

**14 DCCW2004/3789/F - DEMOLITION OF REDUNDANT PREMISES AND ERECTION OF 10 NO. RESIDENTIAL DWELLING APARTMENTS AT 17 WHITECROSS ROAD, HEREFORD, HR4 0DE****For: Mr. J.R. Harrower per Hook Mason, 11 Castle Street, Hereford, HR1 2NL****Date Received: 27th October 2004    Ward: St. Nicholas    Grid Ref: 50324, 40125**  
**Expiry Date: 26th January 2005**

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

**1. Site Description and Proposal**

- 1.1 Planning permission is sought to redevelop the south east corner of the Ryelands Street/Whitecross Road junction with 10 apartments comprising four one bedroom flats and six two bedroom apartments.
- 1.2 The development will front onto Whitecross Road and Ryelands Street and will be developed in two blocks. The corner block will be three storeys high and comprise the six two bedroomed apartments and the block facing Ryelands Street will be two storey and consist of the four one bedroom flats. External materials proposed will be a mixture of facing brick and render under a slate roof.
- 1.3 Vehicular access will be off Ryelands Street into a parking area with ten car parking spaces, cycle and bin store.

**2. Policies**

## 2.1 Planning Policy Guidance:

- PPG1 - General Policy and Principles  
PPG3 - Housing

## 2.2 Hereford and Worcester County Structure Plan:

- Policy H14 - Location of Growth  
Policy CTC9 - Development Requirements  
Policy CTC18 - Development in Urban Areas

## 2.3 Hereford Local Plan:

- Policy H3 - Design of New Residential Development

## 2.4 Herefordshire Unitary Development Plan (Revised Deposit Draft):

- Policy H1 - Hereford and the Market Towns  
Policy H2 - Hereford and the Market Towns  
Policy H3 - Managing the Release of Housing Land

Policy H13	-	Sustainable Residential Development
Policy H14	-	Re-using Previously Developed Land and Buildings
Policy H15	-	Density
Policy H16	-	Car Parking
Policy T7	-	Cycling
Policy T11	-	Parking Provision

### 3. Planning History

- 3.1 HC950317PF Change of use to used car sales area with spaces for 16 cars plus 4 customer parking spaces plus mobile office. Proposed lighting. Approved 4th October 1995.
- 3.2 HC970493PF To continue use as car sales area for 16 cars plus 4 customers parking spaces, mobile office and lighting. Approved 22nd January 1998.

### 4. Consultation Summary

#### Statutory Consultations

- 4.1 None.

#### Internal Council Advice

- 4.2 The Traffic Manager raises no objection subject to conditions.
- 4.3 Environmental Health and Trading Standards - comments not yet available.

### 5. Representations

- 5.1 Hereford City Council welcome proposal.
- 5.2 St. Nicholas Community Association object on the following grounds:
- Although the application is for Whitecross Road, the proposed entrance for this development is Ryelands Street.
  - No provision has been allocated in the plan for parking facilities for visitors to this development.
  - Ryelands Street is an already densely populated street which has major problems with parking and traffic issues, these problems were exacerbated by the Persimmon development on the Bulmers site and this development with its lack of visitor parking facilities will only make these problems worse.
  - The two main roads in the area, Barton/Breinton Road and Whitecross Road, feed Ryelands Street. Both these roads have traffic problems and this development will only increase traffic to these roads, which are both already at a standstill at peak times of the day.

- The proposed new entrance is opposite the entrance to the new development on the Bulmers Club site, this will only increase any traffic problems at this end of Ryelands Street.
- Whilst we realise that parking is a highways issue and not a planning issue, we would ask that this development is treated the same as a previous application for the Bulmers Lab site by a local college. That application was originally rejected because there were major concerns regarding the potential increase in parking that could be imposed on local streets, i.e. Ryelands Street by the students parking, it was felt that these local streets were already overburdened with parking issues. We raise the point that if students parking in these streets could have a major impact on the area why not visitors to this development and also what if the people who buy these properties have two cars where do they park when they park when they have only one parking space per apartment allocated. Would it not be feasible to loose the Block B of the development to increase the parking allocation to the site and therefore place no increase on the already overburdened street?

5.3 Three letters of objection have been received from Mrs. I. Powles, Albion Villa, 13 Whitecross Road, Hereford, Mr. & Mrs. K. Kyriakou, Whitecross Fish Bar, 15 Whitecross Road, Hereford and Mr. G. Breakwell, Winston, Ryelands Street, Hereford.

5.4 The main points raised are:

1. The number of parking spaces is totally inadequate.
2. Development of the party wall adjoining No. 15, Whitecross Fish Bar could impact upon the rights of that property and the business.
3. Concern over noise and disruption on the business during construction.
4. The road is already busy and this will add further to the problem.
5. There has been a lot of residential building in the area and this commercial property should be retained.
6. Concern that building residential adjacent to a food takeaway could cause problems in the future.
7. The new development will overlook the 'front' garden and windows of No. 13 Whitecross Road.
8. The east boundary wall is in a poor state of repair.

