



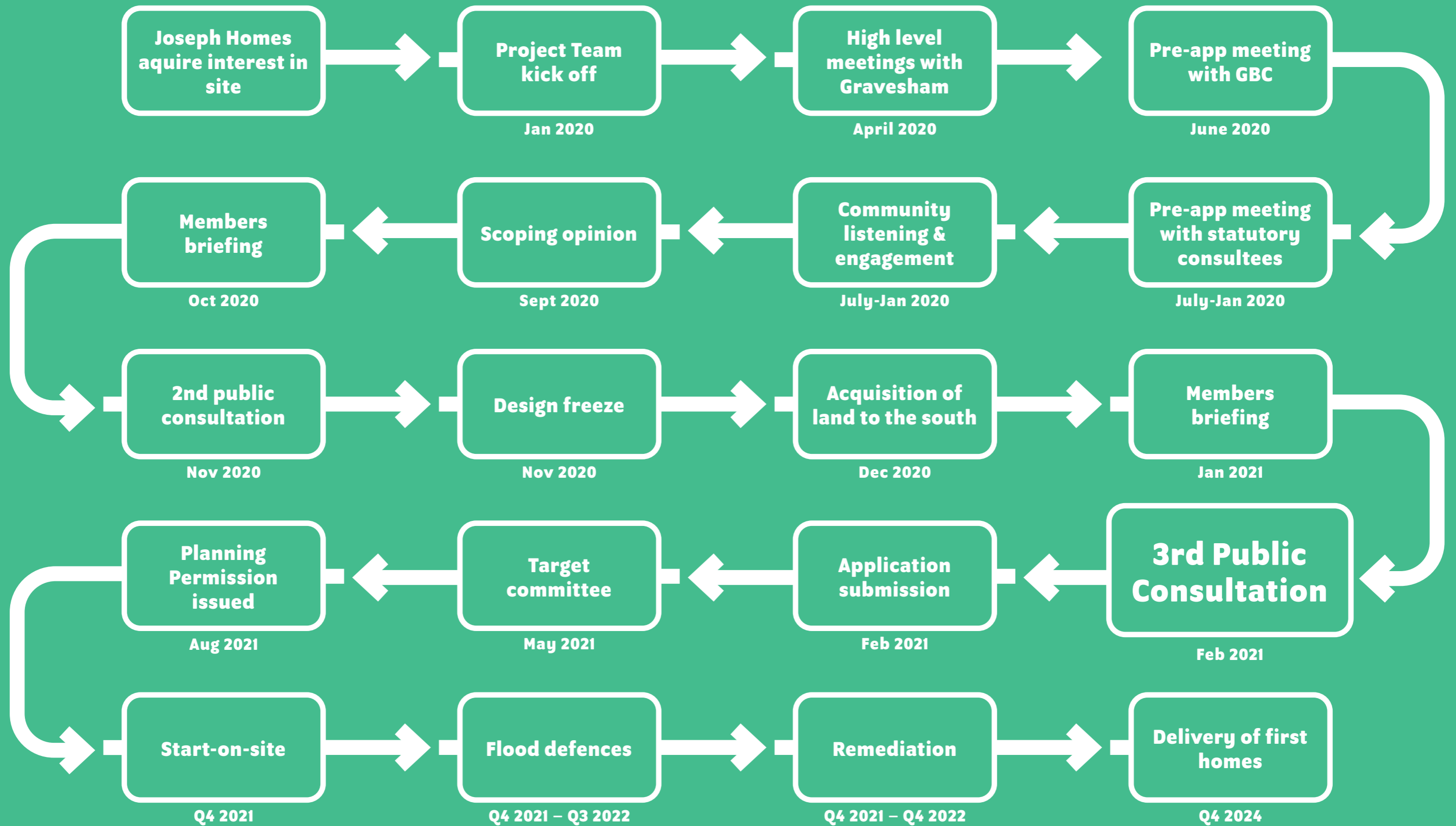
**Community Presentation
February 2021**

VISION STATEMENT

Nestled on the south bank of the River Thames and the Thames Estuary, Gravesend is a town with maritime history; as important a gateway to London as ever it was.

A new genesis dawns, and with it the opportunity to celebrate the town's rich heritage and natural riverside landscape by creating a sustainable, characterful place which delivers new homes to support the local economy, enterprise, modern lifestyles and healthy living; unlocking its full potential and cementing its legacy.

TIMELINE



A SHARED VISION

Gravesham Borough Council
 Historic England
 Environment Agency
 Kent County Council

Local Residents
 Gravesend Rowing Club
 Gravesend Sailing Club
 The Embankment Marina
 The Ship and Lobster
 Thames and Medway Canal Association
 Gravesend Society

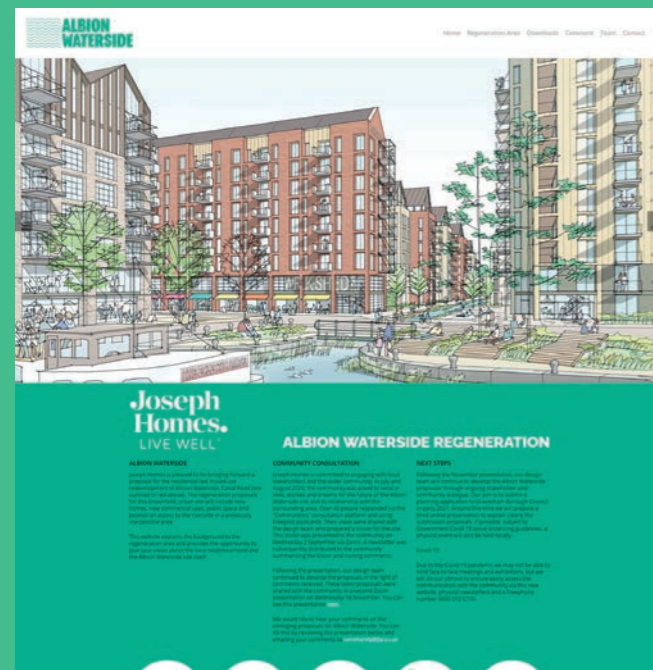
The development should provide homes, including apartments overlooking the water, and space for leisure, retail, and cafes.

