

Delegated Report

Householder Planning Application

Planning Application No: 20250688

Location: Altamirano Sole Street Cobham Gravesend

Description: Demolition of rear garage and erection of a replacement garage.
Installation of a vehicle crossover.

Applicant: Ms C Munn And Mr C Parrett

Site Visit Date: 6th May 2025

Submitted Documents/Plans

Planning Application Form received 8th July 2025;
Drawing No. 1461-SK20 Rev A – Vehicle Sight Lines Added received 14th October 2025;
Drawing No. 1461-SK02 Rev A – Block Plans received 14th October 2025;
Drawing No. 1461-SK04 – Track Areas received 10th September 2025;
Drawing No. 1461-SK30 – Track Areas received 10th September 2025;
Drawing No. 1461-SK16 – Garage Elevations – 7m Depth received 8th July 2025;
Drawing No. 1461-SK15 – Garage Plan Views – 7m Depth received 8th July 2025;
Drawing No. 1461-SK05 – Proposed Parking to Front received 8th July 2025;
Drawing No. 1461-SK17 – Existing Garage received 8th July 2025;
Supplementary Information – Covering Letter received 8th July 2025;
Supplementary Information – Appendix 1 received 8th July 2025;
Supplementary Information – Covering Letter received 10th September 2025; and
Supplementary Information – Revised Drawing Register received 14th October 2025.

~~Drawing No. 1461-SK01 – Existing Location Plan received 8th July 2025;~~
~~Drawing No. 1461-SK02 – Block Plans received 8th July 2025;~~
~~Drawing No. 1461-SK08 – Parking Area to Front received 8th July 2025.~~
~~Drawing No. 1461-SK14 Rev A – Garage 7m Depth + Plot Layout received 8th July 2025;~~
~~Drawing No. 1461-SK20 – Existing Layout received 8th July 2025;~~
~~Drawing No. 1461-SK08 Rev A – Parking Area to Front received 10th September 2025;~~
~~Drawing No. 1461-SK20 – Vehicle Sight Lines Added received 10th September 2025; and~~
~~Supplementary Information – Revised Drawing Register received 10th September 2025.~~

Relevant Planning History

None.

Development Plan

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

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 9 – Promoting Sustainable Transport
- Section 12 – Achieving Well-Designed Places
- Section 15 – Conserving and enhancing the natural environment

Supplementary Planning Guidance

- SPG 2 – Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020
- SPG 4 – KCC Parking Standards (2006)
- Gravesham Householder Extensions/Alterations Design Guide (2021)
- Design for Gravesham – Design Code (2024)
- Gravesham Landscape Character Assessment (2009)

Other Relevant Guidance

- Kent County Council Dropped Kerb Guidance and Self-Assessment (2025)
- Gravesham Driveway Dropped Kerb Guidance (Informal Guidance) (2023)
- Gravesham Front Driveway Design Guidance (Informal Guidance) (2023)

Consultations, Publicity and Representations

KCC - Highways & Transportation

Initial response – 28th August 2025:

There are several concerns regarding this proposal which need to be addressed:

1. The parking / manoeuvring area in front of the dwelling does not appear to be large enough to accommodate two large vehicles. A fully dimensioned plan should be submitted and tracking diagrams should be provided using large SUV vehicles (even if current occupier does not currently own such vehicles as future ones might).
2. The LHA would not normally permit two vehicle crossings and a minimum distance between dropped kerbs is specified in the KCC Vehicle Crossing Guidance:
“If your property already has a dropped kerb, we will not approve a second dropped kerb unless there is sufficient space within the boundary of your property to drive a vehicle on and off your driveway in forward gear and in one continuous movement. The minimum measurement of your frontage must be 15m width by 4m depth. Your application will be refused if you do not have sufficient space. Each access will have a

maximum of 4 flat kerbs and your existing access may need to be altered to achieve this at your own cost. There will need to be a minimum width of full height kerbs between the two accesses of a minimum of 4.5m."

These criteria cannot be met in the space available. Full dimensions of the proposed crossover(s) should be provided.

