



8.6 Scale & Massing

Indicative Massing View 3



View 3: View from near the junction of Dalefield Way and Saltun Close looking North West.

Key:



Outline Of Proposed Office Building



Outline Of Proposed Storage Building

Existing View





8.7 Scale & Massing

Indicative Massing View 4



View 4: View from the site entrance on Dalefield Way looking North East.

Key:

 Outline Of Proposed Office Building

Nb - the storage building is not visible in this view

Existing View



9.0 Appearance (Illustrative).



9.1 Appearance (Illustrative)

Local Architectural Context



Historic buildings around Gravesham, such as these pictures above on Gravesend High Street, have a strongly articulated ground floor base, upper levels in brick and defined roof with overhanging eaves.



The Verena Holmes building in Canterbury uses varying brickwork with a strongly expressed grid; with inset panels of metal and glass. The contemporary style incorporates the traditional idea of the ground floor base, middle, and different top floors with expressed roof line.



Quinn Estates new office in Ashford also has an expressed ground floor, with red brick grid with simple detailing on intermediate floors and a set back / roof - top floor. The Roof edge and eaves are strongly expressed; and the building is well proportioned overall.



The existing B&T warehouse to the west side of the site has a red brick masonry base with lightweight metal cladding to upper floors coloured anthracite grey RAL 7016.



The existing O'Hallaran & O'Brien office which will be adjacent to the proposed office also has a red brick masonry base with metal cladding to upper floors coloured anthracite grey RAL 7016; and an expressed overhanging eaves at the roof-line.



Neighbouring residential buildings are a mixture of red and buff brick. They have a clearly defined "base" below a line of soldier coursing; and expressed eaves and roof-line.

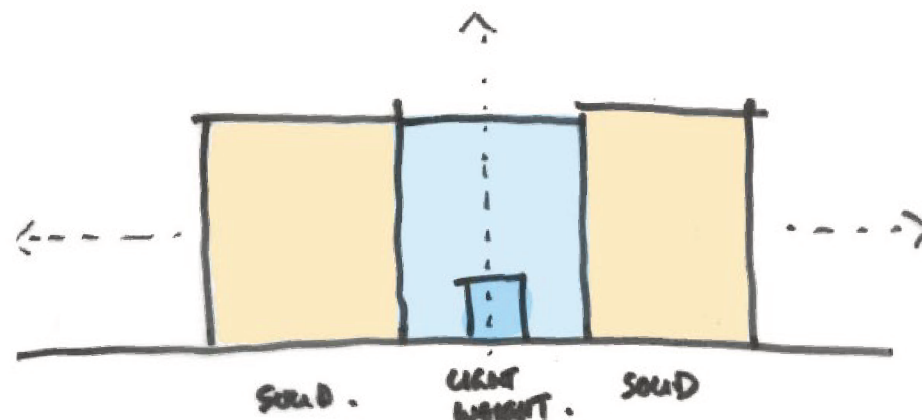


9.2 Appearance (Illustrative)

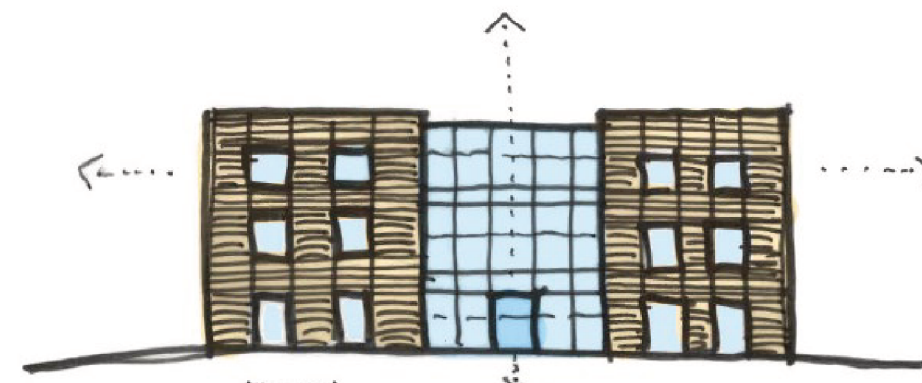
Design Evolution



1. The concept for the plan splits the building in two with a central axis, allowing daylight, ventilation and views to the interior.



