

**5 DCCE2007/1209/F - RESIDENTIAL DEVELOPMENT TOGETHER WITH ALTERATIONS TO 10 LEDBURY ROAD TO PROVIDE 8 RESIDENTIAL UNITS. 10 LEDBURY ROAD, HEREFORD, HEREFORDSHIRE, HR1 2SY**

**For: Williams Bros, JBD Architects, Mortimer House, Holmer Road, Hereford, HR4 9TA**

**Date Received: 17th April, 2007**

**Ward: Tupsley**

**Grid Ref: 51760, 39633**

**Expiry Date: 12th June, 2007**

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

**This application was deferred at the Central Area Planning Sub-Committee on 6th June, 2007 to allow members to conduct a site visit. The report has also been updated. The main change to the development is that the applicants now propose to delete the proposed two one-bedroom bungalows to the rear of the site. However, no plans have been provided at the time of writing this report and therefore the report has not been changed accordingly but a written and verbal update including amended plans will be presented at Committee on the 4th July, 2007.**

## **1. Site Description and Proposal**

1.1 The site is located on the eastern side of Ledbury Road, approximately 70 metres north of the junction with Eign Road and just south and opposite the junction with Templars Lane. No 10 is a semi-detached brick and pitched slate roof property with an existing vehicular access off Ledbury Road. The front garden is enclosed by a low stone wall, the rear and side boundaries are enclosed by a mixture of fencing and a wall. North and south of the site are semi-detached and terraced properties all fronting Ledbury Road which are of similar design and era to number 10. The site lies within an Established Residential Area as identified in the Herefordshire Unitary Development Plan 2007.

1.2 Planning permission is sought for the demolition of an existing garage and conservatory and construction of a residential development comprising two 2 bedroom flats, four 1 bedroom flats and two 1 bedroom bungalows with parking and turning area for 10 vehicles, associated cycle and refuse storage area. The six flats are to be provided through conversion and extension of the existing property with the existing vehicular access widened serving the parking area to the rear. The two single bedroom bungalows are to be constructed along the rear boundary of the site.

## **2. Policies**

2.1 Herefordshire Unitary Development Plan 2007:

S1	-	Sustainable development
S2	-	Development requirements
S3	-	Housing

S6	-	Transport
DR1	-	Design
DR2	-	Land use and activity
DR3	-	Movement
H13	-	Sustainable residential design
H14	-	Re-using previously developed land and buildings
H15	-	Density
H16	-	Car parking
T6	-	Walking
T7	-	Cycling
T8	-	Road hierarchy

### 3. Planning History

- 3.1 CE2003/0601/O - Proposed residential development. Approved 21st April, 2003.
- 3.2 CE2006/4015/F - Residential development together with alterations to 10 Ledbury Road to provide 8 residential units. Application withdrawn 24th January, 2007.

### 4. Consultation Summary

#### Statutory Consultations

- 4.1 Welsh Water: No objections subject to conditions.

#### Internal Council Advice

- 4.2 Traffic Manager:

The proposed access to the development is of sufficient width to allow a vehicle entering to pass a vehicle waiting to leave the access. The visibility achievable from the access to the east from 2.4m setback achieves 43m which is adequate for compliance with stopping sight distances in Manual for Streets for 30mph, and from a 2.0m setback (which is more suited to established urban situations due to width of footway) 52m is achievable, which equates to speeds of around 35mph. Due to the on street parking on the north side of the road to the east of the site, 85 percentile vehicle speeds are around 30mph. To the west, approaching vehicles can be seen to the corner at the junction with Eign Road (around 70m).

I also enclose a summary of the accident record for the full length of Ledbury Road from the signalled junction with St Owen Street to the roundabout at Bodenham Road. This shows that there have been 13 recorded personal injury accidents within this length within the 5 year period from May 2002 to April 2007 inclusive. Of these accidents, 3 involved serious injury and 10 slight injury with a total of 14 casualties. 10 of the accidents were in areas of high turning movements, namely at the two petrol stations (6 of which 2 involved serious injury), Central Avenue junction (3) and Eign Road junction (1).

The remaining 3 accidents were within 75m of the proposed development and are summarised below:-

20/9/05 Outside No 1 Ledbury Road

Moped leaving car park at No 1 is struck by vehicle entering. Slight injury to rider

29/9/05 40m S/W of Templars Lane

Car reversing into driveway clips wall which collapses, slightly injuring a pedestrian on the footway

21/4/07 22m N/E of Templars Lane

Vehicle loses control and veers across road, striking parked vehicle and then collides with oncoming vehicle and overturns. Serious injury to driver of overturned vehicle

This information has been taken into account in my recommendation.

