

Mr Nick Richmond  
Clerk to the Parish  
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Our Ref: 200378  
Please ask for: Mr Scott Low  
Direct Line: 01432 261814  
E-mail: scott.low@herefordshire.gov.uk

27 February 2020

Dear Mr Nick Richmond,

**APPLICATION NO &  
SITE ADDRESS:  
DESCRIPTION:**

**Planning Consultation - 200378 - 1 Ariconium Place, Weston  
Under Penyard, Ross-On-Wye, Herefordshire HR9 7HF  
Extension to hardstanding area to facilitate the turning of  
vehicles whilst accessing driveways. Retrospective.**

**APPLICANT(S):  
GRID REF:  
APPLICATION TYPE:  
WEBSITE LINK:**

**Mr Malcolm Duffield  
OS 363555, 223157  
Planning Permission  
<http://www.herefordshire.gov.uk/searchplanningapplications>**

We have received an application which affects your Parish. The application is described above and we are seeking the comments or views of your Parish Council. If the land concerned is on or near the parish boundary, we consult both councils as a matter of courtesy and welcome local views.

The planning application and its supporting documentation can be viewed, normally within 24 hours, by using the website link above and entering the application number 200378.

If you wish to make comments which you would like the Council to take into account before making a decision on the application, please respond by **19/03/2020**, using one of the following options:-

- Via the website: Using the online comment form
- By post to: Planning Services, PO Box 4, Hereford, HR4 0XH

Please do not send responses to [planning\\_enquiries@herefordshire.gov.uk](mailto:planning_enquiries@herefordshire.gov.uk)

You will be able to monitor the progress of the application, including all of the correspondence received, any amended or additional documentation, the officer report and the decision by viewing the application on the Council's website.

Yours faithfully

**TECHNICAL SUPPORT OFFICER**

**Planning Application - 200378 - 1 Ariconium Place, Weston Under Penyard, Ross-On-Wye,  
Herefordshire HR9 7HF**

**DESCRIPTION:**

**Extension to hardstanding area to facilitate the turning of vehicles whilst accessing  
driveways. Retrospective.**

Weston under Penyard Parish Council objects to this application on the following grounds:

1. The details of the application are inaccurate and misrepresenting. The existing area to which an extension is requested is a single-track access road, not a hardstanding.
2. No evidence has been provided to demonstrate that the approved design of the access road and private driveways are unsuitable for the turning of vehicles whilst accessing driveways. It is noted that vehicle tracking extracts were provided for some areas of the site having restricted space, but no such information has been sighted in respect of the access road for plots 1 to 5, either in application P163324/RM or in the current application.
3. No detailed drawing has been sighted for the location and dimensions of the proposal, in the absence of which it is not possible to fully evaluate and support the application. The Block Plan sketch is drastically different to the extensions actually created onsite, showing four discrete bays, whereas in practice the bays outside plots 2 and 3 have been joined together to form a single long bay. No suggestion is provided that the applicant intends to alter existing layout to match the sketch. In the absence of a dimensional drawing an evaluation of the impact has been assessed based on the sketch provided. Approximately 45% of the access road has been widened by approximately 85%. The changes proposed and observed on site bear little resemblance to turning areas.
4. Based on the observed as-built positions, shapes and sizes of the four extensions that have been created in breach of planning condition 1 (application 163324) it is clear that they have been constructed primarily for the parking of vehicles. This conclusion is reinforced by the fact that, throughout the past month since the extensions were constructed, three to four domestic and commercial vehicles have been routinely parked in these areas, sometimes with two vehicles in a single bay. This has occurred even when driveways were not being fully utilised for parking.
5. Policy D2 of the Neighbourhood Development Plan requires that adequate off-street parking should be provided. The Parish Council does agree to on-street parking of any kind along the frontage of the development. Some of the background to this problem is attached below. The Parish Council has made its views very clear on this matter throughout the planning process starting in 2015. An essential element of the site design is that it should be aesthetically pleasing when viewed from the A40. The form and colour of the houses achieves this, but the parking of vehicles along the front access road would ruin this.
6. The area between the A40 and the access road for plots 1 to 5 is the only significant green space on the development and the proposed extensions of block paving would substantially reduce this important feature that was carefully designed into the site. The application provides no assurance that the agreed landscaping plan for the development will not be impacted by the extensions to the access road. It is expected that the landscaping plan will be implemented before the end of the current planting season in March 2020.

The Parish Council requests that the planning breach be rectifying without delay and the road layout returned to the approved alignment. The design change now submitted would never have been supported by the Parish Council and the fact that the applicant has undertaken the change (despite

being advised by the HC Enforcement Officer to stop the construction work) should have no bearing on the Council's decision, which should be to reject the application.

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## **Background**

### **Extract from MFF Design and Access Statement 1<sup>st</sup> May 2015**

#### **Land at Weston-under-Penyard, Ross-on-Wye • Design & Access Statement - Addendum 01/05/15**

New buildings on the A40 frontage have been set back from the road behind a green. The new frontage follows the existing build line of Penyard Gardens and creates a new gateway feature to the village.

### **Extracts from the notes of the meeting between the Parish Council and MF Freeman 4<sup>th</sup> Nov. 2015**

#### **Notes of meeting held on 4th November 2015 at Weston Village Hall**

Present: Parish Council - S Lewis (Chairman), R Barker, B Davies, D Byrne, L. Kearns  
Steering Group - Mike Dawson (SG Chairman), John Smart, Chris Morris,  
M F Freeman - Luke Freeman, Ian Green

#### **Item 4. Appearance of the Development**

All parties recognise that that the development provides the opportunity to enhance the appearance of the southern part of the village as approached from the east. MFF advised that particular care would be taken to provide **attractive and appropriate frontages**, particularly on the NE, SE and SW sides.

#### **Item 5. Off-street Car Parking**

WuP advised that in their view car ownership levels in the village will remain high due to limited alternatives such as the very limited bus service and unsafe cycling conditions. MFF confirmed that a **minimum** of two off-street spaces per dwelling would be provided.

### **Extract from Weston under Penyard Parish Council Representation on Application P163324/RM**

Representation to Herefordshire Council on Planning Applications 7<sup>th</sup> December 2016

#### **Policy D2: Technical Design**

Policy D2 (b) requires that adequate off-street parking should be provided. Excluding garages, which are often not used for regular parking of cars, it seems that the design layout has adopted the simplistic approach of providing two parking spaces for each dwelling regardless of whether these are 2, 3, 4- or 5-bedroom houses.

Weston under Penyard has a poor and deteriorating bus service and so the local car ownership is high. Many hundreds of houses are planned for the eastern side of Ross on Wye spreading out along the A40 and nearby area. This is expected to lead to increasing car journeys as residents travel longer distances to find employment and education, resulting in even higher car ownership levels.

On-street parking for residents and visitors is undesirable, untidy and increases the risk of accidents. Two parking spaces for four-bedroom houses is considered insufficient and should be increased to at

least three spaces per house. For the two five-bedroom houses it seems that the proposed layouts could reasonably accommodate the parking of up to four cars per house without undue inconvenience and so this is probably acceptable.

The site layout does indicate three parking spaces for visitors near the entrance from the A40. In practical terms these are too far from the houses and the spaces are unlikely to be used for that purpose.

As already discussed with MFF there are concerns about the increasing numbers of commercial vehicles being parked in housing developments by residents. Arrangements should be included to permit any long term on-street parking of commercial vehicles only within the grounds of residential houses.