

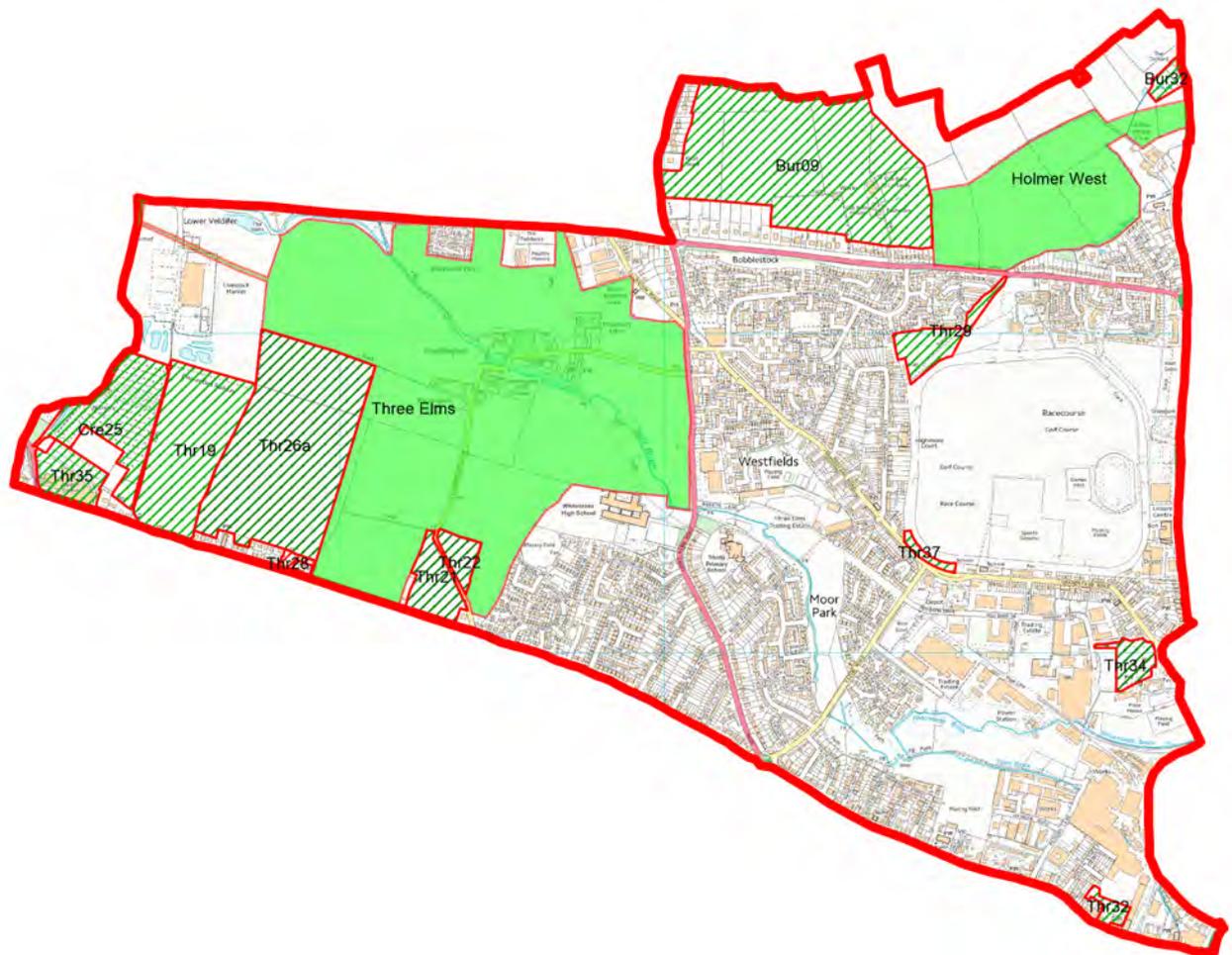
Herefordshire Local Plan

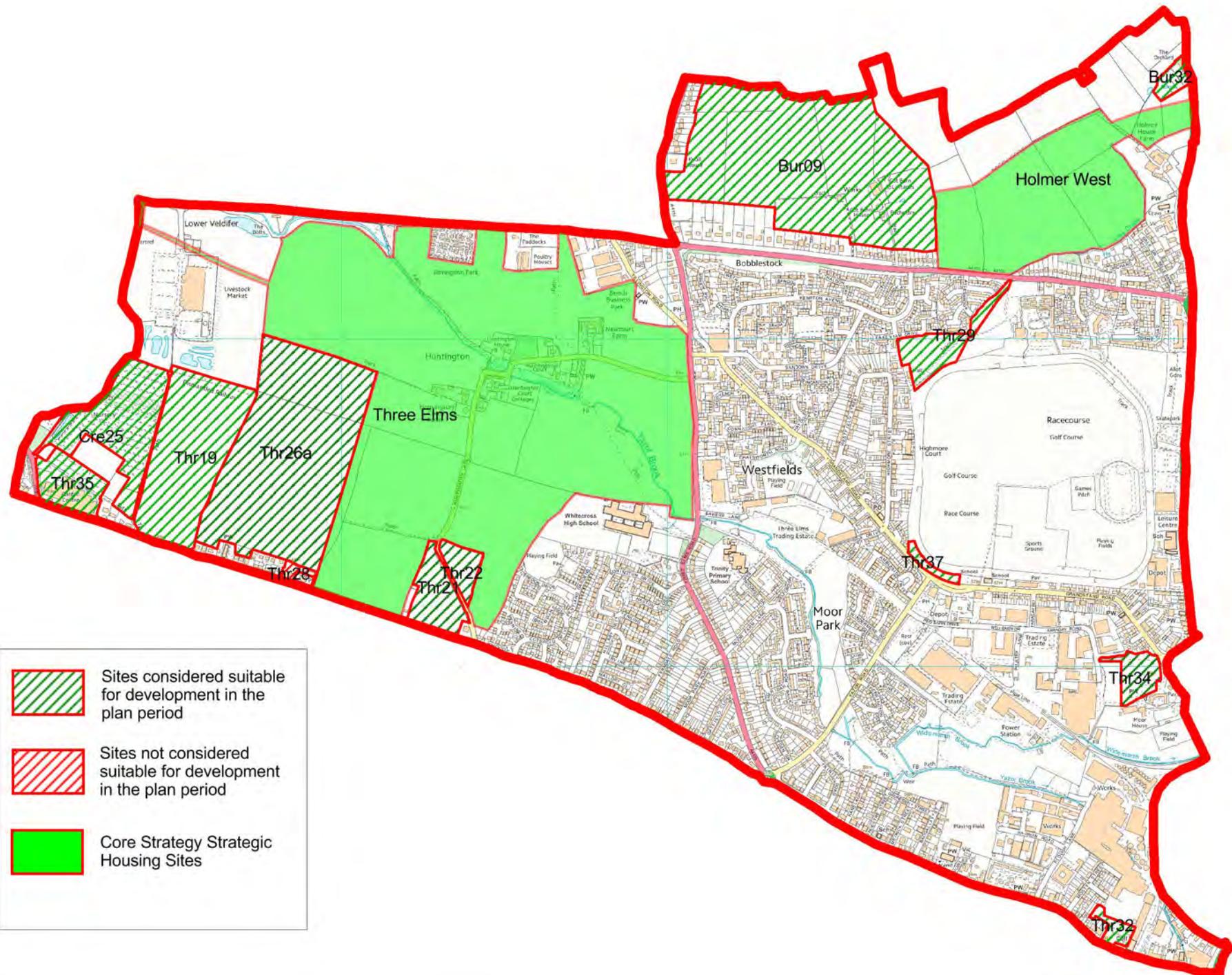
Hereford Area Plan

Housing and Employment Site Options Consultation

Technical Site Assessments - North West Hereford

August 2018





Contents	Page
List of sites	1
Glossary	2
Map Legend	3

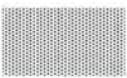
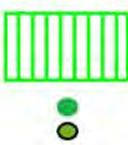
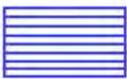
List of Sites (Technical Site Assessments)

Site Ref	Housing Site Address	Page
Bur09	Land at Cot Barn Farm	4
Bur32	The Orchard, Lyde	8
Cre25	Wyevale Nurseries	11
Thr19	Land adjacent to Wyevale	15
Thr21	Land west of Huntington Lane	19
Thr22	Land east of Huntington Lane	23
Thr26a	Land at Huntington	27
Thr28	Bay Horse Motors	31
Thr29	Hereford Racecourse	34
Thr32	Land off Whitecross Road	38
Thr34	Faraday Road	41
Thr35	Wyevale Garden Centre	45
Thr37	Land at Grandstand Road (north)	49

Glossary –HAP Site Options Housing and Employment August 2018

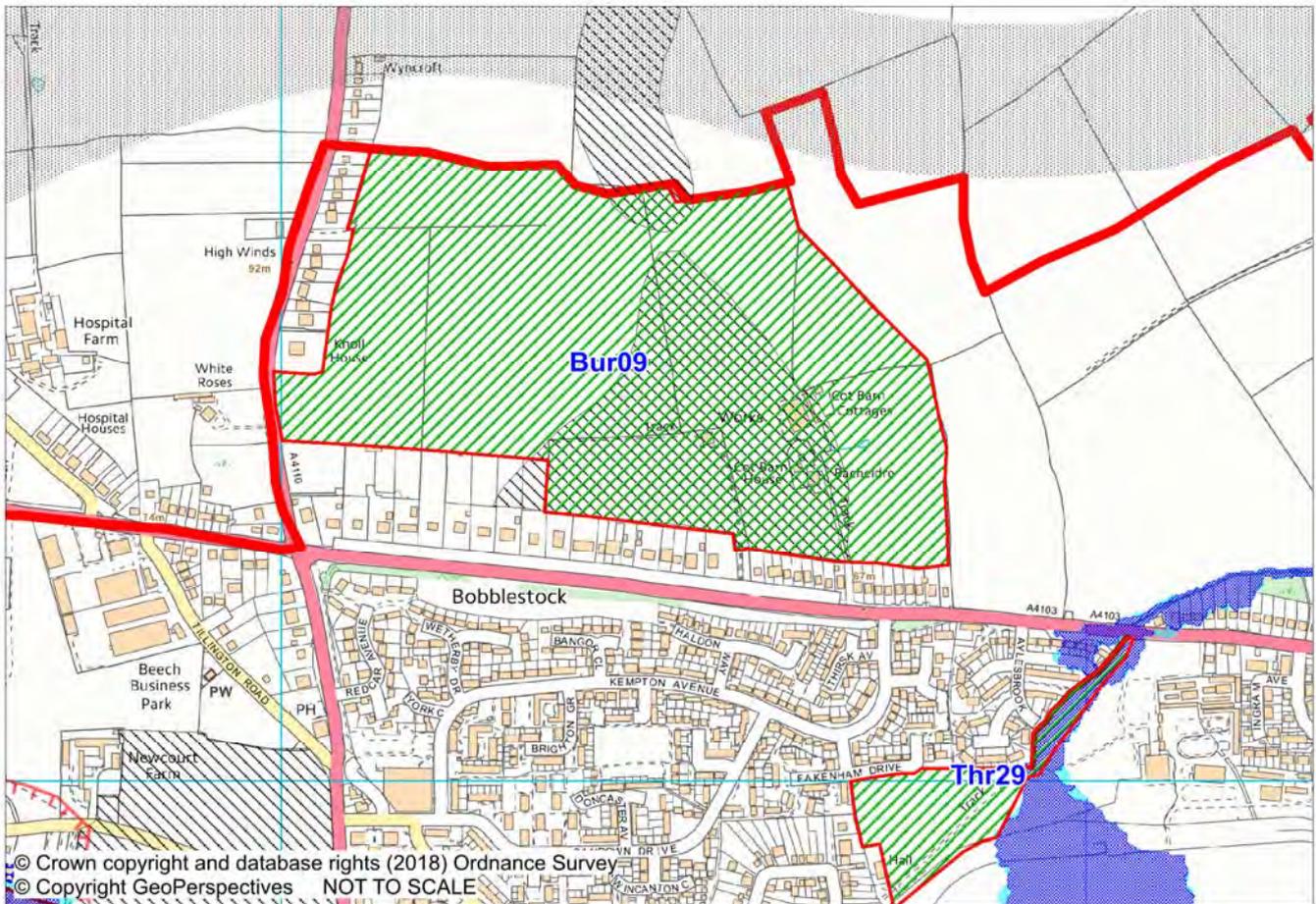
A	Approval of planning permission
AAI	Areas of Archaeological Importance
D	Dismissed at Appeal
Dph	Dwellings per hectare
ELS	Employment Land Study 2012
ESG	Edgar Street Grid
Ha	Hectares
HAP	Hereford Area Plan
HEZ	Hereford Enterprise Zone
HELAA	Hereford Housing and Employment Land Availability Assessment 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

Bur09



Site Details

Site ID	Bur09	Site Address	Land at Cot Barn Farm, Roman Road, Bobblestock, HR4 9QR		
Ward	Holmer	Site Area ha	29.15	Potential Capacity	435

Site Characteristics

Site Type	Greenfield	Current use	Agricultural		
Road front	Yes	Topography	Undulating land		
Surrounding land uses	West and southern boundaries residential, east and northern boundary open countryside.				
Description	Bounded by residential and hedgerows.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	Adjacent to Northern Urban Expansion (HD4) LD1-3, M5 (Saved UDP policy- Safeguarding of 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	Percent					
	3/2	70/30					

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> Footways exist on A4110 Canon Pyon Road and A4110 Roman Road linking to local services. Bus services available on Grandstand Road and Roman Road.
Access comments
It is likely that the whole site would need to be accessed from A4103 Roman Road. The whole site should be brought forward as one with a single point of access onto Roman Road.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Network capacity of junctions of A4110/A4103 and A49/A4103 are a major issue, and on that basis rat running through Kempton Avenue to avoid these junctions would be of great concern. 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
The northern part of the site lies close to the relief road corridor. 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
Possibly HTP will create more network capacity. Alterations to staging of A4103/A4100 signals not considered acceptable as the current arrangement was implemented on highway safety grounds.
Highway site support
If all issues are addressed, and assessment shows impact is acceptable, would then be considered an acceptable site.

