

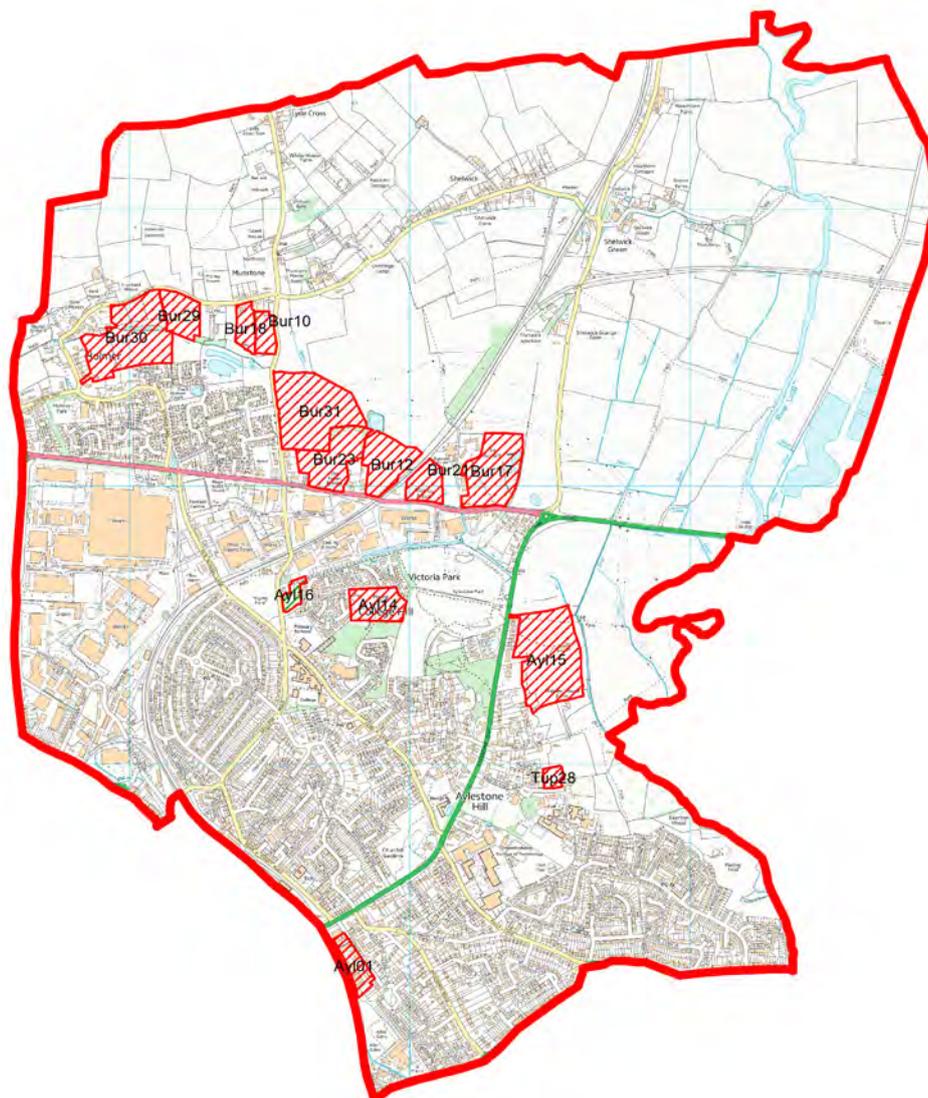
Herefordshire Local Plan

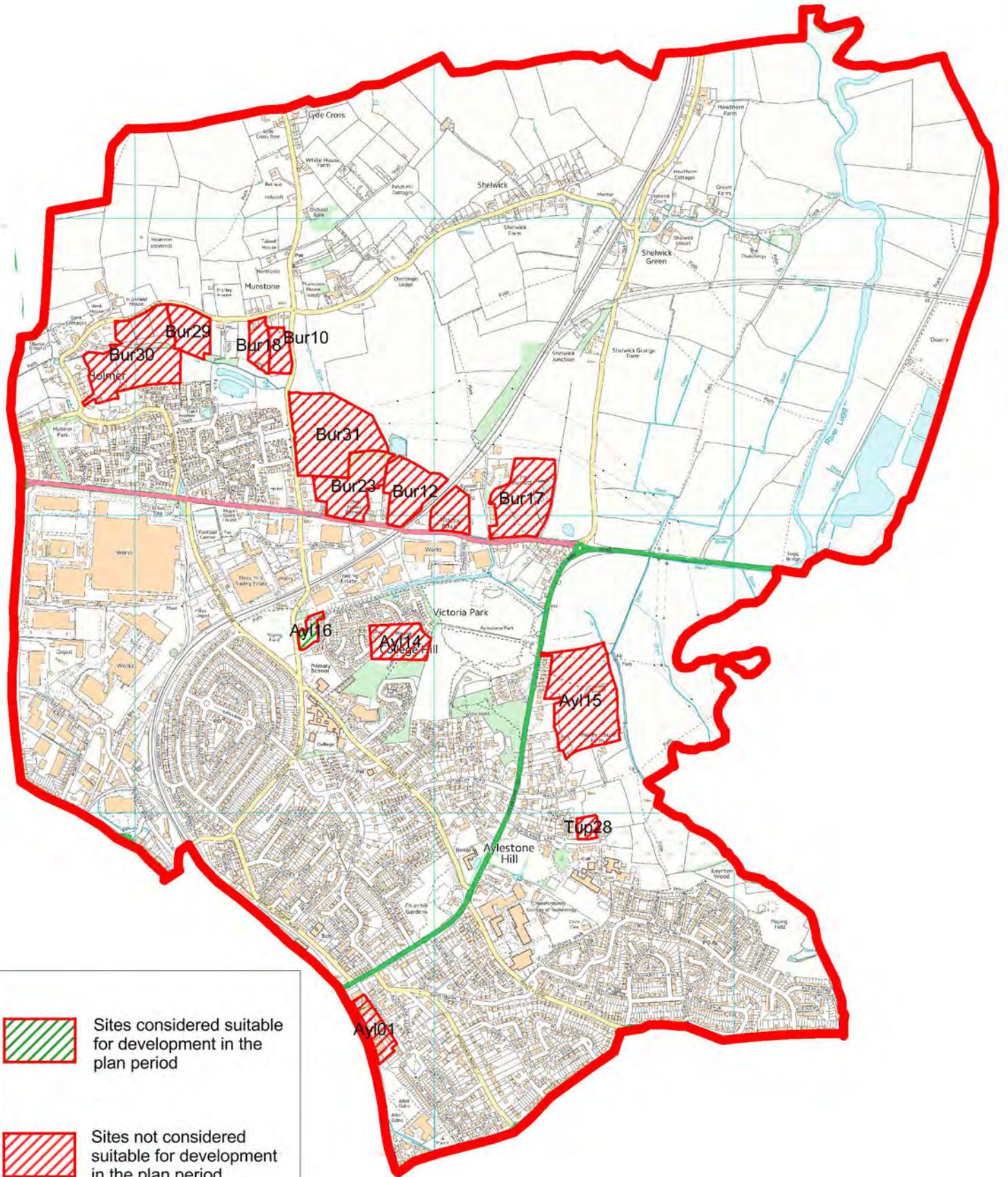
Hereford Area Plan

Housing and Employment Site Options Consultation

Technical Site Assessments - North East Hereford

August 2018





Sites considered suitable for development in the plan period



Sites not considered suitable for development in the plan period

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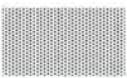
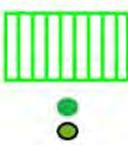
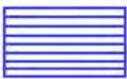
List of Sites (Technical Site Assessments)

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Glossary –HAP Site Options Housing and Employment August 2018

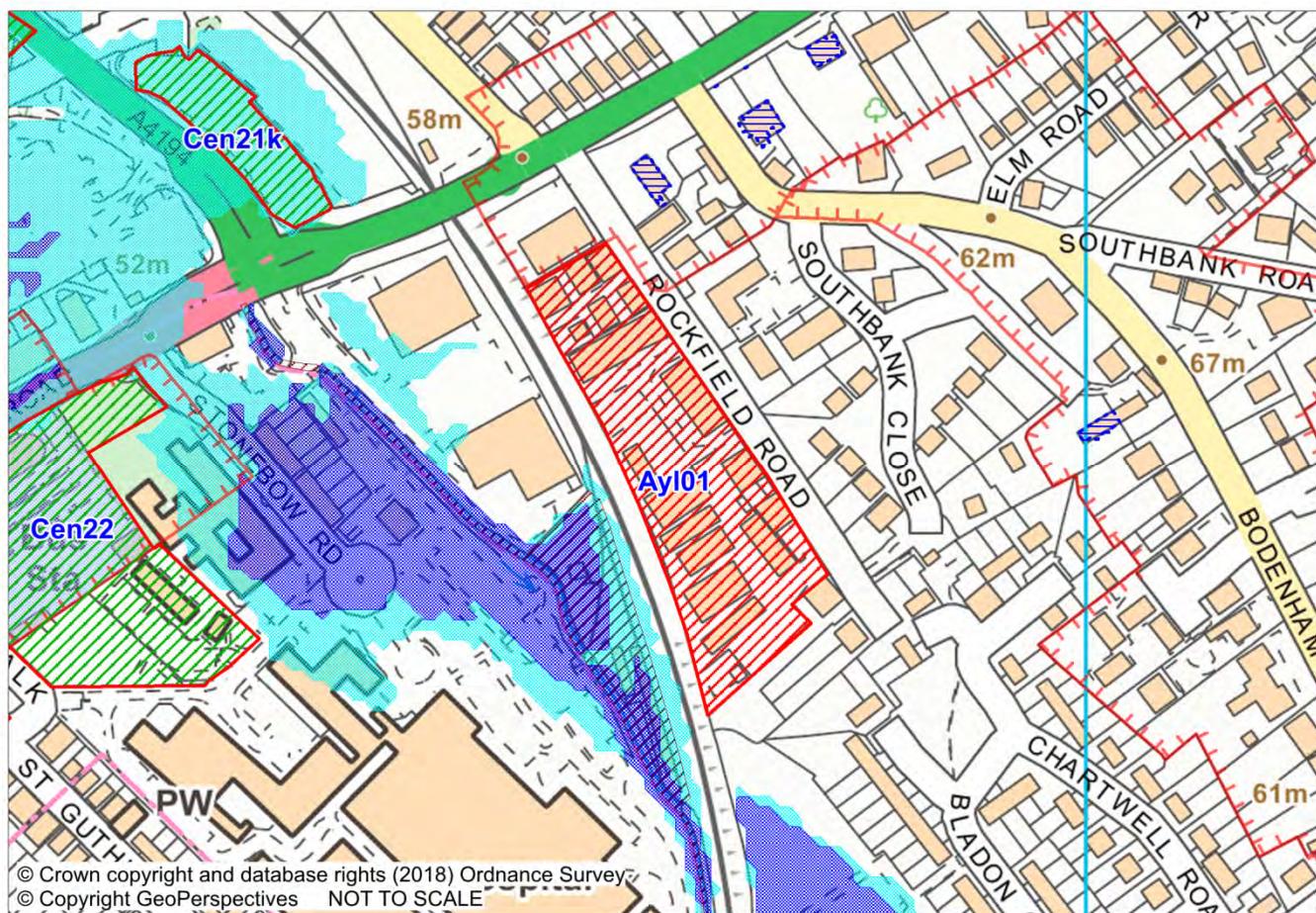
A	Approval of planning permission
AAI	Areas of Archaeological Importance
D	Dismissed at Appeal
Dph	Dwellings per hectare
ELS	Employment Land Study 2012
ESG	Edgar Street Grid
Ha	Hectares
HAP	Hereford Area Plan
HEZ	Hereford Enterprise Zone
HELAA	Hereford Housing and Employment Land Availability Assessment https://www.herefordshire.gov.uk/downloads/download/215/hereford_housing_and_economic_land_availability_assessment_helaa
HTP	Hereford Transport Package https://www.herefordshire.gov.uk/info/200196/roads/252/hereford_2020/4
LPA	Local Planning Authority
LVIA	Landscape and Visual Impact Assessment
MUGA	Multi use Games Area
NDP	Neighbourhood Development Plan
NIMTE	New Model in Technology and Engineering (Hereford University)
POS	Public Open Space
PRI	Priority Habitat Inventory
PROW	Public Right of Way
R	Refusal of planning permission
SAC	Special Area of Conservation
SINC	Site of Importance for Nature Conservation
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SUE	Strategic Urban Extension: Large housing site identified in the Herefordshire Core Strategy 2015
SuDs	Sustainable Urban Drainage System
TA	Transport Assessment
tbd	To be determined
TRO	Traffic Regulation Order
TS	Transport Statement
W	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
			Area of Archaeological Importance (AAI)
	Central Shopping and Commercial Area (UDP saved policy TCR1)		Listed Buildings
	Primary Shopping Frontages (Saved from UDP)		Safeguarded Route of Hfds and Glos Canal
	Secondary Shopping Frontages (Saved from UDP)		

HAP Housing Site Options 2018

Ayl01



Site Details

Site ID	Ayl01	Site Address	Land At Rockfield Road, Hereford, HR1 2UA		
Ward	Eign Hill	Site Area ha	1.43	Potential Capacity	0

Site Characteristics

Site Type	Former Employment	Current use	Employment land		
Road front	Yes	Topography	Flat		
Surrounding land uses	Residential to north and east, hospital to west, SINC nearby				
Description	Well occupied employment site within the city centre area. 100% urban land				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	Protected employment area (E2)						
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	check	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		

Technical Information (assessments and infrastructure provider comments)

HC Highways comments
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> The site is close to employment areas, city centre, public transport (bus and rail) and other facilities. There is a lack of footways along the access road into the area which would need to be addressed.
Access comments
The access would be via Rockfield Road which has been recently widened for the initial length from Aylestone Hill past the Ron Smith building. The site may be suited to hospital worker accommodation due to the proximity to the hospital site, particularly if a footbridge were provided between the two sites.
Local network comments
<i>Any capacity concerns on this section of the network?</i> The junction with Aylestone Hill and Barrs Court Road is very busy with limited stacking for right turners, but the traffic generation is unlikely to be greater than the current employment uses, albeit possibly reversed in the peak hours. This 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.
Site dependence on Hereford Transport Package
HTP may create additional capacity on the highway network.
Mitigation measures
None, except footway provision.
Highway site support
Yes if network impact is acceptable.

