

Policy DR2. Herefordshire Council Unitary Development Plan
Pages 34, 35 + 36 Adopted March 2007 [3 No Pages]

the urban and rural areas. However full use should be made of all available opportunities, particularly those arising in public transport corridors.

- 4.4.10 Developments can make specific contributions to safety and security – both personal and property – and this is a material consideration in assessing proposals. The Council has a duty under the Crime and Disorder Act 1998 to have regard to the prevention of crime and disorder in exercising all its functions, and in partnership with other agencies in Herefordshire has drawn up a Crime and Disorder Reduction Strategy. In terms of land use planning, relevant aspects of crime prevention include overall site planning, embracing the disposition of buildings, vehicle parking and other open areas; access arrangements; landscaping and lighting, which together should minimise opportunities for concealment, and making full use of opportunities for informal surveillance.
- 4.4.11 All proposals should respect the amenity of existing neighbouring uses, particularly in the case of residential uses where privacy and overlooking considerations arise. Schemes should also respect and not constrain the reasonable development potential of adjacent sites or the area as a whole in order that efficient use can be made of existing patterns of development, investment in infrastructure, and development potential.

DR2 Land use and activity

Where relevant to the proposal, all development will be required to:

- 1. be located and designed so as to facilitate a genuine choice of modes of travel, including public transport, cycling and walking as alternatives to the private car;**
- 2. incorporate wherever possible a mix of compatible land uses and activities;**
- 3. be designed to deter crime and increase personal safety;**
- 4. not prejudice the amenity or continued use of adjoining land and buildings; and**
- 5. not constrain the future development of adjoining sites or prejudice the implementation of comprehensive development.**

Movement

- 4.4.12 Schemes should in all cases ensure that suitable provision is made for access to and from the site, in accordance with the hierarchy of transport modes defined in the Local Transport Plan (LTP) which places emphasis on access by non-car modes. Suitable provision should be made within the development for cycling, walking and public transport, including good quality cycle parking to the Council's standards. The provision of attractive, safe, convenient and direct routes for pedestrians and cyclists is particularly important in order to encourage these modes, which should not be disadvantaged by vehicular access arrangements. Such routes should link readily into public rights of way and other movement corridors adjacent to the site, with full advantage taken of the opportunities for route enhancement. In accordance with the hierarchy, high priority should be given to ensuring access for all including those with disabilities in considering such aspects as parking provision, access to buildings and other design issues (see also policy T16).
- 4.4.13 This overall approach applies to both town and country. In the rural areas, the strategy of the Plan to focus development within selected settlements acting as local service centres recognises their relatively good accessibility by modes other than the private car for jobs, shopping and other services. Developments in or near such settlements should continue to provide positively and appropriately for public transport, cycling and walking in order to support this approach. Elsewhere, development in the rural areas is generally restricted although again any opportunities should be taken to promote the use of public transport, cycling and walking in order to reduce rural isolation for those without the use of a car.

* Provided to Support "Application for Removal or Variation of a
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Condition Following Grant of Planning Permission" Application.
PP Ref: - 130943/FH / Approved 3/6/2013:- Annex Bungalow.
No 17 Uga Street Hereford HR2 7AT.

4.4.14 Travel plans offer a means of delivering a variety of sustainable transport objectives, including reducing car usage; increasing use of walking, cycling or public transport; reducing traffic speed and improving safety, particularly for pedestrians and cyclists; and making delivery and freight movements more environmentally friendly. The Council is committed to preparing a travel plan for its own operations and to encouraging other major employers in the County to follow this example. Such plans will be required to be submitted with planning applications for employment, retail, leisure and service development including health and education in the following circumstances:

- retail (food and non food) and leisure proposals above 1,000 square metres gross floorspace
- B1 uses including offices, and hospitals, higher and further education above 2,500 square metres gross floorspace
- stadia above 1,500 seats
- for proposals in or adjacent to Hereford and the market towns for retail, employment, leisure and services including health and education which would generate significant amounts of travel
- where such a plan can help address a particular traffic problem associated with a planning application which might otherwise have to be refused on local traffic grounds.

4.4.15 In order to ensure that the best use is made of existing infrastructure, development must be capable or readily capable of being accessed and served by the existing highway network without unacceptable traffic capacity, safety or environmental impacts arising. In the case of development proposals with significant transport implications, a transport assessment should be provided to recognised standards and which reflects the scale of development and its transport implications. For major proposals, assessments should consider accessibility to the site by all modes and the likely modal split, with details of measures that are proposed to improve access by public transport, cycling and walking, to reduce the need for car parking and to mitigate transport impacts. Sufficient information should be included to allow the impact of the proposal on the road network to be properly assessed, taking into account the contribution of other modes. Regard should be had to the hierarchy of transport modes set out in the LTP. Development comprising jobs, shopping, leisure and services should be able to demonstrate a realistic choice of access by public transport, cycling and walking, and should not be designed or located such that the car will be the only realistic means of access for the vast majority of journeys to and from the site. Assessments will normally be required in the following circumstances, and may also be sought below these thresholds where transport implications are significant:

- B2 uses above 5,000 square metres gross floorspace
- B8 uses above 10,000 square metres gross floorspace
- housing schemes above 100 units
- for retail, leisure, B1 uses including offices, stadia, hospitals, higher and further education the above thresholds for the submission of a travel plan will apply.

