

SITE CONSTRAINTS

Settlement Edge

Over 50% of the site's boundary adjoins existing development. This development either fronts, backs or sides on to the site's boundary, the proposed development will need to respond appropriately. A pocket of third party land (and potential development site) exists along the southern boundary which is currently open fields (the southern stretch of Huntington Lane passes through this parcel).

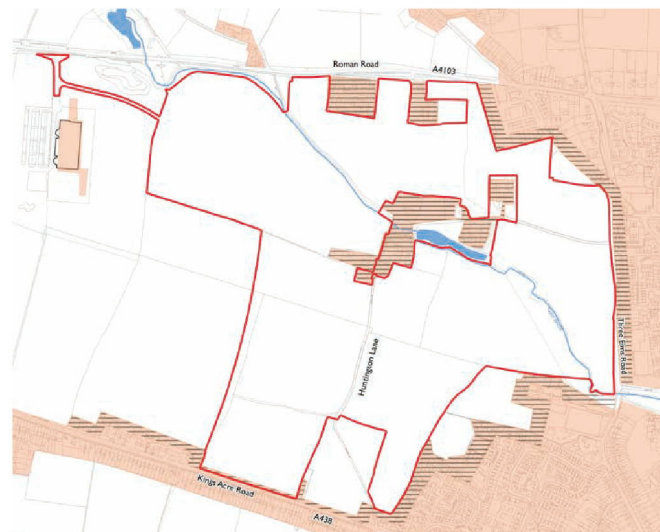
Huntington needs to be sensitively incorporated with the proposed development rather than be excluded as an 'island' separated from the new routes, spaces and built form of the proposed development.

Huntington Conservation Area

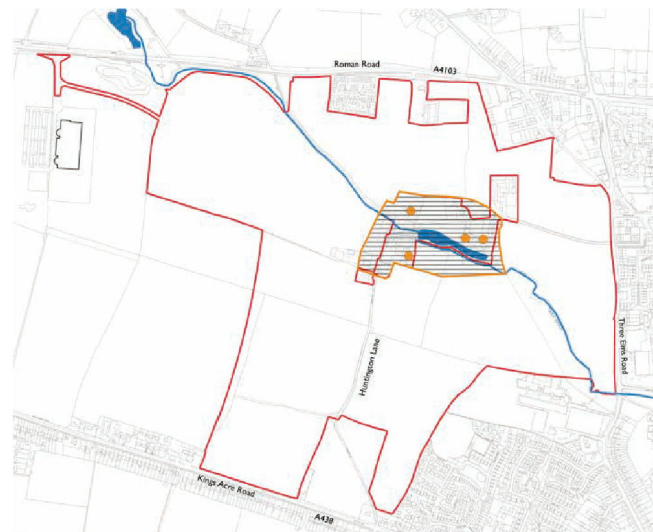
Proposals at Three Elms need to respond positively and sensitively to Huntington Conservation Area. Although overall within the Conservation Area there is a general feeling of enclosure created by structures and vegetation, careful consideration must be given to the listed buildings. As advocated by the Conservation Officer at Herefordshire Council during pre-application discussions, in particular, key views out from the conservation area looking north-west from Huntington House and south-east from Huntington Court which need to be kept free of development.

Yazor Brook & Flood Zones

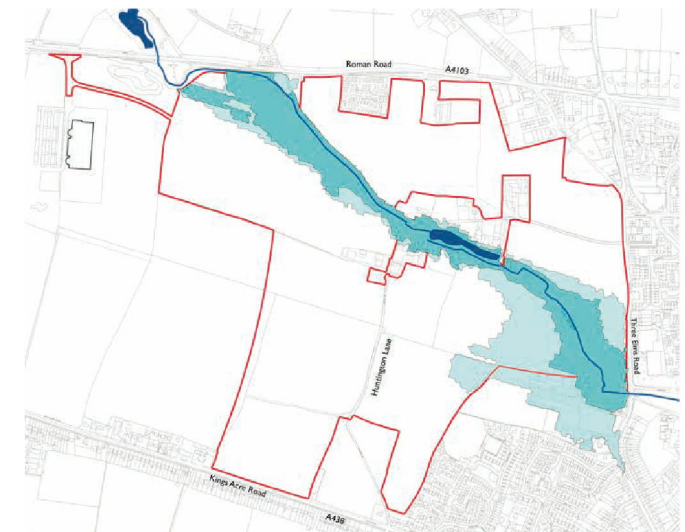
The route of the Yazor Brook separates the site into northern and southern development areas. Appropriate bridging will be needed to provide connections north-south of the brook. The Environment Agency's flood map shows the extent of flood zones along the Yazor Brook as Flood Zones 2 and 3. Development is acceptable in Flood Zone 2 subject to satisfactory mitigation. Most forms of development are not acceptable within Flood Zone 3.



