

DESIGN & ACCESS STATEMENT



FRONT ELEVATION



REAR ELEVATION

**107 VALE ROAD, NORTHFLEET,
GRAVESEND, KENT, DA11 8DB**

P02 (October 2025)

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1. EXECUTIVE SUMMARY

This Design and Access Statement has been prepared by Frankham Projects in support of an application for planning permission for 107 Vale Road, Northfleet, Gravesend, Kent, DA11 8DB.

This statement sets out the factors behind the submitted design proposals, putting them into the context of urban design, planning and other factors influencing the site and the design proposals.

The proposal relates to the demolition of the existing dwelling at the site and the erection of a replacement dwelling with associated access, car parking, refuse storage, cycle parking and landscaping.

2. SITE CONTEXT



2. SITE CONTEXT

The application site is 107 Vale Road, Northfleet, Gravesend, DA11 8DB. The site is located on the north-eastern side of Vale Road and relates to a detached, single storey dwellinghouse.

The site is located approximately 1.9 miles from Gravesend Town Centre, which exists to the north-east of the application site. Northfleet train station exists 1.2 miles to the north-west of the application site and Ebbsfleet International exists 1.3 miles to the north-west of the application site.

The surrounding area is predominantly residential in character. Northfleet Technology College exists to the south-west of the site and Kent Police Station exists to the north-west of the site.

The surrounding area comprises predominantly two storey, semi-detached dwellings however it is noted that some variety exists within the character of the street scene.

The Application site is not within a Conservation Area, is not a listed building and the site is not within the vicinity of any designated or non-designated heritage assets.

The application site is located within Flood Zone 1 (low level risk of flooding).

2. SITE CONTEXT



① 105, 107 & 109 Vale Road

② 99, 101 & 103 Vale Road

③ 93, 95 and 97 Vale Road

④ 22, 24 & 26 Vale Road

⑤ 113, 115, 117 & 119 Vale Road

3. PLANNING HISTORY

Pre-application enquiry:

PRE20240063 – Proposal for single storey extension and loft conversion, to produce a 4-bedroom property and two additional off-street parking spaces to the front of the property.

A pre-application enquiry was submitted in 2024, with the advice issued on 3rd June 2024 and a site meeting held on 18th April 2024. A summary of the written response received in relation to this enquiry is included below:

Design, character and appearance:

The creation of a two-storey development would be acceptable and would not have a harmful impact on the character of the street scene. The roof extension proposed was also considered to be acceptable. The use of dormer windows were well positioned and were deemed acceptable.

Amenity of future occupants:

The internal space provided was substandard in some areas, requiring some reconfiguration. It is noted that windows on the side elevation of the neighbouring property would not result in overlooking due to the position of the rear extension, which is welcomed.

Neighbouring Amenity:

The Officer's report states that the shadow analysis submitted demonstrates that the development would not result in any loss of light for the side elevation windows of no. 105 Vale Road. The information submitted in support of this pre-app was deemed to be robust, covering each seasonal equinox and as such clearly shows no adverse impact on loss of light and overshadowing. However, it was highlighted that if the windows in question do serve habitable rooms, there would be an unacceptable impact by way of sense of enclosure and loss of outlook.

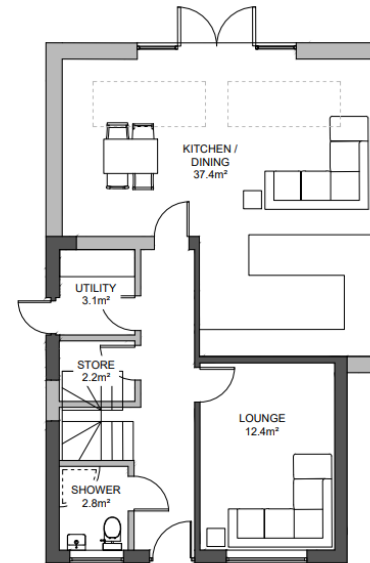
Highways and Parking:

It was recommended that in order to provide the required visibility spays, a single car driveway could be provided. Justification for the under-provision of off-street parking would be required.

