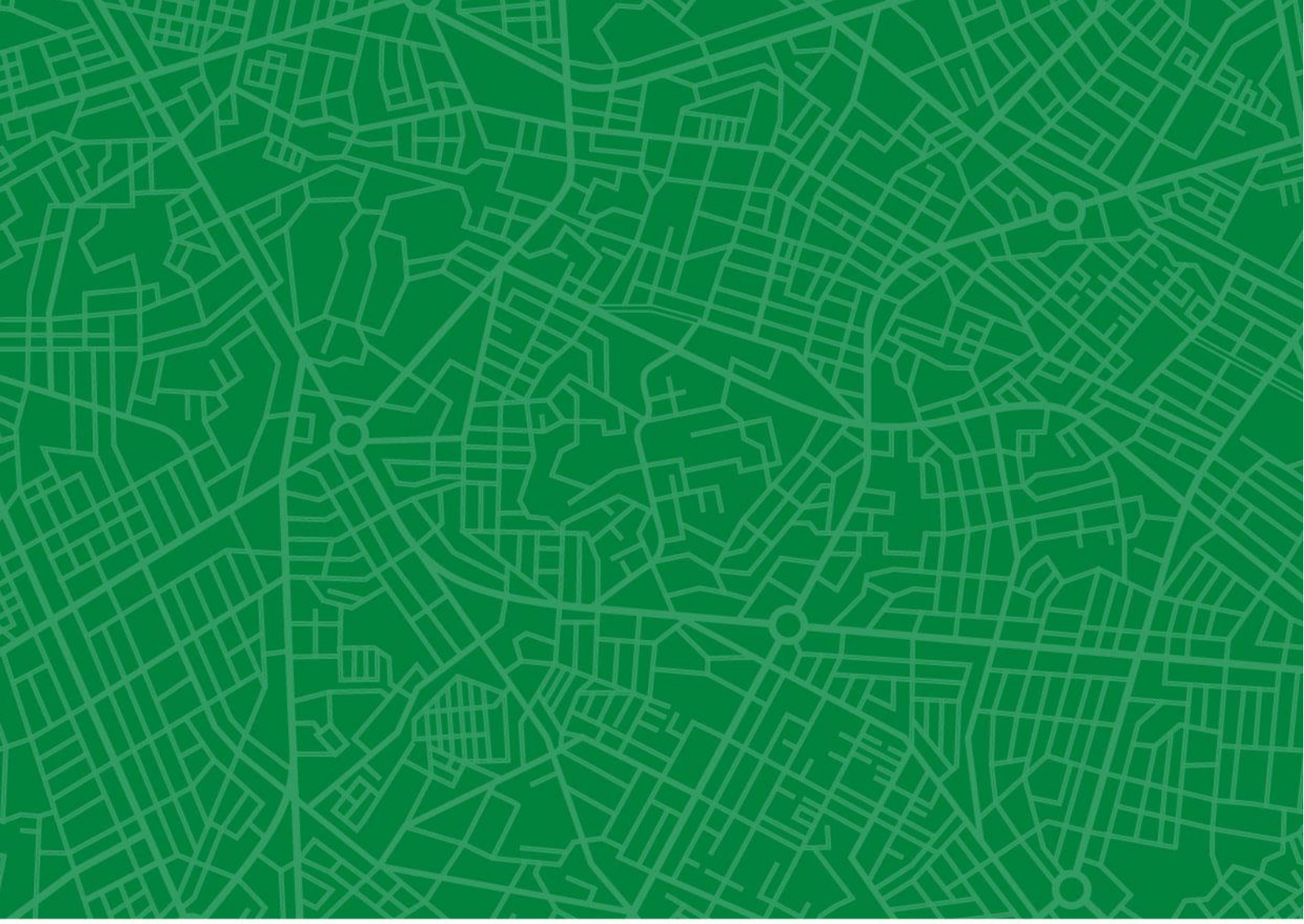

RIDGE

ENVIRONMENTAL STATEMENT NON-TECHNICAL SUMMARY

FIRST PHASE OF THE PROPOSED URBAN EXTENSION AT LOWER BULLINGHAM, HEREFORDSHIRE (THE SOUTHERN URBAN EXPANSION)

ON BEHALF OF BLOOR HOMES WESTERN LTD

AUGUST 2024

CONTENTS

1. INTRODUCTION

Background

1.1 This Non-Technical Summary (NTS) presents a summary of the findings of an Environmental Statement (ES) that was prepared in relation to an outline planning application for Land at Lower Bullingham (The Southern Urban Expansion) ('the Site').

1.2 The application has been submitted on behalf of Bloor Homes Western ('the Applicant').

1.3 The Proposed Development is for the first phase of an urban extension (known as the 'Southern Urban Expansion' in the Herefordshire Local Plan – Core Strategy) comprising up to 540 homes (Use Class C3); employment land (Use Class B and E), local centre and a country park together with supporting public open space, and all other associated works (e.g. demolition of existing industrial buildings, drainage, landscaping and ground modelling). All matters are reserved for future consideration save for 'access'. Only the means of access into the site is sought as part of this outline application, not the internal site access arrangements. The development is subsequently referred to as the 'Proposed Development' with Chapter 3 of this NTS providing a more detailed description of what is proposed.

What is an Environmental Impact Assessment?

1.4 An Environmental Impact Assessment (EIA) has been undertaken by a team of competent experts to assess the environmental effects of the Proposed Development. The EIA is reported within an ES which has been prepared in line with the EIA Regulations[1]. The purpose of the ES is to identify the likely significant effects that the Proposed Development may have on the environment and setting out how they can be avoided or reduced.

1.5 In line with the EIA Regulations, the ES should include a non-technical summary of the information presented within the ES. The National Planning Practice Guidance (PPG)[2] identifies that the main findings of the ES must be set out in accessible, plain English, to ensure that the findings can more readily be disseminated to the general public, and that the conclusions can be easily understood by non-experts as well as decision-makers.

1.6 This NTS sets out the key issues and findings of the ES in an accessible format, in line with the above.

1.7 The ES comprises:

[1] Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)
[2] Paragraph 035 Reference ID: 4-035-20170728

- Volume 1: Main Text
- Volume 2: Figures
- Volume 3: Technical Appendices

1.8 The ES addresses the following issues with a dedicated Chapter on each:

- Approach to EIA
- Description of the Site and Surrounding Area
- Description of Development
- Consideration of Alternatives
- Planning Policy Context
- Landscape and Visual;
- Ecology and Nature Conservation;
- Transport and Access;
- Socio-Economics;
- Climate Change;
- Cumulative Effects;
- Summary.

1.9 The ES and this NTS accompany a suite of documents that together support the planning application submitted to the Local Planning Authority, Herefordshire Council.

1.10 Hard copies can be viewed at Herefordshire Council's Offices[3]. Electronic copies of the ES and planning application can be viewed on Herefordshire Council's website at https://www.herefordshire.gov.uk/info/200142/planning_services/planning_application_search

[3] Herefordshire Council, Plough Lane, Hereford HR4 0LE

2. APPROACH TO EIA

2.1 An EIA identifies the likely significant environmental effects of a development on the environment, and where relevant, outlines mitigation measures that would either avoid, minimise or offset any negative (adverse) effects.