2. As a concept elevation, this translates into a building with a lightweight central glazed feature; and "heavy" masonry wings either side



3. Imposing a grid of windows and fenestration lines onto the design concept. As it is; this would mean a large area of glazing facing south which would cause over-heating.



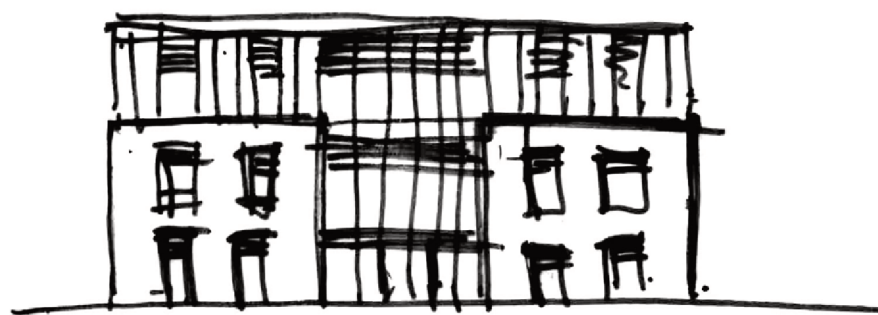
4. Brise-soleil type louvres were added to this sketch to help control over-heating.



5. An experimental sketch which was rejected forms the openings into vertical panels. However, a lighter-weight construction was required with less masonry, to reduce the weight of the building on the ground.



6. The weight of masonry was reduced by adding inset metal panels with a vertical emphasis; and a brise-soleil at roof level to act as a solar shade and relate to other local buildings with an expressed roof-line.



7. The sketch adds a lighter-weight top floor to reduce the building's overall weight; and also be sympathetic to the design of both the adjacent existing office and the facing residential units with have a sense of "base" and top"



8. Preliminary formal elevation with a panelised top floor, and panels introduced at lower levels



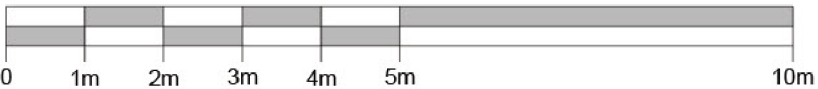
9. Preliminary formal elevation with brise-soleil strongly defined and used to create feature panels in the facade and a strongly expressed roof-line. This design was carried forward to the pre-application proposal.



9.3 Appearance (Illustrative)

Proposed Facades: Office

South Elevation

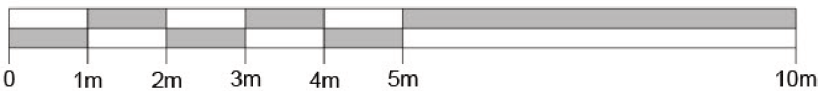




9.4 Appearance (Illustrative)

Proposed Facades: Office

East Elevation

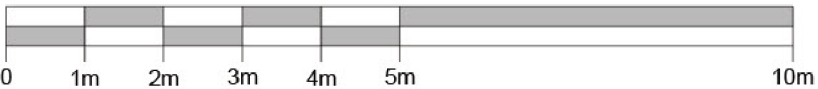




9.5 Appearance (Illustrative)

Proposed Facades: Office

North Elevation

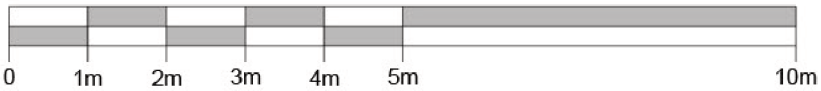




9.6 Appearance (Illustrative)

Proposed Facades: Office

West Elevation





9.7 Appearance (Illustrative)

Proposed Palette of Primary Materials



A powder coated steel brise-soleil creates a strongly expressed eaves line and roof top, protecting the building from overheating on the south elevation. Colour to be RAL 7016 Anthracite Grey to match the other buildings on the site.



Powder coated, light-weight insulated metal cladding panels with crisply detailed glazing inserts reduce the weight of the building and load on the foundations; and create a clean contemporary aesthetic, similar in appearance to the adjacent existing office and workshop buildings. Colour to be RAL 7016 Anthracite Grey to match the other buildings on the site.



