

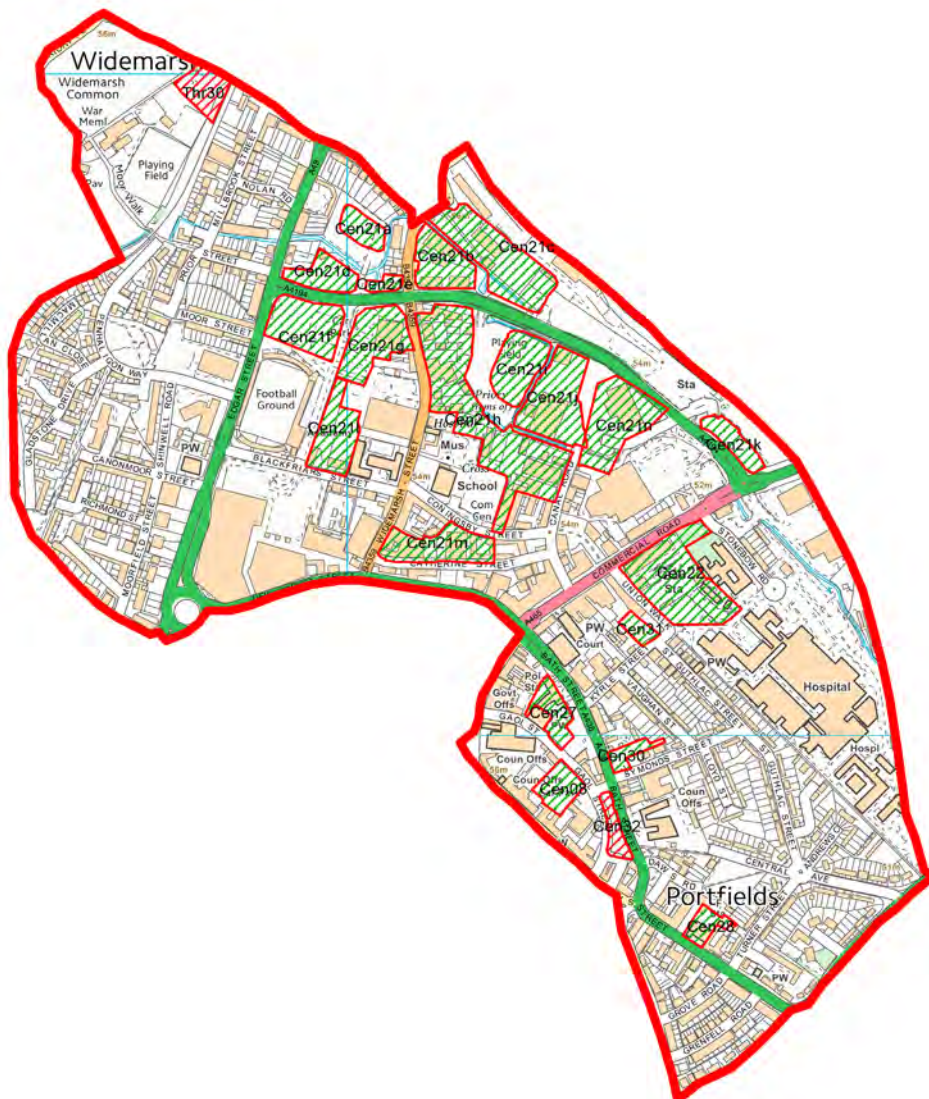
Herefordshire Local Plan

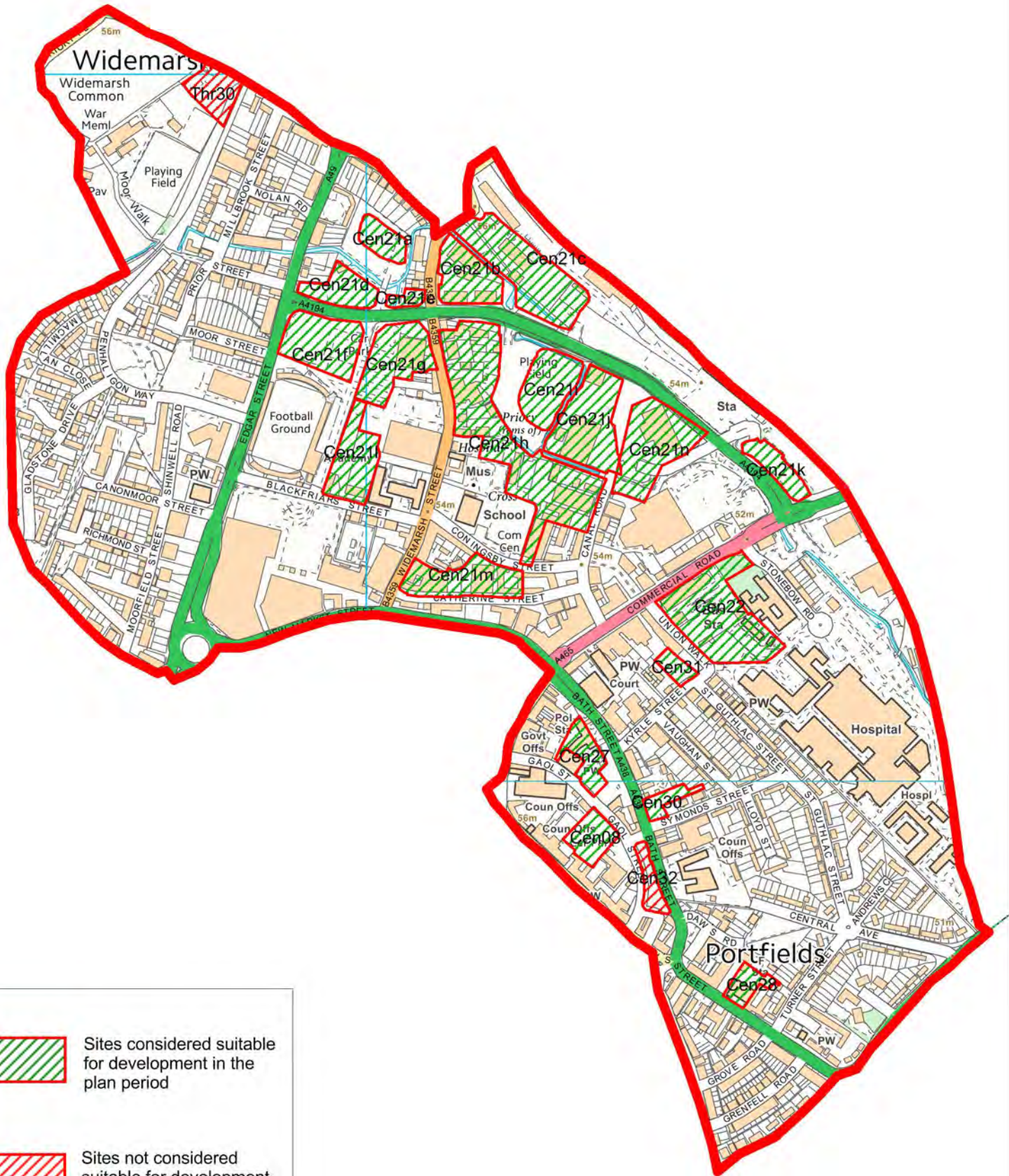
Hereford Area Plan

Housing and Employment Site Options Consultation

Technical Site Assessments - Central Hereford

August 2018





Sites considered suitable for development in the plan period



Sites not considered suitable for development in the plan period

Contents	Page
List of sites	1
Glossary	2
Map Legend	3








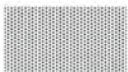
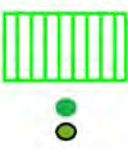











List of Sites (Technical Site Assessments)

Site Ref	Housing Site Address	Page
Cen08	Gaol Street Car Park	4
Cen21	Edgar Street Grid	8
Cen22	Land at Bus Station/Car park	12
Cen27	Police Station, Bath Street	15
Cen28	Fire Station, St Owen Street	18
Cen30	Land at Symonds Street	21
Cen31	Land adjacent to Union Walk car park	24
Cen32	Land between Bath Street and Gaol Street	27
Thr30	Former Sportsman Pub	30

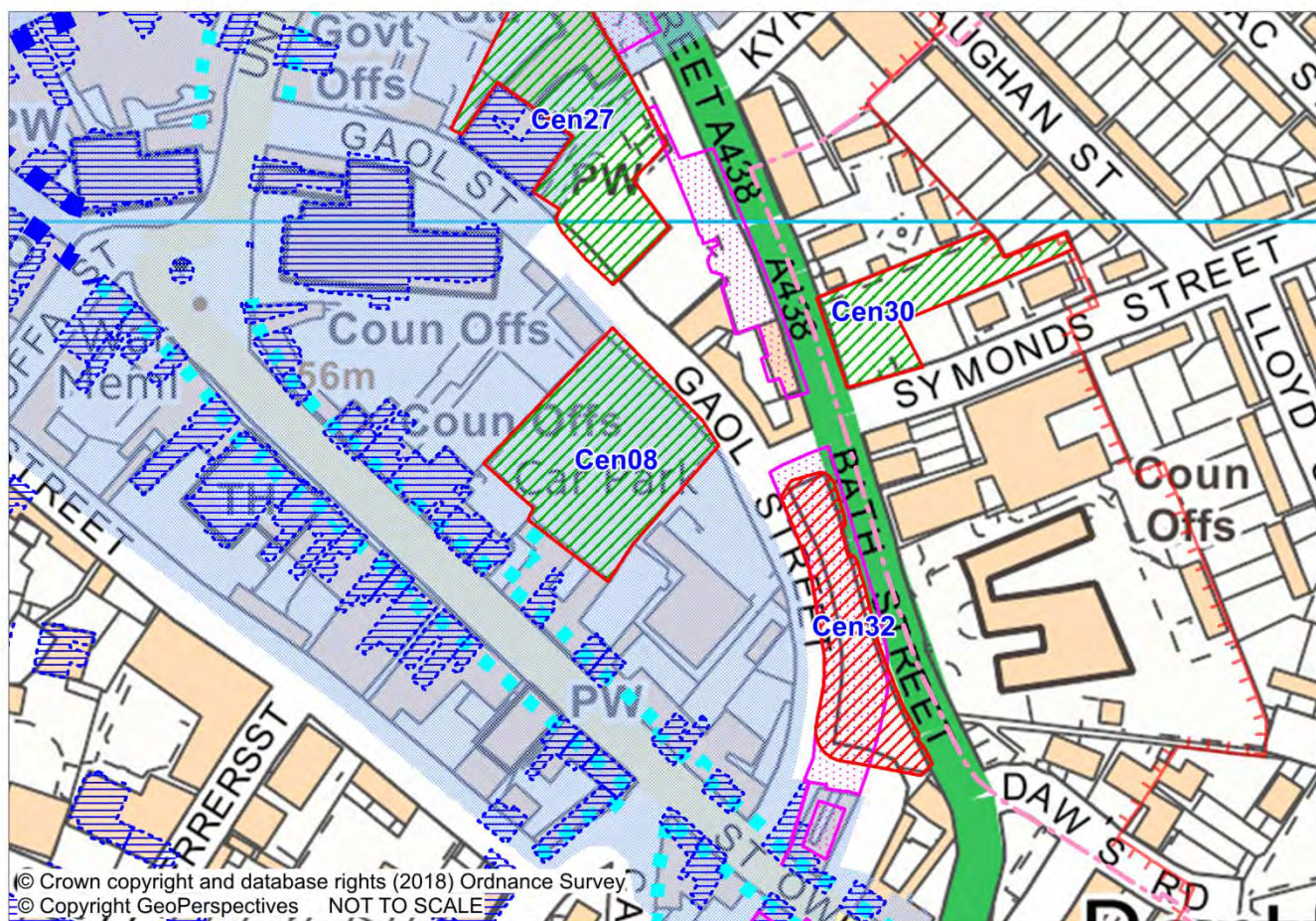
Glossary –HAP Site Options Housing and Employment August 2018

