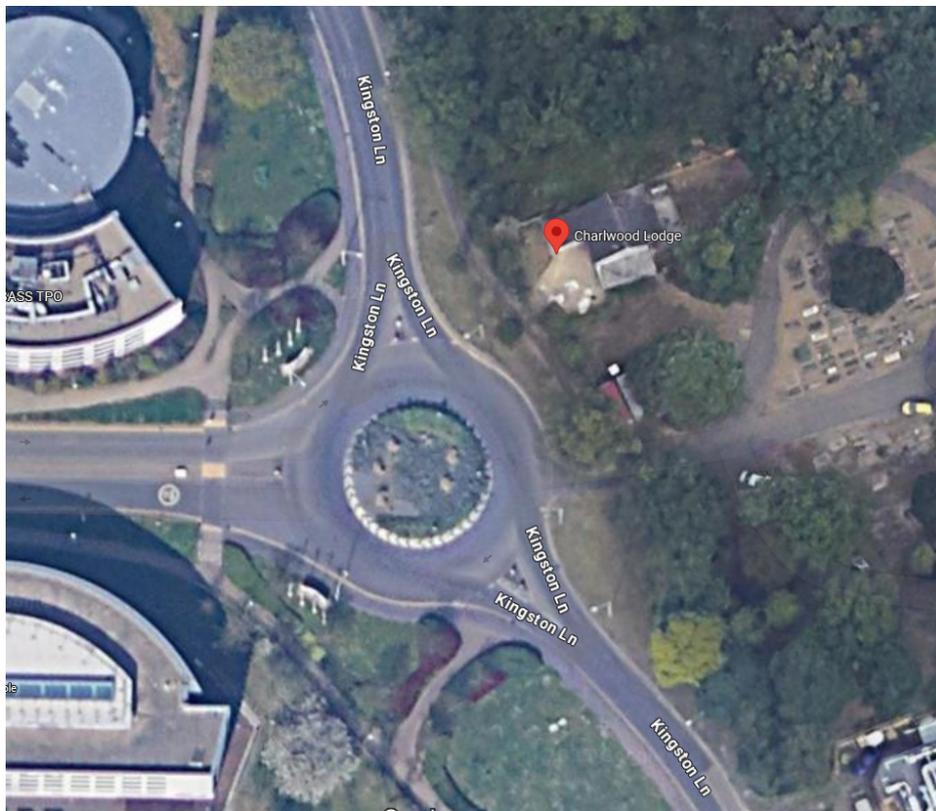




bernard murray design
architect

BERNARD MURRAY DESIGN LTD, 78 BRIDGE ROAD, UXBRIDGE, MIDDLESEX, UB8 2QW

Planning Statement



Charlwood Lodge, Kingston Lane, Uxbridge UB8 3PN

BMD/1228

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Telephone: 01895 813583

Email: bmurraydesign@yahoo.co.uk

Mobile: 07958 471714

Website: bmurraydesign.co.uk

Introduction

This Planning Statement has been prepared to accompany a Planning Application for the creation of a new vehicle access to Charlwood Lodge, Kingston Lane, Uxbridge UB8 3PN

The existing dwelling is a detached, two storey property located on Kingston Lane off the Brunel University roundabout.

The existing dwelling has a front driveway and vehicle gates which would suggest that prior to the construction of the roundabout, the property had vehicle access onto Kingston Lane.



Image 1 Application Property

Currently the property has no vehicle access onto the site and needs to use the vehicle access for the adjacent Hillingdon & Uxbridge Cemetery when carrying out any works which is not suitable due to separate ownership and closing times of the cemetery gates.

The applicants therefore require independent access to the site for parking.

Pre-Application Advice Request

A pre-application advice request Ref: 46709/PRC/2025/24 was submitted to the council with two options for where a new crossover and a vehicle access could possibly be located.

Option A showed direct access on to the roundabout by utilising the existing vehicle gates.

The council advised that they would not accept direct access on to the roundabout and therefore this option has now been discarded.

Option B showed the new access to the north of site away from the roundabout with access on to Kingson Lane.

It was felt that the proposed crossover in this location would be considered contrary to the policies contained within the Development Plan.

Would represent inappropriate development within the Green Belt and would cause harm to the character and appearance and visual amenities of the surrounding area.

The proposals would fail to comply with the Council's Domestic Vehicle Footway Policy Guidance 2022 and would heighten the road safety risk to the users of the roundabout.

Concerns were raised over the depth of the verge and the loss of a street tree.

This planning application proposes to address the concerns raised during the pre-application advice for the Option B location.

