

<b>MEETING:</b>	<b>PLANNING AND REGULATORY COMMITTEE</b>
<b>DATE:</b>	<b>1 MAY 2024</b>
<b>TITLE OF REPORT:</b>	<p><b>233009 - PROVISION OF A TRANSPORT HUB AND PUBLIC REALM IMPROVEMENTS AT HEREFORD RAILWAY STATION INCLUDING THE CREATION OF A BUS INTERCHANGE, WAITING AREA, CANOPY AND LAYOVER SPACE, PROVISION OF PASSENGER DROP- OFF AND PARKING AREAS, AND FORMATION OF A NEW ACCESS JUNCTION VIA CITY LINK ROAD. AT HEREFORD RAILWAY STATION, STATION APPROACH, HEREFORD, HEREFORDSHIRE, HR1 1BB</b></p> <p><b>For: Mr Butterworth per Mr Luqmaan Kholwadia, 63 St Thomas Street, Bristol, BS1 6JZ</b></p>
<b>WEBSITE LINK:</b>	<a href="https://www.herefordshire.gov.uk/info/200142/planning_services/planning_application_search/details?id=233009&amp;search-term=233009">https://www.herefordshire.gov.uk/info/200142/planning_services/planning_application_search/details?id=233009&amp;search-term=233009</a>
<b>Reason Application submitted to Committee – Council Application</b>	

**Date Received: 10 October 2023**

**Ward: Widemarsh**

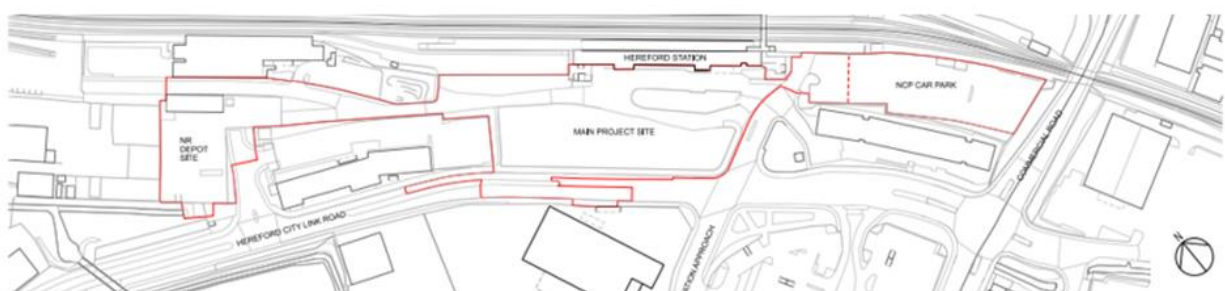
**Grid Ref: 351463,240560**

**Expiry Date: 3<sup>rd</sup> May 2024**

Local Members: Cllr Polly Andrews

## 1. Site Description and Proposal

- 1.1 The application relates to an elongated parcel of land totalling 1.83 hectares which is sandwiched between the A465 city link road to the south west and the railway corridor to the north east (as shown by the red line plan in Figure 1). The site can broadly be broken down into the three zones. The largest of this is the central area which forms the forecourt to Hereford Railway station and is currently occupied by car parking and drop-off areas, large areas of hardstanding and un-kept scrubland. The red line for the proposal site also takes in the NCP car park which is associated with and located to the south east of the station building, behind the Cityheart Living Student Accommodation building. The red line also extends to the north west between the Station Medical Centre and MFA Bowl to include a parcel of land which is currently utilised as a Network Rail storage depot.



Further information on the subject of this report is available from Mr Adam Lewis on 01432 383789

1.2 The application is made in full and seeks permission for the development of a Transport Hub on land adjacent to Hereford Railway Station. The project can be broken down into the following elements:

- The creation of a drive-in / reverse-out (DIRO) bus interchange with capacity for four bus spaces on land between the station building and the Station Medical Centre. This will include the associated erection of a 4.5 metre high L-shaped external canopy shelter area which incorporates an enclosed 'Hub' waiting room (featuring 30 indoor seats, 4 x toilets [2 of which accessible] and a welfare area for bus and taxi operators)
- The formation of a new access junction via the City Link Road (CLR) to the south-east of the Station Medical Centre, to serve as the exit for the DIRO bus interchange.
- The creation of three on-street bus stops along CLR, including a separate 12-seat weather protected glazed screened area for waiting passengers.
- The provision of a bus layover space with capacity for five bus spaces on land to the north west of the Station Medical Centre, currently used a depot for Network Rail.
- The provision of a 'drop off' area to the fore of the station building off Station Approach, to include parking provision for 6 x taxi spaces and 7 disabled access spaces. It is noted that this area had previously included provision for general 'drop off' and short stay spaces – however the plans have been amended as part of the application process to make provision for this in the car park to south east of the station operated by National Car Parks (NCP)
- Improvements to the public realm forecourt area between the station building and the CLR, including the provision of 144 cycle storage spaces (66 covered and 78 uncovered), real-time passenger information boards, Beryl Bike stands, seating areas, public space, rain gardens and landscaping.
- Minor layout amendments to the parking arrangements of the NCP car park retaining the existing level of provision and minor amendments to Network Rail staff parking to the north west of the station building.

