



**TOWN AND COUNTRY
PLANNING ACT 1990**

**Planning, Design and Access
Statement**

**Front wall, pillars, and gate
(retrospective)**

**242 Northwood Road,
Harefield, Uxbridge,
UB9 6PU**

**On behalf of
Mr M Merali**

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1. INTRODUCTION

- 1.1 This Planning, Design and Access Statement has been prepared in support of a retrospective planning application for a front boundary wall, pillars, and a gate at 242 Northwood Road, Harefield, Uxbridge, UB9 6PU.
- 1.2 The purpose of this Statement is to review the prevailing planning policies and other material considerations that are relevant to the determination of the planning application and to present a case for granting planning permission.
- 1.3 The planning application is supported by plans and elevations.

2. SITE DESCRIPTION AND SURROUNDINGS

- 2.1 The application site comprises a detached two storey dwelling located on the eastern side of Northwood Road, Harefield, Uxbridge.



Site identified in red (approximately)

- 2.2 The existing property is constructed of brick and is set back from the highway with a generous parking area to the front.
- 2.3 The eastern side of this part of Northwood Road comprises a ribbon development of houses, while the western side of the road is open fields.
- 2.4 The surrounding properties are residential, although the size and design of the buildings varies considerably.

3. PROPOSED DEVELOPMENT

3.1 Retrospective permission is sought for a front boundary wall, pillars, and a gate.



Street facing elevation

3.2 The front boundary wall and railings measure 2.1 metres in height, and the pillars 2.3 metres.

3.3 The wall and pillars are constructed of brick, and the gate and railings are black metal.

3.4 The gate is automatic and slides to one side when open (behind the front boundary wall). It does not open outward.

3.5 It is noted that part of the new wall (approximately 10 centimetres) oversteps the boundary with 234 Northwood Road. I am advised that this was agreed with the neighbour at the time of construction.

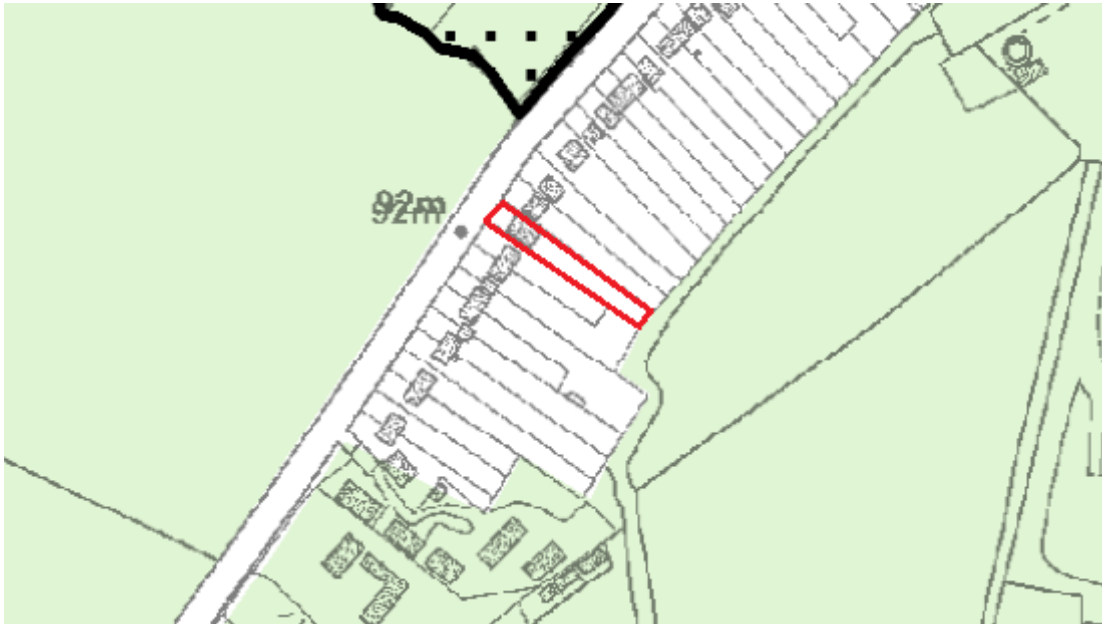
4. RELEVANT PLANNING HISTORY

4.1 No relevant planning history.

5. PLANNING POLICY

5.1 The starting point for assessing development proposals is always the Development Plan. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states *"if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise"*. The Development Plan for this proposal consists of the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020).

