

Herefordshire Local Plan

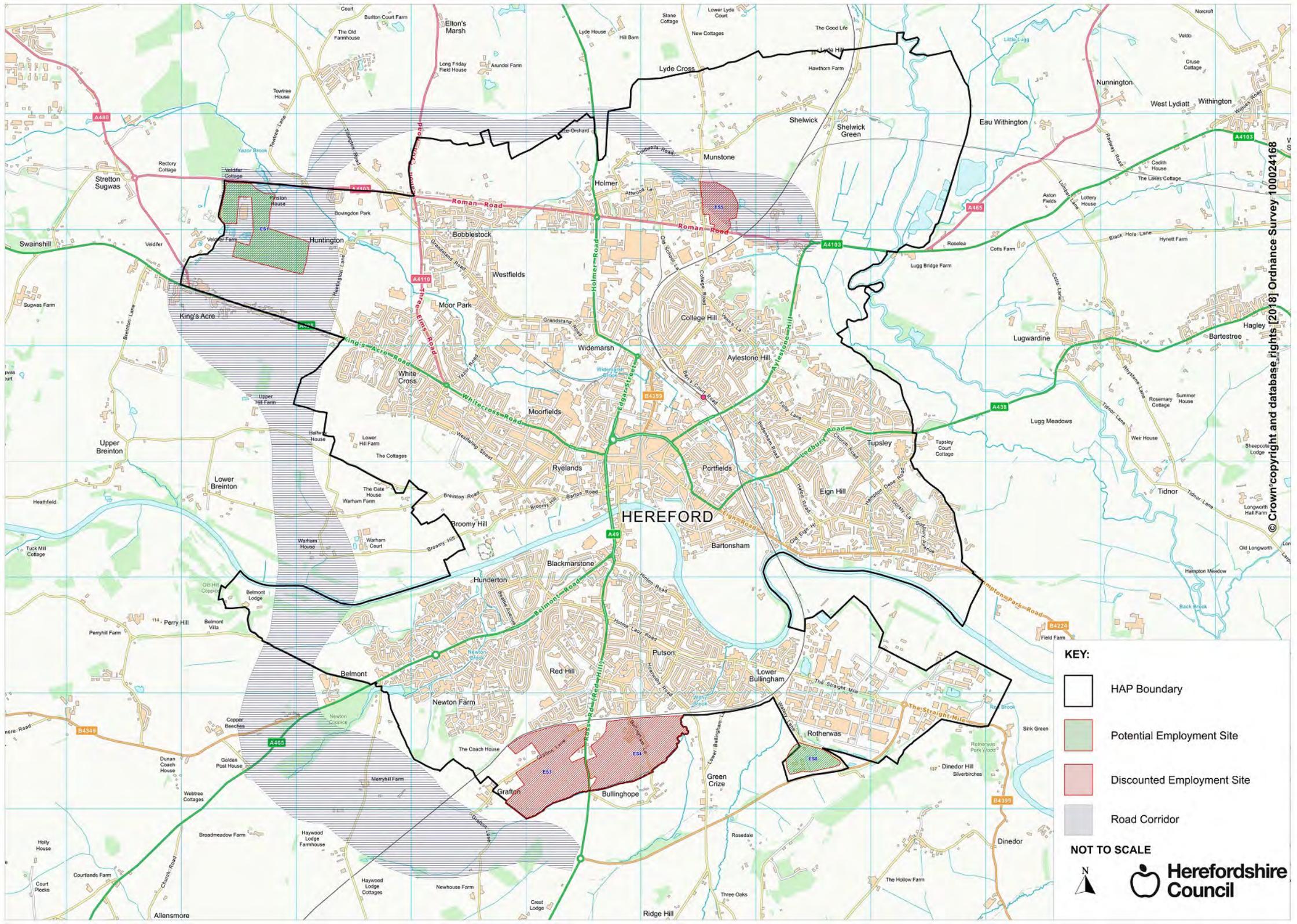
Hereford Area Plan

# Housing and Employment Site Options Consultation

## Technical Site Assessments - Employment Sites

August 2018





- KEY:**
-  HAP Boundary
  -  Potential Employment Site
  -  Discounted Employment Site
  -  Road Corridor

**NOT TO SCALE**

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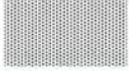
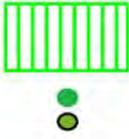
List of Sites (Technical Site Assessments)

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## Glossary –HAP Site Options Housing and Employment August 2018