1.3 In addition to the proposed plans, the application is supported by:

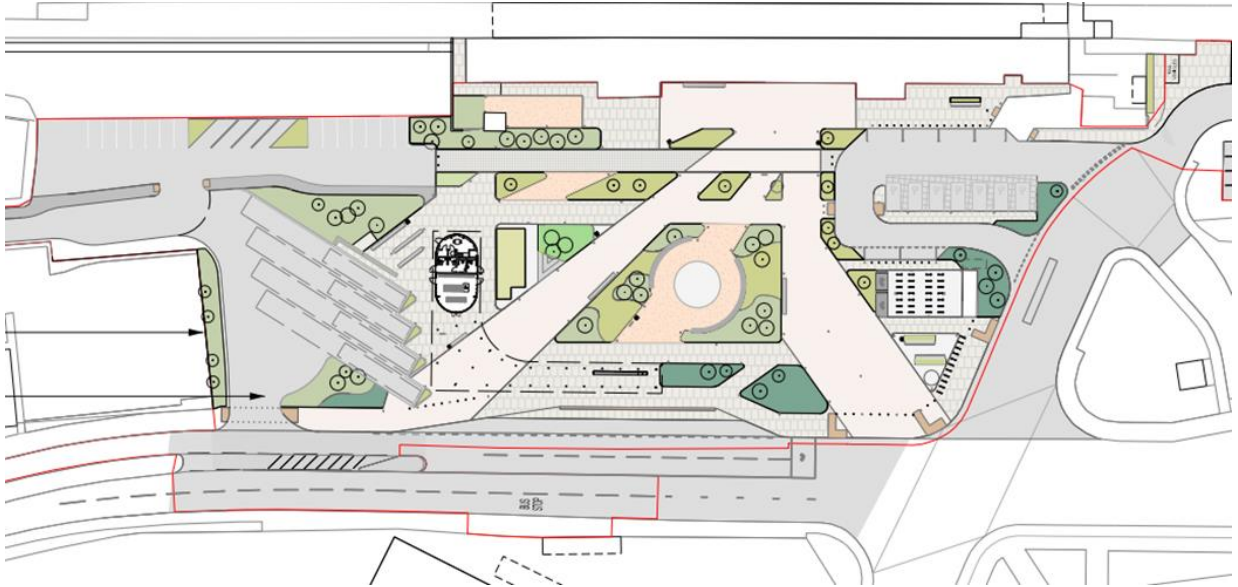
- Planning Statement
- Design and Access Statement
- Ecological Impact Assessment
- Habitats Regulations Assessment
- Heritage and Townscape Assessment
- Transport Assessment
- Flood Risk Assessment
- Drainage Strategy
- Geotechnical and Geo-environmental Desk Study Report
- Preliminary Ecological Appraisal
- Equality Impact Assessment

Amended Plans Submission March 2024

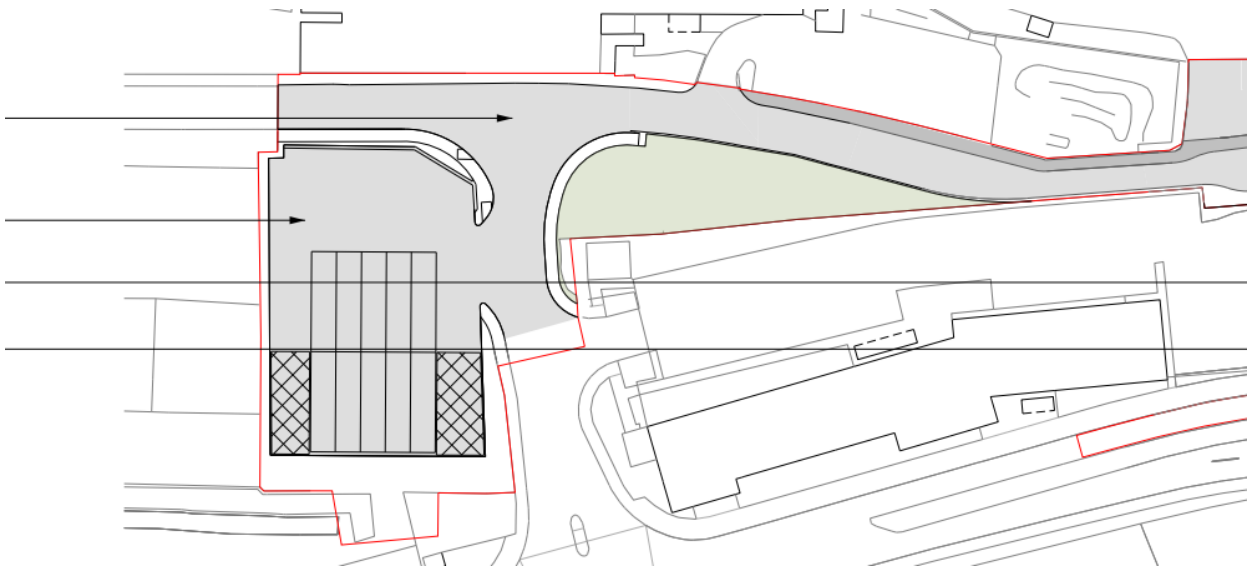
- Additional Cover Letter– Amended Plans and Consultee Response Summary
- Cover Letter – Response to Active Travel England Comments
- Drainage Strategy Addendum

1.4 The proposed plans are shown below:

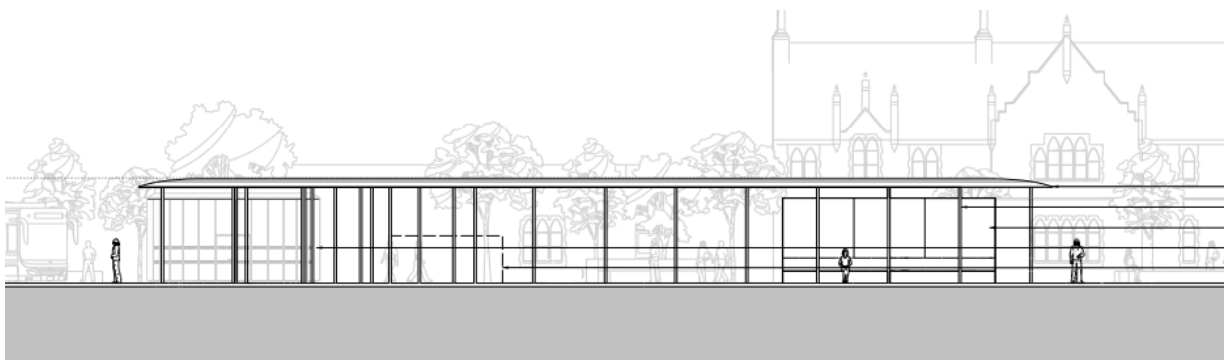
**Figure 2 - Proposed Site Plan – Central Section**



**Figure 3 – Proposed Site Plan – North West Section (Layover Space)**



**Figure 4 – Proposed Shelter – South West (CLR) Elevation**



- 1.5 The application is referred to Committee on the basis that Herefordshire Council is the Applicant. The project forms part of the Herefordshire Council City Transport Package which was first developed in 2012 and includes an integrated programme of measures to regenerate this part of the city, which has included the delivery of the City Link Road. The provision of a Transport Hub forms part of this package and seeks to improve links between the railway station and the rest of the city, whilst also regenerating underutilised brownfield land. The delivery of the works will be achieved utilising Levelling Up funding.

