

ANALYSIS AND SUPPORTING INFORMATION

- Access and Inclusive Design
- Heritage
- Transport and Waste
- Cleaning and Maintenance
- Plant Replacement
- Security

Access and Inclusive Design

Access Aims

The proposed redevelopment is designed to be as inclusive as possible so that it can be comfortably and independently used by people working in the new VTS and accessing the wider PLA site. The development has the potential to meet the guidance of Approved Document M Volume 2 and the access and inclusive design policies of the Gravesham Local Plan, specifically policy CS19 (Development and Design Principles) which states that new development will be designed in an inclusive way to be accessible to all members of the community.

Designing Inclusively is defined by The Commission for Architecture and the Built Environment (CABE) as:

- Placing people at the heart of the design process;
- Acknowledging diversity and difference;
- Offering choice where a single design solution cannot accommodate all users;
- Providing for flexibility in use; and
- Providing buildings and environments that are convenient and enjoyable to use for everyone.

Where possible the design of the proposed redevelopment has also considered and incorporated the following:

- Design guidance stated in relevant British Standards BS8300:2018 and other current good practice guidance about meeting the requirements of disabled people; and
- Contemporary requirements and expectations.

Access and Inclusive Design

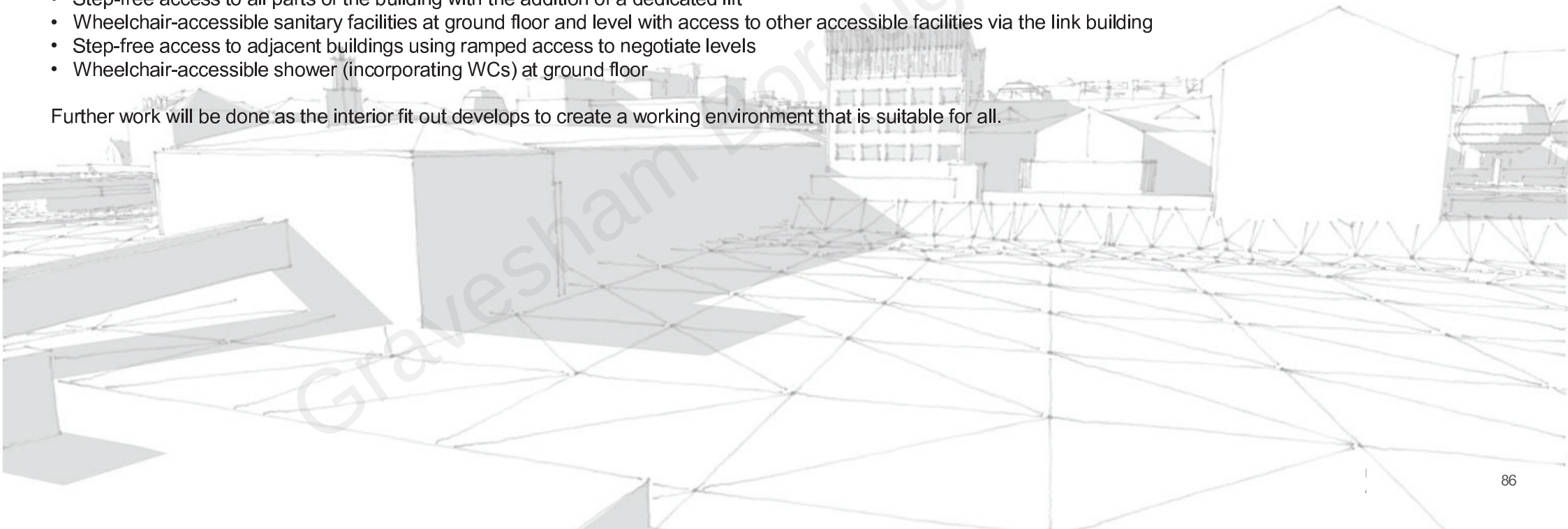
Summary of Access Provisions

The proposals for the redevelopment at this stage demonstrate that a good level of inclusive design will be achieved by the finished scheme given the constraints of the site, existing structure and connections to existing buildings.

The key access provisions for the proposed redevelopment include:

- Incorporation of the principles for inclusive design wherever possible;
- Accessible routes to all connections with local pedestrian routes and public transport including sloped ground access to the main entrance
- Step-free access to all parts of the building with the addition of a dedicated lift
- Wheelchair-accessible sanitary facilities at ground floor and level with access to other accessible facilities via the link building
- Step-free access to adjacent buildings using ramped access to negotiate levels
- Wheelchair-accessible shower (incorporating WCs) at ground floor

Further work will be done as the interior fit out develops to create a working environment that is suitable for all.