3. The proposal is to replace the existing garage at the rear of the property with a larger garage which will accommodate 2 vehicles. There is also sufficient space to park at least one other vehicle, possibly more, on the land under the applicant's ownership at the rear. This should be sufficient for a 2-ber dwelling given that the currently GBC adopted parking standards (SPG4) specifies a maximum of 2 parking spaces (including garages within the curtilage). It is therefore considered that additional parking, and vehicle crossings which represent additional safety hazards and additional conflicts to road users and pedestrians are unnecessary in this particular case. The adjacent property, Rosemount, which was previously granted planning consent, does not have any additional parking provision and therefore cannot be seen as a precedent.

4. The alignment of vehicle movements as shown on the submitted drawings will make visibility of other vehicles on Sole Street, and particularly pedestrians, difficult for emerging drivers.

Please be aware that, given the above concerns, that it is most unlikely at the Highway Authority will grant consent for the construction of the two vehicle crossings under Section 184 of the Highways Act 1980, even if planning consent is granted.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway.

Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the

applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

Second response – 9th September 2025:

I refer to my previous response dated 28th August 2025 in which I requested further information in respect of this application in order that I may fully assess the highway impact of this application.

I note that the applicant has submitted further information in a number of documents dated 3rd September 2025 which partially address my previous concerns which were as follows:

1. The parking / manoeuvring area in front of the dwelling does not appear to be large enough to accommodate two large vehicles. A fully dimensioned plan should be submitted and tracking diagrams should be provided using large SUV vehicles (even if current occupier does not currently own such vehicles as future ones might).

No fully dimensioned plan has been provided as requested. I previously made no reference to the need for adequate space for a vehicle to turn and enter / exit in forward gear since it is not KCC policy.

2. The LHA would not normally permit two vehicle crossings and a minimum distance between dropped kerbs is specified in the KCC Vehicle Crossing Guidance:

"If your property already has a dropped kerb, we will not approve a second dropped kerb unless there is sufficient space within the boundary of your property to drive a vehicle on and off your driveway in forward gear and in one continuous movement. The minimum measurement of your frontage must be 15m width by 4m depth. Your application will be refused if you do not have sufficient space. Each access will have a maximum of 4 flat kerbs and your existing access may need to be altered to achieve this at your own cost. There will need to be a minimum width of full height kerbs between the two accesses of a minimum of 4.5m."

It is unlikely that these criteria cannot be met in the space available. Full dimensions of the proposed crossover(s) should be provided.

No amendments are proposed which would make the proposal meet KCC's Vehicle Crossover Guidance Document criteria.

3. The proposal is to replace the existing garage at the rear of the property with a larger garage which will accommodate 2 vehicles. There is also sufficient space to park at least one other vehicle, possibly more, on the land under the applicant's ownership at the rear. This should be sufficient for a 2-ber dwelling given that the currently GBC adopted parking standards (SPG4) specifies a maximum of 2 parking spaces (including garages within the curtilage). It is therefore considered that additional parking, and vehicle crossings which represent additional safety hazards and additional conflicts to road users and pedestrians are unnecessary in this particular case. The adjacent property, Rosemount, which was previously granted planning consent, does not have any additional parking provision and therefore cannot be seen as a precedent.

Gravesham Borough Council still apply SPG4 in their Local Plan Core Strategy under Paragraph 5.5.36 which refers to Kent Vehicle Parking Standards dated July 2006 and adopted by GBC. This has not changed despite new Kent Parking Standards being issued in January 2025 and GBC have not formally adopted the new standards. The maximum standards in SPG4 are therefore still applicable. The current Local Plan Core Strategy is valid until 31st March 2028 unless otherwise revised.

4. The alignment of vehicle movements as shown on the submitted drawings will make visibility of other vehicles on Sole Street, and particularly pedestrians, difficult for emerging drivers.

No evidence has been provided demonstrating the visibility available by emerging vehicles to either other vehicles travelling along Sole Street or pedestrians using the footway alongside Sole Street.

I therefore again request the further information previously requested before I am in a position to fully assess the highway impact of this application.