## 2. Policies

### 2.1 Herefordshire Local Plan – Core Strategy 2015

The following policies are considered to be of relevance to this application:

SS1	-	Presumption in Favour of Sustainable Development
SS4	-	Movement and Transportation
SS6	-	Environmental quality and Local Distinctiveness
SS7	-	Addressing Climate Change
HD1	-	Hereford
HD2	-	Hereford City Centre
HD3	-	Hereford Movement
HD7	-	Hereford Employment Provision
MT1	-	Traffic Management, highway safety and promoting active travel
E1	-	Employment Provision
E4	-	Tourism
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	-	Waste Water Treatment and River Water Quality
ID1	-	Infrastructure Delivery

It is highlighted to Member's that the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (the 2012 Regulations) and paragraph 33 of the National Planning Policy Framework requires a review of local plans be undertaken at least every five years in order to determine whether the plan policies and spatial development strategy are in need of updating, and should then be updated as necessary. The Herefordshire Local Plan Core Strategy was adopted on 15 October 2015 and a review was required to be completed before 15 October 2020. The decision to review the Core Strategy was confirmed on 9th November 2020. The level of consistency of the policies in the local plan with the NPPF will be taken into account by the Council in deciding any application.

The Herefordshire CS 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/info/200185/local\\_plan/137/adopted\\_core\\_strategy](https://www.herefordshire.gov.uk/info/200185/local_plan/137/adopted_core_strategy)

### 2.2 The National Planning Policy Framework (2023)

1. Introduction
2. Achieving sustainable development
4. Decision-making
6. Building a strong, competitive economy
7. Ensuring the viability of town centres

8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making efficient use of land
12. Achieving well design places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment
16. Conserving and enhancing the historic environment

The full National Planning Policy Framework can be viewed through the following link;

[https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF\\_December\\_2023.pdf](https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf)

- 2.3 The Council is currently in the process of preparing a new Local Plan. The Draft Herefordshire Local Plan (Regulation 18) has been published for consultation between 25 March 2024 and 20 May 2024. At this point in time, the policies of the emerging plan attract minimal weight.

### 3. Planning History

- 3.1. The Applicant submitted a request for an environmental screening opinion pursuant to Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the Regulations) to the LPA in March 2023 (LPA ref: P230835/EIA). The LPA's response of 29th March 2023 indicated that it took the view that significant environmental effects are unlikely to arise and hence it adopted the opinion that the development proposed is not EIA development as defined in the 2017 Regulations.

PLANNING REFERENCE	DESCRIPTION	DECISION	DATE
P230835/EIA	Request for Screening opinion for the creation of a new transport hub in and around the existing station quarter at Hereford Railway Station – EIA Screening	Environmental Statement not required	31 <sup>st</sup> March 23

- 3.2 The following planning applications are relevant to the immediate environs of the station:

PLANNING REFERENCE	DESCRIPTION	DECISION	DATE
CE092576/F	Demolition of existing buildings and construction of new highway, cycleway, drainage, landscaping and associated works between the A49 (T) Edgar Street and A465 Commercial Road, Hereford, along with a new road link to Unclassified Road 80332 Blackfriars Street and U80335 Canal Road, a new junction with Widemarsh Street and associated highway improvement works including to the junction of the A49(T) Edgar Street and B4359 Newtown Road and the junction of A465 Aylestone Hill and C1127 Barrs Court Road, Hereford.	Approved with Conditions	30 <sup>th</sup> March 2010
P181583/CD4	Proposed new health centre (use class D1) including ancillary pharmacy (use class A1), access, parking, landscaping and associated works.	Approved with Conditions	18 <sup>th</sup> October 2018

Further information on the subject of this report is available from Mr Adam Lewis on 01432 383789

P183841/CD4	Hybrid application including a full application for student accommodation, comprising 178 no. Bedrooms, including hard and soft landscaping and an Outline application for a standalone ancillary commercial element	Approved with Conditions	15 <sup>th</sup> February 2019
P211047/F	Land at Underwoods Steel (North west of current proposal site) - Demolition of existing buildings and redevelopment of the site to include the erection of three buildings to provide student accommodation (Sui-Generis), landscaping, car parking, space for future reinstatement of canal and associated works (revised proposal)	Approved with Conditions (inc contributions to restored canal basin)	March 2023

The following applications are applicable to the station itself:

REF	DESCRIPTION	DECISION
P222746/L	Proposed removal of existing canopy lighting at Hereford Railway Station and replace with new LED lighting.	Granted on 6 October 2022 subject to planning conditions.
P222485/L	Proposed installation of 7mm cable to front elevation.	Granted on 9 September 2022 subject to planning conditions.
P220906/L	Proposed renewal, replacement and Installation of CCTV cameras.	Granted on 23 April 2022 subject to planning conditions.
P212396/L	Proposed removal of existing lighting units and cabling from under canopied replace with new Linear LED lighting units and new cables.	Granted on 22 September 2021 subject to planning conditions.
P201196/L	Proposed replacement ticket vending machine in the booking hall and to add new one to platform 3.	Granted on 1 June 2020 subject to planning conditions.
P200595/L	The proposed application for the installation of an ATM to be installed through the disused doors to the far right past the main entrance to the ticket office.	Granted on 24 March 2020 subject to planning conditions.
P200594/F	The proposed application for the installation of an ATM to be installed through the disused doors to the far right past the main entrance to the ticket office.	Granted on 2 April 2020 subject to planning conditions.
P200596/A	Integral illumination and screen to the ATM fascia. Internally illuminated Free Cash Withdrawals sign above the ATM.	Granted on 2 April 2020 subject to planning conditions.
P182335/L	Proposed internal refurbishment of public toilets located on platforms 1/2 and 3.	Granted on 2 August 2018.
S123160/L	Remove existing 19inch TFT Customer Information Screen (CIS) from the booking hall area and install a new 32inch CIS screen on the adjacent wall and additional CIS screen for platform 3.	Granted on 19 December 2012 subject to planning conditions.
S122492/L	Proposed erection of lifts to and refurbishment of the existing footbridge and associated minor works.	Granted 9 October 2012.
S103268/L	Refurbish internal areas of booking hall, ticket office to incorporate DDA ticket counter and staff toilet, also refurbish waiting room on platform 2 and existing public toilets on both platforms to enable DDA standard toilets to be installed within the current toilet areas.	Granted 10 January 2021 subject to planning conditions.