A well-considered scheme that appears to be a thoughtful and respectful development proposal for what is a rather neglected and unloved part of the town.

The canal basin is a beautiful aspect of this part of Gravesend. It is wonderful to watch the boats and wildlife

This looks like a brilliant idea!

Gravesham is in urgent need housing, regeneration, employment, and new investment.



Screenshot of Albion Waterside website



Screenshot of Albion Waterside website



Community Engagement

COMMUNITY FEEDBACK

Below shows how community feedback (in bold) has influenced the proposals for the Albion Waterside development.

Need to maximise the site to ensure viability and regeneration

The site area has been expanded to the south as far as the decommissioned gas holders with the potential for 200 additional dwellings and mixed uses. Overall, the masterplan seeks to deliver an optimal balance between dwelling numbers and the provision of new open space to maximise the regeneration benefits for all.

Relocate the tower away from the marina due to potential impact of airflows

The tallest building on the site has been moved away from the western end of the site to a more central location adjacent to The Slipway where it will form a focal point at the main site entrance. The building at the western end of the site has been reduced in height and broken down into two distinct masses.

Take care of views from existing housing

Views from existing housing have been carefully considered as part of the development of the building heights and massing strategy, with consideration also given to how the landscape strategy can significantly enhance currently under-valued parts of the site for the benefit of new and existing residents.

Impact of construction traffic

The effects of construction traffic on existing residents will be carefully considered as part of developing the construction management plan, with measures put in place to minimise impacts, and regular monitoring throughout the construction process.

COMMUNITY FEEDBACK

Below shows how community feedback (in bold) has influenced the proposals for the Albion Waterside development.

Will Canal Road be the only access?

There will be three access points to the site from Canal Road.

How will parking be provided for?

The majority of parking on site will be provided within secure parking areas beneath raised podium gardens. Some parking will be provided on street, to serve the mixed-uses and for visitor parking. This will ensure that the public realm is not dominated by parked cars.

Access to remaking industrial units area?

All the industrial units currently accessed from Canal Road now form part of the site area. Those to the east of the site are accessed from Wharf Road further to the east.

Change from three separated water bodies to one continuous water body.

The linear waterway has been redesigned as one continuous water body.

Include a fitting memorial to Flight Sergeant Eric Williams.

A potential location for an art work has been identified within one of the central public open spaces. To be considered further as part of detailed design proposals.

DEVELOPMENT BENEFITS



Up to 1,500 new homes including affordable homes



Over 65% of the site is open space



Almost 50% of the site is Public open space



£2.7m New Homes Bonus



Up to 4,500m² Employment floor space



Approximately 172 new direct jobs generated upon completion, an increase of approximately 80



385 Construction jobs generated monthly over construction period



£4.1m to £6.5m of GVA per annum generated by net employment jobs



Truly walkable neighbourhood supporting 15 Minute City principles



Net Biodiversity Gain - 251% (based on the Illustrative masterplan)



350m new Riverside Walkway linking to and extending the existing Promenade

DEVELOPMENT BENEFITS



Safeguarding alignment of historic canal with delivery of a new Waterbody



Sustainable drainage strategy delivering 81% reduction on pre-development peak flows



Heritage Trail celebrating the site's rich history



Proposing carbon reduction to better Part L



Sustainable transport benefits including travel plan supporting 20% modal shift away from private car use



Mobility Hub championing sustainable transport initiatives



Dedicated shuttle bus service to the town centre (10-20 minute frequency)



Up to 5 electric car club vehicles



Electric vehicle charging points, 20% active 80% passive



2400 Cycle Spaces - including electric cycle charging points



750 car parking spaces (0.5 spaces per home) plus 50 spaces for commercial uses

PREVIOUS MASTERPLAN

November 2020

RIVER THAMES



AMENDED MASTERPLAN

February 2021

RIVER THAMES



Masterplan Evolution

1. Inclusion of public right of way from Marina along the Riverside Walk
2. Incorporating wider space for Waterlink linear waterbody along with hard and soft surface edge
3. Multiple vehicular, pedestrian and cyclist routes around site
4. Continuous vehicle route to allow for improved servicing and access
5. Inclusion of different tenure types to create a more cohesive and integrated community
6. Improved natural surveillance to all facades by virtue of increased permeability
7. Creation of new public green spaces and routes towards river to help community cohesion. 1.52 ha public open space
8. Relocation of focal building of development helping with the legibility of the spaces
9. Relocation of upper parking level to enhance river walk experience and overall animation, with direct access to garden space
10. A new postbox as part of a 15 minute neighbourhood strategy



DETAIL PHASE MASTERPLAN

February 2021



KEY

- ① Pedestrian access via refurbished swingbridge
- ② Marina Yard
- ③ Riverside Walk
- ④ Albion Causeway (West)
- ⑤ The Slipway
- ⑥ Albion Causeway (East)
- ⑦ Riverside Gardens
- ⑧ Vehicular access into site

STRATEGIC PEDESTRIAN/CYCLE ROUTES




- KEY**
- Existing route of PROW NG2A and England Coast Path (ECP)
 - Proposed diversion of PROW NG2A
 - Proposed diversion of England Coast Path (ECP)



PEDESTRIAN/CYCLE ROUTES









KEY

-  Walking and Cycling Routes
-  Potential Future Walking and Cycling Routes
-  Mobility Hub

VEHICULAR ACCESS & ROUTES



KEY

-  Vehicle Access via Canal Road
-  Vehicle Circulation Routes
-  One Way Vehicular Routes
-  Indicative Podium Parking Entrance
-  Podium Parking Area - Detail Application
-  Indicative Podium Parking Area - Outline Application

