

## **4 SE2003/0904/O - SITE FOR RESIDENTIAL DEVELOPMENT. FACTORY PREMISES, BRAMPTON ROAD, ROSS-ON-WYE, HEREFORDSHIRE.**

**For: Paul Smith Associates, Chase View House, Merrivale Road, Ross-on-Wye, Herefordshire HR9 5JX**

**Date Received: 20th March 2003 Ward: Ross on Wye West Grid Ref: 6009 2463**

**Expiry Date: 15th May 2003**

Local Members: Councillor G Lucas & Councillor M R Cunningham

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

- 1.1 These premises lie on the west side of Brampton Street about 200 m. north of Five Ways. This site is about 0.1 ha. in area, and comprises a small modern factory building set back from and elevated above the road, an extension along the southern boundary and a yard. The factory is within a residential area, although a modern office building adjoins the site to the south - this occupies a backland site to the rear of the frontage houses. A footway adjoins the northern boundary of the site, which rises steeply from Brampton Street. There are three houses which front this pedestrian route.
- 1.2 It is proposed to re-develop the site for residential purposes. The initial submission of this outline application was for 6 houses and siting, external appearance and means of access were not reserved. The submitted drawings showed 3 houses along the frontage and 3 towards the rear of the site. The applicant has agreed to amend the proposal so that all matters except means of access are reserved. The access would be off Brampton Street at the northern end of the site.

### **2. Policies**

#### **2.1 Planning Policy Guidance**

PPG3                      Housing

#### **2.2 Hereford and Worcester County Structure Plan**

Policy H16              Location of Growth  
 Policy CTC1            Area of Outstanding Natural Beauty  
 Policy CTC9            Development Criteria

#### **2.3 South Herefordshire District Local Plan**

Policy SH5              Housing Land in Ross on Wye  
 Policy SH14            Siting and Design of Buildings  
 Policy SH15            Criteria for New Housing Schemes  
 Policy GD1              General Development Criteria  
 Policy ED4              Safeguarding existing Employment Premises  
 Policy C5                Development within AONB  
 Policy T3                Highway Safety Requirements

## 2.4 Unitary Development Plan – Deposit Draft

Policy S3	Housing
Policy H1	Hereford – Market Towns : settlement boundaries and established residential areas
Policy H14	Re-using Previously Developed Land and Buildings
Policy E5	Safeguarding Employment Land – Buildings

## 3. Planning History

3.1	SH90/0094/PF	Extension to workshop.	- Permitted 18.4.90
	SH89/1683/PF	Extension to workshop.	- Refused 2.1.90
	SH88/1253/LF	Demolition and erection of 11 starter homes.	- Permitted 5.10.88
	SH88/1252/PO	Demolition and erection of 11 starter homes.	- Permitted 5.10.88
	SH83/0594/PF	Erection of garages.	- Permitted 14.9.83
	SH80/0529/LE	Demolition of garages to provide staff parking.	- Permitted 25.6.80

## 4. Consultation Summary

4.1 No representations have been received.

## 5. Representations

5.1 The applicant makes the following submissions:

- (1) This site is encircled by residential properties and has been used for manufacturing purposes since 1952. Since the 1970's, attempts to expand and widen commercial uses on the site were unsuccessful because of the harm caused to the Conservation Area, residential amenity and highway conditions by the use of the present substandard vehicular access. According to your records, local residents during that time objected strongly to these expansion plans because they already suffered from light 'spill', noise, traffic disturbance and long working hours.
- (2) The scope to enhance commercial use is severely limited due, in part, to its steep, very narrow vehicular access which results in on-street loading. However, the original 1952 permission is so open-ended that these premises can be used intensively on a 24-hour, seven days a week basis without the need for planning permission. Clearly, the grant of permission for the proposed development is the only means of protecting, effectively, neighbours from these adverse impacts.
- (3) The approval of the proposed development would also significantly enhance the Conservation Area by reinstating the historic pattern of development of this site. I attach a copy of an old OS extract for your attention. Moreover, the proposed scheme improved the vehicular access whilst protecting the great majority of the front wall to the benefit of the Conservation Area.

- (4) The principal of this development has previously been accepted by the planning authority when outline permission for 11 houses on this site and adjoining land was granted in 1988 (your ref: SH881252PO).
- 5.2 Ross on Wye Parish Council's observations are that "consideration needs to be given to the provision of off-road parking".
- 5.3 5 letters of objection have been received. In summary the following reasons are given. These representations all relate to the submitted scheme for 6 dwellings. Any further representations on the revised proposal will be reported at the Committee meeting.
- (1) New houses would directly overlook existing houses and gardens and would be at a higher level than some existing houses leading to a loss of privacy;
  - (2) frontage houses are in front of building line and would block views, in particular of St Mary's Church and part of town;
  - (3) very busy road with many cars exceeding speed limit; new access would be at narrow bottleneck (exacerbated by on-street car parking) and near blind spot. This development can only lead to accidents;
  - (4) insufficient parking is proposed which would result in parking on Brampton Street and exacerbate highway problems and make it more difficult for existing residents with no off-street parking;
  - (5) noise pollution already excessive e.g. cannot open window as noise drowns out television;
  - (6) not in keeping with Conservation Area, unsightly, out of scale, overpowering and overdevelopment. Factory been there since 1940's and accepted part of the area, according to one local resident;
  - (7) one local resident considers up to 4 houses would be acceptable and preferable to the factory - bungalows may be more appropriate given such a small site;
  - (8) decrease value of properties;
  - (9) concern that houses would be developed by housing association.

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

## **6. Officers Appraisal**

- 6.1 The site is within an established residential area and additional housing would therefore be appropriate. The concern of local residents regarding the adverse impact of the submitted scheme are appreciated and the applicant has agreed to amend the application so that the number of houses, their siting, external appearance and design are all matters for later decision. It is considered that the site could be developed for residential purposes without causing the harm neighbours have identified.
- 6.2 Nevertheless Policy ED4 of the South Herefordshire District Local Plan seeks to safeguard existing employment land unless there are environmental improvements and community benefits that outweigh the advantages to the local community from retaining the land for employment. In this instance, the employment site has become established over time, in a primarily residential area, and is surrounded by housing. The factory is current vacant although there is a low-key use in the rear section. Nevertheless as a non-conforming land use this employment site could cause harm to the amenities of nearby residents (in terms of noise, vehicular movements, light spillage etc). It is anticipated therefore that there would be community and environmental benefits accruing from residential development. These potential advantages must also be

weighed against the thrust of Policy ED4, which is to avoid the loss of local employment opportunities. This issue is of particular importance in Ross, which has little available land remaining at present. Recently however, planning permission has been granted for a 1.5 ha. business/industrial site at Hildersley Farm which will help provide additional future land for employment. The emerging UDP (now at its First Deposit Draft stage) identifies land at Ross for a new 10 ha. business park in order to increase employment land supply in the area, although little weight can be given to this proposal in view of the early state in the UDP process. In these circumstances it is considered that the loss of this small site for employment use would not be significant. It is concluded therefore that there would be net benefits from re-development of this small site for housing.

6.3 The proposed access would have better visibility along Brampton Street than the existing access and is considered to be acceptable. Its position, at the northern end of the site is probably the most appropriate as regards residential development.

## **RECOMMENDATION**

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

**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 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 H03 (Visibility splays )**

**Reason: In the interests of highway safety.**

**6 H06 (Vehicular access construction )**

**Reason: In the interests of highway safety.**

**7 H11 (Parking - estate development (more than one house) )**

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

**8 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.**

Decision: .....

Notes: .....

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**Background Papers**

Internal departmental consultation replies.