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
			
	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

Cen08



Site Details

Site ID	Cen08	Site Address	Gaol Street Car park, Gaol Street, Hereford, HR1 2HU		
Ward	Central	Site Area ha	0.35	Potential Capacity	25

Site Characteristics

Site Type	Brownfield	Current use	Car park		
Road front	Yes	Topography	Flat site		
Surrounding land uses	Mix of residential, commercial and health centre				
Description	Well defined boundaries with existing with buildings				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	LD4 Historic environment and heritage assets						
Environmental Designations covering the site.							
Listed Building	Yes	Conservation Area	Yes	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)

HC Highways comments
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Yes. City centre location. Pedestrian link to St Owens Street. Limited footway along Gaol Street would need improvement.
Access comments
Access could be provided to Gaol Street, as for the car park. A single point of access to a parking area to the rear or underneath would be preferred. Reduced car parking provision may be applicable, but that would be dependant on size and number of units proposed. Secure covered cycle storage should be provided.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Bath Street/Commercial Road/Blueschool Street/Newmarket Street has capacity issues in peak hours and through late afternoon. 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. Existing traffic generation of car park would be offset.
Site dependence on Hereford Transport Package
HTP may create more capacity on roads to the west, but possible downgrading of Blueschool Street may have implications.
Mitigation measures
Reduced car parking, cycle storage provision.
Highway site support
The car park (136 spaces) provides an important part of the overall car parking provision in Hereford city centre, being to the east of the centre and is well used. It also serves to provide car parking for the adjacent medical practices and dentists. The loss of car parking would need to be looked at overall with other sites and in conjunction with the council's car parking policy and review. Also residents with season tickets use the car parks overnight. If the loss of car parking was considered acceptable, then the site would be supported.

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

HC Conservation comments
Built conservation
Development possible – should respond to character of Conservation Area and setting of Listed Buildings, including views of Cathedral/All Saints/St Peters. Only high quality design which provides a positive contribution to the area would be permitted. The site offers the opportunity to help 'stitch' together part of the rather toothy nature of Herefords Townscape. With any major development proposals within the City, early engagement with the Council's planning and conservation teams is recommend, even prior to choosing an architect. The use of a design review panel would be a requirement of any project on the site. The site is situated within the Hereford Conservation Area – as such there is a statutorily desirable object for

preserving or enhancing the character and appearance of the area.

To the immediate South of the site there are several listed buildings, 25 & 27 St Owens Street, Wargrave House and the old YMCA (all G2) The Shirehall is a notable civic building by Smirke listed at G2* and former Police Station and Magistrates building is also of value in terms of its contribution architecturally as a Civic building. The setting of all these buildings together with the Cathedral, All Saints and St Peters would be key planning considerations.

Historically Gaol Street was called Grope Lane and was an area of medieval prostitution. Speeds Map of 1610 and Taylors Map of 1757 both show the area as being an open area of gardens etc. This is a pattern repeated later in map regression which raises a question in terms of how any new development should respond to the open-ness of the site. Whilst densification could be a positive thing in terms of townscape, and could mend the 'gap toothed' appearance of the rear of St Owens Street care needs to be taken in terms of the setting of historic buildings, building heights, and the layout of the building(s) on the site.

Archaeology

Challenging, but possible. May be suitable for a well-designed development with a high degree of public benefit, but not otherwise. Rigorous prior assessment and evaluation needed. This comparatively large site [for a central location] is at the heart of the designated AAI, and is in close proximity to a number of nationally important heritage assets. Particularly in this respect the city wall, the shire hall, St Peter's church, and the town hall. Also, given the location, there is the potential for extensive, significant, and at risk below ground archaeology.

However, for a variety of reasons the below ground issue might be rather less proportionately than in other central locations. Also, although the setting of the city wall is certainly an issue of sorts here, it is likely to be less of an issue than in some other central locations. The large ground area of this site means that it should be possible to accommodate some suitable development without recourse to especially high or overbearing buildings.

It would be essential in this location to base any proposals on the results of a detailed archaeological assessment and evaluation (NPPF Para 128), and a thorough process of pre-application discussions and design review.

Although the site *is* challenging, it may well be that an appropriate development opportunity and scheme will come forward here. A very good scheme might also provide a beneficial degree of 'enhancement', which would accord with The Council's policies more generally.

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

Whilst the car park cannot be said to benefit the character and appearance of the conservation area, it does allow for views across the site to a number of Hereford landmarks e.g. the Cathedral tower, Shire Hall, Town Hall and the spires of All Saints and St. Peters. The archaeological sensitivity is remarked upon already.

This being said, and subject to the wider car parking strategy meaning that the existing is surplus to requirements, there appears to be scope for a sensitive development in this location; with the obvious caveat that all other

technical matters are addressed.

Other Consultees to date

Historic England - Issues & Options Consultation 2017 comments:

Archaeologically sensitive area, has the potential for direct impacts on archaeological remains as well as the setting of Hereford city walls, ramparts and ditch SAM (UID: 1005528). Entire site is within the 'Hereford Area of Archaeological Importance'. Should be considered in heritage assessment.

To the rear of the site is the Grade II* Shire Hall former assembly rooms. There are many listed buildings in this area, and sensitive views of the Cathedral and spires of other listed churches. The site is in the conservation area and the curve of Gaol Street reflects the line of the city wall, the below ground remains of which are scheduled. The site occupies an area historically developed as burgage plots and gardens to the rear of the St Owen's street frontage. There is scope for sensitive development to enhance the character of the conservation area.

If development appropriate then it should be guided by the heritage sensitivities of the area ideally led by a Masterplan detailed development brief.

Conclusion

A city centre site with a mix of residential, commercial and health centre next door. Any proposal for the site should respond to the character of Conservation Area and setting of Listed Buildings, including views of Cathedral/All Saints/St Peters. Only high quality design which provides a positive contribution to the area would be possible.

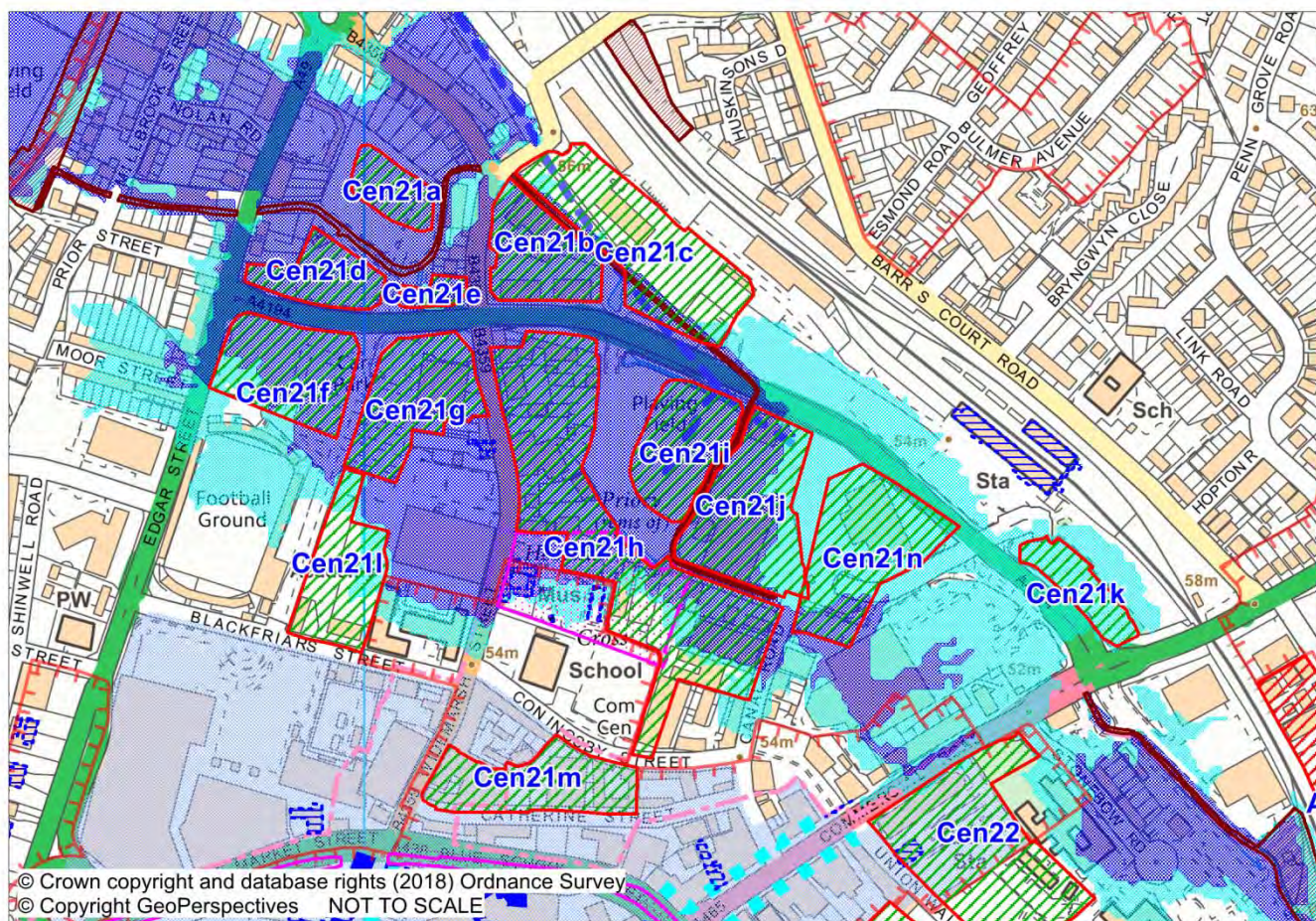
The site has major historic matters which will need addressing if the site should come forward. Nevertheless the technical views do not discourage a scheme from coming forward. A bespoke approach is however necessary to focus on the local historic references. Archaeological assessment and evaluation will be necessary. If the challenges that come with the site can be overcome the site does have potential to deliver development. At a density rate of 70 dwellings per hectare, this site could deliver 25 units.

