

DELEGATED OFFICER REPORT

Application Ref: H/22/93848

Site Address: 62 ST JOHNS ROAD, HEDGE END, SOUTHAMPTON, SO30 4AG

Case Officer: Alexandra Stone

Description: Partial demolition of garden wall to extend the existing dropped kerb.

Particular Site Constraints?	Yes ☒	No ☐
- Within Urban Edge - EA Flood Map – Flood Zone 2 & 3		

Planning History?	Yes ☐	No ☒

Publicity:	Letters ☒	Site Notice ☐	Newspaper ☐
Representations:	None		
Parish Council:	No Comments Received		
Hampshire Highways:	In regard to application H/22/93848, an objection would be made to the proposals from HCC as Local Highway Authority, on Highway Safety grounds. As outlined within the application process to HCC for a licence to undertake drop kerb works (https://www.hants.gov.uk/transport/parking/droppedkerbs), for a vehicle crossover / drop kerb to be permitted, it must be located a minimum of 10.0m away from any highway junction. Variance from this is only likely if there are elements to consider such as a highway safety benefit that results from the proposals, or the drop kerb is on a low flow road. The proposed vehicle crossover / drop kerb is located within 10.0m of the junction with New Cliffe Gardens, and with parking understood to be available to the rear of the property - garage and driveway space - no highway safety improvement would result.		

Site Visit:	Yes ☒	No ☐
Details: 23/11/2022		

Policy:
National Planning Policy Framework Planning Practice Guidance
Development Plan: The <u>Eastleigh Borough Local Plan 2016-2036</u> The most relevant policies are Strategic policies S1 and S2; and Development Management policies DM1, DM2, DM11 and DM14.
Supplementary Planning Documents: Quality Places; Residential Parking Standards; Character Area Appraisals.

Assessment:
The development is considered acceptable and complies with policies DM1, DM11 and DM14 from the 2016-2036 local plan, in that: • The site is within the urban edge where the principle of development is acceptable. • The formation of the dropped kerb will not have a material impact on the residential character of the area. • The dropped kerb is to serve a single dwelling and so will have low vehicle movements.

- Objection has been raised by HCC Highway Officer on Highway Safety Grounds. For a vehicle crossover / drop kerb to be permitted, it must be located a minimum of 10.0m away from any highway junction. The proposed vehicle crossover / drop kerb is located within 10.0m of the junction with New Cliffe Gardens, and with parking understood to be available to the rear of the property - garage and driveway space - no highway safety improvement would result. Therefore, it fails to comply with Policy DM13 of the Local plan;

All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:

a.) meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority

Climate Change:

In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality by 2025; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020–2030 and the supporting Climate and Environmental Emergency Action Plan – Update June 2020.

The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF, development plan and adopted local plan policy do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and local plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the adopted local plan, as is an assessment of climate impacts.

Equalities Implications:

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:

- A public authority must, in the exercise of its functions, have due regard to the need to:
 - a. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications

Conclusion:

Recommendation:

PERMIT ☐

REFUSE ☒

Comments ...