

ITEM NUMBER: 5e

20/02507/FUL	Installation of 12 parking bays on amenity green in front of 7 to 9 Hasedines Road	
Site Address:	Amenity Green Front Of 7 To 9 Hasedines Road Hemel Hempstead Hertfordshire HP1 3RA	
Applicant/Agent:	Dacorum Borough Council	
Case Officer:	Martin Stickley	
Parish/Ward:	Hemel Hempstead (No Parish)	Chaulden And Warners End
Referral to Committee:	Council scheme and objection from resident	

1. RECOMMENDATION

1.1 That planning permission be granted.

2. SUMMARY

2.1 The site comprises a small area of amenity land fronting 6-12 Hasedines Road, Hemel Hempstead. The grassed area has no defining landscape features e.g. trees. Councillors identified the land as an area that would benefit from Dacorum's Verge Hardening Scheme. The proposal would provide new parking bays to alleviate on-street parking pressures. This is felt to provide benefits that would outweigh the modest harm to the streetscape.

3. SITE DESCRIPTION

3.1 The site comprises a grassed amenity area fronting 6-12 Hasedines Road, Hemel Hempstead.

4. PROPOSAL

4.1 The application proposes 12 parking bays. The application forms part of the 'Verge Hardening Project', which aims to highlight and prioritise areas of parking stress in the Borough, check the feasibility and cost effectiveness of parking schemes in those areas and ultimately obtain formal planning permission to deliver the needed additional parking.

5. PLANNING HISTORY

Planning Applications (If Any):

20/01136/FHA - Single storey side extension
GRA - 29th June 2020

Appeals (If Any):

6. CONSTRAINTS

Parking Accessibility Zone (DBLP): 4
CIL Zone: CIL3
RAF Halton and Chenies Zone: Green (15.2m)
Residential Area (Town/Village): Hemel Hempstead
Residential Character Area: HCA3

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (February 2019)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS13 - Quality of the Public Realm
CS25 - Landscape Character
CS26 - Green Infrastructure
CS29 - Sustainable Design and Construction

Supplementary Planning Guidance/Documents:

Parking Standards (2020)
Character Area Appraisal, HCA3 (Warners End) (2004)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;
The quality of design and impact on visual amenity;
The impact on residential amenity; and
The impact on highway safety and car parking.

Principle of Development

9.2 The Dacorum Borough Core Strategy 2006-2031 (Policies CS11, CS12 and CS13) seeks to ensure that development avoids large areas dominated by car parking, preserves attractive streetscapes, avoids disturbance to surrounding properties and retains important trees or replaces them with suitable species if their loss is justified. Saved Policy 57 Provision and Management of Parking in the DBLP states: (g) In areas experiencing severe on-street parking pressures, consideration will be given to the establishment of residents parking schemes.

- 9.3 HCA3 (Warners End) highlights that, with regards to amenity land, the *“use of parts of these areas of amenity land for car parking may be acceptable if the resulting visual impact does not adversely affect the character and appearance of the area and established landscaping.”*
- 9.4 The proposals would result in the partial loss of a grass verge but it has no significant landscape features e.g. trees, shrubs, etc. The area is considered to make a limited contribution to local amenity. The large amount of on-street parking, including along the stretch of road that forms these proposals, currently detracts from the appearance of the area. There is the argument that the provision of more space for driving on the roads and for parking makes the overall driving experience easier, thereby encouraging more people to drive, and in turn quickly using up the additional capacity created. Nevertheless, local Councillors have identified the area as one with on-street parking pressures, which this proposal seeks to address.
- 9.5 A survey of the residents on Hasdines Road revealed that, of the respondents, 50% said ‘yes’ to extra parking bays on the amenity green. The Council received a further letter of support in response to this applications consultation, but two other letters raised concerns over the parking of commercial vehicles on the street. It was requested that the parking spaces be allocated to residents of the road.
- 9.6 The Applicant was contacted regarding the allocation of the parking bays to residents. They highlighted that *“unfortunately we cannot allocate bays as part of the Verge Hardening Scheme as it is funded by public money. As long as cars and commercial vehicles are taxed and insured they are legally entitled to park wherever they choose regardless if they live in the street or not.”*
- 9.7 The proposal would involve the loss of amenity land but would provide 12 parking spaces. However, it should be noted that the proposal would result in the loss of up to six on-street parking spaces. As such, this proposal is considered to provide a net gain of six spaces. These spaces would benefit the local community and road network. Furthermore, the new spaces would remove cars from the highway, improving the flow of traffic in the area and making it easier and safer for the properties on the other side of the road to access their own parking spaces. Considering this, no compelling objection is raised to the principle of development as long as the proposals protect the overall aesthetic and character of the streetscape.

