

Delegated Report

Planning and Listed Building Consent Applications

Planning Application No: 20250183
20250184

Location: 38 Windmill Street Gravesend Kent DA12 1BA

Description: 20250183 - Demolition of existing garages and creation of 6 parking spaces to the rear of 38 Windmill Street.

20250184 - Application for Listed Building Consent; Demolition of existing garages and creation of 6 parking spaces to the rear of 38 Windmill Street.

Applicant: Mr Michael Sears

Site Visit Date: 04 April 2025

Submitted Documents/Plans

- Application form;
- Drawing no. 001 Rev. B – Existing Block Plan;
- Drawing no. 002 Rev. B – Proposed Block Plan;
- Drawing no. 003 Rev. B – Existing Elevations;
- Drawing no. 004 Rev. B – Proposed Elevations; and
- Planning & Heritage Statement.

Superseded drawings

- ~~Drawing no. 001 Rev. A – Existing Block Plan;~~
- ~~Drawing no. 002 Rev. A – Proposed Block Plan;~~
- ~~Drawing no. 003 Rev. A – Existing Elevations;~~
- ~~Drawing no. 004 Rev. A – Proposed Elevations; and~~
- ~~Planning & Heritage Statement.~~

Relevant Planning History

None.

Development Plan

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS05 – Gravesend Town Centre Opportunity Area
- CS07 – Economy, Employment and Skills
- 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
- TC2 – Listed Buildings
- TC3 – Development Affecting Conservation Areas
- TC7 – Other Archaeological Sites

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 4 – Decision-making
- Section 7 – Ensuring the vitality of town centres
- Section 8 – Promoting healthy and safe communities
- Section 9 – Promoting sustainable transport
- Section 12 – Achieving well-designed places
- Section 15 – Conserving and enhancing the natural environment
- Section 16 – Conserving and enhancing the historic environment

Supplementary Planning Guidance

- SPG2 – Residential Layout Guidelines (2020).
- SPG4 – KCC Parking Standards (2006).
- Householder Extensions/Alterations Design Guide (2021)
- Upper Windmill Street Conservation Area Character Appraisal (2009)
- Management Plan Gravesend Town Centre Conservation Areas (2009)

Other Relevant Guidance

- Kent County Council Dropped Kerb Guidance and Self-Assessment (2023)
- Gravesham Driveway Dropped Kerb Guidance (Informal Guidance) (2023)

Section 72(1) of the Planning Listed Building and Conservation Areas Act 1990 (as amended) requires

special attention to be paid to the desirability of preserving or enhancing the character or appearance of the conservation area.

The Council has a statutory duty under 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 in considering whether to grant planning permission for development which affects the settling of listed buildings, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Consultations, Publicity and Representations

Consultees

GBC Conservation Officer – (Original comments)

The drawings don't represent what is on site. When looking at Google Street View the existing back wall is partly yellow stock, forming the side wall of the adjacent stable building and a newer painted section has an arch in it that has been closed up with some timber stud work, possibly clad on the opposite side with weather boarding? There are a pair of black painted doors that appear to give access to the rear of Morris & Partners property, 39 Windmill Street. It's important that these elevations are properly surveyed and drawn as it will be very visible with the proposed removal of the garage structure that is already partially demolished. The back wall has a lot of graffiti on it and this will be very visible when the garage structure is removed. There is a high wall adjacent to the narrow road that services the rear of Windmill Street. Looking at Street View this appears to have been the original boundary wall built in yellow stock brick and raised in height when the garages were built (looking at the inside of the wall. Externally it has been rendered and pebble-dashed.

The proposal is to demolish everything back to the adjacent boundary wall and to build a low level wall in London Stock along two outer sides of the site – one low wall fronting onto the main road Lord Street/A226 and the other fronting onto the service road to the rear of Windmill Street.

