Hereford Medical Centre

Design and Access Statement

JULY 2018

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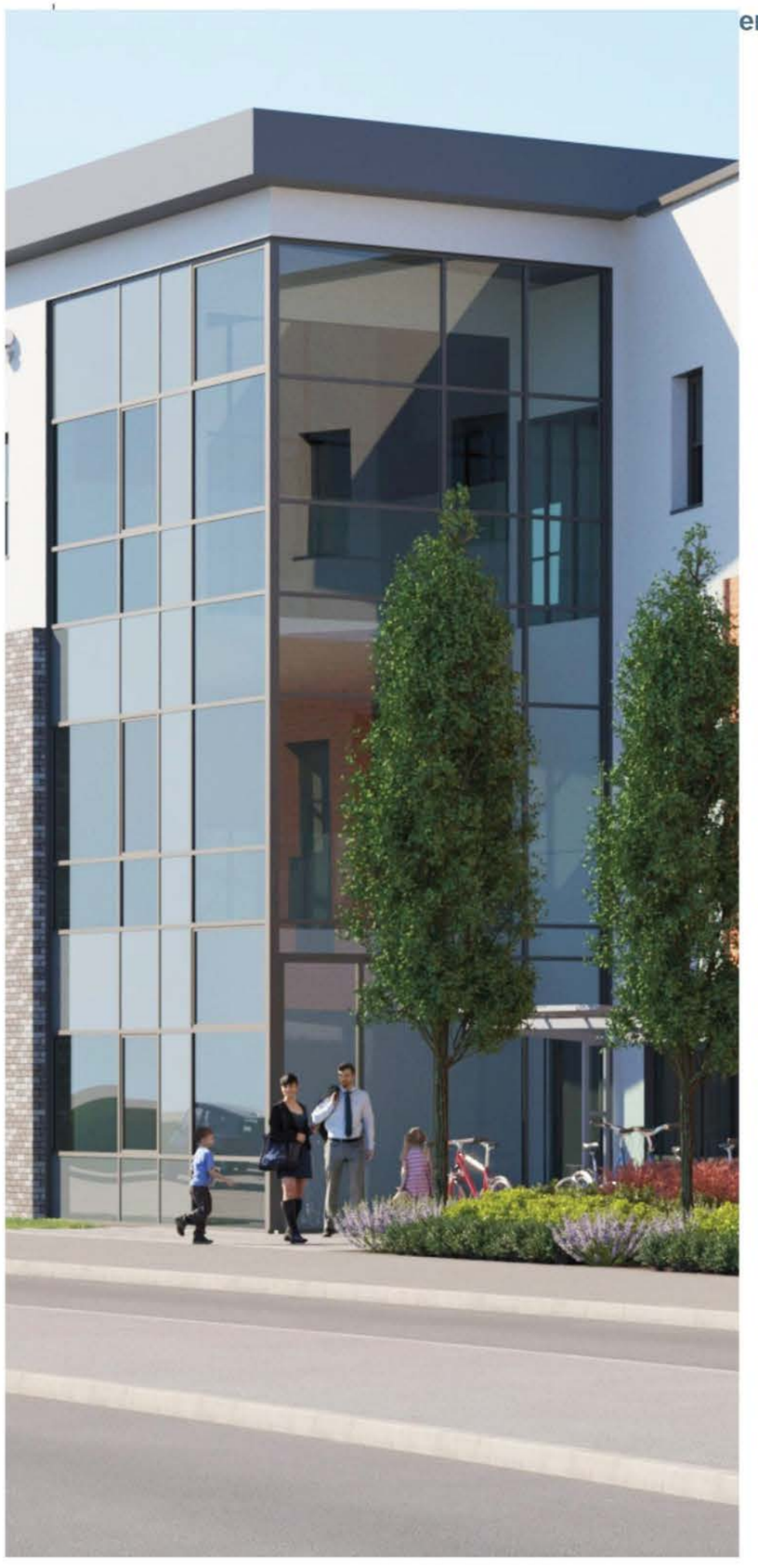


Contents

One Creative Environments Ltd on behalf of Prime PLC and Hereford Medical Group has produced this document to accompany and support the proposal of a new build Primary Health Care Centre. The development would be the first on the new City Link Road and comprises a new health centre and retail space, together with parking, landscaping and associated infrastructure.

It is to be read in conjunction with the plans and other supporting documents that form part of the application.

One Creative Environments are an integrated design company who provide architectural, town planning, structural, civil, mechanical, electrical, landscape, interior design and BREEAM expertise. The structure of ONE allows for an integrated approach to be taken with building design to produce an efficient building that is future-proof and adaptable if required. The building has been designed with BREEAM principles at its core and will achieve an 'Excellent' rating.

Approval Record			
Revisions			
Ref	**Description**	**By**	**Date**
(P02)	CGI's Updated / Material Section Updated	JWS	31/07/2018
Quality Control			
Prepared By:		ABZ R & RUTH S	18/04/2018
Checked By:	Abz R		31/07/2018
Approved By:	Abz R		31/07/2018

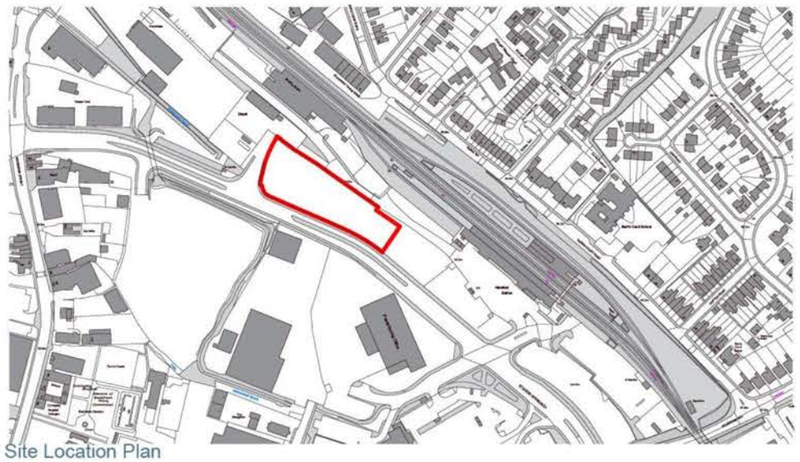
1.0 Introduction

Site Location

1.1. The Proposed Development Area comprises approximately 0.45 hectares of land situated just off the new Hereford City Link Road, approximately 110m to the west of the Hereford Railway Stations main entrance. It is located north of Hereford City Centre within an area which is currently underused “brownfield” land. The land originally contained a canal and part of a wharf until it was infilled and then intermittently occupied by small industrial buildings which were levelled for the construction of the new Link Road in 2016-17.

1.2. The site does not sit within a conservation area however it is in proximity of the train station which is a Grade II listed building. The area also neighbours two of Herefords conservation zones.

Aerial View of site



Site Location Plan

Application Description

1.3. The proposal comprises a new health centre (use class D1) including ancillary pharmacy (use class A1), access, parking, landscaping and associated works. The building will provide approximately 2990m2 of floorspace including space for expansion.

1.4. The development will:

- Provide modern, up to date and fit for purpose facilities
- Increased services for the public
- Provide a precedent scheme that will be a catalyst to the development of the public realm in front of the Train Station and other underutilised land in the vicinity of this scheme.

1.5. The site is ideally located to accommodate the proposals by being accessible to the catchment area and on a strategic corridor.

1.6. The development will ensure the future protection of the service in the local area and the associated employment opportunities.

Artists Impression: View looking westwards from City link Road

Need for Development

1.7. Hereford City GP practices currently operate out of 12 buildings across Hereford. It has been acknowledged that this in an inefficient way of delivering key primary care services to the public from a social, economic and environmental perspective. In addition, several of the buildings the practices currently operate from are outdated and do not deliver on the basic facilities that are required by those visiting their GP's

1.8. This scheme would provide a modern, high quality and accessible hub for primary healthcare in Hereford that would better cater for the needs of patients and provide a potential base for other health and community services.

1.9. The proposed scheme would act as a 'hub' and occupy the following fve GP Practices:

- Greyfriars
- Moorfield House
- Aylestone Hill (Branch of Moorfield Surgery)
- Sarum House
- King Street

1.10. Other modern facilities such as Bobblestock Surgery & Quay House would act as spokes to ensure a high-quality service city wide.

1.11. As the current premises for the GP's are at full occupancy there is little scope for expansion in these practices and therefore they are unable to provide a wider range of services. The proposed facility will allow an increase in the services available which could include, access to a wider range of diagnostics, outpatient services, community mental health teams, and provide a base from which other health, social care and voluntary services will be able to add value to health based interventions e.g. citizens advice, social services linked to helping at home, housing advice, fitness and exercise schemes.

1.12. The vision is that the scheme will develop over time to act not just as a focus for health services in the area, but in a capacity that it can be developed by and for the local community into a valuable community resource.

The **'hub'** – this would be in a central location and would provide GP services for patients of Greyfriars Surgery, Moorfield House Surgery, Aylestone Hill Surgery and Sarum House. It would also offer a wider range of more specialist services for patients across all Hereford City practices.

The **'spokes'** – made up of individual GP practices, these would provide high quality GP and community services, delivering care closer to home.

