
Appeal Decision

Site visit made on 13 June 2017

by Oliver Blower MA (T&CP)

a person appointed by the Secretary of State for Communities and Local Government

Decision date: 5 July 2017

Appeal Ref: APP/A5270/D/17/3174050
251 Greenford Road, Greenford UB6 8QZ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Ritesh Patel and Mrs Kinjal Patel against the decision of the Council of the London Borough of Ealing.
 - The application Ref 166251HH, dated 3 December 2016, was refused by notice dated 26 January 2017.
 - The development is for a proposed vehicle crossover.
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Decision

1. The appeal is dismissed.

Main Issue

2. The main issue is the effect of the development on highway safety.

Reasons

3. The appeal relates to a semi-detached house with a small front garden facing Greenford Road, a busy classified road. The proposal seeks to drop the kerb in front of the property and create a vehicular crossover to allow parking on what is now the front garden.
 4. Policy 6.3 of the London Plan, 2016 (LP) seeks, amongst other things, that development should not adversely affect safety on the transport network.
 5. The Council's Supplementary Planning Document 8 – Crossovers and parking in front gardens, 2006 (SPD) seeks that the size of the forecourt should be large enough for a vehicle to enter, to manoeuvre safely and to exit in forward gear.
 6. The National Planning Policy Framework 2012 (the Framework) seeks to ensure developments should be designed to create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.
 7. The proposed development does not have sufficient space to allow the turning of a vehicle in forward gear. This would result in vehicles with limited visibility due to parked cars on Greenford Road reversing on to the classified road directly into the path of traffic moving at speed, increasing the risk of collision. Alternatively, a vehicle reversing into the proposed bay would need to stop parallel to the pavement and reverse into the space, creating an obstruction that would also lead to an increased risk of collision.
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8. As a result I conclude that the proposed vehicular crossover would cause unacceptable harm to the highway safety of other road users, contrary to LP policy 6.3, the SPD and the Framework.
9. I note that there are other similar schemes nearby and the appellant has referred to one in particular at 263 Greenford Road, which was granted planning permission in 2003 (ref P/2003/3758). I do not have the full planning history of any of these examples, but I note that the permission at No 263 predates the Councils SPD (2006), the LP (2016) and the Framework (2012).
10. I am sympathetic to the appellants' special circumstances regarding the health of a family member and the resultant desire to provide off-street parking, which I do give some weight. However, the harm arising from the proposed development would pertain after these circumstances ceased to be material; thus the appellants' personal circumstances do not outweigh the permanent harm identified above.
11. Consequently, for the reasons given above and having had regard to all other matters raised, the appeal is dismissed.

O Blower

Appointed Person