



Delegated Report

Householder Planning Application

Planning Application No: 20221249

Location: 324 Singlewell Road Gravesend Kent DA11 7RZ

Description: Proposed infill painted metal railings between existing brick piers to frontage boundary enclosing walls, details to match existing vehicle and pedestrian gates

Applicant: Mr B Sanghera

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form Dated 21/11/2022;
Supplementary Information – Photos of Front Elevation – Existing;
Drawing Number 22/156 - 02: (Elevations – Proposed with Site Plan and Location Plan); and
Drawing Number 22/156/01: (Elevations – Existing).

Relevant Planning History

Reference	Description	Decision	Decision Date
20200785	Erection of an extension to integral garage and erection of a single storey conservatory to rear.	Permitted	05.10.2020
20170341	Erection of first floor extension over existing garage to form two enlarged bedrooms with en-suite	Permitted	18.05.2017
20161128	Erection of first floor extension over existing garage to form two enlarged bedrooms with en-suite.	Refused	18.01.2017
20080126	Erection of single storey side extension to form a garage and erection of metal gates and wall topped with railings along Singlewell Road frontage.	Permitted	10.04.2008
20070639	Variation of condition 3 of planning permission reference number 20070038 for side and rear extensions, to allow the integral garage to be converted into a dining room and enlarged kitchen and construction of a new vehicular access on to a classified road.	Permitted	10.10.2007
20070038	Demolition of existing garage and rear extensions and erection of two storey side and single storey rear extensions to form enlarged lounge, enlarged kitchen, dining room, study and garage at ground floor level with two bedrooms, bathroom/wc and two ensuite shower room/wc's at first floor level.	Permitted	16.02.2007

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS18 – Climate Change
- CS19 - Development & Design Principles

Paragraph 33 of the NPPF (2021) 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 (2021), the Council will also seek to replace these.

National Planning Policy Framework (2021)

- 2 – Achieving Sustainable Development
- 12 – Achieving sustainable development and well-designed places

Supplementary Planning Guidance

- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020;
- Technical Housing Standards – nationally described space standard (2015);
- SPG 4 - KCC Parking Standards (2006);
- Householder Extensions/Alterations Design Guide (2021); and

Consultations, Publicity and Representations

Consultees

GBC Highways

In terms of the infill railings. There is always the risk at certain angles railings will give the impression of a solid barrier restricting visibility, the issue can be compounded when two sets must be looked through, in this case the railings and the gates. In this instance it is accepted that the gaps in the railings are large so the risks may be limited. It is however impossible to be certain without see the installation once it is finished or perhaps more detailed drawings at a larger scale are submitted. The alternative may be to introduce a vision panel in or if appropriate below the railings. This is basically a gap through which a driver can view unobstructed, see below an image of a pedestrian guard rail with a vision panel.



If the vision panel approach is chosen, I would suggest this should be a minimum of 150 millimetres immediately above the approved wall height and below any new railings.

Neighbouring properties

5 surrounding properties were consulted and no responses were received. The consultation period ended

on 29th December 2022.

Procedural Issues

Application 20080126 included the instillation of metal railings between the brick pillars of the boundary wall. The application was permitted excluding the metal railings at the request of the case officer.

The proposed application 20221249 will be assessed against the current Local Plan and National Planning Policy Framework (2021).

Officer's Analysis

Design, Character and Appearance

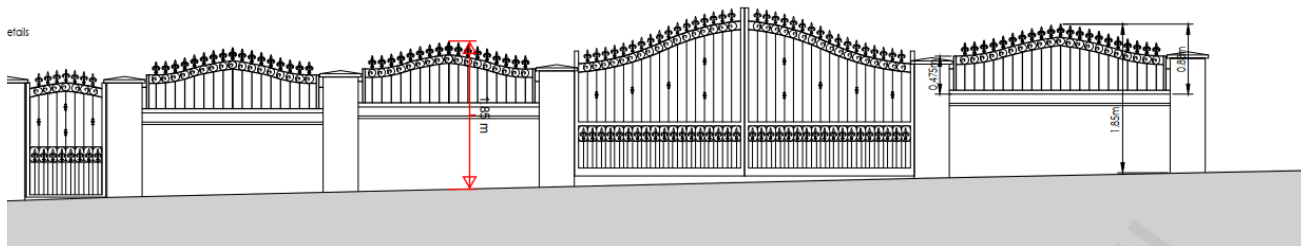
324 Singlewell Road is a detached two storey dwellinghouse located on the Western side of the highway which slopes slight to the South, therefore the boundaries to the front of the properties are staggered in height. The property is located at the junction with Brenchley Avenue.



This application relates to the instillation of metal railings between the existing brick pillars to the front and side (South) boundaries.

The amenity space is currently framed by a brick wall with pillars at a height of 1.53m, including a metal railing pedestrian gate and 2 sets of metal railing vehicular gates. The frontage is block paved for vehicular parking with minimal soft landscaping. The frontage of this property contributes to the appearance of the street scene due to its large width span and its location on the junction of Singlewell Road and Brenchley Avenue.

This application proposes the instillation of metal railings. The maximum height of the railings will be 1.85m from the ground level.



The instillation of the metal railings will detrimentally effect the character and appearance of the existing property and the surrounding area.

There are existing metal gates to the property and no soft landscaping. The addition of metal railings would result in a hostile, harsh appearance which would be out of character in the suburban location. The property is located in a prominent location, at the junction of Singlewell Road and Brenchley Avenue. The frontage of the properties in this immediate area consist of dwarf walls and hedging to soften the boundaries, with open entrances and no vehicular gates.

The property is also located on a slope and therefore the existing front boundary is staggered in height. The proposed instillation of the metal railings will accentuate the height of the existing wall and gates, resulting in an enclosed appearance which is out of character with the neighbouring frontages and with the suburban area.

Overall, the proposed development is considered to be unacceptable in terms of design and will detrimentally impact on the character of the suburban area which it fronts. As such, the proposal is not accordance with Policies CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2021).

Amenity of Future Occupiers

The proposal is considered to safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Neighbouring Amenity

The application causes no material impact on the amenity of neighbouring properties in terms of outlook, privacy, light or sense of enclosure and is in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Parking and Highways

The application does not propose any changes to the existing parking arrangements at the property.

Further to the GBC Highways comments above, it is not possible to ascertain the exact impact the railings would have on highway safety, although it would appear to be minimal. Should the Council be minded to permit any such application, a more detailed drawing at a larger scale should be requested.

Conclusion

Overall, the proposed development is considered to be unacceptable in terms of design and will detrimentally impact on the character of the suburban area which it fronts. As such, the proposal is not accordance with Policies CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2021).

Recommendation

Refusal.

(For detailed conditions / reasons for refusal and informatives, see draft Decision)

Case Officer:	Mrs Nina Goodbody	Team Leader:	Richard Hart
Signed:	<i>N Goodbody</i>	Signed:	<i>R Hart</i>
Dated:	16th January 2023	Dated:	17th January 2023