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28 March 2025

Dear Planning,

**PROPOSED VEHICULAR GATES: 20 REDINGTON ROAD, NW3 7RG**

This Covering Letter relates to the accompanying planning application which seeks permission for new vehicular gates at 20 Redington Road. The proposed vehicular gates align with the permission for alterations to the boundary treatment and other works, granted on 21 October 2024 under reference 2024/2871/P, as amended by 2025/0932/P.

The proposed new vehicular gates will sit within the opening of the boundary wall already approved under 2024/2871/P, and match the railing design approved under 2025/0932/P.

**Fallback Position**

The approved boundary treatment and other works at 20 Redington Road, as set out above, represent the fallback position. Those works comprise:

- Replacement frontage brick wall with brick piers and steel railings above;
- New pedestrian gate;
- Recladding the garage and adjacent retaining wall in brick slips, with new railing above; and
- Removal of 10 trees.



It is therefore appropriate to assess only any net impacts associated with the proposed vehicular gates.

## Design and Heritage

### Existing Character and Local Precedent

The Redington/ Frognal Conservation Area Character Appraisal and Management Plan ('the CAMP') and the Redington Frognal Neighbourhood Plan ('the NP') both provide commentary on the character of the wider Conservation Area ('CA')/ NP area, including boundary treatments.

Para 3.4 of the CAMP provides general commentary on the townscape and landscape character, of which the following points are relevant to the subject site:

- An important characteristic is the range of mature trees.
- Hedges as boundary treatments are another landscape characteristic.
- Green and leafy character, with properties sometimes partly screened from view.
- Buildings are set-back behind front gardens or grassed and landscaped strips. This creates a green character... [but] also creates a clear enclosure and definition of those streets by the set-back building frontages and front boundary treatments.

Of Redington Road (para 4.21), it states:

- Boundary treatments include hedges and brick walls. Street and garden trees create a green character.
- Harm includes.... use of metal gates and railings.

On the above, we would note that the CAMP assesses the character of the entire CA, which is clearly a much larger area than the visual setting of the subject site. Not all the highlighted characteristics are relevant to the specific character which forms the context of the subject site. Redington Road itself is approx. 1km long, and whilst the CAMP states that the 'use of metal gates and railings' is harmful, this does not reflect the characteristics of the area in the vicinity of the subject site. Indeed, metal railings and a pedestrian gate in the same design as the proposed vehicular gates have already been approved at the application site.

Along the approx. 250m stretch of Redington Road between Chesterford Gardens and Heath Drive, which forms the setting to the subject site, there are numerous examples of black metal

railing-style gates (pedestrian and/or vehicle) similar to those proposed. This includes wide vehicular gates to the properties immediately adjacent and opposite the subject site (nos. 22 and 37a Redington Road.) This is not the exception - metal railings and gates are the most common style of boundary treatment in this area.



Figure 1: Existing wide vehicle gates with black railings immediately opposite and adjacent to the site – note similar relationship with setback garage at no. 22 (right)

### **Impact of the Proposed Vehicular Gate**

As set out above, the character of the immediate area which forms the setting of the site is very much characterised by black metal railings, including a number of vehicular gates of a similar scale, style and materiality to those proposed. Examples include the properties immediately adjacent to and opposite the subject site. The proposed gate, which is in keeping with approved metal railings at the application site, as well as numerous precedents in the immediate area, is appropriate and sensitive in scale, design and materiality.

Whilst the existing vehicle access to the site is open, comprised of a gap in the boundary wall, there are no open views of the garden or frontage of the dwelling available, due to the short drive, proximity of the solid garage frontage, site topography, and heavily vegetated screening. The existing vehicular access is therefore not characterised by openness, and is less sensitive to change.

The proposed gates complement the approved railing design which the Officer's Report for permission 2025/0932/P confirms is a 'more traditional design' of which 'there are numerous examples of similar railings.... already present in the street', with the approved railings



therefore bringing 'greater continuity with the local streetscape, as well as the wider conservation area'. In addition, the Officer's Report makes it clear that 'maintaining a sense of openness and greenery behind along the boundary' is a key feature of the approved development.

