

MEETING:	PLANNING COMMITTEE
DATE:	18 MAY 2016
TITLE OF REPORT:	151072 - PROPOSED DEVELOPMENT OF A PETROL FILLING STATION, ANCILLARY RETAIL KIOSK WITH ASSOCIATED INFRASTRUCTURE AT LAND OFF BELMONT ROAD, HEREFORD, HEREFORDSHIRE, HR2 7JE For: Mr Parkes per Mrs Kate Gapper, Park House, Greyfriars Road, Cardiff, CF10 3AF
WEBSITE LINK:	https://www.herefordshire.gov.uk/planning-and-building-control/development-control/planning-applications/details?id=151072&search=151072
Reason Application submitted to Committee - Redirection	

Date Received: 7 April 2015

Ward:
Hinton and Hunderton
Adj Ward: Redhill

Grid Ref: 350726,239268

Expiry Date: 18 March 2016

Local Members: Councillor ACR Chappell
Councillor P Rone (adjacent ward)

1. Site Description and Proposal

- 1.1 The application site comprises an area of undeveloped flat land measuring approximately 0.23 hectares that is laid to grass, with the existing access roads that lie to the north included in this. The site lies to the south east of the Asda Store on the eastern side of the store's access road adjacent to the A49 (Belmont/Asda Roundabout). Immediately to the north of the site lie the allotments.
- 1.2 The site lies within the Conservation Area and within a flood zone 2 / 3.
- 1.3 The proposal is for the construction of a Petrol Filling Station (PFS) and associated infrastructure on the above site. The forecourt canopy will measure 19.57m by 12.25m with a height of 5.16m. The application submission advises that this has been designed to provide a minimal structure to meet functional requirements which include; a balance of providing weather protection to the fill points, and height clearances (4.5m) for service and customer vehicles plus support for artificial illumination. The kiosk, that will be sited to the northern end, would have a footprint of 13.2m by 9m with an overall height (flat roof) of 4m. To the rear of the kiosk is an external store area with timber board enclosure.
- 1.4 The proposed canopy is a modern design that 'turns the corner' and provides a curved canopy at the southern end. This is intended to heighten aesthetic value and overall improve the surrounding area. The proposed fascias are preformed aluminium pre-finished green upon which advertisement is fixed above in the form of acrylic light boxes. Night time illumination is provided by down lighters supported from gantry brackets of the canopy structure. Lighting will

Further information on the subject of this report is available from Ms Kelly Gibbons on 01432 261781

be bisymmetric fittings to the central forecourt and asymmetric lights to the outer lanes minimising light spillage from the site.

- 1.5 The PFS will have six dispensers with fuel hose delivery to both sides of the dispenser providing 12 filling positions. It will operate a 'Pay at Pump' card payment system, meaning customers can pay with card at the pump or select the option to pay inside the kiosk. Passing lanes between dispensing positions are maintained for pump access which collectively provides a significantly more efficient operation.
- 1.6 The kiosk would offer the type of products commonly found at petrol filling stations, including motoring related items such as car cleaning products and screen wash, as well as a limited convenience goods offer including snacks and confectionery. It will not operate as a retail destination in its own right, but will be ancillary to the petrol forecourt.
- 1.7 Following consultation with the statutory bodies the application was amended to include additional works to the access road. These include:
 - a widened access road to accommodate two lanes of traffic entering the site, each 2.85m wide (which is operationally acceptable to ASDA)
 - KEEP CLEAR” markings on the circulating carriageway of the mini-roundabout
 - removal of seven parking spaces from the edge of the car parking area closest to the mini roundabout.
- 1.8 The application is supported by a variety of documents including:
 - Noise Impact Assessment
 - Design and Access Statement
 - Flood Risk Assessment
 - Transport Assessment (updated in April 2016)
 - Site Investigation report
 - Statement of Community Involvement
 - Viability report – ref: residential development (Confidential due to financial information)

2. Policies

2.1 Herefordshire Local Plan – Core Strategy

SS1	-	Presumption in Favour of Sustainable Development
SS4	-	Movement and Transportation
SS6	-	Environmental quality and local distinctiveness
MT1	-	Traffic Management, Highway Safety and Promoting Active Travel
LD1	-	Landscape and Townscape
LD2	-	Biodiversity and Geodiversity
LD3	-	Green Infrastructure
LD4	-	Historic Environment and Heritage Assets
SD1	-	Sustainable Design and Energy Efficiency
SD3	-	Sustainable Water Management and Water Resources
SD4	-	Wastewater Treatment and River Water Quality
ID1	-	Infrastructure Delivery

The Herefordshire Local Plan Core Strategy policies together with any relevant supplementary planning documentation can be viewed on the Council's website by using the following link:-

<https://www.herefordshire.gov.uk/planning-and-building-control/planning-policy/core-strategy/adopted-core-strategy>

2.2 NPPF

Introduction -	Achieving sustainable development
Section 4 -	Promoting sustainable communities
Section 6 -	Delivering a wide choice of high quality homes
Section 7 -	Requiring good design
Section 8 -	Promoting healthy communities
Section 11 -	Conserving and enhancing the natural environment
Section 12 -	Conserving and enhancing the historic environment

3. Planning History

- 3.1 120228 - Development of Petrol Filling Station – Application withdrawn April 2012
- 3.2 CW2002/3441/F - Demolition of existing buildings and development of mixed-use scheme comprising Asda food store, community uses, residential development, replacement bowling green/club house, retained tramway and flood defence wall, parking, servicing, landscaping, new accesses and other highways infrastructure improvements – Approved with Conditions and Section 106 agreement – 1/3/2005.

4. Consultation Summary

Statutory Consultations

- 4.1 Environment Agency (comments from May 2015)

Comments received in response to consultation dated May 2015:

Thank you for referring the above application which was received on the 3 February 2012. We object to the proposed development, as submitted, and request additional information as detailed below.

Due to the proximity of the proposed filling station in relation to the River Wye SAC we have concerns with regard sub water table storage of fuel in such a sensitive location. At this time we consider that insufficient information has been submitted to demonstrate that the risk of pollution to controlled waters is acceptable. The application fails to give adequate assurance that the risks of pollution are fully understood and that measures for dealing with them have been devised. The risk therefore remains unacceptable.

Groundwater Vulnerability: We note that the type of development proposed includes the use of underground storage tanks for the proposed petrol filling station. Our Groundwater Protection Policy (GP3) part 4 (available via: <http://www.environment-agency.gov.uk/research/library/publications/40741.aspx>) contains the following policy (PI-8, p25) in relation to underground storage of hazardous substances.