Heritage Statement

The proposed development is within the Gravesend Riverside Conservation Area (2009) and adjacent to the Grade II Listed Royal Terrace Pier. These important heritage assets have been fully taken into account as part of the design of the proposed development. It is essential for the operation of PLA and safety of the Pilots to maintain the existing route via the Royal Terrace Pier and this application is accompanied by an associated Listed Building Consent application principally with regard to the existing link between the PCC and Royal Terrace Pier. Further information on this can be found in the associated Heritage Statement, and pages 92 - 99 of this document.

Gravesend Riverside Conservation Area

Transport and Waste

For further detail on the transport and waste collection aspects of the proposed development including the proposed bin store relocation from the front of the PCC to the London River House Car Park please see the associated Transport Statement provided as part of this application.

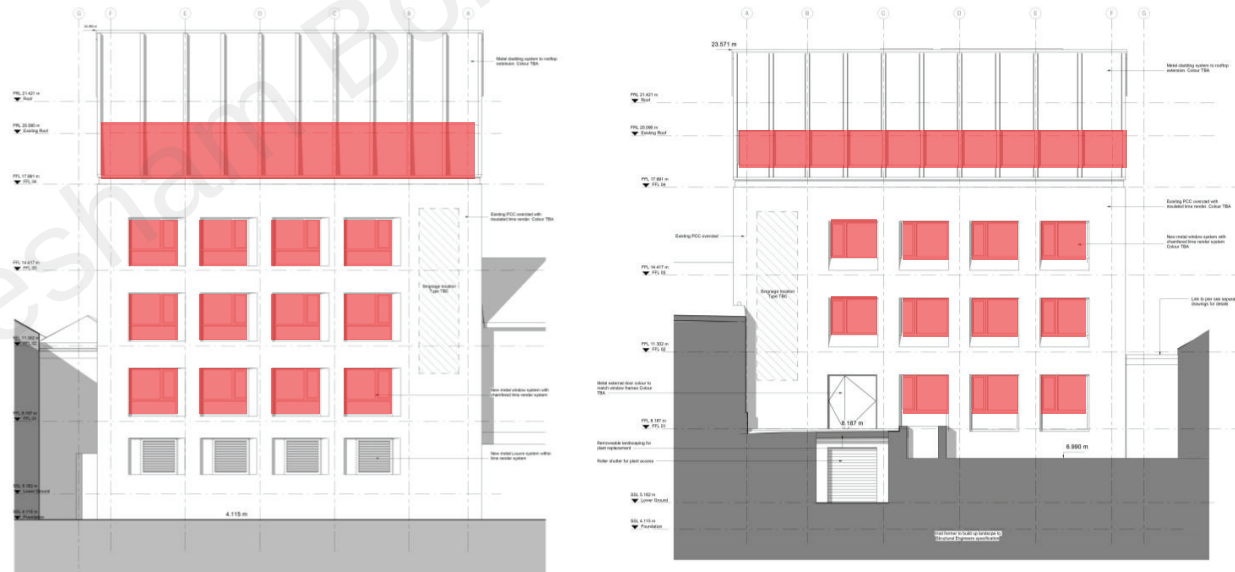
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Cleaning and Maintenance

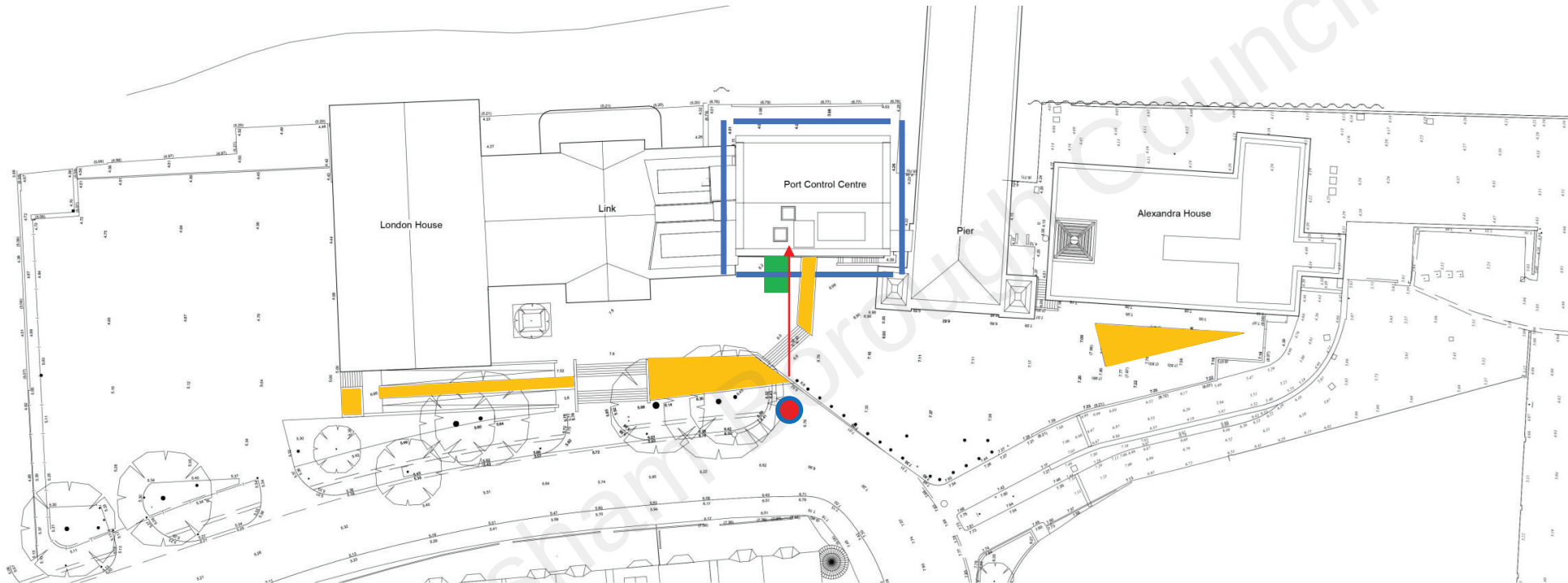
The following diagrams show how the proposed building will be cleaned and maintained:

- Glass replacement will either be performed using a mewp from the landscape or mobile crane from the street
- Cleaning of windows can be performed from the ground via water fed pole
- Plant space is divided between the basement which is accessible via stair, lift and externally and the roof which can be accessed via a ladder and hatch from Level 4.
- A fall restraint system will be provided to aid working at height for the access to the roof which would be infrequent.
- Plant replacement can be achieved via small parts in the lift using a trolley or for one in a generation items via a removable piece of landscaping and existing roller shutter.
- Replacement access can also be achieved via the underside of the pier if required but this has a restricted head height (1.6m)

Cleaning via external landscape via water fed pole. Glass replacement via mewp or mobile crane from street or landscape



Cleaning and Maintenance



-  Cleaning and replacement glass via ground
-  Removeable landscaping for once in a generation plant replacement

-  Access for fire tender
-  New planters incorporated into the maintenance strategy

Security

The security needs for the new PCC have been considered throughout the design process with further details to be developed as the project progresses. While not considered critical national infrastructure, the security of the PCC and PLA is of great importance given the role the PLA plays in the managing of the Thames on a 24/7 basis.

Top areas of consideration during the design process has been:

- External lighting and working to create a feeling of safety and visibility with clear lit routes
- Maintaining a single entrance for all users via the Link to maintain a single, clear route
- Allowing for continued access for PLA Pilots between the PCC and Royal Terrace Pier 24 hours a day
- Façade detailing to dissuade climbing
- Understanding how the building will want to be operated from a delivery point of view so as to manage in goings and outgoings
- Placement of bollards and street furniture around the site
- Sightlines and visibility in general to improve natural surveillance across the site
- Clear definition of boundaries between public and private spaces

The security locking procedure will need to develop in line with the door lock strategy. The coverage of the PLA's existing security cameras, and any potential amendment to these will be assessed by the PLA's security team.

Listed Building Consent

- Connection between Royal Terrace Pier and PCC
- Under Croft of Pier – Hard Landscaping

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Connection between Royal Terrace Pier and PCC

Existing condition

The connection joining Royal Terrace Pier and PCC was added in XX century to allow Pilots a direct access to the Pier. It is a brick extension to the PCC with a stair case to mitigate a level change between the two buildings. The exit/entrance door in the Pier undercroft appears to be fitting into a modern wall, likely to be added at the same time as the connecting stair case.

On the town side, the connection is hidden behind one of the Pier's turrets. There is no public access to the area behind the PCC.



Connection between PCC and Pier – river side



Connection between PCC and Pier – town



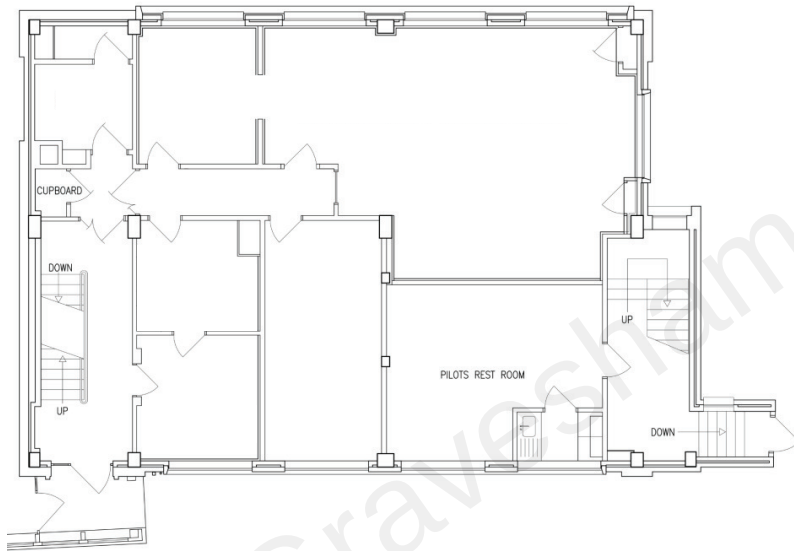
Connection between PCC and Pier – Pier undercroft