- Existing development
- Settlement edge



- Listed buildings
- Huntington Conservation Area



- Flood zone 3
- Flood zone 2
- Watercourse

3. EVALUATION

3.1 SITE CONSTRAINTS

Existing Roads, Footpaths & Potential Location of Herefordshire Relief Road (HRR)

The site lies within the proposed Hereford Relief Road (HRR) corridor identified in the Herefordshire Core Strategy (refer to page 14). The proposals for the site therefore need to identify and incorporate a potential route within this corridor for the HRR.

Kings Acre Road runs along the southern boundary, Three Elms Road along the eastern boundary, and Roman Road along northern boundary of the site. According to the Baseline Noise Assessment, all roads pose a constraint of high noise levels during daytime. Proposed houses along these frontages will need to incorporate suitable mitigation measures in response to noise impacts.

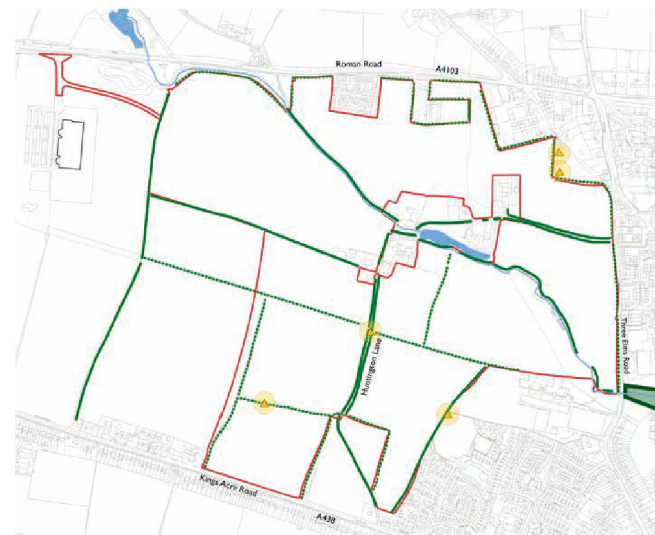


- Existing roads
- ... Existing footpath
- - - Bridleway
- - - Former railway corridor
-))) Noise
- HRR western inner relief road corridor in core strategy

The former railway corridor is an opportunity to introduce an additional cycle/pedestrian link. A public footpath meanders through the site along the Yazor Brook and falls within an opportunity to enhance the Yazor Brook corridor.

Green Infrastructure & Areas of Biodiversity

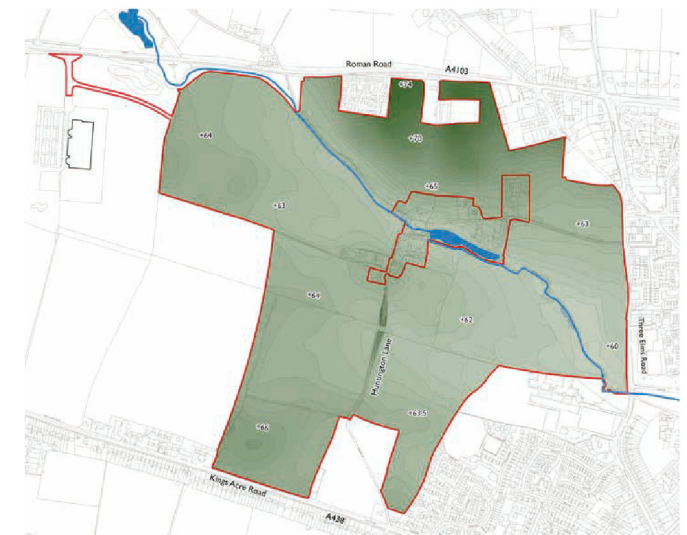
The site includes a network of hedgerows. Some of these are of a quality and value that should be retained where possible. Some areas of biodiversity have been found in the Phase I Habitat Survey as shown on the diagram below. These areas will need to be kept free from development and a buffer of 30m is recommended.



