
Site Address:	15 Fathoms Reach, Hayling Island, PO11 0RA		
Proposal:	Creation of vehicular access to the front of the property to include a dropped kerb.		
Application No:	APP/16/00359	Expiry Date:	13/07/2016
Applicant:	Mr Mehigan		
Agent:		Case Officer:	Harriet Pitney
Ward:	Hayling West		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site comprises a detached two storey dwelling with a concrete tiled pitched roof and brick built elevations. Access to the front of the property is currently via Manor Road albeit by pedestrian access and access to the double garage to the rear is via Fathoms Reach. The site is relatively level with the provision of off road parking to the rear. The front boundary treatment comprises a timber fence approximately 1 metre in height with shrubbery evident to the front garden area.

The street scene of Manor Road is relatively consistent, with a medium density of dwellings of varying sizes, designs and materials.

2 Planning History

00/64790/000 - Conversion of existing double garage to ancillary accommodation with roof extension and erection of replacement double garage to east elevation, PERM, 17/10/2000

3 Proposal

This application is for the creation of a vehicular access to the front of the property via Manor Road to include a dropped kerb.

4 Policy Considerations

National Planning Policy Framework

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

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

FAO Mr P Marshall, Development Engineer

The Highway Authority has no objection to this application subject to a planning condition being imposed to ensure the parking and turning area as shown on the submitted layout plan to allow vehicles to turn on site and exit the development in a forward gear is imposed. Also that a dropped kerb is provided before the parking and turning area can be used. An informative should be placed on the decision notice that the construction of the dropped kerb must be to the Highway Authority approval.

Hampshire Highways

Highway Authority comments on this application should be made by the District Councils own engineers, due to the size of the application being below that of the Agency threshold and agreement.

Southern Water

The exact position of the public sewers must be determined on site by the applicant before the layout of the proposed development is finalised.

No development or new tree planting should be located within 3.5 metres either side of the centreline of the public sewer and all existing infrastructure should be protected during the course of construction works.

No new soakaways should be located within 5 metres of a public sewer.

Due to changes in legislation that came into force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served and potential means of access before any further works commence on site- informative imposed.

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: 2

Number of site notices: one

Statutory advertisement: Not applicable.

Number of representations received: 0

Summary: No objections 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) Impact upon the streetscene
- (iii) Highway safety

(i) Principle of development

The application site is situated within an urban area, therefore development is considered to be acceptable in principle subject to Development Control Criteria.

(ii) Impact upon the streetscene

As described above, the streetscene of Manor Road is varied, with little consistency in terms of dwelling size, design and use of materials. Whilst the loss of green space to part of the front garden area is regrettable, given its presence within the streetscene, it is noted that the applicant could hard surface this area under the Permitted Development Criteria.

Taking into account the varied streetscene and the other examples in the road of off-road parking, the proposal is not considered to result in any unacceptable harm to the visual amenity of the surrounding locality.

The proposal is therefore considered to be in compliance with Policy CS16 of the Havant Borough Council Core Strategy.

(iii) Highway Safety

As part of the consultation process, comments were sought from the Councils Development Engineer. The Development Engineer has raised no objection to the proposed creation of the vehicular access and associated dropped kerb. It is considered that the proposed parking and turn area shown on the submitted plans facilitates the turning of a vehicle to enable residents to enter and exit the property in a forward gear.

The proposal is therefore not considered to be detrimental to highway safety and is considered to be in compliance with Policy DM13 of the Havant Borough Council Core Strategy.

8 Conclusion

The creation of a vehicular access arrangement via Manor Road and the incorporation of an associated dropped kerb is unlikely to result in an adverse impact on highway safety and is therefore recommended for approval.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/16/00359 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 Compulsary Purchase Act 2004.

- 2 The development shall not be brought into use until a turning space is provided within the site to enable vehicles to enter and leave the site in forward gear. This space shall thereafter always be kept available for such use.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans:

Amended location plan- received 18th May 2016

Amended block plan- received 18th May 2016

Proposed plans- received 8th April 2016

Reason: - To ensure provision of a satisfactory development.