



BARRON EDWARDS
PLANNING & ARCHITECTURE



DESIGN & ACCESS STATEMENT

18,20,22 Queen Street, Gravesend, Kent, DA12 2EE

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INTRODUCTION

This Design and Access Statement has been prepared by Barron Edwards in order to assist officers at Gravesham Council in their consideration of the accompanying planning application relating to the proposed development at 18,20,22 Queen Street.

The application site extends to approximately 594 sqm and encompasses the boundaries of 18, 20 and 22 Queen Street.

1.2 The proposal is for the demolition of two residential flat roof rear extensions at 18 & 20 Queen Street to provide space for a new build 1 and a half storey rear block consisting of 6 x studio flats along with associated landscaping and waste storage; and erection of part first floor rear and second floor extension at 22 Queen Street to enlarge the existing flat on the first floor and provide 1 x 2 bed flat on the second floor.

SITE ANALYSIS

2.1. WIDER CONTEXT

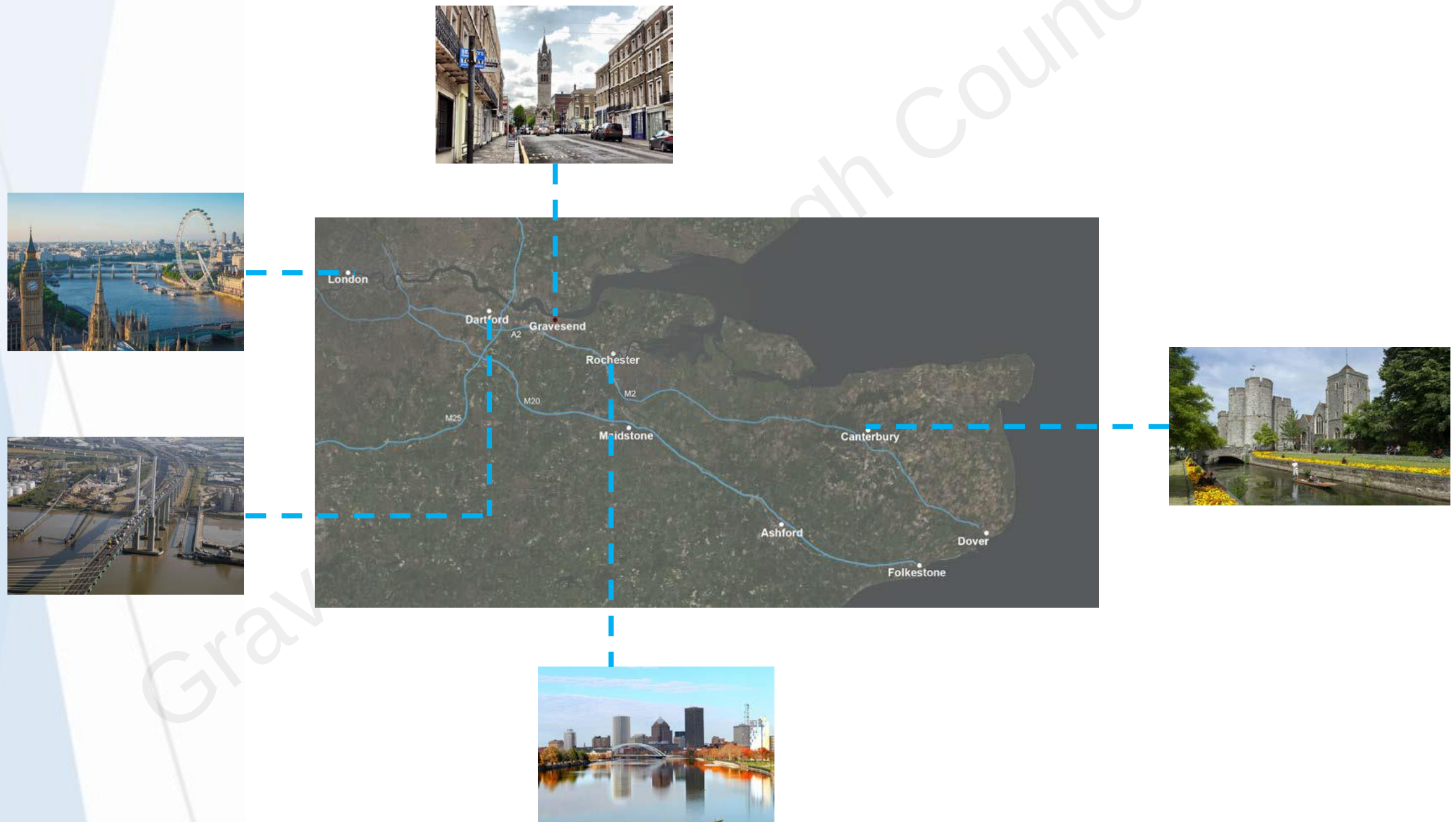
2.2. SITE LOCATION

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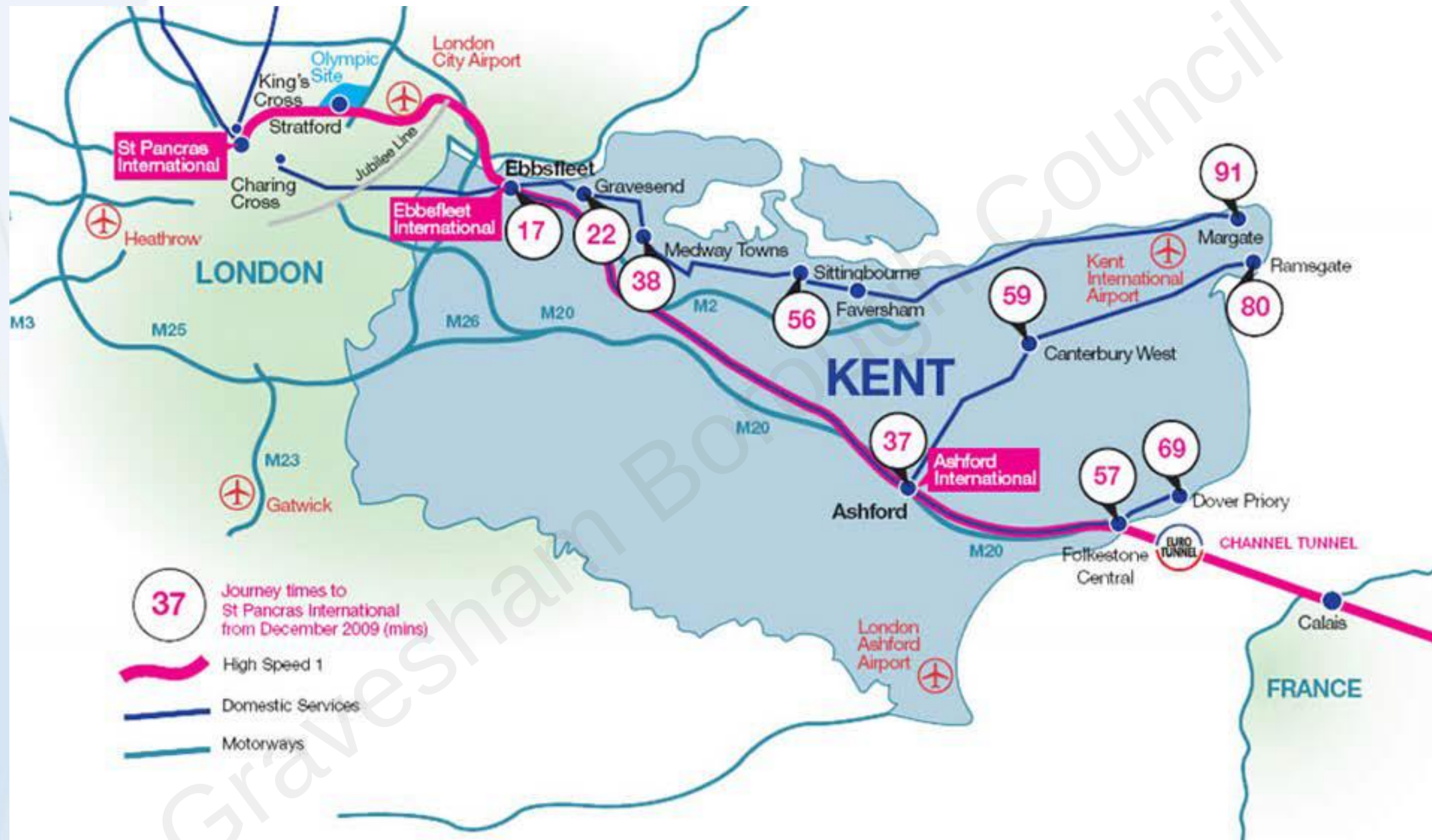
2.4. SITE VIEWS

2.5. EXISTING SITE

2.1. WIDER CONTEXT



2.1. WIDER CONTEXT



High Speed Rail

2 min walk from site High speed operates from Gravesend Train Station and offers journeys to Ebbsfleet and London. From Ebbsfleet there are Direct links to Paris, Brussels, Marseille and other European destinations.

