

S2	-	Development requirements
S3	-	Housing
DR1	-	Design
DR2	-	Land use and activity
DR3	-	Movement
DR4	-	Environment
H13	-	Sustainable residential design
H15	-	Density
H16	-	Car parking
T11	-	Parking provision
S7	-	Natural and historic heritage
HBA6	-	New development within conservation areas
HBA8	-	Locally important buildings
HBA9	-	Protection of open areas and green spaces
LA5	-	Protection of trees, woodlands and hedgerows
LA6	-	Landscaping schemes
CF2	-	Foul drainage

3. Planning History

3.1 No history.

4. Consultation Summary

Statutory Consultations

4.1 Welsh Water: No comments received.

Internal Council Advice

4.2 Traffic Manager: I do not consider that the passing places shown could be accommodated within the adopted highway with the exception of that proposed near the entrance to the site within land owned by the applicant. The cutting back of hedges would change the character of the lane but not increase the available width of surfaced road. The route is also used by walkers to the Lugg Meadows and the increase in traffic and particularly construction traffic is a concern. If a satisfactory series of passing bays cannot be achieved, this application should be refused.

4.3 Conservation Manager: This is an interesting villa set within its own reasonably extensive landscaped grounds. It is therefore of interest and worthy of retention. House 1 would have a detrimental impact in that it would disrupt the principal approach to the main house. It is also located too close to the building and would have a dominant and disruptive impact. This is due to its size and the design of the original house being set within its own grounds rather than as part of a street which the proposal would suggest. We therefore believe that the proposal should be reviewed and no new building should disrupt the approach to the principal house. If we were to contemplate a house on this site it should be clearly subservient to the main house and not come forward in front of the building line. It may be useful to explore the idea of having a mews style building which would replicate the stables found close to many grand mansions. I therefore object to the current proposals for plot 1 and recommend refusal.

4.4 Landscape Officer/Arboriculturalist: Comments awaited.

5. Representations

5.1 Hereford City Council: Recommend refusal on the grounds of lack of main drainage and lack of surface water drainage. Land already saturated.

5.2 Thirteen letters of objection have been received, the main points raised are:

1. Walney Lane is a pleasant country lane well used by walkers to access Lugg Meadows. Any alterations will completely change the character of the lane and increase the volume and speed of traffic to the detriment of highway and pedestrian safety.
2. Walney Lane has no footpaths.
3. Visibility on Walney Lane particularly between Nos. 5 and 17 is severely restricted.
4. Some of the proposed passing places are on private property.
5. The hedges along Walney Lane are already well trimmed and do not overhang the carriageway.
6. The increase in traffic generated by the proposal would be to the detriment of amenity of existing occupiers.
7. The approval of this development would set a precedent for other development on adjacent land.
8. The proposals would represent an overdevelopment of the site.
9. The proposed development is badly located and out of proportion with the size of the plot and the design and scale of the houses is incompatible with what is there at the moment.
10. The Environment Agency because of poor results from percolation tests have issued a refusal to the right to discharge from septic tanks. Effluent and soakaways currently a ponds on the surface resulting in obnoxious smells both within and around the application site.
11. Discharges from existing septic tanks currently gravitate across the site of the proposed dwellings.
12. All windows on the western elevation of Plot 2 should be removed except the bathroom window.
13. We are concerned with the likelihood of serious ground slippage between Nos. 15 and 17 as a result of the proposed works and tree removal. If permission is approved a new retaining wall along the boundary will be required.
14. There will be considerable noise and disruption particularly during construction if the development is permitted.
15. The proposed security gates are totally out of character with the area.
16. There will be considerable environmental damage and subsequent loss of wildlife through the removal of a trees and the proposed landscaping is a poor substitute.
17. The development is contrary to CTC6 of the Structure Plan which requires Aylestone Hill/Tupsley Ridge to be protected as a significant landscape feature.
18. If permission is approved all vehicles associated with the construction should be parked within the site.

5.3 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 site falls within the settlement boundary as identified in the adopted and emerging Development Plans where the principle of new residential development is acceptable. The site is also relatively large and can accommodate a modest residential

development without compromising the residential and landscape character of the area. The principles are therefore considered acceptable.

