 A maximum of two Typical Plots can be designed as a single building to allow for greater efficiencies of upper floor accommodation for a maximum of 40m of street frontage along primary and secondary façades, however, façade design

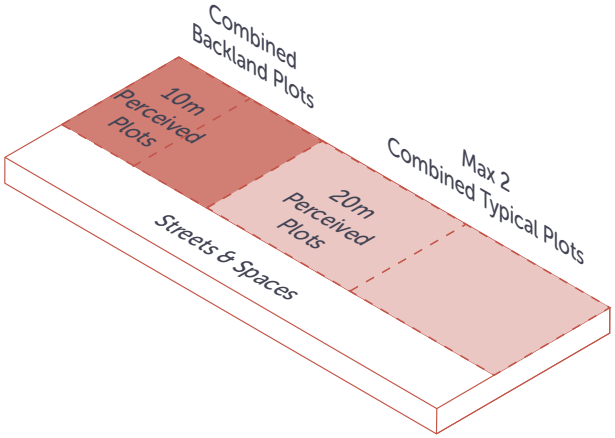

Fig.125 Axonometric Plot Layout

Fig.126 Streets and Spaces Plot Type Map

should be distinct and vary from each 20m wide plot and promote a regular rhythm of 10m bays within each 20m wide façade. Ground floor uses must follow code 3.6.65. A front door must be provided every 10m for ground floor uses.

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

3.6.67 Secondary frontages of Typical Plots should be designed to reflect the secondary nature of the façade (i.e. differing façade quality) whilst maintaining a maximum plot width of 20m. Front doors should be provided every 10m along all street frontages.

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

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

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

Building Heights:

3.6.69 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 , and must be measured from the front façade along the pavement or street level for defined 10m plot width (combined plots should step to respond to topography.
Rationale: Backland Plots should not be visible from Chatham Cross, however they can step up in height up to 4 storeys to gently increase height to enable a transition to taller area type heights, such as the Urban Avenues area type.

3.6.70 Heights of buildings on Backland Plots should vary through changes in cornice heights (minimum variation of 0.3m), 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.

3.6.71 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 (or façade heights before an upper level stepped back storey) cannot be more than 14m, including parapets, and must be measured from the front façade along the pavement or street level for defined 20m plot widths (combined plots should step to respond to topography. An additional 4m is permissible for the setback roof level. Setback storeys must be set back at least 2m from any street façade.
Rationale: Typical Plots will front onto streets facing Backland Plots and should response with a balanced and contextual massing, whilst stepping up height by a setback story. This allows a gradual stepping up of height away from the Chatham Cross.

3.6.72 Heights of buildings on Typical Plots should vary through changes in cornice heights (minimum variation of 0.3m), 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

3.6.73 Backland plots must have a uniform set back of 2.5m from the boundary of the public street right of way. 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 the setback can be used for privacy strip/ service lane and/ or spill out space for ground floor uses.

3.6.74 Typical plots must have a uniform set back of 3m from the boundary of the public street right of way enabling planting 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 the setback can be used for privacy strip/ service lane and/ or spill out space for ground floor uses. The introduction of street trees will contribute to greenery, biodiversity and assist to mitigate heat gain.

3.6.75 Ground floor façades should have frequent/ multiple openings that allow spilling out of spaces between interior and exterior 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

3.6.76 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 (with PV's occupying at least 50% coverage of the brown roof) or as amenity space that is hard or soft landscaped. Angled roofs are permissible but must remain within overall hight limits per plot type.
Rationale: Flat roofs reflect the simpler building forms of the existing Streets and Spaces building types, and providing green, brown or active roofscapes creates a more visibly pleasing 'fifth façade' that will be visible from upper level views.

3.6.77 Communal amenity space provided on roof terraces can replace required private amenity space for residential accommodation, but the overall area must be provided for the total required amounts of private amenity space, otherwise additional private amenity space should be provided as balconies or be included as internal space beyond minimum internal space standards.
Rationale: The overall quantum of private amenity space must be provided as separate or communal space, or internal flats must be larger to accommodate shortfalls.

Façade treatment

3.6.78 Façades must reflect plot widths (maximum 10m for Backland Plots and a maximum of 20m for Typical Plots), with any permissible combined plots maintaining the appearance of distinctive and separate façade 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.

3.6.79 Ground floor mixed uses 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 entrances 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.

3.6.80 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.

3.6.81 Balconies that are usable but designed as long and narrow amenity spaces will be encouraged on frontages facing onto narrow streets (i.e. less than 12m face-to-face). Depths should be typically 0.9m, but can vary with agreement with Medway planners.
Rationale: Many streets within the area type are narrow and providing narrow and wide balconies along these streets creates a contextual design response.

3.6.82 Communal entrances for lobbies to access upper floors should be located along primary frontages and must have a strong visual presence within the overall façade composition.
Rationale: Key streets and routes should be activated and front doors should be clearly visible and easy to find within the streetscape.

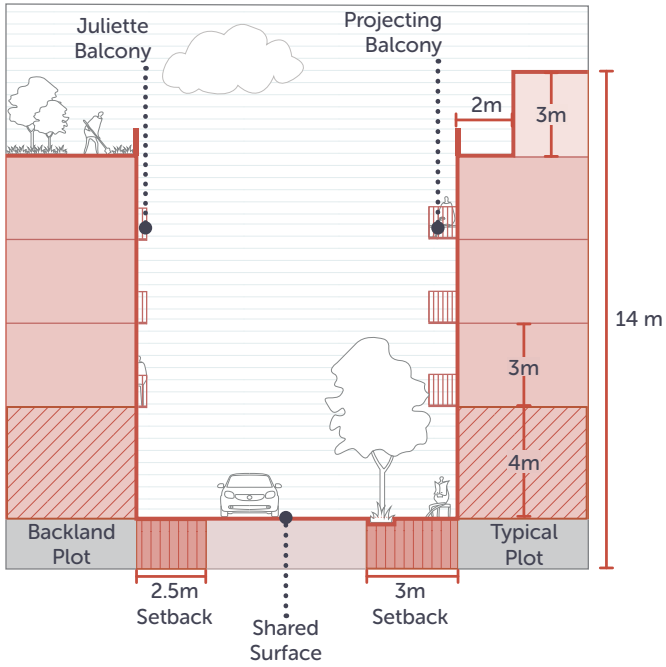

Fig.127 Street Section

Uses

Use of Land

3.6.83 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 accommodate their servicing). Mixed uses on Backland Plots allow potential to cater for more affordable and smaller scaled local uses, such as creative and maker spaces, whilst maintaining current and future servicing needs for Chatham Cross uses.

3.6.84 Ground floor uses of Typical Plots must be designed for mixed-use with a maximum street frontage of 20m (max) but must be designed to easily subdivide into 10m units). Smaller and local affordable workspaces, maker spaces and creative uses should be promoted. However, ground floor residential is permissible but must be designed to 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, which cannot be used as amenity space for the ground floor home. A low wall with metal railing is required to enclose the privacy strip with a planting zone to provide for greenery (minimum 80% of the planting zone must be soft landscaping). The 1.8m setback is required for the entire façade above the ground floor unit.
Rationale: Residential is not encouraged, but is possible if it is designed for future conversation and provides sufficient quality for the residential accommodation.

