

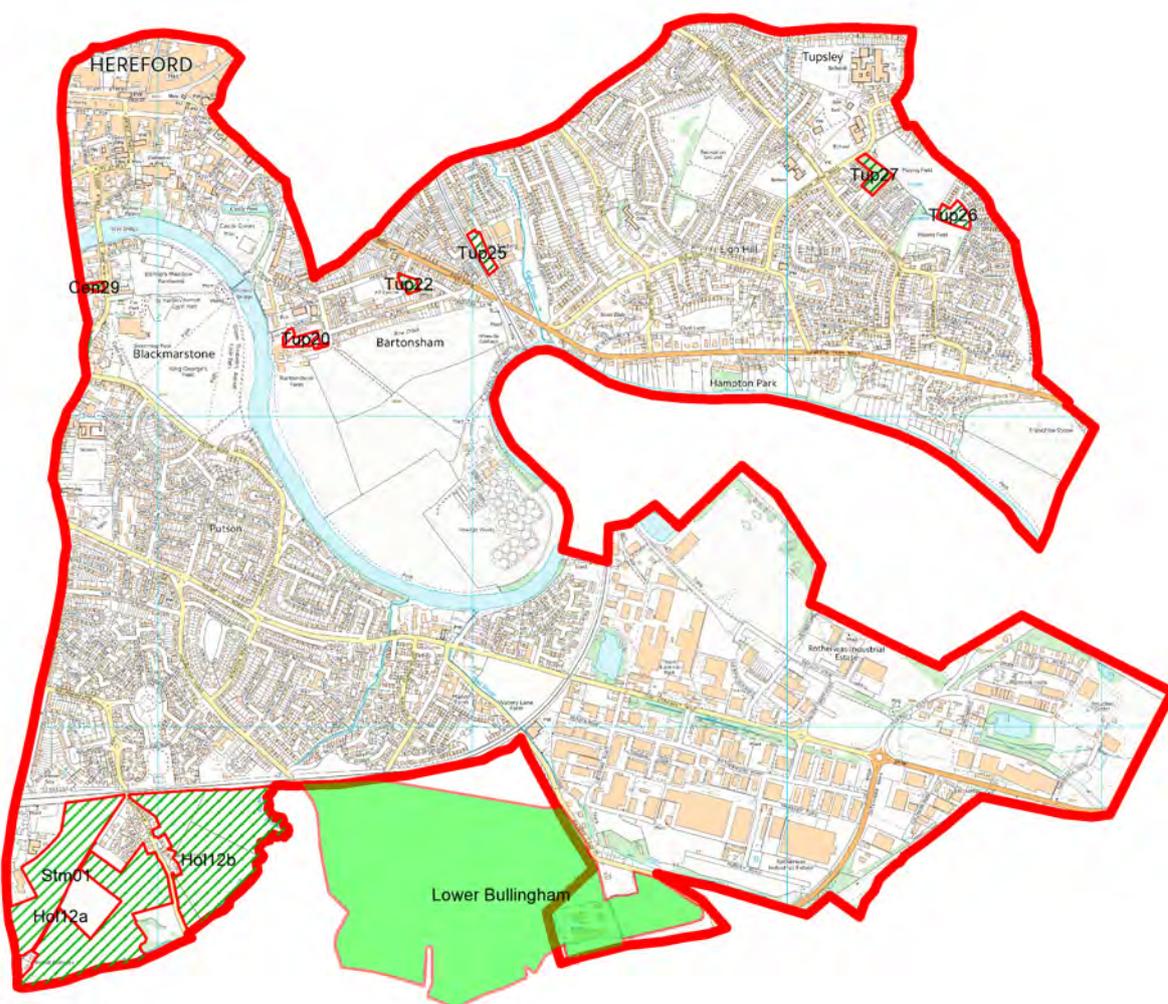
Herefordshire Local Plan

Hereford Area Plan

# Housing and Employment Site Options Consultation

## Technical Site Assessments - South East Hereford

August 2018





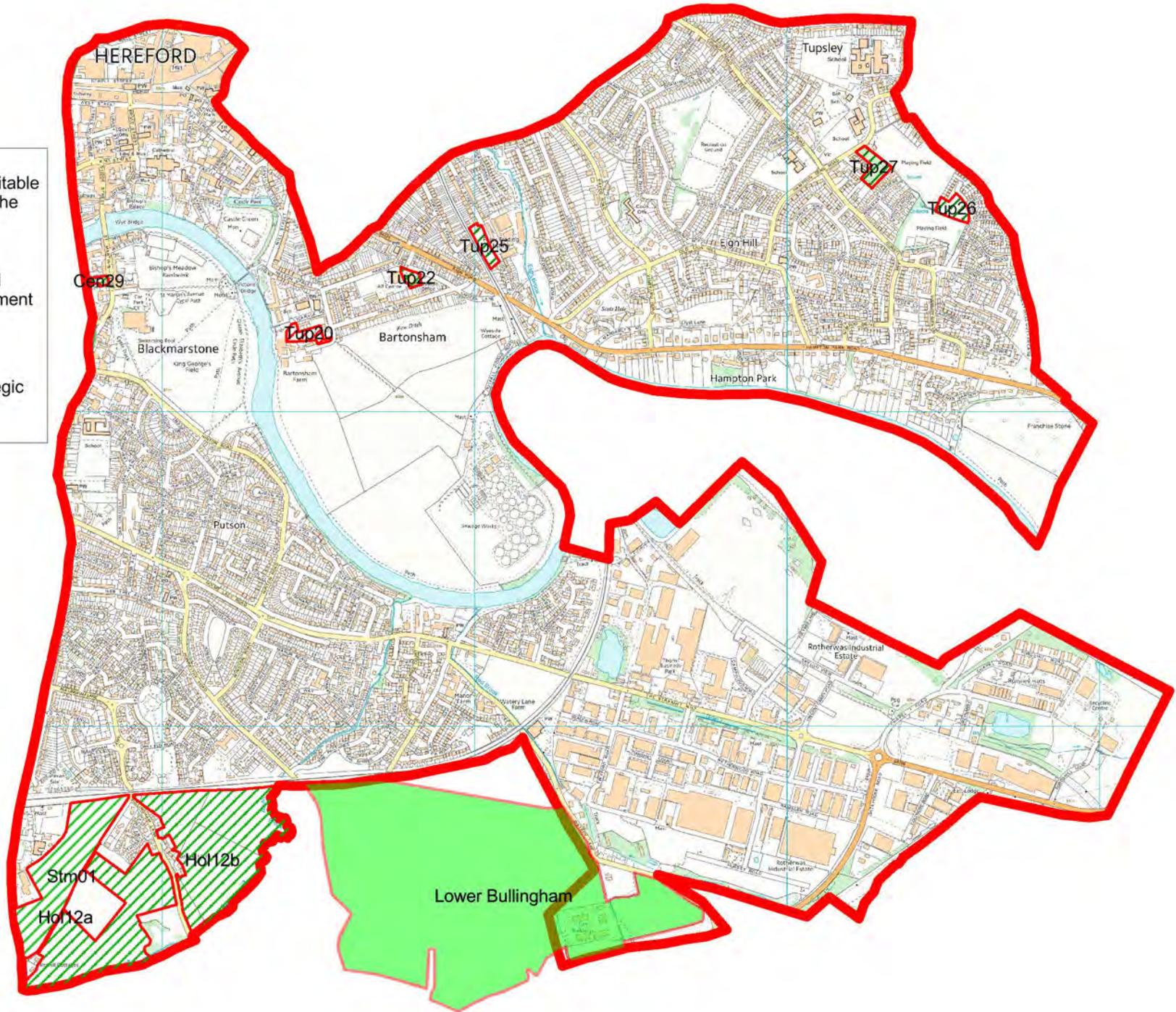
Sites considered suitable for development in the plan period



Sites not considered suitable for development in the plan period



Core Strategy Strategic Housing Sites



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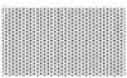
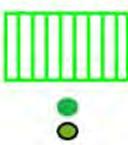
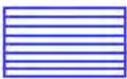
List of Sites (Technical Site Assessments)

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

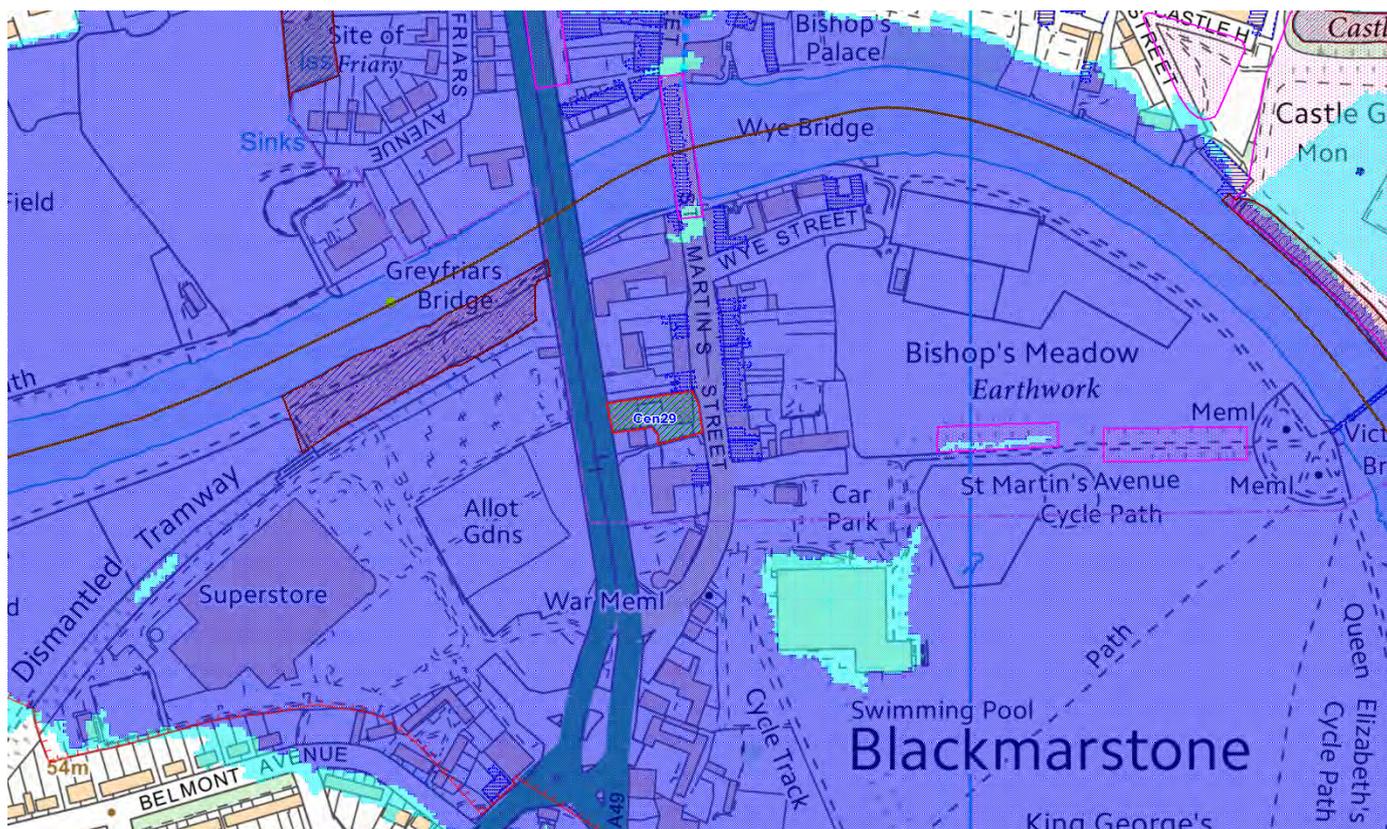
<b>A</b>	Approval of planning permission
<b>AAI</b>	Areas of Archaeological Importance
<b>D</b>	Dismissed at Appeal
<b>Dph</b>	Dwellings per hectare
<b>ELS</b>	Employment Land Study 2012
<b>ESG</b>	Edgar Street Grid
<b>Ha</b>	Hectares
<b>HAP</b>	Hereford Area Plan
<b>HEZ</b>	Hereford Enterprise Zone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

