
Local Development Framework – Shaping Our Place 2026

Minutes of Task Group Meeting

8th September 2010

Kindle Centre, Belmont Road, Hereford

Attendees:

Councillor J Jarvis (Chair): Cabinet Member for Environment and Strategic Housing

Councillor B Wilcox: Cabinet Member for Transportation

Councillor A Blackshaw: Cabinet Member for Economic Development & Community Services

Councillor R Matthews: Chair of the Environment Scrutiny Committee

Councillor P Andrews: Chair of Adult Social Care & Strategic Housing Scrutiny Committee

Councillor P Edwards: Chair of Overview & Scrutiny Committee

Herefordshire Partnership

M July: Deputy Chair, Herefordshire Environment Partnership

P Lydford: Partnership Officer

Chamber of Commerce Herefordshire & Worcestershire

G Woodman: Policy & Business Development

Officers present:

A Ashcroft: Head of Planning and Transportation

Dr D Nicholson: Strategic Delivery Manager

P J Yates: Planning Policy Manager

C Botwright: Team Leader Local Planning

S Banks: Senior Planning Officer

V Eaton: Senior Planning Officer

E Bannister: Forward Planning Officer

R Pryce: Principal Planning Officer

Apologies

B Watts: Senior Transportation Planning Officer

Wendy Coombe: Community Partnership & Development, Hereford Diocese

1. Introductions

- 1.1 Councillor Jarvis welcomed those present to the meeting, noted apologies and two requests to leave the meeting early from Andrew Ashcroft and Cllr Matthews.

2. Notes of the Last Meeting

- 2.1 These were agreed, with no changes.

3. Presentation of Hereford Package section of the Core Strategy Preferred Options

- 3.1 The Task Group was informed on the Place Shaping Paper consultation, evidence base work thus far and the preferred option package for Hereford city.

- 3.2 The information was presented on the results analysis of the Place Shaping Paper consultation which took place at the beginning of the year.
- 3.3 The group was presented with a commentary on the issues facing Hereford, the Core Strategy's countywide vision, the vision for Hereford City and the Hereford spatial strategy. How the evidence base has informed the Core Strategy was also described and the work undertaken on a Sustainability Appraisal and the Habitats Regulations Assessment.
- 3.4 Following these first three presentations a number of issues or points of concern were raised:
- How will the proposals be financed? Are they viable?
- In response to issues of deliverability; it was explained that this is being considered as part of the Economic Viability Study and was a long term project. Delivery is a key risk to the Core Strategy but it is considered to be achievable. More detailed work will come forward in the Infrastructure Delivery Plan (IDP) and the Implementation Plan and through the Economic Viability Study, which is currently underway. A suggestion was made that the next Task Group could have a focus on the IDP. Natural England's help was offered in preparing the green infrastructure costs of the Core Strategy's preferred options. There was a brief discussion of CIL/s106 issues. It was indicated that house builders will also need to provide viability testing during the next stage of the plan.
- Is there a proven need for the amount of new housing proposed? How are these numbers justified?
- A point was raised that the housing numbers are needed for the viability of the overall strategy. The need to prove the soundness of the plan was highlighted and to have a sound and sufficient evidence base. These issues have been addressed during the CS's production as well as ensuring that there have been broad consultations and high levels of community engagement.
- Earlier consultation results in respect of the relief road were presented as percentages rather than as actual numbers of respondents. Was there an adequate number of responses?
- The consultations undertaken through Place Shaping Paper and earlier were then outlined.
- 3.5 The Hereford city area preferred options were presented in respect of historic heritage, shopping, recreation and leisure, city centre living, jobs and enterprise and movement.
- 3.6 In response to the city centre presentation, several points were made:
- A question was asked if the document reflects the need to reduce the need to travel. Is there an adequate balance between the location of proposed residential development and job opportunities?
 - An indication was given that the policies and proposals for the city centre were moving in the right direction, but that the need for high quality designs should be stressed.
 - it was highlighted that the encouragement of city centre living is a concern because its successful delivery needs to be justified. A discussion on dealing with commercial property owners, including pension funds, followed. It was noted that city centre flats are already exempt from s106 contributions.
 - It was highlighted that there is a demand for houses, rather than flats. It is difficult to bring into use the vacant spaces over shops.
 - it was acknowledged that there is still evidence for the demand for flats.
 - the need to provide parking spaces for city centre residential units was raised.
 - It was highlighted that there will be a reduced parking level in the urban village. This will be proportionate with the access to sustainable transport links. However, there will be no zero parking policy.
 - it was indicated that the urban village, similar to Berrington Street redevelopment, will need to make efficient use of space.
 - it was highlighted there needs to be parking for three bedroom properties. The emphasis on the protection and enhancement of the city's historic heritage was welcomed.