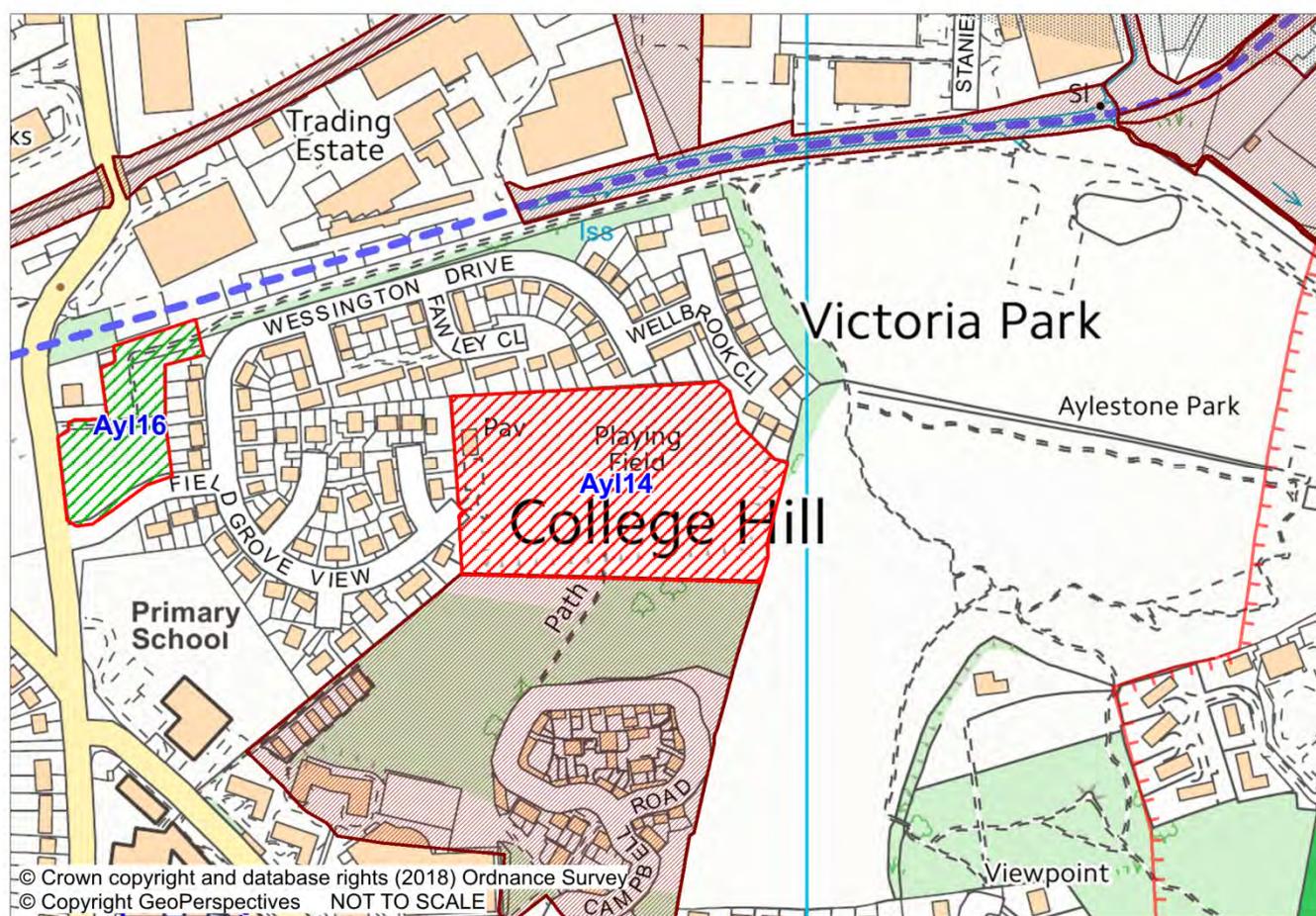
HC Landscape comments
<i>Not assessed</i>

HC Conservation comments
Built conservation
The site is partially situated within a Conservation Area, as such any development should preserve or enhance the character and appearance of the CA. The setting of the listed building to the NE of the site should also be considered. Development on the site is not precluded on built heritage grounds.
Archaeology
Likely to be suitable, subject to acceptable prior assessment etc. under NPPF Para 128. This site, which is partly in a Conservation Area, and next to the designated [Hereford] Area of Archaeological Importance, has been greatly disturbed at upper levels by the current industrial land use. It is unlikely to contain well preserved archaeological remains, except perhaps at depth. Archaeological assessment would need to consider the paleo-environmental interest, and the possibility of buried deposits of interest relating to the former river courses along the western fringe. However, none of these issues is likely to be particularly challenging in the round.

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.	
Open Space requirements	<i>For assessment if appropriate</i>
Development Management	
The Employment Land Study (ELS) and appendices assesses the quality of the employment site (1.42ha) and rates it overall as Moderate. Policy E2 confirms that employment land and buildings rated as ‘best’ and ‘good’ using the ELS methodology will be safeguarded from redevelopment to non-employment uses whereas ‘moderate’ sites can be redeveloped subject to fulfilment of 1 or more of the 3 listed criteria at E2. This is, however, subject to a marketing exercise of at least 12 months where the change of use of Class B land and buildings is proposed.	
Rockfield Road seems to be relatively well occupied and there is almost certainly a requirement for more moderate rated (and thus affordable) commercial units within the city centre. However, if the loss of this land to employment were sanctioned, then subject to resolution of other constraints (rail noise, contamination and vehicular access spring to mind), the principle of redevelopment for residential use would be acceptable in principle.	

Conclusion			
The site is surrounded by residential to north, south and east, the county hospital and railway line to the west. There is a protected wildlife site on the west side of the railway. There is also a high flood risk on the other side of the railway line as well as surface water flooding on site. There would be matters to be addressed with regard to site access such as footpath provision as well as possible traffic generation as a result of housing instead of employment on the site.			
Due to the site’s proximity to the railway noise may be an issue as well as possible contamination would need to be assessed. Nevertheless, at this stage, there are no fundamental technical issues to prevent the site coming forward for housing.			
However, the site seems to be well occupied and after a Land Registry search, there are 18 separate owners on the site. Due to the multiple ownership situation, land assembly of the site would be unfavourable. There is currently no availability information on the site. If however information did come forward then a review of the site would be necessary. For the purposes of the HAP Site Option consultation the site is considered to have no potential.			
Evidence of site availability	No	Information source	HELAA 2015
Suitable for employment land	Currently employment land		

Ayl14



Site Details

Site ID	Ayl14	Site Address	Aylestone Park, Field Grove View, Hereford, HR1 1AW		
Ward	Holmer	Site Area ha	2.2	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Playing field		
Road front	Yes	Topography	Flat site.		
Surrounding land uses	Residential and parkland.				
Description	Well contained with limited views. Largely level parcel of land currently used as open space / football pitches. Access to the site is via Field Grove View into car park. Pavilion / changing facilities are provided.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	OS3 Loss of open space, sport and recreation facilities. SINC along southern boundary. LD1-3.						
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		

Technical Information (assessments and infrastructure provider comments)

HC Highways comments
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Yes. Footways available to College Road and onwards from there, but College Road bridge has no footway to access the employment areas to the north. Bus services available on College Road/Venns Lane.
Access comments
The site would be accessed off an existing residential estate road (Field Grove View), which should be able to be extended to serve a development here (subject to highway extents confirmation) and should be of sufficient width to accommodate additional dwellings, but depending upon numbers proposed here and Ayl 16 site.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Not directly for a small development such as this, but overall picture and Strategic Site delivery needs to be given consideration. Signalised railway bridge on A4103 suffers queueing at peak times and College Road bridge has no footway to access the employment areas to the north. 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.
Site dependence on Hereford Transport Package
Yes, for overall network capacity.
Mitigation measures
None locally. Railway bridge on A4103.
Highway site support
Dependent upon available network capacity, site would be considered suitable.

HC Landscape comments
<i>Not assessed</i>

HC Conservation comments
Built conservation
<i>No comments</i>
Archaeology
Suitable. This site has been subject to a considerable amount of prior disturbance, and is regarded as having negligible archaeological interest.
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.

Open Space requirements

The site (Central Park) is now used by United in the Community Football Club (UITC). As of May 2016 they have a 25 year lease from the Landlord: Herefordshire Council: Expiry: July 2041. The provision of this facility for UITC has had a positive impact on improving deficits in junior football facilities in Hereford as identified in the playing pitch assessment for Hereford and the outdoor sports investment plan supported by the FA and HFA (Herefordshire Football Association) as a priority.

If the site was deemed to have potential for housing site then a new site would be required to accommodate UITC including both the existing facilities and the ability to meet the short and long term priorities. Aylestone Park could possibly provide a site but it will be very costly (which is why it has not been developed to date) as there is no existing infrastructure in place other than an access road and car-park.

Development Management

Well contained site that could be readily assimilated into the residential developments to the north and east. Existing mature trees bank form the boundary to the south. Key issue is the loss of public open space / playing pitch provision (although privately managed so no public access). Some surface water flood risk issues locally on access roads.

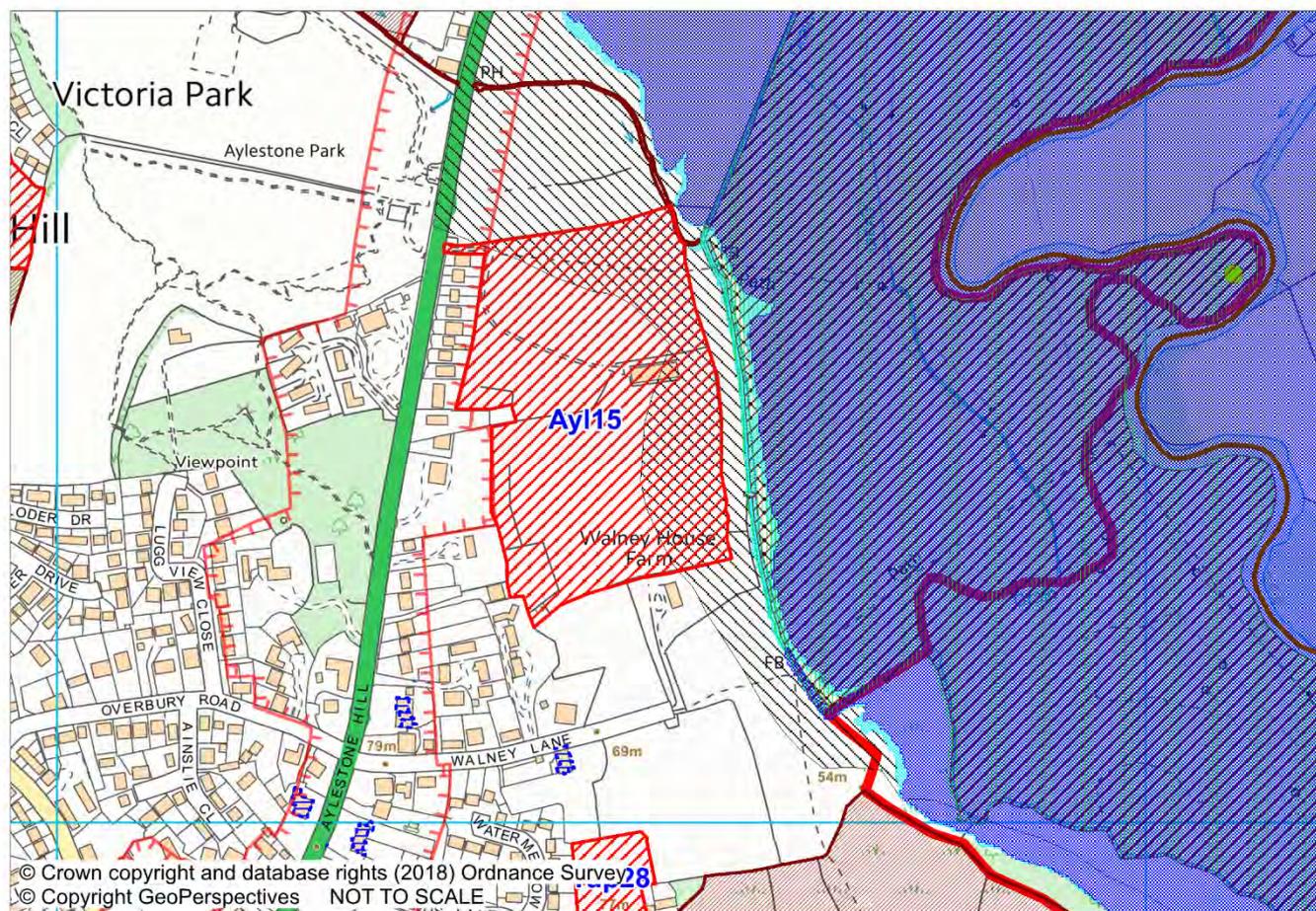
Conclusion

The site is mainly surrounded by residential and parkland. It is largely a level parcel of land currently used as open space /football pitches. Access to the site is via Field Grove View into a car park. Overall site accessibility is possible with footway provision and nearby bus service.

The site does not pose significant problems in terms of access and will not have significant impact on historic assets. However, since being identified in the previous housing potential study, the site has become an important local community asset for the United in the Community Football Club (UITC). The club has a long term lease on the site for 25 years. The club has identified a programme of works including short term and long term priorities to improve both the pitches and associated facilities. These proposals are both supported by the HFA and HC as part of the wider outdoor sports partnership. Investment in the site is also taking place. Given the community benefit the site offers the site would be undesirable to take forward for housing in the Site Options.