Scope of the Assessment

2.2 A Scoping Request was prepared and submitted to Herefordshire Council on 7th August 2023 to invite the Local Planning Authority's (LPA) views on the topic matters to be included within the ES in the form of a Scoping Opinion. The Scoping Opinion was received on 9th October 2023, which confirmed that the LPA were in agreement with the following topics being scoped in:

- Landscape and Visual Impact
- Ecology and Nature Conservation
- Transport and Access
- Socio-Economics
- Climate Change

2.3 It was agreed that no likely significant environmental effects will arise in regard to Air Quality, Cultural Heritage and Archaeology, Human Health, Flood Risk and Drainage, Land Quality and Ground Conditions, Lighting, Major Accidents and Disasters, Noice and Vibration, Soils and Geology, and Waste. As such, these topics have been scoped out of the ES. However, technical reports relevant to these matters have been prepared separately which accompany the planning application.

Approach to the Assessment

2.4 For the topics included, the ES includes a description of the 'baseline condition' which is the existing environmental characteristics for each individual topic. Where relevant, the 'future baseline' (how the baseline environment may change in the absence of the Proposed Development) is also set out.

2.5 Each topic identifies receptors which could be sensitive to the impacts of the Proposed Development, including local residents and businesses, pedestrians, cyclists and road users, designated sites, habitats and species, and the local economy, amongst others.

2.6 Each Chapter then measures whether environmental effects on those receptors are significant using standards or codes of practice and expert judgement.

2.7 The ES considers potential effects during both the construction and operational phase of the development.

2.8 The overall level of the effect (i.e. whether it is significant or not) is described in each of the Technical Chapters, determining whether those effects are direct, indirect, secondary, cumulative, transboundary, short-term, medium-term or long-term, permanent or temporary, positive or negative. The overall significance is then assessed by determining:

- Whether the actual change taking place (magnitude) is High, Medium, Low or Negligible; and
- Whether the sensitivity or value of the receptor is High, Medium, Low or Negligible.

2.9 The overall effect of significance is based on the interaction between magnitude and sensitivity, whereby the effects can be beneficial (positive), adverse (negative) or negligible (neutral). Overall, the effects, are defined as follows:

- Major (adverse or beneficial) – where the development would cause significant deterioration (or improvement) of the existing environment;
- Moderate (adverse or beneficial) – where the development would cause noticeable deterioration (or improvement) to the existing environment;
- Minor (adverse or beneficial) – where the development would cause perceptible deterioration (or improvement) to the existing environment;
- Negligible – no discernible improvement or deterioration to the existing environment.

2.10 Unless specified within the Technical Chapter, if the effect falls into the category of either 'Moderate' or 'Major', it is considered significant in EIA terms.

2.11 The EIA was undertaken in parallel to the design process and, where possible, measures to minimise environmental effects have been designed-in to the Proposed Development (embedded mitigation). If adverse effects are identified, then additional mitigation measures have been put in place where practicable to reduce that impact. The extent of the mitigation measures and how these will be effective is discussed within each of the technical chapters. 'Residual effects' are those that remain after mitigation measures have been implemented.

Cumulative Effects

2.12 The EIA Regulations also require assessment of any potentially significant effects of the Proposed Development that may arise cumulatively (when combined with) other development sites in the local area. The sites considered in the ES are displayed on a plan at **Figure 1.** Each Technical Chapter has a section which assesses these cumulative effects.

2.13 The ES also considers the effects that have arisen from the interaction between individual effects of the Proposed Development. These are considered in Chapter 12.

3. DESCRIPTION OF THE SITE AND SURROUNDING AREA

Site and Surrounding Context

Site Location

3.1 The Site is situated to the south of Lower Bullingham, approximately 2.1km to the south of Hereford city centre, in the county of Herefordshire, as shown at **Figure 2**. The majority of the Site is centred approximately at Ordnance Survey (OS) National Grid Reference (NGR) SO 51996 37457. The area of the Site proposed as a new County Park to the south west, is separated slightly from the main Site area and is centred at approximately SO 51460 37075.

3.2 The entire Site is located within the administrative boundary of Herefordshire Council. Most of the Site falls within the parish of Lower Bullingham, except for the land parcel to the southwest which is proposed as a new country park, which falls within the parish of Callow and Haywood.

Site Description

3.3 The total Site covers an area of approximately 44.06ha. The Site is roughly divided into 4 land parcels as detailed individually below. A summary of the key landscape features within the Site includes grassland and ruderal vegetation, ponds, watercourses and ditches, dense scrub, semi-natural broadleaved woodland, scattered trees, and hedgerows.

3.4 The central parcel is the largest parcel of land within the Site, bordered to the south by agricultural land and the B4399, and to the east by Watery Lane. Lower Bullingham Lane runs along the western margin, separating it from the northwestern parcel, and to the north lies a mainline railway, areas of arable land and grassland, and existing residential development.

3.5 The central parcel is comprised of predominantly arable land bordered by hedgerows. However, areas of scrub, grassland and ruderal vegetation are also present. The Red Brook runs through the centre of this parcel, with associated treelines and rough grassland present along its course. A small pond/unnamed drainage ditch also lies within the parcel, adjacent to commercial buildings and associated areas of hardstanding within the eastern portion of this parcel. Ground levels range from 69.6mAOD on the southern boundary next to the B4399, to 51.8mAOD on the northern boundary next to open farmland. Generally, land rises towards the south, but a valley line is present in the centre of the parcel in which the Red Brook flows.

3.6 The central parcel also includes an access track to the east, currently used by pedestrians and cyclists connecting Twyford Road and Watery Lane. Ground levels here are generally in the region of 52.6 to 51.6mAOD.

3.7 The north western parcel is situated between Green Crize Lane and Lower Bullingham Lane, to the west of the central land parcel, and to the south of the Welsh Marches railway line, which separates this part of the Site from the existing built-up area of Lower Bullingham. To the south there is further agricultural land which forms part of the remaining Urban Expansion Allocation.

3.8 The southwestern parcel (the location of the Proposed New Country Park) is bordered to the east by residential development running parallel to Hoarwithy Road and to the south by the B4399. Along the western margin runs Norton Brook and adjacent agricultural land, with additional agricultural land present to the north along with scattered residential development. The parcel itself is comprised of predominately arable land, with areas of hedgerow, scrub, rough grassland, and ruderal vegetation also present. Ground levels fall from approximately 75.0mAOD next to Green Crize, to 57.0mAOD next to the Norton Brook in the northwest of the parcel.

3.9 Finally, the northern parcel, which is the smallest land parcel, is situated along Watery Lane and consists of an existing road as well as areas of hardstanding, grass verges, hedgerows, and fencing. Ground levels here are generally in the region of 51.0 to 50.5mAOD.

Designations

3.10 There are no statutory designated sites of nature conservation value located within or immediately adjacent to the Site. The nearest statutory designation is the River Wye which lies approximately 0.41km north of the Site and is designated as both a Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC). The River Wye SAC/SSSI is designated for its importance as a wildlife corridor, migration route and key breeding area for nationally and internationally important species. The River Wye SAC/SSSI is separated from the Site by existing urban development, a mainline railway, and minor roads. The Site falls within a SSSI Impact Risk Zone (IRZ) associated with the River Wye.

3.11 There is no landscape, environmental, or historic designations covering the Site. No Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields are present within or in the vicinity of the Site. Whilst there are no Listed Buildings within the Site, there are a number of Listed Buildings within its proximity.

3.12 There are a number of Public Rights of Way (PROWs) in the vicinity of the Site. Within the Site itself, Lower Bullingham Footpath 1 runs through the central land parcel in a north/south alignment. Grafton Footpath 1 runs along the northern boundary of the south western land parcel in an east/west alignment from Green Crize.