However, similar to many city centre sites, there is a keen interest from other parties such as the NMITE (University), a site for a new multi storey car park is also sought after. A non-housing development would help to overcome the matter of developing the site for the public benefit rather than a more private housing use, which may be more fitting for this particular central site. Depending on how progress is made, it is uncertain whether this site will accommodate housing that will form part of the HAP.

Evidence of site availability	Yes	Information source	Council owned land
Suitable for employment land	No, this is a highly sensitive site unsuitable for employment land development.		

HAP Housing Site Options 2018

Cen21



Site Details

Site ID	Cen21	Site Address	Edgar Street Grid area, Hereford city centre, HR4 9JU		
Ward	Widemarsh	Site Area ha	11.16	Potential Capacity	300

Site Characteristics

Site Type	Brownfield	Current use	Residential, commercial, educational and new link road		
Road front	Yes	Topography	Generally flat		
Surrounding land uses	Land use is predominately residential and commercial				
Description	A large area of land identified in the Core Strategy for residential development. The city link road opened in Dec 2017 runs through the area.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	HD2, LD1-3,						
Environmental Designations covering the site.							
Listed Building	Yes	Conservation Area	Yes	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 connectivity and access to transport modes. Close to city centre Cycleway along link road.
Access comments
Access to various development areas adjacent to the link road were provided from the link road at the time of construction. Other plots will need to be assessed individually at the time they come forward.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Not on the link road itself, but on Commercial Road and A49 Edgar Street. An initial estimate of traffic generation for the various plots was included in the Transport Assessment for the link road itself (CE092576/F).
Site dependence on Hereford Transport Package
An update to the link road TA or new VISSIM traffic model (when available) is necessary to update the traffic generation and background traffic. HTP may increase network capacity along A49 corridor.
Mitigation measures
May not be any mitigation necessary. Dependant upon impact.
Highway site support
Reduced car parking provision may be appropriate for some of the sites. Secure covered cycle parking should be provided. Cen 21b could have access onto Widemarsh Street as at present but would need to avoid central island.

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

HC Conservation comments
Built conservation
Whilst there is no statutory protection of the setting of Conservation Areas, there is precedent which allows the setting to be protected. Those sites outside the Conservation Area would need to consider the impact upon the setting of the Conservation Area. For those sites within the Conservation Area boundary, the statutorily desirable object of preserving and enhancing the character of the conservation area would be a key planning consideration. Any demolitions would be considered under s.138 of the NPPF (which refers to either s.133 or 134, either substantial or less than substantial harm). The setting of listed buildings within the centre of the city would need to be considered, in particular All Saints, St Peters and the Cathedral. Area Cen21f would be a key area where views would potentially be a design constraint. In terms of the Conservation Area and the Blackfriars/Coningsby Hospital sites especially, improving North South permeability would be key requirement of any development. This would enable the beneficial use of the Blackfriars site and better functionality of the townscape in the Coningsby/Catherine Street area. The canal corridor should be considered in terms of Cen 21c. For sites Cen21N & Cen21K the setting of the grade 2 Railway Station would be a key consideration as well as the setting of the Aylestone Hill Conservation Area.

For any major development in the area early engagement is encouraged with Planning and Conservation Teams for advice, even prior to the appointment of an architect. The use of a design review panel would be required.

Archaeology

Generally suitable, although some limited locations may be constrained. This 'ESG' area has been the subject of numerous very detailed studies over the last decade or so, and the typically *moderate* historic environment issues here are very well understood. Therefore, there is in my view no need for any further (desk based) assessments. In general, there is also no general need for any further field evaluations, except where relating to Blackfriars SAM.

This SAM (i.e. the remains and associated precinct of Blackfriars medieval friary and Coningsby hospital) forms the central hub of the ESG area. It is at once a constraint and an opportunity. Clearly, the scheduled parts of this nationally important heritage asset, and to some extent its immediate environs, are very problematic for development. Historic England will need to be consulted promptly and in detail in regard to proposals here.

However, given the ongoing serious issues of decay, vandalism etc. within the scheduled site, there would I think be good justification for some suitable enabling development around the margins, in order to achieve appropriate enhancement. Careful design here might well provide significant public benefits, both in regard to the historic environment, and indeed more generally.

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

Overall approach to this area for further assessment.

Development Management

The ability to develop the remainder of the site will be informed by flood management work etc.

Other Consultees to date

Historic England - Issues & Options Consultation 2017 comments:

Archaeologically sensitive area has the potential for direct impacts on designated and undesignated archaeology as well as setting impacts. Some of site falls within 'Hereford Area of Archaeological Importance' (https://www.herefordshire.gov.uk/downloads/file/1437/hereford_area_of_archaeological_importance_mappdf) as designated under 1979 Act. Blackfriars Friary, preaching cross and cemetery, and hospital and chapel of St John in Hereford SAM (UID: 1010797) is at the centre of this area.

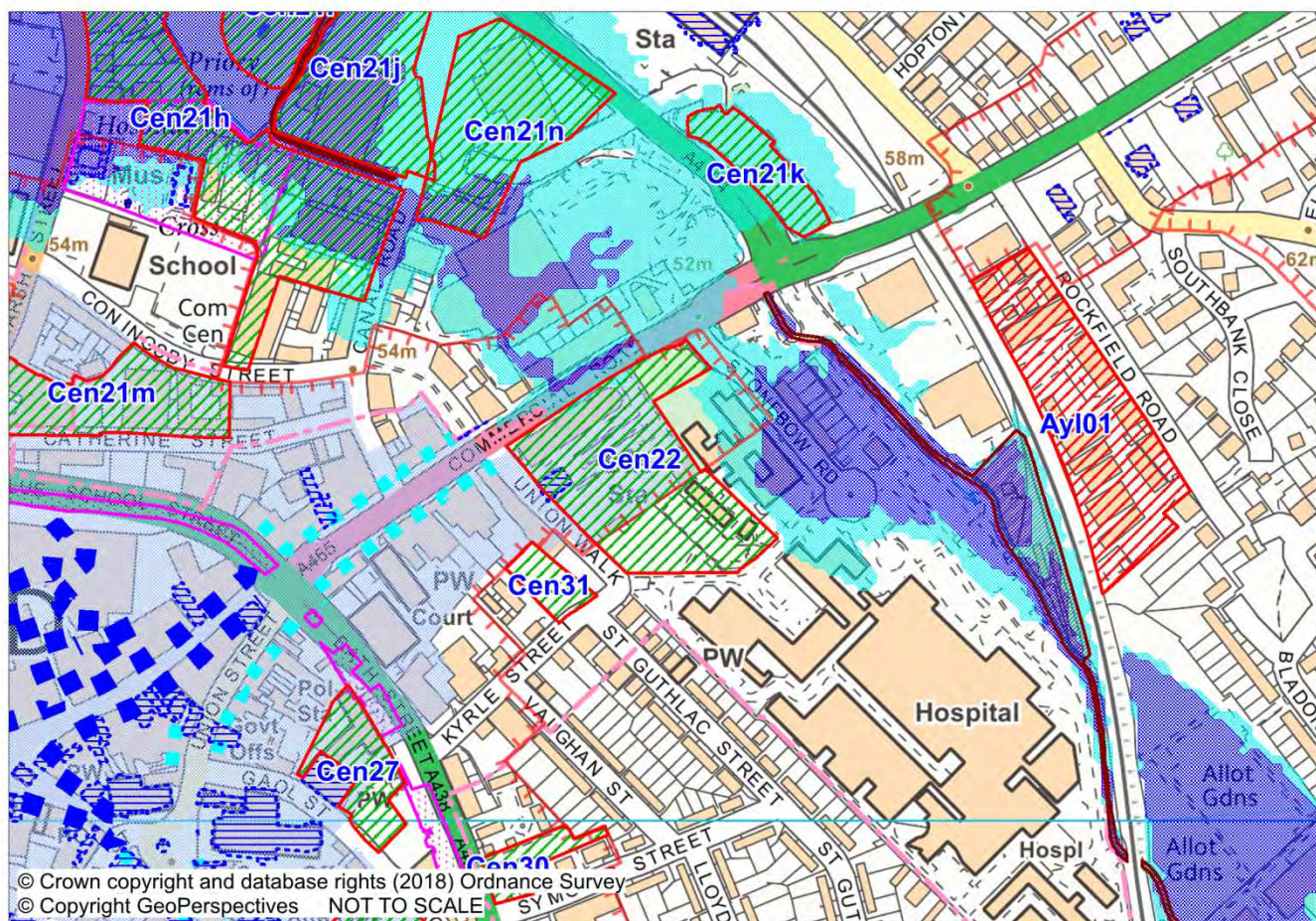
The site is adjacent to the Conservation Area and could have a substantial impact on its setting and has a number of listed buildings that could be affected. There are opportunities for enhancement.

If development is appropriate then it should be guided by the heritage sensitivities of the area ideally led by a Masterplan detailed development brief.