As set out above, that sense of greenness and openness is not a feature of the specific area the proposed gates affect, as this area is highly enclosed by the solid garage frontage just behind. Notwithstanding this, the permeable and open nature of the proposed gate design will continue to allow the existing and proposed vegetation, which as existing is interspersed with railings, to form the dominant visual impression of the site seen from the road, with no increased sense of enclosure or 'defensiveness' due to the existing characteristics noted above.

### **Policy Compliance**

Policy D1 (Design) of the Camden Local Plan sets out some development requirements which are relevant to a consideration of the subject proposals:

- (a) *Respects local context and character* – key characteristics of the local context are assessed above, and as set out, the proposed development respects these.
- (b) *Preserves or enhances the historic environment in accordance with Policy D2* – as discussed below.
- (e) *High quality details and materials that complement the local area* – again as discussed above, the proposed details and materials match those found to complement the local streetscape and conservation area under permission 2025/0932/P.

Policy D2 (Heritage) requires development to preserve and, where possible, enhance the character or appearance of Conservation Areas.

Neighbourhood Plan Policy SD2 (Redington Frogna Conservation Area) similarly requires new development to preserve or enhance the 'green garden suburb character and appearance of the CA. This includes retention of features [including]... well-vegetated front, side and rear gardens.'

This letter has detailed how the proposed gates are in keeping with key characteristics of the CA, as it forms the context of the subject site. This aligns with the findings with the Officer's



Report for 2025/0932/P. They preserve visual permeability, which, as existing, is fairly limited, and the visually green nature of the site, in compliance with policies D2 and SD2.

Policy SD5 (Dwellings: Extensions and Garden Development), at part (vii), sets out that hedges and front boundary walls which contribute to the character and appearance of the CA, should be retained. The proposed development seeks new vehicle gate only and does not alter the replacement boundary treatment already consented, nor will any hedge be removed. There is therefore no conflict with this policy.

SD6 (Retention of Architectural details in Existing Buildings) sets out that front boundary walls which contribute positively to the character and appearance of the area, should be retained. As above, there is no conflict with this policy.

The specific advice on boundaries at para 6.5 of the CAMP states:

*Boundary treatments should complement existing streetscape character and be informed by historic fencing adjacent. Concrete or timber panel fences would not be in character.*

Concrete or timber panel fences do not form part of the proposed development. This letter has detailed how the proposed gates complement the existing streetscape character and is informed by the prevalent design and materiality found in the vicinity. The proposals therefore accord with the CAMP guidance on boundaries.

## **Conclusions on Design and Heritage**

In applying the NPPF and the relevant development plan policies to the subject proposals, it is important to stress that the subject building itself is not a designated or non-designated heritage asset, and neither are the immediately adjacent or opposite buildings with which it shares a visual relationship. The proposed development should therefore be assessed with an understanding of the character of the part of the Conservation Area which forms the site setting, as well as those existing features of the subject site which contribute to that character.

The Officer's Report for the fallback position referred to visual permeability as a key requirement of the approved boundary treatment, in order to retain the green character of the site frontage. The proposals do not include the removal of any trees/ vegetation and are no less visually permeable than the existing site or fallback position, thereby retaining this



key characteristic. In addition, the proposed gates align with the high quality, complementary railing design already approved.

As already set out, metal gates in the same style do form a key part of the streetscape character in the vicinity of the site, whilst they may not characterise the wider CA.

In this context, the proposed vehicular gates are sympathetic to the character of the area, retaining the existing limited visual permeability to the front of the garage, ensuring there will be no adverse impacts on the significance of the CA.

### Trees, Landscaping and Biodiversity

No removal of trees or other vegetation forms part of the subject proposals. Policies regarding trees, landscaping and biodiversity are therefore not triggered.

### Conclusion

This letter has assessed the key characteristics of the streetscape surrounding the subject site, as they relate to the proposed development. As detailed above, the proposed development is sensitive to these characteristics and continues the more traditional and complementary railing design approved under 2025/0932/P and the limited visual permeability in this location. The proposals therefore preserve and enhance the CA in accordance with the relevant policies. There are no planning reasons to preclude development.

The proposals are therefore in accordance with the development plan.

Yours sincerely,

Philippa Baruch MRTPI  
Associate  
**Planning Insight**