

TOWN AND COUNTRY PLANNING ACT 1990

DACORUM BOROUGH COUNCIL

Application Ref. No. 4/1399/90

Mr & Mrs K R Donaldson  
"The Croft" Common Lane  
Kings Langley  
Herts

K A Phillips  
97 High Road  
Bushey Heath  
Herts  
WD2 1EL

DEVELOPMENT ADDRESS AND DESCRIPTION  
=====

9 Watford Road, Kings Langley, Herts

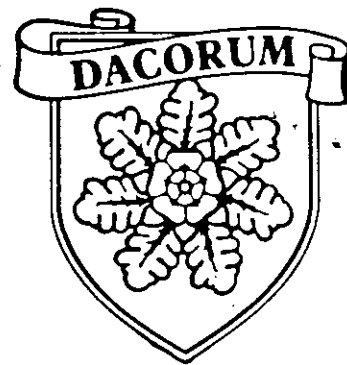
SINGLE STOREY REAR EXTENSION & CONVERSION OF DWELLING TO FORM FOUR ONE-BEDROOM FLATS

Your application for *full planning permission* dated 03.10.1990 and received on 04.10.1990 has been **REFUSED**, for the reasons set out on the attached sheet(s).

Director of Planning.

Date of Decision: 08.11.1990

(encs. Reasons and Notes)



REASONS FOR REFUSAL  
OF APPLICATION: 4/1399/90

Date of Decision: 08.11.1990

1. The increased use of the access which is substandard in width and visibility is likely to give rise to conditions prejudicial to highways safety.
2. There is insufficient manoeuvring space within the site to meet standards adopted by the local planning authority.



## Planning Inspectorate

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PLANNING DEPARTMENT  
DACORUM BOROUGH COUNCIL

Ellis and Hancock

Solicitors

24 Station Road

WATFORD

Herts WD1 1ER

2 MAY 1991

Comments

Your Reference:

JFH

Our Reference:

T/APP/A1910/A/91/175463/P3

Date:

- 1 MAY 91

Gentlemen

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6

APPEAL BY MR & MRS K DONALDSON

APPLICATION NO :- 4/1399/90

1. As you know 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 for the change of use of single dwelling to four self-contained flats with single storey rear extension and loft conversion at 9 Watford Road, Kings Langley. I have considered the written representations made by you and by the council. I inspected the site on Monday 22 April 1991.

2. On behalf of the appellant you state that, if necessary, the appellants could provide additional manoeuvring space for the proposed parking area by using the rear garden land of No. 7, Watford Road because he owns that property. I consider that this would be such a substantial modification that it would amount to a new proposal for which no formal application has been made. Therefore, I have not taken account of this suggestion in coming to my decision.

3. From my inspection of the appeal site and its surroundings and from the representations made, I am of the opinion that the main issue in this appeal is the effect the proposal would have on highway safety.

4. The appeal site is the curtilage of a detached house, built about 1900, that fronts the eastern side of the A41, Watford Road. The site has an existing vehicular access to the A41 which serves a parking area in the front garden. Vehicular access to the rear garden area is possible via a drive that runs between the side walls of the appeal premises and No. 11. The A41 trunk road links Watford to Hemel Hempstead and joins the M25 a short distance to the south of the site.

5. The council refer to Policies 47 and 48 of the Hertfordshire Structure Plan 1986 Review, approved in May 1988. These policies deal with the character and structure of Hertfordshire and the form and fabric of settlements in the county. They also refer to the Dacorum District Plan, adopted January 1984. Policies 18 and 66 of this plan set out matters to which new residential development should pay particular regard. Policy 19 seeks to ensure that proposed developments provide car parking based on the council's adopted



guidelines which they submit. Policy 62 expresses support for the conversion of existing properties into small dwellings subject to Policies 18, 19, and 66.

6. The council state that the existing vehicular access is substandard both in width and visibility and contend that the increased use would be likely to give rise to conditions prejudicial to highway safety. They maintain that there is insufficient manoeuvring space within the site to meet their adopted standards. This would mean that drivers would be unable to enter and leave the site in forward gear. In support of these objections they detail the width of the access and the width of the rear garden where the proposed parking area would be located. They compare these with standards set out in the documents Residential Roads in Hertfordshire, published in 1990, and Parking Guidelines, published in 1989.

7. On behalf of the appellant you contend that the proposal would not result in such an increase in vehicular traffic that it would be prejudicial to highway safety. In support of this contention you detail the living accommodation contained in the existing property when it was in use as a single dwelling house and as two large self-contained flats. You state that parking took place in the front garden, on the access and to the rear of the house. Although you accept that the existing access is narrow it has served the property satisfactorily hitherto. The proposal would provide sufficient parking spaces to satisfy the council's standards. You point out that owners of nearby properties have not objected to the scheme.

8. Dealing with the main issue, as I saw at my site inspection the A41, Watford Road is a very busy road carrying large volumes of fast moving traffic. Accordingly I have come to the view that the proposed development should provide satisfactory on-site parking facilities to minimise the risk of vehicles parking on the A41 where they would interfere with the free and safe flow of traffic.

9. The proposal would provide seven parking spaces, two in the front garden and five in the rear garden area, which I consider to be an acceptable number for the proposed four flats. However, I find the proposed arrangements to be unsatisfactory for several reasons. In my opinion, vehicles should enter and leave the site in forward gear so that they do not interfere with the free and safe flow of traffic along the A41. However, drivers using the rear parking area would have difficulty in manoeuvring their vehicle to achieve this, particularly if a car was parked in an adjacent space, because the space available to them would be restricted by the width of the site. Additionally, if two vehicles met in the length of the drive between the front parking area and the rear parking area they would be unable to pass. One driver would have to reverse an excessive distance with a degree of inconvenience and possible danger. If the two front parking spaces were occupied there is a risk that, in such circumstances, a driver might reverse into the A41 to allow another driver to leave the site. I have come to the conclusion that the proposed development would lead to an unacceptable increase in the risks to road safety for other road users.

10. In my opinion, the vehicular movements generated by the occupiers, visitors and tradespeople to service the proposed four flats created by the enlarged property would be significantly greater than those associated with the full use of the existing property, either as a dwelling house or two self-contained flats.

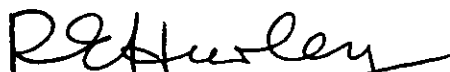
11. Although the proposal would provide four units suitable for first-time buyers and make proper use of scarce land resources in the Kings Langley area,

thereby relieving pressure on Green Belt sites, nevertheless, the disadvantages that I find in this proposal are so substantial that they outweigh those advantages and the normal presumption in favour of development.

12. I have taken account of all the other matters in the representations including your reference to recent changes in the surrounding area but I am of the opinion that they do not outweigh the considerations that have led me to my decision. I note that the council state that Nos. 9 and 13 Watford Road may have been used as self-contained flats, but neither of these have been authorised by way of a planning permission.

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

I am Gentlemen  
Your obedient Servant



R E Hurley CEng MICE MJHT  
Inspector