STOLON STUDIO.



Former Debenhams
New Road, Gravesend
Design & Access Statement
June 2026

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Notes:

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1. Executive Summary

1.1.1.Purpose of this report

The Planning Report explains how the proposed development is a suitable response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users.

This report seeks to explain the steps taken to appraise the context, the design principles and concepts, and demonstrate how the design takes into account this context.

The report explains the approach to access, relevant policies, constraints and opportunities, and design development explored.

1.1.2.Structure of this report

The document is set out in the following sections:

- Context. This section describes the processes undertaken to assess the site and its surroundings, the history, and the relevant policy. The findings are evaluated and presented as constraints and opportunities.
- Design development. This section describes some of the design evolution and the concepts driving the design.
- Design proposal. The following sections set out the built form, movement, use, scale, landscaping and appearance of the proposed development. This section has been structured in-line with the Design for Gravesham Design Code.

1.1.3. Design for Gravesham Design Code

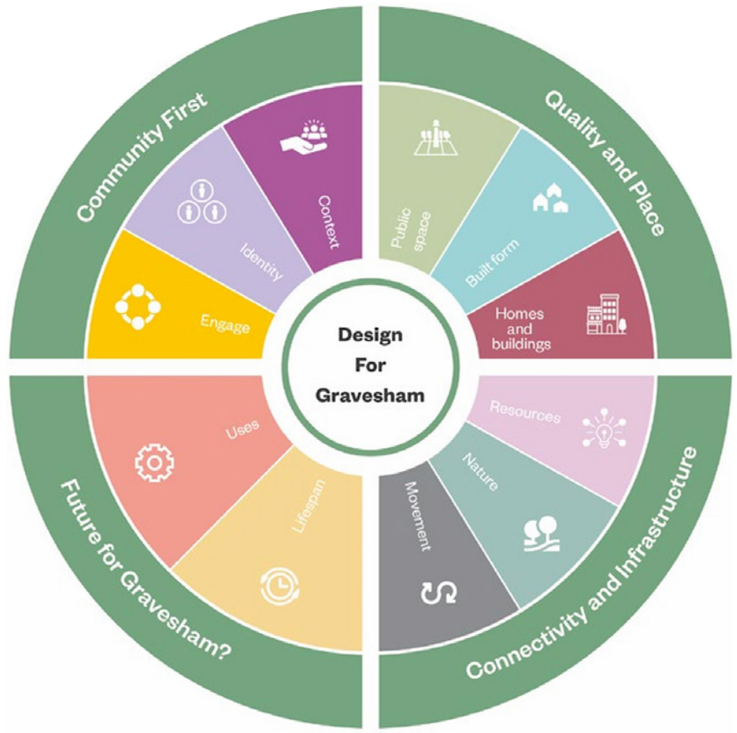
"Design for Gravesham aims to guide development in the Borough to ensure it responds appropriately to its context and creates neighbourhoods that are sustainable, vibrant and resilient, shaped around the needs of Gravesham's community.

The vision revolves around four main threads:
- Community First
- Quality and Place
- Connectivity and Infrastructure
- Future for Gravesham?

They are expressed via eleven design themes relevant to every new development in the Borough from major masterplan projects to infill developments and retrofit."

The eleven characteristics are as follows:

- Engage - responding to local needs
- Context - enhances the surroundings
- Identity - attractive and distinctive
- Built form - a coherent pattern of development
- Movement - accessible and easy to move around
- Nature - enhanced and optimised
- Public Realm - safe, social and inclusive
- Uses - mixed and integrated
- Homes and buildings - functional, healthy and sustainable
- Resources - efficient and resilient
- Lifespan - made to last



Gravesham's 11 Design Principles
(Design for Gravesham Design Code)

1.2.1.The Site

The site is located at 74-76 New Road, Gravesend, DA11 0AF. The site footprint is c. 4,250 sqm.

1.2.2.Context

The site is a former Debenhams store and bank, with offices, a warehouse and car park on upper floors. Access to the site is from New Road, Clive Road and Anglesea Place. It is located within the Primary Shopping Area (PSA) with a protected ground-floor retail frontage and is not in a conservation area. The existing buildings sit between Tesco and Thamesgate Shopping Centre, with Thamesgate Shopping Centre Car Park positioned above the rear portion of the ground floor. The site benefits from excellent public transport links including proximity to Gravesend railway station and local bus routes.

1.2.3.Design

The proposal is for 33 residential units, achieved through the conversion of 74–76 New Road to deliver a mixed-use development, retaining active commercial use at ground floor level and introducing new residential accommodation above. The scheme will rationalise the existing buildings to optimise the site's potential while respecting the established scale, proportions and materiality of the surrounding townscape.

A further more extensive scheme was developed incorporating vertical extensions at the front and rear for up to 70 dwellings. This more extensive development is not included in this proposal due to the current financial climate. However, the option of future enhancement is safe guarded through the layout, vertical circulation, and space for additional bin storage and bike parking.

1.2.4.Conclusion

The proposed conversion of 74–76 New Road represents a well-considered development that will bring under-utilised town centre floorspace back into active use. The development aligns with the objectives of the Gravesham Local Plan Core Strategy (2014) and national planning guidance promoting the efficient re-use of previously developed land, the delivery of sustainable town centre housing, and the enhancement of commercial vitality. Whilst the proposal could be largely achieved through permitted development, a higher quality of accommodation can be provided through full planning to allow for alterations to façades to improve daylight, amenity space and access. The scheme contributes to the town centre's ongoing regeneration and provides much-needed residential units in a highly accessible location.



Aerial view of the site

2. Context

2.1. Site Context

2.1.1.Location and Access

The site is located in Gravesend town centre, occupying the block between New Road to the north and Clive Road to the south. Ground level access is available from New Road, Clive Road and at 1st floor via Anglesea Place. An additional ground floor connection through the adjoining Tesco site is currently in use.

2.1.2.Site Extent and Built Form

The existing buildings occupy the entire footprint of the site, extending almost 100 metres in length and approximately 42 metres in width. The massing comprises a two-storey front building with additional mansard roof, and a four-storey building to the rear.

2.1.3.Surrounding Context

To the west, the adjoining Tesco store is taller than the former Debenhams building, although broadly comparable in height to the rear building. To the south and east, multi-storey car parks rise to around one storey higher than the rear building. Immediately to the east, west and south, the surrounding buildings are non-residential in character. Along New Road to the north, neighbouring properties contain a mix of retail uses at ground floor with residential accommodation above.

2.1.4.Planning Designation and Recent Use

Until recently, the site was occupied by Debenhams and Barclays Bank, operating as a large department store and associated offices within the town centre's primary shopping area. It appears to carry a designated retail use across the entire plot. Its current vacant status presents an opportunity for regeneration and re-use, contributing positively to the vitality and resilience of Gravesend's town centre.



2.2. Site Photographs - Exterior



Satellite View (image © Google Earth)



Figure 1. View of New Road with site on left



Figure 2. View down New Road



Figure 3. View from Anglesea Place of ramp to rear service yard



Figure 4. Rear service yard



Figure 5. View of rear building from service yard



Figure 6. View from Clive Road towards site

2.3. Site Photographs - Interior



Figure 1. View of front building from central flat roof



Figure 2. Window bay in front building



Figure 3. First floor of front building



Figure 4. Roof of front building

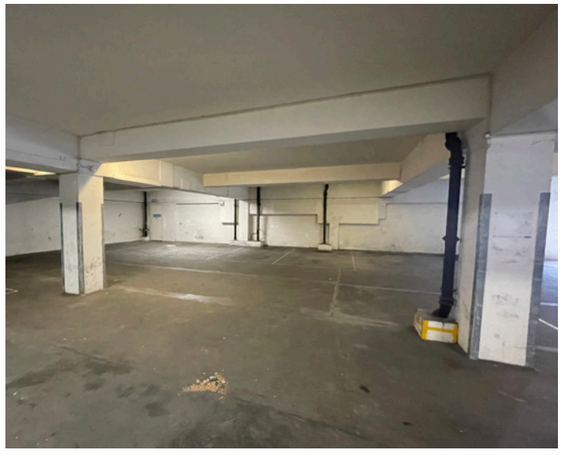


Figure 6. First floor of rear building



Figure 5. Third floor of rear building

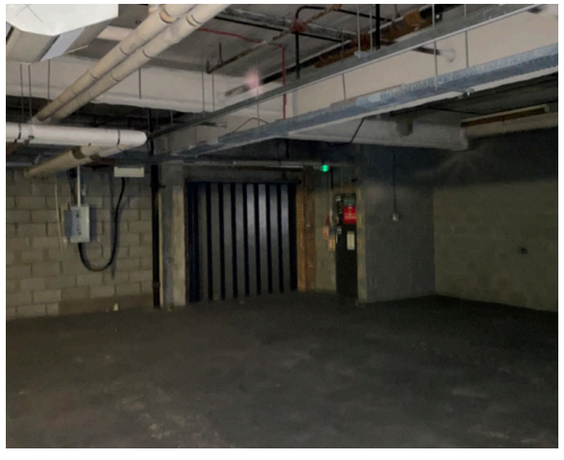


Figure 7. First floor of rear building

2.4. Local Vision

The **Design for Gravesham** Design Code provides a comprehensive framework for new development within the borough, setting out key principles for the townscape, massing, materials, landscaping, and street-level activity. The code is particularly focused on promoting developments that enhance local character, connectivity, and the quality of the public realm, while ensuring new buildings contribute positively to Gravesham's evolving townscape.

In preparing the proposal for 74–76 New Road, the design team has carefully reviewed and applied the relevant guidance from the Design Code, with particular focus on the following areas:

- Building Height and Massing: The proposed conversion respects the prevailing scale and proportions of the surrounding town centre blocks, with careful attention to step-backs, rooflines, and articulation to ensure the new development integrates seamlessly into the street scene.

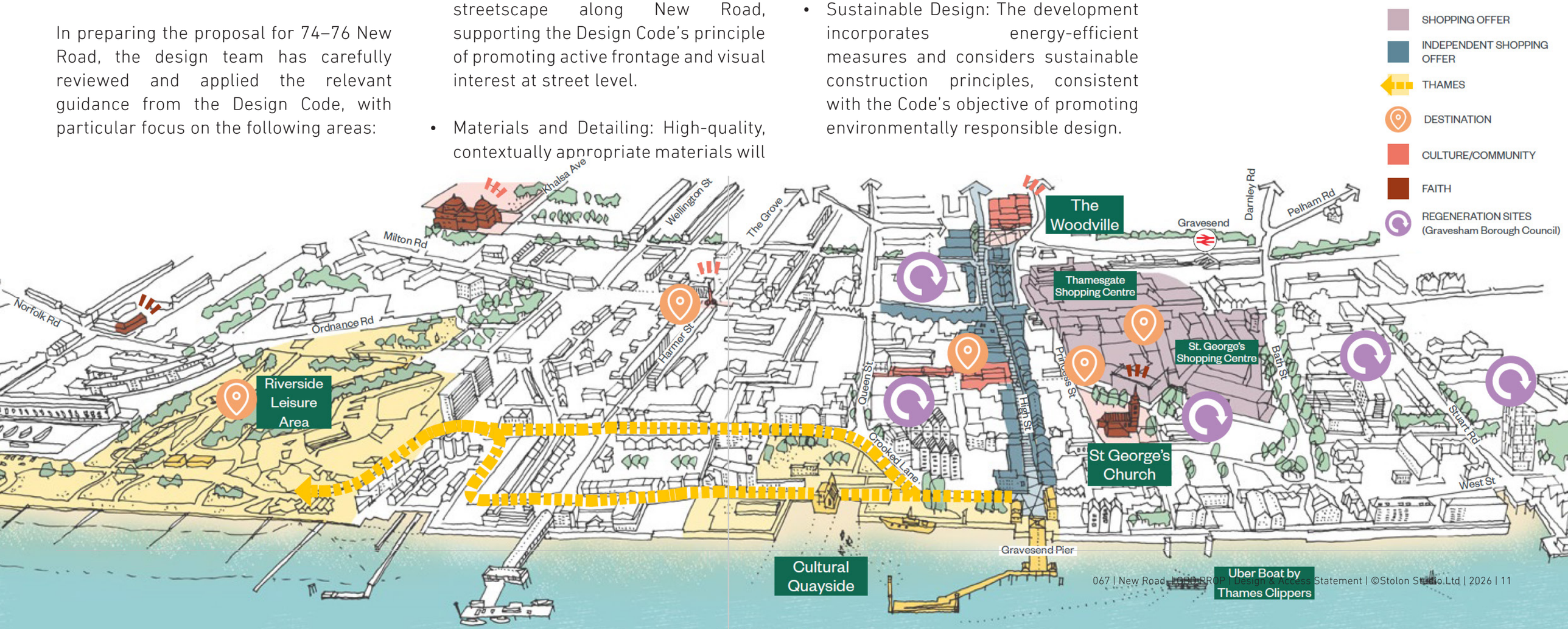
- Active Frontages: Ground floor commercial units are retained and enhanced to maintain a vibrant streetscape along New Road, supporting the Design Code's principle of promoting active frontage and visual interest at street level.

- Materials and Detailing: High-quality, contextually appropriate materials will be used to complement surrounding historic and contemporary buildings, following the Design Code's emphasis on reinforcing local character.

- Connectivity and Access: The proposal ensures pedestrian access from New Road and Clive Road, connecting in to local public transport networks and supporting the Code's guidance on improved movement and accessibility.

- Sustainable Design: The development incorporates energy-efficient measures and considers sustainable construction principles, consistent with the Code's objective of promoting environmentally responsible design.

By integrating the Design for Gravesham principles from the earliest stages, the proposals aim to deliver a development that is both contextually sensitive and visually coherent, enhancing the local environment while contributing to the regeneration of Gravesend town centre. This approach ensures the scheme is not only technically compliant but also aligned with the wider design ambitions of the borough.



2.5. Planning Policy

The site is not within a conservation area. It is, however, located within the Primary Shopping Area (Policy CS08), with one primary retail frontage facing directly onto New Road.

2.5.1.Gravesham Local Plan Core Strategy (2014)

Policy CS01 – Sustainable Development
Policy CS02 – Scale and Distribution of Development
Policy CS05 – Gravesend Town Centre Opportunity Area
Policy CS08 – Retail, Leisure and the Hierarchy of Centres
Policy CS11 – Transport
Policy CS14 – Housing Type & Size
Policy CS15 – Housing Density
Policy CS19 – Development and Design Principles

2.5.2.Gravesham Local Development Scheme 2025-2026

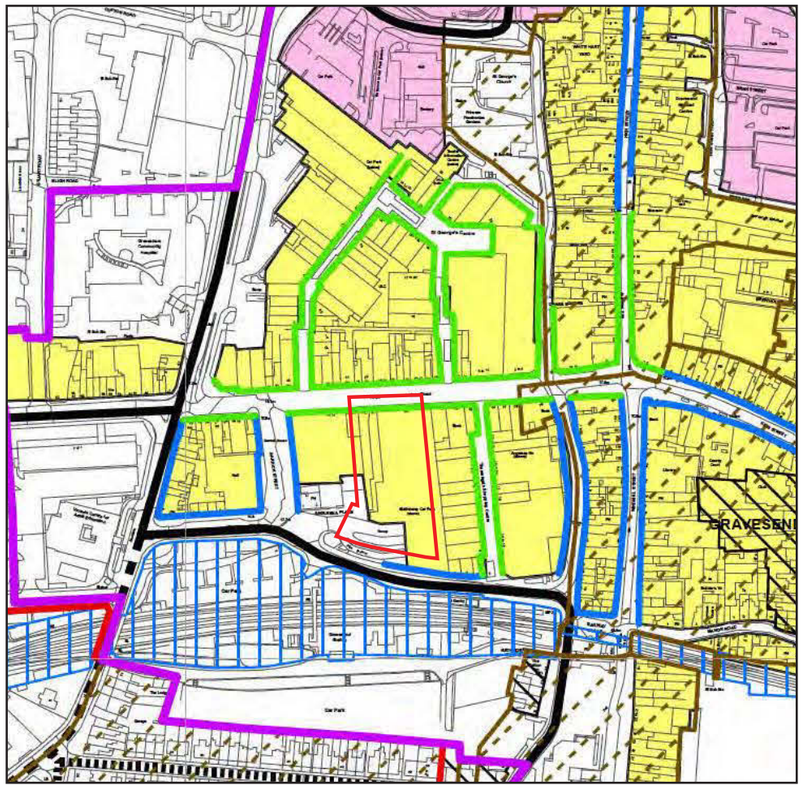
A draft review of the Local Plan reinforces support for brownfield redevelopment and conversions in sustainable urban areas. Draft policy themes include:

- Increased housing delivery through conversions and intensification of existing sites;
- Support for mixed-use regeneration of underused commercial premises;
- Continued focus on Gravesend as key growth and service centre in the borough.

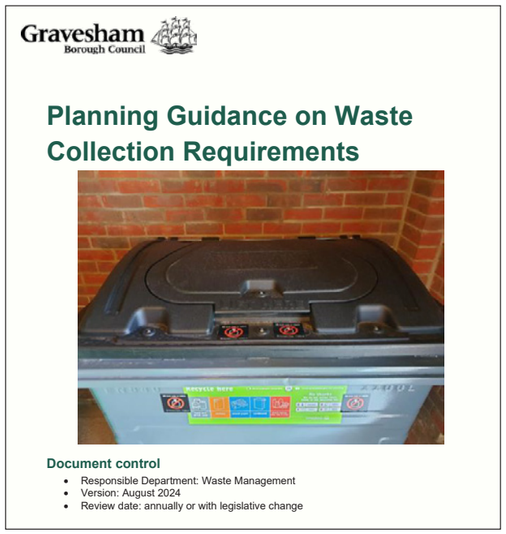
2.5.3.National Planning Policy Framework (2024)

Policy 7 – Ensuring the vitality of town centres
Policy 9 - Promoting sustainable transport
Policy 11 – Making effective use of land
Policy 12 – Achieving well-designed places









2.6. Planning History

The site at 74-76 New Road has had several previous applications for alterations to elevations and a number of applications relating to signage and advertising. There are other properties along New Road which have been similarly converted from commercial to residential use on the upper floors.

2.6.1.74-76 New Road

- **Application 20231107. 31 October 2023. Consent granted** for; alterations to rear curtain walling elements on Clive Road to provide new double doors and curtain walling.
- **Application 19860941. 24 December 1986. Consent granted** for; alterations to ground floor front elevation.
- **Application 19860969. 26 November 1986. Consent granted** for; installation of new shop front and alterations to the existing canopy on the New Road frontage alterations to rear curtain walling elements on Clive Road to provide new double doors and curtain walling.
- **Application 19850775. 18 October 1985. Consent granted** for; conversion of premises to form 3 retail units and banking hall with ancillary offices and staff room at first floor level storage at second floor level canteen kitchen rest room and cloakroom at third floor level and formation of 11 car parking spaces.
- **Application 19790381. 19 April 1979. Consent granted** for; erection of single storey warehouse extension on the roof.

2.6.2.Adjacent Buildings

- **Application 20200525. 10 June 2020 Consent granted** for; change of use from vacant first floor A1 retail space to 2 no. two bedroom flats at 1 New Road.
- **Application 20181282. 13 December 2018 Consent granted** for; the conversion of first, second and third floors into 5 self-contained flats at 20-21 New Road.
- **Application 20170892. 17 August 2017 Consent granted** for; erection of single storey, two bedroomed penthouse on the roof at 1 New Road.
- **Application 20140493. 22 May 2014 Consent granted** for; conversion of first and second floors and roof space from a flat and maisonette into 5no. self-contained one bedroom flats, incorporating the erection of a rear extension at first and second floor levels, and enlargement of the roof, at 17-18 New Road.
- **Application 20130750. 17 August 2013 Lawful Development Certificate granted** for; proposed conversion of the second floor into two self contained flats, at 1 New Road.
- **Application 20130341. 17 April 2013 Consent granted** for; erection of a third floor to an existing building, four storey rear extension and conversion of existing first and second floor offices to residential to provide 9no. two bedroom flats with 4no. parking spaces, at 45 New Road & Rear of 38 New Road.

2.7. Local Character

The proposal responds positively to the evolving local character of Gravesend town centre, which is defined by a mix of historic high-street commercial frontage, post-war modern fabric, and emerging residential-led regeneration.

New Road and the surrounding streets combine traditional retail uses with contemporary town-centre living, reflecting a shift towards mixed-use, pedestrian-friendly environments that support both local amenity and connectivity.

There are recent approvals and ongoing development projects in close proximity to the site, including significant mixed-use residential schemes such as The Charter. These demonstrate a clear precedent for high-quality residential conversion and town-centre intensification that respects context while delivering much-needed homes close to transport and services.



Gravesend Town Hall



The Charter, Gravesend, Leslie Jones Architects



Gravesend High Street



Gravesend Clock Tower

Gravesham's material palette

5.17.3 Red and yellow brick can be found throughout Gravesham's historic towns and villages usually associated with distinctive detailing around windows and door frames.

5.17.4 Materials used in the inter/post-war suburbs and more modern suburbs are varied with a mixture of red, yellow and grey bricks.

5.17.5 The brick is usually associated with a variety of rendering technique, including white weather boarding, red clay tiles and pebble dashing, which were especially popular on 1960s/1970s developments. These materials can often be found in more modern buildings as well.

