
Appeal Decision

Site visit made on 30 June 2020

by Jonathan Price BA(Hons) DMS DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 29 July 2020

Appeal Ref: APP/K2610/W/19/3241888

6 Pump Corner, Marsham, Norwich NR10 5PW

- 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 and Mrs P Gladden against the decision of Broadland District Council.
 - The application Ref 20191286, dated 14 August 2019, was refused by notice dated 8 October 2019.
 - The development proposed is alterations and extension to convert existing garage building to 2 bed dwelling with new accessible stair and subdivision of curtilage.
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Decision

1. The appeal is dismissed.

Main Issue

2. The effect of the proposal on the safe use of the adjoining section of public highway.

Reasons

3. The proposal relates to a detached workshop/garage building ancillary to the dwelling at 6 Pump Corner. This residence is part of a small outlier of six houses served by a single access point onto the A140 and situated a short distance outside the main built-up village of Marsham. A two-bedroom dwelling is to be provided within the roof space of the building, with a small end addition providing a balcony on the flat roof above a utility room for the retained workshop and garage space.
4. The A140 is defined by the local highway authority as a Principal Primary Route and classed a Corridor of Movement. As such, the main purpose of this road is to carry traffic freely between major centres. Although speeds are restricted to 50mph along this section of the A140 through Marsham, the road is relatively straight and normally characterised by relatively high levels of fast moving, free-flowing traffic, with opportunities for over-taking.
5. Due to its character and purpose, the introduction of new private accesses onto the A140, and the intensification of existing ones, are generally resisted on highway safety grounds. This is because any resulting increase in vehicles slowing, stopping and turning at such private accesses would give rise to particularly significant highway safety concerns, in the context of a main road characterised by relatively high amounts of quite fast and free flowing traffic.

6. I have taken into account the availability of a bus service in this location and the quite short walk via a roadside footpath to this and the other facilities in Martham. Despite these, occupiers of a dwelling in this location would remain highly reliant on private car use to meet a full range of regular needs, not all available locally or conveniently accessible by public transport.
7. The additional dwelling would result in a relatively small increase in vehicular movements and in the intensification in the use of the present access onto the A140, where highway visibility is of a good standard. The local highway authority has provided some evidence of road traffic incidents nearby on the A140 involving personal injuries. However, the existing access at Pump Corner does not stand out as an especially hazardous location within the wider network. Nevertheless, any intensification in the use of a private entrance onto a rural section of the A140 between main centres would be contrary to the interests of highway safety and might, if allowed, lend support for other proposals where similar concerns apply.
8. The intensification of the use of the Pump Corner access, as a consequence of this proposal, would increase the incidence of vehicles slowing and stopping to enter the site. Such movements, particularly when involving a right turn from a northerly direction, would interfere with the relatively high volumes of fast and generally free flowing traffic along this main highway. Such vehicle manoeuvres, along a major connecting route running through countryside, would be comparatively less expected by other road users, when compared with a drive through a built-up area, with its more frequent junctions and turning manoeuvres and consequentially slower traffic speeds.
9. A small increase in turning movements into Pump Corner would add slightly but appreciably to the possibility of vehicle collisions, either due to rear end shunts or from drivers crossing the path of oncoming traffic. Given the purpose and characteristics of the A140 in this location, I consider that the intensification of this residential access would have a significantly adverse impact on highway safety. Therefore, this proposal would conflict with the aims of Policy TS3 of the Council's Development Management Development Plan Document which seeks that this be avoided.

Conclusion

10. The proposal would provide small social benefits, in the form of an additional dwelling, and limited economic ones, with regard to the retained workshop space. However, these would be insufficient to outweigh the harm arising from the adverse implications for the safe use of the adjoining section of public highway. As a consequence, having taken into account all other matters raised, I conclude that the appeal should be dismissed.

Jonathan Price

INSPECTOR