

5A DCNC2008/1950/F - PROPOSED DEMOLITION OF GARAGE BLOCKS AND ERECTION OF 10 HOUSES, PARKING AND IMPROVEMENTS TO ACCESS AT LAND TO THE REAR OF BARGATES AND OFF WESTFIELD WALK, LEOMINSTER, HEREFORDSHIRE.

5B DCNC2008/1951/C - PROPOSED DEMOLITION OF GARAGE BLOCKS AND ERECTION OF 10 HOUSES, PARKING AND IMPROVEMENTS TO ACCESS AT LAND TO THE REAR OF BARGATES AND OFF WESTFIELD WALK, LEOMINSTER, HEREFORDSHIRE.

For: Fernhazel per Gregory Gray Associates, 1 Alexandra Road, Farnborough, Hampshire, GU14 6BU

Date Received: 28 July 2008 Ward: Leominster South Grid Ref: 49278, 58979

Expiry Date: 27 October 2008

Local Member: Councillor RC Hunt

1. Site Description and Proposal

- 1.1 The application relates to an area of land measuring 0.167 hectares to the rear of properties fronting onto Bargates in Leominster, particularly numbers 59 to 63 and 1 to 4 The Almshouses which all lie immediately to the north. The eastern boundary is formed by the garden of 57 Bargates. A number of properties fronting onto Westfield Walk lie to the west, and Westfield Health Centre and pharmacy to the south.
- 1.2 The site is located within Leominster Bargates Conservation Area and is currently occupied by 40 lock-up garages. These are largely positioned around boundaries of the site, which is of an irregular shape. It is served by a vehicular access onto Westfield Walk. This also serves eight dwellings on Westfield Walk and a service area to the rear of the Health Centre. It is also apparent that a pedestrian access onto Bargates exists and runs between 57 and 59, but this is currently blocked up.
- 1.3 The site is quite level with dwellings on Westfield Walk to the west occupying a slightly higher position, and generally beyond the site boundaries there is a fall from west to east in ground levels.
- 1.4 It is surrounded by buildings of differing architectural styles ranging from the Grade II listed Almshouses on Bargates to the modern properties on Westfield Walk. The garage blocks within the site form the boundaries between some of these properties, most notably The Almshouses and that shared with the Health Centre, but others comprise typical domestic fences and hedgerows.
- 1.5 The proposal comprises two elements. First is the demolition of the garage blocks, consent being required due to their location within the Conservation Area. Second,

and the more substantive part, is the erection of ten dwellings, associated parking and alterations to the access on Westfield Walk.

- 1.6 The dwellings are arranged in three blocks. The first is a terrace of 5 three bed dwellings. These are described as townhouses and are 2 1/2 storeys, located centrally within the site with a ridge line running north/south.
- 1.7 The second block is a pair of two storey 3 bed semi-detached dwellings. Their ridge runs east/west and they are located towards the western side of the site, with gardens backing onto the rear elevation of The Almshouses.
- 1.8 The third block is a terrace of three 1 bed properties, described by the applicant's agent as a coach house. It is 1 1/2 storeys, is located to the eastern side of the site and, like the main block, has a ridge running north/south.
- 1.9 The plans show each block to be similar in terms of the architectural detailing, with simple canopied entrances, brick detailing over window openings, chimney stacks in the main block and painted timber joinery. It is suggested that the buildings will be finished in a brick to match as closely as possible those of dwellings on Bargates, with a slate roof.
- 1.10 A central parking courtyard provides 15 spaces. The immediate access from the garage block onto Westfield Walk is to be re-aligned and widened. Each dwelling is also provided with its own cycle parking and bin storage area.
- 1.11 The application is accompanied by a design and access statement, transport statement, planning statement and a draft heads of terms agreement.

2. Policies

Herefordshire Unitary Development Plan

S1	-	Sustainable development
S2	-	Development requirements
DR1	-	Design
DR2	-	Land use and activity
DR3	-	Movement
DR5	-	Planning obligations
H1	-	Hereford and the market towns: settlement boundaries and established residential areas
H13	-	Sustainable residential design
H14	-	Re-using previously developed land and buildings
H15	-	Density
H16	-	Car parking
H19	-	Open space requirements
T6	-	Walking
T8	-	Road hierarchy
HBA4	-	Setting of listed buildings
HBA6	-	New development within conservation areas
HBA7	-	Demolition of un-listed buildings within conservation areas

3. Planning History

No planning history.

