Site Address:	104 Hambledon Road, Waterlooville, PO7 6UT		
Proposal:	Construction of wall and two set of gates to front boundary (part retrospective).		
Application No:	APP/17/01124	Expiry Date:	28/12/2017
Applicant:	Miss M Slater		
Agent:		Case Officer:	Bee Crawford
Ward:	Waterloo		

Recommendation: **REFUSE PERMISSION**

1 Site Description

1.1 The application site is a two storey detached property with an attached garage. It has a brown tiled pitched roof and elevations of cream render and tile hanging. The site is level and there is currently dual open vehicular access to the front leading to a shingle parking area. There is 1.6 metre high fencing to the side boundaries.

1.2 A pair of two storey semi-detached properties are to the east, a two storey detached property is to the west and tree screening with Waterlooville Leisure Centre beyond is opposite. The area is of medium density with two storey detached and semi-detached properties of a similar and different age, style and design and Brambles Farm industrial park.

2 Planning History

None relevant to this application.

3 Proposal

3.1 The proposal is for the construction of wall, fence and two set of gates to front boundary to a height of 1.6 metres (part retrospective). At the time of the Officer's site visit the brick wall and brick piers to the side had been constructed without the relevant planning permission in place

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)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)

AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

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

5 Statutory and Non Statutory Consultations

Developer Services, Southern Water
Southern Water would have no objection to the above proposal.

Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

Highways Engineer, Development Engineer
07/12/2017
"In general I would suggest that any gate is set back 4.5 m from the edge of the kerb line to ensure that a car can pull off to open the gate unless they are electric. In this case they say they say they are not electric so they should be set back..

The objectors seem to be concerned that the fence between their plot has been erected all the way to the back of the highway. This I would suggest they can do under permitted development and the thing I should consider is will the brick piers that form part of the proposal block sight lines to the public or cyclists. I suggest that the plans are revised to show that the piers for the gate and the other neighbours property are set back 4.5m. The rest of the wall can be constructed on the boundary with a 45 degree splay/radius back to the gate and neighbour property boundary. A good example of this approach is 112 Hambledon Road
https://www.google.co.uk/maps/@50.8882256,-1.0419036,3a,75y,36.14h,65.18t/data=!3m6!1e1!3m4!1sF5oTEQ5fdaFwX5yeRMLuXA!2e0!7i13312!8i6656?hl=en

If the applicant does not want to revise his proposals the application should be refused on the grounds that the applicant has not demonstrated that the proposal would not cause harm to users of the highway."

03/01/2018
"However there is an issue with the pillars blocking the sight line and it would help if the pillars where lowered on each boundary. I still have concerns that to open the gates a car will have to stop on the highway or block the footway. but if the gates are electric there will be no problem.

The Minor Planning Application Guidance from Hampshire County Council states;
GATES
If gates are to be fitted across the vehicle access then these must open inwards. To ensure that there is sufficient space for a vehicle to exit the highway to open/close the gates on entry/exit these should be set back 4.9m from the edge of the carriageway.

The height of the pillars should be reduced to the same standard height of a fence that could be erected under permitted development i.e.1 metre."

Whilst you have indicated the gates are no longer part of the proposal, the advice regarding the maximum height of 1 metre would also apply should you wish to install the gates at a later stage.

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: 2

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 2

Comment	Officer Comment
Unfortunately we must object to this application. When we exit our driveway, the new, 1.8m high brick pier to the right-hand side of the applicant's property obstructs our left-hand view of the single 1.2m wide pavement serving this stretch of the Hambledon Road (B2150). Originally the gate-posts at 104 were set back within their boundary, providing a clear view of the pavement. Our own boundary wall and piers are less than one metre high and are set back providing a clear view of pedestrians and traffic. This has maintained the safety of the pavement and the driveway users, enabling each to see the other clearly. We are currently in the process of selling our property and I have provided a copy of the application to our purchaser's solicitors who may wish to add their comments.	See section 7.
Our view is severely restricted already with the 5ft fence that has recently been put in place by our neighbours and it is very difficult to pull safely out of our driveway.	See section 7.

