

PLANNING STATEMENT

48, 50 & 52 GRANGE ROAD NETLEY HAMPSHIRE SO31 5FE

INTRODUCTION

This statement should be read in conjunction with the plan proposals prepared by CMCdesign architectural services, which together form the planning application submitted to Eastleigh Borough Council for the dropped kerbs and access gates to 48, 50 & 52 Grange Road SO31 5FE.

SITE LOCATION

48, 50 & 52 Grange Road are located towards the north of Grange Road, a residential area of Netley. Grange Road is a two way single carriageway road running northeast to southwest along the northern border of Netley. The carriageway is approx. 6m wide, is lit and is subject to a 30mph speed limit along the application sites frontage.

The application dwellings currently access their property from a shared drive, from Grange Road. This shared drive and access currently serves 6 properties, leading to issues of access, manoeuvrability and simple functions such as deliveries where lorries must park on Grange Road (see fig1 below), compromising highway safety.

PROPOSAL

The proposed installation of dropped kerbs and access gates are to provide direct access onto Grange Road, to enhance the functionality, safety, and appearance of the application properties.

The proposed gates and access will be sympathetic to the character of the area, retaining existing hedge boundaries as much as possible. Any necessary trimming will be minimal and undertaken to preserve the green frontage, maintaining the street's visual quality and ensuring the access integrates well with its surroundings. The gates and brick piers have been designed to complement the application properties and the other existing boundary treatments found along Grange Road.

ACCESS AND SAFETY

The new accesses proposed will allow each property their own independent access for vehicles to enter and exit their property, safely. The design meets visibility splays appropriate for the 30 mph road, ensuring clear sightlines for both drivers and other road users. The proposed gates will be set back adequately from the highway so vehicles can wait clear of the carriageway when opening or closing the gates.

PEDESTRIAN SAFETY

Pedestrian safety has been considered accordingly. The dropped kerbs will be installed in compliance with Highways and Local Authority standards to maintain a level and consistent footway for pedestrians. The accesses proposed will not obstruct pedestrian movement, and visibility in both directions will be preserved to ensure safety for pedestrians walking along the footpath.

CONCLUSION

It is contended, the proposal will enhance the occupants access to their properties, without detriment to the appearance of the street scene or highway safety. Officers are therefore polite fully requested to approve this application.

fig1

