
Site Address:	13 London Road, Waterlooville, PO7 7AL		
Proposal:	Proposed dropped kerb.		
Application Type:	Full Planning Permission		
Application No:	APP/24/00434	Expiry Date:	10/09/2024
Applicant:	Miss Craig		
Agent:		Case Officer:	Josephine Lacey
Ward:	Waterloo		

Recommendation: **REFUSE PERMISSION**

1 Site Description

13 London Road, Waterlooville, is a mid-terrace dwelling to the northwest of London Road. There is a large shared driveway and access to both 13 and 15 London Road to the front with a low level brick wall to the front boundary of approximately 1m. There is a 45mm dropped kerb providing vehicular access to the driveway which has been designed to minimise the speed in which vehicles enter the footway area to park within the marked bays and access driveways. The pavement is shared by pedestrians and vehicles due to the parking bays on the footway. There is also a bus lane which vehicles must cross when entering and exiting the parking bays and driveways within this section of highway.

2 Planning History

None recent or relevant.

3 Proposal

Proposed dropped kerb.

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)
DM11 (Planning for More Sustainable Travel)

Havant Borough Local Plan (Allocations) July 2014

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

5 Statutory and Non Statutory Consultations

Councillor Gwen Robinson

No comments received.

Councillor Peter Wade

No comments received.

Councillor Ryan Brent

No comments received.

Developer Services, Southern Water

No comments received.

Hampshire Highways

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

The Highway Authority note that the applicant is proposing to drop the existing 45mm splayed kerb which already provides access to No. 13 and 15 London Road.

The use of a 45mm dropped kerb is a delicate design feature in order to minimise the speed in which vehicles enter the footway area to park within the marked bays and access driveways in this location. Removal of this feature to provide a full dropped kerb would increase the speed in which vehicles could enter the footway at the risk to pedestrian safety. In addition, it is highly likely that the proposed dropped kerb to access No. 13 and 15 London Road would be misused by others to access the on footway parking bays allowing them to enter at a greater speed, again to the detriment of pedestrian safety.

The existing kerbing also forms part of a drainage arrangement and therefore removal of these kerbs could lead to standing water on the highway which could lead to a fundamental highway safety issue.

Having regard to the above, the Highway Authority object to this planning application and recommend refusal in the interests of highway and pedestrian safety.

Southern Gas Networks - stage 1

Please find an extract from our mains records for your proposed work area, any SGN assets are described in the map legend. On some occasions blank maps may be sent to you, this is due to your proposed work being in a no gas area but within our operational boundaries.

This mains record only shows the pipes owned by SGN in our role as a Licensed Gas Transporter (GT). Please note that privately owned gas pipes or pipes owned by other GTs may be present in this area and information regarding those pipes needs to be requested from the owners. If we know of any other pipes in the area we will note them on the plans as a shaded area and/or a series of x's.

The information shown on this plan is given without obligation or warranty and the accuracy cannot be guaranteed. Service pipes, valves, siphons, stub connections etc. are not shown but their presence should be anticipated. Your attention is drawn to the information and disclaimer on these plans. The information included on the plan is only valid for 28 days.

On the mains record you may see the low/medium/intermediate pressure gas main near your site. There should be no mechanical excavations taking place above or within 0.5m of a low/medium pressure system or above or within 3.0m of an intermediate pressure system. You should, where required confirm the position using hand dug trial holes.

A colour copy of these plans and the gas safety advice booklet enclosed should be passed to the senior person on site in order to prevent damage to our plant and potential direct or consequential costs to your organisation.

Safe digging practices in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all relevant people (direct labour or contractors) working for you on or near gas pipes.

It must be stressed that both direct and consequential damage to gas plant can be dangerous for your employees and the general public and repairs to any such damage will incur a charge to you or the organisation carrying out work on your behalf. Your works should be carried out in such a manner that we are able to gain access to our apparatus throughout the duration of your operations.

If you require any further information please do not hesitate to contact us.

Portsmouth Water

Please find attached the plan(s) showing the approximate position of water mains at the requested location.