Third response – 13th October 2025:

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters:

Looking at the revised drawings submitted on 10th September 2025 it is unclear which layout is proposed. There are 3 drawings showing the proposed single dropped kerb access – Drwg. 1461/SK04 Track Areas shows the crossover to the north of the property frontage which is acceptable; Drwg 1461/SK08A Parking Area to Front shows double crossover as previously submitted; Drwg 1461/SK20 Vehicle Sight Lines Added shows single crossover to the south of the frontage with perpendicular parking space in front garden.

The covering letter from the agent also submitted on 10th September 2025 shows the single dropped kerb in the same northerly location as SK04.

Please clarify the latest proposed layout before a highway assessment may be made.

Officer's Comments - In response to the above, the agent submitted revised and withdrew a number of plans and updated the Drawing Schedule.

Final response – 14th October 2025

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters:

I refer to my previous consultation response dated 13th October 2025 and your email with an explanation of the submitted drawings.

For clarity I understand that the following submitted drawings are now to be taken as the details of the proposed vehicle crossing to the property:

1461/SK04 – Track Areas

1461/SK20A – Vehicle Sight Lines Added 1461/SK30 – Tracking Large Vehicle

I can now confirm that I raise no objection to this application on highway grounds provided the following conditions are applied to any consent granted:

1 Provision and maintenance of the visibility splays shown on the submitted plans (1461/SK20A) with no obstructions over 0.6 metres above carriageway level within the splays prior to the use of the site commencing.

2 Provision and maintenance of 2.0 metres x 2.0 metres pedestrian visibility splays behind the footway on both sides of the access with no obstructions over 0.6 metres above footway level, prior to the use of the

site commencing.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

Dickens' Country Protection Society

The Society would wish to raise an objection to this application.

With the new garage there is already a crossover and space adjacent to the garage for off road parking and turning. The proposed additional crossovers are likely to create a traffic hazard close to the hump backed bridge and junction with Sole Street and Manor Road. If permitted, the proposed garage should be conditioned to be used for storage of motor vehicles only.

Ward Councillor (Istead Rise, Cobham and Luddesdown Ward)

No response received.

Cobham Parish Council

No response received.

Neighbouring properties

The application was publicised by individual letters sent to eight neighbouring properties. Three letters of support (two from the same property) have been received and one letter objecting to the proposal making the following summarised comments;

- Impact on shared access road – intensification of use and additional parking
- Out of Character – increased hardstanding would reduce sense of open space, drainage, light pollution
- Increase congestion
- Unnecessary parking expansion – parking to the front and rear

Officer's Analysis

Procedural Note

Following the consultation period KCC Highways and Transportation requested additional information as detailed in the initial comments received 28th August 2025. The agent submitted several emails with documents relating to previous applications and appeal decisions. Initially these had not overcome the objections from KCC Highways and Transportation.

Revised plans showing a single crossover were submitted on 14th October 2025 and an amended drawing schedule superseding and withdrawing all plans that showed two crossovers.

Upon this revision, the proposal is more in line with the single crossover at the adjacent property (Rosemont) and KCC Highways and Transportation removed their objections subject to suggested conditions.

