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CHARTERED SURVEYORS

Design and Access Statement

For the

Proposed Alteration to the Existing Front Boundary Wall and Gates to form access to a SUDS constructed front parking space.

At

32 At. Albans Road NW5 1QU

19th February 2013

The project consists of a proposal to alter the existing front boundary wall of this single family dwelling to change the existing single personnel gate into a double gate to allow access into the proposed SUDS constructed parking bay.

Once planning permission has been obtained, it is intended to make a separate application to the London Borough of Camden Highways Department for the drop kerb.

The attached drawing 12/08/32 Revision F shows the existing non original boundary wall being altered at it's right hand end such that the length of brick boundary wall be reduced in length by approximately 2m to allow the existing personnel gate to be widened to form a double gate.

The existing side paved pathway is to be taken up along with a section of the lawn and replaced with a parking bay for a single car, constructed in accordance with the design guidance notes contained on London Borough of Camden's planning website.

1. Boundary Wall Alterations:

The existing boundary wall is approximately 1m tall with the piers being slightly taller. There are two personnel gates leading to two paved paths leading from the pavement to the house.

The house dates from the 1930's and is not listed though it is within the conservation area.

The front boundary walls are not original and the wrought iron gates are factory standards.

We propose to alter the boundary walls only to one side of the right hand personnel gate to widen it to a double gate to allow access for a single car over the proposed new drop kerb from the street. The alterations to the wall will be completed in matching bricks and concrete cappings and copings so that the appearance of the wall does not alter.



Boundary Wall to 32 St. Albans Road NW5

It is also proposed to change both gates and renew them in black painted wrought iron in a style to match the gates in the adjacent property.

2. Car Parking Space to the Front Garden of 32 St. Albans Road:

When designing the proposed parking space to the garden of 32 St. Albans Road, we have considered the following documentation which we believe is relevant:

- A. Camden Local Development Framework, Camden Development Policies (2010) including DP19 and DP23.
- B. **Camden Planning Guidance 1 Design**, Section 6 particularly Section 6.25 and 6.26 – the front garden of No. 25 comprises sections of paved pathways; there are two separate pathways both paved with stone paving that link into a wider section of paved pathway adjacent to the house leading to the front door. Between these paths is a section of lawn and to the side of the front garden a section of planted gardens.

The proposal includes the retention of the existing path from the personnel gate up to the front door and the section of path adjacent to the house. The 2nd path, which is solid paved, will be removed and replaced with SUDS paving as part of the parking bay.

The lawn will be retained as will the section of planting to the side of the garden; however, this section of the planted garden will be lengthened to include the section of current paving adjacent to the house, thus enlarging the area of planting.

The proportion of hard and soft landscaping will be amended as follows:

Existing:	Hard landscaping	26.1m2	38%
	Soft landscaping	42.6m2	62%
Proposed:	Hard landscaping	17.20m2	25%
	Soft landscaping	30.70m2	45%
	SUDS	20.83m2	30%

As can be seen from these figures, the proportion of hard landscaping, to include the SUDS drive, covers approx 55% of the area of the front garden, slightly above the recommended 50%. However, although the area of soft landscaping has reduced to 45%, the area of hard landscaping has also reduced from 38% to 25% with the new SUDS sustainable paving accounting for 30%. The run-off from the hard paving is reduced and replaced by the SUDS paving which prevents surface water run-off; there is therefore a nett improvement to the effect of hard paving surfaces to the front garden.

Section 6.35-6.39 makes specific recommendation with regard to boundary walls. The existing boundary wall is not original and is approximately 1m high with the adjacent piers being approximately 1.20m high. As the proposed alterations to the boundary wall are restricted to just the widening of the single gate to a double gate, we do not propose to demolish the whole boundary wall and reinstate it in a similar fashion to that which may have existed originally. We have instead maintained the appearance of the existing wall, replicating it's features. We have though, dispensed with the standard factory personnel gates and replaced them with low black wrought iron gates to a similar design to the neighbouring house in a style which better reflects the age of the houses rather than using standard generic Victorian ornate replications.

The alterations to the boundary wall do not interfere with or damage any trees, vegetation or planting.

The altered boundary walls are to be maintained at their current height of approximately 1m.

- C. **Camden Planning Guidance 3 Section 11 Flooding.** The proposed parking space will be constructed using a Sustainable Drainage Systems (SUDS) system in accordance with 11.4-11.6. Our proposal is to utilise Proposal 1 in the SUDS hierarchy, that is to manage the surface water at it's source, ie to reduce surface water run-off by providing a porous and permeable surface which allows surface water to soak directly into the subsoil rather than run-off into the drainage system. The SUDS system comprises a wearing surface layer utilising concrete block permeable paving which is laid with gaps between the blocks which allows rainwater to filter through the gaps between the blocks into a permeable sub-base below with sufficient space to allow the water to be stored for a short time before it percolates into the subsoil below. The gap between the permeable paving blocks is filled with permeable aggregate (not sand). The work will be specified to be carried out by a specialist contractor who is a member of Interlay and who will issue a certificate stating the work has been carried out correctly. The parking bay is proposed to be constructed using Marshall's Piora blocks with 6mm open joints filled with open graded crushed rock (OGCR). The blocks are laid onto a substrate formed by excavating to formation

level, laying 200mm sub-base of OGCR comprising 20mm OGCR, followed by 50mm laying course comprising 6mm OGCR.

This method is in accordance with the recommendation contained within Interlay's and Marshall's technical specifications.

D. Camden Planning Guidance 7 Transport, Section 7, particularly 7.5-7.7.

3. Local Precedence:

St. Albans road is a long back street split into 2 sections by Brookfield Park. No. 32 is situated on the north side of St. Albans Road as part of a group of semi detached 1930's houses. The majority of these houses have deep front gardens, including No. 32. No. 32 is placed in the centre of a group of similar houses (1930's semi detached properties) as well as more recent townhouses (built as a short terrace), in a length of the road from midway on St. Albans Road up to it's intersection with Brookfield Park, on the north side.

These houses are numbered 40 (the townhouse nearest Brookfield Park) and No. 24 (mid way along St. Albans Road on the north side.

All these houses, with the exception of Nos. 40 and 32 (the house the subject of this application) have drop kerbs and off street parking bays in their front gardens or garages set back from the street.

That is, of the 10 semi detached and terraced houses on this stretch of road, all of them have a drop kerb and off street parking apart from No. 32.

The accompanying Location Plan has been marked up to show the location of drop kerbs and off street parking to the adjacent properties.

4. Summary:

No. 32 St. Albans Road is placed in the middle of a large group of houses all of which have drop kerbs and off street parking and it seems perverse to not allow this property to enjoy the same off street parking rights of all of it's neighbours.

In order to allow access from No. 32 it will be necessary to remove 1 resident's bay. However, this parking bay is replaced by the addition of the off street parking space so there has been no nett loss of parking provisions.

The alterations to the non original boundary wall are minimal and will retain the style and finish of the existing wall.

Although the soft landscaping area will be slightly below the recommended 50%, a proportion of the hard landscaping will be removed. The new parking bay is to be constructed using the SUDS method of construction providing a sustainable surface that encourages the filtration of surface water into the subsoil and does not promote run-off.

Given these facts and proposals, we would request the planning officers review this application positively.