

STATEMENT IN RESPECT OF WORKS CARRIED OUT
AT
57 TALACRE ROAD, LONDON. NW5 3PJ.

Permission is being sought for a variation in Condition No.3 which was attached to approval Ref. No: 2011/0474/P, granted back in 2011 for the formation of a car parking area and an access gate to the rear of this property. The work on site varies from that on the approved plan in a number of respects so this application is to regularise the situation.

The vision splays: Concerns were raised on the original application by Highways that cars in the parking area should be able to see pedestrians using the footpath. To overcome this concern, it was proposed to have low level fence panels to restrict the width of the access and allow vision splays. However, these were put in place but proved to be impractical. These have now been removed and it is proposed to install two convex safety mirrors instead, one on either gatepost, positioned in a way that will enable vehicles exiting the parking area to see if there are any pedestrians on the pavements before they cross the footpath. This would constitute an effective safety measure for pedestrians and an acceptable alternative to what had been originally proposed.

Hard surfacing: The original approval specified 'Grasscrete' blocks as a finished surface in the parking area. Due to a misunderstanding with the builder, standard block pavers were laid instead. However, the original rear garden was effectively a large rubbish dump and an eyesore to all the neighbours. The brick pavers which have been laid do represent a significant improvement to that situation and I believe the neighbours are happy with the appearance of it now. It should be noted that this surface is only visible from the street scene when the gates are in an open position and as these are electrically operated, they are mostly in the closed position so has little or no impact on the general character of the Conservation Area. It must be said that 'Grasscrete' blocks are not the most appropriate surface for a residential parking situation and can be hazardous to people wearing heels when the ground is soft after rain.

Vehicle Cross-over: The vehicle cross-over is wider than that shown on the approved plan. However, it should be noted that this was put in by the Council's own Highways Department and this is what they provided.

In summary, subject to the provision of two convex safety mirrors, the work already carried out on site should be considered as an acceptable variation from the original details specified on the approved plans.