Planning History		
App Number	Proposal	Decision
161446	51 new build apartments and one building for A1, A3 or A5 retail use	Approved with conditions
174776	Proposed 65 bedroom hotel with ancillary restaurant, car park	Approved with conditions
152487	Proposed Community Fire and Police Station	No decision yet

Conclusion			
<p>ESG is a large tract of land in the city centre covering approximately 11 hectares. The site is identified in the Core Strategy Policy HD2 as an area for regeneration of mixed use developments capable of accommodating 800 dwellings.</p> <p>The area is at a high risk of flooding and further work is being carried out to understand what the issues are as well as what mitigation measures could be used. The canal route also needs to be considered in any plans for the area. There is a Conservation area, Area of Archaeological Importance (AAI), Scheduled Ancient Monument in the Blackfriars/ Coningsby Hospital in the Cen21h and nearby area. There are also some listed buildings in the general area such as the railway station and Coningsby Hospital as well as the wider city centre buildings of All Saints, St Peters and the Cathedral area. Whilst some of these heritage assets are within the area identified for growth, the assets in the wider area which may be impacted upon will also need to be taken into consideration.</p> <p>The opening of the link road in December 2017, has released opportunities for growth in this area. NIMTE (the University) is considering parts of the area for potential faculty buildings and student accommodation. There is also the application for the blue light services to relocate here, therefore there will be a mixture of uses across the site so it will not solely deliver housing. The sites here have capacity to accommodate some, but not all of the 800 dwellings and estimates for housing capacity are approximate.</p>			
Evidence of site availability	Not for all sites	Information source	HELAA/Core Strategy
Suitable for employment land	There may be some scope for small scale employment uses.		

Cen22



Site Details

Site ID	Cen22	Site Address	Herefordshire County Bus Station, Commercial Road, Hereford, Herefordshire, HR1 2BL		
Ward	Central	Site Area ha	1.46	Potential Capacity	90

Site Characteristics

Site Type	Brownfield	Current use	bus station, car parking, church, restaurant		
Road front	Yes	Topography	Flat site		
Surrounding land uses	Mainly hospital land, Listed building within site (former Governor's House)				
Description	Well defined boundaries with high and lower level wall both within the site and on boundary lines. Currently a well-used car park, bus station, restaurant and church.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	LD1 - LD4, HD2						
Environmental Designations covering the site.							
Listed Building	Yes	Conservation Area	Yes	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	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 connectivity to Commercial Road, bus and train stations.
Access comments
Access would need to be broadly as currently exists with a one way in from Commercial Road and out via Union Walk. Possible secondary access in from Union Walk as at present but dependent upon layout.
Local network comments
<i>Any capacity concerns on this section of the network?</i> The network impact may 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. Dependent upon moving the bus station to the proposed transport hub at train station. HTP may create additional capacity on the network. Transport Assessment would be required to assess impact of the development.
Mitigation measures
HTP. Reduced parking provision may be appropriate in this location, depending on size and numbers of units. Secure covered cycle storage should be provided.
Highway site support
The car park provides an important part of the overall car parking provision in Hereford, being to the east of the city centre and is very well used. It also serves to provide overflow car parking for the hospital. The loss of car parking would need to be looked at overall with other sites and in conjunction with the council's car parking policy review. Also residents with season tickets can use the car parks overnight. If the loss of car parking was considered acceptable, then site would be supported.

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

HC Conservation comments
Built conservation
The site is situated within the Hereford Conservation Area on the site of the former Hereford Gaol, of which the Governor's house remains and is a listed building. In terms of development on the site there should be consideration of the history of the site, the street frontage to Union Walk and Commercial Road, the setting of the Listed Building and relationship to the area fronting Commercial Road. The height, design and massing of any buildings should respond positively to both immediate and wider context due to the site's position within a Conservation Area. NPPF policy 138 may apply with regards demolition of buildings in the conservation area and any proposals for new buildings should seek to enhance the character and appearance of the area.
Archaeology
May be suitable, but is likely to be challenging, and will need full prior assessment/evaluation. This site is within the designated Hereford Area of Archaeological Importance, and has links to a number of buried heritage assets of significance. The site may contain remains associated with the former county gaol here, and the lost medieval priory of St Guthlac. There are also other potential issues relating e.g. to the slight possibility of human remains being present, and the historical significance of the wall that forms the southern boundary to the site.

On the other hand, current research suggests that Priory remains of significance are perhaps unlikely to be within the site area itself and that the majority of the site will have been subject to an appreciable amount of comparatively recent disturbance, lessening its archaeological potential. Therefore, in summary, subject to acceptable assessment and field evaluation reports provided under NPPF Para 128, it may be that the site will be suitable from an archaeological point of view. If development does proceed here, potentially extensive archaeological recording or other measures may be required as mitigation.

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

Whilst mindful of the Conservation Area and other heritage constraints, redevelopment of the bus station and car park (subject of course to the necessary assessment by others of car parking strategy), redevelopment would be acceptable in principle.

Other Consultees to date

Historic England - Issues & Options Consultation 2017 comments:

Archaeologically sensitive area, has the potential for direct impacts on archaeological remains. Entire site is within the 'Hereford Area of Archaeological Importance'. Should be considered in heritage assessment to assess if development is appropriate/ sustainable.

Conclusion

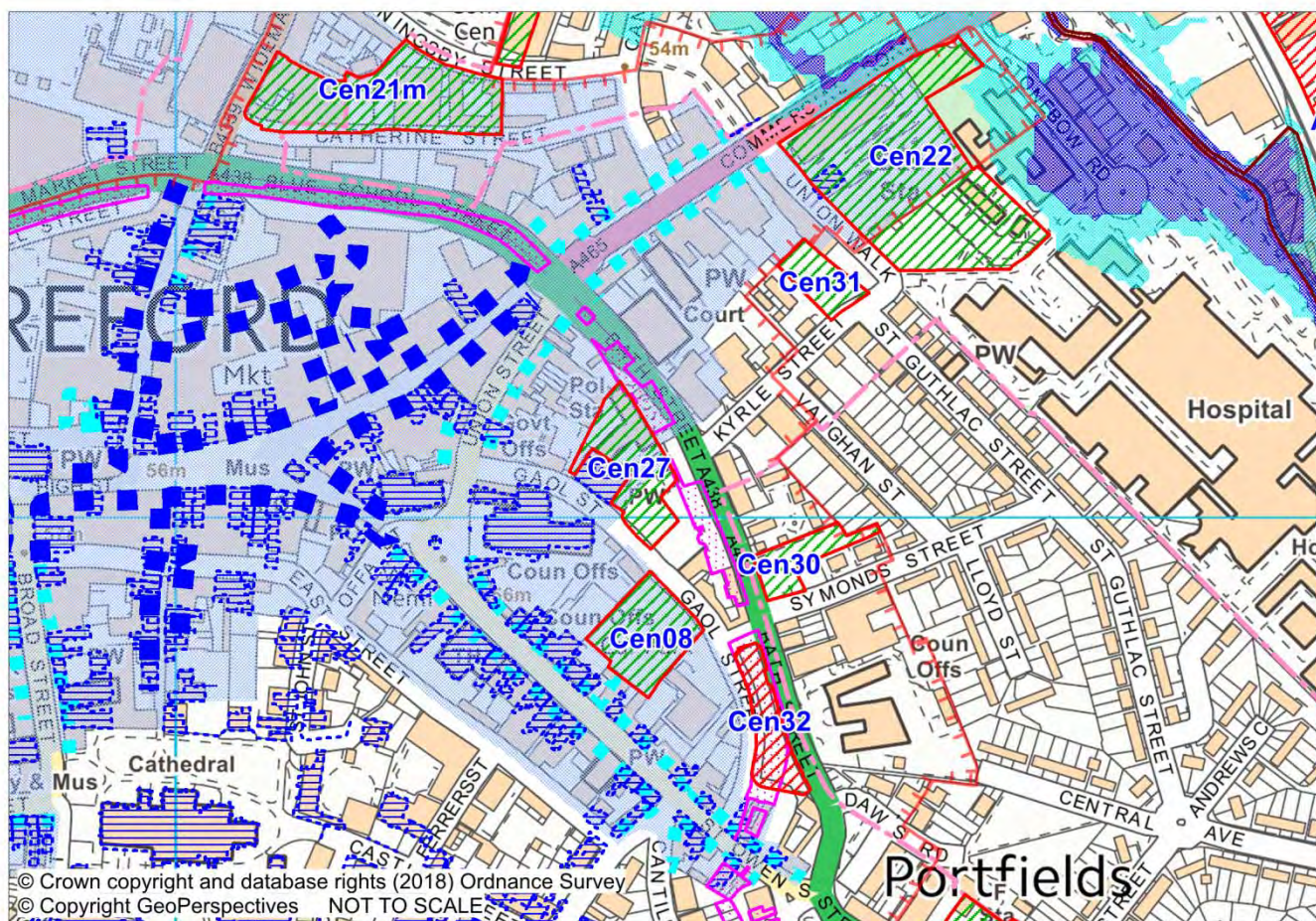
This urban site has a variety of uses including the current bus station, car park, church, restaurant and part garden area of the hospital grounds. There is the former Governor's House which is a listed building within site. The majority of the site is situated in a conservation area. This site is also within the designated Hereford Area of Archaeological Importance, and has links to a number of buried heritage assets of significance. The surrounding land use is mainly hospital land. Other uses on adjoining roads are mixed including a service station, public house, takeaways, retail and residential.

This is a sensitive site in terms of archaeology and therefore field evaluation would be necessary. In terms of highways the site is acceptable if current one way access is retained but would be subject to a Transport Assessment. A replacement bus station would need to be identified if this site is lost.

If all of the above can be addressed and in particular the archaeology value, then the site could have potential to accommodate a sensitive development that responds to the historic nature of the area. There may be a restrictive covenant on the site and the same will need to be investigated.

Evidence of site availability	Yes/part	Information source	Multiple owners including Council
Suitable for employment land	No, as this is an urban site.		