Relevant Planning Policy

1.13. The following policy and guidance documents have been referred to in developing a responsive design for the site:

- National Planning Policy Framework
- The Local Plan
- Core Strategy
- Urban Panel Review Paper 2017
- Edgar Street Grid Design Framework
    - The site is located on an area of industrial / commercial brownfield land located to the north of Hereford city centre and to the west of the rail station. This parcel forms part of the 'ESG'; the Edgar Street Grid. The ESG is a wider development masterplan area comprising residential, commercial, retail, leisure, and public service buildings.
- A Characterisation of The Historic Townscape of Central Hereford.
    - The site sits outside the Conservation Area & also the Study Area. However due to the views across to heritage assets and the proximity to the train station, a heritage statement has been undertaken to assess the impact upon the conservation areas and heritage assets.

1.14. The table shown (right) indicates relevant policies from these documents and comments on how or where in this document the policy has been addressed.

Document	Policy Number	Policy Summary	Response / Refer to
National Planning Policy Framework			
	PPS 32,	All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.	A transport Assessment and Travel Plan have been undertaken, which conclude that the additional movement will be suitable for the site and area.
	PPS 34, 35,36	Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.	The site is located next to a train station and a proposed Transport Hub - providing excellent sustainable transport links. Cycle storage provision has also been provided in the scheme along with shower facilities to encourage cycling. See Landscape Masterplan & Refer to Access Chapter of Design & Access Statement
	PPS 56 - 61	Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness. Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.	Refer to Chapters: Design Response Pre Application Meeting Chapter
	PPS 63	In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area.	The scheme is sited in an area surrounded by industrial units, which are unsympathetic to the Grade II listed train station . This scheme has been designed with a fabric first approach, mitigating the over use of 'add ones' to provide a sustainable building. The design of the scheme (discussed in the Design chapter) seeks to set a precedent for future design and development in this area of Hereford
	PPS 64	Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.	The proposal without doubt improves the direct context which has been commented upon as currently poor by the Urban Review Panel. Due to the limited inspirational context available, the scheme has been designed to be sympathetic to the Grade II building towards the west and also introduce a contemporary architectural style into the area which adopts a colour & material palette from the more recent developments in Hereford
	PPS 66	Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.	A Statement of Community Involvement has been submitted with the application
	PPS 97	Renewable & Low Carbon	Building is to be BREEAM Excellent Refer to submitted Energy Statement
	PPS 100	Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.	A flood risk assessment has been submitted with the application
	PPS 109	Design should contribute to and enhance the natural and local environment	An ecology report has been submitted with the application and the recommendations incorporated within the scheme
	PPS 128	In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.	A Heritage Statement has been submitted with the application. The report concludes that there is negligible affect on the Heritage Assets
	PPS 134	Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.	Refer to Pre Application Meeting Chapter
LDF Core Strategy			
	SS1	When considering development proposals Herefordshire Council will take a positive approach that reflects the presumption in favour of sustainable development contained within national policy. It will always work proactively to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the social, economic and environmental conditions in Herefordshire.	Explained throughout Design & Access Statement
	SS4	New developments should be designed and located to minimise the impacts on the transport network; ensuring that journey times and the efficient and safe operation of the network are not detrimentally impacted. Furthermore, where practicable, development proposals should be accessible by and facilitate a genuine choice of modes of travel including walking, cycling and public transport.	The site is located adjacent to the proposed Transport Hub, the existing train station and has excellent pedestrian and cycle access links due to the City Link Road Refer to Transport Assessment & Travel Plan
	SS6	Development proposals should conserve and enhance those environmental assets that contribute towards the county's distinctiveness, in particular its settlement pattern, landscape, biodiversity and heritage asse and especially those with specific environmental designations	Refer to Site Context, Design Response Chapters & Heritage Statement
	HD3	Hereford Movement Reduced reliance on car use by incorporating sustainable mode routes within new developments and connecting them with existing networks; Improvements to public transport infrastructure enabling improved access and integration between bus and to rail services; Convenient, safe and secure car parking facilities which attract shoppers and visitors and deter commuter parking in the city centre,	Refer to Transport Assessment & Travel Plan
	LD1	Development proposals should: • Demonstrate that character of the landscape and townscape has positively influenced the design, scale, nature and site selection, protection and enhancement of the setting of settlements and designated areas; • Conserve and enhance the natural, historic and scenic beauty of important landscapes and features, including Areas of Outstanding Natural Beauty, nationally and locally designated parks and gardens and conservation areas; through the protection of the area's character and by enabling appropriate uses, design and management; • Incorporate new landscape schemes and their management to ensure development integrates appropriately into its surroundings; and •Maintain and extend tree cover where important to amenity, through the retention of important trees, appropriate replacement of trees lost through development and new planting to support green infrastructure.	Explained throughout Design & Access Statement
	LD4	Development proposals affecting heritage assets and the wider historic environment should: 1.Protect, conserve, and where possible enhance heritage assets and their settings in a manner appropriate to their significance through appropriate management, uses and sympathetic design, in particular emphasising the original form and function where possible; 2.where opportunities exist, contribute to the character and local distinctiveness of the townscape or wider environment, especially within conservation areas; 3.use the retention, repair and sustainable use of heritage assets to provide a focus for wider regeneration schemes; 4.record and advance the understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence or archive generated publicly accessible and 5. where appropriate, improve the understanding of and public access to the heritage asset.	Refer to Heritage Statement and Design Chapter of this document
	SD1	Development proposals should create safe, sustainable, well integrated environments for all members of the community. In conjunction with this, all development proposals should incorporate the following requirements: • ensure that proposals make efficient use of land - taking into account the local context and site characteristics; • new buildings should be designed to maintain local distinctiveness through incorporating local architectural detailing and materials and respecting scale, height, proportions and massing of surrounding development, while making a positive contribution to the architectural diversity and character of the area including, where appropriate, through innovative design; • safeguard residential amenity for existing and proposed residents; • ensure new development does not contribute to, or suffer from, adverse impacts arising from noise, light or air contamination, land instability or cause ground water pollution; • where contaminated land is present, undertake appropriate remediation where it can be demonstrated that this will be effective; • ensure that distinctive features of existing buildings and their setting are safeguarded and where appropriate, restored; • utilise physical sustainability measures that include, in particular, orientation of buildings, the provision of water conservation measures, storage for bicycles and waste including provision for recycling, and enabling renewable energy and energy conservation infrastructure; • where possible, on-site renewable energy generation should also be incorporated; • create safe and accessible environments, and that minimise opportunities for crime and anti-social behaviour by incorporating Secured by Design principles, and consider the incorporation of fi re safety measures; • ensuring designs can be easily adapted and accommodate new technologies to meet changing needs throughout the lifetime of the development; and • utilise sustainable construction methods which minimise the use of non-renewable resources and maximise the use of recycled and sustainably sourced materials; All planning applications including material changes of use, will be expected to demonstrate how the above design and energy efficiency considerations have been factored into the proposal from the outset.	Explained throughout Design & Access Statement
Edgar Street Grid Design Framework			
	2.5	Consequently the masterplan set out a number of objectives and a vision for redevelopment as follows: •enhance the pedestrian environment and provide better access across and into the site for pedestrians; •break down barriers between the area and the city centre; •provide new public space; •provide adequate car parking for new uses and to serve the city centre; •reinforce key vistas and views from the site to city centre landmarks;	Design Response Chapter
	5.5	Local building forms and details contribute to the distinctive character and quality of place. New buildings in a traditional style should reflect the building lines, scale, roof pitches, window proportions and surround details using appropriate natural materials such as brick, stone, slate, tiles and possibly timber framing. They should sit within plots that reflect the texture of the context. Development on a particular site should reflect its distinctive setting and accessibility.	Design Response Chapter
	5.6	Contemporary design would be welcomed at appropriate locations. It should reflect the building lines and scale within the local area using high quality materials. This should match the high standards found at other developments within the city e.g. 3a-c Union Street, Magistrates Court, Mappa Mundi Building, Left Bank, All Saints Court, Carfax House etc to continue the Hereford Effect	Design Response Chapter
	5.14	An opportunity exists to create some civic space around the railway station to create a sense of arrival for passengers at Hereford. This space should be linked to the city centre via a variety of pedestrian routes to improve the connectivity of the station with the rest of the city centre.	Design Response Chapter
	5.27	Continuous street frontages have a minimum of blank walls and gaps between buildings. Gaps between buildings reduce the degree to which the street is overlooked, as do blank walls, which is not good practice when designing out crime. Projections and setbacks from the building line, such as bays and entrances add valuable emphasis without undermining the principle of continuity. Where buildings are set back from the common building line they can create useable, attractive spaces for pedestrians.	Design Response Chapter
	5.28	Active frontages on the ground floor of buildings are to be encouraged along key pedestrian routes, especially within commercial / retail areas. The only active frontages of note are at the southern end of Widemarsh Street. Whilst there are further active frontages dotted throughout the site – they do not form any cohesive pattern.	Design Response Chapter
	5.31	A mix of uses can help to determine how well used a place is. Vital places often have a mix of uses, which involves different people using the same parts of the building or place at different times of the day. / successful mix of uses is sought within ESG, which are compatible and interact with each other positively. This is particularly necessary along the main arterial routes where high activity levels provide an attractive vibrant environment, which will reflect positively on Hereford as a whole	Design Response Chapter

2.0 Site Analysis

Site Context & History

2.1. The site is 110m west of Herefords Grade II Listed Train Station (main entrance) and is sited directly off the Hereford City Link Road. The site does not form part of the conservation areas of Hereford and sits on the fringe of any specific Local Plan development areas. There is also a Transport Hub that is to be delivered as part of the Council's plan which would be directly adjacent to the site.

