

4/03473/15/FUL - CHANGE OF USE OF AMENITY SPACE TO SINGLE CAR PARKING SPACE.

74 LOCKERS PARK LANE, HEMEL HEMPSTEAD, HP1 1TJ.

APPLICANT: MR & MRS BEARDON.

[Case Officer - Tineke Rennie]

Summary

The application is recommended for approval. The strip of amenity land is narrow and serves no practical purpose due to its position adjoining a flank wall and bounded by the existing tarmac driveway. Whilst it provides some visual relief with the provision of grass, this is minimal due to its location and size. The change of use would have a negligible impact on the streetscene and highway safety due to the small scale and location of the proposals and is therefore considered to accord with adopted Core Strategy Policies CS12 and CS8.

Site Description

The application site is currently occupied by a two-storey end of terrace dwelling located on the south-eastern side of Lockers Park Lane. The terraces are staggered following the alignment of Lockers Park Lane; No. 74 is the last dwelling in the northernmost row. A dropped kerb and vehicle access to an off-street parking space has been created over a triangular green fronting the properties. There is a public footpath that runs along the outer edge of the open-plan garden and which crosses the tarmac driveway.

Dwellings within this terrace row feature shallow and landscaped front gardens immediately adjoining the green; some have created off-street parking spaces within their frontages.

Proposal

Planning permission was granted on 30th June 2015 for a single storey front extension to the application site (ref. 4/01136/15/FHA). Implementation of this front extension will displace the existing parking space created in front of the dwelling; the loss of which was considered acceptable as part of the proposals. As such, the applicant is seeking to create a new parking space adjoining the flank elevation of No. 76 Lockers Park Lane. The space will be positioned towards the front of the flank elevation, in line with the front building line of the terrace of which No. 76 forms. The space will be in tarmac, replacing the existing grass strip.

Although it is not quite clear from the submitted documents, it is assumed that the existing tarmac drive that currently serves as access to the parking area would be retained but in itself is not used for parking. There is also a dropped kerb along the whole width of the site's frontage and thus there would be no need to drop the kerb.

The strip of land is Council owned and the applicant intends to purchase this land from the Council. A letter dated 14th August 2013 from the Council's Valuation and Estates indicated that the purchase may be acceptable subject to conditions of purchase.

The proposal therefore seeks a change of use from amenity green to parking space associated with the residential use of No. 74.

Referral to Committee

The application is referred to the Development Control Committee as the application site area subject to the change of use proposal is Council owned land.

Planning History

4/01136/15/FH SINGLE STOREY FRONT EXTENSION

A

Granted
30/06/2015

4/00308/15/FH SINGLE STOREY FRONT EXTENSION AND CONVERSION OF
A SMALL AREA OF COUNCIL OWNED LAND TO CAR PARKING
SPACE.

A

Withdrawn
18/03/2015

4/01137/15/FU CHANGE OF USE OF AMENITY SPACE (COUNCIL OWNERSHIP)
L TO SINGLE CAR PARKING SPACE TO FRONT OF 74 LOCKERS
PARK LANE

L

Withdrawn
19/03/2015

4/03079/14/EN PLANNING PERMISSION FOR EXTENSION AND CAR PARKING
Q AT PROPERTY

Q

Unknown
29/10/2014

4/03251/14/PR SINGLE STOREY FRONT EXTENSION AND PARKING SPACE

E

Unknown
09/12/2014

Policies

National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)

Adopted Core Strategy

NP1 - Supporting Development
CS1 - Distribution of Development

CS4 - The Towns and Large Villages
CS8 - Sustainable Transport
CS9 - Management of Roads
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS13 - Quality of Public Realm
CS26 - Green Infrastructure
CS28 - Renewable Energy
CS29 - Sustainable Design and Construction
CS31 - Water Management
CS32 - Air, Water and Soil Quality
CS35 - Infrastructure and Developer Contributions

Saved Policies of the Dacorum Borough Local Plan

Policies 10, 58, 99
Appendices 3, 5, 6

Supplementary Planning Guidance / Documents

Environmental Guidelines (May 2004)
Area Based Policies (May 2004) - Residential Character Area BCA 9: Hammerfield North

Advice Notes and Appraisals

Sustainable Development Advice Note (March 2011)

Summary of Representations

Hertfordshire Highways

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Decision Hertfordshire County Council (HCC) has no objection to the proposed development subject to the conditions detailed below.

Conditions Construction Traffic (Parking)

SHC 25: Development shall not commence until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off-street parking during construction in the interests of highway safety.

Construction Traffic Management and Routing / Exceptional Wear and Tear

SHC 26A: Prior to the commencement of any works a Construction Traffic Management Plan and Access Route which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway shall be submitted to and approved in writing with the Local Planning Authority in consultation with Hertfordshire County Council Highway Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic.

Reason: In the interests of maintaining highway efficiency and safety.

