



BARRON EDWARDS
PLANNING & ARCHITECTURE

PLANNING DESIGN & ACCESS STATEMENT

63 – 64 Milton Road, Gravesend, Kent, DA12 2PJ

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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 63-64 Milton Road.

The site extends to approximately 343.18 sqm and is situated on Milton Road.

The planning application is for the demolition of the first ad-hoc additions to rear of the property and construction of a new extension to the existing to facilitate new residential flats along with associated amenity space, waste and cycle storage to the rear.

SITE ANALYSIS

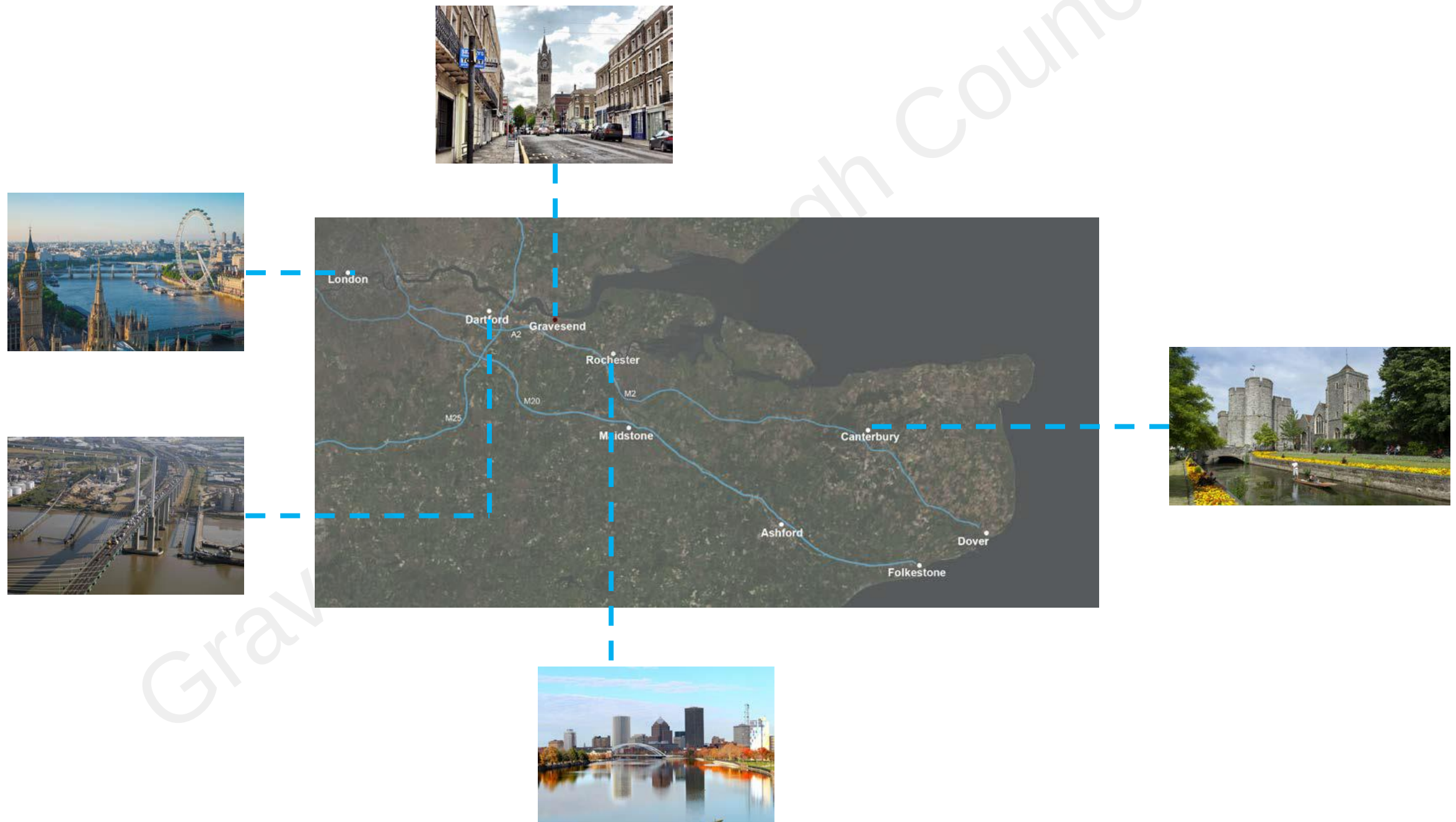
2.1. WIDER CONTEXT

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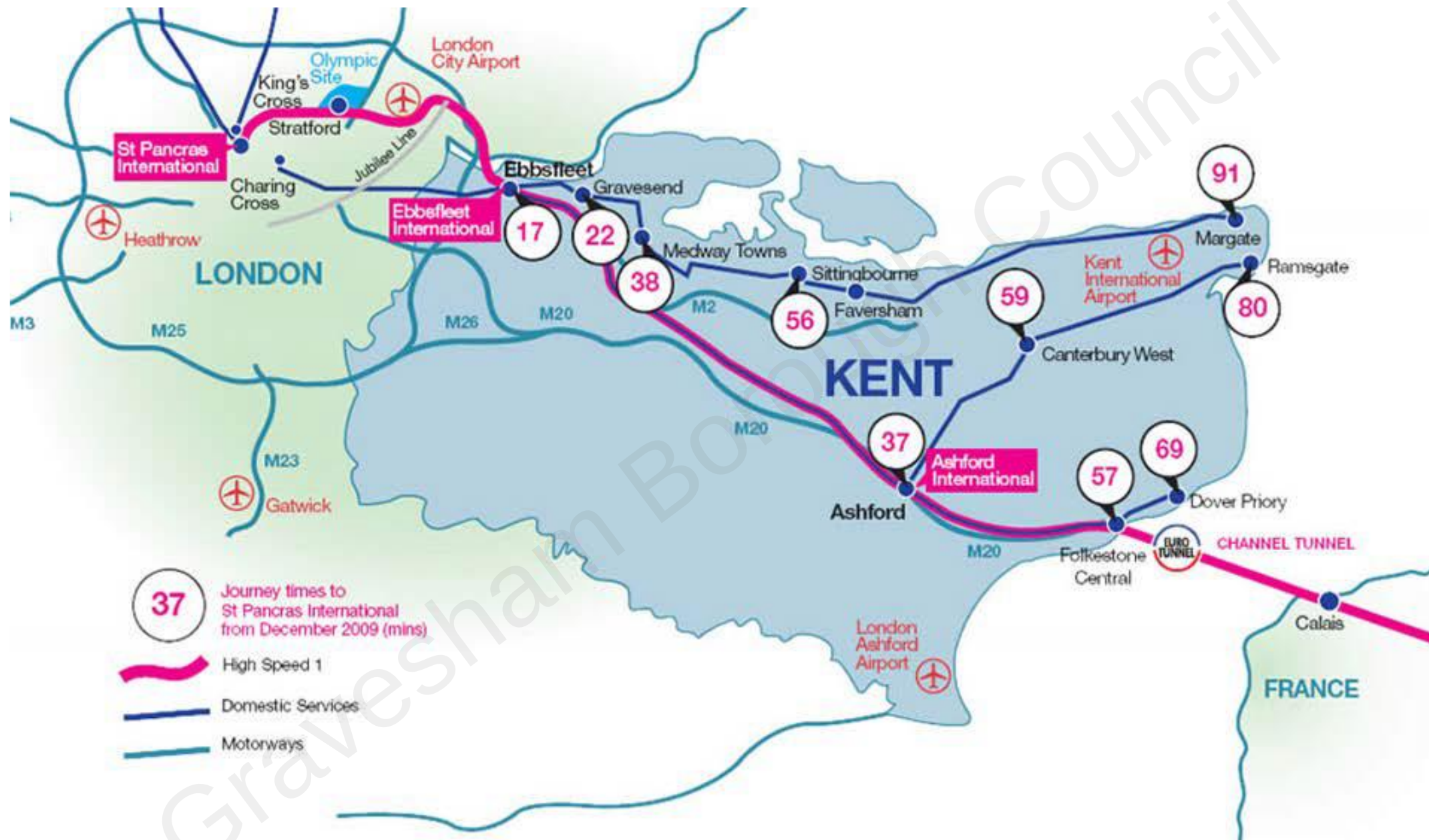
2.5. SITE VIEWS

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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.