5.17.6 Material variation is a direct expression of the character of a place and new developments must select materials that are sympathetic or complementary to the existing ones.



Fig 118 Typical materials that can be found in Gravesham's historic town and villages



Fig 119 Typical materials that can be found in inter-post war and modern suburbs



Fig 120 Materials and details appropriate to the context should be used in new developments.

Excerpt from Design for Gravesham Design Code

2.8. Public Transport & Connectivity

Gravesend benefits from excellent transport connectivity, making it a highly sustainable and accessible location for new residential development.

2.8.1.Rail

The town is served by Gravesend railway station, providing high-speed services to London St Pancras (20 minutes) and Ebbsfleet International (5 minutes), and direct routes to Medway, Kent coast & London stations. This makes the area highly attractive to commuters and supports car-free living.

2.8.2.Bus

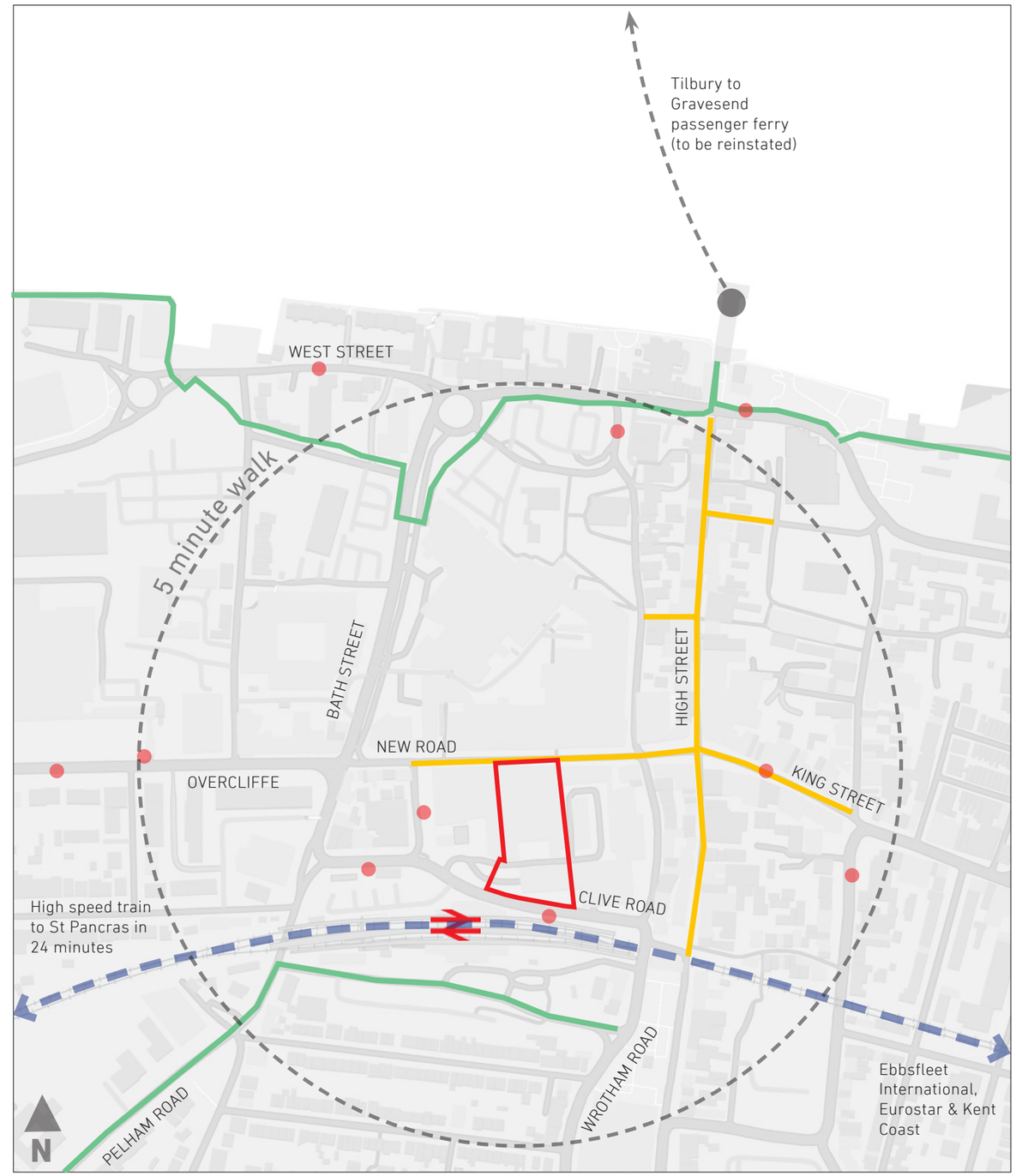
A comprehensive local bus network connects Gravesend with surrounding neighbourhoods and key destinations such as Bluewater, Dartford, Northfleet, and Ebbsfleet Garden City, further strengthening local accessibility.

2.8.3.Ferry

Ongoing work to reinstate Gravesend Tilbury ferry to connect Kent and Essex, complement regional connectivity and add a distinctive sustainable transport option for residents.

2.8.4.Active Travel

Gravesend is a compact and walkable town, with well-connected streets, high-quality pavements, and proximity to key amenities including retail, healthcare, education, and leisure. This walk-ability, coupled with growing cycle infrastructure - including sections of National Cycle Route 1 and local Active Travel improvements - supports sustainable and healthy modes of travel. Secure cycle parking at key transport nodes, including Gravesend Station, further enhances multi-modal connectivity.



2.9. Existing Access

New Road is a predominantly pedestrianised environment, with vehicle access restricted to emergency vehicles only. This reinforces its role as a key town-centre pedestrian route and limits opportunities for servicing or vehicular access directly from the primary frontage.

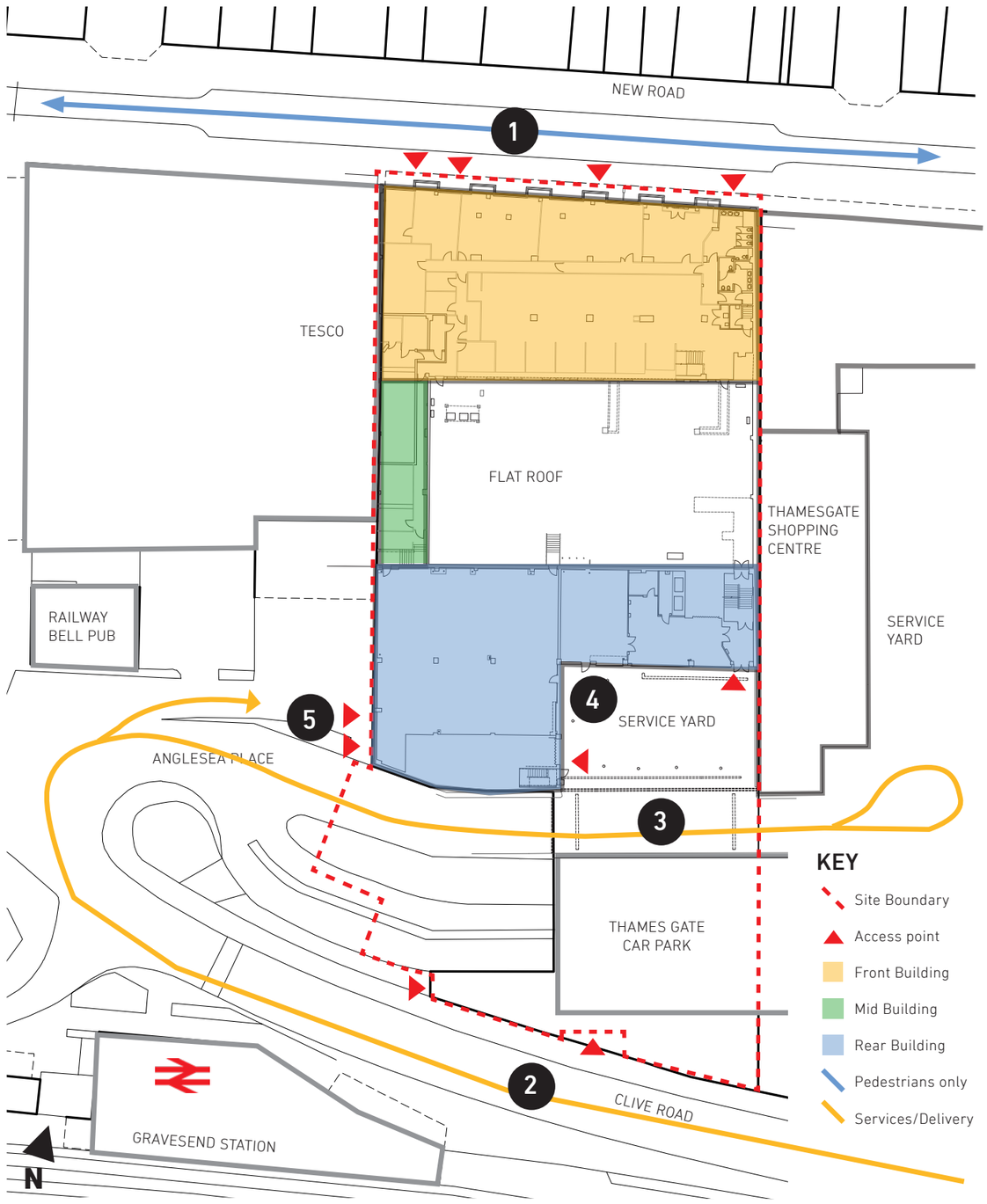
Along Clive Road and Anglesea Place, existing no-waiting restrictions are in place, limiting stopping opportunities. This constraint affects servicing, deliveries and refuse collection arrangements and requires careful coordination to ensure that operational needs are met without impacting through-traffic.

The site has first-floor level access from Anglesea Place, offering a point of entry off the service yard that provides opportunities for servicing and refuse collections.

In addition, the only ground-floor service access is available at the rear of the adjoining Tesco store. This existing arrangement offers a valuable secondary access point and informs the servicing and management strategy for the proposed development.

The existing access points have been identified on the plan opposite:

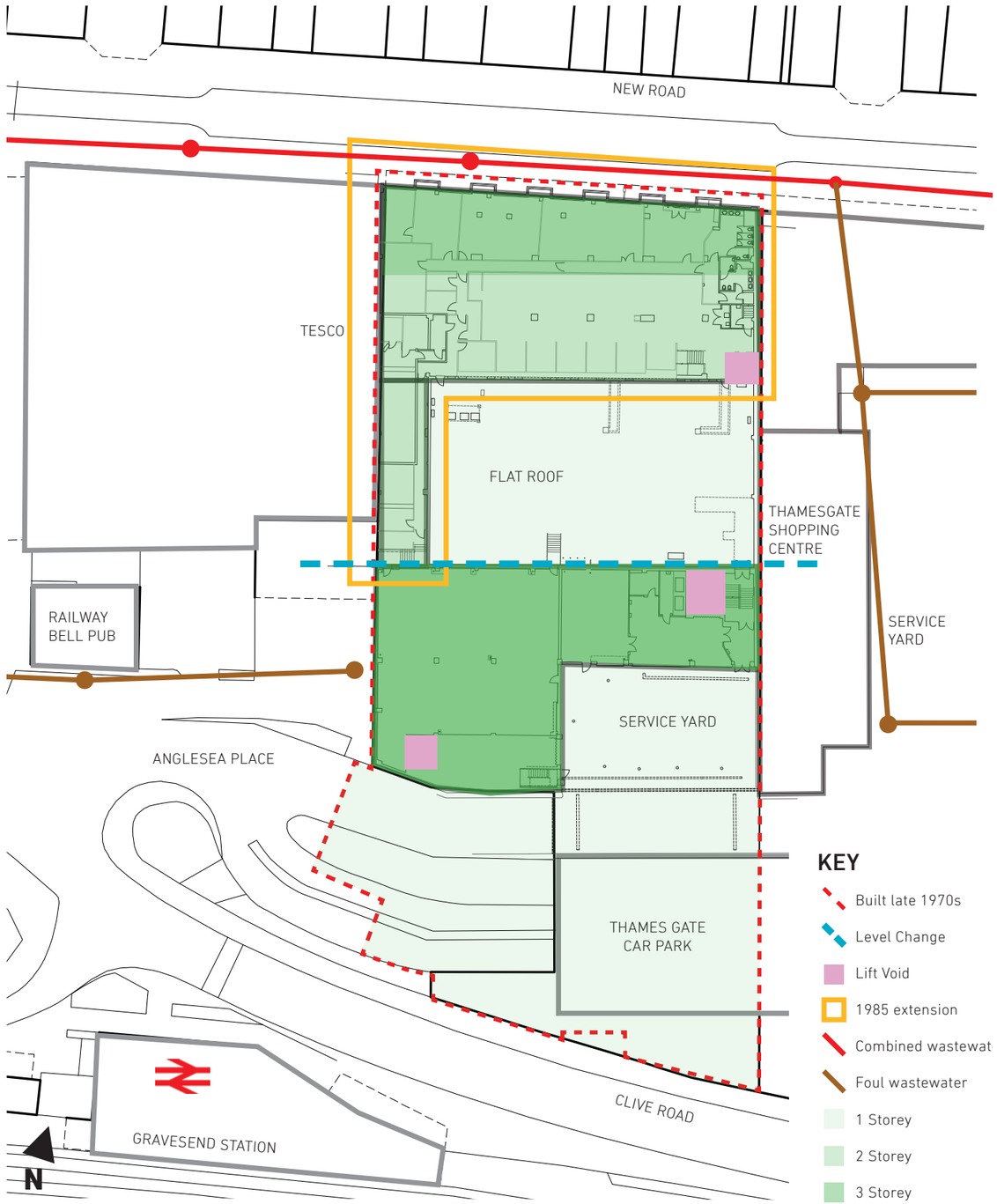
1. Primary shop entrances on New Road
2. Secondary shop entrance on Clive Road
3. Vehicular access to service yard parking above Thamesgate Shopping Centre
4. Car park, delivery and maintenance access
5. Service access to existing commercial units



2.10.Structure and Services

The deep ground-floor plan presents a constraint, typical of large-format retail buildings, where extensive floorplates and limited perimeter exposure can restrict natural daylight and complicate servicing and circulation. The design response focuses on rationalising cores, introducing clear circulation routes, and optimising service distribution, ensuring the retained structure can be adapted to support residential accommodation above while maintaining functional and compliant ground-floor commercial spaces.

There is also a notable change in level between the front and rear buildings, which affects circulation, accessibility, and servicing. This level difference has been carefully managed through thoughtful design of floors, cores, and vertical circulation to ensure a coherent and inclusive layout across the site.



2.11.Daylight/Sunlight

The site is surrounded by a predominantly commercial town-centre context, which influences both existing and potential daylight and sunlight relationships. Adjacent buildings to the east, west, and south are largely commercial in nature and do not contain overlooking residential windows facing the site, reducing the sensitivity of direct impacts on neighbouring amenity.

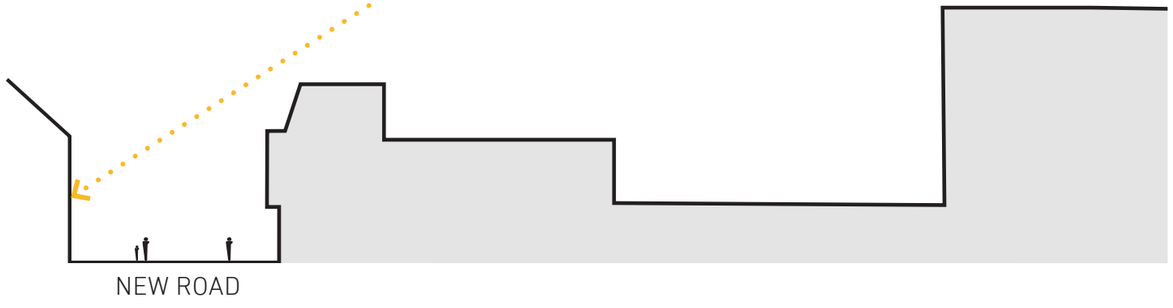
Along New Road, buildings opposite the site comprise commercial uses at ground floor, with a mix of commercial and residential accommodation at first, second, and third floor levels. These elevations include habitable windows that require careful consideration in relation to increased massing, setbacks, and height to ensure acceptable daylight and sunlight conditions are maintained.

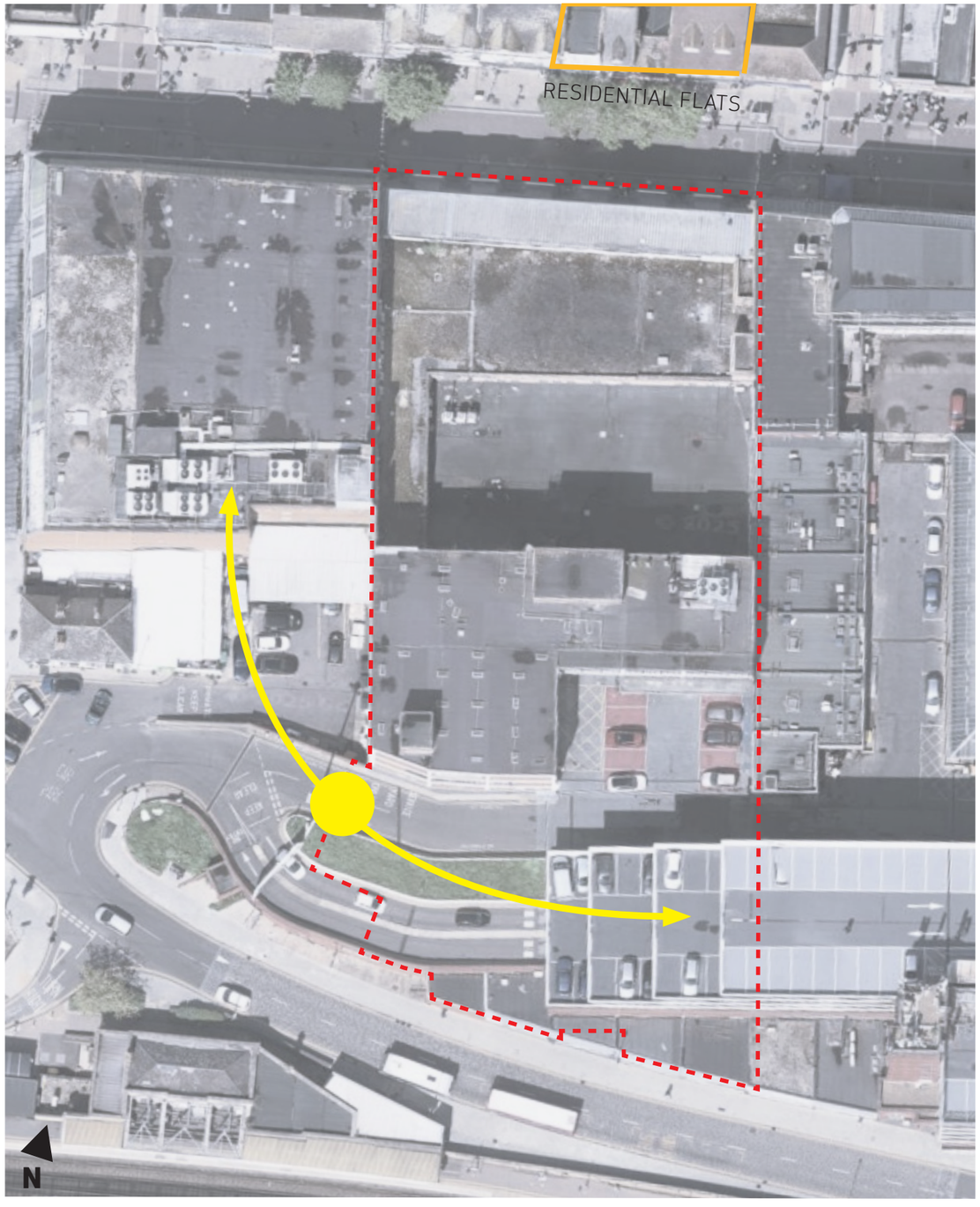
This application only incorporates refurbishment of the existing building an no impact on the adjacent daylight or sunlight would occur.

RESIDENTIAL FLATS



New Road buildings opposite the site





2.11.1.Negative Views

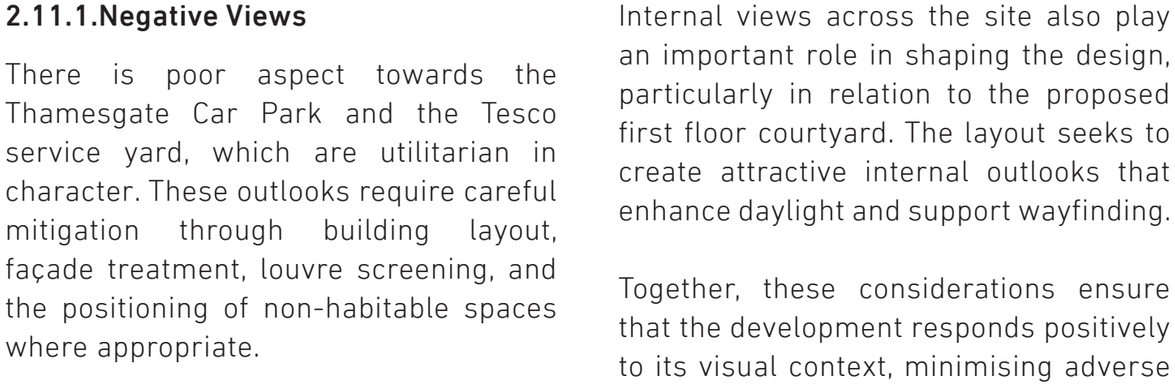
There is poor aspect towards the Thamesgate Car Park and the Tesco service yard, which are utilitarian in character. These outlooks require careful mitigation through building layout, façade treatment, louvre screening, and the positioning of non-habitable spaces where appropriate.

