

12 DCNC2007/3420/F - PROPOSED 2 SINGLE STOREY EXTENSIONS (AMENDMENT TO PREVIOUS APPROVED APPLICATION NC2006/0428/F) AT ROWDEN MILL STATION, WINSLOW, BROMYARD, HEREFORDSHIRE, HR7 4LS

For: Mr & Mrs Wilkinson per RRA Architects, Packers House, 25 West Street, Hereford, HR4 OBX

Date Received:
1st November 2007

Ward: Bringsty

Grid Ref:
62701, 56560

Expiry Date:
27th December 2007

Local Member: Councillor T Hunt

1. Site Description and Proposal

- 1.1 Rowden Mill Station is a painstakingly restored railway station that has been converted into a two-bedroom house in the mid 1980's. Externally the building retains the appearance of a station with the platform, track, signals, an engine and rolling stock. Similarly the inside of the building has also been carefully restored.
- 1.2 The main station building is brick built and detailed with stone quoins and window surrounds. It has decorative roof and ridge tiles and three ornate chimney stacks. A single storey flat roof element is attached to the northern gable end and appears to be an original part. An outbuilding lying slightly further to the north is similarly detailed.
- 1.3 The buildings are set back from the road frontage by approximately five metres behind an iron railing fence with a grassed area between.
- 1.4 The application is principally for the addition of an extension to the roadside elevation, but also includes a flat roof addition to the southern gable end.
- 1.5 The main element of the scheme is offset to the north with the main elevation of the station building largely unaltered. The extension sits in front of the outbuilding and is linked to it and the station by a glazed corridor. Its design mirrors that of the existing buildings. Similarly the flat roofed part replicates the original feature attached to the opposite gable end. The plans also show the creation of a parking area to the side of the property.
- 1.6 The extensions effectively double the size of the property from 84 square metres to 159 square metres.

2. Policies

Herefordshire Unitary Development Plan

DR1 – Design

H18 – Alterations and extensions
HBA12 – Re-use of rural buildings
HBA13 – Re-use of rural buildings for residential purposes
HBA8 – Locally important buildings

3. Planning History

NC06/0428/F - Erection of a single storey extension - Approved 10th April 2006
NC05/1566/F - Erection of a single storey extension - Refused 12th September 2005

4. Consultation Summary

Statutory Consultations

4.1 None required

Internal Council Consultations

4.2 Transportation Manager - No objection

4.3 Conservation Manager - Comments as follows:

Being a rare example and essentially in its original state, this is a vitally important building of local interest and worthy of being considered for listing. A request for spot listing is being made. This is a rural building of making significant contributing significantly to the historic rural landscape and together with Fencote are the best preserved railway stations in Herefordshire.

This is a totally inappropriate proposal for this rural building of significant local architectural and historic interest as it would significantly harm the architectural and historic character and setting of Rowden Mill Station:-

This is an enormous extension just in respect of its footprint - It doubles its size. It turns a 2 bed unit into a 4 bedroom dwelling.

The extension is on the principal public side of the building that being the front the arrival side. The architectural details mimic the style of the original building which significantly debases and confuses the historic form and identity of the structure (it should be noted that extensively extended buildings of this age are rarely listed by the Secretary of State, because of the harm that they inflict on the heritage asset).

The new building links the parcel room to the main building something which is rarely supported by the Council, on rural buildings that were designed to be separate,

The flat roofed addition copies the style of the lower level toilet block. None of William Clarke's stations had single storey buildings attached to either end of the main station block. He only designed one to accommodate the ancillary functions and this was always on the side furthest from the entrance, not on the public entrance side. Accordingly it is wholly inappropriate to locate a matching wing on the east end across the historic pedestrian entrance to the station.

Important features such as the post box will be lost by this scheme.

This is clearly in terms of the UDP a rural building that has been converted to a residential use in order to preserve its character. It is an excellent example of that. It has exactly the same planning connotations as a converted barn.

No justification has been made for this extension. It seems to work perfectly well as a small 2 bed roomed dwelling, as does the Fencote station.

The building is not falling into disrepair and no evidence has been produced that it is not viable as it is.

I recommend the application is refused on the grounds of the scale, form, position of the additions, appearance and loss of historic features which would severely harm the local architectural and historic character and setting of this vitally important, rare, well preserved former rural railway station which is an exemplar of how to convert a building to residential use without harming its character, appearance or contribution to the rural landscape. The scheme is contrary to Policies HBA8, HBA12 and SPG on Rural Conversion.

5. Representations

5.1 Bromyard Town Council - No objection

5.2 One letter of objection has been received from Mr P Lambrick, The Station House, Great Wacton Lane, Bredenbury. In summary the points raised are as follows:

1. The extension will be used to provide bed and breakfast accommodation.
2. The proposal will result in increased traffic on an already busy minor road.
3. The extension will virtually abut the road.
4. Parking will actually be reduced whilst traffic movements will increase.

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

6. Officers Appraisal

6.1 The importance and contribution that this group of buildings make to the local area are acknowledged by the comments of the Conservation Manager and clearly he is not supportive of the proposal because of the disruption that this proposal will, in his opinion, cause to their relationship.

6.2 It is clear that the proposal does not accord with policy HBA12 and 13 of the Unitary Development Plan as it does represent the extension of a converted rural building.

6.3 However, planning permission has been granted for the extension of the property by the application described above (NC06/0428/F). It has permitted an extension that completely obscures the front (roadside) elevation of the building and is almost identical in size to the main element to be considered by this application. The existence of this planning permission is therefore an important material planning consideration as far as this application is concerned and the determination of this application is simply a comparison of the two. If it can be found that this is superior in terms of its relationship to the existing buildings then planning permission should be granted.

