



# PLANNING BY DESIGN

FROM CONCEPT TO COMPLETION

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**Planning, Design and Access Statement**

**51 Frogmore Avenue, Plymouth PL6 5RT**

**New dropped kerb and creation of driveway**

**On behalf of Christopher Hughes**

Prepared by **Planning By Design**

## **Application**

Planning By Design (Agent) has been instructed to act on behalf of Christopher Hughes (Applicant) to submit a planning application to Plymouth City Council (Local Planning Authority) for a new dropped kerb and creation of driveway at 51 Frogmore Avenue, Plymouth PL6 5RT (the site).

In support of this application, the following Planning, Design and Access Statement has been prepared to demonstrate the suitability of this site for this proposal and evaluate its accordance with national and local planning policy along with supplementary design guidance.

## **Site Location**

The application site, is a semi-detached two-storey dwelling located in the Eggbuckland ward of Plymouth. The property benefits from a front garden area, which has already been partly paved over. The front garden boundary is formed by an area of overgrowth.

Frogmore Avenue is a Class C highway; however, since classification, this section of Frogmore Avenue has been partitioned by bollards and railings and as such is no longer a through road.

The property overlooks a junction which serves a cul-de-sac of garages and bin stores.

## **Proposal**

The proposed development is for a new dropped kerb and creation of driveway, with some garden alterations. The proposed development will enable the resident's private vehicle crossing over the existing public pavement to access a new front drive.

## **Planning History**

There has been one application at the site for a detached building in the rear garden for use as extra living accommodation (ref. 11/01441/FUL).

### Development in Locality

There has been one application for a vehicle hardstanding at 71 Frogmore Avenue that was granted (ref. 10/01710/FUL). This permission provides precedent that the Council allows vehicle hardstanding in the vicinity.

## **Pre-Application Engagement**

The Applicant submitted a pre-application enquiry for the proposed development, which was considered acceptable to the Council (ref. 24/00147/HHR). To comply with road safety, a dropped kerb cannot be located within 10m of a junction or corner. This allows appropriate sightlines for drivers and pedestrians, as well as ensuring that access is not

obstructed for emergency vehicles. However, the Council assessed that due to the site-specific circumstances, it's fair to note this section of Frogmore Avenue no longer serves a large number of vehicles and therefore, in this specific case, the requirement for turning would not likely be enforced.

## Planning Policy

The following planning policy and guidance documents are recognised as material considerations for the assessment of this application

- National Planning Policy Framework (2023)
- National Planning Practice Guidance
- Joint Local Plan (2019)
- Joint Local Plan SPD (2020)

The following section will evaluate the proposals in accordance with the relevant policies and supplementary design guidance of the Council to demonstrate why the proposal should be considered as acceptable in principle and in strict accordance with the Councils development criteria.

### National Planning Policy Framework (2023 – NPPF)

The new National Planning Policy Framework was revised in 2023 and the following paragraphs are considered to be relevant.

Paragraph 38 confirms that Local Planning Authorities should approach decisions on proposed developments in a positive and creative way. They should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision makers at every level should seek to approve applications for sustainable development where possible.

Paragraph 135 states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Development should:

- a) Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks;
- f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

### Local Policy

The following policies are relevant to the proposal:

- Policy DEV1 (Protecting health and amenity)
- DEV20 (Place shaping and the quality of the built environment)
- DEV29 (Specific Provisions relating to transport)

## **Planning Assessment**

### Principle of Development

The principle of development has been established and accepted by the Council following pre-application engagement. Although there are not many driveways in the area, there is a driveway directly next door to the application property to demonstrate driveways can work well within the area.

### Visual Impact and Design

The proposal will have a minor positive impact on the appearance of the site, replacing dated materials and overgrown landscaping with a new, purpose-built designed scheme. The usual hardstanding and renovated garden will enhance the visual character of the property in accordance with Policy DEV20.

### Residential Amenity

As the proposal will simply resurface previously developed land, there will be no impact on neighbouring privacy, outlook, loss of light and privacy. The proposed garden renovation will likely improve neighbour outlook when compared to existing. We consider the proposal complies with Policy DEV1.

### Highways and Safety

The dropped kerb will significantly improve access in and out of the site and therefore increase safety. The proposed dimensions are of the driveway and proposed parking space are in accordance with the Council's parking requirements. Appropriate visibility splays are

provided in both directions and the property is located along a straight stretch of road where forward visibility is good.

At the Council's request, during pre-application discussions, an EV charging point will be located at the front of the property. We consider the proposal complies with Policy DEV29.

## **Conclusion**

We kindly request that the Council supports this application in accordance with the NPPF and Local Plan.