3.6.85 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.

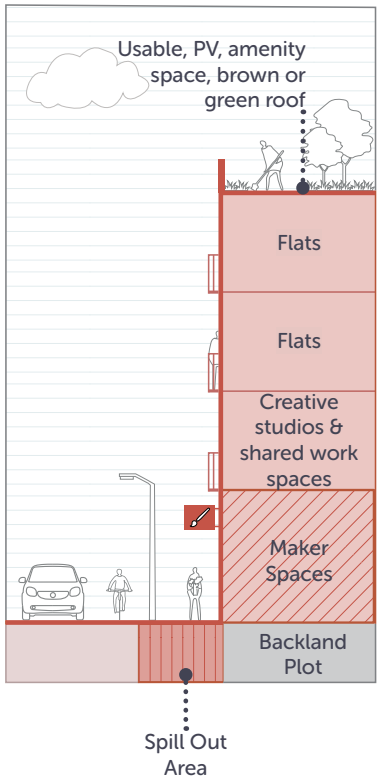

Fig.128 Illustrative uses and spill-out space for backland plots

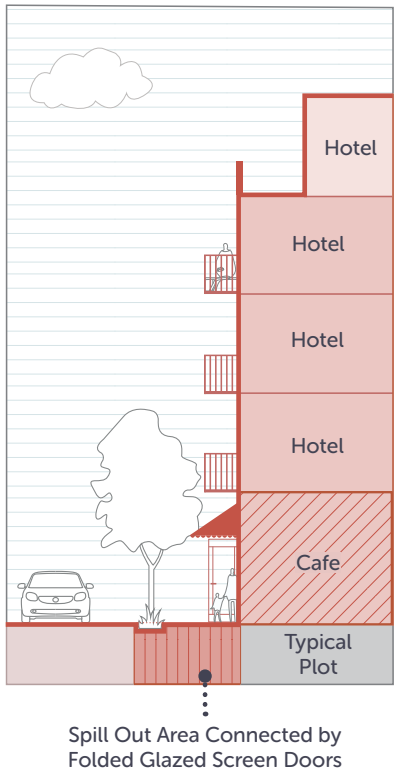

Fig.129 Illustrative uses and spill-out space for typical plots

Page Left Blank Intentionally

3.7 Residential Streets Area Type

Vision

Beyond the central mixed uses within Chatham centre are a series of existing residential streets., demonstrating the transition to the wider area residential neighbourhoods. Whilst there are several clusters of residential streets with varying character, each will become more pedestrian friendly, incorporate more greenery and street trees, promote new and enhanced connections to local open spaces and enable homes to be extended or sites to be intensified with new residential homes in certain locations.

3.7.1 Context

> Residential streets are typically located within the periphery of the design code boundary located along smaller scale and quieter secondary and tertiary streets.

3.7.2 Identity

> Smaller groupings of homes designed in a range of similar styles are scattered throughout Chatham centre, defining a series of distinctive and separate identities within the area type.
> Improvements in public realm and planting can enhance the local identity and visually improve the streetscene, which is often dominated by vehicles.

3.7.3 Built form

> Many of the existing homes should be retained and enhanced, without further changes to external appearances. In other areas, homes may be extended or redeveloped with additional housing in low rise buildings.
> > Existing vacant sites should be developed with contextual and considered new designs that create a positive public realm that enhances the local context.

3.7.4 Movement

> New and enhanced pedestrian links should be created to adjacent open spaces, where possible.
> Pavements are relatively narrow and should be widened to create more generous spaces for people.
> Streets should be designed for safe cycling to encourage a greater modal shift.
> Introduction of car clubs could encourage a reduction in car ownership and vehicle domination within residential streets. EV changing should be introduced to encourage greater take-up of electric vehicles.

3.7.5 Nature

> Regular Street trees can create a more pleasant environment for people and reduce the heat island effect and promote biodiversity.
> Natural privacy barriers for residential properties should be provided through softscaping.
> Existing hardscaped front gardens should revert to front gardens to promote residential quality and enhance greenery.

3.7.6 Uses

> Existing residential uses can be enhanced through the introduction of new homes through a greater range of typologies and tenures.

Residential Streets Area Type

Fig.130 Illustrative street view of Residential Streets Area Type character

Residential Streets Character Zones

The Residential Streets area type consists of residential clusters that are situated along secondary and tertiary routes. These areas connect to key movement corridors, including The Brook, Waterfront Way, High Street and New Road. These clusters include a mixture of different residential development types.

The Residential Streets area type encompasses six different character zones. Each character zone has a distinct set of qualities, as demonstrated through a range of sections and elevations within the Appendix.