6.4 As stated previously, the approved scheme completely obscures the front elevation of the main station building. The proposal does not do this as it is set to the side with a

glazed link connecting the two, but it will obscure the outbuilding. In the opinion of the case officer this relationship is more satisfactory than the approved scheme.

- 6.5 The scale of the main element of the current proposal is almost identical to the approved scheme (55 square metres as opposed to 48 square metres). The design approach to replicate the appearance of the existing buildings is very similar in the two schemes. This proposal does allow a differentiation between the two through the use of a contemporary glazed element to link old and new.
- 6.6 Therefore, on balance, the current proposal is considered to be superior to the approved scheme.
- 6.7 Comments regarding the use of the extension as bed and breakfast accommodation are not a material planning consideration in themselves, but the implication that additional traffic movements will be generated is. However, the additional traffic is likely to be negligible and not sufficient to warrant the refusal of this application.
- 6.8 It is therefore concluded that the proposal is acceptable and the scheme is recommended for approval.

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 - C04 (Details of window sections, eaves, verges and barge boards)**

Reason: To safeguard the character and appearance of this building of architectural and historical interest.

- 4 - C05 (Details of external joinery finishes)**

Reason: To safeguard the character and appearance of this building of architectural and historical interest.

- 5 - 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 architectural and historical interest.

- 6 - C11 (Specification of guttering and downpipes)**

Reason: To safeguard the character and appearance of this building of architectural and historical interest.

Informatives:

1 - N15 - Reason(s) for the Grant of PP/LBC/CAC

2 - N19 - Avoidance of doubt

Decision:

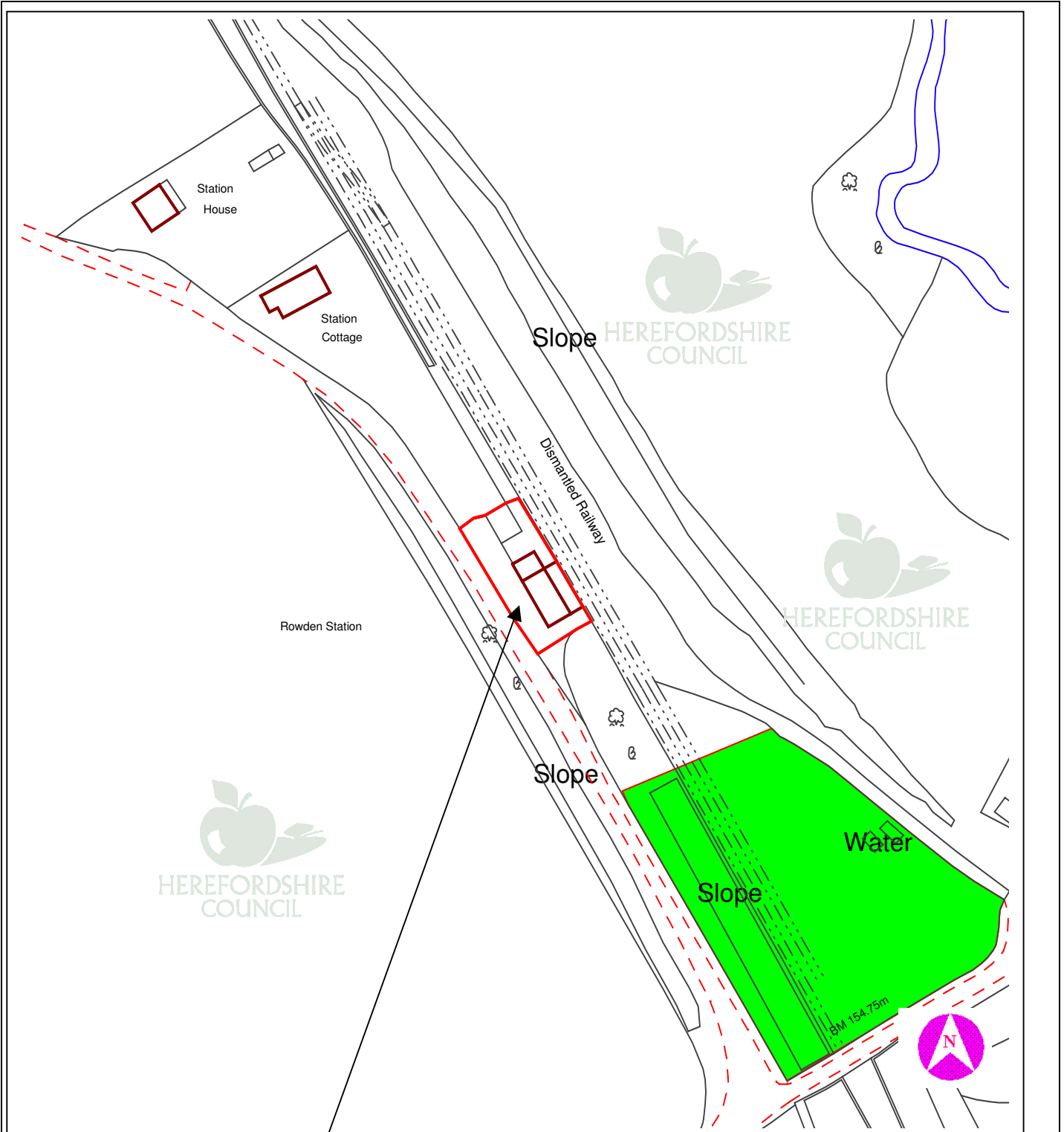
Notes:

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Background Papers

Internal departmental consultation replies.

AREA SUB-COMMITTEE



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APPLICATION NO: DCNC2007/3420/F

SCALE : 1 : 1250

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