Cen27



Site Details

Site ID	Cen27	Site Address	West Mercia Police Station, Bath Street, Hereford, HR1 2HT		
Ward	Central	Site Area ha	0.35	Potential Capacity	25

Site Characteristics

Site Type	Brownfield	Current use	Police station		
Road front	Yes	Topography	Flat urban site		
Surrounding land uses	Mixed uses, Restaurant (A3), Listed church, Business centre opposite, car park				
Description	The Police Station is a large building within the Central Conservation Area and immediately adjacent the City Walls SAM. The site is also within the Area of Archaeological Importance.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	LD3, LD4, HD2						
Environmental Designations covering the site.							
Listed Building	Yes	Conservation Area	Yes	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)

HC Highways comments
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Yes. City centre location, close to facilities, bus and train stations.
Access comments
Access would be achievable from Gaol Street as at present. Access to Bath Street not considered acceptable. Parking should be to suit Gaol Street access or underneath dwelling. Reduced parking provision may be appropriate subject to number and size of units. Secure covered cycle storage should be provided.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Yes, Bath Street/Commercial Road/ Blueschool Street/Newmarket Street congested at peak hours and late afternoon. Current use would need to be offset in a Transport Assessment.
Site dependence on Hereford Transport Package
HTP may provide additional capacity on the network but possible downgrading of Blueschool Street may have implications.
Mitigation measures
Reduced parking provision. Cycle storage.
Highway site support
Provided network capacity exists, would support development of the site. Perhaps combine with Bastion Mews for which various attempts at development have been made but issues with such a confined site.

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

HC further comments
Built conservation
The site is situated within the Hereford Conservation Area. Development on the site is not precluded on matters related to built heritage however any proposal should preserve or enhance the character and appearance of the Conservation area. As the decision making body for SAM consent it is recommended that Historic England are consulted relating to the SAM to the north east of the site and that the Council's Planning Archaeologist is consulted with regards below ground archaeology. It is felt that the area of the ditch should not be developed in order to retain an understanding of the morphology of the site. The area of the wall and the ground to the SW of this would be supported for appropriate development.
Archaeology
Unlikely to be suitable, except through an agreed design solution of very high quality. This site (and more detail should be provided as to its <i>exact</i> boundaries) is an exceptionally sensitive site archaeologically. Fully within the designated Hereford Area of Archaeological Importance, it also directly abuts the nationally important city walls SAM. Depending on how the precise boundaries are drawn, and what a proposal might entail, the site might also be regarded as partly <i>within</i> the SAM. There would normally be a strong presumption against development here, and scheduled monument consent might additionally be required. However, it is noted that there are already a number of buildings of low merit already on site, buildings which might possibly be subject to appropriate refurbishment / replacement. No assumptions of acceptability should be

made, and it is emphasised that such refurbishment / replacement would need absolutely to a) to result in a commensurate or preferably lesser impact than the buildings currently there, b) provide substantial and demonstrable public benefits /enhancement, and c) be informed and mitigated by a full process of assessment, evaluation, design, and recording. This process in itself would be expensive, intrinsically so.

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

The existing building, whilst functional, does not contribute to either the character or appearance of the Conservation Area. If a suitable replacement site for the police station could be found, there would be a lot to commend conversion of the site in a manner that might better reveal the historic significance of the location.

Development of this site would represent the re-use of previously developed land in a highly sustainable location, subject to overcoming constraints.

Conclusion

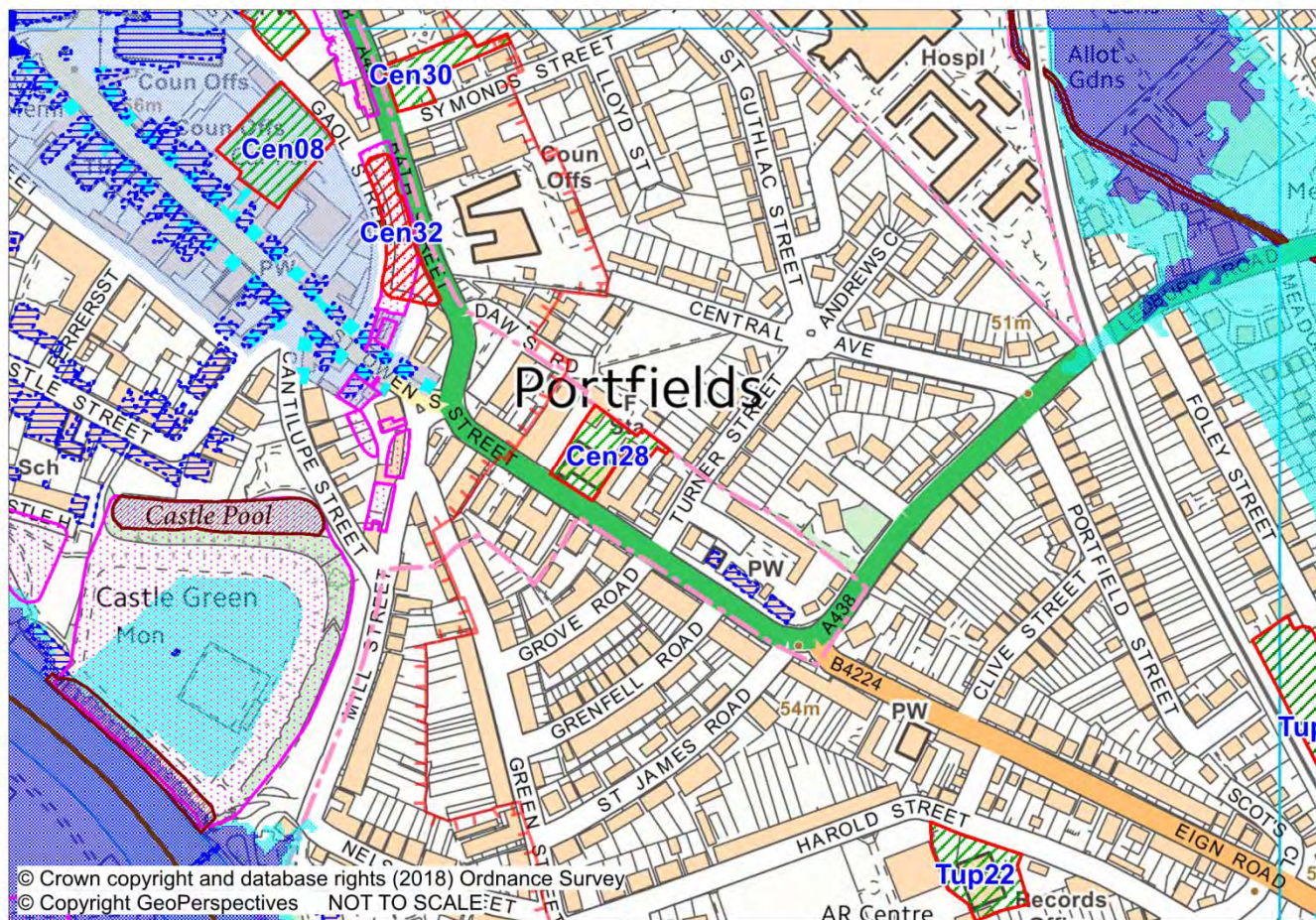
This is the site of the existing Police Station which is seeking to relocate. The surrounding area is mixed uses, with a restaurant (A3), Listed church, Berrows Business Centre opposite and a private car park adjacent. It is a large building within the Central Conservation Area and immediately adjacent the City Walls SAM. The site is also within the Area of Archaeological Importance. It is an exceptionally sensitive site archaeologically. A very sensitively designed conversion may be more suitable than a redevelopment. No assumptions of acceptability should be made, and it is emphasised that such refurbishment / replacement would need absolutely to

- a) result in a commensurate or preferably lesser impact than the buildings currently there,
- b) provide substantial and demonstrable public benefits /enhancement, and
- c) be informed and mitigated by a full process of assessment, evaluation, design, and recording. This process in itself would be expensive.

Access to the site is recommended via Gaol Street. Subject to overcoming the above stipulations which could have a bearing on site viability then the site could be suitable.

Evidence of site availability	Yes	Information source	Planning application (relocation)
Suitable for employment land	No, this is an urban site		

Cen28



Site Details

Site ID	Cen28	Site Address	Fire Station, 101-107 St Owen's St, Hereford, HR1 2JW		
Ward	Central	Site Area ha	0.22	Potential Capacity	15

Site Characteristics

Site Type	Other Brownfield	Current use	Fire station		
Road front	Yes	Topography	flat urban site		
Surrounding land uses	Garage and residential adjacent to the site, public house opposite.				
Description	Current use as a fire station				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		SC1, LD4					
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	Yes	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	No		

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. Close to city centre location and bus stops.
Access comments
Existing access onto St Owen Street could be amended to serve the development. Rear access is narrow but could potentially be used for some of the development or for pedestrian/cycle access.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Some capacity issues in the peak hours/late afternoon in the vicinity. Existing use would be offset in Transport Statement/Assessment.
Site dependence on Hereford Transport Package
HTP may provide additional capacity. Downgrading of Blueschool Street may have an adverse effect.
Mitigation measures
Secure cycle storage provision. Reduced car parking provision.
Highway site support
Subject to network capacity, development of the site would be supported.