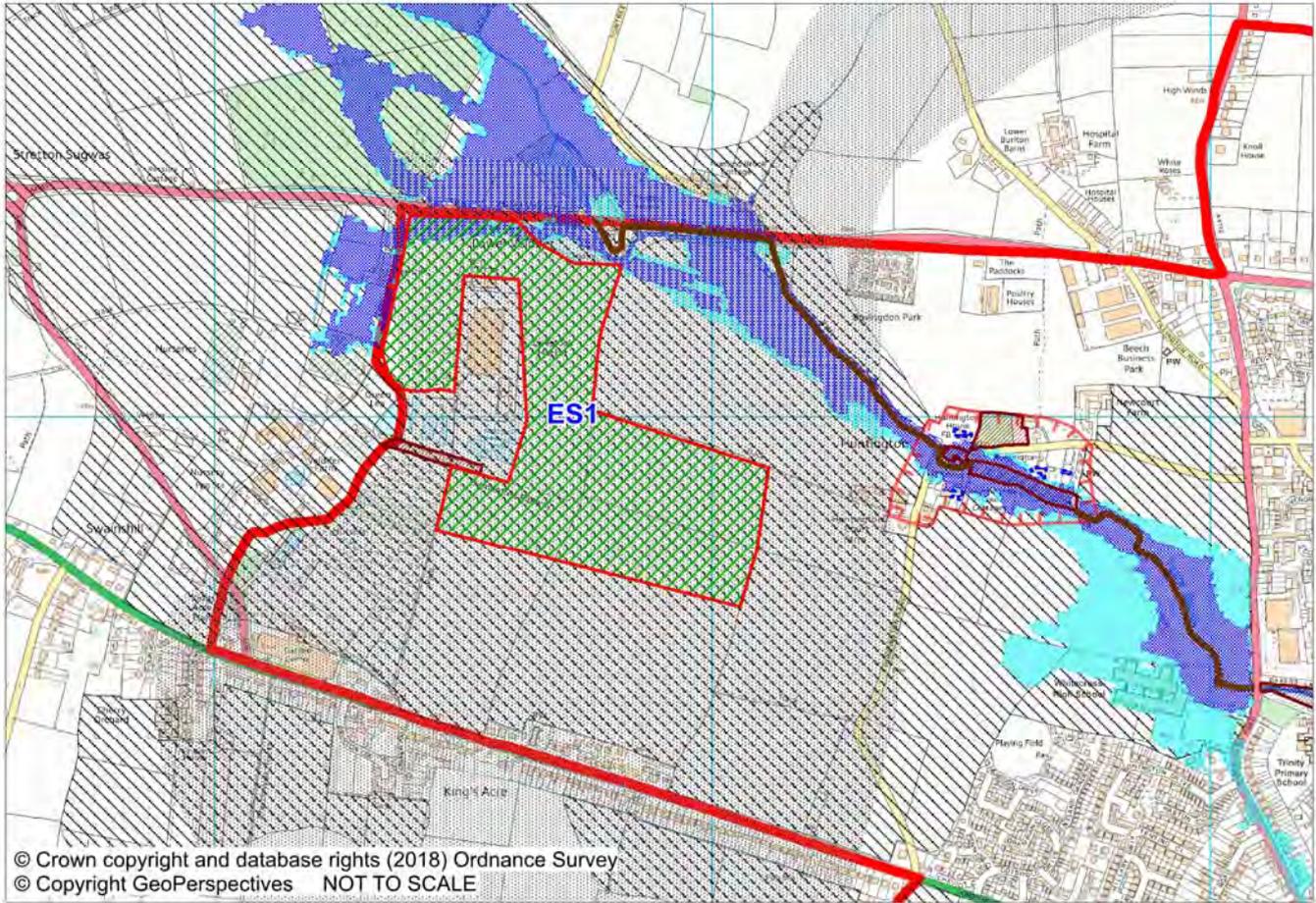
<b>A</b>	Approval of planning permission
<b>AAI</b>	Areas of Archaeological Importance
<b>D</b>	Dismissed at Appeal
<b>Dph</b>	Dwellings per hectare
<b>ELS</b>	Employment Land Study 2012
<b>ESG</b>	Edgar Street Grid
<b>Ha</b>	Hectares
<b>HAP</b>	Hereford Area Plan
<b>HEZ</b>	Hereford Enterprise Zone
<b>HELAA</b>	Hereford Housing and Employment Land Availability Assessment <a href="https://www.herefordshire.gov.uk/downloads/download/215/hereford_housing_and_economic_land_availability_assessment_helaa">https://www.herefordshire.gov.uk/downloads/download/215/hereford_housing_and_economic_land_availability_assessment_helaa</a>
<b>HTP</b>	Hereford Transport Package <a href="https://www.herefordshire.gov.uk/info/200196/roads/252/hereford_2020/4">https://www.herefordshire.gov.uk/info/200196/roads/252/hereford_2020/4</a>
<b>LPA</b>	Local Planning Authority
<b>LVIA</b>	Landscape and Visual Impact Assessment
<b>MUGA</b>	Multi use Games Area
<b>NDP</b>	Neighbourhood Development Plan
<b>NIMTE</b>	New Model in Technology and Engineering (Hereford University)
<b>POS</b>	Public Open Space
<b>PRI</b>	Priority Habitat Inventory
<b>PROW</b>	Public Right of Way
<b>R</b>	Refusal of planning permission
<b>SAC</b>	Special Area of Conservation
<b>SINC</b>	Site of Importance for Nature Conservation
<b>SPD</b>	Supplementary Planning Document
<b>SSSI</b>	Site of Special Scientific Interest
<b>SUE</b>	Strategic Urban Extension: Large housing site identified in the Herefordshire Core Strategy 2015
<b>SuD</b> s	Sustainable Urban Drainage System
<b>TA</b>	Transport Assessment
<b>tbd</b>	To be determined
<b>TRO</b>	Traffic Regulation Order
<b>TS</b>	Transport Statement
<b>W</b>	Withdrawn

# Hereford Area Plan- Housing and Employment site maps legend

	HAP boundary		Safeguarding mineral reserves
	Sites not considered suitable for development in the plan period		Flood Zone 2
	Sites considered suitable for development in the plan period		Flood Zone 3
	Core Strategy Strategic Housing Sites		Relief Road corridor
	Site of Special Scientific Interest (SSSI)		Site of Importance for Nature Conservation (SINC) /Local Wildlife Site (LWS)
			
	Scheduled Ancient Monument (SAM)		Conservation Area
		Central Shopping and Commercial Area (UDP saved policy TCR1)	
	Primary Shopping Frontages (Saved from UDP)		Listed Buildings
	Secondary Shopping Frontages (Saved from UDP)		Safeguarded Route of Hfds and Glos Canal

## EMPLOYMENT SITE ASSESSMENTS

**ES1**



### Site Details

Site ID	<b>ES1</b>	Site Address	Land adjacent to Livestock Market, Three Elms, Hereford	Postcode	HR4 7AN
Ward	Kings Acre	Site Area ha	28.08	Potential Capacity	Yes

### Site Characteristics

Site Type	Greenfield	Current use	Agricultural land surrounding livestock market
Road front	Yes	Topography	Flat
Surrounding land uses	Site wraps around livestock market, A4103 to N, fields to E and S		
Description	Site forming part of Three Elms SUE proposed for employment. Please note that this site is partially also being assessed for housing potential (part of Thr19 and Thr26a).		

### Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	HD3, LD3, M5						
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	No
Flood Zone	2	Protected Species	Yes	HRA Screening	Yes	NE Priority Habitat	No

Surface Water	No	SSI Impact Zone	Yes	Green Infra Area	Yes		
Agricultural classification			2	Percent	100		

### Technical Information (assessments and infrastructure provider comments)

<b>HC Highways comments</b>
Public Transport accessibility comments
<p><i>Are standards for access to local services likely to be achievable?</i></p> <p>The site is some distance from facilities. Cycle connectivity is poor with no off road routes until Yazor Road. These distances will reduce once the sustainable links within the Three Elms SUE are available, and if development linked to these. Continuation of sustainable links from SUE westwards through the site would also be required to provide onward connectivity.</p>
Access comments
Possible access off A4103. For further assessment. The site is directly west of the Three Elms SUE.
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Capacity issues on the network have been identified during the transport assessment work for the Three Elms SUE, and have resulted in a proposed cap on that development until such time as the river crossing section of the relief road is in place. It is therefore considered that strategic sites should take preference and no further sites be considered which, with the SUE, would breach this cap.</p>
Site dependence on Hereford Transport Package
<p>The site falls within the corridor for the HRR (A49 to A4103) and therefore until such time as a line is finalised, development could prejudice the delivery of that section of the road.</p> <p>In view of the capacity issues identified above, until such time as capacity is available, the site is dependent upon the HTP as a possible means of creating network capacity.</p> <p>An overall assessment of the acceptability with regard to highway network capacity will need to be carried out (once all sites are reviewed and shortlisted) to assess the cumulative impact and at which stage of the HTP those developments can be brought forward.</p>
Mitigation measures
HTP may provide capacity once constructed.
Highway site support
Not at this time.

