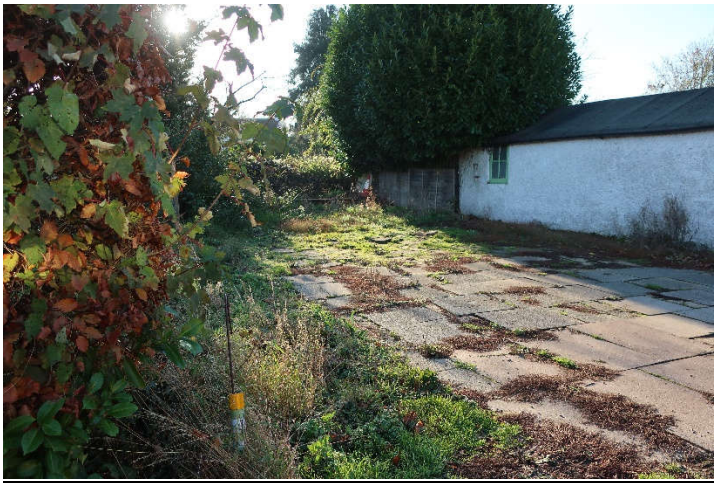
DESIGN AND ACCESS STATEMENT
INCORPORATING A PLANNING STATEMENT
FOR AN OUTLINE APPLICATION WITH ALL MATTERS RESERVED BAR ACCESS.

PROPOSED NEW DETACHED DWELLING
TO REPLACE AN EXISTING GARAGE

ALTAMIRANO, SOLE STREET, COBHAM,
GRAVESEND KENT, DA12 3AX

FOR AND ON BEHALF OF MS C MUNN & MR C PARRETT



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Appendices

Appendix 1: SK01 Location Plan, Block Plan.

Appendix 2: SK31 Current Site Current 1 200.

Appendix 3 SK40 Proposed New Dwelling.

Appendix 4: SK32 Proposed Site Layout.

Appendix 5: SK16 Previous Planning Permission – Garage.

1 INTRODUCTION

1.1 This document has been prepared in accordance with The Town & Country Planning (Development Management Procedure) (England) (Amendment) Order 2013. The development is not a major proposal but is for the erection of one dwelling to replace an existing garage. Planning permission was granted for a 7m x 9.33m garage ref 20250688 on the 31st October 2025. The application is in outline and only the access is to be determined. The submission does include a layout plan to provide the evidence base that a bungalow of adequate size can be provided to accord with national standards. The layout of the new bungalow is 7.74m x 9.33m in size.

1.2 This document should be read in conjunction with the following documents.

Planning

- Planning permission 200250688

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS11 – Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles
- CS20 – Heritage and the Historic Environment

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards
- T1 – Impact of Development on Highway Network
- T5 – Access to the Identified Highway Network
- TC7 – Other Archaeological Sites

NPPF December 2024

- Section 2 – Achieving Sustainable Development
- Section 9 – Promoting Sustainable Transport
- Section 12 – Achieving Well-Designed Places
- Section 15 – Conserving and enhancing the natural environment
- CS19 – Development & Design Principles
- CS20 – Heritage and the Historic Environment

Housing Standards

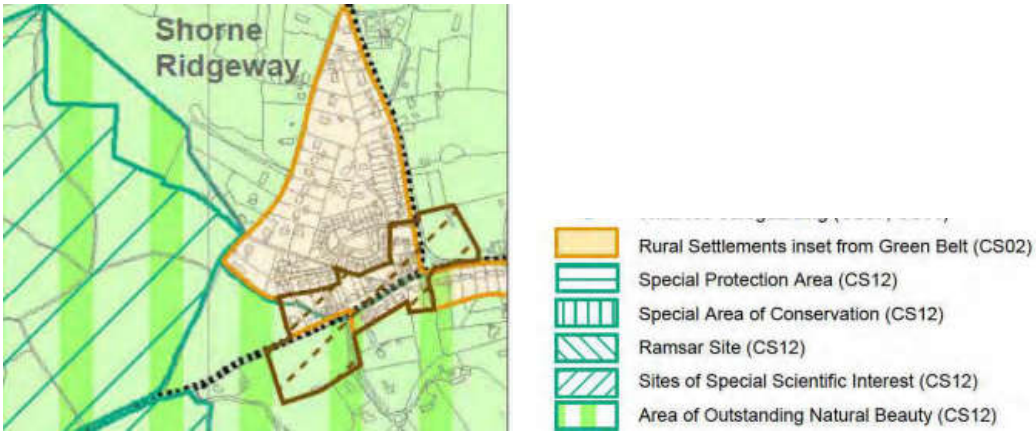
- Nationally Described Space Standards (NDSS) – 19 May 2016 Amended

2 SITE & SURROUNDING AREA

2.1 The site is located within the Cobham rural settlement as set out in the

Gravesham proposals map. Both national advice and local policies support the efficient and effective use of land. The development site is located off a private access road on the eastern side of Sole Street.

2.2 The site is within the rural settlement map of Cobham shown below from the Gravesham Local Plan Policies map. Adopted September 2014.



2.3 The site is included in ***Appendix 1***. This is Drawing SK01 to a scale of 1;1250. It shows the local road network, proximity to a local shop, bus routes and proximity to Sole Street Station, a transport hub, and local traffic calming.

2.4 The development site is approximately 0.0213ha in size. The proposed development is a bungalow reflecting low density bungalows nearby. An aerial view of the site plus two storey dwellings that are also accessed off the road is shown below.

2.5 The site has no trees but the neighbouring property has one on the southern boundary. The nearby railway line has trees on either side of the cutting.

2.6 The site is generally flat with a narrow-elongated garage on site with flagged paving to the eastern side of the garage as it has been used for off road parking

to the current house Altamirano.

2.7 Photographs of adjoining properties are shown below.

1. Temperly

2. Te Koanga.

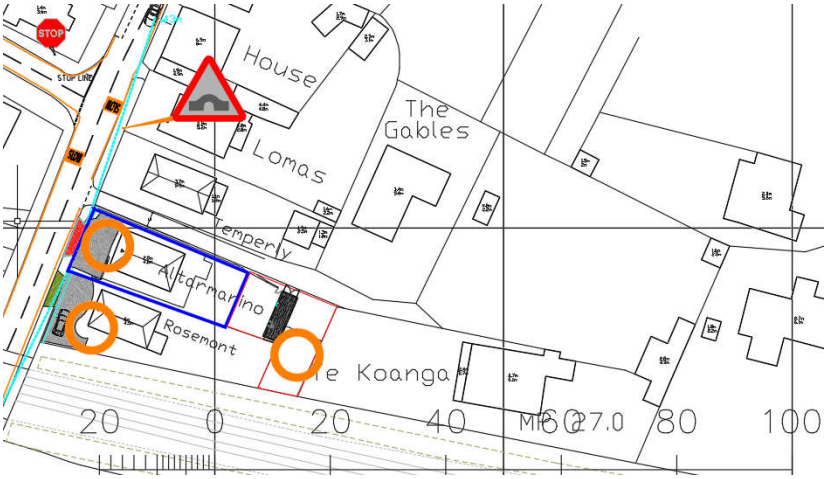
2. Temperly & Lomas……3. The Gables

2.8 The Government flood map highlights the plot is in flood zone 1. The 1 in 30 and 1 in 1000 year assessments also show the site is not affected. The railway line in cutting, plus Sole Street to the north and south of the railway bridge is shown to be affected in the 1 in 100 year storm.