Further information on the subject of this report is available from Mr Adam Lewis on 01432 383789

#### 4. Consultation Summary

STATUTORY CONSULTEES					
	CONSULTED	NO RESPONSE	NO OBJECTION	QUALIFIED COMMENT	OBJECT
Welsh Water	X		X		
Natural England	X		X		
Historic England	X		X	X	
Network Rail	X		X	X	
Canal and River Trust	X			X	
INTERNAL CONSULTEES					
Area Engineer (Highways)	X		X		
Landscape	X		X		
Ecology	X		X		
Building Conservation	X		X		
Archaeology	X		X		
EHO – Contaminated Land	X		X		
Land Drainage	X		X		
Strategic Planning	X		X		
EXTERNAL REPRESENTATIONS					
Active Travel England	X		X	X	
Hereford City Council	X				X
Hereford Civic Society					X
Hereford and Gloucester Canal Trust	X				X
H&W Fire and Rescue	X	X			
Hereford Wildlife Trust	X	X			
Site / Press Notice	X			x3	X5

#### 4.1 STATUTORY CONSULTATIONS

##### 4.1.1 Natural England – No Objection

NO OBJECTION - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED

We consider that without appropriate mitigation the application would:

- have an adverse effect on the integrity of River Wye Special Area of Conservation <https://designatedsites.naturalengland.org.uk/>.

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures are required / or the following mitigation options should be secured:

- Mitigation measures need to be secured as set out in the Appropriate Assessment. We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

European site - River Wye SAC - No objection

Natural England notes that your authority, as competent authority under the provisions of the Habitats Regulations, has undertaken an Appropriate Assessment of the proposal, in accordance with Regulation 63 of the Regulations. Natural England is a statutory consultee on the Appropriate Assessment stage of the Habitats Regulations Assessment process.

Your appropriate assessment concludes that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of any of the sites in question. Having considered

the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England advises that we concur with the assessment conclusions, providing that all mitigation measures are appropriately secured in any permission given.

River Wye SSSI – No objection

Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified and has no objection.

#### 4.1.2 **Historic England – No Objections**

The application seeks a series of public realm improvements and the creation of a transport hub at the Grade II listed Railway Station, near the site of a former canal basin quickly superseded by the railways.

Historic England has no objection to the proposals which provide a welcome opportunity to improve connectivity between the station and the city centre, and to enhance the immediate setting of the Railway Station. We defer to your Landscape and Conservation Officers to oversee the detail and quality of materials and finishes in this key arrival point into the city.

Recommendation: Historic England has no objection to the application on heritage grounds. Your authority should take these representations into account in determining the application. If there are any material changes to the proposals, or you would like further advice, please contact us. Please advise us of the decision in due course.

#### 4.1.3 **Network Rail – No Objections / Standing Advice**

Network Rail has no objections in principle to the above works.

SAFETY - Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basic Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact [assetprotectionwales@networkrail.co.uk](mailto:assetprotectionwales@networkrail.co.uk).

PLANT, SCAFFOLDING AND CRANES - Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway.

#### 4.1.4 **Welsh Water – No Objections**

Initial Comments 9<sup>th</sup> November 2023:

SEWERAGE - We can advise that Eign WwTW has a phosphate permit this matter will need to be considered further by the local planning authority. Notwithstanding this we can confirm capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site. Turning to surface water, having reviewed the submitted proposed Drainage layout drawing number DR-C-000001 P04 and drainage strategy it is shown a number of options have been considered for surface water discharge. Dwr Cymru Welsh Water has no objection to the northwestern section of the site which is proposed to discharge to a water course however advise that the applicant seeks advice from the environment Agency and the Building Regulations Authority as both are responsible to regulate alternative methods of drainage. It seems there is no defined discharge destination for surface water from the central section of the site with two options being suggest in the drainage strategy, with option A suggesting a connection to the combined public sewer and option B suggesting a connection to



the public surface water sewer. We are not in a position to agree any surface water into the combined public sewer and advise that a connection to the surface water public sewer outlined in option B in the drainage strategy is fully explored, we recommend a connection should be made to the 600mm surface water public sewer between location 351495,240455 and manhole reference SO41405402. We therefore request that a Holding Objection is placed on this application at this time until a revised drainage strategy and drainage layout has been provided in line with the above mentioned, we request that we are re-consulted once this has been submitted.

POTABLE WATER SUPPLY - Capacity is currently available in the water supply system to accommodate the development. We reserve the right however to reassess our position at planning application stage to ensure there is sufficient capacity available to serve the development without causing detriment to existing customers' supply as demands upon water systems change continually.

#### Further Comments – 16<sup>th</sup> April 2024

The amended drainage addendum and proposed drainage drawing reference DR-C-000001 P06 has removed the option of discharging to the combined sewer and now shows the proposal to discharge surface water into the surface water public sewer.

Dwr Cymru Welsh Water are therefore in support of the proposed surface water strategy and advise that our Holding Objection can be removed.

Notwithstanding this, we would request that if you are minded to grant Planning Consent for the above development that the **Condition** and **Advisory Notes** listed below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

#### 4.1.5 **Canal and Rivers Trust**

The Canal and River Trust do not own or maintain any waterways in the vicinity of the site. It is noted that the Herefordshire and Gloucestershire Canal Trust have previously commented on this application. Please ensure that they are re-consulted to allow them to provide further comments on any impact on the Herefordshire and Gloucestershire Canal.