- it was noted that in 2001 27% of the county's households did not own a car therefore too much emphasis should not be placed on private cars and car parking. (It was also noted that 24% of car owners owned more than 2 cars.)
- A question was asked, has the employment land study backed up the need for and balance of growth proposed? Also, the emphasis on third tier education in Hereford is very arts focussed. Perhaps we should aspire to something more vocational or business orientated.
- it was highlighted that a planning application has now been received for the proposed redevelopment of Holme Lacy College, providing for more/improved vocational educational facilities.

3.7 Next the group were presented the Movement section of the Hereford package. This covered an assessment of Hereford transport issues, including traffic flows, air quality, modal split, bus usage and the potential for sustainable travel. The presentation also covered the Amey Hereford Relief Road Study, the four identified corridors and the preferred option, the western inner corridor. The following points were subsequently raised:

- the definitions of the 'inner' and 'outer' road alignments were questioned. Where exactly will the road go?
- A point was raised as to when the Amey study would be published? Did it take account of a modal shift to sustainable modes of transport? It was responded that yes it did, three sustainable transport options were modelled. Is the evidence sufficient enough to be found 'sound'?
- it was highlighted that proposals need to be ambitious in order for a modal shift in movement to be achieved. Network capacities are important to the evidence/justification for the proposals.
- Did the Amey study cover origin and destination issues? What traffic movements in the city will the relief road remove?
- Note that the opening of the M25 caused more traffic to be generated; this may happen in Hereford too if more network capacity is created.

3.8 A presentation was given on the proposed urban expansion areas and distribution of new communities on greenfield sites around Hereford. A number of issues were then raised:

- It was requested and received confirmation that there are no proposals to build homes or anything else on the racecourse. There needs to be improved public engagement to communicate this message.
- It was highlighted that new homes must be provided with the most up to date broadband/fibre optics that are available to ensure that modern living can take place.
- disappointed to see that there is no park and ride facility proposed for the Abergavenny Road. This is essential. Also, we need to acknowledge that usually park and ride facilities are very expensive and usually run at a loss. Officers suggested that three strategic park and ride sites funnelling onto the relief road would be sufficient for the levels of growth proposed. A point was raised in favour of a park and ride facility close to the relocated livestock market.
- A question was asked if Home Farm, Belmont is proposed for development? Response: it is not a planned strategic housing site, although it may come forward through the Hereford Area Plan as a site of under 500 homes.
- The overall policies and proposals look sustainable so far. Will the Bullinghope site be well connected for cyclists? A country park is missing from the northern expansion proposals.
- The need for more input from the Hereford Partnership was highlighted. It was suggested that there may be some benefit from a presentation to the Partnership Board. N.B. Since the meeting a provisional date has now been fixed for this.
- If more use could be made of the Partnership groups to obtain consistency of responses then this would make a positive contribution to the process.

4 Next Meeting

- 4.1 Although a precise date for the next meeting was not set, it was suggested that it should be in November following the end of the consultation period.

15th September 2010