

TOWN AND COUNTRY PLANNING ACT 1990

DACORUM BOROUGH COUNCIL

Application Ref No. 4/1425/93

Mr P Droshin
34 Wharfedale
Hemel Hempstead
Herts

P Gray
17 Lincoln Park
Amersham
Bucks
HP7 9EZ

DEVELOPMENT ADDRESS AND DESCRIPTION
=====

34 Wharfedale, Hemel Hempstead, Herts

CONVERSION OF DWELLING INTO TWO FLATS

Your application for *full planning permission* dated 30.07.1993 and received on 20.10.1993 has been **REFUSED**, for the reasons set out on the attached sheet(s).

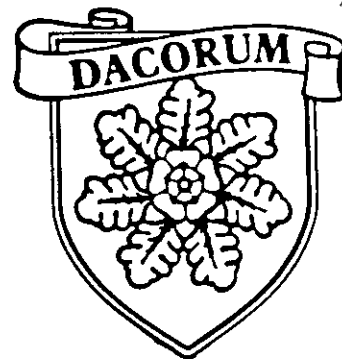
Director of Planning

Date of Decision: 10.12.1993

(ENC Reasons and Notes)

REASONS FOR REFUSAL
OF APPLICATION: 4/1425/93

Date of Decision: 10.12.1993



There is inadequate provision for vehicle parking within the site to meet standards adopted by the local planning authority.

THE PLANNING INSPECTORATE

Tollgate House Houlton Street BRISTOL BS2 9DJ

Your Ref: 4/1425/93.

TOWN AND COUNTRY PLANNING ACT

The enclosed copy of the Inspector's decision letter is for the Council's information.

ENC

212A/APRIL/92



The Planning Inspectorate

An Executive Agency in the Department of the Environment and the Welsh Office

Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ

Direct Line 0272-878927
Switchboard 0272-878000
Fax No 0272-878769
GTN 1374-

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Peter Gray RIBA FRSA
17 Lincoln Park
Amersham
Bucks
HP7 9EZ

Your reference

Our reference

T/APP/A1916/A/94/237354/P8

Date

PLANNING DEPARTMENT						
COUNCIL						
Ref.	Ack.					
5 SEP 1994	D.P.	D.C.	B.C.	Admin.	File	
Received - 6 SEP 1994						
TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6						
APPEAL BY PAUL DROSHIN						
APPLICATION NO 4/1425/93						

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6
APPEAL BY PAUL DROSHIN
APPLICATION NO 4/1425/93

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 for conversion of dwelling into two self contained units at No 34 Wharfdale, Hemel Hempstead. I have considered the written representations made by you and by the Council. I inspected the site on 8 August 1994.

2. From the written representations made and from my inspection of the site and its surroundings, I have concluded that the main issue in this appeal is whether the proposed change of use of this house to two flats would be acceptable having regard to the need to provide car parking space within the curtilage of the building.

3. No 34 Wharfdale is a three storey end of terrace town house situated on the south side of the street. The house currently has a garage, utility room and covered drying area on the ground floor with living accommodation on the two upper floors. Your proposal is to form a one-bedroom flat on the ground floor and make the upper floors into a separate self contained unit. The Council say that in accordance with its car parking standards a total of 4 spaces would be required for the two units made up of 1.5 for the 1 bedroom unit, 2 for the 2 bedroom unit and 0.5 for visitor parking.

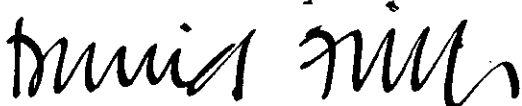
4. You have shown how three car parking spaces could be arranged on the forecourt of the appeal property if the rowan tree is removed and you demonstrated on my site visit how this could be done. I have given careful consideration to your proposals but it seems to me that the parking arrangements would be unsatisfactory as it would not be possible for three cars to be accommodated in a manner that would allow each car to be driven into or out of the site without disturbing another car. Bearing in mind that the two units are likely to be occupied by

two separate occupiers, I consider that such a layout would be unsatisfactory and a potential source of conflict. Although the Council's Local Plan Written Statement provides that within a dwelling curtilage car parking spaces need not be capable of independent usage, it seems to me that this exception must apply to single houses where all the cars would belong to the same household and not to cases of a building converted into two units. While there might be cases where there is a justification for relaxing the Council's car parking standards in certain areas, I cannot see any justification in this case. Bearing in mind the likely increase in motor car ownership I believe that it is essential to provide adequate car parking space in conversions such as this. I am particularly aware that there are a number of houses similar to the appeal property in the vicinity which could be converted in a similar manner and, although planning permissions do not create a precedent and each case is considered on its merits, if I allow this appeal, it would make it very difficult to resist similar applications in respect of the other houses. A proliferation of conversions of these houses would lead to the loss of garage space and an increase in car parking demand which would lead to an increase in on-street parking.

5. I have had regard to the fact that the Council has removed the visitors' car parking area on the site next to the appeal property but this does not alter my view that, wherever possible, car parking space should be provided within the curtilage of a building. I have taken into account all the other matters raised in the representations but do not find them to be so cogent or compelling as to outweigh the considerations that led me to my conclusion.

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

Yours faithfully



D W FRITH DipTP FRTPI FRICS
Inspector



The Planning Inspectorate

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Your reference

Our reference

PLANNING ACT 1990
T/APP/A1910/A/94/237354/P8

Date

- 5 SEP 1994

SP.

DC

BC

Adm.

File

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Received

- 6 SEP 1994

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RECYCLED PAPER

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Yours faithfully



D W FRITH DipTP FRTPI FRICS
Inspector