

**Committee Report  
Planning Committee on 14 April, 2010**

**Item No.** 7  
**Case No.** 09/2206

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**RECEIVED:** 12 February, 2010

**WARD:** Queen's Park

**PLANNING AREA:** Kilburn & Kensal Consultative Forum

**LOCATION:** 189 Chevening Road, London, NW6 6DT

**PROPOSAL:** Formation of vehicular access and associated hardstanding to front garden of dwellinghouse

**APPLICANT:** Ms Anna Panayotou

**CONTACT:**

**PLAN NO'S:**  
See condition 2

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**RECOMMENDATION**

Approval

**EXISTING**

The site is a single dwellinghouse on the northern side of Chevening Road, NW6. The site is within Queens Park Conservation Area.

**PROPOSAL**

Formation of vehicular access and associated hardstanding to front garden of dwellinghouse

**HISTORY**

153 Chevening Road

09/1550 Granted 19<sup>th</sup> August 2009

Formation of vehicular crossover with associated hard and soft landscaping to front of dwellinghouse

39 Chevening Road

09/1885 Granted 18<sup>th</sup> December 2009

Retention of removal of wall and creation of new vehicular crossover from Chevening Road with associated hard and soft landscaping (as accompanied by applicant's notes dated 14/12/2009 and Indicative Planting Schedule)

**POLICY CONSIDERATIONS**

- **Brent Unitary Development Plan 2004**

BE7 Public Realm: Streetscape

BE25 Development in Conservation Areas

H12 Residential Quality – Layout Considerations

TRN15 Forming an Access to a Road

PS14 Residential Development Parking Standards (Use Class C3)

- **Supplementary Planning Guidance 3:- Forming an Access onto a Road (SPG3)**
- **Queens Park Design Guide**

## **CONSULTATION**

### **External**

The owner/occupiers of the neighbouring properties were consulted on the application on 16th February 2010 and a site notice was posted at the site on 18th February 2010. 2 objections have been received including one from the Queens Park Residents Association (QPRA) raising the following points:

- There should be no more parking spaces in the gardens in the conservation area
- There are new government guidelines which prevent this happening
- Brent should be vigilant in refusing permission for destroying what few gardens are left
- Parking spaces are at a premium on Chevening Road due to the number of crossovers
- Large and highly attended events take place at the mosque opposite and losing another one or two on-street parking spaces is madness

### **Internal**

Officers made a number of comments on the originally submitted proposals.

#### Transportation Unit

- The depth of the hardstanding is 3.4m rather than 3.8m as usually required, if this is not increased a legal agreement would be required to restrict the size of vehicle that can be parked there.
- The applicant needs to demonstrate adequate pedestrian visibility.

#### Landscape Designers

- There does not appear to be sufficient soft landscaping

Revised plans have been submitted addressing the Transportation and Landscape Officers concerns and these are discussed below.

## **REMARKS**

The proposal is for the formation of vehicular access and associated hardstanding and boundary treatment to front garden of dwellinghouse. The main considerations with respect to this application are:-

- 1) The impact of the proposed development on the character and appearance of the property and Queen's Park Conservation Area.
- 2) The impact of the proposed development on parking and highway safety.

The subject site is located on Chevening Road where off-street parking has become a fairly common feature within the streetscene. The immediate neighbours of the site do not have crossovers but examples can be seen in close proximity on either side. A number of proposals that complied with the adopted planning guidance have been approved in recent years.

The proposal envisages the formation of a parking space 2.6m in width and 4.5m in depth using sandstone to match the existing path.

The existing garden is well established with a central planted feature surrounded by a small lawn which is in turn surrounded by planted beds, hedges along either shared boundary and roses immediately behind the front wall. As a path already exists curving around this front corner of the garden a relatively modest amount of soft landscaping will be removed for the parking space. The

parking space would be 11.7sqm and the proportion of the garden which would remain softlandscaped is approximately 45%. SPG5 seeks a 50% balance which is not quite achieved but the quality of the landscaping and hardstanding materials would nevertheless result in a sympathetic development acceptable in terms of the conservation area character. This is the subject of a condition.