5.2 Below is an extract from the Local Authority's adopted Policies Map. The application site is outlined in red for ease of reference.



Extract from the Local Plan Policies Map

- 5.3 As shown above, the site is not in the Green Belt (pale green shading).
- 5.4 The policies relevant to this application are as follows:

Local Plan Part 1, 2012

Policy NPPF1	Presumption in Favour of Sustainable Development
Policy BE1	Built Environment

Local Plan Part, 2020

Policy DMHB11	Design of New Development
Policy DMHB12	Streets and Public Realm
Policy DMHB15	Planning for Safer Places
Policy DMT2	Highways Impacts
Policy DMHD1	Alterations and Extensions to Residential Dwellings

Other material considerations

National Planning Policy Framework (NPPF)
London Plan (2021)

6. PLANNING APPRAISAL

Principle

- 6.1 The site is currently in residential use as a dwelling, a situation which the retrospective development has not altered. Adopted planning policies and guidance support the provision of suitable alterations and extensions to properties, subject to consideration of more detailed

guidance. As a result, the principle of constructing a front boundary wall, pillars and gates is acceptable.

Design and Appearance

- 6.2 The existing row of properties on this part of Northwood Road vary significantly in size, design, and appearance. In the same regard, the existing boundary treatments at the front of the properties also differ widely.
- 6.3 As shown in the photographs below, there are existing examples of hedges, walls, railings, and fences to the front of existing plots in the vicinity of the site.



Front boundary hedge



Front boundary hedge





Walls, pillars, and railings



Walls, fencing and gates



Fencing and hedging



High hedging



Fencing and mature hedging

- 6.4 Furthermore, as you travel further south along Northwood Road, walls and gates become a more prominent fixture.



Walls, pillars, and railings

- 6.5 It is also noted that the western side of this part of Northwood Road is defined by a strong boundary hedge line.



Hedge line on the western side of Northwood Road

- 6.6 Local Policy DMDH1(f)(ii) states *‘the design, materials and height of any front boundary must be in keeping with the character and appearance of the area to ensure harmonisation with the existing street scene’*. Likewise, Local Policy DMHB11 explains new development should harmonise with the local context including scale, height, materials, and finishes. The wall, pillars, and gate at the application site fully accord with these aims and objectives.
- 6.7 As evidenced above, there is no uniformity of boundary treatments on Northwood Road. The materials, heights and design vary considerably, and in this context, the boundary wall, pillars, and gate at the application site sit comfortably within the street scene.
- 6.8 As shown below, the boundary wall is the same height as the boundary hedge at the adjacent property 240 Northwood Road. While the pillars, railings and gate are moderately higher, these are permeable and have a lightweight appearance, allowing views through to the dwelling behind (and vice versa).



Boundary wall and hedge at 240 Northwood Road are similar in height

- 6.9 Moreover, compared to the hedge at the front of 244 Northwood Road (and others identified above), the pillars and gate at the application site are significantly lower.



*Pillars and gate at the application site lower than the hedging
at 244 Northwood Road*

- 6.10 Therefore, in terms of height, the development complies with Local Policies DMDH1(f)(ii) and DMHB11.
- 6.11 The wall, pillars and gate are finished to a very high standard and constructed of quality materials. The existing house is constructed of brick, and the front wall matches this, while

the gate and railings help maintain the open character of the street and site frontage, providing views through to the existing property.

- 6.12 As shown below, when viewed in context with the surrounding boundary treatments, the wall, pillars, and gate at the application site, assimilate very well, and do not appear prominent.



Wall, pillars and gate at 242 Northwood Road not conspicuous in street scene

- 6.13 As such, the proposed design and materials comply with Local Policies DMDH1(f)(ii) and DMHB11.
- 6.14 It is also important to note that before the wall, pillars and gate were constructed, the previous front boundary treatment at the site comprised fencing and mature hedging of a much heavier appearance.