3.13 The Site predominantly falls within Flood Zone 1 (low probability). However, the EA Flood Map for Planning also identifies that the low lying ground and river corridors within the Site are located in Flood Zone 2 and Flood Zone 3 (medium to high probability of river flooding respectively).

3.14 The Soils Assessment accompanying the planning application identifies that the Site comprises a mix of Grade 1, 2 and 3b Agricultural Land.

3.15 The Site is not located within an existing Air Quality Management Area; however, it is located approximately 1.5km to the south of the Hereford Air Quality Management Area.

Surrounding Land Uses

3.16 The Site is situated to the south of the residential suburb of Lower Bullingham. To the east lies the Rotherwas Industrial Estate which constitutes approximately 120 ha of employment uses, predominantly large industrial and warehouse buildings. In 2011, the area to the north and south of the Industrial Estate was awarded Enterprise Zone status and became the 'Hereford Enterprise Zone' (the 'HEZ'). As a result, businesses within the zone benefit from benefits such as business rates relief and a simplified planning process.

3.17 To the south of the Site lies further agricultural land, which also forms part of the Southern Urban Expansion allocation. To the west lies further agricultural land as well as some limited residential development to the west of Green Crize.

3.18 The Site is well related to existing and proposed development and is in a highly accessible location, adjacent to the strategic highway network. Hereford Railway Station is located approximately 2.8km north of the Site. Bus stops are located within proximity to the Site on Green Crize, Holme Lacy Road and Hoarwithy Road. The bus services provide connections to a number of destinations including Hereford, Rotherwas, and Lower Bullingham. Each of these services call at Hereford Bus Station, which is located approximately 400m from the railway station, therefore enabling connections to further afield destinations by rail. Hereford Bus Station can be reached by bus from the Site in approximately 15 minutes.

Planning History

3.19 The Site forms Phase 1 of the Southern Urban Expansion allocation for a comprehensively planned sustainable urban expansion expected to provide for, inter alia, a minimum of 1,000 new homes as well as around 5 ha of employment land.

3.20 The Site and surrounding land (outlined in blue on the Site Location Plan contained at **Figure 2**) is currently the subject of an existing outline planning application[4] for a larger development proposal across a wider area of land than the current Proposed Development. That application was submitted on Friday 20th December 2019, but it is pending determination, as detailed further below.

3.21 The Previous Development Proposal is supported by an ES and the full description of development for that application is as follows:

> *"A mixed use urban extension of land at Lower Bullingham (known as the 'Southern Urban Expansion' in the Local Plan) to provide up to 1300 dwellings (including specialist housing), B1, B2 and B8 employment uses, a Neighbourhood Community Hub (A1, A3 & A5), a new primary school, a Park and Choose, a country park, public open space, access, drainage and other associated works and demolition of existing industrial buildings. All matters are reserved for future consideration save for 'access'. Only the means of access into the site is sought as part of this outline application, not the internal site access arrangements (i.e., not formally form part of application)."*

3.22 However, the above application remains underdetermined by Herefordshire Council, pending confirmation of the future transport strategy for Hereford following Herefordshire Council's withdrawal of the proposal for a new Hereford Bypass and Southern Link Road in 2021. The bypass and link road were intended to enable the delivery of a significant proportion of planned growth at Hereford, including the Southern Urban Expansion allocation.

[4] Planning application reference P194402/O

4. DESCRIPTION OF DEVELOPMENT

Introduction

4.1 This Chapter sets out the description of the Proposed Development for which outline planning permission is sought, as well as outlining how the scheme will be constructed.

Description of the Proposed Development

4.2 The full description of the Proposed Development, as contained on the planning application forms, is as follows:

> *'The first phase of an urban extension (known as the 'Southern Urban Expansion' in the Herefordshire Local Plan – Core Strategy) comprising up to 540 homes (Use Class C3); employment land (Use Class B and E), local centre and a country park together with supporting public open space, and all other associated works (e.g. demolition of existing industrial buildings, drainage, landscaping and ground modelling). All matters are reserved for future consideration save for 'access'. Only the means of access into the site is sought as part of this outline application, not the internal site access arrangements.'*

Parameter Plans

4.3 As above, the application is made in outline with all matters reserved except for the means of access into the Site. As such, the application is accompanied by a series of Parameter Plans which set the design controls and context for approval of the reserved matters and the future development of the Site. Parameter Plans show the breakdown of land uses and access; a plan showing the height limitations for the Site; and a plan identifying the green infrastructure proposed. These Parameter Plans have been informed by the baseline assessments undertaken and can be found at Volume 2: Figures 4.1, 4.2, and 4.3. They have also formed the basis of assessment within this ES as well as the supporting technical documentation. These parameter plans will inform future reserved matters applications.

4.4 As access is not a reserved matter, the application is also supported by detailed highway access drawings showing the detailed junction layouts at the site access/egress points. In addition to the Parameter Plans, illustrative plans have been submitted which demonstrate one way in which the Site could be developed.

Land Uses

4.5 The breakdown of land-uses proposed is as follows:

Land Use	Quantum/Amount
Residential dwellings	14.14 ha
Employment land	5.57 ha
Public Open Space (including sports provision, informal play and attenuation ponds)	14.28 ha
Country Park	6.28 ha
Neighbourhood Community Hub/Local Centre	0.79 ha
Infrastructure (access, crossing points etc.)	3 ha
Total Development Area	**44.06 ha**

4.6 The residential development aspect of the Site is to be located within the central and south western land parcels. The exact housing mix is to be determined at the reserved matters stage, but the Proposed Development will deliver 35% affordable housing in accordance with local planning policy.

4.7 5.57 ha of employment land is situated to the east of the Site, adjacent to Watery Lane, and will provide a mix of B and E Class employment uses. However, the exact mix of uses will be determined as part of future reserved matters applications, ensuring that a diversity of occupiers can be accommodated based on market demands.

4.8 A total of 0.79 ha is proposed for the local centre/neighbourhood community hub. The exact mix of uses within the proposed local centre/neighbourhood community hub is not yet known and is to be determined as part of future reserved matters applications. At this stage, it is anticipated that the local centre/neighbourhood community hub could provide approximately 1,650sqm of floorspace with a range of possible uses including social and community uses, potential health care use, and local convenience retail with residential use above (Use Classes F.2, E and C3).

Building Form and Height

4.9 The building heights within the Proposed Development have been established in response to a combination of factors including the requirements of the Policy HD6 in relation to housing density, topography, and existing building heights in the surrounding area. The heights vary according to the position within the Site.

4.10 Residential properties will be predominantly two storeys (up to 9.5 metres) in height, with occasional 2.5 (up to 10.5 metres) storey buildings in suitable locations for placemaking purposes. Along the Spine Route and Gateway, and within the Local Centre, properties may be up to 3 storey (up to 12 metres) dwellings. The built form of the employment area is proposed in the DAS to be up to 12 metres above proposed ground level. Re-modelling of the existing ground levels will be necessary to achieve appropriate development platforms.

Public Open Space and GI Strategy

4.11 Public Open Space (POS) and play areas will be provided throughout the Proposed Development, which includes provision of sports and play facilities, drainage, landscaping, retained vegetation, pedestrian/cycle links, ecological enhancements, and all necessary infrastructure.

4.12 In addition, a 6.28 ha country park is proposed to the west of Hoarwithy Road and to the south west of the main areas of proposed built development.

4.13 The majority of the existing landscape features of the Site can be retained and will provide the basis for new green infrastructure associated with the Proposed Development. The existing watercourses, PRoW, hedgerows and trees are key assets that will be retained wherever feasible and incorporated within the green infrastructure for the Site and country park.

