

Planning Statement

Proposed Widening of Existing Dropped Kerb
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24 Baileys Lane, Halewood, L26

1. Introduction

This Planning Statement has been prepared in support of a Householder Planning Application for the widening of an existing dropped kerb to facilitate safe vehicular access to the existing private driveway at 24 Baileys Lane, Halewood.

The application relates solely to the highway interface. No enlargement of the existing hardstanding is proposed.

2. Site and Surroundings

The application site comprises a semi-detached residential dwelling located on Baileys Lane, which is a classified road within a predominantly residential area. The property benefits from an existing vehicular access and a private driveway set back from the highway with a depth in excess of 5.0 metres.

The surrounding area is residential in character, with several properties benefiting from vehicular accesses and dropped kerbs of varying widths.

3. The Proposal

The proposal seeks planning permission for the widening of the existing dropped kerb to a width of 3.8 metres in order to improve safe and practical access between the classified highway and the existing private driveway.

The proposal includes:

Retention and reinstatement of the existing dropped kerb where affected

A widened vehicular crossing constructed to Local Highway Authority standards

Retention of a minimum 1.8 metre pedestrian footway

Reinstatement of the adjacent grass verge following construction works

No additional access points are proposed, and no extension of hardstanding is included as part of the development.

4. Planning History

The property benefits from planning permission granted in 2018, which approved extensions to the dwelling and explicitly showed on-site parking provision. The principle of vehicular access and off-street parking at the site has therefore already been accepted.

The current application seeks only to ensure that the approved and existing parking can be accessed safely and efficiently.

5. Planning Policy Considerations

The proposal has been assessed against the relevant local and national planning policy framework, including:

National Planning Policy Framework (NPPF)

Knowsley Local Plan Core Strategy

Saved Policies of the Knowsley Replacement UDP

NPPF paragraph 116 states that development should only be refused on highway grounds where there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The proposal does not give rise to either circumstance.

6. Highway Safety and Access

The proposed widening of the dropped kerb is designed to improve highway safety by allowing vehicles to enter and exit the site in a single, controlled manoeuvre, thereby avoiding vehicle overhang onto the pedestrian footway or multiple shunting movements onto the classified highway.

The proposed 3.8 metre width is proportionate in relation to the existing 5.5 metre private driveway entrance and ensures appropriate alignment and vehicle tracking. A minimum pedestrian footway width of 1.8 metres will be retained at all times, maintaining safe and convenient pedestrian movement.

The proposal does not conflict with nearby junctions, visibility splays, traffic calming measures, or other highway features and will not adversely affect the operation or safety of the local highway network.

7. Visual Amenity and Character

The proposal involves no additional built form and will be constructed using materials that match the existing adopted highway. The widened access will be in keeping with the character of the street and surrounding area and will not result in any harm to visual amenity.

The reinstatement of the grass verge adjacent to the access will ensure that the appearance of the frontage is maintained following the works.

8. Conclusion

The proposed widening of the existing dropped kerb at 24 Baileys Lane represents a modest and proportionate form of development that improves highway safety and allows for the safe use of an existing and previously approved private driveway.

The proposal complies with relevant local and national planning policies and does not give rise to any adverse impacts in respect of highway safety, pedestrian movement, residential amenity, or visual character.

For these reasons, the proposal is considered acceptable in planning terms and planning permission is respectfully sought.