2.11.2.Distant Views

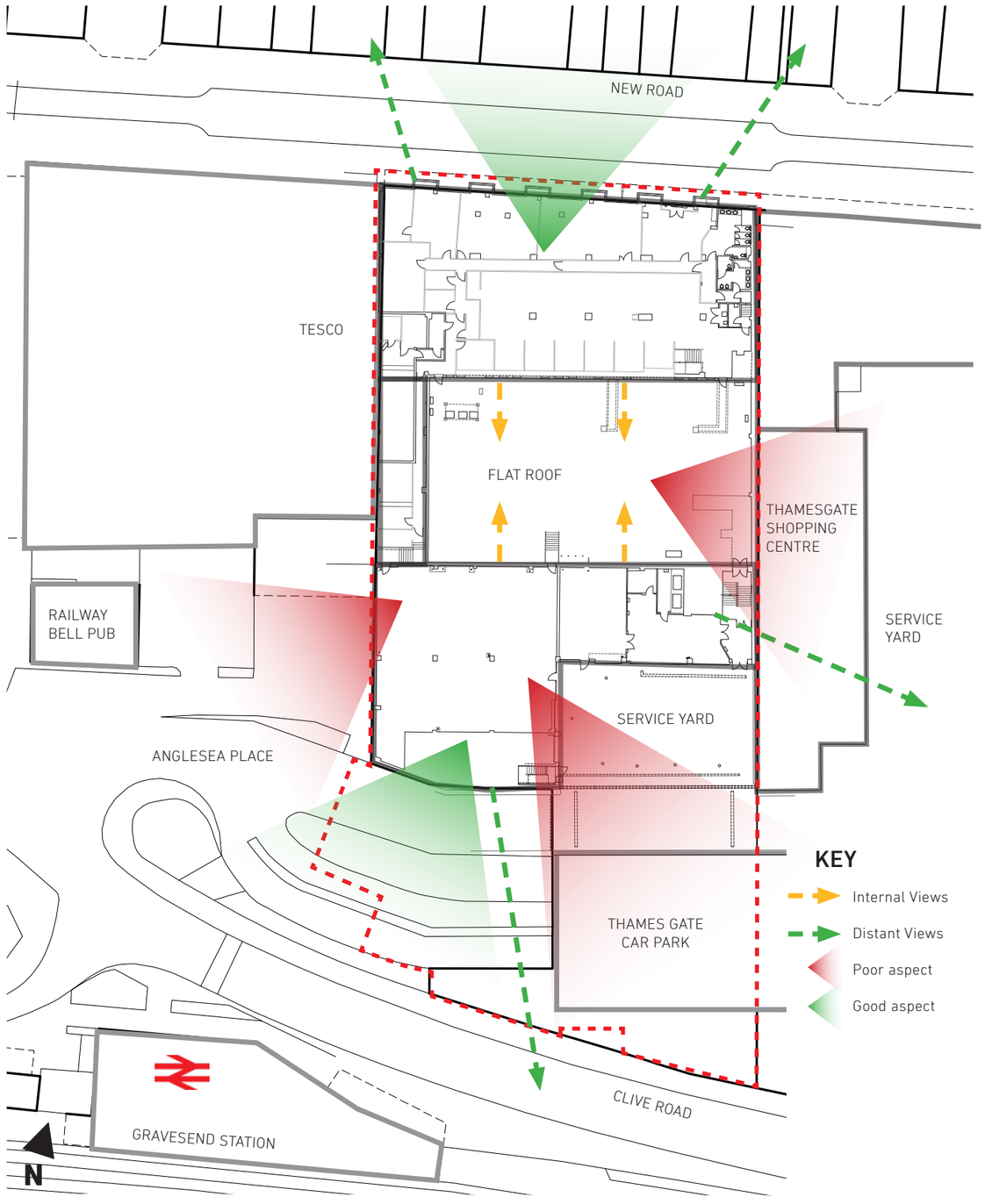
In contrast, the upper levels of the site benefit from a number of positive distant views, including glimpses toward the River Thames, Windmill Hill and key local landmarks such as St George's Church and St John's Church. These views contribute positively to residential amenity and have influenced the orientation of habitable rooms and private amenity spaces to maximise outlook where possible.

Internal views across the site also play an important role in shaping the design, particularly in relation to the proposed first floor courtyard. The layout seeks to create attractive internal outlooks that enhance daylight and support wayfinding.

Together, these considerations ensure that the development responds positively to its visual context, minimising adverse impacts while capitalising on available long-distance and internal views to enhance residential quality.



View across Thamesgate Shopping Centre from 3rd floor

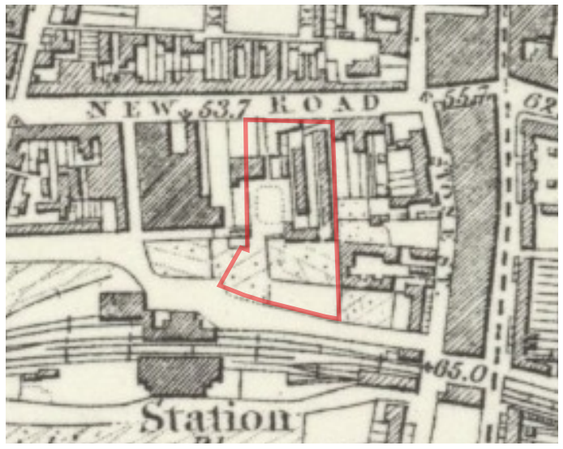


2.13.Site History

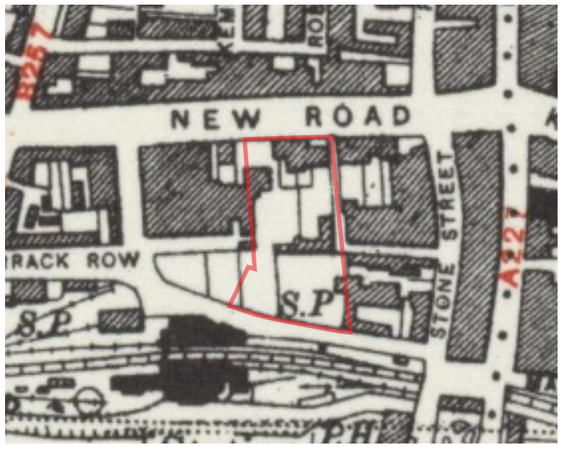
A desktop study of historic OS maps indicates the site was originally occupied by a historic courtyard, and a collection of smaller retail premises and service yards, reflecting the fine-grained commercial pattern typical of late 19th and early 20th-century Gravesend. This urban form remained largely intact until the period of significant town centre redevelopment during the 1970s and 1980s, when large-scale retail consolidation and modernisation took place across New Road.

As part of these mid to late-20th century urban renewal efforts, many of the original shopfronts and smaller plots were cleared to make way for comprehensive commercial redevelopment. The resulting scheme introduced a new block structure and internal shopping layouts for the new department stores.

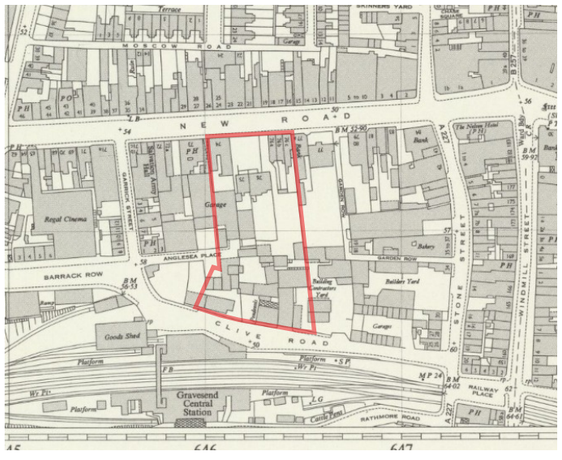
The existing buildings were constructed in the late 1970s, with a front extension added during the 1980s, creating the current expansive footprint that extends between New Road and Clive Road. The property was most notably occupied by Debenhams department store, which served as a key retail anchor within Gravesend town centre for several decades. The building's recent occupation included Barclays Bank within the New Road frontage.



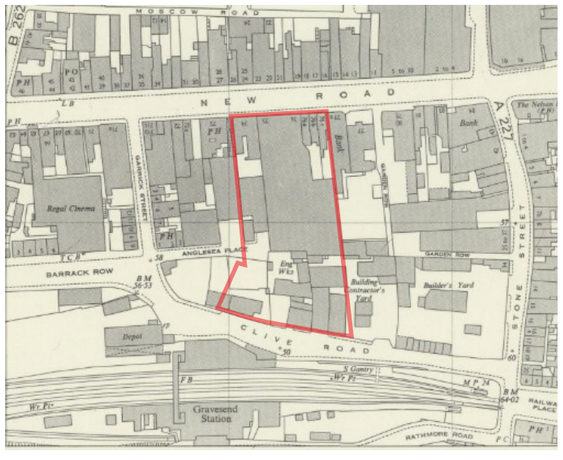
Map of site area, 1872



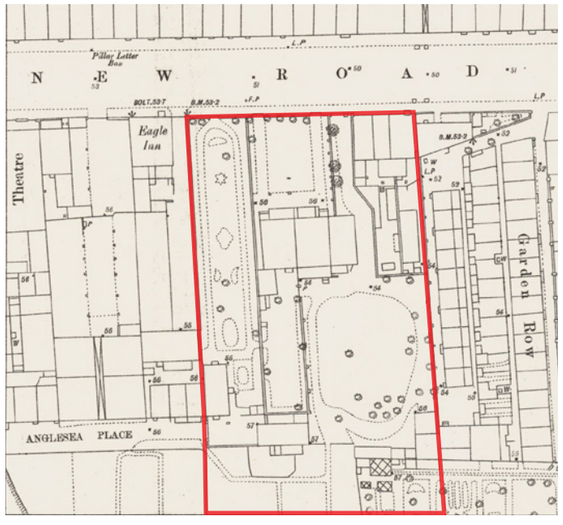
Map of site area, 1947



Map of site area, 1955



Map of site area, 1969



Map of site area showing historic courtyard, 1863



Aerial view of Gravesend, 1920



Aerial view of Gravesend, 2024

2.13.1.Listed Buildings

While the application site itself is not listed, nor located within a Conservation Area, the site sits in proximity to the Grade II listed Railway Bell Public House and Grade II listed Gravesend Railway Station (both the upside and downside buildings).



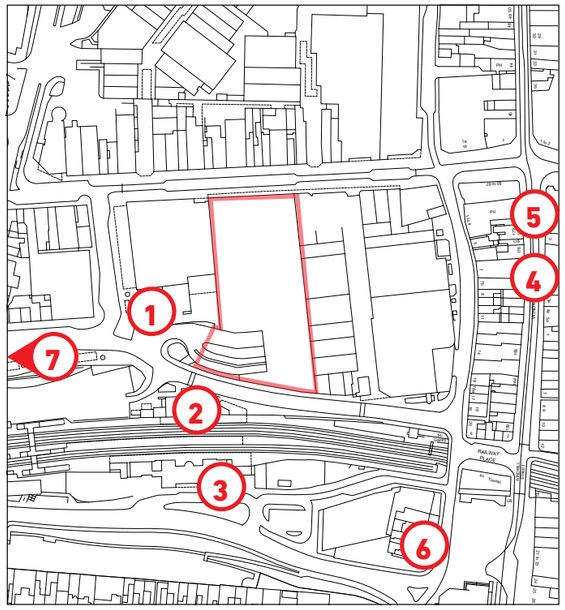
Gravesend Station (downside), Grade II listed building



Gravesend Station (upside), Grade II listed building



Railway Bell Pub, Grade II listed building, adjacent to site



Map of Grade II listed buildings

1 Railway Bell Pub
2 Railway Station (upside)
3 Railway Station (downside)
4 Library
5 30 King St
6 20-24 Stone St
7 Statue of Queen Victoria



2.15.Constraints Map

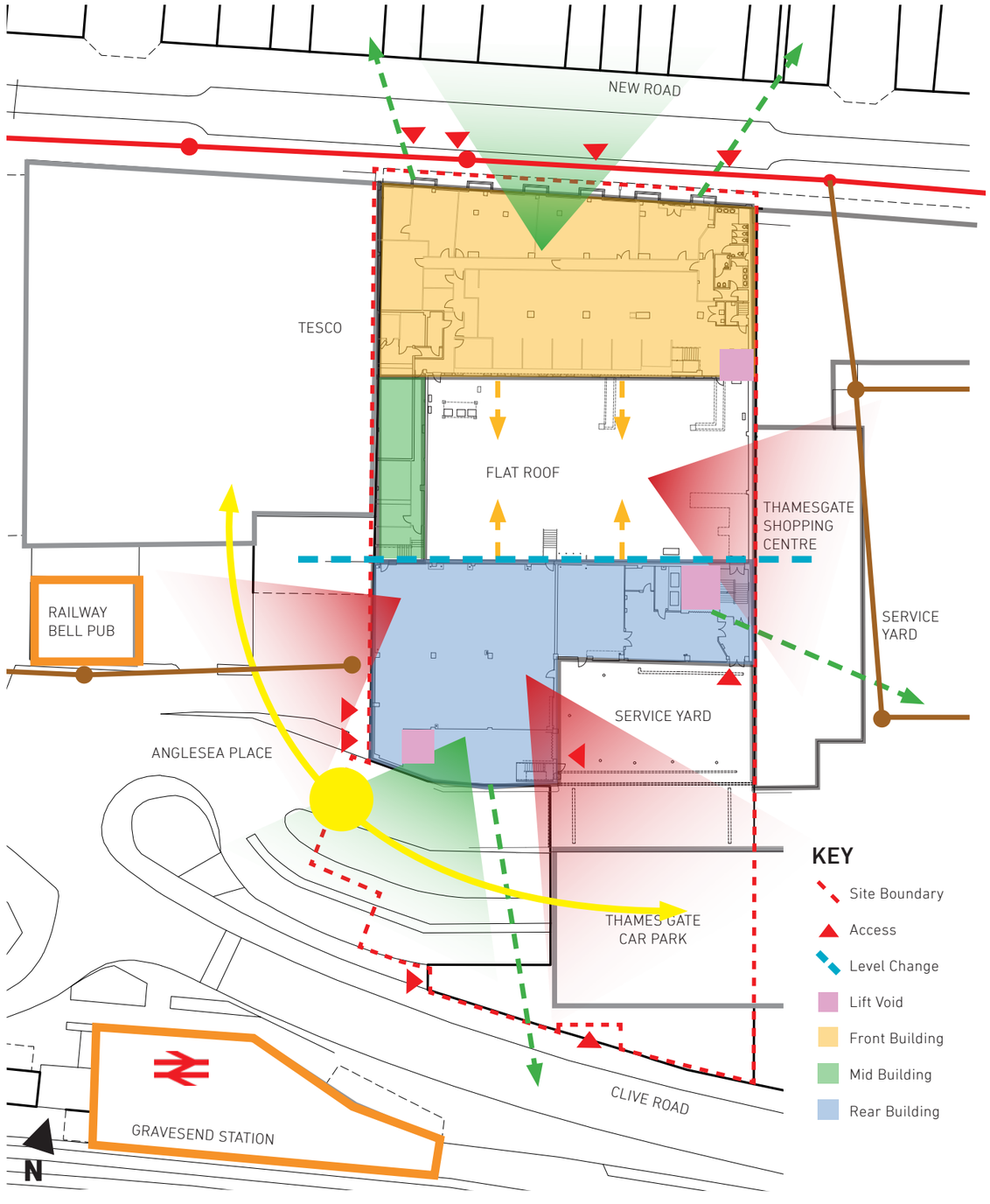
The key constraints and challenges have been identified below:

Access
- Only pedestrian and emergency access from New Road and Clive Road
- Service access at first floor and rear of Tesco at ground floor

Structure & Services
- Working with existing
- Deep ground-floor plan presents challenges for services, heating, ventilation and access

Heritage
- Nearby listed buildings

Views
- Negative views on to car park and service yard



2.16.Opportunities Map

The site has a number of opportunities which are summarised below:

Public Transport
- Close proximity to Gravesend Station and connections to London and Kent countryside
- Local parking at Thamesgate Car Park

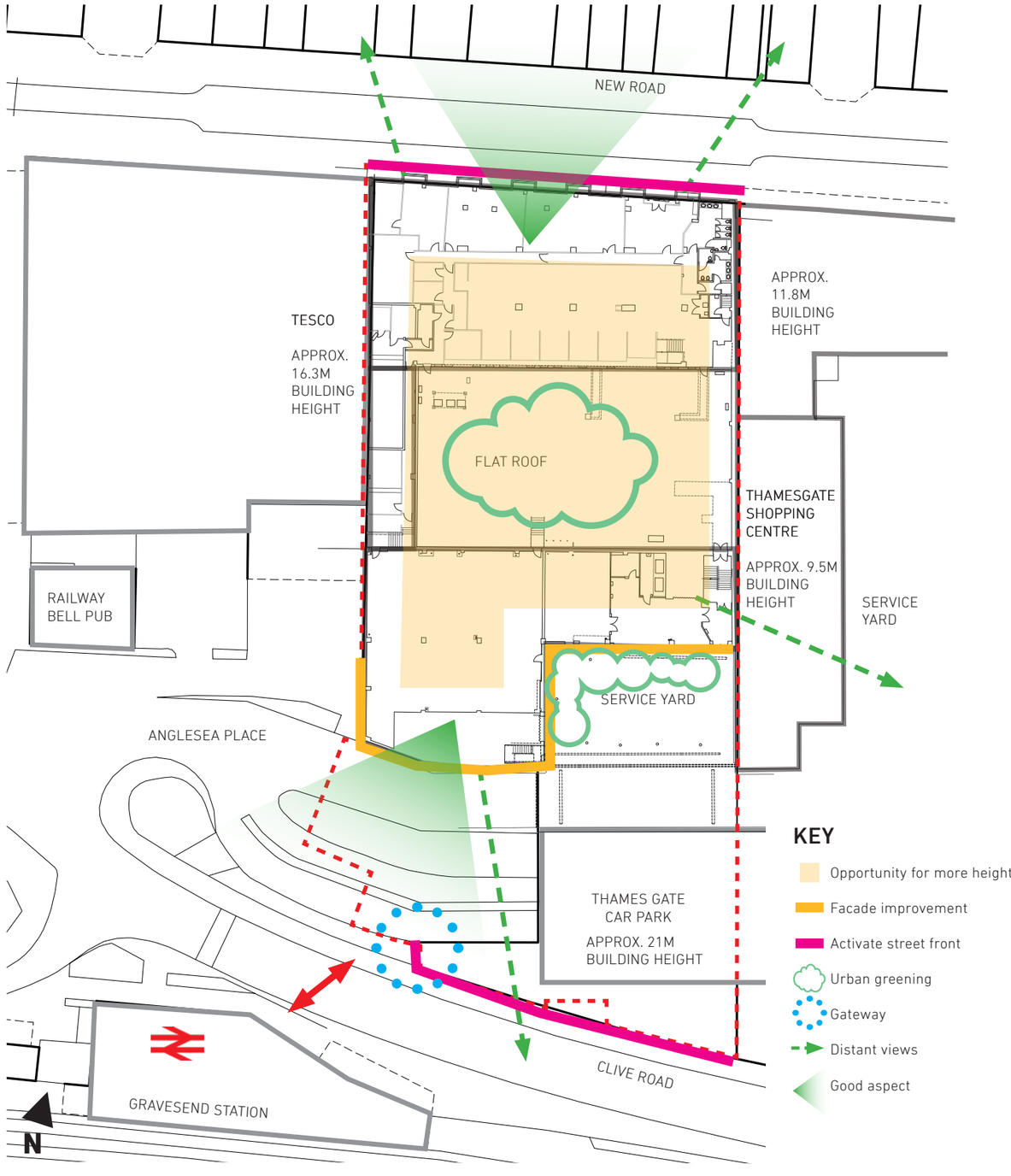
Activate Shopfronts
- Revive retail provision at ground floor

Views
- Distant views to River Thames, Windmill Hill, St George's and St John's Churches

Additional Height
- Potential to extend upwards to match adjacent building heights

Amenity Space
- Transform central flat roof into shared external courtyard for residents

Urban Greening
- Potential to add climbing plants and rain planters



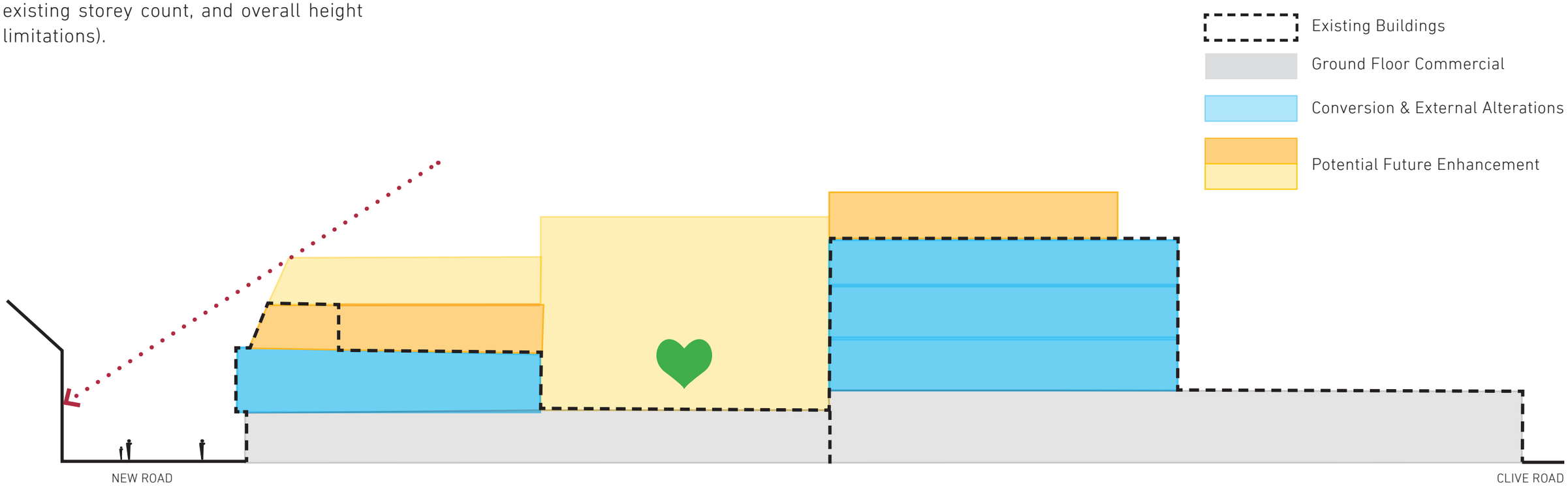
Conversion Only (Class MA)
Class MA allows conversion from office/ commercial (Use Class E) to residential (Use Class C3) under prior approval. This does not allow for any additional storeys, windows or external alterations - the right is limited to conversion within existing envelope.

