
Site Address: 19 Rowan Road, Havant, PO9 2UX
Proposal: Installation of a dropped kerb access to Bramble Close and the installation of 1.9m entrance gates to the rear of the property.
Application No: APP/21/01388 Expiry Date: 29/01/2022
Applicant: Mr Taylor
Agent: Mr Leavey Case Officer: Denise Sheath
Ward: St Faiths

Recommendation: **GRANT PERMISSION**

1 Site Description

19 Rowan Road, Havant, is a two storey mid terrace property constructed with brick with a hung tiled roof, the property has brown clay hung tiles to the front and rear first floor elevations, the property also benefits from a single storey rear extension. The rear side boundary treatments consist of 1.8m close boarded wooden fencing and concrete posts, with an approximate 2m high brick wall with a timber entrance gate to the rear elevation.

2 Planning History

APP/13/00669 - Erection of rear conservatory., PERM,02/09/2013

3 Proposal

Installation of a dropped kerb access to Bramble Close and the installation of 1.9m entrance gates to the rear of the property.

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)
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

Submission Version Havant Local Plan

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

5 Statutory and Non Statutory Consultations

Hampshire Highways

In regard to application APP/21/01388, there is no objection to the application subject to consideration of comments and condition(s) as outlined below.

The proposal is to provide rear parking to the property accessed via a drop kerb from Bramble Close, and the conversion of a grassed landscape area to hard surface.

Given the height of the adjacent boundary wall, when egressing the driveway visibility will be restricted when crossing the footway, however given the associated speeds and frequency of crossing, this is acceptable in this specific case given 1.5 x 1.5m pedestrian splays look to be achievable.

Onwards, it is noted that driveway gates are proposed, and that these will be inwards opening. Whilst this is acceptable, with gates located in excess of 6.0m from the road edge, drawings do not fully demonstrate that there is adequate room for the gates to be opened and closed with a vehicle in situ. It is therefore recommended that plans are updated to show how this will be achieved, as outward opening gates would not be accepted due to the obstruction this would cause to the footway.

The applicants should also be made aware that subsequent to any permission that may be forthcoming from HBC as Local Planning Authority, an additional permission will be required from HCC as Local Highway Authority to actually undertake the drop kerb works. Details of this process can be found via the following link –

<https://www.hants.gov.uk/transport/parking/droppedkerbs>

Conditions:

1. Gates must be inwards opening only to prevent obstruction of the footway
2. Surface material must be a non-migratory bound surface to prevent spread of driveway material onto the highway.

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: 5

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

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

7.3 The proposal is for the installation of entrance gates to the rear of No.19 Rowan Road and the creation of a dropped kerb access. The existing pedestrian gate to the rear boundary will be removed along with a small section of the brick wall which will be replaced with timber entrance gates at a height of 1.9m and a width of 2.9m, the gates will open in an inward motion into the rear garden of the application site as to ensure the safest visibility to the highway and the pedestrian footpath when entering or leaving the site.

7.4 The proposed dropped kerb access would remove a small section of the grassed area of highway land adjacent to a small parking area within Bramble Close, the materials which would be used would be a non-migratory bound surface to comply with the condition set out by the Highways Authority.

7.5 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). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Effect on neighbouring properties

7.6 It is considered that the proposal will not 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, 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) Highway Safety

7.7 The Highways Engineer has not objected to the proposed entrance gates or the installation of a dropped kerb and has suggested conditions in relation to the proposal, the agent has provided an amended plan showing the inward opening of the proposed gates and have confirmed the materials to be used would be a non-migratory bound surface, it is therefore considered that the proposal would not be detrimental to highway safety. The proposal therefore accords with Policy DM13 of the Havant Borough Core Strategy 2011.

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/21/01388 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:

Application Form - Received 14 December 2021

Confirmation of Materials and Inward opening of gates - Received 27 January 2022

Location Plan - Drawing No. 20-100-001 REV A - Received 04 February 2022

Block Plan - Drawing No. 20-100-002 REV A - Received 27 January 2022

Existing and Proposed Elevations - Drawing No. 20-100-003 - Received 14 December 2021

Reason: - To ensure provision of a satisfactory development.

- 3 The external materials used shall match, in type, colour and texture, those of the existing building so far as practicable.

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.

- 4 The entrance gates hereby permitted located within the rear boundary shall be inwards opening only.

Reason: To prevent obstruction of the footway and to promote highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.