
Appeal Decision

Site visit made on 16 July 2019

by R Cooper BSc (Hons) MCD MRTPI

an Inspector appointed by the Secretary of State

Decision date: 2nd August 2019

Appeal Ref: APP/C3240/W/19/3226845

Land adjacent 44 Wombridge Road, Telford TF2 6JB

- 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 N Matthews against the decision of Telford and Wrekin Council.
 - The application Ref TWC/2018/0558, dated 24 May 2018, was refused by notice dated 21 February 2019.
 - The development proposed is a log cabin.
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Decision

1. The appeal is dismissed.

Main Issue

2. The main issues are the effect of the proposed log cabin on the character and appearance of the area and highway safety with particular regard to parking.

Procedural Matter

3. The appellant describes the proposed development as a log cabin, whilst the Council have adopted the description of development as a habitable log cabin. The appellants statement of case explains that the log cabin would indeed be used as residential accommodation. Given both parties agree that the log cabin would be used as a residential dwelling, I have proceeded on this basis.
4. The Council's decision notice sites three reasons for refusal. The Council have clarified that the third reason for refusal relates to a justification for the design and appearance of the dwelling. I have therefore dealt with reason one and three together as one main issue dealing with character and appearance.

Reasons

Character and Appearance

5. The appeal site is located off Wombridge Road a residential street characterised by dwellings of uniform appearance consisting of two-storey, semi-detached dwellings, with garages, open plan front gardens, elevations constructed in brick, and tiled pitched roofs with gables to the sides.
6. In contrast, the proposed log cabin would be detached, single-storey, significantly smaller in scale, and constructed in timber to create its log cabin appearance. The appearance of the log cabin would be at odds with the uniform appearance of the existing dwellings along the street. Furthermore, the log cabin would be forward of the building line of existing properties along

Wombridge Road and would be orientated at ninety degrees to the road. The building would neither respect the scale, appearance or layout of the existing dwellings along the street and would be an incongruous feature.

7. I have taken account of the appellant's submission that the existing boundary fence would screen the dwelling from the street. However, by doing so, and in culmination with the below street ground level of the building, this would highlight the buildings incongruity with the existing pattern of development whereby existing residential properties have clearly defined street frontages. Furthermore, I have had regard to the existing timber buildings. However, these are utilitarian in their use and appearance. The proposal is for a dwelling and therefore should respect the existing prevailing pattern of residential development along the street. Therefore, I do not consider that these matters sufficiently mitigate the harm the proposal would have by failing to respect the local vernacular and character of the area and by not making a positive contribution to its setting.
8. For the reasons given above, I conclude that the proposed log cabin would not achieve a high standard of design and would not have regard to local context. The proposed development would not accord with Policies BE1 and SP4 of the Telford and Wrekin Local Plan, which collectively seek to ensure that new development is of a high standard of design, and that it respects the character and appearance of the area.

Highway Safety

9. The proposed dwelling would be accessed via the existing vehicular access off Wombridge Road that serves the equestrian buildings and paddock. Whilst the plans before me provide no dedicated parking for the dwelling, the appellant also owns the adjacent equestrian buildings and paddock, so the parking would be accommodated on the one shared driveway, as shown on the layout plan.
10. From the evidence before me this area would be large enough for several vehicles to park, turn and leave in a forward gear provided it was designed and constructed appropriately. These details of design as well as its implementation and retention could be secured with an appropriately worded condition, were I minded to allow the appeal. Based on the evidence before me, I conclude that sufficient car parking provision could be made, and no harm would be caused to highway safety.
11. For the reasons set out above I conclude that the proposed dwelling would not cause harm to highway safety. As such, the proposed development accords with Policy C5 of the Telford and Wrekin Local Plan 2018, which seeks to ensure that new development provides sufficient car off street parking to prevent the displacement of vehicles onto the street causing highway safety issues.

Conclusion

12. Although I have found no harm from the proposal on highway safety grounds, this is a neutral effect and does not outweigh the harm I have found in respect of the character and appearance of the area.
13. Therefore, having had regard to all matters raised, I conclude that the appeal should be dismissed.

R Cooper

INSPECTOR