Upward Extension (Separate PD Rights)
Separate PD rights may permit upward extensions to dwellings, allowing up to two additional storeys provided the building meets the required criteria (e.g. freestanding or terraced/semi-detached, existing storey count, and overall height limitations).

The diagram below indicates the proposed extent of the building to be converted for dwellings in blue. Additional conversion in part of the ground floor is required for access, plant and bin/bike storage.

The building may be feasible for upward extension to provide additional dwellings or other uses, however this is not part of this planning phase. The area in orange could provide a further 17 homes and the area in yellow could provide a further 20 dwellings, however this would be technically more challenging to achieve.

For detailed planning strategy refer to Planning Report by Agility Planning & Design.



3. Design Development

3.1.1.Use and massing

The applicant is seeking to redevelop the site, involving the conversion of all upper floors to residential use, with retail use retained on the ground floor.

The following objectives have been set out:

- Reactivate the New Road and Clive Road shop-fronts at ground floor.
- Retain and refurbish existing upper floors into residential units optimising currently-vacant space.
- Create communal courtyard at first floor for residents as shared amenity space.
- Minimise impact on neighbouring properties by carefully considering daylight, sunlight and outlook.
- Maximise sustainable travel opportunities by exploiting the site's proximity to Gravesend Station and public transport, supporting a car-free development.

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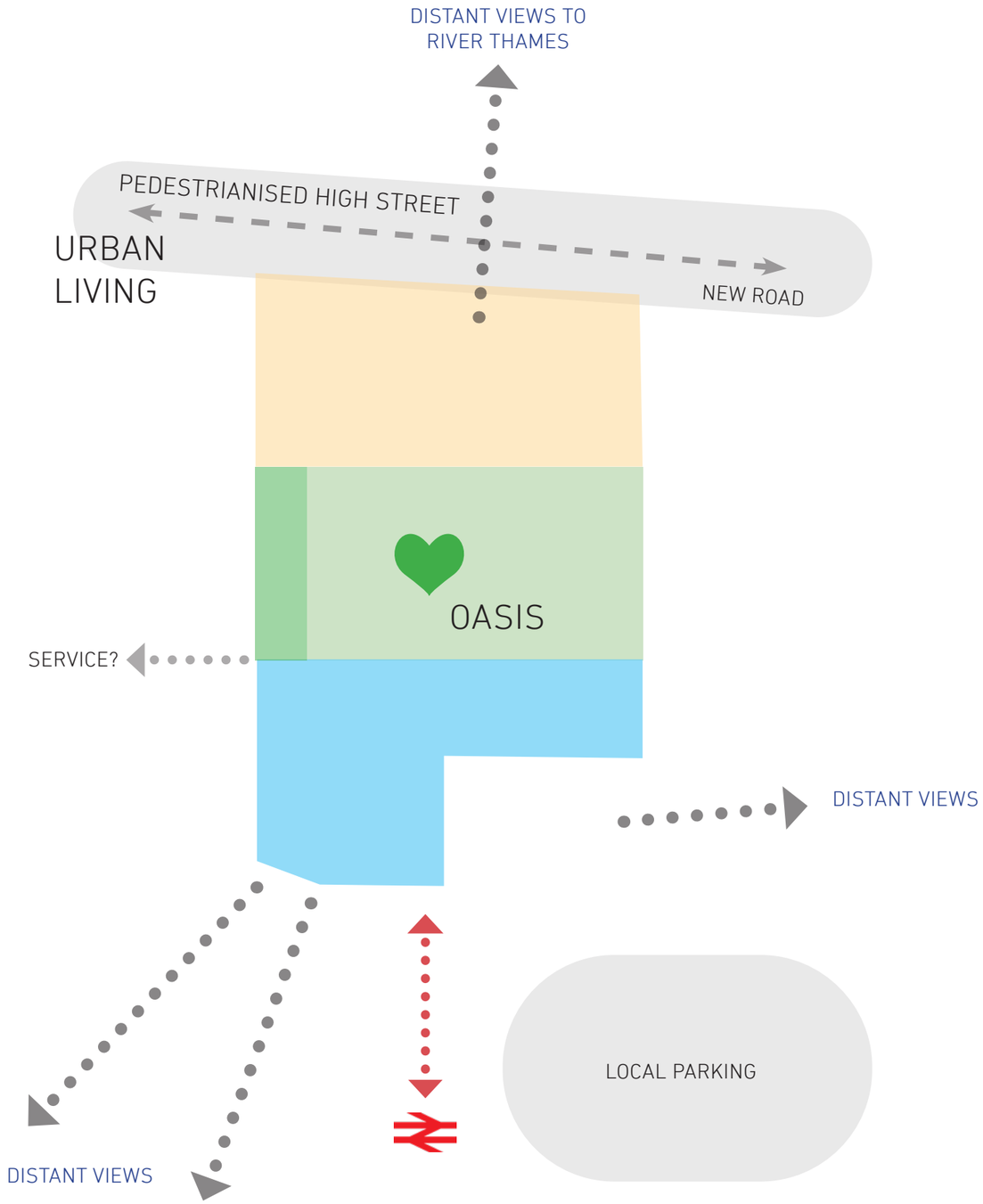
3.1.2.Access and Servicing

A key consideration for the proposal is the management of access and servicing:

- Waste management: Domestic and commercial waste streams will remain fully separated, with secure, dedicated storage and collection arrangements. Lift use for retail deliveries will be designed to prevent cross-contamination with residential refuse. Arrangements will comply with both local authority requirements and the appointed waste management contractor's guidance.

- Stair and core design: Residential stair cores will be dedicated and secure, providing safe escape routes in accordance with fire safety regulations. Secondary escape routes may be shared with other uses only if fully compartmented, fire-protected, and appropriately managed.

- Fire strategy: A specialist fire consultant will advise on detailed design, including compartmentation, escape routes, warning and detection systems, and the overall fire safety strategy for the combined uses.

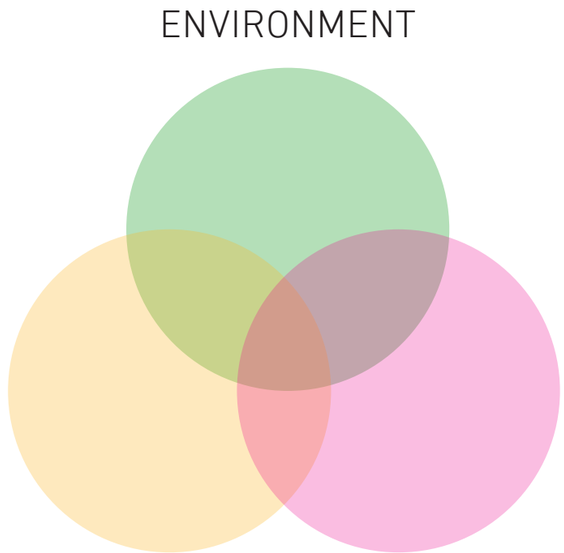


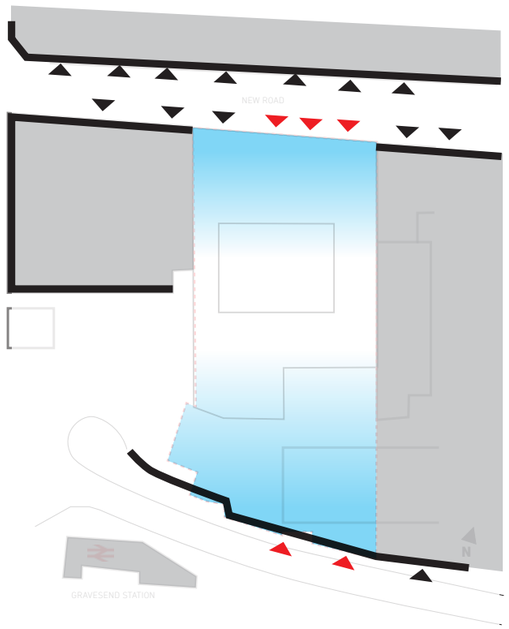
3.2. Concept

The overarching design concept is to preserve and re-purpose the existing buildings to create a high-quality, sustainable mixed-use development. The approach prioritises adaptive reuse, retaining as much of the existing structure as feasible to reduce embodied carbon, while carefully responding to the surrounding townscape and enhancing the building's overall performance and appearance.

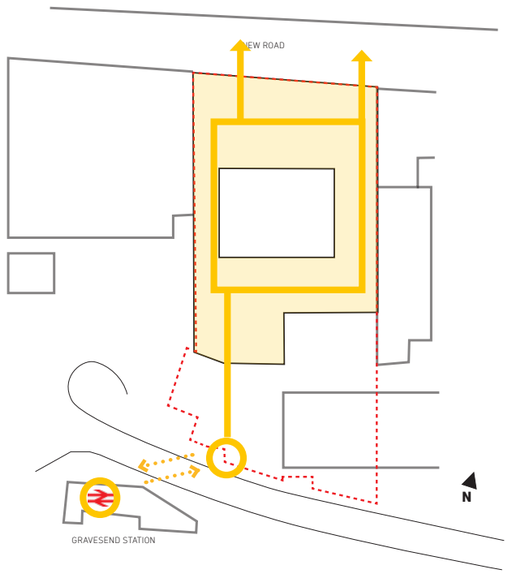
The internal arrangement will be rationalised, with reconfigured stair and lift cores to maximise the number of residential units and improve circulation and means of escape. The scheme is expected to deliver approximately 33 residential apartments, a mix of one- and two-bedroom homes designed to meet contemporary space standards and accessibility requirements.

At upper levels, new window openings and balconies will introduce a cohesive architectural language which is visually unified with the retained structure. The New Road façade will be retained and enhanced, maintaining the established rhythm of the street scene.

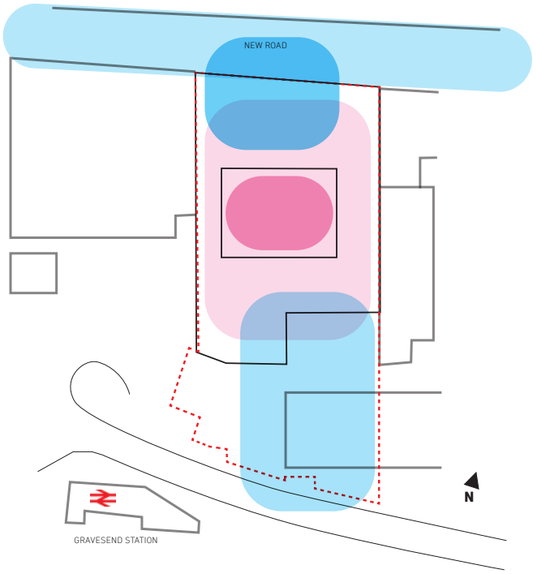




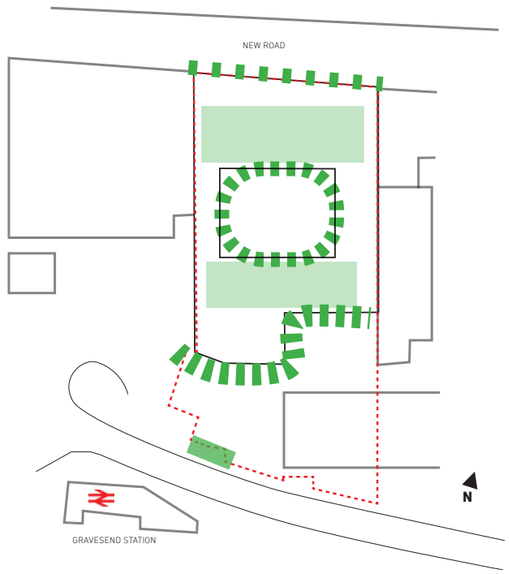
REPAIR



PLACE

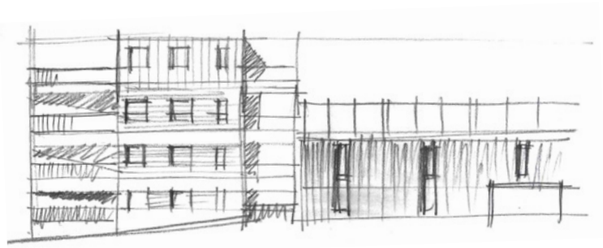


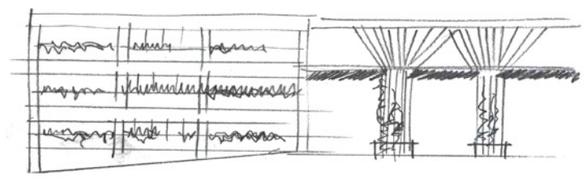
PEOPLE

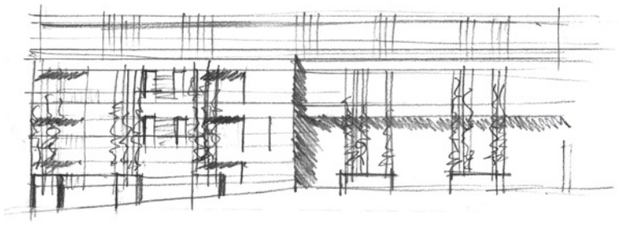


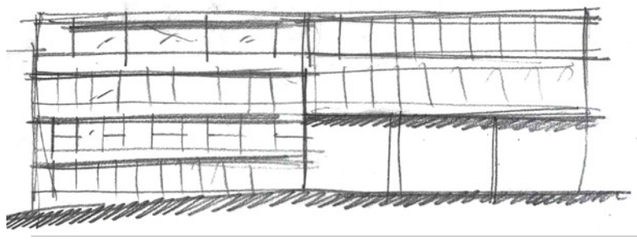
ENVIRONMENT

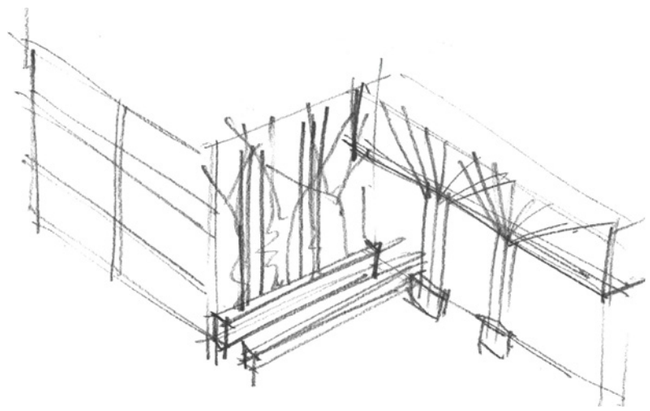
The sketches on the right explore the New Road facade, whilst the sketches below explore potential elevations for the rear building.

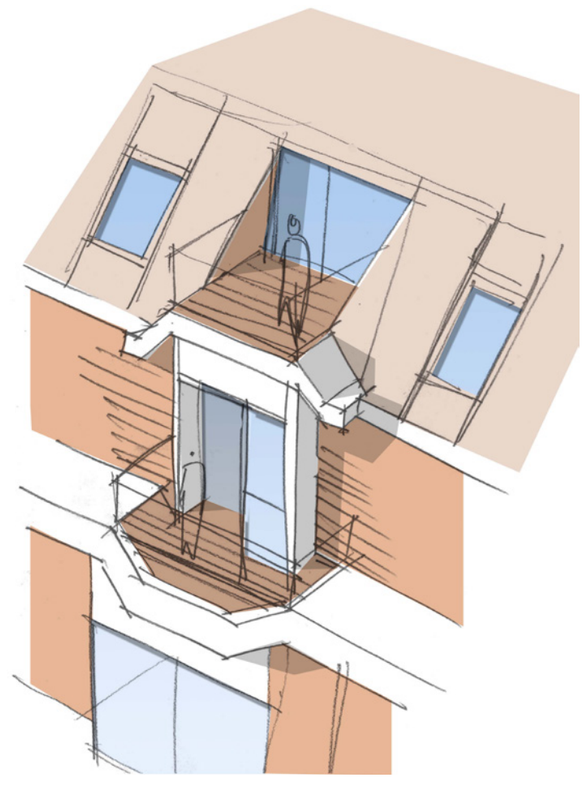




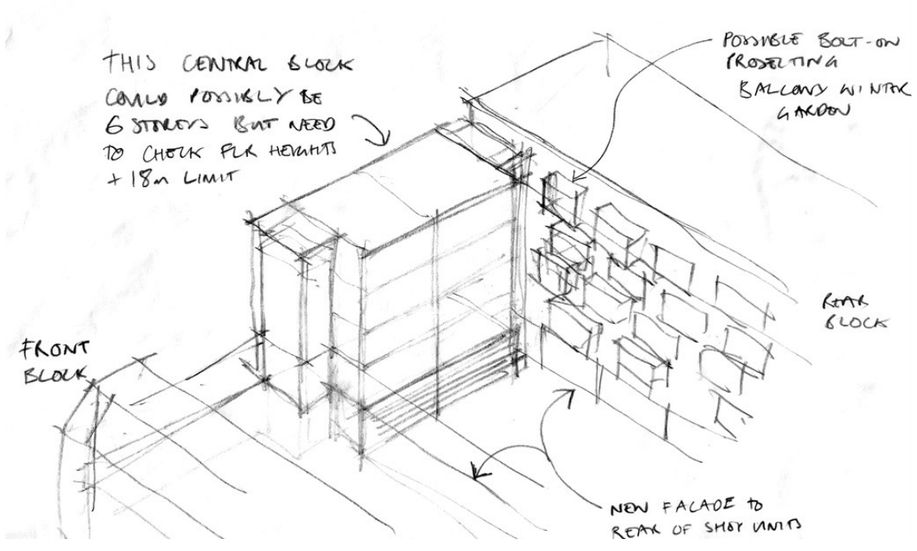










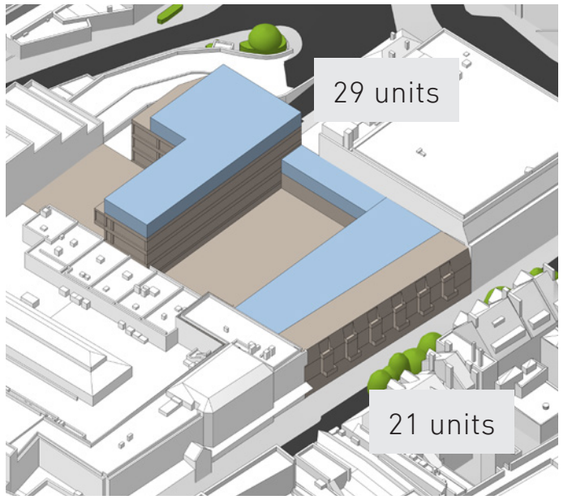


4. Built Form

4.1. Massing Studies

A number of studies were conducted to assess the potential of the site/buildings to provide new dwellings in relationship to neighbouring properties. The massing indicated below was tested through daylight/sunlight assessments, which found that up to 70 units could be provided without impacting neighbouring amenity.