#### 4.2 INTERNAL COUNCIL CONSULTATIONS

##### 4.2.1 **Transportation Manager - No Objections**

#### Initial Comments 15<sup>th</sup> November 2023 (Further Information Required)

1. It is understood that a Stage 1 Road Safety Audit has been undertaken, however, one of the points raised by the Auditor concerns the need for a 'real life' demonstration/trial of the operation of the bus bays and bus manoeuvres. The LHA understand that this is to be undertaken in the next week, therefore, the following comments are also subject to the acceptability of this trial. The LHA is also unable to sign off the RSA until the trial has been undertaken.
2. Visibility splays have been demonstrated on submitted plans, however, the splay for the access into the Bus Layover has not been provided. This should be demonstrated on a plan. In addition, the junction immediately north of the Bus Layover with the access road to MFA Bowl as well as the staff car park and the DIRO bays has not been provided with sufficient visibility splays. The splays should measure 2.4m x 43.
3. The narrowed section of carriageway immediately north-west of the staff car park is too wide to prevent two-way vehicle movements. This section should be narrowed from 4.1m to 3.5m if possible, whilst still being able to accommodate bus manoeuvres.

4. There are too many manoeuvres on the plan demonstrating the swept path analysis of a coach using the DIRO bays. Would it be possible to be provided with the CAD version of the plan please to understand the manoeuvres properly? From looking at the mass of manoeuvres shown there is an area of dead space which should be removed (shown in yellow on screenshot below). It was also agreed during pre-app discussions that due to the access road only be used by the buses using the DIRO bays that the access road could be used for reversing manoeuvres but the tracking indicates that this isn't utilised to its full extent (although this can be confirmed upon sight of the CAD plan), therefore further redundant dead space may become apparent.
5. The cycleway along the City Link Road should be a consistent 3.5m in width and comprise of one surface material (there are a number of surface materials in the vicinity of the bus layby – see screenshot below). Machine laid tarmac defined with an edging kerb at the back should be used throughout. Bollards appear to narrow the cycleway which isn't acceptable (see screenshot below – yellow highlighted area).
6. During pre-app discussions it was proposed to relocate all of the drop-off bays into the NCP car park and provide a free 15 minutes duration of stay, however, it is noted that a few bays have been provided in the area immediately in front of the station entrance. Without seeing the car parking/drop-off survey undertaken it is difficult to understand what level of drop-off provision is required. If enough isn't provided in front of the station entrance this could result in vehicles driving into the drop-off area, not finding a space to park and just stopping in the carriageway and blocking the road for others and causing a queue back out onto Station Approach. The survey data should be provided in order to establish whether the spaces provided are enough or whether all drop-off should be provided in the NCP car park.
7. Junction modelling has been undertaken and the results show that all junctions operate well within capacity. The PICADY/LINSIG outputs have not been included within the TA for checking, these should be provided. Concern was raised by both the LHA and the RSA Auditors about buses turning right out of the exit only junction by the DIRO bays onto the City Link Road and whether capacity/traffic flows would allow this manoeuvre to be undertaken relatively easily. The modelling undertaken indicates that this will not be an issue, although it would be advisable for yellow box junction markings to be put on the City Link Road at the junction to ensure queuing does not prevent buses from turning out onto the City Link Road at peak times.
8. Cycle parking is to be provided throughout the site. There will be a small element of covered cycle parking, however, the majority is to be uncovered. Ideally all cycle parking would be covered, however, following discussions it is understood that most cycle parking is uncovered so as not to impact on the heritage status of the station building, therefore the LHA is accepting of the position regarding covered cycle parking.

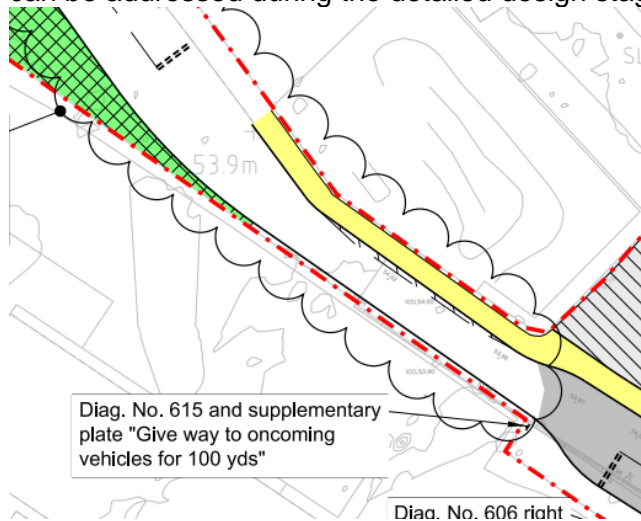
#### Further Comments 12<sup>th</sup> April 2024

The local highway authority (LHA) has the following comments:

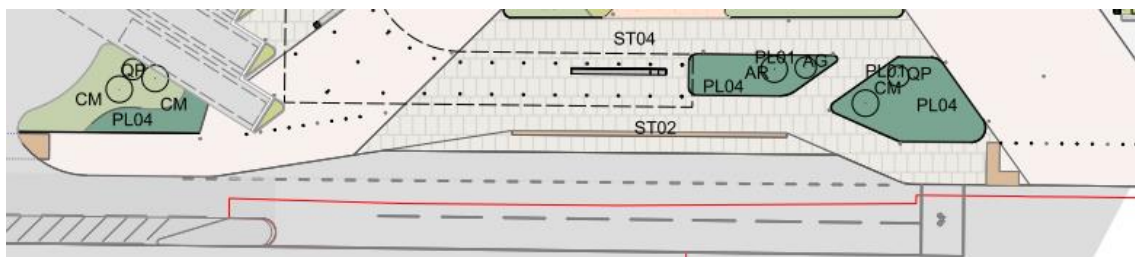
- There is a need to protect the visibility splay highlighted in yellow in screenshot below – a solution could be to define the splay with a fence to ensure it isn't encroached upon. This can form a condition of planning consent should it be granted.



- The hatching within the narrowing should be kerbed to ensure two-way movement is prevented. The tracking for a coach demonstrates that the hatched area isn't needed. This can be addressed during the detailed design stage.



- Cycleway – To clarify, the preference is for a 3.5m machine laid tarmac unsegregated route consistent with the existing route and delineated at rear with an edging kerb. The proposed variety of surfaces as shown below is not considered to be acceptable and will confuse cyclists, it is also not consistent with the requirements of LTN1/20. The type of surfacing of the cycleway could form a condition of planning consent should it be granted.