2.9 The current layout on site is shown in ***Appendix 2***. Drawing SK31 also includes photographs of the site with paving slabs many of which are broken but extend well into the site.

2.10 Using the data from the Ordnance Survey mapping, building heights are shown in 1461- SK01 Revision A. An extract is shown below. Temperly to the north of the access is 5.9m high, The Gables 5.8m, Te Koange is 6.1m in height. On the

western side of Sole Street they are 9.5m in height. The current bungalow is 4.8m in height. Hence a new bungalow height of up to 5.8m would not be out of keeping. The height would also permit solar panels to be provided in the roof again reflecting what the current bungalow has. The development would therefore be sustainable.



2.11 The above OS map also shows access off the private road. Some of which have parking/garaging opposite the site.

3 PLANNING POLICY

3.1 We have now reviewed the proposal in line with the Gravesham Local Plan Core Strategy 2014 and the December 2024 NPPF Planning policies. They are referred to below.

3.2 Policy CS01 (Sustainable Development) advises that planning applications that accord with the policies in the development plan for Gravesham will be approved without delay, unless material considerations indicate otherwise.

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted'.

The proposed development although in outline can fully accord with this policy. The design may include Solar panels on the roof and or air source heat pumps.

3.3 The Policy CS11 (Transport) requires development to mitigate its impact on the highway and public transport network. Sufficient parking should be provided in new development in accordance with adopted standards. Improvements to walking and cycling facilities and networks will be sought. The development will fully accord with this policy as the dwelling is close to Sole Street Station, a transport hub, that the emerging Government policies encourage.

3.4 Policy CS14 (Housing Type and Size) seeks to secure a mix of housing including provision of sheltered housing and extra care housing for people with special needs on suitable sites in locations with access to a range of services.

Again, the proposed bungalow will assist in providing more family accommodation in the village. It may assist in the retention of the local shop and post office.

3.5 Policy CS15 (Housing Density) advises that sites will be developed at a variety of densities depending on their location and accessibility to public transport. Proposals are required to make effective use of land.

Policy Delivery

This policy will be delivered through development management decisions.

- The delivery of homes and jobs will be by the private sector, Registered Providers and potentially the Council itself.
- As the form and density of hosing will vary in response to accessibility and the character of the site within its context, this links to the production of landscape and townscape character studies and Conservation Area Appraisals.

Performance Monitoring and Review

Indicator	Target
Density of new housing development on sites providing 5 or more dwellings in the urban / rural areas	Urban area – 40 dwellings per hectare or more Rural area – 30 dwellings per hectare or more

The policy will be monitored and reviewed through annual Housing Information Audits, Authority Monitoring Reports, and regularly updated Strategic Land Availability Assessments.

3.6 The proposal close to the station hub can accommodate a similar density to neighbouring properties.

3.7 Policy CS18 (Climate Change) directs development to areas at the lowest risk of flooding and seeks to ensure the impact of drainage from new development is minimised. This includes a requirement that surface water run off from new development has no greater adverse impact than the existing use. The use of sustainable drainage systems where technically and financially feasible is also encouraged.

Policy Delivery

This policy will be delivered through development management decisions and the Site Allocations and Development Management Policies Development Plan Document.

The role of national government in revising building regulations to raise the quality of new homes, reduce their environmental impact and facilitate future adaptation is also key to the delivery of this policy.

The proposal is not within a flood zone.

3.8 Policy CS19 (Development and Design Principles) seeks to ensure that new development is visually attractive, fit for purpose and locally distinctive. Development is required to:

- Conserve and enhance the character of the local built, historic and natural environment.
- Integrate well with the surrounding local area and meet anti-crime standards.
- Incorporate sustainable construction standards.
- Be adaptable to changing lifestyles.

Policy Delivery

This policy will be delivered through development management decisions and the Site Allocations and Development Management Policies Development Plan Document.

There is an expectation that the Kent Design Guide will be reviewed and updated, to continue to promote excellence in design across Kent and Medway and raise the profile and encourage wider use of tools such as Building for Life.

The production of the following Supplementary Planning Documents will be considered:

- Sustainable design and construction
- A revision of the minimum space standards as currently set out in the Council's Residential Layout Guidelines Supplementary Planning Guidance
- Design principles including information needed to fill the gap left by the deletion of Planning Policy Statement 23: Planning and Pollution Control

3.9 The proposal in outline can incorporate the design recommendations in this policy.

3.10 Use the collaborative approach in Building for Life 12 and in Kent Design guidance

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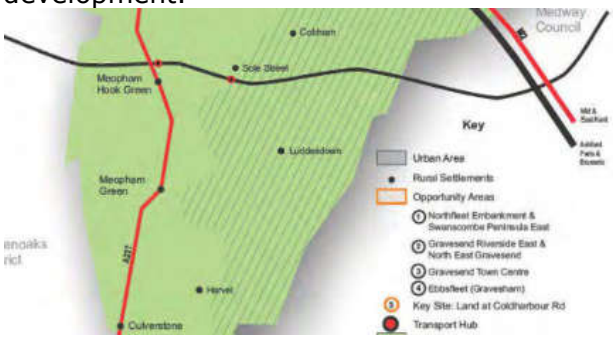
to ensure a positive contribution to the street scene is made. This will include taking account of scale, height, building lines, layout, materials and architectural features of adjoining buildings.

3.11 Policy T1 advises that the impact on the transport network will be assessed in proposals for new development.



3.12 Sole Street is a transport hub as set out in the Core Strategy policy document of September 2014.

3.13 Policy T5 advises that new accesses or the intensification of accesses to the highway network will be permitted where no danger will arise and where a properly formed access can be created in a location and to a standard that is acceptable to the local planning and highway authorities.

3.14 Policy P3 requires provision for vehicle parking in accordance with Kent CC Vehicle Parking Standards as interpreted by Gravesham Borough Council unless justified as an exception. All parking should be provided on the development site.

3.15 Council will take a positive approach when considering development proposals that reflects the presumption in favour of sustainable development in the NPPF. Where there are no policies relevant to the application or relevant policies are out of date, the Council will grant permission unless:

3.16 Gravesham have a design code published May 2024. To be used in new builds from 1 to 9 dwellings and upwards. An extract from the document is shown below.

Design Principle	Page	Homeowner	Small sites 1-9 dwellings
4.1 Responding to the local community	54		
4.2 Enhance and contribute to local identity	56	✔	✔
4.3 Responding to local history and context	57	✔	✔
5.1 Public space	62		
5.2 Play	64		
5.3 Surface finishes	66		
5.4 Inclusive design and accessibility	67		
5.5 Street furniture	68		
5.6 Lighting	70		
5.7 Wayfinding	72		
5.8 Community-led art	73		
5.9 Pattern and scale	74		✔
5.10 Height	76	✔	✔
5.11 Tall buildings	78		✔
5.12 Density	79		✔

Fig 4 Matrix showing relevant design principles by application type

3.17 As the proposal is in fill development the following guidance is shown below.

Design principle 5.10

Height

a. Where a development proposes variations in height, that is not consistent with the existing context, applicants **must** assess and evidence the height of existing buildings in the immediate vicinity and the local context (prevailing height). This evidence **must** be used to inform the development proposal and to demonstrate its impact on the local surroundings and the skyline.

b. For small scale infill development where the height of existing buildings along the street is consistent or of minimal variation, new developments **must not** exceed the existing building height level of the adjacent plots along the street.

c. Development **must not** overshadow or compromise the quality of neighbouring buildings.

d. Applicants **should** clearly explain the rationale behind their approach to height and how this responds to the existing context height.

e. Building height **should** not negatively impact air flow and natural light at street level.