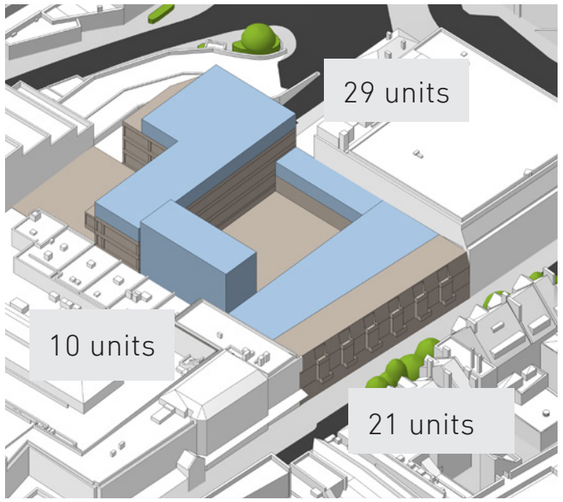
Please note that these do not form part of this prior approval application and are only provided for information relative to safeguarding future potential.



OPTION A

- Additional one floor on front building in mansard
- Additional floor on rear building
- Within Permitted Development but reduced design quality due to limited changes to façades.

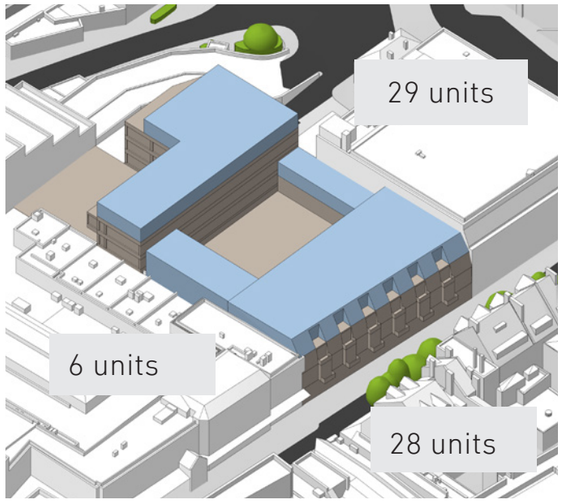
Total c 50 units



OPTION B

- Additional one floor on front building in mansard
- New 5 storey central courtyard block with new stair and lift core
- Additional floor on rear building

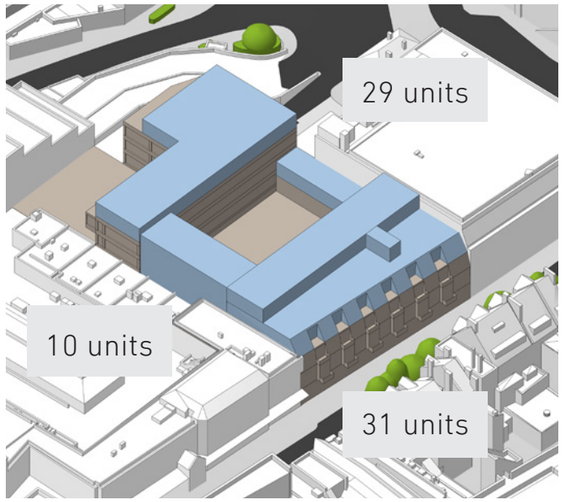
Total c. 60 units



OPTION C

- Additional two floors on front building
- New 3 storey central courtyard block
- Additional floor on rear building
- Courtyard cut out at ground floor giving retail units external space and improving quality of residential views

Total c. 64 units



OPTION D

- Additional three floors on front building with 4th floor set back providing access to new central courtyard block
- New 4 storey central courtyard block
- Additional floor on rear building

Total c.70 units

New Extensions

Existing Buildings

4.2. Height

The proposed development retains the existing building height and roofscape, focusing instead on the sensitive conversion and enhancement of the existing structure. This approach preserves the established scale and massing of the building within the town centre context whilst delivering a significant improvement in its appearance and functionality. Along New Road, alterations to the principal façade will enhance the building's visual quality and strengthen its contribution to the street scene, while maintaining the existing building line and relationship with neighbouring properties.

To the rear, the existing stepped form of the building is retained, helping to reduce its perceived scale and maintain an appropriate relationship with adjacent uses. By working within the existing building envelope, the proposal integrates sensitively with its surroundings and represents an efficient reuse of an existing building without introducing additional height or massing.



5. Movement

5.1.1.Cycle Parking

The scheme prioritises **active and sustainable travel**, reflecting its highly accessible town-centre location adjacent to public transport. Walking and cycling are promoted as the primary modes of movement, with secure cycle parking provided at a minimum ratio of one space per residential unit, as per Kent Vehicle Parking Standards (total 33 spaces).

In line with this approach, no on-site car parking is proposed, supporting a **car-free development** and encouraging sustainable travel behaviours.

5.1.2.Waste & Recycling

Gravesend Waste Collection Requirements:

The service provision for flats is:

1100L (1 Eurobin) / 6 units	Refuse
1100L (1 Eurobin) / 6 units	Recycling
140L /10 units	Food Waste

Provision is made for 12 residential Eurobins, located to allow convenient access for residents and efficient collection.

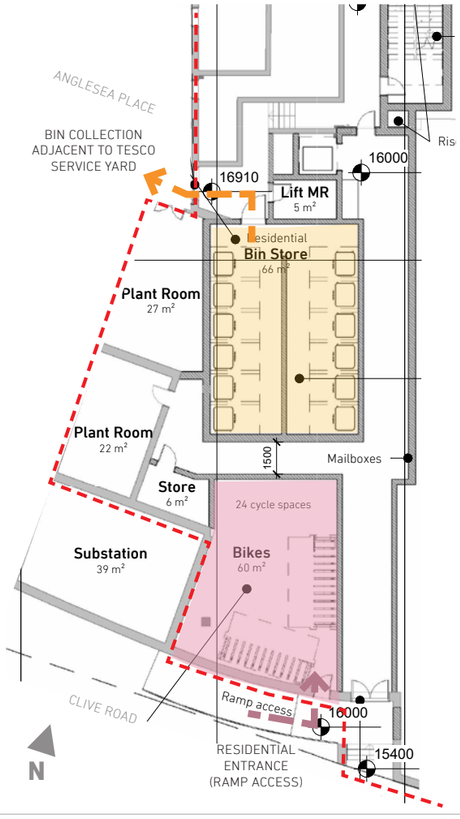
The bin & bike stores have additional area reserved for potential future additional units.

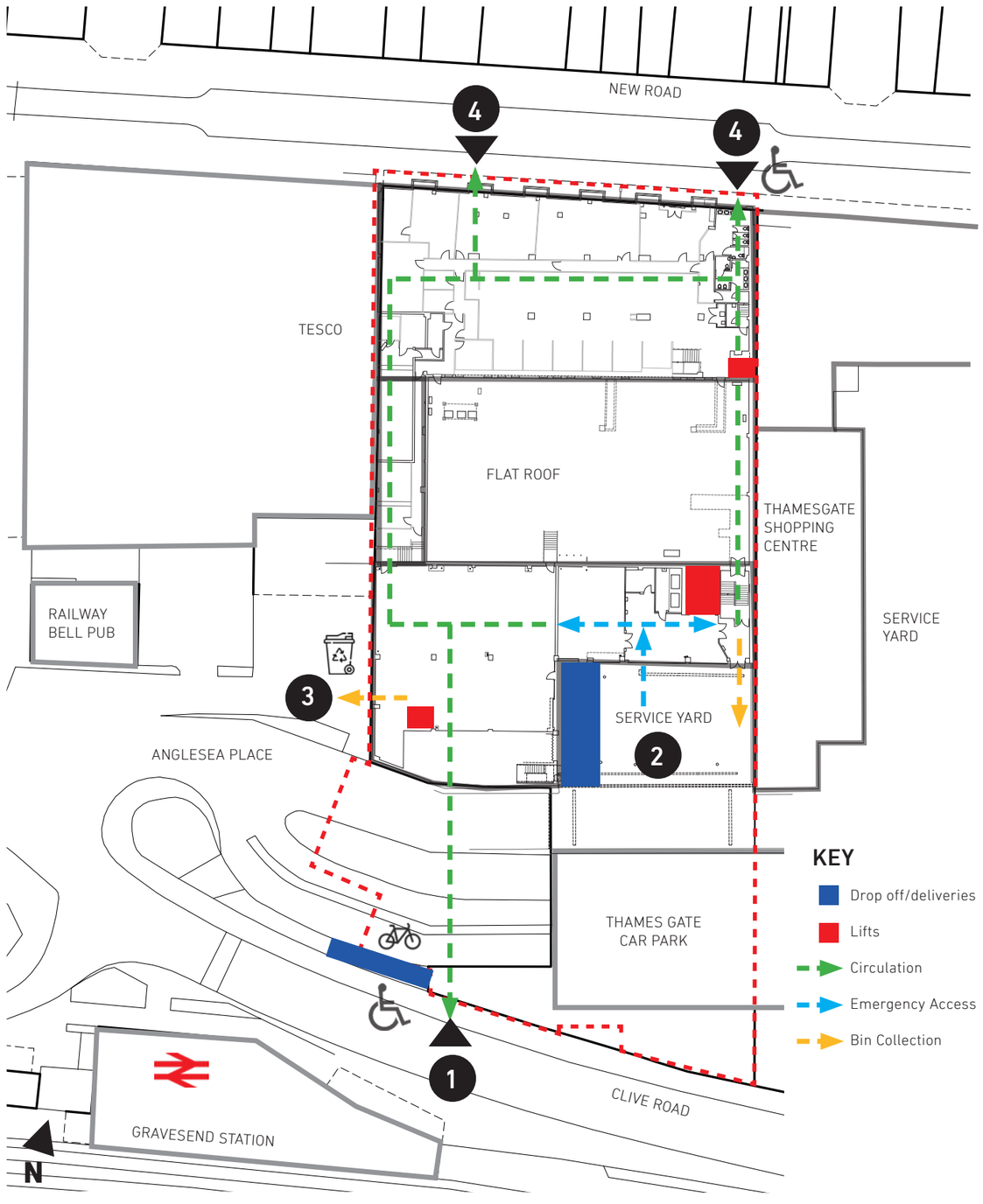
5.1.3.Inclusivity

Throughout the development, level access will be provided to entrances, communal areas, and key facilities, ensuring the scheme is inclusive and accessible to all users, including those with reduced mobility.

The access points have been identified on the plan opposite:

1. Primary residential access
2. Commercial deliveries, emergency services, maintenance
3. Residential bin collection
4. Essential access and egress





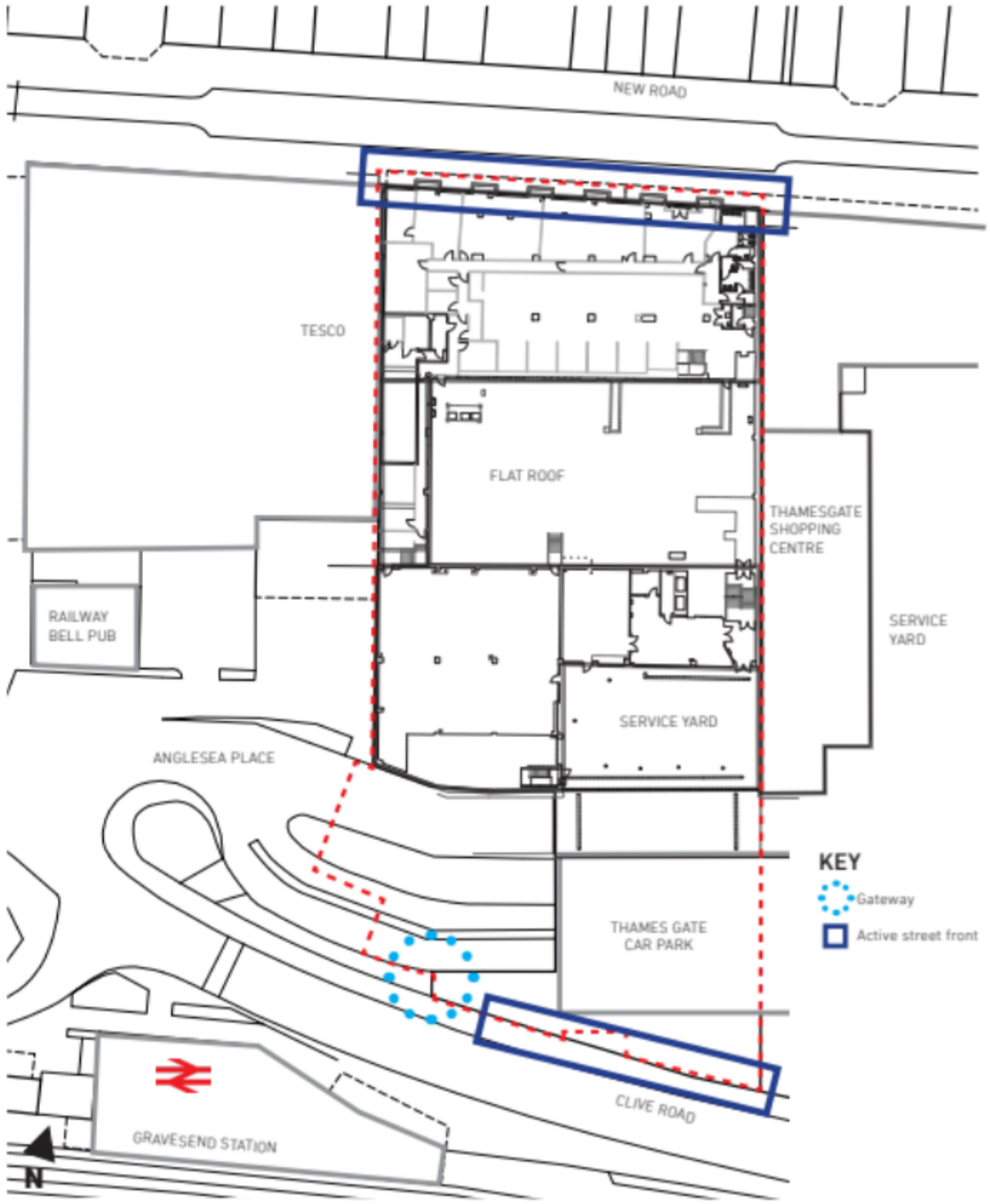
6. Identity

6.1. Active Street Fronts

The proposal seeks to revitalise the high street by transforming an underutilised building into a vibrant, residential-led mixed-use development that contributes positively to the character and activity of New Road. By retaining and enhancing active ground-floor frontages, the scheme reinforces street-level vitality, encourages pedestrian movement, and supports the continued commercial function of the town centre.



Conceptual illustration of Clive Road entrance



6.2. Revitalised High Street

Enhanced signage and clear entrances will improve legibility and wayfinding, helping to establish a strong and contemporary identity for the buildings while remaining sympathetic to its context. The principal frontage is designed to act as a gateway to the development, clearly signalling arrival, promoting activity, and creating a welcoming presence along New Road that strengthens the overall sense of place.

The proposal along New Road is for consistent back panels of fibre cement with polished stainless steel lettering for each shop, to create a coherent facade. The entrances to the residential flats will be indicated in a contrasting green, in the same language as the entrance on Clive Road.

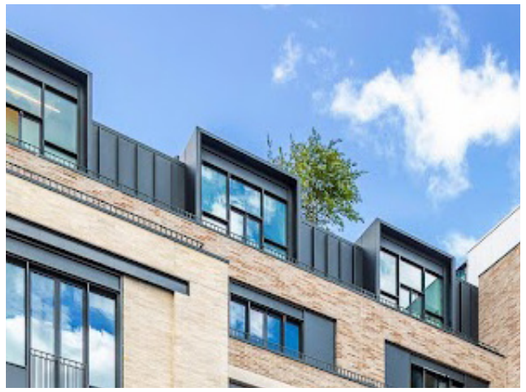
Any applications for signage or advertising are to be made by individual operators.



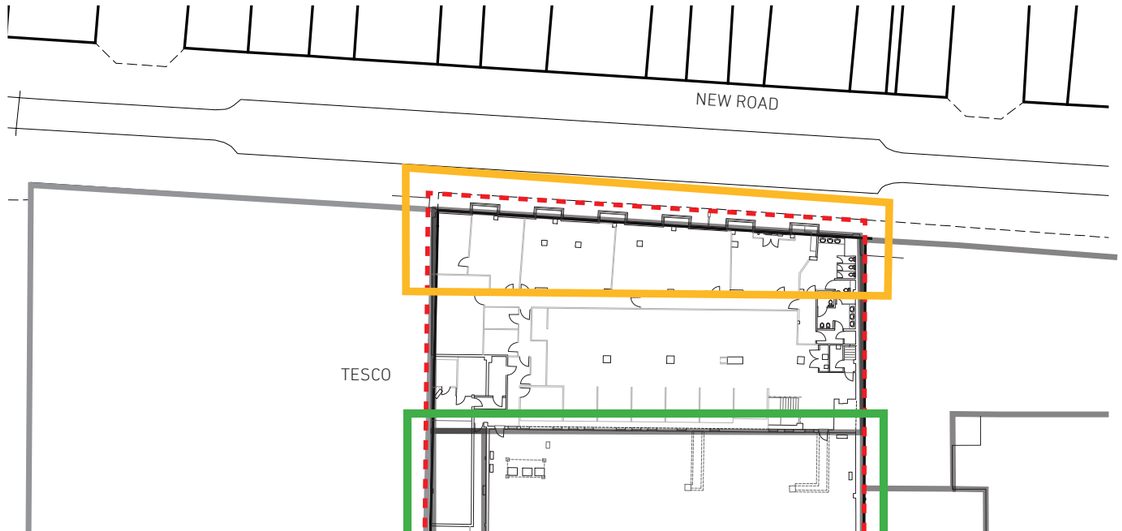


Top Right: New Road proposed elevation
Bottom Right: Conceptual illustration of New Road entrance

6.3.1.Precedent Images for Inspiration



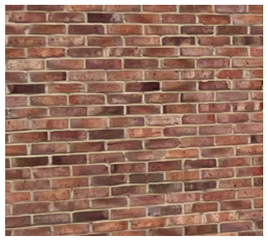




6.4.1.Existing Materials







The existing building is characterised by a mixture of brick and concrete elements that have been altered over time, resulting in a fragmented appearance with variations in brick colour, weathering and areas of stained concrete. The current palette lacks a cohesive architectural identity and contributes to the building's visually inconsistent appearance within the street scene. The design approach therefore seeks to retain and enhance the existing structure wherever possible, minimising unnecessary demolition and intervention whilst improving the overall quality and coherence of the building's external appearance.

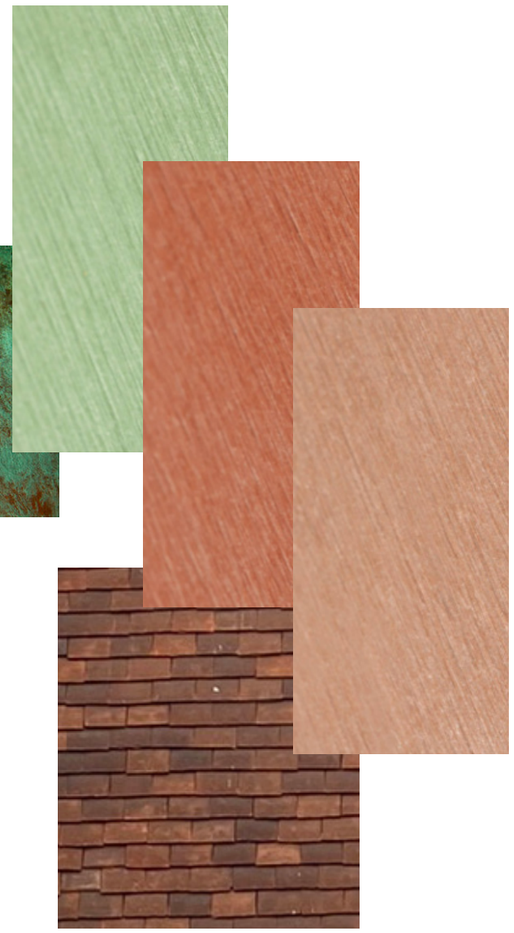
6.4.2.Proposed Materials

The proposed material palette is simple, durable and cost-effective. New infill elements will be clad in fibre cement panels in complementary pink and patinated copper-green tones, providing a clear distinction between old and new while creating a cohesive architectural identity. Existing brickwork and concrete surfaces will be painted to match the boarding, unify the building's appearance and conceal inconsistencies in the retained fabric.

