



Appeal Decision

Site visit made on 1 October 2019

by D. Szymanski. BSc (Hons) MA, MRTPI

an Inspector appointed by the Secretary of State

Decision date: 11th October 2019

Appeal Ref: APP/D1835/D/19/3233645

22 Coombs Road, Worcester, Worcestershire, WR3 7JG

- 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 Lara Farley against the decision of Worcester City Council.
 - The application Ref: 19/00245/HP dated 16 April 2019, was refused by notice dated 31 May 2019.
 - The development proposed is described as drop kerb 9 No. fronting property for off-road car parking.
-

Decision

1. The appeal is dismissed.

Procedural Matter

2. In the appellant's evidence the appellant has indicated that they have submitted an amended application/scheme to propose a single parking space. I am unaware as to whether the Council has seen this scheme or whether that scheme has been consulted upon. Therefore, I am considering the appeal on the basis of the planning application before me for two spaces.

Main Issue

3. The main issue is the effect of the proposed parking arrangement on highway safety on Coombs Road.

Reasons

4. The appeal site is one of a number of broadly similarly sized semi-detached dwellings on the southern side of Coombs Road. Although the architectural styles and front alignment of the dwellings differ slightly, they all have front gardens or driveways of a roughly similar depth. Coombs Road is a classified highway providing a link between the A449 and the A38, which appeared to be well trafficked main routes through the north of the city.
5. Whilst my visit can only represent a brief snapshot of normal conditions, I noted that notwithstanding a high proportion of dwellings in the street having off-road parking, over half of the on-street parking was taken up, at mid-morning on a Tuesday. The parked cars considerably restrict visibility from outside the appeal site and other dwellings, to the steady flow of cars that passed on Coombs Road. Furthermore, the number of parked cars could well

- increase at evenings and weekends (e.g. when people return from work and/or have visitors).
6. At approximately 4.2 metres (m) in depth the front garden is not sufficiently deep to provide two parking spaces of the required depth of (4.8m), so they have been shown set at an angle to try and achieve the required length. The proposed arrangements are not compliant with the Highway Authority's policy that requires facilities are provided so vehicles can enter and leave in a forward gear at a 90 degree angle to the carriageway. As a consequence the proposals would result in vehicles having to either reverse into or out of the site into the flow of traffic, which would be prejudicial to highway safety and be likely to impede the free flow of traffic.
 7. The angle of the proposed echelon spaces mean they are not easily accessible from both directions of approach. Therefore if approached from the east, accessing the spaces could lead to additional manoeuvres in the public highway, which would impede traffic flow and increase the hazards to highway users, which would be prejudicial to highway safety.
 8. For the reasons set out above the proposed development would be contrary to Policies SWDP4 and SWDP21 of the South Worcestershire Development Plan (2016). Amongst other things, these expect development proposals to address highway safety matters, provide satisfactory access, and parking facilities in accordance with the recognised standards. The development would also be contrary to paragraph 109 of the National Planning Policy Framework (2019) which states development that results in an unacceptable impact on highway safety should be refused. The proposals would also be contrary to the advice in section 3 of the Streetscape Design Guide (2018) which expects provision to be made for vehicles to enter and leave off-street parking in a forward gear.
 9. The appellant has provided details suggesting a high proportion of the semi-detached dwellings on Coombs Road benefit from private driveways. Whilst I have noted this, I have considered the appeal on its own merits and impacts, based upon the evidence before me.

Conclusion

10. The proposed development would be contrary to the development plan and the National Planning Policy Framework and there have been no other considerations advanced, which outweigh this finding. Accordingly, for the reasons given, the appeal should not succeed.

Dan Szymanski

INSPECTOR