4. Consultation Summary

Statutory Consultations

4.1 None required.

Internal Council Advice

4.2 Transportation Manager:

Comments that the trip generation figures in the Transport Statement are not particularly robust and raises doubts about the assumption of trip rates for the existing garages at 2 per day. He notes that during site visits he has not observed much vehicular activity, and suggests that some of the garages are used for storage and visited infrequently. This would mean that existing trip rates would be lower than estimated in the Transport Statement.

Would prefer to see 17 un-allocated car parking spaces on site to reflect the rural nature of Leominster and its rural hinterland and comparatively poor alternative transport options compared with more urban locations where parking rates of 1.5 spaces per unit are more acceptable.

Notwithstanding the above, because of the improved access bell-mouth and pedestrian/cycle link through to Bargates it is considered that, on balance, the likely trip generation from 10 units will be acceptable, subject to a contribution of £22,489 in accordance with the Council's SPD - Planning Obligations.

4.3 Conservation Manager:

The site is presently occupied by a collection of garages that are of no architectural value. It is not generally visible from important frontages.

The Design and Access Statement is quite right in pointing out the absence of any special interest and quality on the site and that the only significant heritage interest is in the setting of the rear of the listed Almshouses on Bargates.

It is difficult to see how development could fail to enhance the character and appearance of the area, and I consider the proposals to go far beyond the minimum in their improving effect. The layout leaves adequate separation from the Almshouses (the rear elevation of which is spoilt by poor extensions), and the scale and design of the buildings is simple, rational and rooted in building traditions appropriate to the surroundings of the site. The layout and density go with the grain and pattern of surrounding development.

Approval recommended subject to later approval of details of landscaping, joinery, openings, dormers, eaves, verges and materials.

4.4 Parks, Countryside and Leisure Development Manager:

On a development of 10 units, UDP policy H19 requires a small toddlers play area. It is assumed given the information that no play area is provided. This is to be supported as a play area of this size offers little in play value and is costly to maintain. Therefore, as compensation an off site contribution is requested.

Excluding the first bedroom of each unit as this facility is for children and young people and based on the SPD on Planning Obligations this equates to £11,480. (This includes land, development and 15 yrs maintenance costs pro rata).

We would use the contribution in consultation with the Town Council and other key stakeholders to improve play provision at Sydonia which will provide a neighbourhood play area and is in walking distance from the site.

A Sport England contribution towards improving local sports facilities is also requested on all dwellings as per the SPD. It is based on Sport England's facilities calculator model and equates to £5,927. These contributions are required as a result of increased demand for community sports facilities created by new developments and increased population.

We would use the contribution in consultation with local stakeholders towards improving local facilities in Leominster at Bridge Street Sports Park, which serves a wider catchment area. This is supported by Sport England's Facilities Planning Model methodology, which identifies a "hierarchy" of provision based on the location of sports facilities being dependent on a critical mass of population. Within the County this includes Hereford City, the market towns and their catchment areas, which serve an area based on a 20-minute off-peak drive time.

4.5 Manager of Accommodation and Forward Planning:

The educational facilities provided for this development site are Conningsby Early Years, Leominster Infants' School, Leominster Junior School, The Minster College and Leominster Youth Service.

The Childcare Sufficiency Assessment highlights that within the Conningsby Early Years area 2% of parents are unable to return to work and 22% are unable to take a better job due to childcare issues. Demand gaps have been noted for full day care with a particular demand gap for variable hours. Supply gaps have also been noted for holiday care and baby care.

Leominster Infants' School has a planned admission number of 110. As at the Summer Census 2008 the school had spare capacity in all year groups.

Leominster Junior School has a planned admission number of 110. As at the Summer Census 2008 the school had spare capacity in all year groups.

The Minster College has a planned admission number of 140. As at the Summer Census 2008 the school had spare capacity in all year groups.