Photograph dated September 2016

- 6.15 In summary, within the context of the surrounding area the front boundary wall, pillars, and gate form a subservient addition, harmonising with the existing street scene and local built environment.

Neighbour Amenity

- 6.16 Given the set forward position of the wall, pillars and gate the amenity of neighbouring properties has not been affected by the development.

Access and Parking

- 6.17 The development has not compromised highway safety and the existing car parking arrangements have been unaffected.

Safety benefits

- 6.18 The wall, pillars, and gate were specifically constructed to protect the safety of the applicant's young child, providing a barrier to the highway.
- 6.19 Furthermore, it provides additional security for vehicles parked at the site overnight.

Gate is automatic

- 6.20 The gate is automatic, and I understand is controlled from inside the property, and within the applicant's vehicles. As such, it does need to be opened manually.
- 6.21 I am advised the gate can be operated from some distance away (approximately 50 to 60 yards), and therefore is already open when the applicant arrives to enter by vehicle. Furthermore, I understand that when the applicant and his family are out, the gate is generally left open.
- 6.22 I also understand that when guests are expected the gates are left open.
- 6.23 Consequently, the number of vehicles waiting on the road for the gates to be opened is very low, consisting of unexpected visitors and deliveries only.

Gate does not open outwards

- 6.24 The gate slides open and therefore does not block or obscure the road or footpath.

Road is very straight

- 6.25 As pictured below, this part of Northwood Road is very straight, and therefore highway visibility is very good.



View south along Northwood Road



View north along Northwood Road

- 6.26 As such, vehicles and pedestrians have clear views of any vehicle preparing to enter the application site.

Low level of pedestrian traffic

- 6.27 I am advised by the applicant that this part of Northwood Road experiences a very low level of pedestrian movements.

Development would be akin to Permitted Development

- 6.28 Class A, Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 allows for the erection, construction, maintenance,

improvement or alteration of a gate, fence wall or other means of enclosure up to 1 metre in height adjacent to a highway without the need for formal planning permission.

6.29 Criterion A.1 (a) (ii) states:-

A.1 Development is not permitted by Class A if –

a) the height of any gate, fence, wall or means of enclosure erected or constructed adjacent to a highway used by vehicular traffic would, after the carrying out of the development, exceed –

i. for a school, 2 metres above ground level, provided that any part of the gate, fence, wall or means of enclosure which is more than 1 metre above ground level does not create an obstruction to the view of persons using the highway as to be likely to cause danger to such persons;

*ii. **in any other case, 1 metre above ground level;** (Author's emphasis)*

6.30 Class A would therefore permit the erection of a 1 metre high gate at the application site entrance in the same position as that proposed without the need for planning permission.

6.31 Class A therefore supports the view that the proposed gates would have no impact on the highway and represents a material fall-back position which needs to be taken into consideration in the determination of the application.

6.32 It is my understanding that the application property retains permitted developments for the erection of gates under Class A above. These were not removed when the property was originally approved.

There was previously a gate at the site entrance

6.33 As pictured below, prior to the installation of the wall, pillars and gate, an existing five bar gate was positioned at the site entrance. I understand this was opened manually and was not automatic.



Five bar gate previously installed at the site (circled in red)

Many examples of similar gates locally

- 6.34 As pictured below, many nearby properties on Northwood Road, and in the surrounding area, also have gates positioned at their vehicle entrance.











Existing gates on Northwood Road

Parking

- 6.35 The existing car parking arrangements have been unaffected by the development. Space is provided at the front of the property for 3 / 4 vehicles and the property also benefits from an integral garage.

7. CONCLUSION

- 7.1 Retrospective permission is sought for a front boundary wall, pillars, and gate at 242 Northwood Road, Harefield, Uxbridge.

- 7.2 Within the context of the surrounding area the front boundary wall, pillars, and gate form a subservient addition, harmonising with the existing street scene and local built environment.
- 7.3 The amenity of neighbours has been unaffected.
- 7.4 The development has not resulted in conditions prejudicial to highway safety and would repeat an established form of development in the Borough. The existing car parking arrangements have been unaffected.