Provision of Parking and Servicing Areas – Shown on Plan

SHC 21: Prior to the first occupation of the development hereby permitted (or Prior to the commencement of the use hereby permitted) the proposed access /on-site car shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

Cycle Parking – Not Shown on Plan but Achievable

SHC 24: No works shall commence on site until a scheme for the parking of cycles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport.

Description of the Proposal The proposal is for change of use of amenity space to single car parking space

The site is located within the Dacorum Borough Council (DBC) area. Analysis The applicant has not provided a Design and Access Statement (DAS).

Impact on Highway Network Road Safety Lockers Park Lane is a Local Access Unclassified Road within a large residential area. Due to the proximity to Lockers Park School It is likely that high volumes of pedestrian and vehicular traffic use the Public Highway during school opening and closing hours.

Collision data has confirmed there has been a single minor collision within last three years on Park Hill Road. Highway Layout Not applicable.

Refuse Storage The applicant has not provided any refuse storage area but any arrangements will need to be compliant with the DBC requirements. Parking There is a single parking provision with access through an existing Vehicle Cross Over. Cycle Parking The application has no provision for Cycle Parking but based on the planning documents submitted, suitable cycle parking can be provided. The provision for cycle parking needs to be in accordance with DBC parking standards. Accessibility The accessibility of the site is considered to be adequate for a residential development. Beechfield Road provides the nearest bus stop which is 500m from the proposed site. The bus route provides access into Watford, St Albans and surrounding areas. There is also appropriate footway access surrounding Beechfield Road.

Planning Obligations/ Community Infrastructure Levy (CIL) It is not considered that any planning obligations are considered applicable to the proposed development. Summary Hertfordshire County Council (HCC) has no objects to the application subject to the conditions listed.

Considerations

Policy and Principle

Amenity spaces and greens are defined in the Development in Residential Areas Supplementary Planning Guidance as "small areas of open undeveloped land within residential areas which may be space for landscaping, grassed verges or areas, or play space." The Dacorum Green Space Strategy 2011-2016 (January 2011) includes all publicly accessible green space and defines amenity green space as "areas providing opportunity for recreation close to home and/or providing a visual break in the urban environment. These areas are unlikely to include significant facilities but may be used frequently for play or informal ball games."

Supplementary Planning Guidance Area Based Policies for HCA 9 (Hammerfield South) states that "the inclusion of small areas of amenity land into residential curtilages is discouraged, but may be permitted where the appearance of the area is unharmed." Appendix 6 of the Local Plan acknowledges that narrow verges generally serve no practical purpose and can be a maintenance liability.

The strip of amenity land forward of No. 74 and adjoining the flank elevation of No. 76 has a width of approximately 2.5m and slopes down towards the flank wall. Due to its position adjacent to the flank wall and bounded by the existing tarmac drive it serves no practical purpose nor does it make any visual contribution to the area in terms of open space. It does slightly soften the appearance of the site through the provision of grass; however given the small scale of the strip this visual contribution is minimal.

Impact on Street Scene

The extension of the tarmac an additional 2.5m to align with the flank wall is considered to have a minimal impact on the street scene. This is due to the dominance of the flank wall and the established use of the area in front of the dwelling for the parking of cars. No structures are proposed and therefore the existing character of this frontage would be maintained.

The layout and use of the amenity greens fronting the staggered terraces would not be disrupted as a result of the proposals. Overall the impact on the streetscene would be minimal and as such the proposal is considered to accord with adopted Core Strategy Policy CS12.

Impact on Highway Safety

The property already benefits from a dropped kerb and vehicle access to the frontage. The addition of a parking space within the frontage of the dwelling would not give rise to additional traffic movements that would impact on highway safety. Highways have considered the proposal and raised no objection to the proposal.

Impact on Neighbours

The parking space adjoins a windowless flank wall and does not extend beyond the front building line of No. 76. As such there would be no impact on the amenities of this property in terms of noise and disturbance or visual intrusion. Similarly No. 72 is set back and located sufficient distance away.

RECOMMENDATION - That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

- 1 **The development hereby permitted shall be begun before the expiration of three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

- 2 **Prior to the commencement of the use hereby permitted the proposed on-site car parking space shall be laid out, demarcated and levelled in accordance with the approved plan and retained thereafter available for that specific use.**

Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

- 3 **The parking space shall be constructed in permeable surfacing or shall incorporate a sustainable drainage system for the disposal of surface water from the parking area.**

Reason: To ensure the satisfactory disposal of surface water in accordance with Policies CS8, CS29 and CS31 of the Dacorum Core Strategy (September 2013).

- 4 **The development hereby permitted shall be carried out in accordance with the following approved plans/documents:**

Drawing No. 2 Rev C.

Reason: For the avoidance of doubt and in the interests of proper planning.

Article 35 Statement

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.