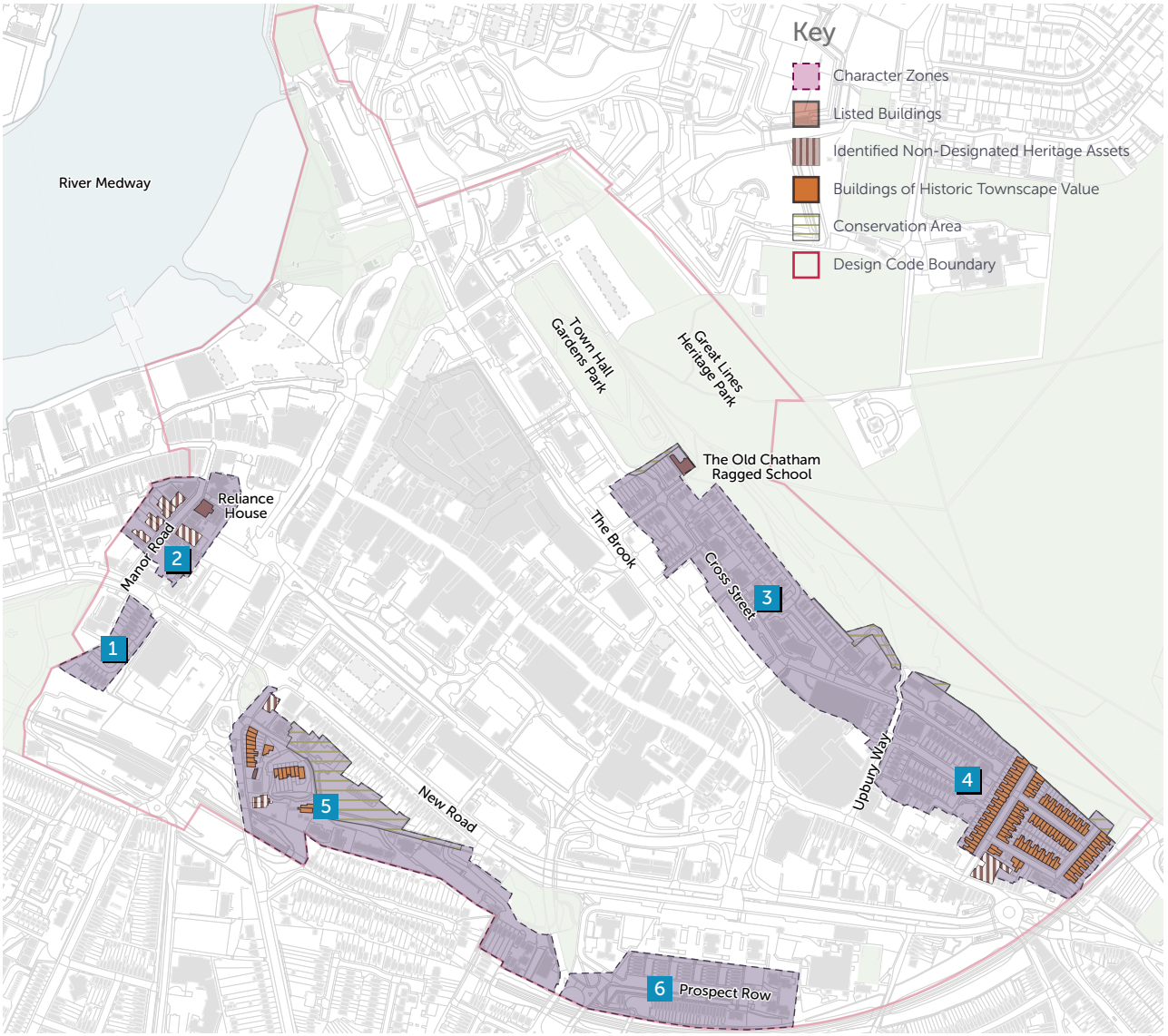

Fig.131 Residential Streets Character Zones

Key takeaways

3.7.7 Connections

> Current pedestrian routes are not well connected to wider area desire lines and pavements should be enhanced and widened, where possible

> Safe cycling conditions within Residential Streets should be promoted to encourage more cycling and wheeling.

> Relevant and efficient wayfinding should be introduced to highlight local connections and destinations.

3.7.8 Vegetation

> Pockets of greenery are limited, with coverage of about only 10%, highlight significant scope for future green improvements.

> Greater softscaping should be introduced in areas of hardscaping to create a softer and greener character along Residential Streets.

3.7.9 Potential Sites

> There are only a limited number of vacant sites, which could be developed to create additional new homes in the area.

> Some existing sites might be redeveloped, or extended, however with limited scope within the area type.

3.7.10 Public comments / Vision

> Enhancements through the Residential Streets area type vision aims to create a more attractive and more functional setting for existing and future homes based on community feedback.

Fig.133 Pictures of Existing Residential Dwellings

Fig.132 Residential Streets Public Comments

Movement

Footways

3.7.11 Footways in residential locations must have 2m or more of clear width for walking, clearly defined by tactile edge or kerb upstand.
Rationale: Footways need to be able to accommodate the number of pedestrians using them, as highlighted in the Pedestrian Environment Review System (PERS) to deliver a good level of service.

3.7.12 Where possible residential streets should be designed as level spaces into which vehicles can access, with safe pedestrian space marked with appropriate tactile paving.
Rationale: Creating an inclusive environment is essential and tactile paving enables blind and partially sighted users to engage with the street more easily.

3.7.13 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.
Rationale: Creating an inclusive environment is essential and creating a level environment creates better conditions for those with mobility impairments.

3.7.14 Within the Residential Streets area type pedestrian areas should dominate the public space, with the design of streets, including materials, demonstrating pedestrian-priority.
Rationale: Streets should be designed to support the activity they are intended for, with designs being able to influence driver behaviour.

Street Furniture

3.7.15 All street furniture must be accommodated within a street furniture zone at the carriageway edge or back of footway, where larger areas of public space can be created where residents and gather and relax. A variety of seating, bins, cycle stands, and lighting should be included on all streets. An opportunity to sit must be provided no less than every 50m.
Rationale: Creating an inclusive environment is essential and ensuring that furniture does not conflict with people helps deliver this, as does the adequate provision of places to rest and pedestrian amenity.

3.7.16 A range of community infrastructure must be considered within Residential Streets and should be developed with existing and future users.
Rationale: To increase quality of life and reduce unnecessary trips by car, residential neighbourhoods should offer community infrastructure a short walk from people's homes.

Crossings

3.7.17 Residential Streets must be designed for pedestrians and then cyclists first. Crossings of the streets should be informal or through the use of zebra crossings where necessary. These streets must be designed so that vehicles yield to pedestrians and cyclists.
Rationale: Active travel from Residential Streets should be encouraged, which are located within a short walk to the mixed uses within Chatham Centre, and this hierarchy is in line with the national hierarchy of modes.

Junctions

3.7.18 Continuous pavements for walking and cycling streets should be created throughout residential areas, with footways remaining level through side streets and junctions.
Rationale: Continuous crossings support pedestrian priority in line with the Highway Code and hierarchy of road users.

3.7.19 Junction visibility that does not meet the standards within Manual for Streets 1 and 2 (or any future updates for Manual for Streets) must not be used as a blanket objection to a junction design.
Rationale: Junction designs should be investigated on a case by case basis in order to achieve the optimal design for both vehicles but also pedestrians and urban character.

Vehicle Crossovers

3.7.20 Vehicle crossovers must not disrupt the continuous nature of the footway or cycle track with splay kerbs being used for any residential access or changes in level being accommodated within a furniture, verge or utility zone.
Rationale: Achieving greater walking and cycling and delivering modal shift away from vehicles is essential within centres. Where vehicle infrastructure conflicts with walking or cycling infrastructure, the design of urban streets must protect the most vulnerable users first.

** Text Provided by Urban Movement*

Cycling

3.7.21 Within residential areas Cycle Street conditions with 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.
Rationale: Delivering modal shift in favour of more cycling is central to government ambitions and national guidance sets out the level of service required to effectively achieve this.

Cycle Parking

3.7.22 Cycle parking for new developments and those being extended must provide safe, convenient and proportionate cycle parking within the new or extended development
Rationale: New or extended homes should provide dedicated cycle parking within the design of the home to encourage greater cycling of future occupants.

3.7.23 Space for secure residential cycle parking must be provided along all residential streets for existing homes and visitor use, within space taken from carriageway - such as through the introduction of secure cycle hangers.
Rationale: Achieving modal shift away from vehicles is essential, as a result ensuring people can safety and securely park a variety of bikes at home enables this.

3.7.24 Residential Cycle parking must be available for a variety of cycle types.
Rationale: Creating an inclusive and equitable cycling culture means promoting cycling to people with a range of abilities and requirements.

3.7.25 Additional infrastructure such as repair stations should be considered alongside parking areas or within neighbourhood spaces.
Rationale: Achieving modal shift away from vehicles is essential, as a result the whole experience of cycling must be compelling for people, including through providing a range of cycling facilities..