Proposed Development

A new vehicle crossover and access is proposed to the north of the application site.

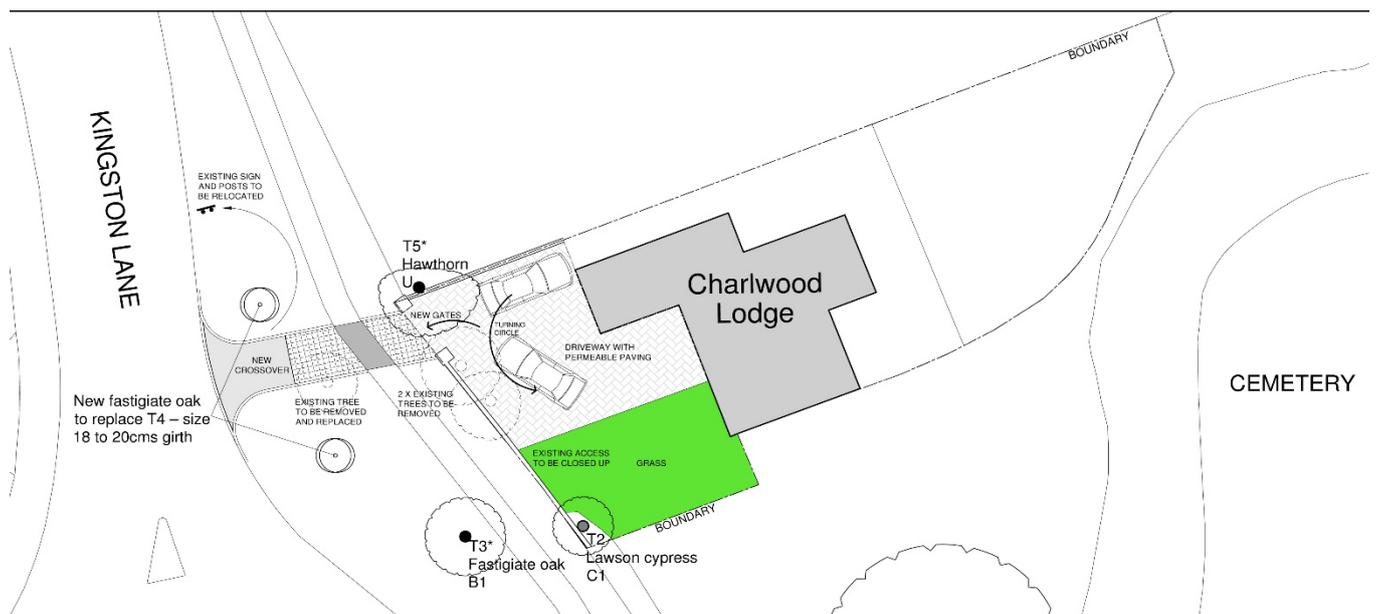


Image 2 Proposed Crossover

A Transport Note has been prepared by **TTP Consulting** to address concerns raised during the Pre-application Advice request with regards to the location of the new crossover.

The report provided focused on the following points raised the pre-app report:

1. LBH have referenced the Councils '*Domestic Vehicle Footway Crossover Policy*' dated 2022, which states that access in the form of crossovers will not be approved where they necessitate the replacement of grass with concrete in wide grass verges (greater than 4m);
2. With reference to the same document LBH noted that crossovers will also be refused if excavation would disturb the root protection zone of any tree located on the highway;
3. Again, with reference to the same document it is noted that there cannot be a lamp column within 1m of a vehicle crossover; and
4. With respect to the London Plan and Policy T4, it has been suggested that the proposed crossover would increase the risk of road danger due to its location near to the roundabout.

A tree survey and report have been prepared by **GHA Trees** to address concerns raised during the pre-app regarding the removal of the street tree **T4** identified in the report.

The report concludes that:

Subject to precautionary measures as detailed above, the proposal will not be injurious to trees to be retained.

There will be no appreciable post development pressure, and certainly none that would oblige the council to give consent to inappropriate tree works.

New trees can be planted following approval from the Local Planning Authority to ensure a sustainable tree stock for the future.

Green Belt

The pre-application advice received acknowledged that there will be no buildings erected within the green belt.

The report stated that the proposed development would represent inappropriate development within the Green Belt.

Whilst Charlwood Lodge is located within the boundaries of the Green Belt, the area proposed for the new crossover is outside of the boundary as shown in the image below.