- ▲ Areas of biodiversity
- Key hedgerows
- - - Other hedgerows
- Green corridor along Yazor Park

Topography

The site sits in low-lying land along the Yazor Brook with land gradually rising both to the north and the south-west. Proposed development in the northernmost areas will be visible from most of the site and will therefore need to be appropriately arranged. The development should ensure that views to Credenhill Wood are maintained, where possible. In addition, the proposed layout and drainage strategy will need to respond to the local level changes and the Yazor Brook flood mitigation measures.



- +75m
- +70m
- +65m
- +60m

3. EVALUATION

3.2 SITE CHARACTERISTICS & OPPORTUNITIES

SITE CHARACTERISTICS & OPPORTUNITIES PLAN

Beyond the site constraints discussed in section 3.1, the site presents a number of assets that can be harnessed as opportunities and incorporated into the proposed development.

Yazor Brook, although it divides the site, has the potential to provide a large corridor of natural amenity for the development. With its associated flood zones that need to be development free, it can provide a large linear park with enhanced ecological value along the brook.

Huntington and its Conservation Area is seen as an opportunity to tie-in sensitively with an established heritage asset, contributing to the character of the new development. As advocated by the Conservation Officer at Herefordshire Council during pre-application discussions, in particular, key views out from the conservation area looking north-west from Huntington House and south-east from Huntington Court need to be kept free of development. Overall within the Conservation Area there is a general feeling of enclosure created by structures and vegetation. Parts of Huntington Conservation Area which are within the site, comprising small areas of agricultural land and 20th-century barns, are not key to its special architectural or historic interest. There is therefore the potential to demolish these and incorporate this area within the new proposed development. Refer to demolition plan S_04_PI submitted as part of this application.

There is a good opportunity to position the heart of the new neighbourhood amongst the existing site assets of Yazor Brook, Huntington, and Whitecross School.

The site is bound by three major routes - Kings Acre Road, Three Elms Road and Roman Road. The opportunity exists to incorporate multiple access points for effective traffic distribution and dispersal onto the wider highways network. This would encourage Huntington Lane to be retained as pedestrian priority and provide vehicular access for existing Huntington residents only.

The Hereford Relief Road is expected to be a vehicular route designed to accommodate a speed limit of up to 70mph, route passing through the identified corridor (see pages 14 and 31) within the site, with an allowance for either a single or dual carriageway within this corridor. Due to the anticipated nature of this route, there is opportunity to position it along the site's western boundary to form an edge to the development.

To the north west of the potential HRR route, and within the site boundary, there is opportunity to locate employment uses.