3.18 As the proposal is in outline only the final design of the dwelling will be subject to a detailed submission. The layout plan and elevations in this submission are to clarify that the dwelling will accord with National Standards, floor wise, plus the design can reflect the current hipped bungalows adjoining the site and to the north and east of the property.

3.19 Housing numbers in Gravesham has also been published and a summary is taken from Savills latest report. It sets out Gravesham have a 3 year supply.

Gravesham
Borough Council

2021 Measurement	2022 Measurement	2023 Measurement	2023 Consequence
57%	53%	59%	Presumption

Housing Delivery Test Results	
Current Local Plan	Gravesham Local Plan Core Strategy (2014)
Up to Date Local Plan	No
Housing Requirement (per annum) - Local Plan Derived	363
Housing Requirement (per annum) - Standard Method Derived	676
Housing Land Supply	3 years
Housing Land Supply source	LPA 5 Year Supply Statement 2024-29 (February 2025)

Emerging Local Plan Timetable				
Reg 18	Reg 19	Reg 22	Reg 24	Adoption
April- June 2018	July - October 2025	December 2025	July 2026	December 2026

Source	LDS (February 2025)	CIL	No

NPPF Policies - Updated December 2024

3.20 It is considered that the Government's strategic guidance contained in the NPPF December 2024 provides a framework within which Local Authorities can generate Local Plan policies more relevant to the general design principles of the built development within their areas.

3.21 Extracts from the new but current document is set out below.

3.22 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied1. It provides a framework within which locally prepared plans for housing and other developments can be produced.

3.23 Planning law requires that applications for planning permission be determined in

accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

3.24 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Planning conditions and obligations

3.25 Para 56. Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

3.26 Para 57. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

3.27 Para 58. Planning obligations must only be sought where they meet all of the tests.

3.28 The Planning Practice Guidance states:

"Planning obligations mitigate the impact of unacceptable development to make it acceptable in planning terms. Obligations should meet the tests that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind. These tests are set out as statutory tests in the Community Infrastructure Levy Regulations 2010 and as policy tests in the National Planning Policy Framework."

3.29 The planning authority has the mechanism to resolve any aspects in respect of materials, and windows when the detailed application is submitted.

3.30 The current development replacing the planning fallback position of a large garage on a brownfield site is both sustainable and accords with local plan policies.

3.31 Furthermore, as the authority has a lack of a 5 year housing supply decisions should apply the tilted balance in that there is a presumption in favour of sustainable development. This is clarified in NPPF policies below.

Sustainable Development

3.32 The older NPPF 2012 document in the Ministerial forward provided a definition of Sustainable.

> *Sustainable* means ensuring that better lives for ourselves don't mean worse lives for future generations.

3.33 However, the December 2024 NPPF provides the same ethos in support of

development coming forward, in Section 2.

Para 11.

Plans and decisions should apply a presumption in favour of sustainable development.
For **plan-making** this means that:

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas[6], unless:

   i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

   ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For **decision-taking** this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date[8], granting permission unless:

   i. the application of policies in this Framework that protect areas or assets of particular importance[7] provides a strong reason for refusing the development proposed; or

   ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination[9].

Non-strategic policies

Para 29.

> "Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and enhancing the natural and historic environment and setting out other development management policies".

3.34 In para 55 LPA's should consider planning conditions to ensure development comes forward promptly. Extracts are shown below;-

Planning conditions and obligations

Para 73

> "Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should
>
> a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved.
>
> b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom- build housing;
>
> c) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;
>
> d) support the development of windfall sites through their policies and decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes; and
>
> e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes."
>
> Para 116 -Refers to Highway Impact
>
> "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".
>
> The proposed development is neutral or at worst deminimis in impact terms. The reasons being the current access is used by the residents of the current bungalow. The residents of the current bungalow will use the front garden and

new access permitted at the end of last year.

3.35 Policy 127 is set out below.

Para 127 Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:

a) it should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped); and

b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.

3.36 There were no planning policy objections in the previously approved access to serve the current dwelling. The new bungalow will take up the parking and traffic generation that took place previously.

Biodiversity Net Gain.

3.37 KB Ecology Ltd were commissioned to undertake a baseline ecology survey and preliminary ecological appraisal with regards the proposed development. This is dealt with in detail under proposed development

3.38 The Government has stated, late 2025 by Matthew Pennycook MP, that amendments to the current regulations to remove BNG assessments for 9 dwellings or less would take place. Unfortunately, no such change in legislation has materialised. Hence, the current assessment accompanying the submission.

4 PROPOSED DEVELOPMENT

4.1 As part of the development the current garage will be demolished. The plot will have a bungalow that will accord with National Standards. The application is in Outline only, with only means of access to be determined. Hence the design will be subject to a condition that will be discharged at a later date.

4.2 A design has been drafted to prove National Standards can be provided, plus access and parking for 2 vehicles can also be provided. This is shown in drawing SK40 which are elevations, in ***Appendix 3.***

4.3 The new dwelling will have 2 parking spaces utilising the current parking area to the eastern side of the narrow garage. No alterations to the access road is required. The site plan layout SK32 is shown in ***Appendix 4***.

4.4 The room sizes accord with the Government's National Standards guidelines, updated in May 2016. New design standards came into play in April 2021.

4.5 The sun light moves from the east to the south then to the west therefore there will be no loss of sunlight to the current or adjoining properties. The previously consented hipped roof garage is similar in height, but the new bungalow may be slightly larger. Solar panels can be utilised on this type of hipped or mansard style roof. The details will be addressed when discharging conditions on the proposed final design.

- Government policies NPPF Feb 2019, including 51, 52, 109, 127, 130.
- Strategic Mitigation Contribution relating to Measures on the Thames Estuary and Marshes SPA. In which a financial contribution is required.
- Nationally Described Space Standards (NDSS) – 19 May 2016 Amended

5 DESIGN STATEMENT

Use – Dwelling House – Replacing a Garage (Brownfield Site).

5.1 The outline development (shown for guidance on drawing SK32 as a 2 bed house) in ***Appendix 3*** comprises of a bungalow with an external footprint of 72sqm, but an internal area of 61sqm. The design is not dissimilar to properties nearby. It also reflects the design approved for a 9.7m x 7m garage on the same plot. Hence architecturally is not out of character in the street scene.

5.2 For guidance in terms of the living conditions of potential occupants of the site itself the development was assessed with regards to the "Technical housing standards – nationally described space standard" (THS) as set out in the table below.

Table 1 - Minimum gross internal floor areas and storage (m^2)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	

5.3 The national standard indicates that a property of this size should have a gross internal floor area including storage of 61 sqm based on a 2-bed dwelling. The design is considered proportionate in size and hence is acceptable. The layout shown provides an evidence base and flexibility to show a dwelling can be provided on site.

