

Supplementary Planning Guidance (SPG) Urban Design

SPG 1b Parking in Front Gardens

Please note that as a result of changes in the legislation SPG 1b has now been amended to include the following;-

In October 2008 the Department of Communities and Local Government issued new planning guidance. The permitted development rights that previously allowed householders to pave their front garden with hard standing (or other impermeable materials) without planning permission have now changed. This is in order to reduce the impact of this type of development on flooding and on pollution of watercourses. **From October 2008, property owners who want to pave over their front garden with hard standing (or other impermeable materials) in excess of 5m² require planning permission.**

Guidance on the permeable surfacing of front gardens –
www.communities.gov.uk

1. INTRODUCTION

- 1.1 In assessing schemes that propose parking in front gardens/forecourts the Council will have particular regard to the following: adopted Haringey Unitary Development Plan (1998) Policy TSP 7.5, Haringey UDP First Deposit Consultation (2003) Policy UD 3, SPG 1a, SPG 7a, and this supplementary guidance.
- 1.2 Supplementary guidance is provided below regarding the following:
- Context
 - Cases in which planning permission is required
 - Trunk roads or classified road
 - Public highway
 - Property in not a dwelling house
 - Listed buildings
 - Conservation Area Consent
 - Trees
 - Design considerations and guidelines
 - Forecourt/garden layout
 - Recommended hard surface materials

2. CONTEXT

- 2.1 Rising car ownership and the conversion of houses into flats has brought increasing pressure for off-street parking. Creating a parking space in a front garden may often appear to be the best way of ensuring that parking space is always available, but parking in front gardens is generally unacceptable and will not normally receive planning permission. Where planning permission is granted, it will be conditional on approximately 50% of the area being soft landscaped as garden.
- 2.2. Parking in front gardens is visually intrusive, especially in conservation areas, and constitutes a loss of amenity space with parking close to windows creating both noise and nuisance. It can also prove a safety hazard to pedestrians, especially children and older people with either physical or sensory disabilities. Consideration will be given to the effect of parking on traffic flows, pedestrian and cyclist safety, and traffic generation.

3. CASES IN WHICH PLANNING PERMISSION IS REQUIRED

- 3.1. In some cases alterations to a front garden will not require planning permission. However, individual proposals should be discussed with officers of the Development Control Section, as consent may be required in some cases as set out below.
- A. **Trunk or Classified Road:** If the property is on a trunk or classified road planning permission is required for the construction of a new pavement crossover. The Transportation Team (020 8489 5573) can be contacted to advise on which roads are included.
- B. **Public Highway:** Planning permission is required to erect a boundary wall, gate or fence, any part of which is over 1m high next to a public highway (which includes a footpath) or over 2 m elsewhere.
- B.1. Any works that are acceptable on highway grounds, does not exempt the applicant from applying for and obtaining the relevant planning, conservation area or listed buildings consent for the proposed works.
- C. **Property is not a dwelling house:** If the property is not a dwelling house (i.e. it is divided into flats or it is in another use) permission is required for the laying out of a hard surface for parking and for a pavement crossover.
- D. **Listed Buildings:** Any works to a listed building which would affect its character requires listed building consent. This includes works to the boundary wall, railings, gate piers and most other structures within the curtilage of the site. Planning permission is also required for any new boundary gate, fence or wall or material alterations to an existing gate, fence or wall. The advice of the Conservation Officer within the Planning Policy section of the Council should be sought if in any doubt.

E. Conservation Area Consent

- E.1 Conservation Area consent is required for the demolition of most existing structures and the removal of all or any part of front boundary walls, gates or railings where any part of these exceeds 1m in height. Conservation Area consent will normally be refused for proposals which fail to preserve or enhance the character or appearance of a conservation area as a result of the loss or disruption of these features.