Evidence of site availability	Yes	Information source	HELAA 2015
Suitable for employment land	No as neighbouring uses are mainly residential in nature		

Ayl15



Site Details

Site ID	Ayl15	Site Address	Land at Walney House Farm, Walney Lane, Hereford, HR1 1JD		
Ward	Holmer	Site Area ha	6.968	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Grassland		
Road front	Yes	Topography	Mostly flat site		
Surrounding land uses	Residential on western boundary, remainder open countryside SINC in part of site.				
Description	Grassland fields.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	LD3 (Green Infrastructure), M5 (Saved UDP policy- Safeguarding Mineral Reserves)						
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	Yes
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	2/4	Grade	70/30
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Technical Information (assessments and infrastructure provider comments)

HC Highways comments
Public Transport/accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Yes. Bus services, cycle and pedestrian routes available on Aylestone Hill.
Access comments
Access would be achievable by way of a new junction combined with the access to Aylestone Park, as submitted for the previous application.
Local network comments
<i>Any capacity concerns on this section of the network?</i> This site has been the subject of a previous application (140963) for housing which was refused and dismissed at appeal. In terms of highways impact, at the time the impact was assessed in a Transport Assessment and considered acceptable. The Transport Assessment would need bringing up to date, with the city link road most likely being open in the current situation, but depending upon the likely date of application submission and with other interim development included, to ensure that the proposals remain acceptable. Aylestone Hill into the city centre suffers from queuing at peak hours and the impact of the new city link road does not appear to have reduced this. As with all HAP sites, the scope and developments to be considered will need to be confirmed.
Site dependence on Hereford Transport Package
Possibly, if capacity not available on the highway network.
Mitigation measures
Dependent upon the outcome of updated Transport Assessment.
Highway site support
Subject to satisfactory Transport Assessment analysis and acceptability of the impact on the network the site would be considered acceptable.

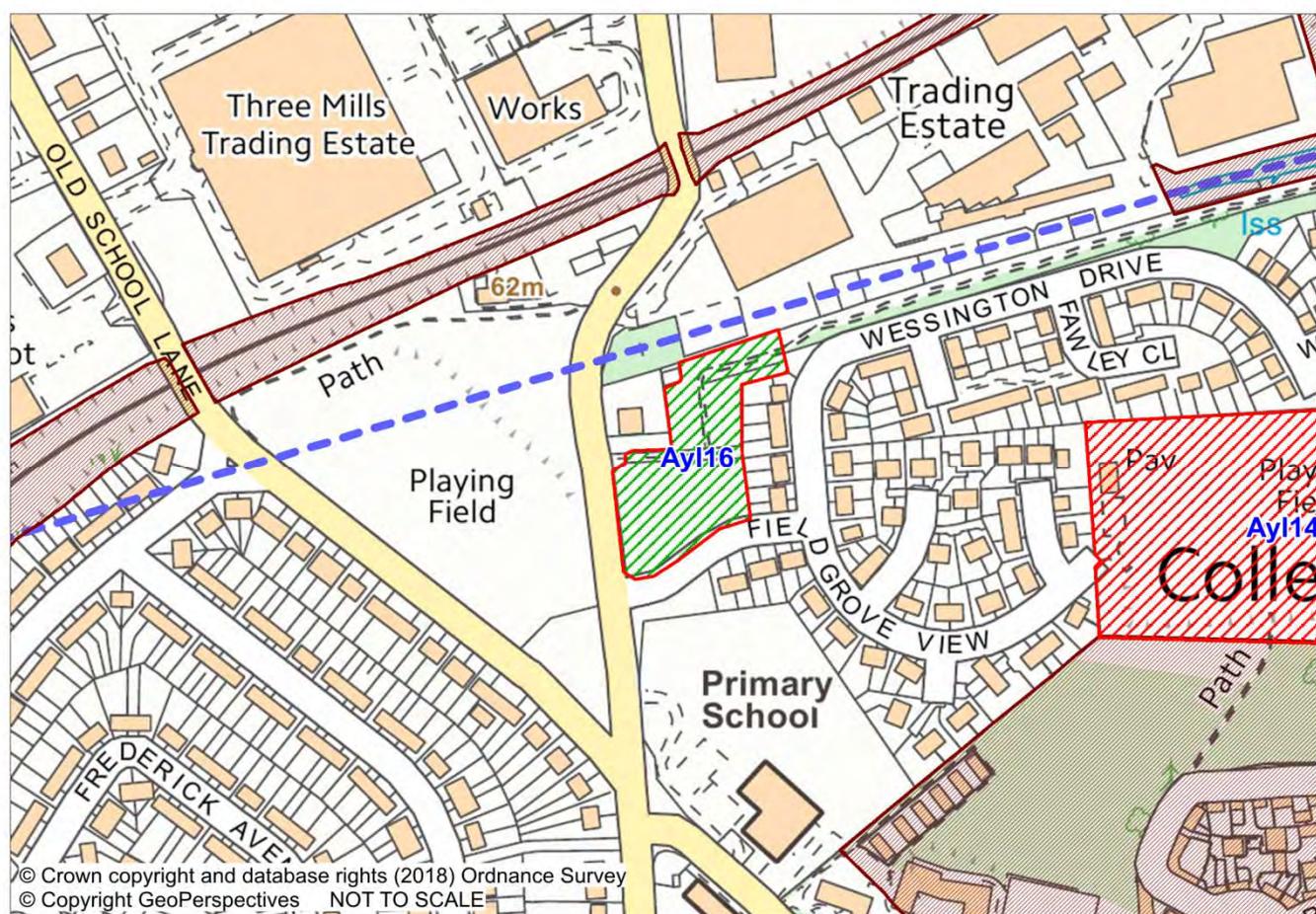
HC Landscape comments
The site has had previous landscape commentary based on a past application and appeal decision. The Inspector concluded with the following in relation to the landscape issues on the site. The site lies on the edge of the Principal Settled Farmlands landscape character type and it has close association with the adjacent Riverside Meadows. The Historic Landscape Characterisation gives primacy to urbanising influences whereas the Urban Fringe Sensitivity Analysis identifies it as having high sensitivity in landscape terms. In reality the site is neither entirely urban nor wholly rural. It lies between the two but, given the manner in which development at Aylestone Hill, when viewed from the meadows, is embraced and largely subsumed by the landscape, the lasting impression is that the appeal site has far greater affinity to the countryside than it does to the City. On this basis the proposed development would have a moderate adverse impact on the character of the landscape, with particular reference to the Riverside Meadows and a very significant harmful impact on views from the meadows within the vicinity of the appeal site. These were the reasons for dismissing the appeal.

HC Conservation comments	
Built conservation	
In relation to impacts upon the Conservation Area, there may be the potential for some development on the site, provided that the statutorily desirable object of preserving and enhancing the area is met.	
Archaeology	
May be suitable, subject to acceptable assessment and evaluation under NPPF Para 128. This is a comparatively large site for its location, and prominent in the landscape. There are records in the locality suggestive of some archaeological potential, so it would be necessary for a desk-based assessment and field evaluation to be provided in relation to proposals here. There is nothing currently known that would represent a major constraint, but there are risks here.	
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.	
Open Space requirements	For assessment if appropriate
Development Management	
This site was subject to an application and then a Public Inquiry via ref: 140963/O. The proposal was made in outline by Bovis Homes for the erection of up to 135 dwellings.	
The Public Inquiry was heard in May 2015 and the appeal was DISMISSED. At the time the housing land supply figure was low. This notwithstanding, the Inspector gave overriding weight to the adverse impacts arising upon landscape character and visual amenity should large-scale housing development be permitted here.	
The Inspector was opted for the Council's expert evidence which considered the appeal site to form part of a zone of transition between the urban edge and very distinctive landscape character associated with the Lugg & Hampton Meadows SSSI.	
Since then the landowner has made a separate enquiry regarding the site's suitability for housing and this, in the light of the highly material appeal decision, has also been resisted. This is in the context that to allow anything (even something significantly reduced) would erode the function of this 'zone of transition' and bring future development pressure to bear.	

Planning History			
App Number	Proposal	Decision	% of site
P140963/O	Development of up to 135 homes	Refused 28 August 2014	100
APP/W1850/A/14/2227072	Appeal on above site	Dismissed 6 th July 2016	100

Conclusion			
<p>The site is currently pasture land on the eastern edge of the city. It is adjoined by residential on its western boundary with mainly open fields on all other 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>There are no significant issues with regard to accessibility or historic impacts surrounding the site. However, the issues regarding landscape are so significant that the site was dismissed at appeal for housing development in the 2016 appeal decision. Having regard to the context that the appeal was decided within i.e. a more perilous housing land supply position than exists presently; the landscape matters are still deemed to have high sensitivity and development would not be suitable in this location. Therefore the site is not suitable to take forward in the Site Options.</p>			
Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	No, as the site is in a landscape that is sensitive to change.		

Ayl16



Site Details

Site ID	Ayl16	Site Address	Land north of St Francis Xavier's School, Field Grove View, Hereford, HR1 1DT		
Ward	Holmer	Site Area ha	0.57	Potential Capacity	10

Site Characteristics

Site Type	Greenfield	Current use	Public open space		
Road front	Yes	Topography	Mainly flat		
Surrounding land uses	Residential gardens to East, Employment to North. High pressure gas main running underground along northern boundary. College Rd to West, Road and residential to South				
Description	The site is small existing amenity greenspace. It primarily serves the residents of the Wessington Drive/Field Grove estate as an area for informal recreation/amenity green space. It includes a grouping of semi mature trees which add to the visual amenity of the space.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	OS1, OS2, OS3 and LD3
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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	No	SSI Impact Zone	Yes	Green Infra Area	Yes		
Agricultural classification			n/a	Grade	n/a		

Technical Information (assessments and infrastructure provider comments)

HC Highways comments
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Site is in a sustainable location. Bus services are available on College Road. Shops are available on College Green. A pedestrian cycleway would need to be provided to maintain continuity of the existing route from College Road to Aylestone Park which runs to the north of Wessington Drive.
Access comments
The site would be accessed off Field Grove Road which should be of sufficient standard to serve additional properties, subject to total numbers here and AYL14 site, which would also be served by this road.
Local network comments
<i>Any capacity concerns on this section of the network?</i> 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.
Site dependence on Hereford Transport Package
HTP may create more capacity on the network.
Mitigation measures
None available.
Highway site support
Dependent upon network capacity being available, the site would be supported.

HC Landscape comments
<i>Not assessed</i>

HC Conservation comments
Built conservation
There are no known built heritage constraints.
Archaeology
Likely to be suitable. In general, this comparatively small site is of low archaeological potential and there are no real risks. I note the safeguarded route of the former Hereford-Gloucester canal directly adjacent to the north. It would be important under any proposal that this route, and any remains of interest associated with it, are not compromised by the design or layout of development here.
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)

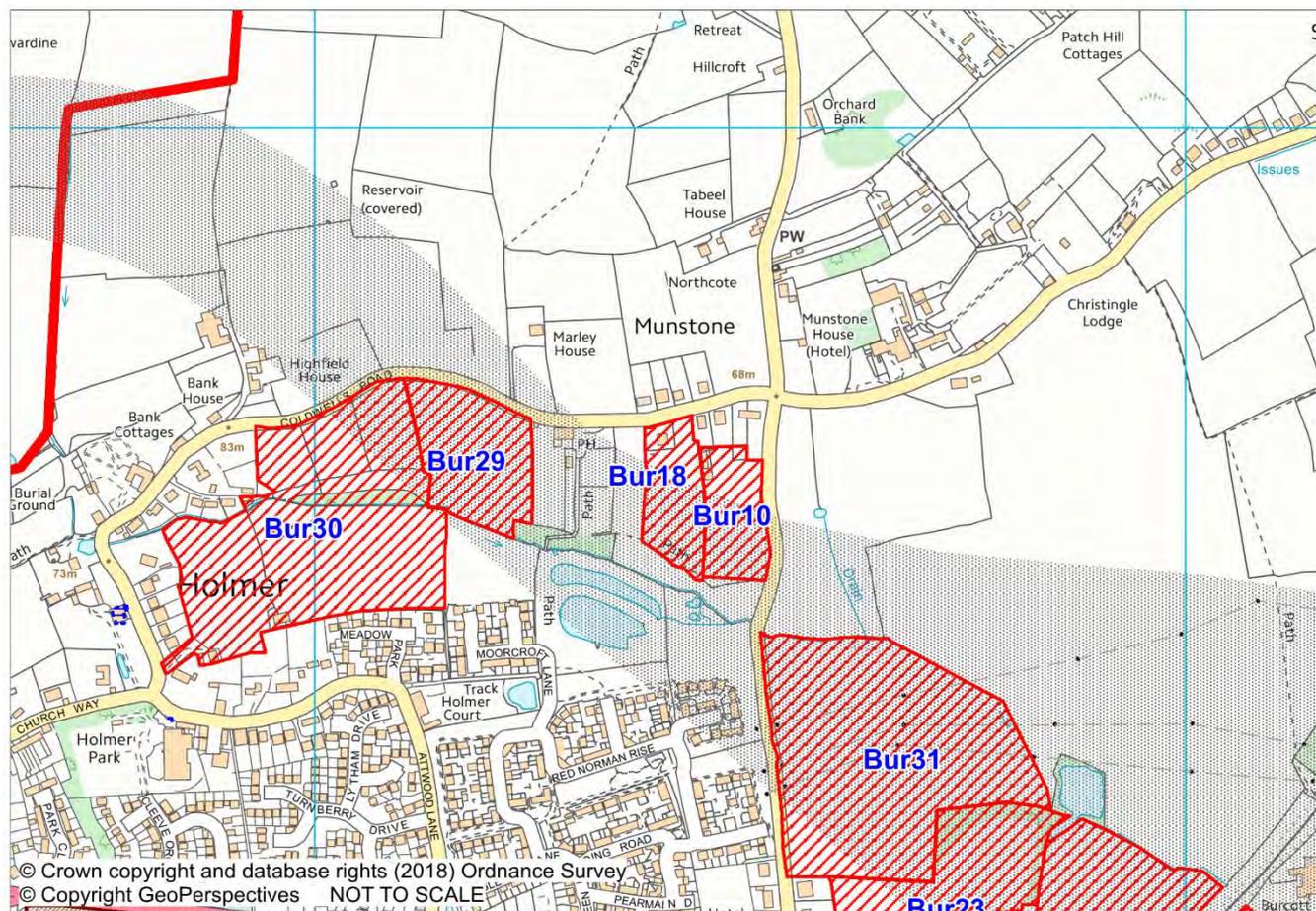
Any demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.

