

OFFICER REPORT FOR DECISION UNDER DELEGATED AUTHORITY

APPLICATION NO: P1663.21

WARD : South Hornchurch **Date Received:** 21st August 2021

ADDRESS: 25 Dunedin Road
Rainham

PROPOSAL: Drop kerb or down with hardstanding front garden and vehicle access.

DRAWING NO(S): ESL 25 RM13 8LA PR01
Site Location Plan - 25 Dunedin Road

RECOMMENDATION : It is recommended that **planning permission be GRANTED** subject to the condition(s) given at the end of the report

SITE DESCRIPTION

The application site includes a two storey semi-detached maisonette finished in face brick and has a gabled, tiled roof. The subject dwelling is the ground floor unit and the right half of the front garden is within the occupants red line plan.

The surrounding area is characterised by semi-detached and terrace properties.

The application dwelling is not a listed building or within a conservation area.

DESCRIPTION OF PROPOSAL

Permission is sought for a drop kerb or down with hardstanding front garden and vehicle access.

RELEVANT HISTORY

NONE

CONSULTATIONS/REPRESENTATIONS

Letters of notification were sent to the neighbours attached to the boundary regarding the application.

No representations were received.

RELEVANT POLICIES

LDF

DC33 - Car Parking

DC61 - Urban Design

SPD04 - Residential Extensions & Alterations SPD

OTHER

LONDON PLAN - 7.4 - Local character

NPPF - National Planning Policy Framework

MAYORAL CIL IMPLICATIONS

CIL NOT LIABLE

STAFF COMMENTS

NOTE: In accordance with the current criteria for site visits, an in-person site visit was not undertaken. In determining this planning application photos, Google StreetView TM, aerial view images and submitted drawings were used to assess the site constraints.

DESIGN/IMPACT ON STREET/GARDEN SCENE

Policy DC31 seeks to ensure that new development does not have an adverse impact on the functioning of the road hierarchy. Similarly, Policy DC33 aims to ascertain that the new development satisfy the criteria set out in Annex 5 in the London Plan. In particular, the proposed development would not result in any adverse impact on the amenity of residents and the interests of the users of adjacent facilities.

The Supplementary Planning Document for Residential Extensions and Alterations (SPD) states that with regard to car parking, that it 'In cases where the Council would have control over such proposals (e.g. applications relating to flats or maisonettes), permission will generally only be granted if approximately 40% or more of the front garden remains soft landscaped and that front gardens should have a depth of not less than 4.8m.

In this instance the proposal would comply with the depth as the front garden is 5.25m as shown on the proposed block plan. However the proposal would mean the loss of all soft landscaping on the right side of the front garden. Nonetheless, it was noted whilst reviewing streetview that there are other examples of neighbouring properties that have paved their front drive within Dunedin Road, with no landscaping or very limited landscaping incorporated including the attached neighbour.

Therefore the proposal would be within the realms of acceptability and the proposal would not have an unacceptable impact on the character and appearance of the street, given its existing character.

IMPACT ON AMENITY

The proposal would not add any additional noise, disturbance or vehicle headlights than that which already exists. It is considered that the proposal would not have an unacceptable impact on the neighbouring amenity.

In all, the development is considered to fall within the spirit of adopted guidelines for householder extensions and the proposal is not deemed to be unneighbourly.

As set out above, Policy DC33 requires the proposed development to not result in any adverse impact on the amenity of residents and the interests of the users of adjacent facilities.

The attached neighbouring property (No.19/21 Dunedin Road) has vehicular crossovers to the front of their property.

The maisonette above (No. 23) would experience the effect of a vehicle parked on an area that was previously a front garden. A vehicle manoeuvring close to dwellings can have significant adverse effects, including noise, fumes, light spill (particularly headlight beams), oil leakage and other residue. However, most of these effects would be directed to the host maisonette (No. 25) with the driveway positioned in front of the host dwelling. Having regard to all of these factors, the impact of the proposal on the amenity of these neighbouring properties is considered to be within acceptable limits.

Overall the development is considered to fall within the spirit of adopted guidelines for

householder extensions and the proposal is not deemed to be unneighbourly.

HIGHWAY/PARKING

No objections are raised with regards to impact on parking or highway safety. The proposed hardstanding would sufficiently accommodate the parking of vehicles without any overhang which would affect the public footpath.

KEY ISSUES/CONCLUSIONS

For the reasons set out above, the proposed vehicular crossover and hard standing would not adversely impact upon the amenity of the neighbouring properties or the street scene which it fronts.

As a result, the proposal is considered to be in accordance with the above-mentioned policies and guidance and approval is recommended.

RECOMMENDATION

It is recommended that **planning permission be GRANTED** subject to the following conditions:

1. SC4 (Time limit) 3yrs

The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:-

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. SC32 (Accordance with plans)

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans (as set out on page one of this decision notice).

Reason:-

For the avoidance of doubt and to ensure that the development is carried out as approved.

3. Non Standard Condition 41

The hardstanding hereby approved shall not be other than of permeable (or porous) surfacing which allows water to drain through, such as gravel, permeable concrete block paving or porous asphalt, or the hard-surface area shall direct the rainwater direct to a lawn or border to drain naturally.

Reason;

In order to ensure the development would have an acceptable impact upon the localised flooding.

INFORMATIVES

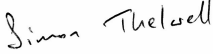
1 Vehicle crossover informative

The proposal involves works which affect the highway and/or its verge. Before

commencing such works you must obtain separate consent of the Highway Authority. Please contact the Streetcare on 01708 432563.

2 Approval - No negotiation required

Statement Required by Article 35(2) of the Town and Country Planning (Development Management) Order 2015: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraph 38 of the National Planning Policy Framework 2019.

Authorising Officer:	Simon Thelwell		10-11-2021
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