
Appeal Decision

Site visit made on 2 August 2021

by Tim Wood BA(Hons) BTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 23 August 2021

Appeal Ref: APP/G5180/W/21/3274490
80 Addington Road, West Wickham BR4 9BJ

- 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 Iulian Cozminca against the decision of the Council of the London Borough of Bromley.
 - The application Ref DC/21/00200/FULL6, dated 12 January 2021, was refused by notice dated 12 April 2021.
 - The development is described as proposed front driveway alterations and enlargement, proposed drop kerb/crossover and external alterations and demolitions (Part retrospective).
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Decision

1. The appeal is dismissed.

Preliminary Matter

2. I have taken account of the revised NPPF that has recently been published and to the representations submitted in this respect.

Main Issue

3. The main issue in this appeal is the effects of the proposal on highway safety.

Reasons

4. The appeal relates to this maisonette which sits adjacent to the junction of Addington Road (A2022) with Glebe Way (A232). The junction is controlled by a roundabout. Addington Road is a classified road and a London Distribution Route/ Local Distributor. The A232 Glebe Way is a *Transport for London* Strategic Route (a 'Red Route'). The section of the highway at Addington Road immediately in front of the appeal property has a red line which forms part of the Strategic Route and so Transport for London is the Highways Authority. The development has been started and would include a vehicle turntable and a dropped kerb at the edge of the carriageway.
5. The roundabout junction carried significant numbers of vehicles at the time of my site visit, consistent with the designation of the roads. A number of bus routes use the junction and I noted bus stops nearby.
6. The proposed dropped kerb would be along part of the red line on Addington Road. It would be very close to the 'give way' line at the roundabout. In relation to cars entering or leaving the appeal site, cars entering by a left turn

may cause only limited disruption to traffic flows as vehicles would already be at a reduced speed due to the roundabout. Similarly when leaving the appeal site and turning left to join the roundabout, vehicles from the appeal site would be encountering vehicles at low speeds or possibly queueing for the roundabout and would cause only limited interruption to flow.

7. However, if a vehicle were to leave the roundabout and seek to turn right into the appeal site, it would be likely to encounter a steady stream of vehicles in front of the appeal site which were about to enter the roundabout. This would mean that the car seeking to enter the appeal site could be stationary and block other vehicles from leaving the roundabout, giving rise to vehicles backing up onto the roundabout. Cars leaving the appeal site by turning right would have to cross the vehicles approaching the roundabout and emerge into the flow of vehicles leaving the roundabout on the opposite side of Addington Road. This would be likely to interrupt the flow of vehicles onto the roundabout and would involve joining the vehicles accelerating away from the roundabout. In my judgement these 2 manoeuvres would be likely to cause interruptions to the free and safe flow of vehicles on the adjacent roads and could endanger road users, including those from the appeal site, who may seek to cross or join traffic flows when it is not safe to do so.
8. The appellant has drawn my attention to some other vehicle crossing within the area and seeks to draw support from their existence. The access to the garage on the opposite side of Addington Road is further away from the roundabout and not covered by the red line designation. Other accesses nearby are on sites with a red line in front (on the opposite side of the roundabout) but there is no indication of when these were constructed or permitted and so it is possible that they existed before the red line designation. Similarly, other access points within the Borough are referred to but there is no way of knowing when/if these have been permitted and so they are of limited assistance to me in determining the appeal. The access at the property referred to as 73 Wickham Road is close to a roundabout but is not on a red route and the manoeuvres that have given me particular concerns at the appeal site (right turn in and out) would be prevented at 73 Wickham Road by a central reservation and so this is not comparable in my view.
9. I have taken account of the vehicle turntable and the convex mirrors but these would not be sufficient to make the proposal safe. Having considered all other matters, I conclude that the proposal would cause significant disruption to the free and safe flow of vehicles on the adjacent roads and so is contrary to Policies 32 and 34 of the Bromley Local Plan. There are no matters sufficient to outweigh that conflict and so the appeal is dismissed.

S T Wood

INSPECTOR