AMENITY SPACE

RIVER THAMES



CANAL BASIN

CANAL ROAD

Saltings Lane

Over 65% of the site is open space
Almost 50% of the site is Public open space



15 MINUTE NEIGHBOURHOOD

A 15-minute City Cluster

The new shops, restaurants, coffee shops, and work space at Albion Waterside will accommodate a commercial offer that satisfies residents daily needs on site, allowing them to work locally, creating a 'place' and support the '15-min City' concept

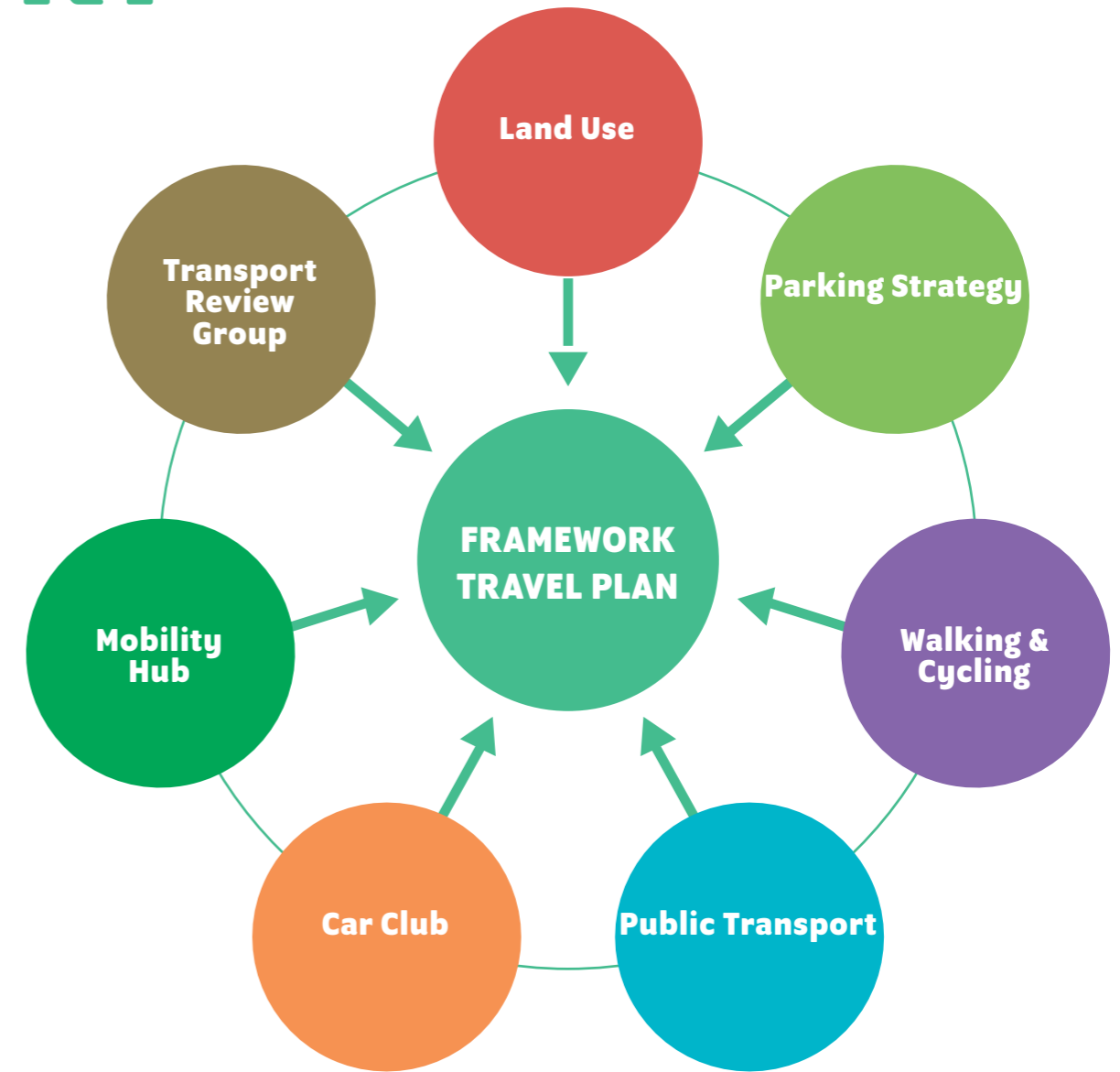
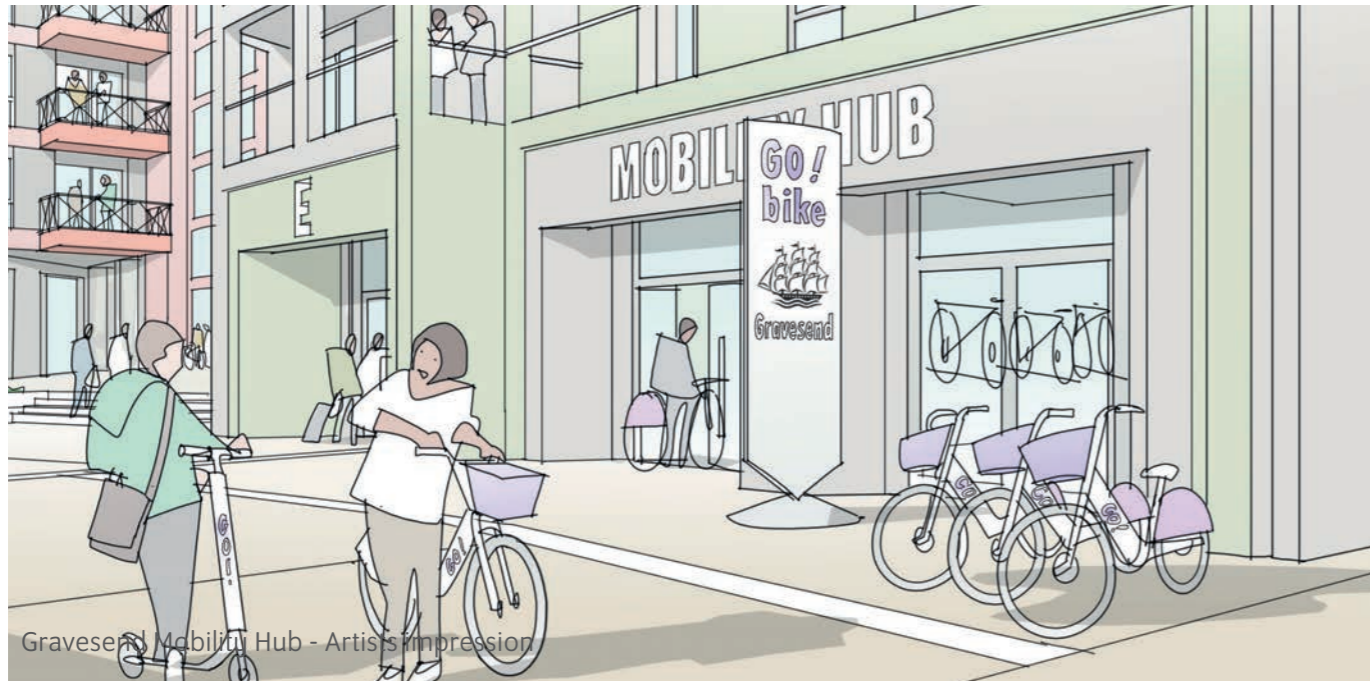
A COVID-19 Response and Beyond