I am satisfied that the proposed access is acceptable for the proposed development in terms of geometry and visibility. The internal layout proposed and level of parking provision is also acceptable.

My recommendation is therefore that the application should be approved with conditions.

## 5. Representations

5.1 Hereford City Council: Recommend refusal on the grounds of over intensive development of the site with deficient access onto a busy highway

5.2 Eleven letters of objection have been received including a petition with 52 signatures. The main points raised are:

1. Ledbury Road is already a very busy residential street where there have been a number of recent accidents. The proposal will lead to further congestion and danger to highway safety.
2. The access is unsafe.
3. The development will lead to further pressure for parking which is already at a premium in the area partly due to the number of multi-occupancy dwellings in the locality.
4. A number of recent large developments have been approved in the area which will further exacerbate the highway and parking problems.
5. Any increase in traffic would lead to further danger to pedestrians and children accessing local schools.
6. It would be impossible to create 10 parking spaces on site.
7. The development will generate increased noise in the locality.
8. The design is out of character with the area.
9. The design will be an invasion of neighbours privacy.
10. Over development of the site,
11. Abuse of existing residents parking restrictions and illegal parking reduces visibility at local junctions, on street parking creates a pinch point in the road and no space for buses to pick up/drop off and proximity of the access to existing busy junctions all leading to increased danger to highway and pedestrian safety
12. Over 150 dwellings have been approved in the locality over the last year or so and residential development along Ledbury Road has reached saturation point
13. The loss of a further green space in the city will further reduce urban wildlife
14. The parking area will reduce the enjoyment of neighbouring gardens.
15. The development is contrary to Herefordshire's Community Strategy, which states that it will 'Putt People First'

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 proposed site is large enough to accommodate some form of residential development and indeed, planning permission was granted in 2003 for a single dwelling on site. As such the principle of residential development is considered acceptable.
- 6.2 The proposed scale of the built development will largely follow that of the existing properties fronting Ledbury Road and will not appear disproportionate with the size of the site. A traditional design is proposed for the elevation fronting Ledbury Road incorporating flat roof dormers, bay window, sash windows elsewhere and constructed from brick; all in keeping with neighbouring properties. A more contemporary approach has been taken to the rear elevation and proposed bungalows. This has been achieved through use of a different palette of materials, predominantly Larch timber cladding, modern balcony and fenestration detailing and the form of the first and second floors is partly curved to create additional interest. Minor concerns exist with the potential impact of the development on neighbour properties and amended plans have been requested to address this issue.
- 6.3 To the rear of the site two single storey one bedroom bungalows are proposed which again have been designed in a more contemporary manner but utilising the same palette of materials with a zinc roof. As such the scale, design and materials proposed, whilst being somewhat different from what presently exists in the locality, will complement the local vernacular. Furthermore it is considered that the 'backland' element of this proposal will not be out of keeping with the grain of other development in the area with Foxglove Court immediately to the east being visually related to this site.
- 6.4 The area in between the two blocks of accommodation will be used to provide parking for 10 vehicles along with the necessary cycle and refuse storage. The Traffic Manager confirms that this is adequate to serve the number of units proposed and essentially amounts to one space per unit with two visitor spaces. The need to create the required off street parking has been at the expense of soft landscaping and amenity space which is a minor concern. However, a number of the flats will have some outdoor amenity space provided by a balconies or enclosed patio areas which given the location of the site and proximity to the city centre and other public open space such as Castle Green, the arrangement of amenity spaces is considered adequate.
- 6.5 The Traffic Manager confirms that the visibility and safety of the access is acceptable to serve the development and number of units proposed. The development will undoubtedly lead to an intensification in the use of the site including an increase in the number of vehicle movements. However, given the comments of the Traffic Manager and the level of off street parking proposed and subject to minor modifications to the design to minimise any impact on neighbours, the development is considered acceptable.

## RECOMMENDATION

**Subject to receipt of suitably amended plans illustrating the reduction in the number of units from 8 to 6 through the removal of the two bungalows to the rear of the site the Officers named in the Scheme of Delegation to Officers be authorised to approved**

the application subject to the following conditions and any further conditions considered necessary by officers.