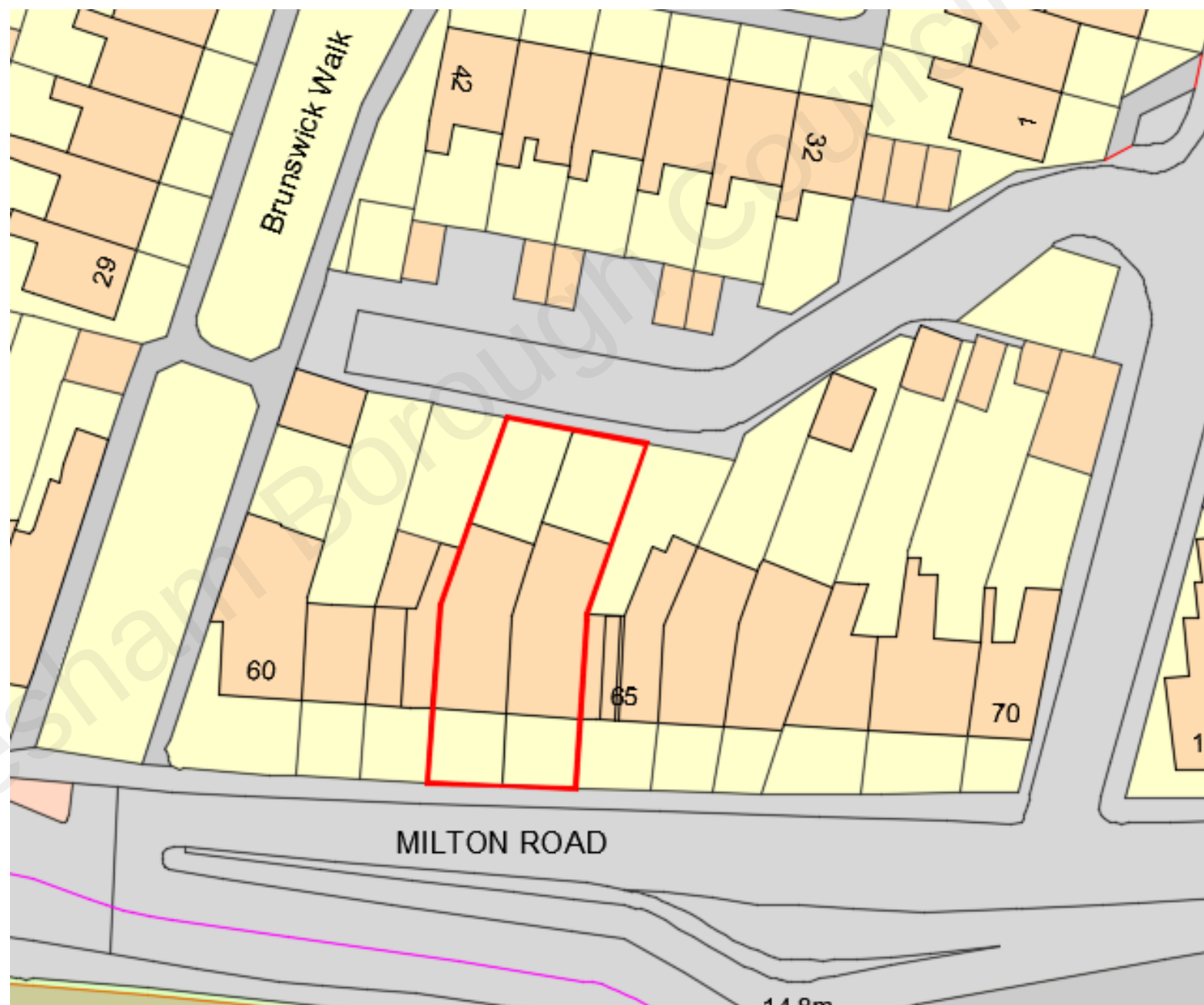
Lower Thames Crossing

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

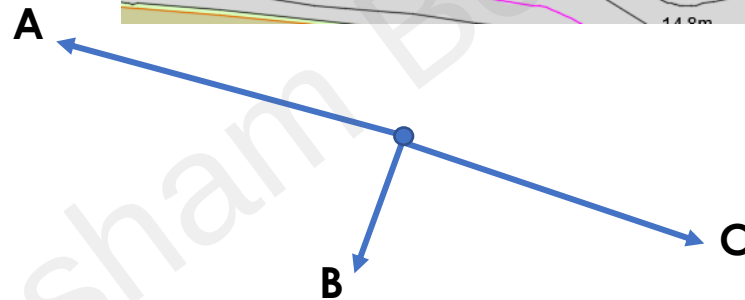
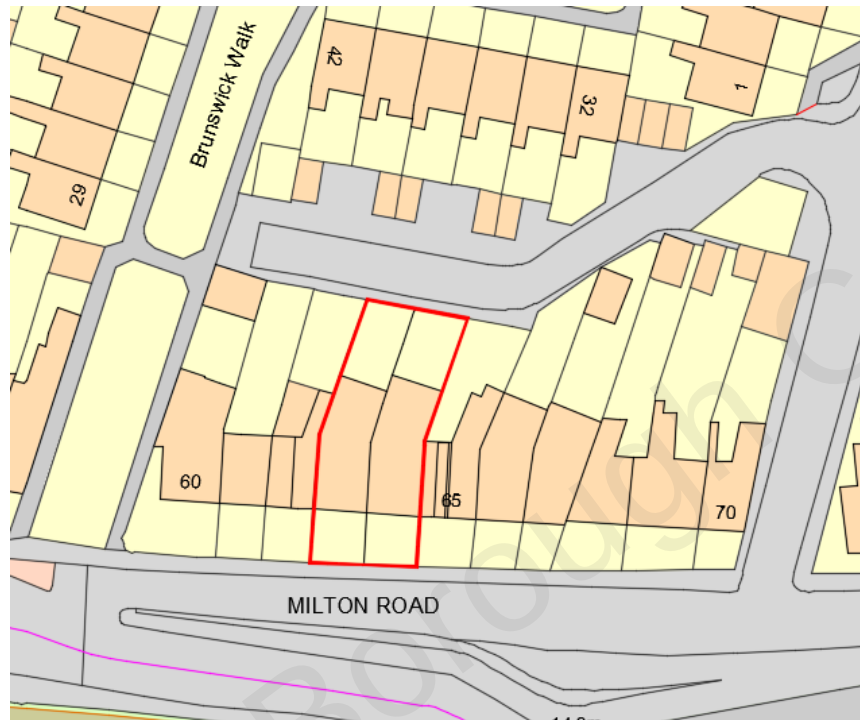
Crossrail

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.

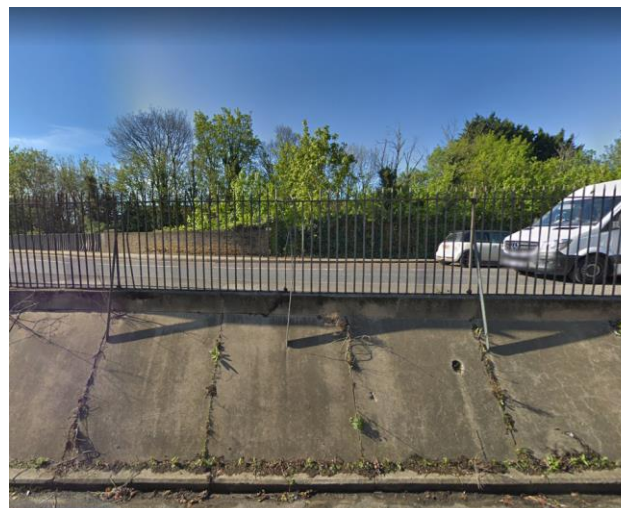
2.2. SITE LOCATION



2.5. SITE VIEWS



A – View east down Milton Road towards town center.



B – View south.



C – View East up Milton Road.

2.6. EXISTING SITE



Currently, the site comprised 2 x 3-bed houses with private amenity and parking spaces.

The later ad-hoc additions to the rear of the property at the first floor are unconsidered and unsympathetic to the original building. This can be seen in the aerial 3D view to the left.

