
Site Address:	81 Havant Road, Hayling Island, PO11 0PT		
Proposal:	Dropped kerb to front left of property.		
Application No:	APP/14/01110	Expiry Date:	26/12/2014
Applicant:	Mr Fisher	Team:	Team 2
Agent:		Case Officer:	Daphney Haywood
Ward:	Hayling West		

Recommendation: **REFUSE PERMISSION**

1 Site Description

The application site comprises a chalet bungalow located on the west side of Havant Road and adjacent Stoke Fruit Farm. Havant Road, A3023, bends to the west in this location and a safety rail provides the boundary between the footpath and the carriage way. The boundary of the dwelling on the frontage with Havant Road is formed by a medium height hedge. Currently parking is provided to the rear via an existing access further around the bend.

2 Planning History

None relevant

3 Proposal

Dropped kerb to front left of property to provide access to a hardstanding which would provide parking to the front of the dwelling. The layout provides for a turning area. The proposed plans indicate that the dropped curb would be located adjacent the boundary with the Fruit Farm, and measure 3.6m wide at the junction with the highway decreasing to 3m on the dwelling boundary.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS19	(Effective Provision of Infrastructure)
CS20	(Transport and Access Strategy)

Havant Borough Local Plan (Allocations) July 2014

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Development Engineer - Highways

HCC would not consider approval for the above Vehicle Access Application due to the following issues:-

- Visibility issues are a Highway Safety Concern at the address for Access and Egress into and from the site.
- Only a Left Turn in and out of the Site, due to existing Traffic Regulation Order (Double and Single Solid White Line System) as shown in IMG 20141202 143815979 & 143845519 above, which could & may be abused.
- Differential Highway Levels between the Carriageway and required Footway levels at this location are a concern due to the existing Highway and Frontage Height Differentials and Pedestrian Guard Rail Facility..
- Major Footway and Highway Furniture Adjustments of the Footway Horizontal Alignment Levels would be required to accommodate the Vehicle Access provision and Footway User Requirements.
- A provision would be required for a Footway Retaining Facility being provided at the Highway Boundary with the Property Frontage.
- Drainage Catchment System will be affected by the proposed construction and additional catchment and dispersal facility would also be required.
- All existing Service Utility Apparatus/Furniture and associated Apparatus Marker would require adjustments and re siting within the proposed application site.
- There is a existing Vehicle Access and Garage facility is to the rear of the address.
- Alternative considered option for parking could be accommodated to the rear of the address using the existing Vehicle Access..

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: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

Summary:

Comment:

7 Planning Considerations

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) Impact upon residential amenity
- (iv) Highway considerations

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria.

(ii) Impact upon the streetscene

The proposal would require the removal of part of the hedge on the Havant Road frontage, and whilst this is currently an attractive green boundary treatment, given the location adjacent the car park to the fruit Farm, which is visually open to the road, and that the majority of the hedge on the frontage would be retained, the impact on the streetscene is considered acceptable.

(iii) Impact upon residential amenity

The dropped curb would be located adjacent the car park to the Fruit Farm and is not considered to result in loss of residential amenity.

(iv) Highway considerations

The site is located on a bend and the Development Engineer has raised concerns regarding inadequate visibility. In response to the points raised by the Development Engineer the applicant has responded as follows:-

- Points 1 and 2 - we agree there is a visibility issue to the left, but we would only ever turn left into the flow of traffic out of the driveway (as we do now with the rear access) if we needed to go into Hayling Island we would turn left and use either West Lane or Northwood/Castlemans Lane to return to Hayling Island and proceed to the roundabout to enable a left turn to park.
- Points 3 to 7 - if approval was granted it would be our responsibility to meet all costs.
- Point 8 - the visibility at the rear of our property is actually worse than the front, there is a mirror across the road which the majority of time is misted up, so we are accessing the road from a blind bend, we have to listen for traffic before pulling out as quickly as possible, the driveway is very close to the blind bend, you cannot see traffic approaching from the right until it is round that bend, some cars come round at 30 plus miles per hour.
- Point 9 - rear parking and turning could be achieved at the rear of our property if our existing garage was demolished, please can you advise what information we need to supply for rear parking. We cannot use the garage as it is too small for our car and it is very difficult to turn our car around in the access road.

As identified by the Development Engineer the restriction on Left Turn in and out of the Site could be abused. Whilst the visibility for the rear parking may be restricted, this is an existing access, and does not justify accepting a new access with inadequate visibility on a classified road.

8 Conclusion

The proposal raises highway safety issues which cannot be satisfactorily overcome and refusal is recommended.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to
REFUSE PERMISSION for application APP/14/01110

for the following reasons

- 1 Inadequate visibility splays are provided at the junction of the access with the highway and this would cause danger and inconvenience to users of the adjoining highway. The proposal is therefore contrary to policies CS16, CS19, CS20, and DM13/DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.