

1. Introduction and Proposal

This statement supports a retrospective householder planning application for a brick wall (approximately 1.0–1.2m in height), intermittent brick piers (approximately 1.6–1.8m in height (due to varying ground levels)), metal railings between, coping stones, and a set-back metal vehicular gate (approximately 1.5–1.8m in height), within the applicant property title.

The proposal replaces an existing timber fence and existing vehicular access gate in the exact same location. The site is located on a 30mph residential road and is separated from the carriageway by an existing footway, with the proposal also being set back within the site, away from the defined property boundary line.

2. Character and Street Scene

Stevenage Road is characterised by enclosed frontages with a variety of boundary treatments, including walls and fences exceeding 1.0m in height. Photographs submitted with the application demonstrate the surrounding context.

The proposal reflects this established character in both scale and form. The property directly adjacent to the applicant site includes a front boundary brick wall exceeding 1.0m in height positioned directly adjacent to the footway, with the application site further benefitting from a set-back position, whilst incorporating railings to maintain visual permeability.

The development is therefore in keeping with the prevailing street scene and does not appear incongruous.

3. Design and Appearance

The use and selection of brickwork, natural coping stones and black metal railings reflect traditional materials consistent with the host dwelling and surrounding area. Railings between piers ensure the frontage is not a continuous solid structure.

The development is proportionate and not considered visually intrusive.

4. Highway Safety and Visibility

The development is wholly contained within the site and does not encroach onto the public highway. It does not introduce or alter existing vehicular or pedestrian access arrangements, nor does it affect any public rights of way.

A visibility splay of 2.4m x 43m is achievable, and demonstrated on the appended visibility splay to the application. The wall and piers are set back approximately 2.5–3.0m from the highway edge, with the gate set back approximately 7.5m, allowing vehicles to enter and exit the site safely.

The wall is predominantly 1.0–1.2m in height, with additional height limited to intermittent piers. The inclusion of railings between the brick piers ensures continued vehicular and pedestrian visibility. The proposal replaces an existing access arrangement in the same position.

The access has been in regular use since construction for the past several weeks without incident, demonstrating no adverse impact on highway safety.

5. Conclusion

The proposal is acceptable and in keeping in terms of design, scale, and impact. It reflects the established character of the area, maintains adequate visibility, and does not harm highway safety, residential amenity or drainage.

The proposal accords with the objectives of the National Planning Policy Framework in achieving well-designed places and safe access.

Planning permission is therefore respectfully sought.

Documents Submitted for Reference

1. Planning Statement (this document)
2. Location Plan
3. Existing Plan
4. Existing Elevation
5. Proposed Plan
6. Proposed Elevation
7. Visibility Splay Diagram
8. Existing Street Scene / Context of Stevenage Road, Knebworth