Connection between Royal Terrace Pier and PCC

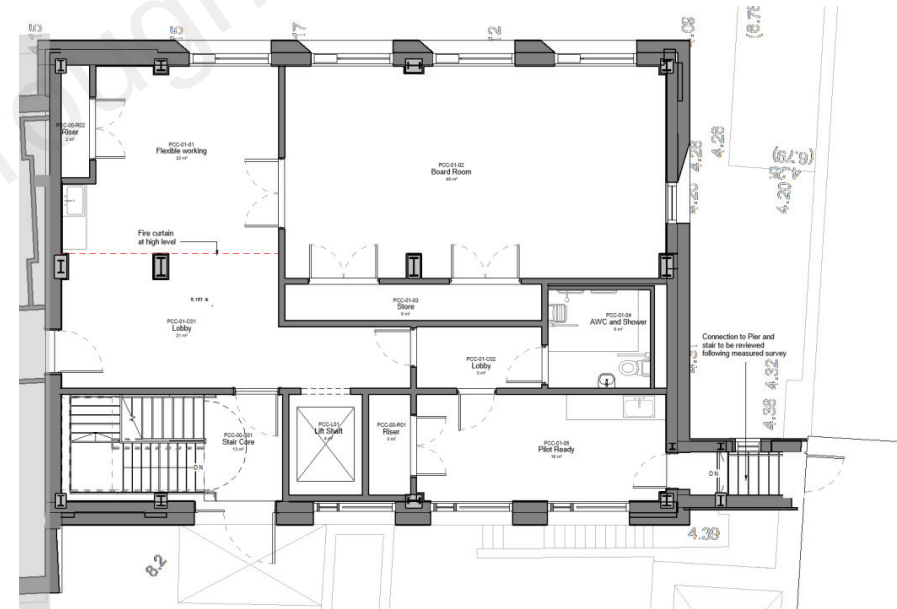
PLA Operations

The connection between Royal Terrace Pier and PCC is currently used as a direct exit and entry route by Pilots. It provides a save 24h route directly onto the Pier, from where Pilots can board boats. If the Pilot's route starts from another Pier, the existing exit via Royal Terrace Pier allows them to quickly and safely leave the PCC building to taxi. It is essential for the operation of PLA and safety of the Pilots to maintain the existing route via the Royal Terrace Pier.

The existing connection is currently leading to Pilot Ready and upper levels via a secondary staircase. In the proposed design the connection between PCC and Pier will lead directly to the Pilot Ready where they can rest and wait for the upcoming calls. Pilot ready is also connected to the rest of PCC and can be accessed via the main entrance in Link Building during day time.



