

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr Andy Dane	Extend existing dropped kerb by 3m along the front of property in order to allow wider driveway access 385 Stourbridge Road, Catshill, Bromsgrove, Worcestershire, B61 9LG	27.07.2019	19/00713/FUL

Councillor Webb has requested that the application be considered by Planning Committee rather than being determined under delegated powers.

RECOMMENDATION: That planning permission be **Refused**

Consultations

Highways - Bromsgrove Consulted 25.06.2019

The Highway Authority is unable to support this planning application to extend the existing dropped kerb by 3m along the front of the property due to the issues which would be created for highway users and therefore recommends that the application is **refused**.

It is noted the applicant has highlighted only the location of the extended drop kerb with a red line and the whole site including the proposed and existing drop kerb within the blue line.

The applicant has indicated the location of the drop kerb extension on the highway, however they have failed to provide the reasoning for this extension i.e. location of any extended parking area. Any new parking area being provided must be made to enable a vehicle to enter and exit the parking area in a forward gear on to roads with high levels of vehicle flow. I would consider and it is noted that the Stourbridge Road has high levels of traffic flow.

The proposal put forward by the applicant during a site visit would require the vehicle to drive onto the footpath and then reverse into the parking space being created which would be unacceptable for highway and pedestrian safety reasons.

Having considered the applicants reasoning, the highway authority do not find this to be a compelling case for additional access widening. It is noted the applicant could provide spaces off the existing drive with some earth works being removed to achieve a similar outcome. There is no reason for the applicant to have to provide this level of access and future proofing is not a robust argument when the issues highlighted above could be resolved by providing a car parking space off the existing drive.

The application fails to demonstrate that the extent of widening is necessary to facilitate access and the consequences of this will result in an unacceptable impact on the highway network which would be contrary to Paragraphs 108 and 110 of the National Planning Policy Framework (NPPF) and the provisions of the adopted Worcestershire County Council Streetscape Design Guide.

Catshill and North Marlbrook Parish Council Consulted 21.06.2019
The Parish Council support the application

Publicity

4 letters sent 21 June 2019, expired 15 July 2019. No response received

Councillor Shirley Webb

Supports the application and considers the proposals to be acceptable in planning terms

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

BDP16 Sustainable Transport

Others

NPPF National Planning Policy Framework (2019)

Relevant Planning History

None

Assessment of Proposal

Schedule 2, Part 2, Class B (*means of access to a highway*) of the General Permitted Development Order allows for the formation, laying out and construction of a new or widened means of access to a highway which is not a trunk road or classified road, where that access is required in connection with development permitted by any Class within Schedule 2 (other than by Part 2, Class A – erection of gates, fences and walls). Such permitted development would include (for example) the provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse, under Schedule 2, Part 1, Class F.

In this case however, the applicant proposes to create a means of access on to the Stourbridge Road which is a 'B' Class, classified road (B4091), triggering the need for a planning application to be submitted.

The reasons given for the submission of the application are as summarised below:

The applicant has a single garage which accommodates a vehicle which is mostly garaged and used only infrequently. In front of the garage is a private drive which can accommodate two cars in a tandem arrangement (one immediately behind another).

The two cars which are parked in 'tandem' are both used on a daily basis and the applicant considers this to be an inconvenient arrangement. They also comment that their two children will be learning to drive in the future and are anticipating that further vehicles would have to be accommodated on the public highway rather than within the curtilage of the dwelling.

Policy BDP16 (16.1) of the Bromsgrove District Plan comments that development should comply with the Worcestershire County Council's Transport policies, design guide and car parking standards (currently the Streetscape Design Guide 2018), incorporate safe and convenient access and be well related to the wider transport network.

Paragraph 108 of the National Planning Policy Framework comments that: in assessing applications for development, it should be ensured that (b) safe and suitable access to the site can be achieved for all users.

Paragraph 110 comments that applications for development should (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles.

The County Council have commented that insufficient details and justification have been advanced to demonstrate that this application is acceptable in highway safety terms.

Further, in the absence of adequate turning facilities within the application site which would enable vehicles to enter and exit the site in a forward gear, the applicant would have no option but to reverse from or onto the B4091, a road which carries high levels of traffic. Either of the two described manoeuvres would result in disruption to the Stourbridge Road which would have an adverse impact in the immediate locality to the site.

In conclusion, whilst it is acknowledged that the proposed dropped kerb application would result in increased convenience of access and egress to the application site, this should not be at the expense of highway safety. County Highways have raised strong objections to this application for the reasons set out above. I have concluded that the proposed development would not be in accordance with Policy BDP.16 of the Bromsgrove District Plan and the application is therefore recommended for refusal.

Finally, it should be noted that other properties along Stourbridge Road have applied previously for planning permission for similar forms of development, (including for example 112 Stourbridge Road: application ref 10/0074) where planning permission was refused on grounds of harm to highway safety.

RECOMMENDATION: That planning permission be **REFUSED**

Reason for Refusal

- 1) Insufficient details and justification have been advanced to demonstrate that this application is acceptable in highway safety terms. Further, in the absence of adequate turning facilities within the application site, vehicles reversing from or onto the Stourbridge Road (the B4091) would prejudice the safety and free flow of moving traffic on the highway and the safety of pedestrians using the adjoining footpath. The application is therefore contrary to Policy BDP16 of the Bromsgrove District Plan, the Worcestershire County Council Streetscape Design Guide and Chapter 9 of the NPPF

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