Garrick Street Bus Station

2 min walk from site Garrick Street is the town's largest bus station with 3 stops and Fastrack services available.

A2/M2 Motorways

The A2/M2 motorway connects directly to the M25 with a journey time of 10 minutes.

Dartford Crossing

The QE2 bridge currently provides vehicular access from Kent to Essex via the M25.

Lower Thames Crossing

A new crossing to link Gravesend and Essex with an estimated cost of £4.4bn - £6.2bn is currently in its planning stages.

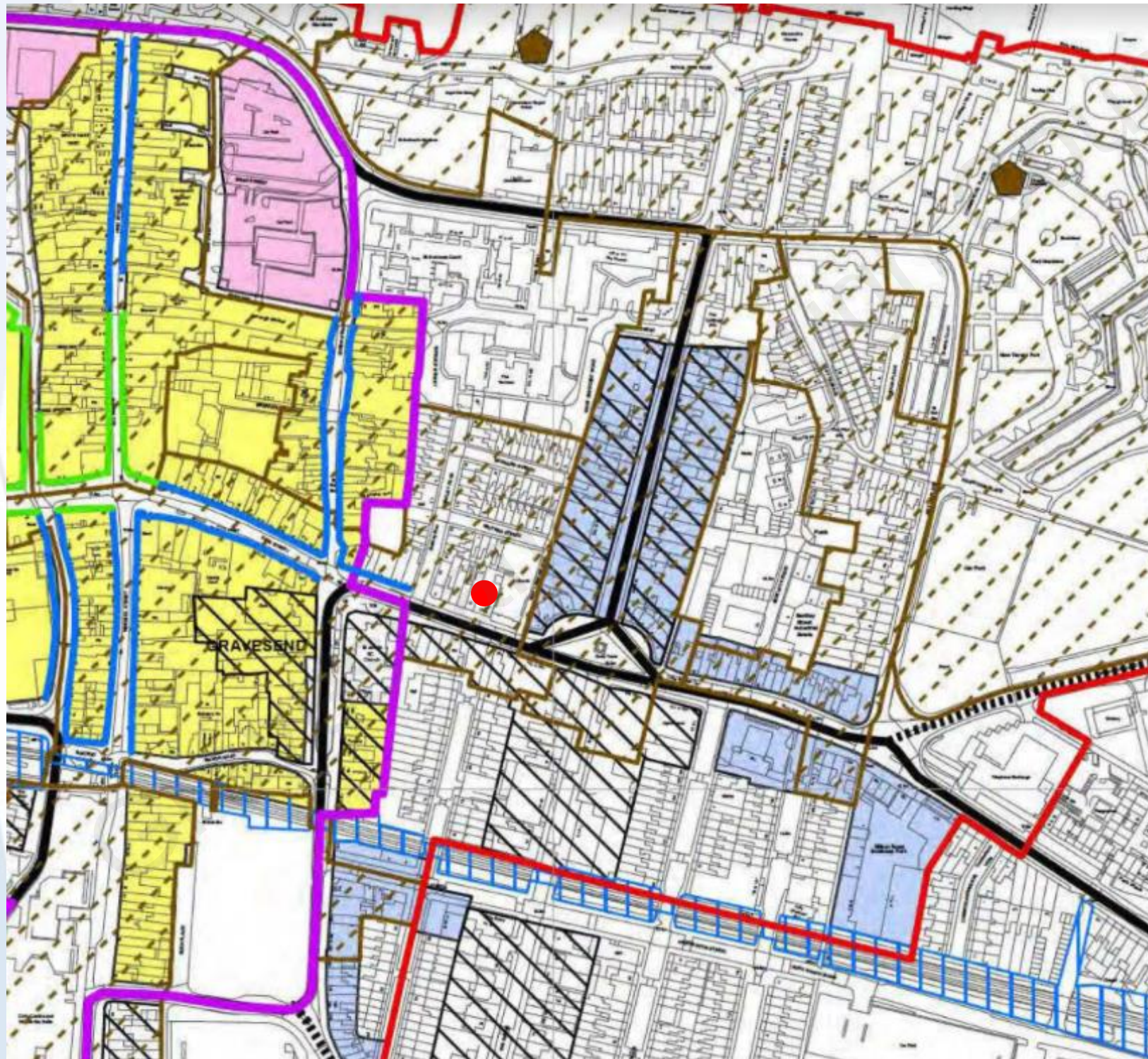
Crossrail

Crossrail is building a new railway for London and the Southeast which at a cost of £14.8bn is currently Europe's largest infrastructure project. The route has been 4 safeguarded to Gravesend.