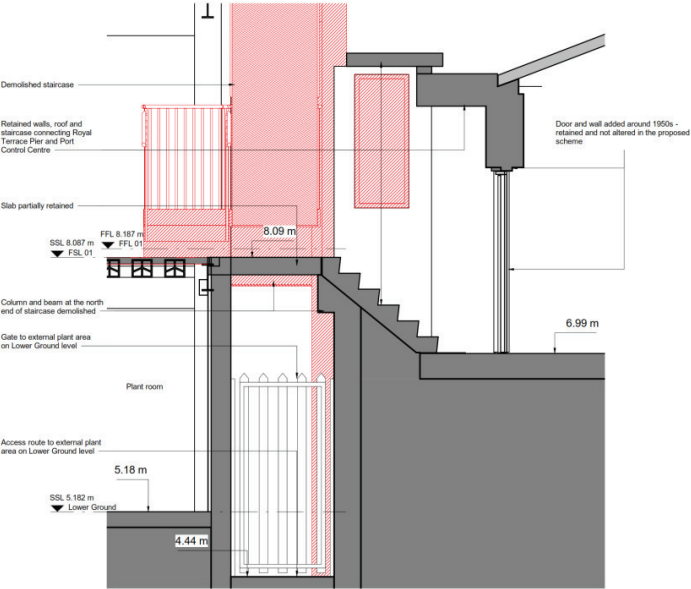
Existing Level 1 layout



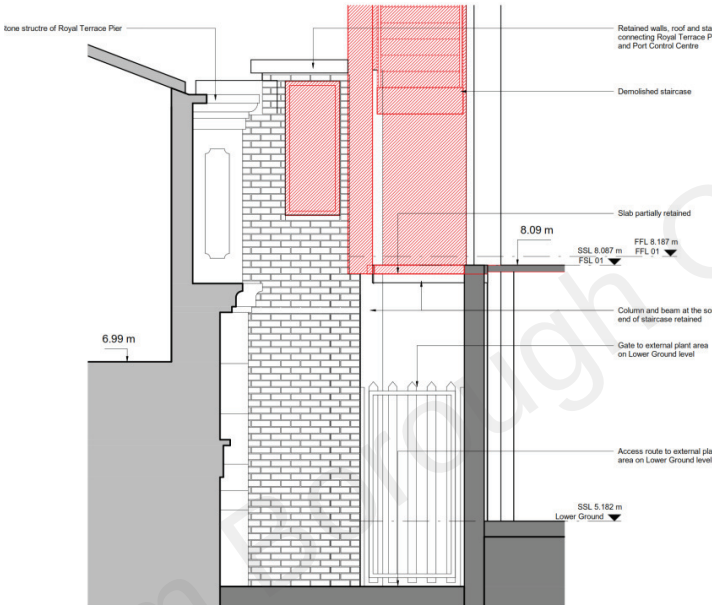
Proposed Level 1 layout

Connection between Royal Terrace Pier and PCC

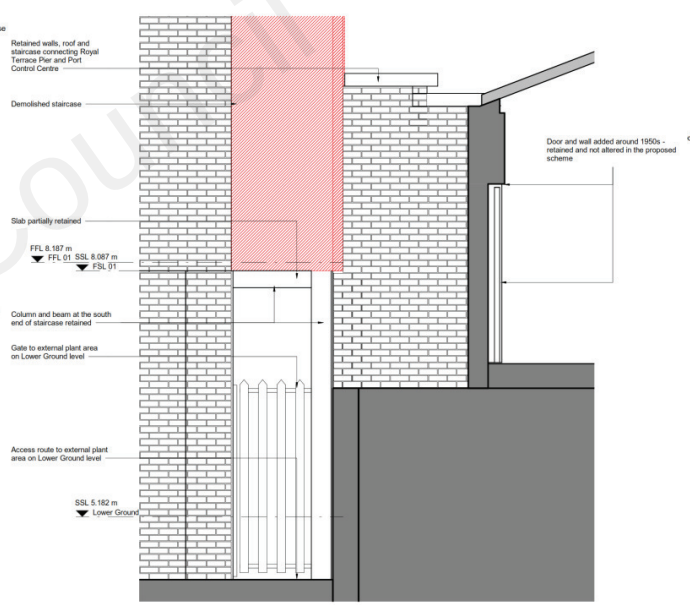
Extent of demolition works



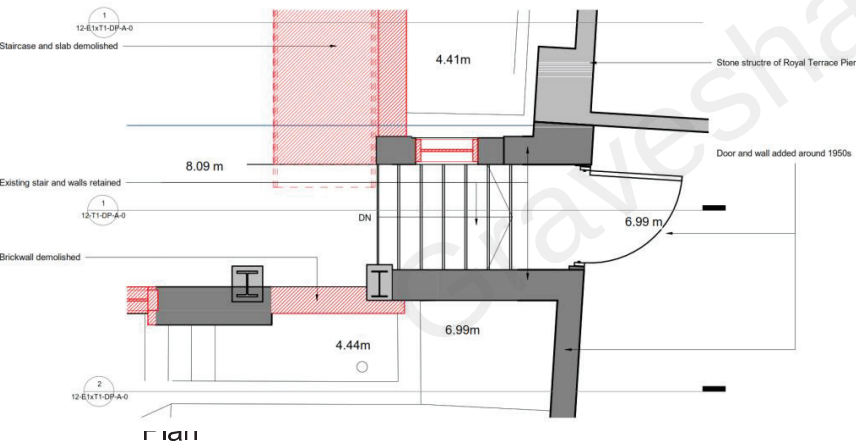
Section



North Elevation



South Elevation



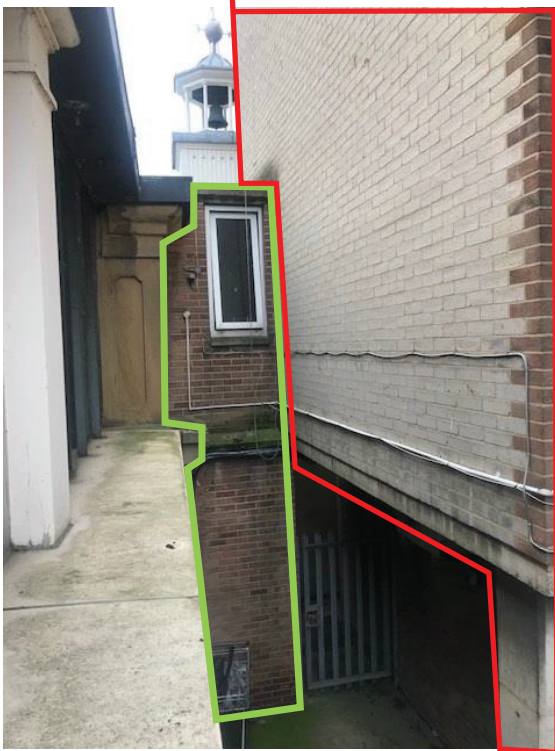
Collated drawings present the extend of demolition around the connection between PCC and Pier. Majority of the structure and external walls is retained. Demolition works are predominantly focused on removal of the secondary stair core. Walls and slab connecting directly to the Pier are to be retained.