Trading patterns and challenges experienced in 2020 showed local high streets performing robustly. Learning from this, Albion Waterside embraces the 15 minute city concept by providing an appropriate commercial mix, reducing trip generation, making local businesses more resilient and fostering community identity



SUSTAINABLE TRANSPORT

Helping tackle climate emergency with key deliverables



- **Car club provision**
- **Public transport** – funding of dedicated shuttle bus service
- **Active Travel** – improvements to local pedestrian and cycle routes.
- **Signage and wayfinding** – site-wide and external strategy
- **Cycle storage** – provision of circa 2,400 cycle spaces
 - Electric cycle charging points
- **Framework Travel Plan (FTP)**
- **Controlled car parking**
- **Mobility Hub** – central facility to draw together sustainable travel modes and users, including:
 - Rentable folding cycle lockers / scooters;
 - Car-club booking facility;
 - Walking and cycling information;
 - Cycle repair and maintenance station;
 - Exhibition space promoting sustainable travel, the Travel Plan, etc;
 - On-site electric vehicle charging points;
 - Amazon style parcel lockers; and
 - Tide and wind information.



Gravesend Cycle Hub



Example of Car Club – CC 4.0 Wikimedia Commons

THE MARINA YARD

Illustrative view looking towards Marina Yard with restored swing bridge in the foreground



MARINA BASIN

Illustrative view across Canal Basin
towards The Cut



THE MARINA

Illustrative view across Canal Basin



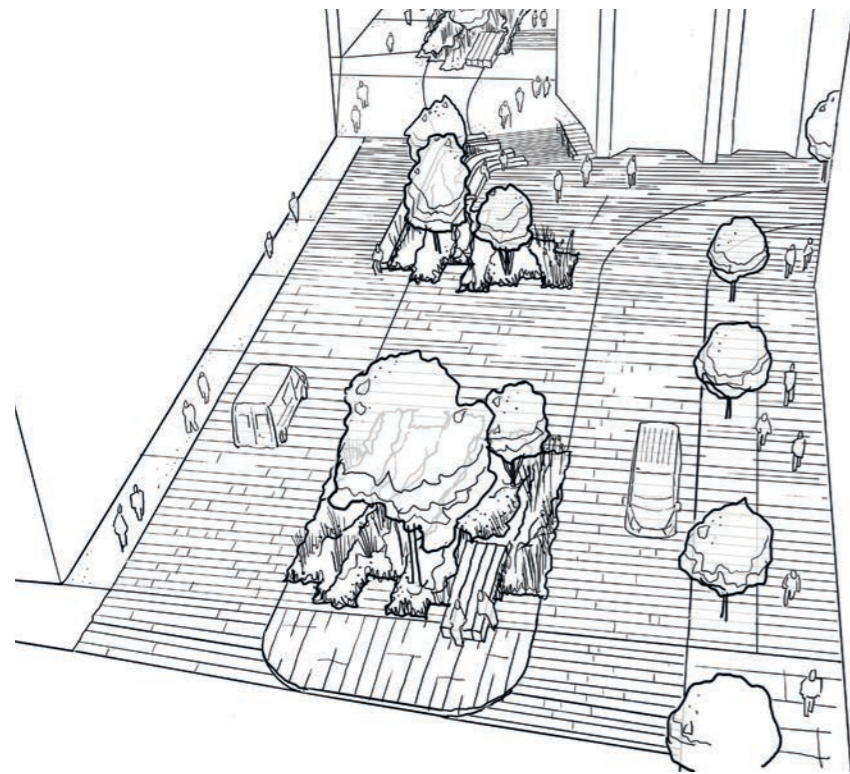
THE MARINA YARD



KEY

1. Raised Lawn
2. Buildings C&D Resident Podium Garden
3. Rain gardens
4. Existing Swing Bridge access
5. Existing Flood Gate plant room area
6. Gated service area and access to flood gate area
7. Commercial Servicing / Drop Off and Emergency access route
8. Albion Causeway West
9. Planted Terraces to Riverside Walkway