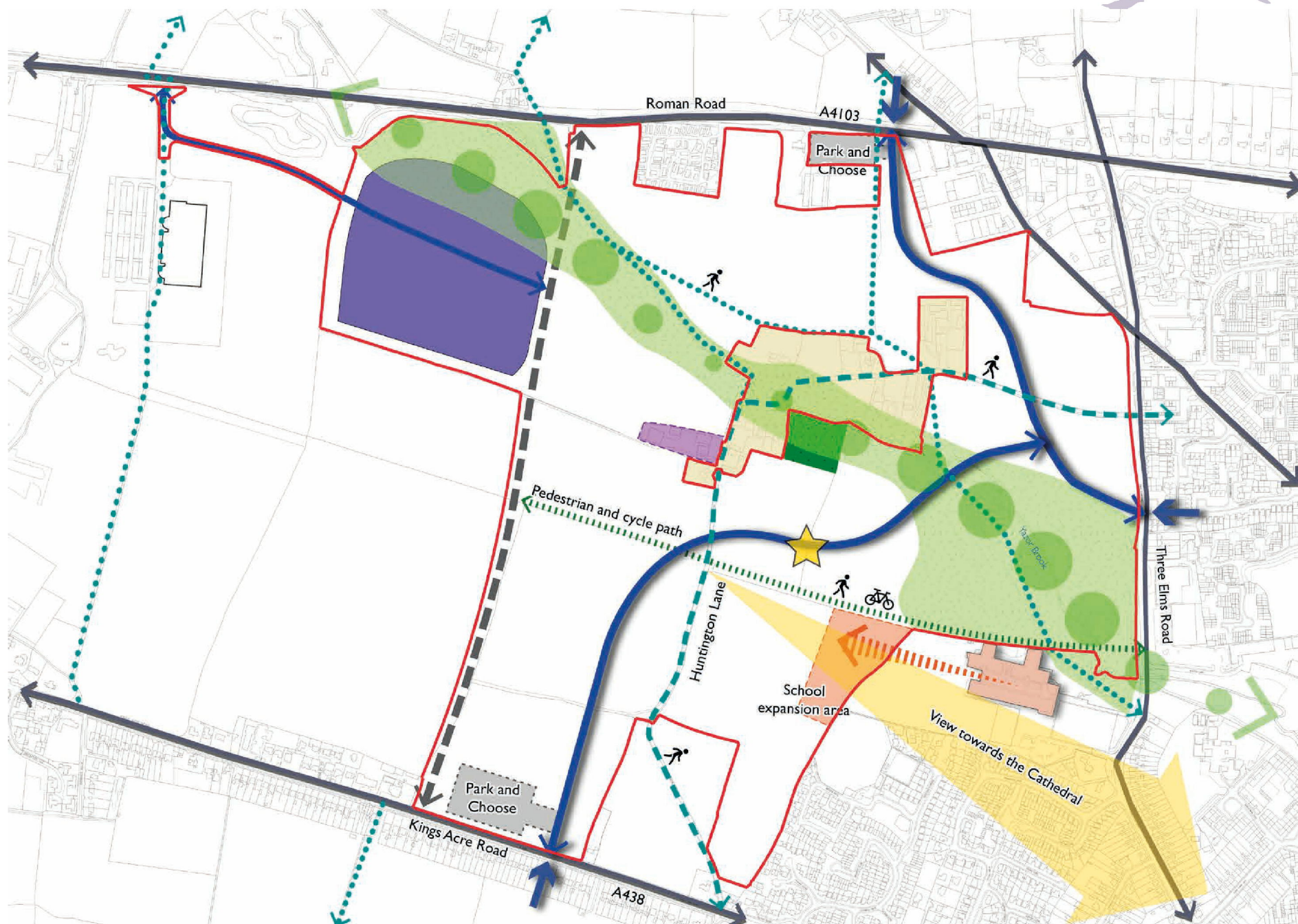
Along with the existing public footpaths along Yazor Brook, there is opportunity to utilise the former railway corridor as a pedestrian and cycle link running east-west and connecting to the existing pedestrian cycle route towards along Hurdman Walk towards the city centre.

The development can provide a logical expansion area for Whitecross School immediately adjacent to the existing school site.

There is also opportunity to provide Park & Choose facilities along Kings Acre Road and Roman Road.

The development has the opportunity to make visual connections with the city via a south-eastward viewing corridor from the bridge on Huntington Lane where a clear glimpse of the Cathedral spire can be gained.

-  Site boundary
-  Huntington Settlement
-  Existing Whitecross School
-  School expansion area
-  Green corridor along Yazor Brook
-  Existing orchard
-  Barns with the potential to be integrated into new development
-  Potential access points to the site
-  Potential primary roads and employment access
-  Existing footpath
-  Pedestrian priority to Huntington Lane
-  Former railway
-  Potential alignment of Relief Road
-  Development heart
-  Potential Park & Choose location
-  View to cathedral spire
-  Employment area



3. EVALUATION

3.3 EXISTING NEIGHBOURHOOD CHARACTERISTICS

The study of the selected neighbourhood areas in section 2.3 identified various street patterns and building typologies that exist in Hereford. These elements set the character of the neighbourhoods and the public realm they encompass. Evaluating the various elements analysed in the selected areas provides relevant precedents to inform the pattern of new development at Three Elms, as well as confirming 'lessons learnt.'

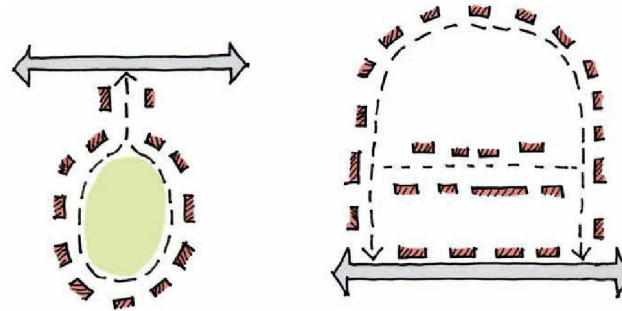
3.3.1 PARCEL STRUCTURE & PATTERNS OF ACCESS

What works well:

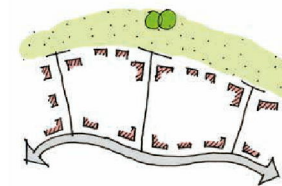
- Roads that form loops around an open space work well. This arrangement provides shared amenity space that is well overlooked and a loop road ensures simple traffic circulation.
- Roads along a neighbourhood edge provide opportunity for active frontage to adjoining open space as well as direct vehicular access to homes that can face the open space.
- Providing rear parking for some houses that face open space creates a pedestrian-friendly edge to that space.
- Tree-lined streets provide a sense of enclosure, add character, and add value to houses along it.
- Connecting roads that meander within a neighbourhood provide good connections and permeability whilst discouraging through traffic.

Lessons learnt:

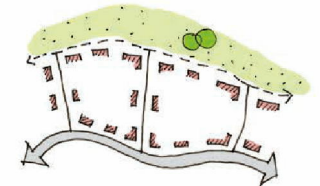
- Cul-de-sac arrangements do not facilitate permeability nor do they smooth vehicular circulation.
- Direct connecting roads, if thoughtfully positioned within a neighbourhood, allow through traffic and provide permeability.
- Edges created by railways/major roads are less permeable and therefore needs to be planned carefully.



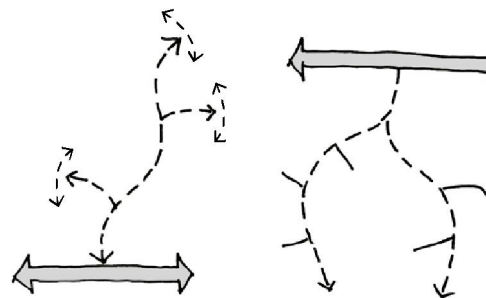
Loop roads from a primary road – smaller loops that create a space in the middle and larger neighbourhood loops



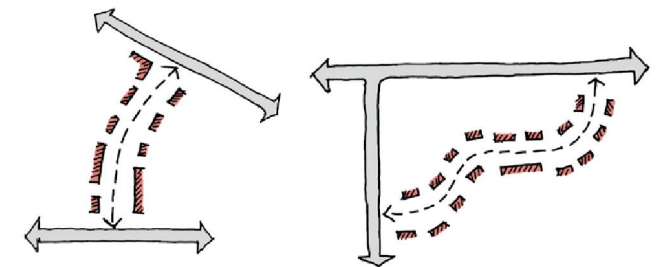
Edge roads with branches and turning heads



Edge roads that are shared drives



Cul-de-sac arrangement



Primary roads that join two major roads – direct and meandering

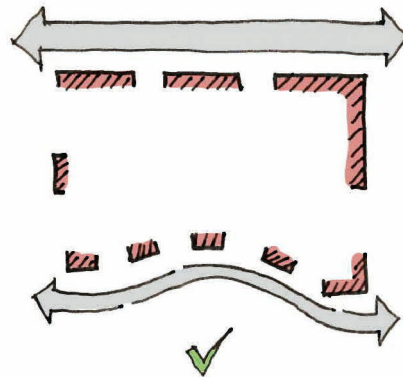
3.3 EXISTING NEIGHBOURHOOD CHARACTERISTICS

3.3.2 BUILDING TYPOLOGIES & DENSITIES

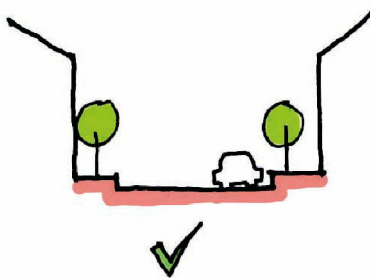
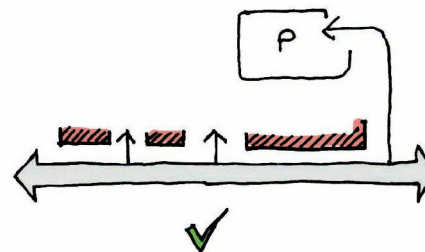
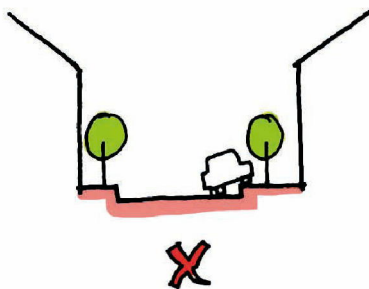
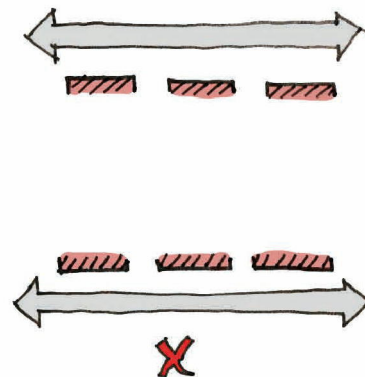
- Varying densities within a neighbourhood provide character and interest.
- Varying densities provide for a variety of housing types and sizes suitable for a range of occupants with different needs.
- Parking arrangements play an important role in determining the quality of the character of public realm and the interface between public and private domains.
- A variety of parking arrangements is preferable to parking that dominates the street scene.