"... On principal and secondary aquifers outside SPZ1 we also object (to the underground storage of hazardous substances), unless there are genuine and overriding reasons why: the activity cannot take place on unproductive strata, and b) the storage must be underground (for example public safety), in which case we expect the risks to be appropriately mitigated..."

We would therefore require the applicant to demonstrate that they comply with points a and b. In addressing point b, a satisfactory risk assessment should be undertaken and submitted that

demonstrates the risks to potable water supplies posed by this development can be safely managed. This should include information about the proposed infrastructure including construction and leak detection etc.

The car parking areas should be drained to an interceptor before discharge to the surface water system. We note that the foul drainage is proposed to the mains sewer and would recommend that Welsh Water are consulted on the proposals. The drainage from any petrol filling station should also be to the mains foul sewer and incorporate suitable drainage control systems in the event of a spillage.

Summary: Under Planning Policy Statement (PPS) 23 ' Planning and Pollution Control', the application should not be determined until information is provided to the satisfaction of your Local Planning Authority that the risk to controlled waters has been fully understood and can be addressed through appropriate measures. This is not currently the case.

To address the above, we would request that the applicant submits: 1) a detailed proposal for SI works (scope of works) and an assessment of generic remedial options; 2) a risk assessment to demonstrate that the use of underground storage tanks for hazardous substances is acceptable in this location.

The applicant (their consultant) should contact my colleague Anna Besien in our Groundwater and Contaminated Land Team (01684 864453) should they wish to discuss the requirements of points 1) and 2) in more detail.

The application is currently considered contrary to PPS23 and maybe refused on this basis. If your Council is minded to approve the application we would request that you inform us of this with your reasons why so that we can make further comments.

Once additional information has been submitted we will be in a position to review our stance on the proposed development and recommend suitable conditions where appropriate. In the meantime we would object to the proposed development as submitted.

Note: We would recommend that your Contaminated Land Officer is also consulted on this application as the above comments relate solely to the protection of (controlled) waters.

Flood Risk: The site for the proposed petrol filling station is located within Flood Zone 3, high risk, of the River Wye, but is defended against flooding during the 1 in 100 year flood event by the Hereford Flood Alleviation Scheme.

We have reviewed the Flood Risk Assessment (FRA), dated 17th January 2012 and have the following comment to make at this stage.

The site was granted planning permission for a residential unit as part of the Asda Store application in 2005. The new proposal for a petrol filling station instead of the residential block results in a change from a More Vulnerable Development to a Less Vulnerable Development, which would be an overall betterment in a flood risk area.

Using the information provided in the FRA and Addendum, submitted in support of the original Asda Store application, the proposed finished floor level of 51 .OmAOD for the petrol filling station will be the same as that proposed for the previously proposed apartment block.

The Addendum to the FRA confirms that that minimal loss of floodplain storage volume resulting from the residential block (walls) would be offset by lowering other higher parts of the site. The built infrastructure of the petrol filling station is very small and would be comparable to the walls of the residential block, therefore, we consider the loss of floodplain storage to remain unchanged.

The Addendum also states that the site would be evacuated in the event of a severe flood warning. We do not normally comment on or approve the adequacy of flood emergency response and flood evacuation procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users if they sign up to the Flood Warnings Service.

Planning Policy Statement (PPS) 25 and the associated Practice Guide (paragraphs 7.23 to 7.31) place responsibilities on LPAs to consult their Emergency Planners with regard to specific emergency planning issues relating to new development. In all circumstances where warning and evacuation are significant measures in contributing to managing flood risk, we will expect LPAs to formally consider the emergency planning and rescue implications of new development in making their decisions.

The Flood Evacuation Management Plan should identify a flood level that will initiate evacuation of people and vehicles, and any subsequent closure of the building/car park. This trigger level should be when the access/egress is still 'dry' i.e. flood-free, to avoid any question of what is an acceptable level of flood risk to occupants.

Informative (note) to above: The Applicant /future occupiers should contact 03708 506506 to be set up on our flood warning system. In preparing the evacuation plan the applicant should have note to the FRA. Contact with the Environment Agency would enable the provision of the most up to date, best available, flood information.

4.1.1 Comments received in Response to amended plans received - June 2015:

I refer to additional information submitted in support of the above application which was received on the 10 June 2015. Having reviewed the submitted information we are now in a position to remove our objection and would offer the following comments for your consideration at this time.

We can accept the justification for locating tanks below ground in this instance (GP3 Policy D2) but they must be located *above* the water table. In consideration of Policy D3 the report concentrates on the potential for historic contamination and the risk posed to controlled waters; this has been done adequately. The report does not deal with the risk posed to controlled waters from the application's proposed use as a petrol filling station.

However, the covering letter does acknowledge that the depth to groundwater in relation to the base of the tanks has been assessed. As such we are satisfied that the tanks will be located above the water table. We welcome the recent monitoring work that has been carried out to supplement the groundwater level data from 2012.

Limited mitigation measures have been detailed in either document submitted. We would expect details to be provided on any mitigation measures (such as leak detection and interstitial monitoring) that are to be adopted.

A risk assessment should therefore be submitted addressing any risk posed to controlled waters and should aid a decision as to whether tertiary containment should be considered at this site in addition to the mitigation measures mentioned above. Whilst we have no objection to the development, as submitted, you may wish to impose the following condition to secure the above detail regarding containment measures.

Condition: The development hereby permitted shall not be commenced until such time as a scheme to ensure that any petrol fuel storage tanks installed at the site shall be constructed, installed and monitored to ensure no pollution of groundwater has been submitted to, and

approved in writing by, the local planning authority. The scheme shall be implemented as approved and should include:-.

Detailed design of petrol storage tanks to include tank design to BS EN 12285-1:2003, leak detection system for tanks and pipe work, details of dual contained pipe work, details of the tank manufacturer's warranty and details of proposed methods of construction and installation.

Reason: To protect controlled waters.

With regard to the above we would not wish to be re consulted and do not seek to be consulted regards the discharge of conditions.

Note: We would recommend that your Contaminated Land Officer is also consulted on this application as the above comments relate solely to the protection of (controlled) waters.

Pollution control: Where pollutants are stored underground we would expect operators to adopt appropriate engineering standards. For petrol stations, systems should meet the specifications within the 'Blue Book' (APEA, 2011) as a minimum requirement with monitoring systems.