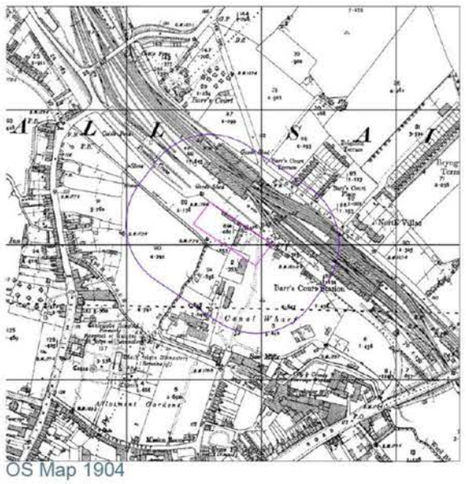
2.2. There is a mix of local land uses in the vicinity of the site. The site is separated from suburban residential areas to the north and east by the rail line. Commercial, leisure and retail land within the city centre is located to the south and west.

2.3. The Edgar Street Grid Design Framework (ESG) describes the proposed development area as falling within the Railway and Trading Estate Area of Townscape Character. The ESG describes this as comprising "large floor plate buildings including retail sheds such as Morrisons and Rockfield and the recently constructed Post Office building opposite the Railway Station.

2.4. There is no coherent layout to the buildings south of the new link road and the character of the area is one of dispersed buildings of varying styles and materials.

2.5. The Proposed Development Area is currently unused ground but was formerly occupied by a canal basin and more recently by warehouse buildings which were levelled to create a site compound for the construction of the new road.