5.4 Using the NDSS as guidance the dwelling and plot size would have a comparable floor area to the national standard.

5.5 The outline design shows a single and a double bedroom with floor areas comprising

of 8.2sqm and 11.6sqm respectively. The bedroom areas accord with the national standard. There is flexibility in the design internally, which would not impact upon the external facades.

5.6 Therefore, it has more than adequate space to provide much needed housing locally close to Sole Street Station. The transport hub/station serves various stations from Kent to London stations including London Victoria and also St Pancras International station.

LAYOUT

5.7 The outline layout has the lounge to the northeastern side, the kitchen to the northwestern side and bedrooms on the southern side.

5.8 The sunlight travels from east to south to west providing good light to the property and does not impact upon adjoining properties.

5.9 The separation between the dwelling and the existing dwelling is almost 14m and with 1.8m up to 2m timber fences there will be no overlooking. There will be opaque glass to the WC. The windows on the western side of the new dwelling may have an alternative design if there may be concerns in overlooking.

SERVICES

5.10 The current house is on mains drainage hence the new house will also be on mains drainage as it will be easy to connect to existing manholes on site. The drain is a public sewer as it serves two or more properties (Under the Water Act of 2011 private drains become public sewers) and is in the access road.

5.11 The current property has already permission to build a large 9m x 7m garage on the same location and already has parking provision. Neighbouring properties have also recently been granted permission to extend.

SCALE

5.12 The scale of the building will replicate existing dwellings nearby. The design is comparable to the consented garage planning reference 20250688 approved on the 31st October 2025. The height may be up to 5.7m in height, which is comparable if not lower than dwellings nearby.

5.13 NDSS 2016 standards. The design provides a similar footprint to properties nearby. Garden and driveway facilities are comparable to neighbouring properties. The pictures in para 2.8 above provides the evidence base for this statement. The design improves security along the access road as it will be overlooked from the kitchen window.

5.14 The new build will accord with the National Space standards, current building regulations (includes EV charging) including lighting, thermal requirements, energy efficiencies, internet provision, secure by design windows and doors and water usage. The dwelling shown in appendices has EV panels on the roof although roof tile manufacturers have roofing EV panels that replicate roof tile designs so that they are less visual to the casual passerby.

APPEARANCE

5.15 The facades will be in a brick to match the existing houses nearby. The roof tile, materials will be conditioned.

PHASE 1 DESK TOP STUDY

5.16 A Phase 1 Environmental desk top study is not required for a new house replacing a garage on a brownfield site. A condition relating to if contamination is found on site then a formal submission to ensure it is removed to a licenced facility would be required.

ECOLOGY NOTABLE SPECIES

5.17 Photographs are shown below to reassure that there are no bats in the current garage. The new house will have bat bricks and bird boxes and bricks. Hedgehog paths will also be provided.

PRELIMINARY ECOLOGICAL APPRAISAL

5.18 The report by KB Ecology, is included in submissions. The survey and report have followed the recommendations in the "British Standard Biodiversity Code of Practice Planning Development (BS 4202:2013)".

5.19 Particular attention was given to bats and barn owls. There were no signs of bats during the inspections of the garage that is well sealed by the roof material covering the garage, that is in good condition. The report concludes there will be no impact on roosting bats.

5.20 The conclusions and details are in section 4.10 relating to Additional Recommendations: Enhancements. The provision of bird boxes, hedgehog paths and flora and hedgerows will be conditioned.

CLIMATE CHANGE

5.21 The house will be built to and exceed the recently upgraded Building Regulations Part L that deals with energy efficiency. The revised building regulations now require the walls, floors, roof, windows to meet specific standards and not rely upon an overall "average".

5.22 A high standard of sustainable design and construction will be incorporated into the design of the house.

5.23 To reduce CO2 emissions, high performance insulation will be specified.

5.24 Through increased thickness of the insulation employed and highly rated windows the U-Values for the thermal elements of the buildings will exceed the Building Regulations Part L standards.

5.25 All lighting will be low energy LED fittings throughout with an efficacy greater than 80 Lumens/circuit Watt.

In line photo-voltaic solar panels or air source heat pumps may be used.

5.26 The dwelling will have to pass the SAP energy requirements which is assessed before construction takes place and at the end of the build.

PARKING AND ACCESS

5.27 Parking provision accords with Gravesham's parking standards. Cycle parking will be conditioned. The car parking is shown to the eastern side of the dwelling, which currently takes place. The paving slabs will be removed, some of which are broken and will be replaced by porous block paviours.

5.28 An EV charger, (7kW) will be provided on the eastern side of the house. They are required in accordance with the Building Regulations. Hence a planning condition need not be applied as it is covered by other legislation.

5.29 Service access and refuse collection will be from the Highway. Plastic wheelie bins will be wheeled to the road down the side accessway. This again can be conditioned as it is the current case in any event.

5.30 In conclusion the current design has been provided to replace a consented garage, which is a planning fallback position. The dwelling will provide ready access for family members to gain access to the main line station to London. It will provide accommodation for new and possibly an elderly family in the bungalow. The development close to a transport hub, is encouraged by central Government recommendations.

5.31 The previously consented large garage is enclosed in ***Appendix 5***. Drawing SK16 shows the building is 7m in depth with a hipped roof.

6 SUMMARY AND CONCLUSIONS

6.1 The application is in outline and only the access is to be determined. The submission does include a layout plan to provide the evidence base that a bungalow of adequate size can be provided to accord with national standards. The application follows on from obtaining permission for a large garage on the same site plus providing alternative parking to the front of the current bungalow. The current proposal therefore provides an alternative use of the plot.

6.2 The new dwelling provides bedroom space for a small family unit. The current side parking area will remain providing off road parking. The current house will also have parking provided prior to the new house commencing on site.

6.3 The development is very similar to dwellings built and extended in the area including next door. The design, size, high quality materials will be approved via a detailed application. It will provide a development in accordance with Gravesham's Local Plan and December 2024 NPPF policies.

6.4 The development also accords with the Nationally Described Space Standards May 2016. The room sizes also accord with the above document.

6.5 Parking provision accords with Gravesham's parking standards. Cycle parking will be conditioned. Refuse collection will be from back edge of highway in Sole Street.

6.6 A BNG assessment by KB Ecology, has been undertaken. The survey and report have followed the recommendations in the "British Standard Biodiversity Code of Practice Planning Development (BS 4202:2013)". Recommendations have been put forward including the necessary calculations to determine the small impacts involved. The Government has stated amendments to the current regulations to remove BNG assessment for 9 dwellings or less has unfortunately not materialised. Hence, the current assessment accompanying the submission.

6.7 The new design replicates the current house and consented garage design and hence is a design that compliments the area.

6.8 The new build provides a sustainable development. It accords with the NPPF 2024 and l Gravesham Local Plan Core Strategy (2014) saved policies.

6.9 The development close to a transport hub, provides much needed family housing in Gravesham. It helps to address the lack of a 5-year housing supply, that is reiterated in recent updates. Hence, the presumption in favour of sustainable development clearly confirms the development should go ahead without delay.

