



Delegated Report

Full Planning Application

Planning Application No:	20221020 and 20221021
Location:	51 - 54 Windmill Street Gravesend Kent DA12 1BD
Description:	Widening of the existing car park access on the North Street frontage from 3.669 metres to 4.569 metres, erection of a sliding remote-controlled painted steel gate across the opening, construction of new brick piers either side of the opening.
Applicant:	Mr Jasvinder Gill, Hatten Wyatt Solicitors & Advocates
Site Visit Date:	12 October 2022

Submitted Documents/Plans

Application form
Heritage Statement
Design Statement
Drawing no. 536/01 (Location Plan as Existing)
Drawing no. 536/02 (Site Plan as Existing)
Drawing no. 536/PL01 (Proposed Replacement Car Park Gate Site Plan)
Drawing no. 536/PL02 (Proposed Replacement Car Park Gate)
Drawing no. 536/PL03 (Cellar and Ground Floor as Existing)
Drawing no. 536/PL04 (First and Second Floor Plans as Existing)
Drawing no. 536/PL05 (Front and Rear Elevations as Existing)
Drawing no. 536/PL06 (Side Elevations as Existing)

Relevant Planning History

Reference	Description	Decision	Decision Date
20200789	Erection of rooftop guard rails, replacement of windows and curtain wall to the 1960s office extension and stairwell at the rear.	Refused	06.10.2020
20200790	Application for Listed Building Consent for the erection of rooftop guard rails, replacement of windows and curtain wall to the 1960s office extension and stairwell at the rear.	Refused	06.10.2020
20140235	Application for proposed widening of the existing car park access on the North Street frontage, including the widening of the existing crossover from 3.669 metres to 4.569 metres and the erection of a sliding remote-controlled painted steel gate across the opening, with the construction of new brick piers either side of the opening.	Permitted	08.07.2014

20140236	The proposed widening of the existing car park access on the North Street frontage, including the widening of the existing crossover from 3.669 metres to 4.569 metres and the erection of a sliding remote-controlled painted steel gate across the opening, with the construction of new brick piers either side of the opening.	Permitted	06.05.2014
20121019	Erection of single storey extension to stairwell at ground floor level and installation of new double doors to car park.	Permitted	26.02.2013
20121020	Application for Listed Building Consent for extension of the existing stairwell between the original buildings and modern office block at ground floor level to incorporate a pair of doors leading to the rear car park; extension of the main staircase from ground floor to cellar levels; re-ordering of the existing cellar accommodation involving the blocking up of openings, removal of a modern partition and the partial removal of an existing staircase at cellar level.	Granted	30.01.2013
20110180	Application for Listed Building Consent for the removal of the existing gas fires and installation of a central heating system to the entire premises including installation of new gas fired boiler	Granted	06.02.2012
20101077	Widening of existing car park access on North Street frontage; installation of remote controlled sliding steel gate and construction of new brick piers either side.	Permitted	16.03.2011
20101070	Application for Listed Building Consent for widening of existing car park access on North Street frontage; installation of remote controlled sliding steel gate and construction of new brick piers either side.	Granted	11.01.2011
20060415	Erection of dwarf walls topped with metal railings with 1.8 metre high piers and entrance gate along front boundary.		06.07.2006
20060416	Application for Listed Building Consent for the erection of dwarf walls topped with metal railings with 1.8 metre high piers and entrance gate along front boundary.	Granted	06.07.2006
20010493	Erection of single storey infill extension on the south elevation to form disabled access and toilet facilities.	Permitted	08.10.2001
20010500	Application for Listed Building consent for the erection of a single storey infill extension on south elevation to form disabled access and toilet facilities.	Granted	08.10.2001
19910712	Demolition of part of the northern and eastern boundary walls around the rear car parking area and erection of replacement boundary walls varying in height from 2.05m to 3m.	Permitted	20.02.1992

19910713	Application for Listed Building Consent for the demolition of part of the northern and eastern boundary walls around the rear car parking area and erection of replacement boundary walls varying in height from 2.05m to 3m.	Granted	20.02.1992

Development Plan

Gravesham Local Plan Core Strategy (2014)

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

Gravesham Local Plan: First Review (1994)

- TC2 – Policy for Listed Buildings
- TC3 – Development Affecting Conservation Areas
- P3 – Vehicle Parking Standards

Section 16(2) and Section 66(2) (respectively) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires special regard to be paid to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses.

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.

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
- 9 – Promoting sustainable transport
- 12 – Achieving well-designed places
- 15 – Conserving and enhancing the natural environment
- 16 – Conserving and enhancing the historic environment

Supplementary Planning Guidance

- SPG4 – KCC Parking Standards (2006)
- Upper Windmill Street Conservation Area Character Appraisal (2009)
- Management Plan Gravesend Town Centre Conservation Areas (2009)

Consultations, Publicity and Representations

Consultees

GBC Conservation

The proposals for a widened vehicle opening in matching materials would be acceptable in this instance and would not be contrary to planning policy.

No adverse comments.

GBC Highways

North Street where the access is located is an adopted highway which serves a major town centre car park.

The Kent County Guidance for gates contained within their carriage crossover (dropped kerb) guidance is:

11/Gates

Have you or are you considering installing gates?