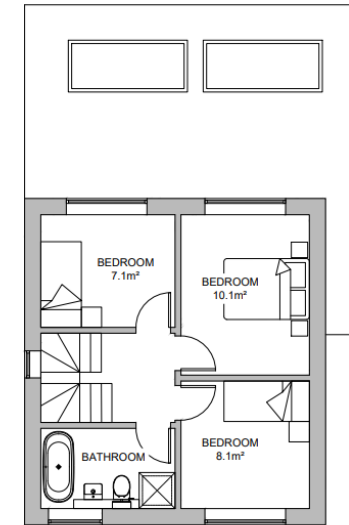
3. PLANNING HISTORY

Pre-application proposal:

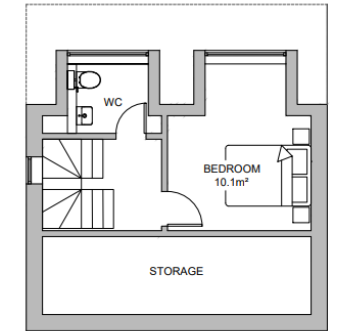
Proposed elevations and floor plans.



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

3. PLANNING HISTORY

December 2024 submission:

The pre-application proposal related to extensions to an existing dwelling. Following further consideration, the design progressed to a demolition and a rebuild proposal.

During the pre-application discussions, it was highlighted by the Council that the principle of a two-storey residential development at the site would be appropriate and would be in keeping with the existing character within the area. The scale of the development has been selected to ensure that the development does not considerably exceed the height of surrounding properties and therefore integrates into the street scene. Single storey dwellings can be found in the surrounding area however are not the predominant character.

Building Regulations require level access for new build dwellings, therefore due to the site topography, the new building floor plate is lowered into the site, which in turn reduces the overall height in relation to the neighbouring properties.

The development would be sited largely on the existing footprint. The dwellings on this section of Vale Road are positioned at an angle with no uniform building line, however consideration has been given to the siting of the dwelling to ensure that the pattern of development and general building line is respected through the positioning of the proposed development.

To address concerns relating to the impact of the development on no.105 Vale Road, the rear projection at first floor level was set away from the side boundary to reduce the bulk of the development on this elevation.

The proposal related to a four-bedroom house with an internal layout which provides spacious living space with a large kitchen and diner at ground floor level.

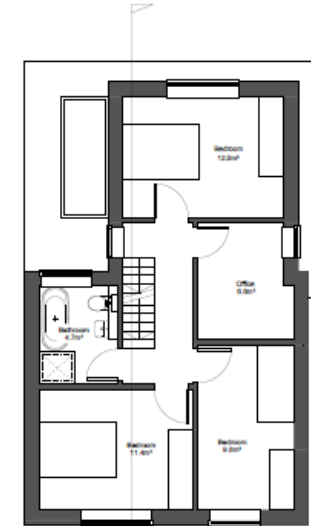
3. PLANNING HISTORY

December 2024 submission:

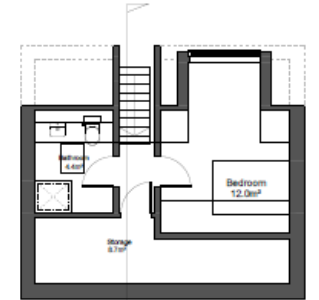
Elevations and floor plans.



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

4.1 DESIGN EVOLUTION

This planning application was originally submitted in December 2024. Since then, constructive engagement between the applicant and the Local Planning Authority (LPA) has led to a series of design revisions, resulting in an enhanced proposal that better responds to the character and constraints of the local area.

The key design changes include a reduction in the scale of the proposed first-floor projection, aimed at ensuring the development maintains an acceptable relationship with neighbouring residential amenity. Additionally, the building footprint has been shifted southward, providing improved separation and relief for the property to the north. Internal modifications have been made to deliver a more efficient layout, with minor adjustments to the roof form and the provision of front-facing roof lights for enhanced internal daylight and sunlight.

A daylight and sunlight assessment has also been prepared since the initial submission in December 2024, which demonstrates that the development has an acceptable impact on neighbouring daylight and sunlight. This assessment was prepared for the design submitted in December 2024 and showed an acceptable impact, the amended design provides a betterment to this situation through a reduced quantum of development. The reduction in the first-floor projection also ensures an acceptable impact on neighbouring outlook.

Through collaborative dialogue with the LPA, the scheme has evolved into a high-quality, policy-compliant development.

4.1 DESIGN EVOLUTION



In response to Officer's feedback, design testing has been undertaken, this process has tested different development options to identify what design allows for an acceptable impact on neighbouring residential amenity.

The process started with Option 1, which was the proposal submitted in December 2024.

Option 4 is the design now proposed. The key difference between the initial and current proposed development is a significant reduction in the first-floor projection, the dwelling has also moved towards the right-hand boundary of the site to provide further relief for the neighbouring property.