Flood Risk: The site for the proposed petrol filling station is located within Flood Zone 3, high risk, of the River Wye, but is defended against flooding during the 1 in 100 year flood event by the Hereford Flood Alleviation Scheme. We have reviewed the Flood Risk Assessment (FRA), dated 17th January 2012 and have the following comment to make at this stage. Whilst the FRA is now three years old, and National Planning Policy has been revised since 2012, we would agree with the conclusions drawn from the assessment. The site was granted planning permission for a residential unit as part of the Asda Store application in 2005. The new proposal for a petrol filling station instead of the residential block results in a change from a More Vulnerable Development to a Less Vulnerable Development, which would be an overall betterment in a flood risk area. Using the information provided in the FRA and Addendum, submitted in support of the original Asda Store application, the proposed finished floor level of 51.0mAOD for the petrol filling station will be the same as that proposed for the previously proposed apartment block. The Addendum to the FRA confirms that that minimal loss of floodplain storage volume resulting from the residential block (walls) would be offset by lowering other higher parts of the site. The built infrastructure of the petrol filling station is very small and would be comparable to the walls of the residential block, therefore, we consider the loss of floodplain storage to remain unchanged. The Addendum also states that the site would be evacuated in the event of a severe flood warning. We do not normally comment on or approve the adequacy of flood emergency response and flood evacuation procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this End development during an emergency will be limited to delivering flood warnings to occupants/users if they sign up to the Flood Warnings Service.

In all circumstances where warning and evacuation are significant measures in contributing to managing flood risk, we will expect LPAs to formally consider the emergency planning and rescue implications of new development in making their decisions. The Flood Evacuation Management Plan should identify a flood level that will initiate evacuation of people and vehicles, and any subsequent closure of the building/car park. This trigger level should be when the access/egress is still 'dry' i.e. flood-free, to avoid any question of what is an acceptable level of flood risk to occupants.

Informative (note) to above: The Applicant /future occupiers should contact 03708 506506 to be set up on our flood warning system. In preparing the evacuation plan the applicant should have note to the FRA. Contact with the Environment Agency would enable the provision of the most up to date, best available, flood information.

Pollution Prevention: Developers should incorporate pollution prevention measures to protect ground and surface water. We have produced a range of guidance notes giving advice on statutory responsibilities and good environmental practice which include Pollution Prevention Guidance Notes (PPG's) targeted at specific activities. Pollution prevention guidance can be viewed at: <https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>

Export & Import of wastes at site: Any waste produced as part of this development must be disposed of in accordance with all relevant waste management legislation. Where possible the production of waste from the development should be minimised and options for the reuse or recycling of any waste produced should be utilised

4.2 Highways England

4.2.1 Comments made in response to consultation dated April 2015

Thank you for forwarding me the details of the above planning application. Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is responsible for the ongoing operation and maintenance of the strategic road network. Close to the above site is the A49 Trunk Road. Highways England has reviewed the Transport Assessment and associated plans and has concluded that insufficient information has been presented in order to allow Highways England to fully assess the safety and capacity impacts of the proposed development. The close proximity of the proposed development to the highly congested A49(T)/A465 junction and the previous planning history of the site indicate to us that further information from the applicant is necessary to allow these assessments to take place

Highways England therefore recommends a period of non-determination of three months in order to allow the applicant time to present the required level of detail to allow us to come to an informed decision as to the acceptability of the proposals.

4.2.2 Comments made in response dated 12th April 2016

Highways England was initially consulted on this planning application by Herefordshire Council on 29 April 2015. A technical review, focussing on the transport assessment was undertaken and this identified the need for further information to be provided in order to satisfy DfT Circular 02/2013 requirements and for Highways England to be able to make a reasoned and justified response.

On 18 May 2015, Highways England recommended that a 3 month period of non- determination be applied to the planning application in order to allow time for the applicant to provide the required information. This period of non-determination was then extended for an additional 3 month period on 18 September 2015 and then extended again for a further 3 month period on 18 December 2015.

In the meantime, during this extended period of non-determination, Highways England continued to engage with the applicant's transport consultants in order to try and resolve the outstanding technical issues.

Following extensive technical discussions regarding the modelling of the A49/A465 Belmont Road junction, Highways England concluded that the models submitted were not considered to be a robust representation of existing junction operations. However, notwithstanding this conclusion, one of the main concerns for Highways England would be the obstruction of the entry to the PFS by a tailback of existing vehicles from the store through the roundabout. This could cause vehicles to queue back from the internal ASDA roundabout onto the A49 junction, thereby creating additional congestion and safety issues.

In view of the above and also based on the relatively low number of trips which would be generated by the proposed development, Highways England considered that a more constructive approach would be to secure physical mitigation measures which would minimise the risk of vehicles queuing back onto the A49 junction from the internal ASDA roundabout.

This approach was discussed with the developer's transport consultant in order to identify and agree potential solutions. A package of mitigation measures has now been agreed with Highways England, as shown indicatively on CA Design drawing number (PA)04 Revision H. However, there is still a need to secure a legal agreement between Highways England and the applicant to ensure that the design and construction of the proposed development and mitigation works takes place in accordance with the relevant design standards and also to minimise the impact on the Strategic Road Network during construction works. We consider that the design standards requirement is best dealt with by way of planning condition.

4.2.3 Comments received following consultation in April 2016 (letter dated 4th May 2016)

Highways England was originally consulted on 29 April 2015 and following extensive discussions with the applicant's transport consultant it was concluded that, subject to a package of mitigation measures being agreed with Highways England by the applicant, we were content that the proposals would not represent a severe impact on the strategic road network, and could therefore be dealt with by way of recommending that planning conditions be attached to any planning permission which may be granted. These would ensure that the risk of vehicles queuing from the internal ASDA mini roundabout back towards the A49 SRN junction is minimised.

We also required; a detailed boundary fencing plan, a detailed forecourt lighting installation and maintenance plan and a construction traffic management plan, to be agreed with Highways England to ensure the ongoing safe and effective operation of the A49.

We have reviewed the additional information uploaded to Herefordshire Council's online planning portal and have concluded that no information has been presented that would alter our position. We therefore reconfirm our recommendation of conditions to be attached to any planning permission which may be granted.

I note that our previous response, dated 12 April 2016, has been uploaded to the online portal and is therefore available for reference. Please do not hesitate to contact me if you require any more information or clarification.

4.3 Welsh Water raise no objections and recommend conditions be attached to any planning permission.

4.4 Natural England has made the following comments:

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

The Wildlife and Countryside Act 1981 (as amended)
The Conservation of Habitats and Species Regulations 2010 (as amended)

Natural England's comments in relation to this application are provided in the following sections.