The more recent addition of a brick wall has meant that we have to pull forward another 1.5 feet to get a partial view and further high fencing at the front of the drive will mean that we will have to pull the car out onto the pavement and even into the road before we can see if it is safe to pull entirely out. This is neither safe for ourselves or any oncoming vehicles. We are also very concerned that we will be unable to see pedestrians and they will not see us until we're already pulled onto the pavement. A lot of young families walk by our house on route to school as we leave for work in the morning and this has already proven itself dangerous and the situation will only worsen if further line of sight is lost. Perhaps the site of the fence should be set back further into the driveway? This would allow us to see and be seen by pedestrians and road users on what is now a very busy and fast road.	

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) Highway safety issues
(iii) Impact on the street scene
(iv) 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) Highway safety issues

7.3 The proposed wall and fence is adjacent to the pavement which has a width of less than 2 metres, and is considered to be fairly narrow given the status of Hambledon Road which is the main route from Waterlooville to Denmead. The Council's Highways Engineer raised concerns with the brick pillars blocking the sight line, causing harm to users of the highway and advised they should be reduced in height to the permitted development allowance of 1 metre. The application should be refused on the grounds that the applicant has not demonstrated that the proposal would not cause harm to users of the highway and does not comply with policy CS20 of the Havant Borough Local Plan (Core Strategy).

7.4 It was also advised that the proposed gates should open inwards and be set back a minimum of 4.5 metres from the edge of the kerb line to ensure that a car can pull off to

open the gate, unless they are electric. The proposed gates are manual, but the applicant discussed this matter with the Highways Engineer and it was indicated that the gates would not form part of the application. Notwithstanding the above no amended plans were submitted to reflect this. The applicant also stated that as the work has already started the wall would not be able to be set back as advised by the Highway Engineer.

(iii) Impact on the street scene

7.5 There are various styles of front boundary treatments in this part of Hambledon Road, predominantly consisting of low walls, walls with open railings over, shrubs and open frontages. Whilst the neighbouring property at 102 does have a dwarf wall with open board fencing, this only forms approximately half the frontage with the remainder being open. It is considered that the proposal would be out of character with the current nature of the street scene, and would be overly prominent, detrimental to the visual appearance and amenity of the street scene, which would be contrary to policy CS16 of the Havant Borough Local Plan (Core Strategy).

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(iv) Effect on neighbouring properties

7.6 The brick piers adjacent to the property boundaries have already been constructed and concerns have been raised by both adjacent neighbours regarding the resulting restriction in visibility, making it difficult to exit their properties safely. As previously noted, the pavement on this section of Hambledon Road is not particularly wide and it is considered that due to the nature of the development including the proximity to the highway and height and size of the brick piers, the scheme would have an adverse effect on the neighbouring properties regarding vehicular travel and be contrary to Policy CS20 of the Havant Borough Local Plan (Core Strategy).

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8 Conclusion

8.1 There is a highway safety objection to the proposed boundary wall and fence as the proposal would cause harm to users of the highway and contrary to policy CS20 of the Havant Borough Local Plan (Core Strategy). In addition, the visual impact of the wall and fence in street scene terms is considered detrimental to the amenity of the area and therefore contrary to policies CS16 of the Havant Borough Local Plan (Core Strategy). As such, the application is therefore recommended for refusal.

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9 RECOMMENDATION:

That the Head of Planning be authorised to **REFUSE PERMISSION** for application APP/17/01124 for the following reason

1 Inadequate visibility splays are provided at the junction of the access with the highway and this would cause danger and inconvenience to users of the adjoining highway. The proposal is therefore contrary to policies CS16, CS19, CS20, and DM13/DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

2 It is considered that the proposal would be out of character with the current

nature of the street scene, and would be overly prominent, detrimental to the visual appearance and amenity of the street scene, which would be contrary to policy CS16 of theHavant Borough Local Plan (Core Strategy) and the National Planning Policy Framework 2012..