

Delegated Report

Householder Planning Application

Planning Application No: 20250799

Location: Te Koanga, Sole Street, Cobham Gravesend

Description: Erection of single storey side and rear extensions. Installation of dormer on side elevation with alterations to fenestration.

Applicant: Mr B Jennings

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form Dated 06/08/2025;
Supplementary Information – Specification Notes;
Site Location Plan;
Block Plan – Existing;
REVISED - Block Plan – Proposed;
Drawing Number 020625/4 of 9 (Elevations – Existing);
Drawing Number 020625/2 of 9 (First Floor Plan – Existing);
Drawing Number 020625/1 of 9 (Ground Floor Plan – Existing);
Drawing Number 020625/3 of 9 (Roof Plan – Existing);
Drawing Number 020625/8 of 9 (Elevations – Proposed);
Drawing Number 020625/6 of 9 (First Floor Plan – Proposed);
Drawing Number 020625/5 of 9 (Ground Floor Plan – Proposed);
Drawing Number 020625/7 of 9 (Roof Plan – Proposed); and
Drawing Number 020625/9 of 9 (Sections – Proposed).

~~SUPERSEDED Block Plan – Proposed;~~

Relevant Planning History

Reference	Description	Decision	Decision Date
19870839	Construction of dormer extensions in the front and rear roof slopes to form bedroom lobby and shower wc erection of single storey front extension to form enlarged bedroom enlarged hall and enlarged lounge single storey rear extension to form utility room _ wc _ erection of a detached single storey building at the rear to form double garage shed workshop and covered way	Permitted	03.11.1987

Development Plan

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development

- CS02 – Scale & Distribution of Development
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards

Paragraph 34 of the NPPF (2024) sets out that policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) generally conform with the NPPF (2024), the Council will also seek to replace these.

National Planning Policy Framework (2024)

- Section 2 – Achieving Sustainable Development
- Section 12 – Achieving Well-Designed Places

Supplementary Planning Guidance

- SPG 2 – Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020
- Technical Housing Standards – Nationally Described Space Standard (2015)
- Gravesham Householder Extensions/Alterations Design Guide (2021)
- Design for Gravesham – Design Code (2024)
- Gravesham Landscape Character Assessment (2009)
- Kent Downs National Landscape Management Plan (2021-2026).

As the site lies within the Kent Downs National Landscape (KDNL), the adopted Kent Downs National Landscape Management Plan is also relevant, particularly;

- *The local character, qualities, distinctiveness and natural resources of the Kent Downs AONB will be conserved and enhanced in the design, scale, siting, landscaping and materials of new development, redevelopment and infrastructure and will be pursued through the application of appropriate design guidance and position statements.*
- *New projects, proposals and programmes shall conserve and enhance tranquillity and where possible dark night skies.*
- *Ensure proposals, projects and programmes do not negatively impact on the distinctive landform, landscape character, special characteristics and qualities, the setting and views to and from the Kent Downs AONB.*

Consultations, Publicity and Representations

Consultees

Network Rail - Consultation Response Email 15/10/2025

Thank you for consulting Network Rail on the above planning application, please see our formal comments below.

Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, NR is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway.

Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works.

To start the process with our Asset Protection team, the applicant / developer should use the Asset Protection Customer Experience (ACE) system found on Network Rail's Asset Protection website (<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>). This website also provides more information about our Asset Protection team and the services they offer.

Where applicable, the applicant must also follow the attached Asset Protection informatives. The informatives are issued to all development within close proximity to the railway (compliance with the informatives does not remove the need to engage with our ASPRO team).

I trust the above is clear, please do not hesitate to contact me if you require any additional information from Network Rail.

Network Rail – Informatives Email 15/10/2025

Asset Protection Informatives for works in close proximity to Network Rail's infrastructure

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.

Future maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least **2 metres (3m for overhead lines and third rail)** from Network Rail's boundary.

This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than **2m (3m for overhead lines and third rail)** and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land

and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant.

As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g., a l l possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third-party access to its land.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within **20 metres** of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers

should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway should be made aware to the future occupiers of the site. It must also be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information

The current level of usage may be subject to change at any time without notification including increased frequency of trains, night-time train running and heavy freight trains. The appropriate building materials should be used to reduce any potential noise disturbance from the railway.

Vehicle Incursion

Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Landscaping

Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

If you would like to discuss any of the above, please contact AssetProtectionSouthern@networkrail.co.uk.

Property Informatives

Property Rights

Whilst not a planning matter, we would like to remind the applicant of the need to identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail.

Notwithstanding the above, if any property rights are required from Network Rail in order to deliver the development, Network Rail's Property team will need to be contacted.

Shared Value

It should be noted that where any Network Rail land, rights over Network Rail land, interfaces with Network Rail's land or rights, or variations to Network Rail's land or rights, is required for the facilitation, delivery, or operation of a development, Network Rail will act in accordance with its Shared Value Policy. Network Rail's Shared Value Policy is available [online](#), or via request to Network Rail Property. Network Rail's Southern Property Team would advise parties seek to raise Shared Value early in discussion with Network Rail, but reserve the right to implement the Shared Value Policy at any time during discussions.

If a Network Rail Southern Property contact is required, please contact southernproperty@networkrail.co.uk

Ward Councillors – No comments received

Cobham Parish Council – No comments received

Neighbouring properties

7 surrounding properties were consulted and a site notice was displayed on 13th August 2025. No responses were received and the consultation period ended on 12th September 2025.

