

15 DCCE2007/1762/F - CONVERSION OF HOUSE TO FORM 5 SELF CONTAINED APARTMENTS AT 130 ST. OWEN STREET, HEREFORD, HEREFORDSHIRE, HR1 2QF**For: J. Clay per John Phipps, Bank Lodge, Coldwells Road, Holmer, Hereford, HR1 1LH****Date Received: 6th June, 2007****Ward: Central****Grid Ref: 51640, 39573****Expiry Date: 1st August, 2007**

Local Member: Councillor MAF Hubbard

1. Site Description and Proposal

- 1.1 The application site is found at the corner of St. Owens Street and St. James Road and comprises a pleasant detached mid-Victorian dwelling with garden to the rear. The wider locality is defined as an established residential area. Although there is a low quality flat roof, single-storey extension across the full width of the dwelling, it nonetheless retains an attractive appearance at this prominent location.
- 1.2 The application proposes the extension of the dwelling and conversion of the resultant building to 5 self-contained one bedroom residential apartments with associated parking within the curtilage via a new access from St. James Road. The extensions would take the form of a two-storey side extension towards the adjoining 3-storey terrace block, together with a two-storey rearward facing gabled extension of the same proportions that already exist. A lean-to would be constructed against the side of this extension, which would act to afford access to rear ground floor apartment.
- 1.3 The dwelling would be subdivided to create a self-contained basement, two ground floor apartments and two first floor apartments. The configuration would be such that the two first floor apartments would share the exposed flat roof above the existing extension as an amenity area. Parking for a total of four vehicles would be located at the rear of the property as would one of two bin and cycle stores. A further gated cycle and bin store would be located at the St. James Road side of the dwelling.
- 1.4 It is proposed that the low-stone boundary wall against St. Owens Street be extended across the existing sub-standard parking space, although a pedestrian access would be retained.
- 1.5 This application is a resubmission following an earlier refusal of a similar proposal for extension and residential conversion (ref: DCCE2007/0168/F). The first application was refused on the basis that the scale and design of the then proposed extensions would detract from both the original dwelling and the visual amenity of the locality. The currently proposed extensions are vastly different to those previously submitted and have been amended latterly as a result of lengthy negotiation.

2. Policies

- 2.1 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
H16	-	Car parking
H17	-	Sub-division of existing housing
H18	-	Alterations and extensions

3. Planning History

- 3.1 CE2007/0168/F - Conversion of house to form 5 self-contained apartments with two-storey extension. Refused under delegated powers on 12th March 2007 for the following reason:

"The proposed extension, by virtue of its design, siting and scale, would be out of keeping with the original dwelling house and would detract from the visual amenities of the locality. The proposal is therefore contrary to Herefordshire Unitary Development Plan Policies S2, DR1, H17 and H18".

4. Consultation Summary

Statutory Consultations

- 4.1 None required.

Internal Council Advice

- 4.2 Traffic Manager: Recommends conditions relating to vehicular access construction, formation of the parking area, off site works pertaining to the amendment of the on-street parking, site operative parking and cycle parking.
- 4.3 Conservation Manager: Comments that the amended scheme is a major improvement over the originally submitted plans and is now acceptable subject to the prior approval of materials.
- 4.4 County Archaeologist: No objection.

5. Representations

- 5.1 Hereford City Council: No objection.
- 5.2 Three letters of objection were received to the original plans from the occupants of Nos. 3, 5 and 7 St James Road. Further letters have been received from these respondents in response to the amended plans. The content of the letters is summarised as follows:
- The development would adversely affect the privacy of neighbouring residents;
 - The proposed extensions and conversion to 5 self-contained apartments is too intensive for the site and would spoil the architectural quality of this Victorian house and the immediate surrounds;

- The parking is insufficient and would result in the loss of a space currently forming part of the residents' parking scheme;
- Approval would create a precedent for unsympathetic extensions and subsequent sub-division of character properties in the vicinity.

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 key issues in the determination of this application are:

- The principle of development having regard to adopted planning policies, specifically those relevant to the extension and sub-division of existing housing.
- The impact of development upon the amenity of adjoining residential properties.
- The adequacy of car and cycle parking.