The side wall fronting onto the service road should be retained as a high wall, as it is now, and stepped down as it was before it was demolished - see Google Street View Nov 2022 . If it is to be rebuilt it should be constructed in yellow stock, preferable reclaimed bricks and in Flemish bond so that it blends with the adjacent stable building. The existing boundary wall to the adjacent property should be cleaned of the graffiti, this could be conditioned, and the remainder of the boundary wall to the adjacent property should be painted as existing, in a colour to be agreed. How is the arched section to be treated? It will be highly visible and needs to be properly bricked up and painted to match the wall, preferably a sandstone colour. Samples of the brick for the low front wall need to be agreed, ideally these should be reclaimed bricks to match the high side wall.

GBC Conservation Officer – 07/07/2025 following receipt of revised drawings

No adverse comments subject to conditioning:

Notwithstanding the drawings submitted the following details are required:

- Details of materials to infill the arched opening in the boundary wall
- Brick samples for all new walls
- Paint colour to be RAL 1013 Oyster white for all sections of wall to be painted.
- Parking area to be block paved and sample materials to be submitted.

GBC Licensing

No comment.

KCC Highways – 22/04/2025 (original comments)

In principle I have no objection to this application since, despite Lord Street being extremely busy, the dropped kerb to the existing garages and the proposed parking spaces already exists. However, no plan appears to have been submitted showing the size of the parking bays (which should be 5.0m x 2.5m) and the width of the aisle (which should be a minimum of 6.0m.). Also the width of the existing dropped kerb should be reduced to match the proposed new access. I would therefore raise no objection to this application provided the above information has been satisfactorily submitted.

KCC Highways – 18/07/2025 (revised comments)

Further to my previous consultation response dated 22nd April 2025, I have no objection to this proposal provided, as I previously mentioned, that the parking bay sizes are a minimum of 5.0m x 2.5m and that the aisle width is a minimum of 6.0m.

Historic England

On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions, details of which are attached.

If you consider that this application does fall within one of the relevant categories, or you have other reasons for seeking our advice, please contact us to discuss your request. If we do not hear from you within five working days we will assume this application should not have been sent to us.

Neighbouring properties

20250183 - 17 surrounding properties were consulted plus site and press notices – overall consultation expiry date was 25.04.2025 – no responses received.

20250184 – Application advertised by way of site and press notices - overall consultation expiry date was 2.04.2025 – no responses received.

Officer's Analysis

The application site consists of a lock-up garage site to the rear of no. 38 Windmill Street; the garages front onto Lord Street consisting of six spaces. No. 38 is grade II listed building and the whole of the terrace that the building is situated in (nos. 38-49) is grade II listed. The site is also situated in the Upper Windmill Street Conservation Area;