Statutory nature conservation sites – no objection

This application is in close proximity to the River Wye Site of Special Scientific Interest (SSSI). This SSSI forms part of the River Wye Special Area of Conservation (SAC).

Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which River Wye has been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives.

This reply comprises our statutory consultation response under provisions of Article 20 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, Regulation 61 (3) of the *Conservation of Habitats and Species Regulations 2010 (as amended)*, (The Habitat Regulations) and Section 28(I) of the *Wildlife and Countryside Act 1981 (as amended)*.

In addition, Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the River Wye SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(I) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Impact Risk Zones for Sites of Special Scientific Interest

Natural England has recently published a set of mapped Impact Risk Zones (IRZs) for Sites of Special Scientific Interest (SSSIs). This helpful GIS tool can be used by LPAs and developers to consider whether a proposed development is likely to affect a SSSI and determine whether they will need to consult Natural England to seek advice on the nature of any potential SSSI impacts and how they might be avoided or mitigated. Further information and guidance on how to access and use the IRZs is available on the Natural England website.

Internal Council Consultations

- 4.5 The Transportation Manager made the following comments in response to the originally submitted application of May 2015:

Recommends that the proposal is unacceptable for the following reasons:-

I would firstly comment that the Proposed Site Plan PA(03) submitted with the application does not reflect the current layout of the gyratory, in that it does not include the pinch point scheme improvements (additional right turn lanes into ASDA).

The same applies to Figure 3.1 of the Transport Statement, which indicates the observed count locations at the junction and the subsequent observed turn count drawings in Figures 3.2 to 3.4.

These drawings should be amended accordingly.

The A465 Belmont Road already suffers from significant queuing at many times of the day, and particularly in peak hours, and the proposed development will be likely to exacerbate that situation.

A LINSIG assessment for the operation of the signalised A49 gyratory has been included as part of the Transport Statement and the LINSIG diagram in figure 3.5 appears to reflect the current junction layout. The operation of the A49/A465 gyratory junction falls under the jurisdiction of Highways England and I will leave it to them to comment in respect of the acceptability of the projected impact on the operation of the overall junction.

I would add that a concern would be the obstruction of the entry to the PFS by a tailback of exiting vehicles from the store through the roundabout, and possible consequent impact on the single lane entry to the store from the gyratory. I would suggest consideration of the inclusion of a yellow box junction (albeit potentially not enforceable) to encourage protection of that movement.

4.5.1 Comments received following consultation on amended plans and information **April 2016:**

The application is for a petrol filling station accessed off Asda roundabout, this is probably the most sensitive location in Hereford and directly impacts on the A49 and the A465. Any disruption on the network will impact on the city as a whole.

I was initially concerned about the application due to the sensitivity of the location, my concerns related to:

- the trip generation origin and destination
- Improvements undertaken by the then HA as part of the Pinch Point Programme and the potential for queuing as a direct result of the development.
- Internal mitigation
- Will the timings of the junction being impacted on by the development.

The scheme was also a concern of Highways England, I understand they have worked closely with the HE team and they have agreed mitigation measures.

In my discussions with the HE and the Transport Consultants for Asda, the scale of impact has been the main factor in assessing the impact.

- The consultants have used the industries standard method for assessing trip generation and is acceptable to the HE and ourselves.
- The applicant has put forward evidence to support the use of the store and an attached pfs in similar locations identifying the percentage usage, this approach is accepted by ours and HE consultants as being acceptable.
- The proposed development will have a high proportion of trips linked to the store or are on the road network and classed as pass by trips.
- The applicant has used peak hour trip generation to support the application and the potential impact of the proposal.
- The model has been successful in demonstrating that the junction will operate with the proposal within the Traffic Lights existing timings.
- New trips on the network as a result of the development have been demonstrated to be low, 25 in the am peak and 29 in the pm peak, 43 during Saturdays peak. This is accepted by our consultants and the HE's.
- Subsequently, the number of additional trips to and from A465, which is under the control of Herefordshire Council, is low. There are a total of 12 movements in the AM peak, 16 movements in the PM peak and 19 movements in the Saturday peak.
- The right-turn flow through the junction from the A49 northern arm is shown as 12 in the AM peak, 13 in the PM peak and 22 in the Saturday peak.

- The VISSIM modelling undertaken for the strategic site support shows a total of 3,490 vehicles passing through the junction in the 2017 AM peak and 4,099 vehicles in the 2017 PM peak. The additional flow generated by the PFS is minimal and is unlikely to have any material impact on the operation of the junction.

As with the HE, the developer was required mitigation to minimise the impact of the development, this has been done with the access being altered to accommodate to lanes which will minimise the potential for traffic tailing back to the junction access and preventing free flow of traffic.

The key consideration is the minimal impact on the flows through the junction. As such the impact cannot be considered severe and in my opinion, not one that could be defended at an appeal.

If you are minded to approve to approve the applicant will need to provide information as to how the site will be managed in relation to the refilling operation of the pfs to ensure there are no implications for the access road.

4.6 The Emergency Planning Manager has made the following comments:

Having reviewed this application, and based on the comments by the Environment Agency, if it is approved a Flood Management and Evacuation Plan will be required. As the site will be managed by Asda this plan should be included as an annex to the main store plan.

4.7 The Conservation Manager (Archaeology) has made the following comments:

During construction of the actual ASDA store and its highway links a decade ago, a number of archaeological finds of interest were made, dealt with under planning condition at the time. The finds are detailed in report HAS 775, 2011.

- As regards the current proposal, it is known that the new location has high potential for the presence of medieval and early post medieval iron working and other items of interest.
- Whilst I have no objection to what is proposed, suitable archaeological recording should be required as mitigation.
- Therefore, in accordance with saved UDP policy ARCH6 and Para 141 of the NPPF, I would recommend standard archaeological condition E01 / C47.

4.8 The Conservation Manager – (Ecology) has made the following comments:

The County ecologist initially raised concerns about the proposed submission and lack of protected species surveys as the site and its environs requires this assessment to determine impact upon protected species known to be associated with the site and with the R. Wye Special Area of Conservation.

Following further discussion and consideration of the submitted information, the County Ecologist, has submitted a revised comment, noting the character and isolation of the site from the river along with the Natural England comments and confirming that this should be considered acceptable and allowed without further constraints. Ecological enhancement is not considered necessary here and in fact it might be detrimental to ask for the considering the significant amount of activity taking place in the locality, not the least traffic.