- 6.2 The two dwellings proposed on Plots 2 and 3, north of the existing house are located within an area, which is predominantly dense scrub with some semi-mature trees. Existing mature trees in the north western corner of the site are to be retained but the majority of the remaining trees and vegetation within this area is to be removed to facilitate the construction of the dwellings. Comments are awaited from the Landscape Officer but it would appear that which is being removed is of low amenity value.
- 6.3 Sufficient space exists within the area proposed for properties 2 and 3 to accommodate dwellings of the size proposed with associated garden, vehicle parking and manoeuvring areas. The scale of the dwellings are large but the general scale and character of existing properties within the locality is large properties within relatively spacious plots and therefore the scale and density is not considered unacceptable. Two very different designs are proposed incorporating gables and dormer features with different ridge heights, which also assist in diluting the scale of the properties. As such the proposals for the two dwellings on Plots 2 and 3 are considered acceptable subject to receipt of satisfactory comments from the landscape officer.
- 6.4 The proposed dwelling on Plot 1, even in principle, is not considered acceptable. The character of the existing property and its garden is a relatively open setting both in terms of exiting lawned area to the east and the approach to the site. The proposed dwelling on plot 1 disrupts the approach to the site and detracts from both the appearance of the existing property and it's setting. Amended plans have been requested identifying the removal of the dwelling proposed on Plot 1.
- 6.5 The existing access off Walney Lane is to be widened with the provision of new access gates entailing the removal of two mature trees along with a new access road running to the rear (west) of the existing dwelling. This is considered the most appropriate means of access as it will retain the existing open setting around 17 Walney Lane and thus retain the landscape character of the site particularly with the removal of the dwelling on Plot 1. The proposed new garages are also considered acceptable in terms of their design, scale and appearance. Therefore, subject to the removal of the proposed dwelling on Plot 1 the general layout, scale and design of the proposals are considered acceptable.
- 6.6 Walney Lane is a single width unclassified road with no existing passing places serving approximately 15 properties. The mouth of the junction is to be widened to 5.5 metres to enable a vehicle to enter and exit Walney Lane simultaneously, which is not currently possible. In addition to this a passing place is proposed near the access junction. These works are necessary to improve the standard of Walney Lane sufficiently to accommodate further traffic proposed under this development. However, the Traffic Manager remains concerned with the lack of any passing places between the site access and Walney Lane junction. This is currently being explored by the applicants to establish whether a further passing place within the confines of the highway can be created but if this cannot be achieved, the traffic manager recommends refusal.
- 6.7 There will inevitably be some disruption if permission is approved both during the construction phase and also through increased vehicle movements to and from the site after occupation. However, it is not considered that the character of the lane will be

materially changed even with the works proposed as it will still remain predominantly single width with mature hedges and stone walling forming the highway boundary. As such its current character as a 'green lane' will be retained with the exception of the widened entrance off Aylestone Hill.

- 6.8 The applicants propose a bio-disc foul drainage system with final discharge via a soakaway within the confines of the site. This ordinarily would not be a problematic means of foul drainage. However, existing residents have experienced difficulties in achieving satisfactory soakaways due to the porosity of the ground. No percolation tests have been provided to demonstrate that the proposed system will satisfactorily operate. Therefore, as there is a potential problem with foul drainage and there is no opportunity, at the moment, to connect to the mains drainage further investigation into this matter is required. The applicants are currently pursuing this matter with a view to providing evidence including percolation tests to demonstrate that the proposed system will satisfactorily work.
- 6.9 Therefore, subject to the above issues above being addressed, it is considered that a proposal can be supported. The issues being:
1. The provision of an additional passing place within the highway between the site entrance and the Aylestone Hill/Walney Lane junction;
 2. Removal of the proposed dwelling on Plot 1;
 3. Provision of evidence including percolation tests to demonstrate that the proposed foul drainage system will satisfactorily operate on site.

RECOMMENDATION:

Subject to the receipt of suitable amended plans and additional information addressing points 1 – 3 above, the officers named in the Scheme to Delegation to Officers be authorised to issue planning permission subject to the conditions below and any additional conditions considered necessary by officers.

If points 1-3 above are not satisfactorily addressed/resolved by 18th October, 2006, the application be refused.

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

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

3. **The works identified on drawing no. 06061067/09 relating to the widened access off the junction between Aylestone Hill and Walney Lane and passing place shall be completed prior to work commencing on the construction of the dwellings hereby approved.**

Reason: In the interests of highway safety.

4. E01 (Restriction on hours of working).

Reason: To safeguard the amenities of the locality.

5. E19 (Obscure glazing to windows).

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

6. F16 (Restriction of hours during construction).

Reason: To protect the amenity of local residents.

7. G01 (Details of boundary treatments including retaining walls).

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

8. G03 (Landscaping scheme (housing development) - implementation).

Reason: To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment.