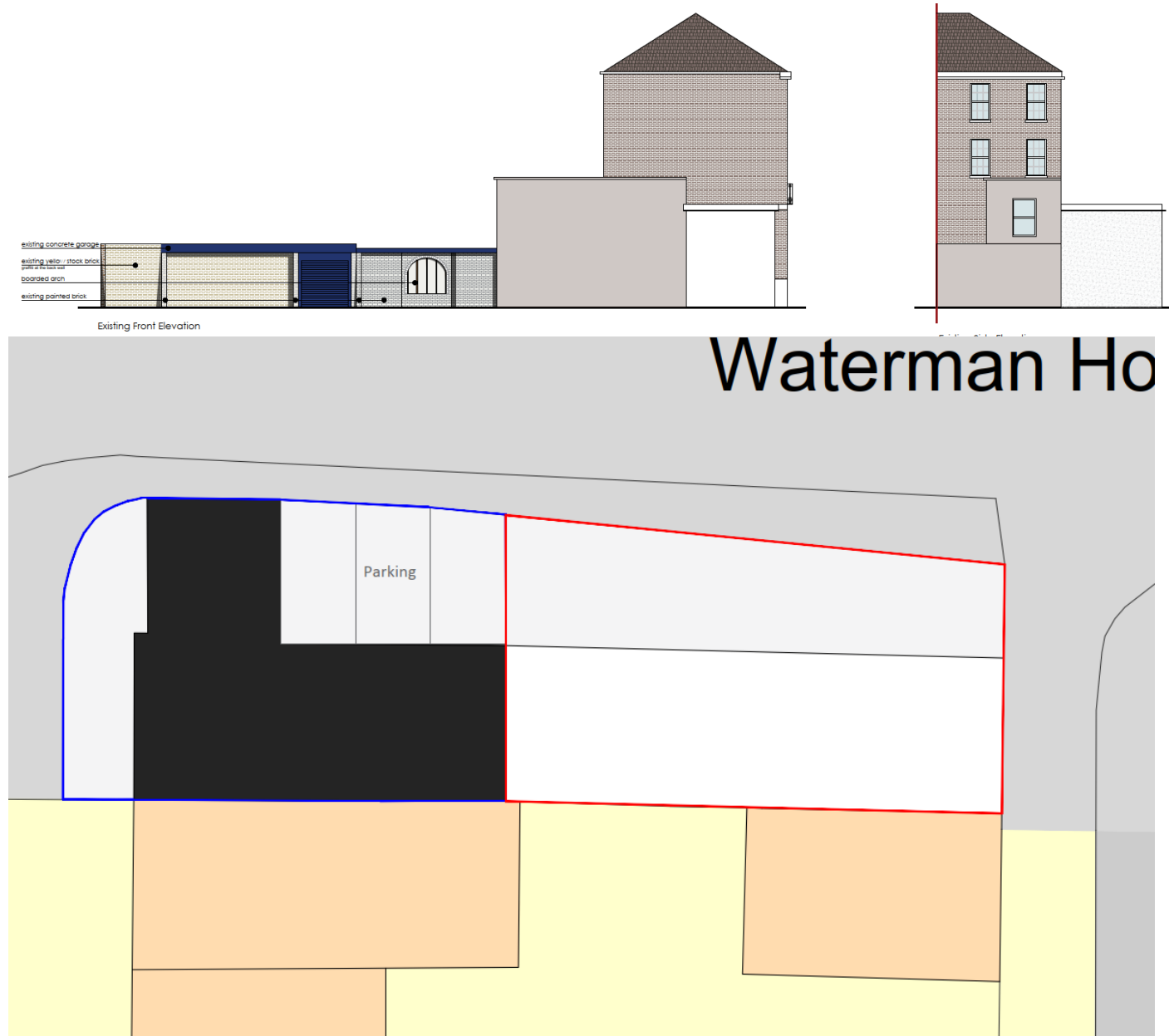


The proposal is for planning and listed building consent for demolition of the existing garages and creation