4.9 The Environmental Health Manager has made the following comments:

I am in receipt of the Noise Impact Assessment for the proposed petrol filling station and have no objections to this development. I do, however, recommend a restriction on hours of deliveries to protect the amenity of neighbouring residential premises. I recommend that a condition be specified which prohibits deliveries to the store and refuelling of the petrol station between the hours of 11.00pm and 7.00am Monday to Saturday and 11.00pm to 8.00am on Sundays and Bank Holidays

5. Representations

5.1 Hereford City Council has made the following comments:

May 2015: Object - we object that this will cause an unacceptable increase in traffic movements in a junction system that is already at full capacity

May 2016: Objection - We re-iterate our objection that this development will add unacceptable congestion to a junction that is already a major concern especially the time taken to exit the Asda site. We concur with the many local objectors.

5.2 Hereford Civic Society have submitted detailed comments as follows:

Comments received in response to consultation of April 2015:

Hereford Civic Society wishes to object strongly to this application.

This submission by ASDA is related to their application no 120228 of 2012 which was withdrawn in the face of the extensive objections that it then raised. These objections still apply. Our original reasons for opposing the 2012 application were:-

- Resulting increased traffic congestion on the Belmont Road roundabout and increased air pollution.
- The site deserves something more appropriate than a petrol filling station. It is a landmark site at a main entrance to the city and the original proposals when ASDA gained permission for their store was for a residential development of 18 flats. A filling station would have a major adverse effect on amenity of the area.
- The petrol filling station, if needed, could be sited elsewhere on the ASDA car parks remote from the main road.

These objections are still valid.

We would make the following further comments on the latest application:

- The photographs 1 and 4 submitted with the Design and Access Statement show the amenity value of the site.
- The traffic studies attempt to show that there would be "negligible" effects on the A49/A465 junction. We do not accept this. This is already a congested junction with long waiting and short actual movement periods to exit from ASDA and increased traffic exiting from the ASDA site will cause further and unacceptable delays on the main roads.
- The claim that because the original intention to construct flats on the site received approval then the principle of development on the site recognized increased trip generation is completely specious as this is a change of use and traffic will be increased.
- The application states misleadingly that the proposed entrance to the filling station is 650m away from the main junction. It is nearer 65m.

- Another petrol filling station is not needed in this area of the city
- We note the Environment Agency's objection to the application in regard to fuel storage tanks in an area of high ground water and support it.
- We continue to maintain our view that this site in a highly visible location is too valuable to be used for a filling station. The original approval for residential accommodation that could be in a well designed development that would add much to the amenity of the city should not be changed.

We believe this application should be rejected.

Comments received following consultation in April 2016:

Now we object as follows:

- Representations and Supporting Documents – this section has multiple references to Highway England Representations all of which are undated. I am sure we speak for many people who like to see clearly dated documents so that it is straightforward to follow. The drawings, to be fair are better recorded.
- The consultation of locals is entirely flawed. “243 shoppers signed the petition to support the petrol station application. Anecdotally, this represented between 90 and 95% of those who were approached by the consultation team. 5 requested comments cards and discussed other issues with the team. To date, these comments cards have not been returned.
- The survey was undertaken in store where the interviewees were clearly ASDA users and likely to be biased in favour. There was no consultation with the public who live and travel through the area. For a company to be retained to undertake consultation and to rely “anecdotally” is a farce, barely worthy of comment.
- For RPS to quote the NPPF on the length of time to consult and that the LA can reduce it is another joke to further muddy the process.

5.3 Letters of objection have been received from:

- Mrs G Cross, 12 Greenland Road
- S C Hicks and Mrs PJ Smith, Drybridge Villa, St Martins Street
- Sarah Lewis, 4 Cross Street, St Martins
- M Burns – (email)

These letters raise the following issues:

- Visual Impact of the development:
 - The proposed site is at present a nice grassed area which would benefit from some landscaping with plants to enhance it. A petrol station on this site is just an unnecessary and ugly blot on the landscape.
 - Inappropriate place to put a PFS on the entrance to our beautiful city
 - Lack of green infrastructure already
 - Well designed city gateway would allow for sensitive re-modelling of this area with street trees and other green infrastructure to mitigate high levels of air pollution, flooding etc.
- Traffic Impacts:
 - Cause even more traffic chaos in an area already complicated enough without encouraging more – and unnecessary manoeuvring at these junctions.
 - Area dangerous and unpleasant for pedestrians and cyclist especially. More opportunity for conflict on a main route for schools, stores, shops, housing and

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community centres that are already disadvantaged by high levels of traffic and pollution, This area of Hereford is very bad for traffic and getting out of ASDA is bad enough. We do not need any more problems on Belmont side of town.

- The roundabout on which it is proposed to put the petrol station is already extremely congested. A petrol station would only add to this congestion. Drivers are already subject to delays as it can take ages to get through the traffic. We live right by this area and constantly see drivers jumping the lights, performing illegal manoeuvres, etc, because they are just fed up of waiting. A petrol station would undoubtedly bring even more traffic which in turn leads to more congestion and accidents in the area.
- There are enough petrol stations in Hereford already so I do not see we need any more supermarkets or private garages in this area. Being in this traffic jam is bad enough don't add any more please.
- Concerned that this could affect the effectiveness of the flood defences. There will obviously have to be major ground works to bury fuel storage tanks, etc.
- There are sufficient petrol stations in the vicinity, two of which are supermarket ones offering cheaper petrol. (Tesco's at Belmont ,Sainsbury's, Hinton Service Station on Ross Road and Rotherwas Service Station). There is therefore plenty of choice already within a short distance which provides competition on price. The ones which would suffer most are the independent ones who cannot compete with supermarket prices. This in turn will cause job losses as other petrol facilities are forced to close because they cannot compete on price.
- Air Quality - A petrol station will add to this with its fumes and by increasing traffic.
- We note that there are no proposed opening hours on the current planning application. Previously it was proposed to be 24 hours which is unnecessary as there are at least three 24 hour facilities currently in Hereford.
- Higher night time levels of light due to Asda Signage.