6.10 The development also accords with the NPPF para 116, in which there is no detrimental impact on highway safety as the development replicates current vehicle movements to the bungalow to the front.

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APPENDIX 1

Location Plan Drawing SK01

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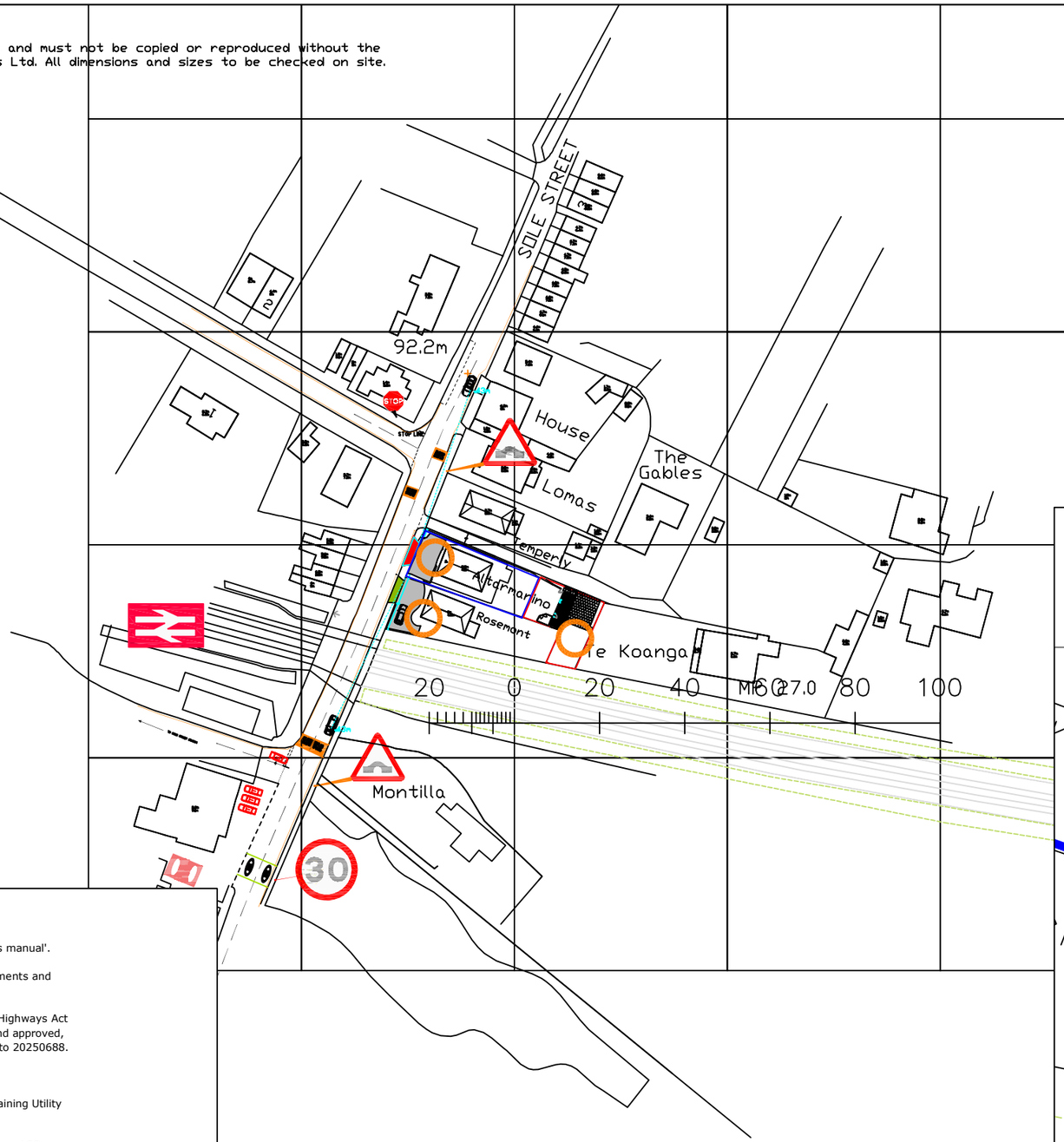
North points are indicative.



NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS, ARCHITECTS AND SPECIALISTS DRAWINGS AND THE SPECIFICATION. SITE AREA 213.5sm.

2. THERE ARE NO DROPPER KERBS OR TACTILE PAVING FOR PEDESTRIANS.

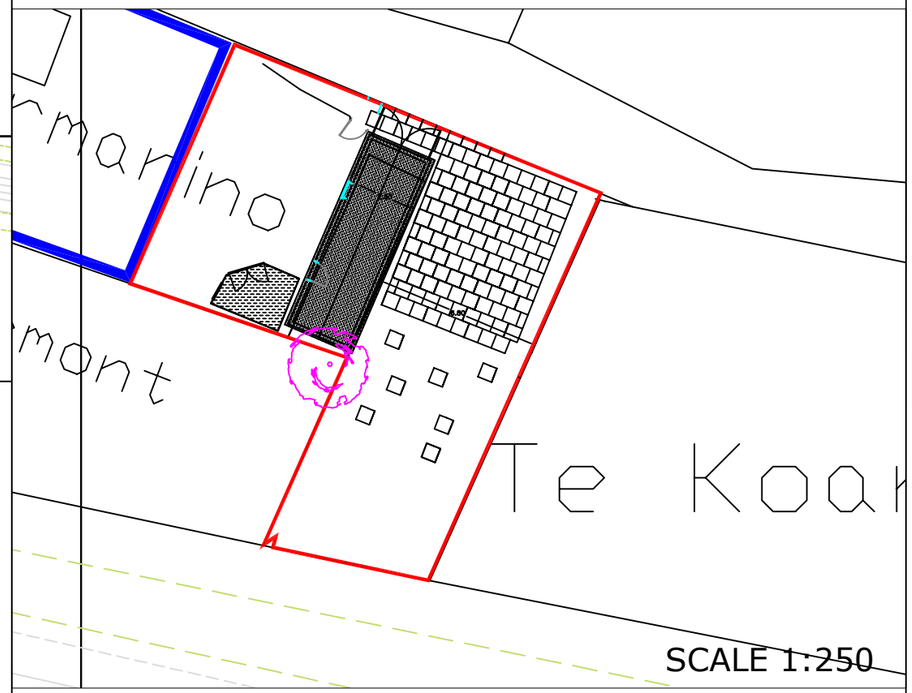
3. THE ROAD SURFACE HAS BEEN RESURFACED CIRCA JULY/AUGUST 2020.

4. PLANNING PERMISSION GRANTED FOR A CROSSOVER ROSEMOUNT, NEXT DOOR NEIGHBOUR, REF 20210014 DATED 1ST MARCH 2021. THE EXTRA WIDE CROSSOVER IS TO ENABLE TURNING ON SITE SO THAT VEHICLES CAN EXIT IN FORWARD GEAR.

KEY

- Site including footway, for the x- over.
- Existing x- over and access
- Proposed x- over. Permitted 20250688.
- Double yellow lines
- Some provision on site for turning facilities.
- Paving slabs 50.7sqm.
- Garage 23.6 sqm.
- Gazebo 6 sqm.