Quality of Design / Impact on Visual Amenity

- 9.8 The creation of an extended parking area within this amenity green would result in a change to the appearance of the area through the introduction of additional hard surfacing and the loss of part of the amenity green. No trees would be lost.
- 9.9 Large grassed areas to the east and west of the proposed parking bays would be retained. These areas would remain easily visible and accessible, ensuring that the visual impact is minimised. Although clearly providing local amenity to the immediate residents of 6-14 (even), 7 and 9 Hasdines Road, it is not considered that the amenity green is of such importance within the wider locality to warrant its retention when fully weighed against the benefits of the proposal. This part of Warners End has far more significant areas of open space that would not be impacted by this proposal e.g. the parkland located 100m to the east.
- 9.10 Whilst accepting that the existing amenity green creates a pleasant outlook for adjoining residential occupiers, the area to be lost must be balanced against the benefit of providing additional parking for residents in the vicinity. Overall, the proposal is considered acceptable

in visual terms and would not have a significant adverse impact on the overall character or appearance of the street scene complying with Policies CS11 and CS12.

Impact on Residential Amenity

9.11 No significant adverse impacts. An impact is identified in relation No. 9, who, instead of having one car side onto their house, would now see three cars directly facing into the ground floor window at a relatively short distance away. Therefore, they may have impacts with regards to light and noise pollution (headlights / engine noise). However, the parking spaces would be some distance from the property and set on lower ground. As such, the proposal is not considered harmful enough to warrant refusal. Considering the nature, scale and location of the proposal, it is not felt to have a significant impact on residential amenity, complying with Policy CS12.

Impact on Highway Safety and Parking

9.12 No adverse impacts. It has been confirmed by the County Council that the position and layout of the parking area would not result in significant harm to matters of highways safety as a result of the proposal. The pavement (footpath) is unaffected by these proposals.

Drainage

9.13 Details of the ground soakaway have been provided and are considered acceptable to deal with surface water runoff.

Landscaping

9.14 As mentioned earlier, landscaping details would be secured by condition if this application is approved. No trees would be removed as a result of this proposal. Dacorum's Trees and Woodlands Department (T&W) are currently involved in a tree planting scheme across the Borough. This involves numerous sites in Hemel Hempstead. It was queried whether trees should be planted to further mitigate any impacts on the road. However, T&W responded with the following:

9.15 *"We are quite far along with tree planting as the trees are being delivered on Wednesday 25th November 2020. We have no identified planting sites at along Hasedines as there is no loss of tree for this verge hardening scheme. I am unsure why this would be a requisite from planning if there is no loss of tree cover but we could provide some planting sites for the next planting season."*

Response to Neighbour Comments

9.16 These points have been addressed above.

10. CONCLUSION

10.1 The principle of development is acceptable. The proposals would have a limited impact on visual and residential amenity. No concerns are raised with regards to highway safety or parking. As such, the proposal is deemed acceptable in accordance with the aforementioned policies.

11. RECOMMENDATION

11.1 That planning permission be **GRANTED** subject to the following conditions:

Condition(s) and Reason(s):

- 1. The development hereby permitted shall begin 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. The development hereby permitted shall be constructed in accordance with the materials specified on the application form.**

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

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

Site Location Plan
DBC/018/009 A

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

Informatives:

1. 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 (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Hertfordshire Highways (HCC)	<p>The application comprises of the construction of 12 car parking bays on amenity land at Hasedines Road, Hemel Hempstead, which is designated as an unclassified local access road. The proposed parking area is located on an amenity grassed area between the highway carriageway in front and highway foopath behind and is not on land which is considered to be part of the highway.</p> <p>Further comments</p> <p>Apologies that is a mistake from my end. I meant 3m wide parking bays rather than the normal 2.4m wide parking bays (not 5m wide).</p> <p>There would not be any objections from a 3m wide parking bays along this stretch.</p> <p>If you need any further comments please do not hesitate to contact me.</p>

VEHICLE ACCESS & PARKING:

The general location the car parking spaces (as shown on submitted drawing number DBC/018/119) is considered to be acceptable by HCC as Highway Authority. Nevertheless it is recommended that the proposed car parking spaces are widened to at least 5m. This is due to the adjacent carriageway on Hasedines Road being approximately 5.3m wide (less than the normally recommended 6m required for easy and safe movement of a car into and out of a standard car parking space with a width of 4.8m). Please refer to Manual for Streets, Section 8.3.51 and 8.3.52 for further details in relation to this.