New development can make significant demands on transport infrastructure. Any development likely to have a material impact on either or both the trunk and local road network will be required to identify the need for mitigation measures to be funded by the developer. Any such need shall be identified through the transport assessment, taking into account other committed infrastructure and development in the area, and in the case of trunk roads shall have full regard to Highways Agency policy as set out in PPG13 and Circular 04/2001. The assessment should also consider the site access strategy and implications in accordance with the graduated approach set out in PPG13 and Circular 04/2001, with access being most severely restricted in the case of motorways and other core routes of key strategic significance. Works to the trunk road network are the responsibility of the Highways Agency on behalf of the Secretary of State. The Secretary of State is not able to enter into S106 agreements and therefore necessary improvements will be secured through conditions attached to planning permissions and agreements under Section 278 of the Highways Act 1980. Proposals that do not meet these

requirements and would have a detrimental impact on the safety or free flow of traffic on the trunk road network will be refused.

- 4.4.16 Provision should also be made for cycle and vehicle parking in accordance with the Council's requirements detailed in chapter 8 Transport.
- 4.4.17 Planning conditions will be imposed to apply on-site transport measures and facilities, including those forming part of a travel plan. Planning obligations will be used to secure high quality accessibility to sites by all modes, with an emphasis on the promotion of sustainable transport choices in accordance with the LTP's transport hierarchy through improvements to public transport, walking and cycling where these are likely to influence travel patterns to the site concerned, including those proposed through travel plans. The individual requirements of sites and proposals will affect the detail of transport related planning obligations.
- 4.4.18 Further guidance on other transport aspects of development is set out in the Transport chapter of the Plan. Where transport improvements are to be sought in connection with individual proposals these are indicated at the appropriate point in the Plan.

DR3 Movement

Where relevant to the proposal, all development will be required to:

- 1. provide a safe, convenient and attractive pattern of movement into, out of and across the site, particularly for pedestrians, people with disabilities and cyclists, incorporating pedestrian seating and cycle parking as required;**
- 2. include good links to public transport, incorporating wherever appropriate suitable access for public transport vehicles into the site and associated passenger facilities;**
- 3. include a travel plan as part of the planning application in the case of proposals for major employment, retail, leisure and service development, proposals for such uses in Hereford and the market towns generating significant travel, or where particular local traffic problems require to be addressed;**
- 4. be designed to secure access and mobility for all;**
- 5. incorporate adequate provision for vehicular access from the highway network without detriment to highway safety or to pedestrians, cyclists or public transport; and**
- 6. incorporate cycle and vehicle parking to the required standards having regard to the need to promote sustainable transport choices, together with suitable turning and loading facilities in the case of development proposals with significant transport implications, include a transport assessment.**

Taking account of any proposed measures to improve access by public transport, walking and cycling and to reduce motorised journeys, additional traffic arising from development should be capable of being accommodated on the local road network without undue environmental, operational or safety consequences, or the existing road system should be capable of improvement to meet those consequences.

Planning obligations will be used as required to secure high quality accessibility to sites with an emphasis on maximising access by public transport, walking and cycling.

Policy H18: - Alterations and Extensions Herefordshire Council.
Unitary Development Plan Pages 81, 82 + 83. Adopted March 2007
[3 No Pages.]

H16 Car parking

New housing developments will be subject to a maximum off-street car parking provision of an average of not more than 1.5 spaces per dwelling, with no minimum level of provision other than parking for disabled people. Site densities and off-street parking provision should reflect site location, the type of housing to be provided, the types of household likely to occupy the development, and the availability of public transport.

Sub-division of existing housing

- 5.6.13 The sub-division of larger dwellings into flats and bedsits, predominantly in the urban areas, can increase the supply of affordable lower cost housing, particularly for single person households, and represents a more efficient use of the existing housing stock. In principle, such development will be supported provided that adequate residential amenities can be achieved. However, the conversion of single family dwellings into several units can increase noise levels, disturbance and demand for car parking, and lead to an over intensification of use. Such adverse impacts can occur either through single proposals or through the cumulative impact of a proliferation of schemes. The Council has two registration schemes for Houses in Multiple Occupation; together, these cover the whole County and control the standards for different types of houses in multiple occupation including houses converted into self-contained flats. Regard will be had to these standards where planning permission is required. In addition, units of accommodation must be fit for human habitation in accordance with the Housing Act 1985.

H17 Sub-division of existing housing

The sub-division of suitable residential buildings or the use of a building as a house for multiple occupation will be permitted provided that:

1. adequate and appropriate car parking and access is available as set out in policy H16;
2. there is a satisfactory standard of accommodation provided including internal layout and private amenity space; and
3. the proposal has no undue adverse impact on the character of the property and its curtilage, the amenity and privacy of neighbouring dwellings, and the amenity and general character of the area.

