

**4/02258/16/FHA - INSTALL A DROPPED KERB.
45 WATER END ROAD, POTTEN END, BERKHAMSTED, HP4 2SH.
APPLICANT: Mrs Sharon Abbott.**

[Case Officer - Briony Curtain]

Summary

This application is recommended for approval.

The proposed vehicle crossover would be an acceptable addition to the application site and would not detract from the character and appearance of the original dwelling, or the wider street scene. Most of the properties in the area have existing full width crossovers to the front. The proposal would not have a harmful impact on the amenity of neighbouring properties. The car parking arrangements are sufficient noting that provision for the disposal of surface water has been incorporated into the scheme. There would be no significant adverse impact on the safety or operation of the adjacent highway. The proposal is therefore in accordance with the National Planning Policy Framework, and Policies CS12 (Quality of Site Design) and CS13 (Quality of the Public Realm) of Decorum's Core Strategy.

Site Description

The application site is located to the northern side of Water End Road in the village of Potten End and comprises a mid-terrace two-storey residential dwelling. Most of the properties in this section of the road have parking to the front.

Proposal

Planning permission is sought for the construction of a vehicle crossover to Water End Road.

The submitted plans illustrate that the surface water off the proposed hard standing would be directed to a new aco drain and a gravel drainage sump.

The existing vehicle crossover would be extended in width to a total of 6.4m and an area of hardstand created behind (the hardstand does not form part of the proposal as this would be lawful under normal PD Rights).

Referral to Committee

The application is referred to the Development Control Committee as the site is within the Council's ownership.

Planning History

None

Policies

National Policy Guidance

National Planning Policy Framework

Adopted Core Strategy

NP1 - Supporting Development
CS1 - Distribution of Development
CS6 - Selected Small Villages in the Green Belt

CS8 - Sustainable Transport
CS12 - Quality of Site Design
CS13 - Quality of Public Realm

Saved Policies of the Dacorum Borough Local Plan

Policy 58

Appendix 5

Summary of Representations

Nettleden with Potten End Parish Council

Awaiting comments

Hertfordshire Highways

Recommend condition approval.

Considerations

The proposal is acceptable in principle in accordance with Policy CS6 of the Core Strategy. The main issues of relevance to the consideration of this application relate to the impact of the proposed vehicle crossover on the character and appearance of the original building, and the street scene, the impact on neighbouring properties, and the impact on car parking / highway safety.

Impact on appearance of original building, and street scene

The existing front boundary treatment to Water End Road consists of an existing dropped kerb with landscaping and fencing adjacent. Some other properties including the adjoining dwellings of the terrace already have crossovers, albeit most of these retain some soft landscaping either to the front or side. As a result, despite the loss of the hedging, the proposed dropped kerb would harmonise well in its setting and not have an adverse impact on the area or village.

In summary, the proposal represents an appropriate form of development that would not detract from the appearance of the original building or the street scene. The proposal is therefore in accordance with the NPPF, and Policies CS12 and CS13 of the Core Strategy.

Impact on neighbouring properties

The application site is mid-terrace and thus has two directly adjoining properties, both of which have areas of hardstand to the front for parking. There would not be an adverse impact on neighbouring properties either side with respect to visual intrusion. As such, the proposal is in accordance with Policy CS12 (c) of the Core Strategy.

Impact on highway safety and car parking

The application proposes to cover the front garden in concrete hard standing that could accommodate two on site car parking spaces to dimensions required by Policy 58. It is important to note that the provision of hard standing to the front of the dwelling would be permitted development as long as provision is made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse. The plans clearly illustrate this and as such this part of the scheme does not form part of the current proposal. Surface water would be disposed of via the provision of an aco drain in front of the property, which is considered to be satisfactory.

As such, planning permission is only required for the construction of the vehicle crossover to

Water End Road (as it is a classified road). The vehicle crossover would span the width of the site (6.4m) and would not cause significant harm to the safety or operation of the adjacent highway (which is subject to a 30mph speed limit with low pedestrian traffic). The road is fairly straight in this location and subject to a condition requiring clear visibility splays would allow the safe entry and exit of the site.

The construction of a vehicle crossover to the application site would decrease the number of available on street car parking spaces by one. However, the provision of two spaces on-site which facilitates the free flow of traffic on the public highway is preferable.

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

Proposed plan

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

Article 35:

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) (Amendment No. 2) Order 2015.