OS Map 1888



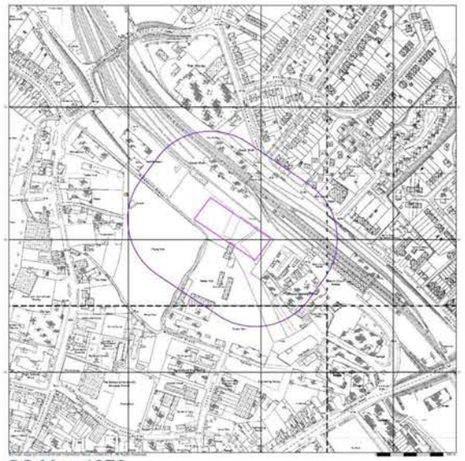
OS Map 1904

OS Map 1929

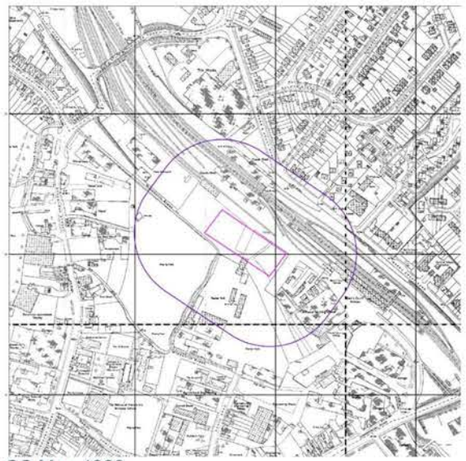
OS Map 1937


OS Map 1966

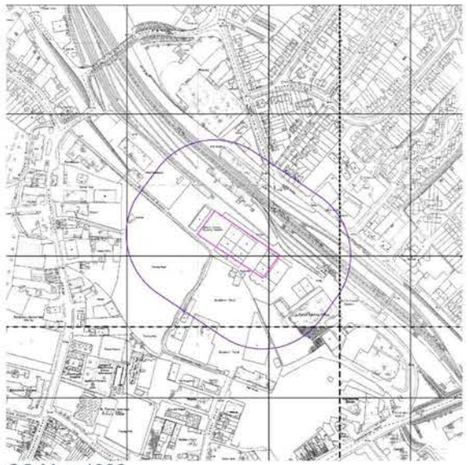

OS Map 1967



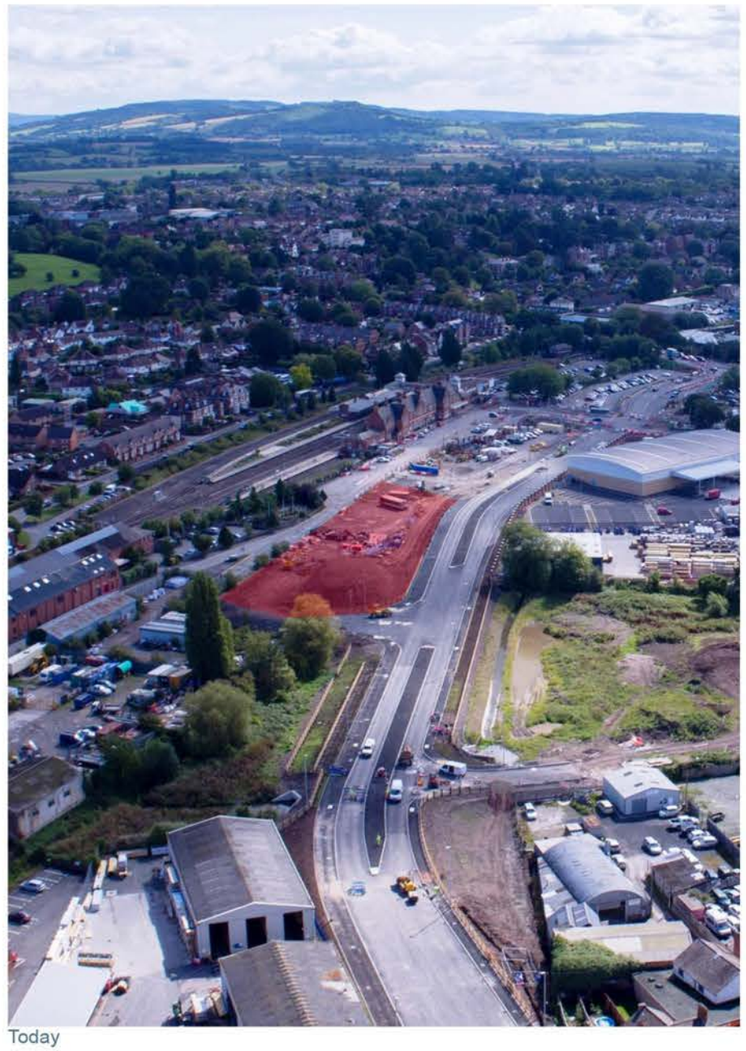
OS Map 1976



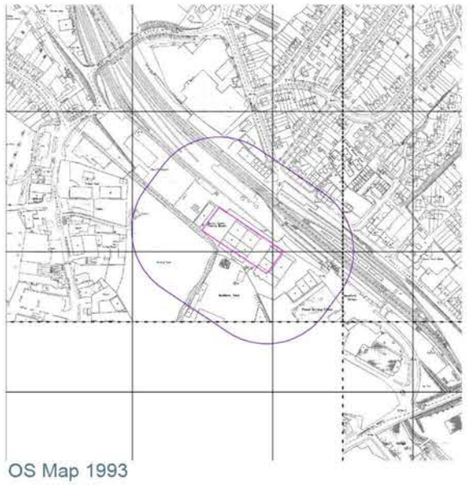
OS Map 1989



OS Map 1993



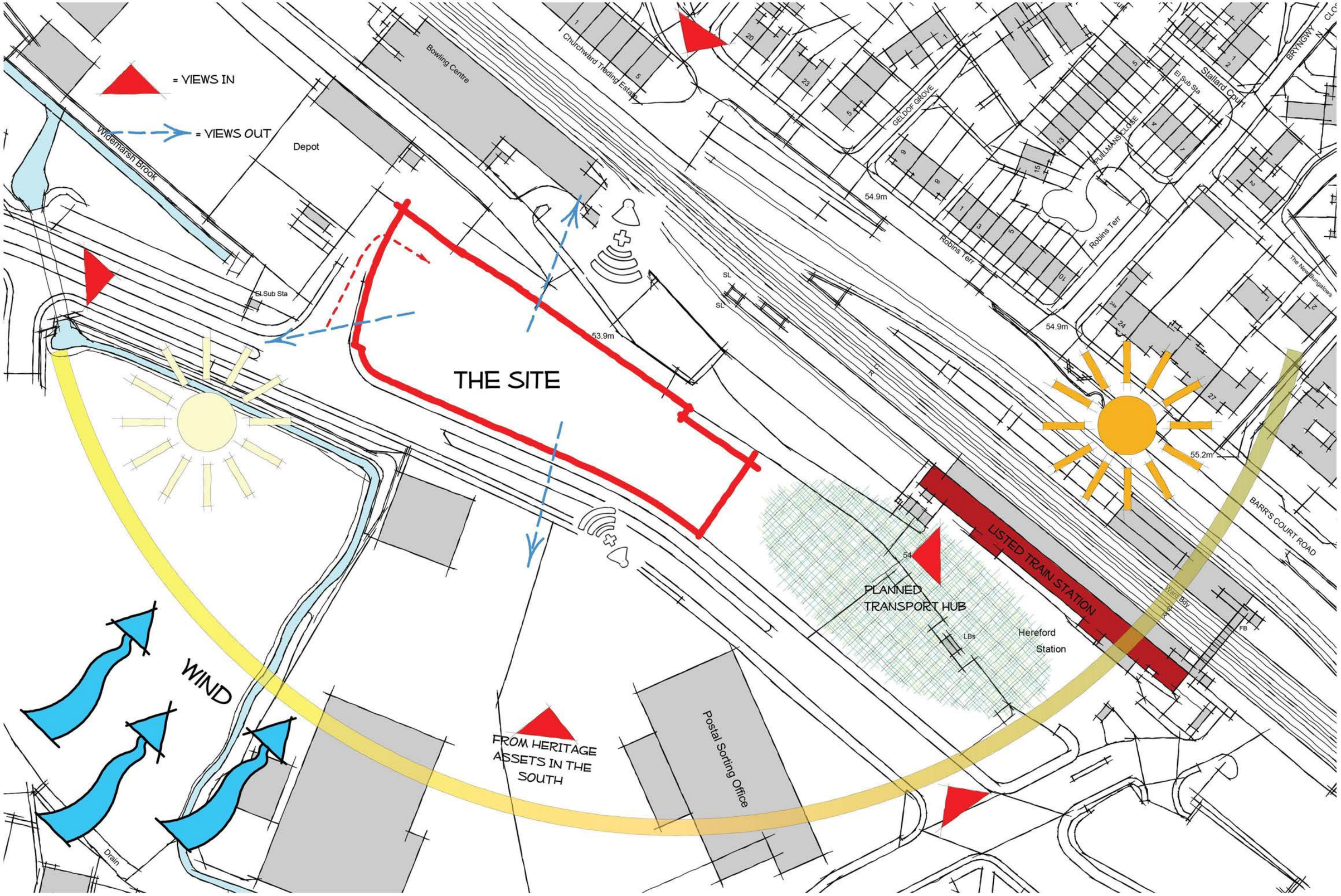
Today



OS Map 1993

OS Map 1995

OS Map 1998


= VIEWS IN
= VIEWS OUT
THE SITE
WIND
FROM HERITAGE ASSETS IN THE SOUTH
PLANNED TRANSPORT HUB
LISTED TRAIN STATION
Hereford Station
Bowling Centre
Depot
Wydemarsh Brook
Drain
Postal Sorting Office
Churchward Trading Estate
GELDOF GROVE
FULLMANS CLOSE
Robins Terr
Stallard Court
BRYNGWY CLOSE
The New Bungalows
BARR'S COURT ROAD
El Sub Sta
SL Sub Sta
LBs
FB
53.9m
54.9m
55.2m

Solar Orientation

2.6. As the site is relatively exposed and undeveloped, the site and building design can use the solar orientation to its advantage. The building mass and internal layout of the building will be designed to maximise the benefits of the orientation as required by the programme. For example, to maximise an active façade, vertical circulation can be framed with full height glazing on the external envelope, celebrating the public activity in the building. If this glazing was on the southern side there would be undesirable solar gain, causing overheating, therefore the vertical circulation can be situated in areas that allow for an active frontage, but also reduce the amount solar gain, without the use of mechanical cooling and add on technology such as external solar shading.

Wind & Traffic Pollution

2.7. The prevailing wind direction is from the south west. The site is also situated near a live rail network and a busy road. It would be the intention of the design to allow for natural ventilation where possible taking into consideration the privacy requirements of a medical centre and the possible pollution to air quality due to the context.

Site Access

2.8. During the development of the Hereford City Link Road a junction was created which provides access into the site. The land directly to the north of the site area is under Network Rail ownership, with whom access has not been agreed.

Public Realm & Open Space

2.9. The site borders a planned Transport Hub outside the Train Station, which is to be a landscaped public realm with amenities for commuters and locals. The proposed medical scheme has been incorporated within a landscape masterplan and in consultation with an ecologist to ensure that the site and surrounding space are made attractive, welcoming and providing a precedent for future development in this area of Hereford.

Utilities

2.10. Current searches indicate that the majority of infrastructure required for the site is in place or can be extended to serve the site. Prime PLC are currently liaising and awaiting information from the Council and its partners on aspects relating to the discharge of foul sewage and storm water.

Views

2.11. Key views into the site would be from City Link Road (East & West) and when exiting the Train Station. There are also views into the site from the conservation areas of Bulmer Gardens & Aylstone Hill, which would need to be considered. Another consideration when designing the building would be the prominent skyline buildings of Hereford including the views too & from them. As per the heritage assessment, the identified significant skyline buildings which could be impacted are the Cathedral, the spire of the Church of St Peter and the spire of the Church of All Saints. Therefore, the site lines must be considered as part of the design process. As the proposed building is a public building there may also be the scope to enhance the views to the skyline buildings through the public areas at the higher levels of the proposed building.

Topography

2.12. The land currently contains a spoil heap of soil from the construction of the Hereford City Link Road. It is agreed that this will be removed and a flat site will be prepared for the development of this proposal. The Environment Agency LiDAR 1m DTM shows the site is relatively flat, with levels varying between 54- 54.5m AOD dropping to around 53.5m AOD in the southwest corner on the edge of the Widemarsh Brook channel.

Flood Risk

2.13. Environment Agency mapping shows much of the site to be within Flood Zone 2 (Medium Risk), except for the western corner which is within Flood Zone 3 (High Risk). As part of the construction of the new Hereford City Link Road south of the site, the Widemarsh Brook is understood to have been realigned so that it now runs south through the playing fields, rather than between the playing fields and western corner of the site. Hydrock (The Flood Risk Engineers) are in the process of making enquiries to Herefordshire Council for Widemarsh Brook design flood level data from a new hydraulic model that is understood to have been created to represent the new situation. These levels will be provided once received and recommended minimum Finished Floor Level (FFL) a freeboard above the 1% (100yr) AEP + CC design flood event level provided in to minimise the risk the people and property at the site. Given the realignment moves the watercourse to a lower level and a greater distance from the site, it is likely that this reduces the flood risk to the site.

Image from Hereford Fly Through (Online HCC)

3.0 Engagement

Public Consultation

3.1. A series of consultations with the public & meetings with the Local Authority have been undertaken throughout the design process. The process, comments and it's findings have been collated in a separate Statement of Community Involvement (submitted with the application).

3.2. The majority of the comments were related to patients concerns in the operation of the new health hub and how it would affect them.

3.3. Feedback on the design and facility was largely positive and the feedback received has led to the design evolution.

Pre Application Meetings

3.4. The comments from the first pre-application meeting have been included as an appending statement to the Statement of Community Involvement document.

3.5. Further comments were then received from the Heritage & Conservation officer Matthew Knight which are addressed in the Design Response Chapter but specifically addressed in Appendix A: Response to Conservation Officer Comments

Crime Prevention

3.6. West Mercia Police have been consulted throughout the design process and comments received have been taken on board. These include the need for barrier controls on the car park entrances to prevent unwanted use of the car park and the incorporation of a weldmesh fence around the entire site to deter trespassing. Secure by Design principles have been considered and incorporated where possible as part of the design process.

"The proposed new building looks sleek & contemporary. It's what I would expect a new purpose built medical centre to look like. I think it will also be in keeping with further new development in the area."

"Very informative and helpful, this would be a great advance on the facilities available at the moment."

"Exterior of building needs a little more colour to blend in with the existing train station. Just the one end could be enhanced by this, perhaps more red brick & sand stone. Over all excellent."


Hereford
Medical


Hereford
Medical
Centre

4.0 Materiality & Precedent Study

Local Modern Architecture

4.1. Policy documents have identified buildings of contemporary modern architecture that have been successful in their design. A number of them are depicted on the right

4.2. The desire for the proposed scheme would be to design a building that:

- Is sympathetic to the Grade II Listed Train Station
- Provides a setting for the new Transport Hub
- Introduces a palette of high quality robust materials that continues the Hereford Effect, but through a modern approach
- Sets precedent for future development in the local area
- Draws inspiration from those building identified as successful modern additions to Hereford

Material Specification & Choice

4.3. Materials must be; of high quality, meet safety requirements, budget constraints, robust and easily maintainable.

4.4. An exercise exploring the colour palette in Hereford was undertaken,

4.5. This is summarised through photos in this chapter

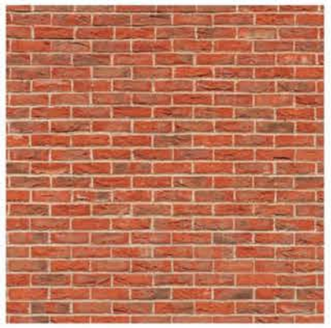
4.6. This colour palette was then used to identify suitable colours and materials for the scheme. The inspired palette is shown on the far right.







Existing Modern Architecture in Hereford



Identified Suitable Material Palette

CGI of Proposal - Integrated Material Palette

5.0 Principles of the Scheme

Advantages

- Modern, state of the art health facilities fit for purpose in a close location to the catchment area.
- The development will achieve a BREEAM 'Excellent' rating, this will help to produce a sustainable building that promotes low energy consumption.
- Creates a 'gateway' building to Hereford when approaching from the City Link Road and provides a building that is sympathetic with the Grade II Listed Train Station but also sets precedent for a more modern architecture for future development on City Link Road.
- Creates a maintained landscape and boundary across the site.
- Enhances the environment and introduces green infrastructure
- Well connected – the site has good access to public transport, cycle and pedestrian routes.
- Topography- the site is relatively flat/undulating.
- Off street parking – the site is large enough to accommodate the appropriate amount of off street parking.
- Environmental Benefits –Scheme designed to take advantage of natural light and ventilation where possible.
- Site Size - Can comfortably support the proposed Medical Centre with associated pharmacy and car parking.