- There are concerns that the paving type and specification currently proposed on the submitted plans will result in long term maintenance issues which will fall to the POS/PR contract. Sand jointed paving will be regularly mechanically swept which will remove joints. It is understood that since the plans were submitted a sealed surface is proposed and this would be considered to be acceptable.
- Signage would be required to reinforce the drop-off areas. This can be dealt with at detailed design stage.

- During the detailed design stage the police should be consulted over the requirement for yellow box road markings on the A465 at the location of the exit for the DIRO.

To conclude, the LHA has no objection to the application subject to the below conditions.

Conditions: CAB (as per Arup drawing 964-ARP-HGN-ZZ-DR-C-000002 Rev P05), CAE, CAJ, CAP (to include cycleway surfacing details), CAQ, CAR, CAT

Informatives: I11, I09, I45, I08, I07, I05, I43, I14, I16, I49, I54, I51, I35

#### 4.2.2 **Environmental Health (Contaminated Land) – No Objections subject to Conditions**

Further to our previous comments of November 2023 (which echoed those of our EIA advice of April 2023), the applicant has subsequently submitted the following desk study report:

"Hereford Station transport Hub, Geotechnical and Geo-environmental Desk Study Report." Prepared by Arup, Job No: 287750, Ref:TBC, File Ref:4-50, Dated 19th August 2022.

Whilst not particularly sensitive in its nature, the report recognises that some intrusive works and assessment are required to ensure risks are understood and mitigations put in place where necessary. It concludes that potential risks, albeit limited, from ground gases and exposure to elevated metals and other contaminants have been identified for further investigation. We would not disagree with this recommendation but recommend that particular attention is given to the most up to date design proposal to ensure soft landscaping and planted areas (if/where present) are included specifically as part of the sampling programme.

As such, the condition below should be appended to any approval (See schedule of Conditions)

#### 4.2.3 **Principal Natural Environment Officer (Landscape) – No Objections subject to conditions**

In terms of landscape, the proposal is a marked improvement compared to the existing conditions, and therefore the green or park-like forecourt in front of the station is supported. The station is not central or associated with a civic place, so providing an amenity that would allow people to enjoy the station while waiting for a train is an enhancement. The design will change the perception of the station as a place or destination for the local community, particularly students. I could envisage that the café set in a park-like setting would be popular. It is understood that there are areas of open space, such as the wide approach from the cross roads, that also gives flexibility to be used for events or stalls.

The proposal aims to activate and green an important place for Hereford. It is a welcome to Hereford, and for new visitors - their first experience and impression of Hereford, so to look out onto a park-like space (that hides the industrial-scale buildings) would be positive. Looking back towards the station, the trees and landscaping would enhance the setting of the building and provide a calming and inviting sense of place. It will also provide shade in summer, and in winter the silhouettes of the trees will create an interesting contrast to the surroundings.

Of course, the quality of the experience is also linked to the quality of the landscape and maintenance, and this would be reflected in the detailed plans, specifications, and management plan.

I do have comments in relation to the trees, location, and species that I consider will improve the scheme.

1. Large trees located in the bus drop-off area should be positioned within the central part of the planters to avoid overhanging branches where buses pull in and out.

2. The apple trees are a good touch and bring a sense of local identity to the forecourt. It will be essential to get the correct rootstock (vigorous) so that the trees grow to a reasonable size. Special details, including the correct soil and root management, will be required.
3. Consider planting *Pinus sylvestris* (Scots pine) (i.e., at the bus interchange) that will grow tall and in scale with the station and provide winter greenery. A group of Scots pines with tapered forms and a relatively small canopy will address the issue of overhanging branches next to buses.
4. Consider *Ginkgo biloba* (Maidenhair Tree) and other robust and suitable trees adaptable to climate change.

The DAS indicates that the site has contaminated soil. This needs to be addressed, and suitable treatments and specifications are required to ensure the long-term success of trees and planting. This could be addressed as part of a suitably worded condition.

The following conditions are recommended:

- Standard Code: CCJ - Measures to deal with soil contamination
- Code: CK6 - Landscape Scheme

Note, some of these items may have already been prepared as part of the application, but may be updated at the point of discharge of conditions.

#### Further Comments 2<sup>nd</sup> April 2024

I have no objection to the amended plans. It is understood there are various changes in relation to highways and transport needs. This has resulted in some minor change to the landscape, but the essence of the scheme remains the same.

#### 4.2.4 **Principal Conservation Officer (Historic Buildings) – No objections**

##### Initial Comments

Hereford Railway Station is a listed building UID 1196776 included on the statutory list on 22 October 1973. <https://historicengland.org.uk/listing/the-list/list-entry/1196776>

The site lies outside a Conservation Area, but between the Central Conservation Area and the Bulmer Garden Suburb Conservation Area.

The area currently in front of the railway station is uncohesive and predominantly vehicle parking which is uninviting at the public transport entrance to the City. As such there is support in principle for the proposal.

The proposal was subject to extensive pre-planning application considerations and I note that comments and concerns raised previously appear to have been taken on board.

I note the simplification of the paving materials which is welcomed, and the use of a red clay pavior to represent the local bricks. However I would question the use of resin bond gravel which comes in a limited colour palette, and is not really representative of the geology of the area.

Whilst acknowledging that the design is contemporary which is not opposed in this location and the simplicity of the design is welcomed. However I would query the choice of colour for the roof and note that it is champagne bronze, and it is not readily apparent where the local inspiration for this colour choice comes from. The Visual 1 and 3 of 4 indicates the colour of the metal which is not considered appropriate for this location and an alternative colour of the same material is requested.

I have duly read the accompanying Heritage and Townscape Assessment and would generally concur with the findings. I would consider that the lightweight minimal touch design to be appropriate in this location and offer views through that will be inviting.

Section 66 of The Planning (Listed Building and Conservation Areas) Act 1990 places a duty on Local Planning Authorities "In considering whether to grant planning permission or development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

Given the use of the listed building as a functioning railway station, I would not consider that the principle of the proposal as submitted would harm the setting of the listed building and as such I would raise no objection in terms of the setting. However in terms of the colour palette I can only repeat advice given at pre-application stage that the "contemporary canopy structure is welcomed, however care would need to be taken with the materials to utilise the colour palette of materials of the city." As such I would request re-consideration of the materials proposed to the canopy structure.