THE SLIPWAY



KEY

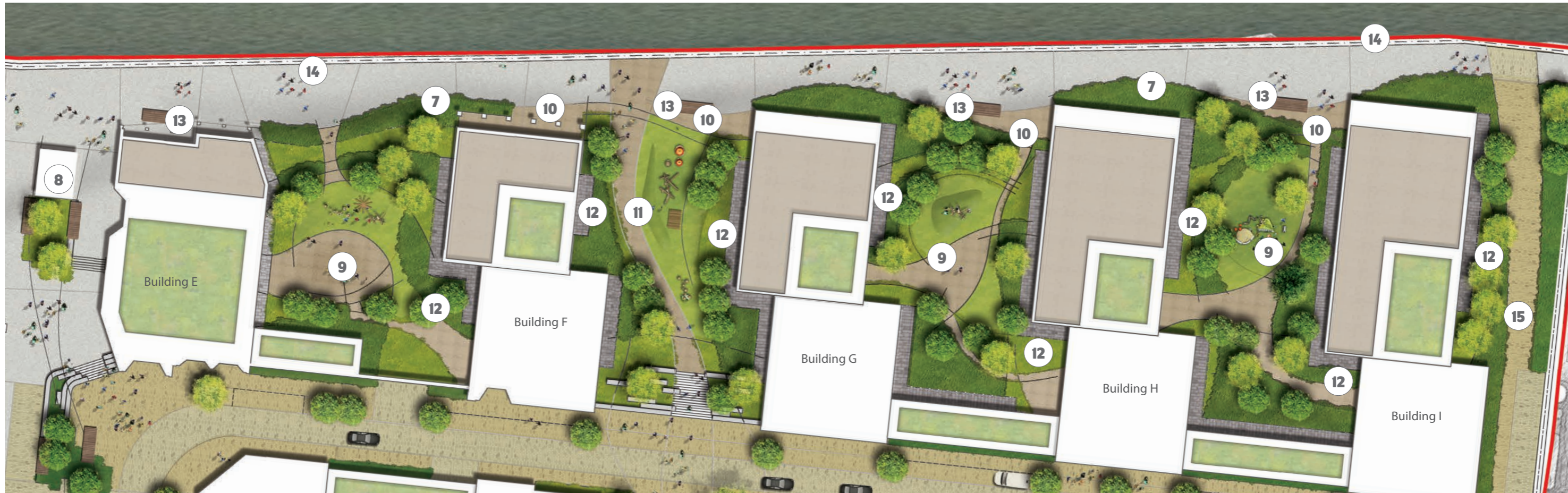
1. Stepped Access
2. Seating terraces
3. Planting
4. Vehicle access to Albion Causeway West
5. Vehicle access to Albion Causeway East
6. Commercial Servicing / Drop Off zones
7. Car Park Access
8. Restored Crane
9. Mobility Hub



RIVERWALK



RIVERWALK



KEY

1. Existing Flood Gate Plant Area to remain
2. Commercial spill out terrace demarcated by planting
3. Marina Yard
4. Stepped terrace with integrated seating and planting onto a riverside pocket square
5. Albion Causeway West
6. Office spill out terrace demarcated by planting
7. Hard landscaped footway
8. Indicative location for restored heritage feature relocated to form a unique entry point from The Spillway space onto the Riverside Walkway
9. Residential Garden
10. Access to building lobby
11. Upper half of the Causeway Gardens, providing a green link south to The Cut
12. Private terraces within the Residential Garden
13. Public seating places
14. New river wall
15. Pedestrian and cycle access through Saltings Lane with evergreen buffer planting to eastern boundary and ornamental planting to residential frontage. This route can also be used by emergency and maintenance vehicles.

RIVERVIEW

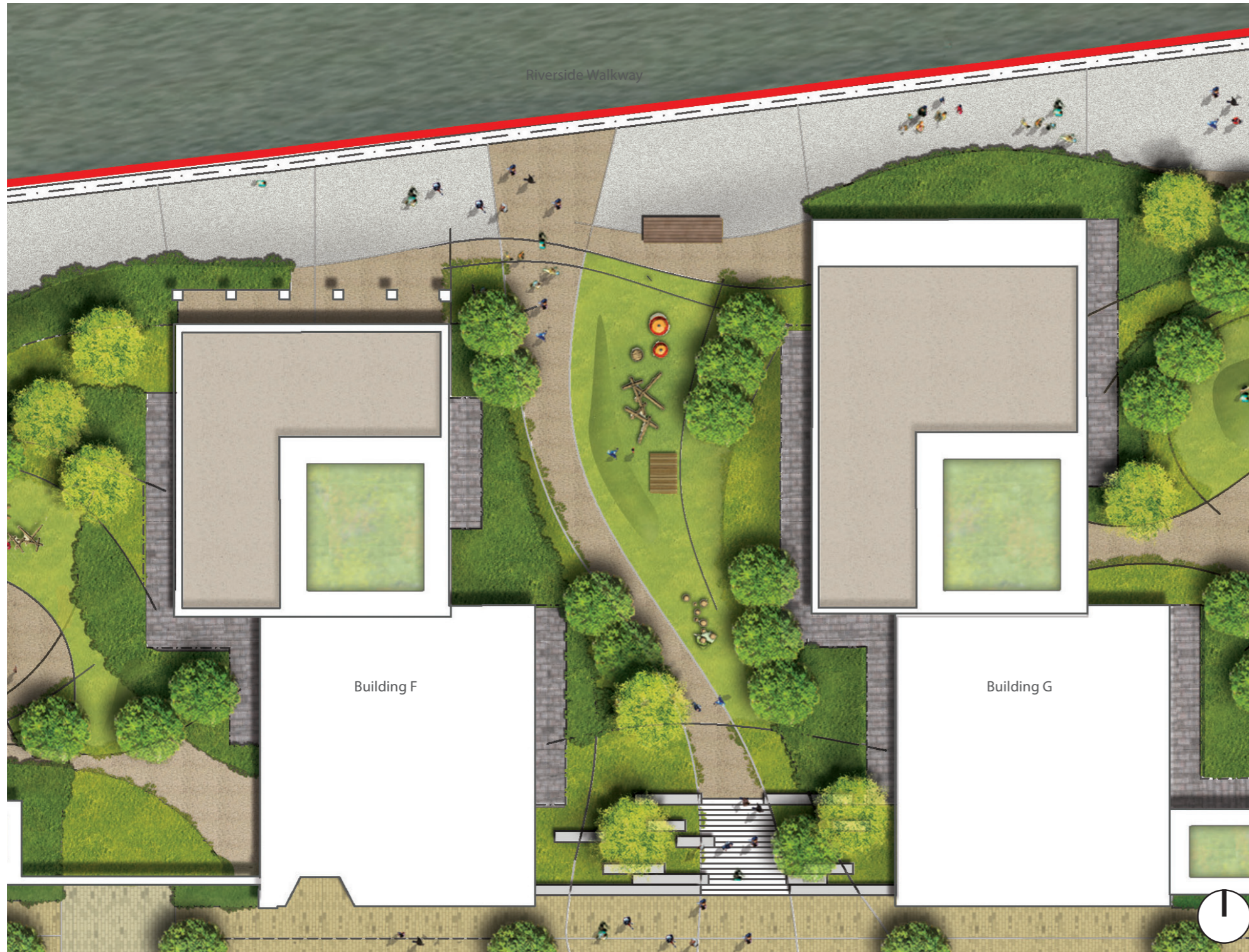
Illustrative view of River Thames frontage



