

**7 DCCE2007/2817/F - PROPOSED ERECTION OF NINE DWELLINGS. 62 OLD EIGN HILL, HEREFORD, HEREFORDSHIRE, HR1 1UA****For: Mr. P.J. Cartwright, David Edwards & Associates,  
Station Approach, Hereford, HR1 1BB****Date Received: 4th September, 2007    Ward: Tupsley    Grid Ref: 52762, 39488****Expiry Date: 30th October, 2007**

Local Members: Councillors MD Lloyd-Hayes, AP Taylor and WJ Walling

**1. Site Description and Proposal**

- 1.1 The site comprises No.62 Old Eign Hill and its extensive garden, amounting to just over a third of a hectare in total (0.3008ha). The site is found to the south of the highway in close proximity to the junction with Quarry Road in an established residential area of mixed house types and design. At roughly the mid-point of the street frontage is the existing dwelling, tight against the pavement edge. It is a red brick Victorian property intended for retention.
- 1.2 It is proposed to erect 9 dwellings within the curtilage. They would comprise 4 no. 4-bed dwellings, 3no. 3-bed dwellings and a pair of semi-detached 2-bed dwellings. Parking would be provided at a ratio of 2 spaces per dwelling, including provision for the retained dwelling. The dwellings would be accessed via shared surface drives and each dwelling would have a private garden.
- 1.3 This is the third application on the site, the previous two having been withdrawn owing to inadequacies in the design and location of the vehicular access points and a lack of housing mix in terms of design and size. Previously 9, detached 4-bed dwellings were proposed.
- 1.4 The other principal differences between the current and former applications are as follows:
  - Fewer access points onto Old Eign Hill and greater separation from the junction with Quarry Road - now 42m as opposed to 18m previously;
  - Greater housing mix as described above;
  - Parking at the rear of the site away from the public realm;
  - Realignment of the dwellings to better integrate with the existing street frontage;
  - Increased pavement width to the site frontage - to allow ease of pedestrian movement and improve visibility splays.
- 1.5 The development is laid out principally to address the street, although the two, two-bed dwellings are found to the rear of the site. Moving from the west (nearest the Quarry Road junction), development across the frontage would be laid out as follows:
  - Detached four-bed dwelling (Plot 1);
  - A staggered terrace of 3 no. 3-bed terraced dwellings (Plots 2, 3 & 4);

- Vehicular access point 1 - to serve plots 1-5 inclusive;
- Detached four-bed dwelling (Plot 5).
- The existing dwelling, No.62 Old Eign Hill;
- Vehicular access point 2 - to serve plots 6-9 inclusive;
- Two detached four-bed dwellings, with vehicular access direct onto Old Eign Hill (Plots 6 & 7).

1.6 The dwellings across the frontage can be described as traditional in appearance, reminiscent of the late Victorian period. Materials proposed are brick under slate roofs. Where practical it is intended to construct a low-level brick wall topped with wrought iron railings across the frontage. The pair of 2-bed semi-detached dwellings at the rear are designed differently and intended to mimic the appearance of a coach house.

## 2. Policies

2.1 Planning Policy Statement 3 – Housing (PPS3)

2.2 Herefordshire Unitary Development Plan 2007:

S1	-	Sustainable development
S2	-	Development requirements
S3	-	Housing
DR1	-	Design
DR2	-	Land use and activity
DR3	-	Movement
H13	-	Sustainable residential design
H15	-	Density
H16	-	Car parking
T11	-	Parking provision

## 3. Planning History

3.1 DCCE2006/2610/O - Proposed erection of nine dwellings: Application withdrawn 4th September, 2006.

3.2 DCCE2007/1555/O - Proposed erection of nine dwellings: Application withdrawn 9th July, 2007.

## 4. Consultation Summary

### Statutory Consultations

4.1 Welsh Water: No objection subject to conditions be imposed in relation to foul and surface water drainage.

### Internal Council Advice

4.2 Traffic Manager: No objection subject to conditions relating to visibility splays, access and parking area construction, relocation of the bus stop (at the developer's cost) and site operative parking. It is clarified that the pavement width will be widened across the site frontage and the land dedicated as highway.

- 4.3 Conservation Manager (Ecology): No objection subject to the imposition of a non-standard condition requiring adherence to the habitat enhancement scheme outlined in the consultant ecologist's report.

## 5. Representations

- 5.1 Hereford City Council: "No objection to this application for planning permission and it [the proposal] represents an improvement on previous plans."

- 5.2 Three letters of objection have been received from local residents at Nos. 52 & 65 Old Eign Hill and No.21 Angela Close. The contents can be summarised as follows:

- The relocation of the bus stop would be to the detriment of highway safety and is only necessary to facilitate the proposed vehicular access
- No provision is made for visitor parking;
- Not clear what is intended for No.62 Old Eign Hill;
- The development would result in a significant increase in traffic near a bend in the road on an existing bus route;
- Lead to loss of privacy and overlooking;
- Generate permanent noise pollution from residents and vehicles;
- Put extra demand on services;
- Threaten to undermine No.52 Old Eign Hill;
- Result in loss of amenity during the construction phase and possibly permanently.