Use

5.1. The new premises will improve access to primary care services through:

- Having access to additional facilities and being able to offer a wider range of integrated services
- Care being provided closer to home through delivery of an enhanced level of services, some of which are currently only available in a hospital setting; leading to less reliance on hospital services
- Improved working between the practices and other health care providers, thereby offering greater provision of seamless services
- Enable the development of integrated health provision
- Improve access to primary care services
- Allow efficiency schemes to be developed to provide better services to patients.
- Reduction in hospital admissions

5.2. The proposed medical centre will act as a hub for the delivery of essential services to the people of Hereford. The 'hub' will work with other practices around Hereford to ensure a holistic and efficient delivery of care. The scheme seeks to combine four practices whose current premises are running at full capacity and have operational drawbacks due to the piecemeal alteration and expansion of the buildings over time. The proposed development will allow the services to be provided in purpose built modern facilities that have none of the accessibility or spatial constraints currently being experienced by the service providers and users.

5.3. The proposed uses should be considered suitable for this location as they are supported by the National & Local Policy, as well as through public approval.

5.4. The facilities to be provided are not restrictive to who can use them, they will be open to all members of the local community that are already registered with the surgery as well as those that wish to register.

5.5. The development of the new medical centre will secure the long-term jobs of the current employees which might otherwise be at risk should the existing premises be judged as unfit for purpose in the future.

5.6. The new surgery will be located at the centre of the new Hereford Link Road in a location that is easily accessible by foot, bicycle and bus. Due to the location and care model being implemented by this scheme, the scheme is convenient for existing and future patients. The proposed scheme has been designed to ensure ease of access for all users when entering/leaving the site as well as when moving around the site and inside the building.

5.7. The site is in a prominent location, which is visible, accessible and well known. Located adjacent to the railway station and the proposed new transport hub which the main bus operators will use. The site provides ideal public transport links. There is also public car parking in the vicinity which can be used in addition to the onsite car parking. The site is close to the main County Hospital building and this offers complementary adjoining uses.

Amount

5.8. The scheme proposes 2670m2 (D1 Use) of care space, 180m2 (D1 Use) of future expansion area and 140m2 of A1 Retail Space. In addition, there is capacity for 92 car parking bays and an integrated green landscape design to compliment the entire scheme. This provides health, sustainability and environmental benefits.

5.9. The introduction of a retail space will aid in providing an active and positive frontage to the Link Road, which currently has no pedestrian active zones on the street front.

5.10. The expansion zone has been designed to be flexible in its use, so that it can cater for the future requirements of the health centre, this could be for example a multidisciplinary team of healthcare experts or for increasing the number of consulting, treatment rooms.

5.11. The amount of development is not considered to be over development of the site nor to have any negative affect on future development and existing heritage assets of Hereford.

Site Layout

5.12. The principles of the site layout:

- Creating a setting for the planned Transport Hub (Design unknown) with an active façade and materiality to match the train station on the Eastern facade
- Designing for an active frontage – by ensuring that where possible public active areas (such as circulation & waiting areas) are fully glazed and distributed across the facades to have a positive impact on to Hereford City Link Road
- Increasing green infrastructure to City Link Road – Introducing soft landscaping and trees to the scheme in strategic location helping create a pleasant setting for the scheme, train station and transport hub.
- Create an easily identifiable entrance
- Allow for ease of access
- Create a prominent corner façade to the west of the site.
- Controlled access to parking
- Ease for refuse collection and delivery

Controlled access to parking

Ease for refuse collection and delivery

Designing for an active frontage – by ensuring that where possible public active areas (such as circulation & waiting areas) are fully glazed and distributed across the façades to have a positive impact on to Hereford City Link Road

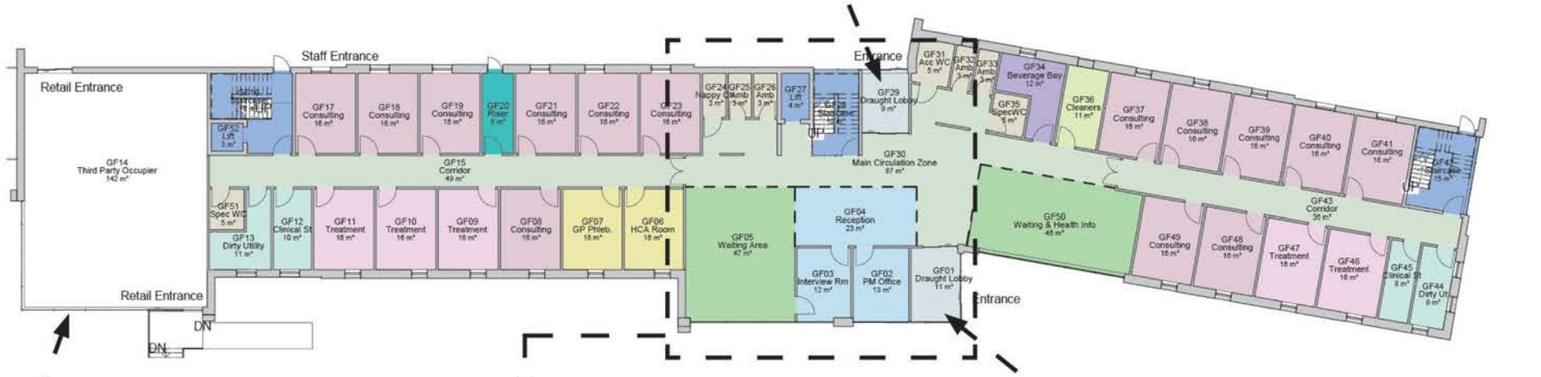
Creating a setting for the planned Transport Hub (Design unknown) with an active façade and materiality to match the train station on the Eastern facade

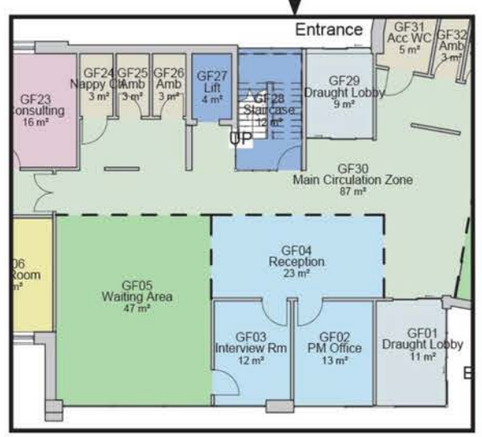
Create a prominent corner façade to the west of the site.

Users are to be able to easily identify entrances

Internal Layout

- Easily accessible from both City Link Road & the parking area
- Logical floor plan with entrances easily identifiable
- Logical floor plan with vertical circulation, welfare facilities, reception areas and waiting areas at the core of the building.
- Internal rooms to be arranged to allow for flexibility and future demands
- Internal rooms considered to maximise environmental benefits of the site (Ventilation, solar gain, views) and minimise the use of add on products and technology in creating a sustainable scheme
- Retail element to have separate entrance and distinctive façade so that visitors are not confused. This will also aid in the security and safety of the retail element if it were to be a Pharmacy due to the requirement of keeping medicines secure.





Scale & Massing

- To be sympathetic to the scale of the Train Station
- To reduce impact on the Conservation areas and Heritage assets of Hereford
- To reduce the appearance of mass for a long street facing building through building materiality and massing.
- To set a precedent for future development in the area.
- To emphasise the active areas and entrances of the facility through the massing of the building.

6.0 Design Process & Iterations

Various design iterations were explored in defining the final building appearance:

Design Iteration A

Advantages

- Brick match to Train Station a well introduced response to the listed asset and historic Hereford orange brick architecture.
- Emphasis of the main entrances.
- Glazed atrium as entrance
- Introducing green infrastructure on to City Link Road which is also integral to the building physics.
- Successful in breaking up the long mass of the building through materiality and building form.

Disadvantages

- Too stark and austere
- Activity concentrated to the centre of the building
- Western corner onto City Link Road to harsh and solid.
- Cladding colours not fitting for Hereford.
- Dark Grey Cladding undesirable


HEREFORD
MEDICAL
CENTRE


HEREFORD
MEDICAL
CENTRE


HEREFORD
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Design Iteration B

Advantages

- Activity dispersed by moving retail to western corner
- Western Corner softened
- Removing multi-grey cladding helps to reduce massing of building.

