

DELEGATED OFFICER REPORT

APPLICATION REFERENCE: APP/25/01013

APPLICATION TYPE: Full Planning Permission

PROPOSAL: Proposed Parking and access drive.

SITE ADDRESS: 31 Nore Farm Avenue, Emsworth, PO10 7NA

AGENT DETAILS: Mr Flint

APPLICANT DETAILS: Mr & Mrs M Mulchrone

CASE OFFICER: Denise Sheath

TARGET DATE FOR DECISION: 03 February 2026

RECOMMENDATION: REFUSE PERMISSION

1 Site Description

31 Nore Farm Avenue, Emsworth, is a detached bungalow on the corner of Nore Farm Avenue and Nore Crescent. It is built in brown brick with partial white render. The property has rear access from Nore Crescent leading to a garage, and the frontage comprises lawn and shingle behind a low brick boundary wall. The rear side boundary facing Nore Crescent features an approximately 2-metre-high brick wall.

2 Planning History

None relevant.

3 Proposal

Proposed Parking and access drive.

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)

DM11 (Planning for More Sustainable Travel)

DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

Emsworth Neighbourhood Plan Post Examination Version 2020

ENP_D1 (General Design Policy)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

Statutory and Non Statutory Consultations

Environment Agency:

We have **No Objection** to the proposal submitted.

Hampshire Highways:

Thank you for consulting the Highway Authority on the above planning application. The Highway Authority wishes to make the following comments.

The proposal includes the widening of an existing dropped kerb on the junction of Nore Farm Avenue with Nore Crescent to provide vehicular access to the front of the property. It is understood that vehicular access to the property is already present to the rear. It is unclear why a secondary access is required and no narrative has been provided.

It is noted that the existing dropped kerb present facilitates a formalised tactile pedestrian crossing point and it is not intended for vehicular access. The applicant has stated that the existing tactile paving is to be retained as part of these proposals. Driving over a pedestrian crossing point to facilitate vehicular access is a fundamental highway safety issue and is not acceptable the Highway Authority.

Furthermore, the proposed access is located directly on the radii junction. This in conjunction with the existing pedestrian crossing point provides a number of conflict points when accessing/egressing the property leading to potential highway safety implications. Additionally, this may cause confusion for other road users given the access alignment should vehicles be turning right out of the access to travel towards Selangor Avenue.

Recommendations

Having regard to the above the Highway Authority recommend refusal for the following reason:

Access:

In the opinion of the Highway Authority, the proposals involve an access arrangement that cannot be reconciled with the National Planning Policy Framework in that the access arrangement into the site would cause highway safety issues contrary to National Planning Policy Framework 116

Southern Gas Network:

Although SGN has a high pressure gas pipeline in the vicinity, the safety and integrity of our assets will not be affected by the proposal. However, should your proposal change please contact us immediately and we will re-assess.

The pipeline is of prime importance to the gas supplies of this area. It is essential that you comply with the restrictions detailed below and in the document SGN/WI/SW2 in order to protect our plant and equipment and for the safety of your own operatives. A SGN representative must be contacted before any works commence.

1. No mechanical excavation is allowed within 3 metres either side of pipeline.
2. No plant or storage of equipment shall be made within any easement strip.
3. If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required, the cost of which to be borne by the promoter of the works. A minimum clearance of 600mm is required.

4. All precautions stated in publication SGN/WI/SW/2 (Safe Working in the Vicinity of High Pressure Gas Pipelines) shall be fully complied with in all respects. Acceptance of SGN/WI/SW/2 shall be acknowledged by the responsible site person signing and returning the form Appendix A (back page) to the SGN representative contacted in (7).
5. No thrust boring shall take place within 3 meters of the pipeline.
6. All planting within the easement strip should comply with 'Notes for Guidance on Tree Proximity'.
7. Before commencing work on site you must contact our Pipeline Maintenance Section on the number above at least seven days before work commences. A Southern Gas Networks representative will then contact you to arrange to visit site. Details of working near to high_pressure gas pipelines can then be discussed.
8. Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e. by road surface) will require a coating survey. SGN will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface cover cathodic protection coupons and reference cells will require installation at no cost to SGN.
9. This pipeline is cathodically protected and as such has test cables located in test posts, were these to be lost through this work we would look to you for remedial action at no cost to SGN.
10. Intrusive construction methods will require an agreed method statement prior to work starting.
11. Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and occurrences. You will be informed when these come into effect and be invoiced direct.
12. Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring. No piling or boreholing must take place within 3 metres of the pipeline.

Please ensure these conditions, together with any relevant drawings are forwarded for use by the construction personnel of your works.

Please let me know if SGN can supply you with technical or other information that may be of assistance to you in determination of the application.

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: 8

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1 - Objection

Objection:

An entrance to a drive on a corner and on a junction! I have concerns over the safety of this location rather than the principle of the driveway.

Officer Comment: *Noted – See Section 7 of officers' report.*

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 Safety

(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 considered below.

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

- 7.3 The proposal is to create a new access and create a new parking area for the parking of 2No. vehicles off road to the frontage of the property. The proposal includes the removal of the existing front corner wall and soft landscaping; the proposed parking area will be constructed with block paving with an Aco drain to the boundary edge. The proposed hardstanding is not considered to have a harmful impact upon the character of the streetscene. It is noted that a section of the front wall has recently been removed with shingle placed partially to the southern frontage of the property fronting Nore Farm Crescent.

- 7.4 Concerns have been raised by the Highways Authority with regard to the safety of the new access. This has been addressed below within the Highway Safety section of the report.

- 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

- 7.5 The proposed hardstanding is not considered to have a harmful impact upon residential amenity. Consequently, for this element of the proposal it is considered that the hardstanding 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).

- 7.6 Concerns about pedestrian safety from the new vehicular access are addressed in the 'Highway Safety' section of the report.

(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 Safety

- 7.10 The Highway Authority objects to the proposed access due to significant highway safety concerns. The existing dropped kerb forms part of a formalised tactile pedestrian crossing and is not intended for vehicular use; driving over it would create an unacceptable safety risk. A secondary access is also unjustified given that vehicular access already exists to the rear of the property.

The proposed access is positioned directly on the radii of the junction, creating multiple

conflict points with the existing pedestrian crossing and increasing the risk for all road users. Additionally, this may cause confusion for other road users given the access alignment should vehicles be turning right out of the access to travel towards Selangor Avenue.

Consequently, the Highway Authority recommends refusal, as the access arrangement would result in an unacceptable impact on highway safety and is contrary to paragraph 116 of the National Planning Policy Framework.

National Planning Policy Framework

9. Promoting sustainable transport – Paragraph 116 states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

8 **Conclusion**

- 8.1 The development would have an unacceptable highway safety impact and is therefore recommended for refusal.

9 **RECOMMENDATION:**

That the Head of Place be authorised to **REFUSE PERMISSION** for application APP/25/01013 subject to the following Reason:

1

The proposed access arrangement cannot be supported under the National Planning Policy Framework, as it would result in an unacceptable impact on highway safety and is therefore contrary to paragraph 116 of the National Planning Policy Framework and policies CS16 and DM11 of the Havant Borough Local Plan (Core Strategy) 2011.

Informative:

In accordance with paragraphs 38-50 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,

Your application is considered unacceptable for the reasons set out in this Decision Notice.