Lessons learnt:

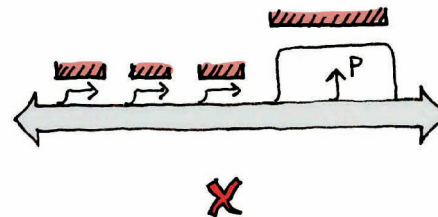
- Poor parking provision can lead to unplanned parking along the streets, often obstructing the public realm.
- Situations where the front of houses face the back of neighbouring houses creates a clash of interest and activities.



Varying densities within a neighbourhood



Designed-in parking options



3. EVALUATION

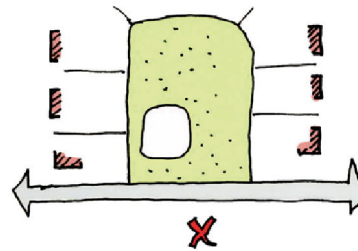
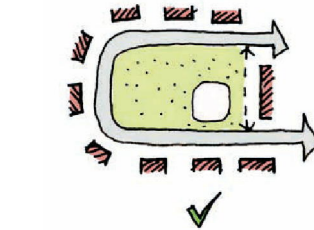
3.3 EXISTING NEIGHBOURHOOD CHARACTERISTICS

3.3.3 OPEN SPACE

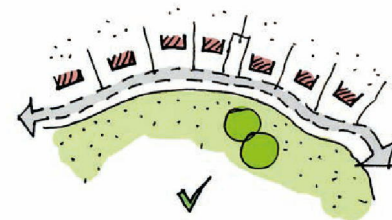
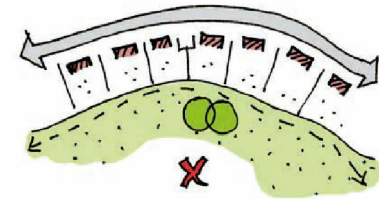
- Pockets of open space/play areas set within a neighbourhood block serve as a shared amenity and opportunity for community interaction.
- Larger areas serving the community or the region can provide the neighbourhood with added value although adequate provision for visitors needs to be addressed in terms of parking, road widths, and the relationship with adjoining development.
- Houses facing an open space provide natural surveillance thereby encouraging use.

Lessons learnt:

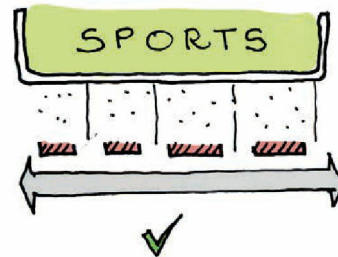
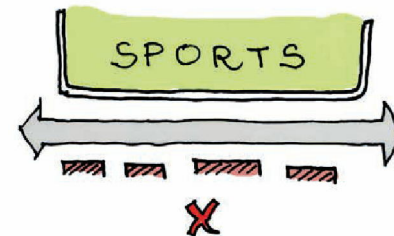
- Open/play spaces that are not overlooked can make for an unattractive and unsafe - therefore unused - amenity.
- Often large areas of sports provision are bound by tall fences that create an impermeable edge and make for unattractive public realm. Houses could back on to these edges and thereby share the boundary.