4.14 The Green Infrastructure Strategy for the Site proposes a series of linked multi-functional spaces that will deliver landscape, amenity and biodiversity benefits as well as perform SuDS functions, responding to flood risk, pollution control and climate change issues.

4.15 Measures to improve biodiversity include:

- Creation of natural and semi-natural habitats (wildflower meadows, green open spaces, woodland, scrub, wildlife ponds and attenuation features).
- New native tree, ditch creation and hedgerow planting is proposed of a length/area greater than lost.
- Creation of woodland.
- Creation of larger areas of scrub and hedgerows.
- New bird nest and bat boxes will be provided on suitable retained trees within the Site.
- Log piles will be created within areas of open space.
- Traffic calming measures and 'slow' speed limits.
- Sensitive lighting strategy to reduce light spill.
- Dropped/sloped kerbs to be provided and wildlife kerbs adjacent to gully pots for Great Crested Newts.

Access and Parking

4.16 There are four vehicle access points proposed for the Site, as detailed below:

- The primary vehicular access is proposed to be provided to the B4399 to the south via a newly formed roundabout. The proposed four-arm roundabout will provide access to two key internal access roads. The western road of these two will provide main vehicular access

to the wider Site, and the eastern road will provide access to the employment units at the east of the Site.

- A new priority junction providing access from Green Crize. This will provide limited general vehicular access to only 100 dwellings but would also provide emergency access to the wider Site. It will also provide a through-site route for busses.
- A priority junction crossroads across the future modal filtered Lower Bullingham Lane to allow access to the limited pocket of development parcels which would be accessed from Green Crize.
- A new priority junction on Watery Lane. This will provide access to active travel modes and buses only and will facilitate the proposed public transport strategy. This will also provide emergency access to the wider Site. It is proposed that the connection between Watery Lane and Rotherwas Industrial Estate will be delivered via a S106 contribution from the Applicant as the land required sits within the ownership of HC (not forming part of the adopted highway).

4.17 In addition to these access points, it is proposed to provide an upgraded farm access on Watery Lane as well as providing modal filtering to the south of the railway bridge on Watery Lane. This will allow access for pedestrians and cyclists along with the potential for infrequent/emergency vehicular access which will be gated/controlled to prevent unauthorised vehicle access.

4.18 All access points have been designed in accordance with relevant local and national design guidance and will comply with the road safety audit process to ensure the design is appropriate and safe for use.

4.19 In addition to vehicular access, there are several 'active travel' access points proposed around the Site, including:

- Pedestrian/cycle connection to Green Crize and new off-carriageway provision for active travel movements connecting to The Pastures.
- Modal filtering of Lower Bullingham Lane and pedestrian/cycle connections from this route into the Site at various points. Green Crize can become flooded and Lower Bullingham Lane provides a vehicular route to existing rural communities to the south at these times. It is therefore proposed to provide a modal filtering arrangement on Lower Bullingham which would allow temporary / infrequent vehicular through access at times when Green Crize becomes impassable due to flooding.
- Modal filtering of Watery Lane to the south of the railway line and pedestrian/cycle/bus connections from this route into the Site with the potential for onward connections to Twyford Road and the Rotherwas Industrial Estate in the future. At times, Watery Lane can also become flooded and to provide resilience to ensure access for existing properties on Watery Lane is maintained at all times, a modal filtering arrangement will be delivered which would also allow temporary / infrequent through access for authorised vehicles.

- Pedestrian connection to PROW over the B4399.
- Pedestrian connection to PROW from Watery Lane.
- Pedestrian/cycle connection to Watery Lane and onwards to proposed bus gate to Rotherwas Industrial Estate.
- Pedestrian connection from Green Crize to the PROW crossing the Norton Brook.

4.20 Car parking and the internal access arrangements will be agreed at the reserved matters stage.

Technical Matters

Sustainability

4.21 All homes and other buildings at Lower Bullingham will be constructed to a high standard of fabric insulation and airtightness and will utilise a range of renewable energy technologies such as roof mounted solar PV and Air Source Heat Pumps. The Proposed Development will be all-electric, with no gas boilers, meaning that the carbon intensity of each building will reduce over time, ultimately reaching net zero in line with the decarbonisation of the grid.

Drainage

4.22 The proposed Development incorporates Sustainable Drainage Systems (SuDS) to manage surface water run-off. This will comprise of detention basins within the Public Open Space.

Lighting

4.23 A Lighting Strategy is included and gives information on the surrounding sensitive receptors (residential and ecological) and mitigation measures considered within the design to comply with Herefordshire Council's Street lighting guidance, to reduce potential light spill into ecologically sensitive areas, to reduce upward light and fit in with the landscape proposals of the development.

Development Programme and Construction

4.24 The construction stages of the Proposed Development are likely to be divided up as follows:

- Enabling Works (includes the set-up of welfare, formation of site entrances and clearance of the existing site to prepare the land for the construction works to commence. Works will include limited utility works);
- Construction of access and primary infrastructure;
- Construction of housing;
- Formation of POS;
- Construction of local centre/community hub; and

- Construction of employment development.

4.25 At this stage, a 10 year construction period has been assumed for the proposed development which factors in time for the initial infrastructure, community hub and employment elements to be delivered. The estimated programme is therefore as follows:

- Start on site: Q2 2026
- First residential occupation in Q1 2027
- Anticipated completion: Q1 2036

4.26 Construction of the Proposed Development is likely to take place continuously over the 10 year period. The following assumptions have been made in respect of the construction phase to inform the ES:

- Anticipated construction methods;
- Site working hours and days; and
- Likely plant/equipment.

4.27 A detailed Construction Environmental Management Plan (CEMP) will be prepared prior to construction which will set out the principles and measures that contractors should adhere to on site to minimise and mitigate environmental impact that may arise during the construction period. This will include measures aimed at reducing dust, noise and lighting nuisance. The preparation of a CEMP is an established method of managing environmental effects resulting from construction works and will be secured by planning condition.

4.28 A draft Construction Traffic Management Plan (CTMP) will be prepared at the reserved matters stage, which will set out measures for managing and mitigating construction vehicle activity into and out of the site, to ensure safety of other road users and to protect the environment.

5. CONSIDERATION OF ALTERNATIVES

5.1 In accordance with the EIA Regulations, the ES provides a description of the main alternatives to the Proposed Development considered by the Applicant.

5.2 The alternatives that have been considered in Chapter 5 include:

1. The 'Do Nothing' Scenario;
2. Alternative Uses; and
3. Alternative Designs

5.3 The Site is allocated within the adopted Core Strategy for a sustainable mixed-use urban extension to Hereford. Therefore, the Site has been determined to be an appropriate location for contributing to the delivery of housing and employment land needs, according to the Council's site selection and sustainability appraisal processes as part of the preparation of the Core Strategy. For this reason, the 'do nothing' scenario has not been included in the assessment. Indeed, the EIA Scoping Opinion from the Council confirms that considering alternatives in terms of location or the extent (quantum) of development is unnecessary for this reason.

5.4 In a similar vein, alternative land uses for the Site have not been considered as the Proposed Development is required to be consistent with the policy requirements of Policy H6 – Southern Urban Expansion (Lower Bullingham) in the Core Strategy which provides the planning policy expectations and objectives for the development of the allocation site as a sustainable, mixed-use urban extension to Hereford, including the amount and type of uses that should be delivered across the allocation site.

5.5 As above, from inception, the Proposed Development has been shaped and informed by the requirements of Policy H6 – Southern Urban Expansion (Lower Bullingham) in the Core Strategy which outlines the planning policy expectations for the development of the Site and wider allocation area.

