



Delegated Report

Planning Application

Planning Application No: 20250578

Location: 19 Henley Deane, Northfleet, Gravesend DA11 8SU

Description: Erection of a brick wall with piers in front garden.

Applicant: R Wijayakanthan

Site Visit Date: 14/11/25

Submitted Documents/Plans

Application form

Drawing no. AD/25/HEN19/RPL00 page 1 and 2 (proposed plans)

Relevant Planning History

20041051	Erection of two storey side extension to form a garage and utility room at ground floor level with bedroom, shower room/w.c. and walk-in wardrobe.	Permitted	05.01.2005
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Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 - Development & Design Principles

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards

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 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;
- Design for Gravesham: Design Code (2024);
- SPG 4 - KCC Parking Standards (2006); and
- Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

Consultees

Neighbouring properties

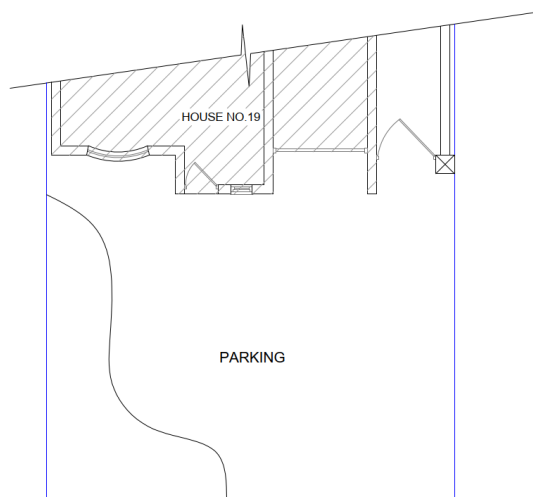
The application has been advertised by individual letters to five neighbouring properties. No letters of representation have been received.

Officer's Analysis

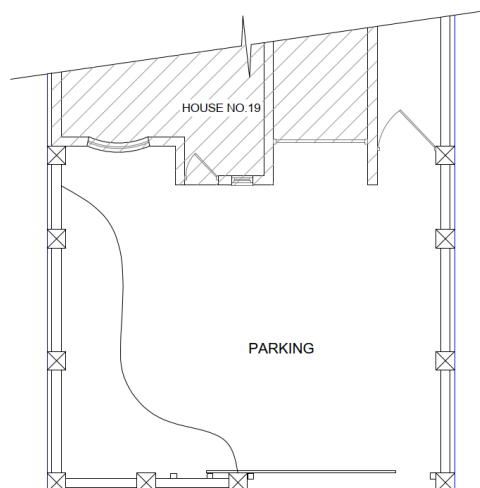
Proposal

This application seeks planning permission for the erection of a brick wall with piers in front garden.

The plans below show the position of the brick walls:



PRE EXISTING GROUND FLOOR PLAN



EXISTING GROUND FLOOR PLAN

They will be approx. 1.625m high brick piers with railings between. The gates to the front will be approx. 1.3m high and will be sliding gates. The front elevation is shown below:



The application for the erection of a brick wall with piers is partially retrospective as the walls and piers have been built, but as at the date of the site visit, the railings and gate have not been installed.

Design, Character and Appearance

The application site is a two storey link detached dwelling that has been extended to the side as can be seen from the image below from November 2022.



The surrounding character is two storey detached properties with open planned front gardens, many of which have planting to the front. There is a pleasant, open feel to the street scene. There are few examples of front boundary walls and, where there are walls, these are low. Where there are higher walls these typically bound rear gardens and are only visible from the street due to the orientation of the dwellings.

The site as existing is shown below:



Policy CS19 of the Gravesham Core Strategy 2014 states that new development will be visually attractive, fit for purpose and locally distinctive. It will conserve and enhance the character of the local built, historic and natural environment, integrate well with the surrounding local area. The surrounding area is characterised by open planned front gardens, many of which are planted. The brick walls and piers introduce an alien feature within the street scene resulting in a dominant and harsh form of development.

Significant amounts of soft landscaping that made a positive contribution to the street scene have been removed and, what remains, is tokenistic and hardly visible from behind the walls.

The Council's own front driveway guidance states that development should be sympathetic and consistent with the local character of the street to maintain a sense of place.

The Council's adopted Householder extensions Alterations Design Guide states that:

Boundary treatments visible from the street should:

- Respond to the design of the dwelling;
- Be consistent with the height of other enclosures on the road;
- Avoid the introduction of different styles along the street. Treatments should reinforce the dominant boundary type along the street, ensuring consistency with the style and age of the property;
- Consider well-maintained planting as an alternative solution and retain any hedgerow;
- Encourage natural surveillance of the street and help design out crime;
- Incorporate visibility splays and sight lines for pedestrian and vehicular safety;
- Hedges are also encouraged given their air quality benefits

The Council's adopted Design Code states that 'the design of thresholds and boundary treatments contribute to the character of the street or space. Poor quality thresholds and boundary treatments erode street character and quality and can create environments that feel unsafe'. It goes on to say that 'boundary treatments should be safe and not obscure visibility for vehicles emerging from properties'.

