

10 DCCE2007/0317/F - CONVERSION OF OFFICE TO TWO HOUSES AND ERECTION OF THREE TERRACED HOUSES WITH PARKING AT 50 LEDBURY ROAD, HEREFORD, HEREFORDSHIRE, HR1 2SY**For: Mr. & Mrs. H. Layton per John Phipps, Bank Lodge, Coldwells Road, Holmer, Hereford, HR1 1LH****Date Received: 31st January, 2007 Ward: Tupsley Grid Ref: 51865, 39753**
Expiry Date: 28th March, 2007

Local Members: Councillors Mrs. M.D. Lloyd-Hayes, Mrs. E.A. Taylor and W.J. Walling

1. Site Description and Proposal

- 1.1 This application seeks planning permission for the conversion of the existing office into two houses, as well as the erection of three terraced dwelling houses with associated parking facilities at 50 Ledbury Road, Hereford
- 1.2 The application site is located to the south of Ledbury Road with the eastern site boundary flanked by a railway line. The site is approximately 900 square metres with the existing property sited in the western half of the site. The site access is broadly central to the site, with an area of hard standing to provide visitor parking found to the east of the access. The rear of the site is currently landscaped. The application site is on a gradient rising up from the road, although the garden area to the rear is broadly level. The site is located within an Established Residential Area as identified in the Herefordshire Unitary Development Plan 2007.
- 1.3 The proposal will maintain a central access point with the existing property subdivided into two dwellings (one 4-bedroom property and one 2-bedroom property). A new development of three units is proposed on the existing area of hard standing. This is intended to provide for a development of three 2-bedroom dwellings in a terraced arrangement. Parking facilities are proposed to the rear of the site to provide seven spaces for the five dwellings.

2. Policies**2.1 National:**

PPS1 - Delivering Sustainable Development
PPS3 - Housing

2.2 Herefordshire Unitary Development Plan 2007:

Policy S1 - Sustainable Development
Policy S2 - Development Requirements
Policy S3 - Housing
Policy S6 - Transport
Policy DR1 - Design
Policy DR2 - Land Use and Activity

Policy DR3	-	Movement
Policy H1	-	Hereford and the Market Towns: Settlement Boundaries and Established Residential Areas
Policy H15	-	Density
Policy H16	-	Car Parking
Policy T11	-	Parking Provision

3. Planning History

- 3.1 DCCE2005/3595/O Demolition of existing property and erection of 14 no. 1 and 2 bedroom dwellings. Withdrawn 14th December, 2005.
- 3.2 DCCE2006/1860/O Erection of three residential dwellings. Withdrawn 11th September, 2006.

4. Consultation Summary

Statutory Consultations

- 4.1 Network Rail: No objection subject to conditions/informatives.

Internal Council Advice

- 4.2 Traffic Manager: No objection subject to conditions.
- 4.3 Head of Environmental Health & Trading Standards: No response received.

5. Representations

- 5.1 Hereford City Council: Objection on the grounds of 'inadequate, poor and dangerous access in close proximity to an excessively low and narrow railway bridge.'
- 5.2 Local residents: Two letters of objection have been received from the following sources:
- G. Rees, 11A Portfield Street, Hereford.
 - M.J. and P.J. Morris, 4A Ledbury Road, Hereford.
- 5.3 The comments made can be summarised as follows:
- Unacceptable relationship to adjacent railway line.
 - Loss of amenities.
 - Unacceptable access arrangements.
 - Inadequate parking facilities.
 - Traffic generation from this development, particularly when other recent large scale schemes in this area are taken into account, is unacceptable in this area.
 - Pedestrian safety.
 - Inadequate accommodation.
 - Unsustainable location.

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. Officers Appraisal

6.1 It is considered that the following points represent the salient issues for consideration in this application:

- Principle of Development
- Highways Issues.
- Design, Scale and Amenity Issues.

Principle of Development

6.2 The application site is inside the settlement boundary of Hereford and the proposal falls within a locality identified as an Established Residential Area. Having regard to the position of this site within a residential area of Hereford, the redevelopment of this site into residential use is considered acceptable in principle.

6.3 The site is regarded as a windfall site, that is to say that it is not specifically allocated for development within the Herefordshire Unitary Development Plan 2007. The Herefordshire Unitary Development Plan identifies that 40% of all housing anticipated to be built between 2006 and 2011 in Hereford would result from windfall sites such as this. Therefore, based on these figures the need for this additional housing is justified.

Highway Issues

6.4 The previous application on this site (DCCE2006/1860/O) sought permission for the erection of three new residential units but unlike this scheme, the existing office use remained. From the perspective of the traffic generation on site therefore, this proposal maintained the existing traffic levels associated with the office use, and added further vehicle movements through the additional three residential units. This arrangement was considered unacceptable by virtue of the acknowledged restricted nature of the access. This revised scheme includes the conversion of the existing unit into two units of residential accommodation. The Traffic Manager is satisfied that the use of this site in association with the office premise is broadly comparable with the use of this site for residential purposes at the level proposed. On this basis, and subject to conditions, the Traffic Manager raises no objection to this proposal.

6.5 Having regard to the location of this site, the proximity of public transport, and the modest nature of four of the five residential units, the parking provision is considered adequate. On this basis the access and parking arrangements are assessed to be acceptable. It is considered that the traffic generation associated with this development will not result in unacceptable levels of congestion in the locality.

Design, Scale and Amenity Issues

6.6 The scheme is conservative in design, enabling the development to integrate comfortably into the street scene. Bay windows, a feature in this area, have been added to the scheme and the design concept is reflective of the local vernacular and, although the ridge height is slightly higher than the existing property, the scale is considered appropriate in this location. It is assessed that this proposal will integrate effectively into the locality and will preserve the visual amenities of the locality.

