

SUPPLEMENT TO THE AGENDA FOR

Planning Committee

Wednesday 2 November 2016

10.00 am

**Council Chamber, The Shire Hall, St Peter's Square, Hereford,
HR1 2HX**

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PLANNING COMMITTEE

Date: 2 November 2016

Schedule of Committee Updates/Additional Representations

Note: The following schedule represents a summary of the additional representations received following the publication of the agenda and received up to midday on the day before the Committee meeting where they raise new and relevant material planning considerations.

SCHEDULE OF COMMITTEE UPDATES

162264 - TWO 4 BED AND TWO 3 BED DETACHED HOUSES WITH ALLOCATED GARAGES AND ONE 3 STOREY APARTMENT BLOCK CONSISTING OF FOUR 2 BED APARTMENTS AND A TOP FLOOR PENT HOUSE SUITE WITH LANDSCAPING AND CIVIL WORKS AT LAND ADJACENT TO BROCKINGTON OFFICES, 35 HAFOD ROAD, BROCKINGTON, HEREFORD, HR1 1SH

For: Mr Evans per Mr Abz Randerer, 5 The Triangle, Wildwood Drive, Worcester, WR5 2QX

OFFICER COMMENTS

It is considered necessary to clarify the assessment of the impact of this proposal upon Conservation Area having regard to paragraphs 6.16, 6.17 and 6.21 of my appraisal. For the avoidance of any doubt, whilst the design and scale of the proposed buildings are considered to preserve the character and appearance of the Conservation Area, the loss of trees associated with the siting of the buildings results in an overall assessment of harm, but this is considered to be less than substantial.

Accordingly in reaching the planning balance it is necessary for the decision maker to give considerable importance and weight to the limited harm identified when setting this against the public benefits. The harm is considered to be at the lower end of less substantial and is mitigated in large part by the detailed replacement planting scheme.

NO CHANGE TO RECOMMENDATION

161522 - PROPOSED 6 NO. DETACHED DWELLINGS AND 4 NO. GARAGES AT LAND AT YARPOLE, LEOMINSTER, HEREFORDSHIRE, HR6 0BA

For: Mr F Price per John Needham Associates, 22 Broad Street, Ludlow, Shropshire, SY8 1NG

ADDITIONAL REPRESENTATIONS

Transportation Manager- Due to the site having highways objections in the past, which have been dismissed by the appeal officer with the evidence that was to hand, I have had to weigh this one up very carefully, so as to limit the challenge on our comments.

Having visited site and reviewed the appeal document, where the inspector dismissed Highway concerns, I believe the supplied traffic survey to be questionable based upon my actual observations on site and would prefer to see another traffic survey. This is not possible at this stage. The only information made available to me from the applicant indicates a much lower 85th percentile wet speed of 23.3mph meaning that a visibility splay of 33m is acceptable under Manual for streets. This doesn't sit comfortably with me as I was on site for an hour yesterday and recorded 33 vehicles traverse the main road at speeds considerably above the suggested 23.3mph. whilst I do not have the exact speeds, the volume of passing traffic and its apparent speed was of a concern to me.

The applicant has quoted manual for streets for the required distances with a 33m visibility made available for the looking left from the site splay. Additionally the applicant will need to attain the required nearside left hand visibility splay this will involve clearance of the established tree line pretty much the whole length of the front of the site on the applicants boundary to the highway and I am not sure that this has been included in the ecology.

Reviewing the criteria for using Manual for streets, despite observations regarding actual vehicle speeds, volume and the nature of the traffic, hgv and agricultural vehicles witnessed at the site, I would have preferred to utilise manual for streets 2, but the lack of any accident records, the rural location and the appeal dismissing my colleagues objections makes it hard to justify mfs2. (This was despite the tree canopies, the brook and possible flooding risk proximity, the geometric layout of the road being a 90 degree bend shortly after a national speed limit and possible concerns over the provided survey regarding the actual speeds. Using mfs2 a 2.4 x 38m vis play would be needed if we settled for the figures offered on the second survey with an 85th percentile 23.3mph wet speed and I don't believe that this would be achieved).

Conclusion.

In light of the actual information put before me and the Inspectors review I cannot object to the application with the following conditions:

- **CAB - Visibility splays**

Before any other works hereby approved are commenced, visibility splays shall be provided from a point 0.6 metres above ground level at the centre of the access to the application site and 2.4 metres back from the nearside edge of the adjoining carriageway (measured perpendicularly) for a distance of 33 metres in each direction along the nearside edge of the adjoining carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility described above.

Reason: In the interests of highway safety and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

(This is particularly important inline with pedestrians walking in the carriageway is promoted by the applicant and referred to in the appeal regarding connectivity) See attached sketch for required splays.

- **CAE - Vehicular access construction**

Before any other works hereby approved are commenced, the construction of the vehicular access shall be carried out in accordance with a specification to be

submitted to and approved in writing by the local planning authority, at a gradient not steeper than 1 in 12.

Reason: In the interests of highway safety and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

- **CAH - Driveway gradient**

Prior to the first occupation of the development hereby approved the driveway and/or vehicular turning area shall be consolidated and surfaced at a gradient not steeper than 1 in 8. Private drainage arrangements must be made to prevent run-off from the driveway discharging onto the highway. Details of the driveway, vehicular turning area and drainage arrangements shall be submitted to and approved in writing by the local planning authority prior to commencement of any works.

Reason: In the interests of highway safety and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

- **CAJ - Parking - estate development (more than one house)**

Prior to the first occupation of any dwelling to which this permission relates an area for car parking shall be laid out within the curtilage of that property, in accordance with the approved plans which shall be properly consolidated, surfaced and drained, in accordance with details to be submitted to and approved in writing by the local planning authority and those areas shall not thereafter be used for any other purpose than the parking of vehicles.