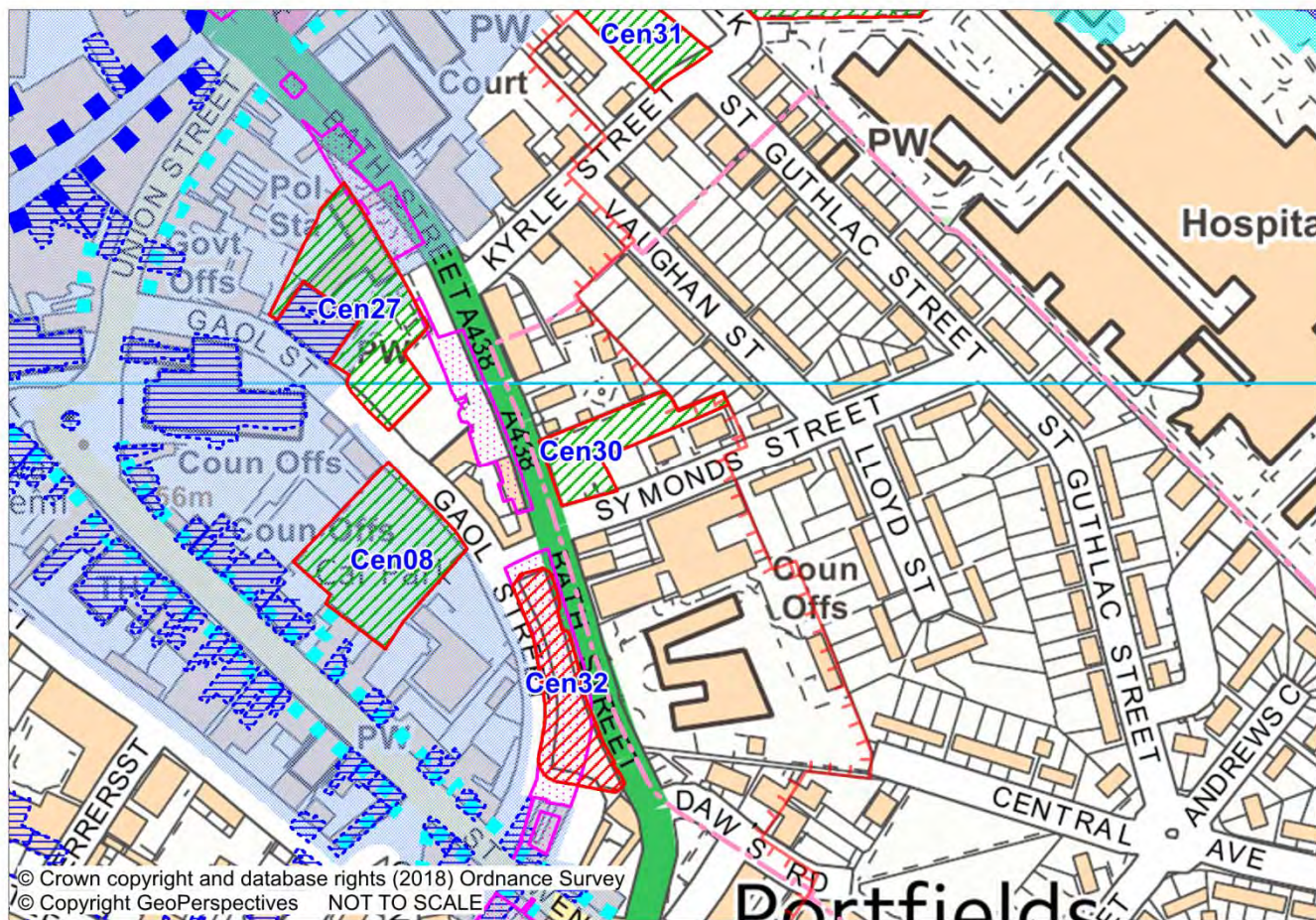
HC Landscape comments
<i>Not assessed</i>

HC Conservation comments
Built conservation
The site is on the outer edge of the Hereford Conservation Area. Any proposed development should consider the impact upon the setting of the conservation area and respond to the immediate context in a positive way.
Archaeology
Likely to be suitable. Although this brownfield site is - just - within the designated AAI, current information (which is likely in this case to be reliable) suggests that it has only moderate potential for archaeological finds of substance. Accordingly, reasonable proposals here are likely to be supportable under NPPF Para 141 and Core Strategy LD4. There may be a need for some limited archaeological recording as mitigation.
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
On the assumption that relocation is feasible there would be no objection in principle to the allocation of this site for residential redevelopment within the HAP.

Conclusion			
<p>This site is the current fire station for Hereford but the service is looking to relocate making the site available for other uses. The site mainly comprises of buildings and its environs are primarily residential including an adjacent garage and a public house opposite. Access to the site is possible via St Owen’s Street for vehicles and the rear of the site for non-vehicle use.</p> <p>Although the site is located within the designated Area of Archaeological Importance, current information suggests that it has only moderate potential for archaeological finds. There may be a need for some limited archaeological recording as mitigation, but this should not prevent the site coming forward. The conservation area is nearby and any proposed development should consider the impact upon the setting of the conservation area and respond to the immediate context in a positive way.</p> <p>If a suitable site for a new fire station can be found then this site could be suitable for redevelopment.</p>			
Evidence of site availability	Yes	Information source	Planning application (relocation)
Suitable for employment land	No as this is mainly a residential area.		

Cen30



Site Details

Site ID	Cen30	Site Address	Venns Close Car Park, Symonds Street, Hereford, HR1 2HA		
Ward	Central	Site Area ha	0.17	Potential Capacity	12

Site Characteristics

Site Type	Other Brownfield	Current use	Public car park		
Road front	Yes	Topography	flat site		
Surrounding land uses	City Walls SAM opposite to W, Venns Close mews to N, St Owens Centre to S, suburban interwar housing to NE and E				
Description	Flat surface car park in city centre The site is within the Conservation Area. The City Walls SAM lies opposite. It is the most conspicuous gap in built frontage between the junction of Bath Street with Commercial Road and the Council's former offices on Bath Street.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		LD4 (Conservation Area)					
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	Yes	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	No		

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. Close to city centre location and all facilities and very accessible.
Access comments
Access would be to Symonds Street. Due to the shape of the site and projection behind the adjacent building, an awkward site to develop unless that building is included in the site. A single point of access to a parking area to the rear or underneath would be preferred. Reduced car parking provision may be applicable, but that would be dependant on size and number of units proposed. Secure covered cycle storage should be provided.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Bath Street/Commercial Road/Blueschool Street/Newmarket Street has capacity issues in peak hours and through late afternoon. 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. Existing traffic generation of car park would be offset.
Site dependence on Hereford Transport Package
HTP may create more capacity on roads to the west, but possible downgrading of Blueschool Street may have implications.
Mitigation measures
Reduced car parking, secure covered cycle storage provision.
Highway site support
The loss of car parking would need to be looked at overall with other sites and in conjunction with the council's car parking policy and review. Also residents use the car parks overnight. If the loss of car parking was considered acceptable, then the site would be supported.

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

HC Conservation comments
Built conservation
Development is not precluded on grounds of built Heritage Assets. However any development should preserve or enhance the character and appearance of the conservation area.
Archaeology
May possibly be suitable, subject to good quality design, and acceptable assessment and evaluation under NPPF Para 128. Although just outside the designated AAI and City Walls SAM, this is still a sensitive site, and there may be some appreciable challenges as regards any wholesale development. It would be particularly important here to avoid undue harm to the setting of the SAM, and to avoid the creation of a new, visually damaging Bath Street

'canyon' between this site and the existing flats off Gaol Street. On balance, with careful design (which may include some loss of land on the frontage to provide a suitable buffer) it should be possible to arrive at an appropriate solution.

As regards the potential issue of previously undiscovered *below ground* archaeology, this site is – given its location – perhaps of lesser potential than other city centre sites, although there is still an appreciable risk of significant remains being present. There is a good case here for undertaking some early field evaluation to give an initial heads up in this respect. If the potential for below-ground remains was demonstrated to actually be quite low, then a relatively straightforward avenue to some development might thereby be opened.

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

A sensitive development of a scale that reflects Venns Close, rather than the four storey apartments to the west, would be acceptable here. As with other city centre/edge of centre car parking sites (Gaol Street and Bus Station to name two), consideration will have to be had to the loss of provision.

Conclusion

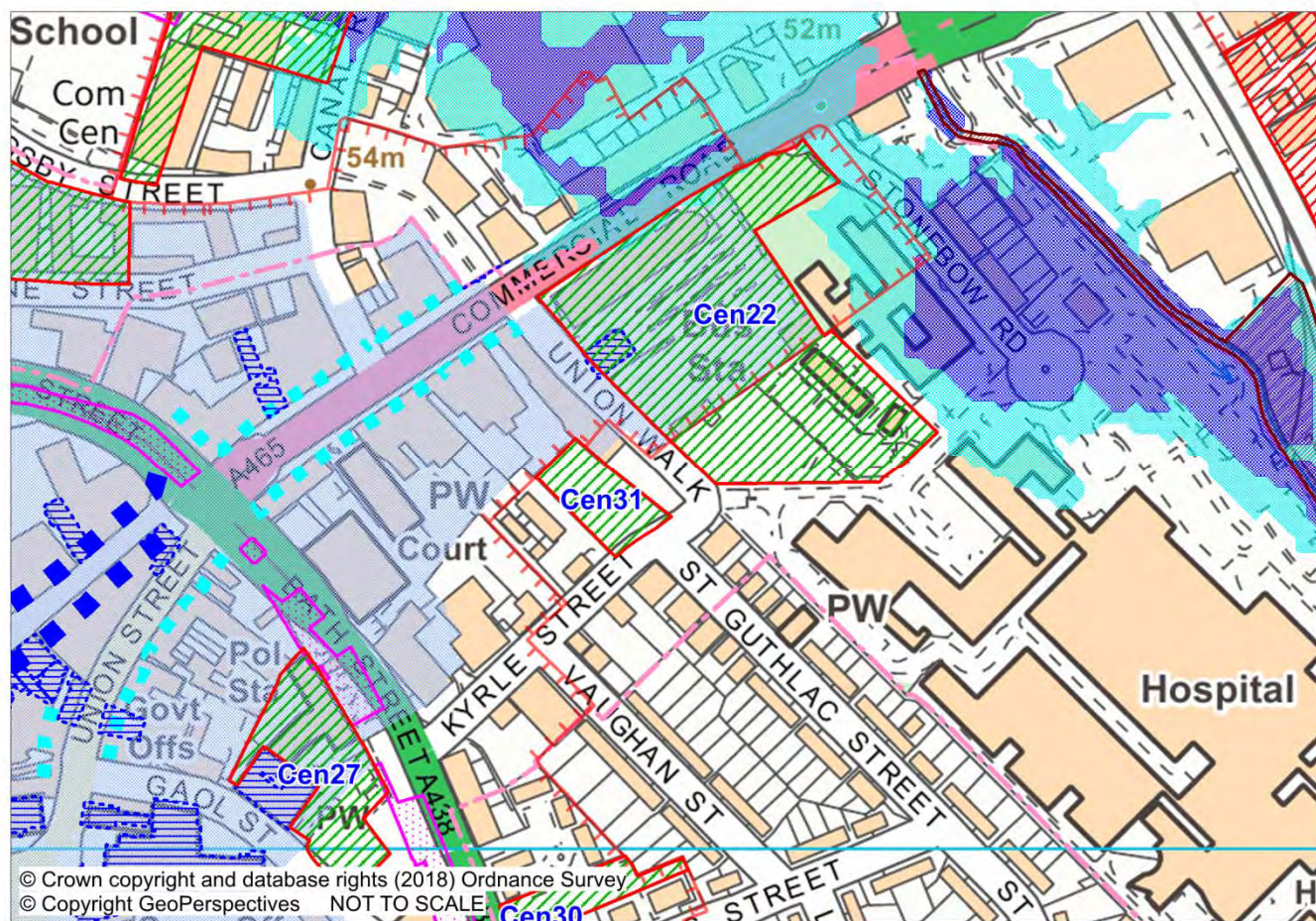
The site is a flat public car park. It is situated within the Conservation area. The City Walls Scheduled Ancient Monument (SAM) lies opposite to the west. There are two educational related buildings in use close to the site fronting on to Symonds Street. Venns Close mews is situated to north which has particular architectural interest (chimney pots) from the Arts & Craft era, St Owens Centre to south, suburban interwar housing to north east and east. To the west, on the opposite side of Bath Street, is the apartment development attached to the John Haider (Venn) building.