SCALE 1:1250



SCALE 1:250

NOTES

1. Based on measurements taken from on site.

2. All signs and lines accord with the 'traffic signs manual'.

3. All geometry calculated from on-site measurements and ordnance survey mapping.

4. Vehicle Crossover application (Section 184 of Highways Act 1980) to be submitted to KCC Aylesford Office and approved, prior to any contractor being instructed. Relates to 20250688.

5. KCC approved contractor to be instructed.

6. No excavations to be undertaken prior to obtaining Utility Service records.

7. No surface water to discharge onto the highway, ACO drain or similar with porous block paving to be used.

KEY

---------- Proposed crossover, KCC Specification.

Proposed kerb dropper and wing kerbs.

Rev	Date	Description	Made	Ckd
B	JAN 26	PAVING SLABS	LAB	LAB
A	DEC 25	RED AND BLUE LINES	LAB	LAB

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34 Fallowfield, Chatham, Kent, ME5 0DX
Telephone 01634 301082.

Drawing Status: INFORMATION

Client: MS C MUNN & MR C PARRETT

Project: ALTAMIRANO, SOLE STREET, COBHAM, DA12 3AX

Drg Title: EXISTING LOCATION PLAN.

Drawn/Design	Checked	Approved	Date
LAB	LAB	LAB	18.12.2025

Scales: 1:1250 @ A3

Drg No. 1461- SK01

Rev B

APPENDIX 2

Current Site – SK31 1:200

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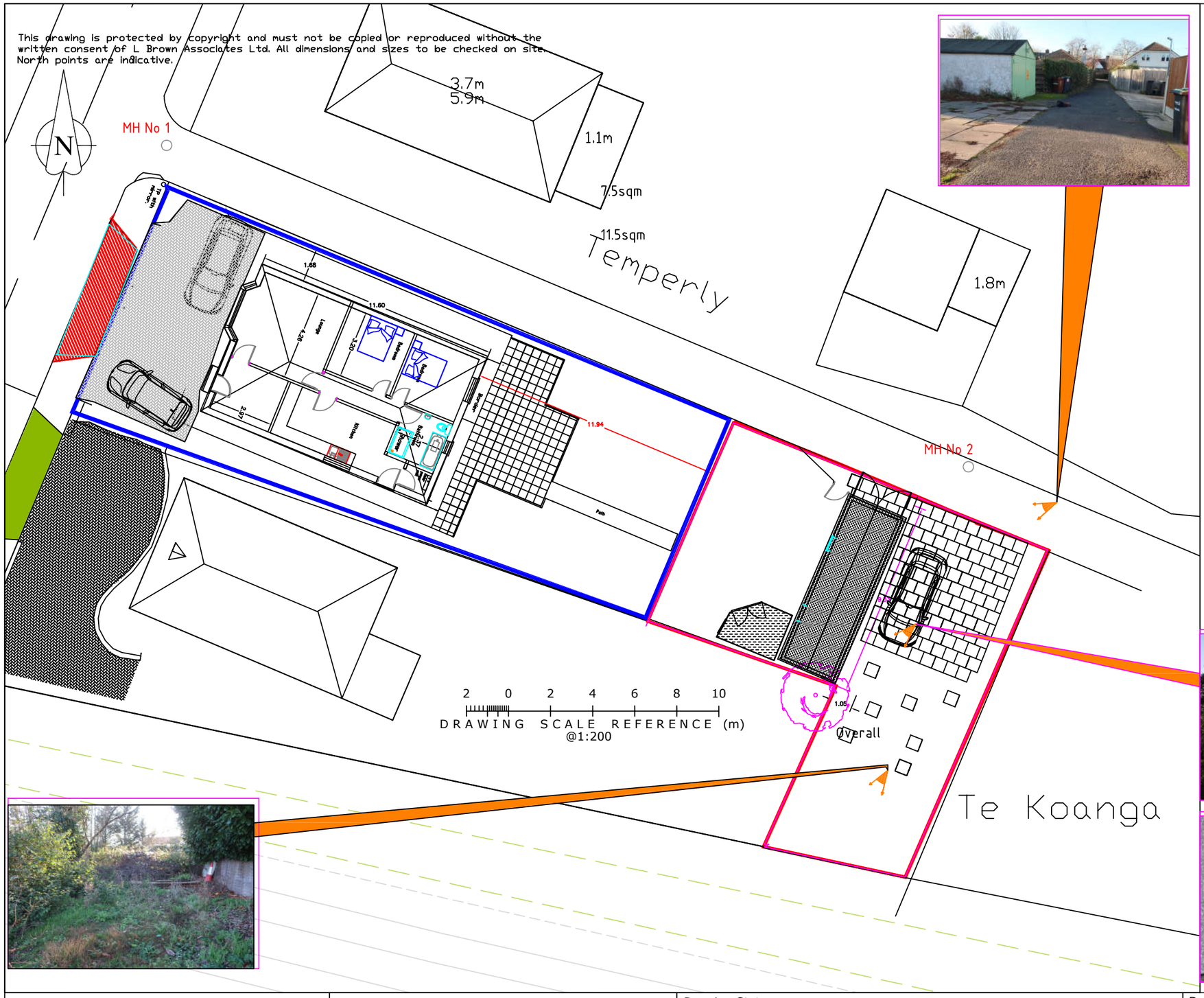

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS, ARCHITECTS AND SPECIALISTS DRAWINGS AND THE SPECIFICATION.

2. THERE ARE NO DROPPER KERBS OR TACTILE PAVING FOR PEDESTRIANS.

3. THE ROAD SURFACE HAS BEEN RESURFACED CIRCA JULY/AUGUST 2020.

4. PLANNING PERMISSION GRANTED FOR A CROSSOVER ROSEMOUNT, NEXT DOOR NEIGHBOUR, REF 20210014 DATED 1ST MARCH 2021. THE EXTRA WIDE CROSSOVER IS TO ENABLE TURNING ON SITE SO THAT VEHICLES CAN EXIT IN FORWARD GEAR.

5. PAVING SLABS ARE EXISTING. THERE ARE MANY BROKEN ON THE SOUTHERN SIDE OF THE PAVED AREA. CARS CAN AND DO PARK ON THEM.

6. THE CURRENT MANHOLE LOCATIONS ARE SHOWN.

7. THE CONSENTED GARAGE DEPTH IS 7m BY 9.33m TO ACCORD WITH KCC'S VEHICLE PARKING STANDARDS. THE GARAGE ROOF IS HIPPED LIKE THE DWELLING'S ROOF. THE NEW BUNGALOW WILL BE LOCATED ON THE SAME POSITION AS THE CONSENTED GARAGE. THE SIZE WILL BE 9.33m BY 7.74m TO ACCORD WITH NATIONAL STANDARDS FOR A BUNGALOW.

KEY

- Site.
- Existing x- over and access
- Planing permission granted October 2025.
- PHOTOGRAPHS.
- Paving slabs 50.7sqm.
- Garage 23.6 sqm.

Rev	Date	Description	Made	Ckd
A			LAB	LAB

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Telephone 01634 301082.