Relationship of play areas and development



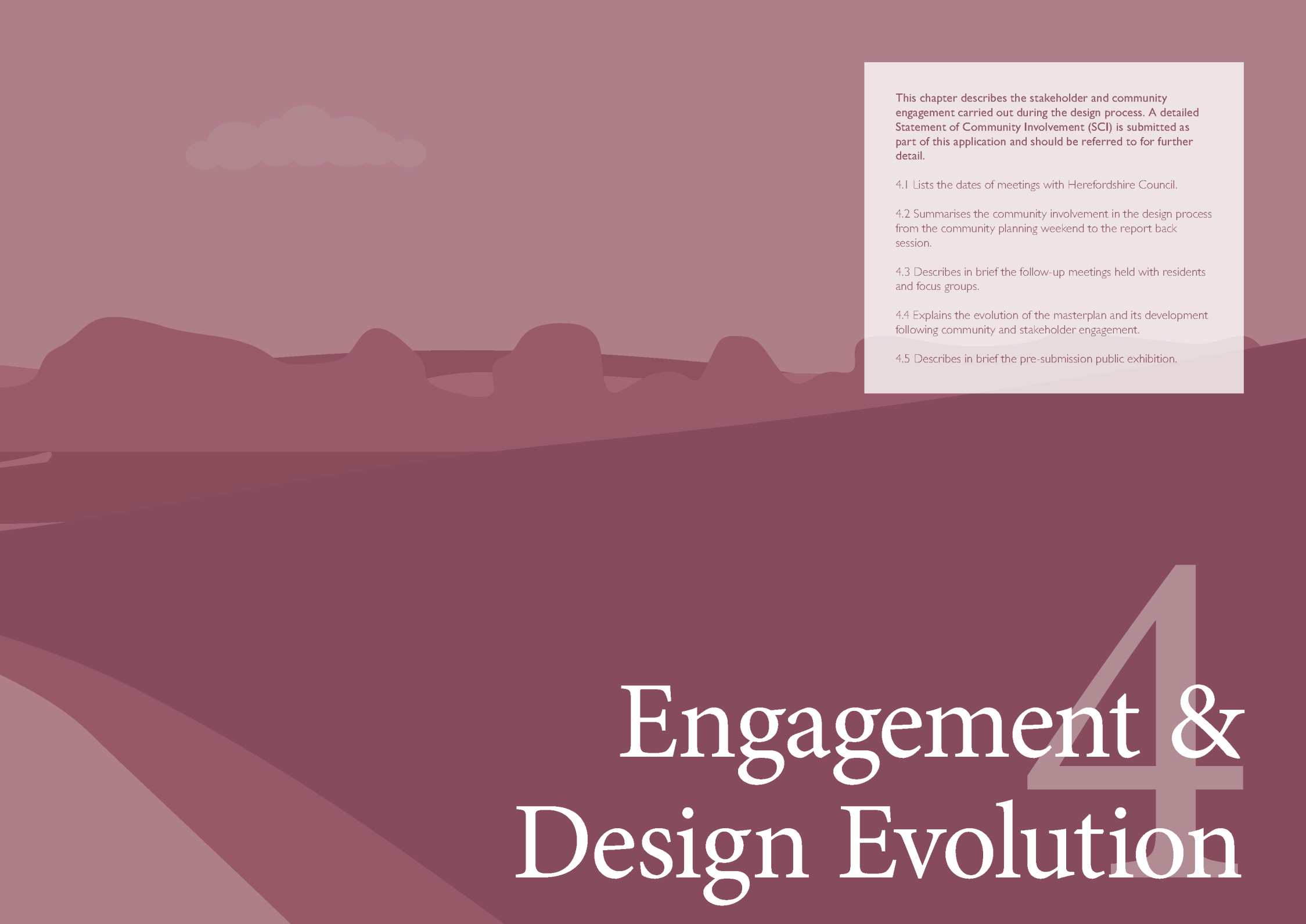
Relationship of open space and development



Development adjoining an impermeable edge







This chapter describes the stakeholder and community engagement carried out during the design process. A detailed Statement of Community Involvement (SCI) is submitted as part of this application and should be referred to for further detail.

4.1 Lists the dates of meetings with Herefordshire Council.

4.2 Summarises the community involvement in the design process from the community planning weekend to the report back session.

4.3 Describes in brief the follow-up meetings held with residents and focus groups.

4.4 Explains the evolution of the masterplan and its development following community and stakeholder engagement.

4.5 Describes in brief the pre-submission public exhibition.

Engagement & Design Evolution



4. ENGAGEMENT & DESIGN EVOLUTION

4.1 STAKEHOLDER ENGAGEMENT

The engagement process has included regular meetings with Herefordshire Council including consultation with planning and conservation officers throughout the pre-application process.