Red stock and multi brickwork for the lower floors creates a strong "base" to the building, grounding it in a traditional way. Feature panels between windows may be created using ribbed brick bond patterns.





9.8 Appearance (Illustrative)

Illustrative View 1

Illustrative view looking North-east from near the site entrance on Dalefield Way.



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9.9 Appearance (Illustrative)

Illustrative View 2

Illustrative view looking North-west from Dalefield Way.



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9.10 Appearance (Illustrative)

Illustrative View 3

Illustrative view of the rear and side elevations looking South-west from inside the site compound



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9.11 Appearance (Illustrative)

Illustrative View 4

Illustrative aerial view looking North-west from above Dalefield Way



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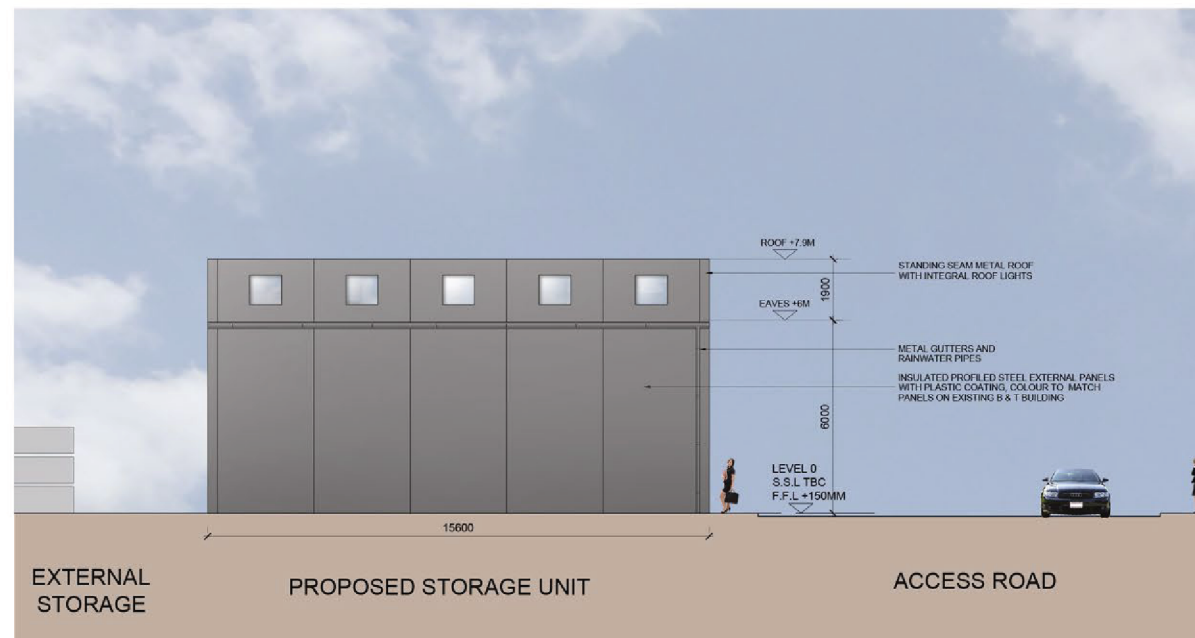