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. **E05 (Restriction on hours of use (industrial)).**

**Reason: In order to protect the amenity of occupiers of nearby properties.**

4. **E18 (No new windows in specified elevation).**

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

5. **E19 (Obscure glazing to windows).**

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

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

**Reason: To ensure the development remains of a scale appropriate to the site in the interests of residential and visual amenity and highway safety.**

7. **W01 (Foul/surface water drainage).**

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

8. **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.**

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

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

10. **F39 (Scheme of refuse storage).**

**Reason: In the interests of amenity.**

11. **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.**

**12. G01 (Details of boundary treatments).**

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

**13. H02 (Single access – footway).**

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

**14. H06 (Vehicular access construction).**

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

**15. 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.**

**16. H27 (Parking for site operatives).**

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

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

**2. N19 - Avoidance of doubt.**

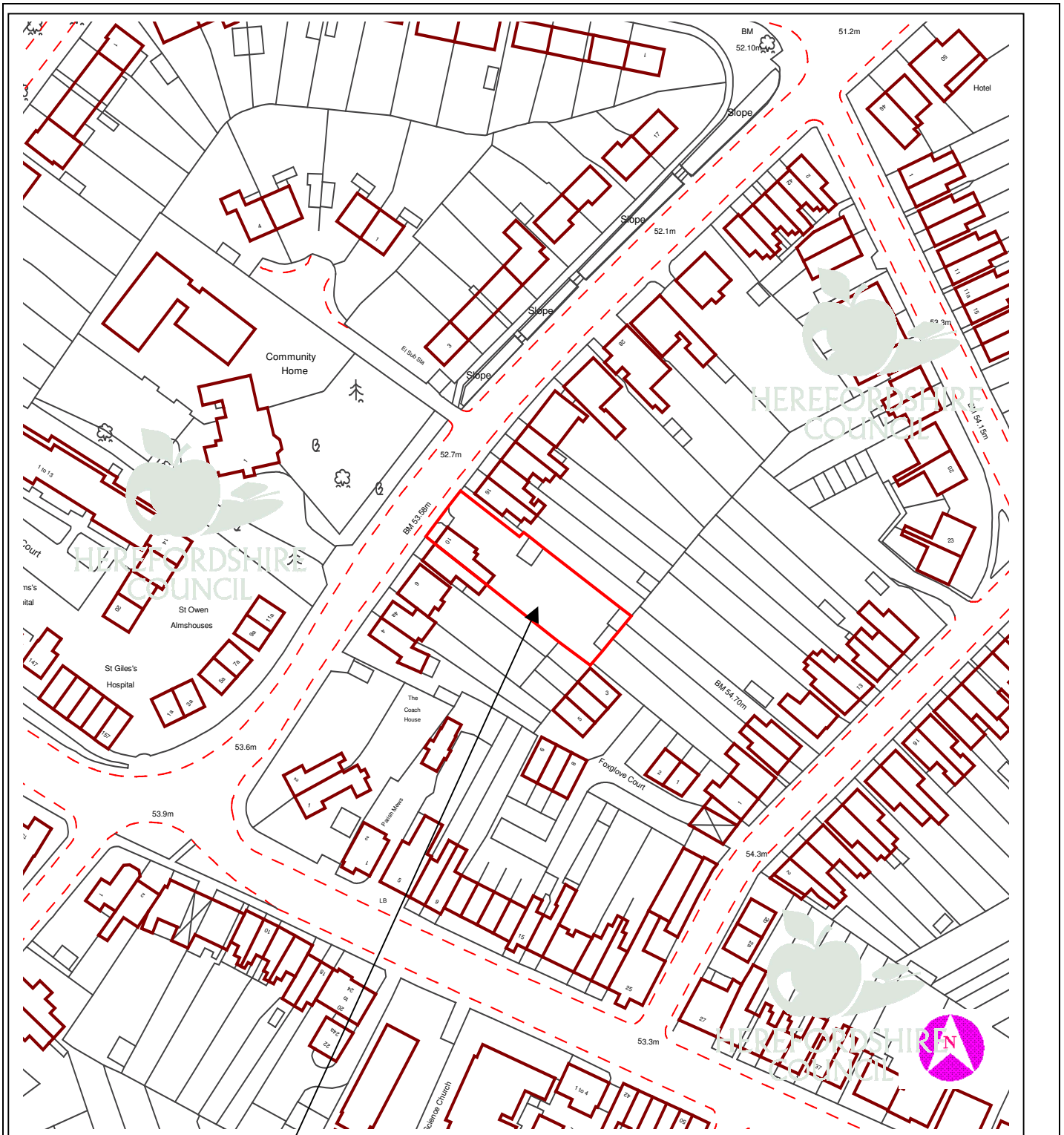
Decision: .....

Notes: .....

.....

**Background Papers**

Internal departmental consultation replies.



This copy has been produced specifically for Planning purposes. No further copies may be made.

**APPLICATION NO:** DCCE2007/1209/F

**SCALE :** 1 : 1250

**SITE ADDRESS :** 10 Ledbury Road, Hereford, Herefordshire, HR1 2SY

Based upon the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Herefordshire Council. Licence No: 100024168/2005