<b>HC Landscape comments</b>
<p>This site comprises essentially low-lying, open scrub land surrounding the cattle market. It relates well to the city extents and can provide a linkage through to the Roman Road, there is therefore high capacity for development. From a landscape perspective, there is also potential for enhancement through the development of green infrastructure linking the extents of the city to the wider open countryside.</p>

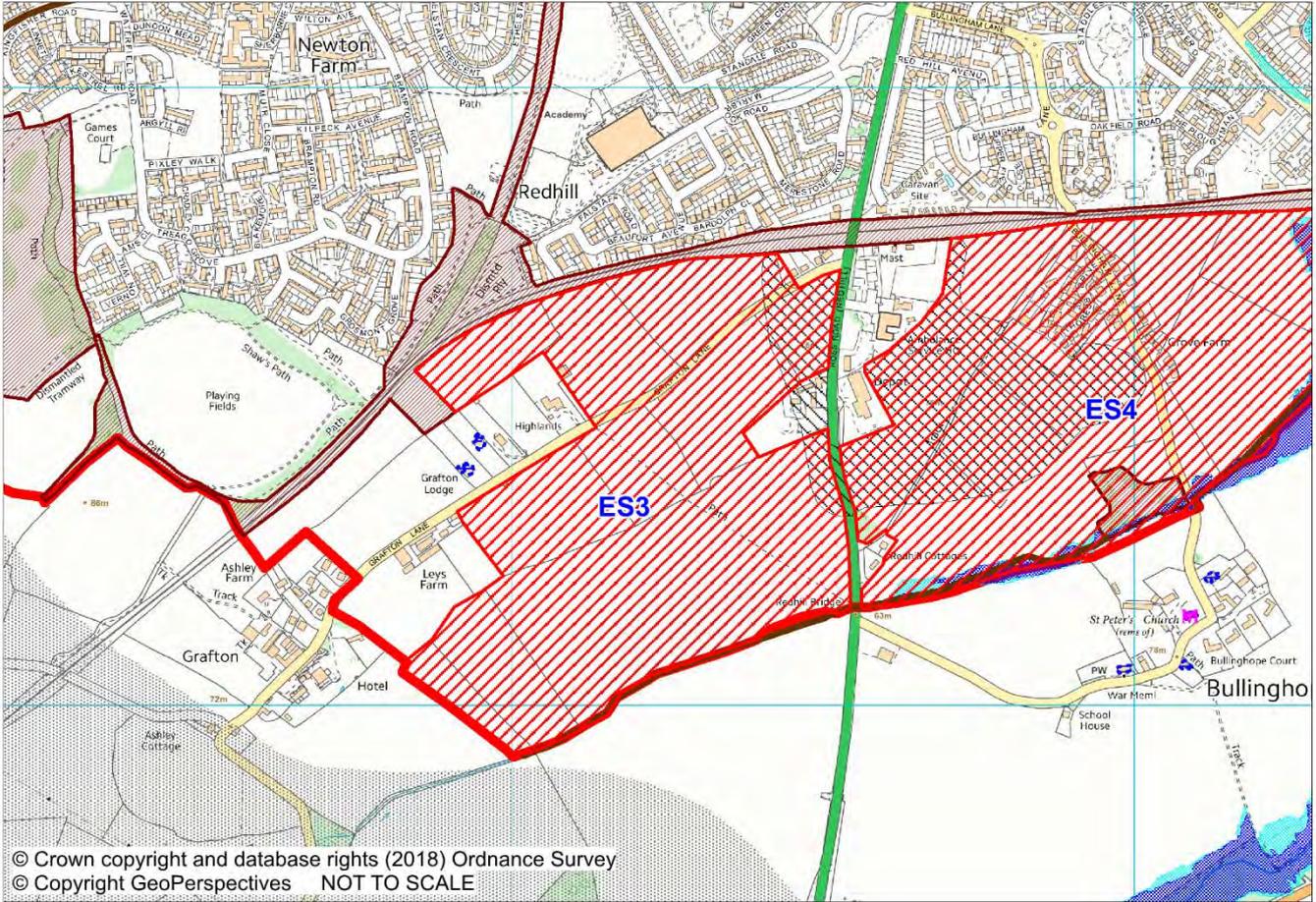
<b>HC Conservation comments</b>
Built conservation
<i>For future assessment.</i>

Archaeology
<i>For future assessment.</i>
Biodiversity/Ecology
<p><b>HRA – River Wye SAC/SSSI</b>  All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).</p> <p><b>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</b>  ANY demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.</p>

<b>Conclusion</b>				
<p>The site comprises flat, low-lying scrubland which has a good relationship with the existing fringes of Hereford City. It lies adjacent to some existing non-residential uses in the form of the cattle market. The proposal for the Three Elms SUE is adjacent to this site. It presents a potential opportunity for a new development to provide linkages through new green infrastructure linking to the countryside beyond the city boundaries.</p> <p>The site is identified as having mineral reserves of sand and gravel therefore the current saved UDP policy M5 applies. However, the British Geological Survey GeoIndex (onshore) mapping is considered to be a more up to date record of reserve locations. This mapping system does not identify any reserves in this location.</p> <p>The site lies within the safeguarded corridor of the Hereford Relief Road with the black route running through the site. There is also an issue identified with the current highway capacity's ability to absorb the impacts of new development here, and therefore development should be restricted until such time that further capacity is made available by the delivery of the new section of relief road. The site could be connected to the existing road network but this will need further assessment once the preferred route is agreed.</p> <p>This is a very large area of identified land and not all of it will be required to meet the needs for future employment for the city. Actual area of land required is yet to be identified. The site is considered to have potential as a Site Option for Employment use.</p>				
<table border="1"> <tr> <td>Evidence of site availability</td> <td>No</td> <td>Information source</td> <td>Landowner to be contacted</td> </tr> </table>	Evidence of site availability	No	Information source	Landowner to be contacted
Evidence of site availability	No	Information source	Landowner to be contacted	

EMPLOYMENT SITE ASSESSMENTS

ES3



Site Details

Site ID	<b>ES3</b>	Site Address	Land at Grafton Lane, Hereford	Postcode	HR2 8BH
Ward	Red Hill	Site Area ha	36.26	Potential Capacity	No

Site Characteristics

Site Type	Greenfield	Current use	Agricultural fields
Road front	Yes	Topography	Slopes downwards in a southerly direction
Surrounding land uses	Agricultural fields, railway and urban fringe to N		
Description	Agricultural land to S of Hereford proposed for employment. Pasture and arable fields, sloping to the south. Contained by the railway to the north, the east and pockets of existing residential development and extending to the south between the hamlet of Grafton to the west and the A49 to the east. Please note that this site is also being assessed for housing potential (Hol13 & Stm17).		