The youth service within Leominster requires additional funding to refurbish the youth centre which is of top priority. They currently deliver youth activities four nights a week which includes a session at Barons Cross. They also require more funding to enable them to work more closely with the school in relation to the Extended Schools Agenda.

Approximately 1% of the population are affected by special educational needs and as such the Children and Young People's Directorate will allocate a proportion of the monies received for Primary, Secondary and Post 16 education to schools within the special educational needs sector.

Please note that the PAN of the above year groups is based on permanent and temporary accommodation, whereas section 3.5.6 of the SPD states that the capacity should be based on the permanent accommodation, therefore, additional children may also prevent us from being able to remove temporary classrooms at Leominster Infants' School and The Minster College that we would otherwise be able to do.

The Children & Young People's Directorate would therefore be looking for a contribution to be made that would go towards the inclusion of all additional children generated by this development. The Children and Young People contribution for this development would be as follows:

7 x three bed houses

Early Years element	-	£1,897
Primary element	-	0
Secondary element	-	0
Post 16 element	-	£609
Youth element	-	£4,529
SEN element	-	£329
TOTAL:	-	£7,364

5. Representations

5.1 Leominster Town Council - Object to the application on the grounds that it represents over- development, there is no provision of social housing, no amenity space or rear access to the coach house, insufficient garden space generally that the development will increase congestion on Westfield Walk and that there are not enough cycle parking spaces.

5.2 Eight letters of objection have been received from local residents. In summary the points raised are as follows:

1. Westfield Walk is a rat-run and 10 additional houses will cause it to become more congested and compromise highway safety.
2. The existing traffic movements shown in the Transport Statement are not an accurate reflection of the existing use of the area. The proposal will increase and not decrease traffic movements.
3. The shared pedestrian cycle access between the site and Bargates will also be shared with vehicles parking to the rear of 59 Bargates. Concern about the safety of all groups using the access.
4. Concern about potential anti-social behaviour occurring along the shared pedestrian/cycle access.
5. Increased pollution along Bargates.
6. Existing properties will be overlooked.
7. The loss of the garages is a loss of a valuable storage facility

5.3 In response to the comments received from the Transportation Manager, the applicant's highway consultant has provided an additional statement which reads as follows:

With respect to the Transport Statement, I fully accept that the residential trip rates which I produced were not "refined". The trip rates were derived from the TRICS database which allows refinement so as to differentiate between "flats" and "houses"

and the overall size of development (*as distinct from the size of dwellings*). The rates used were "refined" insofar as trip rates pertinent only to privately owned houses were used, and very large developments (*where some high level of self-containment might be anticipated*) were excluded from the data.

The effect of further "refinement" might be to increase the total level of traffic generation by about one further vehicle movement in the peak hour period but in truth is unlikely to have any significant effect. Thus, as Mr Davies indicates, this is unlikely to matter too much.

I note Mr Davies' "serious doubts" about an assumption of two trips per day from each of the existing garages. In fact the Transport Statement does recognise that not all of the existing garages are presently in use and that the existing trip rates are, I fully accept, much lower than the figures indicated in the Transport Statement. However the Transport Statement does make it clear that the figures quoted are simply the "potential" if the garages were to be used as such and not used for storage. Some of the garages are however in use and do generate traffic both on a peak hour and a daily basis although I accept that I have not quantified this. Accordingly, the point that I was seeking to make in the Transport Statement was that one consideration in assessing what the likely traffic implications of this development might be, is a comparison with the existing theoretical traffic generation of this site. I do however fully accept that, from a more practical perspective, the issue is the extent to which the proposals will increase traffic over and above any existing level and. In terms of this practical consideration, I suggest that 6 or 7 vehicle movements in the peak hours are not significant when any existing movements are taken into account.

As far as car parking provision is concerned, the level of car parking is designed so as to discourage car usage and, with the pedestrian link through to Bargates this is a location which provides an opportunity for car ownership and usage to be discouraged. I note Mr Davies' comments that "on balance", because of the improvements which are proposed the development is acceptable and I trust that this therefore provides you with further comfort.