9.12 Appearance (Illustrative)

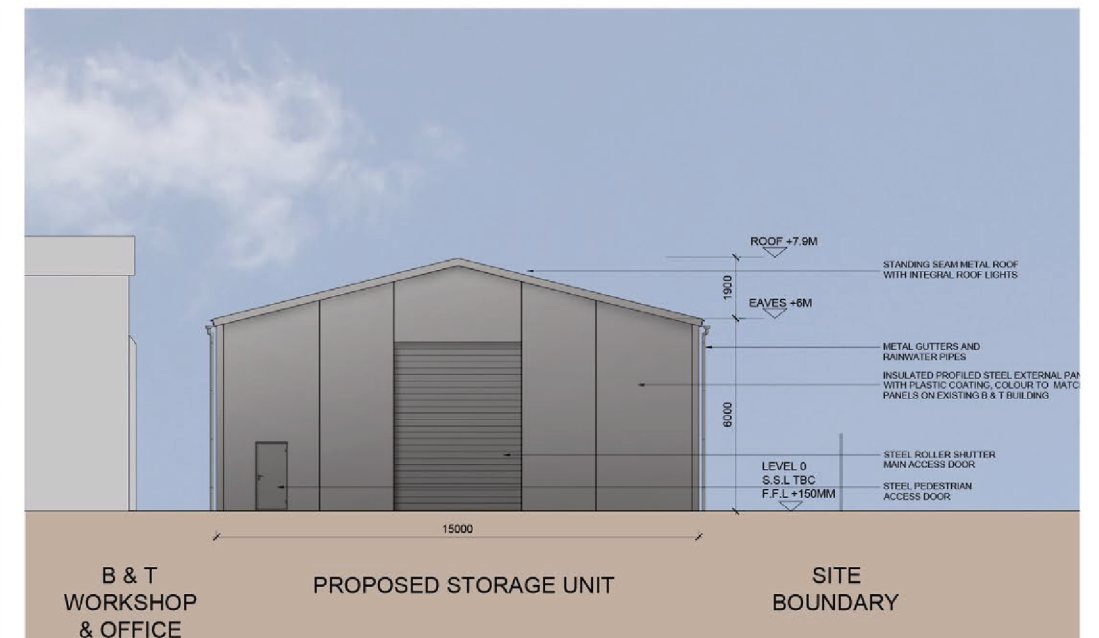
Proposed Temporary Storage: Elevations

The temporary storage unit will be created using a portal frame and steel insulated profile panels, powder coated, as per the current storage building in the North of the site.

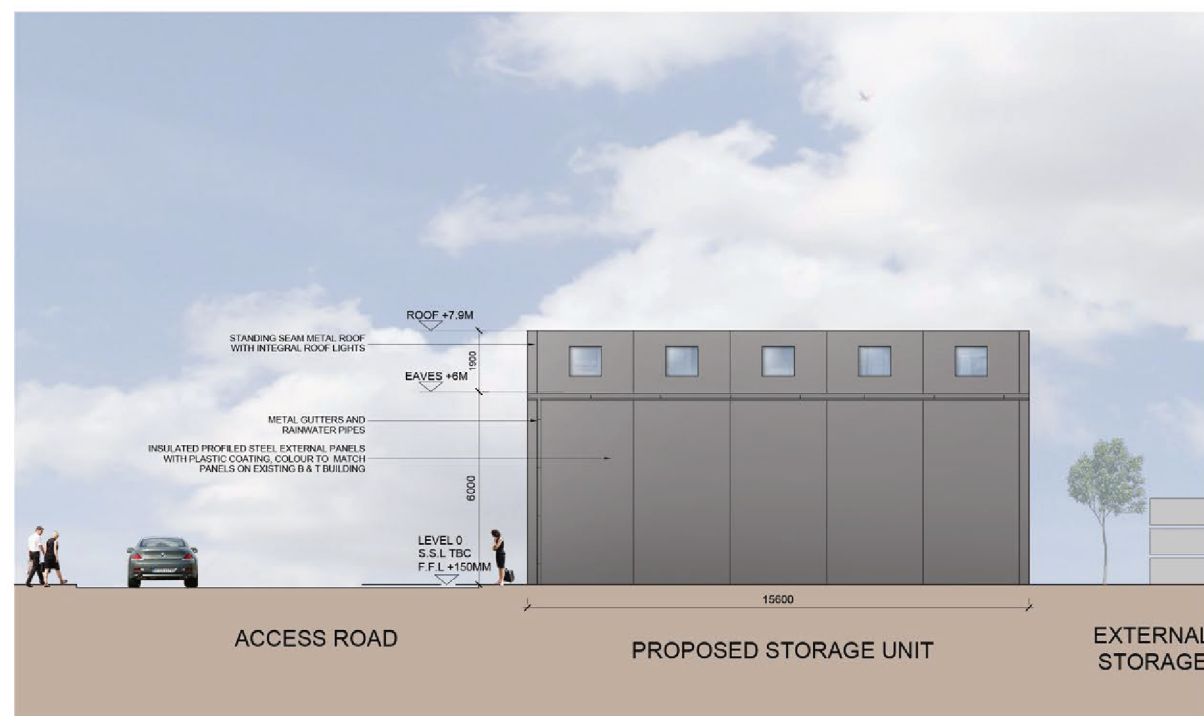
The colouring and design will be RAL 7016 Anthracite Grey to match the other buildings on the site, and is intended to be discrete and unobtrusive.