4. TREES

- 4.1. If the works are likely to affect a tree and the property is within a conservation area or contains a tree which is covered by a Tree Preservation Order, consent from the Council will be necessary. The Council needs to be notified six weeks in advance of the pruning or felling works to trees in a conservation area that are not protected by a Tree Preservation Order. If any trees are protected by a Tree Preservation Order, formal consent is needed from the Council for any pruning or felling. Consent may be refused if it is to the detriment of the conservation area.

5. DESIGN CONSIDERATIONS AND GUIDELINES

A. Forecourt/Garden Layout

- A.1. When designing a forecourt area, an adequate amount of greenery and the front boundary should be retained. The aim should be to maintain as much sense of enclosure as possible. (See Fig.1: Design Features in Front Garden Parking). Planting should be used to reduce the visual impact of parked vehicles. Existing mature landscaping should be retained and any damage should be repaired. See also SPG 1a: Design Guidance and Design Statement and SPG 8d: Biodiversity, Landscaping and Trees.
- A.2. The front garden should have a minimum depth of 4.8m to allow a 2.4m by 4.8m parking space and to allow a car to stand clear of the pavement and for the car to be parked at a right angle with the road. Enough space should be available between the building and the car so as to not reduce daylight to the basement area and cause staining of the building through exhaust fumes. Enough space should be available for separate pedestrian access and to accommodate planting around the hard standing. Where gates are to be included in the design, there should be enough space for them to open inwards while still maintaining a 4.8m depth. (See Fig.2: Minimum dimensions in front garden parking)
- A.3. Disabled parking space and access requirements should also be taken into consideration. Parking spaces should not block doors to the

property and a clear pathway should be provided at each entrance. See also SPG 4: Access for All – Mobility Standards.

- A.4. A front wall, fence or other boundary is needed to block access to the forecourt except for the permitted width opening. This is to prevent risks to pedestrian safety on the footpath. The design of front walls, railings and gates should normally be in keeping with those originally erected with the property. This will minimise the effect on the appearance and character of the street. New openings for vehicles should be kept at a minimum and new piers should be built with due regard to the original materials. A permanent boundary feature, rather than vegetation on its own, is often preferable to help retain the street line and the sense of enclosure. However, for pedestrian and vehicular safety solid boundary features or vegetation should not normally be over 1.0m high within 2.0m on either side of the opening. (See Fig. 2: Minimum dimensions in front garden parking).
- A.5. Rather than leaving the entrance to the forecourt open, inward-opening gates should be provided wherever possible. Where space is restricted, the gates could slide behind a wall. Gates should not be open outwards over the highway.
- A.6. The choice of materials for the hard surface should be in keeping with those used for the building itself and the actual materials should be specified in the application. The amount of hard surface should be kept to a minimum. The hard surface should be laid on a slight gradient away from the building to allow for the drainage of rainwater.
- A.7. The Council's standards for creating an access from a property onto the road. are specified in SPG 7a: Vehicle and Pedestrian Movement.
- A.8. The crossover should be located so that it does not affect existing street furniture e.g. lamp column, traffic sign etc. The minimum distance of one metre will be required between a proposed crossover and any existing furniture. In cases where works may be approved by the Council and require removal and/or replacement of street furniture, the cost of such works will be borne by the applicant.

B. Recommended Hard Surface Materials

- Bricks
 - York Stone Slabs
 - Granite sets or cobbles
 - Interlocking concrete paving bricks
 - Concrete slabs of suitable colour and finish
 - Gravel. Loose gravel needs to be contained to prevent it spilling onto planting areas and the footway.
- B.1. Where possible more environmentally friendly materials should be used if the design is suitable. See also SPG 8b: Materials.