Public Transport

3.7.26 Residential streets must be designed to create legible connections to public transport with the pedestrian and cycling environments linking residential areas to public transport prioritised.
Rationale: Achieving modal shift away from vehicles is essential, as a result public transport must be deigned to be an attractive option, with legible and inviting connections between public transport and residential areas.

Carriageway

3.7.27 Residential carriageway widths must be kept to an absolute minimum and designed for everyday use, with infrequent activities and manoeuvres being able to use both traffic lanes.
Rationale: With limited space within Residential Streets, space should be prioritised for people as opposed to providing additional space within carriageway widths.

3.7.28 Carriageway space must be designed to be a consistent narrow width, with any vehicle waiting or parking space being outside this spatial definition so as to maintain the appearance of a tight carriageway.
Rationale: Baggy carriageways increase speeds and reduce the priority that needs to be given to people walking and cycling above those driving. Delivering carriageway at the legal minimum is space efficient and designing streets for everyday use rather than once a week use maximises the use of space.

Speed

3.7.29 Speed limits along residential streets must be 20mph, with the 85th percentile less than 20mph, meaning that design speeds should be 10-15mph. Streets must be designed to facilitate very slow vehicle speeds, where pedestrians feel they have priority.
Rationale: Reducing speeds is proven to save lives in the event of a collision, as well as supporting a more urban character where divers are more aware of their surroundings.

Car Parking

3.7.30 Car parking should be primarily located within mobility hubs or parking houses along the edges of new residential developments, with space for visitor parking, disabled parking and minor amounts of residential parking on streets. Any changes to existing car parking for existing homes in the Residential Streets area type will require close engagement with existing residents.
Rationale: Achieving modal shift away from vehicles is essential, and critical to this is reducing the amount of prime street space given to storing parked vehicles. This reduction, which in turn increases safety, footfall and promotes a relaxing environment. Parking houses reduce the number of vehicle trips within residential areas, increase the number of public bays or space for SuDS within the public realm and maximise the opportunity for a sharing economy around mobility.

3.7.31 In residential areas, on-plot parking must not be allowed, and on-street parking should be minimised.
Rationale: On plot parking increases vehicle trips within residential areas, reduce the number of public bays or space for SuDS within the public realm and damage the character of a street.

** Text Provided by Urban Movement*

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

3.7.33 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.
Rationale: Creating more variety along the street encourages people to walk more, and breaking up long banks of parking makes crossing the street easier and safer.

EV Charging

3.7.34 EV charging must be provided in space taken from the carriageway, either within a footway build out or by occupying carriageway space.
Rationale: In line with the hierarchy of road users, streets should be designed to accommodate and protect pedestrians first, as such vehicle infrastructure should not be placed within the pedestrian environment.

3.7.35 EV charging within lamp columns are effective within residential areas.
Rationale: Lamp column EV charging tends to be slower, being especially effective for overnight charging.

3.7.36 Residential EV charging should also be provided within parking houses and mobility hubs.
Rationale: Focusing charging points within mobility hubs reduces the number of vehicle trips within residential areas, increase the number of public bays or space for SuDS within the public realm and maximise the opportunity for a sharing economy around mobility.

Servicing

3.7.37 Refuse collection vehicles must not dictate the layout of a street and servicing vehicle movements should be accommodated utilising all space between kerbs rather than the width of a lane.
Rationale: Streets should be designed for every day activities so that they support people and city life. Infrequent activities should not define a place.

3.7.38 In all street environments loading / drop off space must be facilitated so as to ensure space for walking and cycling is not disturbed.
Rationale: In line with the hierarchy of road users, streets should be designed to accommodate and protect pedestrians and then cyclists before vehicles, as such vehicle infrastructure should not be placed within the active travel environment and priority for active travel must come before vehicles.

3.7.39 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.
Rationale: Parking houses reduce the number of vehicle trips within residential areas, increase the number of public bays or space for SuDS within the public realm and maximise the opportunity for a sharing economy around mobility.

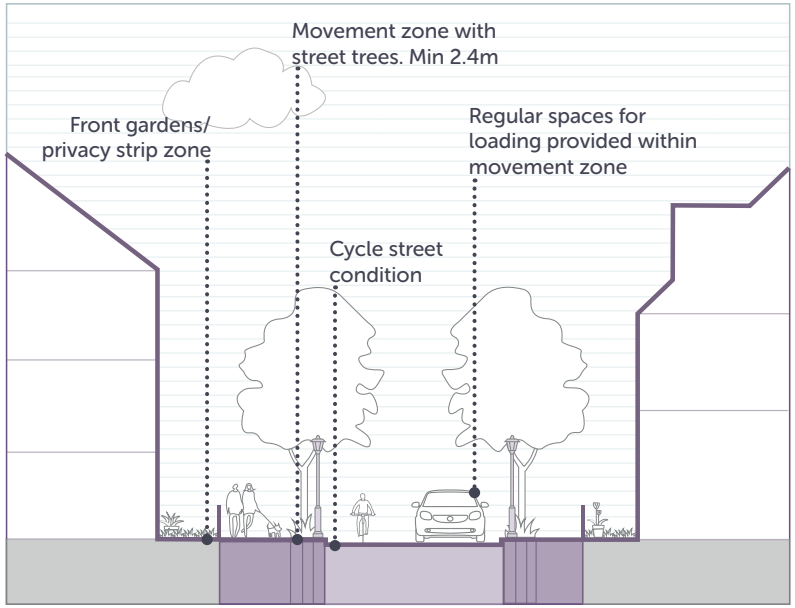

Fig.134 Street section highlighting movement codes

*Text Provided by Urban Movement

Page Left Blank Intentionally

Public Spaces & Nature

Chatham Centre's Residential Streets will be pedestrian friendly, leafy green streets with a calm 'neighbourhood' look and feel.

The existing street tree planting will be supplemented, and additional urban greening will be introduced through hedges along plot boundaries and rain gardens, helping to locally reduce surface water runoff, and to increase biodiversity, adapting to and mitigating climate change.

Imaginative play along the way will offer safe play opportunities for children. On-street 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 48-49).

3.7.47 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 and designed for safety from nearby traffic.
Rationale: To create a playable streetscape whilst keeping children safe.

Trees

Refer to area wide guidance for trees (Page 45-46) as well as the Appendix for technical requirements for tree pit design, rooting volumes and further detailed guidance in the adjacent chart:

Typology	Residential/Other Streets
Target Canopy Cover	30%
Arrangement	Regular spacings where feasible. Otherwise, wherever tree planting is possible to achieve maximum canopy cover. In existing streets, planting should complement retained existing trees, where appropriate. Trees to be planted in soft landscape/ verges where possible.
Species range	Wide variety of mixed ornamental and native species.
Tree characteristics	Medium to small scale trees. Selected for form, seasonal interest, and biodiversity.
Accessories and surface treatment	Staking, or underground guying, and a means of irrigation. For surface treatments, refer to guidance by the London Tree Officers Association. See appendix.
Specific management requirements	Maintain sight lines / visibility splays at junctions. Canopies to be maintained clear of vehicles. Where tree planting is not in SUDS, guarding and grilles during establishment to be adjusted and/ or removed once trunk is of sufficient diameter to prevent inclusion and damage. Tree pit surfaces to be topped up, where self-binding gravel is used at a later stage.