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		M5 (Saved UDP policy- Safeguarding Mineral Reserves)					
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	No

Flood Zone	No	Protected Species	Yes	HRA Screening	Yes	NE Priority Habitat	No
Surface Water	Yes	SSI Impact Zone	Yes	Green Infra Area	Yes		
Agricultural classification			2	Percent	100		

### Technical Information (assessments and infrastructure provider comments)

<b>HC Highways comments</b>
Access to alternative modes of transport
<p><i>Are standards for access to local services likely to be achievable?</i></p> <p>Whilst bus stops are available nearby, for routes outside Hereford, the more regular routes are within the developments to the north of the railway bridge. The footway towards Hereford over the railway bridge is narrow and provision of/improvements to sustainable links to schools and other facilities should be fully investigated.</p> <p>Whilst there is a potential link to the southern end of the Great Western Way from Grafton, this link is some way from the site to the west and not on the desire line. There may in future be a link from Romany Way to Bullingham Lane. Full investigation identifying all existing and proposed routes is required to ensure the site is appropriately connected to footway cycle links to the city centre, schools, etc.</p>
Access comments
Highways England considers that the existing Grafton Lane junction is unsuitable and a new signalised junction provided opposite Romany Way is necessary. Existing Grafton Lane junction would be closed off.
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Yes concerns with A49 corridor northwards and over the river bridge. Limited capacity available, with a threshold on trip generation for Hereford Enterprise Zone to use the available capacity identified at the time.</p> <p>The impact of the development on the existing network should be assessed by use of the VISSIM model, updated as necessary, for the full A49 corridor. The assessment should take into account the A49/A465 link road, City Link Road, all committed development, the Enterprise Zone and the Lower Bullingham Strategic Urban Expansion to the south of the river and all committed development and the Strategic Sites to the north of the river, all using the latest numbers of dwellings. Strategic sites and the EZ will be given preference in allocation of any available capacity. Consideration needs to be given to the thresholds and timescales in relation to highways infrastructure and other transportation project delivery.</p> <p>The impact of inclusion of a new signalised junction here, resultant queuing on A49 south of the junction and the attractiveness of Grafton Lane and the development junction as a "rat run" for northbound traffic (avoiding queues that often extend to Callow) needs to be assessed and mitigated if issues arise from the TA.</p> <p>An overall assessment of the acceptability with regard to highway network capacity will need to be carried out (once all sites are reviewed and shortlisted) to assess the cumulative impact and at which stage of the HTP those developments can be brought forward.</p>
Site dependence on Hereford Transport Package
Yes to create highway capacity for the development, although that may not produce the necessary capacity on the A49 radial route into Hereford.
Mitigation measures
New junction, footway/cycleway links, HTP.
Highway site support
Dependent upon highway capacity, new junction and on connectivity issues being resolved.

<b>HC Landscape comments</b>
<p><b>Site description:</b> Site straddling Grafton Lane and formed by 2 fields to the north of Grafton Lane and 6 fields to the south between Grafton Lane and Withy Brook. In very important and sensitive location as part of the main entrance to the city. Viewed openly from A49 and hillsides beyond.</p> <p><b>Landscape and visual sensitivity:</b> High</p> <p><b>Capacity of housing development:</b> North side of Grafton Lane has capacity for more discrete development, backed by railway and with limited views to the south. Southern part, south of Grafton Lane very open and exposed. Forms critical part of entrance to the city and should not be developed.</p> <p><b>Potential mitigation measures:</b> Retention of vegetation to Grafton Lane and appropriate planting to the north of the lane could mitigate effects from the northern part of the site. It would not be possible to mitigate the harms caused by developing to the south of Grafton Lane.</p> <p><b>Overall comment on suitability:</b> Limited potential due to importance of open countryside to the south of the lane.</p>
<b>HC Conservation comments</b>
<b>Built conservation</b>
The site has the potential to impact the setting of St Peters Church, Bullingham. This should be considered during the design, layout and extent of any proposed development.
<b>Archaeology</b>
<p>May be suitable, depending on results of assessment and evaluation. This large and prominent site is poorly understood, but has potential as regards archaeology, and would require detailed desk based assessment and field evaluation in respect of any proposals (NPPF Para 128) It can be inferred from work undertaken in connection with the Rotherwas Access Road and Southern Link Road that there is appreciable potential for later prehistoric and Romano-British discoveries in the southern part of the development area here.</p> <p>Also, there is the question of to what extent wholesale development of the location might have a damaging effect on the settings of (eg) the group of nationally important heritage assets across the A49 at Bullinghope.</p>
<b>Biodiversity/Ecology</b>
<p><b>HRA – River Wye SAC/SSSI</b></p> <p>All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).</p> <p><b>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</b></p> <p>ANY demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.</p>
<b>Development Management</b>
<p>Key constraints for wider site:</p> <ul style="list-style-type: none"> <li>• Visual / Landscape impact on approach from the South due to topography of land.</li> <li>• Extending to the south may also have implications for the setting of the Heritage Assets (Church and Grafton Bank).</li> <li>• Highway Capacity and highway safety / access – key issue in terms of Capacity on the road network. Would need new access from the A49. Grafton Lane not suitable.</li> <li>• Connectivity – Railway bridge a significant barrier to access the schools and other services to the north. Consider new pedestrian bridge or cycle links / improvements. Consider access to the National Cycle Route to the west (Grafton Lane).</li> </ul>

