

INDICATIVE LAYOUT – ZONE 3

Figure 4



NOT TO SCALE

Zones 2 & 3:

- 4.23 Development should be in the form of semi-detached units and/or short terraces comprising a maximum of 4 units.
- 4.24 Small detached units with fewer than 3 bedrooms will only be considered in exceptional circumstances and where insufficient space is available to accommodate other forms of development.

Amenity Issues:

- 4.25 A minimum of 23 metres must be retained between the rear windows of existing properties and the rear windows of the new dwellings, and a minimum of 1 metre to common side boundaries.
- 4.26 The rear gardens of both existing and proposed units should comply with Local Plan standards (i.e. not less than 11.5m in length). Flats will be expected to provide a private communal amenity area to the rear, at least equal to the footprint of the building.
- 4.27 Sufficient distance must be retained between rear and flank walls of buildings (both new and existing). Although 12.5m is usually acceptable in terms of ensuring adequate daylight, this distance may increase depending on site levels and other relevant factors.
- 4.28 All new development must incorporate adequate provision for bin storage. Advice regarding the appropriate size of wheelie bin stores should be sought from the Council's Waste Services section.
- 4.29 All rear gardens should have access to the highway via a side or rear gate.
- 4.30 When assessing amenity issues, reference will be made to guidance from the Building Research Establishment.¹

Zone 1:

- 4.31 Maintain a strong building line, set back 1.5m from the edge of the carriageway, for consistency with existing and permitted developments. Exceptions will only be made when the implementation of this building line would have an adverse impact upon the residential amenity of existing residents.
- 4.32 Front gardens should be enclosed, with the boundaries delineated by low walls and/or railings.

Zone 2:

- 4.33 If new development faces Dowling Court, front gardens should be enclosed, with the boundaries delineated by low walls and/or railings.
- 4.34 If the layout in Figure 3 is followed, front gardens should be open plan, with strong structural planting incorporated along the highway boundary. High quality walling will be required to mark the new boundary with the rear gardens of Deaconsfield Road.

¹ 'Site layout planning for daylight and sunlight: a guide to good practice,' P Littlefair (1991).

Zone 3:

- 4.35 Front gardens should be open plan, with boundaries delineated by structural planting.
- 4.36 Carefully designed structural planting must be incorporated at articulations of the extension of Johnson Court and at the end of the cul-de-sac, as well as within each individual court arrangement. Shared pedestrian / vehicular surfaces must make it clear that pedestrians have priority over vehicles in these areas.
- 4.37 The boundaries between new properties and existing rear gardens must be delineated by substantial brick walls, not less than 1.8m in height.
- 4.38 Garages abutting the boundary at the ends of the courts will be considered where appropriate.

Highways:

- 4.39 Access should be from Dowling Court / Johnson Court, although other access arrangements may be considered.
- 4.40 The number of new access points should be minimised.
- 4.41 Double width crossovers will not be permitted to serve a single dwelling, but may be accepted if required to serve a pair of semi-detached units.
- 4.42 Adequate sightlines must be maintained to ensure the safety of pedestrians and other road users. Further detailed advice is available from the Highways Authority.

Zones 1 & 2:

- 4.43 Due to the narrow road width and existence of a wide footway on the northern side of Dowling Court, a new footway will not be required as part of any new residential scheme(s).

Zone 3:

- 4.44 The existing footway along the northern side of Johnson Court should be extended and incorporated into the new layout. This footway should remain a minimum of 1.8m wide.
- 4.45 The new access road should be constructed to adoptable standards.

Parking:

- 4.46 One and two bed units will be expected to provide a minimum of one and a half off-street parking spaces, and three bed units two off-street parking spaces. These requirements are based on the maximum standards set out in the Local Plan and an assessment of site accessibility. These levels of provision are required to ensure that the new development does not have a detrimental impact upon pedestrian and highway safety and cause over-spill parking. Neither Dowling Court nor Johnson Court are of sufficient width to allow on-street parking on both sides of the highway.
- 4.47 Development comprising flats or maisonettes must provide secure cycle parking.

Zone 1:

- 4.48 On-site car parking fronting onto Dowling Court should be arranged so as not to dominate the street scene and must be located behind the building line.

Zone 3:

- 4.49 Parking may be provided in small landscaped parking courts on shared pedestrian / vehicular surfaces and some visitor parking may be arranged directly off Johnson Court.

5. Financial Considerations:

Nature of Provision:

- 5.1 To accord with the requirements of Policy 20 of the Dacorum Borough Local Plan, each development will be required to provide a commuted sum towards the provision of affordable housing. Contributions will also be required towards childcare, youth and library facilities and for the provision of fire hydrants.
- 5.2 Developers will be expected to ensure that there is adequate waste-water capacity both on and off-site to serve the development, and that the development will not result in problems for existing or new users. Developers are recommended to contact Thames Water for further advice on this issue.
- 5.3 The incremental effect of even small developments can overreach the capacity of the area's social infrastructure. The above contributions are therefore required to allow the new development to be properly implemented in the public interest, and to ensure that the dis-benefits and off-site costs of development are not imposed on the local community without adequate recompense.
- 5.4 These contributions therefore accord with the requirements of Policy 13 – *Planning Conditions and Planning Obligations* of the Local Plan and with advice from central government contained in Circular 1/97.