- 5.4 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. Officer's Appraisal

- 6.1 The application site lies within the acknowledged residential area of Leominster and therefore the principle of residential development is accepted. The proposal falls to be considered against the material considerations as outlined by Policy H13 of the UDP and particularly those relating to design, effect of the setting of the conservation area and listed building, residential amenity and highway and pedestrian safety.

Design

- 6.2 It is recognized by the Conservation Manager in his comments that the existing compound is of no architectural merit and detracts from the character and appearance of the conservation area. He also suggests that the scale, design and layout is simple, rationally considered and is reflective of the surrounding area. He also notes that the Grade II listed almshouses have been spoilt by poor rear extensions and as such the scheme will not detract from their setting. He concludes that the scheme represents a significant improvement to the area and raises no objection subject to the imposition of conditions.

- 6.3 It is notable that none of the objection letters refers to the design of the scheme. It does take its lead from the built development on Bargates in terms of its scale and detailing and as such accords with Policy HBA6 of the UDP.
- 6.4 The garage buildings do not warrant retention and their demolition accords with Policy HBA7 provided that there is a scheme in place for the re-development of the site.
- 6.5 It is therefore concluded that the proposal accords with policy in terms of its scale, layout and design.

Residential Amenity

- 6.6 The closest relationship between existing buildings and those proposed is 15 metres, the distance between the blank gable end of the coach house and 59 Bargates. At 6 ½ metres the new building will not cause any overshadowing and given that it is a blank elevation will not have any demonstrable impact in terms of loss of privacy. The distance between the rear of the Almshouses and the pair of semi detached houses is 17 metres, being separated by their respective gardens. There are only ground floor windows in the Almshouses and any potential overlooking could be addressed through an appropriate boundary treatment. The plans do not give an indication of what this might be, but it is a matter that could be addressed through the imposition of an appropriately worded condition.
- 6.7 It is apparent that in its current form the pedestrian link between the lock-up garages and Bargates has been an area for acts of anti-social behaviour to occur. This is evident from the fact that the link has been blocked up. The garages are not particularly overlooked by surrounding dwellings and there is no doubt that they do provide an opportunity for such acts to take place.
- 6.8 The re-development of the site for residential use would completely change the nature of the area and the pedestrian link would be an integral part of the scheme. The manner in which it is bounded is key, and this could be addressed by the same boundary condition referred to above. By ensuring that it remains very open, the opportunity for crime to occur would be limited. Its inclusion accords with Policy T6 of the UDP by actively encouraging residents to walk into town.

Highway Issues

- 6.9 The main issue is that of highway safety and the potential impact upon Westfield Walk.
- 6.10 Westfield Walk is a rat-run for people trying to avoid congestion problems at the Bargates junction, and the situation is only made worse by the on-street parking that occurs due to the combined effects of it being a residential area and that the Health Centre and pharmacy have little or no off-street parking for patients/customers.
- 6.11 It is acknowledged by both the applicant's Highway Consultant and the Council's Transportation Manager that the traffic movements associated with a series of lock-up garages are difficult to quantify in terms of assessing one use against another, but on balance the Transportation Manager suggests that the benefits derived from the re-development of the site are sufficient to allow a positive recommendation.
- 6.12 There is no doubt that a projected trip rate for the 40 garages of 80 per day (40 out and 40 in) is unrealistic as many of them are simply used for storage purposes and only generate infrequent visits. Nevertheless, the site is within walking distance of the town

centre and the proposal does actively seek to encourage greater pedestrian use by re-establishing a route from the application site onto Bargates. The scheme also makes a provision of 1.5 car parking spaces per dwelling, according entirely with Policy H16 of the UDP. Furthermore, each dwelling is provided with its own cycle parking.

- 6.13 The improvements proposed to the access onto Westfield Walk allow for two opposing vehicles to pass each other without impediment and therefore the remaining issue is whether the perceived increase in traffic movements are sufficiently harmful to warrant the refusal of the application, particularly when balanced against the obvious improvements to the area in terms of its appearance. The opinion of your officers is that the benefits of the scheme do outweigh the legitimate concerns about additional traffic movements, particularly in light of the fact that the site is close to the town centre and that the scheme does actively encourage greater pedestrian and cycle use by the link from the site to Bargates.

