

TOWN AND COUNTRY PLANNING ACT 1990

DACORUM BOROUGH COUNCIL



Application Ref No. 4/0347/91

Grange Advertising Ltd
111 High Street
Berkhamsted

DEVELOPMENT ADDRESS AND DESCRIPTION
=====

111 High Street, Berkhamsted,
TWO STOREY REAR EXTENSION

Your application for *full planning permission* dated 11.03.1991 and received on 13.03.1991 has been **REFUSED**, for the reasons set out on the attached sheet(s).

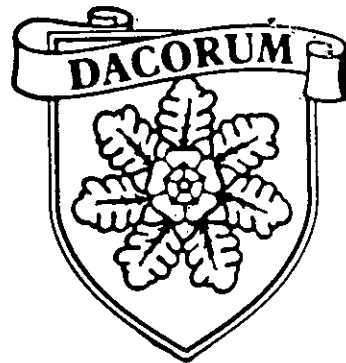
Director of Planning,

Date of Decision: 24.06.1991

(ENC Reasons and Notes)

REASONS FOR REFUSAL
OF APPLICATION: 4/0347/91

Date of Decision: 24.06.1991



The proposed car parking spaces at the rear of No 125 High Street are some 115 metres distant from the entrance to the office building. They are intended to serve and it is therefore unlikely that they will be properly used to meet the car parking demands of the proposed extension. The development is therefore likely to exacerbate the existing parking difficulties in the car park to the rear of the site and ultimately will lead to additional pressure on on-street car parking spaces.



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| PLANNING DEPARTMENT | | | | | DACORUM BOROUGH COUNCIL | |
|---------------------|------|------|------|------|-------------------------|---------------|
| PROP. | TOP. | P.M. | D.P. | D.C. | Ack. | Our reference |
| | | | | | Admin. | File |
| Received | | | | | Date | |
| 18 NOV 1991 | | | | | 15 NOV 91 | |
| Comments | | | | | | |

Gentlemen

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6
APPEAL BY GRANGE ADVERTISING LTD
APPLICATION NO: 4/0347/91

1. I have been appointed by the Secretary of State for the Environment to determine the above mentioned appeal. This appeal is against the decision of the Dacorum Borough Council to refuse planning permission in respect of an application for a 2 storey extension to existing offices on land at 111 High Street, Berkhamsted. I have considered the written representations made by you and by the council including those made directly to the council by Berkhamsted Town Council and forwarded to me. I inspected the site on 1 October 1991.

2. As the application site is within a designated conservation area, I have had regard to Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires that special attention is paid to the desirability of preserving or enhancing the character or appearance of a conservation area. In this case neither the local planning authority nor other persons have made representations with regard to the impact of the proposals on the conservation area. Furthermore, I understand that listed building consent under application No 4/1198/90LB has been granted subject to conditions for the works which would be necessary to implement this application.

3. Much of the character of the conservation area derives from the mix of historic and other buildings fronting the High Street which are mainly of domestic origin, albeit of a variety of periods and styles. The many traditional shop fronts, roadside trees, narrow side streets and alleys and the strong impact of St Peter's Church together with the mix of residential and commercial uses contribute to the character of the area.

4. From my observations of the locality, I have come to the conclusion that the form and design of the proposed extension and the use proposed is in harmony with the buildings to which it is attached and the surroundings generally and would preserve the character and appearance of the conservation area.

5. Following from the above and on the basis of the written representations and my inspection of the site and its surroundings, I have formed the view that the principal issue in this case is whether vehicles attracted to or associated with the proposed extension would be likely to result in obstruction or danger to other road users, having regard to planning policies governing car parking.

6. No 111 High Street is one of a block of buildings, Nos 111-117, occupied as offices which share a car parking area at the rear. Access to this area is by way



of Rectory Lane, a narrow street without footways which connects with the High Street, a part of the A41 trunk road. Rectory Lane also provides access to the car parks for other neighbouring developments. At the time of my inspection the car park at the rear of the appeal premises, which appeared to have in excess of the number of spaces stated in the application plan, was almost full.

7. It is proposed to provide 4 car parking spaces in connection with the proposed office extension on land at the rear of 125 High Street. Access to the site of these proposed car parking spaces is obtained from the High Street over a cross-over and through an archway between Nos 123 and 125. It is about 60 m from the entrance door, which gives access to the first floor part of the proposed extension, to the archway.

8. National planning policy guidance on parking, contained in Planning Policy Guidance Note No 13, advises that adequate provision should be made near buildings (and preferably within their curtilage) for off-street parking and servicing. It is suggested that local car parking standards and policies should be set out in local plans. In accordance with this advice, Policy 8 of the deposited local plan states that development will not be permitted unless it provides sufficient parking and space for servicing and under Policy 54 it states that new development proposals will be expected to meet the standards set out in environmental guidelines. On the basis of these guidelines 4 spaces would be required in connection with the proposed extension. Policy 54 also refers to commuted payments for car parking in certain instances but in the background to this policy it states that there are no public car parking expansion plans in Berkhamsted and commuted payments are not currently accepted.

9. I observed that in the centre of Berkhamsted, in the vicinity of the appeal site, off-street parking space associated with various occupied business premises was generally fully utilised as were on-street parking spaces where waiting was permitted. In these circumstances and with the prospect of increasing car ownership and use, I consider that the provision of 4 additional car parking spaces in accordance with the standards is necessary in this case.

10. The environmental guidelines for parking, previously referred to, state that parking spaces should always be positioned in close proximity to the building served and be clearly identifiable with that development. It is not always possible or reasonable to have car parking spaces adjacent to the building served but it is important, in my opinion, for them to be readily accessible and recognisable if they are to be used as intended. The provision of 4 car parking spaces on land to the rear of 125 High Street as proposed does not in my opinion satisfy these requirements. First, the proposed spaces are in a separate detached curtilage and the approach from the main road to these spaces is quite separate from and at some distance from the main parking area of the appellant's premises. Secondly, being through an archway of a separate block of buildings, they would not be readily recognisable, especially as the access is across the footway. I consider that together these factors would act as a deterrent to the satisfactory use of the proposed car parking spaces to serve the appellant's premises.

11. As a consequence, the requirements for car parking provision for the proposed extension would not be effectively catered for. This would mean that some of those visitors or staff requiring parking space in connection with the business uses at 111-117 High Street would seek parking space elsewhere and increase the numbers parking on street. This would probably also displace others who might otherwise occupy the short-term on-street parking spaces. The overall effect would be to add to the hazards and inconvenience caused by parking on nearby streets and particularly on the trunk road.

12. I conclude therefore that the failure to provide effective car parking space would be likely to result in obstruction or danger to other road users and be contrary to the requirements of the development plan. I do not consider that there are any special circumstances or other material considerations which outweigh this conclusion.

13. I have taken account of all the other matters raised in the representations, including your reference to the car parking serving the council's offices, but in my opinion none is of sufficient weight as to override the conclusions I have reached.

14. For the above reasons, and in exercise of the powers transferred to me, I hereby dismiss this appeal.

I am Gentlemen
Your obedient Servant

A handwritten signature in dark ink, appearing to read 'R M BUSS', is written over a horizontal line.

R M BUSS MSc DipTP RIBA MRTPI MBIM
Inspector