9. G09 (Retention of trees/hedgerows).

Reason: To safeguard the amenity of the area.

10. 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.

11. H27 (Parking for site operatives).

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

Informatives:

1. N15 - Reason(s) for the Grant of PP/LBC/CAC

2. N19 - Avoidance of doubt

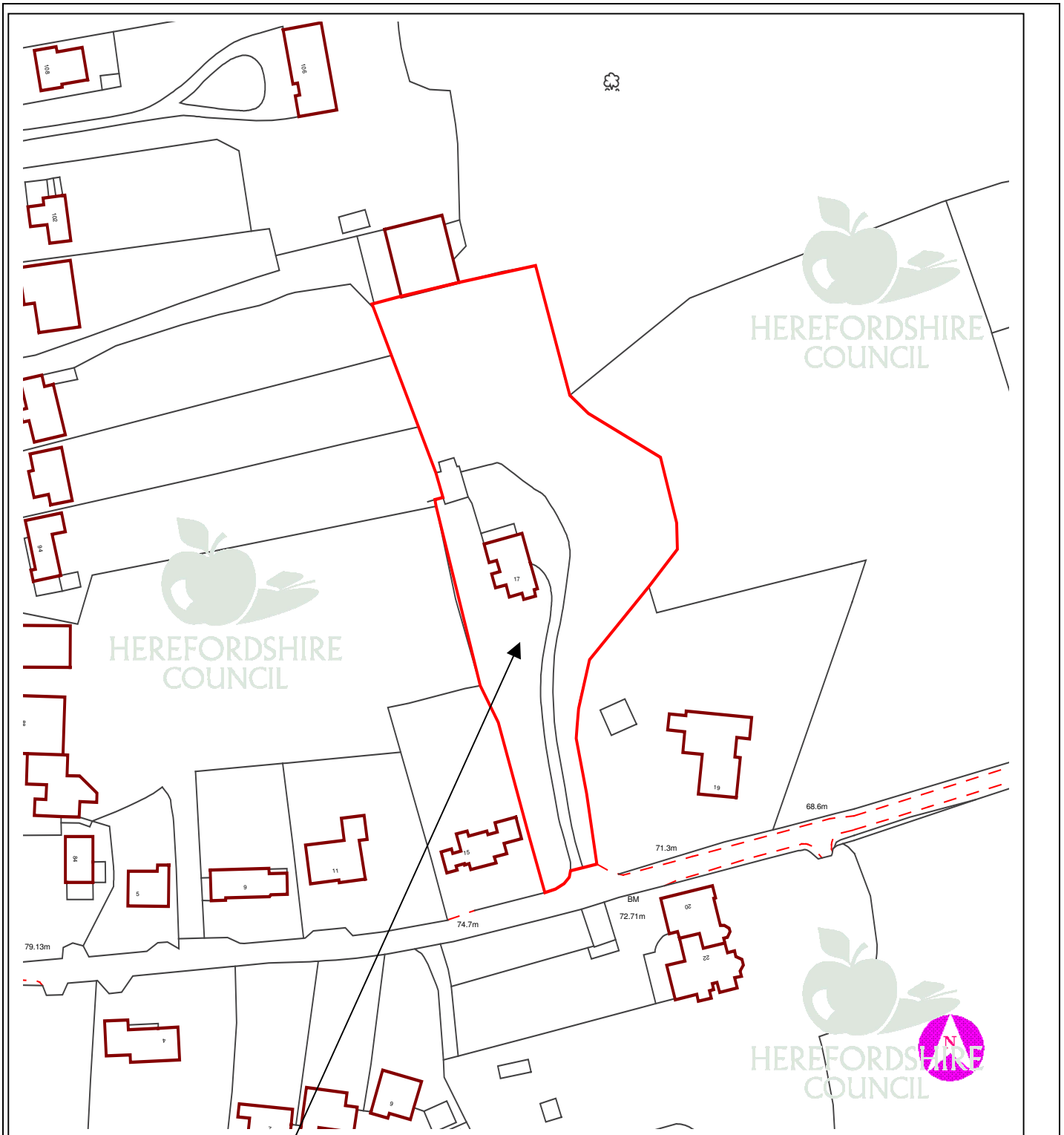
Decision:

Notes:

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Background Papers

Internal departmental consultation replies.



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APPLICATION NO: DCCE2006/2829/F

SCALE : 1 : 1250

SITE ADDRESS : 17 Walney Lane, Hereford, Herefordshire, HR1 1JD

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