



Appeal Decision

Site visit made on 3 August 2020

by David Carter BSc MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 2nd September 2020

Appeal Ref: APP/L2820/W/20/3251756

85 Finedon Street, Burton Latimer NN15 5SB

- 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 G. Kimbell against the decision of Kettering Borough Council.
 - The application Ref KET/2019/0282, dated 23 April 2019, was refused by notice dated 20 November 2019.
 - The development proposed is demolition of existing workshop/garages, alterations to existing dwelling house and construction of 2 no. dwellings.
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Decision

1. The appeal is dismissed.

Main Issue

2. The main concern is the effect of the proposal on public highway safety.

Reasons

3. Finedon Street falls within the Burton Latimer Conservation Area and is a narrow street comprising mainly terraced properties. Very few of the properties benefit from off-street parking. Space for off-street parking on the appeal site exists, as indicated by the dropped kerb and by the description of the development on the planning application form, but the appellant indicates this has not been in-use for many years.
4. My site visit took place on a weekday morning when many residents would normally be away from their homes. Despite this, considerable parking stress was in evidence, with cars parked on both sides of the street and, in many places with the cars parked across the pavement reflecting the narrow road width. This included cars parked across the pavement immediately in front of, and to either side, of the appeal site. The parking of cars across the pavement was such, that at the time of my visit, there was insufficient space on the pavement to permit wheelchairs and buggies to pass some of the cars.
5. The appeal proposal would add two further dwellings, each of which would generate parking demand as well as remove the existing off-site parking space on the appeal site. Therefore, it is inevitable that the extra parking demand would add further pressure which would both cause additional risk to users of Finedon Street, including pedestrians, as well as adding to the parking frustrations of existing residents. A number of the consultation responses from nearby residents on the proposals highlight the problems associated with parking on Finedon Street.

6. I note the Highways Statement prepared on the Appellant's behalf by Bancroft Consulting which included a Parking Beat Survey, as requested by the local highway authority. This concluded that there would be sufficient on-street spaces to accommodate the increase in parking arising from the development. Notwithstanding this, it is my understanding that this analysis includes the existing on-street spaces that involve parking across the pavement. This is not acceptable in order to justify accommodating further pressure to park on-street. I also acknowledge that the number of additional parking spaces required would be relatively small compared to the total number of on-street spaces identified as available but, this would be extra demand within an already pressured parking environment. This extra parking would have a disproportionate effect.
7. Accordingly, I find that the appeal proposal would lead to an increase in demand for on-street parking on Finedon Street. The effect would lead to an unacceptable increase in the risk of accidents and also inconvenience other residents and users of Finedon Street. As such, the appeal proposal would conflict with Policy 8 of the North Northamptonshire Joint Core Strategy. This requires new development to prioritise the needs of pedestrians, resisting developments that would prejudice highway safety and to ensure a satisfactory means of access and provision for parking. The approach in the CS is consistent with the Government's National Planning Policy Framework which indicates that permission should only be refused if there would be an unacceptable impact on highway safety, and guidance within the Manual for Streets which suggests that width and geometry is an important consideration in relation to on-street parking.

Other Matters

8. It is common ground between the main parties that, in principle, the development of the appeal site would be acceptable and there would not be harmful impacts on character and appearance or on the living conditions of neighbouring properties arising from the development that could not be dealt with by appropriate conditions. Additionally, the appeal proposal would not have a harmful effect on the character and appearance of the Burton Latimer Conservation Area which is a designated heritage asset.
9. While I concur on these points, I do not consider that the benefits arising from the appeal proposal would be sufficient to outweigh the harm I have identified under the main issue above.

Conclusion

10. For the reasons given above, I conclude the appeal should be dismissed.

David Carter

INSPECTOR