With care in materials to be a more appropriate colour palette I would consider that the proposal would satisfy Section 66 of The Planning (Listed Building and Conservation Areas) Act 1990, and Core Strategy LD4.

#### Further Comments 11<sup>th</sup> April 2024

I have viewed the response to consultee comments submitted by the agent, and I note that my concern in respect of an alternative external colour finish is now proposed to be covered by a condition. As the colour was my only concern, with an alternative colour palette to be discussed at discharge of condition stage, I would consider that the proposal would satisfy section 66 of The Planning (Listed Building and Conservation Areas) Act 1990, and Core Strategy LD4.

I also understand that there is a need for a covered cycle store which will be conditioned. Whereas we often require details prior to determination, in this instance, I would consider time to consider the different options would presents an interesting opportunity to undertake a bespoke covered cycle store that would add interest in addition to its functionality, which would be beneficial to this important gateway to the city. In this instance I would support the consideration of this by condition for the above reasons.

With the above conditions I would raise no objection to the proposal.

#### **4.2.5 Archaeology Advisor – No Objections subject to Conditions**

This site has already been considered in a number of previous desk based and fieldwork projects, and the archaeological baseline is well understood here. Also, sufficient design detail has been provided in this transport hub application to allow for a fair analysis of the level of impact on any archaeological deposits that may be present. NPPF Para 194 is satisfied.

In general, the site may justifiably be viewed as having low archaeological potential, particularly having regard to the nature of the (typically shallow) works proposed for it. However, I am conscious of the close association the south of the site has to the former - now infilled - 19th century canal basin.

I do not anticipate remains of interest relating to this or other heritage assets really being at risk here, but it cannot be guaranteed that there will be no impact on such items of interest. Accordingly, I would suggest that a precautionary archaeological condition (Standard Condition C48) be employed, to enable suitable recording under Para 205 of the NPPF.

As would be usual and expected for an application of this nature, I will defer to any comments on townscape, setting etc. that colleagues in conservation and landscape wish to make.

#### 4.2.6 Conservation Manager (Ecology) – No Objections

The following has been reviewed:

- PEA written by ARUP dated July 2023
- Bat Emergence Survey Report dated October 2023
- Otter Survey results report dated August 2023
- Reptile Survey report dated August 2023
- Bird survey report dated August 2023

Habitats: In the Preliminary Ecological Appraisal, Arup describe the site as being approximately 1.6ha consisting of the forecourt of the station, car park area at the east and a parcel of brownfield land. They note pockets of modified grassland and a recently planted beech hedge, which is species poor and defunct. There are also areas of bramble scrub. At the east of the site is Widemarsh Brook Local Wildlife Site (S)INC, which is described as being around 2m wide with dense scrub on the banks and bordered by industrial and hardstanding. Widemarsh Brook is hydrologically linked to the River Wye SAC. There are several buildings on site, three small utilities buildings around the station car park and six within the brownfield, four of which are Portacabins.

Bats: Within the bat emergence survey report it is noted that the habitats on site offer opportunities for foraging bats as invertebrates are likely to be abundant due to the scrub areas. Widemarsh Brook was also noted to be a good commuting feature for bats. Six buildings were subject to three dusk surveys with July 2023. No bats were recorded emerging from any building within these surveys. However, common pipistrelle, soprano pipistrelle and noctule bats were recorded commuting and foraging across the site. Due to the suitability of the site for bats, any works should follow a Reasonable Avoidance Method Statement. In order to enhance the site for biodiversity roosting opportunities should be erected on site and any lighting should be sensitive to commuting and foraging bats.

Otters: The PEA states that Widemarsh Brook is potentially an important commuting route for otter, a species for which the River Wye SAC is designated for. The dense scrub bordering the brook also has potential to support resting and/or breeding otters. During the otter survey no evidence of otters was recorded, however, it is noted that resting opportunities may be present in the inaccessible areas of dense vegetation on the banks of the brook. It is concluded that, overall, the site has low suitability for otters due to anthropogenic disturbance, limited food sources and negligible potential habitat to support holts. It is still possible that the area could be used by otters for resting and commuting. All works should follow a Reasonable Avoidance Method Statement and otters must be included as a specific consideration within the Construction Environmental Management Plan for the proposed new surface water discharge and headwall construction into the brook. (Required as part of HRA as otters are a SAC species).

Water vole: There were no records within 2km. It is possible Widemarsh Brook has the ability to support water vole, although it is noted that is limited foraging resource for this species and therefore presence was considered unlikely.

Badger: Arup state there was no evidence of badgers at the site

#### Hazel dormouse

Arup state there are no records within 2km. Due to lack of connectivity or suitable habitats it is considered that this species is not present on site.

Other mammals: Arup note that there are records of polecat from 2015 but advise the lack of suitable habitats on site for this species. It is noted that there is potential for foraging, resting and breeding hedgehogs and this species should be considered with appropriate precautionary working measures

Birds: The habitats on site are suitable to support breeding birds. The bird survey notes the presence of House Sparrow, a BoCC red list species and also within schedule 41 of the NERC act. 14 species were observed in total including four amber list species and nine green list species. Clearance works should be undertaken outside of bird nesting season and appropriate precautionary approach at all times during construction. Nesting opportunities should be provided in order to enhance the site for biodiversity.

Reptiles: The habitats on site are noted to be suitable for reptiles both foraging and basking. There is potential for slow worn, common lizard and grass snake to be present. Arup survey the two areas with suitable habitat for reptiles, describing one as being approx. 0.17ha, the second as approx. 0.3ha. A third area was surveyed as a potential site for translocation of reptiles if required. No reptiles were recorded on site although it is noted that low numbers of individual reptiles is still possible and if 5 or more reptiles are found during site clearance further mitigation will be required. It is recommended works are undertaken following a Reasonable Avoidance Method Statement.

Amphibians: The site was assessed for suitability for great crested newts. It is stated that the site is unlikely to support GCN due to lack of standing waterbodies, however brook could support common toad. Appropriate precautionary approach to all construction works should be implemented.