Proposal

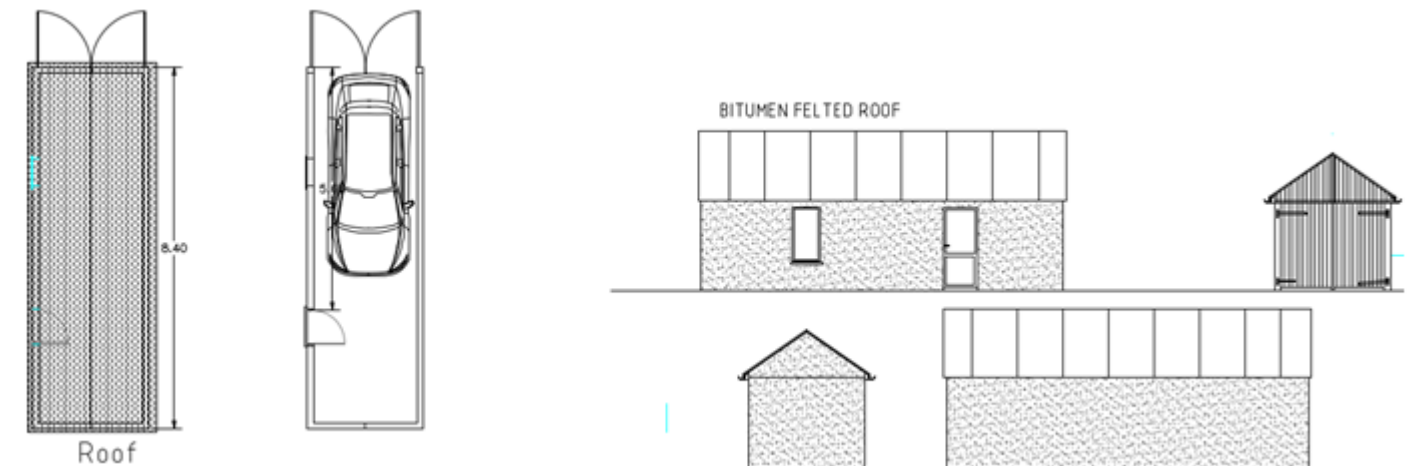
The application is for the demolition of rear garage and erection of a replacement garage, together with the installation of a vehicle crossover.

Garage

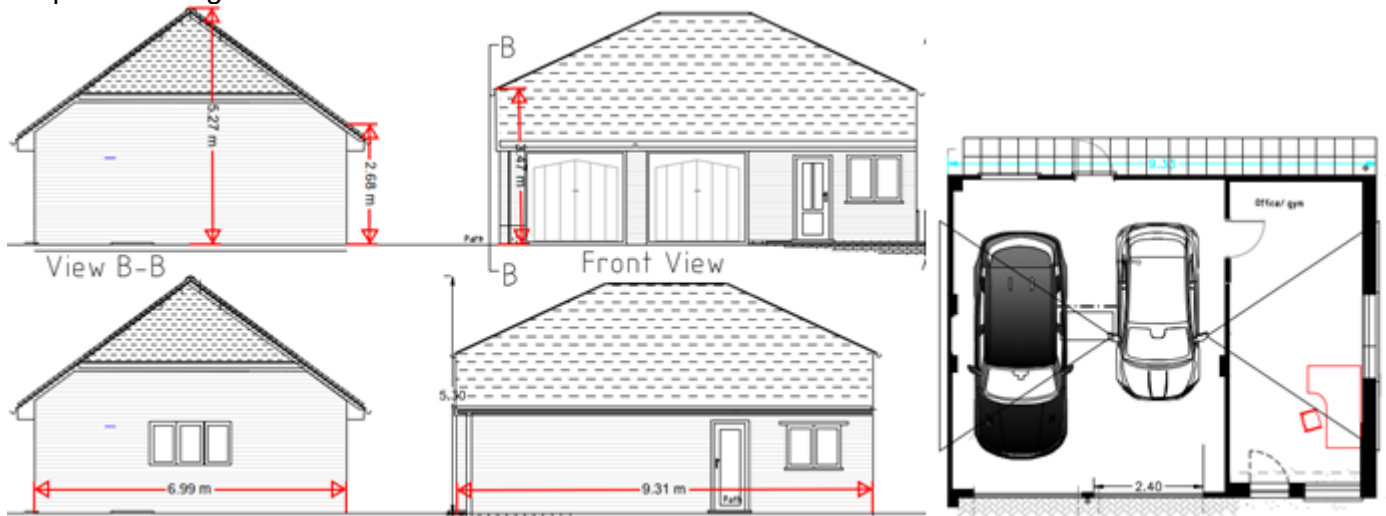
The proposed garage would replace the existing garage, located to the rear of the property, utilising the existing side access to the rear of the property and neighbouring garages and properties. The existing garage measures 2.72m wide by 8.41m in length with a ridge height of 3.7m.

The proposed garage would measure 7m wide and 9.31m in length, with an eaves height of 2.68 and overall ridge height of 5.27m. The roof would be a barn hip with the hip having a height of 3.47m. The replacement garage would provide 2no. parking spaces and an office/gym area.