RIVERSIDE GARDENS



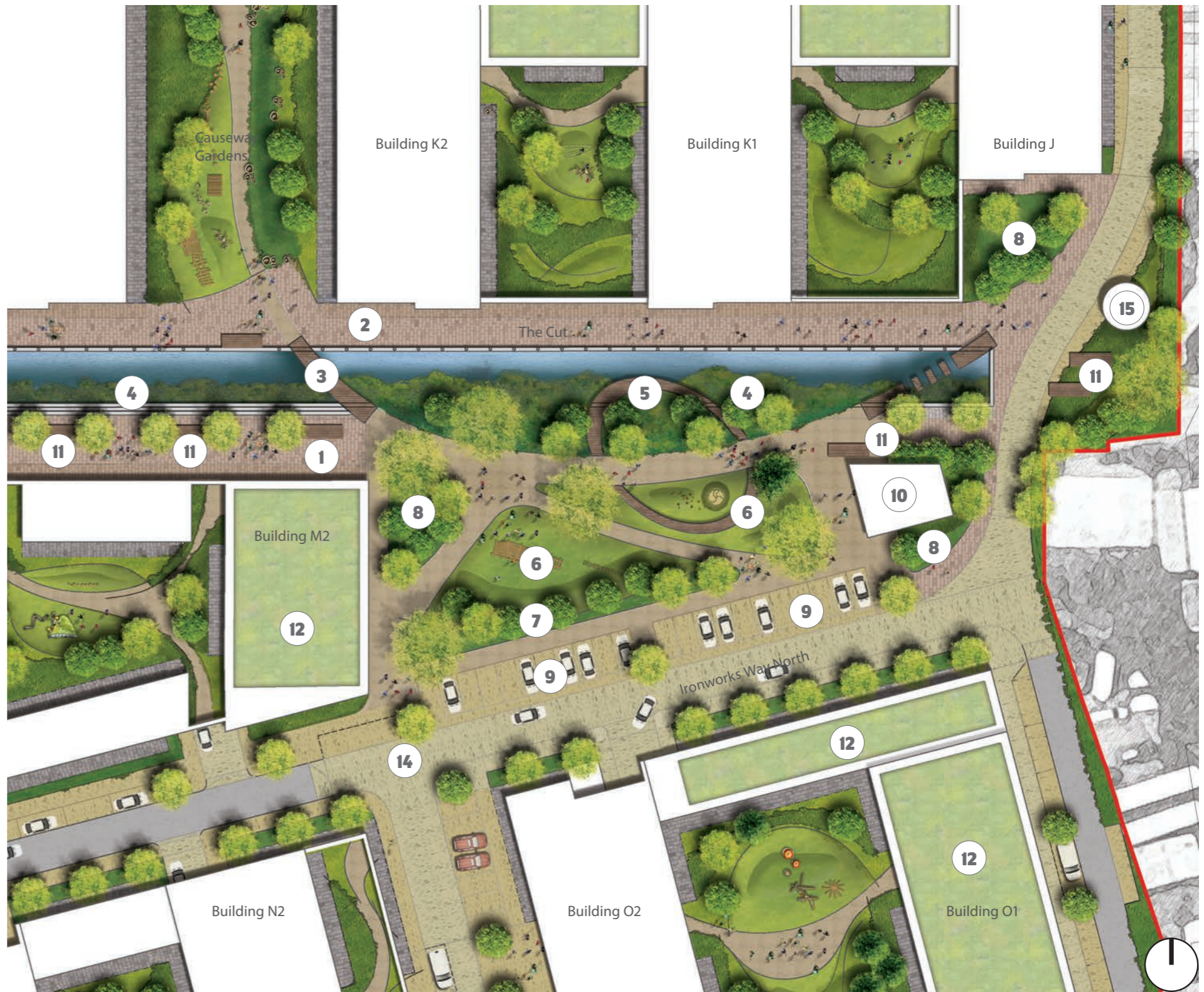
RIVERSIDE GARDENS



ALBION GREEN



ALBION GREEN



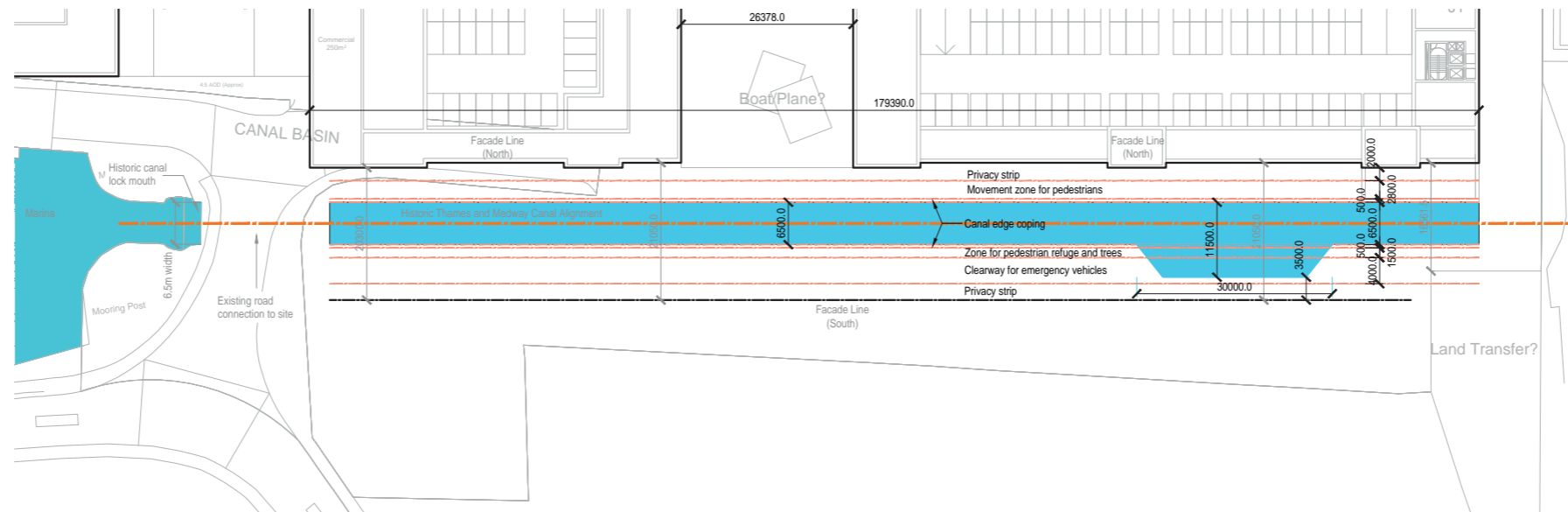
KEY

1. Southern Promenade of The Cut
2. Northern Promenade of The Cut
3. Footbridge
4. Aquatic marginal and wetland habitat planting
5. Timber viewing deck