Density

- 6.14 The proposal amounts to 58 dwellings per hectare. However, this is a small irregularly shaped site and it is difficult to apply a simple numerical test without considering how the development relates to its surroundings. As has been stated above, the units are well spaced from existing development. Sufficient car parking is provided on site, each property has its own cycle and bin storage facility and the larger three bed dwellings each have their own private gardens which on average are eight metres in length. The three one bed units have a shared amenity area, an arrangement that is not unusual for a such type of accommodation in a town setting, and it is therefore concluded that the development is not unacceptably dense or cramped.

Conclusion

- 6.15 It has been demonstrated that the proposal represents a significant improvement to the character and appearance of the conservation area and to the setting of the Grade II listed Almshouses. It does not cause any demonstrable harm to the residential amenity of existing dwellings, either through loss of privacy or as a result of the reinstatement of the pedestrian link connecting the site to Bargates. It is of an acceptable density and the layout relates well to its surroundings. The development is not of sufficient size to require the provision of affordable housing. Policy H9 states that it will only be required on developments of more than 15 dwellings or sites of more than 0.5 hectares. The determining factor is the potential increase in traffic movements and the effect that this will have on Westfield Walk but, on balance, this is not considered to outweigh all of the other material planning considerations.
- 6.16 The applicant has submitted a Draft Heads of Terms Agreement. This is attached as an appendix to this report and the completion of a Section 106 Agreement can be dealt with through the inclusion of a suitably worded condition. The application is therefore recommended for approval.

RECOMMENDATION

In respect of DCNC2008/1950/F

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. B03 (Amended plans)

Reason: To ensure the development is carried out in accordance with the amended plans and to comply with the requirements of Policy DR1 of Herefordshire Unitary Development Plan

3. B07 (Section 106 Agreement)

Reason: In order to provide [enhanced sustainable transport infrastructure, educational facilities, improved play space, public art, waste recycling and affordable housing] in accordance with Policy DR5 of the Herefordshire Unitary Development Plan 2007.

4. C01 (Samples of external materials)

Reason: To ensure that the materials harmonise with the surroundings so as to ensure that the development complies with the requirements of Policy DR1 of Herefordshire Unitary Development Plan

5. D04 (Details of window sections, eaves, verges and barge boards)

Reason: To ensure that the work is carried out in accordance with the details that are appropriate to the safeguarding of the Conservation Area and to comply with the requirements of Policy HBA1 and HBA3 of Herefordshire Unitary Development Plan.

6. D05 (Details of external joinery finishes)

Reason: To ensure that the work is carried out in accordance with the details that are appropriate to the safeguarding of the Conservation Area and to comply with the requirements of Policy HBA1 and HBA3 of Herefordshire Unitary Development Plan.

7. G09 (Details of Boundary treatments)

Reason: In the interests of visual amenity, to ensure the development has an acceptable standard of privacy and to conform to Policy DR1 of Herefordshire Unitary Development Plan.

8. G10 (Landscaping scheme)

Reason: In order to maintain the visual amenities of the area and to conform with Policy LA6 of Herefordshire Unitary Development Plan.

9. G11 (Landscaping scheme - implementation)

Reason: In order to maintain the visual amenities of the area and to comply with Policy LA6 of Herefordshire Unitary Development Plan.

10. 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 and to conform with the requirements of Policy T11 of Herefordshire Unitary Development Plan

11. H27 (Parking for site operatives)

Reason: To prevent indiscriminate parking in the interests of highway safety and to conform with the requirements of Policy DR3 of Herefordshire Unitary Development Plan

12. I16 (Restriction of hours during construction)

Reason: To protect the amenity of local residents and to comply with Policy DR13 of Herefordshire Unitary Development Plan.

13. I44 (No burning of materials/substances during construction phase)

Reason: To safeguard residential amenity and prevent pollution and to comply with Policy DR4 of Herefordshire Unitary Development Plan.

14. L01 (Foul/surface water drainage)

Reason: To protect the integrity of the public sewerage system and to comply with Policy CF2 of Herefordshire Unitary Development Plan.

15. L02 (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 so as to comply with Policy CF2 of Herefordshire Unitary Development Plan.