HC Landscape comments
Site description: No PROW's on the site. Single PROW some 200m to east. Large, open fields with extensive long distance views from elevated ground. Sits between 60-90m above ordnance data AOD i.e. difference of 30m across the site. Existing residential development along roadside (ribbon) to south and west side. New housing emerging to east. Cot Barn House to east side. Farm / commercial buildings are semi-derelict and visually harmful. Very open and especially sensitive ridge surrounding Cot Farm Barn / east side of the site. Landscape and visual sensitivity: Moderate Capacity for housing development: The majority of the west side of the site has significant capacity for new development but east side ridge is very sensitive and important so must be kept undeveloped. Potential mitigation measures: Mitigation should include significant bolstering to existing southern and western vegetation and major new planting to the north. Development must be restricted to the west side of contour 85 / existing freestanding Dutch barn which forms a horizon feature. Additional planting to the immediate west of this line is important. LVIA must be used to determine exact extent of less harmful development.

Overall comment on suitability: Significant potential must be restricted to avoid important hillside.

HC Conservation comments

Built conservation

There is an Un-registered Park and Garden related to the former Burghill Hospital to the NW of the site. Recommend that views to the Cathedral from the approach to the City are mentioned and discussed within the Heritage Statement. Development on the site is unlikely to adversely affect the setting of Heritage Assets.

Archaeology

May be suitable, subject to acceptable assessment and evaluation under NPPF Para 128. This is a large site, bounded to the south by the *Roman Road* corridor and adjacent to areas of recorded medieval and prehistoric finds. Whilst there are no known heritage assets of particular importance within the site area, it must be regarded as having the potential for further finds, and risks thereto. Accordingly, both a desk based assessment and field evaluation would be required here, to better understand the sensitivities.

On the other hand, given the extensive nature of the site, and the likelihood of significant plough damage, it would seem unlikely that any archaeological constraints would be more than localised. It is conceivable that limited areas might need to be taken out of the developable area to achieve preservation in situ, and probable that mitigation might be needed under planning condition etc. These would not preclude development of much of the site.

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

If Highways matters including safety can be overcome the site does not have insurmountable technical issues.

Other Consultees to date

Historic England

Issues & Options Consultation 2017 comments: A4013 is a Roman Road, consider in heritage assessment.

Conclusion

This is a large site, bounded to the south by the *Roman Road* corridor and adjacent to areas of recorded medieval and prehistoric finds. Whilst there are no known heritage assets of particular importance within the site area, there may be potential for finds therefore a desk based assessment and field evaluation would be required here, to better understand the sensitivities.

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

In landscape terms, the majority of the west side of the site has significant capacity for new development but east side ridge is very sensitive and important so must be kept undeveloped. Views to the Cathedral from the approach to the city should be retained.

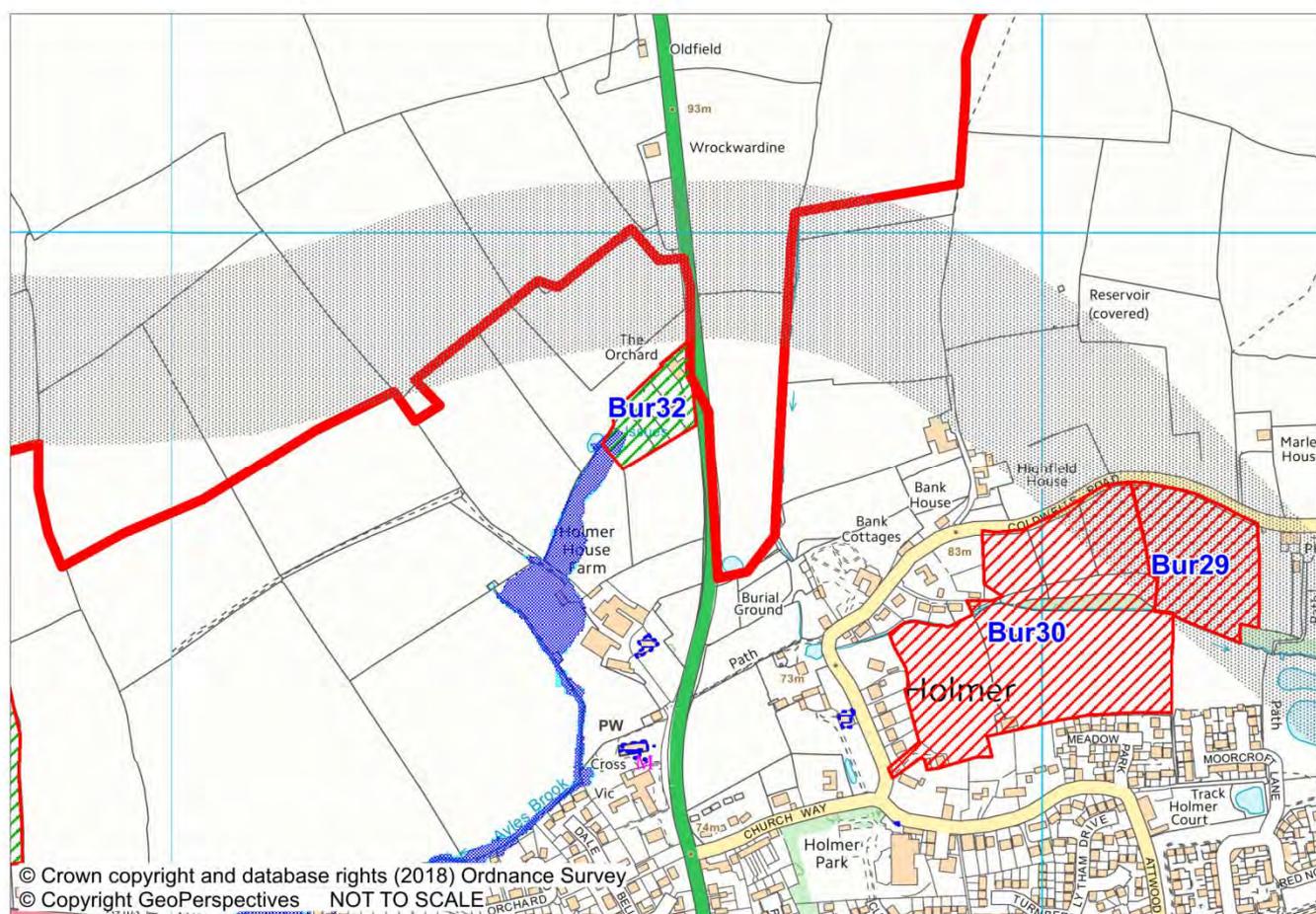
It is likely that the whole site would need to be accessed from A4103 Roman Road. The whole site should be brought forward as one with a single point of access onto Roman Road. Network capacity of junctions of A4110/A4103 and A49/A4103 are a major issue, and on that basis a road running through Kempton Avenue to avoid these junctions would be of great concern. 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.

If all of the above issues can be addressed the site could have capacity for 435-500 dwellings.

Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	No due to the dominance of residential development in this area of the city. Strategic Urban Extension site at Holmer West nearby.		

HAP Housing Site Options 2018

Bur32



Site Details

Site ID	Bur32	Site Address	The Orchard, Lyde, Hereford, HR4 8AA		
Ward	Holmer	Site Area ha	0.83	Potential Capacity	25

Site Characteristics

Site Type	Greenfield	Current use	Residential and garden land		
Road front	Yes	Topography	Slightly sloping		
Surrounding land uses	Open countryside to north, Holmer West strategic housing site to south. Remainder open countryside.				
Description	The site lies to the west side of the A49 to the north of Hereford and is formed by land that lies to the rear / west of the dwelling known as The Orchard within the parish of Holmer and Shelwick and is currently isolated from the residential and other built form in the locality and considered to be in an open countryside location.				

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
<i>Are standards for access to local services likely to be achievable?</i> Lack of facilities north of A4103 Roman Road and a lack of a footway or cycleway along the A49 to access facilities mean that until completion of Holmer West SUE such routes will not be available.
Access comments
Access direct to A49 would be at discretion of Highways England. The introduction of the new Bloors link road and Hereford Relief Road junctions on A49 would make an access to A49 very unlikely to be acceptable. Only alternative would be for access to the new A49/A4103W link road which is to be provided as later part of current Bloor development, but that would require agreement from that landowner to access the adopted highway of the link road once road construction is complete and adopted.
Local network comments
<i>Any capacity concerns on this section of the network?</i> The site is small and therefore the number of properties will also be relatively small and below the level requiring a Transport Assessment. However the site will have a limited cumulative effect on the network which needs to be taken into consideration and for consistency sites should not escape such review just on the basis they are small. Site may be better considered as an increase in dwelling numbers for the SUE.
Site dependence on Hereford Transport Package
Possibly not directly dependent, but will be a contributory factor to the need for the package.
Mitigation measures
Dependent upon overall cumulative network impact. 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.
Highway site support
If suitable access can be achieved, with pedestrian/cycle connectivity and if the cumulative impact is acceptable the site would potentially be supported.

HC Landscape comments
In the current context the proposal would be seen as an isolated development within open countryside. In the light of the strategic development at Holmer West, the permitted scheme will extend development northwards in proximity to the site. From a landscape perspective any future scheme would need to relate well to the proposed strategic development in terms of access, land use and connectivity.

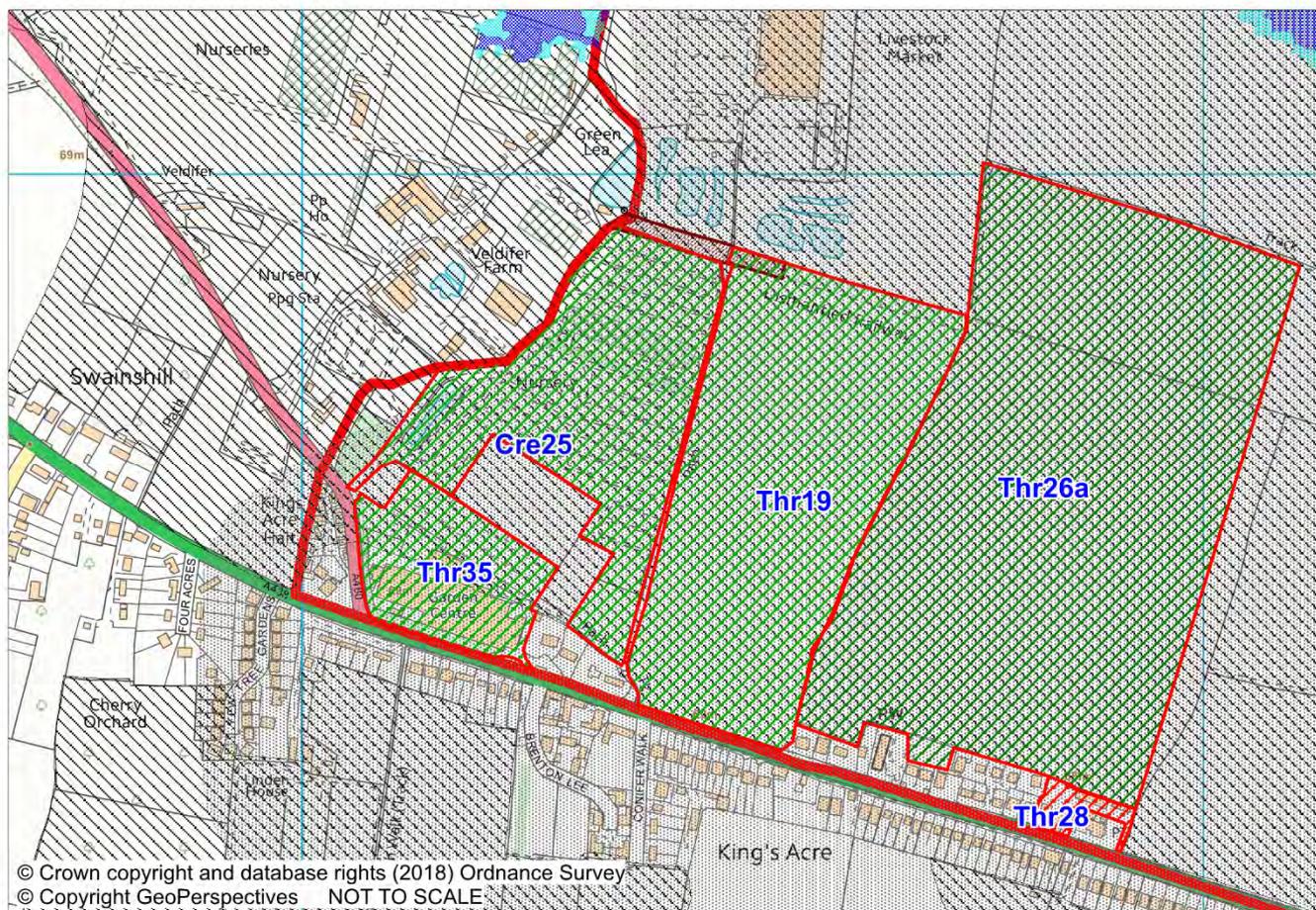
HC Conservation comments
Built conservation
The setting of Holmer House Farm, a C18 house, should be considered as part of any development proposals.

Archaeology
Suitable. Small rural plot for which there appear to be no archaeological issues.
Biodiversity/Ecology
<p>HRA – River Wye SAC/SSSI</p> <p>All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).</p> <p>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</p> <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
<i>For assessment if appropriate</i>
Development Management
Once the strategic site has been progressed, alongside the Hereford Area Plan, the issues raised may be resolved and the site would be a more natural extension to the built up area.

Conclusion			
<p>The site lies to the west side of the A49 to the north of Hereford and is formed by land that lies to the rear / west of the dwelling known as 'The Orchard' within the parish of Holmer and Shelwick and is currently isolated from the residential and other built form in the locality and considered to be in an open countryside location.</p> <p>However just to the south of the site the strategic urban extension (SUE) at Holmer West commenced development in Summer 2017. Although this site does not directly abut the SUE, there could be some scope for connecting the two. If a scheme could demonstrate that it relates well to the proposed strategic development in terms of access, land use and connectivity then there may be scope for future development on this site. This is reliant on landowner agreements.</p>			
Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	No as the site is currently an isolated site in open countryside. Housing on the sites would connect more readily with the permitted SUE.		