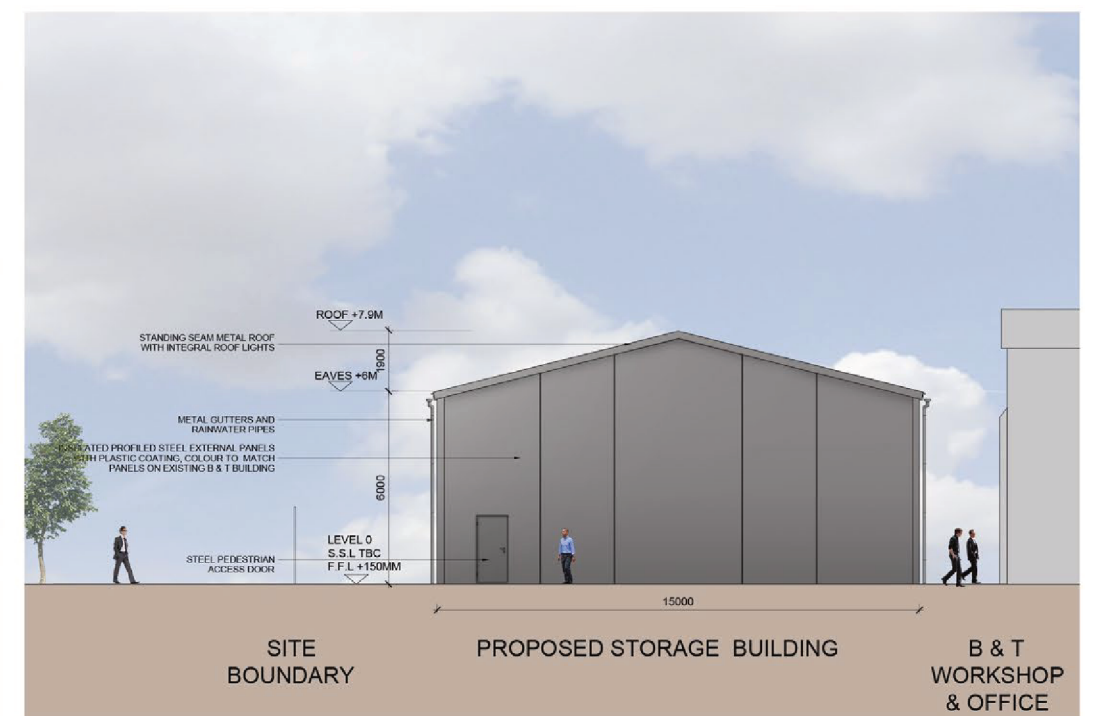
WEST ELEVATION



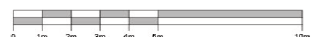
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



10.0 Access.



10.0 Access

By Car

The opposite plan highlights the only vehicular access point in the scheme. The access point is located on Dalefield Way on the south of the industrial park and provides all emergency / maintenance vehicle access for the site.

All new parking bays are 2.5m x 5.0m with minimum 6m wide roads aiding ease of manoeuvring, with the exception of disabled parking bays which are 2.4m x 4.8m with associated 1.2m wide access zones. The number of parking bay provision will be

By Foot & By Cycle (Illustrative)

The illustrative layout of the site has been designed to ensure that occupants and visitors are able to move throughout the site with ease. The main proposed pedestrian route to the new office building and storage unit follows the existing footpath layout.

A new dedicated landscape area is proposed to provide leisure space for the staff and visitors. The entrances to both proposed buildings are directly accessible from the new & existing pedestrian footpaths.

External cycle parking spaces will be provided adjacent to the proposed office building.

Key:



Vehicular routes through site



Main pedestrian routes through site

