



Appeal Decision

Site visit made on 2 September 2020

by Matthew Jones BA(Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 1 October 2020

Appeal Ref: APP/D0840/W/20/3252751

60 Wellington Road, Camborne, Cornwall TR14 7LQ

- 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 Harry Hart of Specialist Business Units Limited against the decision of Cornwall Council.
 - The application Ref PA19/05168, dated 11 June 2019, was refused by notice dated 29 January 2020.
 - The development proposed is a parking area at the property.
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Decision

1. The appeal is allowed and planning permission is granted for a parking area at 60 Wellington Road, Camborne, Cornwall TR14 7LQ under the terms of the planning application Ref PA19/05168, dated 11 June 2019, subject to the following conditions:
 - 1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: Site/Location Plan received 20/12/19, Block Plan received 20/12/19.
 - 3) Within 3 months of the date of this decision a scheme for the new walling shall have been submitted for the written approval of the Local Planning Authority and the scheme shall include a timetable for its implementation. The scheme shall provide details of the dimensions, construction and finishes of the new walling. The approved scheme shall be carried out and completed in accordance with the approved timetable and thereafter retained.
 - 4) The parking areas hereby permitted shall be kept available for the parking of motor vehicles at all times. The parking spaces shall be used solely for the benefit of the occupants of 60 Wellington Road.

Procedural Matters

2. On site I observed that 5 parking spaces have been set out within the grounds of the site to the north of 60 Wellington Road, with the northernmost space in use. This is not consistent with the proposed plans upon which the Council refused planning permission, which proposes 7 spaces across the entire site, including 4 to the north of No 60. I therefore assessed the appeal strictly on the basis of the development subject to the Council's decision.
3. I have referred to the description of development in my decision only insofar as it refers to the development proposed.

Main Issue

4. The main issue is the effect of the proposal on highway safety.

Reasons

5. 60 Wellington Road is a residential building located in Camborne, within the linear thoroughfare of Wellington Road, at its corner with Trevithick Road. Trevithick Road has a nearby junction with Gustavus Road, and on the opposite side of Wellington Road is its junction with Trerise Road. After these junctions Wellington Road seamlessly becomes Trelawney Road.
6. The geometry of Trevithick Road allows motorists approaching Wellington Road good visibility northwards up Trelawney Road. Buoyed by this, I observed that vehicles wishing to turn south onto Wellington Road sometimes waited for very little time at the junction. They tended to sweep fairly quickly around towards the site and the location of the proposed parking spaces to the north of No 60.
7. However, the northernmost space would be around 12m from that junction, which is identified by the Highway Code as the Safe Stopping Site Distance for vehicles traveling at 20mph. From my observations, even accounting for the relative haste of some vehicles turning on to Wellington Road, speeds were not anywhere near 20mph. Trerise Road appeared to be relatively less trafficked and offers excellent visibility of the site before drivers enter Wellington Road.
8. With regard to other vehicular traffic and pedestrians, there are many direct access parking spaces along Wellington Road and an evidenced absence of accidents. I see no reason why the proposal would not conform to this status quo. The traffic calming provided by parked vehicles adjacent to the site would be maintained, albeit a little further southward along Wellington Road.
9. It therefore seems to me that the proposed parking arrangement would not be manifestly unsafe regardless of whether vehicles were to reverse to or from the site or enter or leave it in a forward gear. Given such, whilst it may well be that the provision of onsite turning space at sites is optimal, I see no requirement for such a facility to be provided in this case.
10. The Council has also referred to its 'Development Layout Design-General Design Considerations for Adoptable Highway' (2012), which advises that a spacing of 30m should be maintained between junctions for private drives serving up to 5 dwellings. However, this guidance does not refer to directly accessed parking spaces, which also fall outside of the definition for a junction given within the Manual for Streets. The cited guidance is therefore of limited weight in my assessment.
11. The proposal would therefore have an acceptable effect on highway safety, according with Policy 27 of the Cornwall Local Plan Strategic Policies 2010–2030 (adopted 2016) and the National Planning Policy Framework (the Framework).

Other Matters

12. The site is within the Camborne Conservation Area (the CA) and the Cornwall and West Devon Mining Landscape World Heritage Site (the WHS). I therefore have a duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area. The WHS is also a designated heritage asset of the highest significance.

13. Wellington Road contributes to the significance of the CA and the Outstanding Universal Value (OUV) of the WHS as a late Victorian/early Edwardian tree lined avenue of residential properties within the former mining town. The appeal site formerly contributed to that significance, in part, through the delineation provided by its west boundary wall. However, I understand that the wall also detracted from the CA aesthetically due to its mundic appearance. With the partial reinstatement of a more appropriate form of walling secured through a condition, I am satisfied that the scheme would have a neutral effect on the CA and the OUV of the WHS overall.
14. Paragraph 109 of the Framework states that proposals should only be refused due to an effect on the road network if the residual cumulative impact would be severe. Whilst I have noted concerns about the loss of street parking, it seems to me that much of the part of Wellington Road which would be used to access the spaces is already subject to parking restrictions. The loss of street parking would therefore be very small, and not severe in the Framework's terms.

Conditions

15. In order to ensure that the scheme does not harm the CA or the WHS, it is necessary to secure the finish and form of boundary treatments. Given that the new spaces would remove a small amount of on street parking, it is necessary to ensure that they provide onsite parking in perpetuity so as not to significantly increase congestion within the surrounding highway network.

Conclusion

16. For the reasons outlined above, and taking all matters raised into account, I shall allow the appeal, subject to conditions.

Matthew Jones

INSPECTOR