Existing Garage



Proposed Garage

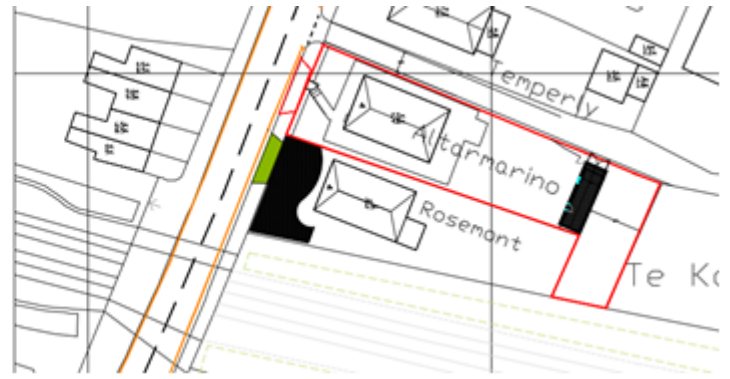
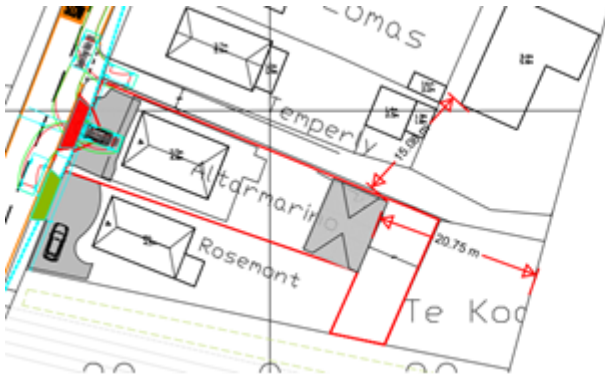


The new garage would be located in the same position as the existing and would extend further within the rear garden of the property, leaving the existing hardstanding to the east (rear) for manoeuvring.

Vehicular Crossover and Front Parking

The proposed parking to the front would be a single vehicular crossover to the front and hardstanding for two vehicles. The proposal would be similar to the adjacent property Rosemont.

Existing and Proposed Block Plans



Principle

The application property is located within the village of Sole Street, inset from the Green Belt where the principle of development is acceptable. The proposal replaces an existing garage in the same location and therefore would not introduce a new feature or built form or use to the property and the existing access to the rear of the property would not be altered, the use be intensified or be detrimentally affected.

Design, Character and Appearance

Paragraph 135 of the National Planning Policy Framework 2024 (NPPF 2024) sets out various design requirements and includes the need for the development to add to the overall quality of an area; be visually attractive; and be sympathetic to local character, including the surrounding built environment. Paragraph 139 of the NPPF 2024 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 sets out that new development will be visually attractive, fit for purpose and locally distinctive. It should conserve and enhance the character of the built environment and take account of the scale, height, building lines and other architectural features of buildings. Account should also be taken of strategic views, site topography, the significance of heritage assets and features of townscape and landscape value which contribute to local character and sense of place.

In relation to frontage parking, relevant considerations in the Householder Extensions/Alterations Design Guide (2021) and the GBC Front Driveway Guidance 2023 are that;

- Hardstanding should be proportionate to the size of the dwelling and the relevant car parking standards and avoid paving over a significant amount of the forecourt.
- Soft landscaped planted border along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces.
- Allow sufficient space between the car and the dwelling to allow access to the front door and side of the property.
- Must be designed to avoid cars overhanging the pavement. Minimum car parking space dimensions of 2.5 metres wide (or 2.7 metres where adjoining an enclosed boundary) and 5 metres deep.
- Should not include gates but if so, they should not open outwards, have sufficient space to open inwards whilst a car is parked and should not block visibility.
- Avoid removing any existing trees or established hedges and introduce new planting wherever possible.
- Introduce permeable paving to new areas of hardstanding to minimise rainwater run-off issues.
- There should be no water run-off from the forecourt onto the public highway.
- Where loose surfacing is proposed, include a minimum of one metre depth non-loose hardstanding at the front edge of the driveway.
- Repair or restore any original decorative tiled paths.