4.2 PROPOSED ELEVATIONS

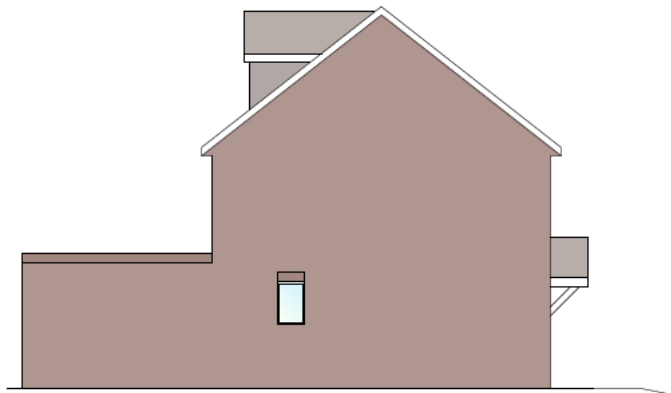


FRONT ELEVATION

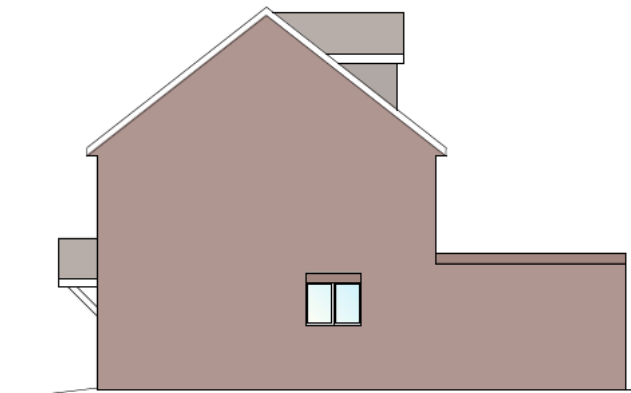


REAR ELEVATION

The design of the development has been carefully considered to integrate appropriately with the character of Vale Road. The traditional design approach has been considered appropriate in discussions with Officers. The height of the dwelling respects the neighbouring building heights.

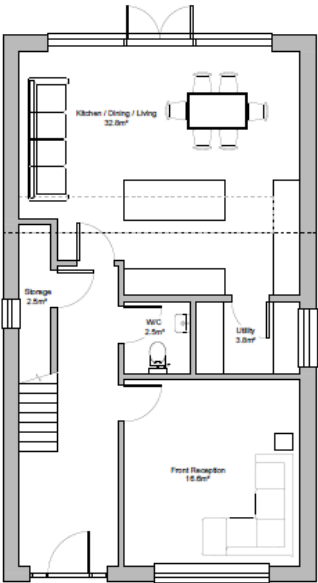
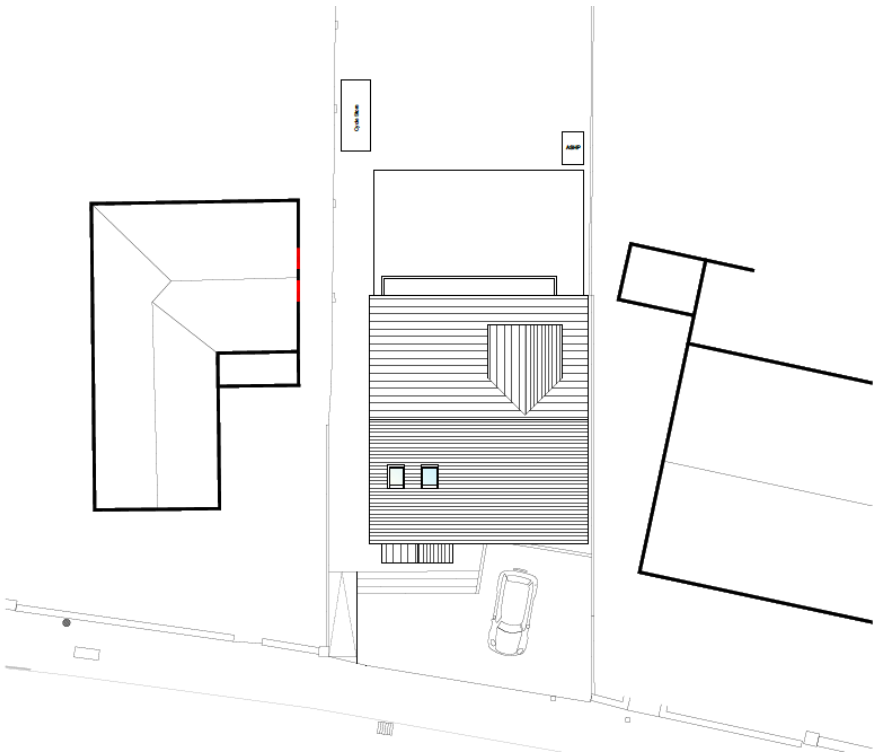


