
Site Address:	190A London Road, Waterloooville, PO7 7AN		
Proposal:	Installation of dropped kerb		
Application No:	APP/21/00450	Expiry Date:	09/08/2021
Applicant:	Mrs Kurowska	Case Officer:	Selina Donophy
Agent:			
Ward:	Stakes		

Recommendation: **GRANT PERMISSION**

1 Site Description

This application site is a two storey semi-detached dwellinghouse located on the east side of London Road, Waterloooville. The property has a pitched roof with brickwork to the elevations and projecting bay windows- it is set back from the road and currently has a lawn area in the space between the front elevation and the boundary with the public highway. London Road is classified as an A road.

2 Planning History

None relevant

3 Proposal

Installation of 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

CS16 (High Quality Design)
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

Submission Version Havant Local Plan

IN4 (Access onto Classified Roads)

Emsworth Neighbourhood Plan Post Examination Version 2020

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 **Statutory and Non Statutory Consultations**

Councillor Diana Patrick

No comment

Councillor Elizabeth (formerly Dianne) Lloyd

No comment

Councillor S Milne

No comment

Hampshire Highways

Thank you for the consultation for the above application. The Highway Authority would like to make the following comments.

The Highway Authority in principle have no objection to the above application. However, it is noted that there is an existing drop kerb to the North East of the site. If the proposed drop kerb is to be an extension of this existing drop kerb, this would require a minor S278 agreement, due to the overall length being greater than 10m. If plans can demonstrate that the new proposed drop kerb is not connected to the existing drop kerb, which would result in the formation of a new access, visibility splays would need to be provided. For more information on visibility splays please see Hampshire County Council Technical Guidance TG3 using the following link. [Microsoft Word - TG3](#)

[Technical Guidance Note - Stopping Sight Distances and Visibility Splays \(A1001001A17F05B10508J50123\)1.docx \(hants.gov.uk\)](#)

Furthermore, it is recommended to the applicant that they 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 <https://www.hants.gov.uk/transport/parking/droppedkerbs>

Case Officer comment : Further comment received from Highways :

Regarding the below, I have taken a look at the plans and there appears to be limited space within the site for a vehicle to turn around.

However, additional plans should be provided to demonstrate that a car is able to enter and egress the site in a forward gear.

Case Officer comment : Further comment received from Highways :

Thank you for your email providing the updated information.

Given that it is not possible for a vehicle to enter and exist the site in a forward gear resulting with the reversing in/out onto London Road, it is noticed that there are a number of properties nearby which experience the same sort of issue, which have access to a drop kerb. In this case there wouldn't be any additional highway safety issues, as the occupier could use the bus lane to reverse out safely as long as a bus isn't approaching.

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.

If you require any further information please do not hesitate to contact us.

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: 4

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

Comment	Officer Comment
No comments received	

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) Highways

(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.

7.3 Policy IN4 in the Submission Havant Borough Local Plan 2036 states the following in regards to additional access points on to classified roads :

a. Proposals for additional accesses onto classified roads, or an intensification of use of existing accesses, will only be permitted where the arrangements on the site allow vehicles to turn, so they can enter and leave the site in forward gear. In this case both access and egress would not be possible in forward gear due to the reduced plot width towards the front of the site. Please refer to 'Highways' section of the report in paragraph 7.7

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

7.3 This application proposes a dropped kerb of approximately 5.9 metres length and would connect with the existing dropped kerb to the north east. There is currently a section of grass verge adjacent to the road which would be lost however this is not judged to cause any significant harm to the streetscene. There is also a lamp post however this would be located to the side of the dropped kerb. The existing streetscene is diverse and it is considered the visual impact of the new dropped kerb would be minimal. Therefore the effect on the streetscene is considered to be acceptable. The kerb will allow for the creation of 2 parking spaces on site.

7.4 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

7.5 This proposal is not judged to result in any harmful impact upon neighbour amenity.

- 7.6 Consequently, 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 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) Highways

- 7.7 Hampshire Highways have been consulted in regards to this application and uphold no objection. It has been confirmed by the applicant that the dropped kerb will join with the existing dropped kerb located to the north east and would therefore require a minor S278 agreement. In addition subsequent agreement will also need to be obtained from Hampshire County Council as Highway Authority to undertake the drop kerb works on the Highway.
- 7.8 As noted above this proposal would be contrary to Policy IN4 of the Submission Local Plan due to the lack of turning circle at the front of the site and therefore lack of ability to both access and egress in forward gear. Highways have been re-consulted in this regard and have requested plans to show how the vehicle would manoeuvre in forward gear. The applicant has supplied a drawing showing how this would not be possible and has confirmed the site would not support a wide enough turning space. Highways have supplied further comment following submission of this and have stated there would be no Highway safety concerns as the applicant could use the bus lane to reverse, given there being no approaching vehicles at the time. It has also been noted that other properties use the same method of manoeuvring along this stretch of London Road.
- 7.9 Given that there is already an existing precedent for reverse gear manoeuvring in the area and lack of highway safety concerns, in this instance this access is deemed 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.
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9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/21/00450 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 on the 21.06.2021

Location plan uploaded on the 21.06.2021

Reason: To ensure provision of a satisfactory development.