

**From:** Michelle Good  
**Sent:** 29 November 2017 18:40  
**To:** Harriet Pitney  
**Cc:** Harry Mitchell; Peter Marshall  
**Subject:** APP/17/01185 - 32 Fifth Avenue, Havant, PO9 2PL

APP/17/01185

Installation of a paved area of front garden to allow off road parking  
32 Fifth Avenue, Havant, PO9 2PL

Landscape Team concerns regarding the above application include -

- 32 Fifth Avenue is located at one of the main site entrances associated with the Manor Farm development in Denvilles.
- Landscape proposals associated with the original planning consent were approved to provide an attractive tree lined approach into the development (refer extract below). From a landscape design perspective, the introduction of vehicular hardstanding in this location is not considered appropriate. There is a recently planted privet hedge and whitebeam tree that will be adversely impacted by the proposed hardstanding. The tree currently has a reasonable space and volume of soil to establish – this would be compromised by introduction of the hardstanding.
- The existing drop-kerb identified by the applicant is not a means of vehicular access – it is an existing pedestrian crossing clearly defined with blister tactile paving flags. The footway has not been designed for vehicular over-run and the tactile flags would be damaged. We are particularly concerned the proposed vehicular hardstanding will introduce an unacceptable safety conflict for pedestrian users accessing the site. The proposed hardstanding is limited in size with no provision for vehicular turning, so vehicles would reverse across the pedestrian crossing on access or egress. We anticipate the provision for the existing pedestrian crossing is likely to be protected by a Section 106 agreement.
- The application makes no provision for surface water drainage. The original development application relied on a comprehensive and complex flood risk assessment and drainage strategy that required approvals and sign-off from the Environment Agency and Highway Authority. The roads, footways and associated sustainable drainage system have not been adopted by the Highway Authority, but are instead being managed and maintained by a privately management company. Whilst the construction of a single vehicular hardstanding in lieu of permeable soft landscape may not significantly alter the whole site drainage, our concern is that a precedent could be set for other dwellings to seek hardstandings, which cumulatively could impact site drainage.

On this basis, HBC Landscape Team recommends the application is refused.