This SPG has been consulted on as part of the Haringey UDP First Deposit Consultation. As such, it is a material consideration in determining planning applications

Figure 1 Design Features in Front Garden Parking

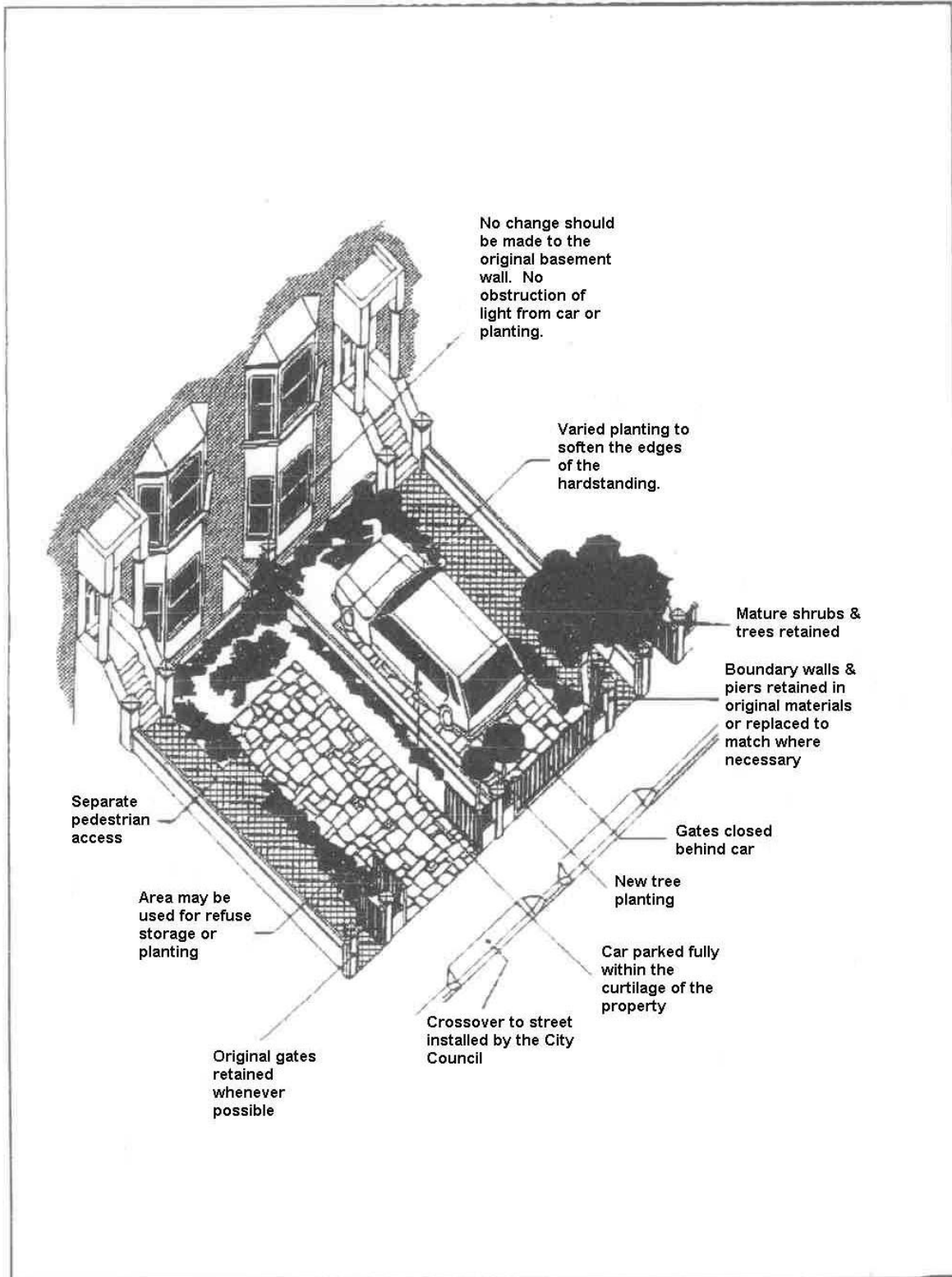


Figure 2 Minimum Dimensions in Front Garden Parking