5.4 The consultation responses can be viewed on the Council's website by using the following link:-

<https://www.herefordshire.gov.uk/planning-and-building-control/development-control/planning-applications/details?id=151072&search=151072>

Internet access is available at the Council's Customer Service Centres:-

<https://www.herefordshire.gov.uk/government-citizens-and-rights/customer-services-enquiries/contact-details?q=customer&type=suggestedpage>

6. Officer's Appraisal

6.1 The proposed development falls to be considered having regards to the following issues:

- Principle of development
- Impact on the highway network and highway safety
- Design and impact upon the character of the area and Conservation Area
- Impact upon amenities
- Flood Risk
- Nature Conservation

Principle of development

6.2 S38 (6) of the Planning and Compulsory Purchase Act 2004 states as follows:

“If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

- 6.3 In this instance the Development Plan is the Herefordshire Local Plan Core Strategy. Policy SS1 enforces what is at the heart of the Government’s National Planning Policy Framework in its ‘*presumption in favour of sustainable development*’. This policy states:

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.

Planning applications that accord with the policies in this Core Strategy (and, where relevant with policies in other Development Plan Documents and Neighbourhood Development Plans) will be approved, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the council will grant permission unless material considerations indicate otherwise - taking into account whether:

- a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in national policy taken as a whole; or*
- b) specific elements of national policy indicate that development should be restricted*

- 6.4 With regards to the effects that proposals have on the local economy the NPPF advises that “significant weight should be placed on the need to support economic growth through the planning system.” The NPPF also advises that “alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.” These themes are echoed in the objectives of the Core Strategy.

- 6.3 The site formed part of the site that obtained planning permission for a mixed use development of Asda/community centres and residential development (19 flats) in 2005. The residential element of this scheme has not come forward. This was described in the report to committee of December 2003 as ‘*a modern flat roofed design ranging between 3 and 5 storeys in height. Adjoining highway, it is a maximum of 16.3 metres high. It has been broken down into three almost separate blocks which are joined by large glazed stairwells. The largest central block which is southerly facing is linked by the glass stair towers to two lower units each containing six apartments with a seventh “penthouse” apartment with its own roof terrace. The concept of these “stepped” elements is to reduce the scale of the building as it extends on one hand into the supermarket site and on the other to Greyfriars Bridge. A covered car park is provided beneath the building (at ground floor level) which enables an uninterrupted landscape courtyard garden area for future residents.and has provided details of a materials pallet. Primarily the central “tower block” will have a steel and glass finish with over sailing brise soleil to provide solar shading. A horizontal timber cladding would be applied to the setback apartments on each of the lower blocks with an off-white render applied to the side walls. Careful assessment has taken place with regard to this design and Officers are satisfied that the proposed building will effectively “turn the corner” and is capable in itself of making a positive architectural contribution to the city subject to its detailing.*

- 6.4 The loss of potentially 19 units of residential accommodation is considered to be a material consideration, especially given the Councils five year housing land supply deficit. However, having regard to paragraph 47 of the NPPF, and importantly, footnote 11 that states, ‘*to be considered deliverable, sites should be available now, offer a suitable location for development*

now, and be achievable with a realistic prospect that housing will be delivered on the site within 5 years and in particular that the development of the site is viable'.

6.5 In response to queries in respect of this, the applicant has provided a viability report that demonstrates that a policy compliant scheme (providing affordable housing and Section 106 contributions) on this site would not be viable. This assessment was not undertaken on the approved scheme but on a much larger proposal for 52 units. However, it is also noted that this site has remained vacant since planning permission was granted in 2005, and officers could not offer assurances that this site would come forward in the next five years and it would be difficult to sustain an argument that this site should lie dormant rather than consider an alternative use that may bring other benefits.

6.6 The applicants have identified that there is a need for a PFS to support their retail presence on the site stating:

ASDA is proud to serve the local residents and they hope that by bringing a new PFS to the store, they can deliver low priced fuel to those residents. A recent report by the Office of Fair Trading found that the presence of an ASDA petrol station drives down the cost of fuel in a local area with the scale of this effect being much greater than the effects associated with any other retailer. This is based on ASDA's approach to being the first to lower their prices and the last to raise them. The Office of Fair Trading report highlights that on average the presence of an ASDA PFS in an area reduces the price of petrol by 0.8p per litre.

The Asda store is a very important store for the local community. Customers have come to expect a PFS to be associated with a modern foodstore and clearly the fact the Hereford store does not have one could result in customers being attracted to other foodstores in the locality which do have petrol filling stations. To not allow Asda to develop a PFS at its store in Hereford could, therefore, result in reduced trade as more and more customers choose to shop at those supermarkets with a PFS.

6.7 Within the NPPF, market signals often identified are a material consideration, to ensure that local Authorities consider the changing demands and needs of the area. Whilst the loss of the opportunity to provide residential units is disappointing, it does not preclude the Local planning Authority from considering alternative uses and the benefits that these may bring in terms of the three roles of sustainability.

Impact on the highway network and highway safety

6.8 The sites location at the 'Asda / Belmont junction' and of the A49 and Belmont road makes the assessment and consideration of the impact on the local and strategic highway network one that is critical in the determination of this application.

6.9 Policy SS4 of the Core Strategy (Movement and Transportation) sets the approach for movement and transportation. This policy seeks to ensure that new developments are designed and located to minimise the impacts upon the transport network; ensuring that journey times and efficient and safe operation of the network are not detrimentally impacted. It also seeks to direct development to sustainable locations. More specifically, policy MT1 seeks to ensure that proposals have demonstrated that they have incorporated traffic management and safety into developments. The first and most relevant criteria to this proposal is the need to demonstrate that the strategic and local highway network can absorb the traffic impacts the development without adversely affecting the safe and efficient flow of traffic on the network or that traffic impacts can be managed to an acceptable level to reduce and mitigate any adverse impacts from the development.