2.2. SITE LOCATION



2.3. LAND USE



-  Opportunity Areas (CS03-CS06)
-  Conservation Areas (CS20)
-  Gravesend Town Centre Boundary (CS08)
-  Primary Shopping Area (CS08)
-  Primary Shopping Frontage (S3)
-  Secondary Shopping Frontage (S4)
-  Site

The site itself is situated within the High Street and Queen Street Conservation Area (CS20) boundary, as well as within the boundary of the opportunity areas (CS03-CS06) as defined in the Gravesham local plan policies map

2.4. SITE VIEWS



A – View east down Brewhouse Yard.



B – View south down Edwin St.



C – View North up Queen St towards the river.

2.5. EXISTING SITE

The application site is located within the High Street & Queen Street conservation area and is situated within a terrace of buildings on the East side of Queen Street and almost immediately opposite its junction with Brewhouse Yard. Queen Street forms part of the commercial heart of Gravesend and extends from the junction of King Street to the south, with the river to the north.

The ground floor of the site comprises of 3 commercial units at the front, with two undersized 'studio' type flats to the rear. The 1st floor of No. 22 consists of a self-contained flat with the upper floors of both 18 and 20 combined into an HMO type property. The site is served by a good frequent bus service with Gravesend main line railway station only a few minutes' walk away.

DESIGN DEVELOPMENT

3.1. DESIGN PRINCIPLES

3.2. MATERIALITY

3.1. DESIGN PRINCIPLES

EXISTING ELEVATIONS



FRONT ELEVATION (WEST)

PROPOSED ELEVATIONS

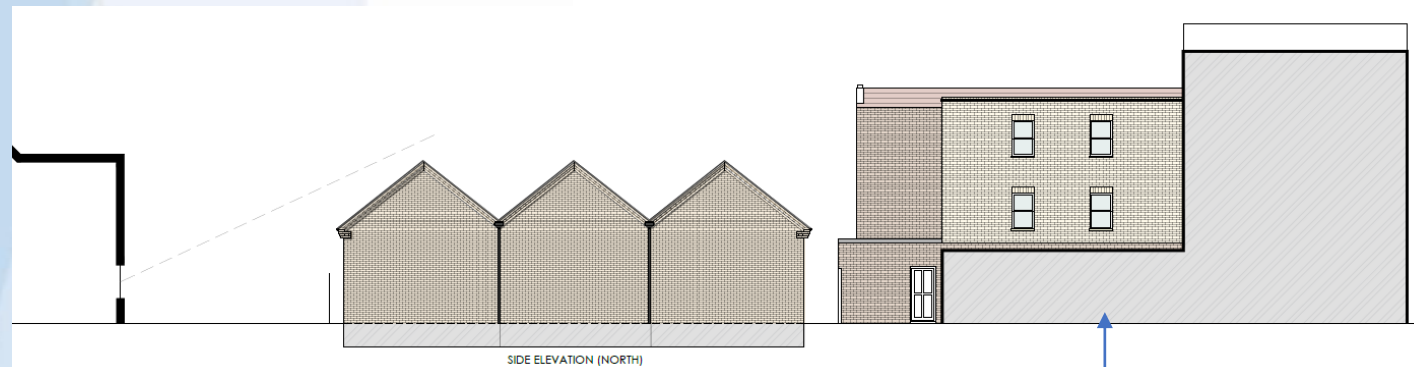


FRONT ELEVATION (WEST)

The aim of the proposed development is to uplift the site and enhance living conditions for current and future occupants. This has been achieved through the removal of the existing ad hoc extensions to the rear of 18 and 20 Queen Street and erection of a new built rear block to provide space for 6 x studio flats, all of which meet space standards. It is also proposed to infill the existing outrigger at 22 Queen St on the first floor to increase the size of the existing flat to meet current national space standards, as well as provide a new second floor addition to provide an additional 1 x 2 bed flat.