Disadvantages

- Loses prominence of main entrance
- Small windows to waiting areas and staff areas
- Lacks statement entrance
- Building mass is ‘blocky’ in its appearance

Preferred Design Option

Advantages

- Reinstates prominent main entrance
- Increases prominence of western elevation
- Creates a lighter building by use of the materiality and colour palette
- Responds well when approaching from the east on City Link Road
- Responds well to the proposed Transport Hub
- Introduces Green Infrastructure to City Link Road

Disadvantages

- The glazed element to the retail space could be prone to vandalism


Hereford
Medical
Centre
one


Hereford Medical Centre
Retail
one


Hereford Medical Centre
NE-XX-XX-SD VIEW 06

7.0 Landscape Design

CGI - Front elevation of building and proposed street tree planting along Hereford City Link Road

Landscape Design Principles and objectives

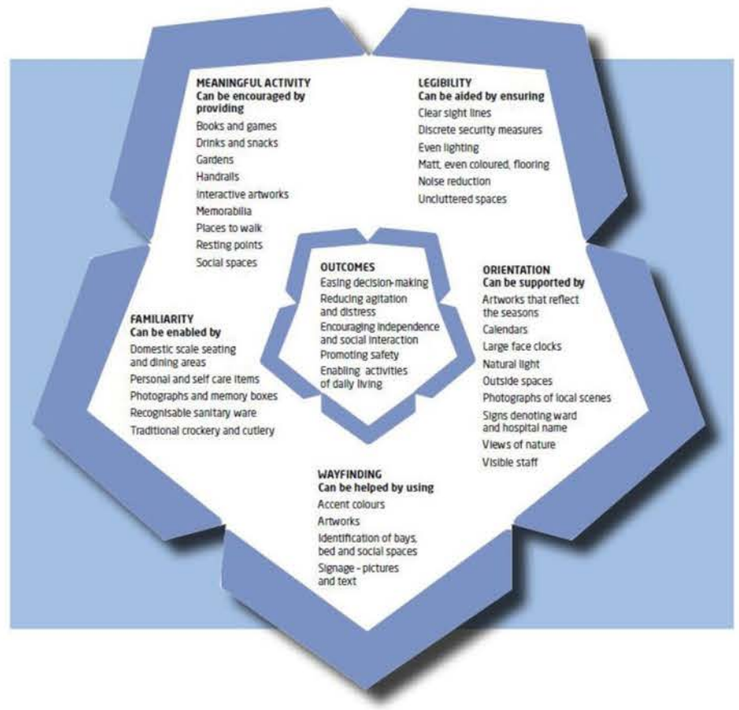
6.1. Three main principals that are integral to the functionality and quality of the project have driven the design of the landscape. These are;

- **Setting a high quality precedent for the streetscape that enhances Hereford City Link Road** - The use of street trees and quality materials that provides character sets a standard for future development along Hereford City Link Road
- **Privacy to consulting and treatment rooms** - The use of planting to provide a 4m offset buffer between rooms that require privacy and pedestrian movement around the building
- **Maximising car parking provision** - providing the maximum number car parking spaces that are achievable within the limits of the site for staff, patient and customer parking

6.2. Additionally a number of other best practise design principals have been followed;

- **Wayfinding and Legibility** – creating clearly defined and legible setting for the development that is easy to understand with recognisable routes into and through the site and to the main entrances of the building.
- **Breaking up the building mass** - Use of trees to break up the mass of the building
- **Functionality** - creating a practical landscape that fulfils all functions required for the building staff, patients and customers of the building
- **Ecological enhancement** – to improve the sites ecological value.
- **The Healing Landscape -** Following the principals of The Healing Landscape set out by The Kings Fund by providing an attractive, high quality landscape, which is safe, stress free and therapeutic.
- **Management and Maintenance** - A olng term management plan is to be used to ensure the quality of the landscape into the future

The Kings Fund Design Principals for the Healing Environment



Sustainability

6.3. The project is targeting BREEAM excellent and this has set sustainability at the forefront of the project. The high sustainability standards have driven a number of design approaches within the project;

- Using the Bre:Green Guide to Specification to guide the selection of external hard landscape and boundary materials
- Appointing an ecologist at an early stage in the project to identify existing ecological feature within and close to the site and advise the design team on ecological enhancements
- The use of sustainable drainage with the target to hold the first 5% of surface water run-off on site within source control components such as permeable paving and filter trenches

Existing site and ecology

6.4. The existing site has no ecological features, trees or vegetation which is due to its former use as industrial units and car parking. More recently the site was used as storage for spoil from the implementation of the new Hereford City Link Road. The spoil is due to be removed by Hereford Council which will leave a flat, barren site.

6.5. Countryside Consultants have undertaken a Phase 1 Habitat Survey to determine the ecological value of the site and make recommendations for site enhancements.

6.6. The survey concludes that the site has a very low ecological status and presents opportunities for net enhancement. The proposed planting plans achieve the net species enhancement and also include approximately 10% native species. Refer to drawing ONE-ALL-HMC-DR-L-0002 for more details on the planting.

6.7. There are any opportunities for bird nesting beneath the building eaves within nest bricks. Swifts are a particular for target species. In response to the ecologist, swift bricks are included within the proposed brick elements of the building.

Existing site levels

6.8. Following the removal of the spoil heap the site will be left flat. There is a very minimal fall east to west along Hereford City Link Road to which the site responds. There is also a gentle gradient north to south.

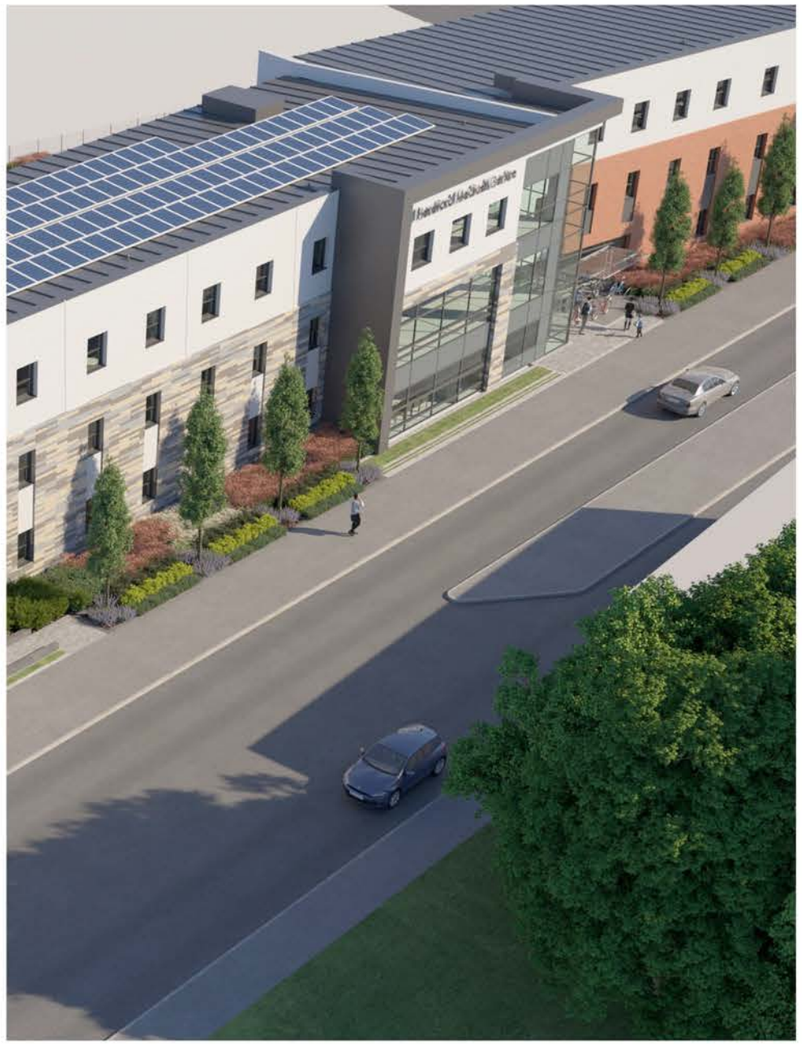
6.9. The proposed landscape surrounding the building is flat and level changes are accommodated within gentle falls within the hard and soft landscape.


Example of a Swift brick


Example native plant species - Cornus


Example native plant species - Honeysuckle

CGI - Rear elevation of building, car park and landscape



CGI - Front elevation of building and proposed street tree planting along Hereford City Link Road

Foul

6.10. A developer enquiry has been submitted to Welsh Water and they have confirmed there is sufficient capacity within the adjacent combined sewers to accommodate the anticipated flows from the site. The site is served by a 1200mm diameter brick culvert running between 5 and 6m deep to the north, which cuts across the northwest corner of the site and a separate 300mm combined sewer approximately 35m to the south of the site, which Welsh Water have offered as their preferred point of connection. There may also be existing connections from the previous industrial units located on the site which may offer a more preferable connection point and more detailed survey and inspections will be required to identify these. There may also have been a future connection point constructed as part of the new Link Road, which could be utilised to avoid expensive and/or deep excavations.

Storm

6.11. The site is located on the edge of flood zone 2 and 3, however, recent diversion of the Widemarsh Brook (see photo 13) as part of the new Link Road will have changed the ground levels and original flood zones. Liaison with Balfour Beatty who were responsible for the Link Road and watercourse re-alignment has identified that they are in the process of building a post-construction revised hydraulic model. The site is not at risk from pluvial, historic or artificial sources that we are aware of according to the published surface water mapping which again may be subject to change in the future. The site levels could require elevating between 150 and 300mm above existing levels to mitigate any residual risk from the flood zones and this has been incorporated into the design. Hydrock are engaged to produce a Flood Risk Assessment which will explore and define these parameters in more detail including establishing a suitable freeboard above the relevant flood zone levels.

6.12. The SuDS hierarchy directs us to look at infiltration in the first instance as a means of draining surface water. Percolation tests undertaken in one trial pit during the ground investigation indicated that a satisfactory drain-down time could not be achieved, so this has been discounted. Given the proximity to the existing watercourses, with the now-diverted Widemarsh Brook terminating within 15m of the site boundary (see photo 1), the feasibility of a connection to a water body is being explored. At present connections to the watercourse in its current location require crossing third party land, which is being explored in more detail. It is anticipated that Balfour Beatty future-proofed this eventuality by providing a surface water spur in the bellmouth and we are waiting for confirmation in this regard.

