

TOWN AND COUNTRY PLANNING ACT 1990
DACORUM BOROUGH COUNCIL

Application Ref. No. 4/1521/90

Hemel Plumbing Ltd
15 Mark Road
Hemel Hempstead
Herts

Mr.D.Clarke
47 Gravel Lane
Hemel Hempstead
Herts

DEVELOPMENT ADDRESS AND DESCRIPTION
=====

15 Mark Road, Hemel Hempstead,
FIRST FLOOR FRONT EXTENSION

Your application for *full planning permission* dated 25.10.1990 and received on 29.10.1990 has been *REFUSED*, for the reasons set out on the attached sheet(s).


Director of Planning.

Date of Decision: 20.12.1990

(encs. Reasons and Notes)

REASONS FOR REFUSAL
OF APPLICATION: 4/1521/90

Date of Decision: 20.12.1990



The local planning authority is not satisfied that there is adequate parking provision to serve the proposed increase in floor space in accordance with the Council's adopted standards.



Planning Inspectorate
Department of the Environment

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DACORUM BOROUGH COUNCIL GTN 1374

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Ref						Ack	
C.P.O.	T.C.P.M.	D.P.	D.C.	G.C.	Admin.	File	
Received 16 SEP 1991							
Comments							

our reference

9160

our reference

T/APP/A1910/A/91/185445/P8

Date

13 SEP 91

Sir

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6
APPEAL BY HEMEL PLUMBING AND BUILDING SUPPLIES LTD
APPLICATION NO: 4/1521/90

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 the erection of a first floor storage extension to No 15 Mark Road, Hemel Hempstead. I have considered the written representations made by you and by the Council. I inspected the site on Monday 19 August 1991.
2. From my inspection of the site and surroundings and the representations made, I am of the opinion that the decision in this case is primarily dependent upon whether the extension would be likely to generate an increase in the number of vehicles calling at the appeal site, so that the number of off-street parking spaces available in connection with the appellants' business would be inadequate and the risk of street parking of callers' vehicles would be likely to prejudice the safety and free flow of traffic in the public highway.
3. As you are aware, the planning authority have drawn my attention to the appellants' earlier appeal in respect of the retention of a 2 storey extension erected without the benefit of planning permission. In his letter dismissing the appeal, the Inspector expressed the view, among other things, that the extension gives rise to a significant restriction to the passage and manoeuvring of vehicles in the parking and servicing area behind the appeal site and adjoining premises. I see no reason to dissent from this view and while it may be that this restriction will be removed at a future date, it exists at the present time and I regard it as a fact to be considered as a significant circumstance in relation to the current proposal.
4. The planning authority accept that the determining issue in this appeal is whether the proposal will lead to further pressure for parking space in the locality. They consider that in accordance with their adopted guidelines there should be one new parking space for every 25 sq m of new storage space, so that the 78 sq m of storage space proposed would give rise to a need for 3 new off-street car parking spaces. The application makes no such provision and the authority refer to existing parking problems in and near Mark Road.
5. In support of the application, you have set out on behalf of the appellants, that they have 2 units in this row of buildings with parking space at the front and rear of each which constitutes a greater provision than is available to units on the opposite side of Mark Road where buildings have been extended at first floor level. You contend, among other things that the limited headroom in the proposed extension would preclude its use for office or production purposes. For this reason you

100%



100% RECYCLED PAPER

consider that no further car parking need would be generated by the proposal and you have drawn my attention to the fact that car parks for public use exist at Wood Lane End and off Mark Road at the rear of the Sovereign Park industrial development.

6. In the course of my inspection I saw that the Wood Lane End car park was nearly full. Spaces were available in the public car park off Mark Road, but the parking area behind No 15 Mark Road and the adjoining buildings appeared to be fully used and the forecourt of No 15, was in use for display purposes; it is less deep than adjoining forecourts and in my opinion it could not accommodate more than one car.

7. I accept that highway parking problems mentioned in connection with an earlier appeal have been alleviated as you describe, but I have no reason to regard the planning authority's requirements for the provision of off-street parking space as excessive. To my mind it is important to try to ensure that the expansion of business premises in the area will not result in a resurgence of past difficulties, and I consider it right to require that additional off-street parking provision shall be made in proportion to the provision of new industrial, office or storage floorspace.

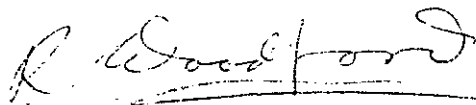
8. On the evidence before me, I cannot be certain whether the refusal of permission in this case is inconsistent with the grant of permission for the extension of buildings on the opposite side of Mark Road, as you suggest, but it is quite clearly consistent with the dismissal of the appeal in respect of the appellants' existing, unauthorised, 2-storey building. You indicated, in the course of my site inspection, that it would be the appellants' wish to relinquish tenure of No 13 Mark Road in favour of the new storage space proposed, and even if this were not a present intention, there would be the risk that the use of these separate premises would be disassociated at a future date, with the result that the parking space available and currently used in connection with No 13 would no longer be available to users of No 15. The parking and manoeuvring space now available in connection with No 15 is already substantially less than that available in respect of No 13, and it appears to be already inadequate. I conclude that the addition of further storage space at No 15 Mark Road would be likely to increase the number of vehicles calling at the premises and that this would be likely to prejudice the safety and free flow of traffic in the public highway as a result of increased parking in the carriageway. Accordingly, I consider that this appeal should fail.

9. I have considered the other points raised in the representations, but I find them of insufficient weight to affect my decision.

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

I am Sir

Your obedient Servant



R WOODFORD DipTP MRTPI
Inspector