5.6 The design of development has also evolved throughout the pre-application process through the inclusion of environmental considerations and embedded mitigation measures where appropriate, overall reducing any potential significant effects identified.

5.7 The Proposed Development's design has evolved in response to the emerging outcomes of the EIA process, incorporating findings from baseline surveys and other research about the Site and its environs, as well as the findings from the initial evaluations conducted through the EIA process. The following key design influences and considerations have informed and influenced the evolution of the Proposed Development:

- A key requirement of the design evolution has been to ensure that it does not preclude the wider Southern Urban Expansion from being delivered in the future. The Phase 1 Site area was selected as it is closest to the current built up area of Lower Bullingham and the Rotherwas Industrial Estate and therefore represents a logical extension to the existing areas of built development while ensuring sufficient land is available for the delivery of the remainder of the wider allocated site area to the south of the Site.

- The landscape findings in relation to the Previous Development Proposal identified that the southern part of the western Site area, including land around Bullinghope and the enclosed commons around Green Crize fall within Zone 5e Grafton – Lower Bullingham, which is of high sensitivity according to the Urban Fringe Sensitivity Analysis: Hereford and the Market Towns (2010). Therefore, the Proposed Country Park (a requirement of Policy HD6) has continued to be proposed in the area to the west of the main Site area to reduce landscape impacts of the Proposed Development.

- The retention of open space between Bullinghope and the main development area, in the form of a country park, is proposed to minimise any impacts on the significance of the large number of designated heritage assets within 3km of the proposed Site. Potential adverse effects on the setting of the Lower Bullingham Deserted Medieval Village Scheduled Monument have been minimised by including open areas in the concept masterplan in the vicinity of this scheduled monument.

- The location of the proposed employment uses avoids more sensitive residential uses and has been position adjacent to the existing Rotherwas Industrial Estate and Enterprise Zone. This location is considered the most suitable from an environmental perspective as well as a commercial perspective.

- The red line area was reviewed and refined to ensure that the BNG requirements in relation to the Watercourse Unit Module of the Biodiversity Metric were met. This resulted in the red line extending further west of the Norton Brook, alongside the proposed Country Park, to enhance BNG to enable sufficient space for the planting of a wet woodland / water meadow. As such, a 10m buffer from the top of both banks either side of Norton Brook is now proposed, to include wetland habitat of planting.

- The consultation responses received to the Previous Development Proposal and the continued engagement carried out with Herefordshire Council and National Highways during the application determination process identified the capacity of the highway network as a key constraint following Herefordshire Council's formal withdrawal of the planned bypass in February 2021. Initial updated transport studies were therefore prepared, and continued liaison with Herefordshire Council Highways and National Highways assisted with informing the amount of development to be delivered as part of the Site, as Phase 1 of the wider

Southern Urban Expansion allocation. The work carried out also informed the integration of suitable active travel interventions to ensure a suitable network for accessing the Proposed Development but also easing traffic movements across key parts of the network as well as onsite infrastructure and measures.

- A key aim has been to minimise landscape and visual effects of the built development on the landscape and on the identified potential visual receptors which includes consideration of proposed building heights. As such, maximum building heights of up to 12m for the proposed employment element of the development rather than up to 15m as originally proposed for the Previous Development Proposal to reduce the visual impact of the Proposed Development. Maximum building heights for the proposed local centre (including residential above) are up to 12m, compared to the originally proposed 12.5m for the Previous Development Proposal.

5.8 The Design and Access Statement accompanying the planning application provides further detail on the design process of the scheme.

6. PLANNING POLICY CONTEXT

6.1 The Site sits within the administrative boundary of Herefordshire Council and the development plan relevant to the Site comprises:

- Herefordshire Local Plan – Core Strategy (2011-2031)
- Herefordshire Minerals and Waste Local Plan (2024).
- Lower Bullingham Neighbourhood Plan (2017)
- Callow and Haywood Neighbourhood Plan (2015)

6.2 In addition, material considerations such as the National Planning Policy Framework and National Planning Practice Guidance have been considered.

6.3 The Council is currently in the process of updating the current Herefordshire Core Strategy, which was adopted in October 2015. This Review is at an early stage of development. Herefordshire Council conducted a consultation on the draft Herefordshire Local Plan (Regulation 18), from 25 March to 20 May 2024.

6.4 Other technical guidance relevant to each topic matter has been outlined in each of the technical chapters within the ES.

6.5 The Planning Statement, which accompanies the planning application submission, includes an assessment of each of the policies and the overall planning balance.

7. LANDSCAPE AND VISUAL

7.1 The Landscape and Visual Impact Chapter of the ES assesses the likely landscape and visual effects of the Proposed Development. The assessment was prepared based upon the Guidelines for Landscape and Visual Impact Assessment, third edition (GLVIA3), published by the Landscape Institute and the Institute of Environmental Management and Assessment, in 2013.

7.2 The Site is predominantly arable farmland. A small employment area is present in the southeast of the Site. Site features are limited due to intensive farming practices and comprise occasional hedgerows with trees, with greater vegetation cover along the Norton and Red Brook corridors and alongside the southern boundary with the B4399. Two public rights of way (PRoWs) pass through the Site and other PRoWs are present in the surrounding landscape. The Site is quite closely contained by the railway embankment / Lower Bullingham residential areas, the Rotherwas Industrial Estate, the B4399/Dinedor Hill and Green Crize. Whilst the character of the Site is strongly influenced by peripheral urban uses and transport corridors, Dinedor Hill also provides a backdrop to the Site and its immediate context. The land proposed for the country park is contained by Green Crize, Bullinghope and the B4399, is more rural in character, with the settlement of Bullinghope and St Peter's Church positioned on a prominent outcrop of land just to the west.

7.3 The Proposed Development includes a comprehensive Green Infrastructure (GI) Strategy plan which incorporates a new country park and will assist in integrating the Proposed Development as well as contributing positively to the wider green infrastructure between the southern edge of Hereford and the countryside beyond.

Landscape Assessment

7.4 The landscape effects of the Proposed Development upon the Site and its immediate context and on the wider landscape character as described within the relevant published landscape character assessments has been assessed. The Proposed Development would form an extension of the existing Hereford settlement form south of Lower Bullingham and west of the Rotherwas Industrial Estate. This would result in some limited adverse landscape effects that are not significant on the national and county landscape character areas in which the Site is located.

7.5 With regards the effects on the landscape of the Site and its immediate context, the access proposals will necessitate removal of sections of peripheral and internal hedgerows, some planting along the B4399 and trees along the track proposed for the cycle / bus route into Rotherwas Industrial Estate. Most of the vegetation, watercourses and waterbodies will be retained within the green infrastructure for the Proposed Development and supplemented with further locally characteristic hedgerow and tree planting (including replacement planting for hedgerows and trees removed to provide access), and new waterbodies which will incorporate biodiversity enhancement

measures. The built development will replace arable fields and will initially result in landscape effects that would be significant. However, as the proposed green infrastructure matures this will deliver mitigation and local landscape benefits. Consequently, the residual landscape effects will reduce to not significant.

Visual Assessment

7.6 The Site is within a relatively contained landscape between the railway line/Hereford settlement edge, the Rotherwas Industrial Estate, the B4399 and the higher ground of Dinedor Hill and Green Crize. A range of visual receptors comprising surrounding residential properties and settlement, users of public rights of way and recreational facilities through and surrounding the Site, travellers on roads and people at work have been identified within the area surrounding the Site. From these receptors the extent of views towards the Site and therefore of the Proposed Development varies from glimpse views to partial or full. Views from the publicly accessible Dinedor Hill Scheduled Monument and from St Peter's Church have also been assessed. Very long-distance views from elevated land (at distances of circa 4-6km) have been considered, including from a viewpoint within the Wye Valley National Landscape (AONB) some 5.15km from the Site boundary.