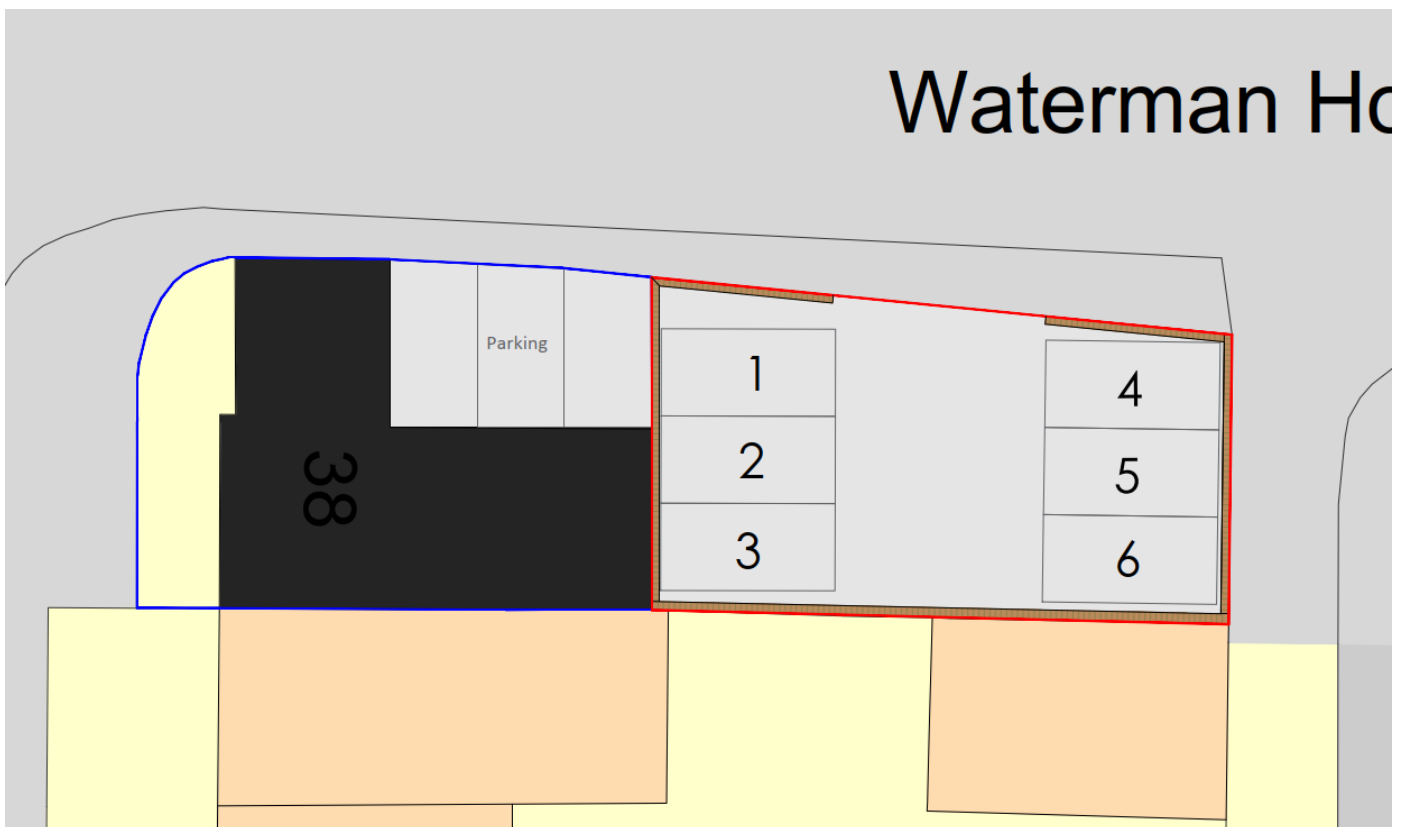
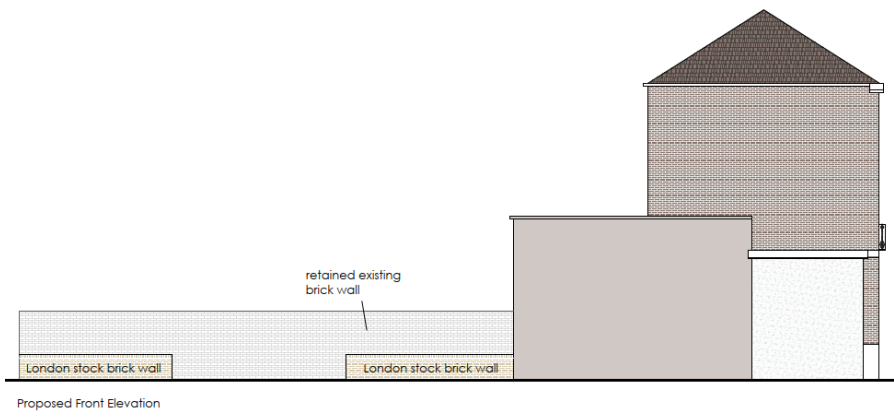
of 6 parking spaces.

For ease of reference the existing, originally proposed and currently proposed plans are as follows:

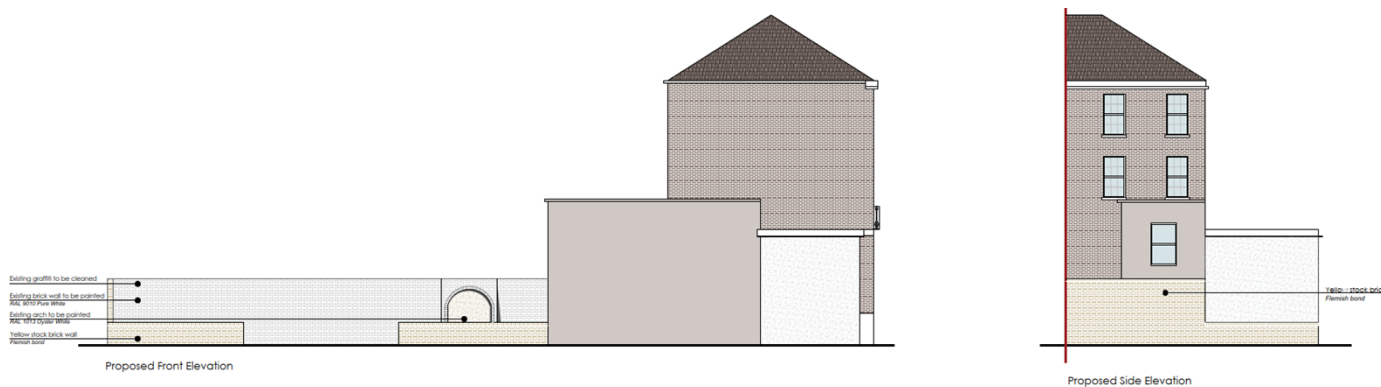
Existing



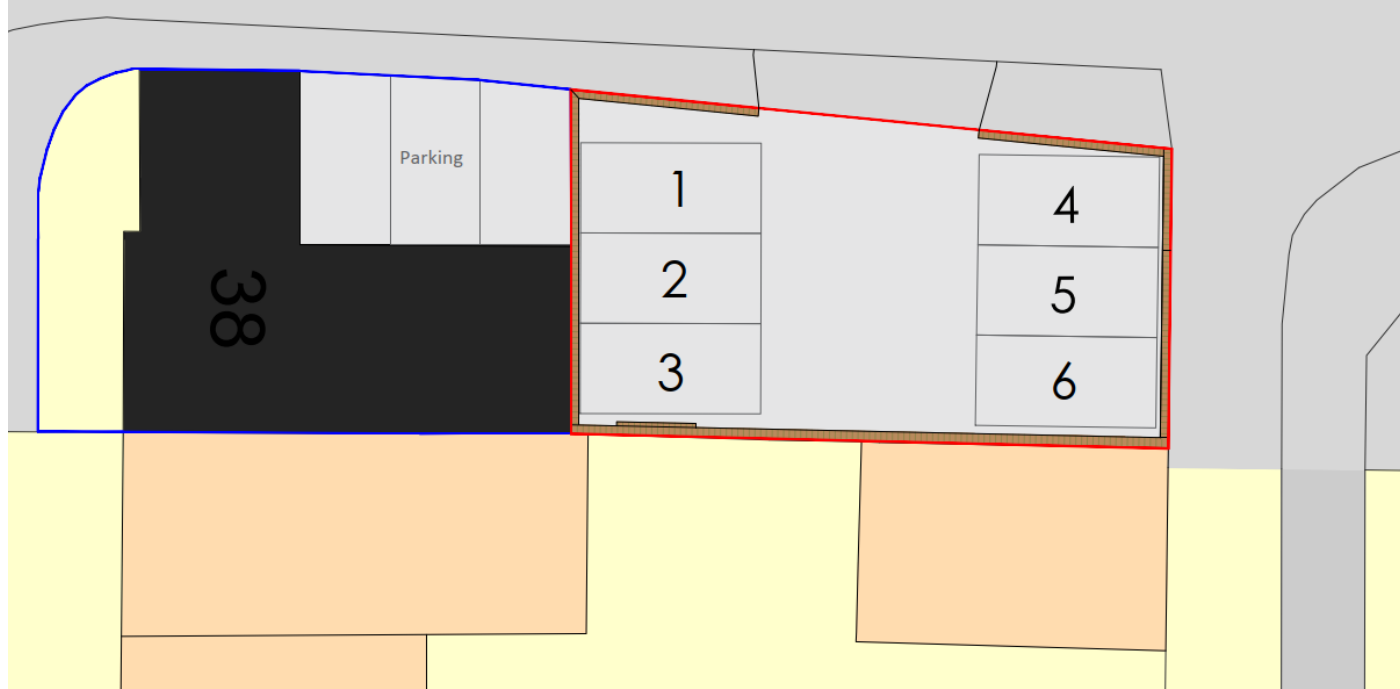
Original Proposal



Revised proposal



Waterman Hou



The principle considerations are:

Whether the proposal would protect the setting of the grade II listed no. 38 and neighbouring buildings and preserve or enhance the character and appearance of the Upper Windmill Street Conservation Area

The proposal as originally submitted showed the demolition of everything on the site back to the adjacent boundary wall and building of low level walls fronting Lord Street and the service road to the east. The Conservation Officer advised that the side wall fronting onto the service road should be retained or if to be rebuilt, should be retained to the same height wall and not the low height wall proposed. Also, that the wall that previously existed adjacent to it (a low wall as seen in the November 2022 Google Streetview image) should be rebuilt. The Conservation Officer advised that the entire high and low wall should be rebuilt in yellow stock brick (preferably reclaimed bricks) in a Flemish bond. The Conservation Officer also advised that the existing boundary wall to the adjacent property should be cleaned of graffiti and the remainder of the boundary wall to the adjacent property should be painted as existing. The Conservation Officer queried how the arched section in the wall was to be treated as it will be highly visible and needs to be properly bricked up and painted to match the wall, preferably in a sandstone colour. They advised that samples of the brick for the low front wall need to be agreed and that ideally these should be reclaimed bricks to match the high side wall too.

The agent was advised of the Conservation Officer's comments and revised plans have been received. These show that the side wall fronting onto the service road would be rebuilt and retained as a high wall as it is now and that the low wall which was previously demolished but as seen in the November 2022 Google Streetview image would be rebuilt; the wall fronting Lord Street would be built to the same height as this. All walls will be in a yellow stock brick in a Flemish bond. It is annotated that the existing graffiti is to be removed and the existing painted wall will be re-painted and the existing arch in the wall to be infilled will be re-painted.

The Conservation Officer was re-consulted on the revised plans and they have advised they are acceptable subject to conditioning details of materials to infill the arched opening in the boundary wall, brick samples for all new walls, paint colour for the walls to be RAL 1013 Oyster White and the parking area is to be block paved and sample materials to be submitted. As such, subject to conditions regarding brick and paint colours it is considered the proposal would protect the setting of the grade II listed no. 38 Windmill Street and would preserve the character and appearance of the Upper Windmill Street Conservation Area. As such in respect of heritage matters the proposal would be compliant with Policies CS19 & CS20 (LPCS) and saved Policies TC2 & TCS (LPFR).

Parking and Highway Safety

The garage site is situated on Lord Street which is on the A226 one way system; the garages already have an existing dropped kerb onto Lord Street the entire length of the site. As originally submitted KCC Highways advised that they had no objections to the proposal despite Lord Street being extremely busy because the dropped kerb to the existing garages and the proposed parking spaces already exists. They just required a plan showing the parking spaces laid out which should be 5.0m x 2.5m and the width of the aisle should be a minimum of 6m in width. Furthermore, that the existing dropped kerb should be reduced to match the proposed new access. The agent was asked for this information and this has now been submitted; drawings have been submitted showing the parking spaces marked out to the minimum size standards, the aisle would be 6m in width and the dropped kerb would be reduced to the width of the access. As such, subject to conditioning the dropped kerb the proposal in respect of parking and highway safety would be acceptable and compliant with Policy CS11 (LPCS) and saved Policy P3 (LPFR).

Archaeology

The site is located in an Area of Archaeological Potential. The proposal would not consist of any major groundworks and would just consist of re-surfacing therefore, it appears given the relatively limited extent of the proposed works, this proposal would not have a below ground archaeological impact. In respect of archaeology the proposal is therefore considered compliant with saved Policy TC9 (LPFR).

Any Other Material Planning Considerations

None.

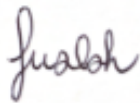
Conclusion

The proposal in its revised form would protect the setting of the grade II listed building no. 38 Windmill Street and would preserve the character and appearance of the Upper Windmill Street Conservation Area and would be acceptable in respect of parking and highway safety and archaeology.

Recommendation

20250183 - Permission
20250184 – Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Ms Rebecca Harrison	Team Leader:	Mrs Faye Walsh
Signed:	<i>Rebecca Harrison</i>	Signed:	
Dated:	28 July 2025	Dated:	29 July 2025