6.2 There are several policies within the adopted Development Plan that have direct relevance to this proposal. Those relating to car parking (H16), subdivision of existing houses (H17) and extensions and alterations to dwellings (H18) must all be referred to and satisfied if a proposal is to be regarded as acceptable.

6.3 It is fundamental that any extensions to the property are acceptable in their own right, irrespective of the intended subdivision. In this regard, it is considered that the amended plans are successful in preserving the architectural character and quality of the building. The amended scheme proposes a far narrower side extension than was previously pursued (2.2m rather than 4.6m) and the omission of a second 'front door' from the St. Owens Street elevation would help maintain the perception that the building remains a single dwelling.

6.4 At the rear a far greater proportion of the original building remains unfettered. The bulk of the two-storey rearward projecting extension being found directly behind the proposed side extension. The effect of the revised approach is to restrict the two-storey extensions to the portion of the site furthest removed from St. James Road. The span of the new gable replicates that of the original building, which results in a better-proportioned extension than originally proposed.

6.5 Objection has been raised to the use of the exposed flat roof as a terrace for occupants of the two first floor apartments. The flat roof equates to 40 square metres and could be utilised by a number of people at any one time. The formalisation of first floor outdoor space in this manner is not considered appropriate in this location due to the potential disturbance and prominence and a condition is recommended to preclude the use of this area as private amenity space.

6.6 It is concluded that the proposed extensions are now in accordance with the aims and objectives of policy H18.

6.7 Policy H17 of the Development Plan sets out the criteria against which proposals for subdivision of existing housing should be assessed. The policy requires the provision of adequate parking and access, adequate internal layout and external amenity space and the preservation of the character of the property, its curtilage and the amenity and privacy of neighbouring dwellings.

- 6.8 Subject to the restricted use of the flat roof area, the scheme is not considered to represent a threat to the residential amenity of neighbours. The size of the proposed apartments ranges from 21 square metres to 78 square metres (gross internal floor area). The scheme offers a range of apartments of varying sizes and an appropriate internal layout for small non-family units.
- 6.9 Owing to the provision of four parking spaces and a turning area within the existing rear garden, it is undeniable that there is very little usable private amenity space within the scheme. Currently, adopted policy does not go so far as to stipulate a minimum requirement, although there are recent examples where the authority has approved schemes promoting no outdoor amenity space where single bed apartments are proposed. Against this backdrop, it is considered unreasonable to withhold permission on the basis that the occupants would not enjoy sufficient outdoor space, although it is accepted generally that outdoor space should ideally form part of a scheme where units likely to be occupied by families are proposed.
- 6.10 The scheme makes provision for two bin stores and two cycle stores, located on either side of the site. The exact detail of both could be secured by condition.
- 6.11 Objectors have made reference to the inadequacy of the proposed parking levels. 4 spaces are proposed for the 5 apartments, together with secure cycle parking. In this context the Traffic Manager has not raised objection to this level of provision, nor has objection been raised to the loss of an on-street parking space. The scheme is considered acceptable in this regard.

RECOMMENDATION

Subject to the receipt of amended plans securing the removal of the balustrade around the flat roof amenity space and suitable revisions to fenestration 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. **B02 (Matching external materials (extension)).**

Reason: To ensure the external materials harmonise with the existing building.

3. **C10 (Details of rooflights).**

Reason: To ensure the rooflights do not break the plane of the roof slope in the interests of safeguarding the character and appearance of this building of [special] architectural or historical interest.

4. **C11 (Specification of guttering and downpipes).**

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

5. **E12 (No balconies/roof amenity area).**

Reason: To safeguard the character and amenities of the locality.

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

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

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

Reason: To protect the amenity of local residents.

- 8. **H06 (Vehicular access construction).**

Reason: In the interests of highway safety.

- 9. **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.

- 10. **H17 (Junction improvement/off site works).**

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

- 11. **H27 (Parking for site operatives).**

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

- 12. **H29 (Secure covered cycle parking provision).**

Reason: To ensure that there is adequate provision for secure covered cycle accommodation within the application site, encouraging alternative modes of transport in accordance with both local and national planning policy.

- 13. **F39 (Scheme of refuse storage).**

Reason: In the interests of amenity.