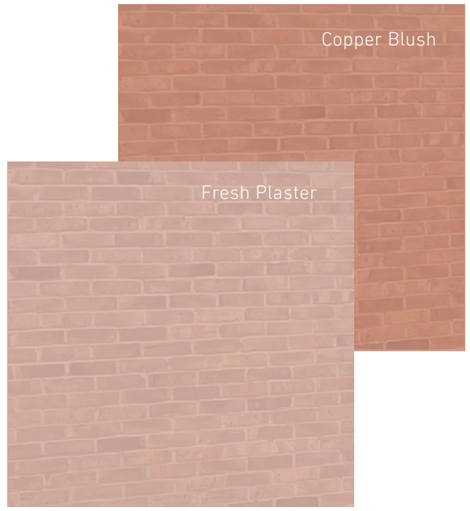
FIBRE CEMENT PANELS

PATINATED COPPER GREEN COLOUR





EXISTING TILES RETAINED



PAINTED BRICKWORK & CONCRETE

New Road Elevation



Clive Road Elevation





1. Roofing
Existing retained



2. Windows & Doors
Dark Grey Frames



3. Cladding
Existing Red Tiles



4. Cladding
Fibre Cement Panels



5. Existing Brickwork & Concrete
Painted Weathershield ‘Fresh Plaster’

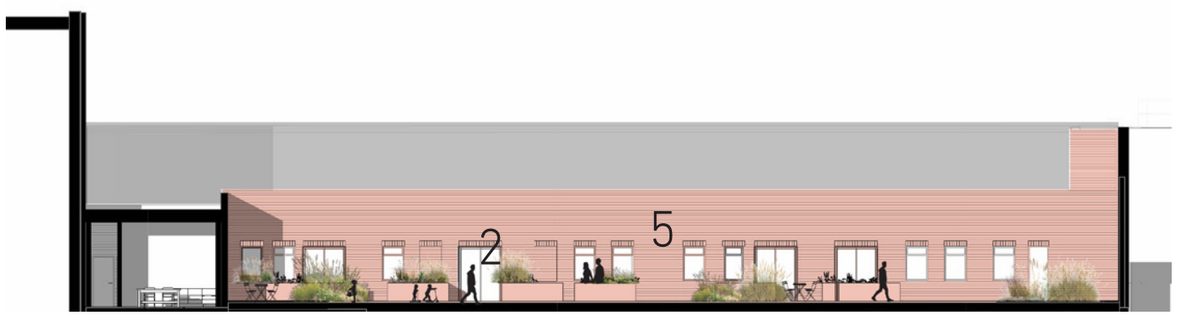


6. Glazing Baffles & Window Surrounds
Fibre Cement Panels

Courtyard Elevation



Courtyard Elevation



6.5.1.Balcony - New Road Facade

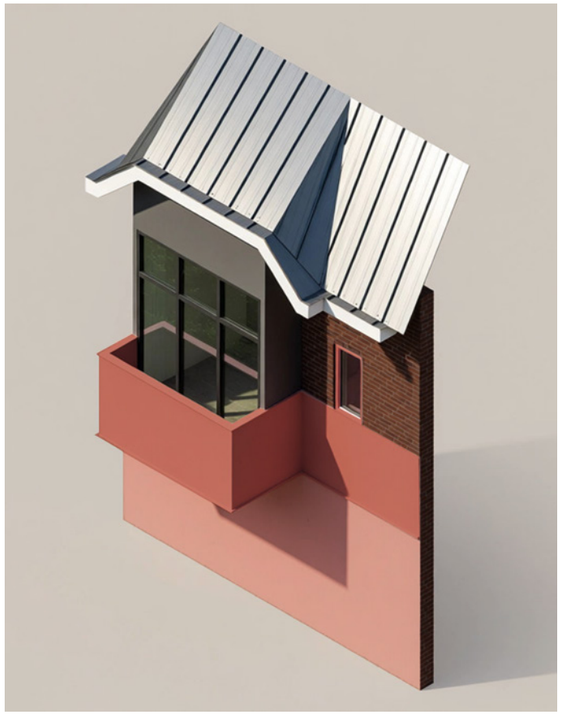
This study explores the integration of new balconies within the retained façade, using a continuous fibre cement band to create a strong horizontal datum across the elevation. The balcony balustrades and projecting elements are wrapped in the same material to provide visual continuity and unify the composition. The fibre cement cladding interfaces with the retained tiled and boarded façade below, helping to rationalise the existing building fabric and create a more coherent architectural expression.

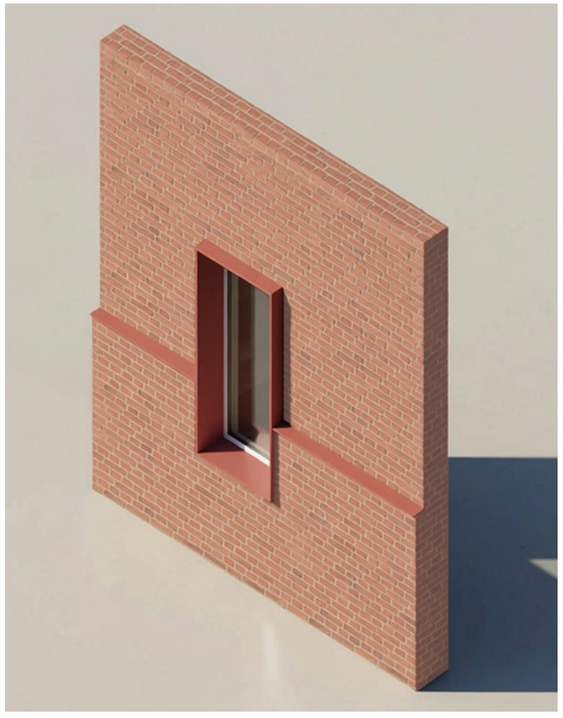
6.5.2.Courtyard Windows

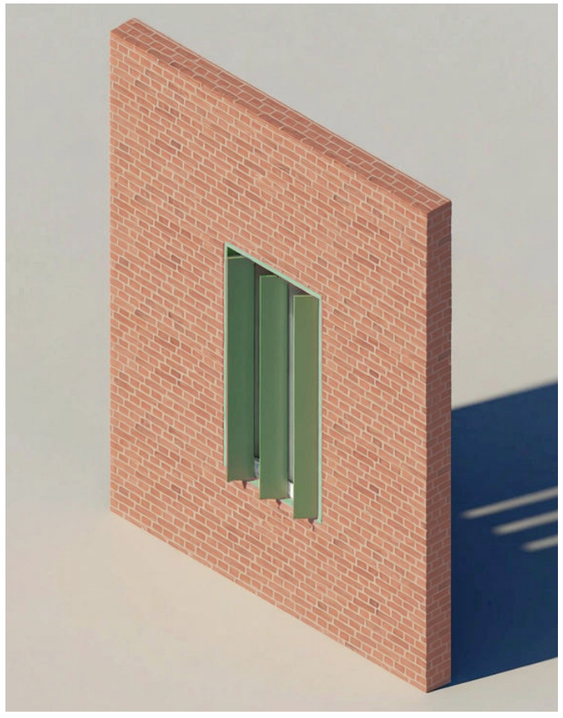
This study examines the treatment of new window openings within retained brick walls using fibre cement surrounds and copings. The surrounds frame the openings and provide a clear distinction between existing and new elements, while the fibre cement coping wraps around the window reveal to create a crisp and durable finish. Particular attention has been given to the stepped wall junction, where the detailing helps to simplify the transition between differing wall planes and improve the overall appearance of the façade.

6.5.3.Glazing Baffles

This detail proposes the use of fibre cement baffles integrated within new window openings formed in the existing brickwork. The baffles provide depth and articulation to the façade while helping to frame views and introduce subtle solar shading. By fixing the baffles to matching fibre cement window surrounds, the intervention creates a clean and robust junction that conceals irregularities in the existing masonry and provides a contemporary architectural language that complements the retained structure.



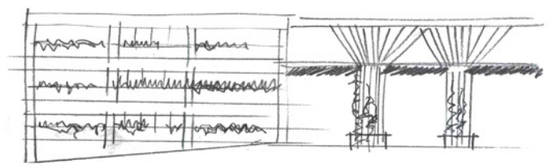


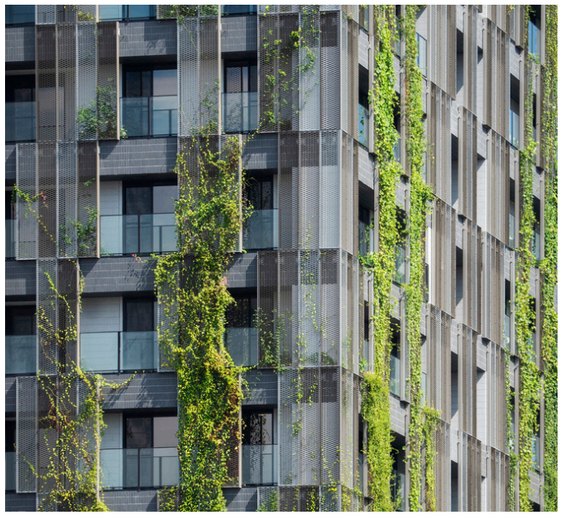


7. Nature

7.1.1.Ecology & SuDS

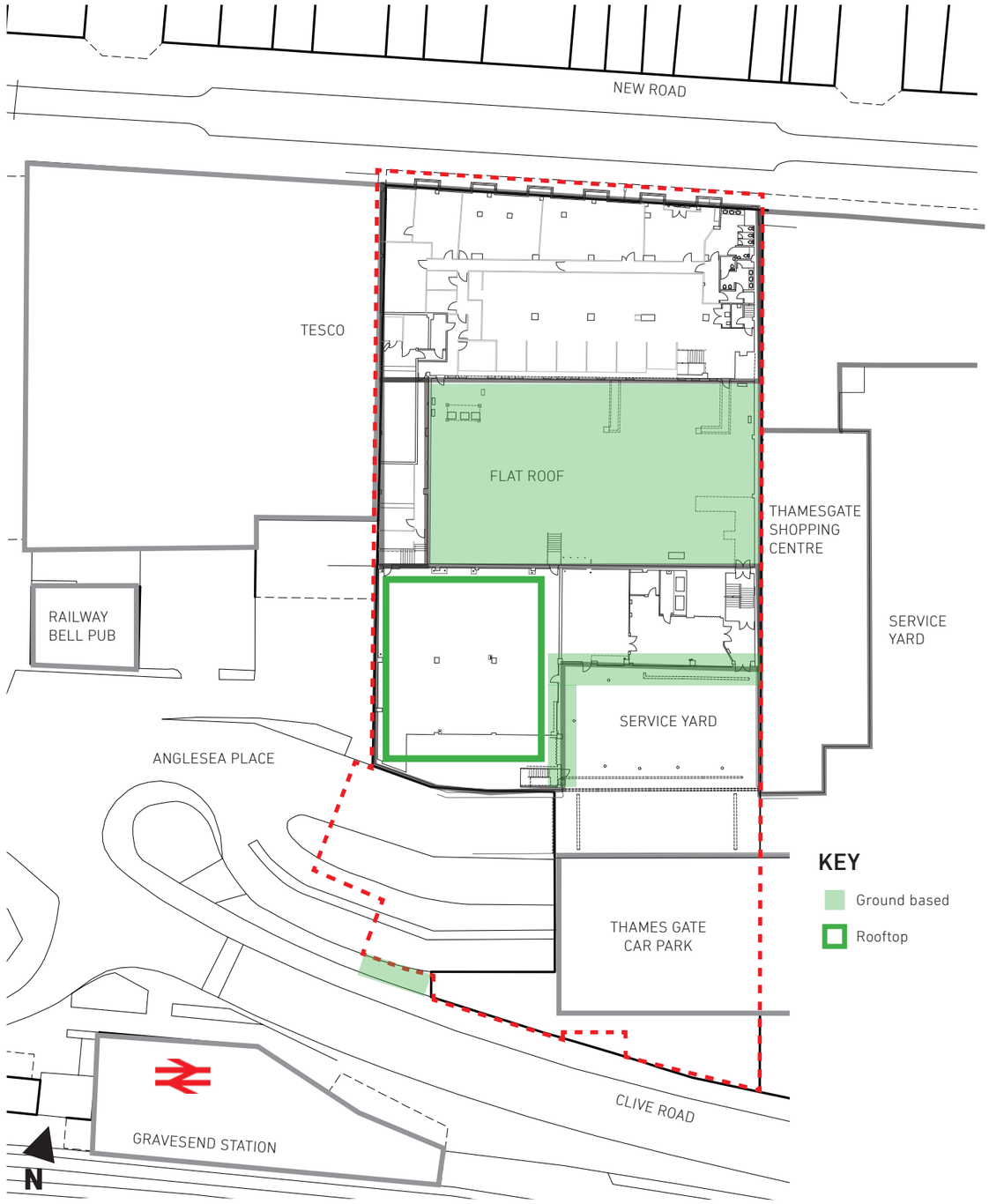
The scheme incorporates a series of nature-enhancing and SuDS-responsive features designed to improve biodiversity, support sustainable water management, and contribute positively to the building's environmental performance. Along the façades, **climbing plants** and integrated **rain planters** are proposed to soften the building's appearance, provide urban greening, and assist with natural surface-water attenuation. Many of the **balconies** and winter gardens will include space for **resident planting**, creating small-scale habitats, encouraging pollinators, and contributing to overall urban biodiversity. A green roof is also being explored as part of the rooftop strategy; while feasibility will depend on structural loading and weight capacity.







Conceptual illustration showing introduction of planting along roof terraces and balconies



7.2.1.Climbing plants

Climbing plants are proposed along key building façades to introduce vertical greening and soften the appearance of the development within its setting. Species such as star jasmine have been selected for their evergreen qualities, seasonal interest and suitability for urban environments. The planting will help to enhance biodiversity by providing habitat and foraging opportunities for insects, while also contributing to the visual amenity of the scheme through increased greenery and texture. Over time, the climbers will establish a mature green framework that improves the relationship between the building and surrounding landscape, helping to create a more attractive and ecologically resilient environment.















Examples of plant species



Climbing plants on the rear elevation on Anglesea Place

7.2.2.Rain Planters

The proposed rain planters are integrated throughout the development, including within the communal courtyard, as landscape buffers between private garden areas and shared amenity spaces, and within the rear service yard where they provide attractive screening for residents overlooking these areas. Planted with a robust and biodiverse palette including species such as alliums, barberry, gaura, feather reed grass and New Zealand flax, the planters will deliver seasonal interest, support pollinating insects, and enhance visual amenity. In addition to their ecological benefits, the rain planters will assist in the management of surface water by capturing and attenuating rainfall at source, contributing to the site's wider Sustainable Drainage Strategy (SuDS) and improving resilience to periods of heavy rainfall.



Planters with integrated furniture

7.2.3.Hard Landscaping

The hard landscaping strategy focuses on creating a functional, attractive and low-maintenance environment through a simple palette of robust materials. The central courtyard will provide a shared amenity space for residents, incorporating durable paving, integrated seating opportunities and strategically located planting areas to introduce greenery and soften the urban character of the site.



Examples of pavers and balcony decking



Rain planters in patinated green colour, on decking

8. Public Spaces

8.1. Shared Amenity Space

The development comprises a number of shared spaces. These are a balance between public and private space. They have been carefully considered throughout the development to create opportunities for sociable interaction.

Whilst the Local Amenity Provision is relatively low, and therefore not suitable for families, the proposal has several key features such as a central courtyard, private terraces and winter gardens.

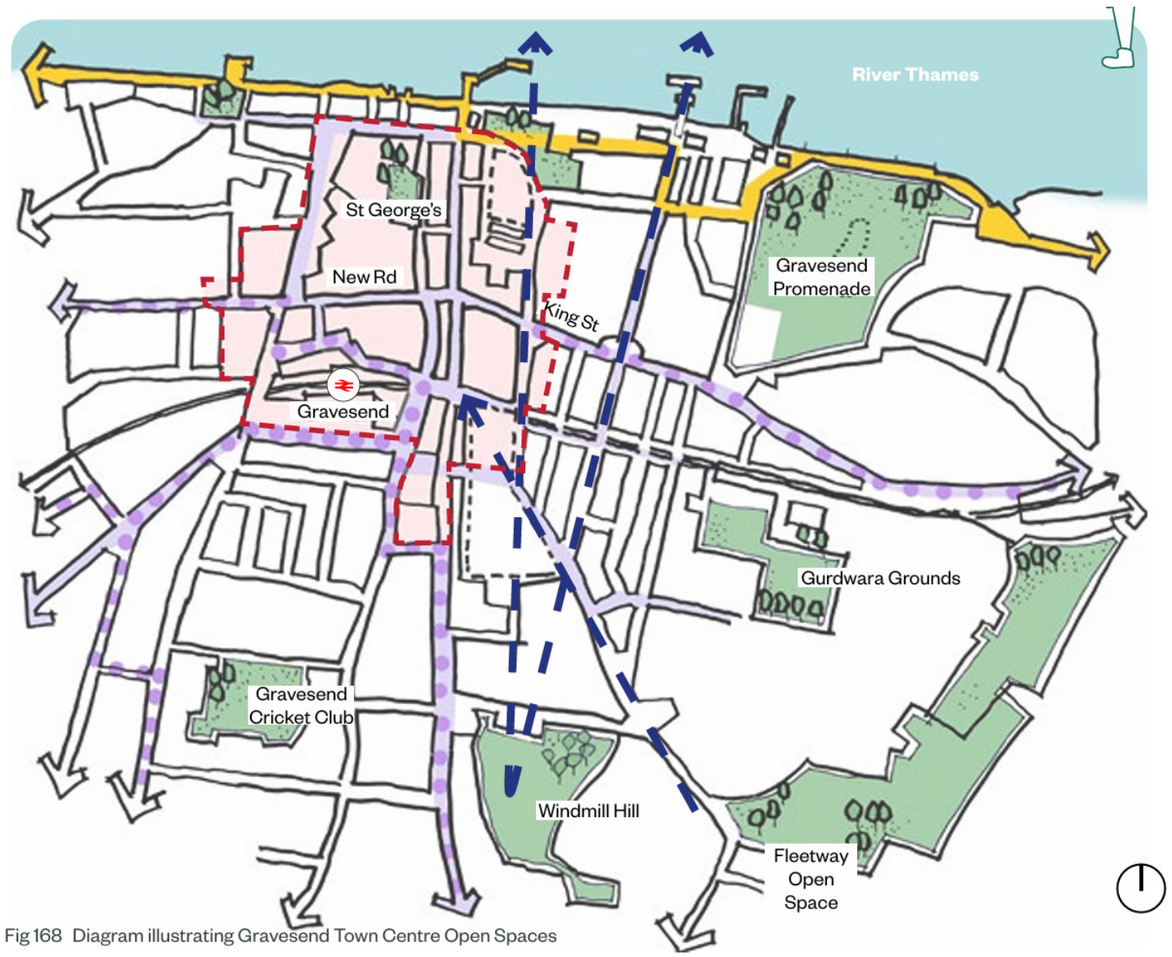
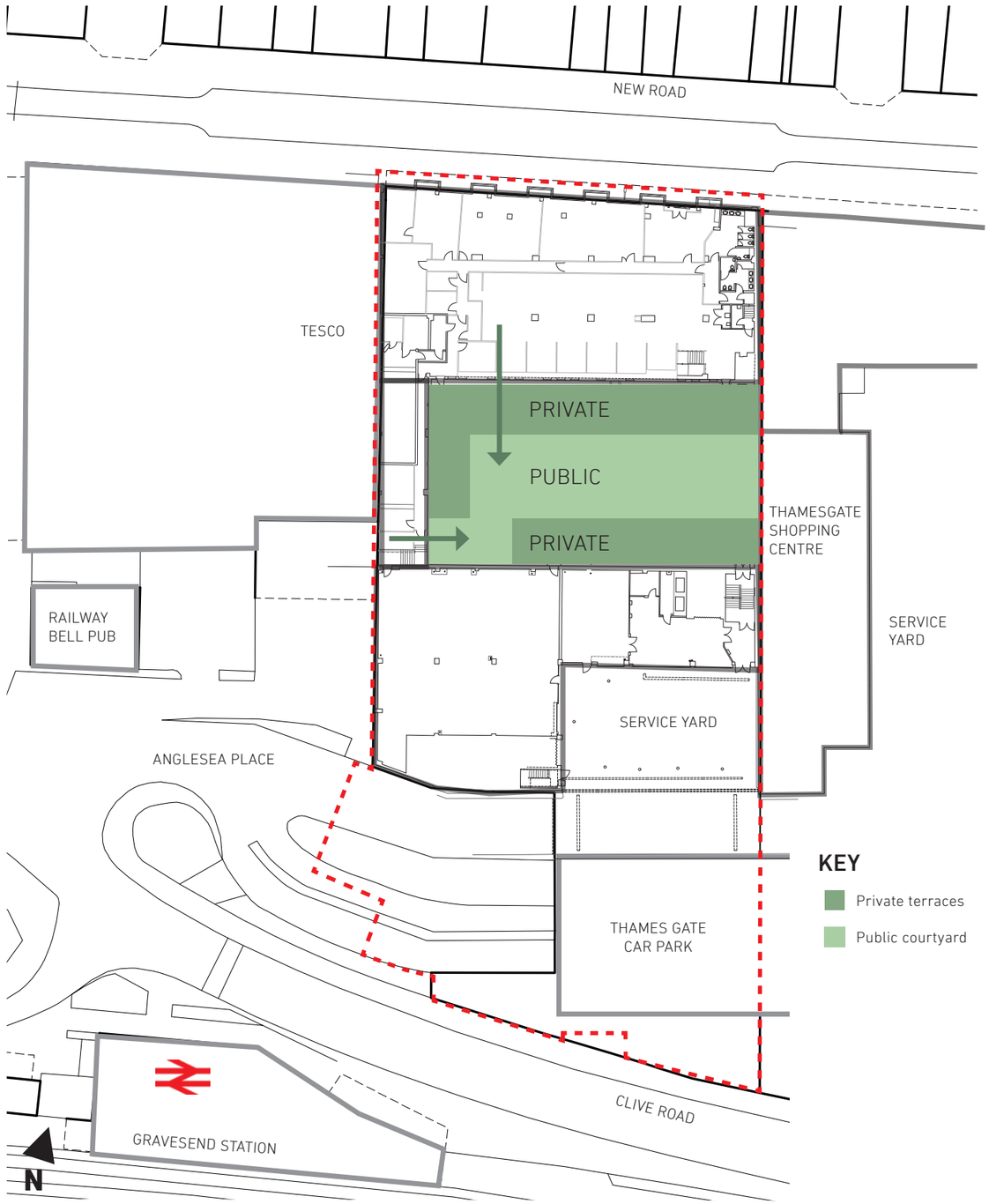


Fig 168 Diagram illustrating Gravesend Town Centre Open Spaces

Extract from Design for Gravesham



8.1.1.Shared Courtyard

A key feature of the design is the inclusion of a communal courtyard at first-floor level which will offer shared amenity space, creating opportunities for social interaction and contributing to the quality of life for future residents.

