



Appeal Decision

Site visit made on 18 April 2019

by Rebecca McAndrew BA Hons, PG Dip Urban Design, MSc, MRTPI

an Inspector appointed by the Secretary of State

Decision date: 8th July 2019

Appeal Ref: APP/D1835/D/19/3220451
192 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 Mr Samuel Marshall against the decision of Worcester City Council.
 - The application Ref P18H0349, dated 3 August 2019, was refused by notice dated 9 January 2019.
 - The development proposed is to have the kerb dropped in front of the property.
-

Decision

1. The appeal is dismissed.

Main Issue

2. The main issue is the effect on pedestrian and highway safety.

Reasons

3. The appeal relates to the installation of a dropped kerb on a classified road, to allow the formation of a parking area to the front of the appellant's dwelling. The area is characterised by terraced properties with small front gardens, some of which include parking areas accessed via dropped kerbs.
4. The appellant indicates that the proposed dropped kerb would allow access to a parking space which would have a depth of 4.65 metres. This is shorter than the widely accepted standard depth for a parking space of 4.8 metres. Whilst I acknowledge that there are other similar front garden parking arrangements with dropped kerbs within the locality, these appear to be historic. In addition, on my site visit I noted that vehicles parked on some of these spaces protrude into the footway, causing an obstruction to pedestrians. On this basis, the proposal would have an adverse impact upon pedestrian safety. Whilst I acknowledge that the appellant's car may be shorter in length than the standard parking space, there is no guarantee that the appellant would not change his car or future residents would not have a larger vehicle. Consequently, this does not alter my view that the proposal would be harmful to pedestrian safety.
5. The front garden of the appeal site is small and therefore unable to accommodate a turning facility to allow a vehicle to enter and leave in a forward motion via the proposed dropped kerb. The proposal would therefore introduce the reverse manoeuvring of vehicles onto this busy classified road.

There would be limited visibility when pulling out of the site between parked cars, particularly in a reverse motion. As such, the proposal would constitute a hazard to pedestrians, cyclists and other drivers and would therefore fail to safeguard pedestrian and highway safety.

6. In conclusion, for the reasons described, the proposal would cause unacceptable harm to pedestrian and highway safety. The proposal is therefore contrary to National Planning Policy Framework (2019) Paragraphs 108 and 109 and Policies SWDP 4 and SWDP 21 of the South Worcestershire Local Plan (2016) which, taken together, seek to ensure proposed developments safeguard highway safety.
7. The appeal is therefore dismissed.

Rebecca McAndrew

INSPECTOR