Service connections are not shown but it should be assumed that all premises are supplied from the water distribution network. Other connections not related to properties, such as field supplies, may also exist so we would suggest a visual/CAT scan/Ground Radar survey is undertaken prior to any hand or mechanical excavation. Safe digging practices in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used. This documentation is available at <http://www.hse.gov.uk/pubns/priced/hsg47.pdf>

Copies of guidance notes: Working near distribution apparatus and Guidance for working near or over a Trunk Water Main are enclosed. Please read carefully as the conditions will apply to any work you undertake in the vicinity of Portsmouth Water assets.

It is important to ensure that a copy of the above guidance is provided to those undertaking any work which may affect our apparatus.

Please note Portsmouth water has no responsibility for any underground drainage or sewerage infrastructure. Enquiries regarding these assets should be directed to the relevant authority/company.

Scottish and Southern Electricity Networks

We have sent you the plans of our network records within the area requested. You will shortly receive responses each of the following; any High Voltage Mains cables and Low Voltage Mains cables.

Attached to this email is the 'Guide to Interpreting' which includes the legends for the plans on pages 7-9.

If a Service Cable is not shown on our maps sent, and you require the Cable to be Traced, please contact the General Enquiries Department on 0800 048 3516 (option 3) or via email, ge@ssen.co.uk

If you need further information on our network in this area or a quotation for any required works, please contact the Connections & Engineering Department on 0800 048 3516 or via email, connections@sse.com

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: 6

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) Impact on Highway Safety

(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 applicant is proposing to drop the existing 45mm splayed kerb which already provides access to No. 13 and 15 London Road. There are other dropped kerbs along the highway, however these have not been permitted under the same circumstances as this application and each proposal must be considered on its own merits. The design of the proposal is considered to be in keeping with the character of the area in accordance with Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011.

(iii) Impact on Highway Safety

- 7.4 The Highway Authority have objected to the proposal and recommended refusal in the interests of highway and pedestrian safety, as the use of a 45mm dropped kerb is a delicate design feature in order to minimise the speed in which vehicles enter the footway area to park within the marked bays and access driveways in this location. Removal of this feature to provide a full dropped kerb would increase the speed in which vehicles could enter the footway at the risk to pedestrian safety. In addition, it is highly likely that the proposed dropped kerb to access No. 13 and 15 London Road would be misused by others to access the on footway parking bays allowing them to enter at a greater speed, again to the detriment of pedestrian safety. The existing kerbing also forms part of a drainage arrangement and therefore removal of these kerbs could lead to standing water on the highway which could lead to a fundamental highway safety issue. The proposed development therefore conflicts with Policy DM11 of the Havant Borough Local Plan (Core Strategy) 2011 which requires safe and secure vehicular and cycle parking and turning facilities to adopted standards.

8 Conclusion

- 8.1 The proposed development would have a detrimental impact on pedestrian and highway safety and therefore conflicts with Policy DM11 of the Havant Borough Local Plan (Core Strategy) 2011. On this basis it is recommended for refusal.
-

9 RECOMMENDATION:

That the Head of Place be authorised to **REFUSE PERMISSION** for application APP/24/00434 for the following reasons

- 1 In the interests of highway and pedestrian safety, as the use of a 45mm dropped kerb is a delicate design feature in order to minimise the speed in which vehicles enter the footway area to park within the marked bays and access driveways in this location. Removal of this feature to provide a full dropped kerb would increase the speed in which vehicles could enter the footway at the risk to pedestrian safety. In addition, it is highly likely that the proposed dropped kerb to access No. 13 and 15 London Road would be misused by others to access the on footway parking bays allowing them to enter at a greater speed, again to the detriment of pedestrian safety. The existing kerbing also forms part of a drainage arrangement and therefore removal of these kerbs could lead to standing water on the highway which could lead to a fundamental highway safety issue. The proposed development therefore conflicts with Policy DM11 of the Havant Borough Local Plan (Core Strategy) 2011 which requires safe and secure vehicular and cycle parking and turning facilities to adopted standards.