Method of Payment:

- 5.5 These financial contributions will be secured by means of a legal agreement (s106 agreement) and will be index-linked.
- 5.6 A summary of these financial contributions is contained in Appendix 3. The wording of the legal agreement is separately available. Please contact the Council's Planning Solicitor.
- 5.7 Standardising developer contributions across the whole development brief site has a number of advantages. It ensures that all new residential development makes the same level of contribution; simplifies the issue of developer contributions, so that both residents and developers can more accurately assess land values; and reduces the amount of Officer and applicant time spent negotiating on the individual financial components and drawing up the relevant legal agreements.

- 5.8 In order to speed up the planning application process, applicants are encouraged to submit a signed copy of this legal agreement as soon as possible after the planning application has been registered.
- 5.9 Construction cannot commence on-site until this legal agreement has been signed by both the landowner(s) and the Council.
- 5.10 Further advice relating to developer contributions is contained in Appendix 4.

6. Planning Applications:

- 6.1 In addition to the standard forms and site plans, each planning application must also contain the following:
- (a) A short statement indicating:
 - i. how the new development will fit in with any adjacent dwellings, in terms of layout, design and levels.
 - ii. whether the proposed development will result in the loss of off-street parking serving existing residents and, if so, what measures are being taken to mitigate these effects.
 - iii. how the required financial contributions will be provided.
 - (b) Elevational drawings, showing how the development will fit in with surrounding buildings.
 - (c) A 'Sustainability Checklist' (see Appendix 1 of the Dacorum Borough Local Plan 1991-2011 for further information).

7. Further Information:

- 7.1 For further information please contact:-
- Laura Wood: Senior Planning Officer, Development Plans – 01442 228661 (*For initial advice on planning issues*)
 - Mark Brookes: Planning Solicitor – 01442 228236 (*For advice on legal agreements*)

APPENDIX 1

Suggested Phasing Programme – Zone 2

Notes:

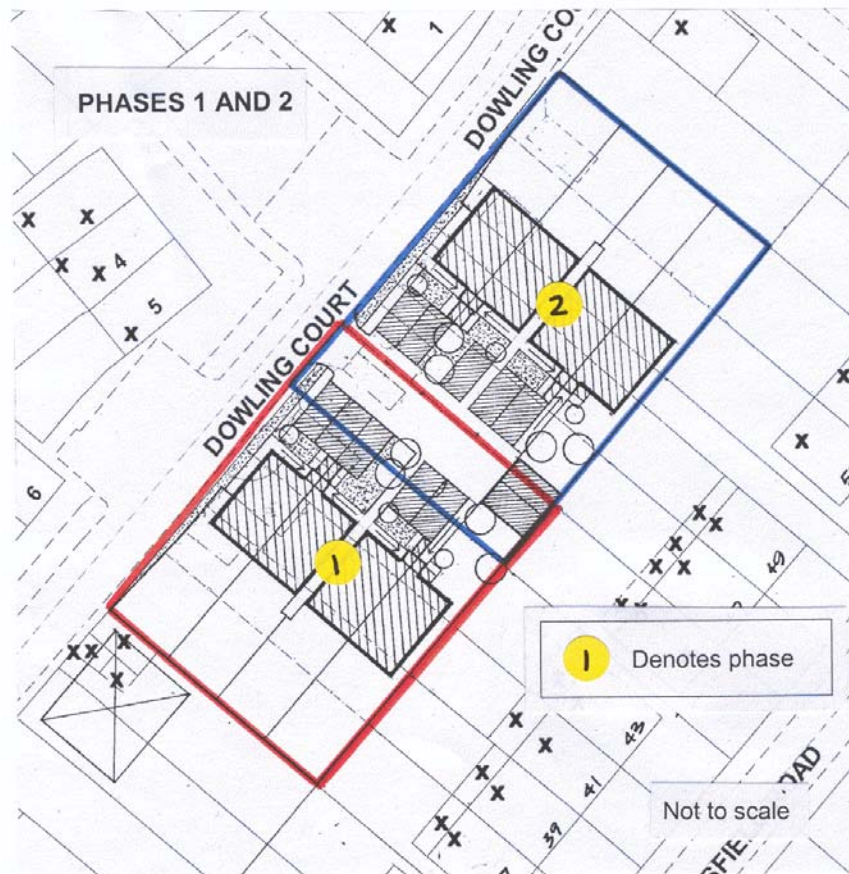
- Land to the rear of Number 55 Deaconsfield Road already has planning permission for a single detached unit. This planning permission can be implemented at any time.
- The single plot to the rear of Number 57 Deaconsfield Road can also come forward at any time, as it does not form part of the indicative layout scheme.

PHASE 1:

Rear of numbers 37 to 45 Deaconsfield Road (inclusive)

PHASE 2:

Rear of numbers 45 to 53 Deaconsfield Road (inclusive)



APPENDIX 2