SIDE ELEVATION

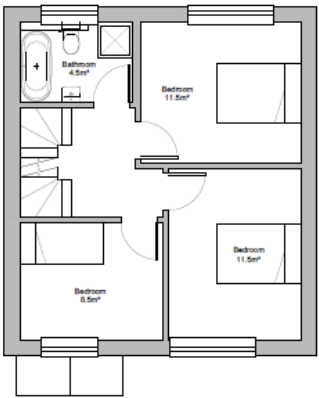


SIDE ELEVATION

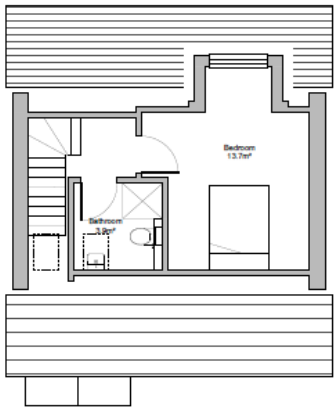
4.3 PROPOSED LAYOUT



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

4.4 PROPOSED MATERIALS

Material influences from Vale Road:

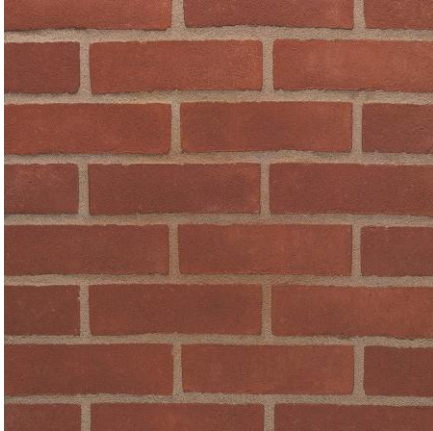


It is recognised that the surrounding properties along Vale Road benefit from a range of finishing materials, with use of brickwork and render for walls common in the immediate area.

The design at pre-application proposed the use of concrete roof tiles, a rendered finish for the walls, uPVC framed glazing and powder coated aluminium glazing for the rear doors. No objection was raised by Officers in relation to these materials.

4.4 PROPOSED MATERIALS

①



②



①

Red Brick (specification TBC)

②

White UPVC flush casement windows

③

Plain concrete roof and hanging tiles

③



④



④

Minimalist capping details with RWG hidden with raised parapet wall and hopper heads around flat roof

4.5 SUSTAINABILITY

The development will be designed to meet environmental standards, the following measures will be included to allow for this:

- All fittings and fixtures including within the building chosen to maximise energy consumption and water wastage, such measures may include, A rated fitted appliances, economical water usage sanitary fitting and high efficiency space and water heating systems.
 - An Air Source Heat Pump to provide hot water and heating is the most efficient approach.
 - The possible use of recyclable and reclaimed materials.
 - The use of sustainably managed natural resources.
 - Minimising waste.
 - Use of high specification timber frame construction with associated high insulation.
 - Installation of an air source heat pump.
-

4.6 AMOUNT

The proposed dwelling would provide a four-bedroom dwellinghouse. The Gravesham Residential Layout Guidelines (RLG) (2020) provide a framework for the minimum space standards required for new dwellings. The table below demonstrates how the development is compliant with the required space standards.

Room	Proposed Room Sizes	RLG (Minimum Floor Area)
Front Reception	16.6 m ²	13.2 m ²
Kitchen/Living/Dining	32.8 m ²	12 m ² (Kitchen/Diner)
Utility	3.8 m ²	
WC (Ground Floor)	2.5 m ²	1.3 m ²
Storage (Ground Floor)	2.5 m ²	
Bedroom 1	11.5 m ² (double)	11.2 m ²
Bedroom 2	11.5 m ² (double)	11.2 m ²
Bedroom 3	8.5 m ² (single)	6.5 m ²
Bedroom 4	13.7 m ² (double)	11.2 m ²
Bathroom (First Floor)	4.5 m ²	3.6 m ²
Bathroom (Second Floor)	3.9 m ²	3.6 m ²

5.1 ACCESS

The access statement has been undertaken with reference to the following guidance:

- The Building Regulations 2015, (2016 update) Access to and use of Buildings Approved Document Part M (Volume 1)
- Planning and Access for Disabled People: A Good Guide

The proposed dwellings are accessible to public transport and a single parking space would be provided to the front of the dwelling. Further details in this regard are provided within the Transport Statement which accompanies this application.