16. L03 (No drainage run-off to public system)

Reason: To prevent hydraulic overload of the public sewerage system and pollution of the environment so as to comply with Policy CF2 of Herefordshire Unitary Development Plan.

Informatives

- 1. N15 - Reason(s) for the Grant of Planning Permission**
- 2. N19 - Avoidance of doubt - Approved Plans**
- 3. HN01 - Mud on highway**
- 4. HN04 - Private apparatus within highway**
- 5. HN05 - Works within the highway**
- 6. HN10 - No drainage to discharge to highway**
- 7. HN16 - Sky glow**

8. HN28 - Highways Design Guide and Specification

Decision:

Notes:

.....

Background Papers

Internal departmental consultation replies.

In respect of DCNC2008/1951/C

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.

Informatives

- 1. **N15 - Reason(s) for the Grant of Planning Permission**
- 2. **N19 - Avoidance of doubt - Approved Plans**
- 3. **HN01 - Mud on highway**
- 4. **HN04 - Private apparatus within highway**
- 5. **HN05 - Works within the highway**
- 6. **HN10 - No drainage to discharge to highway**
- 7. **HN16 - Sky glow**
- 8. **HN28 - Highways Design Guide and Specification**

Decision:

Notes:

.....

Background Papers

Internal departmental consultation replies.

DRAFT HEADS OF TERMS

Proposed Planning Obligation Agreement
Section 106 Town and Country Planning Act 1990

