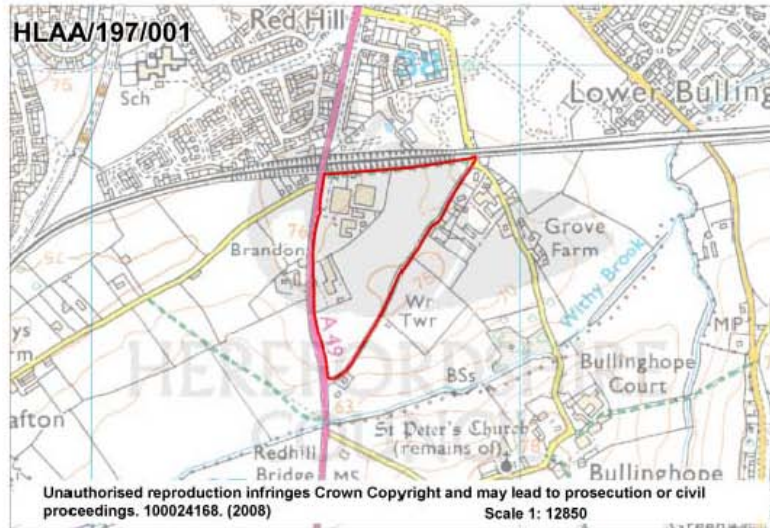


## Appendix 6 – Copy of Site Schedule used to profile individual SHLAA sites

### HEREFORDSHIRE'S STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT (SHLAA) 2009

**Settlement:** Hereford **Site Ref:** HLAA/197/001  
**Site Address:** Land to west of Bullinghope, adjacent to A49, Hereford



<b>Information Source:</b>	Call for sites	<b>Site Area (ha):</b>	7.82
<b>Agricultural Land Classification:</b>	3a&3b		

Suitable: Yes	<input type="checkbox"/>	<b>Potential Housing Capacity:</b>	150
Suitable: No	<input type="checkbox"/>	<b>Greenfield</b>	<input type="checkbox"/>
Suitable: Part	<input checked="" type="checkbox"/>	<b>Brownfield</b>	<input checked="" type="checkbox"/>
Achievable: Yes	<input checked="" type="checkbox"/>	Timescale: 1-5 Years	<input type="checkbox"/>
Achievable: No	<input type="checkbox"/>	Timescale: 6-10 Years	<input type="checkbox"/>
Achievable: Part	<input type="checkbox"/>	Timescale: 11-15 Years	<input type="checkbox"/>
Available: Yes	<input checked="" type="checkbox"/>	Timescale: 16-20 Years	<input checked="" type="checkbox"/>
Available: No	<input type="checkbox"/>	Timescale: Not In Current Plan Period	<input type="checkbox"/>
Available: Don't Know	<input type="checkbox"/>		

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<b>Settlement:</b>	Hereford	<b>Site Ref:</b>	HLAA/197/001
<b>Site Address:</b>	Land to west of Bullinghope, adjacent to A49, Hereford		

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**Summary Description:**

Mainly agricultural field with highways depot/haulage yard and previous ambulance depot. The land rises up steeply from southern point and then flattens out in its central section before falling down to its north east corner. The central and northern parts of the site are limited to low lying views mainly. The southern part of the site is open to long distance views. Site is very visible from A49. This site also incorporates site O/Her/023. Adjacent/surrounding land: A49 to west, railway line to north, housing and countryside to east and south. Policy constraints: Policy M5 safeguarding mineral reserves.

**Flood Information:**

The site is classified as being fully in zone 1 and the risk of fluvial flooding may be low. The proposed use is appropriate on the basis of the relevant flood zone. PPS25 exception test will not apply for this development in this flood zone

**Water information:**

**Sewerage:** Parts of the public sewerage network suffer from hydraulic overloading. No regulatory improvements are planned under Dwr Cymru Welsh Water's current 5 year Capital Investment Programme. Should this site be developed in advance of any regulatory improvements, developers may be required to fund the essential improvements.

**Sewage treatment:** Development of this site may be constrained by the capacity of the public waste water treatment works. Dwr Cymru Welsh Water awaits approval of future funding for its plans post year 2010. Should this site be developed in advance of Welsh Water's Capital Investment, developers may be required to fund the essential improvements.

**Water supply:** This area suffers from low water pressure and additional new development would merely exacerbate service levels. The development of this proposed site would require off-site mainlaying from a point of adequacy on larger diameter/pressure water mains. Where off-site water mains are required, these can be provided under a water requisition scheme, the costs of which would be borne by developers.

**Landscape:**

High – Medium Sensitivity: The site has high value as a landscape resource and/or key characteristics of the landscape are vulnerable to change

**Historic landscape:**

Sensitivity 3. Areas where specific historic environment values have been identified, but which generally have medium to low rating, and therefore have the least combined inherited landscape value.

**Highways information:**

Access could be gained from A49, subject to satisfactory junction provision and Highways Agency approval. Pedestrian and cycling accessibility need to be addressed, as would public Transport provision. A Multi Modal Transport Assessment, including possible Park & Ride provision, would be required to assess the impact of the development on the network.

**Biodiversity:**

Undeveloped land is mainly arable where ecological constraints are likely to be limited.

**Is the site suitable (and achievable) for development?:**

Only the central and northern sections of the site combined with a rationalisation of adjoining developed land to the west offers any potential for housing. Rising land to the south is not considered suitable on landscape grounds. Development would need to be set back from ridgeline to ensure housing is screened from views off A49 and should only proceed when other more appropriate sites have been considered first.

**Can the entire site be developed?:**

No, only the central and northern sections combined with a rationalisation of adjoining developed land to the west