# Hereford Area Plan- Housing and Employment site maps legend

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

## HAP Housing Site Options 2018

### Cen29



#### Site Details

Site ID	Cen29	Site Address	Wye Bridge Motors, 36-38 St Martins Street, Hereford, HR2 7RE		
Ward	Hinton & Hunderton	Site Area ha	0.14	Potential Capacity	10

#### Site Characteristics

Site Type	Other Brownfield	Current use	Garage		
Road front	Yes	Topography	flat		
Surrounding land uses	Residential with dual carriage way to the rear of the site				
Description	Garage in built up area				

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

Core Strategy Policies covering the site		SD3, LD1-LD4					
Environmental Designations covering the site.							
Listed Building	Yes, nearby	Conservation Area	No	Contaminated Land	No	PROW	No
Flood Zone	Yes	Protected Species	Yes	HRA Screening	Yes	NE Priority Habitat	No
Surface Water	No	SSI Impact Zone	Yes	Green Infra Area	No		
Agricultural classification			n/a	Percent			

## Technical Information (assessments and infrastructure provider comments)

<b>HC Highways comments</b>
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Yes. Close to city centre and all facilities.
Access comments
Vehicular and pedestrian access to St Martins Street would be acceptable and achievable.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Limited by signalised junction at Asda roundabout and by signals at Barton Road junction, so limited impact on network and likely to be comparable to existing use. Reduced car parking provision may be acceptable in this sustainable location.
Site dependence on Hereford Transport Package
HTP may provide additional network capacity in the area.
Mitigation measures
Reduced car parking provision. Secure covered cycle storage.
Highway site support
Yes.

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

<b>HC Conservation comments</b>
Built conservation
Development on the site is not precluded on built heritage grounds however the following should be noted: The setting of listed buildings including St Martins Place (G2 1207377) to the north, Drybridge House (G2 1297418) Norfolk Terrace(G2 1196865) to east. The location of the site in the Conservation Area means that any development should preserve or enhance the character of the Conservation area.
Archaeology
This site is within the designated Hereford Area. May possibly be suitable subject to acceptable assessment and evaluation under NPPF Para 128 of Archaeological Importance, and close to a number of other designated heritage assets of significance. Assessment should consider matters such as setting, and also the extent to which the site might retain potential for below ground remains of interest.  It is noted that the former defensive line of early medieval Hereford passes through the western part of the site, and this may add to the challenge of mitigation here.
Biodiversity/Ecology
<b>HRA – River Wye SAC/SSSI</b> All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).

**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**

*See conclusion*

**Conclusion**

This is the site of a garage currently in use within a mainly residential street. At a rate of 70dph the site could accommodate approximately 10 dwellings. The A49 dual carriageway runs along the rear of the site. Access to the site is achievable. The site lies in an area at severe risk of flooding (flood zone 3). A detailed Flood study is being carried out to assess the flood risk for all sites within Hereford and this will assist in guiding the location of new development.

The location of the site in the Conservation Area means that any development should preserve or enhance the character of the Conservation area. The site is situated close to listed buildings and therefore a scheme which does not have an impact on these buildings would be sought after.

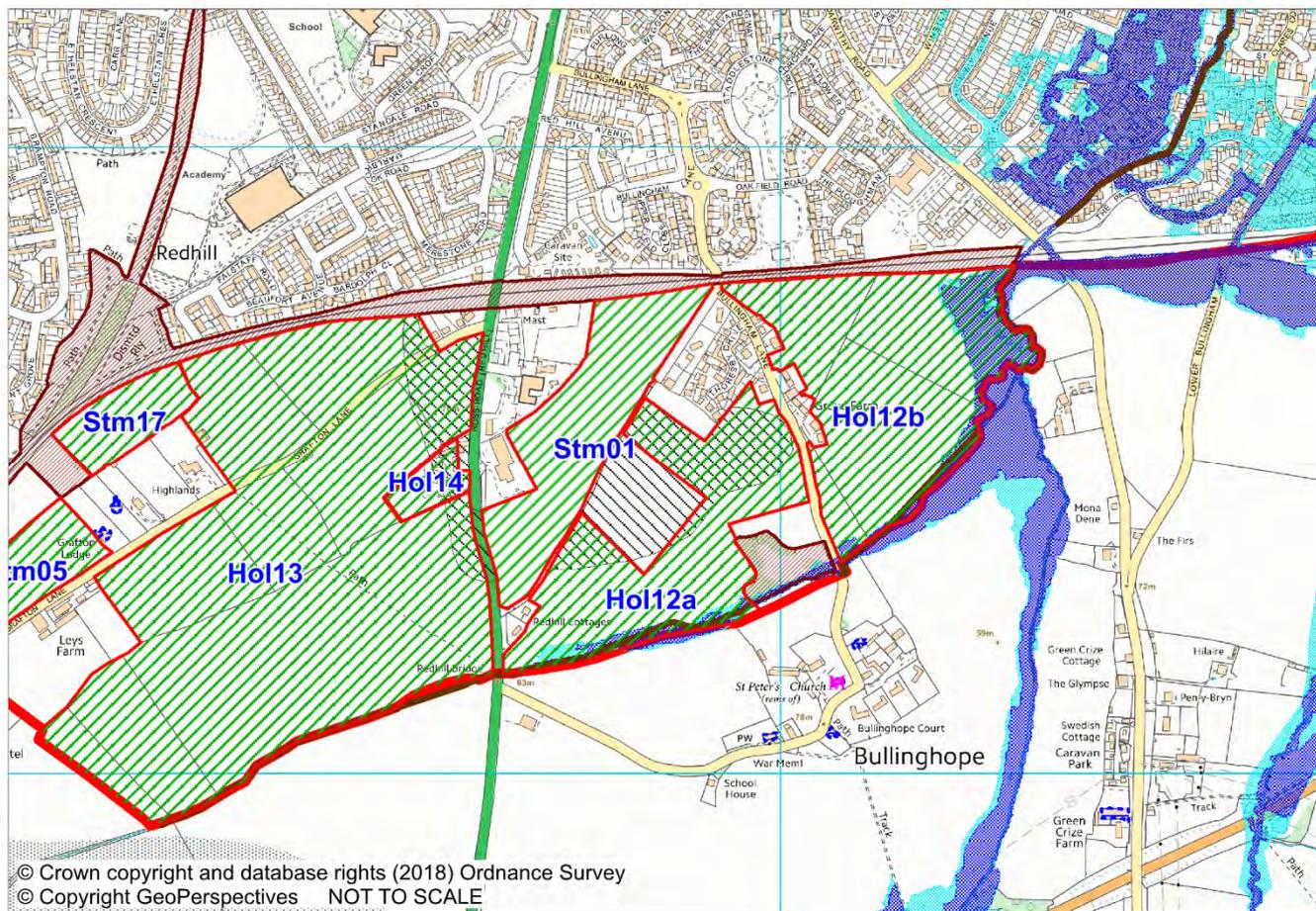
This site is within the designated Area of Archaeological Importance and it might have potential for below ground remains of interest. It is noted that the former defensive line of early medieval Hereford passes through the western part of the site, and this may add to the challenge of mitigation here.

If issues of flooding and archaeological sensitivities can be overcome then this could be a suitable site to take forward. Nevertheless these are considered to be major constraints for the site.

Evidence of site availability	No	Information source	Internal call for sites
Suitable for employment land	No, as this is a small site in a residential area.		