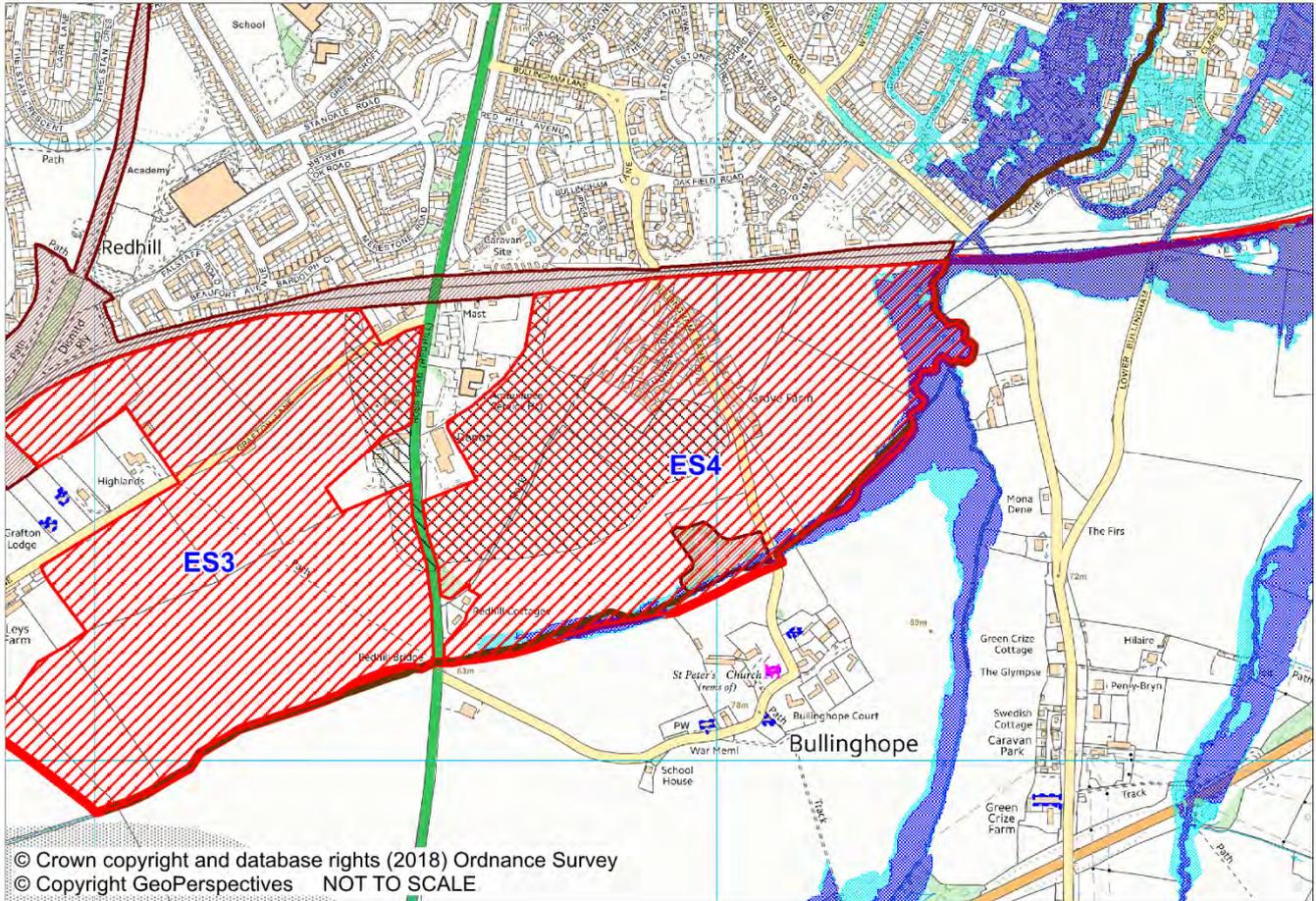
**Other Consultees to date**

<b>Historic England</b>
Issues & Options Consultation 2017 comments
Potential impacts on setting of Bullingham Old Church SAM (UID:1005357) should be considered in heritage assessment.

<b>Conclusion</b>			
<p>The site comprises open fields, located to the south of Hereford city. It is in a sensitive location, forming a gateway to Hereford when approached via the A49 from the south.</p> <p>The site is identified as having mineral reserves of sand and gravel therefore the current saved UDP policy M5 applies. However, the British Geological Survey GeoIndex (onshore) mapping is considered to be a more up to date record of reserve locations. This mapping system does not identify any reserves in this location.</p> <p>The area of the site to the south of Grafton Lane is considered to be particularly important, and does not have capacity to accept development. The section of land to the north of Grafton Lane has some capacity, albeit for discrete and well-screened residential development. The potential impact on the setting of St. Peter’s Church, Bullingham and other nearby Heritage Assets in the area should also be considered. Employment buildings could have an adverse impact on this setting and would be difficult to mitigate.</p> <p>The site is not considered appropriate for employment use in the Site Options.</p>			
Evidence of site availability	Not for employment use	Information source	Desktop search

## EMPLOYMENT SITE ASSESSMENTS

ES4



### Site Details

Site ID	<b>ES4</b>	Site Address	Land East of Ross Road, Hereford	Postcode	HR2 7SW
Ward	Red Hill	Site Area ha	36.26	Potential Capacity	No

### Site Characteristics

Site Type	Greenfield	Current use	Agricultural fields/farmstead
Road front	Yes	Topography	Site slopes down in a southerly direction
Surrounding land uses	A49 to W, Railway and urban fringe to north, fields and Bullinghope to south		
Description	Agricultural land to south of Hereford proposed for employment. Please note that part of this site is also being assessed for housing potential (Stm01 & Hol12a).		

### Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		M5, LD2, LD3					
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	No
Flood Zone	Yes	Protected	Yes	HRA Screening	Yes	NE Priority	No

		Species				Habitat	
Surface Water	Yes	SSI Impact Zone	Yes	Green Infra Area	Yes		
Agricultural classification			2	Percent	100		

#### Technical Information (assessments and infrastructure provider comments)

<b>HC Highways comments</b>
Public transport accessibility comments
<p><i>Are standards for access to local services likely to be achievable?</i></p> <p>Footways along Ross Road but not continuous over railway bridge on east side and require crossing of A49.</p> <p>Lack of connectivity due to restricted width for footway/cycleway over railway bridge is a concern. Only rural bus stops available south of railway line, with more regular routes to the north. Signalised crossing may be included as part of signalised junction at Romany Way.</p>
Access comments
<p>Access being onto A49 Trunk Road would be at the discretion of Highways England, but proximity to other junctions and existing road geometry may restrict access options, particularly with the narrow frontage to the A49. Should a new signalised junction for ES3 (or Hol13/Stm17 if considered for housing) be introduced this may also have implications. May be better possibly Romany Way junction if a route is achievable and the aforementioned signalised junction is installed. However, HGV access would need further consideration.</p> <p>Access to/from Bullingham Lane not an option due narrow railway underbridge, restricted headroom, and limited junction capacity Bullingham Lane/A49 junction. Also would introduce increased traffic along the very narrow Bullingham Lane southwards towards A49.</p>
Local network comments
<p><i>Any capacity concerns on the network?</i></p> <p>Yes. Capacity issues on the A49 corridor into Hereford city centre. Cap on development on HEZ, and development of Lower Bullingham strategic housing site is taking precedence on this basis.</p> <p>The network impact would need to be covered in a Transport Assessment comparing vehicle movements and as with all HAP sites the scope and developments to be considered will need to be confirmed.</p>
Site dependence on Hereford Transport Package
<p>HTP may benefit the site in releasing additional road capacity on this stretch. An overall assessment of the acceptability with regard to highway network capacity will need to be carried out (once all sites are reviewed and shortlisted) to assess the cumulative impact and at which stage of the HTP those developments can be brought forward.</p>
Mitigation measures
<p>Provision of footway/cycleway over railway bridge and improved footway along A49 from site.</p>
Highway site support
<p>Not unless proven network capacity at the time the site comes forward and connectivity issues are resolved.</p>