Drawing Status: INFORMATION

Client: MS C MUNN & MR C PARRETT

Project: ALTAMIRANO, SOLE STREET, COBHAM, DA12 3AX

Drg Title: EXISTING LAYOUT

Drawn/Design	Checked	Approved	Date
LAB	LAB	LAB	16.12.2025

Scales: 1:200 @ A3

Drg No. 1461- SK31

Rev

APPENDIX 3

SK40 - Proposed New Dwelling

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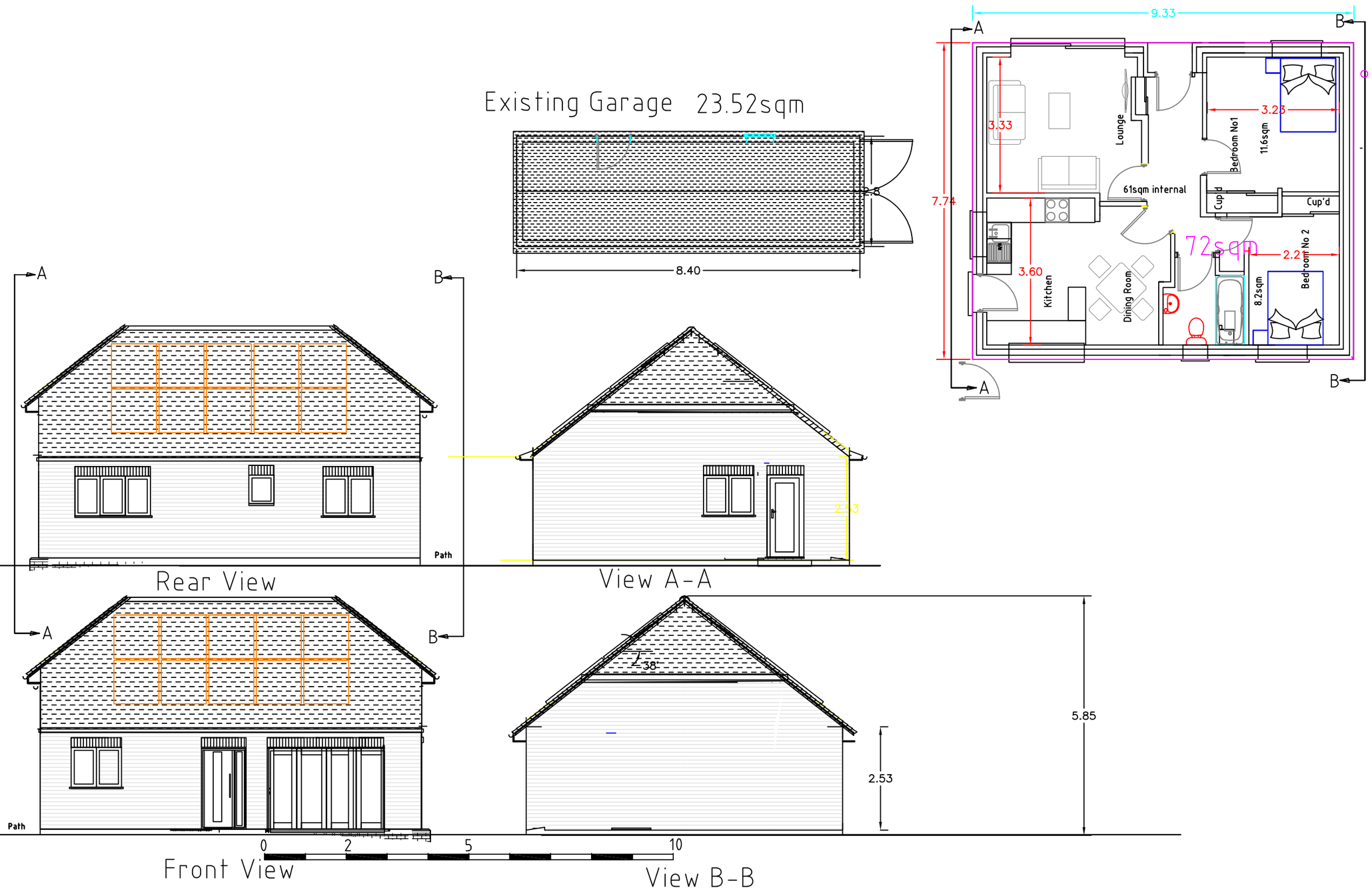

A			LAB	LAB
Rev	Date	Description	Made	Ckd

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34 Fallowfield, Chatham, Kent, ME5 0DX
Telephone 01634 301082.

Drawing Status: **INFORMATION**

Client: MS C MUNN & MR C PARRETT

Project: ALTAMIRANO, SOLE STREET, COBHAM, DA12 3AX

Drg Title: OUTLINE - PROPOSED LAYOUT

Drawn/Design	Checked	Approved	Date
LAB	LAB	LAB	19.11.2025

Scales: 1:100 @ A3

Drg No. **1461- SK40**

Rev

APPENDIX 4

SK32 – Proposed Site Layout

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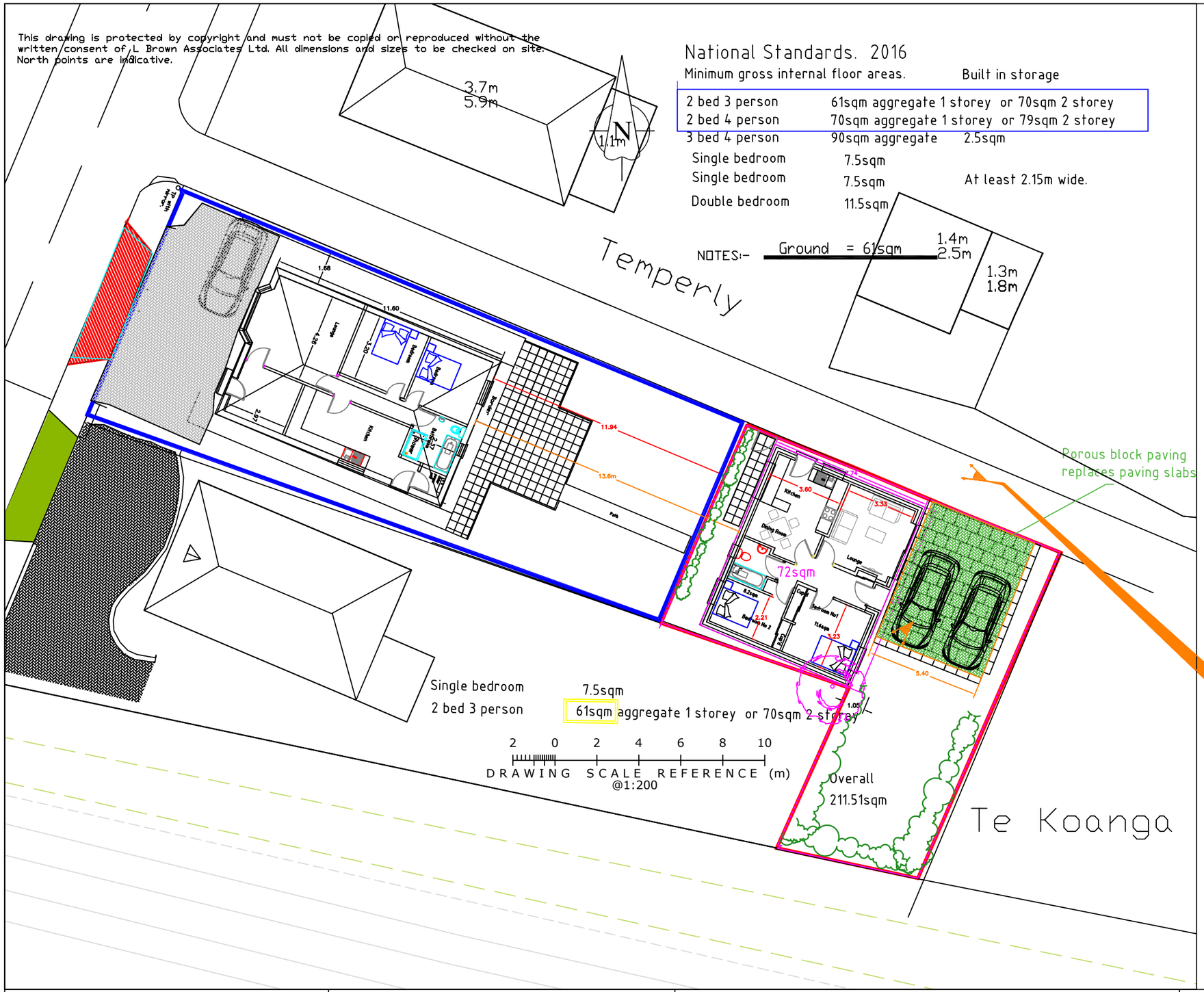