## HAP Housing Site Options 2018

### Hol12a



#### Site Details

Site ID	<b>Hol12a</b>	Site Address	Land East of Ross Road, Redhill, Hereford, HR2 8EA		
Ward	Saxon Gate/Red Hill	Site Area ha	9.47	Potential Capacity	70

#### Site Characteristics

Site Type	Greenfield	Current use	Agricultural		
Road front	Yes	Topography	Northern area flat but middle and southern section sloping significantly to the south with increasing visibility and openness		
Surrounding land uses	Residential to the North, Rotherwas Industrial Estate to north east. Open fields to the South. SINC nearby.				
Description	Existing agricultural land located to the south of Hereford				

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

Core Strategy Policies covering the site	M5 (Saved UDP policy- Safeguarding Mineral Reserves), SD3 (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		
Agricultural classification			2	Percent	100		

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

<b>HC Highways comments</b>
Public Transport accessibility comments
<p><i>Are standards for access to local services likely to be achievable?</i></p> <p>Footways along Ross Road but not continuous from site to and over railway bridge on east side and requires crossing of A49. Also existing footway also appears narrow on east side of A49 and will need improvement.</p> <p>Lack of connectivity due to restricted width for footway/cycleway to and over railway bridge is a concern. Only rural bus stops available south of railway line, with more regular routes to the north. Signalised pedestrian crossing may be included as part of signalised junction at Romany Way if Hol13 goes ahead prior to this site.</p>
Access comments
<p>Access option would be to A49 but only small length of frontage to A49. Access being onto A49 Trunk Road would be at the discretion of Highways England, but proximity to other junctions and existing road geometry may restrict access options. Should a new signalised junction for Hol13 be introduced this may also have implications. May be better combined with Stm01 if that comes forward to a single point of access, or possibly using Romany Way junction if a route is achievable and the proposed signalised junction for Hol13 is installed.</p> <p>Vehicular access to/from Bullingham Lane not an option due to narrow railway underbridge, restricted headroom, and limited junction capacity at Bullingham lane/A49 junction. Also would introduce increased traffic along the very narrow Bullingham Lane southwards to A49.</p>
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Yes. Capacity issues on A49 corridor into Hereford city centre, cap on development at HEZ on that basis. Strategic site at Lower Bullingham should take precedence on any available capacity.</p> <p>The network impact would need to be covered in a Transport Assessment comparing vehicle movements and as with all HAP sites the scope and developments to be considered will need to be confirmed.</p>
Site dependence on Hereford Transport Package
<p>HTP may benefit the site in releasing additional road capacity on this stretch.</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>Provision of footway/cycleway over railway bridge and improved footway along A49 from site. Connectivity to Bullingham Lane via this site or Stm01 and to ongoing cycle links desirable (scheme produced) but will not be on the desire line to schools etc., which a route along A49 would be.</p>
Highway site support
<p>Not unless proven network capacity at the time the site comes forward and connectivity issues are resolved.</p>

HC Landscape comments
<p><b>Site description:</b> Very large site comprising of one large field, but was clearly once a number of smaller fields, evidenced by some remnant internal hedge lines. North side influenced by existing residential development at Bullingham Lane and Thoresby Drive. Northern area flat but middle and southern section sloping significantly to the south with increasing visibility and openness. Adjacent to Withy Brook also has significant wildlife / ecological value.</p> <p><b>Landscape and visual sensitivity:</b> High</p> <p><b>Capacity of housing development:</b> Visibility and ecological value of the southern edge of the site are key issues. There is some scope for housing, but must be located towards the north of the site.</p> <p><b>Potential mitigation measures:</b> Significant screen planting at southern edge of any development important to create effective buffer.</p> <p><b>Overall comment on suitability:</b> Good potential but south side to be restricted.</p>

HC Conservation comments
<p><b>Built conservation</b></p> <p>The setting of St Peters Church and ruins should be considered in the design of any development proposals.</p>
<p><b>Archaeology</b></p> <p>May perhaps be suitable, subject to design and acceptable assessment / evaluation under NPPF Para 128. This medium - large scale plot of land is located in an area of some sensitivity as regards the historic environment. The southern part of the plot in particular is very close to the historic village of Bullinghope, which contains a number of important (and designated) heritage assets. There is a particular risk here of compromising the 'settings' of these assets. To succeed, proposals would need to demonstrate that any harm so caused was justified and within acceptable limits. It is likely that suitable buffering [i.e. loss of developable area] would be needed here.</p> <p>Also, it is known from studies undertaken on nearby sites that there is high potential for buried prehistoric remains in this broad location. Although not likely to represent an over-riding constraint in respect of the whole, this could have some timetabling and resourcing implications. Mitigation will very likely be needed.</p>
<p><b>Biodiversity/Ecology</b></p> <p><b>HRA – River Wye SAC/SSSI</b></p> <p>All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).</p> <p><b>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</b></p> <p>ANY demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.</p>
<p><b>Open Space requirements</b></p> <p><i>For assessment if appropriate</i></p>
<p><b>Development Management</b></p> <p><i>See conclusion</i></p>

## Conclusion

This is very large site comprising of one large field. Surrounding land use is residential to the north at Bullingham Lane and Thoresby Drive. There are open fields to the remaining boundaries. Significant wildlife/ ecological value. (SINC) nearby along railway line to the north and Withy Brook to the south. The northern area is flat but middle and southern section sloping significantly to the south with increasing visibility and openness. The site is grade 2 agricultural land which is very good. The recommended access is via the A49 but this is dependent on Highways England and the remaining access options in the area are more limited.

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 southern part of the plot in particular is very close to the historic village of Bullinghope, which contains a number of important (and designated) heritage assets. The setting of St Peters Church and ruins should be considered in the design of any development proposals. There is a particular risk here of compromising the 'settings' of these assets. To succeed, proposals would need to demonstrate that any harm so caused was justified and within acceptable limits. Also, it is known from studies undertaken on nearby sites that there is high potential for buried prehistoric remains in this broad location. Although not likely to represent an over-riding constraint in respect of the whole, this could have some timetabling and resourcing implications. Assessment and evaluation will be required and mitigation will very likely be needed.

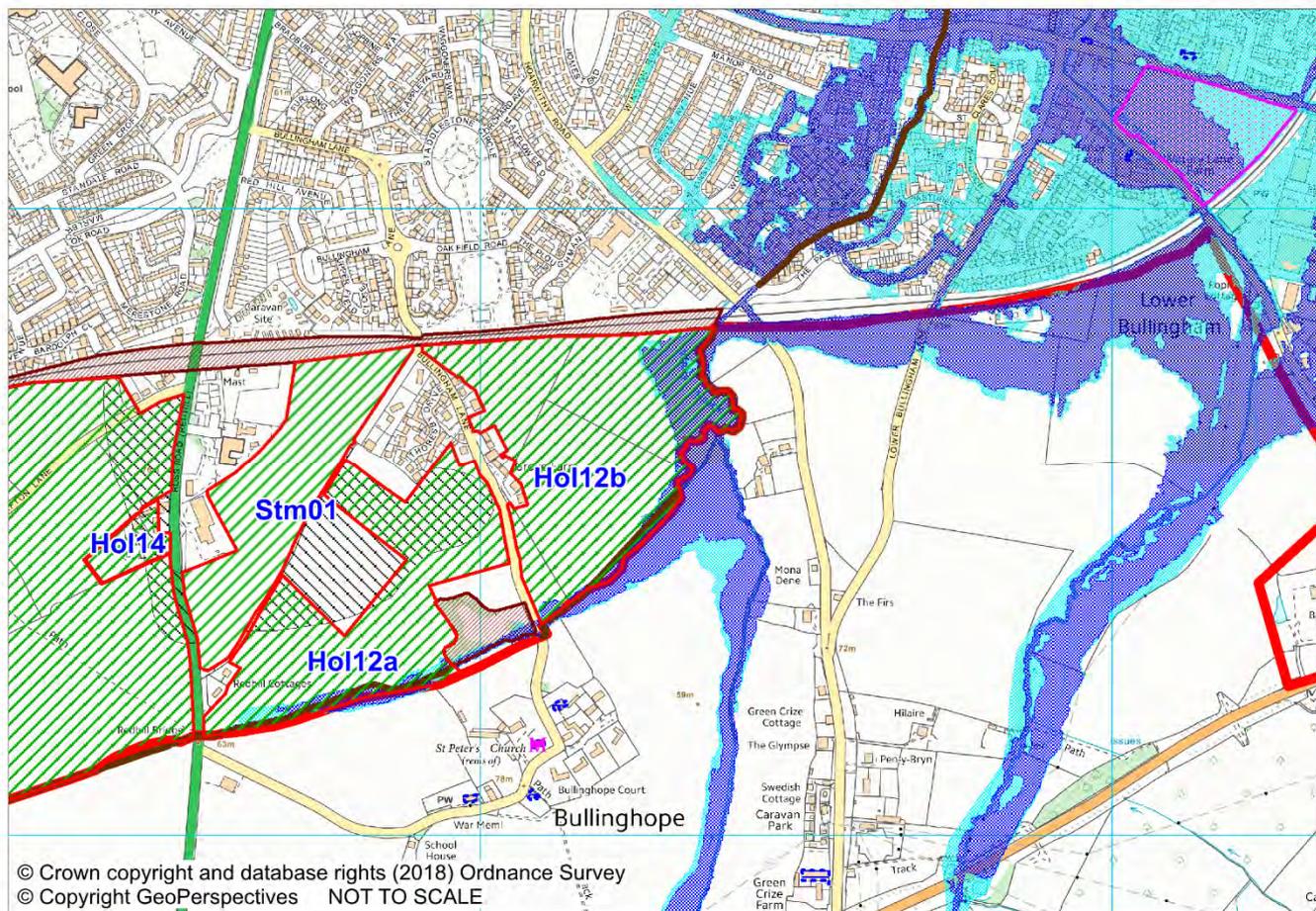
The site is also restricted in terms of landscape capacity. Visibility and ecological value of the southern edge of the site are key issues. There is some scope for housing, but must be located towards the north of the site. Significant screen planting at southern edge of any development important to create effective buffer.

Altogether the site does have potential but is constrained and the whole site will not be developable. The site could be brought forward in combination with adjacent site Stm01.

Evidence of site availability	No	Information source	HELAA 2015
Suitable for employment land	The southern parts would have a negative effect on the nearby Church and the northern section is close to residential.		

## HAP Housing Site Options 2018

### Hol12b



#### Site Details

Site ID	<b>Hol12b</b>	Site Address	Land East of Bullingham Lane, Hereford, HR2 7RZ		
Ward	Saxon Gate	Site Area ha	12.31	Potential Capacity	190

#### Site Characteristics

Site Type	Greenfield	Current use	Pasture		
Road front	Yes	Topography	Slopes down towards southern side		
Surrounding land uses	Railway line to north, open countryside to south and east, residential along western boundary.				
Description	Existing agricultural land located to the south of Hereford.				