- 5.3 The full text of these letters can be inspected at Central Planning Services, Garrick House, Widemarsh Street, Hereford and prior to the Sub-Committee meeting.

## 6. Officer's Appraisal

- 6.1 The key issues in the determination of this application can be summarised as follows:

- The principle of development;
- The scale and pattern of development relative to the wider area;
- The impact upon highway safety;
- The impact of development upon the amenity of adjoining residents.

### Principle of development

- 6.2 The site falls within the Hereford City settlement boundary and is also within an established residential area. Policy H1 states that within the established residential area, residential development will be permitted where compatible with other policies of the plan. The principle of residential development at this location is established.

- 6.3 The site does not trigger a requirement for affordable housing, although officers have been keen to press for a housing mix in accordance with PPS3. This has resulted in the provision of 3 no. 3-bed and 2 no. 2-bed dwellings within the scheme as well as the four-bed housing previously applied for. The mix is considered more satisfactory in terms of policy guidance.

### Scale and pattern of development

- 6.4 The site is within an established residential area; although it is true to say that the pattern of development within the locality is not particularly dense. The majority of

dwellings are either detached or semi-detached, with limited examples of terraces or flats – Angela Close to the rear is an exception, although properties here are designed to have the appearance of semi-detached dwellings, split horizontally into flats. The mix of a terrace, four detached properties and a pair of semis is thus appropriate in the wider context. The density per hectare with the inclusion of the retained dwelling equates to 33 dwellings which is considered suitable to the local context.

- 6.5 The wider area is a mix of traditional, period and twentieth century dwellings. As such, there is no typical response to design on this site. The adopted traditional approach is considered appropriate in this location.

#### The impact upon highway safety

- 6.6 The issue of vehicular access has been discussed at length. In previous applications the number and position of vehicular accesses to serve the dwellings at the western end of the application site was considered unsatisfactory having regard to the proximity to the bend and the junction with Quarry Road opposite. The solution put forward in this application is to limit the access points to two. The accesses would be formed with a splay in the pavement with associated dropped kerbs to allow for pedestrian crossing. In the revised positions the Traffic Manager considers that the required visibility splay would be met and no objection is raised.
- 6.7 The application also proposes an increase in the width of the pavement where possible to between 1.8m and 2.0m. This land would be dedicated as public highway – subject to a condition and separate agreement under the Highways Act.
- 6.8 As per the request of the Traffic Manager the developers have accepted responsibility to relocate the existing bus stop at their own cost. As per paragraph 4.2 above, a number of conditions are proposed, including the provision of site operative parking during the construction phase, in order to allow the free flow of traffic on the adjoining highway.

#### The impact of development upon residential amenity

- 6.9 The layout of development is such that adequate window-to window distances are maintained. The distance from the rear of the frontage development to the rear of the flats in Angela Close is approximately 30 metres. The distance from the rear of plots 6 and 7 to the front of the two-bed units is 18m. This is under the 21 metres normally sought, but considered acceptable because the relationship arises from development within the scheme itself and does not involve a reduction in privacy standards involving existing property.
- 6.10 Concern is raised locally that the scheme will engender noise pollution throughout the construction phase and possibly permanently, as the prospective inhabitants use their gardens etc. Disturbance of this nature is not considered to warrant refusal of the development of this 'brownfield site'. However, it is recommended that an hours of construction condition be imposed to restrict the building operations to reasonable hours.

#### Conclusion

- 6.11 It is considered that this revised application responds well to the concerns raised in respect of previous submissions and that it represents an appropriate scale and form

of development in this suburban location that will maintain an acceptable level of amenity for neighbouring occupiers whilst providing safe means of access.

## **RECOMMENDATION**

**That planning permission be granted subject to the following conditions:**

- 1. A01 (Time limit for commencement (full permission)).**

**Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990.**

- 2. B01 (Samples of external materials).**

**Reason: To ensure that the materials harmonise with the surroundings.**

- 3. C04 (Details of window sections, eaves, verges and barge boards).**

**Reason: To safeguard the character and appearance of this building of [special] architectural or historical interest.**

- 4. E16 (Removal of permitted development rights).**

**Reason: [Special Reason].**

- 5. F16 (Restriction of hours during construction).**

**Reason: To protect the amenity of local residents.**

- 6. W01 (Foul/surface water drainage).**

**Reason: To protect the integrity of the public sewerage system.**

- 7. W02 (No surface water to connect to public system).**

**Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no detriment to the environment.**

- 8. W03 (No drainage run-off to public system).**

**Reason: To prevent hydraulic overload of the public sewerage system and pollution of the environment.**

- 9. F48 (Details of slab levels).**

**Reason: In order to define the permission and ensure that the development is of a scale and height appropriate to the site.**

- 10. H03 (Visibility splays).**

**Reason: In the interests of highway safety.**

11. H06 (Vehicular access construction).

Reason: In the interests of highway safety.

12. H13 (Access, turning area and parking).

Reason: In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway.

13. H17 (Junction improvement/off site works).

Reason: To ensure the safe and free flow of traffic on the highway.