National Standards. 2016

Minimum gross internal floor areas.		Built in storage
2 bed 3 person	61sqm aggregate 1 storey or 70sqm 2 storey	
2 bed 4 person	70sqm aggregate 1 storey or 79sqm 2 storey	
3 bed 4 person	90sqm aggregate	2.5sqm
Single bedroom	7.5sqm	
Single bedroom	7.5sqm	At least 2.15m wide.
Double bedroom	11.5sqm	

NOTES:- Ground = 61sqm

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS, ARCHITECTS AND SPECIALISTS DRAWINGS AND THE SPECIFICATION.

2. THERE ARE NO DROPPER KERBS OR TACTILE PAVING FOR PEDESTRIANS.

3. THE ROAD SURFACE HAS BEEN RESURFACED CIRCA JULY/AUGUST 2020.

4. PLANNING PERMISSION GRANTED FOR A CROSSOVER ROSEMOUNT, NEXT DOOR NEIGHBOUR, REF 20210014 DATED 1ST MARCH 2021. THE EXTRA WIDE CROSSOVER IS TO ENABLE TURNING ON SITE SO THAT VEHICLES CAN EXIT IN FORWARD GEAR.

5. PAVING SLABS ARE EXISTING. THERE ARE MANY BROKEN ON THE SOUTHERN SIDE OF THE PAVED AREA. CARS CAN AND DO PARK ON THEM.

6. THE CONSENTED GARAGE DEPTH IS 7m BY 9.33m TO ACCORD WITH KCC'S VEHICLE PARKING STANDARDS. THE GARAGE ROOF IS HIPPED LIKE THE DWELLING'S ROOF. THE NEW BUNGALOW WILL BE LOCATED ON THE SAME POSITION AS THE CONSENTED GARAGE. THE SIZE WILL BE 9.33m BY 7.74m TO ACCORD WITH NATIONAL STANDARDS FOR A BUNGALOW.

KEY

Site.

Existing x- over and access

Planing permission granted October 2025.

PHOTOGRAPHS.

Paving slabs.

Porous block paving to replace paving slabs.

Shrubs plus remaining area to be lawn.

Paving slabs 3.6sqm Western side of house.

Porous block paving to replace paving slabs. 36.8sqm

Dwelling 72sqm.

Rev	Date	Description	Made	Ckd
A			LAB	LAB

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Telephone 01634 301082.

Drawing Status: INFORMATION

Client: MS C MUNN & MR C PARRETT

Project: ALTAMIRANO, SOLE STREET, COBHAM, DA12 3AX

Drg Title: PROPOSED OUTLINE APPLICATION LAYOUT

Drawn/Design	Checked	Approved	Date
LAB	LAB	LAB	16.12.2025

Scales: 1:200 @ A3

Drg No. 1461- SK32

Rev

APPENDIX 5

Previous Planning Permission – SK16

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NOTES

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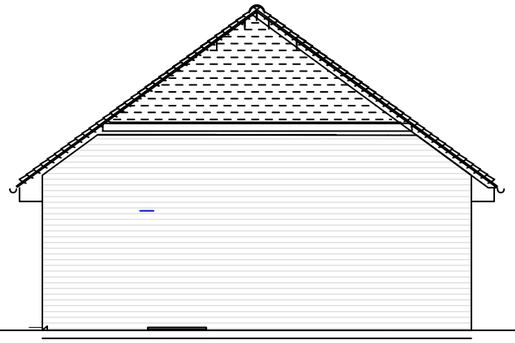
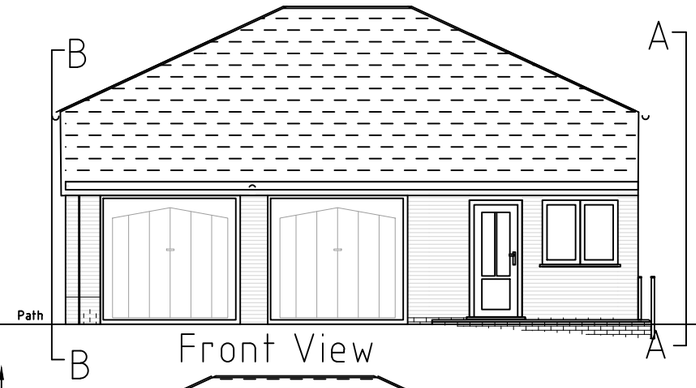
2. USED FOR PLANNING ONLY.

3. THE GARAGE ROOF IS HIPPED WHICH IS SIMILAR TO THE MAIN DWELLING.

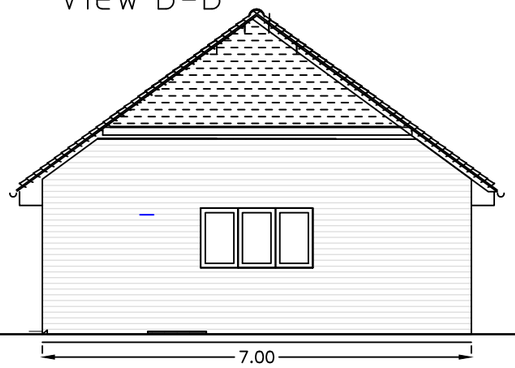
4. THE GARAGE IS 7m IN DEPTH TO ACCORD WITH KCC'S VEHICLE PARKING STANDARDS FOR A GARAGE.



View B-B



Front View



View A-A

Rear Facing the House

0 2 5 10

Rev	Date	Description	Made	Ckd
A			LAB	LAB

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34 Fallowfield, Chatham, Kent, ME5 0DX
Telephone 01634 301082.

Drawing Status: INFORMATION

Client: MS C MUNN & MR C PARRETT

Project: ALTAMIRANO, SOLE STREET, COBHAM, DA12 3AX

Drg Title: GARAGE ELEVATIONS - 7m DEPTH.

Drawn/Design	Checked	Approved	Date
LAB	LAB	LAB	04.07.2025

Scales: 1:100 @ A3

Drg No.: 1461- SK16

Rev: .