

Design and Access statement in support of a Planning Application.

11 Kidderpore Gardens
Hampstead
NW37SS

1.0 Introduction

This application is to incorporate a new car parking space into the front garden at 11 Kidderpore Gardens, and at the same time take the opportunity to improve the front landscape of the property to enhance the environment significantly.

As such it will require a dropped kerb, which is subject to a dropped kerb application.



OS Map indicating location of 11 Kidderpore Gardens



Photo of:
No.11
(to the left) and
No. 13 (to the right)
demonstrating slight
overhang

2 Context

Kidderpore Gardens is a road comprised of large family houses, with most properties having at least one family sized large car, but more usually 2 No. As a result the road suffers from parking strain, although this has been mitigated by the incorporation of drives into householder's front gardens, as indicated below.

The application therefore takes the precedence of other houses along the same side of the street already having implemented similar drives, and continues the pragmatic arrangement.



Examples of cars parked in Kidderpore Gardens in front gardens in the same arrangement as proposed, also slightly overhanging the wide pavement

3,Detail/configuration

The pavement on the same side as 11 Kidderpore Gardens is wide @2.7m width from back edge of pavement to the road, rather than the standard 1.8m minimum width.

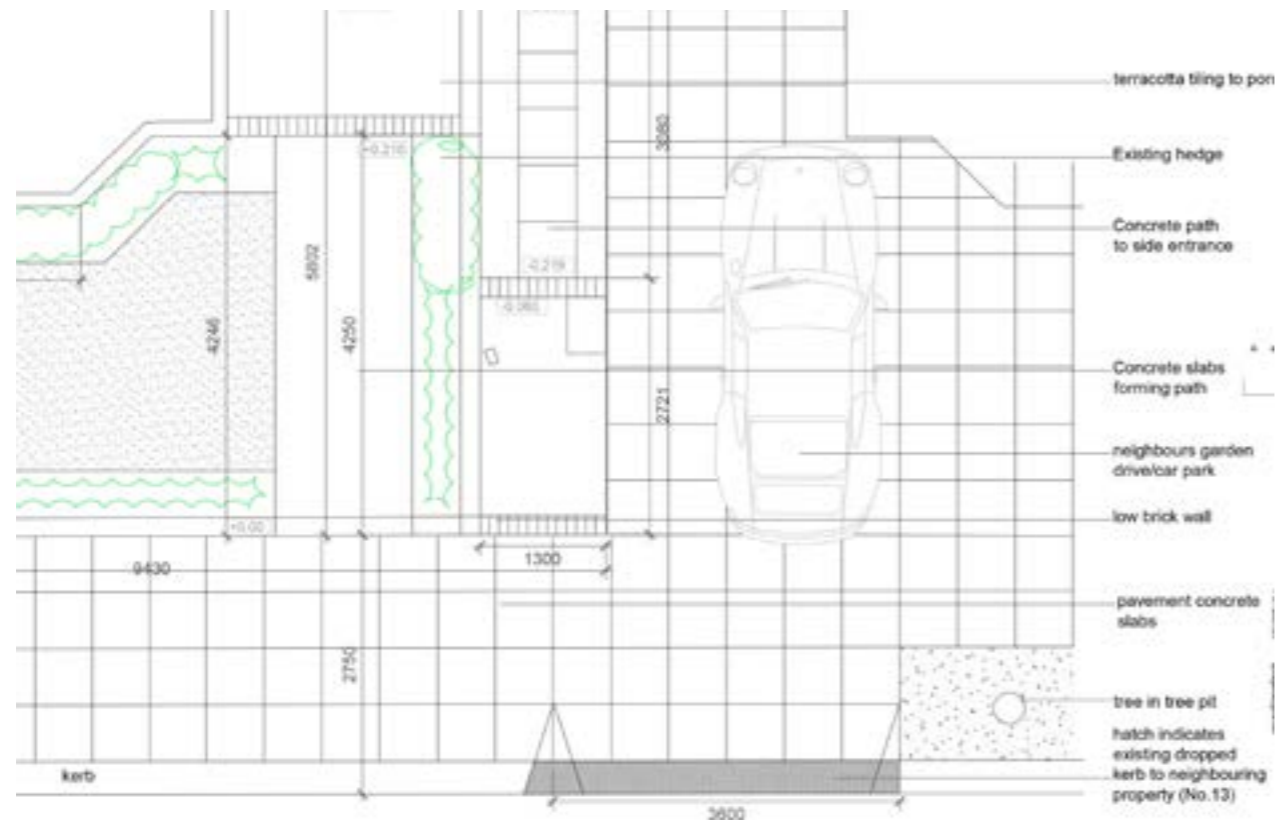
Whilst the standard 4.8m long parking space has not able to be accommodated in front of adjacent houses within the depth of their front gardens to the back edge of the pavement, the additional width of the pavement over and above a standard width, means that even with the cars parked in the new drives, the 1.8m clear pavement width is still achieved, and in fact is improved on as with the 4.8m length there is in fact 2.2m width still available. There are a few trees which interrupt this total width however they are intermittent.

