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SANAA DESIGNS

**Design and Access & Planning
Statement**

WORKSHOP TO THE REAR OF 6 STONEBRIDGE
ROAD, GRAVESEND, KENT DA11 9DR

6 Stonebridge Rd, Northfleet, Gravesend DA11 9DR

Prepared For:

MATHU HOUSING LTD

Prepared By:

Sanaa Designs

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1. INTRODUCTION

This Design, Access and Planning Statement has been prepared to accompany a planning application for the conversion of an existing rear workshop/Storage into one self-contained studio flat at 6 Stonebridge Road, Northfleet, Gravesend, DA11 9DR.

The property currently operates as a Class E convenience store at the front of the site. The proposed development relates solely to the rear part of the building that was used as a workshop/storage, which is currently unused and no longer required to support the commercial operation.

This statement sets out the planning rationale for the proposal, describes the site and its context, explains the design approach, and demonstrates how access, residential amenity, and highway considerations have been addressed in line with national and local planning objectives.

2. SITE LOCATION AND CONTEXT

2.1 6 Stonebridge Road is located within an established urban area of Northfleet. The surrounding area displays a mixed-use character, with residential properties forming the predominant land use alongside small-scale commercial premises along Stonebridge Road.

2.2 The site benefits from a sustainable location with good access to local shops, services, and public transport routes. This makes the site suitable for residential use and supports reduced reliance on private car travel.

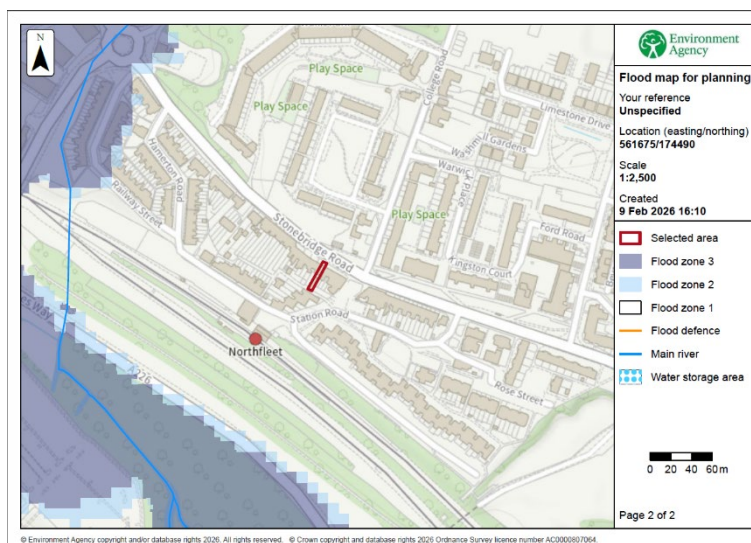
2.3 The existing building is a two-storey terraced property with white rendered elevations, white uPVC windows, and a pitched roof finished in concrete tiles. To the rear of the building is a single-storey structure with a flat roof, historically used for Workshop/storage associated with the offices before the class E Shop came into use.

2.4 Ground levels to the rear of the site are lower than those of neighbouring residential properties. This difference in levels is an important consideration when assessing scale, massing, and potential impacts on surrounding amenity.

3. FLOOD RISK

3.1 The site is located within Flood Zone 1, which is identified as being at the lowest risk of flooding. The probability of flooding from rivers or the sea is less than 1 in 1,000 per year.

3.2 As the proposal involves the conversion of an existing structure with no increase in footprint, the development does not increase flood risk elsewhere and is considered acceptable in flood risk terms.



4. PLANNING HISTORY

4.1 The property has a documented history of planning applications that include changes of use and alterations. These records indicate that the building has predominantly been utilized for commercial purposes.

Description	Ref	Decision
Retrospective application for a rear partial infill single-storey extension, a partial first-floor extension, and internal alterations to the existing shop.	20250455	Approval
Change of use to first floor commercial storage space to staff accommodation.	20250870	Refused

5. THE PROPOSAL

5.1 The proposal seeks permission to convert the unused rear Workshop structure into one self-contained studio flat, while retaining the existing convenience store at the front of the property.

5.2 The development does not involve any extension beyond the existing footprint. Works are limited to internal alterations and improvements to the roof form and external appearance of the rear structure.

5.3 The proposed studio flat will have a total internal floor area of 41.3 square metres, comprising a combined living, sleeping, and kitchen area measuring 35.8 square metres, together with a 5.5 square metre shower room.

5.4 The internal layout exceeds the Nationally Described Space Standards for a one-person studio dwelling and provides a comfortable and functional living environment.

6. DESIGN, SCALE AND MASS

6.1 The design approach seeks to improve the appearance and functionality of the existing rear structure while ensuring the development remains proportionate and clearly subservient to the host building.

6.2 The existing flat roof will be replaced with a pitched roof, with a portion of the roof remaining flat where the structure sits close to neighbouring boundaries. The maximum height of the proposed roof will be approximately 4 metres above external ground level.

6.3 Due to the lower ground level at the rear of the site, combined with the modest roof height and stepped roof design, the development will not appear overbearing or dominant when viewed from neighbouring properties.

6.4 External materials include grey synthetic slate roof tiles, yellow stock brickwork to front returns, white render to recessed areas, and anthracite grey windows and doors. These materials reflect the character of the existing building and the surrounding area.

7. ACCESS AND PARKING

7.1 Access to the proposed studio flat will be taken from the private vehicular road located to the rear of the site. This provides a safe and convenient means of access that is entirely separate from the commercial shop entrance and Stonebridge Road frontage.

7.2 The independent access arrangement allows the residential and commercial uses to operate without conflict and improves safety and usability for future occupants.

7.3 A recessed entrance area will provide space for refuse storage and one cycle parking space. No on-site car parking is proposed, which is considered acceptable given the scale of the development and the sustainable location of the site.

8. TRANSPORT LINKS AND ACCESSIBILITY

8.1 The site is well located in terms of transport accessibility. Local bus routes operate along Stonebridge Road, providing connections to Gravesend town centre and surrounding areas.

8.2 Rail services are available within reasonable walking distance, offering regular connections to London and the wider region.

8.3 Pedestrian access is well established, and the provision of cycle storage encourages sustainable travel choices. Given the scale and location of the development, reliance on private vehicles is expected to be limited.

9. RESIDENTIAL AMENITY

9.1 The proposed studio flat will provide a good standard of living accommodation, with sufficient internal space, access to natural daylight via rooflights, and a private entrance.

9.2 A 1.8-metre-high fence will be installed between the commercial premises and the residential unit to protect privacy and ensure appropriate separation between uses.

9.3 Careful consideration has been given to neighbouring properties. The scale, roof design, and lower site levels ensure there will be no unacceptable impacts in terms of overlooking, loss of light, or sense of enclosure.

10. SUMMARY AND CONCLUSION

10.1 This Design, Access and Planning Statement has been prepared in support of the proposed conversion at the rear of 6 Stonebridge Road, Northfleet. The proposal seeks to make efficient use of an unused rear structure while retaining the established convenience store at the front of the site.

10.2 The development is modest in scale, well designed, and respectful of neighbouring properties. It delivers a high-quality studio flat that exceeds minimum space standards and benefits from safe and independent access via a private vehicular road.

10.3 The proposal represents a sustainable form of development that aligns with national and local planning objectives, including the efficient use of land, delivery of new housing, and promotion of sustainable transport choices.

10.4 For the reasons set out in this statement, the proposal is considered acceptable in planning terms, and it is respectfully requested that planning permission be granted.