



DESIGN & ACCESS STATEMENT

**Proposed single detached dwelling on Land to the rear of nos. 29 & 31 Manor Road,
Sole Street, Cobham, Gravesend, DA13 7HG**

22nd December 2025

Introduction

This application seeks planning consent for a single custom-build detached dwelling on land to the rear of nos. 29 & 31 Manor Road, Sole Street.

Planning permission was refused under ref 2025/0199 for “Demolition of lean-to structures. Erection of 2 no. self-build detached houses on land to the rear of nos. 29 & 31 Manor Road with associated works Proposed vehicle crossover. Installation of shared access drive and gates.”

There was only one reason given for the refusal: “The development is constrained by a narrow access road between two existing residential dwellings with no scope for mitigation and a resultant direct impact on habitable rooms through noise disturbance and odour from passing vehicles accessing the proposed dwellings.”

An application was therefore submitted under 2025/0941 for a Certificate of Proposed Lawful Use or Development for the: Erection of a garage and creation of a driveway.” This application was approved. The approval establishes the principle of parking vehicles for number 31 Manor Road on land to the rear of nos. 29 & 31 Manor Road, together with an access drive. Work has begun on the formation of the new driveway, albeit at an early stage.

It is now proposed to keep the existing garaging, parking and access to the front of number 31 for the parking of all vehicles associated with number 31 and use the established parking and access on land to the rear of numbers 29 & 31 to park vehicles for a new single detached dwelling. The impact of the access drive serving the new dwelling is therefore neutral and no worse than existing.

The New Dwelling

Reference is made to the Planning Officer’s report for the previous planning application for two dwellings. The report supported the approach to the design of the proposed dwellings and complimented the change in design from two storey dwellings to “chalet style bungalows”. This has informed the design of the single dwelling which is now proposed which is also of a chalet style bungalow design.

The design for the proposed dwelling is similar to the previous proposal in the following ways:

The proposed dwelling is the same height, from ground level to top of ridge,
has the same height from ground level to eaves level,
has the same 'barn hip' design of roof
features dormer windows (albeit with small pitched roofs which are considered to be even more in keeping with the area),
has a bay window on the front,
uses the same casement style windows,
uses the same external materials

The proposed dwelling is also sited in approximately the same location as the previous proposal, well back from the rear of numbers 29 & 31 Sole Street but leaving a generous garden to the rear.

The proposed dwelling is, however further away from number 1 Baker Close, with the proposed dwelling being set 4.3m away at the closest point when compared to 2.9m for the previous proposal.

The open fronted garage which was approved under the Certificate of Proposed Lawful Use or Development has been retained and integrated into the design of the proposed dwelling, with the roof design changed to be fully hipped.

The access drive has been kept exactly as the Certificate of Proposed Lawful Use or Development.

Amenity

The gross internal floor area of the proposed dwelling (measured up to 1500mm floor to ceiling in areas with a restricted ceiling height) is 298 sqM which is well above that required under the Technical Housing standards (97-124 sqM depending on occupancy).

The living room (snug area) is 28 sqM, the kitchen/dining is 56 sqM, the smallest double bedroom is 20 sqM including the walk-in wardrobe but excluding the en suite shower room. The smallest en suite is 3.2 sqM, all others are well in excess of 3.5 sqM.

The area of the rear garden is approximately 317 sqM and its depth is a minimum of 13.7m

Using the existing driveway and garaging on land to the rear of numbers 29 & 31 Sole Street removes the impact on amenity as an issue but nevertheless the proposal includes substantial acoustic timber fencing both sides of the driveway to the amenity spaces immediately to the rear of the two existing houses.

An acoustic fence is also proposed to the rear of the new dwelling due to the existing railway line beyond.

Conclusion

In following the principles established on the first planning application we respectfully submit that the proposed dwelling complies with adopted local & national planning policy. In using the existing driveway & garaging we respectfully submit that the sole reason for the refusal of the previous planning application has been addressed.

Site Context



No.31 Manor Road