Therefore there are precedent houses whom have already incorporated a drive in the same arrangement as per this application, which require the car to slightly overhang the pavement, including No.13 next door. There is a dropped kerb already in place for No.13 which slightly extends to the front of No.11. As a result this application will only require a relatively small amount of dropped kerb, as it will join with the neighbours one already in existence.

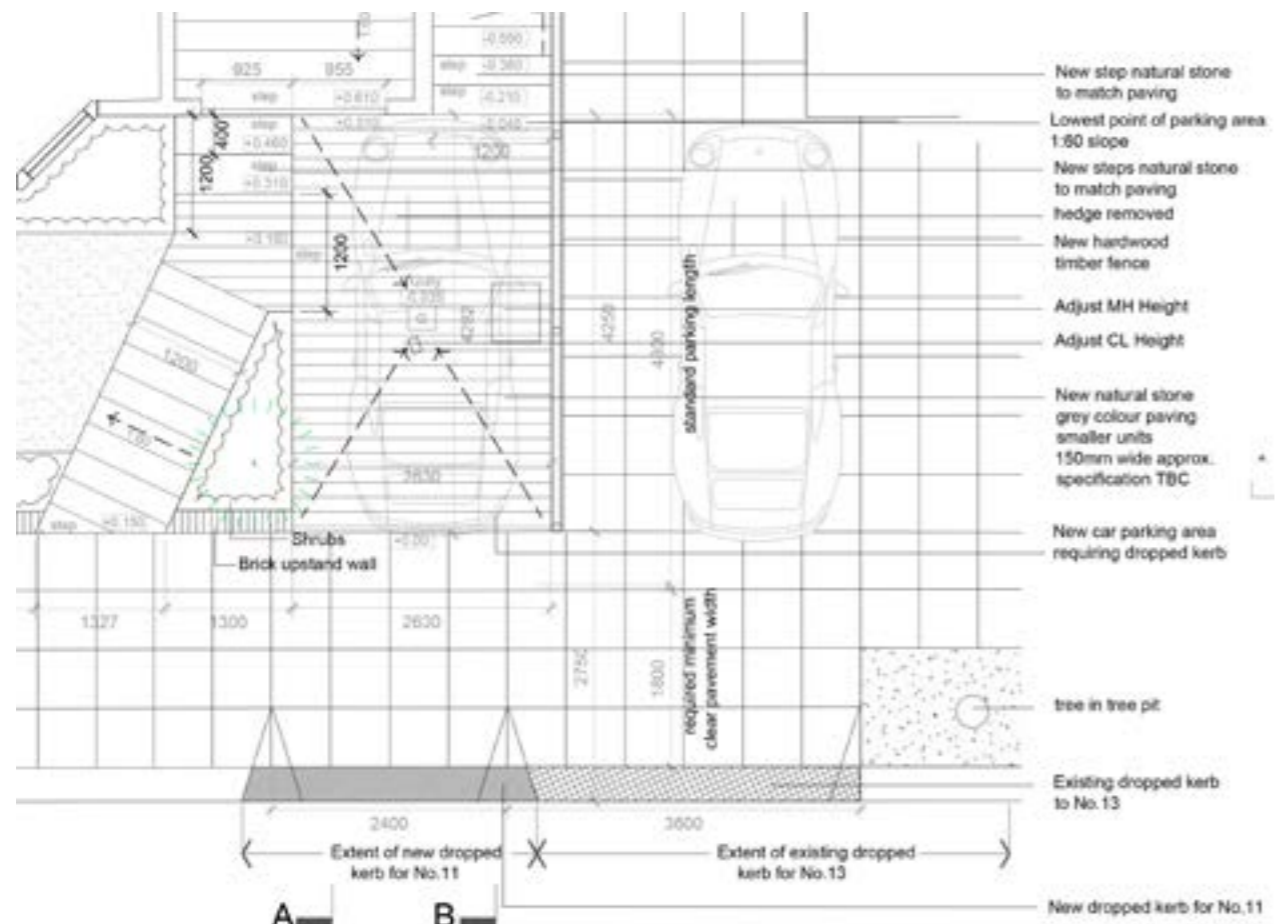
There is only one tree nearby which could provide a potential impediment to views down the street from a car navigating out of the proposed drive, however it is too far away and too insignificant to be a problem. It is adjacent and nearer to the neighbours (No. 13) rather than No.11, so will not be an issue for this application.