The existing walls and proposed railings do not respond to the design of the dwelling and are not consistent with the height of other enclosures on the road. There is no well-maintained planting and the hedgerow has not been retained. As discussed in the Highways section below there are insufficient visibility splays and sight lines for pedestrian and vehicular safety.

The existing walls and proposed railings and gates therefore conflict with policy CS19 of the Gravesham Core Strategy 2014, the adopted Design Code 2024, the adopted Householder Design Guide 2021 and

paragraph 135 of the National Planning Policy Framework 2024.

Amenity

Future Occupiers

No concerns are raised with regards to the impact on future occupiers.

Neighbouring Amenity

The walls are not within close proximity to any habitable room windows to either of the neighbouring properties and therefore there will be no loss of outlook, sunlight, daylight or privacy from the proposed development.

In terms of amenity, the proposal accords with policy CS19 of the Gravesham Core Strategy 2014 and paragraph 135f of the National Planning Policy Framework 2024.

Ecology and Biodiversity

Biodiversity Net Gain

Under the Environment Act 2021 and supporting statutory instruments, Biodiversity Net Gain (BNG) is mandatory for most developments. The legislation requires a minimum 10% gain in biodiversity from acceptable development, either on- site, off- site or a combination of both. BNG provided under the mandatory requirements off- site and significant BNG on- site must be secured by a legal agreement for 30 years under an approved Habitat Management and Monitoring Plan.

There are strict requirements in terms of what an application must contain in relation to BNG before it can be accepted as valid, as set out in Schedule 7A (Biodiversity Net Gain in England) of the Town and Country Planning Act 1990. This requires a completed metric calculation tool showing the calculations of the pre-development biodiversity value of the on- site habitats on the date of the application, and other information.

However, there are a number of exemptions from the BNG regulations;

- householder development, as defined in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015;
- development granted planning permission by a development order under section 59. This includes permitted development rights;
- development subject to the de minimis exemption – development that does not impact a priority habitat and impacts less than 25 sqm of habitat, or 5m of a linear habitat such as a hedgerow;
- self- build and custom- build development – development that comprises
 - no more than nine dwellings; and
 - is carried out on a site that is no larger than 0.5 hectares in size; and
 - consists exclusively of dwellings which are self- build or custom- build, as defined in section 1(A1) of the Self Build and Custom Housebuilding Act 2015.

As a householder application, the proposal is not subject to the BNG requirements.

Parking and Highways

The development has no implications for the Kent County Council Car Parking Standards.

The Council's own front driveway guidance states that front driveways should not include gates. Where gates already exist, they must not open outwards and should allow enough space for them to be opened inwardly (if relevant) whilst a car is parked. Gates will not receive planning permission unless they are set well back from the edge of the carriageway/footway as they can result in a vehicle obstructing the highway

to the detriment of road safety and the free flow of traffic including pedestrians and cyclists. For a car they would need to be set back a minimum of six metres, vehicle plus pedestrian access to gate. It also states that pedestrian and vehicle visibility splays should be provided.

The brick piers are approx. 1.6m in height. At these heights, they restrict the visibility of drivers exiting the property. Moreover, the gate (once installed) would not be set back far enough from the back edge of the road to enable a car to wait clear of the highway while it is opened. This situation is such that a car waiting to enter the property would obstruct Henley Deane to the detriment of highway safety. This is considered to be particularly the case as the access to 19 Henley Deane is close to the junction between this road and the nearby cul- de- sac at Wrens Croft. The development is therefore contrary to the requirements of saved Policy T1 of the Gravesham Local Plan First Review (1994) and Policy CS11 of the Gravesham Local Plan Core Strategy (2014).

Conclusion

The existing brick piers and walls and proposed railings and sliding gates result in an alien feature within the street scene and a dominant and harsh development out of character with the surrounding area contrary to policy CS19 of the Gravesham Core Strategy 2014, the adopted Design Code 2024, the adopted Householder Design Guide 2021 and paragraph 135 of the National Planning Policy Framework 2024.

The brick piers and walls, due to their overall height, do not provide sufficient visibility splays to protect pedestrians when exiting the driveway. The sliding gates are not sufficiently set back from the back edge of the footpath and therefore will result in a car waiting on the road for the gates to open and therefore causing an obstruction. The development is therefore contrary to the requirements of saved Policy T1 of the Gravesham Local Plan First Review (1994) and Policy CS11 of the Gravesham Local Plan Core Strategy (2014).

Recommendation:

Refuse

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

Case Officer:	Mrs Alison Webster	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	19 November 2025	Dated:	21st November 2025