HAP Housing Site Options 2018

Cre25



Site Details

Site ID	Cre25	Site Address	Wyevale Nurseries, Wyevale Garden Centre Offices, Wyevale Way, Stretton Sugwas, Hereford, HR4 7AY		
Ward	Kings Acre	Site Area ha	7.61	Potential Capacity	200

Site Characteristics

Site Type	Brownfield/Greenfield	Current use	Garden nursey		
Road front	Yes	Topography	Generally flat		
Surrounding land uses	Residential nearby, protected employment site to rear, open fields mainly surrounding the site				
Description	Wyevale Nurseries office, despatch yard and land to the rear				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	HD3, M5 (Saved UDP policy- Safeguarding Mineral Reserves), 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	Yes	SSI Impact Zone	Yes	Green Infra Area	Yes		
Agricultural classification			2	Percent	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 available on Kings Acre Road. Site is some distance from facilities 2.3km and schools 2.0km. Cycle connectivity is poor with no off road routes until Yazor Road, but route to Stretton Sugwas primary school alongside A480. The Three Elms SUE site will provide better cycle/pedestrian connectivity and increase accessibility, and this could be extended to this site if other sites to the east are developed. Such routes should be extended westwards to A480 if practicable with development of this site.</p>
Access comments
<p>The site is directly west of site Thr19. It does not abut highway so it is unclear where access would be gained. Access could potentially be gained though adjacent site THR19, subject to delivery of that site. A further possibility is to combine with a modified business park access from A480 and provide a suitable junction at A480 to serve both existing and proposed developments, which would be in the same ownership. Improvement of A480/A438 junction should also be considered.</p>
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Capacity issues on the network have been identified during the transport assessment work for the Three Elms SUE, and have resulted in a proposed cap on that development until such time as the river crossing section of the relief road is in place. It is therefore considered that strategic sites should take preference and no further sites be considered which, with the SUE, would breach this cap.</p> <p>The network impact would need to be covered in a Transport Assessment 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>The site falls within the corridor for HRR.</p> <p>Until finalisation of this section of the route for the relief road is completed, the impact of the route on this development is unknown and therefore development may prejudice the delivery of the route. Furthermore the only point of potential access to this large site is within close to the road corridor and junction spacing may be an issue.</p> <p>As noted above, it is considered that the cap on development in the Core Strategy and as applied to the Three Elms SUE will prevent this site being considered until the river crossing is delivered.</p> <p>An overall assessment of the acceptability with regard to highway network capacity will need to be carried out (once all sites are reviewed and shortlisted) to assess the cumulative impact and at which stage of the HTP those developments can be brought forward.</p>
Mitigation measures
<p>HTP may provide additional network capacity once completed.</p>

Highway site support
Not at this time.

HC Landscape comments
Site description: Current / former growing area for Wyevale Nursery which contains extensive vegetation (existing hedgerows and ‘grown’ material. Extensive nursery / business units to the west. Open countryside to the east. Important and well used PROW to west and southern boundaries of the site.
Visual and landscape sensitivity: Low
Capacity for housing development: Existing vegetation to the perimeter provides excellent screening. The site has clear potential for development.
Potential mitigation measures: Retaining the existing vegetation is the key for this site. Must retain the perimeter vegetation to provide immediate and effective screening. Internal vegetation to be assessed for overall value / retention.
Overall comment on suitability: High potential. Could come forward in isolation.

HC Conservation comments
Built conservation
No built heritage constraints which would preclude development.
Archaeology
Suitable. It is considered that the nature of the land here and the level of prior disturbance it has been subject to means that it is of low archaeological potential. Therefore it would be suitable for development.
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
<i>See conclusion below</i>

Conclusion
This site comprises Wyevale Nursery land which is an extensive nursery business in operation and this land is mainly used as growing areas. Site Thr35 below southern boundary is the retail premises for Wyevale. There is open countryside to the east, the livestock market to the north, Wyevale Business Park lies opposite on the western boundary and the remaining land is generally open countryside.
Mineral reserves are identified on site by the BGS GeoIndex Onshore mapping system. However due to its location

close to the Hereford City, extraction would not be sought here. The land is classed as grade 2 agricultural land which is very good quality. There are no significant constraints from a landscape perspective. Retention of the existing perimeter vegetation is the key for this site.

The site does not abut the highway so it is unclear where access would be gained. Access could potentially be gained through adjacent site Thr19, subject to delivery of that site. A further possibility is to combine with a modified business park access from A480 and provide a suitable junction at A480 to serve both existing and proposed developments, which would be in the same ownership. Improvement of A480/A438 junction should also be considered.

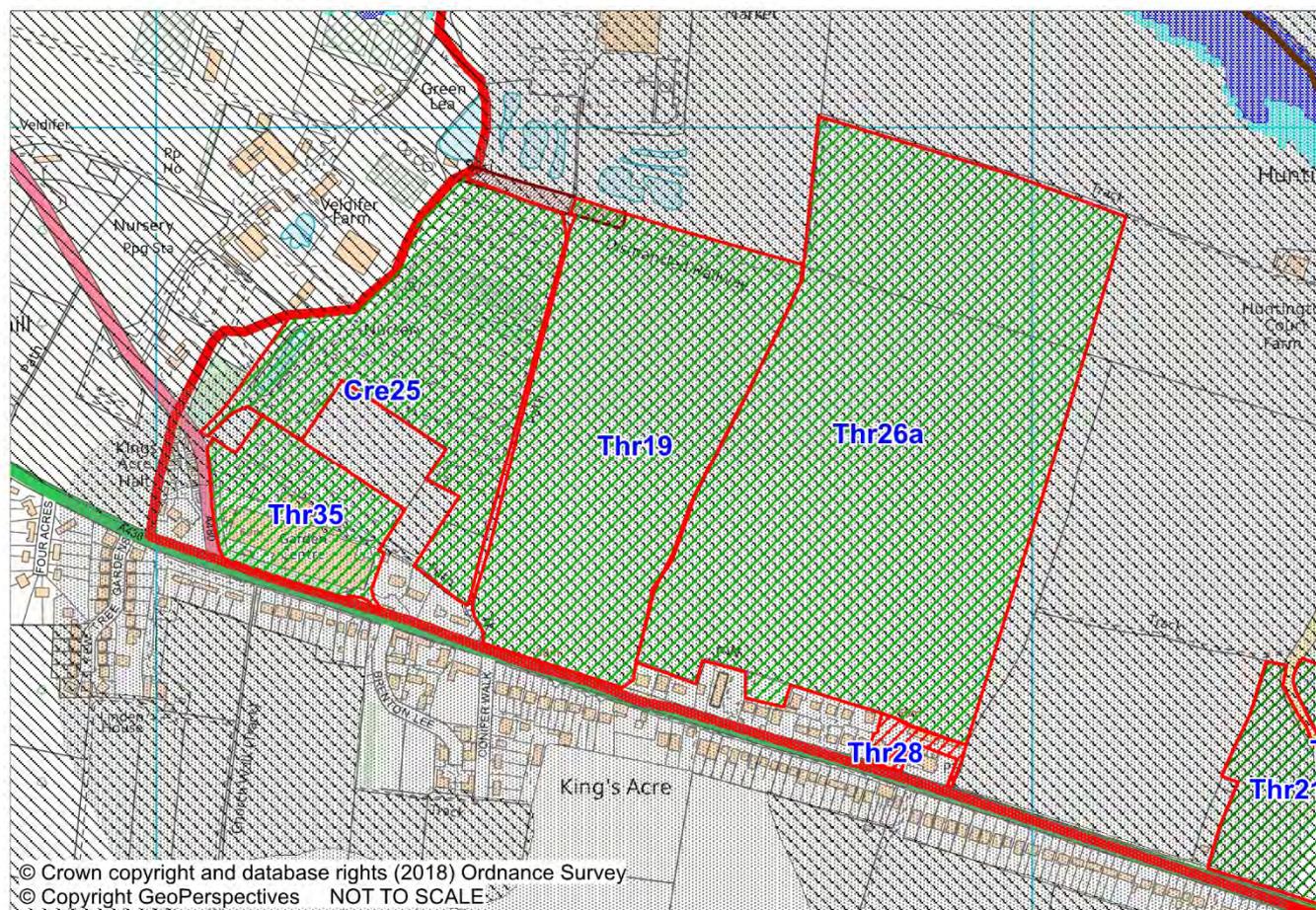
The site is within the road corridor but it is not directly affected by the preferred red route alignment. Capacity issues on the network have been identified during the transport assessment work for the Three Elms strategic site, and have resulted in a proposed cap on that development until such time as the river crossing section of the relief road is in place. It is therefore considered that strategic sites should take preference and no further sites be considered which, with the strategic site, would breach this cap. The network impact would need to be covered in a Transport Assessment and as with all HAP sites the scope and developments to be considered will need to be confirmed.

Although the site is situated to the outer west side of the preferred road alignment, there is already an urban form to this area of the city and the site should be considered as a suitable option site.

Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	Yes, however this is an existing garden nursery already an employer on the site.		

HAP Housing Site Options 2018

Thr19



Site Details

Site ID	Thr19	Site Address	Land opposite Conifer Walk, Kings Acre Road, Hereford, HR4 0SW		
Ward	Kings Acre	Site Area ha	11.75	Potential Capacity	260

Site Characteristics

Site Type	Greenfield	Current use	Arable.		
Road front	Yes	Topography	Open flat countryside site		
Surrounding land uses	Garden centre western boundary, ribbon development to the roadside / south to the site, remainder is open countryside. Strategic site to east. Derelict railway line to the immediate north of the site				
Description	Open flat countryside site. Please note that part of this site is also being assessed for employment potential (ES1).				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	HD3, LD3, M5						
Environmental Designations covering the site.							
Listed Building	No	Conservation	No	Contaminated Land	No	PROW	No

		Area					
Flood Zone	No	Protected Species	Yes	HRA Screening	Yes	NE Priority Habitat	No
Surface Water	Yes	SSI Impact Zone	Yes	Green Infra Area	No		
Agricultural classification			2	Percent	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 available on Kings Acre Road. Site is some distance from facilities 2.1km and schools 1.8km. Cycle connectivity is poor with no off road routes until Yazor Road. The Three Elms SUE site will provide better cycle/pedestrian connectivity and increase accessibility. Such routes should be extended westwards from the SUE with development of this site.</p>
Access comments
<p>Large site with frontage to A438 Kings Acre Road and it is presumed this would be the point of access (see local network comments below). Junction format will dictate whether third party land is required. Access location is within the relief road corridor and junction spacing may potentially be an issue.</p>
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Capacity issues on the network have been identified during the transport assessment work for the Three Elms SUE, and have resulted in a proposed cap on that development until such time as the river crossing section of the relief road is in place. It is therefore considered that strategic sites should take preference and no further sites be considered which, with the SUE, would breach this cap.</p> <p>A Transport Assessment would be required to assess the impact of the development on the network, and as with all HAP sites the scope and developments to be considered will need to be confirmed.</p>
Site dependence on Hereford Transport Package
<p>The site falls within the corridor for HRR.</p> <p>Until finalisation of this section of the route for the relief road is completed, the impact of the route on this development is unknown and therefore development may prejudice the delivery of the route. Furthermore the only point of potential access to this large site is within close to the road corridor and junction spacing may be an issue.</p> <p>As noted above, it is considered that the cap on development in the Core Strategy and as applied to the Three Elms SUE will prevent this site being considered until the river crossing is delivered.</p> <p>An overall assessment of the acceptability with regard to highway network capacity will need to be carried out (once all sites are reviewed and shortlisted) to assess the cumulative impact and at which stage of the HTP those developments can be brought forward.</p>
Mitigation measures
<p>HTP may provide additional network capacity once completed.</p>
Highway site support
<p>Not at this time.</p>

HC Landscape comments
<p>Site description: Open flat countryside site to the immediate north of the A438. Ribbon development to the roadside / south to the site. Derelict railway line to the immediate north of the site and extensive Wyevale Nursery site to the immediate west.</p> <p>Visual and landscape sensitivity: High</p> <p>Capacity for housing development: There does not appear to be any logic to development on this site in its current, open and isolated state. It is understood that ring road alignment may affect this judgement. Should not develop in isolation.</p> <p>Potential mitigation measures: There is no possible mitigation for the harms caused to landscape character by developing this site in isolation. Site has open fields to the north and east and only logic to any development here would be as a result of the ring road alignment. Extensive boundary planting would be required to assist in screening.</p> <p>Overall comment on suitability: None, but depends on Ring Road alignment.</p>

HC Conservation comments
Built conservation
<i>No comments</i>
Archaeology
Likely to be suitable at least in part, although some remains of archaeological interest may be found in the northern sector. Full assessment and field evaluation under NPPF Para 128 needed. This medium sized site although generally thought to be of low to moderate potential for below ground remains, is in its northern sector likely to be slightly more challenging. There is good potential here for remains of Prehistoric-Romano British date. Although not likely to represent a major constraint, such remains may be a factor in scheme design and mitigation strategies, and may add to overall cost.
Biodiversity/Ecology
<p>HRA – River Wye SAC/SSSI</p> <p>All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).</p> <p>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</p> <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
<i>For assessment if appropriate</i>
Development Management
<i>See conclusion</i>

Other Consultees to date

Historic England - Issues & Options Consultation 2017 comments:
<i>No comment</i>

Conclusion

Open flat countryside site to the immediate north of the A438. Ribbon development to the roadside / south to the site. Derelict railway line to the immediate north of the site and extensive Wyevale Nursery site to the immediate west. It is Grade 2 agricultural land which is of very good quality. There may be some remains of archaeological interest in the northern sector and full assessment and field evaluation is necessary. From a landscape perspective development of this site in isolation would be unacceptable. However due to the nearby strategic planned site and planned road in the area, the natural environment will be altered and the site needs to be considered in that context.

The site is within the road corridor with the black route option running through the site and is therefore not directly affected by the preferred red route. The site has large frontage to A438 Kings Acre Road and it is presumed this would be the point of access. Junction format will dictate whether third party land is required. Access location is within the relief road corridor and junction spacing may potentially be an issue.

