

14 DCCW2007/0229/F - DEMOLITION OF EXISTING COTTAGE AND ERECTION OF 3 TWO BEDROOM HOUSES AND 2 THREE BEDROOM HOUSES WITH PARKING FACILITIES AT THE ROODS, MARDEN, HEREFORD, HEREFORDSHIRE, HR1 3EW**For: Mr. N.F. Cable per Andrew Last, Brookside Cottage, Knapton Green, Hereford, HR4 8ER****Date Received: 24th January, 2007 Ward: Sutton Walls Grid Ref: 52811, 47814****Expiry Date: 21st March, 2007**

Local Member: Councillor J.G.S. Guthrie

1. Site Description and Proposal

- 1.1 The application site is comprised of a detached dwelling known as The Roods, set within a substantial curtilage. The site extends to 0.13 hectares and is located within the established residential area of Marden.
- 1.2 The application seeks permission to demolish the existing dwelling and erect five new dwellings, arranged in two blocks, a semi-detached pair at the front of the site, with a terrace of 3 units positioned to the rear. Between the two blocks would be a shared parking area, which would be served by a new access along the eastern boundary.
- 1.3 The existing hedgerows along the northern and eastern boundaries will be retained, and enhanced with additional planting, principally adjacent to the new parking area.

2. Policies**2.1 Planning Policy Guidance:**

PPS3 - Housing

2.2 Herefordshire Unitary Development Plan (Revised Deposit Draft):

Policy S1 - Sustainable development
Policy S2 - Development requirements
Policy S3 - Housing
Policy S10 - Waste
Policy DR1 - Design
Policy DR4 - Environment
Policy H5 - Main villages: Housing land allocations
Policy H13 - Sustainable residential design
Policy H15 - Density
Policy HBA8 - Locally important buildings
Policy T11 - Parking provision
Policy LA3 - Setting of settlements
Policy LA6 - Landscaping scheme

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| Policy CF1 | - | Utility services and infrastructure |
| Policy CF2 | - | Foul Drainage |

3. Planning History

- 3.1 DCCW2006/3742/F Demolition of existing cottage and the erection of 6 no. 2 bedroom houses with parking facilities. Withdrawn 21st December, 2006.

4. Consultation Summary

Statutory Consultations

- 4.1 None.

Internal Council Advice

- 4.2 Traffic Manager: No objection, subject to standard highways conditions.
- 4.3 Conservation Manager – No objection - The Roods is a small rural cottage and as such it has insufficient architectural or historical quality for it to be considered of national importance. In addition, it is not of an age when cottages of this type were exceptional or rare. There are many cottages similar to this throughout the District and, although it might be argued that if a large quantity continue to be demolished they will become scarce, at present The Roods does not represent a remarkable example of that type of dwelling whereby its retention can be justified. Therefore the house falls below the necessary standard for inclusion on the statutory list. Under Policy HBA8 of the Herefordshire UDP, buildings which contribute to the area's character or architectural development but are not of sufficient architectural merit to warrant for inclusion on the statutory list, may be considered for protection from demolition. However, it cannot be said that The Roods is a locally important building. Its use, materials of construction and quality of workmanship are not remarkable and its contribution to the local area is not outstanding. On balance, it is advised that the Roods falls short of the quality required to consider it of sufficient local importance to justify retention.

5. Representations

- 5.1 Marden Parish Council: Objection. The Parish Council is not opposed to the development of this site, but is opposed to the present application on the following grounds:
1. The Parish Council is opposed to the demolition of the existing cottage. The Parish Council would prefer to see the retention of the cottage, possibly with a new development on land behind the cottage. It would see no problem with any future extension to the cottage.
 2. If the development were to proceed as specified in the application, the arrangement of the two semi-detached houses should be changed. At present the front door of one house opens at the front and the other on to the drive to the communal parking area. It is felt these entrances would be used in preference to the patio doors at the rear, accessed via the rear gardens. There is insufficient space to park vehicles off the road at the front of the properties, and it is felt that the positions of the main entrance doors to the properties would lead to parking

on the roadside. This would cause traffic obstructions and cause difficulties for large vehicles entering and leaving New House Farm. The positioning of the entrance opening on to the driveway is considered to be dangerous to occupants of that house, bearing in mind that up to 10 vehicles would be using the driveway on a regular basis.

3. It was felt that the proposed houses were unlikely to be of a standard of construction reflecting the standard of construction of most houses in the village.

5.2 Letters of objection have been received from Mr. Sutton, 21 Springfield Close; Mr. Jones, 22 Springfield Close and Mr. Price, New House Farm.

The main points raised are:

- The existing cottage should not be demolished, but development allowed behind it.
- Overdevelopment.
- Loss of privacy,
- Risk of on-street parking.
- Noise and disturbance during the construction phase.
- Properties in Marden have lost value due to the presence of polytunnels, its pointless building more.

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

6. Officers Appraisal

6.1 Marden is identified as a 'Main Village' within the Herefordshire Unitary Development Plan (Revised Deposit Draft) within which the principle of residential development is broadly acceptable. Therefore having regard to the relevant policies, the primary issues in determining this application are considered to be:

- Loss of the existing dwelling
- Design and Layout of the Development
- Density
- Residential Amenity
- Highways and Parking

Loss of the existing dwelling

6.2 Following an inspection of the property by the Conservation Officer, it is not considered that the existing dwelling meets the criteria whereby it could be considered for listing. Furthermore it is not considered to be of sufficient architectural merit or make a significant contribution to the character and appearance of the area whereby it is worthy of retention as a locally important building pursuant to Policy HBA8 of the Herefordshire Unitary Development Plan.