6.10 As can be seen from the Consultation responses from Highways England and the Transportation Manager, this is an issue that has been cause for significant concern and

investigation over the course of this application. The TA and updated TA addendum address issues in respect of trip numbers, provide additional information about the assumed linked trips to the store and impact upon queue lengths and mitigation. The table extract below provides details of the anticipated trip numbers:

Table 1.1 : Proposed Vehicle Trip Generation

	Peak Hour Forecasts		
	AM (08:00 - 09:00)	PM (17:00 - 18:00)	Sat (12:00 - 13:00)
Trip Rate (PCUs per pump)	9.75	11.52	13.27
Trip Generation (12 pumps)	117	138	159
Minus Linked Trips (-70%)	35	41	48
Minus Pass-by Trips (-30% / -10%)	25	29	43

- 6.11 Highways England have carefully considered the impact of the proposed development on the Strategic Highway (A49) and concluded that subject to a package of mitigation measures being agreed with Highways England by the applicant, they were content that the proposals would not represent a severe impact on the strategic road network, and could therefore be dealt with by way of recommending that planning conditions be attached to any planning permission which may be granted. These would ensure that the risk of vehicles queuing from the internal ASDA mini roundabout back towards the A49 SRN junction is minimised. In addition they also require further details to be submitted including; a detailed boundary fencing plan, a detailed forecourt lighting installation and maintenance plan and a construction traffic management plan. Conditions are recommended to ensure that these are submitted and agreed with Highways England prior to the commencement of development to ensure the ongoing safe and effective operation of the A49.
- 6.12 The Transportation Manager has also looked at the Council maintained highways, and the implications that the proposed additional traffic movement may have on the local networks that meet the A49 such as Belmont Road or further north. Significant discussion has taken place between the parties and the Transportation Manager has confirmed that whilst the proposed PFS will generate additional trips and movements onto the network, with the proposed mitigation measures in place, altering the access to accommodate two lanes to minimise the potential for traffic tailing back to the junction access and preventing free flow of traffic.
- 6.13 The key consideration is the minimal impact on the flows through the junction. As such the impact cannot be considered severe. As such, proposals are considered to be compliant with the requirements of policy MT1 and with the NPPF para 32 that states: *All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether.... improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*
- 6.14 The proposed development also ensures that important pedestrian crossings are retained in line with the requirements of these policies. The concerns about pedestrian and highway safety raised by objectors are noted, along with the objection to the increase in traffic movements on this already congested junction. As detailed above, the technical investigation into the impact of the development has demonstrated, to the satisfaction of the relevant officers and statutory body, that the proposal is acceptable.

Design and impact upon the character of the area and Conservation Area

6.15 This site is a prominent location, in the Central Conservation Area, a Designated Heritage Asset on the approach to the city. It is within the urban setting and highly influenced by the busy road, however it lies within the Riverside Meadows landscape character area due to its location on low lying land in the flood plain of the River Wye. To the south of the site, fronting Belmont Road lies Pool House, a Grade II listed black and white building, that is currently used as a dentist. This listed building is also a designated heritage asset.

6.16 Policy LD4 requires development proposals that affect heritage assets and the wider historic environment to:

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.

The scope of the works required to protect, conserve and enhance heritage assets and their settings should be proportionate to their significance. Development schemes should emphasise the original form and function of any asset and, where appropriate, improve the understanding of and public access to them.

6.17 Policy SD1 of the CS also seeks to ensure that proposed developments create safe, sustainable and well integrated environments, ensuring that they take into account site characteristic and local context whilst making a positive contribution to the architectural diversity and character of the area.

6.18 Following the withdrawal of the application in 2012, the applicants have considered the visual impacts of the proposed development on this important gateway site. The proposed PFS and associated works have been designed with this site prominence in mind, using a non standard PFS canopy design, siting this to address the the inclusion of landscaping (low level to maintain visibility and subject to Highways England approval) to the front of the forecourt alongside the highway and access road. Given the context of the site, with prominence of the road, backdrop of the large store and associated car park, it would be difficult to argue that the proposed PFS did not conserve the character of the Conservation Area in accordance with the above policies and guidance contained within the NPPF. In considering the setting of the nearby Listed Building, again, this is set in a busy street scene, and the introduction of the PFS would conserve its setting in accordance with the above policies. Few benefits could be attributed to the environmental role of sustainable development.

Impact upon Amenity

6.19 Policy SD1 also seeks to ensure that the amenities of local residents are protected. Whilst the site fronts the A49, there are residential properties opposite on St martins Street, Cross Street and Belmont Road / Belmont Avenue to the South West. The application includes a noise report that has been carefully considered by the Councils Environmental health officer who raises no objection to the proposed development. One query is raised about hours of delivery, this is a matter that also needs to be considered to address the Transportation managers concerns and as such a condition is recommended to establish the times for deliveries in respect of impact on residential amenity and highway safety.

Flood Risk

- 6.20 The site is located within Flood Zone 3, high risk, of the River Wye, but is defended against flooding during the 1 in 100 year flood event by the Hereford Flood Alleviation Scheme. The Environment Agency have been consulted on these proposals and queries they raised initially have been answered and resolved. They recommend conditions be imposed and their comments, along with those of the Councils Emergency Planning Team. The proposals are considered to comply with the requirements of policy SD3 of the Core Strategy and guidance contained within the NPPF.

Nature Conservation

- 6.21 The site also lies within close proximity of the River Wye Site of Special Scientific Interest (SSSI). This SSSI forms part of the River Wye Special Area of Conservation (SAC). Consultations with both Natural England and the Councils Ecologist have confirmed that if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which River Wye. The proposal would therefore comply with the requirements of policy LD2 of the Core Strategy and guidance contained within the NPPF.

Conclusions

- 6.22 The proposed development would comply with the relevant policies of the Core Strategy as discussed above and provide some social and economic benefits through the creation of employment when operational and through construction. The provision of the PFS would also offer consumers a wider choice in the market place. Whilst there are some concerns about the impact that the proposal would have on the natural built environment, this is, in the context not considered to be a significant harm that would warrant a reason for refusal. Likewise, the proposed development does give rise to concerns about impact on the busy and important junction on the local and strategic network, but the advice received is that this impact would not be so severe that an appeal could be defended. As such, the proposal is considered to be sustainable development and the presumption in favour is engaged.

RECOMMENDATION

That planning permission be granted subject to the following conditions:

- 1. A01 Time limit for commencement (full permission)**
- 2. B01 Development in accordance with the approved plans**
- 3. G10 Landscaping scheme**
- 4. G11 Landscaping scheme - implementation**
- 5. The development hereby permitted shall not be commenced until such time as a scheme to ensure that any petrol fuel storage tanks installed at the site shall be constructed, installed and monitored to ensure no pollution of groundwater has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved and should include:-**

Detailed design of petrol storage tanks to include tank design to BS EN 12285-1:2003, leak detection system for tanks and pipe work, details of dual contained pipe work, details of the tank manufacturer's warranty and details of proposed methods of construction and installation.

Reason: To protect controlled waters.