Although early meetings with the Council took place prior to 2014, the dates of meetings from September 2014 onwards are listed in full below:

11th September 2014
 6th February 2015
 10th March 2015
 10th June 2015
 27th August 2015
 28th September 2015
 22nd October 2015
 6th January 2016
 3rd March 2016
 8th June 2016

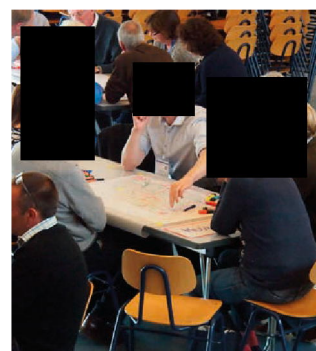
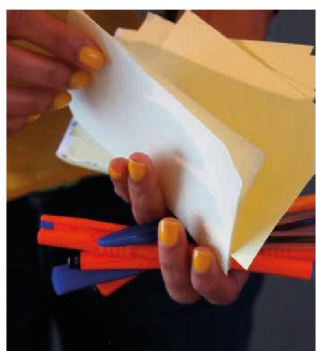
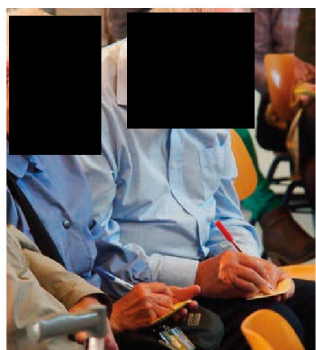
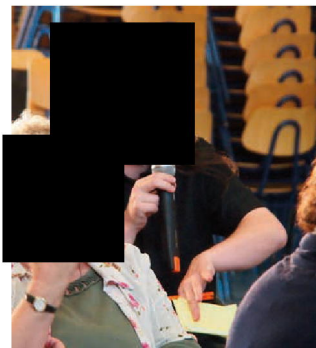
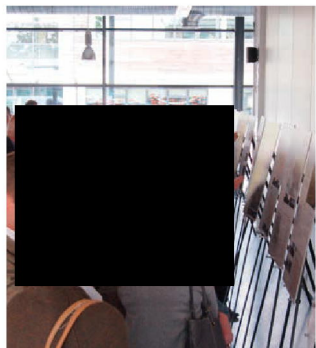
Details of the key points of discussion and agreements from these meetings and how this pre-application engagement has influenced the design of the proposals is set out within the submitted SCI.



4. ENGAGEMENT & DESIGN EVOLUTION

4.2 COMMUNITY ENGAGEMENT

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The community engagement process for Land at Three Elms began in April 2015 and centred on a Community Planning Weekend (CPW) held in May 2015, followed by a Report Back presentation. All events have been widely publicised by placing press advertisements ahead of the public events, producing and distributing media releases at milestones throughout the process for editorial coverage, and door to door distribution of leaflets.

4.2.1 COMMUNITY PLANNING WEEKEND

A community planning weekend was held on Friday 15 May 2015, 1.45pm - 7.00pm, and Saturday 16 May 2015, 10.45am - 4.00pm at the Whitecross Hereford High School. Around 250 people attended this event which included a background exhibition, workshops and walkabouts to inform and influence the development of proposals for the Land at Three Elms.

The CPW was an opportunity for the community to discuss the proposed new neighbourhood and share local knowledge. Local people participated in two main types of workshops:

- Issues-Dreams-Solutions ('Post-It') workshops
- Hands-On Planning workshops

The event was staffed by team members from a wide range of disciplines and backgrounds, including:

- Community planners, architects and urban designers from JTP;
- Transportation and drainage experts from WYG;
- Environmental expertise from Waterman Group;
- Representation from the Church Commissioners for England; and
- Planning Consultants from Carter Jonas.

The experienced team facilitated workshops sessions, and were on-hand for one-to-one conversations with event attendees. Concept ideas were drawn by groups participating in the hands-on planning workshops who gave their group work the following titles:

- Keep The Stream Green;
- Social Access;
- In The Thick Of It;
- Connecting Community;
- The Bigger Picture;
- Huntington Hamlet;
- Sustainability Principles;
- Huntington Heart;
- Cycle of Change;
- Creative Industries;
- Green Link; and
- North-West Focus.

A further group went on a minibus tour of the nearby settlements of The Furlongs, The Rose Garden, Braemar Gardens, and St James.

All of the outcomes have been documented in detail within the SCI submitted alongside the application.