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 relating to the proposal are:

1. The principle of developing the site.
2. Siting, design and layout.

3. The road network and parking.

#### The Principle of Developing the Site

- 6.2 The site lies within the established residential area as defined by the adopted Hereford City Local Plan. The Plan states at paragraph 3.34 that there is scope within such areas for further residential development. Central Government advice on housing contained in PPG3, para. 1 emphasises the importance of utilising previously developed land in urban area in order to promote more sustainable patterns of development. Development should be located on sites that allow residents a choice of modes of transport other than private car to access local jobs and services. It is considered this site which is well within walking distance to the city centre and also has good links to public transport fulfils this fundamental objective.
- 6.3 The planning application for one and two bedroom flats is a high density form of development which equates to around 100 units per hectare. Paragraph 65 of PPG3 promotes high density development in locations with good public transport accessibility (such as town and city centres). This same section of PPG3 suggests that Local Planning Authorities should seek to avoid development with densities less than 30 per hectare and encourage higher densities. The site is in the location with a high level of public transport accessibility and therefore the development at a higher density is appropriate in this instance. Subject to meeting other Local Plan policies, the principle of residential development in this location is supported by Local Plan Policy H13 and Central Government Guidance contained in PPG3.

#### Siting, Design and Layout

- 6.4 Whilst the site does not lie within the Central Conservation Area, it does occupy a prominent position on one of the main arterial routes in Hereford City. As such the contribution which this site makes in townscape terms is considered important.
- 6.5 The layout submitted indicates a development comprising two blocks. A wrap around block at the junction of Whitecross Road and Ryelands Street to form a landmark corner building. This will be a three storey building similar to corner block development opposite on the former Bulmers Social Club site and will be prominent when entering the city from a westerly direction.
- 6.6 The layout proposed conforms with the general development pattern in the area with frontage development around the site whilst the land to the rear forms the parking and amenity space. The vehicular access is off Ryelands Street and is considered acceptable to the Traffic Manager together with the proposed parking.
- 6.7 The design of the units are considered acceptable and a particular emphasis should be placed on the use of high quality materials. The use of slate, render and brick to harmonise with the surrounding developments. Officers are of the opinion that the proposal will significantly contribute to the townscape in this corner location and provide a high quality development of private flats.
- 6.8 With regard to impact on adjoining properties and window to window positions, it is considered that the scheme has been designed in a way which will minimise any overlooking to private residents and complies with the minimum standards for window to window distances. The concerns raised regarding the party wall and impact on the business during construction are firstly civil issues and secondly conditions regarding

construction hours will be imposed. It should also be noted that residential development abuts the other side of the fish and chip shop.

#### The Road Network and Parking

- 6.9 The Traffic Manager is satisfied with the proposed access, number of parking spaces and the inclusion of a cycle store. The concerns of the local residents are noted, however the site's location within easy walking distance of the city centre with a high level of public transport accessibility justifies the reduced parking proposed in line with PPG3.
- 6.10 In conclusion, Officers are satisfied that the principle of residential development on this site is an appropriate use which in general terms accords with policies and proposals contained within the Local Plan and with the latest Central Government guidance. The proposal will introduce a high quality form of development which should add significantly to the existing townscape in this part of the city as well as providing a sustainable location for housing on a principal transport corridor.

### **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. A06 (Development in accordance with approved plans).**

**Reason: To ensure adherence to the approved plans in the interests of a satisfactory form of development.**

- 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. The secure cycle storage area identified on the submitted plans shall be available for use by all of the dwellings hereby approved.**

**Reason: In order to clarify the terms of this permission and to ensure adequate cycle storage for residents.**

- 6. Details of the cycle and bin store shall be submitted for approval in writing of the local planning authority prior to work commencing on site and constructed in accordance with the approved details prior to occupation of any of the dwellings.**

**Reason: In order to clarify the terms of this permission and to ensure adequate cycle storage for residents.**

- 7. F48 (Details of slab levels).**

- Reason: In order to define the permission and ensure that the development is of a scale and height appropriate to the site.
8. G01 (Details of boundary treatments).
- Reason: In the interests of visual amenity and to ensure dwellings have satisfactory privacy.
9. G04 (Landscaping scheme (general)).
- Reason: In order to protect the visual amenities of the area.
10. G05 (Implementation of landscaping scheme (general)).
- Reason: In order to protect the visual amenities of the area.
11. H05 (Access gates).
- Reason: In the interests of highway safety.
12. H14 (Turning and parking: change of use - domestic ) (10 parking spaces).
- Reason: To minimise the likelihood of indiscriminate parking in the interests of highway safety.
13. H21 (Wheel washing).
- Reason: To ensure that the wheels of vehicles are cleaned before leaving the site in the interests of highway safety.
14. H27 (Parking for site operatives).
- Reason: To prevent indiscriminate parking in the interests of highway safety.
15. 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.

**Informatives:**

1. HN05 - Works within the highway.
2. HN10 - No drainage to discharge to highway.
3. HN19 - Disabled needs.
4. N15 - Reason(s) for the Grant of PP/LBC/CAC.

Decision: .....

Notes: .....

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**Background Papers**

Internal departmental consultation replies.