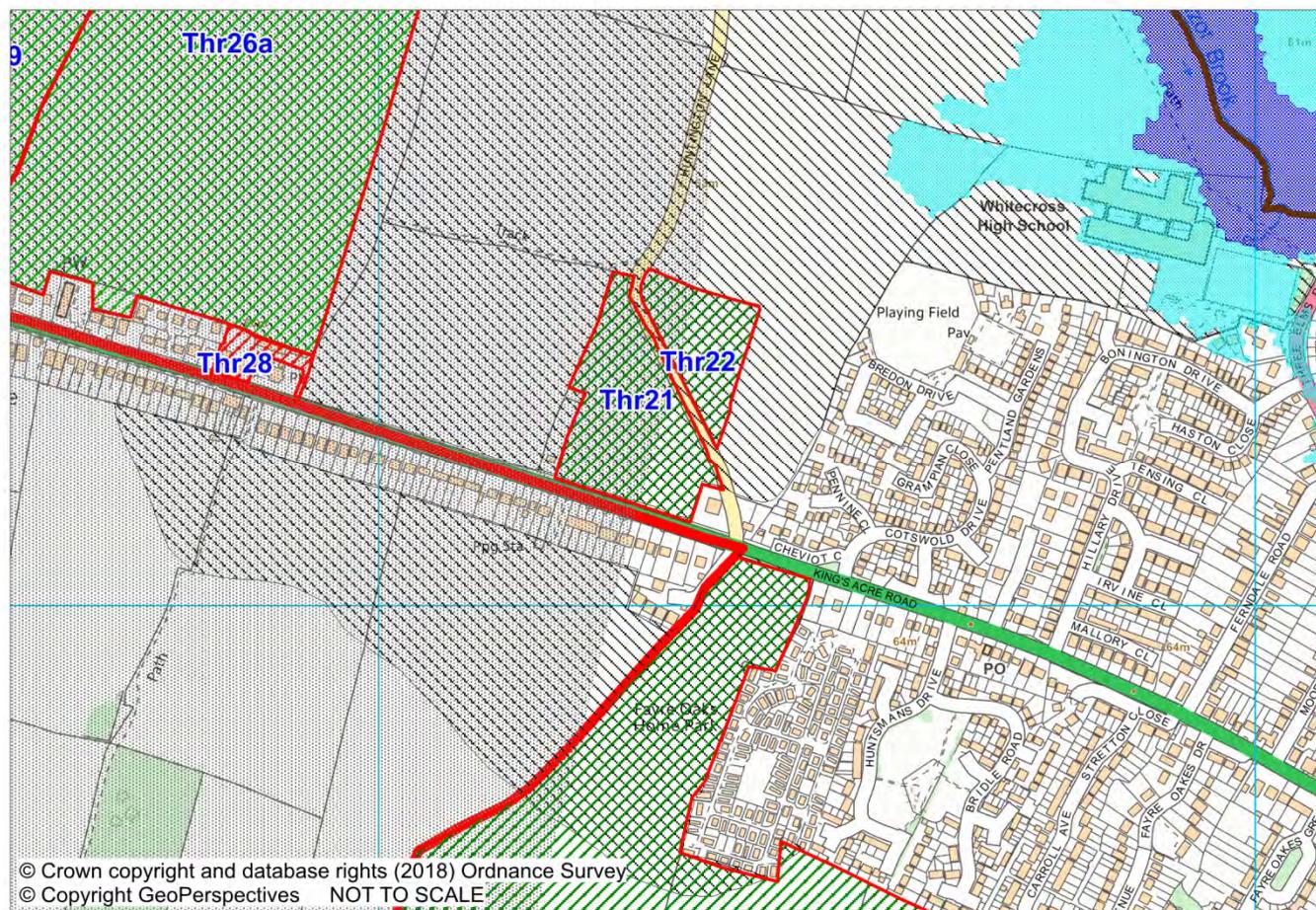
Capacity issues on the network have been identified during the transport assessment work for the Three Elms strategic site, and have resulted in a proposed cap on that development until such time as the river crossing section of the relief road is in place. It is therefore considered that strategic sites should take preference and no further sites be considered which, with the strategic site, would breach this cap. The network impact would need to be covered in a Transport Assessment and as with all HAP sites the scope and developments to be considered will need to be confirmed.

The site does have potential and is considered a suitable Option Site.

Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	Dependent on surrounding area potential. If mainly residential then the site would not be suitable for employment.		

HAP Housing Site Options 2018

Thr21



Site Details

Site ID	Thr21	Site Address	Land west of Huntington Lane, Three Elms Road, Hereford, HR4 ORG		
Ward	Kings Acre	Site Area ha	2.86	Potential Capacity	75

Site Characteristics

Site Type	Greenfield	Current use	Agricultural		
Road front	Yes	Topography	Flat site		
Surrounding land uses	Open countryside on all but southern side, where residential lies opposite side of the road				
Description	Land adjacent to Three Elms SUE				

Spatial information (designations, constraints, policy)

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

		Species				Habitat	
Surface Water	No	SSI Impact Zone	Yes	Green Infra Area	Yes		
Agricultural classification			2	Percent	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> Public transport is available on Kings Acre Road. Improvements to sustainable transport infrastructure will be made as part of the Three Elms SUE development as this proceeds.
Access comments
As noted in respect of refused application 163345, an access from Kings Acre Road would not be considered until after finalisation of the line for the Relief Road, and even following that finalisation of route, is unlikely to be acceptable due to the number of accesses that would result along this length of road. A link from the new development road infrastructure is more likely to be acceptable. Huntington lane would not provide suitable access.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Capacity issues on the network have been identified during the transport assessment work for the Three Elms SUE, and have resulted in a proposed cap on development until such time as the river crossing section of the relief road is in place. It is therefore considered that strategic sites should take preference and no further sites be considered which, with the SUE, would breach this cap.
Site dependence on Hereford Transport Package
Until finalisation of the route for the relief road is completed, the impact of the route on this development is unknown and therefore may prejudice the delivery of the route. As noted above, it is considered that the cap on development in the Core Strategy and as applied to the Three Elms SUE will prevent this site being considered until the river crossing is delivered.
Mitigation measures
None available until delivery of the relief road.
Highway site support
If all the above issues were resolved and the network impact deemed acceptable, with suitable sustainable links this would be considered an acceptable location for development.

HC Landscape comments
Site description: Relatively small, flat site sitting to immediate west of Huntingdon Lane and to the north of the tree lined A438. Some nearby houses visible but has character of open countryside.
Landscape and visual sensitivity: Moderate
Capacity of housing development: Development in its current format would not follow any logical progression albeit visual harms would be limited if perimeter vegetation is retained and bolstered. Road alignment would undoubtedly affect this judgement.
Potential mitigation measures: Retention of existing vegetation and protection through provision of substantial buffer zones would be the major mitigation for this site.
Overall comment on suitability: Development in its current state would be wholly incongruous and harmful to Huntingdon Lane through loss of vegetation to facilitate access. Makes no sense currently, but ring road alignment

may change the wider context.

HC Conservation comments	
Built conservation	
To the north of the site lies Huntington Conservation Area. This should be taken into consideration.	
Archaeology	
Likely to be suitable. This is a comparatively small site in context and there appears to be no records of heritage assets within it. The site has been subject to invasive agriculture for some time, which will have lessened its potential as regards possible below-ground remains. However, given the proximity of finds (of moderate interest) made on the Three Elms strategic site nearby, there may be a need for some limited mitigation under NPPF Para 141.	
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	
It is a green field site. There will be no loss of existing open space. As it is adjacent to the Three Elms site which includes on site public open space (POS)/Children’s play, on site provision should be a continuation of the network of green infrastructure to provide connectivity.	
Development Management	
In the Hereford Bypass Road Options consultation (February 2018) one of the proposed road alignments is too close to this site to conclude on its suitability in moving forward as an allocation site.	
The Source Protection Zone would need investigation if this site should proceed to allocation. An acceptable access would need to be identified thereafter.	

Planning History			
App Number	Proposal	Decision	% of site
163345	Outline for the erection of up to 80 dwellings	R	100

Conclusion
<p>This is a relatively small, flat site sitting to immediate west of Huntingdon Lane and to the north of the tree lined A438. Some nearby houses visible but has character of open countryside. The site is situated to the south and west of the strategic urban extension housing site at Three Elms. It is situated within the road corridor and adjacent to the orange and yellow road options and roundabout junction. It is not directly affected by the Preferred red route.</p> <p>The site has a similar agricultural grading to the majority of the land around Hereford which is grade 2. It is identified as having mineral reserves of sand and gravel therefore the current saved UDP policy M5 applies.</p>

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. There is a conservation area to the north at Huntington which will need consideration. Some archaeological finds were made on the nearby strategic site therefore there may be a need for some archaeological mitigation here. The source protection zone will also require investigation and is pending the outcome of survey work.

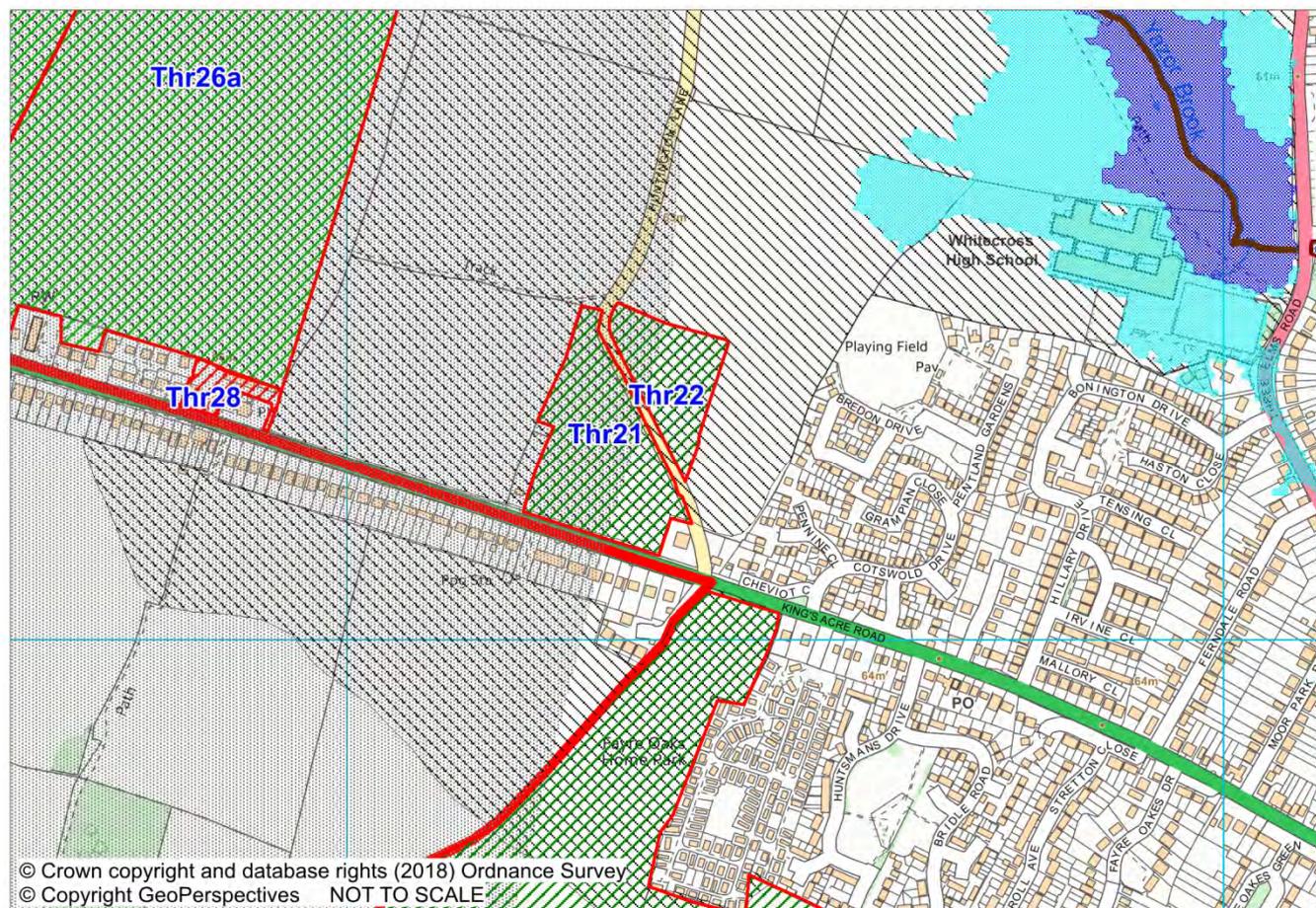
Capacity issues on the network have been identified during the transport assessment work for the Three Elms SUE, and have resulted in a proposed cap on development until such time as the river crossing section of the relief road is in place. It is therefore considered that strategic sites should take preference and no further sites be considered which, with the SUE, would breach this cap. Once the Bypass route is known; access provided direct from Three Elms' spine road as opposed to directly from Kings Acre Road, then the site could be suitable for residential development.

The site does have potential and is considered a suitable Option Site.

Evidence of site availability	Yes	Information source	Call for Sites 2017
Suitable for employment land	There is a large planned strategic housing site around this site and depending on the final masterplan; the neighbouring uses will be predominantly residential which is likely to limit the option of employment land.		

HAP Housing Site Options 2018

Thr22



Site Details

Site ID	Thr22	Site Address	Land east of Huntington Lane, Kings Acre Road, Huntington Lane, Hereford, HR4 0RG		
Ward	Kings Acre	Site Area ha	1.36	Potential Capacity	35

Site Characteristics

Site Type	Greenfield	Current use	Pasture land		
Road front	Yes	Topography	Flat site		
Surrounding land uses	Huntingdon Lane to east, housing along Kings Acre Road to the south and open fields to west and north				
Description	A flat greenfield site				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	LD3, HD3, 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			2	Percent	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> Whilst at present pedestrian/cycle facilities are limited, connectivity is proposed to be improved under SUE proposals. Bus services are available on Kings Acre Road, but bus capacity may be an issue.
Access comments
Thr22 is partially within the HRR consultation corridor, and the final route is not yet available to assess the impact. As with Thr21, the provision of a means of vehicular access would appear to be a significant issue here. The Three Elms SUE proposals may result in Huntington Lane being closed to traffic (other than access to Huntington residents), with the effect that it is likely that Thr22 would likely have to rely on the SUE for access. This assumes that the short-listed route affecting the site is not the one chosen, and that the final route does not come between the SUE and this site. Huntington Lane is not suitable for access to the site.
Local network comments
<i>Any capacity concerns on this section of the network?</i> 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
Yes, as stated above.
Mitigation measures
HRR and River crossing to provide more network capacity.
Highway site support
Dependent upon network capacity and suitable integration and connectivity with SUE.