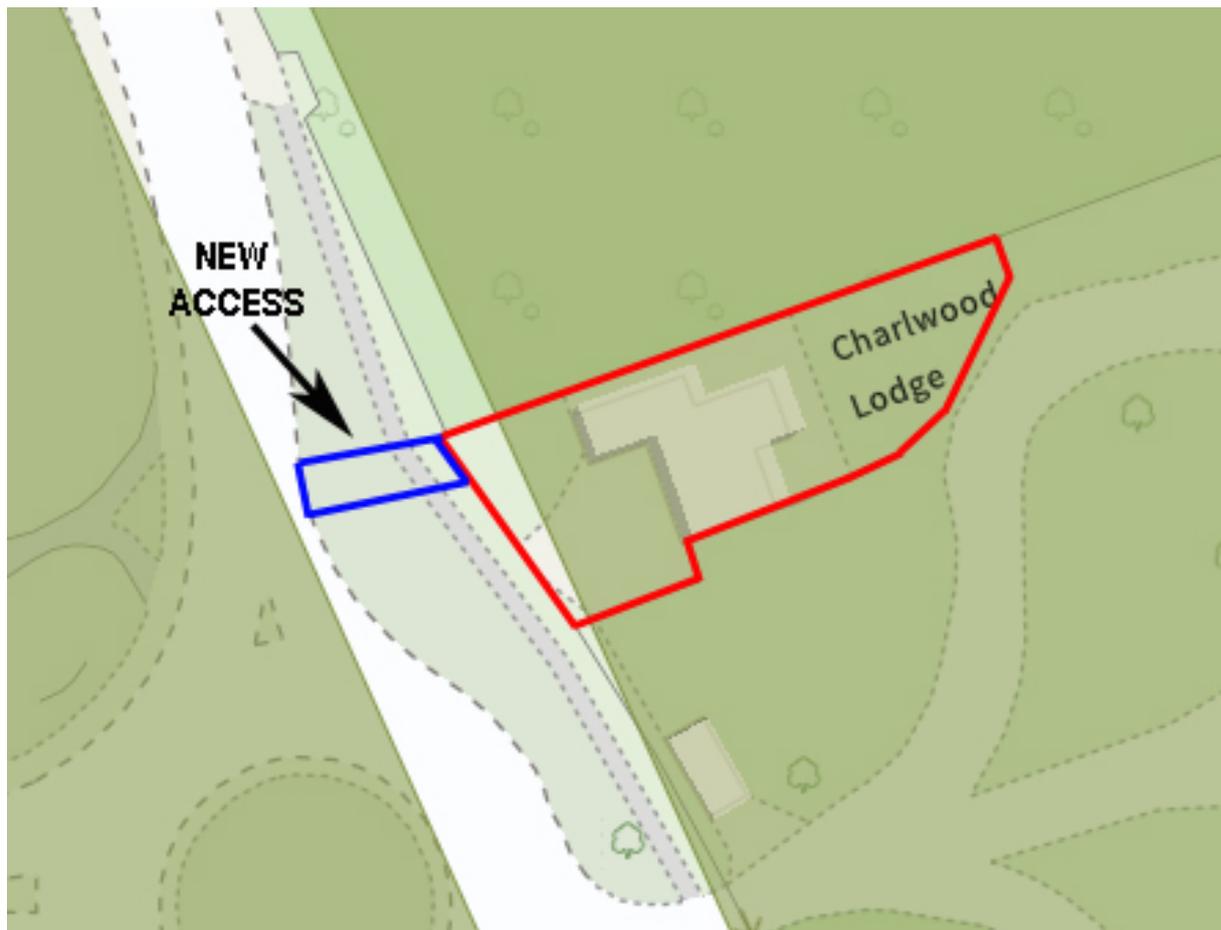


Image 3 Green Belt Boundary

Alterations shall be required to the existing 1100mm high brick wall as shown on drawing 1228-4 provided as part of this application.

This will include closing up the existing gate with matching bricking re brick and forming a new vehicle gate onto the site.

There is an area of 144sqm at the front of the property which will maintain 55sqm of soft landscaping in accordance with council guidelines.

The remaining driveway shall be laid with permeable paving allowing sufficient space for on-site vehicle turning to allow cars to enter and exit in a forward direction.

Conclusion

The location of the proposed vehicle crossover should be considered favourably for the reasons stated above.

The provided Transport Note addresses the concerns raised regarding the design and location of the crossover.

The provided Tree Report addresses the concerns raised regarding the removal of the existing the street tree and replacement with two new tees instead.

The concern raised regarding development within the Green Belt should be dismissed since the verge is not located with the Green Belt Boundary as shown.

Site Photos



