The Planning Inspectorate

Appeal Decision

Site visit made on 11 December 2018

by Julie Dale Clark BA (Hons) MCD DMS MRTPI

an Inspector appointed by the Secretary of State

Decision date: 9th January 2019

Appeal Ref: APP/D1835/D/18/3213959
196 Astwood Road, Worcester WR3 8HA

- 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 Mrs Steph Busby against the decision of Worcester City Council.
- The application Ref P18H0363, dated 13 August 2018, was refused by notice dated 2 October 2018.
- The development proposed is dropped kerb to allow access to driveway at front of property.

Decision

1. The appeal is dismissed.

Main Issue

2. I consider that the main issue is the effect of the proposed dropped kerb on highway and pedestrian safety.

Reasons

3. The appeal site is a mid terraced house. The area in front of the house is hardsurfaced; a dropped kerb is proposed to access it. This area is very modest and the presence of a front porch further impinges on this area as a parking space. Astwood Road (B4482) was fairly busy at the time of my site visit and a number of cars were parked on the highway.

4. The depth of the area for parking could lead to a vehicle overhanging the footway which would be harmful to pedestrian safety. Due to the parked cars and lack of manoeuvring space a driver would be required to back into the highway with potentially poor visibility which would be harmful to highway safety. I noted that some of the other terraced houses had parking provision in the area in front of the house including dropped kerbs but in this instance I consider that there is insufficient space. This is of particular concern given that Astwood Road is a classified B road.

5. Amongst other things, Development Plan Policies SWDP 4 and SWDP 21[1] require development to address road safety ensuring that development is able to access the highway safely. The National Planning Policy Framework[2] also

[1] South Worcestershire Development Plan, Adopted February 2016.
[2] Ministry of Housing, Communities & Local Government National Planning Policy Framework, July 2018 (the Framework).

refers to highway safety. The proposal would conflict with these policies and the Framework.

6. I appreciate the appellant's personal circumstances and the requirement to be able to park close to his home. I have also noted other dropped kerbs in the area as referred to above. I have taken these and all other matters raised into consideration but none alter my conclusion.

7. I conclude that the proposed dropped kerb would have a harmful effect on highway and pedestrian safety. It would conflict with policies SWDP 4 and SWDP 21 and the Framework. Therefore the appeal fails.

J D Clark

INSPECTOR