HC Landscape comments
Site description: Small, triangular and flat site sitting to immediate east of Huntingdon Lane and to the north of the tree lined A438. Some nearby houses visible but has character of open countryside. Access from lane would involve removal of significant amount of perimeter vegetation which would be very harmful to the character of the lane.
Landscape and visual sensitivity: Moderate
Capacity of housing development: Development in its current state would be wholly incongruous and harmful to Huntingdon Lane through loss of vegetation to facilitate access.
Potential mitigation measures: The site is small and loss of vegetation to Huntingdon Lane would be very harmful. Mitigation would probably not be able to overcome these issues.

Overall comment on suitability: Development in its current state would be wholly incongruous and harmful to Huntingdon Lane through loss of vegetation to facilitate access. Makes no sense currently, but ring road alignment may change the wider context.

HC Conservation comments

Built conservation

The presence of the Huntingdon Conservation Area to the North of the sites will need consideration.

Archaeology

Likely to be suitable. This is a comparatively small site in context, and there appears to be no records of heritage assets within it. The site has been subject to invasive agriculture for some time, which will have lessened its potential as regards below-ground remains. However, given the proximity of finds (of moderate interest) made on the Three Elms strategic site nearby, there may be a need for some limited mitigation under NPPF Para 141.

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

As it is a green field site, there will be no loss of existing open space. As it is adjacent to the Three Elms site which includes on site POS/Children's play, on site provision should be a continuation of the network of green infrastructure to provide connectivity.

Development Management

From a landscape perspective, this site is to all intents and purposes bound up with the SUE. Access will rely on the Three Elms proposals. If access and capacity can be reconciled, this site would be appropriate for residential development.

Conclusion

This is a small, triangular and flat site sitting to immediate east of Huntingdon Lane and to the north of the tree lined A438. It is agricultural grade 2 land. Some nearby houses visible but has character of open countryside. Access from lane would involve removal of significant amount of perimeter vegetation which would be very harmful to the character of the lane. The site is situated to the south of the strategic urban extension housing sites at Three Elms.

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.

There is also the unresolved issue relating to the Source Protection Zone which is pending the outcome of survey work. It would be necessary to consider the matter in relation to this site before it could reasonably be allocated. Both Cargill and Bulmers draw water from the Yazor Gravels and impacts in relation to this need to be assessed and understood.

The site is situated in the road corridor close to the orange and yellow road alignment options and roundabout junction. It is not directly affected by the preferred red route. Once the Bypass route is known; access provided direct from Three Elms' spine road as opposed to directly from Kings Acre Road and the SPZ issues resolved, then the site could be suitable for residential development. Any impact on the Huntington Conservation Area would also need to be considered. Some mitigation will be necessary for archaeological reasons due to finds made nearby.

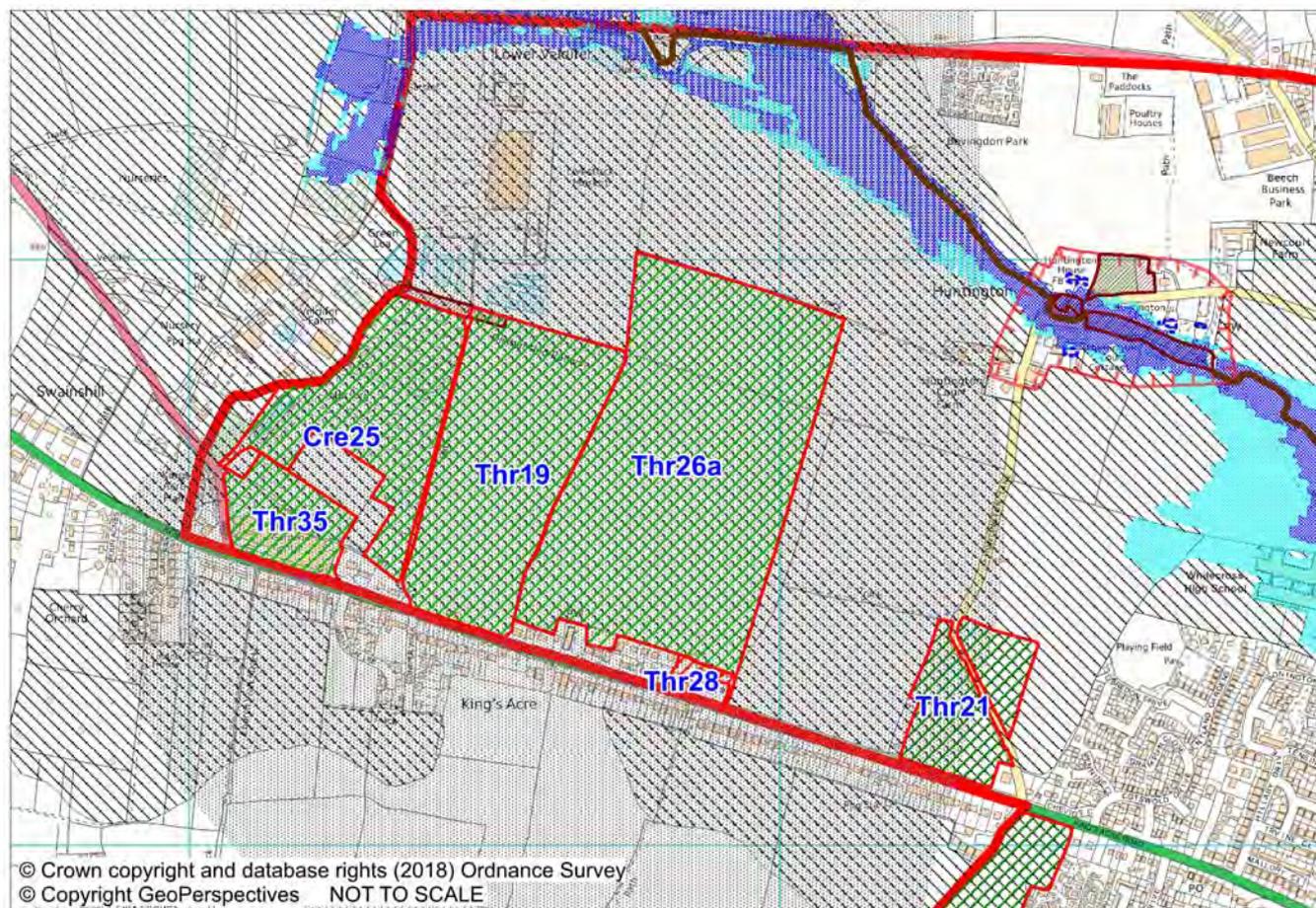
A Transport Assessment would be required to assess the impact of the development on the network, and as with all HAP sites the scope and developments to be considered will need to be confirmed.

The site does have potential and is considered a suitable Option Site.

Evidence of site availability	No	Information source	HELAA 2015
Suitable for employment land	No due to close proximity of housing in the SUE		

HAP Housing Site Options 2018

Thr26a



Site Details

Site ID	Thr26a	Site Address	Land at Huntington, Kings Acre Road, Hereford, HR4 0SD		
Ward	Kings Acre	Site Area ha	23.52	Potential Capacity	520

Site Characteristics

Site Type	Greenfield	Current use	Agricultural		
Road front	Yes	Topography	Flat site		
Surrounding land uses	Housing to South, open fields to remaining boundaries				
Description	Large area of farmland with few features. Please note that part of this site is also being assessed for employment potential (ES1).				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		HD3 (Relief Road corridor), 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	SSSI Impact Zone	Yes	Green Infra Area	Yes		
Agricultural classification			2	Percent	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>Whilst bus services are available on Kings Acre Road, the site is some distance from facilities such as shops (1.9km) and schools (1.6km). Cycle connectivity is poor with no off road routes until Yazor Road. These distances will reduce once the sustainable links within the Three Elms SUE are available, and if the development linked to these. Continuation of sustainable links from SUE westwards through the site would also be required to provide onward connectivity.</p>
Access comments
<p>The site is directly west of the Three Elms SUE. It does not abut highway so it is unclear where access would be gained. Access could potentially be gained through adjacent site Thr19, subject to delivery of that site. A further possibility is through the small site Thr28 although that would be unlikely to accommodate a junction of sufficient size to serve this development. Thr28 could however provide a corridor for pedestrian and cycle connectivity to Kings Acre Road or indeed a bus gate for a bus route through a bigger combined site.</p>
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Capacity issues on the network have been identified during the transport assessment work for the Three Elms SUE, and have resulted in a proposed cap on that development until such time as the river crossing section of the relief road is in place. It is therefore considered that strategic sites should take preference and no further sites be considered which, with the SUE, would breach this cap.</p>
Site dependence on Hereford Transport Package
<p>The site falls within the corridor for the HRR (A49 to A4103) and therefore until such time as a line is finalised, development could prejudice the delivery of that section of the road.</p> <p>In view of the capacity issues identified above, until such time as capacity is available, the site is dependent upon the HTP as a possible means of creating network capacity.</p> <p>An overall assessment of the acceptability with regard to highway network capacity will need to be carried out (once all sites are reviewed and shortlisted) to assess the cumulative impact and at which stage of the HTP those developments can be brought forward.</p>
Mitigation measures
HTP may provide capacity once constructed.
Highway site support
Not at this time.

HC Landscape comments
<p>Site description: Open flat countryside site to the immediate north of the A438. Backs onto residential development to the south. Derelict railway line to the immediate north of the site.</p>

<p>Landscape and visual sensitivity: High</p> <p>Capacity for housing development: On its own has no capacity due to openness and isolation from other residential development.</p> <p>Potential mitigation measures: In its current status any development would be illogical. The site has no capacity at present.</p> <p>Overall comment on suitability: None, but depends on Ring Road alignment.</p>

HC Conservation comments
Built conservation
The setting of the Huntington Conservation Area 250m to the E and the group of listed buildings in Huntington are all constraints which should be considered during the design of any development proposals. They would not preclude development.
Archaeology
Possibly suitable, subject to acceptable assessment/evaluation under NPPF Para 128, and further measures. This is a large site, and although there may have been some loss of archaeological potential as a result of invasive agriculture, there is a strong likelihood that buried remains of significance may in part be present here. During the construction of the new livestock market to the north, important prehistoric features were indicated, that are likely to carry over [into this site]. I note also the course of the historic Brecon railway here, which may retain an 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
Either an on or off-site contribution will be asked for towards outdoor sport provision in Hereford City. Dependent on outcomes, Thr19 Thr26a and Cre25 jointly could provide the potential to secure land for pitches.
Development Management
<i>See conclusion</i>

Conclusion
The site is a flat open agricultural field north of Kings Acre Road. There is a row of housing along the southern boundary but the remainder is open countryside but a planned strategic site will be located to the east and north of the site. This will change the natural environment and require a revisit to assess the landscape implications. The land is Grade 2 agricultural land which is very good quality. 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.

There may have been some loss of archaeological potential as a result of invasive agriculture, there is however a strong likelihood that buried remains of significance may in part be present here. During the construction of the new livestock market to the north, important prehistoric features were indicated, that are likely to carry over [into this site]. The historic Brecon railway adds interest to this area. The site requires assessment/evaluation to determine archaeological value. Additionally, the setting of the Huntington Conservation Area 250m to the E and the group of listed buildings in Huntington are all constraints which should be considered during the design of any development proposals

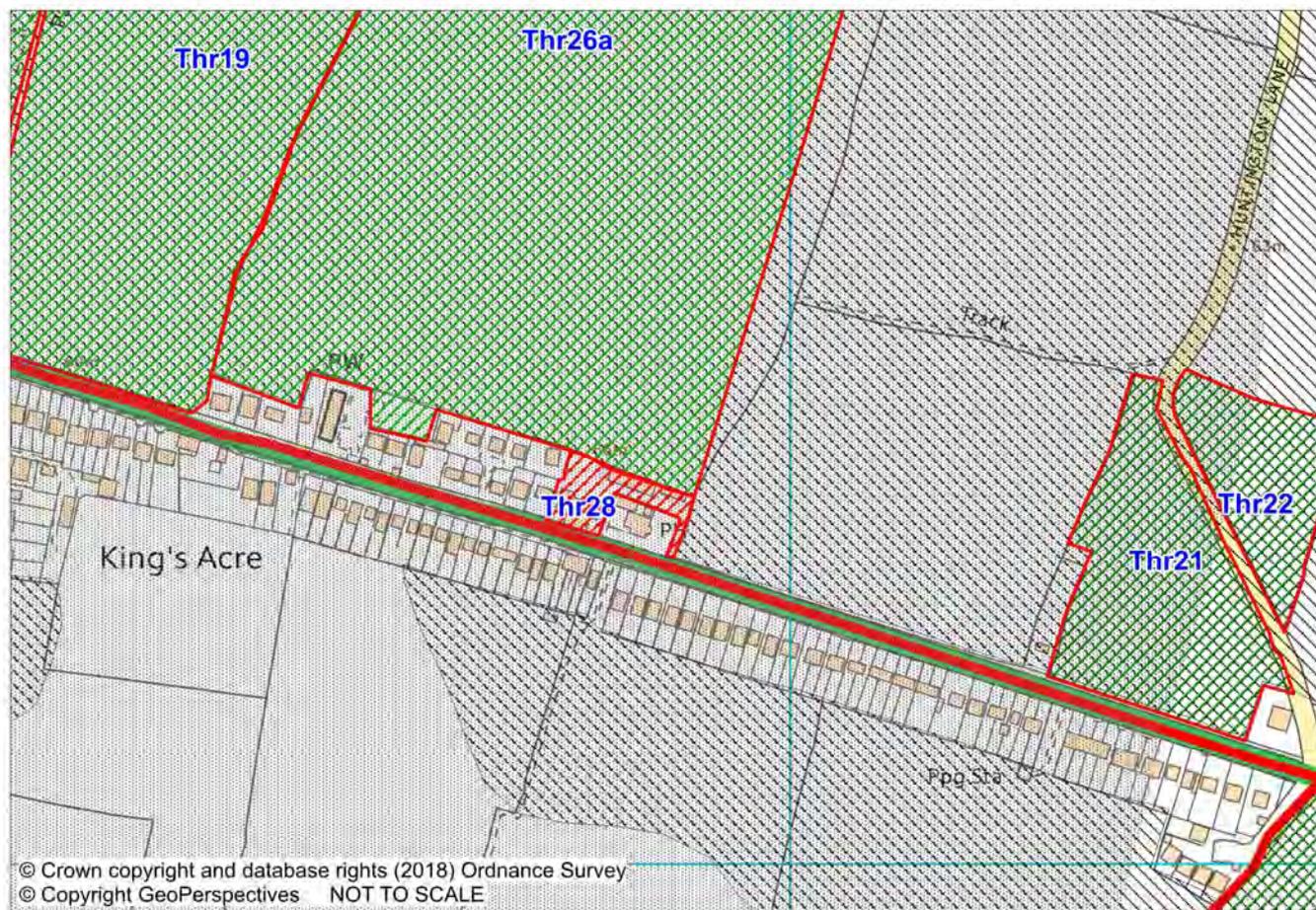
The site is situated in the relief road corridor directly west of the Three Elms strategic site. The cyan route option cuts right through this site. The preferred red route runs close to the site’s eastern boundary therefore housing yield could be reduced on this site to facilitate the development of the road. The yellow and orange routes also run close to the site’s north east boundary which could also have an impact on housing yield.

