

Design and Access Statement

262 Park Road, London N8 8JY

September 2023



Birdseye view of the property



Front elevation view of the property



View from entry gate towards existing front door

1.0 Introduction

No.262 Park Road is a mid-terrace single family dwelling in a predominantly residential, non-conservation area. The property is the home of the Emily and Charlie Parrish and their young children, and is in need of an off-street parking space within the front curtilage to improve vehicular accessibility for their young family and visiting elderly relatives, and to facilitate a charging station for their fully electric car.

The proposal is similar to many recently-approved vehicular crossovers in the area, and includes upgrading the existing front garden area to a high architectural standard and with strong sensitivity to context and appearance.

We would welcome the opportunity to meet you on site to discuss the application and any questions raised during the determination / consultation process, and to work with you to ensure the positive determination of the application.

2.0 The Proposal

2.1 Existing Property

The front curtilage area is approximately 7.0m wide, and the depth is approximately 5.6m between the main façade and edge of property. The alterations are confined to this area.

The current low brick wall on the front boundary has an existing 1.1m wide opening for pedestrian access, measured from boundary line to start of brick wall. The area is laid with stone paving on the pathway leading from the entry gate opening to the front door. On the northern side of the paved pathway there is a brick edge to a slightly raised bed laid with slate chippings, and containing a freestanding plant and low climber. On the southern side there is an existing tall tree, with sparse coverage of loose low level plantings around it which are not visible from the street. Hedges exist along the front and side boundary with No.264, with intermittent plantings existing along the boundary with No.260.

2.2 The Design

The proposal is to create a much needed safe parking area within the boundary of the property, improving accessibility for the family's young children and elderly relatives who visit regularly, as well as facilitating the need to charge their fully electric car via a new off-street charging station. This includes the formation of a vehicular crossover and associated upgrades to the front garden, including widening the existing opening in the low brick wall along the front boundary.

The proposal generally retains all existing levels, only altering the low front wall and associated landscaping/hardscaping, while retaining the main foliage/greenery to the front aspect. The existing hardstanding area on the pedestrian pathway is proposed to be widened to suit car access for 1no. standard 2.4 x 4.8m parking space, with materials to match existing in appearance. The current impermeable paving will also be replaced with a permeable paving system to reduce rainwater runoff.

The sparse plantings on the south side of the pathway, which are not visible from the street frontage, would be partially reduced accordingly. The slightly raised bed laid with slate chippings to the north side of the path will also be altered in size to suit, and the plant/climber replanted in a new position, with additional plantings introduced. The existing tall tree, hedges along the front and side boundary with No.264, and intermittent plantings along the boundary with No.260 are all to be retained and will continue to characterise the street frontage, with only one hedge at the front reduced to suit the widened opening. The hedges will be trimmed to allow better visibility accessing the road.

The existing opening in the low brick front boundary wall is proposed to be widened from 1.1m to 3.5m to suit car access, with a 3.5m vehicle crossover (within the Vehicle Crossover Guidelines maximum allowable 4.8m width), and reducing the wall width from 5.9m to 3.6m. The front wall is currently built in a mix of exposed brick and stone finish, and when reduced in size will be made good to match existing with materials reused from site to ensure a good match.

An Aco Drain is to be fitted along the widened opening and connected to the existing private sewer. The existing pedestrian access and waste arrangements will be maintained.

2.3 Planning Precedents

Vehicular crossovers for off-street parking are a common feature along this stretch of Park Road. Listed below are a few examples of similar approved proposals in the locality:

No.153 Park Road (HGY/2017/3479)
No.173 Park Road (HGY/1996/0198)
No.254 Park Road (HGY/2006/1738)
No.266 Park Road (HGY/2002/0058)
No.268 Park Road (OLD/1984/1267)
No.270 Park Road (HGY/2004/0494)
No.272 Park Road (HGY/1995/0038)
No.274 Park Road (HGY/2003/2005)

Applications for No.153 and No.270 were approved with crossovers of 4.8m and 4.0m width respectively.

2.4 Conclusion

The scheme has been carefully considered to protect the character of the street scene, and the introduction of a new crossover is in line with similar proposals approved in the area. The scheme retains the existing tall tree/plantings and proposes minimal alteration to the green border, with additional planting introduced, thus maintaining the verdant character to the front aspect. The material appearance will match existing and be delivered to a high quality standard, with materials re-used from site to ensure a good match.

3.0 Drawings and Documents

This statement is to be read in conjunction with the following drawings:

PL.001 (Location Plan)
PL.050-051 (As Existing)
PL.060-061 (As Proposed)