Reason: In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway and to conform with the requirements of Policy T11 of Herefordshire Unitary Development Plan

- **CAL - Access, turning area and parking**

The development hereby permitted shall not be brought into use until the access, turning area and parking facilities shown on the approved plan have been properly consolidated, surfaced, drained and otherwise constructed in accordance with details to be submitted to and approved in writing by the local planning authority and these areas shall thereafter be retained and kept available for those uses at all times.

Reason: In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway and to conform with the requirements of Policy T11 of Herefordshire Unitary Development Plan

- **CAO - Parking/unloading provision - submission of details**

The development hereby permitted shall not be brought into use until areas for the maneuvering, parking, loading and unloading of vehicles have been laid out, consolidated, surfaced and drained in accordance with a scheme to be submitted to and approved in writing by the local planning authority and such areas shall thereafter be retained and kept available for those uses at all times.

Reason: To minimise the likelihood of indiscriminate parking in the interests of highway safety and to conform with the requirements of Policy T11 of Herefordshire Unitary Development Plan

- **CAQ - On site roads - submission of details**

Development shall not begin until the engineering details and specification of the proposed roads and highway drains have been submitted to and approved in writing by the local planning authority.

Reason: To ensure an adequate and acceptable means of access is available before the dwelling or building is occupied and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

- **CAS - Road completion in 2 years**

All roadworks shall be completed within a period of 2 years, or other period agreed in writing with the local planning authority, from the commencement of work on the site. This will entail the making good of surfacing, grassing and landscaping in accordance with a specification submitted to and approved in writing by the local planning authority. (Nothing in this condition shall conflict with any phasing scheme, in which respect it will be interpreted as applying to the particular phase being implemented).

Reason: In the interests of highway safety and convenience and a well co-ordinated development and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

- **CAT - Wheel washing**

Development shall not begin until wheel cleaning apparatus has been provided in accordance with details to be submitted to and approved in writing by the local planning authority, and which shall be operated and maintained during construction of the development hereby approved.

Reason: To ensure that the wheels of vehicles are cleaned before leaving the site in the interests of highway safety and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

- **CAY - Access location**

Means of vehicular access [for construction traffic] to the development hereby approved shall be from [street/road] only.

Reason: In the interests of highway safety and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

- **CAZ - Parking for site operatives**

Development shall not begin until parking for site operatives and visitors has been provided within the application site in accordance with details to be submitted to and approved by the local planning authority and such provision shall be retained and kept available during construction of the development.

Reason: To prevent indiscriminate parking in the interests of highway safety and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

- **CB1 - Public rights of way**

Development shall not begin until an Order has been made to allow the existing public right of way crossing the application site to be diverted or stopped up.

Reason: To ensure the public right of way is not obstructed and to conform with the requirements of Policy T6 of Herefordshire Unitary Development Plan

- **CB2 - Secure covered cycle parking provision**

Before the development is commenced a scheme for the provision of covered and secure cycle parking within the curtilage of each dwelling shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that there is adequate provision for secure cycle accommodation within the application site, encouraging alternative modes of transport in accordance with both local and national planning policy and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

OFFICER COMMENTS

The Inspector fully considered implications of the access in the previous appeal and considered this could be safely achieved, therefore subject to the inclusion of the above conditions there is no change to the recommendation.

CHANGE TO RECOMMENDATION

Inclusion of conditions as set out above.

**161627 - PROPOSED DWELLING AND GARAGE AT PLOT 7
LAND AT YARPOLE, LEOMINSTER, HEREFORDSHIRE, HR6
0BA**

**For: Mr O Probert per John Needham Associates, 22 Broad
Street, Ludlow, Shropshire, SY8 1NG**

ADDITIONAL REPRESENTATIONS

As per application 161522.

OFFICER COMMENTS

As per application 161522.

CHANGE TO RECOMMENDATION

Inclusion of conditions as set out above.

PLANNING COMMITTEE - 2 NOVEMBER 2016

PUBLIC SPEAKERS

APPLICATIONS RECEIVED

| Ref No. | Applicant | Proposal and Site | Application No. | Page No. |
|---------|--|--|-----------------|----------|
| 7 | The Trustees of the late Peter Matthews Per Miss Emma Warren CBRE | Proposed Outline Planning Application (all matters reserved except access) for the development of up to 50 residential dwellings with associated access on land between Tillington Road and Roman Road, Hereford | 160048 | 23 |
| | PARISH COUNCIL | MR S KERRY (Hereford City Council) | | |
| | OBJECTOR | MRS M STEVENS (local resident) | | |
| | SUPPORTER | MRS E WARREN (Applicant's agent) | | |
| | Mr Evans Per Abz Randera | Two 4 bed and two 3 bed detached houses with allocated garages and one 3 storey apartment block consisting of four 2 bed apartments and a top floor pent house suite with landscaping and civil works at Land Adjacent to Brockington Offices, 35 Hafod Road, Brockington, Hereford, HR1 1SH | 162264 | 51 |
| 9 | Mr Price Per John Needham Associates | Proposed 6 no. detached dwellings and 4 no. garages at Land at Yarpole, Leominster, Herefordshire, HR6 0BA | 161522 | 67 |
| | PARISH COUNCIL | J KING/B NURSE (Yarpole Group Parish Council) | | |
| | OBJECTOR | MR B BARNETT (local resident) | | |
| | SUPPORTER | Mr D BRAMMER (Applicant's agent) | | |
| 10 | Mr O Probert Per John Needham Associates | Proposed dwelling and garage at Plot 7, Land at Yarpole, Leominster, Herefordshire, HR6 0BA | 161627 | 75 |