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

Core Strategy Policies covering the site	LD1-3
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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		
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 stops reasonably close in Bradbury Lines development. If Lower Bullingham SUE is built out, with primary school and other facilities, this site could have sustainable links to Hoarwithy Road accessing those facilities, along Hoarwithy Road to the shops/bus stops in the neighbourhood shopping area on Holme Lacy Road, and via cycleway links to the employment area at Rotherwas. Other pedestrian /cycle routes are available via Bullingham Lane and the Bradbury Lines infrastructure across A49 to schools/academy etc. to the west of A49.</p>
Access comments
<p>Under the 2008 application, principal access was proposed onto Bullingham Lane via a signalised junction incorporating the railway bridge. This was not an optimum solution, but main access to Hoarwithy Road was avoided due to capacity issues at Holme Lacy Road/A49 junction and Highways Agency mitigation requirements. A secondary access was included to Hoarwithy Road to allow a more direct access to Rotherwas.</p> <p>Due to the passage of time since the 2008 application was submitted, the TA information is outdated and no longer valid. If that application is deemed valid still and to be pursued, the Transport Assessment would need to be updated and resubmitted to take account of the changes in terms of network layout, traffic conditions and committed development. The principal means of access to the site via Bullingham Lane would also need to be revisited and capacity at A49 junction re-assessed.</p>
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Yes. Capacity issues on A49 corridor into Hereford city centre, cap on development at HEZ on that basis. Strategic site at Lower Bullingham should take precedence on any available network capacity.</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>HTP may benefit the site in releasing additional road capacity on the A49 to city centre.</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>Access junction review, cycle/pedestrian connectivity, likely network improvements on A49 at Bullingham Lane junction and Holme Lacy Road junction to increase capacity.</p>

Highway site support
Dependent upon connectivity, satisfactory access and available network capacity, would be considered a suitable site.

<b>HC Landscape comments</b>
<b>Site description:</b> Southern side bounding Withy Brook. Northern side formed by railway. Landform important as it sits generally below existing housing on Bullingham Lane.
<b>Landscape and visual sensitivity:</b> Moderate
<b>Capacity for housing development:</b> Visibility and ecological value of the southern edge of the site are key issues. There is some scope for housing, but must be located towards the north of the site. LVIA required.
<b>Potential mitigation measures:</b> Significant screen planting at southern edge of any development important to create effective buffer.
<b>Overall comment on suitability:</b> Good potential but south side to be restricted.

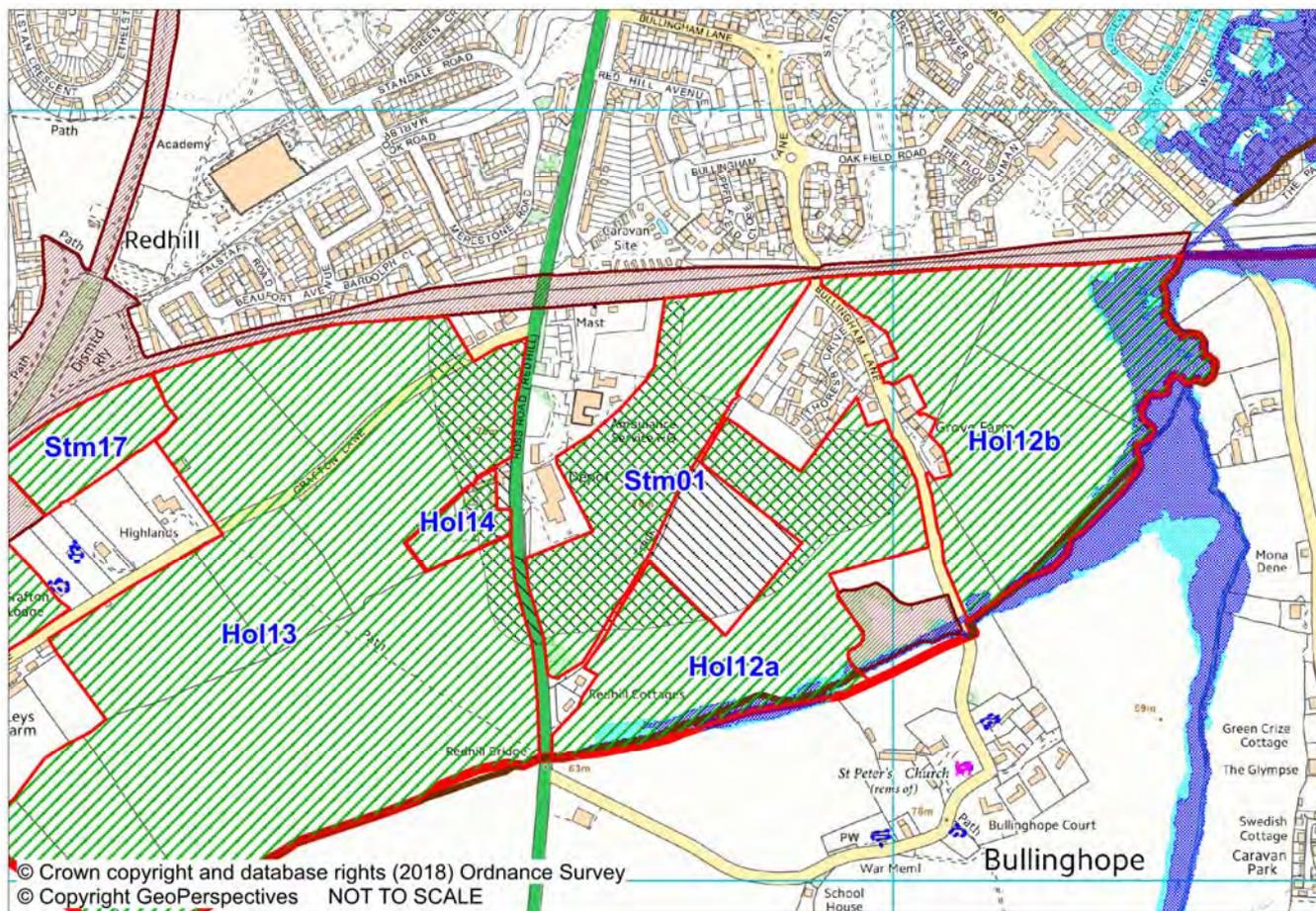
<b>HC Conservation comments</b>
Built conservation
The setting of St Peters Church, Bullinghope should be considered as part of any development proposals.
Archaeology
Suitable, although some further archaeological work needed. This moderately large site has already been subject to archaeological assessment and evaluation. A number of below- ground remains of archaeological interest were identified, although none that would represent a particularly significant constraint. There would be a need under Para 128 of the NPPF for some updating of the assessment to accord with recent best practice, and were permission to be granted here there would be a need under Para 141 for some archaeological mitigation. This would probably take the form of archaeological recording etc. under planning condition.”
Biodiversity/Ecology
<b>HRA – River Wye SAC/SSSI</b>
All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).
<b>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</b>
ANY demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.
Open Space requirements
<i>For assessment if appropriate</i>
Development Management
<i>See conclusion</i>

Planning History			
App Number	Proposal	Decision	% of site
DCCE 2008/0970/O	300 houses	Undetermined	100

Conclusion			
<p>This is an open agriculture area with some residential influence to the northern western side. The land is classed as Agricultural grade 2 and is very good quality. Southern side bounding Withy Brook which poses a potential flood risk along the route, northern side formed by railway. Landform important as it sits generally below existing housing on Bullingham Lane.</p> <p>Visibility and ecological value of the southern edge of the site are key issues. There is some scope for housing, but must be located towards the north of the site. The setting of St Peters Church, Bullinghope should be considered as part of any development proposals also. The site does have some archaeological constraints and will require an update to a previous assessment as well as potential mitigation.</p> <p>This site did form part of the previous Unitary Development Plan (although this site is slightly smaller) but was successfully challenged in the High Court by Dinedor Hill Action Association and the allocation was quashed. An undetermined planning application which formed part of the legal challenge was submitted by Bloors in 2008. Under the 2008 application, principal access was proposed onto Bullingham Lane via a signalised junction incorporating the railway bridge. Due to the passage of time; the Transport Assessment would need to be updated. The principal means of access to the site via Bullingham Lane would also need to be revisited and capacity at A49 junction re-assessed. An overall assessment of the acceptability with regard to highway network capacity will need to be carried out to assess the cumulative impact and at which stage of the HTP those developments can be brought forward.</p> <p>The site is deemed to be a suitable Options site but is dependent on availability.</p>			
Evidence of site availability	No	Information source	HELAA 2015
Suitable for employment land	No, a suitable access would be difficult to achieve for this site		

## HAP Housing Site Options 2018

### Stm01



#### Site Details

Site ID	<b>Stm01</b>	Site Address	Land north, south and east of Redhill Cottages, Ross Road, Hereford, HR2 8EA		
Ward	Redhill	Site Area ha	6.42	Potential Capacity	125

#### Site Characteristics

Site Type	Greenfield	Current use	Agricultural		
Road front	No	Topography	Sloping down towards south		
Surrounding land uses	A49 to west, railway line to north, depot/haulage yard to north west, housing and countryside to east and south.				
Description	The site is farmland, bounded to the north by the railway line between Hereford and Newport.				

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

Core Strategy Policies covering the site	LD3, M5 (saved UDP policy safeguarding mineral reserves)						
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	No
Flood Zone	No	Protected Species	No	HRA Screening	Yes	NE Priority Habitat	No

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

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

<b>HC Highways comments</b>
Public Transport accessibility comments
<p><i>Are standards for access to local services likely to be achievable?</i></p> <p>Footways along Ross Road but not continuous over railway bridge on east side and require crossing of A49.</p> <p>Lack of connectivity due to restricted width for footway/cycleway over railway bridge is a concern. Only rural bus stops available south of railway line, with more regular routes to the north. Signalised crossing may be included as part of signalised junction at Romany Way.</p>
Access comments
<p>Access being onto A49 Trunk Road would be at the discretion of Highways England, but proximity to other junctions and existing road geometry may restrict access options, particularly with the very narrow frontage to A49. Should the new signalised junction for A49 be introduced this may also have implications. May be better combined with Hol12a if that comes forward to a single point of access, or possibly using Romany Way junction if a route is achievable and the proposed signalised junction for Hol13 is installed.</p>
Local network comments
<p><i>Any capacity concerns on this section of the network</i></p> <p>Capacity of roads and junctions to the city centre would need to be reviewed as would the signalised railway bridge to the east.</p> <p>A Transport Assessment would be required to assess the impact of the development on the network, and as with all HAP sites the scope and developments to be considered will need to be confirmed.</p>
Site dependence on Hereford Transport Package
<p>HTP may benefit the site in releasing additional road capacity on this stretch.</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>Provision of footway/cycleway over railway bridge. Connectivity to Bullingham Lane and ongoing cycle links desirable but will not be on the desire line to schools etc., which the route along A49 would be.</p>
Highway site support
<p>Not unless proven network capacity at the time the site comes forward and connectivity issues are resolved.</p>

### HC Landscape comments

**Site description:** Large open field with existing commercial uses to the immediate west, railway to the north and some residential to NE corner (Thornesby Drive). Generally flat except for SW corner / edge where it becomes more open and vulnerable.