The existing ground floor roof at the centre of the plan will become a shared external space for residents, with private terraces and an extensive green roof around the perimeter. This sociable community garden will be accessed from both the front and rear buildings. The courtyard will simultaneously improve the views out of the flats.

At the heart of the courtyard, three lightweight landscape pavilions are proposed to provide visual interest, amenity and functional screening to ventilation equipment serving the commercial units below. Each element is intended to support a different activity, including informal seating, play opportunities and planted gathering spaces, helping to encourage social interaction and create a varied and engaging environment for residents. Their lightweight construction and integrated planting make them particularly suited to the rooftop courtyard setting, enhancing the character of the space without imposing significant structural loads.

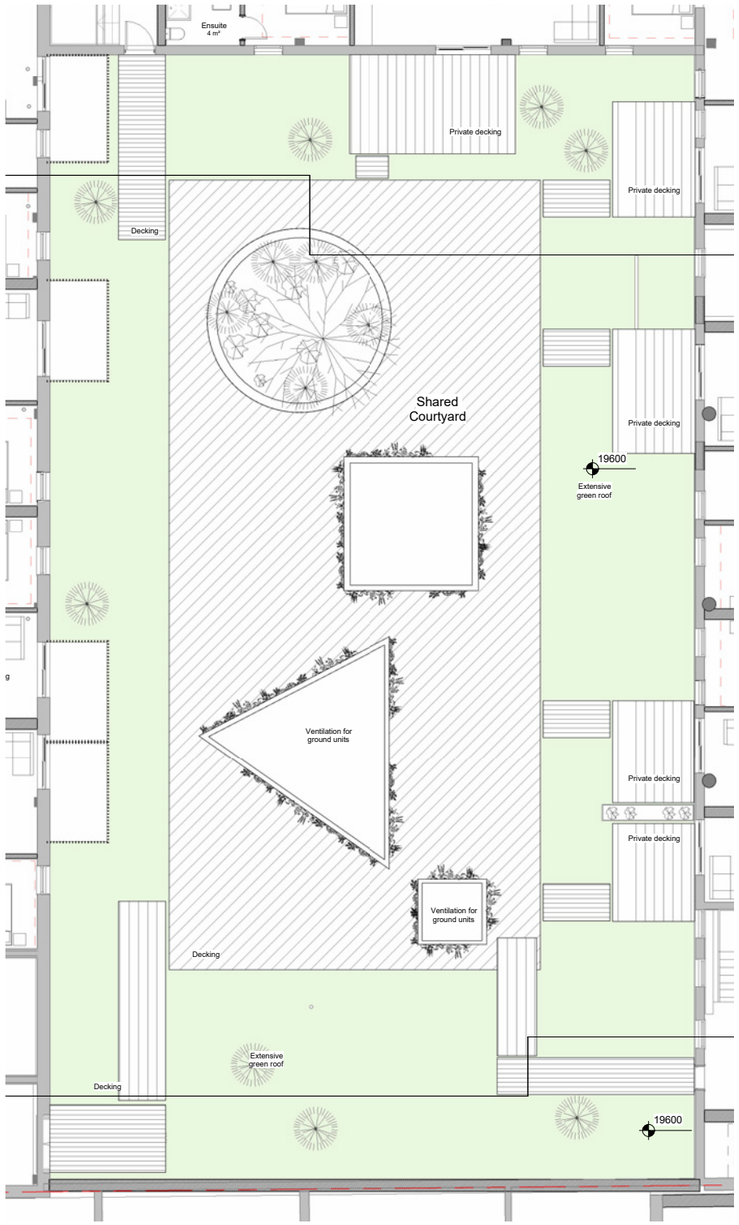
Entrances, courtyards, terraces, and shared gardens are not leftover spaces but essential infrastructure for civic life. They turn an address into a neighbourhood, a scheme into a community.

8.1.2.Sociable Architecture

Sociable Architecture creates opportunity for social interaction between residents to enhance a sense of community and belonging and contribute to well-being.

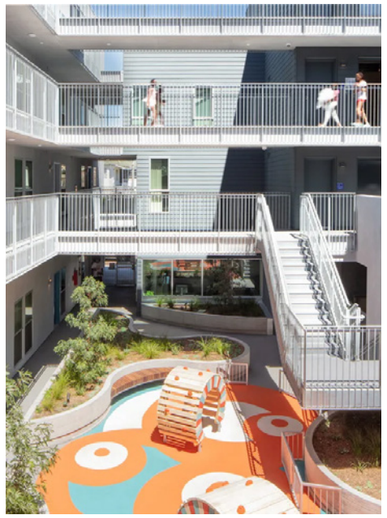
Sociable housing offers collective rather than communal living, creating a set of spaces that naturally facilitate choice for families and individuals who can choose how and when they would like to interact.

Stolon Studio have developed a number of sociable architecture schemes which have gone on to win numerous awards, most relevant of which are: 'Developer/ Pineapple: Place of the Year', 'RICS: Residential Development of the Year', 'BDA: Architects Choice', and 'RIBA Award Winners & Shortlistings'.



First Floor Plan of Courtyard





9. Uses

9.1. Proposed Use

The proposal is for a mixed use development which will bring life back to vacant buildings through the conversion of the upper floors to residential use. The ground floor retail units will remain as commercial use, re-activating the street-fronts.

9.1.1.Mixed Use Town Centres

Across the country, town centres are facing an identity crisis. The loss of major retail anchors - department stores and chain outlets that once drew the crowds - has created large, hollow buildings and even larger voids in civic life.

The absence of this activity seeps through the surrounding streets like dry rot: empty units mean lost revenue, lost confidence, and the slow erosion of community.

Bringing residents into the centre reintroduces daily life and night-time presence, providing the constant pulse of footfall that retail alone can no longer sustain.

The building readily supports conversion by virtue of the depth of the floor plates.

In the upper floors, facing on to New Road the deeper floor print results in deeper units. However, this has been used to support wider corridors. Internal planning where by the units exceed the minimum Nationally Described space standards.

9.1.2.Housing Mix

The proposal is for 33 private residential units, with a mix of one and two bed flats. All flats will have access to shared external amenity space or private balconies.

Front Block: 10 units
Centre Block: 1 units
Rear Block: 22 units

70% 1 bed
30% 2 bed

This distribution ensures an efficient and balanced layout, maximising natural light, views, and orientation while achieving a cohesive design across the site.

	Count
Flat 1B/1P	2
Flat 1B/2P	21
Flat 2B/3P	3
Flat 2B/4P	7
TOTAL	33

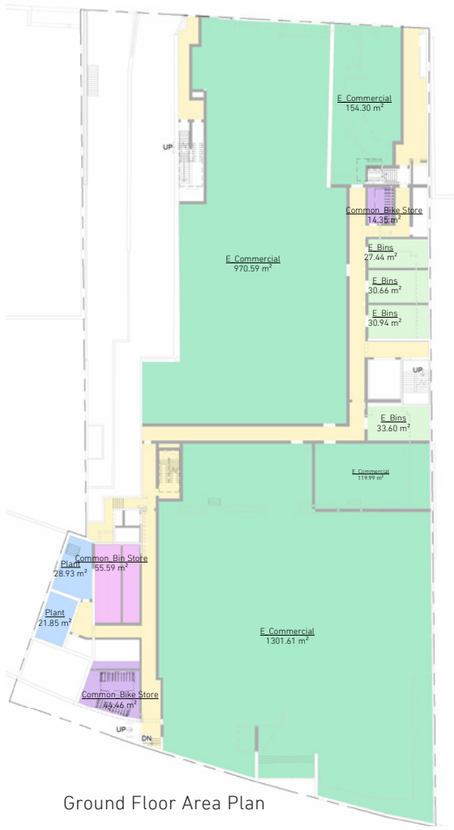


Second Floor Area Plan



Third Floor Area Plan





Ground Floor Area Plan



First Floor Area Plan

10. Homes and Buildings

10.1.1.Daylight and Sunlight

Daylight is a combination of direct and indirect sunlight (reflected off clouds, buildings and other surfaces), referred to as diffuse lighting. This is the most prevalent form of lighting in the UK, accounting for over three times the amount of sunlight hours. BRE

When planning the additional storey, consideration has be given to the impact on adjacent buildings. The majority of surrounding buildings are commercial, and the rear extension will not impact on the daylight/sunlight of residential buildings.

10.1.2.Sunlight

Sunlight is the direct light from the sun. The BRE guidance recommends that main windows of residential properties (within 90° of due south) should receive at least 25% of the total annual probable sunlight hours, including at least 5% of the annual probable sunlight hours in the winter months between 21st September and 21st March. Further that 'A dwelling with no main window wall within 90° of due south is likely to be perceived as insufficiently sunlit.'

Ensuring good levels of natural lighting to habitable rooms whilst minimising the risk of overheating, provides benefits for both health and energy efficiency. Careful modulation of heights and roof scape has been used to maximise the sunlight to each unit.

10.1.3.Internal Space Standards

All units have been designed to meet the Technical housing standards - nationally described space standard, shown opposite. All Gross Floor area is based on the RICS measuring standards.

There are a few 1b/1p units. These are designed to be in excess of 40sqm.

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)[2]			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Technical housing standards - nationally described space standard

	Count	Area Range
Flat 1B/1P	2	40m2
Flat 1B/2P	21	50-75m2
Flat 2B/3P	3	70-85m2
Flat 2B/4P	7	70-109m2
TOTAL	33	

Area range for proposed units

10.2.1.Balconies

A large proportion of the residential units will have external balconies or winter gardens providing residents with semi-private outdoor areas for relaxation, socialising, and connection with the external environment. These spaces enhance the quality of living, and improve natural ventilation and daylight within the units.





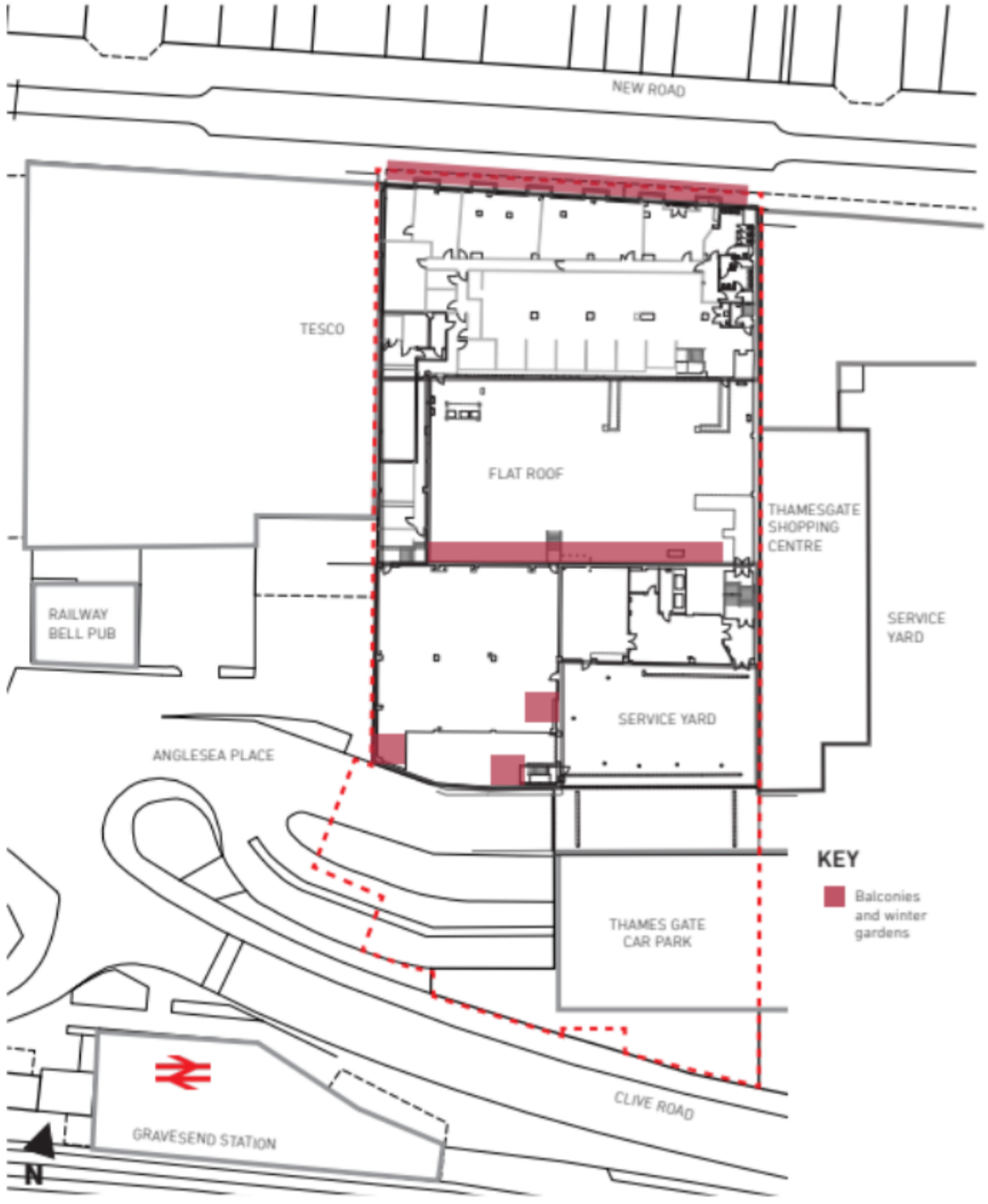






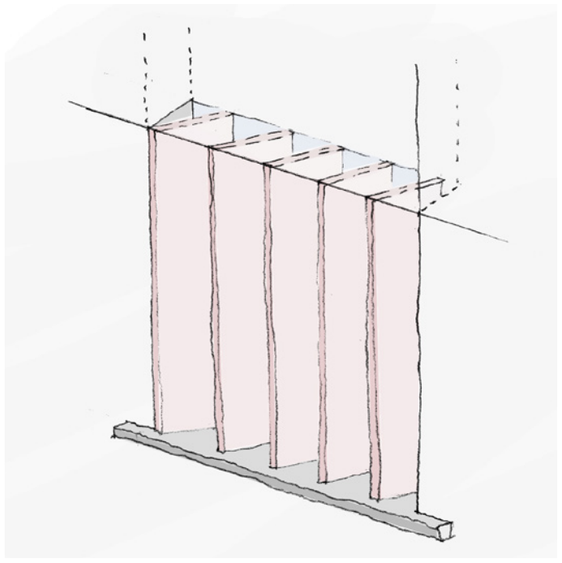
10.2.2.Winter gardens

There are a number of units in the rear building with winter gardens recessed into the existing envelope. This ensures that all flats have private amenity external amenity space without obstructing roads and through-routes.

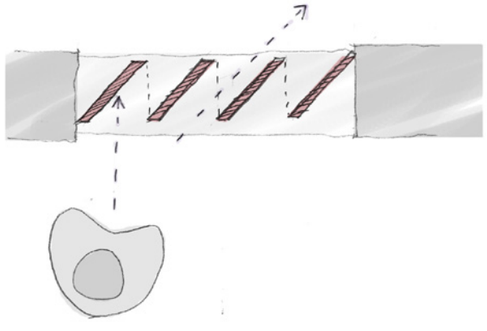


10.3.1.Louvres

To improve views and **prevent overlooking** between flats, louvres will be used on façades. These create **directional views** away from negative views such as Thamesgate Car Park and Tesco service yard, towards the Thames, Windmill Hill and the Gravesend skyline.



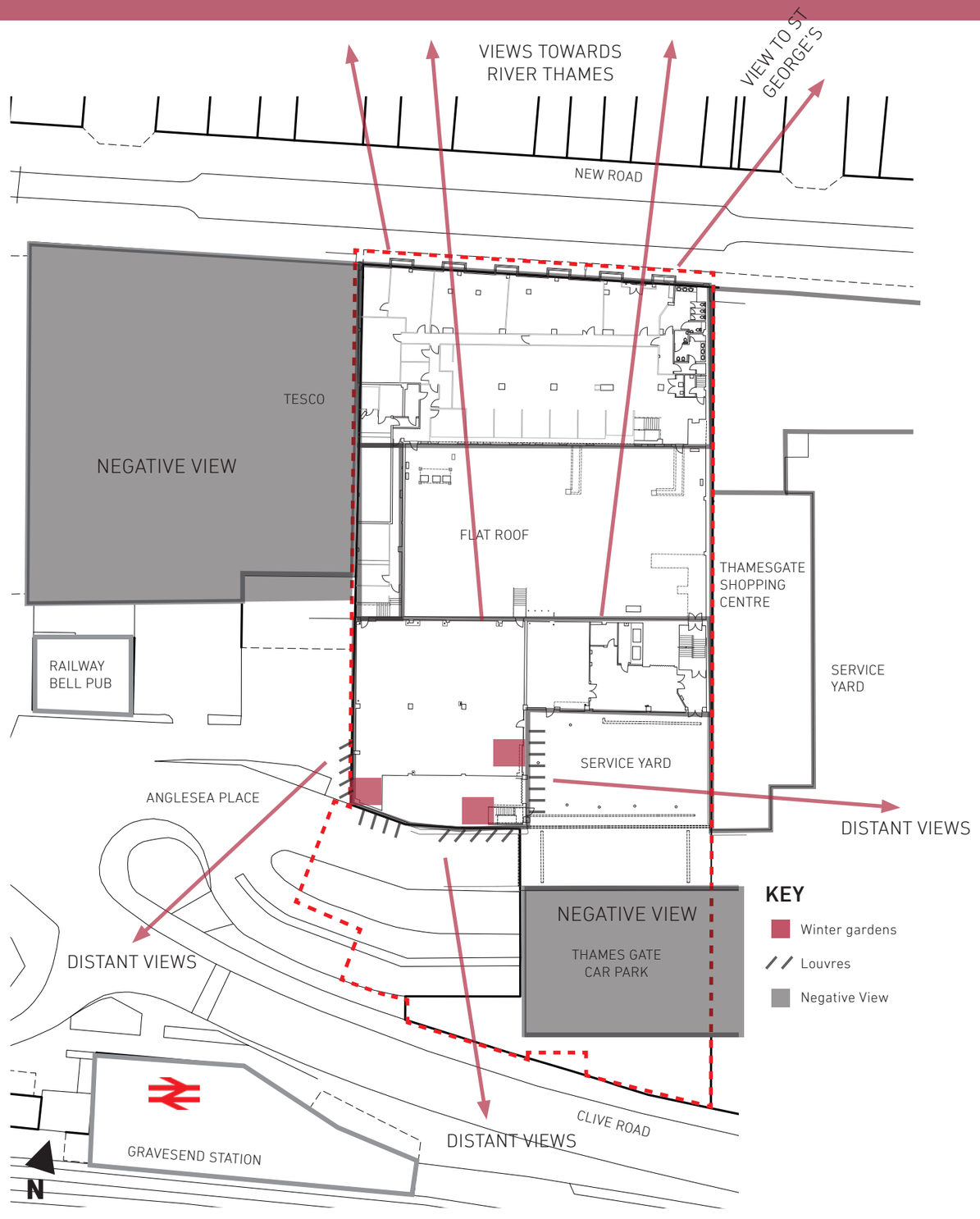
Sketch of louvres



Sketch plan showing directed views through louvres



Louvre precedent



11.Resources

The proposal has been developed to optimise energy efficiency and reduce the environmental footprint of the buildings, in accordance with the sustainability principles set out in the Design for Gravesham design code.

11.1.1.Thermal Envelope Upgrade

A comprehensive upgrade of the building's thermal envelope is proposed, including improved insulation, high-performance glazing, and enhanced air-tightness. These measures will significantly reduce heat loss, improve occupier comfort, and reduce long-term energy demand across the development.

11.1.2.Communal Heat Pumps

Heating and hot water will be served by a communal air-source heat pump system, providing a low-carbon alternative to conventional gas boilers. This centralised approach improves efficiency, simplifies maintenance, and ensures the scheme aligns with the shift toward energy-efficient, zero-carbon-ready technologies.



Rooftop AHUs & Solar PVs + Living Roof for both houses and apartments where feasible

11.1.3.Roof-Level Plant

All major building services equipment - including heat pump units - will be discreetly located at roof level and kept out of sight from public viewpoints. Acoustic screening and sensitive placement will ensure that plant integration has no adverse impact on nearby properties or the surrounding townscape.

