
Site Address: 72 Lovedean Lane, Waterloooville, PO8 9ST
Proposal: Proposed dropped kerb on a section of the road at the front of property on Lovedean Lane to gain access to a driveway.
Application Type: Full Planning Permission
Application No: APP/23/00393 Expiry Date: 17/08/2023
Applicant: Miss Valentine
Agent: Case Officer: Josephine Lacey
Ward: Hart Plain

Recommendation: **GRANT PERMISSION**

1 Site Description

72 Lovedean Lane is a mid-terrace two storey property located within a row of 4 dwellings within the road, which is classified as a C road. The existing frontage comprises paving slabs and grass. The front elevation is made up of red brick and tile hanging. The neighbouring properties are of similar design. The property is located opposite a disused bus stop and pole, and adjacent to dropped kerbs serving No. 74 and 76 Lovedean Lane.

2 Planning History

None recent or relevant.

3 Proposal

Proposed dropped kerb on a section of the road at the front of property on Lovedean Lane to gain access to a driveway.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011
CS16 (High Quality Design)

Havant Borough Local Plan (Allocations) July 2014
AL1 (Presumption in Favour of Sustainable Development)

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Councillor Carly Scannell - Hart Plain

No comments received.

Councillor E Shimbart - Hart Plain

No comments received.

Councillor James Blades

No comments received.

Developer Services, Southern Water

The impact of any works within the highway/access road on public apparatus shall be assessed and approved, in consultation with Southern Water, under a NRSWA enquiry in order to protect public apparatus. Please send these enquiries to Developer.Services@southernwater.co.uk

It is possible that a sewer now deemed to be public could be crossing the development site.

Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).

Hampshire Highways

Thank you for your reconsultation on the above planing application. The Highway Authority wish to make the following comments

The applicant has confirmed that the proposed dropped kerb is to be an extension of the existing for 74 Lovedean Lane. It appears that the dropped kerb would be greater than 10.0m in length. whilst dropped kerbs greater than 10.0m should be avoided it appears that there is space for a dropped kerb to be provided should upon the approval of the license it be preferred that the two dropped kerbs are separated with a ull height kerb rather than providing an extension. This is a matter that could be resolved at this stage should any amendments required.

Whilst the visibility splays have not been drawn correctly in accordance with HCC TG3, the Highway Authority are satisfied that appropriate visibility can be achieved. additionally, the boundary features mean that sufficient pedestrian intervisibility can be achieved and these are therefore agreed.

As referenced above, the applicant is reminded that subject to any planning permission being granted by the Local Planning Authority, a subsequent agreement will need to be granted by HCC as Highway Authority to undertake the drop kerb works on the Highway. Details of this procedure can be found via the following link: [Apply for a vehicular access | Hampshire County Council \(hants.gov.uk\)](#). It is important to note that if there are any minor utility diversions that are required to facilitate the dropped kerb then additional costs may arise in addition to the initial application fee. The applicant should also be aware that if an existing access is to be closed, a full height kerb should be reinstalled.

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following conditions:

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight splays provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 0.6 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

BUS STOP POLE REMOVAL

The proposed access works shall not be undertaken until the existing bus stop pole has been removed.

Reason: To provide satisfactory access and in the interests of highway safety

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above number should you require any further clarification.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 7

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

Comment	Officer Comment
No comments received.	

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Appropriateness of design and impact on the character of the area
- (iii) Effect on neighbouring properties

(i) Principle of development

7.2 The application site is located within the defined urban area, therefore development is considered acceptable in principle subject to development management criteria.

(ii) Appropriateness of design and impact on the character of the area

7.3 The design of the new proposed vehicle access will not create visual harm to the area. There are already dropped kerbs in the vicinity, so it will be in-keeping with the character of the locality. The existing hardstanding will be replaced with gravel driveway on a bed of mod type 1 with membrane and a gravel grid under permitted development, which is considered visually acceptable.

7.4 The design and appearance of the proposal is deemed appropriate in context to the main building and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Effect on neighbouring properties

7.5 The dropped kerb will not cause negative impacts on the surrounding properties. It will allow for off road parking to the application site, therefore removing associated vehicles from the public domain. Two conditions have been applied to this permission as requested by Hampshire Highways Authority to ensure safe use of the driveway and the highway.

7.6 Consequently, it is considered that the proposal will not appear overbearing or lead to a loss of light, outlook or privacy and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy). It is noted no letters of objection were received with respect to the scheme.

(iv) Highways

7.7 Hampshire Highways have been consulted on this application for comments on protection of safe use of the highway at the locality. Following their response, the following conditions have been applied to this permission; It has been agreed that the requirement to retain the visibility splays free from visual obstruction cannot be imposed as a condition due to the fact that the applicant has no control over parts of the land that includes the visibility splays.

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight splays provided in accordance with the approved plans.

Reason - To provide satisfactory access and in the interests of highway safety.

The proposed access works shall not be undertaken until the existing bus stop pole has been removed.

Reason: To provide satisfactory access and in the interests of highway safety

8 **Conclusion**

- 8.1 The proposed development is acceptable in principle, is appropriate in terms of design and its impact on the character of the area, and would have a limited and acceptable impact on the neighbouring properties. On this basis it is recommended for approval.
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9 **RECOMMENDATION:**

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/23/00393 subject to the following conditions

- 1 The development must be begun not later than three years beginning with 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 The development hereby permitted shall be carried out in accordance with the following approved plans:

P0 - Block Plan Revision B - 07/11/2023

P1 - Site and Elevations Revision B - 07/11/2023

Location Plan - 22/06/2023

Reason: To ensure provision of a satisfactory development.

- 3 No car parking shall take place on site until the access, including the footway and/or verge crossing has been constructed and lines of sight splayed provided in accordance with the approved plans.

Reason: To provide satisfactory access and in the interests of highway safety and having due regard to policies DM13 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 The development hereby approved shall not commence until the existing bus stop pole has been removed.

Reason: To provide satisfactory access and in the interests of highway safety and having due regard to policies DM13 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.