<b>HC Landscape comments</b>
<p><b>Site description:</b> Large open fields with existing commercial uses and the A49 to the immediate west, railway to the north and some residential to north east corner (Thornesbury Drive). Generally flat up to the southern area, where it begins to slope southwards, becoming more open and vulnerable.</p> <p><b>Landscape and visual sensitivity:</b> Moderate to high</p> <p><b>Capacity of housing development:</b> Some capacity to the north, which is already influenced by existing commercial</p>

and residential, but southern areas too sensitive to accept development.

**Potential mitigation measures:** Significant screen planting at southern edge of any development important to create effective buffer.

**Overall comment on suitability:** Potential for development on northern side, with southern side to be restricted.

#### HC Conservation comments

##### Built conservation

The setting of St Peters Church at Bullinghope should be taken into consideration.

##### Archaeology

May perhaps be suitable, subject to design and acceptable assessment / evaluation under NPPF Para 128. This medium - large scale plot of land is located in an area of some sensitivity as regards the historic environment. The southern part of the plot in particular is very close to the historic village of Bullinghope, which contains a number of important (and designated) heritage assets. There is a particular risk here of compromising the 'settings' of these assets. To succeed, proposals would need to demonstrate that any harm so caused was justified and within acceptable limits. It is likely that suitable buffering [i.e. loss of developable area] would be needed here.

Also, it is known from studies undertaken on nearby sites that there is high potential for buried prehistoric remains in this broad location. Although not likely to represent an over-riding constraint in respect of the whole, this could have some timetabling and resourcing implications. Mitigation will very likely be needed.

##### Biodiversity/Ecology

###### HRA – River Wye SAC/SSSI

All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).

###### Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)

ANY demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.

#### Conclusion

The site is mainly large open fields with existing commercial uses to the immediate west, railway to the north and some residential to north east corner (Thornesby Drive). Generally flat in northern section and then it slopes significantly to the south with increasing visibility and openness. Wither Brook also has significant wildlife / ecological value.

The site is identified as having mineral reserves of sand and gravel therefore the current saved UDP policy M5 applies. However, the British Geological Survey GeoIndex (onshore) mapping is considered to be a more up to date record of reserve locations. This mapping system does not identify any reserves in this location.

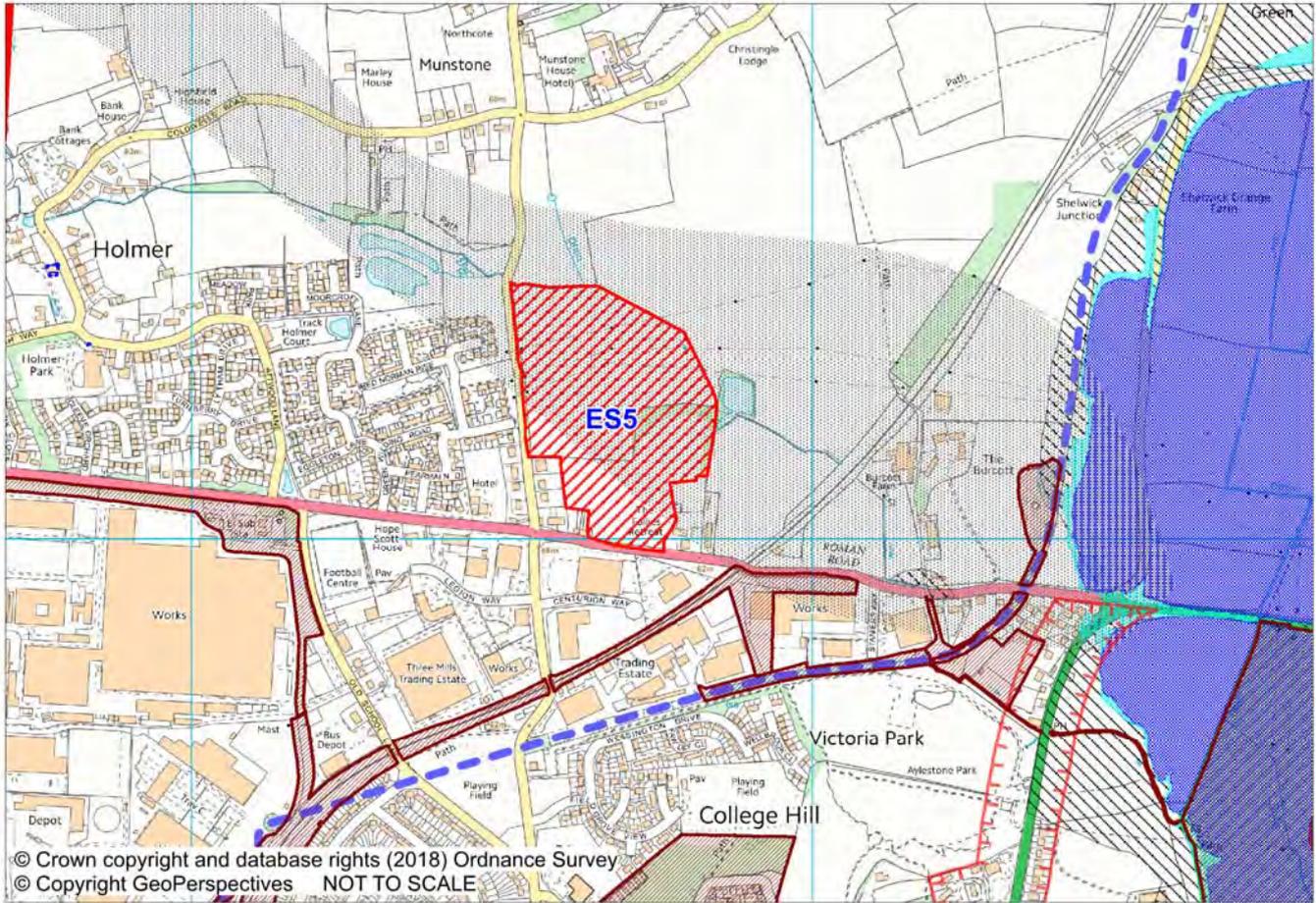
In landscape terms, any development would need to be restricted to the northern part of the site, with significant screen planting on the southern edge to avoid adverse impacts. Adverse impacts on the setting of St. Peter's Church are a concern as employment buildings by their nature are large and difficult to mitigate. Due to the limited scope of the site in landscape terms achieving a suitable employment development where an acceptable access could be provided may not be possible.