Although just outside the designated AAI and City Walls SAM, this is still a sensitive site, and there may be some appreciable challenges as regards any development. It would be particularly important here to avoid undue harm to the setting of the SAM, and to avoid the creation of a new, visually damaging Bath Street 'canyon' between this site and the existing flats off Gaol Street.

The site has potential for significant archaeological remains and would only be acceptable if evaluation work was undertaken to assess this possibility. A sensitive development of the site could be acceptable if all investigations are carried out to ascertain the site's historical value. Loss of the car park would also need to be acceptable to the car parking strategy for the city.

Evidence of site availability	Yes	Information source	Council owned land
Suitable for employment land	No		

Cen31



Site Details

Site ID	Cen31	Site Address	Land adjacent to Union Walk Car Park, Kyrle St, Hereford, HR1 2EP		
Ward	Central	Site Area ha	0.15	Potential Capacity	10

Site Characteristics

Site Type	Other Brownfield	Current use	Car park		
Road front	Yes	Topography	flat		
Surrounding land uses	Residential and private car park adjacent to the site. Potential only if combined with carpark adjacent.				
Description	This site is a small car park bound to the SW by a larger car park. The site is adjacent the Conservation Area and within the Area of Archaeological Importance.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	LD3, LD4, adjacent to Conservation area						
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. Close to city centre location.
Access comments
Access could be achieved onto Union Walk/Kyrle Street to suit development. Reduced car parking provision may be appropriate, depending upon numbers and size of units. Secure covered cycle parking should be provided.
Local network comments
<i>Any capacity concerns on this section of the network?</i> There are capacity concerns in the area at peak times but existing car park use would be offset in comparing network impact.
Site dependence on Hereford Transport Package
Probably not as brownfield site.
Highway site support
Subject to satisfactory transport comparison, site would be supported. Loss of car parking needs to be considered overall with other potential car park losses.

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

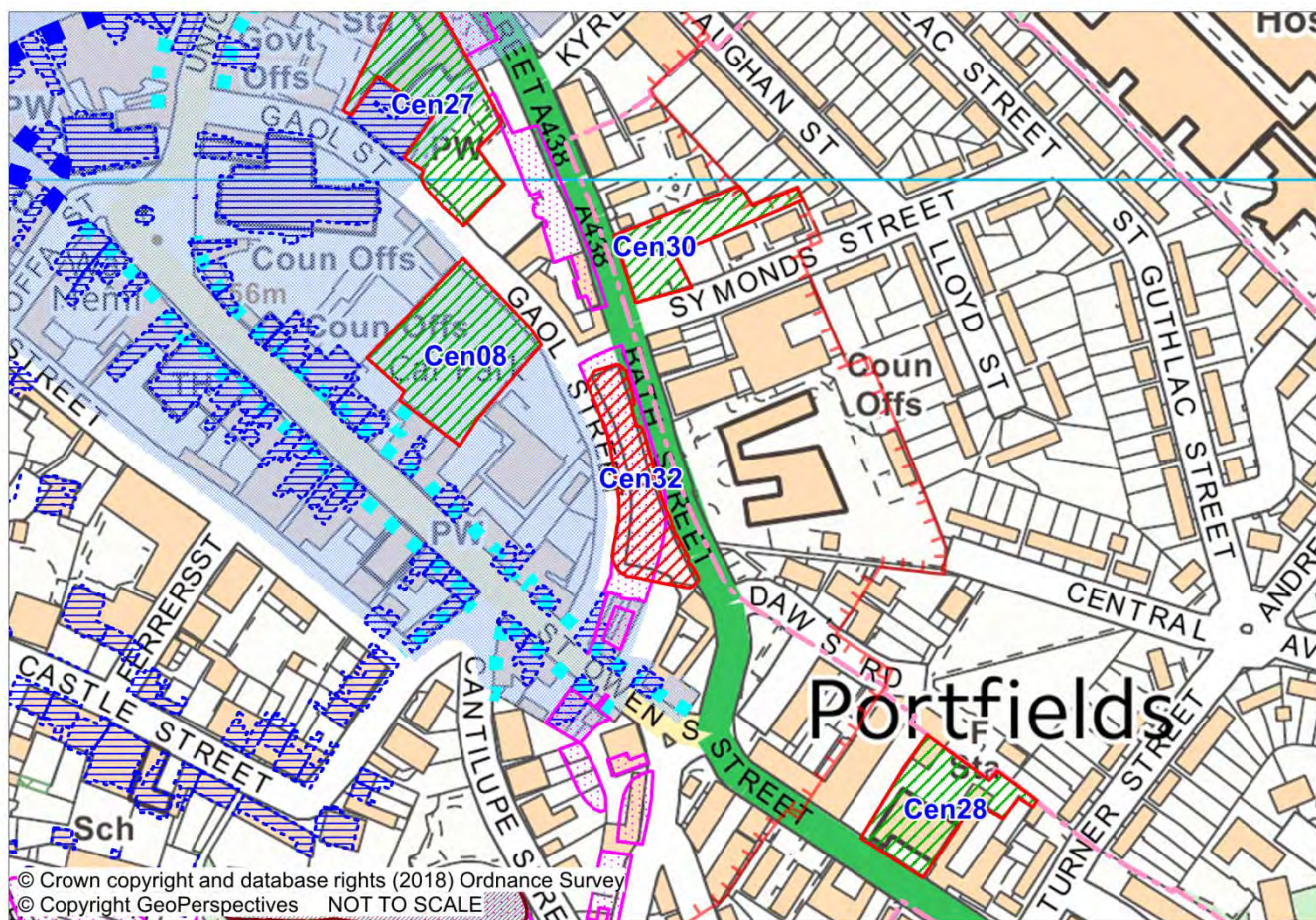
HC Conservation comments
Built conservation
The site is on the edge of the Hereford Conservation Area. This would be a consideration for any application. Any proposed development should preserve or enhance the character and appearance of the Conservation Area.
Archaeology
May be suitable, subject to acceptable assessment and field evaluation under NPPF Para 128. This fair - sized site is within the designated AAI, and may potentially have a link with the lost medieval monastic site of St Guthlac's (generally thought however to be located further to the east). There would appear to be no real above ground issues of substance, but there are some risks of below ground remains of interest being present in parts 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
<i>For assessment if appropriate</i>

Development Management
Parking strategy permitting, development of this site would be acceptable in principle. It appears, however, that it would be very difficult to deliver significant numbers on this site in isolation and it should be established whether the adjoining landowner would be prepared to bring forward their car park simultaneously in order that a more workable parcel can be delivered. However, car parking might be the more attractive long-term revenue stream.

Conclusion
<p>This site is a small privately owned car park with a very small council owned car park next door. The surrounding land uses are mainly residential with the hospital land close by.</p> <p>This site is within the designated AAI, and may potentially have a link with the lost medieval monastic site of St Guthlac's (generally thought however to be located further to the east). There would appear to be no real above ground issues of substance, but there are some risks of below ground remains of interest being present in parts of the site. The site could be acceptable once an assessment and field evaluation is carried out. The site is on the edge of the Hereford Conservation Area therefore any proposed development should preserve or enhance the character and appearance of the Conservation Area. Access to the site could be achieved.</p> <p>If the site is available then it could be identified in combination with the council owned car park to be developed as one site. The parking strategy for council owned car parks must be established as to whether the loss of the car park next door is acceptable. The site will need to be discounted if not available.</p>

Evidence of site availability	No	Information source	Landowner to be contacted
Suitable for employment land	No as this is a small urban site		

Cen32



Site Details

Site ID	Cen32	Site Address	Bath St Car Park, Bath Street, Hereford, HR1 2HT		
Ward	Central	Site Area ha	0.22	Potential Capacity	0

Site Characteristics

Site Type	Brownfield	Current use	Public car park		
Road front	Yes	Topography	Flat site		
Surrounding land uses	Bound by roads to N, E, W				
Description	Flat city centre site used as a public car park. The site is underlain by the City Walls SAM and within the Conservation Area.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site	LD4 (SAM and Conservation Area)						
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	Yes	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	No		

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. Close to city centre, bus and train station with good connectivity.
Access comments
Due to narrowness of Gaol Street , a single point of access from Bath Street is likely to be the only option acceptable, suitably located away from the pedestrian crossing and the access to Bath Street offices development opposite. Parking would likely to be provided below development whilst providing a frontage to Bath Street. Level difference to Gaol Street to overcome and lack of footway along Gaol Street to be addressed.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Bath Street/Commercial Road/Blueschool Street/Newmarket Street has capacity issues in peak hours and through late afternoon. Existing car park use would need to be offset to assess the overall network implications of the development. A Transport Assessment may 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
HAP may create more capacity on roads to the west, but possible downgrading of Blueschool Street may have implications.
Mitigation measures
HTP. Reduced parking provision may be appropriate in this location, depending on size and numbers of units. Secure covered cycle storage should be provided.
Highway site support
The car park provides an important part of the overall car parking provision in Hereford, being to the east of the city centre and is very well used. The loss of car parking would need to be looked at overall with other sites and in conjunction with the council's car parking strategy. Also residents with season tickets can use the car parks overnight. If the loss of car parking was considered acceptable, subject to adequate network capacity, site would be suitable and supported.