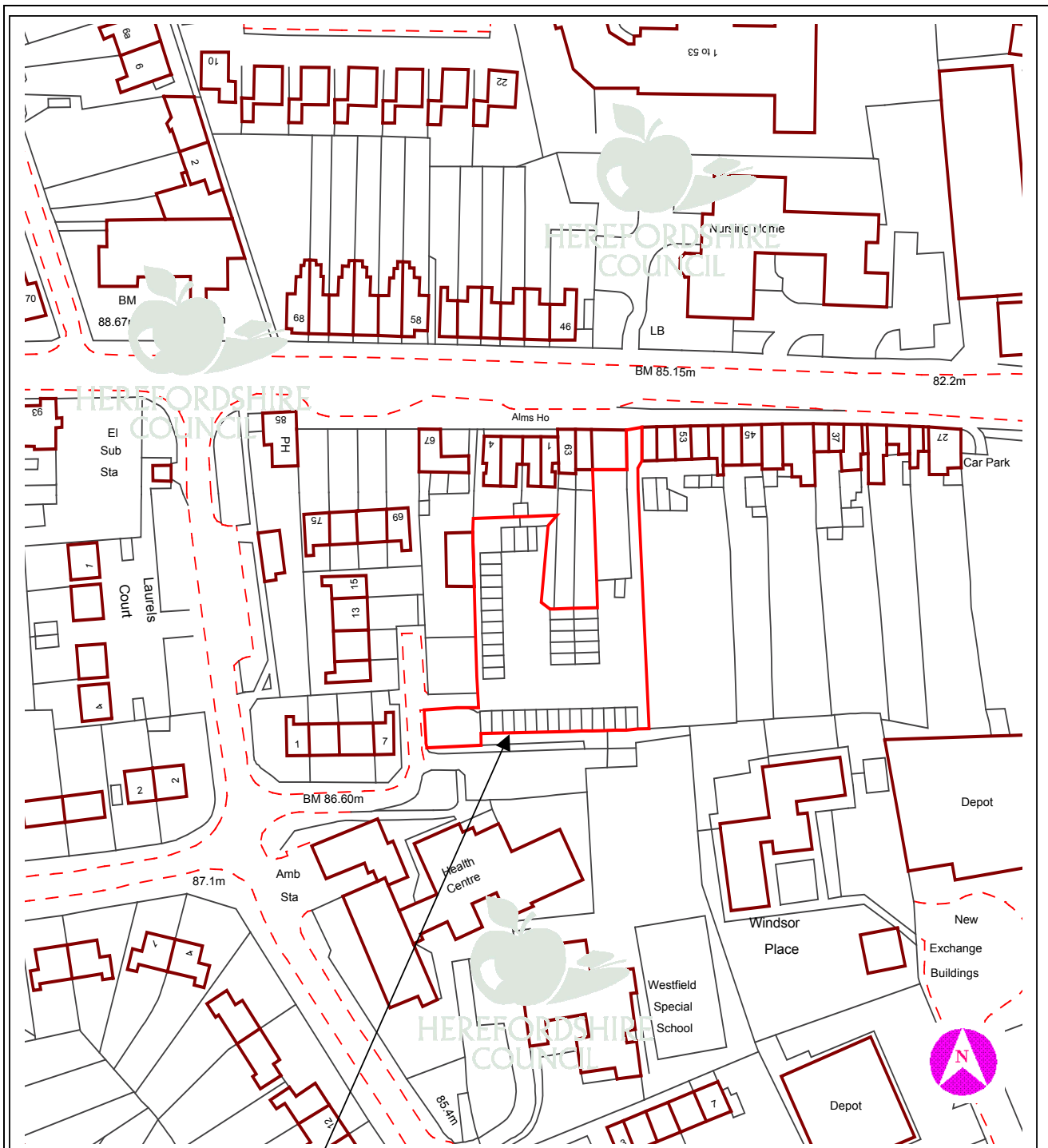
Planning Application – DCNC2008/1950/F

Proposed demolition of garage blocks and erection of 10 houses, parking and improvements to access on land to the rear of Bargates and Westfield Walk, Leominster

1. The developer covenants with Herefordshire Council, in lieu of the provision of open space on the land to serve the development to pay Herefordshire Council the sum of £11,480 which sum shall be paid on or before the commencement of development. The monies shall be used by Herefordshire Council at its option for improvements to the quality / accessibility of the more formal green spaces in Leominster. Priorities to spend will be identified through local consultation. The monies may be pooled with other contributions if appropriate.
2. The developer covenants with Herefordshire Council to pay Herefordshire Council the sum of £5,927 (in accordance with the Sport England Sport Facility Calculator) for improvements to sports facilities within Leominster. This sum shall be paid on or before the commencement of the residential development. The monies may be pooled with other contributions if appropriate.
3. The developer covenants with Herefordshire Council to pay Herefordshire Council the sum of £7,364 to provide education improvements to provide education improvements to Leominster Youth Service, Conningsby Early Years and also special educational needs provision. This sum shall be paid on or before the commencement of development.
4. The developer covenants with Herefordshire Council, to pay Herefordshire Council the sum of £22,489 to provide sustainable transport measures in Leominster. The sum shall be paid on or before the commencement of development. The monies shall be used by Herefordshire Council at its option for any or all of the following purposes:
 - a) Pedestrian access improvements near the development and within Leominster.
 - b) Improvements to bus provision/passenger waiting facilities.
 - c) Improvements to safe routes to local schools etc.
 - d) Contribution to safe routes to schools.
 - e) Funding for Sustainable Transport Officers
5. The developer covenants with Herefordshire Council, to pay Herefordshire Council the sum of £1,746 to provide for library services in Leominster. The sum shall be paid on or before the commencement of development.
6. The developer covenants with Herefordshire Council To pay Herefordshire Council the sum of £980 as a 2% surcharge fee for the monitoring of the Section 106 Agreement. The sum shall be paid on or before the commencement of the development.
7. In the event that Herefordshire Council does not for any reason use the sum specified in paragraphs 1, 2, 3, 4, 5 and 6 for the purposes specified in the agreement within 10 years of the date of this agreement, the Council shall repay

to the developer the said sum or such part thereof, which has not been used by Herefordshire Council.

- a. The sums referred to in paragraphs 1, 2, 3, 4, 5 and 6 above shall be linked to an appropriate index or indices selected by the Council with the intention that such sums will be adjusted according to any percentage increase in prices occurring between the date of the Section 106 Agreement and the date the sums are paid to the Council.
- b. The developer shall pay to the Council on or before the completion of the Agreement, the reasonable legal costs incurred by Herefordshire Council in connection with the preparation and completion of the The Agreement.



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

APPLICATION NO: DCNC2008/1950/F and DCNC2008/1951/C

SCALE : 1 : 1250

SITE ADDRESS : Land to the rear of Bargates and off Wesfield Walk, Leominster, Herefordshire.

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