It does not abut the highway so it is unclear where access would be gained. Access could potentially be gained though adjacent site Thr19, subject to delivery of that site. A further possibility is through the small site Thr28, although that would be unlikely to accommodate a junction of sufficient size to serve this development. Thr28 could however provide a corridor for pedestrian and cycle connectivity to Kings Acre Road or indeed a bus gate for a bus route through a bigger combined site. However this has yet to be considered as Thr28 is adjacent to the Red route proposed junction which may require land for its development.

Capacity issues on the network have been identified during the transport assessment work for the Three Elms SUE, and have resulted in a proposed cap on that development until such time as the river crossing section of the relief road is in place. It is therefore considered that strategic sites should take preference and no further sites be considered which, with the SUE, would breach this cap. This is considered to be a suitable HAP Options site if the above issues can be resolved.

Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	Dependent on neighbouring uses		

Thr28



Site Details

Site ID	Thr28	Site Address	Bay Horse Motors, 238-240 Kings Acre Road, Hereford, Herefordshire, HR4 0SD		
Ward	Kings Acre	Site Area ha	0.37	Potential Capacity	0

Site Characteristics

Site Type	Brownfield site	Current use	Car sales		
Road front	Yes	Topography	Flat site		
Surrounding land uses	Residential adjacent and opposite, PH also adjacent. Site backs onto open countryside.				
Description	Commercial buildings and land				

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		
---------------	----	-----------------	-----	------------------	-----	--	--

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 on Kings Acre Road. Nearest shops and facilities at Yazor roundabout. Schools similar distance. Cycleways are needed in area, and will be provided in Three Elms SUE, so onward links to this site may be required.
Access comments
Brownfield site, currently car dealership. Access onto A438 achievable.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Whilst there are concerns of capacity at Yazor Roundabout and on A438 towards the city centre, small development with limited impact on the network, and offset of existing traffic would be applicable.
Site dependence on Hereford Transport Package
The site falls within the corridor for the HRR A438 to A4103 and therefore until such time as a line is finalised, development could prejudice the delivery of that section of the road.
Mitigation measures
Small site, limited numbers of dwellings, and therefore mitigation is unlikely to be required.
Highway site support
Yes.

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

HC Conservation comments
Built conservation
No comments.
Archaeology
Suitable. A small site that has already been subject to disturbance and is unlikely to have any 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	
<i>To be assessed if appropriate</i>	
Development Management	<i>See conclusion</i>

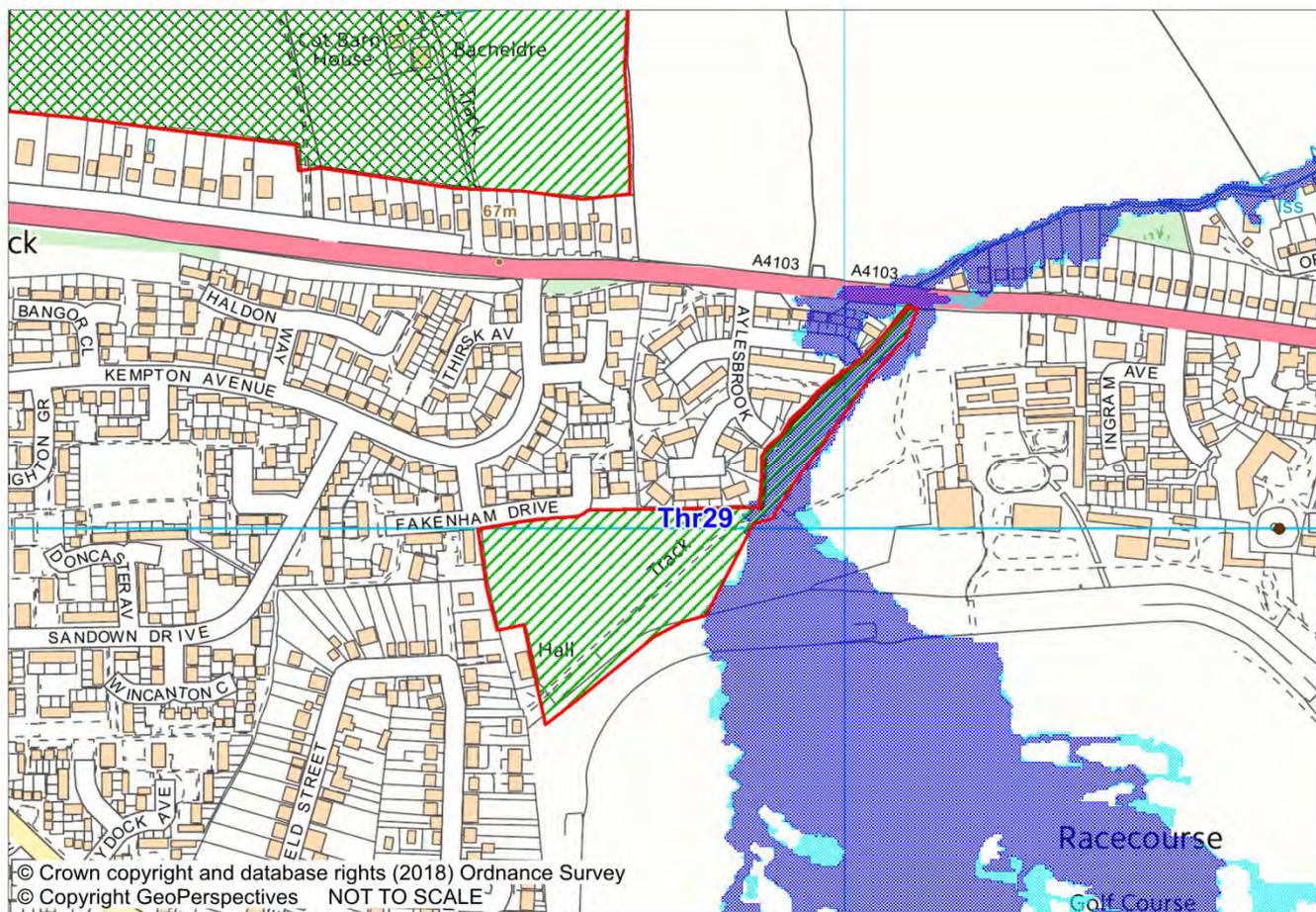
Conclusion

This site comprises of a car sales indoor and outdoor area. There is a combination of residential, adjacent and opposite as well as the Bay Horse Public House. The rear of the site is currently open countryside with the planned Three Elms strategic site very close by.

The site sits within the relief road corridor and is be directly affected by the red and cyan route options as there is a planned junction where this route site intersects the A438 Kings Acre Road. As this is the red route is the preferred route option then the site is unlikely to have housing potential as land take for junction creation may mean all of this land is required.

Evidence of site availability	No	Information source	HELAA 2015
Suitable for employment land	Currently in use as a car sales site within a residential area. Dependent on neighbouring uses.		

Thr29



Site Details

Site ID	Thr29	Site Address	Hereford Racecourse, Fakenham Drive, Hereford, HR4 9UG		
Ward	Bobblestock	Site Area ha	2.70	Potential Capacity	70

Site Characteristics

Site Type	Greenfield	Current use	Racecourse/Golf Course		
Road front	Yes	Topography	Land rises gently to the West.		
Surrounding land uses	Racecourse, sports centre, playing fields and open space. Housing, employment land across the road.				
Description	Public open space/Sports field				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	SD3 (Land liable to flood), OS1, OS2 and OS3 (Open Space policies)						
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	No
Flood Zone	Yes	Protected	Yes	HRA Screening	Yes	NE Priority	No

		Species				Habitat	
Surface Water	Yes	SSI Impact Zone	Yes	Green Infra Area	Yes		

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. Footway/cycleway route to south onto Highmore Street and north to Roman Road should be provided.
Access comments
Access would presumably be onto Fakenham Drive which is likely to require widening for the number of dwellings on the site. Kempton Avenue is likely to be of sufficient width. All traffic would need to route through the residential estate to access the main distributor roads. Highway limits do not extend to the edge of the site, with the limit being existing southern kerb line, so a ransom strip may be involved to gain access to the site. Access to Roman Road would not be acceptable due to conflict with racecourse entrance and proximity to new A4103/A49N link road junction to the west.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Yes. Capacity issues at A49/A4103 Starting Gate roundabout, Yazor roundabout on A438 and at A4103/A4110 signalised junction. These have resulted in caps on existing developments at Three Elms and Holmer West, with a new link road proposed for that site from A49 to A4103 to mitigate impact on Starting Gate roundabout. Also issues further down A49 corridor on Newtown Road/Grandstand Road roundabout and beyond. These four points would ultimately be the route used by vehicles to and from the site. 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. See local network comments above. HTP may provide additional network capacity at these points. 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. Footway/cycleway route to south onto Highmore Street, within the available corridor, and north to Roman Road, with preferably a continuous route through the site, should be provided. Widening of Fakenham Avenue.
Highway site support
Subject to suitable access, network capacity and mitigation measures mentioned above, would be considered an acceptable site. Loss of any overspill car parking for racecourse needs to be quantified and justified.

HC Conservation comments
Built conservation
There are no Built Heritage Constraints on the site. Consideration should be given to the setting of All Saints Church and the Cathedral.

Archaeology			
Likely to be suitable, subject to acceptable assessment and possibly evaluation under NPPF Para 128. This is a large site, and although there has been some prior disturbance here, there is a degree of potential for below ground remains. The presence of the Roman Road to the north is noted, and also the presence of paleo-channels crossing the site, which may be indicative of prehistoric 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	Area of land or contributions required		
On site	Yes	Off site	Yes
The site is existing amenity greenspace which includes a PROW. It primarily serves the residents of Bobblestock for informal recreation. In Hereford, evidence indicates that open space is surplus to requirement. Future development would need to protect and enhance the PROW which crosses through the site. 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. However, it is the largest accessible open space in the existing residential area and as such considered the most usable for informal recreation and although adjacent to the race track, municipal golf course and outdoor sports pitches, provides the only green space in this location whose primary purpose is for informal recreation.			
Development Management			
On occasion this area of the racecourse is used as over-spill parking and development may threaten the racecourse’s ability to remain viable in the future. There is also the thin-end-of-the-wedge argument. The former is a material planning consideration as the potential threat to viability of this community facility would need to be accounted for. Any proposal should demonstrate that the loss of this site would not militate against a viable racecourse.			

Other Consultees to date

Historic England - Issues & Options Consultation 2017 comments: A4013 is a Roman Road, consider in archaeological assessment.
--

Conclusion
The site is part of Hereford Racecourse and on busier race days this area is used as an overflow car park. The site is bounded by residential and a scout hut on two sides. The remaining sides open out on to racecourse. The remainder of the racecourse is not being considered at this time and will be for open space protection later in the Plan process.
The site is existing amenity greenspace which includes a PROW. It primarily serves the residents of Bobblestock for informal recreation. In Hereford, evidence indicates that open space is surplus to requirement. Future development would need to protect and enhance the PROW which crosses through the site. It is the largest accessible open space in the existing residential area and as such considered the most usable for informal

recreation and although adjacent to the race track, municipal golf course and outdoor sports pitches, it provides the only green space in this location whose primary purpose is for informal recreation.

Access to Roman Road would not be acceptable due to conflict with racecourse entrance and proximity to new A4103/A49N link road junction to the west. Access therefore would need to be via Fakenham Drive which is likely to require widening for the number of dwellings on the site. Kempton Avenue is likely to be of sufficient width. All traffic would need to route through the residential estate to access the main distributor roads. Highway limits do not extend to the edge of the site, with the limit being existing southern kerb line, so a ransom strip may be involved to gain access to the site. 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.

