

**Planning statement for the: Installation of
dropped kerb.**

**At: 86c Lawrence Road, Southsea,
Portsmouth, PO5 1NZ**

PP-09282247

Application site

Sited on the east side of Lawrence Road, south of Darlington Road, the application property is a two storey mid terrace dwelling set back from the highway with a front garden, the boundaries of which are formed of brick and railings. The surrounding area is predominantly residential character with accesses from the highway to on plot parking at the front of properties common, however, the majority of dwellings do not have on plot parking and park on the highway.

The application property has three bedroom and no allocated parking spaces, on plot or on street. The immediate area has a high demand for on street parking which is controlled by various parking restrictions, mainly through permit controls or double yellow lines.

Given the demand for parking in the vicinity it is often required to park several streets away from the property which is highly impractical for the young family.

Lawrence Road is subject to a 30mph speed limit and has a wide single carriageway with footpaths on either side. Lawrence Road is a classified road and as such, planning permission for a dropped kerb is required. Lawrence Road is also designated as part of the Strategic Road Network.

Proposal

This application seeks planning permission for the installation of a dropped kerb to facilitate vehicular access. The existing front boundary wall and railings and existing front garden laid to hardstanding under permitted development rights.

Submitted Documents

- Location Plan
- 020-0619-001 - visibility splay and parking dimensions.
- Highway Technical Note
- Planning Statement.

Discussion

Saved Policy DC26 of The Portsmouth City Local Plan states that proposals which would result in the net increase in the number of access points onto primary and distributor roads will not normally be permitted, however, this policy appears to have been relaxed in locations whereby there is sufficient space at the property to accommodate a vehicle without overhanging the public highway - this required a frontage depth of at least 5m.

The submitted visibility splay drawing demonstrates the optimal location of the dropped kerb (geometries provided in line with Portsmouth City Council guidance), pedestrian visibility splays (in red), the required vehicle visibility splays (in pink) and the achievable visibility splay (in blue).

The speed limit for Lawrence Road is 30mph and therefore in line with Manual for Streets guidance visibility should be provided to 2.4m x 43m in both directions. However, in this instance it is suggested that a reduced x-distance of 2m would be applicable given that it is likely vehicles would protrude slightly into the running carriageway of Lawrence Road.

Manual for Streets guidance paragraph 7.7.7 suggest that a 2m x-distance can be applied in these situations and would not cause any problems in practice where drivers and cyclists are able to see this overhang from a reasonable distance.

From the proposed drop kerb from 86c, visibility is achievable to 2m x 43m in the secondary direction (left). However, in the primary direction (right) visibility of 2m x 43m is not achievable due to third party land of the adjacent property (no. 88). The opportunity to provide an offset in this direction has been assessed which confirms that visibility in this direction is achievable to a distance of 2m x 27m when measuring to the centre of the approaching lane (a circa 2m offset). The achievable visibility would equate to vehicle speeds of 21.3mph and given the alignment and nature of the road we would suggest that 85th percentile speeds are unlikely to be in the region of 21mph.

The Portsmouth Parking SPD advises that parking on the front of the property should allow for a space of 3m x 5m. This can be accommodated at the application site shown. The submitted visibility splay plan 020-0619-001. There is no adopted policy which requires a car to enter in a forward gear, turn and egress in a forward gear from a property.

A suitably worded planning condition can be imposed to ensure that the hard surfacing and removal of the front boundary wall are removed prior to the dropped kerb being brought into use. A further condition can also be imposed to ensure the provided visibility splays are kept free from obstruction over 0.6m high.

Conclusion

Taking the above into account and technical evidence provided, it is considered that the proposal would provide an on plot parking space in an area which has a high dependency towards on street parking and would not be detrimental to highway and pedestrian safety. It is, therefore considered the proposal is acceptable and accords meets the aims and objectives of PCS17. of the Portsmouth Plan and the NPPF.