Alterations and extensions

- 5.6.14 Proposals for the alteration or extension of residential properties can have a significant effect on the character of the original building, the surrounding area and the amenities of adjoining residents. It is important that the scale, siting and design of such development respects these aspects, so as to ensure adequate levels of privacy and environmental quality. The resulting levels of off-street parking provision should meet the requirements of policy H16. In rural areas, traditional smaller dwellings such as farmworkers cottages make an important contribution to the supply of affordable housing in the countryside, and extension proposals should be modest in scale to ensure that this continues. In considering applications for alterations and extensions, regard will be had to the floorspace limitations set out in policy H6 and the need to retain a substantial stock of affordable housing in the County.
- 5.6.15 This policy will also be applied to proposals for annexes, other ancillary accommodation and buildings incidental to the enjoyment of a dwelling, where planning permission is required.

H18 Alterations and extensions

Herefordshire Unitary Development Plan - March 2007
Provided to Support Application for Removal or Variation of a Condition.
Following Grant of Planning Permission. / App Ref: - 130943/FH: Approved.
3/6/2013. :- Annex Bungalow No 17 Vaga Street Hereford. HR2 7AT.

Proposals for the alteration or extension of dwellings or for buildings incidental to the enjoyment of a dwelling will be permitted where:

- 1. the original building (that is, as at 1 July 1948 or as originally built if constructed later than this date, and not including any subsequent extensions) would remain the dominant feature;**
- 2. the proposal is in keeping with the character of the existing dwelling and its surroundings in terms of scale, mass, siting, detailed design and materials;**
- 3. the proposal would not be cramped on its plot, including having regard to provision of suitable private open amenity space, and would not adversely impact on the privacy and amenity of occupiers of neighbouring residential property; and**
- 4. the level of resulting off street parking provision is in accordance with policy H16.**

Open space requirements

- 5.6.16 The need for open spaces to be provided within new residential developments is recognised, as is the important role that such spaces have within the overall hierarchy, complementing the provision of formal recreational uses elsewhere within the County. To be acceptable, residential schemes should provide usable and distinct open spaces with clear functions which:
- meet recreational, public open space and amenity requirements, achieving at least the minimum standards required
 - recognise and provide for the varying needs of different age groups likely to arise
 - cater for as broad a range of activities as possible
 - are designed as an integral part of any development
 - are planned so as to provide a secure environment to encourage their use.
- 5.6.17 The following requirements for recreational and public open space are based on the standards adopted under Plan policy RST3. These refer to the National Playing Fields Association standards for outdoor playing space, requiring the provision overall of 2.4 hectares of outdoor playing space per 1000 population, subdivided into 0.8 hectare for children's playing space and 1.6 hectare for youth and adult use. Policy RST3 also sets a standard of 0.4 hectare of public open space per 1000 population. These standards will be applied until such a time as an assessment of need has been produced and local standards of provision established in line with PPG17.
- 5.6.18 Through the following policy, provision which meets these overall standards will be sought through a hierarchical approach which takes into account the size of the site, the nature of the accommodation provided, and existing facilities in the locality. For instance, the type of housing may influence the type and extent of provision – children's play space would be inappropriate in sheltered housing schemes, where an emphasis on amenity, sitting out and walking areas is likely to be more suitable. Reduced provision might also be appropriate in smaller housing units designed for one or two people.
- 5.6.19 In addition, the provision of incidental amenity open space forming an integral part of schemes will be required. Such provision, together with that arising from visibility splays and roadside or footpath verges, will not be considered as contributing to recreational or public open space requirements arising under policy RST3.
- 5.6.20 Developers will be required to provide for the future maintenance of open space and equipment provided. A supplementary planning document will be prepared to implement this policy and further detail requirements.

H19 Open space requirements

Residential development will be required to incorporate outdoor playing space and public open space in accordance with the minimum standards set out in policy RST3, according to the type of housing to be provided, the quantity and quality of any existing provision within the immediate locality, and the following specific minimum requirements:

1. schemes of 10-30 family dwellings: to be provided with small children's/infants' play area, properly equipped and fenced;
2. schemes in excess of 30 family dwellings: as above, plus older children's informal play space; and
3. schemes in excess of 60 family dwellings: as above, plus outdoor playing space for youth and adult use and public open space to at least the minimum standard.

Developments below 10 dwellings will be expected to provide appropriate levels of open space on a pro-rata basis.

The provision of children's play space will not be required for dwellings specifically designed for older people or for single bedroom dwellings.

Open space should be well related to the development it is intended to serve and be useful, safe and secure, and accessible to all. Open space requirements should normally be provided on site. Where this is not practicable, financial contributions to new or improved provision elsewhere in the locality may be made. In addition to the requirements for recreational and public open space, all schemes (including those below 10 dwellings) should include appropriate amenity open space, determined according to the particular needs of the development.