**Landscape and visual sensitivity:** Moderate character / high visual sensitivity. Overall moderate.

**Capacity of housing development:** Definite capacity to the northern side end of the site where it is already influenced by commercial / residential but no capacity to the southern end of the site where it is a very open and vulnerable ridge / slope facing receptors coming towards the city. An LVIA is needed to define what the exact limit of development should be.

**Potential mitigation measures:** Significant open area and planted zone required to southern side of the site to create effective barrier to any development and retain character of open hillside.

**Overall comment on suitability:** Potential site but needs to be restricted in extent.

#### HC Conservation comments

##### Built conservation

The Setting of St Peters Church at Bullinghope should be taken into consideration in the design, layout and extent of any development proposed.

##### Archaeology

Likely to be suitable. This site on the face of would not present particular archaeological issues, but would nevertheless under policy require prior archaeological assessment under NPPF Para 128 and Core Strategy LD4.

##### 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

*See conclusion*

#### Other Consultees to date

##### Historic England - Issues & Options Consultation 2017 comments:

Potential impacts on setting of Bullingham Old Church SAM (UID:1005357) should be considered in heritage assessment.

#### Conclusion

The site is mainly a large open field with existing commercial uses to the immediate west, railway to the north and some residential to north east corner (Thornesby Drive). Generally flat except for south west corner / edge where it becomes more open and vulnerable.

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.

Definite capacity to the northern side end of the site where it is already influenced by commercial / residential but

no capacity to the southern end of the site where it is a very open and vulnerable ridge / slope facing receptors coming towards the city. A Landscape assessment is needed to define what the exact limit of development should be. The Setting of St Peters Church at Bullinghope should be taken into consideration in the design, layout and extent of any development proposed. An Archaeological assessment would also be required.

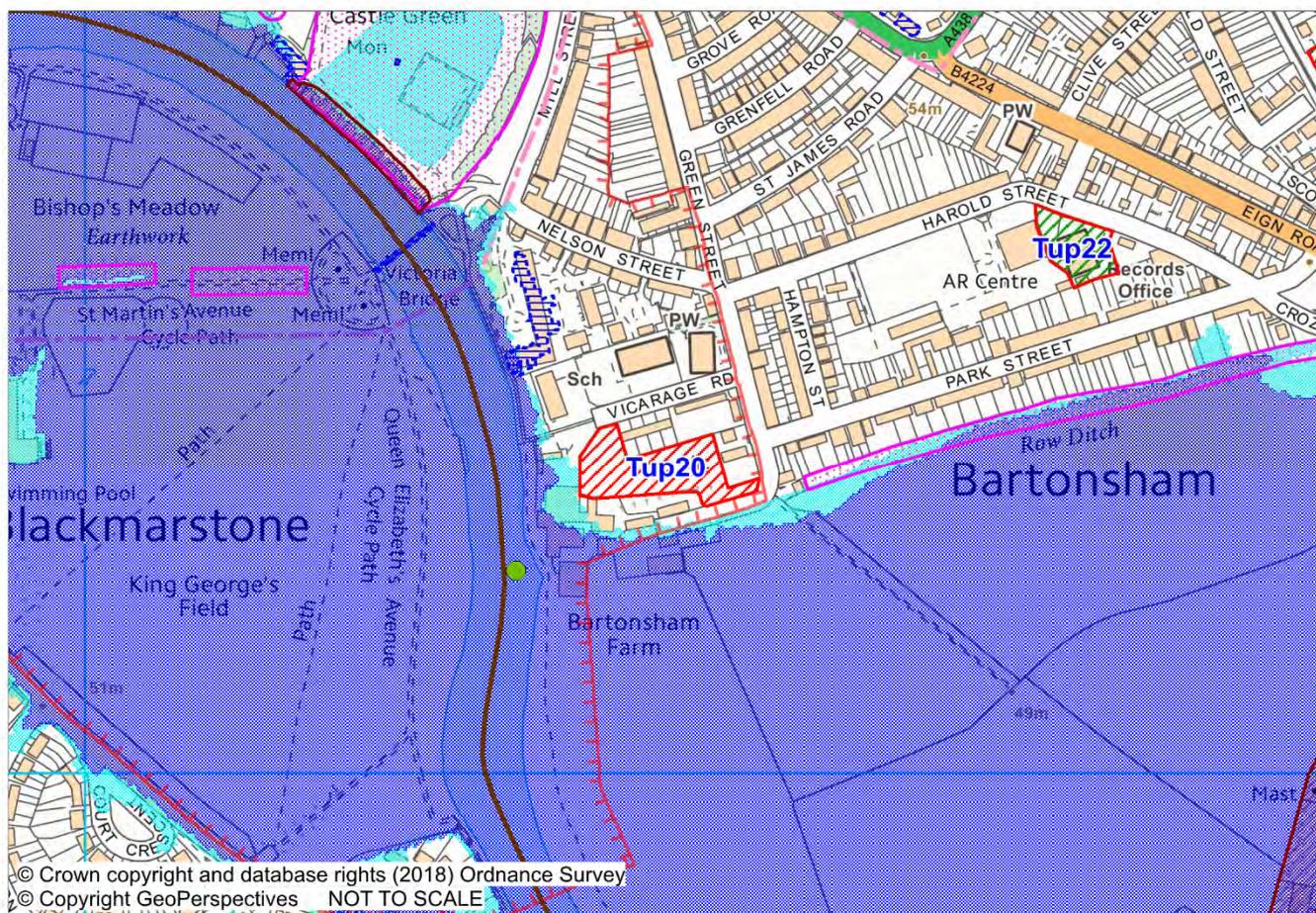
Footways along Ross Road but not continuous over railway bridge on east side and require crossing of A49. Lack of connectivity due to restricted width for footway/cycleway over railway bridge is a concern. Access being onto A49 Trunk Road would be at the discretion of Highways England, but proximity to other junctions and existing road geometry may restrict access options, particularly with the very narrow frontage to A49. Should a new signalised junction be introduced on the A49, this may also have implications. May be better combined with Hol 12a if that comes forward to a single point of access, or possibly using Romany Way junction if a route is achievable and the proposed signalised junction for Hol13 is installed.

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. 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 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	Yes, nearby employment but would require a buffer to protect nearby residential.		

Tup20



Site Details

Site ID	<b>Tup20</b>	Site Address	Bartonsham Farm Dairy, Green Street, Hereford, HR1 2QW		
Ward	Central	Site Area ha	0.53	Potential Capacity	0

Site Characteristics

Site Type	Other Brownfield	Current use	Dairy farm
Road front	Yes	Topography	Flat site
Surrounding land uses	Housing, agriculture and near to sewage works		
Description	Pasture field with existing dairy and farm buildings nearby		

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

Core Strategy Policies covering the site		LD2, LD4					
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	Yes	Contaminated Land	No	PROW	No
Flood Zone	No, but adjacent	Protected Species	Yes	HRA Screening	Yes	NE Priority Habitat	No
Surface Water	Yes	SSI Impact Zone	Yes	Green Infra Area	No		

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

<b>HC Highways comments</b>
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Yes. Good pedestrian links and reasonably near to city centre and Connect 2 route to Rotherwas employment area.
<b>Access and general comments</b>
<p>The proposal will require a Transport Statement to support any application. The concerns in regards to the site are:</p> <ul style="list-style-type: none"> <li>* Close proximity to school</li> <li>* WRVS nearby</li> <li>* Peak traffic</li> <li>* Dairy generated traffic</li> <li>* Use of the PROWs – people parking indiscriminately</li> <li>* Pedestrian movements</li> <li>* Visibility splays including forward visibility</li> <li>* Lack of on-street parking.</li> </ul> <p>Potential for access onto Vicarage Road is limited and due to the usage as illustrated above, would not be supported. Any proposal is likely to be restricted to pedestrians and cyclists.</p> <p>Access onto Green Street is a significant concern too. This is due to potential conflict with the farm traffic, the HGV and milk delivery vehicles. Assessment of these movements and speeds need to be undertaken before going any further. The TRO was introduced due to on-street parking restricting the flows to the dairy in a position with poor forward visibility. Conflict here has the potential to result in excessive reversing, due to the pedestrian movements from the site and those that occur locally. The consequent risk of accidents is considered genuine.</p> <p>The highways extent only goes as far as the bend and would need to extend to the access. Depending on the numbers the access would also need to be constructed to adoptable standards and adopted by the Highway Authority.</p> <p>The footpath adjacent the vicarage is adopted, though covered by vegetation. The extent to which this would provide a suitably wide footpath and forward visibility is unclear and would need to be surveyed and detailed.</p> <p>The traffic generated from the site may not be significant though this may conflict with the existing traffic in the locality. This is a concern and does need an assessment to support any application. The site is, however, close to the town centre and has a good sustainable transport link to Rotherwas.</p>
<b>Local network comments</b>
The site is served by a number of narrow streets with on street parking and has a lot of pedestrian traffic to the nearby school. A large development is not suited to the roads that would be used for access. Possibly a limited size development may be acceptable.

<b>Site dependence on Hereford Transport Package</b>
HTP may create capacity in city centre, but otherwise no.
<b>Mitigation measures</b>
None achievable due to constraints on existing road width and footways.
<b>Highway site support</b>
No, unless a small development.