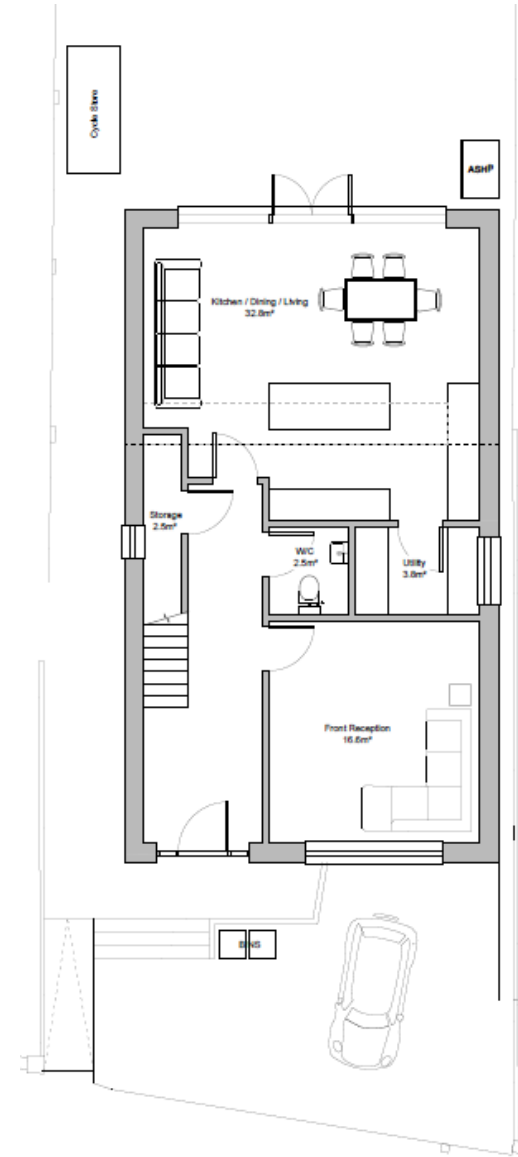
Level access with a firm surface road will be provided to ensure the development will be designed to be wheelchair accessible. Given the land level changes on the site, this access arrangement has been provided through the provision of ramps to the front of the dwelling, providing access to both the front and side entrance door. This allows for good accessibility to the site for wheelchair users. It is recognised that the access arrangements provided would include a slope, however given the constraints of the site, notably the land level changes, a flat access could not be provided.

Compliance with Part M will be ensured, all corridors and doors are designed to have widths which are suitable for wheelchair access. The living spaces for the proposed dwellings have been designed to allow for a 1700 x 1400 mm turning ellipse for wheelchairs. All new minor walls within the footprint of the new dwelling will have stud partitions to facilitate adaptations in the future. Stud walls to sanitary accommodation will have reinforcement between 300mm and 1500mm above floor level. WCs will be designed to Part M of the building regulations, allowing a minimum of 900 x 750mm in front of the WC. Bathroom and bedroom ceilings will be capable of being made strong enough to support hoists. Living room glazing will be no higher than 800mm above floor level. Switches, sockets, controls, doorbells and letter boxes will be set between 450mm and 1200mm above floor level.

5.2 REFUSE & CYCLE PARKING

The proposed refuse arrangement would provide a bin store to the front of the dwelling. This would provide sufficient storage space for the bin storage required and would be easily manoeuvred to the highway for collection. This is shown in the layout plan below.

Cycle storage is proposed to the rear of the site with access to the side of the building.



6. SUMMARY

The proposed development provides an opportunity to deliver a dwelling that better utilises the site, offering enhanced accommodation suitable for a family. It aims to increase residential density within an established residential area by redeveloping a previously developed site to create a high-quality home that aligns more closely with the surrounding character. The scheme incorporates high-quality materials and carefully designed landscaping to ensure the development makes a positive contribution to the local streetscape.

Careful consideration has been given to the existing character and features of the area to ensure the proposal is appropriate for its setting.

The applicant has worked collaboratively with the Local Planning Authority to address feedback and deliver a high-quality, policy-compliant scheme.

The site benefits from suitable access arrangements, good public transport links, and adequate parking provision. Overall, proposal has been carefully developed in response to the site's constraints, resulting in a well-considered and appropriate form of development.
