

Havant Borough Local Plan (Core Strategy) March 2011

CS15 (Flood and Coastal Erosion)

CS16 (High Quality Design)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Chichester Harbour Conservancy

No comment received

County Ecologist

I have no comments to make on ecological matters.

Environment Agency

No comment received

Highways Engineer, Development Engineer

This should be dealt with by the Planning Authority using the Highway Authority's Standard advice

However their advice is

Requirements for the provision of any gated access points for vehicles

1.1. If gates are to be fitted across the vehicle access then these must open away from the highway (inwards). To ensure that there is sufficient space for a vehicle to exit the highway gates must be set back 6m from the edge of the carriageway.

If gates are proposed the following condition should be placed on the permission:

Any gates provided shall be set back a distance of 6m from the edge of the carriageway of the adjoining highway.

Reason - In the interests of highway safety.

My advice is, if the gates are electric and it can be covered by a planning condition this is acceptable but if they are not electric then I suggest that the gates should be set back a minimum of 4.5 metres from the edge of carriageway

Langstone Harbour Board

No comment received

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: 0

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
- (iv) Impact on the highway

(i) Principle of development

- 7.2 The application site is located within the non-urban area, however, the development relates to the provision of a garage within the residential curtilage of an existing residential property and is considered acceptable in principle subject to other development management criteria considered below.

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

- 7.3 Currently there is no defined boundary treatment to the front of the property. The front boundary treatments to the properties to the east and west are all approximately 2m in height in varying styles and conditions, and using a variety of materials. The location of the neighbouring gates are set a similar distance from the highway to the proposed fence.
- 7.4 The proposal is to erect a 1.95m fence and gates constructed of stained hardwood with granite sets edging. The proposal is to include an area of soft landscaping between the pedestrian and vehicular gates.
- 7.5 No objections have been received from Chichester Harbour Conservancy, Langstone Harbour Board, County Ecologist or the Environment Agency.
- 7.6 It is considered that the design and appearance of the proposal will be 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 will improve the visual amenity of the locality.

(iii) Effect on neighbouring properties

- 7.7 The proposed pedestrian gate will be set in excess of 0.5m back from the 2.1m high concrete boundary wall of the property to the west (Spindrift).
- 7.8 The vehicular access is to be a sliding gate which slides from east to west. The gate is to be set approximately 1.2m back from the proposed fence, and approximately 2m back from the front curtilage. The property to the east (Windsong) is, like to the application site, set in excess of 13m back from the front boundary line, with a brick wall of approximately 1.95m in height acting as the boundary treatment. The vehicular access into this neighbouring property is to the eastern side of the house.
- 7.9 Consequently, it is considered that the proposal is unlikely to appear overbearing or lead to overlooking 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) Impact on the highway

- 7.10 The Highways Engineer has indicated that the application should be determined using the Highway Authority's Standard advice, which is that to ensure that there is sufficient space for a vehicle to exit the highway, gates must be set back 6m from the edge of the carriageway. However it has to be acknowledged that in this unique location close to the end of Ferry Road at the western most point of Hayling Island, there is a reduced

amount of traffic travelling at much slower speeds. It also needs to be acknowledged that the gates to the properties within close proximity to the application site are set no more than 2m back from the carriageway. It is therefore considered that, in this instance, the location of the gate will be acceptable.

8 **Conclusion**

- 8.1 The scale, siting and design of the proposal would have limited and acceptable impact on the neighbours and 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/18/00310 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:
Location and block plan - 1513 - 112 (rev c)
Existing entrance plan - 1513 - 212
Proposed entrance plan - 1513 - 416 (rev c)
Entrance elevations - 1513 - 516 (rev a)
Reason: - To ensure provision of a satisfactory development.
- 3 The external materials used shall be as indicated on the hereby approved plans and details unless otherwise agreed in writing by the Local Planning Authority.
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.