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

<b>HC Conservation comments</b>
<b>Built conservation</b>
The site is situated within a Conservation Area and any development proposals should preserve or enhance the character and appearance of the CA. The almshouses to the NE and the Vicarage to the NW are both considered to have heritage value, although are not designated.
<b>Archaeology</b>
Likely to be suitable, although limited archaeological evaluation is needed to answer a specific question.
There are no real archaeological issues in relation to the vast majority of the dairy site itself, but just to the east is a substantial historic earthwork (the so called 'Bartonsham Row Ditch'). Although not scheduled here - as it is further to the east - the earthwork abuts the site and may even pass into it. The matter needs assessment under NPPF Para 128, and the exact layout of any development may need to be carefully considered.
<b>Biodiversity/Ecology</b>
<b>HRA – River Wye SAC/SSSI</b>
All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).
<b>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</b>
ANY demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.
<b>Open Space requirements</b>
<i>No assessment necessary at present</i>
<b>Development Management</b>
Any application for development on the site will need to be accompanied by a Heritage Statement assessing the impact on the character of the conservation area, the local heritage buildings and the listed hospital building.
There are issues relating to the dairy which operates during night-time/early in the morning hours and has a significant number of deliveries to and from site during these hours 6 days a week. A full noise assessment with regard to the impact of industrial noise on the proposed neighbouring development would need to be made. Bartonsham farmhouse has a rear aspect over the site and any residential development would have to be laid out to take account of this relationship so as to avoid unacceptable overlooking. Neighbouring complaints have been made in relation to odour and noise from residents in the area.

**Conclusion**

Based on the above, the following major constraints have been identified with regard to this site:-

- Location within the Central Conservation Area;
- Presence of the Bartonsham Row Ditch and potential extension of this feature in the southern extents of the site;
- Presence of Bartonsham Farm Dairy, with the implications of noise and nuisance. Overlooking from the farmhouse, which has an open aspect over the site;
- Traffic and the apparent limitation on access to the site;

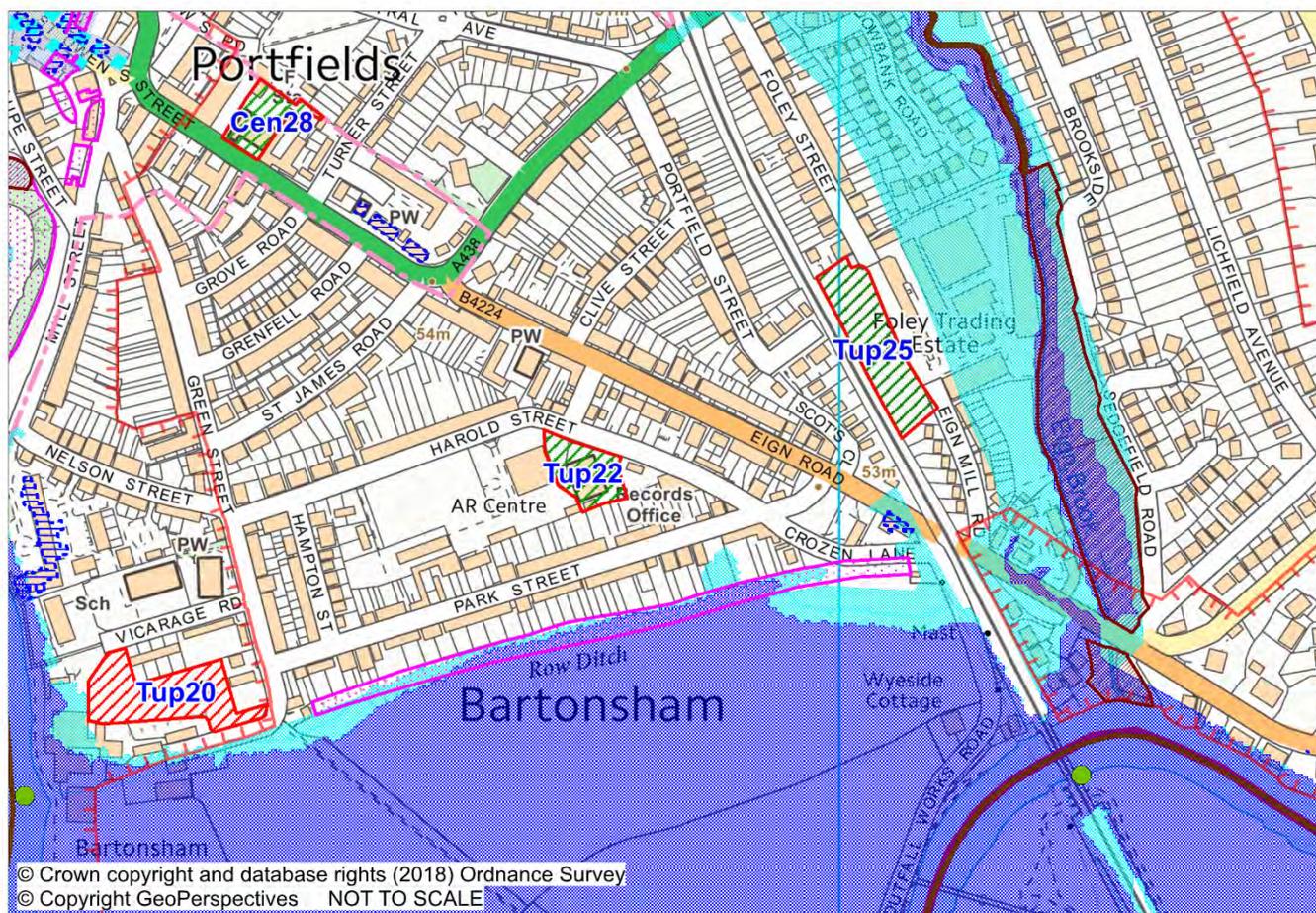
For the reasons listed above, opportunity for residential development on this site is severely limited. This is primarily in relation to the archaeological constraints. There is a need for specialist reports to assess the above issues as well as considering whether they can be addressed through mitigation.

Based on the current information, the site is not considered to have potential in the Site Options.

Evidence of site availability	Yes	Information source	Call for sites 2017
Suitable for employment land	No, sensitive site and would not be suitable for B type uses.		

## HAP Housing Site Options 2018

### Tup22



#### Site Details

Site ID	<b>Tup22</b>	Site Address	County Records Office, Harold Street, Hereford, HR1 2QX		
Ward	Central	Site Area ha	0.26	Potential Capacity	20

#### Site Characteristics

Site Type	Other Brownfield	Current use	County records office		
Road front	Yes	Topography	Flat urban site		
Surrounding land uses	Mainly residential. TA Centre next door				
Description	Site in residential area comprising County Records Office				

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

Core Strategy Policies covering the site		LD1- LD4					
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	No		
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### Technical Information (assessments and infrastructure provider comments)

<b>HC Highways comments</b>
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Yes. Reasonably close to facilities and city centre.
Access comments
Lack of visibility for access to site at present is an issue. A modified access was proposed under application 162283 to provide pedestrian crossing and a similar access is likely to be required.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Not immediate to the site. Likely to be a small development with retention of existing building and low impact, previous use may be offset in assessment of impact.
Site dependence on Hereford Transport Package
Not really. Minimal effect here.
Mitigation measures
Highway works to improve access. Possibly reduced parking provision. Secure covered cycle storage.
Highway site support
Subject to suitable access, site would be supported.

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

<b>HC Conservation comments</b>
Built conservation
To the east of the site lies a former Army Reserve barracks. This is considered to be of heritage value therefore this area should be removed from any allocation for new housing involving demolition.
Archaeology
Likely to be suitable. Although this site is associated with a building of local historical interest, it is not anticipated that there would be any archaeological issues of substance here.
Biodiversity/Ecology
<b>HRA – River Wye SAC/SSSI</b> All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).
<b>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</b> Any demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.

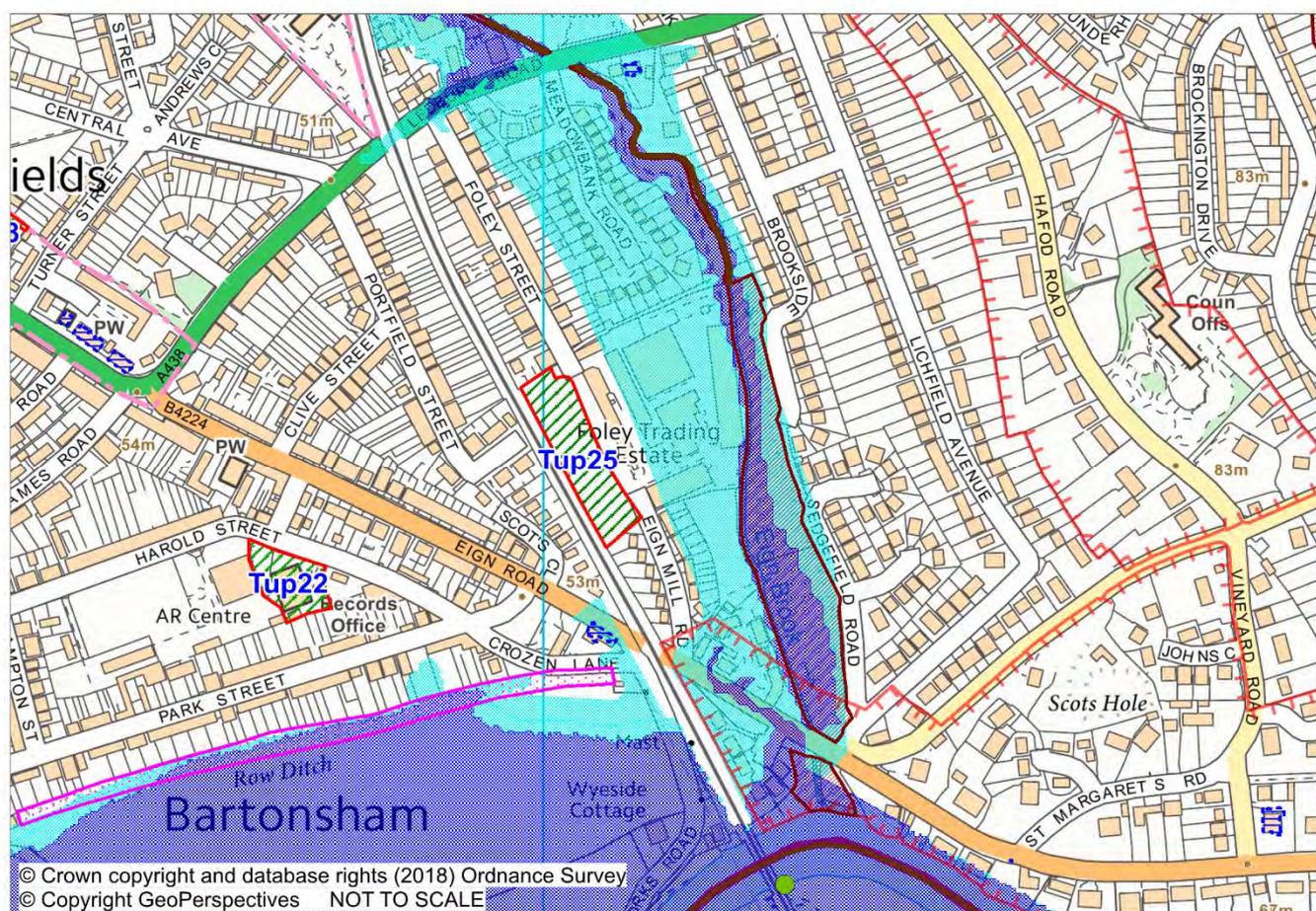
<b>Open Space requirements</b>
For assessment if appropriate
<b>Development Management</b>
Application 162283 sought permission for the demolition and replacement of the existing building (former Militia barracks) with a boarding house for the Cathedral School. This was ultimately refused by the Planning Committee on the basis the harm arising from the wholesale demolition of an important and scarce non-designated heritage asset and was not capable of being offset or outweighed by the public benefits arising from that redevelopment proposal. This refusal was not subject to an appeal. Any redevelopment here would, as a starting point, have to incorporate the existing building.