6.13. Balfour Beatty have confirmed that as part of the wider Link Road, design parameters were set for any development plots that there would be a decrease in flows generated from the site's impermeable areas in line with a greenfield discharge rate of 5 l/sec/hectare, resulting in a pro-rata maximum discharge rate of 2.4l/sec. Storm water from the roofs, parking spaces and running aisles be directed to a new positively drained underground system attenuated using approximately 290m3 of cellular crates buried under the car park, restricted using a vortex control device set in a private manhole, before discharging to the watercourse or adopted sewer. External levels will be set to fall away from the building as a safeguard against failure of the drainage system or exceedance in very rare event, in which case the volumes will be accommodated as shallow pooling within the car parking areas. Permeable paving has been included within car parking bays to provide water quality improvements at source and to slow flows down en route to the drainage system.

The existing Widemarsh Brook culvert west of the site

Existing site

8.0 Landscape Master Plan

Landscape Design Proposals

7.1. The landscape design follows the landscape design principals setting the building in a prominent location at the front of the site with a wide planted buffer around the perimeter of the building and the car parking to the south and rear of the site.

7.2. The landscape design has been driven by providing a high quality and welcoming setting to the new building within a limited budget whilst also delivering the functionality required for the building occupants and visitors.

7.3. The landscape design can be divided into a series of functional elements as follows;

- The Building frontage and Hereford City Link Road
- Pedestrian arrival and movement
- Vehicle Access and Parking
- Deliveries and Refuse collection
- Site security and Boundary Treatment

Building frontage on Hereford City Link Road

7.4. The building has been located in the most prominent position to the front of the site. Planting areas to the front of both building wings and a formal row of trees frame the building and creates a symmetrical formality that highlights the main entrance into the medical centre.

7.5. A buffer zone of between 2 to 4 meters has been allowed from the back of the public footpath to the building for privacy. This area is used for planting to enhance the arrival to the building and soften the frontage along the link road.

7.6. Although limited, this space is also used for street tree planting. The trees are positioned in a formal row that breaks up the scale and mass of the building and introduces a green and leafy character along Hereford City Link Road. A tall and narrow fastigiate tree species has been chosen for its regular form and to suit the limited space near the building.

7.7. The use of street trees is continued both to the south of the building in the car park and to the north on the junction and entrance into the site. As there is more space, larger trees with a spreading canopy are proposed and will create a treed, leafy character to the link road.

Pedestrian Arrival and Movement

7.8. Pedestrian arrival to the Medical Centre is at the heart of the building with two main entrances opposite each other; at the front on the Link Road and at the rear of the building within the car park.

7.9. Main entrances are clear and visually open with wide paved areas using high quality granite paving to highlight the space.

7.10. The main entrance to the retail unit is from the front of the building and uses the same granite paving. This entrance is at a higher level than the public footpath therefore three step (with handrails) give a direct movement route into the building. There is however a 1:21 access route approaching the entrance from the east.

7.11. The retail unit has a second entrance which is accessed from the car park to the rear of the building.

7.12. Level access is provided at all the entrances into the building to ensure that the building is fully accessible and compliant with building regulations.

7.13. A series of pedestrian paths provide circulation around the building and separation from vehicle movement where possible.

Vehicle Access and parking

7.14. The rear of the site has been laid out to maximise the number of parking bays that are provided. The linear nature of the site has allowed for a single access road from which parking spaces are accessed. Additional land was purchased to the eastern end of the site for the purposes of creating a larger car park however the area was limited due to proposals for a future Transport Hub development.

7.15. The car park has 92no. parking bays of which 10% are accessible parking bays and set out in line with Herefordshire Council Highways Design Guide for New Developments. Accessible parking are located close to the building entrance.

7.16. Vehicle access is via the junction to the west of the site from Hereford City Link Road. Access into the car park is to be controlled using a barrier system to ensure that the car park is only used by staff, patients and customers.

7.17. Cycle parking is in a prominent location with covered cycle parking at the front and rear of the building next to the main entrances. 14no. cycle stands provide space for 28 bikes and encourage staff and visitors to use sustainable forms of transport to the building.

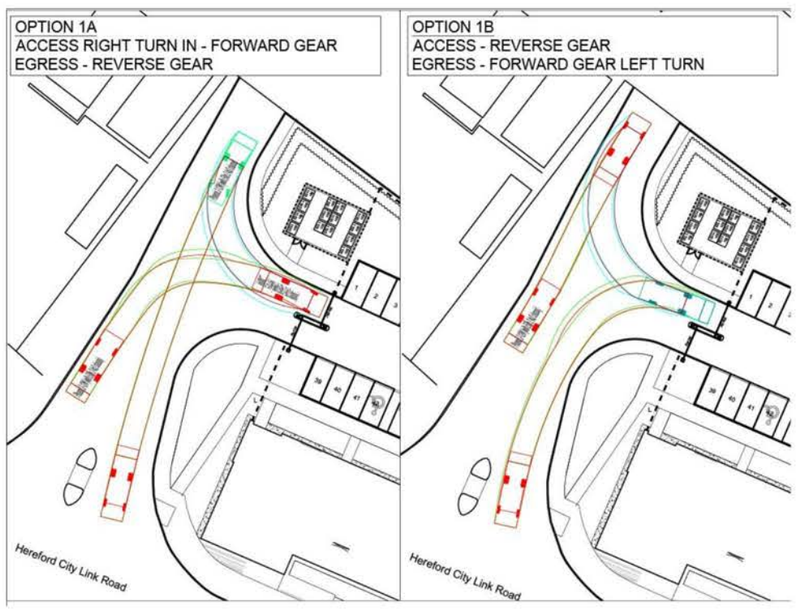
7.18. An ambulance bay is located adjacent to the rear building entrance

Deliveries and Refuse collection

7.19. The single bin store is proposed for joint use by the Medical Centre and the retail unit. The store will be enclosed and fully secured with locked gates. The storage area holds 14no. 1100 litre euro bins. A minimum of three of the bins are for recyclable waste and will be labelled *'for recyclable waste'*

7.20. The bin store is located in the north corner of the site with good proximity to the building and direct assess from the road for refuse collection. The turning into the site has been designed as a turning head for refuse vehicles. The site entrance barriers are set back so that a vehicle can reverse without needing access into the site.

7.21. Deliveries to the Medical Centre for up to 7.5 tonne vehicles will be from the car park. Timing of deliveries will be controlled by the building occupants to reduce conflict with other traffic. A vehicle swept path analysis has been carried out within the car park to ensure there is sufficient turning area for vehicles.



Site Security and Boundary Treatment

7.22. A Secure by Design meeting was held with the Design out Crime Officer from West Mercia Police on 22/03/2018.

7.23. The outcomes from the meeting for the landscape have been incorporated into the landscape masterplan. The recommendations are as follows;

Site boundary

- The north, east and west boundaries to be 1.8 weldmesh fence (use weldmesh as it is a good anti-climb fence)
- Western boundary to be 1.8m high weldmesh and to enclose the bin store
- Proposed trees close to the boundary fence will need to be managed by the occupants of the building in the future to prevent them from becoming climbable

Bin store

- The location of the bin store away from the building is good
- The bin store needs to be locked and enclosed within the secure line. Each bin will also will also need to be secure

Cycle parking

- The cycle store to the front of the building to have cctv
- Ensuring that no access could be gained from climbing on top of the bike cycle racks or any other part of the build.

Security Systems

- CCTV will be in place to cover potentially vulnerable areas e.g. the entry/exit points, car park and cycle racks.

9.0 Landscape Components

Surfacing and Furniture

8.1. Materials have been chosen to create a modern and welcoming environment to the Medical Centre and the retail unit.

Feature paving to entrance areas

Material: Silver Grey Granite flag

Dimensions: 200x400mm

Colour: Silver Grey

Finish: Flamed

Manufacture: Marshalls or similar

Car park surface

Material: Macadam

Road edging

Material: Pre-caste concrete

Profile: Half battered

Size: 255x125mm

Product: British Standard Concrete Kerb by Marshalls or similar

Path edging

Material: Pre-caste concrete

Profile: Square

Size: 150x50mm

Product: Pin Kerb by Marshalls or similar

Maintenance strip

Material: Ornamental gravel with timber edging

Aggregate size: 10mm

Colour: Buff

Manufacture: CED or similar

Bollards

Material: Stainless Steel with brushed finish

Product: Ridge Stainless Steel Bollard, BX47 9004

Size: 101mm diameter by 1000mm high

Fixing: Root fixed

Manufacture: Broxap or similar

Cycle Stands

Material: Stainless Steel with brushed finish

Product: Sheffield-stand BXMW/GS

Size: 715mm wide by 800mm high

Fixing: Root fixed

Manufacture: Broxap or similar

Cycle Shelter

Material: Galvanised

Product: Coventry Cantilever Cycle Shelter BXMW/COV/CAN

Size: TBC

Fixing: Root fixed

Manufacture: Broxap or similar

Secure Fencing to site

Material: Weldmesh fence

Product: Securi-Mesh with matching pedestrian gates and 180 degree opening

Height: 1800mm

Colour: Black

Manufacture: Jacksons Fencing or similar

Compound Enclosure

Material: Timber hit and miss fencing with matching secure gates

Height: 1800mm high

Planting Proposals

9.1. The planting proposals have been developed to establish an attractive and tidy landscape that enhances the setting of the building.

9.2. All planting has been chosen to be robust, low maintenance to and thrive within an urban environment adjacent to a busy road and car park. Plant species are chosen for their position either in full sun to the south of the building or shade to the north of the building.

9.3. The planting is laid out in linear single species swathes along the length of the building and throughout the other soft landscape areas to create a simple, formal design.

