

**8 DCCW2004/1220/O - CONSTRUCTION OF NEW BUSINESS UNITS FOR B1, B2 & B8 USES, NEW ESTATE SPINE ROAD AND PARKING AREAS, DEMOLITION OF EXISTING UNIT 9A AT THREE ELMS TRADING ESTATE, BAKERS LANE, THREE ELMS ROAD, HEREFORD, HR4 9PU**

**For: Kenmore Hereford 2 Limited per Crouch Butler Savage Limited, 32 Usborne Mews, London, SW8 1LR**

**Date Received: 5th April, 2004**

**Ward: Three Elms**

**Grid Ref: 49413, 41446**

**Expiry Date: 31st May, 2004**

Local Members: Councillors Mrs. P.A. Andrews, Mrs. S.P.A. Daniels and Ms. A.M. Toon

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

- 1.1 The Three Elms Trading Estate is located to the east of Three Elms Road and covers an area of 2.786 hectares. The site was originally developed during the 1960s as Westfields Cold Store which later became Sun Valley Poultry Limited. The central part of the site was occupied by the large brick built cold store that was demolished in April 2003. The application site is sandwiched by public open space off Grandstand Road to the northern boundary and similarly Moor Park on the southern side. It also adjoins the established residential area on Grandstand Road and Sidney Box Drive to the east on to which several existing buildings have a very close relationship. At present a large section through the central part of the site is undeveloped where the former cold store unit was constructed.
- 1.2 This application proposes to complete the development of the site with the erection of relatively small business units and the creation of a new internal spine road and defined parking areas. The total additional new space will have a gross external floor area of 4,934m<sup>2</sup> (53,100 feet squared). The outline application is for the erection of B1, B2 and B8 uses with external appearance, design and landscaping being reserved for future consideration. The means of access and siting/layout of the proposed site are for consideration at this stage and the application has been accompanied by a Transportation Assessment.

## **2. Policies**

### **2.1 Hereford Local Plan:**

|              |   |                                       |
|--------------|---|---------------------------------------|
| Policy ENV14 | - | Design                                |
| Policy H21   | - | Compatibility of Non-residential Uses |
| Policy E2    | - | Established Employment Areas          |
| Policy E5    | - | Hybrid Uses                           |
| Policy E7    | - | Criteria for Employment Development   |

### **2.2 Herefordshire Unitary Development Plan (Revised Deposit Draft):**

|           |   |                         |
|-----------|---|-------------------------|
| Policy S1 | - | Sustainable Development |
|-----------|---|-------------------------|

|            |   |  |
|------------|---|--|
| Policy DR1 | - | Design                                     |
| Policy E5  | - | Safeguarding Employment Land and Buildings |

### **3. Planning History**

- 3.1 There are no recent applications which are considered directly relevant to the consideration of this current proposal.

### **4. Consultation Summary**

#### Statutory Consultations

- 4.1 No comments from statutory consultees have been received.

#### Internal Council Advice

- 4.2 Head of Engineering and Transportation - after consideration of the submitted Transportation Assessment, no objections are raised to the proposed development subject to the conditions set out. The development does not appear to affect any public right of way and as such there are no objections to this application.

### **5. Representations**

- 5.1 Hereford City Council - no objections but suggest a site visit to consider the traffic implications locally and the relationship to Yeomans transport operation.
- 5.2 Two letters of objection have been received as well as one letter which outlines concerns but has no objection in principle to the proposed development.

The two objection letters have been received from H. Lee, 20 Sidney Box Drive, Hereford and Mr. & Mrs. T.D. Emmett, 57 Chequers Close, Hereford. Their concerns relate to the potential for car parking off the site which currently takes place in Sidney Box Drive. Concerns on levels of traffic are also raised and concerns are expressed about potential for loss of light, the creation of noise and loss of privacy through the position of windows in any detailed design and layout. In essence the objectors do not wish to lose any light of privacy or have noise issues to deal with post development.

- 5.3 The letter which has no objection in principle again raises concerns about potential for workers to park in Sidney Box Drive. It is also noted that many children use Sidney Box Drive to walk/cycle to Trinity and Whitecross Schools and any increase in the volume of traffic will have unwanted consequences for them as well as the residents.

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

### **6. Officers Appraisal**

- 6.1 The key issues for consideration in determining this outline application are the principle of development, the siting and layout as indicated on the submitted drawing and potential transportation and access issues resulting from the sites redevelopment.

- 6.2 As identified in the existing Hereford Local Plan and the emerging Unitary Development Plan, the Three Elms Trading Estate is shown as an established employment site and as such the principle of this development for further B1, B2 and B8 uses is fully in accordance with Development Plan policies.
- 6.3 In this case having regard to the former buildings on site, the development will marginally increase the density of building units on the estate albeit it is proposed that they will be in a completely different format from the historic and established uses on site. A Traffic Assessment has been prepared to accompany the application and that fully examines potential traffic generation from the site and compares that with previous uses with specific emphasis on the capability of the Three Elms Road junction to accommodate any additional movement.
- 6.4 As indicated in the Planning Statement with the application, the units proposed will be single storey terraced buildings approximately 6 metres to the eaves and designed to a modular format to facilitate their potential combination into larger units. The terraces would be formed from steel portal frames and faced with composite cladding panels above a plinth of brick/blockwork. Internally there could be potential for mezzanine floor areas, however this will not necessitate a need for higher buildings.
- 6.5 As indicated a total of 234 car parking spaces are shown which would create one space per 50m<sup>2</sup> for the new development. There is a minimum of one lorry space per unit although it should be noted that most of the existing businesses on site use vehicles no larger than an average transit size van.
- 6.6 The applicant has indicated that detailed landscaping works will also be undertaken and that a programme of refurbishment of existing uses will also be undertaken as and when they become vacant. At present the site has a rather unattractive and rundown appearance with a particularly poor road surface through its main part. It is considered that there is potential for a development here which will not only offer significant employment benefits but also enhance the visual and environmental appearance of the trading estate bringing it up to modern standards.
- 6.7 The Transportation Assessment has been carefully considered by the Head of Engineering and Transportation and conditions are suggested.
- 6.8 In conclusion, the proposed outline planning application sits comfortably with adopted and emerging Development Plan policies and should enable the provision of good quality employment provision from the presently underused site. Detailed design and landscaping will be important future applications to ensure the development makes a positive contribution to the local environment and does not cause any harm to the amenity of adjoining properties.

## RECOMMENDATION

**That planning permission be granted subject to the following conditions:**

- A02 (Time limit for submission of reserved matters (outline permission)).**

**Reason: Required to be imposed by Section 92 of the Town and Country Planning Act 1990.**

**2. A03 (Time limit for commencement (outline permission)).**

**Reason: Required to be imposed by Section 92 of the Town and Country Planning Act 1990.**

**3. A04 (Approval of reserved matters).**

**Reason: To enable the local planning authority to exercise proper control over these aspects of the development.**

**4. A05 (Plans and particulars of reserved matters).**

**Reason: Required to be imposed by Section 92 of the Town and Country Planning Act 1990.**

**5. 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.**

**Informative:**

**1. N15 - Reason(s) for the Grant of Outline Planning Permission.**

Decision: .....

Notes: .....

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**Background Papers**

Internal departmental consultation replies.