<b>Planning History</b>			
<b>App Number</b>	<b>Proposal</b>	<b>Decision</b>	<b>% of site</b>
162283	Demolish existing building and construct a new boarding house to accommodate 49 pupils, nurse bedroom, houseparent accommodation, house tutors flat and overnight staff room.	R	

<b>Conclusion</b>			
<p>This is the site of an old army barracks within a mainly residential area. The TA Centre is adjacent to the site. Permission to demolish the barracks building was recently refused. It was deemed necessary to retain the building and not demolish it due to the scarcity of such buildings locally and the heritage value they present. The previous proposal could not be deemed to be of such public benefit to justify demolition of the barracks.</p> <p>Lack of visibility for access to site at present is an issue. A modified access was proposed under application 162283 to provide pedestrian crossing and a similar access is likely to be required.</p> <p>Therefore any future development would need to incorporate the existing building as it stands. If this is possible then the site does have potential as an Options Site.</p>			
Evidence of site availability	Yes	Information source	Council owned land
Suitable for employment land	This is a small urban site and may only be suitable for office (B1) conversion.		

## HAP Housing Site Options 2018

### Top25



#### Site Details

Site ID	<b>Top25</b>	Site Address	Land adjacent to Foley Trading Estate, Hereford, HR1 2SF		
Ward	Eign Hill	Site Area ha	0.51	Potential Capacity	10

#### Site Characteristics

Site Type	Greenfield	Current use	open space		
Road front	Yes	Topography	Flat site		
Surrounding land uses	Employment sites various uses. Railway line adjoins site. Residential at both ends.				
Description	Grass verge adjacent to retail unit				

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

Core Strategy Policies covering the site	LD3						
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	No
Flood Zone	No, but nearby	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)

<b>HC Highways comments</b>
Public Transport accessibility comments
<p><i>Are standards for access to local services likely to be achievable?</i></p> <p>Desire line for pedestrian access to most facilities and city centre would be to Foley Street, and this could be achieved without going through the trading estate if a pedestrian/cycle link was formed onto Foley Street at the northern extreme of the site.</p>
Access comments
<p>Vehicular access would need to be from Eign Mill Road as Foley Street is too narrow and suffers from heavy on street parking. It should not be within the trading estate area, this would appear feasible if taken at the southern extreme of the site.</p>
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Not in the immediate vicinity. Congestion in peak hours and late afternoon closer to city centre.</p>
Site dependence on Hereford Transport Package
<p>HTP may provide additional network capacity in city centre.</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>Provision of cycle and pedestrian connectivity. Secure covered cycle storage.</p>
Highway site support
<p>Ideally the site would be better brought forward as a coherent site combined with the trading estate itself, which has empty units and historically there have been many applications for non B1/B2/B8 uses to fill empty units. However if this is not achievable, subject to network capacity, a development here with connectivity would be considered acceptable.</p>

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

<b>HC Conservation comments</b>
Built conservation
<p>Development is not precluded on the grounds of built heritage constraints. However the following should be noted: 100m to the south east lies a Conservation Area. A grade 2 listed building, the Crozens lies 70m to the south. Historic England as the decision making body for Scheduled Ancient Monuments, should be consulted with regards to the SAM 120m to the south.</p>
Archaeology
<p>Likely to be suitable, subject to acceptable assessment and evaluation under NPPF Para 128. This site is closely associated with the location of a historic mill, off the course of the brook running to the east. There is reason to believe that some below ground remains linked to this mill may still be present on the site, albeit in damaged form. It will be necessary to undertake a prior assessment - and possibly field evaluation of the area, in order to better understand the degree of preservation of and significance of any remains.</p>

However, although mitigation through recording and design may be necessary in due course, it is not anticipated that any remains would represent a significant issue, or act as a significant constraint to development here. Depending on the development *depths* involved (and I note that this site is close to a flood zone), the archaeological remains might not even be affected.

#### 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

There is limited open space within this part of Hereford and this was identified in the Play Facilities Study. The site provides the only kick-about area suitable for older children in the vicinity and it seems to be well used. Access to other areas for this purpose would involve travel beyond acceptable thresholds and involve negotiating busy roads. Whilst it is used informally for recreation and dog walking, there is access to other areas in the vicinity for this type of activity which are more suitable. There is a worn footpath leading through the site suggesting it is used as a through route. Any loss would therefore need to consider maintaining this access.

If redeveloped for housing, some retention should be considered in order to retain the kick-about area and possibly provide some formal play provision/equipment as per the evidence bases above. The site is large enough to do this and in doing so, as compensation for its part loss, a better quality facility could be provided and possibly maintained as part of any housing development.

Any loss would require local consultation and this should also include the trading estate. The over-hanging trees cause issues for the trading estate, but the staff may also consider the open space as useful “breakout” space at lunchtimes for example.

Compensation would be sought for any loss. If it is built on in full or in part the standard Core Strategy policies OS1 and OS2 would apply and potentially trigger the need for play provision (a contribution either on or off site) and a contribution off site towards outdoor sports provision in accordance with evidence bases: Play Facilities Study and Investment Plan and Playing Pitch Assessment for Hereford City and the Outdoor Sports Investment Plan.

#### Development Management

*See conclusion*

#### **Conclusion**

The site is existing amenity greenspace/play area used as both informal recreation and as a kick-about area. It is situated between Foley Street, Eign Mill Road residential areas and is adjacent to Foley Street Trading Estate and the railway line. It serves the local area including the trading estate.

There is limited open space within this part of Hereford and in particular this provides the only kick-about area suitable for older children in the vicinity and it seems to be well used. Access to other areas for this purpose would involve travel beyond acceptable thresholds and involve negotiating busy roads. Whilst it is used informally for recreation and dog walking, there is access to other areas in the vicinity for this type of activity which are more suitable. There is a worn footpath leading through the site suggesting it is used as a through route. Any loss

would therefore need to consider maintaining this access. Compensation for loss of open space would be required. This could be an improvement to the existing open space. There is potential for part of the site to come forward for development

Vehicular access would need to be from Eign Mill Road as Foley Street is too narrow and suffers from heavy on street parking. It should not be within the trading estate area, this would appear feasible if taken at the southern extreme of the site.

There is reason to believe that some below ground remains linked to a historic mill may still be present on the site, albeit in damaged form. It will be necessary to undertake a prior assessment - and possibly field evaluation - of the area, in order to better understand the degree of preservation of and significance of any remains. This may affect the site's viability. There are historical features such as a Conservation area, a listed building and a Scheduled Ancient Monument (SAM) in the vicinity which needs to be taken into account. The site does have potential as an Options Site but may yield a lower capacity if developed in part.

Evidence of site availability	Yes	Information source	Council owned land
Suitable for employment land	This is a small urban site and may only be suitable for office (B1) conversion which could relate well to the nearby Foley Trading Estate but this is dependent on demand and the community value of the open space.		

Tup26



Site Details

Site ID	<b>Tup26</b>	Site Address	Land north west of Queenswood Drive, Hereford, HR1 1AT		
Ward	Tupsley	Site Area ha	0.60	Potential Capacity	20

Site Characteristics

Site Type	Greenfield	Current use	Open space		
Road front	Yes	Topography	Generally a flat site		
Surrounding land uses	Residential and playing field				
Description	An area of informal recreation/amenity green space laid out with semi mature trees.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		OS1, OS2, OS3					
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	No		

## Technical Information (assessments and infrastructure provider comments)

<b>HC Highways comments</b>
Public Transport accessibility comments
<p><i>Are standards for access to local services likely to be achievable?</i></p> <p>Yes. Reasonably close to bus route, schools etc. Improvement of Holywell Gutter Lane as part of adjacent development will improve pedestrian connectivity.</p>
Access comments
Estate roads likely to be of sufficient width to accommodate this size of development.
Local network comments
<p><i>Any capacity concerns on this section of the network?</i></p> <p>Not in this immediate area. Likely to have small impact on city centre traffic issues.</p>
Site dependence on Hereford Transport Package
An overall assessment of the acceptability with regard to highway network capacity will need to be carried out (once all sites are reviewed and shortlisted) to assess the cumulative impact and at which stage of the HTP those developments can be brought forward.
Mitigation measures
HTP may relieve city centre congestion.
Highway site support
Dependent upon number of properties, if road network is suitable and capacity is available, the site would be supported.