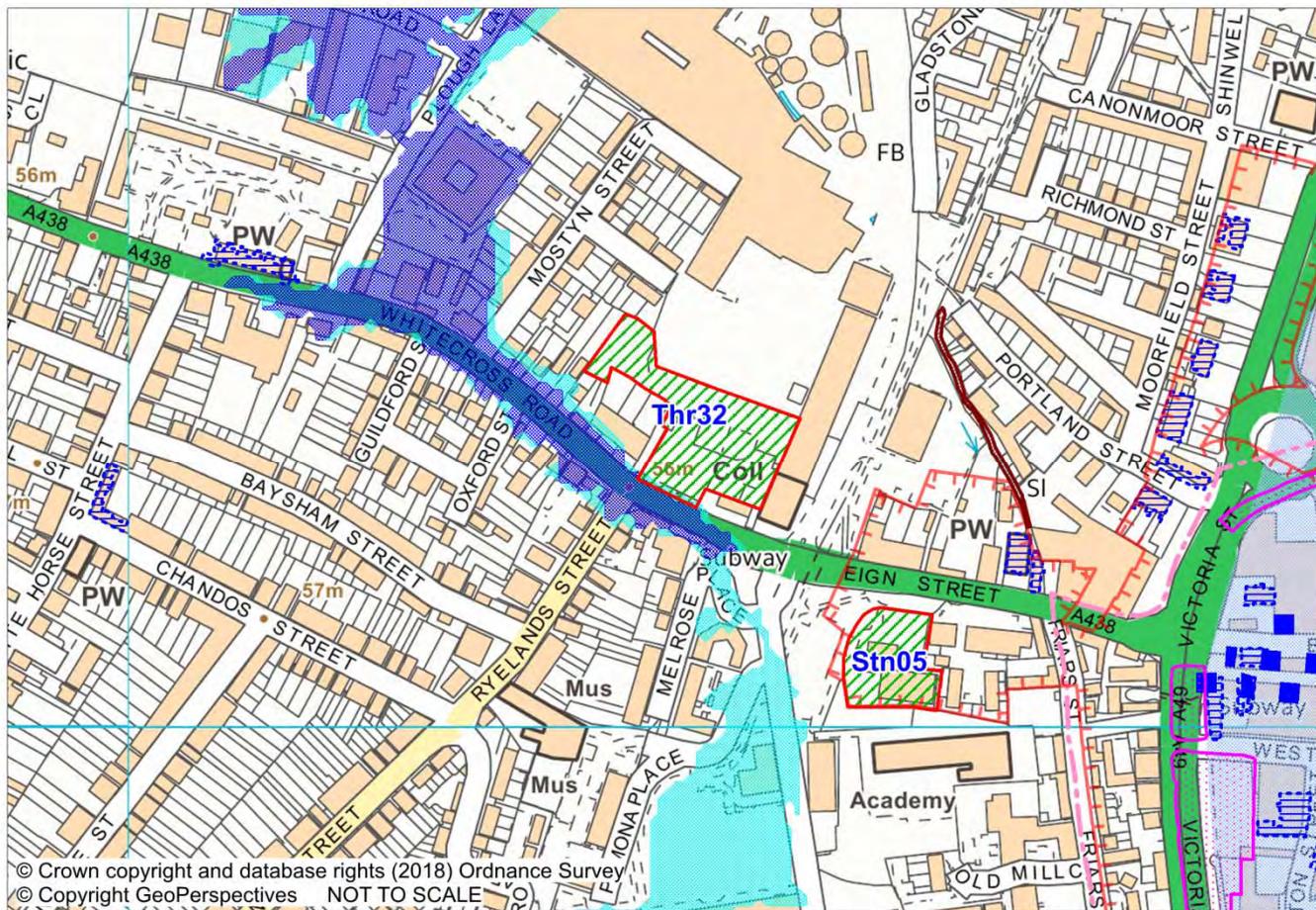
The site's location as part of the racecourse will be the determining factor as to whether it should proceed any further in the allocation process. The loss of the overflow parking serving the racecourse and amenity space will need to be weighted against the potential to deliver approximately 70 dwellings at a density of 30 dwellings per hectare.

There is the potential for some archaeological interest and this would require assessment and possible evaluation.

The site is considered to suitable to be put forward as part of the Site Options consultation.

Evidence of site availability	Yes	Information source	Council owned land
Suitable for employment land	No existing neighbouring uses of leisure and residential would not be compatible		

Thr32



Site Details

Site ID	Thr32	Site Address	Land adjacent to Nelson Building, Whitecross Rd, Hereford, HR4 0DG		
Ward	Widemarsh	Site Area ha	0.75	Potential Capacity	35

Site Characteristics

Site Type	Former Employment	Current use	Bulmers/Heineken raiiling and delivery area and parking		
Road front	Yes	Topography	Flat site		
Surrounding land uses	Housing and employment				
Description	Commercial/industrial land/car park				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		SD3 (Land Liable to Flood) LD1-3					
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	No
Flood Zone	Yes	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. Good location walking distance to city centre and all facilities. Bus stops available on Whitecross Road.
Access comments
Access from Whitecross Road for the current use as car parking and would be likely to be used for any proposed development. Traffic generation for housing may be similar but reversed in the peak hours. Exiting the site with traffic queued for the nearby signalised junction can sometimes be problematic, but slow moving traffic assists with the limited visibility available. Clear road markings/yellow box would assist. Provided no intensification of use would be acceptable.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Yes. Capacity issues at Sainsbury's signalised junction, at A49 signalised junction to the east and the A49 corridor generally. Hence the comment above regarding no intensification in terms of trips.
Site dependence on Hereford Transport Package
Maybe. HTP may provide additional network capacity in the 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
None necessary if no intensification/comparable traffic generation.
Highway site support
Would require justification that adequate car parking remains for associated uses. Dependent upon numbers, but subject to no adverse impact in traffic terms and network capacity being available, and suitable access layout, would be considered an acceptable site.

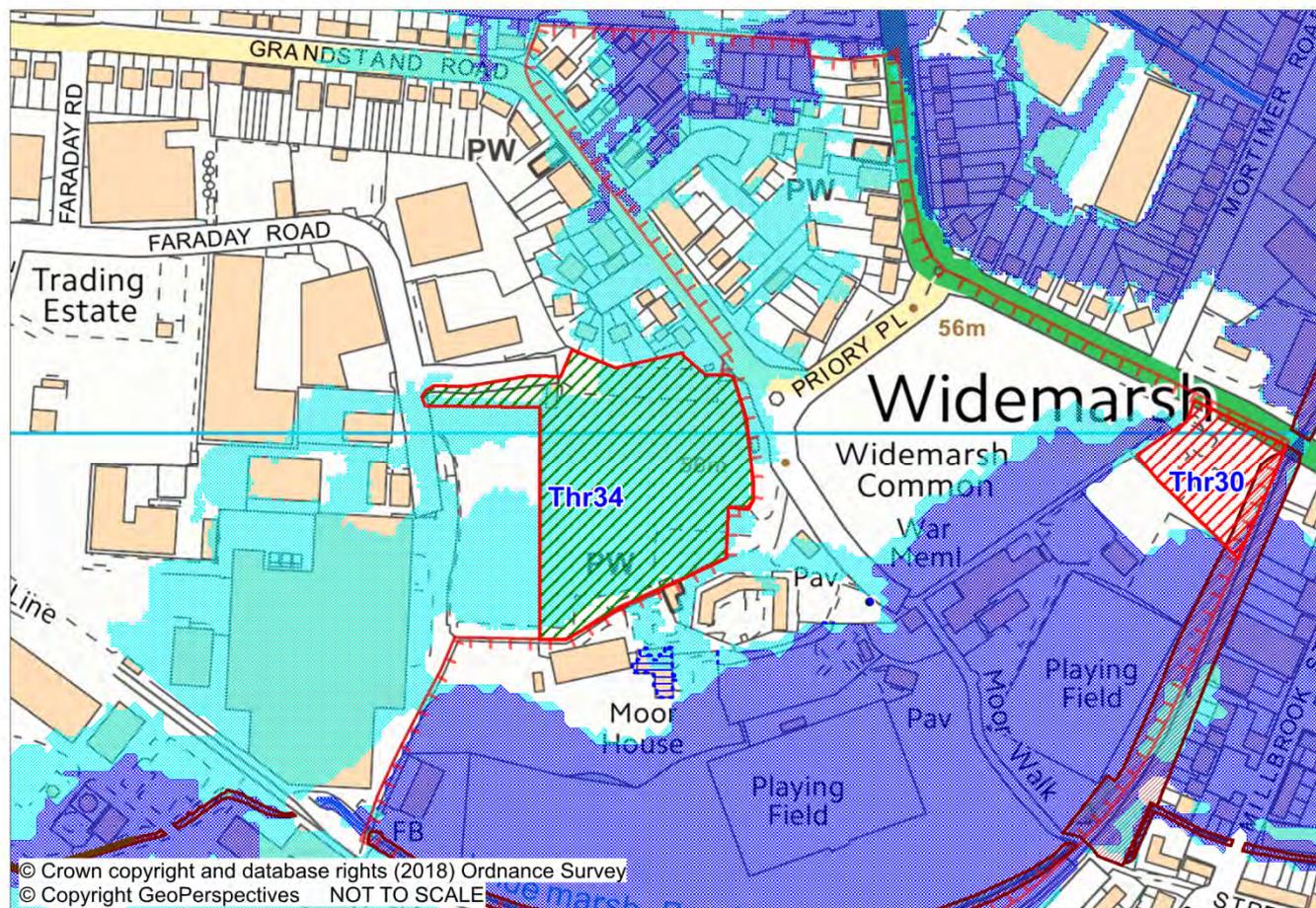
HC Landscape comments
<i>Not assessed</i>

HC Conservation comments
Built conservation
No comments on this proposal.
Archaeology
Likely to be suitable. Although this brownfield site will have been subject to an appreciable amount of disturbance and loss already, there is still some potential interest as regards its industrial period heritage. Although remains of this period are not likely to result in particular constraints, It would be necessary for some prior assessment to be undertaken here (NPPF Para 128), in order to better understand the likely impacts.

Biodiversity/Ecology
<p>HRA – River Wye SAC/SSSI</p> <p>All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).</p> <p>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</p> <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
<i>For assessment if appropriate</i>
Development Management
The site is considered acceptable and appropriate in principle. Consultation on potential contamination issues is recommended.

Conclusion			
<p>The site has been cleared of larger buildings in recent years and is now a flat site comprised mainly of car parking for Heineken. It is within good walking distance of the city centre.</p> <p>The site in principle is acceptable to be taken forward as a housing site subject to network capacity. Any potential contamination issues will need to be understood. The site has been available for assessment in the past but no recent up to date information on the site’s availability has come forward.</p> <p>The site is a suitable Option site but if availability information is lacking then the site will not be taken forward.</p>			
Evidence of site availability	No	Information source	HELAA 2015
Suitable for employment land	Although there is employment land in the vicinity to the rear of this site. This area would be more suitable for housing or B1 use as there is more residential dominating the area here.		

Thr34



Site Details

Site ID	Thr34	Site Address	Land at Faraday Road, HR4 9QG		
Ward	Widemarsh	Site Area ha	1.68	Potential Capacity	100

Site Characteristics

Site Type	Brownfield	Current use	Vacant		
Road front	Yes	Topography	Flat		
Surrounding land uses	Housing to the north and south, Cargill meat factory to the south and west. Widemarsh Common to the east. The site abuts the Conservation Area.				
Description	Flat cleared, formerly industrial site				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		SS3- Land liable to flood					
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	No
Flood Zone	Yes	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. Accessible to cycleways, pedestrian routes, employment areas, facilities, schools and bus routes.
Access comments
Access arrangements should consider the fact that the road around Widemarsh Common / Chave Court Close is not an adopted highway (although is owned / in the main by Herefordshire Council) so access rights would need to be considered. Previous application 131709 (see below) was considered acceptable at the time but majority of vehicular access was to be taken from Faraday Road due to the problems with access over the common. This suited that particular use, but may not be suited to general residential development. Also general C3 development would be a greater traffic generator in peak hours than assisted living units. May be better suited to mixed use as office/business use with access of Faraday Road, with perhaps some residential to Widemarsh Common frontage (subject to satisfactory access). Any new development on this site would now need to be considered in the same way as all other HAP sites and 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.
Local network comments
<i>Any capacity concerns on this section of the network?</i> A49 corridor congested in peak hours. See above comments.
Site dependence on Hereford Transport Package
Yes.
Mitigation measures
HTP may provide additional network capacity.
Highway site support
Not at this time, but subject to HTP being acceptable and with suitable access arrangements may be acceptable.

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

HC Conservation comments
Built conservation
Development on the site would not be precluded on matters relating to built heritage. The setting of the adjacent Conservation Area would be a planning consideration for any proposed development and of the site's history as an Orchard would be encouraged.
Archaeology
Likely to be suitable, although may require prior archaeological assessment. Although this is a comparatively small

site and seemingly of limited potential, there are some records suggestive of a potentially interesting cider plant here, historically. It is not likely that this would represent a significant constraint, but an archaeological assessment would probably be needed nevertheless.

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

Previous approvals established acceptability of a residential use of the site – although note concerns that would need to be considered having regard to current policy position :

1. Loss of employment land
2. Odour and noise issues

Whilst the site is clearly one that would benefit from development, either a mixed use or employment use may be more appropriate in this location perhaps allowing the reinforcement of the residential frontage of the site to Widemarsh Common. Consideration would need to be given to the relationship with existing residential properties to quiet industry / office accommodation may be a suitable way forward.

Planning History

App Number	Proposal	Decision	% of site
131709	Replacement of extant planning application 092930/O for the construction of a total care facility to include 100 assisted living units (use class C2 and C3). (Decision has now expired)	A	100%
DCCW2006/1780/F	Appeal Dismissed - Development to provide total care village for the elderly - use class C2 (residential institution) and associated infrastructure.	D	100%

Conclusion

The site is currently a brownfield site which was a former employment land allocation in the previous Unitary Development Plan (UDP). The site was assessed as a 'good' employment site in the Council's Employment Land Study (ELS) 2012. It is also situated within flood zone 2 which would need further assessment. After a dismissed appeal and a further application for a total care facility, permission was granted but this decision has now expired.