Other Planting Types

Refer to area wide guidance (Page 46-47). In addition to the area wide guidance, the planting within the Residential Streets also must adhere to the following codes.

3.7.48 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 beneficial to wildlife, including pollinators. Plants should be pruned to maximise benefits.
Rationale: Species chosen according to the above criteria will be resilient to pests and diseases and improve the overall biodiversity value of the area.

3.7.49 Within forward visibility splays and directly adjacent to highways, low level planting must be maintained at a height no greater than 0.6m. In other locations, planting must be maintained at a height no greater than 1.2m to ensure public safety and sightlines.
Rationale: To ensure public safety and sightlines.

3.7.50 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.

3.7.51 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.

** Text Provided by HTA*

3.7.52 Where possible, hedge planting should be used to demarcate plot boundaries and front gardens.
Rationale: Hedge planting should be incorporated along plot boundaries to add greenery and soften the streetscape whilst ensuring security and privacy.

SUDS

3.7.53 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.

3.7.54 Rain gardens and swale 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 tree growth.

3.7.55 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 Residential Streets will create a green biodiverse corridor linking these spaces with important green infrastructure in surrounding areas.

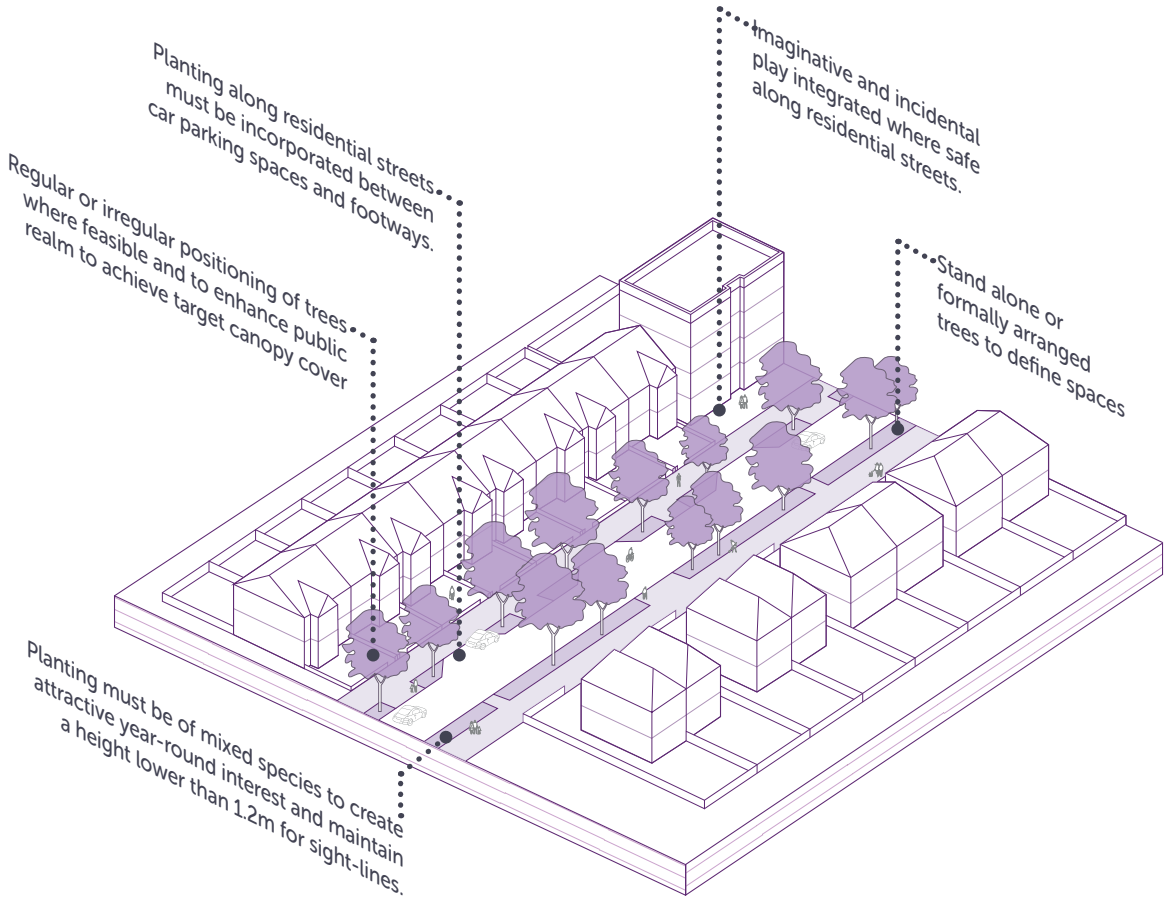

Fig.135 Axonometric street highlighting public space and nature codes

** Text and Diagram Provided by HTA*

Public Spaces & Nature

Surfacing and hardscape

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

3.7.56 Key materials used within Residential Streets 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 (and any future Medway guidance).

> Crossovers and build-outs 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

3.7.57 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.

3.7.58 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.

3.7.59 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.

** Text Provided by HTA*

Page Left Blank Intentionally

Built Form

Urban Blocks & Plot

3.7.60 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 may possibly be redeveloped (Potential redevelopment plots); plots that are empty or are underutilised sites and should be developed in the shorter to longer term time frame, based on alignment to the emerging Local Plan (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 proposing development based on existing or recently developed built form. However, extensions or new development should respond to its surrounding character, which generally has semi-detached, terraces or small blocks of flats.

3.7.61 '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 the EDP process for proposals for 'No Change Plots' the process is unlikely to enable future changes that impact the outward appearance of these plots.

Fig.136 Plot Type Map for Residential Streets Area

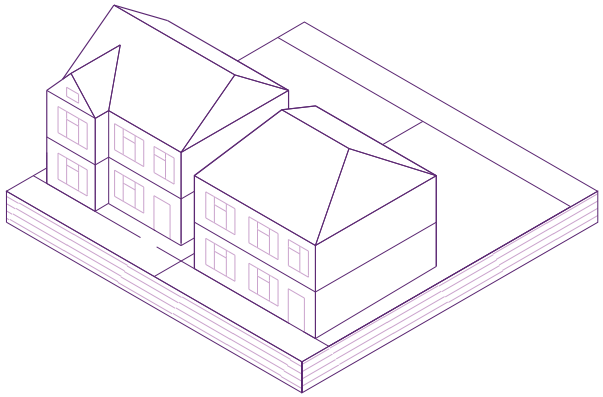

Fig.137 No Change Plots (homes with a small villa block or flats)

