

9 DCCW2004/1290/F - PROPOSED HOUSE AT LAND ADJACENT TO 21 GUILDFORD STREET, HEREFORD, HR4 0DS**For: S. Berekdar per Mr. J. Phipps, Bank Lodge, Coldwells Road, Holmer, Hereford, HR1 1LH****Date Received: 27th April, 2004 Ward: St. Nicholas Grid Ref: 50176, 40237****Expiry Date: 22nd June, 2004**

Local Members: Councillors Mrs. E.M. Bew and Miss F. Short

1. Site Description and Proposal

- 1.1 The application site lies to the northern end of Guildford Street adjacent to the boundary with No. 21. The site is bound to the north by the small area of amenity space to No. 55 Whitecross Road, a dwelling currently sub-divided into flats. Amenity space to No. 57 Whitecross Road abuts the rear, whilst Guildford Street runs parallel to the eastern boundary. The majority of dwellings on Guildford Street are terraced and built close to the pavement edge creating a dense and close knit residential environment and well enclosed streetscape.
- 1.2 Existing buildings on site comprise four deteriorated lock-up garages, set back approximately 2.9 metres from the edge of the highway and extending the full width of the site. The garages are of brick built construction with mono-pitch roof and it appears that they have been used for storage rather than the garaging of vehicles for some years.
- 1.3 The application is for the demolition of the garages and erection of a single two bedroom dwelling. The proposed dwelling would measure 6.5 metres to the ridge, have an overall width of 7 metres and measure 6 metres in depth. A parking area is indicated to the side elevation, adjacent to the rear boundary of No. 55 Whitecross Road providing off-street provision for two vehicles.

2. Policies**2.1 Planning Policy Guidance:**

PPG1	-	General Policy and Principles
PPG3	-	Housing

2.2 Hereford Local Plan:

Policy ENV14	-	Design
Policy H3	-	Design of New Residential Development
Policy H12	-	Established Residential Areas – Character and Amenity
Policy H13	-	Established Residential Areas – Loss of Features
Policy H14	-	Established Residential Areas – Site Factors

2.3 Herefordshire Unitary Development Plan (Revised Deposit Draft):

Policy S1	-	Sustainable Development
Policy S2	-	Development Requirements
Policy S3	-	Housing
Policy DR1	-	Design
Policy H13	-	Sustainable Residential Design
Policy H14	-	Re-using Previously Developed Land and Buildings
Policy H15	-	Density
Policy H16	-	Car Parking

3. Planning History

3.1 There is no relevant planning history.

4. Consultation Summary

Statutory Consultations

4.1 The Environment Agency - the Agency would encourage a sustainable approach to the management of surface water run-off arising from the development.

Internal Council Advice

4.2 Head of Engineering and Transportation - "the site is in an area where there are many existing vehicular crossings of the footway that do not have room within the property to enter and leave in a forward gear. It is considered that it is possible to approve this small dwelling with similar requirements."

5. Representations

5.1 Hereford City Council - no objection.

5.2 Two letters of representation have been received from the occupiers of 55C Whitecross Road and No. 1 Guildford Street. The contents are summarised below:

- ° The view from the flats would be impaired. A large amount of light would be lost and privacy adversely affected.
- ° Adding another house would make the parking problem in the area worse.
- ° The area in front of the garages is used as a passing place on what is a narrow road.
- ° Further proposals may be forthcoming on the land set aside for parking.
- ° The house has no private amenity space and would be unsuitable as a family dwelling.
- ° During construction, Guildford Street will become inaccessible.
- ° The proposal would permanently degrade the character of the street.

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 main issues in this case are the impact of the proposals on the character and amenities of the area and highway safety.
- 6.2 The application site lies within the established residential area where residential development can be appropriate as a matter of principle. The site presently supports four lock-up garages and redevelopment would therefore constitute the reuse of previously developed land and buildings in accordance with Central Government Guidance and emerging Unitary Development Plan policy.
- 6.3 Policy H12 requires the environmental character and amenity of the established residential areas to be protected and, where appropriate, enhanced. Policies H13 and H14 set out specific criteria requiring in particular, appropriate relationships between proposed and existing dwellings, adequate means of access and servicing, adequate landscaping and an appropriate impact on the overall character of the area.
- 6.4 The proposal before Members is a revision of the original scheme submitted. The principal amendments are a reduction in the ridge height and rear eaves height of 200mm and 600mm respectively, the introduction of quoin block detail and the rendering of the north elevation. Members will note that in the interest of the protection residential amenity there are no window openings proposed to either the rear or north elevations.
- 6.5 It is accepted that the site is limited in terms of plot size, and the resulting dwelling would offer relatively modest accommodation. Furthermore, it will be noted that there is no provision of private amenity space to the proposed dwelling. However, this consideration has been held at appeal to constitute an issue for prospective purchasers rather than the local planning authority. Overall, the relationship between the proposed and existing development is commensurate with other developments in the city and considered acceptable given the local context.
- 6.6 On issues of parking, guidance suggests a maximum of 1.5 spaces per unit with no minimum standard. In this instance the Head of Engineering and Transportation considers the provision of two off-street parking spaces in the location proposed to be acceptable, notwithstanding the fact that access and egress could not be undertaken in forward gear. Furthermore, it is considered that the provision of a parking area in this location would provide a break between built forms and retention of the existing space around buildings.
- 6.7 Due to current on-street parking and limited turning area it is not always possible to utilise the garages for the housing of vehicles. As a consequence it is considered that their removal and the provision of two off-street spaces would not exacerbate the current parking problem.
- 6.8 In conclusion, this proposal is considered to comprise a modest but appropriate form of development within the current policy context, compatible with surrounding development and in keeping with the general character of the area in accordance with Planning Policy Guidance Note 3 – Housing.

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. **A09 (Amended plans).**

Reason: To ensure the development is carried out in accordance with the amended plans.

3. **B01 (Samples of external materials).**

Reason: To ensure that the materials harmonise with the surroundings.

4. **F16 (Restriction of hours during construction).**

Reason: To protect the amenity of local residents.

5. **E18 (No new windows in specified elevation) (north and west elevations).**

Reason: In order to protect the residential amenity of adjacent properties.

6. **H01 (Single access - not footway).**

Reason: In the interests of highway safety.

7. **H06 (Vehicular access construction).**

Reason: In the interests of highway safety.

8. **H10 (Parking - single house).**

Reason: In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway.

9. **H27 (Parking for site operatives).**

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

10. **E16 (Removal of permitted development rights).**

Reason: To enable the local planning authority to maintain control over extensions and alterations in the interests of residential amenity.

11. **G01 (Details of boundary treatments).**

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

Informatives:

1. **HN01 - Mud on highway.**
2. **HN04 - Private apparatus within highway.**
3. **HN05 - Works within the highway.**
4. **N15 - Reason(s) for the Grant of Planning Permission.**

Decision:

Notes:
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Background Papers

Internal departmental consultation replies.