- Pedestrian and vehicle visibility splays should be provided.

The application property is a detached bungalow set within an existing residential area. The property benefits from a rear detached garage with hardstanding to the front and side. This is served by an access track to the side of the property which serves the neighbouring properties, including The Gables and Te Koanga which are located to the north east and east of the property respectively.

Garage

The existing garage is located to the rear of the property and is in need of replacement as it is not fit for purpose and is significantly undersized and unsuitable for the parking of a modern sized vehicle. Whilst the proposed garage is larger than the existing, it is located within the same position and would not project further to the rear and sits within the garden area of the property. The overall height is greater than the existing, however the barn hip design reduces the bulk and massing of the roof and the garage itself is set more than 15m from The Gables to the northeast and over 20m from Te Koanga to the east. The existing hardstanding to the side (east) would remain, ensuring that ample space is provided for vehicle manoeuvres into the garage and reduces any impact on the neighbouring properties.

Site From Rear



The garage does include an office/gym space which is served by doors and windows to the rear and front. Conditions will be added to secure the use of the garage to remain ancillary to the host dwelling.

In terms of the replacement garage, there is no objection to the location, size and design.

Minimal information has been provided regarding materials. The existing garage is white render with bitumen roof. The application form proposes brickwork and tiles, which in principle would be acceptable, however a condition of the submission of materials for approval will be imposed on any forthcoming decision.

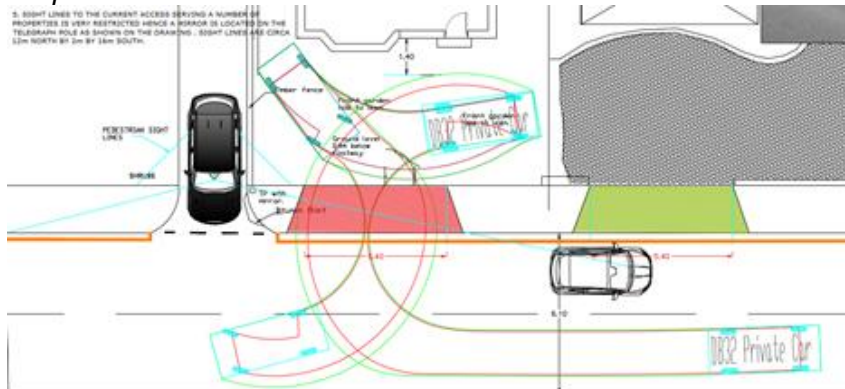
Vehicular Crossover

The proposal is for a single crossover and parking area to the front of the property. The area at the front of the property is currently laid to lawn.

Existing Frontage



Proposed Crossover



The proposed crossover would be similar to that of the adjacent property Rosemont, therefore the principle of the crossover and hardstanding is acceptable. The proposed block and parking plans have minimal information in terms of soft and hard landscaping. Therefore in order to address the impact of the proposal on visual amenity, a condition of hard and soft landscaping will be imposed on any forthcoming decision.

Overall, the proposed garage and vehicular crossover are suitable within their setting and fit for purpose and subject to conditions of materials, hard and soft landscaping details to be submitted.

As such, the proposals would not have an adverse impact on the character and appearance of the existing property or the surrounding area and would be in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014), paragraph 135 of the National Planning Policy Framework (2024), the Householder Extensions/Alterations Design Guide SPD (2021) and the GBC Front Driveway Guidance (2023).

Amenity of Future Occupiers

The proposed garage would reduce the size of the existing garden over the existing, however a private amenity area of 140.96m² would remain and depth of over 13.23m, which would exceed the minimum garden area and depth as stated within the Gravesham Householder Extensions/Alterations Design Guide (2021).

The proposed garage and front crossover and parking area would not impact upon the private amenity space or internal layout of the application property and would not adversely impact on the privacy, daylight or sunlight of its occupants.

As such, the proposal would not be detrimental to the amenity of future occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

Neighbouring Amenity

The proposed garage is significantly larger in width and height over the existing, however due to the barn hip roof design and significant distance of 15m from the rear elevation of Rosemont and over 15m and 20m from the front elevations of The Gables and Te Koanga respectively, it is therefore considered

that the proposed single storey garage would not result in a detrimental level of overshadowing or loss of outlook over these nearby properties.

