DELEGATED DECISION REPORT

SMD/2020/0559 **Valid 20/10/2020**	**51 PARK LANE** **KNYPERSLEY**	**PLANNING PERMISSION FOR DROPPED KERB TO FRONT OF THE PROPERTY AND RETENTION OF HARDSTADNING.** **(FULL - HOUSEHOLDER)**

MAIN ISSUES

The impact on the character and appearance of the area
The impact on highway safety

DESCRIPTION OF SITE

The site is within the development boundary of Biddulph/Knypersley and comprises a dwellinghouse on a corner plot with Park Lane, a classified road, running along the front boundary to the south and Woodland Street along the side boundary to the west. There are dwellings to the east and west sides (on the other side of the road) and also to the south on the other side of Park Lane. To the rear (north) is an electricity substation site.

PROPOSAL

This is a full planning application for a vehicular access dropped kerb onto Park Lane with a width of 3.6 metres. There is already a concrete hardstanding measuring 7.5 x 7.5 metres to the front of the house that cars using the proposed dropped kerb would drive onto and park and the hardstanding is already being used for the purposes of parking vehicles belonging to the site. This is unauthorised and requires planning permission along with the proposed dropped kerb. There was an access onto Woodland Street previously although this has been blocked off by a boundary wall and fence although the dropped kerb still remains.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffs Moorlands Local Plan (adopted September 2020)

SS2 – Settlement Hierarchy
DC1 – Design Considerations

NPPF (Revised February 2019)

Section 12 (Design).

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

None relevant.

CONSULTATIONS

Publicity

Site Notice expiry date: 25.11.20
Neighbour consultation period ends: 25.11.20
Press Advert: N/A

Public Comments

None.

Town / Parish Comments

None received.

Local Highways Authority

No objection subject to condition requiring the re-instatement of the kerb at the Woodland Street access. Drainage from the concrete hardstanding also needs to be considered. On receipt of further information from the applicant about the hardstanding, the Highways Officer also recommended a condition requiring a surface water drainage interceptor to be installed at the edge of the driveway and the highway footway.

Severn Trent Water

No objection.

OFFICER COMMENTS

As the site lies within the settlement boundary the general principle is considered to be acceptable in accordance with Policy SS2, subject to design and highway safety considerations.

The new parking area appears to have been created by removing a section of front boundary hedge and applying a concrete base for vehicles to park on, in front of the house. The application is therefore to drop the kerb to allow easier access off and onto Park Lane for vehicles using the parking area. However, both the dropped kerb and the concrete base also require planning permission by virtue of Park Lane being a classified (i.e. main) road.

In appearance terms, the works are acceptable and most dwellings facing Park Lane have hard-bound driveways and accesses directly onto Park Lane. Railings and piers including a pedestrian gate have been retained.

With regard to highway safety, an access onto an unclassified road would normally be safer than one onto a main road. The original access was onto an unclassified road at the side. However, the local highways authority considers that the new proposed access onto Park Lane is only marginally less safe than the previous access which was regarded as being too close to the road junction with the main road and also a bus stop. No objection is therefore raised but a condition is added requiring the re-instatement of the Woodland Street kerb as the re-use of the dropped kerb as a secondary access (easily done by removing the side boundary fence/wall) along with an access onto Park Lane would be a less safe arrangement than having one sole access onto the main road.

There is also concern that highway safety could be affected by water run-off from the concrete parking area. However, this can be rectified by placing an interceptor on the edge of the driveway to prevent water running off onto the road and causing a hazard. The applicant has agreed to the use of the condition.

CONCLUSION / PLANNING BALANCE

The proposal is acceptable with the safeguard of conditions to protect highway safety. Although only a dropped kerb was applied for, the unauthorised concrete driveway/parking area can be approved under the same application for the access and is acceptable in appearance and highway safety terms providing drainage works are then applied by way of a condition. The proposal therefore complies with the Council's adopted Local Plan and the government planning guidance contained within the National Planning Policy Framework (NPPF).

OFFICER RECOMMENDATION : APPROVE

Case Officer: Chris Johnston
Recommendation Date: 16.12.20

X

Signed by: Jane Colley Signature

On behalf of Staffordshire Moorlands District Council