Open Space requirements	Area of land or contributions required		
On site	No	Off site	yes
<p>The open space assessment undertaken in 2006 (evidence base produced in accordance with the then national Planning Policy Guidance 17) is still considered to be robust in respect of amenity greenspace, as little has changed. This assessment concluded that there is an over-supply of amenity greenspace in Hereford north in general. This evidence would suggest its loss would be acceptable and in general the residents in this area are well served with open space, including Aylestone Park to the East and Old School Lane to the west, both accessible and offering a range of recreation opportunities.</p> <p>That said, this area does provide an important link in the green infrastructure at this point, providing connectivity to a semi natural footpath that links to Aylestone Park in one direction and access (across a road) to Old School Lane recreation ground in the other. In doing so it also provides part of a valuable wildlife corridor. Any development of this site should therefore be in accordance with policy LD3 which requires development proposals to protect existing green corridors and linkages. This along with the trees on the area which should be retained as part of the green infrastructure corridor may affect the area of developable land.</p> <p>Consultation with the local community would establish its value as open space. Its potential loss or partial loss would need to be publicised locally and compensation considered.</p>			
Development Management			
<i>See conclusions</i>			

Conclusion			
<p>The site is surrounded by mainly residential gardens to East, and Employment land to North. College Rd runs along the Western boundary with a residential road leading into Field Grove View running along the southern boundary. There is also a High pressure gas main running underground along northern boundary as well as the safeguarded route for the Herefordshire & Gloucestershire Canal.</p> <p>The site is a small existing amenity greenspace. It primarily serves the residents of the Wessington Drive/Field Grove estate as an area for informal recreation/amenity green space. It includes a grouping of semi mature trees which add to the visual amenity of the space.</p> <p>There are no significant issues with regard to highways or impacts on historic assets. A pedestrian cycleway would need to be provided to maintain continuity of the existing route from College Road to Aylestone Park which runs to the north of Wessington Drive. The site is open space in an area well served by existing parks therefore the site is considered surplus. However, there is valuable amenity and green infrastructure within the site which would need to be retained. This will have a bearing on the developable area and the potential site capacity may be less than set out above. For the purposes of the HAP Site Option consultation the site is considered to have potential.</p>			
Evidence of site availability	Yes	Information source	Council owned land
Suitable for employment land	No as neighbouring uses are mainly residential in nature		

HAP Housing Site Options 2018

Bur10



Site Details

Site ID	Bur10	Site Address	Land to the rear of Meadow Bank, Coldwells Rd, Holmer, Hereford, HR1 1LH		
Ward	Holmer	Site Area ha	1.05	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Pasture		
Road front	Yes	Topography	Sloping North to South		
Surrounding land uses	Housing to North, agricultural fields to South and West,				
Description	Grassland field, semi natural habitat on part of site				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	HD3 (Relief Road Corridor), LD1-3						
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			3	Percent	100		

Technical Information (assessments and infrastructure provider comments)

HC Highways comments
Public Transport accessibility comments
Are standards for access to local services likely to be achievable? No as the site is some way from bus stops/facilities and depends what links are delivered.
Access comments
Munstone Road would be inadequate to serve these developments without improvement and if achievable such improvements would require third party land. Munstone Road would be likely to need improvement to the Roman Road junction with footway provision and cycle footway links from the Bur10 site to the Crest site and possibly direct to Roman Road as well. The junction of Munstone Road/A4103 Roman Road/College Road is likely to need review as to layout and capacity for the increased traffic and pedestrian movements.
Local network comments
Any capacity concerns on this section of the network? Capacity of roads and junctions to the city centre would need to be reviewed as would the signalised railway bridge to the east. Railway bridge on College Road will be signalised as part of Holmer Trading Estate development. 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.
Site dependence on Hereford Transport Package
Site falls within the north to east relief road corridor and it is unknown at this stage what the road layout will be in this area. 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.
Mitigation measures
Suitable access. Widening of Munstone Road, pedestrian cycle links to Crest site and to Roman Road. Junction improvement A4103/Munstone Road
Highway Support
Not unless all access and connectivity issues are resolved and capacity exists for the development.
HC Landscape comments
Situated in final phase of road corridor. A landscape assessment should be carried out after the road alignment has been identified to determine the landscape capacity of the site.

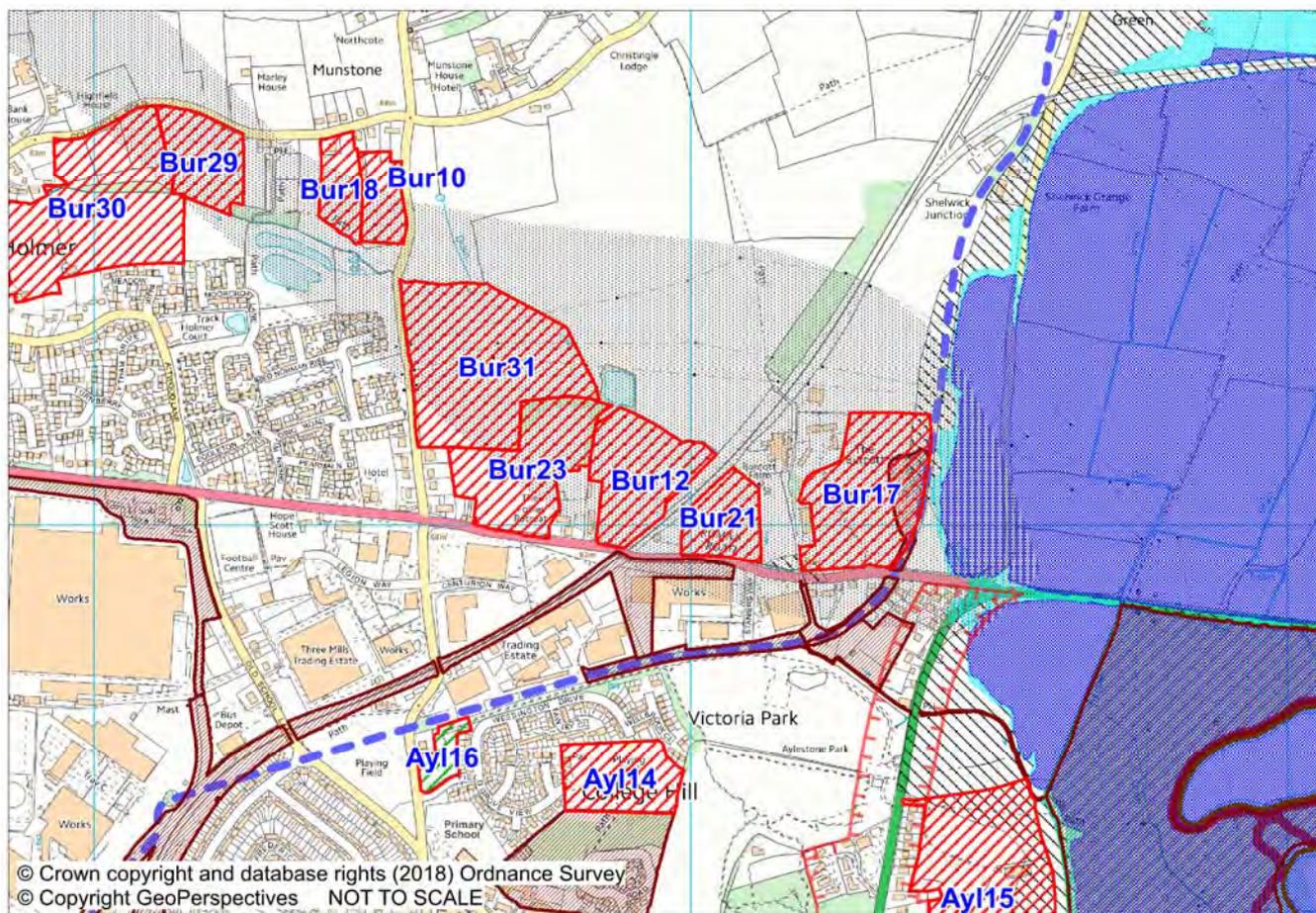
HC Conservation comments
Built conservation
No known built heritage constraints
Archaeology
Likely to be suitable subject to acceptable assessment under NPPF Para 128. This comparatively small site does not appear to have been subject to much in the way of invasive agriculture, so may possibly retain some potential for

archaeological finds of interest. Currently, there are no real records relating to the site, and issues of substance are not anticipated.	
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.	
Open Space requirements	<i>No assessment necessary at present</i>
Development Management	
<i>See conclusion below</i>	

Conclusion			
The site is situated in the final phase of the road corridor (Core Strategy Figure 4.2). No route alignment work has been carried out on this section of the road as the Hereford Transport Package work currently focuses on the route section going from the A49 south of the city to the A49 north of the city. Identification of a route for the final phase is not expected until much later in the Plan period (up to 2031). It would be premature to provide an assessment of site potential where a road route is expected to be accommodated beforehand. Therefore, for the purposes of the Hereford Area Plan, this site is not considered to have development opportunity as a housing site.			
Evidence of site availability	No	Information source	HELAA 2015
Suitable for employment land	No		

HAP Housing Site Options 2018

Bur12



Site Details

Site ID	Bur12	Site Address	Land West of Burcott Farm, Holmer Hereford, HR1 1JL		
Ward	Holmer	Site Area ha	2.91	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Agricultural/grassland		
Road front	Yes	Topography	Relatively flat site		
Surrounding land uses	Housing to the south, remainder agriculture, railway line to east, woodland adjoining.				
Description	Grassland fields				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		Relief road corridor (HD3), LD1-3,					
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	No	SSI Impact Zone	Yes	Green Infra Area	Yes		
Agricultural classification			3/2	Percent	90/10		

Technical Information (assessments and infrastructure provider comments)

HC Highways comments
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> No. Lack of footways along A4103 Roman Road in either direction will not render the site accessible on foot or give connectivity to local facilities and bus stops, and there is not sufficient highway land available to provide any. There is a cluster of proposed HAP sites in this area, and should they come forward together, as there may be other options for connectivity and access.
Access comments
An access from A4103 within the narrow frontage and this close to the signalised railway bridge would not be acceptable. Possible consideration of access through adjacent site Bur 23 if that site is deemed acceptable?
Local network comments
<i>Any capacity concerns on this section of the network?</i> There are capacity concerns throughout the network and the railway bridge just to the east of the site is a significant restraint. A49/A4103 junction to the west also has capacity issues as evidenced by the Holmer West SUE Transport Assessment. 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 does not appear to have reduced this. This 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.
Site dependence on Hereford Transport Package
The site falls within the corridor for the final section of HRR (A49 to A4103(E)) and therefore until such time as a line is finalised, or it is decided not to pursue that section, development could prejudice the delivery of that section of the road. 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.
Mitigation measures
HTP may release additional capacity.
Highway site support
Due to the above concerns, not considered an acceptable standalone site.

HC Landscape comments
Situated in final phase of road corridor. A landscape assessment should be carried out after the road alignment has been identified to determine the landscape capacity of the site.

HC Conservation comments
Built conservation
<i>No assessment</i>
Archaeology
<i>No assessment</i>
Biodiversity/Ecology
<i>No assessment</i>
Open Space requirements
<i>No assessment necessary at present</i>
Development Management
<i>See conclusion</i>

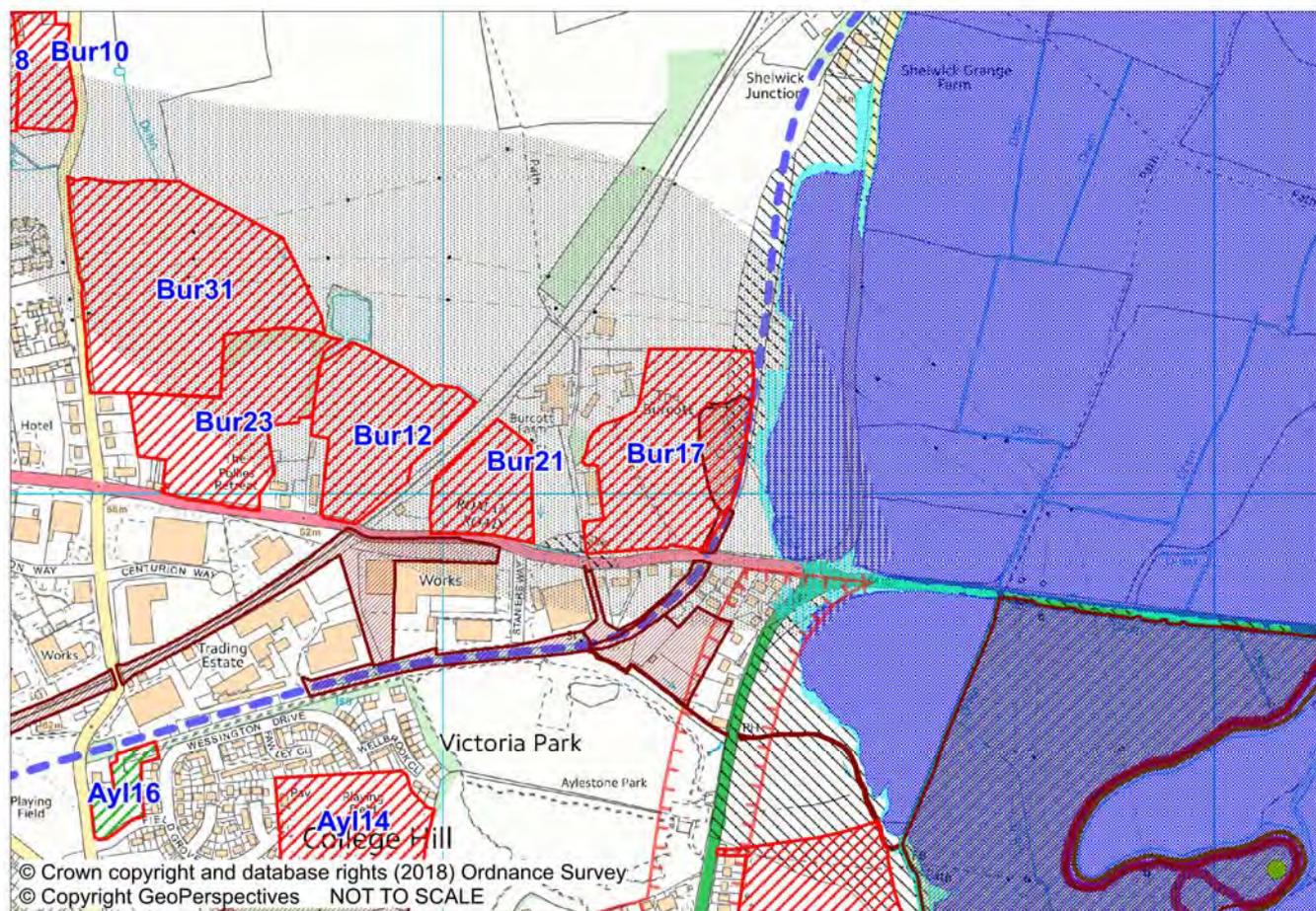
Other Consultees to date

Historic England - Issues & Options Consultation 2017 comments: A4013 is a Roman Road, consider in heritage assessment.
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Conclusion			
<p>The site abuts the railway line on its western boundary. There is housing to the south with the remaining land having a mixture of agriculture fields and woodland adjoining. It is also 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.</p> <p>The site is situated in the final phase of the road corridor (Core Strategy Figure 4.2). No route alignment work has been carried out on this section of the road as the Hereford Transport Package work currently focuses on the route section going from the A49 south of the city to the A49 north of the city. Identification of a route for the final phase is not expected until much later in the Plan period (up to 2031). It would be premature to provide an assessment of site potential where a road route is expected to be accommodated beforehand. Therefore, for the purposes of the Hereford Area Plan, this site is not considered to have development opportunity as a housing site.</p>			
Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	Dependent on route alignment assessment		