The existing boundary treatment is a low redbrick wall of approximately 0.7m in height with a gate with pillars, 1.65m in height, to the right side. The proposal involves an opening to the left side of 2.6m in width, the existing pillar at the boundary will remain and form the side of the opening and a second matching pillar, capped with sandstone, will be erected. This design on boundary treatment is in accordance with the Queens Park Design Guide, this document recommends hedging behind the front wall though in this case there are established rose bushes. Overall, the proposed boundary treatments are considered appropriate for Queen's Park Conservation Area.

An assessment on the immediate area has identified some historical poor quality examples of front garden and boundary treatment, but equally there are examples where a good balance of softlandscaping has been retained as well as appropriate front boundary treatments. Officers are satisfied that the proposed scheme is of good quality, sympathetic to its location and would provide an acceptable balance whereby a resident is provided with off-street parking but without detrimentally impacting on the character of the area.

The Queens Park Design Guide does not prevent areas of hardstanding in front gardens. Rather, it states that where they are provided care must be taken to maintain over 50% landscaping and that the choice of materials is crucial. In this case, whilst the area given over to soft planting is slightly under the 50:50 balance suggested, this site must be seen in the context of what is around. It is considered that the existenc of some fairly poor examples, albeit historical ones, nearby would make it difficult to resist this proposal on the basis of a shortfall of soft landscaping. The planting of a small tree in the front garden would further serve to enhance the wider streetscene in this location.

In terms of highway safety visibility at the site is acceptable. The usual requirement of visibility is 2.4m x 2.4m over a height of 0.85m, due to the proximity of a school the height would ideally reduce to 0.6m. In this instance the applicant has indicated that the existing hedge at the side boundary is 0.7m in height. One option would be to move the crossover further to the centre of the site but due to the existing garden layout and the mature planting this could have a more negative impact on the established character of the garden.

Having discussed the height of 0.7m with transportation officers it is on balance considered to be reasonable and a condition is recommended to require that this hedge is maintained at this height in the interest of pedestrian highway safety. The hedge to the opposite side boundary is also low and therefore maintaining this height also appears appropriate in terms of character.

The size of the existing front garden and proposed parking space would be sufficient to ensure that any domestic vehicle parked in the proposed space would not overhang the public footpath. An existing signpost, informing motorists of the presence of a CPZ, may need to be resited, at the applicants expense, if the proposal were to be implemented.

**RECOMMENDATION:** Grant Consent

#### **REASON FOR GRANTING**

(1) The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004

Council's Supplementary Planning Guidance 5 - Altering and Extending Your Home  
Queens Park Conservation Area Design Guide

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment

Housing: in terms of protecting residential amenities and guiding new development

Transport: in terms of sustainability, safety and servicing needs

*Domestic Vehicle Footway Crossover Policy (2008)*

**CONDITIONS/REASONS:**

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- (2) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

OS Sitemap

Existing & Proposed Front Elevation

Existing Front Garden

Proposed changes to front garden REVISED

Reason: For the avoidance of doubt and in the interests of proper planning.

- (3) All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing. This includes the hardstanding to match the existing sandstone paths and the new pillar to match the existing redbrick wall with sandstone capping.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

- (4) The areas so designated shall be retained as softlandscaping, existing planting including hedges shall be retained and a small tree shall be planted in the front garden. The landscape work to be completed during the first available planting season following completion of the development hereby approved. Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (5) The hedge adjacent to the vehicle crossover should be retained at no higher than 0.7m

Reason: In the interest of pedestrian highway safety

**INFORMATIVES:**

None Specified

Any person wishing to inspect the above papers should contact Liz Sullivan, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5377



# Planning Committee Map

Site address: 189 Chevening Road, London, NW6 6DT

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