

DELEGATED OFFICER REPORT

APPLICATION REFERENCE: APP/25/00595

APPLICATION TYPE: Full Planning Permission

PROPOSAL: Proposed drop kerb and creation of 1no. parking space.

SITE ADDRESS: 90 Rails Lane, Hayling Island, PO11 9LP

AGENT DETAILS: JB Architecture

APPLICANT DETAILS: Mrs Hailstones

CASE OFFICER: Denise Sheath

TARGET DATE FOR DECISION: 01 October 2025

Extension of Time Expiry Date: 21 January 2026

RECOMMENDATION: GRANT PERMISSION

1 **Site Description**

90 Rails Lane, Hayling Island, is a two-storey detached dwelling constructed in red/brown brick with grey render to parts of the ground and first-floor front elevations, and brown clay tiles to the front gable. The frontage has been resurfaced with resin-bound material, which forms part of this application. The site is enclosed by a low brick wall topped with fencing, defining the front and side garden areas fronting Rails Lane.

2 **Planning History**

17681/2 – The erection of 5 detached houses and garages at the junction of Salterns Lane and Rails Lane – Permit - 15 February 1967

3 **Proposal**

Proposed drop kerb and creation of 1 no. parking space.

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)
CS15 (Flood and Erosion Risk)
DM13 (Residential Parking)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 **Statutory and Non Statutory Consultations**

Hampshire Highways Authority - Initial Comments

The Highway Authority would make the following comments.

The application is for the creation of a new vehicle crossover from the classified C-Road Rails Lane and a new parking area within the curtilage of the site of 90 Rails Lane, a 4-bedroom dwelling.

Visibility splays have been shown in accordance with the posted speed limit. However these have not been drawn in accordance with the Highway Authority's TG3 guidance. Visibility due to the onsite constraints has been shown to the centre of the carriageway. Achievable visibility splays should be provided drawn to 300mm of the opposite side of the carriageway.

Given the constraints on the achievable visibility details are also requested on any boundary treatments for the proposals should be set out.

Details of the proposed driveway materials should also be set out, if the driveway is to be made of a migratory material measures across the rear of the highway should be included to prevent material being taken out onto the highway.

A revised plan should be provided including these elements as well as any other physical features that fall within the visibility splays and pedestrian intervisibility.

The Highway Authority require further information that would be beneficial before a recommendation is made on this application. If the Planning Authority are minded to determine the application in the absence of this information, please contact me for our formal recommendation

Hampshire Highways Authority – Final Comments:

Thank you for your re-consultation on the above planning application. In response to previous comments raised dated 02 October 2025, the applicant has provided a revised drawing (PL938.25-01 Rev E) which the Highway Authority have reviewed and have the following comments to make.

The splay to the north has been revised to be drawn to the channel line of the adjacent bus layby. It is noted that the visibility splays when drawn to the bus layby edging is reliant on 3rd party land to ensure that the splays remain clear. That being said, when drawn to the centreline clear visibility can be seen as previously demonstrated. Having visited site and undertaken an internal review of our accident database, the Highway Authority are minded to accept the access arrangement with visibility when drawn to the centre line in this instance as this is not considered to lead to a fundamental highway safety issue.

Agreement of this has been subject to the removal of the boundary wall of the left of the access arrangement which has been identified on drawing PL938.25-01 Rev E. The Planning Authority should ensure that this is appropriately secured through the planning consent.

The applicant confirms that the driveway has already been constructed with resin-bound materials. This is noted and no further comments are made on this matter.

The applicant is reminded that widening of the exiting dropped kerb arrangement will require entering into the s171/184 licence agreement with the Highway Authority.

Further information can be found at the following link:

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

Having regard to the above the Highway Authority provide no objections to this application subject to the following conditions and informative:

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.0 metres by 43.0 metres provided in accordance with drawing PL938.25-01 Rev E. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 0.6 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter. Reason - To provide satisfactory access and in the interests of highway safety.

S171/174 Informative:

The applicant should be aware that as the proposals include the formation of a new or altered access onto the highway, these works will be required to be undertaken in accordance with standards laid down by, and under a Section 171/184 license agreement with the Highway Authority. Full details of how to apply and the required documents to be submitted can be found via the following link:

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

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification.

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: 7

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
- (iv) Biodiversity Net Gain (BNG)
- (v) Highway Implications
- (vi) Flood Risk

- (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 for a permeable resin-bound driveway and a new dropped kerb is considered visually acceptable and in keeping with the character of Rails Lane, where similar works are common. It complies with Policy CS16 of the Havant Borough Local Plan (Core Strategy) and is therefore considered acceptable.

(iii) Effect on neighbouring properties

- 7.4 The extended drop kerb does not result in any harm to the residential amenities of adjoining properties.
- 7.5 Consequently, it is considered that the proposal will not appear overbearing or lead to a loss of light, outlook or privacy 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) Biodiversity Net Gain (BNG)

- 7.9 It is noted that this householder application is exempt from the requirements relating to Biodiversity Net Gain.

(v) Highway Implications

- 7.10 The Highways Authority has no objection to the proposal, subject to conditions requiring compliance with visibility splays shown on drawing PL938.25-01 Rev E and removal of the boundary wall to the left of the access as indicated on the same plan. An informative has also been included advising that separate consent from the Highways Authority is required for works affecting the highway.

(vi) Flood Risk

- 7.11 The proposed alterations fall within the definition of 'minor development in relation to flood risk and does not require a consultation or further action.

8 Conclusion

- 8.1 The proposed development is acceptable in principle, is appropriate in terms of design and its impact on the character of the area and would have a limited and acceptable impact on the neighbouring properties. On this basis it is recommended for approval.

9 RECOMMENDATION:

That the Development Manager be authorised to **GRANT PERMISSION** for application APP/25/00595 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:

Location Plan, Block Plan, Visibility Splay PLAN – Drawing No. PL938.25-01
Rev E – Received 19 December 2025
Flood Risk Assessment – Received 14 January 2026.

Reason: - To ensure provision of a satisfactory development.

- 3 The boundary wall to the left of the access, as shown on drawing PL938.25-01 Rev E, must be removed prior to the installation of the dropped kerb.

Reason: To ensure safe and satisfactory access in accordance with Policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.0 metres by 43.0 metres provided in accordance with drawing PL938.25-01 Rev E. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 0.6 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason: To provide satisfactory access and in the interests of highway safety having due regard to Policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Informatives:

S171/174 Informative:

The applicant should be aware that as the proposals include the formation of a new or altered access onto the highway, these works will be required to be undertaken in accordance with standards laid down by, and under a Section 171/184 license agreement with the Highway Authority. Full details of how to apply and the required documents to be submitted can be found via the following link: <https://www.hants.gov.uk/transport/parking/droppedkerbs>

Informative 2:

In accordance with paragraphs 39-51 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:

- Offering a pre-application advice service, and
- Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

- You were updated about issues after the initial site visit,