Key:

- Existing building - XX century structure
- Existing building - historic structure
- Demolished building elements
- Existing brick wall

Connection between Royal Terrace Pier and PCC

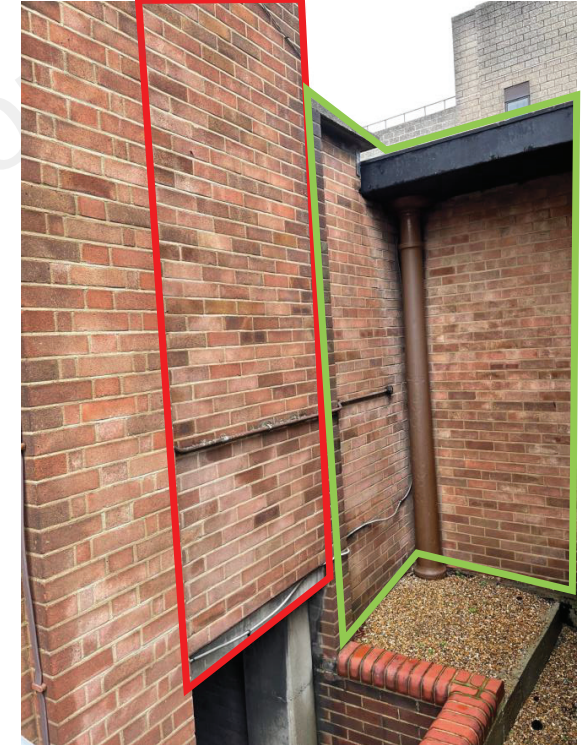
Extent of demolition works



Connection between PCC and Pier – river side



Connection between PCC and Pier – town side,
hidden behind Pier

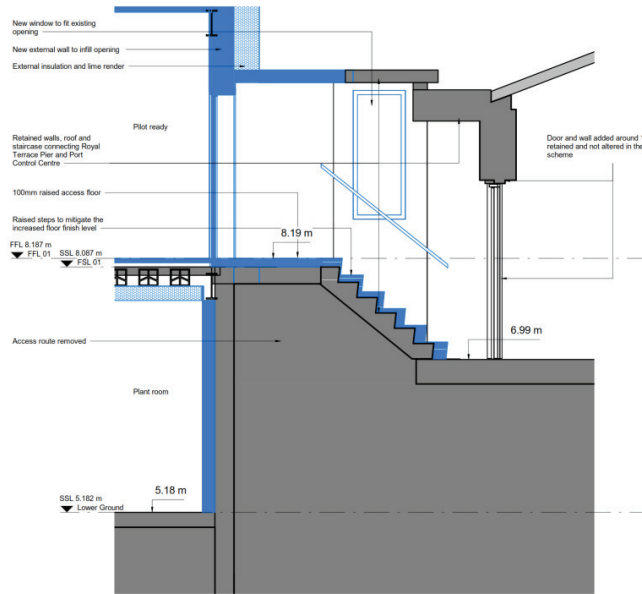


Connection between PCC and Pier – town side,
hidden behind Pier

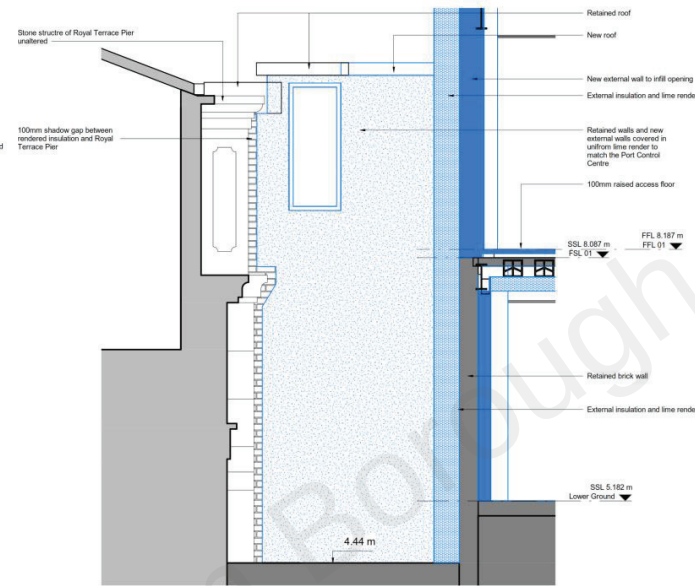
— To be retained
— To be demolished

Connection between Royal Terrace Pier and PCC

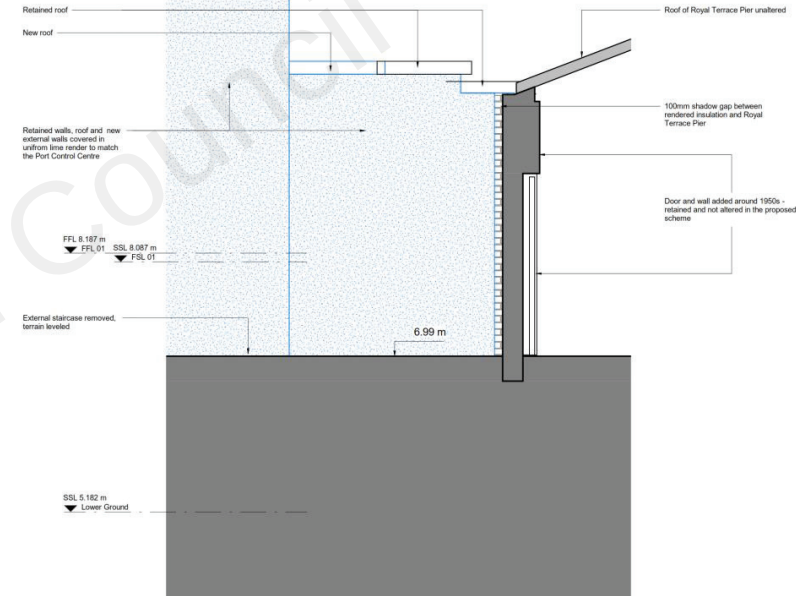
Proposed connection



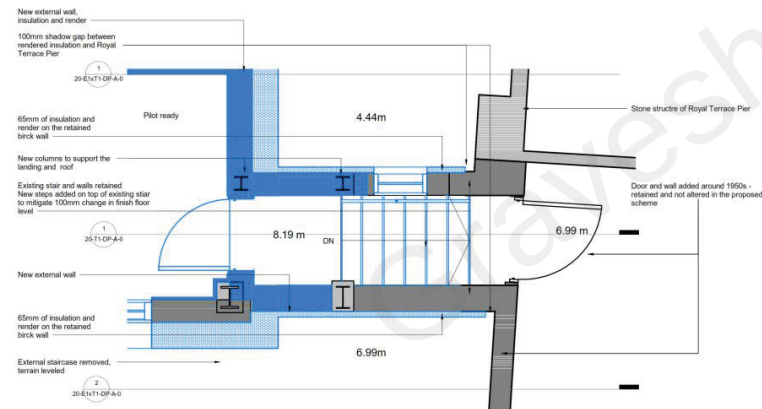
Section



North Elevation



South Elevation



Plan

Collated drawings present the proposed upgrade to the Pier connection. The existing walls will be insulated and rendered to match the proposed PCC building. Render will finish 