DESIGN DEVELOPMENT

3.1. DESIGN PRINCIPLES

3.1.1. MAXIMISE EFFICIENCY OF THE PROPERTY

3.1.3. ENSURING HIGH QUALITY DEVELOPMENT

3.2. MATERIALITY

3.1. DESIGN PRINCIPLES

3.1.1. Maximize Efficiency of The Property

- In order to achieve this, removal of the existing rear additions on the site is required, to replace with the proposed 2 storey rear extension which would be in keeping with surrounding properties. Following this approach, a mix of 6 residential units has been achieved.

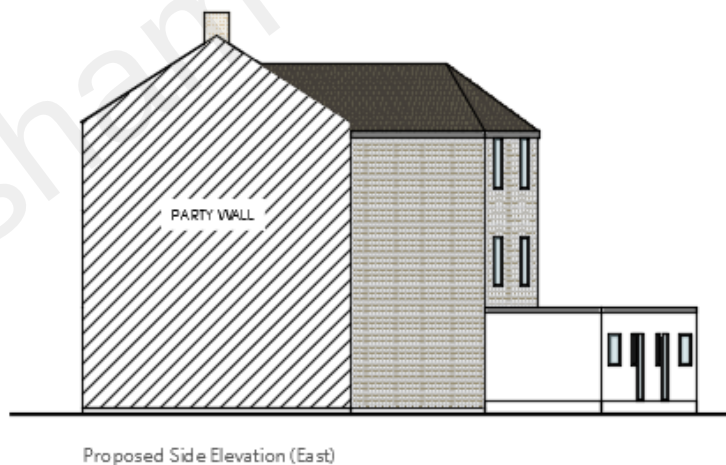
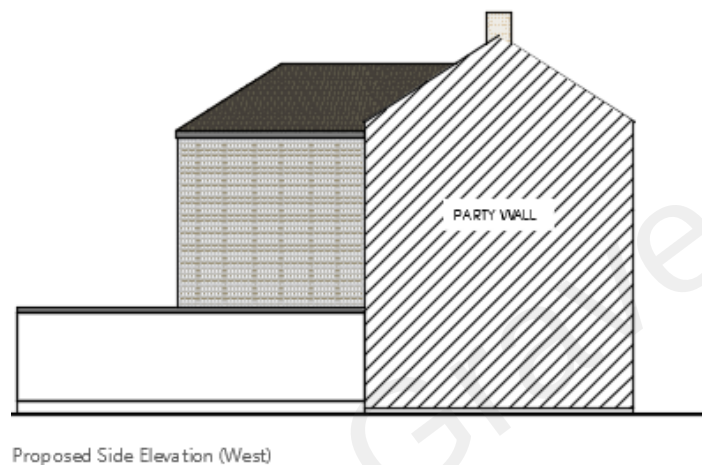
Accommodation Schedule

Unit	Type	Floorspace (sqm)	NDSS (sqm)
1	2b4p	83.61	70
2	2b4p	80.24	70
3	1b1p	47	39
4	1b1p	46.7	39
5	1b1p	47	39
6	1b1p	46.7	39

3.1. DESIGN PRINCIPLES

3.1.3. Ensuring High Quality Development

- The development has been designed to ensure high quality living spaces are be provided. All flats meet national space standards.
- Access to natural light & views has been provided for all flats, with all flats being dual aspect.
- Space has been provided at the rear to facilitate waste and cycle storage, access to this rear is via a single throughway on the ground floor.



3.2. MATERIALITY

In terms of materiality choices, we propose to enhance the existing host building by reinstating vertical sliding sash windows, treating the render.

We propose to a yellow stock brick to match the surrounding area on the new extension to the rear, to provide an overall improved elevation with uniform windows and enhanced proportions.

The Front elevation will make use of a white rendered finish as existing on the ground floor, however it will be repaired and repainted where necessary in order to rejuvenate the frontage.

Front and Rear windows are to be replaced with vertical sliding sash windows to match the existing. These will be far more sympathetic to the area and will provide a frontage more consistent with the surrounding buildings than the existing currently does.

CONCLUSION

The proposed development comprises 6 units in total. With 2 X 2 bed on the ground floor and 4 x studio flats on the upper floors .

This document, read in conjunction with the supporting drawings, highlights the suitability of the proposal at the site of 63-64 Milton Road, whilst acknowledging and preserving the immediate surroundings.

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 effect on the existing streetscape. 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.