The gates should not open outwards onto the public highway and you should have at least 5.5m clearance to ensure vehicles are not obstructing the public highway on accessing your property.

In this instance, gates do exist and a widened access will not result in any additional vehicle movements. However, their use during the working day and at weekends could contribute to accidents. It is therefore suggested that during the times the offices are open and the car park is occupied the gates should remain open, only being closed when the offices are closed to secure the car park and the rear of the building. Ideally the gates should be electronically operated by a wireless key fob which minimises the time waiting whilst the gates are open or closed.

Neighbouring properties

The application has been advertised by individual neighbour letters to 2 properties, and on site and in the press. The consultation periods expired on 26 October and 4 November 2022 respectively.

No letters of representation have been received.

Local Ward Councillors were also consulted, and no responses were received.

The overall consultation date was 14 November 2022.

Officer's Analysis

Proposal

This application seeks planning permission and listed building consent for the widening of the existing car park access on the North Street frontage from 3.669 metres to 4.569 metres, the erection of a sliding remote-controlled painted steel gate across the opening, and the construction of new brick piers either side of the opening.

The bricks and gate would be similar to the existing.

The Design Statement explains that the applicants need to widen the access to their car park in order to make manoeuvring to and from North Street easier and to improve sightlines.

Background and Site Description

51-54 Windmill Street is a Grade II Listed office building located in the Upper Windmill Street Conservation Area. There is a modern link extension to the rear of the building. The car park access for the building is at ground floor level underneath this extension on North Street, which is the road to the side of the building. This road is also used as the access to the Parrock Street public car park.

The side and rear of the site is enclosed by a 2m high stock brick wall. There is a section of wall nearest the original listed building that appears to have been built at the same time as the listed building. This lowers and joins a more modern section that extends along the side and rear of the site. A set of black metal double gates currently extend across the car park entrance.



A similar proposal was approved under applications 20140235 and 20140236 as shown in the Planning History section above, and the crossover has already been widened in accordance with the permission.

Design and Impact on Listed Building and Conservation Area

The main issue to consider in the determination of this application is the design of the proposal and the impact on this Grade II Listed Building and the surrounding conservation area.

Development Plan policy places considerable emphasis on the importance of achieving high quality, beautiful and sustainable buildings and places. Paragraph 130 of the NPPF 2021 seeks to ensure that development will add to the quality of an area, be visually attractive, and sympathetic to local character and history. Policy CS19 of the Core Strategy 2014 reflects these aims and requires that new development is well designed and respects the character and appearance of the surrounding area.

The NPPF 2021 also places great significance on the desirability of sustaining and enhancing heritage

assets, and on new development making a positive contribution to local character and distinctiveness (paragraphs 190 and 197). This is echoed in Policy CS20 of the Core Strategy 2014, which states that the significance of the Borough's heritage assets and their setting should always be preserved or enhanced. Saved Policy TC2 of the Local Plan 1994 sets out that for development involving alterations to listed buildings, the primary consideration is the maintenance of the integrity of the original listed building, and whether the character or appearance of the listed building will suffer as a result. Proposals must be sympathetic in terms of their appearance and materials.

Policy TC3 of the Local Plan 1994 also states that development is expected to make a positive contribution to the conservation area. As the application site comprises Grade II Listed Buildings that lies within the Upper Windmill Street Conservation Area, these policies are all relevant to the consideration of this application.

The proposal is identical to what was previously approved, with new brick piers either side of a widened entrance (by 900mm) and a sliding gate. The gate will be steel and painted in black to match the existing gates.

The Council's Conservation Officer has raised no objections to the proposal. Conditions will be needed concerning making good the wall and the use of matching bricks and mortar, including for the piers. A condition would also be required for details of the gate.

Residential Amenity

There are no residential amenity concerns.

Highways and Parking

The widened crossover has already been constructed as part of implementing the previous permission. The presence of an existing crossover and gates mean that the proposal would not result in any additional vehicle movements. The proposed sliding gate would also not open outwards onto the public highway.

The Council's Highways Officer has suggested that the gate should only remain open when the car park is occupied. However, given the existing situation at the site, such a condition would not seem reasonable and was not previously imposed. There is no information to suggest the accident risk is significant enough to warrant the need for such a condition. An informative is suggested to recommend the gates should be electronically operated by a wireless key fob, which would minimise the time waiting whilst the gates are open or closed.

Conclusion and Recommendation

As previously considered, subject to conditions, the proposal would not harm the integrity of the original listed building or the Conservation Area and is also acceptable on highway safety grounds. The proposal would therefore comply with the requirements of the Policies CS11, CS19 and CS20 of the Gravesham Local Plan Core Strategy 2014, saved Policies T1, TC2 and TC3 of the Gravesham Local Plan First Review 1994, and paragraphs 111, 126, 130, 190 and 197 of the National Planning Policy Framework 2021.

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

Case Officer:	Mrs Katherine Parkin	Team Leader:	Miss Faye Hobbs
Signed:	<i>K. Parkin</i>	Signed:	
Dated:	15 November 2022	Dated:	15 November 2022

Gravesham Borough Council