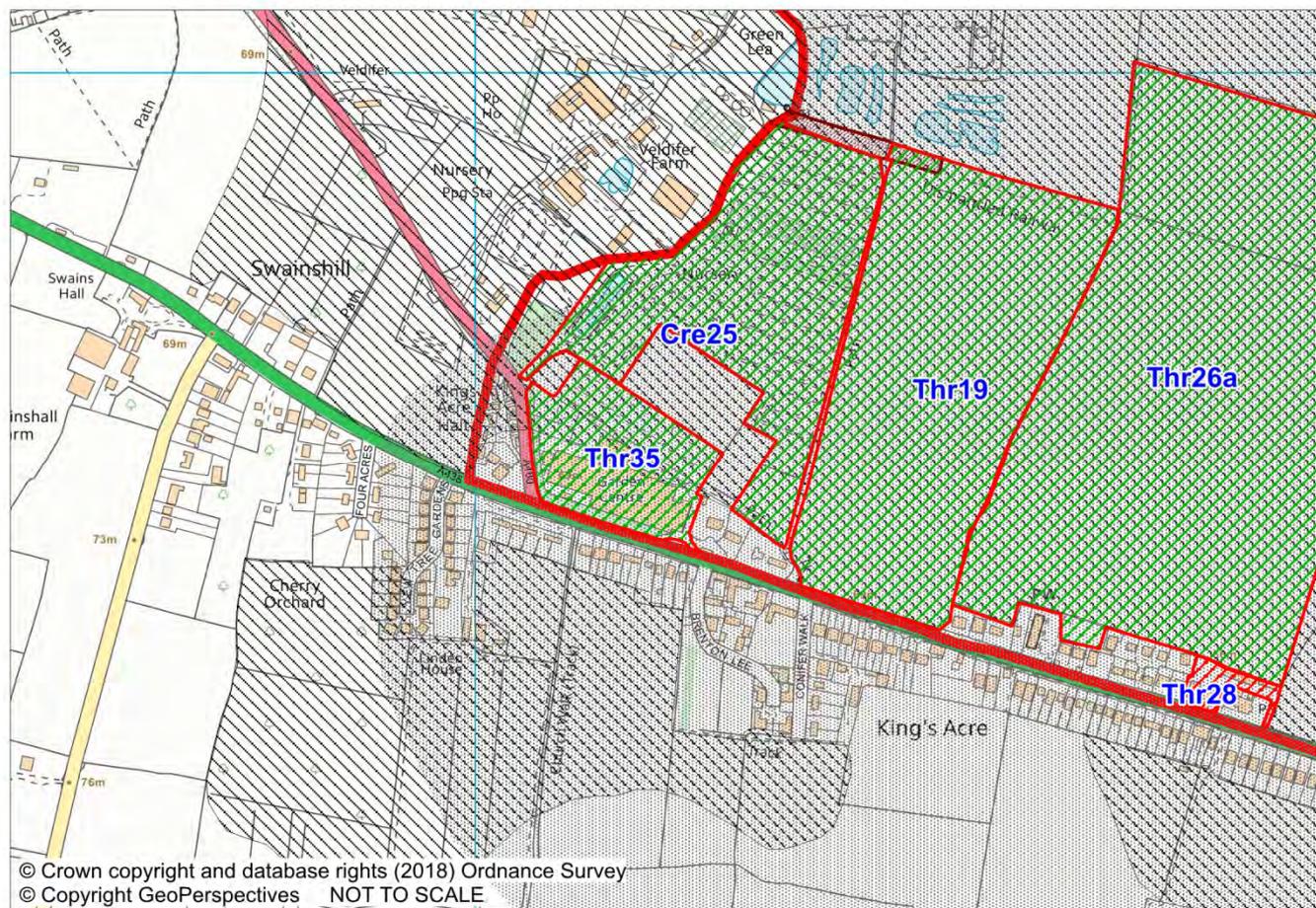
The land is in close proximity to the Cargill Meat Factory which is bound by environmental regulations to ensure that odour is prevented or minimised. Due to existing neighbouring uses, the site has merits in retaining its employment land status. The proposal of a future employment use or a mixed use development to retain this 'good' employment site status may be the most appropriate solution for this site. Retaining a residential element towards the common and sides would help to provide more of a community aspect to the area. However, taking Highways comments into account, then the site would be limited in the amount of C3 (Use Class) housing that would be considered acceptable on the local road network therefore may have less capacity than 100.

There is also the suggestion that this site may be suitable as a playing pitch but this has yet to be explored. Open

space requirements will need to be reviewed to reflect the type of residential development that could come forward. The site does have potential and is considered a suitable Option Site.

Evidence of site availability	No	Information source	HELAA 2015
Suitable for employment land	Yes for a whole employment site or a mixed used development		

Thr35



Site Details

Site ID	Thr35	Site Address	Wyevale Hereford Garden Centre, Kings Acre Road, Hereford, HR4 0SE		
Ward	Kings Acre	Site Area ha	3.01	Potential Capacity	80

Site Characteristics

Site Type	Other Brownfield	Current use	Garden centre		
Road front	Yes	Topography	Generally flat		
Surrounding land uses	Residential on opposite side of Kings Acre Road, growing area to north, residential to west and agricultural land to the East.				
Description	Retail glasshouses, canopies, plant display area and parking				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	SS4, HD3 (Relief Road Corridor), M5- 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	No	SSI Impact Zone	Yes	Green Infra Area	Yes		
Agricultural classification			2	Percent	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 available on Kings Acre Road and on A480 Credenhill Road Site is some distance from facilities 2.5km and schools 2.2km. Cycle connectivity is poor with no off road routes until Yazor Road, but route to Stretton Sugwas primary school alongside A480. The Three Elms SUE site will provide better cycle/pedestrian connectivity and increase accessibility, and this could be extended to this site if other sites to the east are developed. Such routes should be extended westwards to A480 if practicable with development of this site.</p>
Access comments
<p>The site is directly adjoining the junction of A438/A480 therefore suitable access will be unlikely to be achievable unless combined with a neighbouring site. A further possibility is to access via Cre25 and combine with a modified business park access from A480 and provide a suitable junction at A480 to serve both existing and proposed developments, which would be in the same ownership. Improvement of A480/A438 junction should also be considered. It is unclear why the garden centre is included in this site, but the car park and area to the rear is not, evidenced by the gap between Thr35 and Cre25.</p>
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Capacity issues on the network have been identified during the transport assessment work for the Three Elms SUE, and have resulted in a proposed cap on that development until such time as the river crossing section of the relief road is in place. It is therefore considered that strategic sites should take preference and no further sites be considered which, with the SUE, would breach this cap.</p>
Site dependence on Hereford Transport Package
<p>The site falls within the corridor for HRR.</p> <p>Until finalisation of this section of the route for the relief road is completed, the impact of the route on this development is unknown and therefore development may prejudice the delivery of the route. Furthermore the only point of potential access to this large site is within close to the road corridor and junction spacing may be an issue.</p> <p>As noted above, it is considered that the cap on development in the Core Strategy and as applied to the Three Elms SUE will prevent this site being considered until the river crossing is delivered.</p> <p>An overall assessment of the acceptability with regard to highway network capacity will need to be carried out (once all sites are reviewed and shortlisted) to assess the cumulative impact and at which stage of the HTP those developments can be brought forward.</p>
Mitigation measures
HTP may provide additional network capacity once completed.
Highway site support
Not at this time.

HC Landscape comments
Site description: Currently in use as Wyevale Nursery retail building and associated car park.
Landscape and visual sensitivity: Low
Capacity for housing development: The site has significant capacity but perimeter green buffer is an important feature to retain.
Possible mitigation measures: Limited mitigation required if perimeter buffer retained.
Overall comment on suitability: Very suitable.

HC Conservation comments
Built conservation
No built heritage constraints.
Archaeology
Suitable. This is a comparatively small site in context, and has evidently been subject to an appreciable amount of prior disturbance. I am not of the view that there are any real archaeological 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
Given the potential size of development it is likely that this site will require on site provision for POS/children’s play and an off-site contribution towards outdoor sport in accordance with Policies OS1 and OS2.
Development Management
<i>See conclusion below</i>

Conclusion
This site is the retail premises for Wyevale Garden Centre and comprises buildings, glasshouses, canopies, plant display area and parking. The growing area for the business lies to the north of the site which is also a housing site option known as Cre25. There are residential properties on opposite side of Kings Acre Road and to west and agricultural land to the east.
There are no significant constraints in terms of landscape and the green buffer would be an important feature to retain. 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.
The site is directly adjoining the junction of A438/A480 therefore suitable access will be unlikely to be achievable unless combined with a neighbouring site. A further possibility is to access via Cre25 and combine with a modified business park access from A480 and provide a suitable junction at A480 to serve both existing and proposed

developments, which would be in the same ownership. Improvement of A480/A438 junction should also be considered.

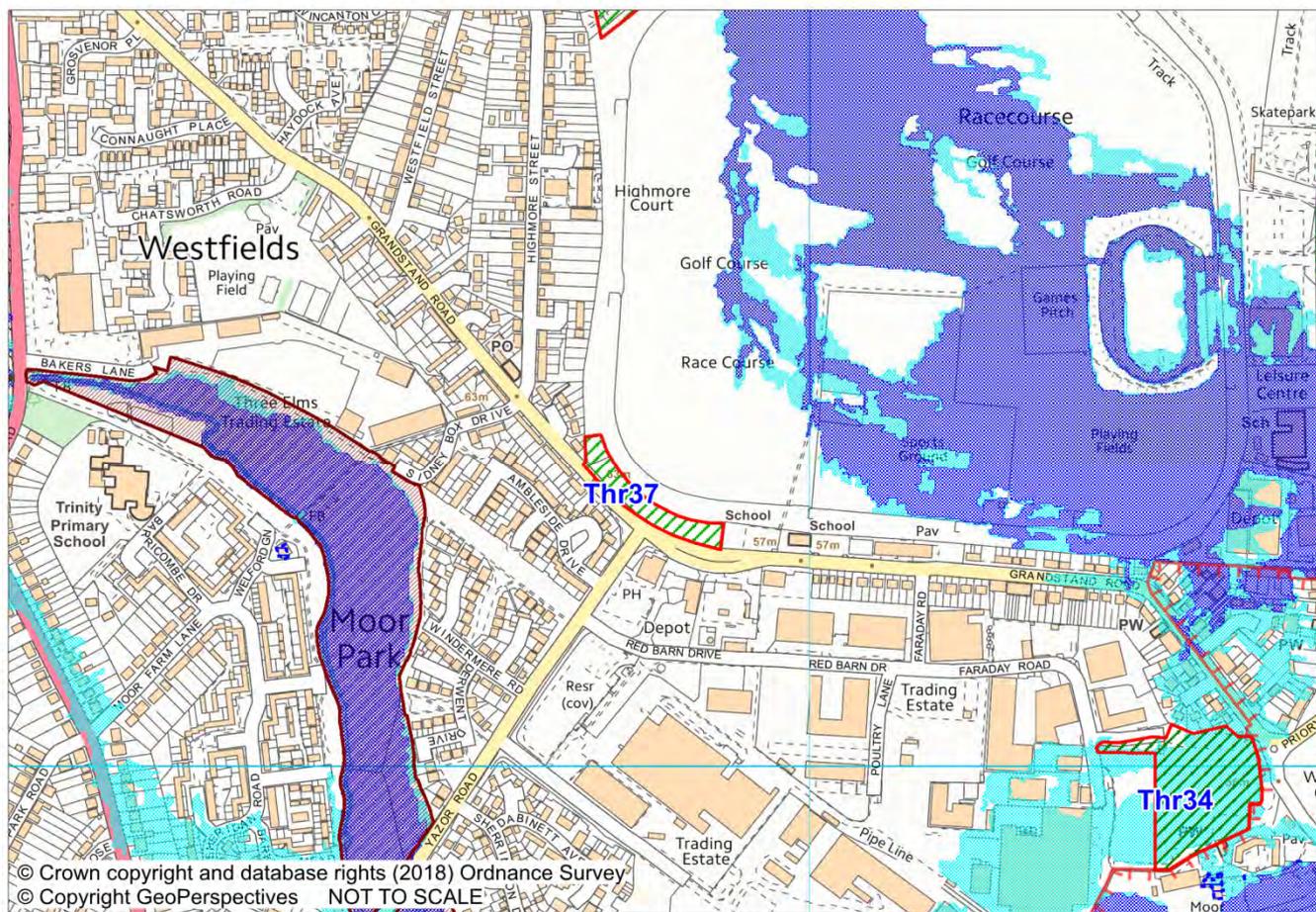
The site is within the road corridor but it is not directly affected by the route alignment options. Capacity issues on the network have been identified during the transport assessment work for the Three Elms strategic site, and have resulted in a proposed cap on that development until such time as the river crossing section of the relief road is in place. It is therefore considered that strategic sites should take preference and no further sites be considered which, with the strategic site, would breach this cap. The network impact would need to be covered in a Transport Assessment and as with all HAP sites the scope and developments to be considered will need to be confirmed.

Although the site is situated to the outer west side of the road options, there is already an urban form to this area of the city and the site should be considered as a suitable option site.

Evidence of site availability	No	Information source	HELAA 2015
Suitable for employment land	Yes but the site already provides a form of employment albeit in horticulture and retail.		

HAP Housing Site Options 2018

Thr37



Site Details

Site ID	Thr37	Site Address	Land at Grandstand Road (north), Hereford, HR4 9NP		
Ward	Bobblestock	Site Area ha	0.29	Potential Capacity	15

Site Characteristics

Site Type	Greenfield	Current use	Public open space and small children's play area		
Road front	Yes	Topography	Flat site		
Surrounding land uses	Between road to South and Golf/Race Course to North.				
Description	Corridor of open space between race/golf course and the road				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	LD3 (Green infrastructure area), OS1, OS2 and OS3 (Open space)						
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, footway exists on the development side of Grandstand Road, good connectivity and facilities in area. Bus stops on Grandstand Road. Cycleway on Yazor Road.
Access comments
Part of Grandstand Road south of mini roundabout has grassed central reserve and therefore access would need to be from the section north of the mini roundabout. Linearity and lack of depth of site would probably not accommodate an access off the mini roundabout itself. Similarly buildings and parking will be challenging.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Yes. Capacity issues identified at Yazor Road/A438 roundabout and along A49 corridor.
Site dependence on Hereford Transport Package
HTP may possibly provide additional capacity on this section of the network. 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.
Highway site support
Dependent upon network capacity and satisfactory layout, access and parking would be acceptable for limited number of dwellings.

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

HC Conservation comments
Built conservation
No built heritage constraints.
Archaeology
Suitable. This is a very small site, and there are no evident archaeological issues or risks attaching to it.
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 proposed site is a linear green space running in between the road and the race course. The site comprises of an existing small old play area (Westfields). The site offers little in recreation value. Given this evidence its loss would be acceptable and comply with OS3 but consultation with the local community would establish whether it is valued locally. The loss of the play area would need to be compensated for if it is to comply with Core Strategy Policy OS3.

Development Management

Potential for linear development as this is characteristic of the area. However, does form quite an important visual gap. Concern about parking and access arrangements onto busy roundabout and junction. This might restrict numbers of dwellings.

Conclusion

The site is an area of linear green space public open space and small children's play park (Westfields). Grandstand Road runs along the sites' southern boundary. To the north of the site is the racecourse land.

Part of Grandstand Road south of mini roundabout has grassed central reserve and therefore access would need to be from the section north of the mini roundabout. Linearity and lack of depth of site would probably not accommodate an access off the mini roundabout itself. Similarly buildings and parking will be challenging. Capacity issues identified at Yazor Road/A438 roundabout and along A49 corridor. 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.

The site offers little in recreation value. Given this evidence its loss would be acceptable and comply with OS3 but consultation with the local community would establish whether it is valued locally. The loss of the play area would need to be compensated for if it is to comply with Core Strategy Policy OS3.

The site is considered a suitable Options Site.

Evidence of site availability	Yes	Information source	Council owned land
Suitable for employment land	No as not compatible with neighbouring uses		