

Design and Access Statement: 6 Cleve Road Front boundary area improvement

Description and Design Concept

6 Cleve Road is a semi-detached house in single family occupation.

In common with many of the properties in Cleve Road, the front driveway is used for motor vehicle parking – at this house since the 1930s.

The front boundary treatment has been much altered over the years, and is now considered to have a detrimental impact on the conservation area. Only two original pillars remain, and these have been rendered and have settled at angles. A small portion of original front boundary wall remains, but this again has been rendered in the past and the masonry is spalling and in poor condition.

The improvements are informed by the local Conservation Area Statement and Design Guide.

1. The proposal is to rebuild the front wall in soft red stock brick to match the house front elevation. The wall will be finished with a modest black painted metal railing behind which a hedge will be planted. The two rendered pillars are unstable and will be rebuilt in red stock brick to match the replacement wall. Two replacement pillars will be constructed in the same style, at the boundary with 8 Cleve Road, and at the termination of the rebuilt section of wall.
2. The concrete/shingle hardstanding will be removed and replaced with extended areas of planting beds to the sides and front elevation each side of the front door, and permeable block surface with soakaway will be laid to the main area.
3. The bins will be moved to the side of the house, rather than the front area, and bicycle parking will be installed.
4. The revised front boundary treatment will allow an additional crossover access to the road, like 17 and 21 Cleve Road. The current crossover is narrower than many others in the area. The provision of an additional crossover will enhance safe egress from the driveway by forward driving rather than reversing out into oncoming traffic proving a public benefit to all road users and pedestrians. This will also make the off street parking fully accessible to the disabled occupier.

Planning Considerations:

Preserve and Enhance the Conservation Area

The current impact of the boundary areas is felt to detract from the conservation area. The reinstatement of the missing pillars and parts of the front boundary wall and traditional railings will enhance the appearance of the setting of the house in the streetscape. The match to the original bricks (see product sheet) will enhance the setting of the building in the conservation area.

The replacement of concrete hardstanding with permeable blocks (see product sheet), surrounded by new green planting and hedges will soften the appearance of the parking area and reintroduce the concept of front garden.

The current rainwater run-off into the street drains will cease with the introduction of permeable driveway blocks, and remaining surface water will be directed to soakaways (see product sheets) and open ground planted areas.

The unattractive bins will be relocated from the front to the side of the house.

On-Street Parking:

The resulting loss of one on-street parking space will be fully alleviated by the additional usability of the currently restricted access parking in the driveway and the subsequent removal of a requirement for a disabled parking bay to be installed on the street for the disabled occupier of the property.

A review has been undertaken of the overall impact on the availability of on-street residents' parking spaces in the vicinity. It is clear that unlike much of the rest of the area, Cleve Road is characterised by considerable availability of non-original off-street parking both on driveways and converted back gardens. 70% of the residential buildings in Cleve Road benefit from off-street parking / garaging.

Over the last four months the utilisation rate of car spaces in Cleve Road has not risen above 80%. The street residents' parking utilisation cannot be described as stressed and therefore the standard Camden policy to resist the loss of on street residents' parking does not apply in this situation: (i) as there is no evidence of parking stress in Cleve Road, and (ii) the additional usability of an off-street parking space at 6 Cleve Road will offset any risk of harm of loss of one on-street parking space.

Conclusion

This application is demonstrated to preserve and enhance the conservation area by the reinstatement of traditional features of the front boundary area, and will have no detrimental impact on the wide availability of on-street residents' parking in Cleve Road, as well as improving access and safety for the disabled occupant of the property.