

6 DCCE2005/3595/O - PROPOSED OUTLINE PLANNING APPLICATION FOR 14 NO. 1 & 2 BEDROOMED RESIDENTIAL DWELLINGS. 50 LEDBURY ROAD, HEREFORD, HEREFORDSHIRE, HR1 2SY

For: E.M. Grove, Interplan Design Ptr Ltd, 41 Millbrook Street, Hereford, HR4 9LF

Date Received: 7th November, 2005 Ward: Tupsley Grid Ref: 51865, 39753

Expiry Date: 2nd January, 2006

Local Members: Councillors Mrs. M.D. Lloyd-Hayes, Mrs. E.A. Taylor and W.J. Walling

1. Site Description and Proposal

1.1 This application seeks Outline Planning Permission for 14 dwellings on the site of 50 Ledbury Road, Hereford. The site is currently home to 'White Lodge', a guest house. All matters are reserved with the exception of the means of access. The application proposes 6 two bedroomed units, and 8 one bedroomed units, served by 15 car parking spaces. An indicative layout plan has been submitted to confirm the access arrangements which involve a 'cart way' style opening in a frontage development with access to a rear parking courtyard. A railway line runs to the east of the application site.

2. Policies

2.1 Planning Policy Guidance:

PPS1 - Delivering sustainable development
PPG3 - Housing

2.2 Hereford Local Plan:

ENV14 - Design
H3 - Design of new residential development
H6 - Amenity open space provision in smaller schemes
H8 - Affordable housing
H12 - Established residential areas – character and amenity
H13 - Established residential areas – loss of features
H14 - Established residential areas – site factors
T5 - Car parking – designated areas

2.3 Hereford Unitary Development Plan (Revised Deposit Draft):

S1 - Sustainable development
S2 - Development requirements
S3 - Housing
S6 - Transport
DR1 - Design

DR2	-	Land use and activity
DR3	-	Movement
DR5	-	Planning obligations
H1	-	Hereford and the market towns: settlement boundaries and established residential areas
H9	-	Affordable housing
H15	-	Density
H16	-	Car parking
T11	-	Parking provision

3. Planning History

3.1 None identified.

4. Consultation Summary

Statutory Consultations

4.1 Water Authority – No objection subject to conditions

4.2 Environment Agency – No comment

4.3 Railway Authority – No response received

Internal Council Advice

4.4 Traffic Manager – No objection subject to conditions

4.5 Environmental Health Manager – No response received

4.6 Conservation Manager – No response received

5. Representations

5.1 Hereford City Parish Council – Objection on the grounds of over-development

5.2 Local Elected Members – Express reservations in relation to over development and traffic issues.

5.3 Local Residents – Five letters of objection have been received from local residents objecting to this application. The comments made can be summarised as follows:

- Loss of privacy;
- Unacceptable access arrangements;
- Inadequate parking facilities;
- Traffic generation from this development, particularly when other recent large scale schemes in this area are taken into account, is unacceptable in this area;
- Loss of property value.

In the interests of clarification it is advised that an adverse impact upon local property values is not a material planning consideration.

5.4 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 It is considered that the following points represent the salient issues for consideration in this application:

- Principle of Development;
- Density;
- Highway Issues;
- Amenity Issues.

Principle of Development

6.2 The application site falls within the settlement boundary for this part of Hereford. The site is also developed by way of the existing guest house, which would be demolished if the proposal were permitted. As such this site is also classed as brown field land as defined in Annexe C of PPG3. Although the existing guest house is in good condition, it is of no particular architectural or historic merit and the site does not fall within a Conservation Area. There is therefore no planning policy protection to enable the existing guest house to be retained. In view of the above, the principle of residential development of the site including the demolition of the existing property is acceptable.

6.3 The site is also regarded as a windfall site, that is to say that it is not specifically allocated for residential development within the adopted Hereford Local Plan or the emerging Herefordshire Unitary Development Plan. A number of objectors have commented on whether there is the need for additional housing in the area. The Herefordshire Unitary Development Plan identifies that 40% of all housing anticipated to be built between 2006 and 2011 in Hereford would result from windfall sites such as this. Therefore, based on these figures the need for additional housing is justified.