Preliminary Matters

As originally submitted within the application, the 'Block Plan – Proposed' showed a garage structure. This did not form part of the proposed application. As such an amended block plan has been submitted, removing this structure.

Officer's Analysis

Design, Character and Appearance

Te Koange, is a detached dwellinghouse located in the rural village of Sole Street, Cobham. The application site is set back from the highway, is within the Kent Downs National Landscape and inset from the Green Belt.

The application proposes the erection of a single storey side and rear extension and the installation of a dormer to the side elevation with alterations to fenestration.

The single storey side / rear extension will have a flat roof at a height of 3.62m and a width of 13.38m. The extension would project 5.2m from the rear elevation and from the flank elevations by 1.2 and 1.3m.

The extension would create space for an open plan living area with utility room, pantry, boot room and downstairs WC.

The application would introduce bi-fold doors to the rear elevation, a window to the flank elevation and an access door to the proposed boot room. The application would also remove an existing window to the flank (north) elevation. The extension would be constructed with a brick / rendered finish and Upvc windows to match the existing dwellinghouse.

Gravesham's Householder Design guidance states that side extensions should generally reflect the main property's original roof and that the use of flat roofs should be avoided. Whilst the extension will project from the flank elevations and does propose a flat roof, the application site is not visible from a public vantage point. The property is set back from Sole Street to the west, with a railway line to the south and further properties to the east and north. Therefore, the proposal would not have an impact on the surrounding street scene and on balance it would be unreasonable to refuse the application on these grounds.

The application also proposes the installation of a dormer window the flank roof slope which will serve a shower room and enable internal alterations for an additional bedroom at this level. The dormer is considered to be of a modest size with a pitched roof to match the existing front and rear dormers at a maximum height of 2.41m and an eaves height of 1.36m and a window. The dormer will be constructed with a brick rendered finish and tiles to match the existing roof. The proposed window will be required to be obscure glazed to Pilkington Level 3 or above and will be conditioned as such.

The proposed dormer is not excessive in size or bulk, will be constructed using appropriate materials and will have no impact on the street scene and is therefore in accordance with current policies.

Overall, the development is not excessive in size or bulk, is subservient to the host dwelling, will be constructed using appropriate materials and will have no impact on the street scene and is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF)

(2024).

Amenity of Future Occupiers

The application retains sufficient private amenity space for a four-bedroom property, in accordance with Gravesham's Residential Layout Guidelines.

Furthermore, all proposed rooms are in accordance with current guidelines.

As such the proposal is not considered to detrimentally effect the amenity of future occupiers and is in accordance with Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy (2014) and Section 12 (Achieving well designed places) of the National Planning Policy Framework 2024.

Neighbouring Amenity

The application introduces a dormer window to the flank elevation, serving a shower room. However, this is not considered to be a habitable room and furthermore, due to the distance from neighbouring properties, the dormer is not considered to have a detrimental impact and there are no concerns with neighbouring privacy. It would also be obscure glazed.

The proposed single storey rear / side extension is modest in height and as above, is set away from any neighbouring properties. As such, there are no concerns with the detrimental impact on neighbouring properties in terms of outlook, overshadowing or loss of light.

No neighbour representations have been received.

Therefore, the proposal is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2024).

Parking and Highways

There are no parking and highways concerns related to the application.

Any Other Material Planning Considerations

Landscape Character Areas

In addition to being inset from the Green Belt, the application site is located within Meopham Downs Landscape Character Area. This area is characterised by gently undulating topography with a mix of arable and pasture farmland, three large settlements located along the A227 and traditional architecture surrounding village greens providing local vernacular.

Policy CS12 of Gravesham Core Strategy (2014) seeks to protect the Green infrastructure within the Borough and states at 5.7.26 the overall landscape character and valued landscapes will be conserved, restored and enhanced.

It is considered that the proposed extensions, due to the property's location within the rural settlement, will not detrimentally impact on the landscape.

Impact on Kent Downs National Landscape

The site lies within the Kent Downs National Landscape. The NPPF confirms that the National Landscape equivalent to National Parks in terms of their landscape quality, scenic beauty and their planning status (paragraph 176.)

The proposal would be within the residential curtilage of the dwelling.

It is not considered that the proposal would not harm the natural beauty of the Kent Downs National Landscape.

Network Rail

Due to the property being within 10m of railway land, Network Rail have been consulted, with their comments included above. The applicant will need to make to contact with Network Rail's Asset Protection and Optimisation (ASPRO) team to ascertain whether or not an Asset Protection Agreement is required. This information will be provided to the applicant in an informative attached to the decision notice. As the property is an established dwelling, there are no concerns from a planning perspective.

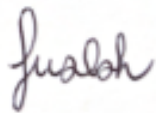
Conclusion

The proposal is not excessive in size or bulk, will be constructed using appropriate materials and will have no detrimental impact on the street scene. The development will safeguard the amenity of future occupiers and will not harm the amenity of any adjoining property. As such, it is recommended that planning permission is granted, subject to conditions.

Recommendation

Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Nina Goodbody	Team Leader:	Mrs Faye Walsh
Signed:	<i>N Goodbody</i>	Signed:	
Dated:	21st October 2025	Dated:	22 October 2025