14. H27 (Parking for site operatives).

Reason: To prevent indiscriminate parking in the interests of highway safety.

15. G01 (Details of boundary treatments).

Reason: In the interests of visual amenity and to ensure dwellings have satisfactory privacy.

16. G04 (Landscaping scheme (general)).

Reason: In order to protect the visual amenities of the area.

17. G05 (Implementation of landscaping scheme (general)).

Reason: In order to protect the visual amenities of the area.

18. A habitat enhancement scheme based upon the recommendations of the ecologist's report should be specified in a method statement for submission to Herefordshire Council and followed in order to enhance the habitat on site for bird and other wildlife.

Reason: To comply with the Unitary Development Plan Policies NC8 and NC9 in relation to Nature Conservation and Biodiversity and to meet the requirements of PPS9: Biodiversity and Geological Conservation.

**Informatives:**

1. N15 - Reason(s) for the Grant of PP/LBC/CAC

2. N19 - Avoidance of doubt.

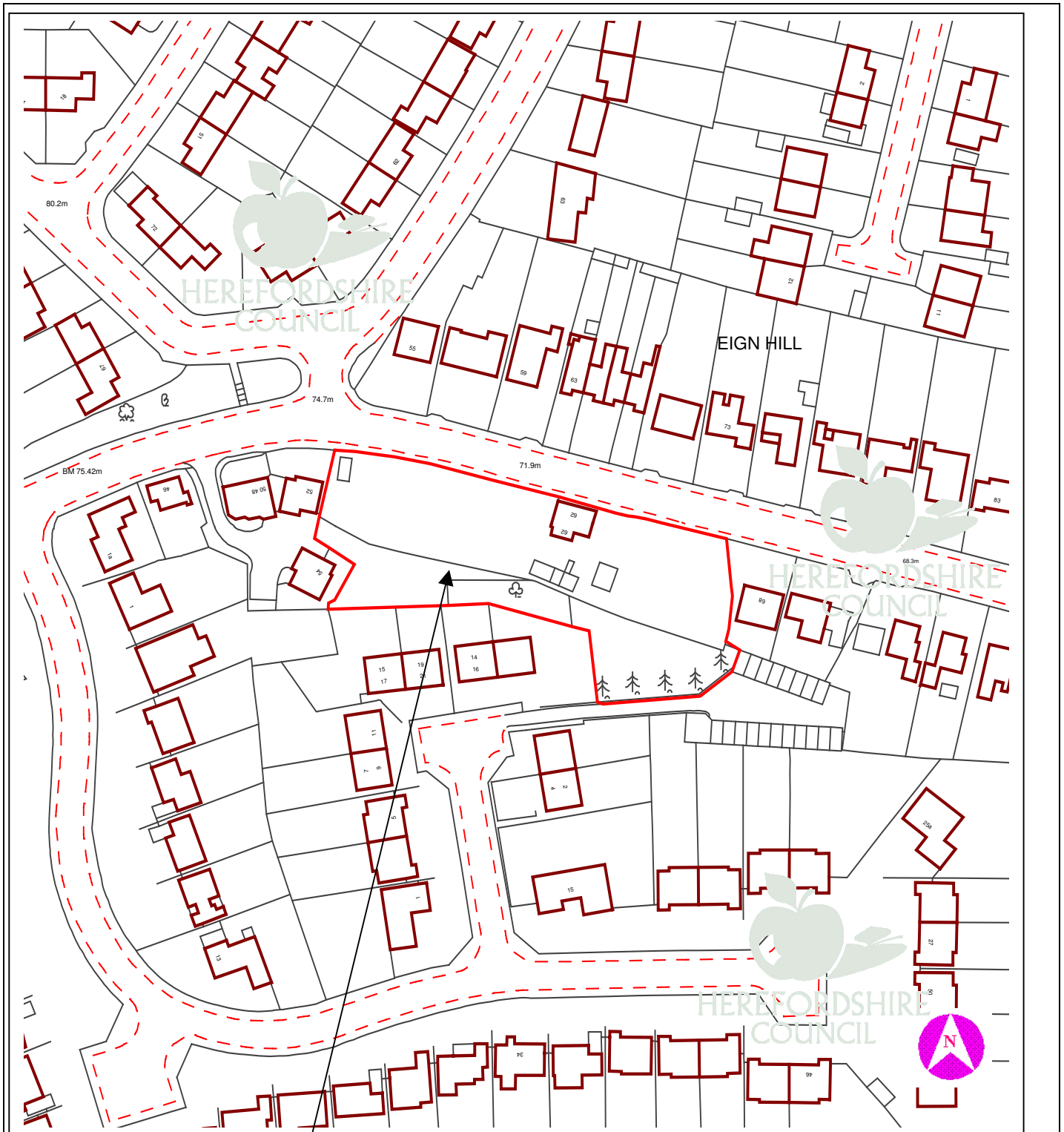
Decision: .....

Notes: .....

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**Background Papers**

Internal departmental consultation replies.



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**APPLICATION NO:** DCCE2007/2817/F

**SCALE :** 1 : 1250

**SITE ADDRESS :** 62 Old Eign Hill, Hereford, Herefordshire, HR1 1UA

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