

PLANNING APPLICATION NUMBER:P05/2739

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| Type of approval sought | Full Planning Permission |
| Ward | Belle Vale |
| Applicant | Croudace properties Ltd |
| Location: | MAYBROOK HOUSE, QUEENSWAY, HALESOWEN, WEST MIDLANDS |
| Proposal | NEW DISABLED ACCESS RAMPS |
| Recommendation Summary: | APPROVE SUBJECT TO CONDITIONS |

SITE AND SURROUNDINGS

1. The application site is a large office block set in a prominent corner position on the main road, Queensway, and Church Croft.
2. The building is set at a higher level than the highway, accessed by a stepped frontage.

PROPOSAL

3. This application seeks the approval for two disabled access ramps with associated hand rails. The primary ramp will rise from the pavement from east to west and adjoin the raised block paved area to the front of the building at the entrance. The second is to the side and will serve a newly created exit. The existing steps will have a splay removed and a landscaped area added as part of this scheme. The primary ramp will be located upon an existing footway which will be narrowed by the development to approximately 2.85m in width.

HISTORY

4. None relevant

PUBLIC CONSULTATION

6. No representations received

OTHER CONSULTATION

7. **Head of Traffic and Road Safety:** raise no objections in principal to this development. The reduction in width of the footway will require the applicant to apply for the stopping up of the highway under S247.
8. **Access Officer:** raise no objections.

RELEVANT PLANNING POLICY

9. **Unitary Development Plan**

Policy DD1 (Urban Design)

Policy AM15 (Personal Mobility)

ASSESSMENT

11. It is considered that the proposal will result in access improvements to the building for people with disabilities, thus enhancing personal mobility, in accordance with Policy AM15 of the adopted UDP (2005).
12. The primary ramp would extend 21.5m along the frontage of the application site. The materials and design of the proposal are sympathetic with the original building ensuring no detrimental effect on the street scene. This access ramp is therefore in accordance with Policy DD1 of the adopted UDP (2005)
13. The siting of the primary ramp on the footway would reduce the width of the pavement to 2.85m. This is a satisfactory pavement width to allow for unrestricted pedestrian movement within this location. This access ramp is therefore in accordance with Policy DD1 of the adopted UDP (2005)
14. The secondary ramp is to the western elevation of the application site. It is considered that this ramp is of minor scale and nature and will not unduly

compromise the design of the building nor appear incongruous due to its location. This access ramp is therefore in accordance with Policy DD1 of the adopted UDP (2005)

CONCLUSION

15. This development is in keeping with the design of the original building and would enhance personal mobility. There would be no detrimental effect on the street scene or on pedestrian movement. The development therefore complies with the requirements of Policy AM15 and Policy DD1 of the adopted UDP (2005) and approval is recommended, subject to the following conditions.

FIRST RECOMMENDATION

16. It is recommended that this application is approved subject to conditions.

SECOND RECOMMENDATION

17. That the applicant be invited to apply to the Secretary of State for an order for the stopping up of the public highway Under S247 of the T&CP Act 1990 to allow development authorised by planning permission to take place.

Reason for Approval

18. This development is in keeping with the design of the original building and would enhance personal mobility. There would be no detrimental effect on the street scene. The development therefore complies with the requirements of Policy AM15 and Policy DD1 of the adopted UDP (2005).

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 materials used in external elevations of the development hereby approved shall closely match in type, texture and colour those of the existing building unless otherwise agreed in writing by the local planning authority.
3. The development hereby permitted shall be built in accordance with the approved plans numbered 05-871/005, 05-871/021 and 05-871/020b unless otherwise agreed in writing by the Local Planning Authority.
4. The construction of the ramp shall be in accordance with details and at levels that have previously been submitted to and approved by the Local Planning Authority.
5. Bollards to a design and position to be agreed by the Local Planning Authority shall be provided between the proposed ramp and planter in accordance with the agreed details prior to the development being brought into use.
6. The development shall not commence until the highway has been stopped up.