- 6. Development shall not be occupied until the agreed mitigation works, as shown indicatively on CA Design drawing number (PA)04 Revision H, have been designed in detail to the written satisfaction of the Planning Authority, in consultation with the Highway Authority for the A49 Trunk Road, and implemented as approved.**

Reason: To ensure that the safety and efficient operation of the strategic road network is not compromised by this proposed development

- 7. A detailed boundary fencing plan and schedule shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with the Highway Authority for the A49 Trunk Road, prior to the erection of any fencing or similar boundary treatment. The detailed fencing plan and schedule shall be implemented as approved.**

Reason: To ensure that any proposed fencing structure does not jeopardise the ongoing safe operation of the strategic road network, in accordance with paragraph A1 of Annex A of DfT Circular 02/2013.

- 8. A detailed forecourt lighting installation and maintenance plan and schedule, following the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011 (or as updated), shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with the Highway Authority for the A49 Trunk Road, prior to the commissioning or alteration of any external artificial light source within the development hereby permitted. This shall give details of lighting specifications, lamp positions, directions, and intensity across the site and the surrounding highway network. The detailed lighting plan and schedule shall be implemented as approved and maintained in perpetuity.**

Reason: To prevent stray light from the site affecting the ongoing safe operation of strategic road network, in accordance with paragraph 49 of DfT Circular 02/2013.

- 9. No development pursuant to this application shall commence until a Construction Management Traffic Plan (CMP) has been submitted to, and approved in writing by, the local planning authority, in consultation with the highways authority for the A49 Trunk Road and that the scope of the CMP is to be agreed in writing, by the local planning authority, in consultation with the highways authority for the A49 Trunk Road prior to the preparation of the CMP. The CMP shall be implemented as approved and reviewed by the appointed main contractor throughout the construction period. If changes to the CMP are deemed necessary at any point throughout the construction period, these changes will be approved in writing by the local planning authority, in consultation with the highways authority for the A49 Trunk Road.**

Reason: To ensure that the safety and efficient operation of the strategic road network is not compromised during the construction period.

- 10. E01 Site investigation - archaeology**
- 11. H21 Wheel washing**
- 12. H27 Parking for site operatives**
- 13. I16 Restriction of hours during construction**

14. Non – Standard – Hours of Delivery and management of delivery vehicles.

INFORMATIVES:

- 1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against planning policy and any other material considerations. Negotiations in respect of matters of concern with the application (as originally submitted) have resulted in amendments to the proposal. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework**
- 2. EA informative - Flood Evacuation Contact**
- 3. EA - Pollution Prevention**
- 4. HN01 Mud on highway**
- 5. HN04 Private apparatus within highway**
- 6. HN05 Works within the highway**
- 7. EA Waste informative**

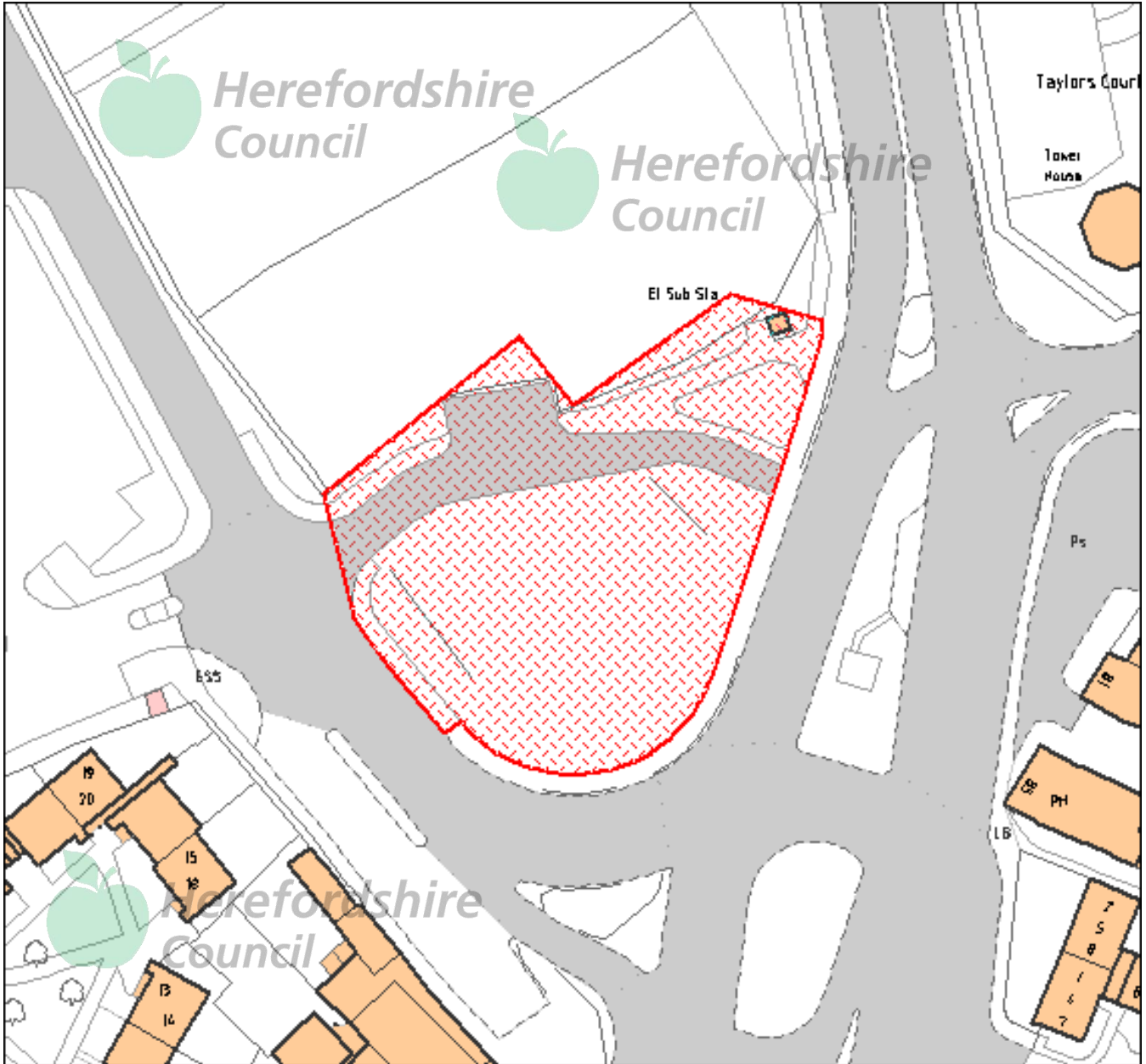
Decision:

Notes:

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Background Papers

Internal departmental consultation replies.



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APPLICATION NO: 151072

SITE ADDRESS : LAND OFF BELMONT ROAD, HEREFORD, HEREFORDSHIRE, HR2 7JE

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