22 Queen St is a two-storey terraced property consisting of a commercial unit on the ground floor and a residential flat on the first floor. The outrigger attached to the 1st floor forms part of the existing flat. It is proposed to infill this to provide more usable space and so that it meets the national space standards. Following the infill on the first floor, it is proposed to add a second floor to the building which will provide space for 1 x 2-bed flat. The proposal will be in keeping with the street scene making it consistent with 18 and 20 Queen Street in terms of visual appearance, fenestration and mass. This design approach creates a frontage more sensitive and synonymous with the character and immediate local context of the conservation area and allows for a more consistent look along the street. This can be seen in comparing the proposed and existing elevations to the left.

3.1. DESIGN PRINCIPLES



New Rear Extension to No. 22 Queen Street



REAR ELEVATION (EAST)

18 & 20 Queen Street are both three-storey terraced properties with commercial units on the ground floor and residential flats on the first and second floors. There are two single storey flat roof extensions at the rear which have been converted over time into residential 'studio' type flats. Though existing, they do not meet any of the current nationally described space standards and are not ideal in terms of the quality of living due to cramped internal space. Therefore, it is proposed to demolish these extensions and reallocate them to the new proposed block situated at the rear of the site. All new units have been designed such that they meet current building regulations as well as Nationally described space standards. These units will provide a much higher quality of life than what is currently available on site.

It can be noted that the rear of the site adjoins to the rear gardens of the properties on Berkley Rd, careful consideration has been given to the design of the new build rear block. It would not result in any loss of light for the dwellings to the rear, this can be seen in the site section to the left highlighting the 25-degree rule. We have also proposed to excavate a portion of the rear of the site in order to set the proposed block lower than the existing external floor level. This negates any potential loss of light by reducing the overall height of the building as perceived from the adjoining gardens.

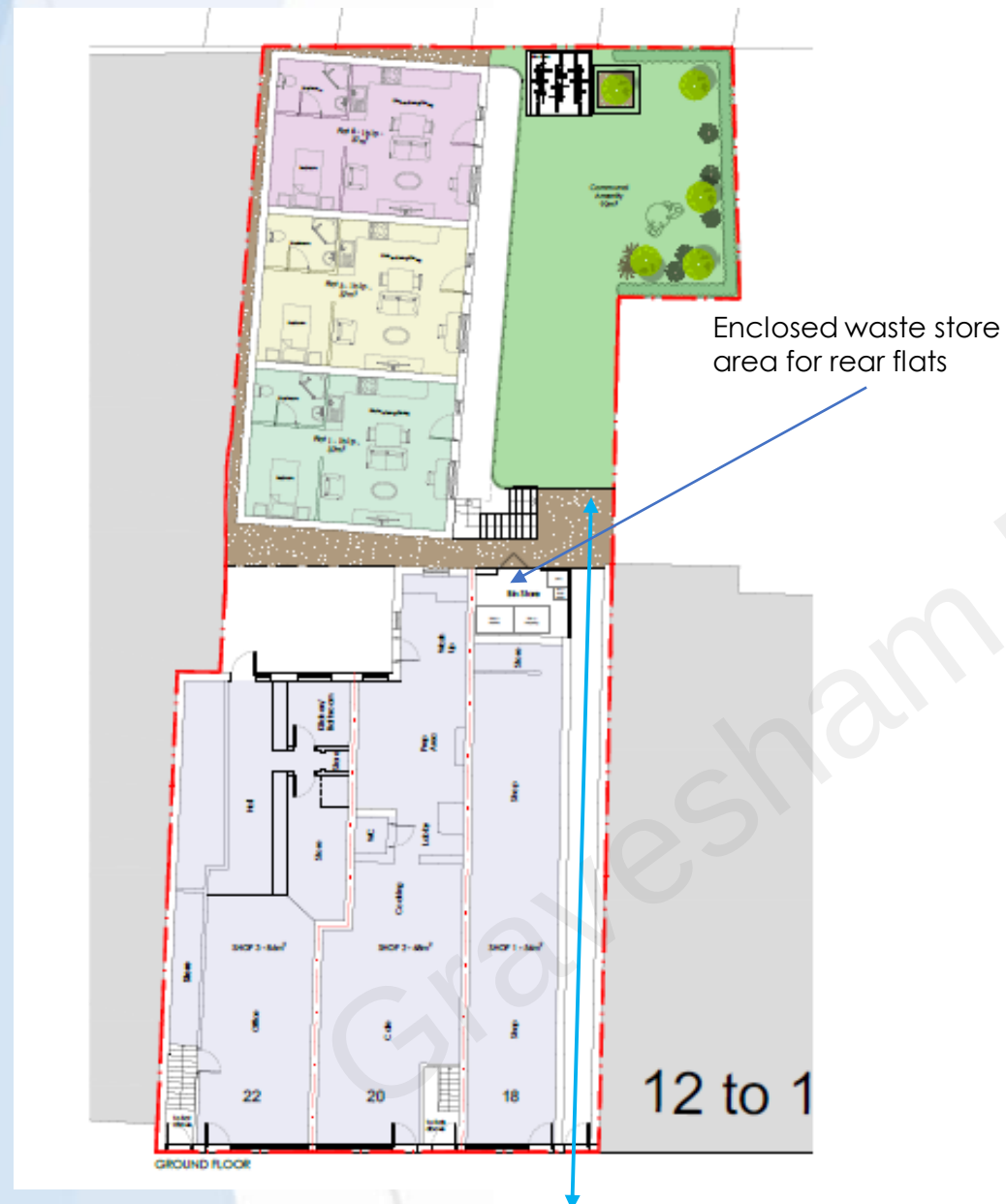
The design, scale and massing of the extension is in our opinion completely in keeping with the general design criteria within the area and it would be similar to other built developments in the area in terms of its materiality and fenestration. It cannot be considered to be visually obtrusive, and it would be a significant improvement to the existing street scene. We are satisfied that the detail provided clearly shows that the site is capable of accommodating the proposed development without having any detrimental effect on existing residential amenity or being detrimental to the street scene. We are confident that it complies with the requirements of Sections 6 & 7 of the NPPF in providing a good quality of design that is compatible with its urban location. There is no uniformity to the townscape in the locality which has a variety of property types, many of which have been altered or extended in various ways which adds to the character of the area. The scale of the proposal is therefore considered to be in keeping with other properties in the locality and as such not we believe it is not an out of character proposal.

