

DELEGATED OFFICER REPORT

Site Address:	6 Havant Road, Hayling Island, PO11 0NZ		
Proposal:	Extension of dropped kerb.		
Application Type:	Full Planning Permission		
Application No:	APP/24/00764	Expiry Date:	28/11/2024
Applicant:	Mr D Mundoz	Case Officer:	Robert Riley
Agent:			
Ward:	Hayling East		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site comprises of a single storey dwellinghouse located in Hayling Island. To the rear of the dwellinghouse is a bungalow, with a driveway to the front. The property's materials feature brickwork and render for the external walls, with a hip pitched roof with brown concrete tiles to form the roof.
- 1.2 The application site is located in an area which could be considered both urban and residential, with the character of the featuring both one and two storey dwellings, with render, brickwork and pebbledash in evidence.

2 Planning History

97/62300/000 - Single storey rear extension and new vehicular access onto Havant Road, PERM,07/05/1997
07/62300/001 - New vehicular access to Havant Road. , PERM,31/07/2007

3 Proposal

- 3.1 Approximate 3.6 metre extension to existing 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

CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
DM11	(Planning for More Sustainable Travel)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

Emsworth Neighbourhood Plan Post Examination Version 2020

N/A

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Councillor Mark Coates

No comments received

Councillor Netty Shepherd

No comments received

Councillor Peter Oliver

No comments received

Developer Services, Southern Water

No comments received

Officer comment: The works would be above ground and are considered unlikely to cause harm to Southern Water apparatuses.

Hampshire Highways

The applicant is proposing to drop a c. 3.60m length of the kerb to provide full vehicular access to the dwelling. It is noted that this would provide a full length of dropped kerb at c. 25.0m. Whilst a dropped kerb of this length provides concerns on the impact on pedestrian safety due to loss of appropriate mitigation between vehicle users and pedestrians, given that there are already dropped kerbs present and that the applicant only proposes to drop 2 full-height kerbs, on balance, the loss of these additional kerb would not be considered to have a detrimental impact on highway and pedestrian safety in this instance.

Whilst the principle of the provision of the dropped kerb may be acceptable to the Highway Authority on planning grounds, the applicant should be made aware that subject to any planning permission being granted by the Local Planning Authority, a subsequent agreement will need to be granted by HCC as Highway Authority to undertake the drop kerb works on the Highway. Details of this procedure can be found via the following link: [Apply for a vehicular access | Hampshire County Council](https://www.hants.gov.uk/apply-for-a-vehicular-access) (hants.gov.uk). It is important to note that if there are any minor utility diversions that are required to facilitate the dropped kerb then additional costs may arise in addition to the initial application fee.

Having regard to the above, the Highway Authority provide no objections to this planning application.

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.

Hampshire Biodiversity Information Centre

Within 50m: Notable and Protected Species: Rye Brome, Butcher's-Broom

Within 50m: Wader and Brent Goose Strategy: H491 Secondary Support Area

Officer comment: The proposed works would be of a very modest of size and kept at ground floor level. It is not therefore anticipated that there would be a negative impact on protected species.

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 Electric 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.

Linesearch before u dig

No relevant comments.

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: 3

Number of site notices: 1.

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) Highways
- (iii) Appropriateness of design and impact on the character of the area
- (iv) Effect on neighbouring properties
- (v) Biodiversity Net Gain (BNG)
- (vi) Ecology
- (vii) Flood Zone 3

(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) Highways

7.3 Due to proposed works to the highway, Hampshire Highways was consulted during the application process. Hampshire Highways stated " *The applicant is proposing to drop a c. 3.60m length of the kerb to provide full vehicular access to the dwelling. It is noted that this would provide a full length of dropped kerb at c. 25.0m. Whilst a dropped kerb of this length provides concerns on the impact on pedestrian safety due to loss of appropriate mitigation between vehicle users and pedestrians, given that there are already dropped kerbs present and that the applicant only proposes to drop 2 full-height kerbs, on balance, the loss of these additional kerb would not be considered to have a detrimental impact on highway and pedestrian safety in this instance.*"