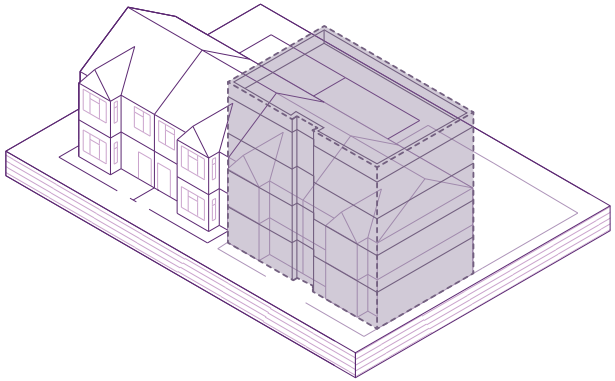

Fig.138 Redevelopment Plots (illustrating replacement of two semi-detached)

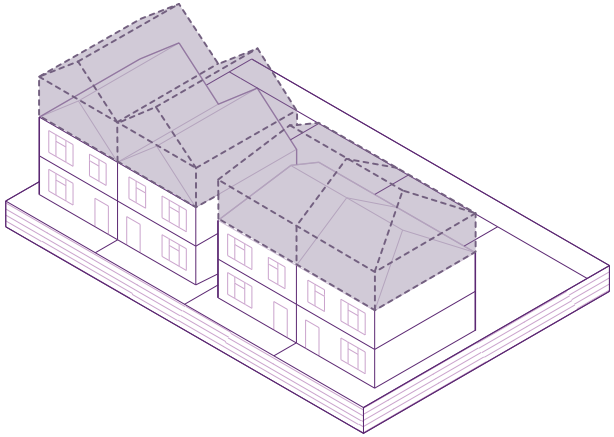

Fig.139 Extension Plots (illustrating vertical extensions)

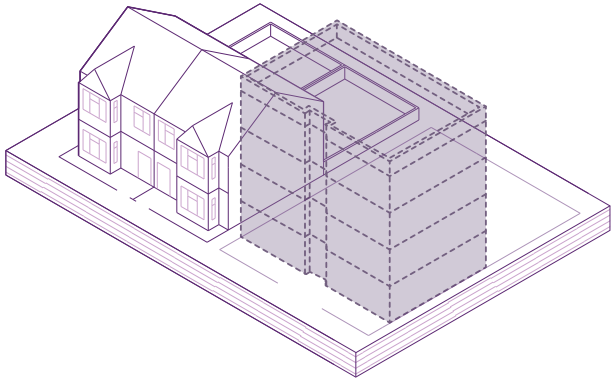

Fig.140 Developable Plots

3.7.62 '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.

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

3.7.63 '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 through the development of new flat blocks that are within similar proportions to the surrounding townscape.

3.7.64 'Developable Plots' refer to sites that can be developed for new residential homes as distinct or linked 'villa type' flat blocks or mansion block typologies.

Rationale: : 'Developable Plots' can provide additional residential accommodation, however the massing and proportions should remain fine-grained and reflect the existing context.

Building Heights

3.7.65 Extension Plots can have vertical extensions that create buildings with 2 storeys and roof/ attic accommodation or three storeys for existing semi-detached and terraced homes. This can be achieved by extending residential accommodation within an existing roof through the introduction

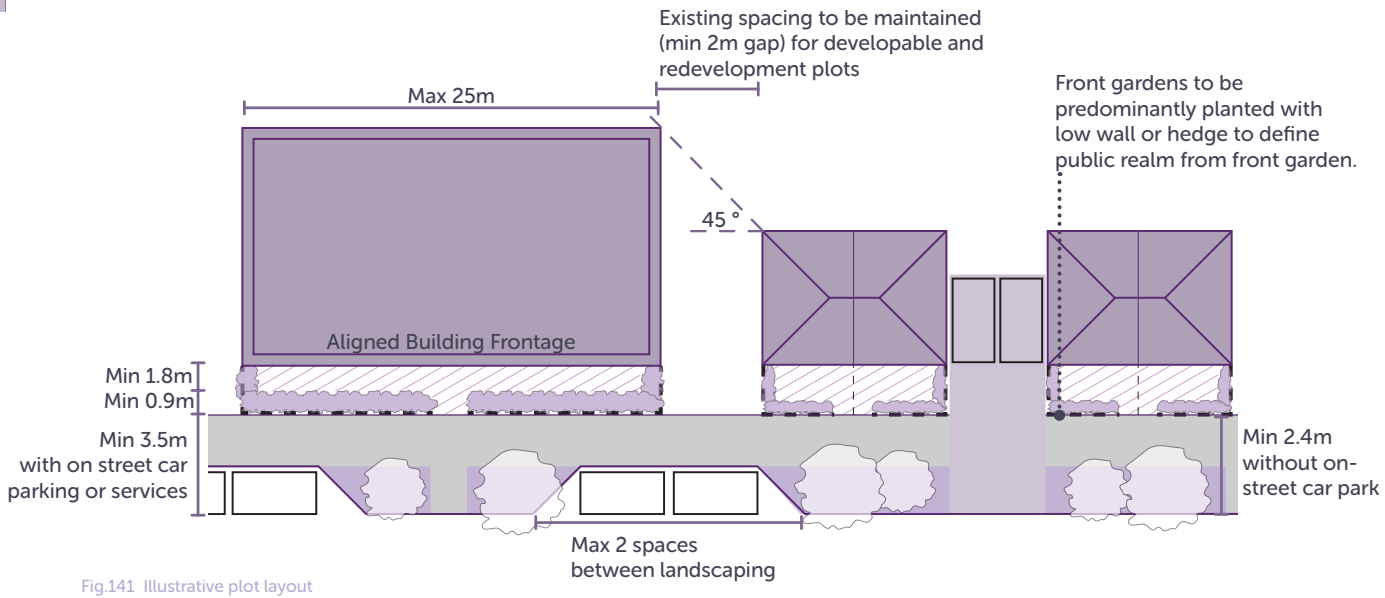

Fig.141 Illustrative plot layout

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) and appearance (materials, window sizes, etc).

Rationale: A vertical extension allows a step change that can then be replicated by adjoining properties.

3.7.66 Redevelopment Plots and Developable Plots can be developed up to 4 storeys with flat roofs (which must be a green roof or brown roof with PV panels, covering at least 50% of the brown roof), 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 certain areas within the Residential Streets area type. Mansard roofs can be used to visually limit the perceived heights of new development.

Building Types

3.7.67 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.

3.7.68 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 façade by at least 2.5 meters with a height that is subservient to either connecting 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 developments.

Building Frontage

3.7.69 For Extension Plots, where a vertical extension is proposed, existing front setback space between the home and the back of pavement should remain as garden space, or if not currently garden spaces, it must revert to a planted front garden space with at least 75% softscaping (i.e. no car parking)

Rationale: Front gardens should be green and contribute to the local residential quality; the urban frontage of existing homes should promotes car parking within the carriageway and a safe walking environment with minimal cross overs along pavements

3.7.70 For Redevelopment Plots and Developable Plots, front setbacks for the front façade must align with an adjacent front building line. Where one does not exist on a street block, the setback must allow for a minimum setback of 7.1m from vehicle lanes, composed of on-street car parking space(s), verge with street trees at the kerb edge and pavement or wide pavement with integrated street tree planting (i.e.: minimum 2.4m 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, which is reflected in recent developments along Cross Street.