- 6.7 The siting of the proposed dwellings, and the distance from these properties to the neighbouring residential units, will ensure that there would be no unacceptable loss to residential amenity. A limited degree of overlooking of the rear garden areas of properties fronting Foley Street will occur but this would be within acceptable limits in the context of this site. It is considered that no issues of overbearing impact will result from this proposal.
- 6.8 In consideration of the amenities of the prospective occupants of the proposed properties, having regard to the proximity of this new development to the adjacent railway line, conditions are proposed to ensure that effective mitigation measures are integrated into the proposed new development to ensure that the noise levels within the units are within acceptable limits. A condition will control times of construction to ensure the amenities of neighbouring properties during the construction phase.

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

Reason: [Special Reason].

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

Reason: To protect the amenity of local residents.

- 5. 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.

- 6. F18 (Scheme of foul drainage disposal).**

Reason: In order to ensure that satisfactory drainage arrangements are provided.

- 7. G01 (Details of boundary treatments).**

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

- 8. G04 (Landscaping scheme (general)).**

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

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

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

10. H06 (Vehicular access construction).

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. H27 (Parking for site operatives).

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

13. H29 (Secure cycle parking provision).

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.

Informatives:

- 1. N01 - Access for all.
- 2. N03 - Adjoining property rights.
- 3. HN01 - Mud on highway.
- 4. HN05 - Works within the highway.
- 5. HN10 - No drainage to discharge to highway.
- 6. N19 - Avoidance of doubt.
- 7. N15 - Reason(s) for the Grant of PP/LBC/CAC.

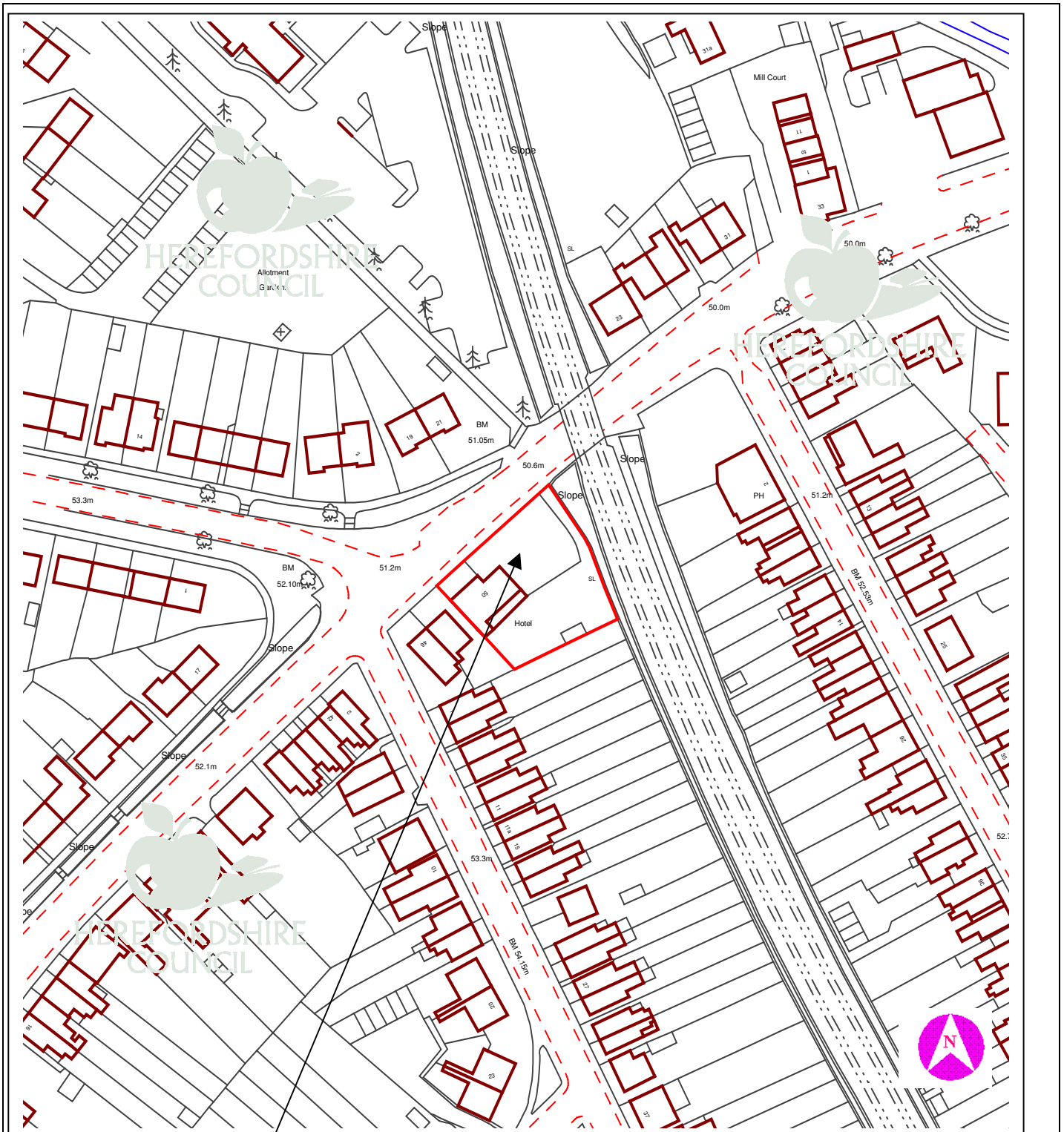
Decision:

Notes:

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Background Papers

Internal departmental consultation replies.



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APPLICATION NO: DCCE2007/0317/F

SCALE : 1 : 1250

SITE ADDRESS : 50 Ledbury Road, Hereford, Herefordshire, HR1 2SY

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