HAP Housing Site Options 2018

Bur17



Site Details

Site ID	Bur17	Site Address	Land at Burcott Farm, Roman Road, HR1 1JL		
Ward	Holmer	Site Area ha	4.41	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Grassland, part SINC,		
Road front	Yes	Topography	Relatively flat site		
Surrounding land uses	Housing to the south and west, agriculture north, east and west.				
Description	This site lies in the foreground of the development at Burcott Farm, north of Roman Road. It is grazing land bi-sected by the drive to the large detached properties that adjoin Burcott farmhouse. To the east is a further parcel bounded by the Sutton Road.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	HD3, LD3, M5 (Saved UDP policy- 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	Grade 4, 100%						

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>Bus services are available on Aylestone Hill, with footways on the southern side of A4103 from Staniers Way to Aylestone Hill for connectivity. There are however no footways to the west to the employment areas west of the railway line which does sever any pedestrian connectivity between the site and schools and other facilities to the west.</p>
Access comments
<p>A suitably designed access onto A4103 Roman Road would provide a suitable vehicular access but vertical alignment of the A4103 over the canal bridge and achievable visibility may be an issue. There is also a high pressure gas main parallel to A4103 along part of the frontage which may restrict access options. If Bur21 was brought forward as well, spacing of junctions may be a constraint. Pedestrian crossing points would need to be provided.</p>
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Signalised railway bridge to the west is a constraint and suffers from queuing during peak hours and issues with Starting Gate roundabout further 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>This 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>
Site dependence on Hereford Transport Package
<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
<p>Delivery of HTP to provide network capacity.</p>
Highway site support
<p>The site falls within the corridor for the final section of HRR (A49 to A4103(E)) and therefore until such time as a line is finalised, or it is decided not to pursue that section, development could prejudice the delivery of that section of the road.</p> <p>If the site did not impact the relief road, subject to network capacity at the time the site is brought forward, this could be considered an acceptable site for development.</p>
HC Landscape comments
<p>Situated in final phase of road corridor. A landscape assessment should be carried out after the road alignment has been identified to determine the landscape capacity of the site.</p>

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HC Conservation comments
Built conservation
<i>Not assessed</i>
Archaeology
<i>Not assessed</i>
Biodiversity/Ecology
<i>Not assessed</i>
Open Space requirements
<i>No assessment necessary at present</i>
Development Management
Landscape will advise separately, but this site is rather more open and perhaps less influenced by the edge of urban development elsewhere along Roman Road. To this extent the site's appropriateness for development is unlikely.

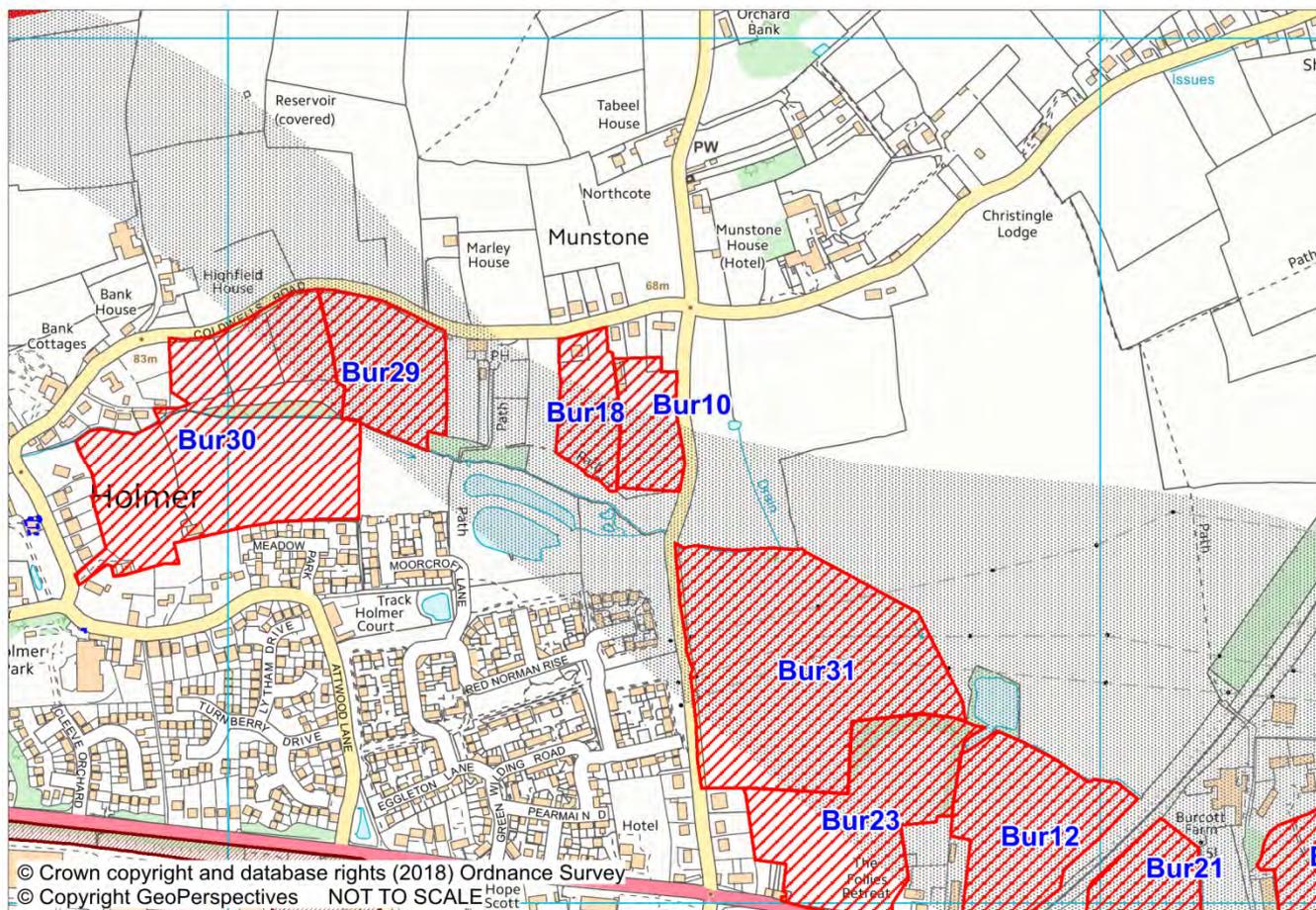
Other Consultees to date

Historic England
<i>Issues & Options Consultation 2017 comments: A4013 is a Roman Road, consider in heritage assessment.</i>

Conclusion			
<p>The site lies very much on the outer edge of the city with a small residential development to the north west of the sites. The protected route of the canal affects the eastern portion of the site and a Special Wildlife Site forms part of this; 'The Old Canal at Burcott'.</p> <p>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.</p> <p>The site is situated in the final phase of the road corridor (Core Strategy Figure 4.2). No route alignment work has been carried out on this section of the road as the Hereford Transport Package work currently focuses on the route section going from the A49 south of the city to the A49 north of the city. Identification of a route for the final phase is not expected until much later in the Plan period (up to 2031). It would be premature to provide an assessment of site potential where a road route is expected to be accommodated beforehand. Therefore, for the purposes of the Hereford Area Plan, this site is not considered to have development opportunity as a housing site.</p>			
Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	No, due to the site's location and openness on the edge of the city.		

HAP Housing Site Options 2018

Bur18



Site Details

Site ID	Bur18	Site Address	Land adjacent to Rose Gardens PH, Coldwells Road, Hereford, HR1 1LH		
Ward	Holmer	Site Area ha	1.08	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Agricultural		
Road front	Yes	Topography	Sloping North to South		
Surrounding land uses	Housing to North, agricultural fields to S and E				
Description	Grassland field				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		HD3 (Relief Road Corridor)					
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	No	SSI Impact Zone	Yes	Green Infra Area	Yes		

Agricultural classification	3	Percent	100		
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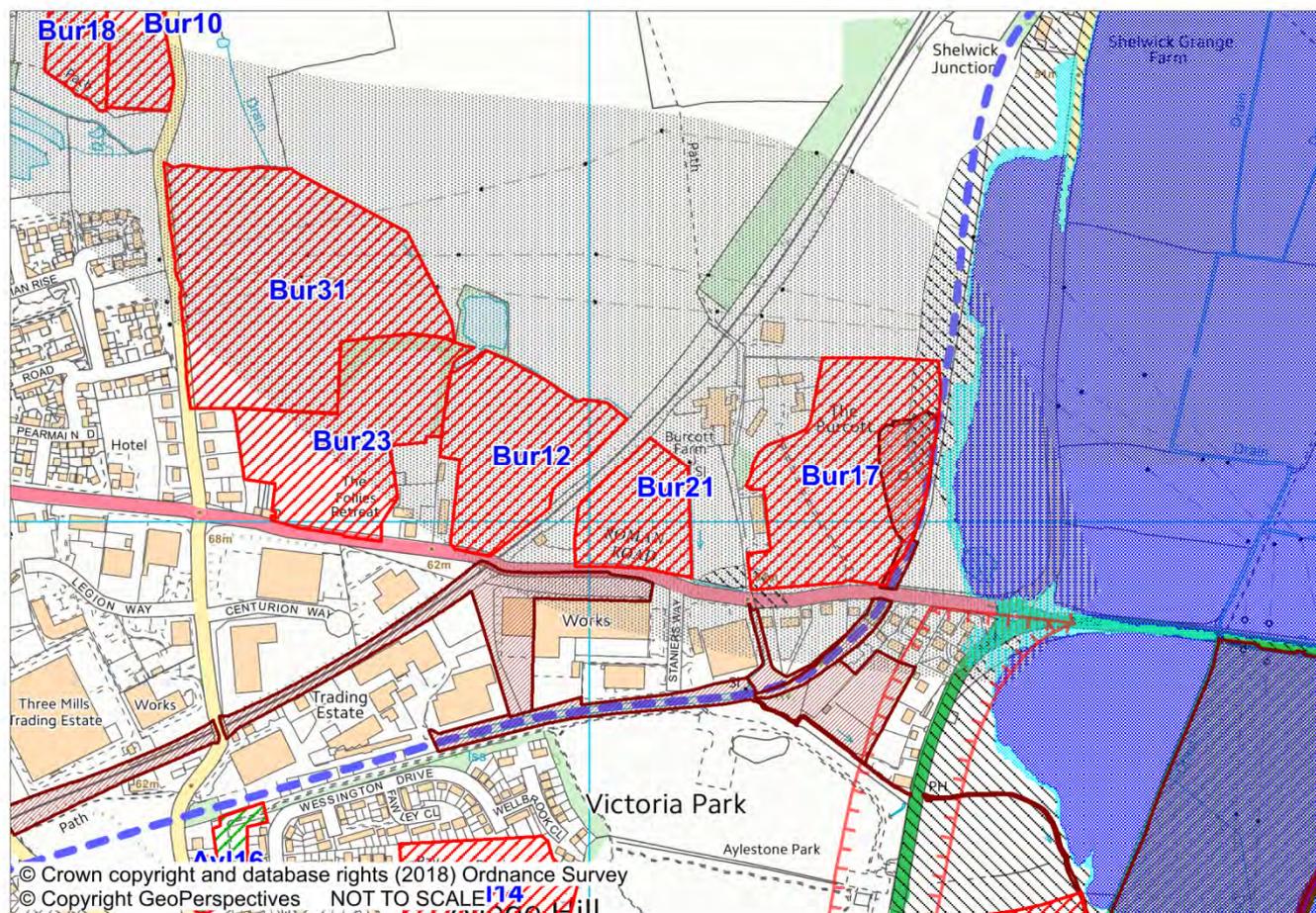
Technical Information (assessments and infrastructure provider comments)

HC Highways comments
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Not ideal, some way from bus stops/facilities and depends what links are delivered.
Access comments
Munstone Road And Coldwells Road in particular would be inadequate to serve these developments without improvement, and if achievable such improvements would require third party land. Any access would need to be from Munstone Road, with Bur18 accessing through Bur10, and Munstone Road would be likely to need improvement to the Roman Road junction with footway provision and cycle footway links to the Crest site and possibly direct to Roman Road as well. That junction itself may need review as to layout and capacity for the increased traffic and pedestrian movements. Capacity of roads and junctions to the city centre would need to be reviewed as would the signalised railway bridge on A4103 to the east. 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.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Capacity of roads and junctions to the city centre would need to be reviewed as would the signalised railway bridge to the east. Railway bridge on College Road will be signalised as part of Holmer Trading Estate development. 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.
Site dependence on Hereford Transport Package
Site falls within the north to east relief road corridor and it is unknown at this stage what the road layout will be in this area. 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.
Mitigation measures
Suitable access. Widening of Munstone Road, pedestrian cycle links to Crest site and to Roman Road. Junction improvement A4103/Munstone Road.
Highway site support
Not unless all access and connectivity issues are resolved and capacity exists for the development.
HC Landscape comments
Situated in final phase of road corridor. A landscape assessment should be carried out after the road alignment has been identified to determine the landscape capacity of the site.
HC Conservation comments
Built conservation

No known built heritage constraints.
Archaeology
Likely to be suitable, subject to acceptable assessment under NPPF Para 128. This comparatively small site does not appear to have been subject to much in the way of invasive agriculture, so may possibly retain some potential for archaeological finds of interest. Currently, there are no real records relating to the site, and issues of substance are not anticipated.
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.
Open Space requirements
<i>No assessment necessary at present.</i>
Development Management
<i>See conclusion below.</i>

Conclusion			
The site is situated next to a small group of houses to the north and the remainder is agricultural land. The site is separated from the main urban area by fields to the south.			
The site is situated in the final phase of the road corridor (Core Strategy Figure 4.2). No route alignment work has been carried out on this section of the road as the Hereford Transport Package work currently focuses on the route section going from the A49 south of the city to the A49 north of the city. Identification of a route for the final phase is not expected until much later in the Plan period (up to 2031). It would be premature to provide an assessment of site potential where a road route is expected to be accommodated beforehand. Therefore, for the purposes of the Hereford Area Plan, this site is not considered to have development opportunity as a housing site.			
Evidence of site availability	No	Information source	HELAA 2015
Suitable for employment land	No as the site is distinctly removed from the main urban area.		

