

# PLANNING APPLICATION NUMBER:P11/1628

Type of approval sought	Full Planning Permission
Ward	Brierley Hill
Applicant	Mrs Jackie Griffiths, DUE
Location:	<b>258, BRETTELL LANE, BRIERLEY HILL, BRIERLEY HILL, DY5 3LS</b>
Proposal	<b>LOWER KERB FOR VEHICULAR ACCESS</b>
Recommendation Summary:	<b>APPROVE SUBJECT TO CONDITIONS</b>

## INTRODUCTION

This application is before Members as the applicant is employed within the Directorate of the Urban Environment.

## SITE AND SURROUNDINGS

1. The application site is a semi detached dwelling occupying a plot of 279m<sup>2</sup> and is set within a well established residential area. The application property is an ex-local authority property and is set back from the highway by 8.8m. To the front of the property on the footway is a bus shelter and the frontage of the property within the curtilage of the dwelling has been hard surfaced.
2. The application site is bound to both sides by residential dwellings. To the west is number 257 Brettell Lane, the adjoining semi. To the east is number 259 Brettell Lane. This neighbouring property has an existing dropped kerb to the frontage which results in a partly dropped kerb stone to the frontage of the application site.

## PROPOSAL

3. This proposal seeks permission for a dropped kerb to the front of the property which would result in 5 kerb-stones being reduced in height to create vehicular access onto Brettell Lane. The lowered kerb would extend approximately 2.5m in length across the frontage. The proposed drop kerb would abut the existing bus stop.

## HISTORY

4. No planning history.

## PUBLIC CONSULTATION

5. Notification letters were sent to the occupiers of three neighbouring properties. As a result no representations have been received.

## OTHER CONSULTATION

6. Group Engineer (Development): No objections to the proposed scheme.

## RELEVANT PLANNING POLICY

7. Black Country t Core Strategy (BCCS)

- TRAN2 – Managing Transport Impacts of New Development

8. Saved Unitary Development Plan Policies (UDP)

- DD4 - Development in Residential Areas

9. Supplementary Planning Documents / Guidance

- Parking Standards and Travel Plans Supplementary Planning Document

## ASSESSMENT

10. The key issues in determination of this application are the following:

- Highway safety
- Residential amenity

### Highway safety

11. The Group Engineer (Development) has cited no objections to the proposal. Many of the properties within the street already feature dropped kerbs and the frontage of the application site has already been hard-standing under permitted development rights.

12. The provision of a dropped kerb would therefore be preferable to the situation whereby vehicles attempt to enter/exit the frontage by driving over the existing raised kerbstones

or driving diagonally across the pavement from the existing dropped kerb to the front of no. 259 Brettell Lane.

13. The boundary treatment on either side of the frontage is fairly low and would not restrict visibility. The visibility splay would therefore be maintained and the dropped kerb would not impact on highway safety on this street. It is therefore considered that the proposal complies with Policy DD4 – Development in Residential Areas of the Saved UDP.

#### Residential amenity

14. Saved Policy DD4 (Development in Residential Areas) of the Dudley Unitary Development Plan applies in the consideration of development proposals within residential areas. Policy DD4 seeks to ensure that development would not adversely affect the character of the area or residential amenity. Policy DD4 also states that the proposed development should not have a detrimental effect upon highway safety whilst ensuring that the parking and manoeuvring of vehicles is not compromised.

15. Given that parking on the driveway has been enabled by the provision of hard-standing to the front of the property and most nearby properties already feature an existing dropped kerb and parking space to the front, the construction of a dropped kerb is unlikely to harm the residential amenities of adjoining neighbours. The proposal would therefore comply with Policy DD4 of the Saved UDP.

#### **CONCLUSION**

16. It is considered that the proposed dropped kerbs would not adversely impact highway safety or the residential amenities of the nearby occupiers; therefore this proposal complies with Policies DD4 – Development in Residential Areas of the Saved UDP and

#### **RECOMMENDATION**

It is recommended that the application be approved subject to the following conditions:

### Reason for approval

It is considered that the proposed dropped kerbs would not adversely impact highway safety or the residential amenities of the nearby occupiers; therefore this proposal complies with Policies DD4 – Development in Residential Areas of the Saved UDP.

The decision to grant planning permission has been taken with regard to the policies and proposals in the adopted Black Country Joint Core Strategy (2011), the saved UDP (2005) and to all other relevant material considerations.

The above is intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report.

### Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The development hereby permitted shall be carried out in accordance with the stamped approved plans





PERROTT GARDENS

108.5m

Shelter

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Footway Crossing Plan 1-500