7.7 For most of the identified visual receptors on completion (Year 1), prior to the establishment of green infrastructure planting the assessed visual effects are not significant. Significant effects were identified for users of Lower Bullingham Lane through the Site and for users of a stretch of Green Crize adjacent to the Site boundary. However, these effects would be short-mid-term and reduce to not significant by the maturing of the embedded mitigation planting.

Cumulative Effects

7.8 Cumulative landscape and visual effects of the Proposed Development in combination with the identified cumulative sites 1-16 have been assessed. There would be some limited cumulative effects in landscape and visual terms in combination with sites 4-9 and 16 within the Rotherwas Industrial Estate, the previously submitted proposals (site 15) and with sites 1-3 around Grafton. In combination these developments would increase landscape effects on the Grafton – Lower Bullingham Landscape Zone to significant prior to the establishment of mitigation planting and should site 15 be developed assessed effects on views from two public footpaths south and west of the site would increase to significant. However, these effects would be short-mid-term and reduce to not significant by the maturing of the embedded mitigation planting.

Conclusion

7.9 Overall, the assessed residual effects will be minimised through the provision of detailed planting plans compliant with the GI Strategy plan at reserved matters stage and through the implementation of an associated management plan. No significant long-term residual effects will occur.

7.10 In conclusion, the overall assessment of landscape and visual effects shows that the Site can successfully incorporate the Proposed Development adjacent to the Hereford settlement edge without significant residual effects on the identified immediate and wider area landscape and visual receptors.

8. ECOLOGY AND NATURE CONSERVATION

8.1 The Ecology and Nature Conservation Chapter of the ES assesses the potential for any likely significant effects on ecology and nature conservation from the Proposed Development.

8.2 The Proposed Development comprises residential, employment and local centre areas in addition to attenuation features and large areas of public space (informal play areas and a country park).

8.3 Habitat surveys were carried out between May and December 2023 in order to ascertain the general ecological value of the site and to identify the main habitats and associated plant species. A suite of Protected Species surveys were also undertaken throughout the Site including Badger, bats, Hazel Dormouse, Otter, Water Vole, breeding birds, reptiles and Great Crested Newts.

8.4 Phase 1 Habitat surveys identified the majority of existing habitats within The Site as having relatively limited intrinsic ecological value, however, features of relatively greater ecological interest include hedgerows and watercourses (Red Brook/Norton Brook and wet ditches).

8.5 The majority of the scrub, hedgerows and trees within the site will be retained. New areas of landscape planting within the development proposals will provide continued foraging and navigational opportunities for bats and birds while areas of wildflower grassland will provide enhanced foraging opportunities for badger, reptiles and amphibians. Scrub planting along Norton Brook will improve habitat connectivity for Dormouse and provide improved nesting opportunities. It is recommended that any new planting consists of native species or species of known value to wildlife. The recommended erection of new bat and bird boxes within the site will provide new roosting/nesting opportunities.

8.6 A singular potential Dormouse nest was recorded along the eastern bank of Norton Brook and have previously been recorded within the site. As such mitigation measures relating to the loss of any suitable Dormouse habitat have been recommended and loss of hedgerows and scrub should be kept to a minimum.

8.7 A small population of slow worm was recorded within the site however it is considered that the creation of meadow grassland and open areas post development will provide enhanced opportunities for reptiles over the existing situation.

8.8 The provision of new trees and landscape planting, will maintain opportunities for birds. Safeguards for nesting birds during vegetation clearance are recommended.

8.9 A sensitive lighting regime has been proposed to ensure that bat species are not detrimentally affected by the development and include the angling away of lights from known foraging/commuting corridors.

8.10 Populations of Great Crested Newt are present in several offsite ponds surrounding the site and a European Protected Species Licence will be required for any works in proximity to these ponds. Suitable mitigation has been suggested to avoid accidental injury or harm to any newts present within the site.

8.11 No evidence of Otter or Water Vole was recorded within the site however it is possible that transient otters use the Norton Brook and Red Brook as a commuting route to the River Wye.

8.12 Implementation of best practice methods and effective engineering solutions will prevent contamination of watercourses and impacts on the surrounding hydrology (River Wye SAC/SSSI). The creation of a country park within the site will offer open spaces for recreation and offset a potential increase in recreational pressure on designated sites.

8.13 Following mitigation and enhancement measures, overall impacts are considered to be positive at the local level and will ensure no net loss in biodiversity terms.

9. TRANSPORT AND ACCESS

9.1 The Transport and Access Chapter of the ES has been prepared to assess the potentially significant environmental effects that could arise from the change in traffic flows during construction and operation of Proposed Development of Land at Lower Bullingham. The assessment has been undertaken in accordance with 'Environmental Assessment of Traffic and Movement' produced by the Institute of Environmental Management and Assessment (IEMA) ('the IEMA Guidelines'), which have been outlined fully in the Transport and Access Chapter.

9.2 A full audit of the highway network surrounding the site has been undertaken as part of the assessment, the purpose of which was to identify people, places and user groups that should be considered sensitive in accordance with the IEMA guidelines.

9.3 An assessment of baseline conditions has been undertaken in relation to active travel, public transport, accessibility and the surrounding highway network. An analysis of road safety on the surrounding network has also been undertaken for the most recent five-year period.

9.4 Modelling of highway impacts has been undertaken using approved models. This modelling has informed the traffic flows used in the assessment presented in the Transport and Access chapter.

9.5 A number of mitigation measures are embedded as part of the Proposed Development. These includes pedestrian/cycle facilities within the site and connections to the adjacent existing network, contributions towards the diversion of an existing bus service, providing suitable access junctions and the implementation of a Travel Plan. In the construction phase, a Construction Traffic Management plan will control and mitigate the potential impacts of additional traffic movements, including HGV movements.

9.6 It is deemed the construction phase of the Proposed Development would have a Negligible effect, which is not significant.

9.7 The assessment of operational impacts of the Proposed Development has demonstrated:

- A Negligible to Minor adverse effect on severance, which is not significant;
- A Negligible to Minor adverse effect on non-motorised user delay, which is not significant;
- A Negligible to Minor adverse effect on non-motorised user amenity, which is not significant;
- A Negligible effect on driver delay on Links 1, 2 and 4, which is not significant;
- A Moderate to Major adverse effect on driver delay on Links 10 and 12, which is significant;
- A Negligible effect on fear and intimidation, which is not significant; and
- A Negligible effect on road safety, which is not significant.

9.8 As part of the assessment of the Proposed Development, further mitigation is proposed in the form of off-site pedestrian and cycle improvements and highway mitigation measures. The assessment of residual effects following this mitigation concluded:

- A Negligible to Minor adverse effect on severance, which is not significant;
- A Minor adverse to Minor beneficial effect on non-motorised user delay, which is not significant;
- A Minor adverse to Minor beneficial effect on non-motorised user amenity, which is not significant;
- A Negligible to Minor adverse effect on driver delay, which is not significant;
- A Negligible to Minor beneficial effect on fear and intimidation, which is not significant; and
- A Negligible effect on road safety, which is not significant.

10. SOCIO - ECONOMICS

10.1 The Socio-Economic Chapter of the ES assesses the socio-economic effects of the Proposed Development. The assessment has been undertaken covering the employment and economic output generated during construction and operation, as well as the effect of the Proposed Development on commuting and deprivation levels and health care, education and community facilities. Herefordshire has been taken as the area of impact considering the potential scale of the impact of the development.