3.7.71 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 to define the privacy strip or amenity space. The hedge planted with boundary fence should continue at the back of pavement to enclose rear green space.
Rationale: Side frontages should have sufficient minimum space for greenery and privacy/ amenity space

3.7.72 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

3.7.73 For Extension Plots, where a vertical extension is proposed through use of roof accommodation with new dormer windows, a competent architect must propose designs with acceptable dormer window size and massing, placement of dormers (that generally align with existing window bays below), colour and materiality 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 for adjoining properties.
Rationale: New dormers must be designed to be contextual to the existing home, which can then be replicated for adjoining homes.

3.7.74 For Extension Plots, where a vertical extension is proposed through the introduction of an additional storey, a competent architect must propose a design for the new storey 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 develop a contextual elevation based on a local precedent. The existing roof pitch, height and form must be replicated. This approach aims 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 for adjoining homes.
Rationale: Vertical extensions must be designed to be contextual to the existing home, which can then be replicated for adjoining homes.

3.7.75 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

3.7.76 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

3.7.77 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.

3.7.78 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.

3.7.79 Side-to-side distances, or gaps between buildings along the street, should be at least 4m between side façades, but must be at least 2m.
Rationale: A pronounced gap should be provided to give a sense of distinct buildings along the street

3.7.80 The depth of new development must adhere to the 45 degree rule from adjacent retained homes (Refer to figure 141).
Rationale: New development should not provide massing that is overbearing to existing homes.

Uses

Residential homes

3.7.81 3.7.125 New developments should promote a range of new home sizes, types and tenures to promote homes for a diverse community.

Rationale: New homes should cater to different needs.

3.7.82 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. Any non-residential use proposed , 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.

Page Left Blank Intentionally

3.8 Green Edge Area Type

Vision

Both Great Lines Heritage Park and Town Hall Gardens represent key open spaces at the periphery of Chatham Centre, which compose the Green Edge area type. Due to topography and limited access points, the vision for this area type is to enhance the existing connections from the centre to the parks, enabling more people to easily access and appreciate the large enhanced open green spaces.

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.
> Town Hall Gardens is more accessible and near the adjacent The Paddock and Riverside Gardens, however there are limited local streets leading to the historic garden, and the route along The Brook is not welcoming.

3.8.2 Identity

> Each green space represents a historic landscape, however Town Hall Gardens is more formal in nature and Great Lines Heritage Park is more informal and connects into a wider network of open spaces.
> Chatham Naval Memorial is one of the most significant landmarks in the centre and the view corridors to this monument should be protected wherever possible

3.8.3 Movement

> The access points leading to the Great Lines 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 parks
> 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 open spaces.
> 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 spaces and could encourage local businesses to grow.

3.8.6 Uses

> Opportunities for public gatherings and activities should be encouraged within the open spaces.

Vision for Green Edge Area Type

Fig.142 Illustrative street view of a potential key gateway into Green Edge Area Type

Green Edge Area Character Zones

The Green Edge area type consists of two major parks: Town Hall Gardens 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 and beyond. Whilst the Chatham Naval Memorial in the Great Lines Heritage Park, sits outside the red line boundary, it celebrates and commemorates Chatham's great Navel history. It is at the highest point in Chatham and can be seen within the Chatham Bowl.

Green Edge Character Area encompasses 2 Character Zones defined by the extent of Town Hall Gardens and the south western frontage of Great Lines Heritage Park..

Each Character Zone has distinct open space characteristics and additional information can be found in the Appendix.

Fig.143 Green Edge Character Zones

Key takeaways

3.8.7 Connections

> Connections from Chatham centre to the Green Edge are not very well developed and are often not well sign-posted. A considered and efficient wayfinding system can encourage greater use of Chatham centre residents and visitors.
> There are few existing pedestrian paths within the parks that link directly into Chatham's centre, making it difficult to navigate, especially due to significant topography. . There is potential to introduce better access and connections.

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.

3.8.10 Public Comments/ Vision

> The vision for the Green Edge area type incorporates a range of community views.

Fig.145 Pictures of Access Routes to the Green Edge

Fig.144 Green Edge Public Comments

Movement

Footways

3.8.11 Footways within the park must have a clear effective width of 4m to create space for walking and jogging.
Rationale: Footways need to be able to accommodate the number of pedestrians using them, and space needs to be apportioned based on the activities sharing the space.

Street Furniture

3.8.12 All street furniture must be accommodated within a furniture zone outside of the clear footway. A variety of seating, bins, cycle stands, bottle fills, play and lighting should be included. An opportunity to sit must be provided no less than every 50m.
Rationale: Creating an inclusive environment is essential and ensuring that furniture does not conflict with people helps deliver this, as does the adequate provision of places to rest and have a drink of water.

Cycling

3.8.13 Space for cycling must be created separate from the walking environment.
Rationale: Creating an equitable walking environment requires safe space away from cycles within park settings.

Cycle Parking

3.8.14 Space for cycle parking in and around the Great Lines Heritage Park is key to enabling people to access green infrastructure through sustainable and active means. Cycle parking areas must be provided at park gates and should be considered as part of larger public realm interventions to make both Great Lines Heritage Park and Town Hall Gardens more welcoming.
Rationale: Achieving modal shift away from vehicles is essential, as a result ensuring people can safety and securely park a variety of bikes enables this, providing wider area connections..

3.8.15 Additional infrastructure such as repair stations should be considered alongside parking areas.
Rationale: Achieving modal shift away from vehicles is essential, as a result the whole experience of cycling must be compelling for people.

Servicing

3.8.16 Refuse collection and other park servicing requirements should be undertaken by electric vehicles only and speeds limited to 5mph.
Rationale: Park environments should be safe spaces with minimal disturbance from vehicles wherever possible.

** Text Provided by Urban Movement*

Page Left Blank Intentionally

Public Spaces & Nature

Great Lines Heritage Park and Town Hall Gardens provide important green infrastructure to the people of Chatham and visitors alike. Approaches into each park will be celebrated with new tree planting and surfacing and the entrances to the green spaces will be more attractive, easier to find and feel safer.

3.8.17 The tree and planting stock of Great Lines Heritage Park and Town Hall Gardens will be supplemented and rejuvenated
Rationale: Supplementing and rejuvenating trees and plants will promote long term sustainability, increase biodiversity, wildlife value and amenity for people as well as contribute to mitigating climate change effects.

Great Lines Heritage Park Approaches

3.8.18 Entrances of routes leading to Great Lines Heritage Park should be welcoming, clearly defined, increased in width where possible and given greater prominence by using the same design language as the formal entrances to the park.
Rationale: Entrances should feel welcoming and safe to encourage greater use and relate to existing more formal entrances

Town Hall Gardens

3.8.19 Desire lines leading from Great Lines Heritage Park 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.
Rationale: The formal and historic design of Town Hall Gardens should be enhanced.

