



GBS Designs – Chartered Building Engineers
& Party Wall Surveyors
6 Shillingee, Waterlooville, Hampshire, PO7 5RW.
Tel 023 9225 8315 or 07881 776793
glenn@gbs-designs.co.uk

Applicant Stuart Dover

Project Title Dropped curb to the front of 29 Freshfield Gardens

Project Address 29 Freshfield Gardens, Waterlooville, Hampshire, PO7 7TL.

Planning Statement Rev A

Introduction

The purpose of the planning application is to seek permission for a dropped curb onto London Road which will correct a wrong that was done when No. 29 Freshfield Gardens was built.

Orientation

When No. 29 Freshfield Gardens was built it was rather oddly oriented with the front door and main entrance facing the London Road, a side gate from Freshfield Gardens and parking (in the form of off road parking and garage) at the rear/side of the property's garden.

It is the orientation error that is driving the need for the dropped curb onto the London Road as access to the parking for No. 29 Freshfield Gardens is very difficult and sometimes impossible due to inconsiderate parking by some neighbours in Freshfield Gardens.

Parking

As mentioned above, access to the off road parking and garage that serves No. 29 Freshfield Gardens can be very difficult and sometimes impossible.

Some of the other neighbours in Freshfield Gardens think nothing of parking across the dropped curbs that lead to off road parking and garage of No. 29 Freshfield Gardens.

The applicant (who has lived at No. 29 Freshfield Gardens for over seven years) has tried everything within his power to overcome these problems, including; contacting Havant Borough Council and National Highways, the police, putting up polite no parking signs, and more. Sadly, all to no avail and thus the need for the dropped curb onto the London Road.

Access to London Road

At some point in the history of the No. 29 Freshfield Gardens a side gate leading from the London Road into the front garden was introduced and it is this gate the owner uses as the primary pedestrian access for walking to Waterlooville. In all the time the applicant has been using the gate there have not been any issues with other pedestrians or cyclists.



Obviously, pedestrian access is different from vehicular access but as shown by the drawings and photographs; there is sufficient space for safe transit of vehicles from the 30 mph London Road into the front garden of No. 29 Freshfield Gardens. Much like all of the other dwellings and properties with driveway and parking access from the London Road.

Gardens and Sound Levels

Another very unusual and wrong feature of No. 29 Freshfield Gardens are the gardens. When the house was built on the plot it was positioned so that a larger garden was created at the front than at the rear. This is a very odd thing for UK housing and with the front garden adjoining the London Road the sound levels they enjoy in the case of the rear garden and endure in the case of the front garden are remarkable.

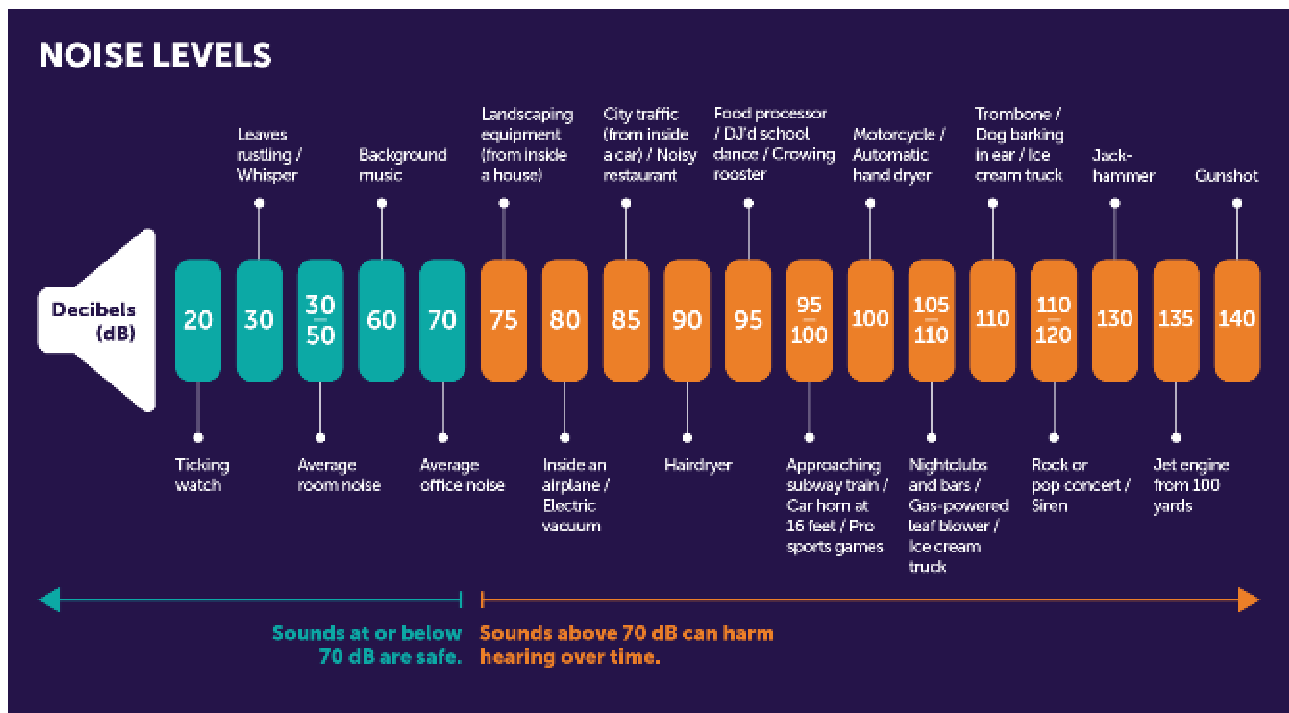
On the 12th May 2022 sound levels were recorded between 1000 and 1200 with the following results:

Front garden - 60 decibels to 80 decibels, giving an average of 70 decibels*

Rear garden - 35 decibels to 45 decibels, giving an average of 40 decibels

* Peaks of over 90 decibels were recorded for emergency vehicles and loud or high revving vehicles

As can be seen from the table below, the noise levels from the road and in the front garden are too excessive for recreational use.





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This is evidenced by the photographs (see below); the front garden is simply lawn whilst the rear garden has a fire pit, patio furniture and all that could be expected in a garden used for relaxing in.

Therefore, the front garden is ripe for being put to use as off road parking for No. 29 Freshfield Gardens.

Photographs

Photographs of No. 29 Freshfield Gardens, the parking situation, views from the roads (both Freshfield Gardens and the London Road), visibility and views along the London Road, the gardens, and more are available at the Dropbox link below:

<https://www.dropbox.com/sh/dbw2widkge33rlb/AACIVKNZWjESt6Lqjilx5wqaa?dl=0>

Landscaping

As can be seen by the proposed drawings, careful consideration has been given to layout and to use materials that would have a minimal impact on the environment, water table and wildlife.

The landscaping that will take place will be the first real or significant attention the front garden has received, other than mowing the grass, since the house was built. This is entirely due to the excessive noise levels and exhaust fumes from the London Road.

Summary

As can be seen from the above, the photographs and the drawings; the application seeks to correct a wrong that was done many years ago when car ownership was not so prevalent and companies did not let their employees take commercial vehicles home (in the case of the parking issue) and when the roads were quieter (recreational use of the front garden).