Bur21



Site Details

Site ID	Bur21	Site Address	Land opposite Staniers Way, Roman Road, HR1 1JT		
Ward	Holmer	Site Area ha	1.57	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Grassland		
Road front	Yes	Topography	Relatively flat site		
Surrounding land uses	Road and Industrial Estate to the south, open fields and farm buildings to east and north				
Description	The site is bound by the rail line to the NW and mapping shows evidence of historic contamination and that the site is covered by the HRR consultation corridor. Assessment of noise from the railway is essential.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	Relief road corridor (HD3), LD1-3, M5						
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	Grade 3/2 80%/20%						

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>Bus services are available on Aylestone Hill, with footways on the southern side of A4103 from Staniers Way to Aylestone Hill for connectivity. There are however no footways to the west to the employment areas west of the railway line which does sever any pedestrian connectivity between the site and schools and other facilities to the west.</p>
Access comments
<p>A suitably designed and acceptable access onto A4103 Roman Road would be difficult to achieve due to proximity to the railway bridge and Staniers Way junction. If Bur17 was brought forward as well, spacing of junctions may be a constraint. Pedestrian crossing points would need to be provided.</p>
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Signalised railway bridge to the west is a constraint and suffers from queuing during peak hours, and issues with Starting Gate roundabout further 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>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>
Site dependence on Hereford Transport Package
<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
<p>Delivery of HTP to provide network capacity.</p>
Highway site support
<p>The site falls within the corridor for the final section of HRR (A49 to A4103(E)) and therefore until such time as a line is finalised, or it is decided not to pursue that section, development could prejudice the delivery of that section of the road.</p> <p>If the site did not impact the relief road, unless an acceptable access can be provided, this site would not be considered an acceptable site for development. If satisfactory access can be achieved, subject to network capacity at the time the site is brought forward, with the sustainable connectivity concerns to the west it still may not be a suitable location for development.</p>

HC Landscape comments
<p>Situated in final phase of road corridor. A landscape assessment should be carried out after the road alignment has been identified to determine the landscape capacity of the site.</p>

HC Conservation comments
Built conservation
<i>Not assessed</i>
Archaeology
<i>Not assessed</i>
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.
Open Space requirements
<i>No assessment necessary at present.</i>
Development Management
<i>See conclusion</i>

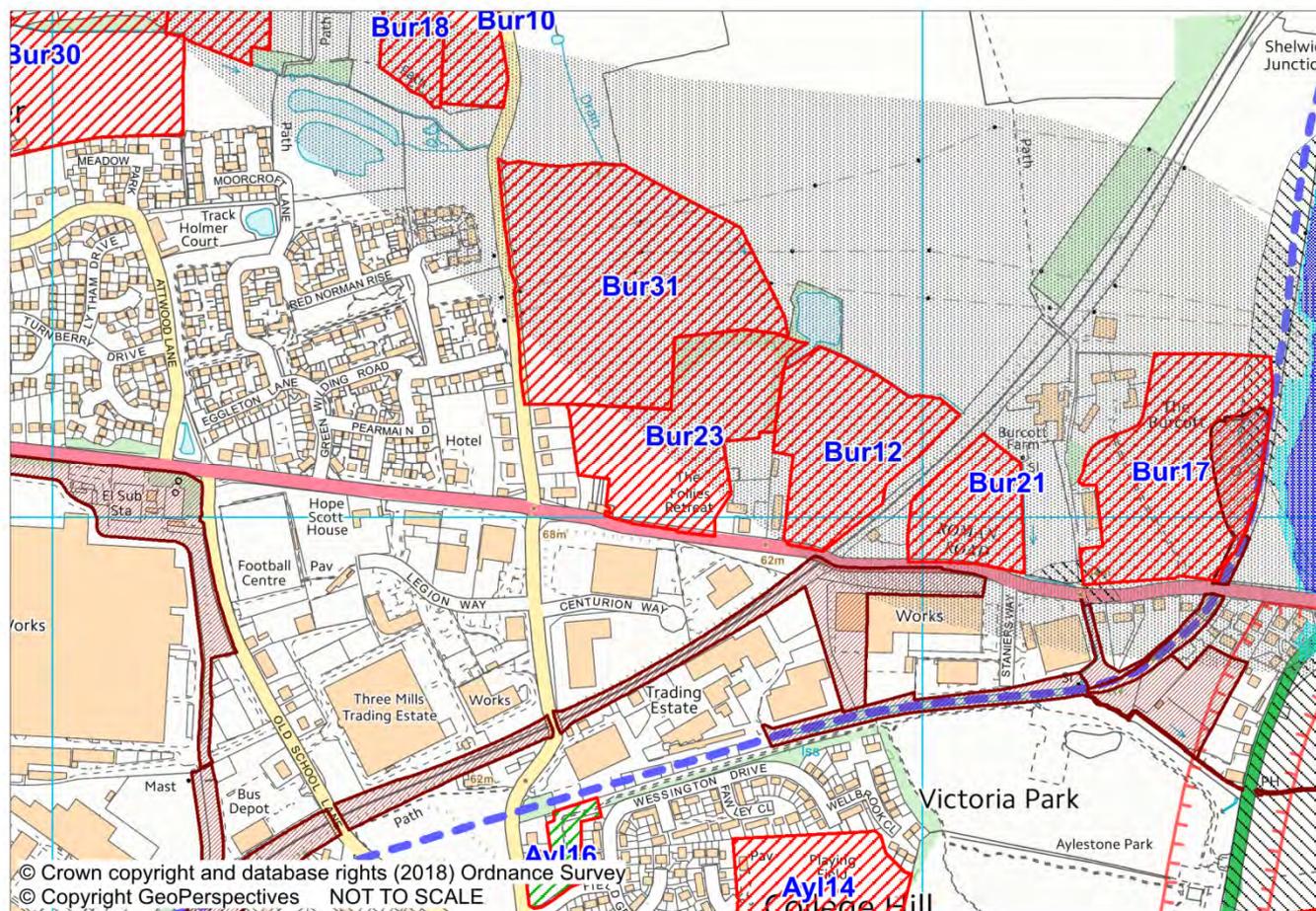
Other Consultees to date

Historic England
<i>Issues & Options Consultation 2017 comments: A4013 is a Roman Road, consider in heritage assessment.</i>

Conclusion			
Bur21 is a relatively flat grassland site. It is bound by the rail line to the NW and mapping shows evidence of historic contamination and that the site is covered by the HRR consultation corridor. Assessment of noise from the railway is essential.			
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 situated in the final phase of the road corridor (Core Strategy Figure 4.2). No route alignment work has been carried out on this section of the road as the Hereford Transport Package work currently focuses on the route section going from the A49 south of the city to the A49 north of the city. Identification of a route for the final phase is not expected until much later in the Plan period (up to 2031). It would be premature to provide an assessment of site potential where a road route is expected to be accommodated beforehand.			
Therefore, for the purposes of the Hereford Area Plan, this site is not considered to have development opportunity.			
Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	No		

HAP Housing Site Options 2018

Bur23



Site Details

Site ID	Bur23	Site Address	Land adjacent to the Willows, Roman Road, Hereford, HR1 1JP		
Ward	Holmer	Site Area ha	3.54	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Grassland. Semi natural habitat on part of site		
Road front	Yes	Topography	Fairly flat site with some mild undulations		
Surrounding land uses	Housing to the east and west, employment to the south				
Description	The site lies to the north of and has a frontage with A4103. Please note that this site is also being assessed as part of a larger site for employment use potential (ES5).				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	Relief road corridor (HD3), LD1-3, M5 (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			Grade 2/3, 50%/50%				

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>No. Pedestrian access to the south along College Road results in the need to cross the railway bridge on a bend without any footway provision available. Similar situation to the east on A4103 due to the signalised railway bridge. Whilst an application at Holmer Trading Estate for residential development proposed changes to College Road bridge, this has not yet been determined due to S106 issues. Bus route on Roman Road and College 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. Bur 31 may also need to access through this site, if developed, due to the inadequacy of Munstone Lane.</p> <p>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>Yes. At A4103 railway bridge, College Road and issues with Starting Gate roundabout further 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>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
<p>A review of the cumulative network impacts of the sites would be necessary to assess whether delivery of this development this was dependant upon HTP.</p>
Mitigation measures
<p>Delivery of HTP may increase network capacity.</p>
Highway site support
<p>Only if all the above issues are resolved.</p>

HC Landscape comments
<p>The land is laid to pasture and is relatively flat and bounded by hedgerow and relates to the Roman Road from which it can be accessed. 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.</p> <p>Mitigation – Retention and strengthening of boundaries, further planting along watercourse.</p>

HC Conservation comments
Built conservation
<i>Not assessed</i>
Archaeology
<i>Not assessed</i>
Biodiversity/Ecology
<i>Not assessed</i>
Open Space requirements
<i>No assessment necessary at present.</i>
Development Management
The site is not the subject of any landscape or ecology designation and it does not appear to affect the setting of any heritage assets. Mapping confirms that the greater part of the site is within the HRR corridor and also advises as to the potential for contamination. Anecdotal evidence tends to the view that there may have been landfill historically. If this is the case, it would be necessary to investigate this in more detail.

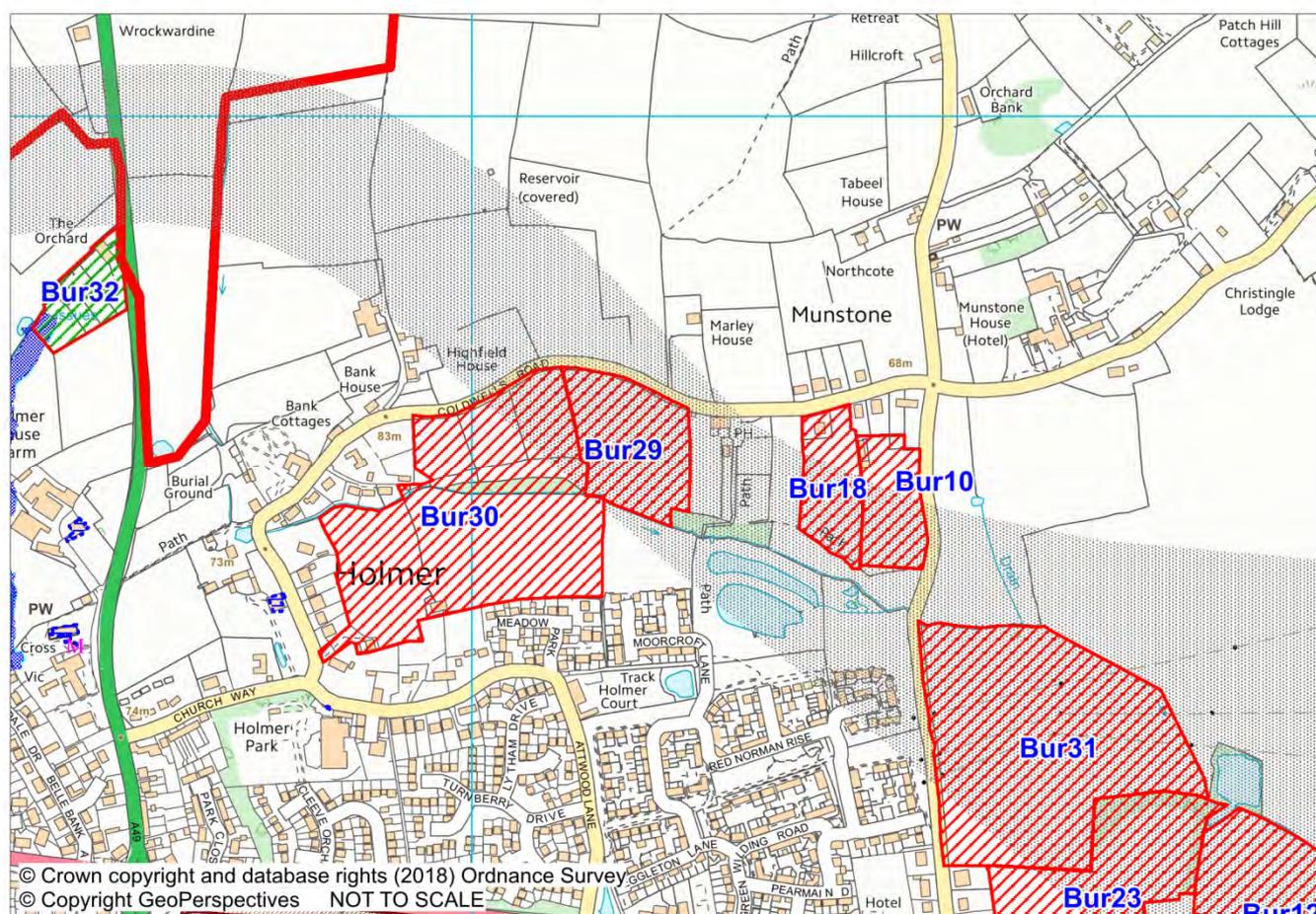
Other Consultees to date

Historic England - Issues & Options Consultation 2017 comments: A4103 is a Roman Road, consider in heritage assessment.
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Conclusion			
<p>Fairly flat grassland site with some mild undulations. There is housing to the east and west and employment to the south. The site lies to the north of and has a frontage with A4103. There is a Semi natural habitat on part of site. 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.</p> <p>The site is situated in the final phase of the road corridor (Core Strategy Figure 4.2). No route alignment work has been carried out on this section of the road as the Hereford Transport Package work currently focuses on the route section going from the A49 south of the city to the A49 north of the city. Identification of a route for the final phase is not expected until much later in the Plan period (up to 2031). It would be premature to provide an assessment of site potential where a road route is expected to be accommodated beforehand. Therefore, for the purposes of the Hereford Area Plan, this site is not considered to have development opportunity as a housing site.</p>			
Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	<p>The site is close to employment land development south of Roman Road and additional employment land in this area would be possible. However, it would be premature to identify the land use of the site before the road alignment is known.</p> <p>The site has been identified as employment land by the Holmer and Shelwick NDP group (See ES5).</p>		