100mm short of the Pier structure, leaving a shadow gap between PCC and the listed building. Walls and roof will be extended above the new landing and new steps will be built over existing stair to mitigate increase in finish floor levels. Window will be replaced to fit the existing opening. The external access to the plant areas at the north side of PCC, below the connection to Pier, is removed and terrain will be filled to match level of the Pier and its surroundings.

Key:

	Existing building - XX century structure
	Existing building - historic structure
	New building elements
	Lime render
	Insulation

Under Croft of Pier – Hard Landscaping

KENTISH RAG STONE



Gallagher Group

ORIGIN

Britain, Maidstone, Kent

APPEARANCE

Hard sandy limestone, grey to blue grey in colour

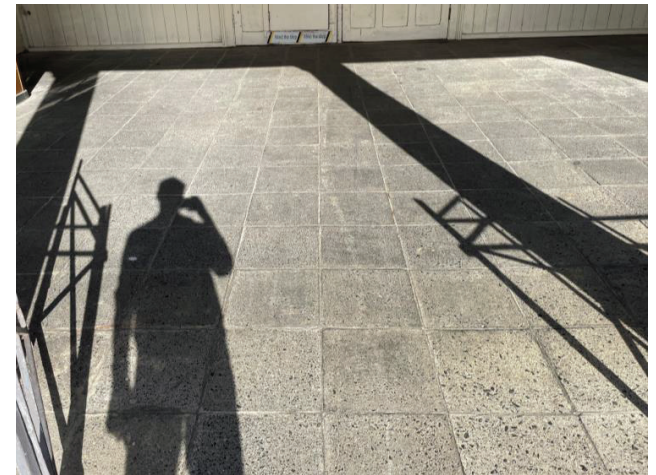
USE

Load bearing masonry, cladding, external paving, internal flooring, carving, landscaping, memorial, worktops