7.4 Hampshire Highways also stated "*Whilst the principle of the provision of the dropped kerb may be acceptable to the Highway Authority on planning grounds, the applicant should be made aware that subject to any planning permission being granted by the Local Planning Authority, a subsequent agreement will need to be granted by HCC as Highway Authority to undertake the drop kerb works on the Highway. Details of this procedure can be found via the following link: [Apply for a vehicular access | Hampshire County Council \(hants.gov.uk\)](#). It is important to note that if there are any minor utility diversions that are required to facilitate the dropped kerb then additional costs may arise in addition to the initial application fee. Having regard to the above, the Highway Authority provide no objections to this planning application.*"

- 7.5 With regards to this, on balance this proposal is considered acceptable regarding highway safety, and is considered to accord with Policy DM11 of the Havant Borough Local Plan (Core Strategy 2011) and is considered acceptable in this regard. An informative will be added to the decision notice if permission is forthcoming confirming the need for a licence from Hampshire County Council for highway works.

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

- 7.6 The design of the proposal is considered to be in keeping with character of the dwelling and the character of the area in accordance with Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011.
- 7.7 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 2011). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iv) Effect on neighbouring properties

- 7.8 The proposal is considered to be acceptable regarding neighbourly impacts.
- 7.9 Consequently, it is considered that the proposal would have a 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 2011). It is noted no letters of objection were received with respect to the scheme.

(v) Biodiversity Net Gain (BNG)

- 7.10 It is noted that this householder application is exempt from the requirements relating to Biodiversity Net Gain.

(vi) Ecology

- 7.11 The application site has been found to be within 50m of Notable and Protected Species; Rye Brome, Butcher's-Broom and within 50m of a Wader and Brent Goose Strategy: H491 Secondary Support Area. In light of this, the proposed works would be of a very modest of size and kept at ground floor level. It is not therefore anticipated that there would be a negative impact on protected species. Regarding this, this proposal is considered to accord with Policy DM8 of the Havant Borough Local Plan (Core Strategy 2011) and is considered acceptable in this regard.

(vii) Flood Zone 3

- 7.12 The application site is located within Flood Zone 3. Given that the proposal seeks to widen an existing access and would not increase the size of a building, it would not require application of the sequential or exception tests. However, paragraph 174 of the NPPF requires a site-specific flood-risk assessment for all development within Flood Zones 2 and 3, a consultation or further action. As part of the flood risk assessment submitted with this proposal, it is stated that "*The proposal would remove existing raised kerb stones and replace them with a dropped kerb. However, the site is generally flat and level and there would be no removal of soft landscaping; therefore there would be no increase to the risk from surface water flooding. It should be noted that the front boundary treatment is a post and rail fence that has been overgrown by climbing plants and that there is no planting bed in this location.*"
- 7.13 There is also a requirement for consent for the works from the Highway Authority.
- 7.14 Officers are therefore satisfied with the flood risk assessment and that there would be no increase in flood risk elsewhere and that the proposal would comply with the requirements of the NPPF and policy CS15 of the Havant Borough Core Strategy (2011).

8 Conclusion

- 8.1 The proposed development is acceptable in principle, is appropriate in terms of design and its impact on the character of the area, and would have a limited and acceptable impact on the neighbouring properties. On this basis it is recommended for approval.

9 **RECOMMENDATION:**

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/24/00764

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:

BLOCK PLAN: Uploaded 3/10/24
EXISTING PLAN: Uploaded 3/10/24
LOCATION PLAN: Uploaded 3/10/24
PROPOSED PLAN: Uploaded 3/10/24
FLOOD RISK ASSESSMENT: Uploaded 27/11/24

Reason: - To ensure provision of a satisfactory development.