

Introduction

This design and access statement (DAS) is submitted for:

**“Creation of vehicle access through front boundary wall at
61 Camden Square, London NW1 9XE”**



Existing site and surrounding context

The application site is located on south west side of Camden Square within the Camden Square Conservation Area.

The property is a semi-detached single family dwelling, owned and occupied by the applicant and his family.

The existing front boundary wall is a non-original facing brickwork dwarf wall with reproduction railings over.

The adjoining property, number 62 has had alteration to the front wall to provide access to off road car parking to the front of the property.

Camden Square is within a controlled car-parking zone, with parking bays directly outside the application property and a single yellow line across the drop kerb leading to drive access at number 62.

Existing

The property owners / occupiers current park their car on the street within the controlled bays with the benefit of a residents parking permit. Their car has been subject to vandalism on numerous occasions and as part of this application a document summary of the incidents recorded together with crime reference numbers is being submitted.

To the front of the property there is a predominately hard paved amenity area, with areas of soft panting to the edges.



Proposed

The application seeks to create new access through the front boundary wall to give access to one off road parking space, in many respects a mirror of the adjoining number 62.

The alterations to the front boundary will be subtle and the existing railings repurposed to fabricate the new access gates to maintain the continuation of the existing boundary / railing line at the front of the property.

Amount

The new parking space will be in excess of 2.4m wide x 4.8m long.

The loss of soft landscaping will be a maximum of 4.8m².

The increased width of existing drop kerb / pavement crossing will be 3.7m.

Materials

As noted the existing railings will be repurposed to fabricate the new access gates to maintain the continuation of the existing boundary / railing line at the front of the property.

Access

The existing pedestrian access into the property and the site will remain as existing.

The creation of the new drive access would provide the facility to improve disabled persons access.

Scale

The scale of the works are minor and the creation of the off road parking space will ease the demand for on street parking as the loss of part of one street controlled space is less than the space being created off street.



Conclusion

The proposal will have no detrimental impact on the Conservation Area, street scene or area as a whole, there is no loss of original architectural features and the character of the area will remain unchanged.

The ability for the applicants to park their car off street will significantly improved their family life and will reduce their substantial reoccurring economical loss currently created through the mindless vandalism of their vehicle.

It will also give them the opportunity to consider an electrical powered vehicle as a replacement as the off street parking would give the ability to have a vehicle power charged when not in use.

