



The Planning Inspectorate

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

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Mr F and Mrs M Getino
The Ferns
Apsley Manor Farm Barns
Shendish
HEMEL HEMPSTEAD
Herts
HP3 OAA

Your Ref:
4/1458/94

Our Ref:
T/APP/A1910/A/95/249053/P7

Date:

31

PLANNING DEPARTMENT	
DACORUM BOROUGH COUNCIL	
31 MAY 1995	01 JUN 1995
TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6	
APPLICATION NO: 4/1458/94	

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6
APPLICATION NO: 4/1458/94

1. I have been appointed by the Secretary of State for the Environment to determine your appeal against the decision of the Dacorum Borough Council to refuse planning permission for the conversion of a garage to living accommodation at 'The Ferns', Apsley Manor Farm, Shendish. I have considered the written representations made by you and by the Council. I have also considered representations made directly to the Council which have been forwarded to me. I inspected the site on 9 May 1995.
2. I note that your dwelling, although not listed in its own right, is within the curtilage of a Grade II listed building and that listed building consent for the works required to implement the appeal proposals was granted, subject to conditions, on 3 January 1995. In considering the appeal against refusal of planning permission I have, however, borne in mind the duty imposed by Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building or its setting. Apsley Manor Farm also lies within the Metropolitan Green Belt but neither you nor the Council refer to this as being relevant to this appeal. From my own consideration of the case I confirm that I am satisfied that it raises no Green Belt issues.
3. From the representations and my inspection of the site and its surroundings, I consider that the main issue in this appeal is whether the proposed conversion would lead to increased on street car parking, to the detriment of the character and appearance of the barns area, the amenities of its residents and the setting of the listed farmhouse.
4. I saw that your dwelling forms part of a most attractive barn courtyard, which has been very recently converted, clearly with considerable care and sensitivity, for residential use. It is evident that the conversion has resulted in high class dwellings, where a high level of car ownership can be expected. I noted that 3 blocks of freestanding garages had recently been erected to the east of the barn block. I understand you have possession of one of these garages in addition to the garage subject to this appeal and the hardstanding space in front of your dwelling.
5. The Dacorum District Plan, dating from 1984, and the emerging Dacorum Borough Local Plan, which is at present approaching adoption, both set out standards for the provision of parking spaces within residential developments. It was in accordance with these standards

that the scheme for the conversion of the barns was approved in 1988 and, as revised, in 1993 and 1994.

6. These currently adopted standards require 3 car parking spaces, plus one casual space for every 4 dwellings, for a 4-bedroom house such as yours. At present this requirement is met by your 2 garages, plus the forecourt space in front of the integral garage. No indication was given on the submitted plans of a casual space in part assigned to your dwelling, but I noted that there were a number of defined visitors parking spaces in front of the farmhouse, and other spaces adjoining the new garage blocks. I have therefore assumed that provision has been made for the casual space.

7. I accept that you do not currently use your integral garage for car parking, and prefer to use the hardstanding area. This situation will not necessarily continue in the future, as residents of 4-bedroom dwellings, in high class developments such as yours, frequently possess more than 2 vehicles. Car parking standards are intended to provide for the long term needs of a development in order to protect its amenities. It seems to me that it is likely that, in the future, occupiers of your dwelling would need to use the full off street parking requirement, if parking on the public forecourts and access roads is to be avoided. Thus I am not persuaded that your integral garage is no longer required, so soon after the grant of approval for the overall development.

8. The high quality character of the barn courtyard development derives largely from its traditional design, detailing and materials, the retention of a spacious, uncluttered and dignified appearance and its formal relationship with the listed farmhouse. Wide gravel forecourts, access roads and parking spaces are an important visual feature of the layout, which forms the setting for the listed farmhouse. It is apparent that the parking of cars has been carefully considered in the layout and design of the original development, in order to avoid adverse effects on its visual quality. Spaces are clearly defined, as part of a formal pattern of paths, gravel areas and lawns related to the listed farmhouse.

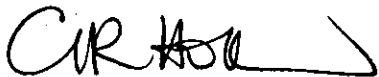
9. If owners are unable or unwilling to use their garages, haphazard additional parking would be likely to take place outside the defined spaces. In such a carefully designed and open environment, such parking would be particularly visually intrusive. In my opinion, therefore, your proposed conversion would be likely to cause material harm to the character and appearance of the barns development and to the visual amenities of its residents. It would also fail to preserve or enhance the setting of the listed farmhouse.

10. I note that several other dwellings around the barn courtyard have integral garages similar to your own. It seems to me that, if your proposal was to be allowed, it would be difficult to resist applications to convert these garages to additional living space in due course. I consider that this would further undermine the provision of adequate off street parking in the original development as approved, as well as exacerbating the adverse visual impact of parked vehicles on its character and appearance, and the setting of the listed farmhouse. Whilst it is a principle of planning that every case should be dealt with on its merits, this confirms my view that planning permission should not be granted.

11. I have considered all the other matters raised in this appeal, including the convenience that additional living accommodation would provide for your family and the support you claim from adjoining residents, but I find nothing of sufficient weight to affect my conclusions.

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

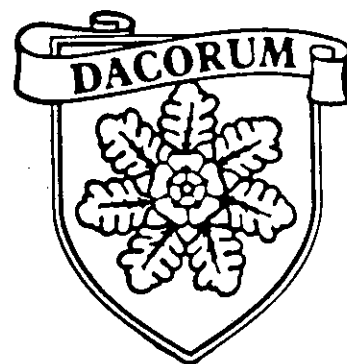
Yours faithfully

A handwritten signature in black ink, appearing to read 'G R Holland', followed by a long horizontal stroke.

G R HOLLAND OBE Barch MCD MRTPI
Inspector

TOWN AND COUNTRY PLANNING ACT 1990

DACORUM BOROUGH COUNCIL



Application Ref No. 4/1458/94

Mr & Mrs F Getino
The Ferns
Apsley Manor Farm Barns
Shendish
Hemel Hempstead
Herts

Mr M Ricketts
4 Canberra House
London Road
St Albans
Herts

DEVELOPMENT ADDRESS AND DESCRIPTION
=====

The Ferns, Apsley Manor Farm, Shendish, London Road, Hemel Hempstead

CONVERSION OF GARAGE TO FORM LIVING ACCOMMODATION

Your application for *full planning permission (householder)* dated 11.11.1994 and received on 15.11.1994 has been **REFUSED**, for the reasons set out on the attached sheet(s).

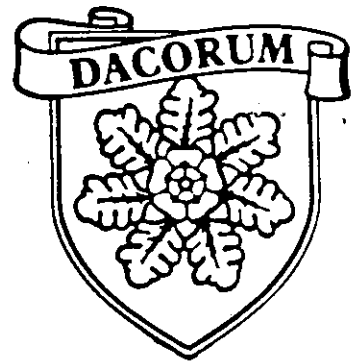
Director of Planning

Date of Decision: 03.01.1995

(ENC Reasons and Notes)

REASONS FOR REFUSAL
OF APPLICATION: 4/1458/94

Date of Decision: 03.01.1995



The proposal will result in a reduction of the space available for the parking of vehicles within the site to a level that will not comply with the standards adopted by the local planning authority.