Vehicles would have to either reverse in or out of the car parking spaces although this is considered to be acceptable when taking into consideration the status and nature of the highway.

It is not clear from the application whether or not any alterations would be required on the adjacent highway carriageway or footpath. If any alterations are required then the applicant would need to enter into a section 278 agreement with HCC as Highway Authority in relation to the technical approval and implementation of any highway works required.

An increased level of car parking would most likely encourage a proportion of local trips that could be made on foot or by bike to be made by car. Nevertheless this would be off-set by the potential benefit of removing a number of parked vehicles from the surrounding highway carriageways and footways, which affects the free and safe of use for pedestrians and cyclists.

CONCLUSION:

HCC would not have any significant objections to the proposals but would recommend that the parking spaces are widened, the reasons of which have been outlined in this response.

Further comments

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.

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	<p>designated as an unclassified local access road. The proposed parking area is located on an amenity grassed area between the highway carriageway in front and highway footpath behind and is not on land which is considered to be part of the highway.</p> <p>The carriageway on Hasedines Road is approximately 5.3m wide (less than the normally recommended 6m required for easy and safe movement of a car into and out of a standard car parking space with a width of 4.8m) as detailed in Manual for Streets, Sec 8.3.51 / 8.3.52. Therefore an amended plan (drawing no. DBC/018/009 A) has been submitted including car parking spaces with a width of 3m. Vehicles would have to either reverse in or out of the car parking spaces although this is considered to be acceptable when taking into consideration the status and nature of the highway. The amended plans are considered to be acceptable and HCC as Highway Authority would not have any objections or further comments in relation to the planning application.</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
10	3	0	2	1

Neighbour Responses

Address	Comments
4 Hasedines Road Hemel Hempstead Hertfordshire HP1 3RA	<p>Whilst parking on this street is an issue at times, I do not believe that this will solve the issue. As we are within a zone that has no parking restrictions, we constantly are faced with a street full of cars and commercial vehicles that do not belong to residents of the street. I believe that the creation of this parking will further attract more of this behaviour. A constant problem is people parking their cars/vans and leaving them for days, even weeks, at a time and this development will just increase people doing this, Just last week a large Luton Box van was parked on our street for 8 days in a row. Many of the surrounding streets have limited parking and these additional spaces will attract those to park here. It may be improved if the spaces are available to just the residents of the street only. As a resident of the street I would be more than willing to pay for a parking space, despite the fact that I have a driveway.</p> <p>Additionally, this ruins the look of the street. Hasedines Road is one of the more attractive streets in the area due to the grass bank, and this takes away a huge chunk of this and would make the street less desirable. Especially if it is littered with commercial vehicles.</p>

<p>9 Hasedines Road Hemel Hempstead Hertfordshire HP1 3RA</p>	<p>Support to the extent that parking spaces will only be available to residents of Hasedines Road, given there is already an issue with non-residents parking on our street</p>
<p>6 Hasedines Road Hemel Hempstead Hertfordshire HP1 3RA</p>	<p>We have serious concerns about the increase of non-residential parking by business/commercial vehicles. This is already a persistent issue and sources of frustration for us residents on Hasedines Road. The least the council should do in protecting the interest of residents is that new parking spaces are restricted to residents or the council does not allow parking, particularly overnight and whole weekends of non-residential commercial vehicles using residential space parking spaces.</p> <p>We have serious concerns about the increase of traffic on what is already a busy street. Increased number of parking spaces and vehicles on the street will increase vehicle vandalism.</p> <p>It is the duty of the council to protect the benefits for those of us resident on Hasedines Road and requires the council to give our concerns careful consideration and the plans for additional parking spaces should address these expressed concerns.</p>