- 6.3 Therefore whilst the comments of the Parish Council and local residents are noted, it is not considered that the loss of the building would give rise to a defensible ground for refusal in this instance.

Density

- 6.4 The creation of sustainable residential environments generally requires the optimum use of available land though an increase in the overall density of development within designated settlement boundaries. However a decision about the appropriateness of increased density must be considered in relation to the character and context of the existing pattern of development within the surrounding area.
- 6.5 In this case the settlement pattern surrounding the application site is characterised by Springfield Close to the west, which is a relatively high density development of 33 dwellings, whilst to the east lies a row of detached dwellings orientated along the northern boundary of the public highway (the C1124). Having regard to the pattern and density of residential development in the wider locality the density of the application site is considered to represent an acceptable transition between Springfield Close and the lower density detached dwellings to the west.

Design and Layout of the Development

- 6.6 Having regard to the size and shape of the site, the layout is considered acceptable and as proposed it would not appear out of character with the surrounding established residential area. The proposal offers a mix of 2 and 3 bedroom properties, which will be arranged in two parallel lines either side of the internal parking and turning area.
- 6.7 The pair of a semi-detached 3 bedroom dwellings will be sited adjacent to the highway in line with the existing building line of Springfield Close, thereby reflecting the character and appearance of the street scene in the locality of the site.
- 6.8 The remaining 3 units will be constructed in a terraced block towards the rear of the application site, their orientation echoing the layout of the units to the rear Springfield Close.

Residential Amenity

- 6.9 A number of dwellings in Springfield Close have gardens that back onto or abut the western boundary of the application site and it is acknowledged that the proposed development will inevitably alter their setting and outlook. However, the siting of the proposed dwellings has taken appropriate account of the position and orientation of the adjoining properties. Consequently it is not considered that the proposal will result in an unacceptable level of overlooking or overbearing impact.
- 6.10 More specifically the proposed western flank walls of plots 1 and 5 have been designed without windows. However to ensure a continued satisfactory relationship between the proposed development and its neighbours, it is considered expedient to remove the permitted development rights to insert windows in these elevations.
- 6.11 Submission of a detailed schedule of planting for approval as well as protecting the existing hedgerows and trees from being removed or wilfully damaged will ensure that the development is properly integrated into this edge of settlement site. Further conditions are also recommended to control the hours of operation during the

demolition and construction phase in the interests of protecting the amenity of the wider locality.

Highways and Parking

6.12 The Traffic Manager raises no objection to the proposed development, but has suggested the imposition of appropriate conditions, which are duly recommended.

6.13 It was noted that the Parish Council were concerned about the possibility of additional on-street parking arising from the layout of the two units at the front. Therefore following negotiations with the applicants agent, a revised plan was submitted which overcomes these concerns by the reorientation of the front doors to the north elevation.

Conclusion

6.14 Overall the proposal complies with the relevant policies in development plan, and as such, approval is recommended.

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. **E17 (No windows in side elevation of extension) (western elevation of plots 1 and 5).**

Reason: In order to protect the residential amenity of adjacent properties.

4. **F22 (No surface water to public sewer).**

Reason: To safeguard the public sewerage system and reduce the risk of surcharge flooding.

5. **G02 (Landscaping scheme (housing development)).**

Reason: To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment.

6. **G03 (Landscaping scheme (housing development) – implementation).**

Reason: To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment.

7. **G11 (Retention of hedgerows (where not covered by Hedgerow Regulations)).**

Reason: To ensure that the application site is properly landscaped in the interests of the visual amenity of the area.

8. **H03 (Visibility splays) (2 metres x 120 metres).**

Reason: In the interests of highway safety.

- 9. H06 (Vehicular access construction).

Reason: In the interests of highway safety.

- 10. H09 (Driveway gradient).

Reason: In the interests of highway safety.

- 11. 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.

- 12. H11 (Parking - estate development (more than one house)).

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

- 13. During the demolition or construction phase no machinery shall be operated, no process shall be carried out and no deliveries taken at or despatched from the site outside the following times: Monday-Friday 7.00 am-6.00pm, Saturday 8.00 am-1.00 pm nor at any time on Sundays, Bank or Public Holidays.

Reason: To safeguard residential amenity.

- 14. No materials or substances shall be incinerated within the application site during the demolition or construction phase.

Reason: To safeguard residential amenity and prevent pollution.

Informatives:

- 1. N01 - Access for all.
- 2. HN05 - Works within the highway.
- 3. HN10 - No drainage to discharge to highway.
- 4. N19 - Avoidance of doubt.
- 5. N15 - Reason(s) for the Grant of PP/LBC/CAC.

Decision:

Notes:

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Background Papers

Internal departmental consultation replies.



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APPLICATION NO: DCCW2007/0229/F

SCALE : 1 : 1250

SITE ADDRESS : The Rodds, Marden, Hereford, Herefordshire, HR1 3EW

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