9.4. Planting is mainly shrubs and ornamental grasses with a high percentage of evergreen species for year round structure.

9.5. The front of the building is the most prominent and as such an a mix of bulbs that will flower from spring to autumn add colour and interest.

9.6. Fastigiate trees are proposed to create a formal line to the front of the building and this formal row is mirrored at the back of the building. Within the car park and elsewhere along the Link Road trees are proposed where space allows.

Detailed Planting Plans

9.7. For more detailed information on the planting proposals refer to the Detailed Planting Plan ONE-ALL-HMC-DR-L-0002

Topsoil and subsoil

9.8. Due to existing conditions all topsoil for the planting beds will need to be imported. The site may also require imported sub-soil. Topsoil and subsoil will be specified as multi-purpose to BS 3885:2015

9.9. Soil depths are to be as follows:

- Semi Mature and Extra Heavy Standard tree pits to be 1000x1000mm with 500mm depth topsoil over 600mm subsoil
- Ornamental planting beds - minimum 450mm depth topsoil over 500mm depth subsoils
- Hedges - 1000mmm wide trench with 450mm depth topsoil over 500mm depth subsoil

Trees to building frontage - Oak (Quercus robur 'Fastigiata Koster')

Street trees - Plane (Platanus x hispanica)

Trees to car park - Whitebeam (Sorbus aria)

Ornamental hedge - Beech (Fagus sylvatica)

Ground cover - Pachysandra terminalis

Ground cover - Liriope muscari

Evergreen scented flower - Sarcococca confusa

Berberis ‘Atropurpurea Nana’

Ornamental grass - Anemanthele lessoniana

Ornamental grass - Luzula nivea

Cornus midwinter fire

Bulb Mix - Tulip ‘Queen of the Night’

Bulb Mix - Allium sphaerocephalon

Bulb Mix - narcissus ‘Jack Snipe’

Bulb Mix - Nerine bowdenii


Please refer to updated images
Hereford Medical Centre
one

Please refer to updated images

10.0 Appendix A - Pre Application Comments & Response

	Comments from Conservation Officer	Design Response
1	Whilst the principle and general massing of the development are acceptable..... It is felt that there should be a clear architectural concept and that the building should promote or reinforce local distinctiveness. It has not been demonstrated that the character of the townscape has positively influenced the design As such the proposals would not accord with policies 60 and 63/64 of the NPPF and policies LD1 and SS6 of the adopted Hereford Core Strategy.	Policy 60 of the NPPF mentions that decisions with regards to planning applications should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness. This scheme has a desire to set precedent for future development of this local area which is currently undeveloped, has a lack of identity and distinctiveness and no Local Plan design guidance. In its direct context (apart from the beautiful Grade II listed Train Station) are industrial buildings, old yards and a Supermarket. Therefore it is a challenge in trying to promote or reinforce the local distinctiveness of this area. This scheme therefore through its materiality and massing seeks to draw upon the more modern developments of Hereford as referenced in the Historic Townscape of Central Hereford Report, and desires to be the transition building for Hereford by being sympathetic to the red brick past of Hereford and celebrating the new architectural palette of colours that are defining the contemporary projects of Hereford. Though the scheme is original in its design approach, the heritage statement has concluded that it will have negligible affect on any of Herefords heritage assets. Rather, it would be improving views across to the heritage assets due to it being a multi-storey public building. Policy 63 of the NPPF states in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area. Policy 64 of the NPPF states that permission should be refused for development of poor design that fails to take the opportunity available for improving the character and quality of an area and the way it functions. Response as per comments in Recommendation Number 6 Hereford Core Strategy LD1 recommends Development proposals should conserve and enhance those environmental assets that contribute towards the county's distinctiveness, in particular its settlement pattern, landscape, biodiversity and heritage assets and especially those with specific environmental designations. In addition, proposals should maintain and improve the effectiveness of those ecosystems essential to the health and wellbeing of the county's residents and its economy. As identified in the Historic Townscape of Central Hereford Report, Edgar Street Grid Design Frame Work and the Heritage Statement commissioned for this scheme, this particular area has no identifiable settlement pattern, and sits outside the historic townscape of Hereford where there is a clearly identifiable pattern. This scheme proposes to build a frontage on the new City Link Road which will be a catalyst for an urban streetscape on the new road. Currently there are very few street facing buildings on the new link road and therefore this areas lacks landscape and biodiversity . This scheme will introduce ecology onto the site and provide green infrastructure for the link road which has been designed to flow from the planned transport hub. Hereford Core Strategy SS6 recommends Development proposals should: • demonstrate that character of the landscape and townscape has positively influenced the design, scale, nature and site selecting on, protection and enhancement of the setting of settlements and designated areas; • conserve and enhance the natural, historic and scenic beauty of important landscapes and features, including Areas of Outstanding Natural Beauty, nationally and locally designated parks and gardens and conservation areas; through the protection of the area's character and by enabling appropriate uses, design and management; • incorporate new landscape schemes and their management to ensure development integrates appropriately into its surroundings; and • maintain and extend tree cover where important to amenity, through the retention of important trees, appropriate replacement of trees lost through development and new planning to support green infrastructure. Refer to Design Approach & Landscape Chapter of Design & Access Statement
2	The response to the setting of the listed Railway Station should be to frame the space in front of this, forming a new civic space to be inhabited by the transport hub. At present the building doesn't offer a respond to this nor is the understanding of the setting and significance of the building communicated through the form of a heritage statement, a key design tool. As such the proposals would not accord with policies 128 of the NPPF and would cause harm to the setting of the railway station, policy 134 of the NPPF.	The east wing of the proposal in particular, through its proportions and materiality have been designed to respond to the train station and the new civic space in front as can be seen on the artistic impression. The east wing in it's entirety has been rotated so that it compliments the orientation of the train station and provides a 45 degree active elevation to frame the Transport Hub while being a contemporary yet sympathetic statement for those entering Hereford using the City Link Road. This also provides the opportunity for a step back from the pavement which gives way for the privacy required of consulting and treatment rooms, whilst creating areas of landscaping to combat what has been referred to as a "rather unpleasant pedestrian environment" (Urban Panel Review Paper, Hereford). In addition this design response is further supported by the design principles in the ESG Design Framework (5.8, 5.6) Policy 128 of the NPPF requires the applicant to describe the significance of any heritage assets affected, including any contribution made by the proposal. A heritage assessment has been commissioned and the report submitted with this application. The report concludes that the impact upon the heritage is less than substantial and as a public building could actually improve views to the Cathedral and Spires in the skyline. The location of internal waiting and staff areas have been located to facilitate these views and designed with large windows oriented to capture these vistas. Policy 134 of the NPPF recommends that where 'less than substantial harm' would occur to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal. It is evident that the medical centre will bring significant public benefits; social, economic and political, without the need for further explanation. However should there still be concerns over the substantial public benefits of a Care Hub in a currently underdeveloped area of Hereford which can prove to be a catalyst for other high quality sustainable design then a report can be produced on request.

3	It is felt that a design review panel such a Made or the DCfW should be consulted on the design of the scheme at an early stage. This is in accordance with policy 62 of the NPPF and the recommendations of the Historic England Urban Panel.	Policy 62 of the NPPF states that Local Authorities should have local design review arrangements in place to provide assessment and support. The design team have not been made aware of such arrangements that the Local Authority has in place. This suggestion was also not made during the first Pre App discussion and only came to light weeks before the submission, which is adverse to the policy which states "early engagment on desgin produces the greatest benefits". A national design review would also be extremely subjective in this case due to the void of any design codes or neighbourhood plans for this particular area. These are documents that the LA should have in place as per NPPF 58 & 59
4	Previous comments have requested a site analysis including map regression, a study of the context of the site and an understanding of the heritage assets which may be affected by the	This exercise had been undertaken as part of the initial site analysis and design process but as is identifiable, bears little to form any inspiration for the architecture of the building
5	It is felt that the idea of defining of the entrance is a positive aspect of the scheme.	The entrance also provides natural stack ventilation for ventilation the waiting areas and staff areas in the building. In addition it is a statement glazed atrium providing an active elevation for pedestrians & vehicles using City Link Road
6	When enquiring about the design brief for the building, there appeared to be two aspects which related to the external appearance of the building: The need for privacy for consulting rooms and response to climate on the south facing side of the building. In terms of the response to climate and privacy, it may be that these both provide the cue for the architectural treatment of the façade, .e.g. louvres or a product such a reglit may achieve both and solar shading could help with the articulation, rhythm and composition of the elevational treatment. Unfortunately it is not felt that the tree planting would be architecturally successful .	The proposed scheme has used a fabric first approach and is targeting a BREEAM Excellent rating. The philosophy of a fabric first approach is to minimise the use of add on elements (such as louvers) for providing a comfortable internal environment and achieving this through the building fabric and landscaping strategy. The building has been designed to require 0 brie soleil through the use of trees as solar shading and the size and location of windows and also has the flexibility to be 100% naturally ventilated. To have been able to achieve this whilst considering acoustic and privacy issues associated to medical centres, budgets associated to developers and planning policy is an achievement and to introduce brie solei or add on products for architectural interest would be contrary to such an innovate design philosophy. This would also be contrary to NPPF policy 60, 63 & 65. In addition Hereford City Link Road lacks any green infrastructure which is to the detriment of the local biodiversity. Landscaping and trees bring many health benefits to the urban realm and to have achieved a strategy whereby this can help achieve a better performing building is an outstanding achievement in building design.

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