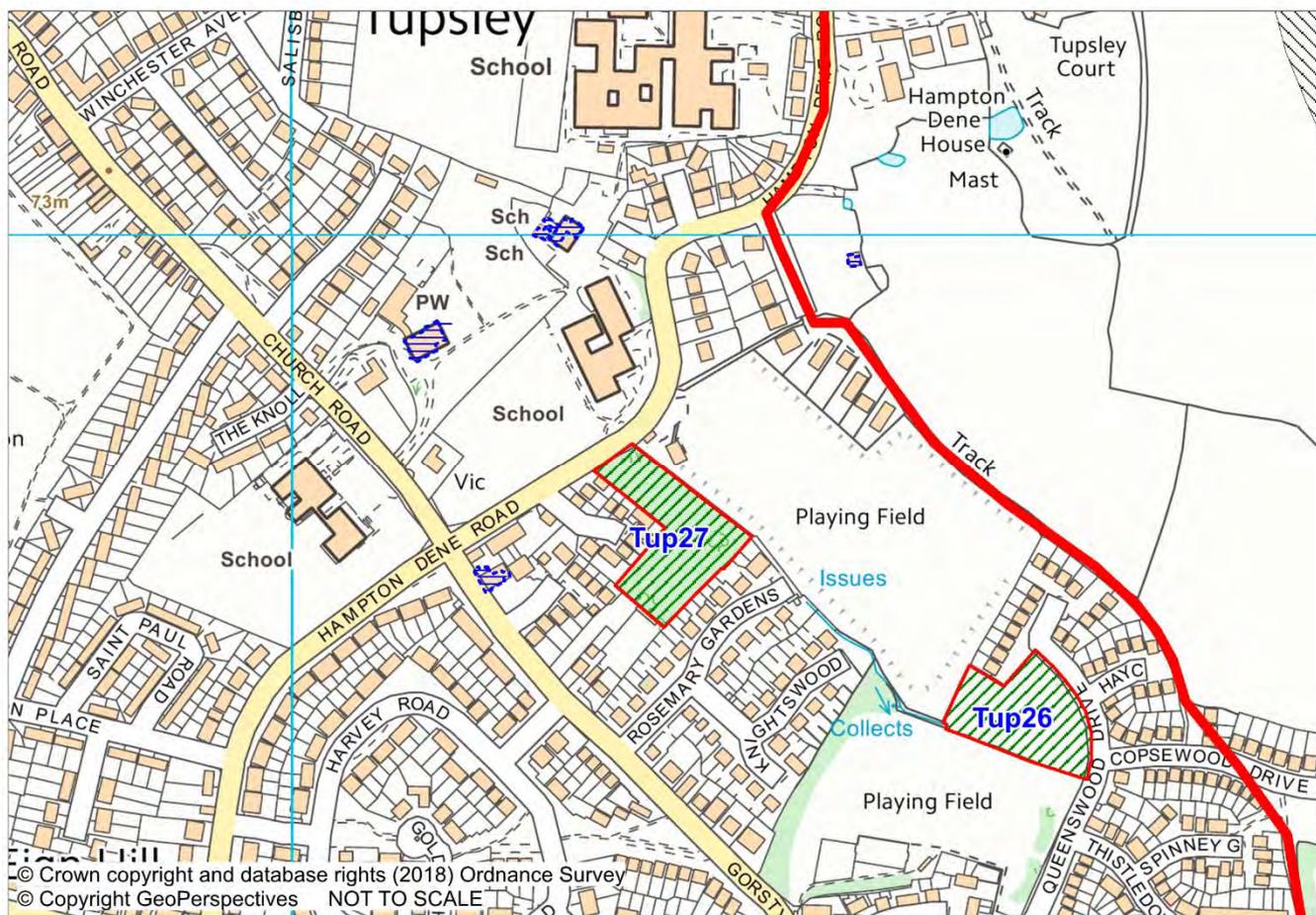
<b>HC Landscape comments</b>
<i>Not assessed</i>

<b>HC Conservation comments</b>
Built conservation
No known built heritage constraints.
Archaeology
Suitable. There are no records of any heritage assets of significance on or close to this small site, and the potential for below-ground archaeology is judged to be low.
Biodiversity/Ecology
<p><b>HRA – River Wye SAC/SSSI</b></p> <p>All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).</p> <p><b>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</b></p> <p>Any demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.</p>

<b>Open Space requirements</b>
<p>This open space site primarily serves the residents of the local estate. It is not a stand-alone area forming part of an informal/formal recreation area which includes good sized children’s play area and Multi Use Games Area (MUGA), formal sports pitches (football) and amenity green space and as such should be viewed as an integral part of this area.</p> <p>In accordance with NPPF paragraphs 73, 74 and 75 and Core strategy OS3 any loss of open space should be based upon robust up-to-date assessments of need which clearly shows the open space is surplus to requirement if the land is to be built on. 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.</p> <p>This evidence would support its loss and in general the residents in this area are well served with recreational space as described above, however, this provides the only informal recreation area and therefore consultation with the local community would establish its value as open space. Its potential loss would need to be publicised locally and compensation considered.</p>
<b>Development Management</b>
<i>See conclusion</i>

<b>Conclusion</b>			
<p>The site is existing amenity greenspace which is generally flat land surrounded by residential and additional park land. There are no significant issues with regard to heritage assets. Highways would be supportive of the site coming forward as an allocation but this is dependent upon proposed number of properties, if road network is suitable and capacity is available.</p> <p>The open space site primarily serves the residents of the local estate. There are additional areas for play and formal recreation in the vicinity but this is the only informal recreational space. Current evidence indicates that there is an oversupply of amenity greenspace in the city; therefore the evidence is supportive of its loss. However, this is dependent on consultation with the local community and its loss would need to be compensated. This could be an improvement to the existing open space.</p> <p>The site does have potential and is considered a suitable Option Site.</p>			
Evidence of site availability	Yes	Information source	Council owned land
Suitable for employment land	No, this is a primarily a residential area		

Tup27



Site Details

Site ID	<b>Tup27</b>	Site Address	Land at the Paddock, Hampton Dene Road, Hampton Dene Road, Herefordshire, HR1 1XH		
Ward	Tupsley	Site Area ha	0.66	Potential Capacity	20

Site Characteristics

Site Type	Greenfield	Current use	Open space		
Road front	Yes	Topography	Flat		
Surrounding land uses	Residential and playing field				
Description	The site is existing amenity greenspace which is not well integrated into the residential area.				

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

Core Strategy Policies covering the site		OS1, OS2 and OS3					
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	No	Contaminated Land	No	PROW	No
Flood Zone	No	Protected Species	Yes	HRA Screening	Yes	NE Priority Habitat	No
Surface Water	Yes	SSI Impact Zone	Yes	Green Infra Area	Yes		

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

<b>HC Highways comments</b>
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Yes. Close to schools bus stops and facilities.
Access comments
Access onto Hampton Dene Road is likely to be achievable, and the situation on the outside of the bend should be able to achieve visibility for the 20mph zone without third party land.
Local network comments
<i>Any capacity concerns on this section of the network?</i> This length of road is very busy at school start and finish times.
Site dependence on Hereford Transport Package
HTP may create more network capacity in city centre.  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
Improvements to sustainable links.
Highway site support
Yes.

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

<b>HC Conservation comments</b>
Built conservation
There are no built heritage constraints which preclude development on the site. The following should be noted: Hampton Dene – an un-registered Park and Garden 200m to the north east, St Pauls School (G2 1298590) and St Pauls Church (G2 1196813) both 125m to the north west.
Archaeology
Suitable. There are no records of any heritage assets of substance on or near to this site, and the potential for below ground remains is judged to be low.

<b>Biodiversity/Ecology</b>
<p><b>HRA – River Wye SAC/SSSI</b></p> <p>All foul water should be managed through connection to main sewer network. Confirmation that this is possible and also acceptable to Welsh Water is necessary. No direct discharge of any foul water outfall from any onsite treatment system in to any watercourse or culvert will be considered acceptable. All surface water will need to be managed on site through a Sustainable Drainage system (SuDS).</p> <p><b>Protected Species (in line with NPPF, NERC Act, Core Strategy LD1-3)</b></p> <p>Any demolition of existing building or structure or significant site clearance of vegetation will trigger a requirement for an Ecological Survey.</p>
<b>Open Space requirements</b>
<p>It is a small area, not overlooked as housing backs onto it and the only access is off Hampton Dene Road or through school playing fields therefore its use for informal recreation would potentially be minimal. The area does however have a lot of trees and vegetation providing an oasis for wildlife within the housing areas and this could be of value to both local residents and biodiversity.</p> <p>In accordance with NPPF paragraphs 73, 74 and 75 and Core strategy OS3 any loss of open space should be based upon robust up-to-date assessments of need. Although zoned as amenity green space as part of the open space assessment undertaken in 2006 (evidence base produced in accordance with the then national Planning Policy Guidance 17), it may be considered locally as more semi-natural in nature. The evidence for both amenity greenspace and semi-natural green space is still considered to be robust as little has changed. This assessment concluded that there is an over-supply of amenity greenspace but an under-supply of semi-natural greenspace in Hereford North.</p> <p>Although the evidence would support its loss as amenity greenspace, consultation with the local community would establish whether or not they value it either for informal recreation or as a semi natural open space. Its potential loss would need to be publicised locally and compensation considered.</p>
<b>Development Management</b>
<p>The aerial photo suggests the site is well vegetated and tree and ecology surveys would be a necessity.</p> <p>Highways will advise on the accessibility of the site. There are several junctions in close proximity and the relatively close frontage with Hampton Dene Road <i>may</i> have implications for the achievement of visibility splays.</p>
<b>Conclusion</b>
<p>The site is existing amenity greenspace which is generally flat land surrounded by residential, additional park land with St Paul’s School opposite. It is a small area, not overlooked as housing backs onto it and the only access is off Hampton Dene Road or through school playing fields therefore its use for informal recreation would potentially be minimal. The area does however have a lot of trees and vegetation providing an oasis for wildlife within the housing areas and this could be of value to both local residents and biodiversity. Ecological survey work may be required.</p> <p>There are no significant issues in relation to heritage assets which preclude development of the site but there are listed buildings and unregistered parkland in the vicinity which should be considered. Highways have no major concerns with regard to access but this is a considerably busy road at school travel time. An overall assessment of the acceptability with regard to highway network capacity will need to be carried out to assess the cumulative impacts for the network. As the site is quite overgrown there may be the potential for wildlife and biodiversity, therefore ecological surveys would be necessary to establish its value in this regard.</p> <p>The evidence for both amenity greenspace and semi-natural green space is still considered to be robust as little has changed. This assessment concluded that there is an over-supply of amenity greenspace but an under-supply of semi-natural greenspace in Hereford North. Although the evidence would support its loss as amenity greenspace, consultation with the local community would establish whether or not they value it either for informal recreation or as</p>

<p>a semi natural open space. Its loss would need compensation and this could be an improvement to the existing open space.</p> <p>The site does have potential and is considered a suitable Option Site.</p>			
Evidence of site availability	Yes	Information source	Council owned land
Suitable for employment land	No as this is a primarily a residential area with open space and a nearby school		