Density

6.4 The density of this proposal is high, representing approximately 150 dwellings to the hectare. Herefordshire Unitary Development Plan (Revised Deposit Draft) Policy H15 advises that in the town centre and adjacent sites, at least 50 dwellings to the hectare is required, whilst national guidance contained within PPG3 (Housing) encourages the efficient use of land, suggesting 30 – 50 per hectare as appropriate. In consideration of the location of this site it is suggested that a higher density is appropriate.

6.5 Notwithstanding the above, the concerns raised regarding potential development are noted. However, it is advised that no maximum level of density is specified in any policy guidance and in this case the indicative plan suggests that two and a half storey connecting blocks could be developed to provide 12 of the 14 units, with the remaining two located above garaging to the rear. Whilst this plan is only indicative it demonstrates that 12 units can occupy an area similar to that of two pairs of relatively substantial semi-detached dwellings of the type found adjacent to this site. It is suggested that this indicative layout demonstrates the ability of this site to accommodate these units whilst remaining appropriate in scale and massing for the locality. It is considered, therefore, that the density of this development is acceptable.

Highway Issues

- 6.6 Concerns have been expressed over the limitations of the access, as well as, the inadequacies of the parking facilities. The Traffic Manager undertook pre-application discussions to identify the issues and requirements associated with this site. The proposed access complies with the required access standards, furthermore, having regard to the location of this site, the proximity of public transport, and the modest nature of the residential units, the parking provision is considered adequate. On this basis the access and parking arrangements are assessed to be acceptable. It is considered that the traffic generation associated with this development will not result in unacceptable levels of congestion in the locality.

Amenity Issues

- 6.7 It must be stressed that this application seeks Outline permission only with only access confirmed for detailed consideration. That said, the indicative site plan suggests a potential layout for this development. In consideration of this plan it is suggested that the proposed development could be introduced without detriment to the visual or residential amenities of the locality. With the layout as indicated, ample distance exists between the application site and the dwellings opposite (24 metres minimum) and those found to south west (27 metres minimum) to ensure that privacy within these properties is preserved. The potential overlooking of the rear gardens areas to the south west would not be inappropriate in the context of the suggested layout and a condition could ensure that no habitable openings are introduced into the south east facing ('side') elevation of the rear projection as proposed. Turning to the visual amenities of the locality, the site is raised above the roadway, however, it is of note that the existing property and neighbouring properties in this frontage are substantial in height for two storey properties, suggesting that a two and half storey development could be introduced without being excessive in scale or representing an incongruous feature within the street scene. It is considered that the proposed development could be introduced without detriment to the visual or residential amenities of the locality.
- 6.8 With respect to the proximity of the railway line, comments from the Environmental Health Manager and Network Rail were awaited at the time of writing and as such the recommendation reflects this outstanding information.

RECOMMENDATION

Subject to there being no objection from Network Rail, Environmental Health Manager, or Conservation Manager, the Officers named in the scheme of delegation be authorised to approve the application subject to the following conditions and any further conditions considered necessary by Officers:

- 1. 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. A05 (Plans and particulars of reserved matters)

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

4. B01 (Samples of external materials)

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

5. E08 (Domestic use only of garage)

Reason: To ensure that the garage is used only for the purposes ancillary to the dwelling.

6. E09 (No conversion of garage to habitable accommodation)

Reason: To ensure adequate off street parking arrangements remain available at all times.

7. E16 (Removal of permitted development rights)

Reason: In order to retain effective control over this high density development in the interests of the residential and visual amenities of the locality.

8. F16 (Restriction of hours during construction)

Reason: To protect the amenity of local residents.

9. 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.

10. F18 (Scheme of foul drainage disposal)

Reason: In order to ensure that satisfactory drainage arrangements are provided.

11. G01 (Details of boundary treatments)

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

12. G04 (Landscaping scheme (general))

Reason: In order to protect the visual amenities of the area.

13. G05 (Implementation of landscaping scheme (general))

Reason: In order to protect the visual amenities of the area.

14. G08 (Retention of trees/hedgerows (outline applications))

Reason: To safeguard the amenity of the area.

15. H06 (Vehicular access construction)

Reason: In the interests of highway safety.

16. H07 (Single access - outline consent)

Reason: To ensure the safe and free flow of traffic using the adjoining highway.

17. H08 (Access closure)

Reason: To ensure the safe and free flow of traffic using the adjoining County highway.