The proposed garage does have single storey windows in the front, side and rear, with the rear (east) and side (north) facing the surrounding properties. However with all windows being at single storey and set more than 15m from the surrounding properties, it is not considered that these would result in a loss of privacy to the surrounding properties.

Due to the design of the proposed development and to the layout and orientation of the surrounding properties, there would be no adverse overlooking, overshadowing, overbearing impacts or loss of privacy to the occupiers of the surrounding dwellings. As such, the proposed development would not be detrimental to the residential amenity of surrounding occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

Parking and Highways

Paragraph 115(b) of the NPPF 2024 requires new development to ensure that safe and suitable access can be achieved for all users and paragraph 116 sets out that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety.

Policy CS11 of the Gravesham Local Plan Core Strategy (2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review (1994) require new development to mitigate its impact on the highway and public transport networks and to provide sufficient parking in accordance with adopted parking standards.

Saved Policy T5 of the Gravesham Local Plan First Review (1994) requires new accesses to be in an acceptable location and to an acceptable standard and to not give rise to danger.

The proposed garage would provide two parking spaces, together with the retention of the existing hardstanding. The proposed front parking area would provide space for 1 -2 vehicles with space for manoeuvring to allow a vehicle to enter and exit the front in a forward gear. Therefore the proposed development would provide more than three parking spaces which would accord with the Borough Council's adopted Vehicle Parking Standards.

The proposed vehicular crossover would be similar to that of the adjacent property Rosemont and would provide adequate sight lines. As such KCC Highways and Transportation do not raise objections to the revised single crossover scheme, subject to conditions of the provision of visibility splays and pedestrian visibility splays which will be imposed on any forthcoming decision.

The hardstanding is considered sufficient and compliant with Kent County Council's parking standards (SPG4) which state a space should have a minimum depth of 5m and a minimum width of 2.5m. The proposal is therefore acceptable and compliant with CS19 Local Plan Core Strategy 2014 and SPG4 – KCC Parking Standards 2006.

As such, the proposal would not result in a detrimental impact to highway safety and be in accordance with Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014), to Saved Policies T1 and T5 of the Gravesham Local Plan First Review November 1994, to paragraph 115(b) of the NPPF 2024, to the Householder Extensions/Alterations Design Guide (2021), to the Gravesham Driveway Dropped Kerb Guidance (2023) and to the Kent County Council Dropped Kerb Guidance and Self-Assessment (2025).

Any Other Material Planning Considerations

Landscape Character Area

The application site is located in the Meopham Downs Landscape Character Area (LCA) and as such, Policy CS12 of the Gravesham Local Plan Core Strategy September 2014 is relevant. This policy states

that the overall landscape character of the Borough will be conserved, restored and enhanced and that the Gravesham Landscape Character Assessment will be taken into account in determining applications. In relation to the Meopham Downs LCA, this document states that the overall condition of the landscape is good and that it has moderate sensitivity. It recommends that the key landscape elements should be conserved and reinforced.

The application site is located in Cobham village and the proposed development would be within an existing residential curtilage. The proposal would result in an increase in the amount of built development but would not adversely affect the overall landscape character of the surrounding area. As such, it would be in line with Policy CS12 of the Gravesham Local Plan Core Strategy (2014).

Archaeology and Ground Water

The application site is located within an area of multi-period archaeological potential and Groundwater Source Protection Zone 3. However, as the proposed development is for the replacement of an existing garage and within the confines of an existing residential garden and only a relatively small amount of groundworks would occur, then it is considered that there would be no adverse impacts to groundwater or archaeology. As such, the proposal would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policy TC7 of the Gravesham Local Plan First Review November 1994.

Conclusion & Recommendation

The proposal is recommended for permission subject to conditions.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Ms Amanda Cue	Team Leader:	Richard Hart
Signed:	<i>A Cue</i>	Signed:	<i>R Hart</i>
Dated:	30 th October 2025	Dated:	31st October 2025