Informatives:

- 1. **N15 - Reason(s) for the Grant of PP/LBC/CAC.**
- 2. **N19 - Avoidance of doubt.**

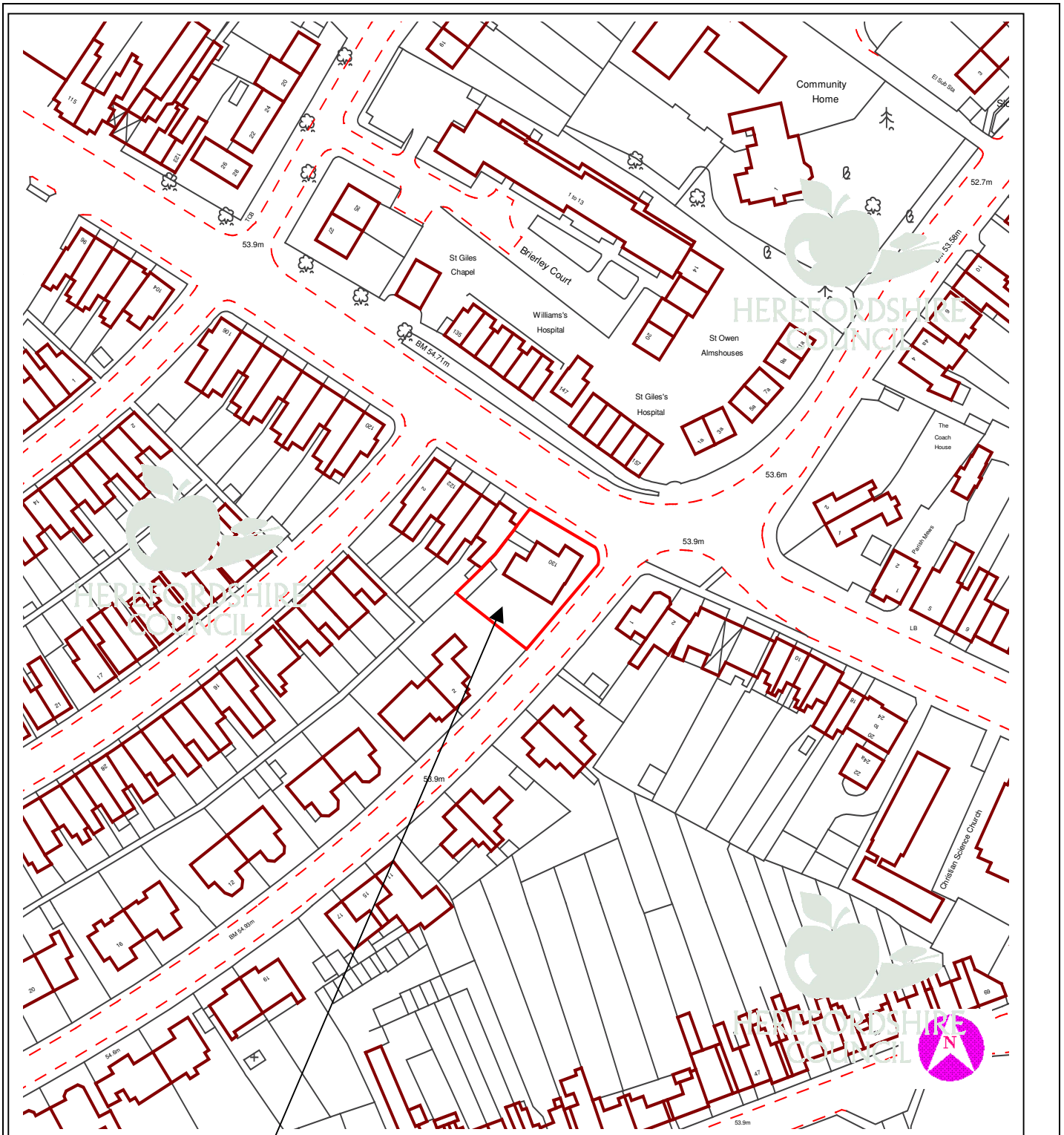
Decision:

Notes:

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Background Papers

Internal departmental consultation replies.



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APPLICATION NO: DCCE2007/1762/F

SCALE : 1 : 1250

SITE ADDRESS : 130 St. Owen Street, Hereford, Herefordshire, HR1 2QF

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