
Site Address: 384 London Road, Waterlooville, PO7 7TB
Proposal: Proposed vehicle crossing and alterations to boundary wall.
Application No: APP/20/00388 Expiry Date: 24/07/2020
Applicant: Mrs Parker
Agent: Mr Mallen Case Officer: Selina Donophy
Thorns-Young Ltd.
Ward: Waterloo
Site Visit Date:

Recommendation: **GRANT PERMISSION**

1 Site Description

This application site is a two - storey, detached dwellinghouse located on the east side of London Road, Waterlooville. This is a brick built property with a lawn and parking towards the front , bordered by a brick boundary wall which is sited parallel to London Road.

2 Planning History

90/52609/002 - New vehicular access to London Road, REF

Officer Comment: This application refusal related to the impact on the flow of traffic on London Road. It is noted that no highway objection has been received in relation to the current application.

92/52609/003 - Demolition of existing single storey buildings and erection of a single and two storey extension., PERM,12/12/1992

APP/18/00202 - Single storey rear extension., PERM,19/04/2018

3 Proposal

Proposed vehicle crossing and alterations to boundary wall.

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)
CS20 (Transport and Access Strategy)

Havant Borough Local Plan (Allocations) July 2014

Havant Borough Pre Submission Local Plan 2036

Emsworth Neighbourhood Plan Post Examination Version 2020

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 **Statutory and Non Statutory Consultations**

Councillor Gwen Robinson

No comment

Councillor Mike Sceal

No comment

Councillor Peter Wade

No comment

Environment Agency

No comment received

Hampshire Highways

The proposed dropped kerb access through the bus lane onto London Road is consistent with other accesses to properties along the route and benefits from good visibility both northbound and southbound.

However, before a recommendation can be made, the Highway Authority require the dimensions of the proposed access, along with confirmation that the vehicle crossing is a minimum of 15m away from the point at which the bus lane terminates before the junction with Highfield Avenue. This is to confirm that there will be suitable separation between the two.

The applicant should also be made aware of the need to secure a Section 184 license to implement the works, details of which are available via the following link:

<https://www.hants.gov.uk/transport/developers/section-184>.

Further comment following vehicle crossing distance confirmation :

The applicant has clarified that the new vehicle crossover is located 11m to the east of the end of the temporary termination of the bus lane before the London Road/Highfield Avenue junction. Should the distance be taken from the eastern radii, this distance increases to 15m. Furthermore, the new crossover is located over 20m away from the London Road/Highfield Avenue junction.

Given the separation noted above, the location of the proposed crossover is considered acceptable. To implement the new access, the applicant will need to apply for a Section 184 licence, further details of which are available on the following link:

<https://www.hants.gov.uk/transport/parking/droppedkerbs>. The Highway Authority raises no objection to the proposed application.

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 the highway

(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 This proposal comprises new vehicular access to no 384 London Road off London Road which is a classified road and therefore this requires planning permission. The existing vehicle access to the application site is from Highfield Avenue via a right of way through no 5, the neighbouring property. Following this application the right of way is set to be removed, with the erection of a 1metre fence to separate the properties.

This proposal includes the widening of the access to allow entry for a vehicle, as well as alterations to the boundary wall and the addition of an inward opening gate. The proposed replacement wall would be constructed of facing brickwork with contrasting soldier course detail, arching inward at the entrance to allow for a greater approach onto the pedestrian highway and London Road. There would be no notable increase in the height of the wall or the gate. Materials would include brickwork to match existing.

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) Impact on the highway

7.4 The proposed entrance would include a paved area at the approach to the pavement with access to London Road facilitated by a dropped kerb. Hampshire Highways have been consulted in regard to this application and have stated no objection, judging the distance to the bus lane and junction to be acceptable. It is noted the applicant will need to apply separately for a Section 184 license - this has been added as an informative.

7.5 Consequently, it is considered that the proposal would have an acceptable impact on the highway and the character and appearance of the area, 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.

8 Conclusion

8.1 The scale, siting and design of the proposal would have limited and acceptable impact on the neighbours, the character and appearance of the area and highway safety. It is therefore considered to be appropriate and recommended for approval.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/20/00388 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:
4062.20 REV A Proposed vehicle crossing and alterations to boundary wall
Block plan received 29.05.2020
Location plan received 29.05.2020
Materials confirmation email received 21.07.2020
Reason: - To ensure provision of a satisfactory development.
- 3 The external materials used shall match, in type, colour and texture, those of the existing wall so far as practicable.
Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.