The plans of existing and proposed below indicate the proposal in the context of the immediate neighbours No. 13, and the minimum amount of new dropped kerb required as a result of their existing dropped kerb.



Existing



Proposed

3 Improvements/advantages of the application

The improvements to the landscaping of the front of the property which the new drive arrangement enable include:

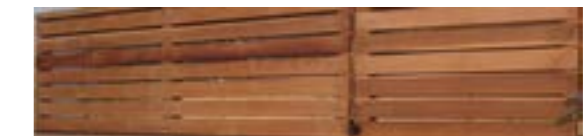
- New high quality natural stone slabs replacing the very tired and ugly concrete slabs and poured concrete which currently form both the front path and that to the side entrance (to the rear garden). The intention would be to replicate some of the higher quality natural stone finishes which have been used elsewhere along the street such that they suite.
- New high quality and durable hardwood timber fences and garden door in a slatted formation to replace the existing old and damaged boundary fence and access gate to the side entrance.
- Opportunity to provide a hardwood timber bin-store matching and suited to the fencing, which will improve the current arrangement of bins left out in the front garden, and provide a safer and easier way to deal with household waste
- A new improved method of drainage of the front garden hard landscape by adjusting the levels and provision of new drainage away from the pavement/road.
- Additionally the requirement of a dropped kerb requiring a street parking space, which is then relocated to the drive, means that there are additional passing spaces along the street which will improve the traffic management and passing opportunities with no net loss of parking spaces overall.



Existing concrete paths



New proposed timber fence





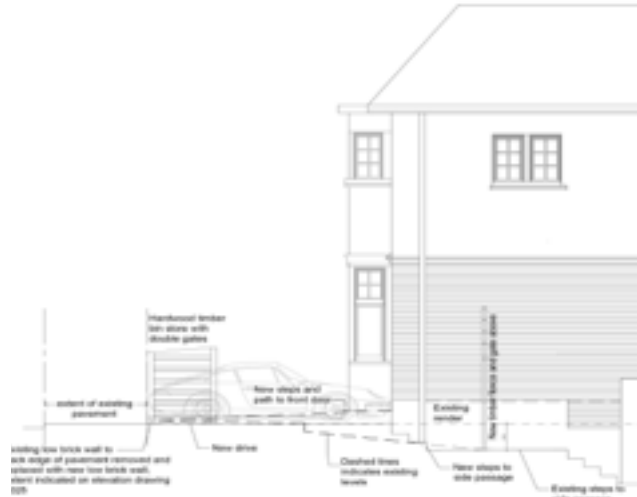
Existing sketch



Proposed sketch



Proposed elevation



Proposed side elevation