Informatives:

- 1. N01 - Access for all
- 2. N03 - Adjoining property rights
- 3. HN01 - Mud on highway
- 4. HN04 - Private apparatus within highway
- 5. HN05 - Works within the highway
- 6. N15 - Reason(s) for the Grant of PP/LBC/CAC

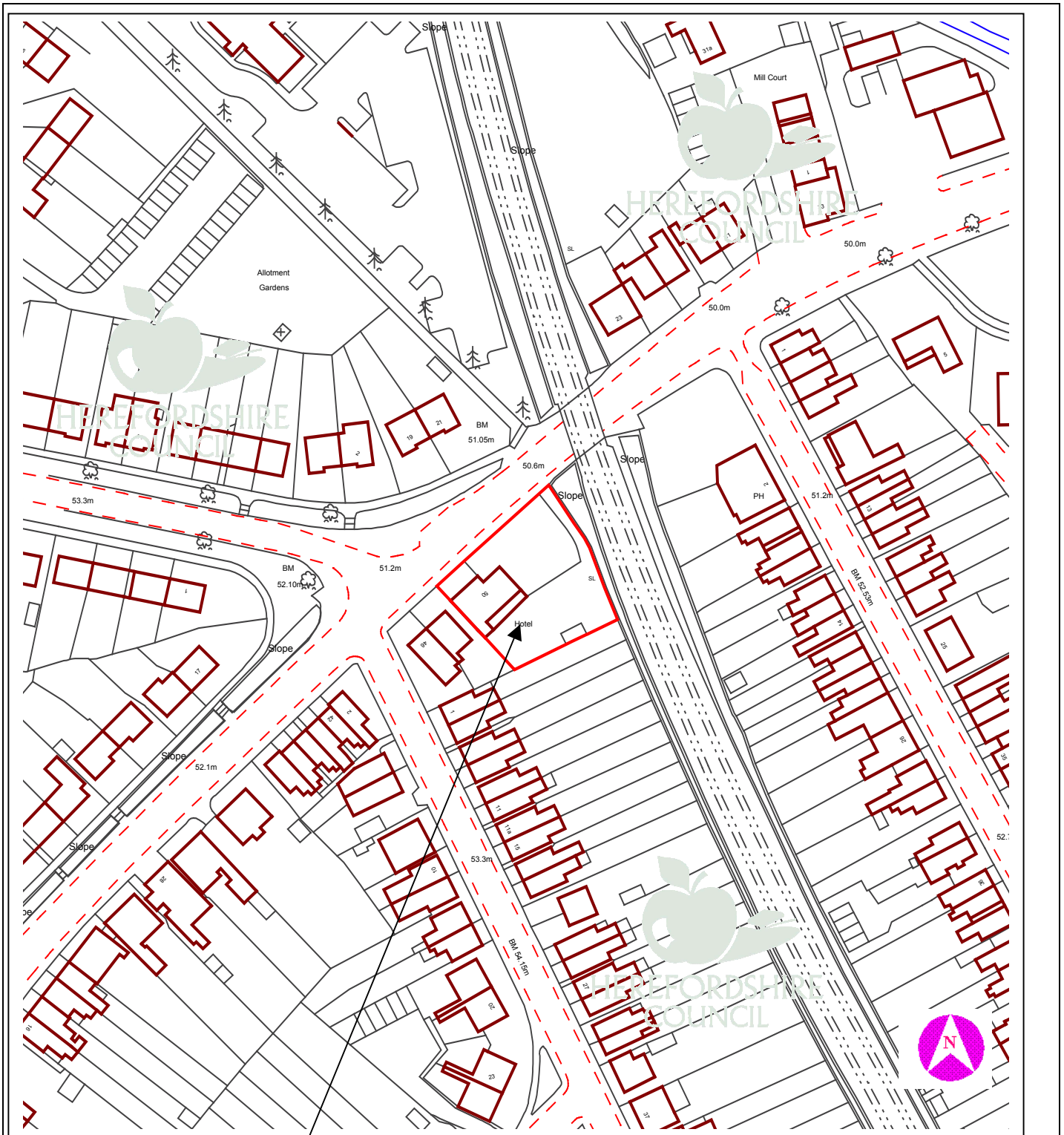
Decision:

Notes:

.....

Background Papers

Internal departmental consultation replies.



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

APPLICATION NO: DCCE2005/3595/O

SCALE : 1 : 1250

SITE ADDRESS : 50 Ledbury Road, Hereford, Herefordshire, HR1 2SY

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