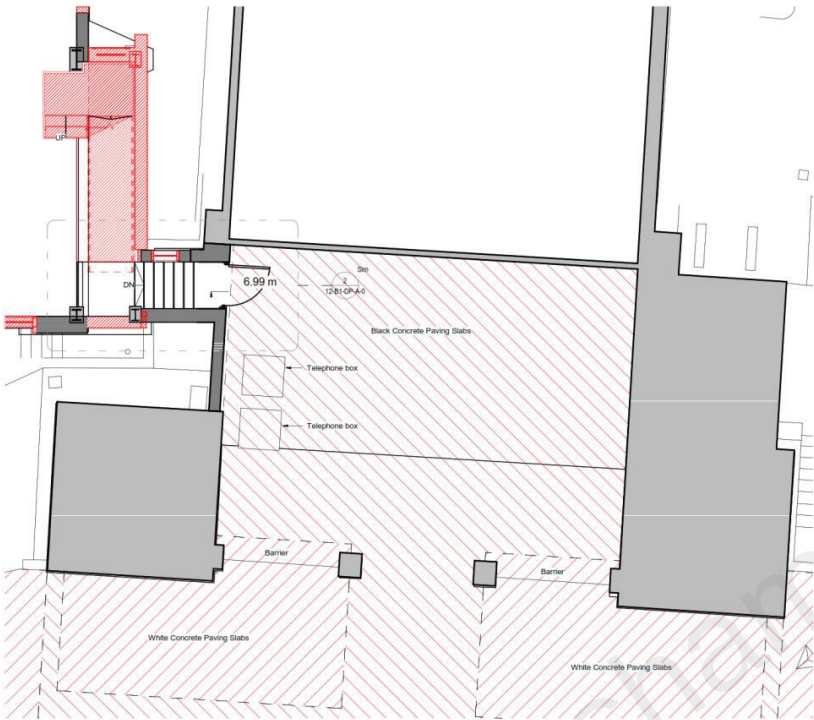
The existing paving in the under croft of the Royal Terrace Pier was likely replaced in the XXth Century. It is made of poor quality, worn down, black concrete paving slabs which contrasts with the historic fabric of the Pier. The existing paving continues from the under croft to the square in front of the Pier and Alexandra House. The new landscape design includes a uniform finish for paving, steps, ramps and planters across the whole site. It is proposed to continue the new paving into the under croft and replace the existing block concrete slabs.

The intention would be to use Kentish Ragstone for the floor surface and facing of planters creating a unified civic landscape with a quality local material. We want to use the material everywhere for consistency but the final detail of the pattern direction will be agreed at a later date.

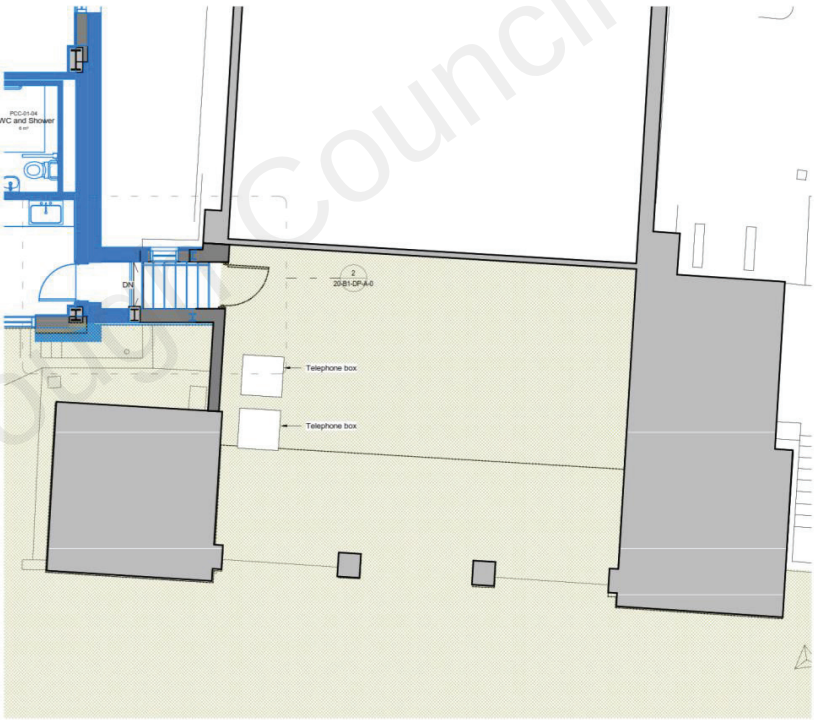


Under Croft of Royal Terrace Pier

Under Croft of Pier – Hard Landscaping



Existing paving in the under croft and around the Royal Terrace Pier



Proposed paving in the under croft and around the Royal Terrace Pier

Key:

	Existing while concrete paving slabs		Demolished building elements
	Existing balck concrete paving slabs		New buidling elements
	Premeable flag stone paving - final material TBA		
	Existing building - XX century structure		
	Existing building - historic structure		

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**BENNETTS
ASSOCIATES**