HAP Housing Site Options 2018

Bur29



Site Details

Site ID	Bur29	Site Address	Land adjacent to the Rose Gardens, Coldwells Road, Holmer, Hereford, HR1 1LH		
Ward	Holmer	Site Area ha	1.89	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Paddock		
Road front	Yes	Topography	Site slopes gently down in a southerly direction		
Surrounding land uses	Predominantly open fields				
Description	Existing paddock (grassland)				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		Relief road corridor (HD3), LD1-3					
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			Grade 3, 100%				

Technical Information (assessments and infrastructure provider comments)

HC Highways comments
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> No. The site fronts Coldwells Road, a narrow lane without footways. The only option to access the footways is via a footpath heading southwards to Crest site, but this would not be considered an acceptable all weather 24 hr route.
Access comments
Coldwells Road is a narrow single lane road and not suitable to serve this development. Improvements to Coldwells Road and Mustone Road to a suitable standard would involve multiple third party ownerships and is not considered viable. Possible vehicular access from the south via the Crest site will be unlikely due to the tortuous route, road widths provided within that development and the total number of houses already served by the one point of access. Therefore there does not appear to be any viable access. Should an access be found, 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.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Capacity/standard of Coldwells Road and Munstone Road not considered acceptable to serve development. Capacity issues further afield on Roman Road to the west and east.
Site dependence on Hereford Transport Package
The site falls within the corridor for the final section of HRR (A49 to A4103(E)) and therefore until such time as a line is finalised, or it is decided not to pursue that section, development could prejudice the delivery of that section of the road. 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.
Mitigation measures
None considered achievable to secure suitable access.
Highway site support
This site is not considered to have acceptable vehicle or sustainable mode access, and therefore is not considered deliverable.

HC Landscape comments
Site description: Sloping site to the immediate north of Ayles Brook and south of Coldwells Rd (opposite Highfield House). Sloping towards brook. Very important to the character of Coldwells Lane.
Landscape and visual sensitivity: High
Capacity for housing development: Low. The development of this site would be very harmful, with or without Bur30 coming forward.

Potential mitigation measures: No mitigation is possible for the change in character which is considered to be extremely harmful.

Overall comment on suitability: Alignment of relief road will clearly influence long term future of this site.

HC Conservation comments

Built conservation

Not assessed

Archaeology

Not assessed

Biodiversity/Ecology

Not assessed

Open Space requirements

No assessment necessary at present

Development Management

The site is not subject to any ecological or landscape designation. There are designated heritage assets in the vicinity, but none bordering the site. Separate comments should be sought from the Conservation Section in this regard.

If considered in isolation, Bur 29 could be construed as divorced from development and thus likely incongruous in landscape character and visual terms. Moreover, given the characteristics of Coldwells Road i.e. its narrowness and the lack of forward visibility, the formation of a vehicular access to serve Bur 29 would appear problematic.

Other Consultees to date

Historic England - Issues & Options Consultation 2017 comment

No comments

Conclusion

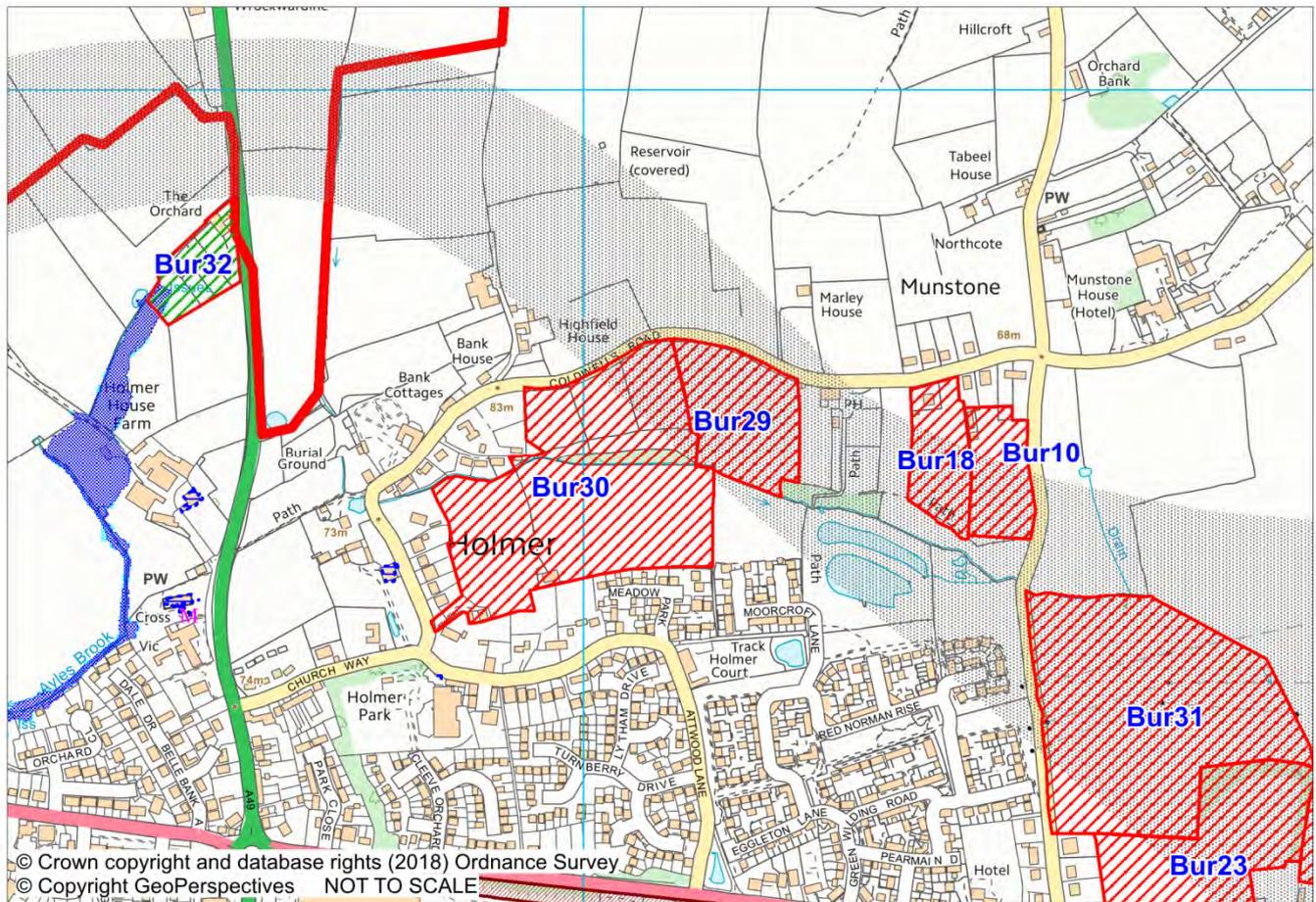
This site is a paddock in predominantly open fields. Site slopes gently down in a southerly direction it is adjacent to Bur30 which is another site that has been assessed in the Options consultation.

The site is situated completely in the final phase of the road corridor (Core Strategy Figure 4.2). No route alignment work has been carried out on this section of the road as the Hereford Transport Package work currently focuses on the route section going from the A49 south of the city to the A49 north of the city. Identification of a route for the final phase is not expected until much later in the Plan period (up to 2031). It would be premature to provide an assessment of site potential where a road route is expected to be accommodated beforehand. Therefore, for the purposes of the Hereford Area Plan, this site is not considered to have development opportunity as a housing site. Alignment of ring road will clearly influence long term future of this site.

Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	No due to landscape implications and position in the road corridor		

HAP Housing Site Options 2018

Bur30



Site Details

Site ID	Bur30	Site Address	Land at Attwood Lane, Munstone and adjoining south of Coldwells Lane, HR1 1LH		
Ward	Holmer	Site Area ha	6.46	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Grassland
Road front	Yes	Topography	site slopes down from n & s boundary towards the stream
Surrounding land uses	Residential to the east and south, open field to the north west and west		
Description	<p>The NE corner of this site, which comprises a number of smaller parcels, lies within the HRR corridor. The northern boundary is formed by Coldwells Road, with Bur29 and the Crest 'extension' to the east.</p> <p>The new development on the Depot site on Attwoods Lane sits, alongside older detached properties, on the southern boundary. Linear residential development on Coldwells Road lies on the western boundary.</p>		

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		Relief road corridor (HD3), LD1-3					
Environmental Designations covering the site.							
Listed Building	Yes	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			Grade 3, 100%				

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>The site fronts Coldwells Road to the north. Coldwells Road is a narrow single lane road and not suitable to serve this development from either direction. There are no footways in either direction. There is an access point which emerges at the junction of Coldwells Road. Attwood lane/Church Way and there is a narrow footway to A49 from there. Rural bus service available on A49 and city bus service on Roman Road. Lack of cycle connectivity.</p>
Access comments
<p>Bur30 has road frontage to Coldwells Road along the northern boundary but this narrow winding lane is not suited to serve any development at this site. There is a field access which emerges onto Coldwells Road/Attwood Lane opposite Church Way, but a four way junction here would not be acceptable nor would the intensification of traffic on any of the roads which converge here.</p> <p>There is no practical way to access from Attwood Lane via Meadow Croft and even if it could, Attwood lane is narrow without footways and not suited to more traffic.</p> <p>Whilst practically a link may be achievable to the northern extreme of the Crest site and onwards via Red Norman Rise and Green Wilding Way to Roman Road, these narrow twisting roads are not considered appropriate to serve any more development. The estate road widths are also likely to be insufficient in standard for additional development.</p> <p>Should a suitable access be found, 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>As summarised above. Capacity issues on A49 Starting gate roundabout and to the east on A4103 at signalised railway bridge.</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
<p>The site falls partly within the corridor for the final section of HRR (A49 to A4103(E)) and therefore until such time as a line is finalised, or it is decided not to pursue that section, development could prejudice the delivery of that section of the road.</p>
Mitigation measures
None considered deliverable.

Highway site support
No.

HC Landscape comments
Site description: Undulating site to the immediate south of Ayles Brook and accessed via Coldwells Rd. Undulations in centre of west side suggest historical quarrying or other archaeological activity that needs to be assessed.
Landscape and visual sensitivity: High
Capacity for housing development: This is clearly open countryside. Consider no capacity due to open countryside character and harmful visual impacts.
Potential mitigation measures: None possible. Final judgements do depend on road alignment.
Overall comment on suitability: Development would be very harmful but road alignment would change baseline.

HC Conservation comments
Built conservation
The Setting of 'Copelands' a Grade 2 C17 house should be considered as part of any development proposals.
Archaeology
Likely to be suitable, subject to acceptable assessment etc. under NPPF Para 128. This medium-sized site contains some well –preserved grassland areas, and is associated with a number of records in the vicinity suggestive of occupation in the medieval period. Whilst there are currently no recorded archaeological features of major importance here, there may be some cumulative interest, and further potential.
Accordingly a formal archaeological assessment is in the first instance required, to better understand the implications of developing this plot. A field evaluation may also be necessary. It is unlikely that what is revealed by this would appreciably constrain development here, although there may well be some design and mitigation issues to be dealt with by planning condition etc.
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.
Open Space requirements
<i>For assessment if appropriate</i>
Development Management
There is a relatively narrow gap within this frontage near to the junction of Coldwells/Church Way and Attwood Lane (the latter two meet at this junction). It appears that vehicular access would be provided here.

There are no landscape, ecological or heritage designations upon the site itself. Copelands is a Grade II listed building, whose grounds lie directly opposite the proposed point of access.

The provision of a suitable means of access appears to be a key issue here. The junction of the A49 and Church Way has undergone some limited 'improvement' in conjunction with existing planning permissions, but the carriageway remains conspicuously narrow and prone to on-road parking; making it, in effect, a single lane carriageway. The alternative approach via Attwood Lane is similar, whilst the junction with Coldwells Road offers poor visibility and would presumably necessitate a significant overhaul. Whether sufficient land is available within the highway extent would need to be determined. Pedestrian and cycle linkages also appear difficult to resolve.

Other Consultees to date

Historic England - Issues & Options Consultation 2017 comments:

A4013 is a Roman Road, consider in heritage assessment.