Existing Conditions

10.2 A range of data was examined to identify the current conditions in this area in relation to the population, economic and labour market conditions. In summary, in 2022 there were 107,000 jobs in Herefordshire. The largest broad industry group in the area of impact was professional occupations which accounted for 19.9% of total jobs.

10.3 The economic activity rate for residents aged 16-64 in Herefordshire was 79.3% over the year from July 2022 to June 2023, which was slightly higher than the rates regionally and nationally (78.0% and 78.8% respectively). Of the economically inactive population of Herefordshire aged 16-64, there was a much higher proportion of people that are retired in Herefordshire (26.0%) than in the West Midlands (10.6%) and England (11.6%) over the same period. From July 2022 to June 2023, unemployment in Herefordshire stood at 2.8% which was lower than rates observed across the West Midlands and England (4.7% and 3.8% respectively).

10.4 Herefordshire is a net exporter of labour and is characterised by relatively high levels of deprivation. The 2019 Indices of Multiple Deprivation ('IMD') indicates that out of the 317 local authorities in England, Herefordshire is ranked as 137th, placing it within the top 50% most deprived local authority areas within England.

10.5 The key issues identified through the assessment of the baseline information for the Site include an increasing old age dependency ratio, with a greater increase in Herefordshire than regionally and nationally and a significantly higher rate of people who are economically inactive in Herefordshire than regionally and nationally. The schools within three miles of the Site have some limited capacity but all of the GP surgeries within three miles of the Site have patient to GP ratios at above the national average.

During Construction

10.6 It is estimated that the Proposed Development could directly support 155 gross temporary construction jobs per annum in Herefordshire in each year of the construction period (10 years). This

is estimated to support a further 185 gross temporary supply chain hobs per annum through resultant indirect effects. This uplift in employment associated with the construction activity will be temporary (short-term).

10.7 The economic activity associated with construction and supply chain effects is estimated to generate £31.1 million of Gross Value Added ('GVA') per annum over the build period.

10.8 The effects during construction are assessed as Major beneficial (significant) on both employment and economic output in Herefordshire in EIA terms.

10.9 The construction employment opportunities generated by the Proposed Development will lead to beneficial socio-economic effects. To maximise the benefits arising, locally, local labour agreement initiatives could be put in place during the construction phase to maximise opportunities for local contractors.

During Operation

10.10 It is estimated that the Proposed Development could also support 294 net additional Full Time Equivalent ('FTE') direct jobs through operational activity. This is based on the net additional floorspace that is to be constructed and assumes that the floorspace that is to be demolished is currently fully occupied and will result in a loss of jobs. In addition to the direct jobs generated, a further 82 net additional indirect FTE jobs could be captured within Herefordshire. This effect is assessed as being permanent, Major beneficial (significant) in EIA terms.

10.11 It is estimated that the direct and indirect employment generated by the Proposed Development could contribute an additional £25.1 million of GVA annually. This is assessed as being permanent, Major beneficial (significant) in EIA terms. In terms of business rates revenue, council tax revenue and new homes bonus the Proposed Development is assessed as having a permanent, Major beneficial (significant) effect in EIA terms.

10.12 The effects of the proposed development on commuting, education and healthcare facilities is assessed as being negligible (not significant) and the effects on deprivation and community facilities are assessed as being Minor beneficial (not significant) in terms of EIA.

10.13 The Proposed Development is anticipated to generate mainly beneficial effects with regard to the assessed receptors. The necessary mitigation measures are Section 106 contributions towards education and health provision.

11. CLIMATE CHANGE

10.1 In accordance with the EIA regulations, the Climate Change ES Chapter considers how the Proposed Development may contribute to climate change through the generation of greenhouse gases (GHGs).

10.2 In terms of the Climate Change Adaptation assessment, which considers how resilient the Proposed Development is to the effects of climate change, resilience measures, specifically, measures in relation to species adaptability, overheating, ground movement and flood risk have been fully appraised and scoped out. This approach has been agreed with the Herefordshire Council.

10.3 The release of GHG emissions is the primary cause of climate change. Institute of Environmental Management and Assessment (IEMA) guidance suggests that GHG emissions are approaching a scientifically defined environmental limit and any additional GHG emissions might be considered significant.

10.4 The UK Climate Change Act and UK Carbon Plan respectively set out the UK Carbon Budget, a defined limit in UK emissions taking into account the need for economic growth and development, and a framework for the reduction of UK GHG emissions. In addition, the Tyndall Centre has worked with Herefordshire Council to set future carbon budgets for their administrative area.

10.5 In this context an assessment of the GHG emissions of the construction and operational phases of the Proposed Development has been undertaken. To determine whether the GHG emissions of the development are significant, the results of emissions calculations have been assessed against the latest 2021 Herefordshire Council administrative area and West Midlands emissions as well as future UK and the County of Herefordshire Carbon Budgets.

10.6 Furthermore, and in accordance with IEMA guidance, consideration is also given to the contribution of the Proposed Development to a science-based net zero trajectory in line with the 2015 Paris Agreement's 1.5°C pathway. In order to evaluate the contribution of the Proposed Development to this net zero pathway, its construction and operational stage performance is evaluated against the RIBA 2030 Climate Challenge target metrics for 'embodied carbon' and 'operational energy' respectively.

10.7 The construction stage of the Proposed Development is estimated to result in total emissions of 54,779 tCO2e, equating to less than 0.01% of the UK carbon budget for each carbon budget period. Construction GHG emissions are not readily comparable to Herefordshire carbon budgets which relate to emissions from the energy system only, whereas construction emissions from the Proposed Development will largely comprise those from the manufacture and transport of

construction products and materials and therefore a significant proportion of these emissions are likely to occur outside the geographical and/or temporal boundary of Herefordshire carbon budget.

10.8 Annual construction emissions of 5,478 tCO2e across the 10 year construction period equate to circa 0.37% of Herefordshire and 0.02% of West Midlands baseline emissions.

10.9 While GHG emissions are considered potentially significant, the level of emissions in comparison to local emissions and UK Carbon Budgets applicable for the proposed construction period is low. In addition, performance in line with RIBA 2030 Climate Challenge targets for 2025 is considered to represent good practice regarding construction carbon and therefore, the Proposed Development is considered to make an appropriate contribution to the UK net zero trajectory. Based on the above and having applied the professional judgement, it is considered a Minor Adverse effect, which is not significant in terms of EIA.

10.10 The Proposed Development is estimated to result in GHG emissions of 201 tCO2e during the assumed first year of operation (2030), dropping to 75 tCO2e in 2037, and accumulating to 930 tCO2e across the assessed assumed operational stage (2030 – 2037). Peak annual emissions equate to c.0.014% of HC annual emissions and 0.001% of West Midlands baseline emissions. Total emissions for the assessed period equate to the maximum of 0.071% of Herefordshire carbon budget for 2033 – 2037 and less than 0.001% of UK 2028-2032 & 2033-2037 carbon budgets. In addition, performance in line with RIBA 2030 Climate Challenge targets for 2025 is considered to represent good practice regarding operational carbon and, therefore, the Proposed Development is considered to make an appropriate contribution to the UK net zero trajectory. Based on the above and having applied the professional judgement, it is also considered to have only a Minor Adverse effect, which is not significant in EIA terms.

12. CUMULATIVE EFFECTS

12.1 An assessment has been carried out to assess the potential for interaction of individual effects of the Proposed Development upon an identified receptor (intra-project effects) during the construction and operational phases.

