



Appeal Decision

Site visit made on 23 March 2021

by C Osgathorp BSc (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 30 March 2021

Appeal Ref: APP/L5810/D/20/3264472

83 Uxbridge Road, Hampton TW12 1SL

- 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 Valerie Parkinson against the decision of the Council of the London Borough of Richmond-upon-Thames.
 - The application Ref 20/1584/HOT, dated 12 June 2020, was refused by notice dated 13 November 2020.
 - The development proposed is creation of dropped kerb and alterations to front boundary and associated hard and soft landscaping to facilitate provision of off-street parking.
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Decision

1. The appeal is allowed and planning permission is granted for creation of dropped kerb and alterations to front boundary and associated hard and soft landscaping to facilitate provision of off-street parking at 83 Uxbridge Road, Hampton TW12 1SL in accordance with the terms of the application, Ref 20/1584/HOT, dated 12 June 2020, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: Location plan; 215-EXT-01 received by the Local Planning Authority on 12 June 2020; and 215-PROP-02 received by the Local Planning Authority on 7 October 2020.
 - 3) No development shall commence until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The hard landscaping details shall include proposed surfacing materials, and sustainable drainage measures to prevent surface water run-off into the adjoining highway. The soft landscaping details shall include planting plans; written specifications (including cultivation and establishment); details of the quantity, density, size, species, position and proposed planting programme. All species should be of native or non-native plants of known value for wildlife and include examples of seed/fruit bearing species, pollinator plants and those which attract night flying insects.

The off-street parking hereby approved shall not be brought into use until the hard landscaping works, including sustainable drainage measures, have been provided in accordance with the approved details. The soft

landscaping shall be carried out in accordance with the approved details and planting programme.

Main Issues

2. The main issues are the effect of the proposed development on (i) the character and appearance of the street scene; and (ii) highway and pedestrian safety.

Reasons

Character and appearance

3. The appeal property is a semi-detached dwelling, which is located within a linear arrangement of houses on the western side of Uxbridge Road. The properties are set-back from the highway, and several have laid out a hard surface in the front garden to provide off-street parking. There is a grass verge with hedging between the front gardens and the road, which has been punctuated in several places by vehicular crossovers.
4. The neighbouring property at No 85 Uxbridge road has off-street parking served by a vehicular crossover that intersects the grass verge. The proposed crossover would be adjacent to this and provide vehicular access to the proposed off-street parking at the appeal property.
5. The proposal would conflict with part of the guidance in the Transport Supplementary Planning Document June 2020 (the Transport SPD), which states that approval for a vehicle crossover will not be given where its construction requires a part of grass verge to be removed. Nevertheless, each case must be considered on its individual merits. Having regard to the existing crossovers that already punctuate the grass verge, and the small loss of grass verge and hedging that would arise from the proposal, I find that the proposal would not materially harm the visual amenity of the street scene.
6. The proposed drawing shows an area of planting to soften the appearance of the parking area. Given the hard-surfaced front gardens that are already evident in the street scene, the provision of a hard surface is acceptable. A planning condition requiring the submission of a hard and soft landscaping scheme could be imposed to ensure that an appropriate appearance would be achieved.
7. I therefore conclude that the proposal would maintain the character and appearance of the street scene. The proposal would therefore accord with Policy LP1 of the London Borough of Richmond Upon Thames Local Plan July 2018 (the Local Plan), which, amongst other things, states that the high quality character and heritage of the borough and its villages will need to be maintained and enhanced where opportunities arise. Although the proposal would fail to comply with certain specific guidance within the Transport SPD, it would not conflict with its underlying aims, which, amongst other things, seek to protect the visual amenity of the street scene.

Highway and pedestrian safety

8. Uxbridge Road is a classified road and the appeal site is in a built-up residential area with a 20mph speed limit. Many properties along this part of Uxbridge Road are served by vehicular crossovers that provide access to off-street

parking at the front of the houses. Therefore, vehicles manoeuvring into/from driveways is common. Given the built-up residential nature of the area and the 20mph speed limit, such manoeuvres should be anticipated by drivers. The number of movements from the proposed off-street parking area would be small, and there is good forward visibility along Uxbridge Road to enable drivers to see a vehicle manoeuvring into or from the proposed parking area. Furthermore, the appellant's tracking diagram indicates that there would be sufficient space in the parking area to allow a vehicle to enter and exit the site in forward gear. The crossover would also be of sufficient width to allow appropriate ingress and egress for vehicles. Consequently, the proposal would not cause danger to users of the highway or disrupt the efficient operation of the highway.

9. Pedestrians would be aware of the potential for manoeuvring vehicles as there are many vehicular crossovers and off-street parking spaces along this stretch of Uxbridge Road. They would be able to see a vehicle seeking to enter or leave the proposed parking area, and drivers would have sufficient view of the pavement. Taken together with the small amount of movements that would be associated with the parking area, the proposal would not cause harm to pedestrian safety.
10. For these reasons, I conclude that the proposed development would not be harmful to highway or pedestrian safety. The proposal would therefore accord with Policy LP45 of the Local Plan, which, amongst other things, states that front garden parking will be resisted unless it can be demonstrated that there would be no material impact on road or pedestrian safety. It would also accord with guidance in the Transport SPD which has similar objectives.

Other Matters

11. I have had regard to the statutory duty imposed by Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, which requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas. The appeal site is not in a conservation area, however Joanna Southcote Chapel Conservation Area (the CA) is situated nearby to the east and north. The Council states that the proposal would not be of a size or scale which would impact the setting of the adjacent CA. Given my finding on the first main issue, I see no reason to disagree.

Conditions

12. In addition to the standard time limit condition, I have imposed a condition requiring that the development is carried out in accordance with the approved plans. This is for the avoidance of doubt and in the interests of certainty. In order to protect the character and appearance of the area and minimise flood risk, I have also imposed a condition to require a hard and soft landscaping scheme, including details of sustainable drainage measures, to be submitted to the Local Planning Authority for approval.

Conclusion

13. For the above reasons, I conclude that the appeal should be allowed.

C Osgathorp INSPECTOR