6. Lawn with childrens play
7. SUDS swale
8. Rain gardens
9. Visitor Car Parking
10. Pavilion
11. Seating
12. Biodiverse Roof
13. Podium Gardens
14. Concrete setts to carriageway
15. Reclaimed site feature

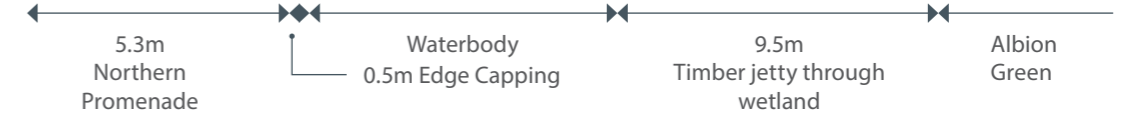
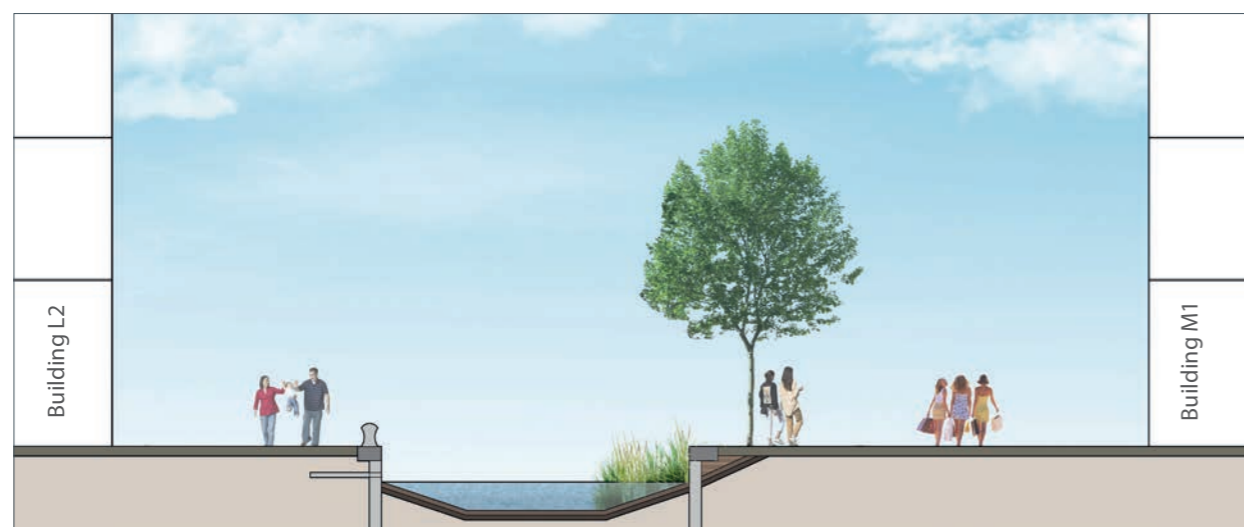
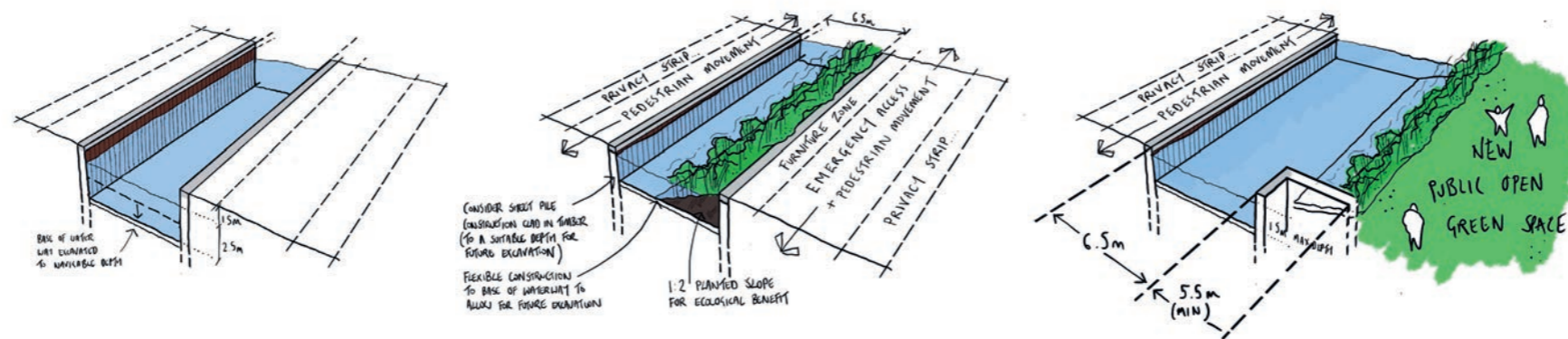
THE CUT