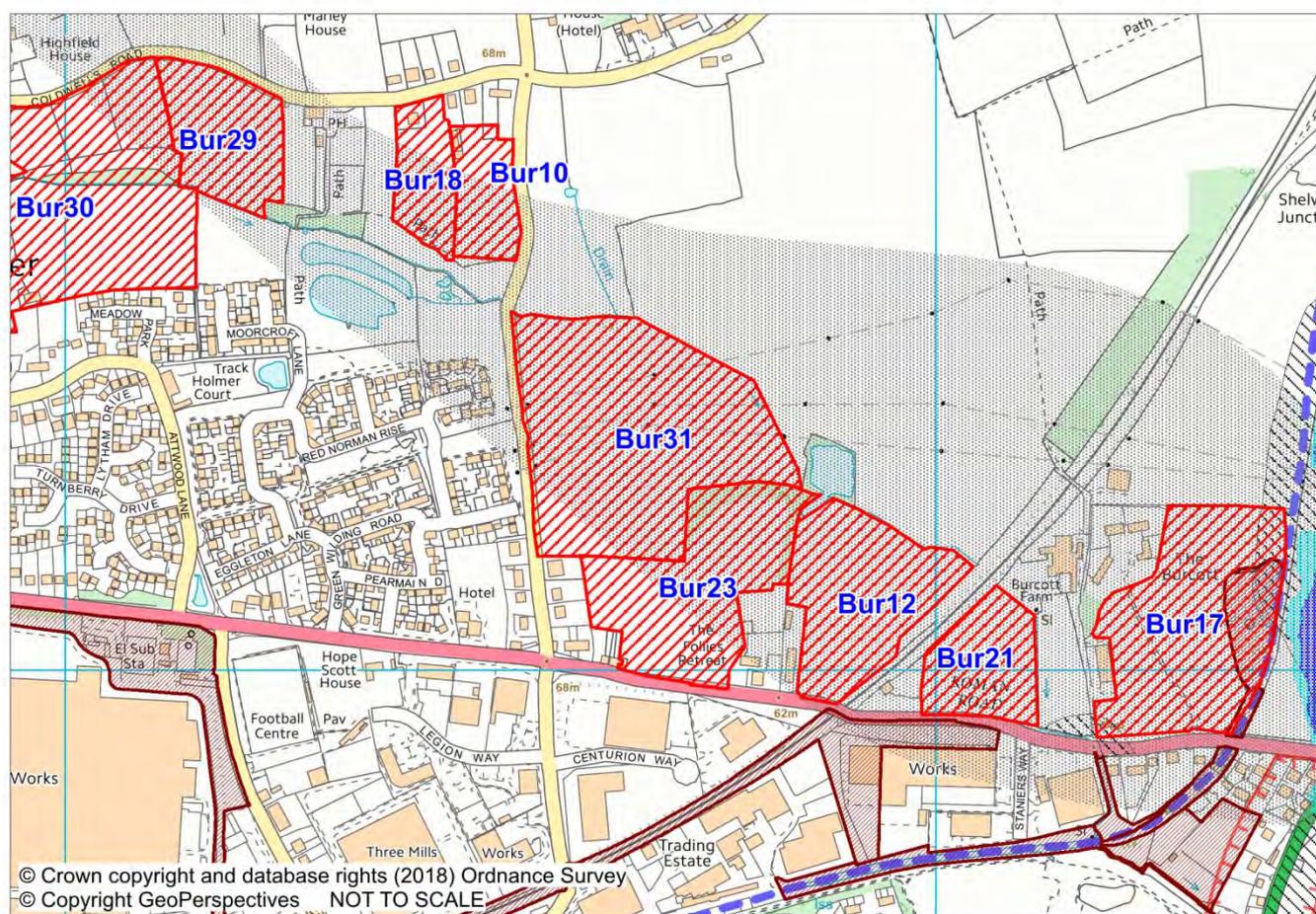
Conclusion

It is a grassland site sloping down from north and south boundary towards the stream. The NE corner of this site, which comprises a number of smaller parcels, lies within the HRR corridor. The northern boundary is formed by Coldwells Road, with Bur 29 and the Crest 'extension' to the east. The new development on the Depot site on Attwoods Lane sits, alongside older detached properties, on the southern boundary. Linear residential development on Coldwells Road lies on the western boundary.

Currently, the landscape sensitivity on this site is high and it is recommended that no development takes place here. The highways assessment points to major issues with access for this site as well as the capacity of the network to accommodate further growth because of the existing narrow lanes. Not until the alignment of the road is identified will the final potential of this site be possible to establish.

Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	No, very narrow lanes in a sensitive landscape setting		

Bur31



Site Details

Site ID	Bur31	Site Address	Part of Burcott Farm, Munstone, Hereford, HR1 3AJ		
Ward	Holmer	Site Area ha	6.54	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Grassland		
Road front	Yes	Topography	Mostly flat site		
Surrounding land uses	New residential to west and south, open fields to north and east				
Description	<p>Bur31 is a 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. The majority of the southern boundary is shared with Bur23.</p> <p>Please note that this site is also being assessed as part of a larger site for employment use potential (ES5).</p>				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		Relief road corridor (HD3) LD1-3, M5 (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		
Mitigation measures			Grade 2/3 90/10%				

Technical Information

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 until Holmer Trading Estate changes the arrangement over the bridge. 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>Site falls within the north to east relief road corridor and it is unknown at this stage what the road layout will be in this area.</p> <p>It is likely any access would need to be from Munstone Road, which would need improvement from the site access to the Roman Road junction, with footway provision and cycle footway links to the Crest site and preferably direct to Roman Road as well. That junction itself would need review as to layout and capacity for the increased traffic and pedestrian movements. Possible access through Bur 23 would need to be reviewed in line with the comments for that site.</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. 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.</p> <p>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
Potentially if insufficient network capacity is available.
Mitigation measures
Dependant upon outcome of Transport assessment.
Highway site support
Without the necessary improvements (widening and footway provision) to Munstone Road, this site would not be supported.

HC Landscape comments
The northern field whilst situated on lower lying ground does protrude into the wider open 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 site is considered to be of a high sensitivity and has limited capacity for development.

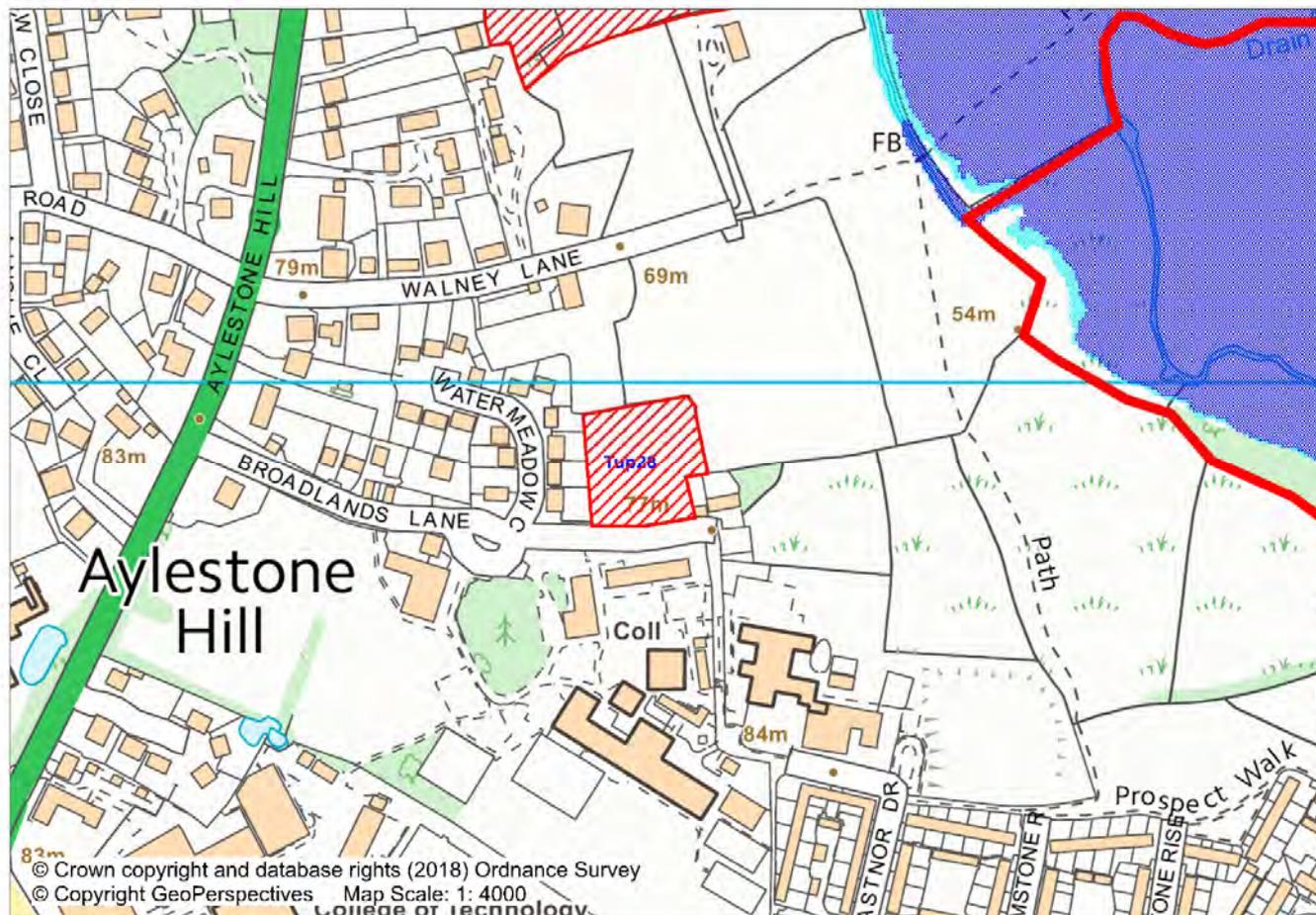
HC Conservation comments
Built conservation
<i>Not assessed</i>
Archaeology
<i>Not assessed</i>
Biodiversity/Ecology
<i>Not assessed</i>
Open Space requirements
<i>No assessment necessary at present</i>
Development Management
<i>See conclusion</i>

Other Consultees to date

Historic England - Issues & Options Consultation 2017 comments:
A4103 is a Roman Road, consider in heritage assessment.

Conclusion			
Bur31 is a 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. The majority of the southern boundary is shared with Bur23.			
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 situated in the final phase of the road corridor (Core Strategy Figure 4.2). No route alignment work has been carried out on this section of the road as the Hereford Transport Package work currently focuses on the route section going from the A49 south of the city to the A49 north of the city. Identification of a route for the final phase is not expected until much later in the Plan period (up to 2031). It would be premature to provide an assessment of site potential where a road route is expected to be accommodated beforehand. Therefore, for the purposes of the Hereford Area Plan, this site is not considered to have development opportunity as a housing site.			
Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	The site is close to employment land development south of Roman Road and additional employment land in this area would be possible. However it would be premature to identify the land use of the site before the road alignment is known. The site has been identified as employment land by the Holmer and Shelwick NDP group (See ES5).		

Tup28



Site Details

Site ID	Tup28	Site Address	Broadlands Lane Paddock, Watermeadow Close, Hereford, HR1 1JG		
Ward	Aylestone Hill	Site Area ha	0.50	Potential Capacity	0

Site Characteristics

Site Type	Greenfield	Current use	Paddock		
Road front	No	Topography	Sloping site		
Surrounding land uses	Road/school to S, open fields to N and E, Residential to W				
Description	Paddock on edge of Hereford city adjacent school and existing residential				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	LD1-LD3						
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	No	SSI Impact Zone	Yes	Green Infra Area	Yes		

Technical Information (assessments and infrastructure provider comments)

HC Highways comments
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Yes if road and footway can be provided to site, ongoing connectivity is good.
Access comments
Access is an issue. The lane to the school is not highway and is not registered at land Registry. A public footpath HER12 runs along the length. Although the council's title includes the paddock Tup28, Broadlands School and Aylestone College, the track is not shown in their title. As there is no registered owner of the track, It may not be possible for the track to be widened or improved without the agreement of all frontages. Whilst there is a strip of land parallel to the lane on the north side, part of this is included in the registered title of No 16 Watermeadow Close and therefore widening could not occur on that side without land acquisition. Even a small development of 3 or 4 houses would require improvement of the track.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Broadlands Lane is very congested/chaotic at school start/finish time. Queueing occurs on Aylestone Hill and into the city in peak hours. The mini roundabouts at Aylestone Hill/ Venns Lane/Folly Lane were shown to be close to capacity in the Transport Assessment for an earlier application for the site now labelled as Ayl15.
Site dependence on Hereford Transport Package
HTP may increase available network capacity; small development would have minimal effect.
Mitigation measures
None available.
Highway site support
Not unless access issues can be overcome.

HC Landscape comments
Site description: Sloping site located to the rear of Meadow Close. Views across flood plain towards Lugg Bridge. Area criss-crossed by PROW's. Existing houses overlook the site. Covered in bracken but may have ecological value. Important perimeter vegetation.
Landscape and visual sensitivity: High
Capacity of housing development: This is a small site with some capacity for a small number of bespoke dwellings. Must resolve difficult access issues to retain character of lane to south i.e. retain vegetation and narrow width. May be highway issues.
Potential mitigation measures: Retention of existing vegetation is critical. Potential for additional planting to northern boundary to maintain overall character of this north facing slope.

Overall comment on suitability: Might be possible to get low number of high quality units. LVIA required.

HC Conservation comments			
Built conservation			
<p>Whilst development is not precluded on heritage grounds there are a number of potential constraints: A Conservation Area lies 120m to the W. 75m to the north lies Lugg View (ref 1207820) a grade 2 listed building. To the south lies Aylestone School (1280566) a grade 2 listed building and the view from the Lugg Bridge approx. 1km to the north may also be a consideration.</p>			
Archaeology			
<p>Likely to be suitable. This small site has no records of heritage assets of substance within or near to its boundaries, and is judged to be of low potential for below-ground archaeological remains.</p>			
Biodiversity/Ecology			
HRA – River Wye SAC/SSSI			
<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>			
Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)			
<p>Any demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.</p>			
Open Space requirements			
<p>It is understood that this land does not form part of the Aylestone School Playing fields but is just a small parcel of land left over for possible development after the rest was used circa 50 years ago for school and residential development. It has not specifically been allocated for education use. The adjoining land was sold for development circa 20 years ago. As such there will be no loss of existing open space.</p>			
Development Management			
<i>See conclusion</i>			
Conclusion			
<p>This is a sloping site located to the rear of Meadow Close with existing houses overlooking the site. The remainder of the site is bounded by open countryside with views across the flood plain towards Lugg Bridge and the area is criss-crossed by PROW's. It is covered in bracken but may have ecological value with important perimeter vegetation.</p>			
<p>The access to the site is a major constraint as it is a narrow track with unknown owner any widening of the track would require frontages of more than one property. This would be a requirement even if only a small number of dwellings were proposed. The landscape sensitivity on the site is also high and therefore the site has only limited capacity to accommodate new dwellings. As the site would not yield 10 dwellings or more it is not considered a suitable as an Option Site for the HAP.</p>			
Evidence of site availability	Yes	Information source	Council owned land
Suitable for employment land	No, it is a sensitive site in a primarily residential area with poor access.		