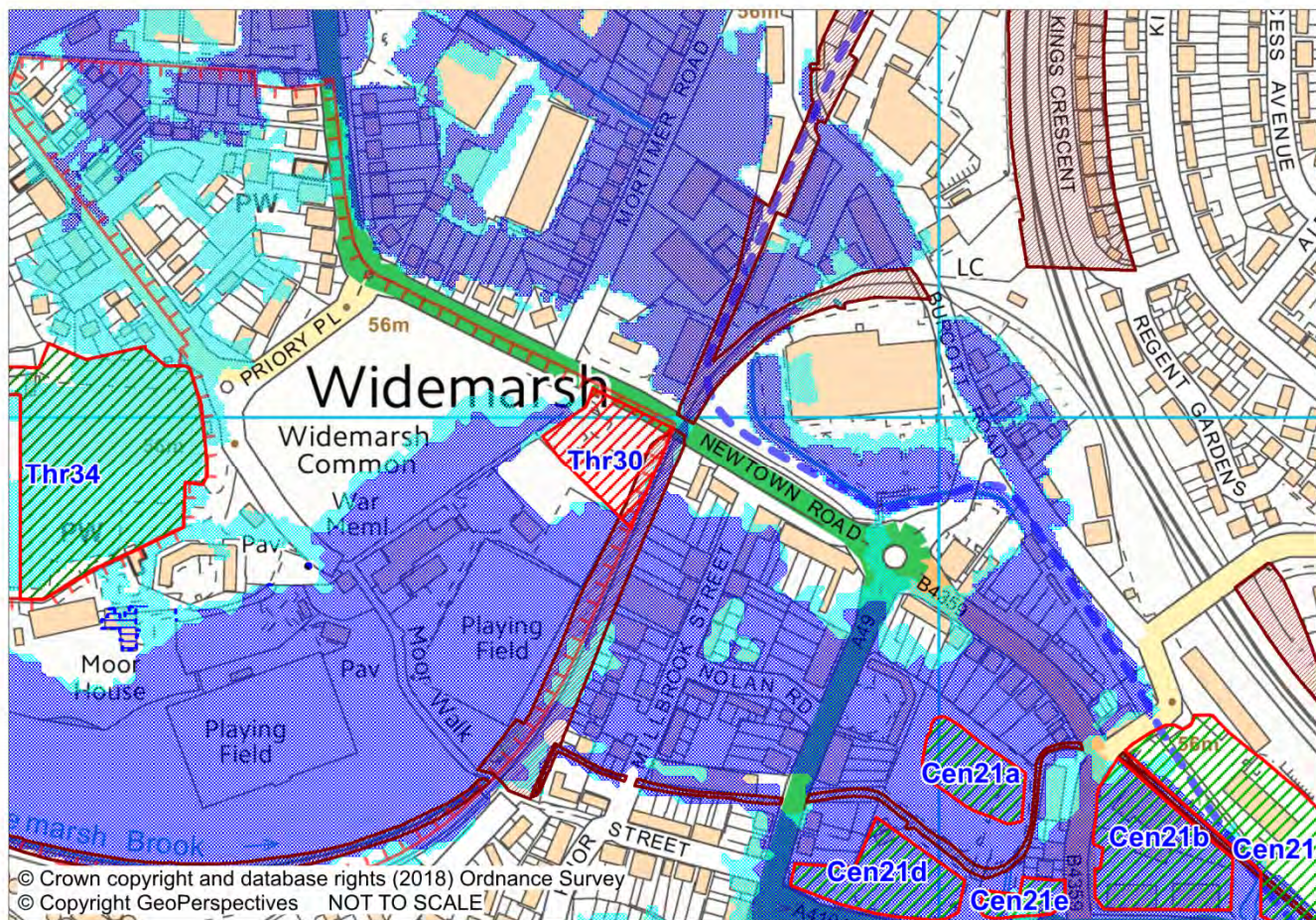
HC Landscape comments
<i>Not assessed</i>

HC Conservation comments
Built conservation
The site is a SAM within the Herefordshire Conservation Area. Historic England would be the main contact with regard the setting of the SAM and any alteration to it. If development is not precluded, our comments would be that there should not be development on the area of the former ditch and that any development should be on the inner side of the former city wall. Any proposals should preserve or enhance the character and appearance of the conservation area.

Archaeology
<p>Not likely to be at all suitable. This site is exceptionally sensitive and would be extremely challenging to develop from a historic environment point of view. Fully within the Hereford AAI, and almost entirely scheduled under the 1979 Ancient Monuments and Archaeological Areas Act, there would normally be a strong presumption against development here, it being very difficult to develop the site without causing harm of substance.</p> <p>The current open aspect of the site provides one of the best medium distance views of the historic city's heritage assets and their layout that Hereford possesses, and the loss of this should not lightly be contemplated. There is also potentially a major below-ground issue in that intact city wall, and an appreciable length of associated city ditch, would be directly impacted.</p>
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>Not for further assessment</i>
Development Management
<i>Expert officers will advise in relation to built heritage and archaeological implications separately.</i>

Conclusion			
<p>This site is currently a well-used city centre car park. This is an exceptionally sensitive site and would be extremely challenging to develop from a historic environment point of view. Fully within the Hereford AAI, and almost entirely scheduled under the 1979 Ancient Monuments and Archaeological Areas Act, there would normally be a strong presumption against development here, it being very difficult to develop the site without causing harm of substance. Therefore due to the exceptional archaeological sensitivities, this site is considered unsuitable for further consideration as an Option Site.</p>			
Evidence of site availability	Yes	Information source	Council owned land
Suitable for employment land	No		

Thr30



Site Details

Site ID	Thr30	Site Address	Land at Former Sportsman Pub, Widemarsh Common, HR4 9NA		
Ward	Widemarsh	Site Area ha	0.40	Potential Capacity	0

Site Characteristics

Site Type	Brownfield	Current use	Remains of a derelict public house and grounds.		
Road front	Yes	Topography	Flat site		
Surrounding land uses	The northern boundary is formed by the A49 that lies in an elevated position. To eastern boundary is formed by the former railway line and the south by land used by the football club (Lads Club).				
Description	The site has been cleared of former buildings and is an overgrown state but is fairly level.				

Spatial information (designations, constraints, policy)

Core Strategy Policies covering the site		SD3- Land liable to flood					
Environmental Designations covering the site.							
Listed Building	No	Conservation Area	Yes	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	Yes		
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Technical Information (assessments and infrastructure provider comments)

HC Highways comments
Public Transport accessibility comments
<i>Are standards for access to local services likely to be achievable?</i> Yes. Close to cycleways (Great Western Way passes site), pedestrian routes, bus services, school and employment areas.
Access comments
Severe access problems. Highways England will not allow access onto A49 Newtown road. Only alternative access route is perimeter road along the edge of Widemarsh Common. If no more dwellings were proposed than the number that could be served off a private drive (5 dwellings), then the common perimeter road, with the addition of a couple of passing bays, would be acceptable to serve the development.
Local network comments
<i>Any capacity concerns on this section of the network?</i> Not that would be directly impacted to any degree by a further 5 dwellings, but the cumulative impact of this and other sites needs to be considered.
Site dependence on Hereford Transport Package
Not directly. 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
Addition of laybys to common perimeter road.
Highway site support
Yes.

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

HC Conservation comments
Built conservation
The Widemarsh Conservation Area is a key heritage constraint for the site. Any development should protect or enhance the character and appearance of the Conservation Area.
Archaeology
Suitable. This is a comparatively small site that has been prior disturbed. There are no archaeological records of substance relating 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.

The railway line directly to east of the site is an identified SINCC.

A recent Ecology report concludes that there is a high potential for use by reptiles (in particular slow worms) of the site. Suitable provision for relocation of such species would need to be identified.

Open Space requirements

No assessment necessary at present.

Development Management

Severe access issues for this site. Highways England will not agree the use of the existing access onto the A49. Although the site is not within a flood zone 2 or above it is adjacent. There are also areas identified as being vulnerable to surface water flooding adjacent to the site. The management of surface water is an increasingly important issue and the LPA would need to be satisfied that the site could be satisfactorily drained without increasing the risk of flooding to the site, vicinity or downstream of the site. A drainage strategy would be necessary to determine the site's risk.

A recent Ecology report concludes that there is a high potential for use by reptiles (in particular slow worms) of the site. Suitable provision for relocation of such species would need to be identified.

Planning History			
App Number	Proposal	Decision	% of site
162165	Outline application for a public house to replace the former Sportsman public house.	R	100
DCCW2004/3989/F	Temporary caravan, games room and residents common room (retrospective application) - Withdrawn	W	
DCCW2002/3157/F	Change of use from public house with bed and breakfast use to house with 5 bedsits and 5 flats – approved with conditions.	A	100

Conclusion

This is a flat site which has the remains of a derelict public house and grounds. The northern boundary is formed by the A49 that lies in an elevated position. The eastern boundary is formed by the former railway line and the south by land used by the football club (Lads Club). It has been cleared of former buildings and is an overgrown state

The site has severe access problems and Highways England will not agree the use of the existing access onto the A49. Through recent considerations, it has been agreed that as the road serving the site cannot be upgraded to a standard that can facilitate two way traffic (to an adopted standard) the LPA would only accept the number of dwellings that could be served off a private drive (5) including two passing bays on the un-adopted private road. As this affects the Village Green there is separate legislation that would need to be pursued, outside of the planning process and there is no certainty of this at this stage.

There are other issues highlighted such as an acceptable housing scheme that will enhance the Conservation Area. The site's proximity to the A49 Air Quality Management Area (AQMA) will need addressing. Although the site is not within a flood zone 2 or above, it is adjacent. There are also areas identified as being vulnerable to surface water flooding adjacent to the site. The management of surface water is an increasingly important issue and the LPA would need to be satisfied that the site could be satisfactorily drained without increasing the risk of flooding to the site, vicinity or downstream. A drainage strategy would be necessary to determine the site's risk. Whilst it is a large site, it is only capable of accommodating a small scale development of 5 dwellings and therefore will not be taken forward as an Options site due to a need for yields of 10 or more dwellings. The site may have potential as a windfall site if the above issues can be overcome.

Evidence of site availability	Yes	Information source	HELAA
Suitable for employment land	A sensitively designed small scale office development with minimal car trips would be the only suitable option in this location.		