3.1. DESIGN PRINCIPLES

Access to the proposed new and altered units will be the same as is existing currently. The flats to the rear will be accessed through an existing throughway attached to the side of the ground floor commercial unit at No. 18 Queen Street, as this route is existing it was deemed unnecessary to create a new form of access. This access will be serving the 6x studio flats as well as providing access to their own dedicated enclosed waste store, highlighted by the blue arrow to the left. The first floor flats within the gable roofs will be accessed via external staircases attached to the rear block.

The proposal makes no provision for off- street parking but given its Town Centre location and its proximity to shops and the public transport modes it is considered that no further provision is required, and that the site's location is totally sustainable.

The new 2nd floor flat to 22 Queen St will be accessed via a new private staircase addition to the first floor of the property following the 1st floor flats alterations.



3.2. MATERIALITY

PROPOSED ELEVATIONS



FRONT ELEVATION (WEST)



In terms of materiality choices, we propose to enhance and compliment the existing adjacent building to no. 22 by reinstating vertical sliding sash windows, treating the new façade with a render to match that of no. 18 and implementing brick soldier courses above the new windows to give a subtle visual link to the two other properties.

For the new extension and rear block, we have opted for a yellow stock brick which is very much a conservative material choice and given the setting quite suitable in its appearance and finish. The rear block will be finished at the first floor with a triple gable roof.

CONCLUSION

the proposed development comprises 7 units in total, with 5 of those being additional to what already exists on the site. These units are distributed throughout 18,20 and 22 Queen Street.

This document, read in conjunction with the supporting drawings and planning statement highlights the proposed development at the site of 18,20,22 Queen Street, which is in need of uplifting, whilst acknowledging and preserving the immediate surroundings and context of the conservation area.

The proposed development is wholly appropriate to the site and will be in keeping with the surrounding area and seeks to retain and enhance the existing elements of historical significance.

As illustrated on this Design and Access Statement, the amount built on the site would have no negative effect on the existing streetscape and has the potential to enhance its appearance. The application demonstrates the proposal appreciates the local character and the objective of adopted planning and design policies and guidance to positively shape a new development.

Based on the above, and the proposals being in accordance with the adopted development plan policy, we respectfully request that planning permission be granted for the proposed development.