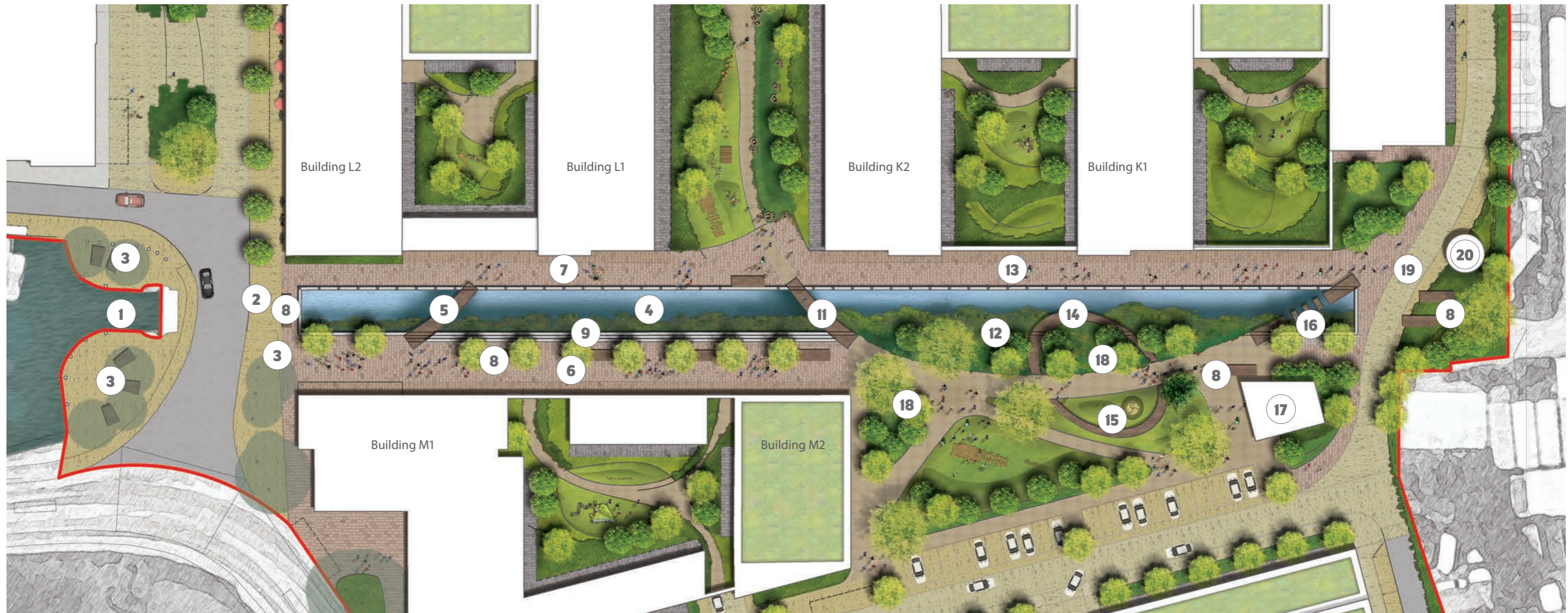
THE CUT



The Cut Spatial Schematic



THE CUT



KEY

- | | | | |
|---|---|---|---|
| 1. Existing mouth of former canal locks within the marina | 7. North Promenade | 13. Viewing deck through marginal planting and over water | 18. Shared surface route for pedestrian and cyclists but allows access for refuse and vehicle drop off |
| 2. Existing public highway of Canal Basin maintained | 8. Large double sided timber seating blocks | 14. Grass Lawn within Albion Green | 19. Reclaimed site feature to anchor this end of The Cut and to integrate the eastern boundary into the site wide arts / heritage trail |
| 3. Existing trees retained within a resurfaced footway | 9. Stepped edge to water body | 15. Stepping stone route across water body | |
| 4. 6.5m wide water body, 600mm depth of water | 10. Footbridge | 16. Pavilion | |
| 5. Footbridge | 11. 1:2 graded bank into water body planted with marginal habitat | 17. SUDs basin | |
| 6. South Promenade | 12. North Promenade | | |

MARINA YARD



RIVERSIDE WALK



VIEW FROM HOME



ARRIVAL SPACE



A WORKING PLACE



PHASING

- KEY**
- Phase 1
 - Phase 2
 - Phase 3
 - Phase 4
 - Phase 5
 - Phase 6
 - Phase 7



A SUSTAINABLE PLACE



Optimum wall to glazing ratio to support fabric first approach



Enhanced building fabric performance with air tightness in excess of policy requirements



More than 25% carbon saving through improved energy efficiency



More than 40% carbon saving through the use of renewables, integration of photovoltaic panels



Proposing carbon reduction to better Part L



Fully Electric heating and hot water system



Apartment based Exhaust Air Heat Pump system which recovers heat to provide heating and hot water to the apartments



Air Source Heat Pump/VRF systems proposed for the retail and landlord systems

DEVELOPMENT BENEFITS



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THANK YOU