12.2 Only beneficial or adverse residual effects identified in the technical assessments classified as being of Minor, Moderate and Major significance were considered for the potential combined effects.

19.1 During the construction phase, adverse visual effects are identified on residential properties, users of roads and PRoWs (transient receptors), employees at Rotheras Industrial Estate, and recreational users at Dinedor Camp Scheduled Monument. Positive effects identified in terms of socio-economic effects; however, these benefits generally cover a larger area. Whilst it is possible that some of the construction jobs on site would be taken by those living in close proximity of the site, it is considered unlikely that these benefits would interact with the other effects to a noticeable extent.

12.3 In terms of the operational phase, effect interactions may be experienced by users of local roads and PROWs and the local population.

12.4 In terms of users of local roads and PROWs, there is the potential for effect interactions between visual effects and transport effects on users of the B4399. The Transport Chapter in the ES identifies that there is the potential for adverse effects on severance and driver delay on the B4399; however, these are not considered to interact with visual effects. In respect of non-motorised users (pedestrians and cyclists), there will be adverse visual effects on users of B4399 as a result of the Proposed Development, as well as Negligible – Minor adverse effects on non-motorised user delay and amenity. This link does not have pedestrian footways and is a low sensitivity route in Transport Chapter as a result. The Proposed Development seeks to mitigate against this where possible, by providing pedestrian and cycle links through the site. Given the nature of this road link, and the fact it is not well used by non-motorised users, and it is not considered that any further mitigation is required.

12.5 In terms of the local population generally, there is the potential for adverse visual effects at Lower Bullingham and Crize Green as well as users of roads and PROWs in this area. However, there is the potential for a number of significant beneficial effects on the local population in respect of socio-economic factors. This includes through the provision of public open space and sport facilities, the provision of community facilities, and the provision of employment space as part of the Proposed Development which will directly effect the local population within the vicinity of the Site. Whilst the socio-economic effects cover a much broader area than the other effects generally in close proximity

to the Site, it is reasonable to conclude that these will also benefit a number of receptors in the vicinity of the Site.

12.6 In terms of landscape and biodiversity, whilst there will be adverse effects on on-site vegetation and habitat, the majority of vegetation, watercourses and waterbodies will be retained within the green infrastructure for the Proposed Development and supplemented with further locally characteristic hedgerow and tree planting and new waterbodies which will incorporate biodiversity enhancement measures. Given that the proposed landscape strategy has informed the landscape and ecology and nature conservation assessments, the effects will remain as identified within the individual chapters.

12.7 In terms of 'inter-project effects' (those effects of the Proposed Development and other committed developments), no adverse significant cumulative effects are anticipated. There will be significant beneficial socio-economic effects in terms of job creation, local economic performance (GVA), fiscal contributions (business rates) and open space provision.

12.8 No other significant cumulative effects are anticipated.

13. SUMMARY

13.1 This Chapter of the ES summarises the mitigation measures and residual significant effects identified in each of the Technical Chapters within this ES.

13.2 Mitigation measures have been proposed to avoid, reduce or offset significant environmental effects. Measures include those specified as part of the design process, as well as additional mitigation through the construction and operational phase as set out within the Technical Chapters.

13.3 A thorough assessment has been undertaken of the likely significant environmental effects of the Proposed Development. There will be some adverse significant effects during the construction phase associated with the proposed works, primarily in relation to the effects on landscape character, visual effects from residential properties, and users of some local roads. The majority of these effects will be temporary and mitigated as far as practicable through implementation and adherence to measures set out within the CEMP. There will be a significant beneficial effect in controlling the potential spread of invasive species as well as construction employment.

13.4 Once the development is operational, there will be significant adverse effects on landscape character by the very nature of the site being developed. There will also be significant visual effects on users of Lower Bullingham Lane and Crize Green. All other residual effects are beneficial. There will be significant beneficial effects in terms of the creation of natural and semi-natural habitats and foraging and nesting habitat for Dormice. There will also be significant beneficial effects on labour markets, the local economy and the local population in respect of operational employment, expenditure by residents, Local Authority revenue, provision of housing and provision of open space and sports facilities.

13.5 No residual significant effects are anticipated in respect of transport or climate change.

FIGURE 1
CUMULATIVE SITES PLAN

The scaling of this drawing cannot be assured

Revision		Date	Drn	Ckd
B	Legend updated	02.09.24	KT	BW

N

LEGEND

- 20km Radius from Centre of Site and Centre of Country Park
- 5Km Radius from Centre of Site and Centre of Country Park
- (1) Land north and south of Grafton Lane Hereford HR2 8BJ
- (2) Newton Farm, Land at Ashley Farm Grafton Court Close Grafton Hereford Herefordshire HR2 8BL
- (3) Land and buildings at Ashley Farm Grafton Court Close Grafton Hereford Herefordshire HR2 8BL
- (4) Plot 6 Skylon Park Skylon View Rotherwas, Hereford
- (5) Plot 9 Skylon North Magazine Skylon Park Hereford HR2 6ST
- (6) Dinedor, Dinedor Hill, Plot 6 North Magazine Hereford Enterprise Zone Rotherwas Hereford HR2 6SR
- (7) Plot 12 Skylon North Magazine, Skylon Park Hereford HR2 6ST
- (8) Acticare UK Ltd Land on the corner of Vincent Carey Road and Holme Lacy Road Skylon Central Skylon Park Hereford HR2 6FE
- (9) Lower Bullingham, Dinedor Hill, Plot 5 North Magazine Rotherwas Industrial Estate Hereford
- (10) Hereford, Holmer, Land at Holmer Trading Estate College Road Hereford Herefordshire
- (11) Holmer & Shelwick, Burghill, Holmer, and Lyde - prior 2015, Land to the north of the Roman Road west of the A49 Holmer West Hereford
- (12) Land to the north of Hedgerow Way Holmer Hereford Herefordshire HR4 9RG
- (13) Land at Three Elms, Hereford
- (14) Land at Three Elms, North East Quarter To the north east of Huntington and bounded by Three Elms Road and Roman Road Hereford Herefordshire HR4 7RA
- (15) Lower Bullingham, Dinedor Hill, Land at Lower Bullingham (The Southern Urban Expansion) Land to the north of the B4399 Lower Bullingham Hereford
- (16) Plot S7, South Magazine, Hereford Enterprise Zone, Rotherwas, Hereford, HR2 6FP
- (17) William Powell & Sons Ltd. Chapel Road, Rotherwas. Herefordshire. HR2 6LD
- (18) New Building, Pearson Business Park, Coldnose Road, Hereford, Herefordshire, HR2 6JL

Project
Lower Bullingham
Hereford

Drawing Title
Cumulative Sites Plan

Date	Scale	Drawn by	Check by
26.03.24	NTS	KT	BW
Project No	Drawing No		Revision
35304	BL-M-22		B

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FIGURE 2
SITE LOCATION PLAN

The scaling of this drawing cannot be assured

Revision		Date	Drn	Ckd
G	Site boundary updated	23.08.24	KT	BW

Site Boundary

Project
Lower Bullingham
Hereford

Drawing Title
Site Location Plan

N

Date	Scale	Drawn by	Check by
23.08.24	1:2500@A1	KT	BW

Project No	Drawing No	Revision
35304	BL-M-12	G

0 40 80 120m

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J:\35000\35304 - Land At Lower Bullingham\A4 - Drawings & Registers\Masterplanning\35304_BL-M-12G Site Location Plan.dwg - A1