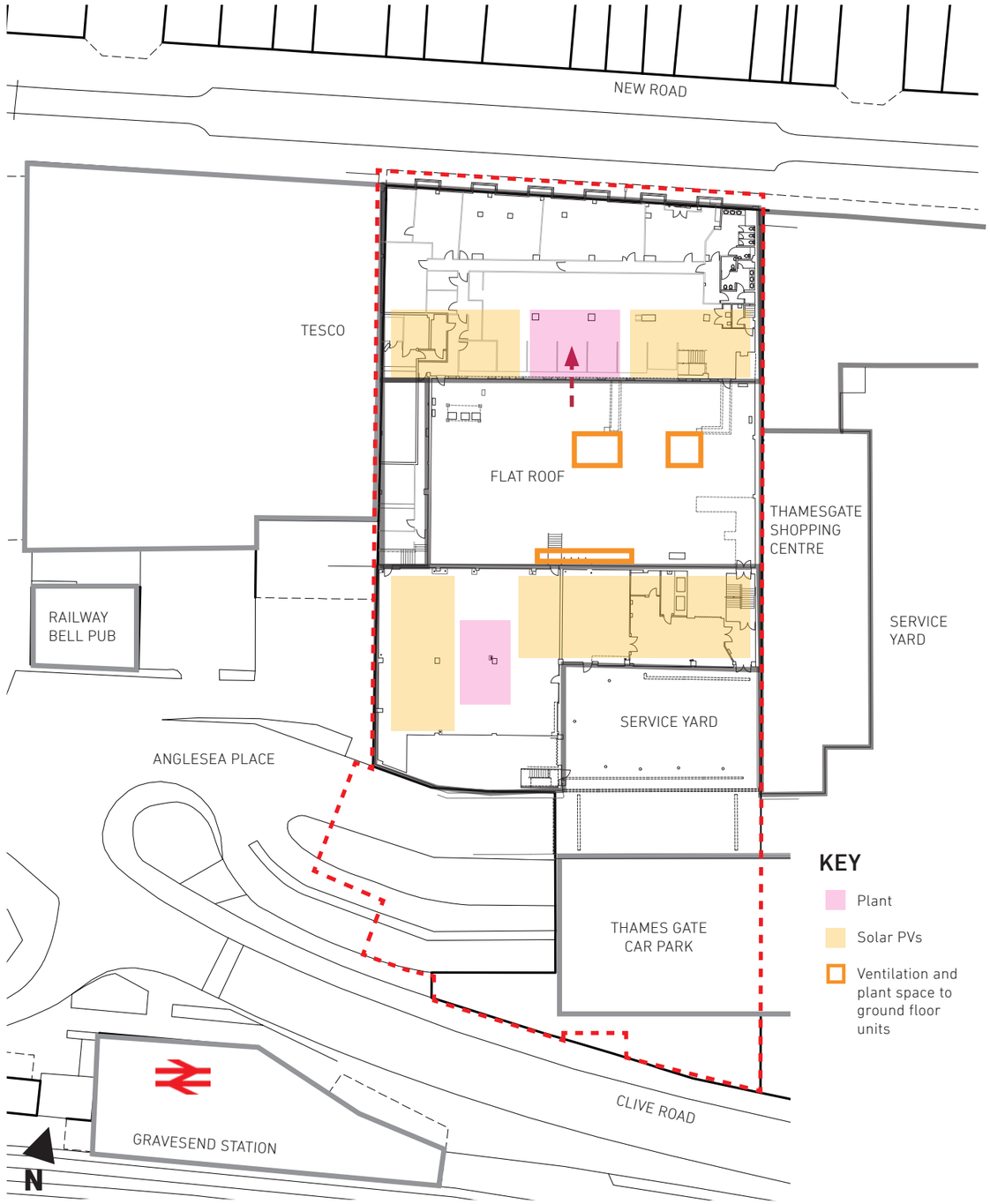
11.1.4.Solar Photovoltaics

The roofscape will incorporate solar photovoltaic (PV) panels, contributing to on-site renewable energy generation and reducing operational carbon emissions. The PV array will be positioned to maximise solar gain while remaining visually unobtrusive from the street.

Together, these measures ensure that the development delivers a robust, forward-looking sustainability strategy, reducing both embodied and operational carbon and supporting the long-term resilience of the buildings.



Rooftop AHUs for apartments and duplexes



12. Lifespan

The proposal has been developed with a strong emphasis on long-term sustainability and building longevity, ensuring the scheme delivers lasting value for both future residents and the wider community.

12.1.1.Preserving the Existing Buildings

A core principle of the design is the retention and adaptive reuse of the existing structure, preserving significant elements of the building's fabric wherever feasible. This approach not only respects the established urban grain but also avoids the environmental impact associated with full demolition and reconstruction.

12.1.2.Low Embodied Energy

Reusing the existing building frame and key structural components helps to substantially reduce embodied carbon, limiting the consumption of new materials and lowering the scheme's overall environmental footprint.

12.1.3.Future-Proof Development

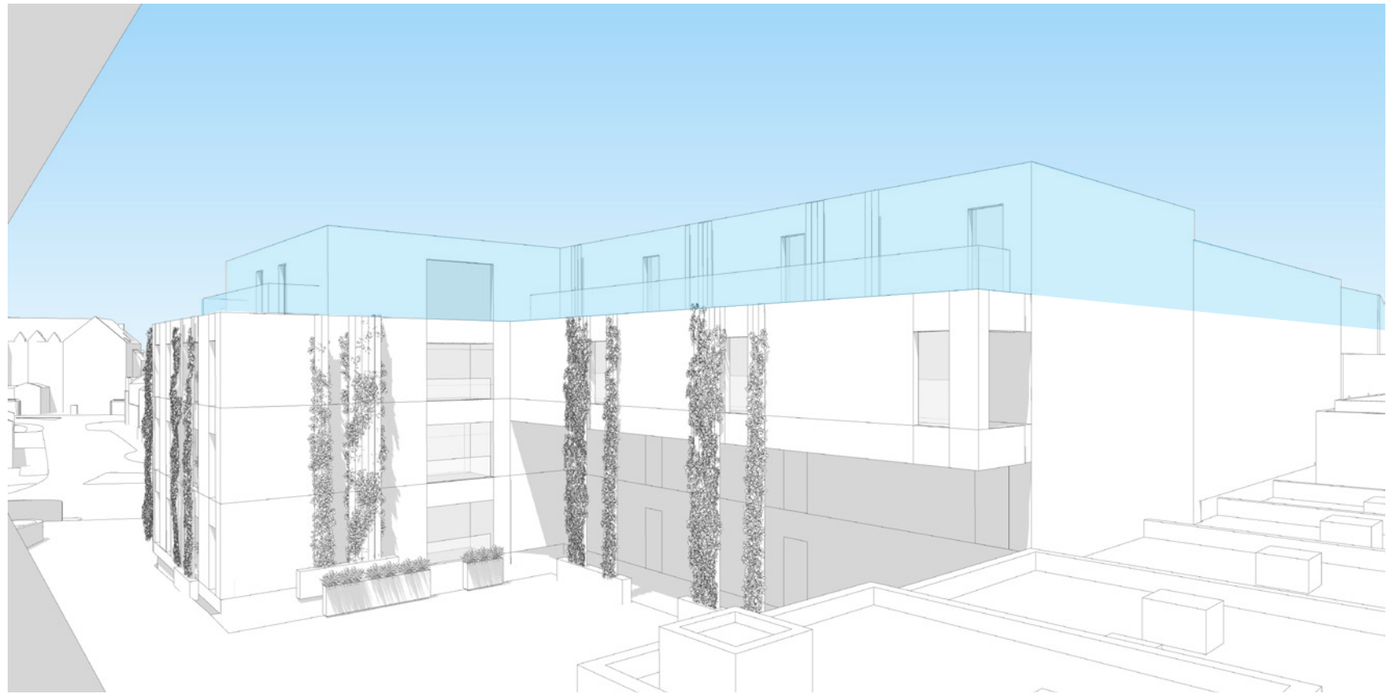
The scheme has been conceived as a flexible and resilient development capable of adapting to changing needs over time. High-quality materials, durable construction, and improved building performance standards will ensure the development remains energy-efficient, accessible, and functional well into the future. Residential layouts and servicing strategies have been carefully planned to maintain long-term adaptability and ease of maintenance.

12.1.4.Positive Legacy Development

By transforming underutilised town-centre buildings into a vibrant residential-led community, the proposal aims to create a positive and lasting legacy for Gravesend. The development enhances the townscape, supports sustainable living through proximity to public transport, and contributes to the long-term vitality of New Road and its surroundings. The result is a scheme designed to endure, in performance, relevance, and contribution to the local area.



Existing flat roof at first floor



Conceptual illustration showing climbing plants on rear elevation

12.2.Potential Future Development

Whilst not forming part of the current planning application, the scheme has been designed with consideration for the site's longer-term development potential and adaptability. A future development scenario has been explored which could deliver approximately 40 additional residential units through the introduction of a further storey to the rear building, two additional storeys to the New Road frontage building, and a new central residential block along one side of the existing flat roof area. This approach would enable a greater number of homes to be delivered on a sustainable town centre site whilst ensuring that additional height is carefully managed, with the central element largely concealed from surrounding streets within the centre of the site.



Clive Road Elevation with additional floor



Sketch of enhanced proposal with new central block



Conceptual illustration of New Road entrance with additional floors



Conceptual illustration of Clive Road entrance from the station with rear extension



Conceptual illustration of Clive Road entrance from the station with rear extension

The potential extensions have been developed as carefully integrated additions that respond positively to the surrounding townscape and enhance the building's overall performance and appearance. The additional storeys on New Road are set back to reduce visual prominence and respond appropriately to the scale and massing of surrounding buildings. A similar stepped-back approach is adopted to the rear to soften the building's appearance and maintain an appropriate relationship with neighbouring uses. To support this potential future growth, the current proposal incorporates additional capacity within the cycle and refuse storage strategy, with dedicated areas reserved to accommodate the increased demand associated with a larger residential population.

13. The Proposal

The design optimises the site's potential within its sustainable town centre location, reusing the existing buildings to create efficient, well-designed homes while retaining active commercial uses at ground floor.

The front building on New Road will be converted to residential use at first floor. The architectural composition has been carefully developed to ensure the façade integrates harmoniously with the established street scene and enhances the overall street character.

The rear building will also be reconfigured to provide well-proportioned residential layouts and access to shared external amenity space.

The proposed scale and massing have been informed by contextual analysis and daylight/sunlight studies, ensuring an appropriate relationship with neighbouring buildings and a positive contribution to the wider townscape.



Rear elevation of proposal from Clive Road



Conceptual illustration of New Road entrance



Conceptual illustration of Clive Road entrance at dusk



Conceptual illustration of Clive Road entrance from the station



Conceptual illustration of Clive Road entrance at dusk



Conceptual illustration of cross section through New Road, the site, Clive Road and Gravesend Station



Conceptual illustration of New Road elevation

14. Previous Work / Precedents

Dealground, Norwich







Project:	Deal Ground & May Gurney
Location:	East Norwich & South Norfolk
Scale:	670 homes, 2,500 sqm dining, 1200 sqm employment
Client:	Serruys Property Company
Progress:	RIBA Stage 3
Design Team	Stolon Studio Architects, Maddox Consulting
	IDP Landscaping, Odyssey Consulting
	JBA consulting, CBRE, Aspect Ecology
	Triptych, GNL Strategic
Stolon team	Robert Barker, Jessica Barker Reagan Laidlaw, Max Master, Hanna Tweg, Grace Lumbosso, Imran Haque
Community & Consultation Lead	Jessica Barker

A detailed Reserved Matters application for two of the four main sites that comprise the East Norwich Strategic Regeneration Area (ENSRA), on behalf of Serruys Property Company (SPC).

The site has been earmarked for development for 20 years but the complexity of access, contamination, flood-risk and ecology has hindered progress. The council recently included the site in their plans to regenerate the whole of East Norwich and deliver c. 3500 new homes.

Stolon Studio has developed a comprehensive and integrated masterplan with detailed designs for 669 homes, a new riverside dining quarter and a small 'village' centre.

The scheme comprises 10 apartment blocks, 20 house types (inclusive of variants) and the conversion of a listed bottle kiln. Homes are designed around concepts of shared amenity space, active travel, making space for water and nature and sustainable construction. A UKRI project to Improve understanding of the economics of biodiversity,

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Shoeburyness Estuary View, Masterplan for 215 homes







Project	Garrison Gardens / Estuary View
Location	Shoeburyness, Southend-on-sea
Scale	215 units
Cost	Confidential
Work	RIBA Stage 1-3
Design Team	Stolon Studio, Lanpro, ProWorks, Ardent, Inter-Modal, Arbeco
Project Lead	Robert Barker
Status	Under Construction by Bellway Homes

The new proposal will include 115 flats and 100 houses as well as provision for a 1000sqm health centre and 250sqm of commercial space envisioned as a pharmacy and cafe.

The concept for Garrison Gardens, is to create four hamlets (home zones) set within a beautiful garden landscape. The homes are intended to be environmentally friendly, sustainable, low-energy and resilient to flooding and climate change. New paths will provide public access through the Garrison Gardens, linking communities east and west and from the station down to the coast.

'four hamlets set within a beautiful garden landscape'

A fourfold strategy has been determined to manage flood risk. Landraising, flood storage, flood resilience, with floodable garages and parking and sustainable drainage.

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White Post Quay, London (R Barker for Baca Architects)







Project	White Post Quay
Location	London, UK
Scale	3500 sqm (45 studio units)
	7 storeys, including mezzanine
Cost	£3m
Completed	2016
Design Team	Baca Architects
Project Lead	Robert Barker

A new building complements a suite of Victorian warehouses.

The building comprises upto 45 studios for artists and starter businesses, set across 7 floors. The top floor units incorporate mezzanine levels and tremendous double height studios.

The building was designed with a central corridor to allow the spaces either side to be subdivided or not, depending on tenants needs. Services were set between each bay to allow total flexibility on every floor.

A steel frame with insulated steel roofing and masonry to create a low cost shell and core. The fit out was then completed at the clients own pace to suit demand.

The building was also constructed on a brownfield floodplain site and therefore remediation of the risk from contamination as well as flood mitigation measures were required.

The ground floor space incorporates a lively cafe, lounge room and club space that spills out onto the canal front.

R Barker, director for Baca Architects

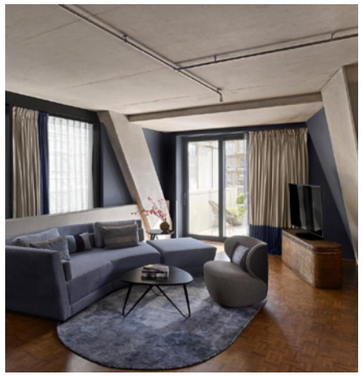
All images © Baca Architects

Nobu Hotel, London (J Barker at Ron Arad Architects)









Project	Willow Street Hotel
Location	London, UK
Type	Hotel
Scale	8,000 sqm
Construction Cost	£28m
Construction completed	2018
Design Team	Jessica Barker for Ron Arad Architects
Project Architect	Jessica Barker

Nobu's first hotel in the UK, located in London's Shoreditch has 150 bedrooms, a fine new restaurant and a cocktail lounge.

This design marries the raw creative energy of the location with Nobu's values of simple luxury with a façade that fragments at the eastern end and and descends into a welcome new pocket park.

Nobu require that all their buildings reflect their immediate context. The palette of concrete, bronze, timber and glass overlaid with creative textiles and warm fabrics create a simple, considered and raw aesthetic. The building sits happily in Shoreditch among the reworked warehouses and factories that characterise the area.

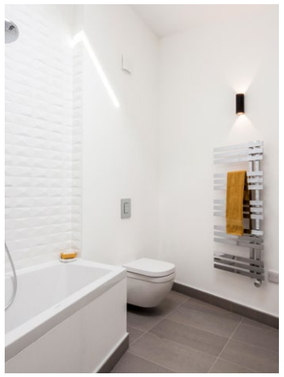
The client required a total design solution for the building and brand logo, one that could be incorporated into the operational paraphernalia, to include - stationery, signage, textiles, glass and tableware, staff uniforms, and toiletries.

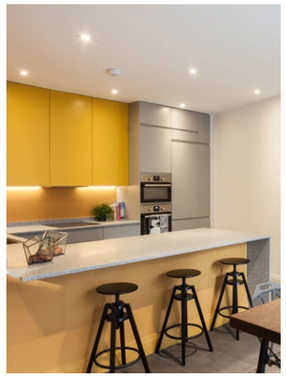
Jessica was the senior architect responsible for design, planning and technical construction stages

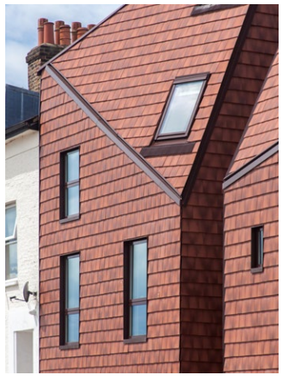
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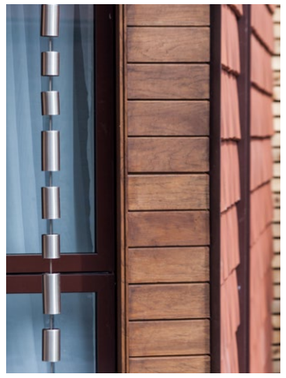
Kaolin Court, Residential Development, South London











Project	Kaolin Court
Client	House of Tuesday
Location	London, UK
Scale	9 units
Status	Completed 2019
Design Team	Stolon Studio / Baca Edge Structures, Prospero
Contractor	Meridian Construction
Director in Charge	R Barker (Stolon/ Baca)
Architects	Nik Maksimenko, Benjamin Hollberg, Radim Tkadlec

A new development consisting of 9 units has recently been completed in Forest Hill.

The new development comprises a three-/four-storey residential block along the street front, with four houses facing onto a shared courtyard to the rear. The front block is divided in two to provide a pedestrian routeway through to the new mews at the rear.

Each house has its own garden which opens onto the central courtyard - a communal safe playground for children and a shared place for all the residents.

The buildings have been sculpted to maximise light between and over the houses into the courtyard, as well as creating south-facing roofs for solar panels.

RIBA SHORTLISTED 2020/21 · FACADE AWARDS UK · STRUCTURAL TIMBER AWARDS 2020 · Building AWARDS 2020 · nla · The Pineapple Award's Place of the Year 2022

Photos © Robert Barker, Stolon Studio

R Barker, director at Baca Architects (2015) then Stolon Studio (2016-19)

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Love Place, North West London







Project	Love Place
Location	London, UK
Scale	Cafe + 9 flats
Status	RIBA Stage 5
Design Team	Stolon Studio, StructureHaus
Completion	Due 1st quarter 2027
Director in Charge	Robert Barker
Project Architect	Reagan Laidlaw, William Molho



The existing building has been demolished, clearing the site for a new residential development.

The scheme has been optimised to deliver nine homes in place of the former two, informed by a series of character and massing studies. The footprint is set back from its previous position to create a more generous forecourt and space for outdoor seating.

The street elevation is formed of three folded half-gables that wrap around the site, mediating between the local roofscape and a more contemporary architectural language while breaking down the building's mass. Recessed brickwork provides a modern interpretation of rustication, with articulation reducing as the building rises.

A carefully resolved cantilevered structure spans below-ground services, enabling development across constrained areas while maintaining access to the UKPN substation at the rear.

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High Street, Rochester







Project	Rochester Castle Pavillion
Location	London, UK
Use	Cafe + Infill building with Restaurant and 4 flats
Cost	TBC
Stage	RIBA Stage 3
Design Team	Stolon Studio, StructureHaus, Chris Butler Archaeology
Project Lead	Robert Barker

Historic England

Chris Butler Archaeological Services Limited

Medway Council

Stolon Studio were appointed to explore ideas for an infill building within the historic Rochester High Street, and a new pavilion building within close proximity to Rochester Castle, a Scheduled Ancient Monument.

With the largest number of listed buildings within a High Street in the UK, Stolon sought to create an infill building that is both contemporary and respectful to its neighbours. Soft waterstruck bricks with careful detailing are combined with a crisp zinc roof.

To the rear of the site the pavilion building is proposed immediately adjacent to the ruins of the former gatehouse to the castle. The pavilion is designed on a submerged concrete foundation that will float over the top of the historic ditch, preserving the archaeological remains.

A living roof atop the pavilion is designed to emulate the line of the former embankment. The ruined gatehouse will be visible to the public for the first time in generations.

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Hampton Quay, Mixed-use riverside development









Project	Hampton Quay
Location	Littlehampton, West Sussex
Scale	60 units
Status	RIBA Stage 3
	Reserved Matters Approved 2026
Design Team	Stolon Studio, Odyssey, Ambiental, Arbeco, EcoCoop, i-Transport
Project Lead	Robert Barker
Stolon Team	Emma Kingman, Oscar Chainey, Reagan Laidlaw, Imran Haque

An exceptional riverside regeneration that places the River Arun at its heart, forming a new gateway between town and water.

A carefully balanced mix of houses and apartments creates age-positive, family-friendly living, supporting a cohesive and sociable community.

Homes are arranged around shared streets and landscaped edges, combining privacy with opportunities for interaction and long views to the river.

A continuous riverfront of paths, playspaces and a gym/clubhouse reconnects the site to the water, alongside moorings, leisure and workspace.

Landscaped spaces and a bird hide sit within an enhanced ecological setting, protecting the existing saltmarsh. Blue–green infrastructure and flood defences work with the river's dynamics, delivering a resilient and climate-adaptive neighbourhood.

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