

5 DCCE2007/1209/F - RESIDENTIAL DEVELOPMENT TOGETHER WITH ALTERATIONS TO 10 LEDBURY ROAD TO PROVIDE 6 RESIDENTIAL UNITS AT 10 LEDBURY ROAD, HEREFORD, HEREFORDSHIRE, HR1 2SY

For: Williams Bros per 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 M.D. Lloyd-Hayes, A.P. Taylor and W.J. Walling

This application was deferred at the Central Area Planning Sub Committee on 4th July, 2007 to allow further consultation on amended plans. The main change to the development is that the applicants have now deleted the proposed two one-bedroom bungalows to the rear of the site. The report has also been updated accordingly and any further representations received will be reported verbally.

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 period as No 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 and four 1 bedroom flats 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.

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.

Comments awaited on the amended plans.

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

Comments awaited on amended plans

- 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 'Put People First'.

No further letters have been received at the time of writing this report in response to the amended plans. Further responses will be reported verbally.

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. Officers 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. 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.

6.3 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, the removal of the 'backland' element of this proposal reduces the extent of development and the consequential impact on the character of the area.

6.4 A parking area for 10 vehicles is to be created along with the necessary cycle and refuse storage to the rear of the new accommodation. The Traffic Manager confirms that this is acceptable to serve the number of units proposed and essentially amounts to one space per unit with four visitor spaces (a ratio of 1.5 spaces per unit). This level of provision essentially accords with Policy H16 of the Herefordshire Unitary Development Plan which requires new housing development to provide an average maximum off-street car parking provision of not more than 1.5 spaces per dwelling. A number of the flats will have some outdoor amenity space provided by balconies or enclosed patio areas, which in itself is considered acceptable and the deletion of the bungalows also enables a usable area of communal garden along with additional soft landscaping to be created for the benefit of the future occupants.

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 although this will now be reduced through the removal of the two bungalows. Given the comments of the Traffic Manager and the level of off street parking proposed the development is considered acceptable.

RECOMMENDATION

Subject to no further objections raising additional material considerations by the end of the consultation period, the officers named in the Scheme of Delegation to Officers be authorised to approve 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 delivery and construction hours).

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. 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. F39 (Scheme of refuse storage).

Reason: In the interests of amenity.

10. G01 (Details of boundary treatments).

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

11. H02 (Single access - footway).

Reason: In the interests of highway safety.

12. H06 (Vehicular access construction).

Reason: In the interests of highway safety.

13. 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.

14. H27 (Parking for site operatives).

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

15. 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.

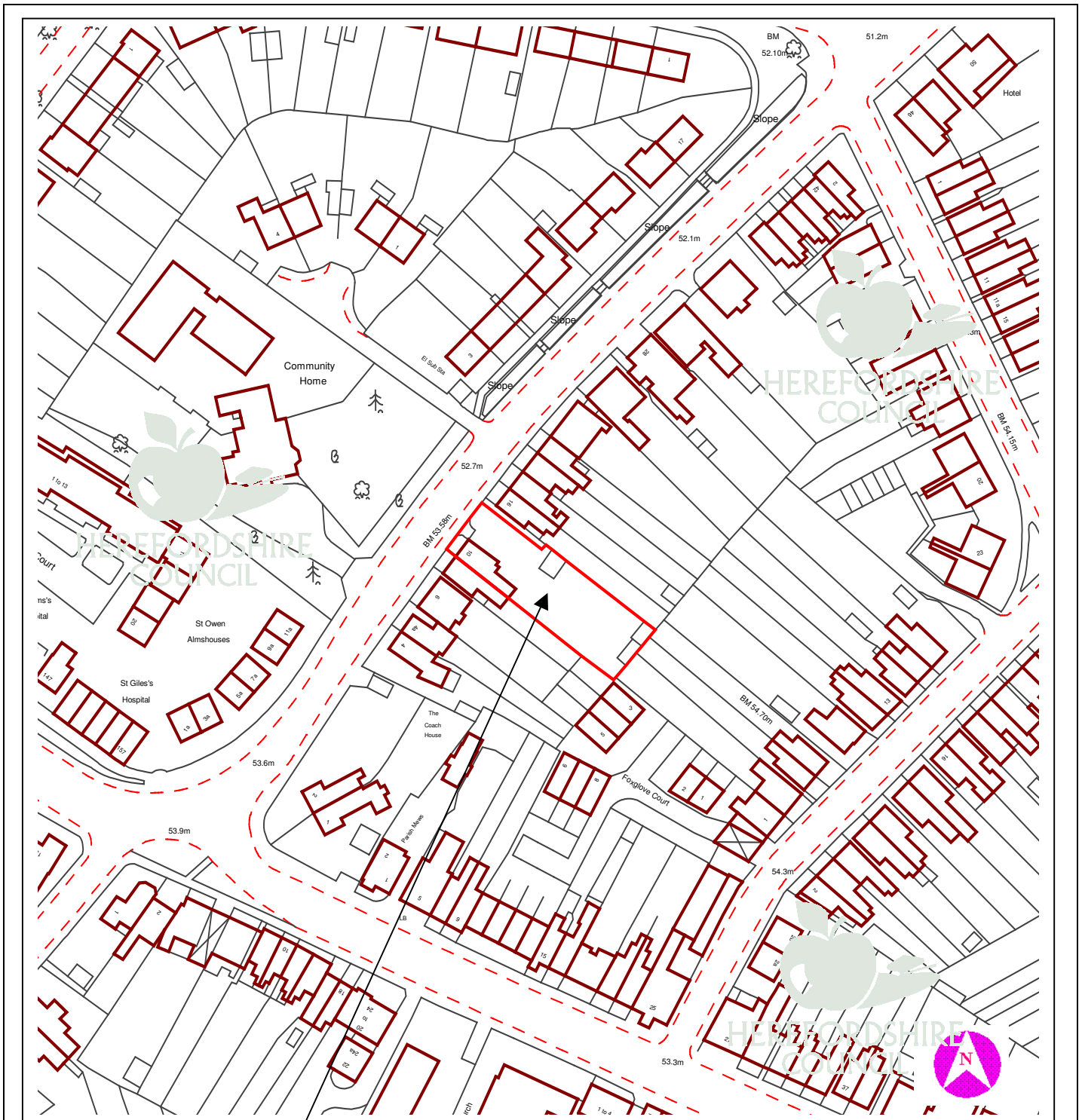
Decision:

Notes:

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Background Papers

Internal departmental consultation replies.



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APPLICATION NO: DCCE2007/1209/F

SCALE : 1 : 1250

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

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