The site is not considered a suitable Site Option for employment use.

Evidence of site availability	Not for employment	Information source	Desktop search
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## EMPLOYMENT SITE ASSESSMENTS

ES5



### Site Details

Site ID	<b>ES5</b>	Site Address	Land North of Roman Road, Holmer	Postcode	HR1 1JN
Ward	Holmer	Site Area ha	9.84	Potential Capacity	No

### Site Characteristics

Site Type	Greenfield	Current use	Grassland fields/habitat
Road front	Yes	Topography	Mostly flat site, some mild undulations
Surrounding land uses	New residential to west, employment to S, open fields to north and east.		
Description	<p>The site lies to the north of and has a frontage with A4103. Large parcel of agricultural land with access from Attwood Lane. The Furlongs development lies to the west. There is some residential development at the crossroads of Roman Road/College Road/Munstone Road. The northern boundary is defined by a small watercourse but relatively open in aspect otherwise.</p> <p>Please note that this site is also being assessed for housing potential (Bur23 &amp; Bur31).</p>		

### Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	Relief road corridor (HD3) LD1-3, M5 (Safeguarding Mineral Reserves)
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Environmental Designations covering the site							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	No
Flood Zone	No	Protected Species	Yes	HRA Screening	Yes	NE Priority Habitat	No
Surface Water	Yes	SSI Impact Zone	Yes	Green Infra Area	Yes		
Agricultural classification			2/3	Percent	90/10		

### Technical Information (assessments and infrastructure provider comments)

HC Highways comments
Public Transport accessibility comments
<p><i>Are standards for access to local services likely to be achievable?</i></p> <p>Lack of footway along College Road over railway bridge, though a planning application at Holmer Trading Estate for residential development proposes changes to this. No segregated pedestrian access is currently available along Munstone Road, but an alternative but longer route may be achievable through the Crest site to the west, which links to ongoing cycle network. A direct route on the desire line would be likely to be required. Public transport is available on Roman Road.</p>
Access comments
<p>An access would be likely to be achievable to Roman Road but depending upon turning movements a right turn lane may be required which may not be achievable in highway land. Visibility splays may require third party land. The network capacity over the railway bridge would need to be reviewed. The network impact would need to be covered in a Transport Assessment/Statement comparing vehicle movements and as with all HAP sites the scope and developments to be considered will need to be confirmed.</p>
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Concerns with capacity of A4103 railway bridge to the east and A49/A4103 Starting Gate roundabout to the west. Aylestone Hill to the east and into the city centre suffers from queuing at peak hours, and the impact of the new city link road appears to have exacerbated this.</p> <p>Signalisation of College Road railway bridge (if Holmer Trading Estate 2007/1655, 121750, 150659 re-development proceeds) will limit capacity on that route to the city centre. Capacity of roads and junctions to the city centre would need to be reviewed as would the signalised railway bridge to the east.</p> <p>A Transport Assessment would be required to assess the impact of the development on the network, and as with all HAP sites the scope and developments to be considered will need to be confirmed.</p>
Site dependence on Hereford Transport Package
<p>A review of the cumulative network impacts of the sites would be necessary to assess whether delivery of this development this was dependent upon HTP.</p>
Mitigation measures
<p>Delivery of HTP may increase network capacity.</p>
Highway site support
<p>Only if the above issues are resolved.</p>

HC Landscape comments
<p>The site comprises two fields, with the northernmost used for arable purposes. The southernmost field is laid to pasture.</p> <p>The southern field is relatively flat and bounded by hedgerow and relates to the Roman Road from which it can be accessed. The northernmost field, whilst situated on lower lying ground, does not protrude into the wider open</p>

countryside. There is an extensive mature tree belt which follows the watercourse along part of the northern boundary. However, a ridge of higher ground beyond this will afford clear views of the site. For this reason, the northern section of the site is considered to be of a higher sensitivity than the south.

The northern field has limited capacity for development, whilst the southern section can be considered to relate more closely to the existing built up area of the city, given the residential built form either side of the site there is greater capacity for residential development than employment usage, however this would not preclude employment use. It would require a considered approach in terms of heights, materials, conflicts of use etc.

#### **HC Conservation comments**

Built conservation

*Not assessed*

Archaeology

*Not assessed*

Biodiversity/Ecology

#### **HRA – River Wye SAC/SSSI**

All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).

#### **Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)**

Any demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.

#### **Development Management**

Much of the northern part of the site lies within the HRR safeguarded corridor. The site is not subject to any ecological or landscape designation and nor would it appear that development would affect the significance of any heritage assets. There is also potential for contamination, with anecdotal evidence tending to the view that it was historically used for landfill. This may require further investigation.

#### **Other Consultees to date**

##### **Historic England**

Issues & Options Consultation 2017 comments:

A4103 is a Roman Road, consider in heritage assessment.

#### **Conclusion**

This is a large parcel of agricultural/grass land. It is surrounded by small scale existing residential development to the SE and SW areas; otherwise open in aspect to the north, with the northern boundary defined by a small watercourse. In landscape terms, it is considered that the southern section of the site has more capacity for development as it is less sensitive and has a better relationship with the existing built form of the city.

The site is identified under the British Geological Survey GeoIndex (onshore) mapping as a site with sand and gravel reserves. Although a useful resource, the Council would not seek to quarry so close to an urban environment.