Play

Refer to area wide guidance for context and overarching guidance on play (Page 48-49).

3.8.20 Existing play provision within Town Hall Gardens should be enhanced to accommodate the increase in residential population in the surrounding areas to provide an improved open space offer. Rationale: To provide sufficient, good quality play for children and young people. in context of a growing Chatham centre

3.8.21 In addition to the formal play area within Town Hall Gardens, the design of the public realm should be multi-functional incorporating imaginative and versatile elements where children and young people of all ages can play and interact.

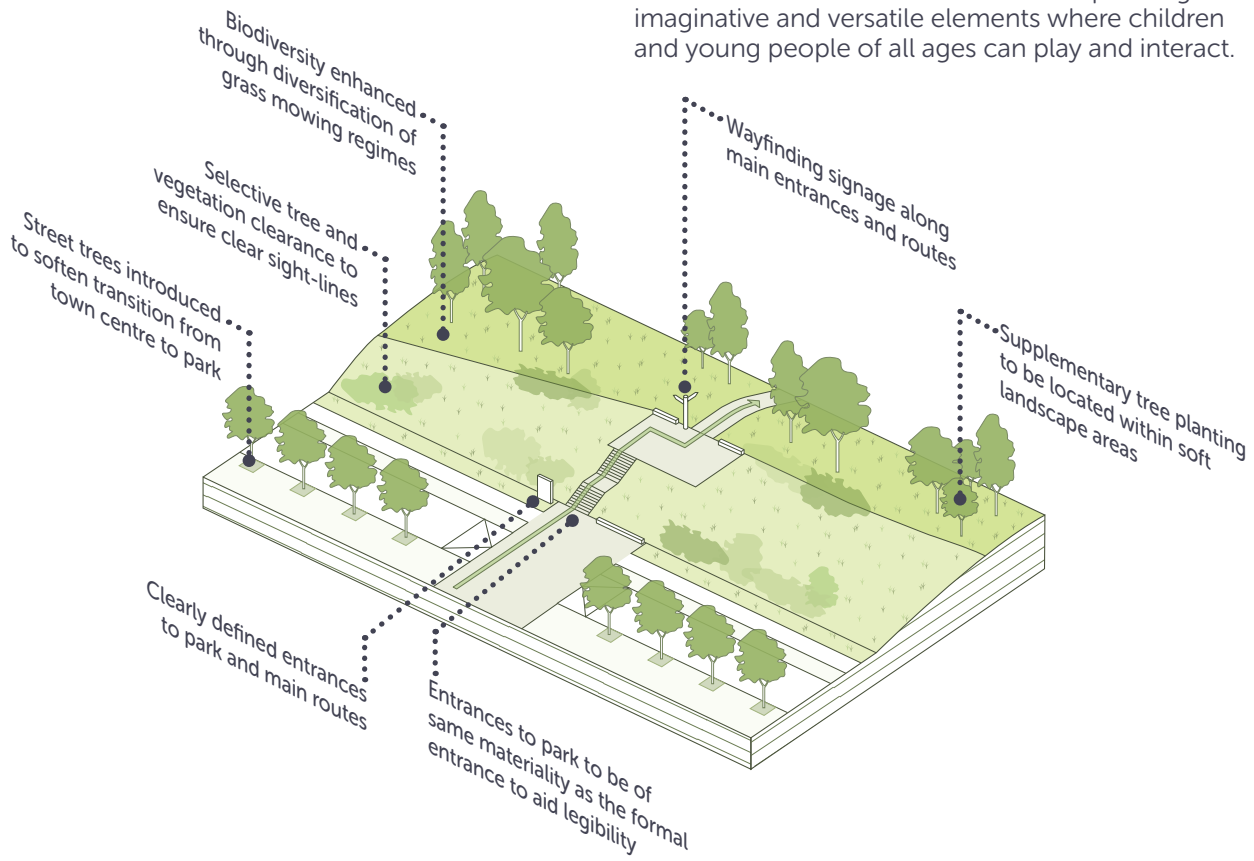

Fig.146 Axonometric Green Edge highlighting public space and nature codes

*Text and Diagram Provided by HTA

The potential to incorporate play leading to Great Lines Heritage Park must also be explored.
Rationale: Play must be integrated into open spaces to increase their appeal and use by a diverse range of people.

SUDS

3.8.22 Great Lines Heritage Park and Town Hall Gardens are to be kept predominantly as 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 45-46) as well as appendix for technical requirements for tree pit design, rooting volumes and further detailed guidance: in adjacent chart.

Typology	Heritage Parks/Gardens
Target Canopy Cover	40%
Arrangement	Town Hall Gardens: Informal arrangement in groups and as specimens. Great Lines Heritage Park: Occasional small scale native trees or shrubs set within species rich grassland. Street trees should be introduced to soften the transition from the urban environment of Chatham to the Great Lines Heritage Park.
Species range	Town Hall Gardens: Large scale ornamental / native species trees to provide succession planting for existing trees. Great Lines Heritage Park: Predominantly small-scale native species. Potential to use species that can be regularly coppiced to restrict height.
Tree characteristics	Large scale parkland trees with long life expectancy.
Accessories and surface treatment	Staking or underground guying, mulching and a means of irrigation. For surface treatments, refer to guidance by the London Tree Officers Association. See appendix.
Specific management requirements	Town Hall Gardens: Trees allowed to reach full genetic potential (height and canopy spread). Great Lines Heritage Park: Tree/shrub growth kept clear of path corridors to maintain clear sightlines and overlooking.

Other Types of Planting

Refer to area wide guidance (Page 46-47). In addition to the area wide guidance, the planting within Great Lines Heritage Park and Town Hall Gardens also must adhere to the following codes.

Great Lines Heritage Park

3.8.23 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

3.8.24 Within Town Hall Gardens, enhancements to the existing planting scheme should be made by introducing shrubbery and plants, such as bulbs naturalised in the grass, introducing additional ornamental qualities that offer wildlife - attracting properties.
Rationale: Provide a renewed, more attractive planting scheme with wildlife value.

3.8.25 Biodiversity shall be enhanced for Great Lines Heritage Park and Town Hall Gardens through diversification of grass mowing regimes and the establishment of species rich grassland where appropriate to create an ecological fringe.
Rationale: To enhance the biodiversity of both parks and reduce maintenance requirements.

** Text and Diagram Provided by HTA*

Surfacing and hardscape

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

3.8.26 Key materials should include:

> Great Lines Heritage Park:

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

> Town Hall Gardens:

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

> Streets fronting and leading to either park:

- 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 (or any future guidance developed by Medway Council).
- Crossovers and build-outs should be differentiated in smaller unit paving.
- Tree pits in hard surfaces 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

3.8.27 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..

3.8.28 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.

** Text and Diagram Provided by HTA*

Page Left Blank Intentionally