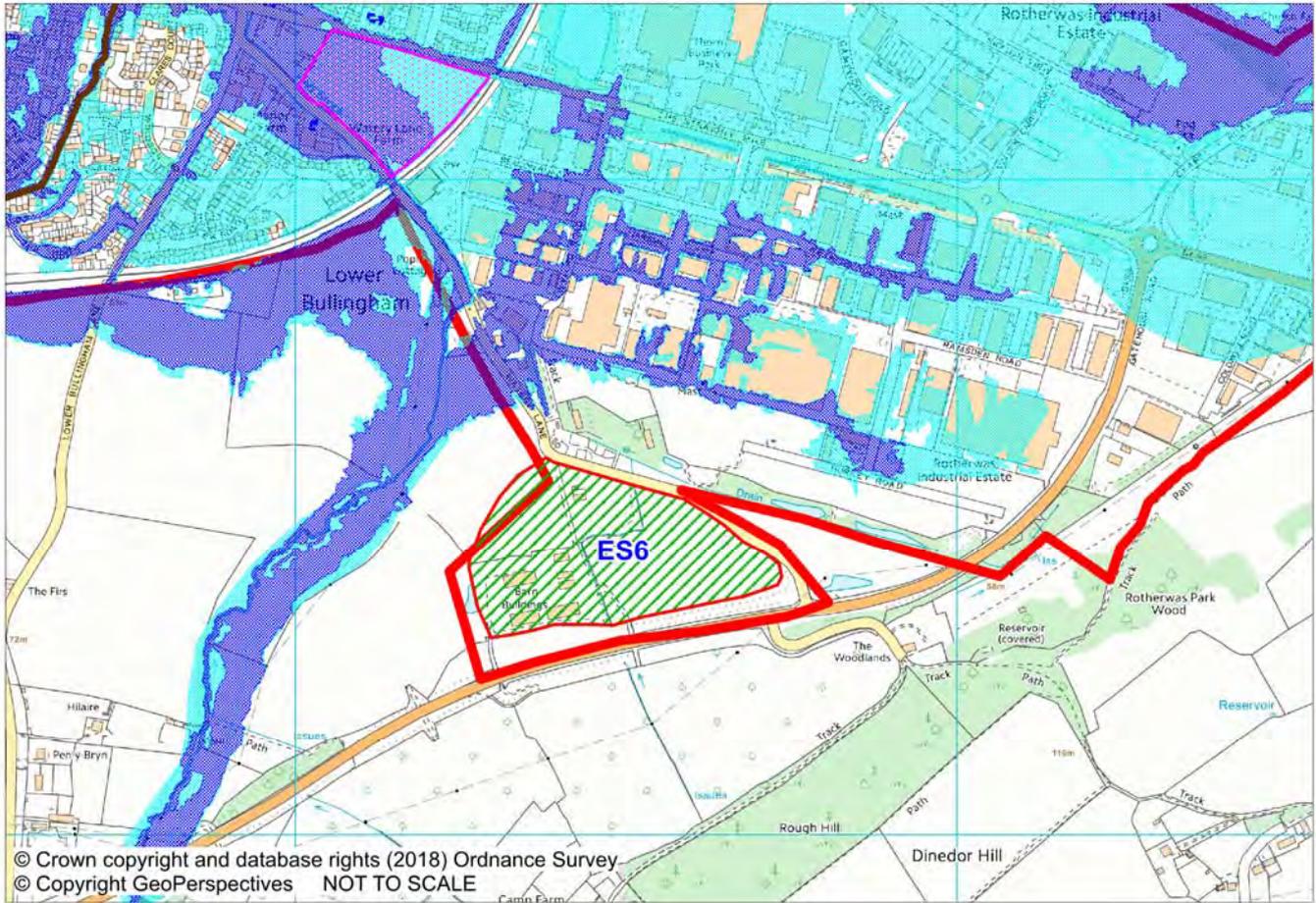
The site is close to existing employment uses south of Roman Road, and therefore there could be an opportunity to provide further employment land. However, identification of a precise alignment for the route is not expected until much later in the plan period (up to 2031). At present, the Hereford Transport Package focuses only on linking the A49 south of the city to the A49 to the north of the city. To undertake an assessment of the site's potential for

development at this stage would therefore be premature where a road route is expected to be accommodated prior to this. Therefore, for the purposes of the Hereford Area Plan, this site is not considered to have development opportunity at this time.

Evidence of site availability	Uncertainty re employment land	Information source	NDP identification
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EMPLOYMENT SITE ASSESSMENTS

ES6



Site Details

Site ID	<b>ES6</b>	Site Address	Land at Rotherwas Enterprise Zone, Watery Lane, Hereford	Postcode	HR2 6JW
Ward	Dinedor Hill	Site Area ha	8.28	Potential Capacity	Yes

Site Characteristics

Site Type	Greenfield	Current use	Agricultural land
Road front	Yes	Topography	Relatively flat, with slight incline towards link road.
Surrounding land uses	Existing Rotherwas EZ bound by Watery Lane to N, railway to S, fields to W		
Description	Land nearby existing Rotherwas EZ proposed for employment uses.		

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	LD3- Green Infrastructure; HD6- Lower Bullingham						
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	No
Flood Zone	No	Protected Species	Yes	HRA Screening	No	NE Priority Habitat	No

Surface Water	No	SSI Impact Zone	Yes	Green Infra Area	Yes		
Agricultural classification			2/3	Percent	80/20		

### Technical Information (assessments and infrastructure provider comments)

<b>HC Highways comments</b>
For future assessment.

<b>HC Landscape comments</b>
<p>The site is an irregular shaped triangular patch of land currently used for crop growing purposes. Along its southern boundary is the Rotherwas link road separated by a mature tree belt, which should be retained. The remaining boundaries with Watery Lane and adjacent sites are marked by hedgerow.</p> <p>The site is relatively flat with a slight incline towards the Rotherwas link road where the ground has been built up, therefore the heights of built form along the southern edge should be considered.</p> <p>Given the existing adjacent industrial usage, there is high capacity to extend the existing employment use into this area.</p> <p>Mitigation could include retention of and gapping up of existing boundaries; hedgerow and tree belt, consideration of heights of built form along the southern boundary in relation to the link road.</p>

<b>HC Conservation comments</b>
Built conservation
<i>For future assessment</i>
Archaeology
<i>For future assessment</i>
Biodiversity/Ecology
<p><b>HRA – River Wye SAC/SSSI</b></p> <p>All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).</p> <p><b>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</b></p> <p>ANY demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.</p>

<b>Conclusion</b>
<p>The site is relatively flat, currently used for arable purposes, and is located adjacent to existing development in employment use. The site is already identified for employment uses in the Local Plan Core Strategy as part of the strategic site under policy HD6.</p> <p>The site is identified as having mineral reserves of sand and gravel therefore the current saved UDP policy M5 applies. However, the British Geological Survey GeoIndex (onshore) mapping is considered to be a more up to date record of reserve locations. This mapping system does not identify any reserves in this location.</p> <p>The site is considered to have capacity for use as employment land and will be part of Hereford Enterprise Zone at Rotherwas.</p> <p>Further assessments will need to be undertaken to determine its suitability with regard to other factors. These</p>

include highway access, connectivity, access to sustainable transport, possibility of archaeological remains and any potential impacts on heritage assets.

Therefore, for the purposes of the Hereford Area Plan, its inclusion in the site options is considered appropriate.

Evidence of site availability	No	Information source	Identified in Core Strategy
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