Fish: There are records of European eel in 2019. Widemarsh Brook connected to River Wye SAC therefore may be used for fish passage to spawning habitats. Widemarsh Brook may be of importance for migratory species that are features of the SAC designation. All works should follow a Reasonable Avoidance Method Statement and all fish species must be included as a specific consideration within the Construction Environmental Management Plan for the proposed new surface water discharge and headwall construction into the brook. (Required as part of HRA as potential fish species are either protected and/or are a SAC species).

Aquatic Invertebrates: Arup note that Widemarsh Brook has poor water and a silt substrate. This would likely affect the waterbody's suitability to support white clawed crayfish, however, other aquatic invertebrates are likely present. Widemarsh Brook may be of importance for commuting of Crayfish species that are protected species and a feature of the SAC designation. All works should follow a Reasonable Avoidance Method Statement and Crayfish must be included as a specific consideration within the Construction Environmental Management Plan for the proposed new surface water discharge and headwall construction into the brook. (Required as part of HRA as Crayfish species are either protected and/or are a SAC species).

## HABITAT REGULATION ASSESSMENT

A 'shadow' Habitat Regulations Assessment (sHRA) has been supplied ref 964-ARP-EGN-ZZ-RP-OE-000001 dated 12<sup>th</sup> October 2023. The council recognises this HRA and adopts it as part of its own HRA Appropriate Assessment.

- Foul Water

No new facilities creating any 'residential' or other significant foul water flows are proposed as part of the proposed development and no likely adverse effects are identified and this potential effect can be considered as 'screened out' from any further assessment through the HRA process.



- Surface Water

The site is predominantly existing impermeable surface or compacted brownfield – the proposed development is not identified as creating any significant new or additional foul water flows.

All new and existing surface water will be managed through appropriate designed Sustainable Drainage System that will incorporate relevant features to capture and remove potential pollutants (eg from highway run-off). The SuDS will also ensure all surface water flows are subject to appropriate managed flow discharges to manage peak flow events and reduce existing discharge to the combined sewer network.

Surface water from the central area will be discharged to the Welsh Water public surface water sewer, it is proposed there will be a 30% betterment than existing surface water runoff rates by the use of SuDS features. Welsh Water have not objected to this discharge.

It is proposed to discharge the north-west parcel to Widemarsh Brook via an outfall headwall. A series of gullies and linear drainage channels will be used to collect surface water, flows will then be transmitted to below ground cellular storage units and restricted to GRR.

- Construction or Demolition processes – General Site

The possibility of polluting substances including sedimentation will be mitigated through general site best practice pollution prevention measures and management, implemented via general Construction Environmental Management Plan (CEMP) – to consider all potential environmental and ecological impacts and secure appropriate mitigation and risk reduction measures for all site preparation and construction processes. The general site CEMP will be secured through condition.

- Construction processes – Works Adjacent or within Widemarsh Brook (Drainage Headwall and associated works)

As identified the works to construct a new headwall and surface water discharge point into the Widemarsh Brook could impact and affect habitats and species associated with the River Wye SAC that it is hydrologically connected to. There is also potential for pollution events during construction and use of equipment and cement products within the brooks channel/banks. There are also potential biosecurity measures required to ensure machinery and operatives do not transfer any biological pathogens.

A specific Construction Environmental Management Plan for all works in and around the Widemarsh Brook and consideration and proposed mitigation measures in respect of the additional environmental and ecological effects these specific works create. This ‘aquatic’ CEMP can be secured by condition on any planning permission granted.

- Protected species impacts

The general CEMP, in particular the additional dedicated ‘aquatic’ CEMP to cover works in and around Widemarsh Brook will ensure that any potential adverse effects on the habitats or species associated with the SAC designation, other protected species and general ecological interests are considered and appropriate mitigation measures implemented. The CEMP process does not preclude the statutory ecological protection afforded by the Wildlife & Countryside Act that lies over and above any planning regulatory functions, with any breach being a matter for the police to investigate.

- In-combination

Subject to appropriate mitigation measures there should be no affects 'alone' from the proposed development. A single application for a new industrial unit 150m north-west of this proposal. However the industrial unit is separated from Widemarsh Brook by the railway line and this development meaning there is a lack of connectivity and therefore no effect is anticipated in-combination with the proposed development.

#### 4.2.7 Land Drainage Engineer – No Objections

##### Initial Comments 10<sup>th</sup> November 2023:

###### *Fluvial Flood Risk:*

Review of the Environment Agency's Flood Map for Planning (Figure 1) indicates that the site is partially located within the medium probability Flood Zone 2 and close to a Flood Zone 3.

As the proposed development is located within Flood Zone 2, in accordance with Environment Agency standing advice, the planning application has been supported by a Flood Risk Assessment (FRA) undertaken in accordance with National Planning Policy Framework (NPPF) and its supporting Planning Practice Guidance. The Planning Practice Guidance to NPPF states that non-residential transport development is to be considered as 'less vulnerable' development. With reference to Table 2, 'less vulnerable' development would be considered appropriate in Flood Zones 1, 2 and 3a. No development would be considered acceptable in the functional floodplain Flood Zone 3b.

When the Yazor Brook Flood Alleviation Scheme is operational, modelling confirms that the majority of the site remains flood free. We agree that the flood risk to the site is low and that the provision of safe access and egress from the site, away from flood risk can be provided.

###### *Surface Water Flood Risk*

Review of the EA's Risk of Flooding from Surface Water map indicates that the site is in an area at risk of surface water flooding. The risk is not considered to increase as a result of the development as the site is existing hardstanding. It is proposed to manage the surface water risk as part of the site development.

###### *Surface Water Drainage*

Following the surface water drainage hierarchy, a discharge to ground has been discounted due to contamination risk associated with made ground.

The Applicant proposes to discharge surface water runoff from the North-Western parcel of the development into the former route of Widemarsh Brook. Land Drainage understands that when the A465 link road was constructed, Widemarsh Brook was diverted and that this section of brook is no longer a functioning part of the watercourse. We assume that this former route is still an open ditch and any surface water discharged into it would flow without restriction into Widemarsh Brook.

200m<sup>2</sup> of geocellular storage crates at 0.6m are proposed to provide attenuation prior to a restricted discharge of 2 l/s via a 61mm hydrobrake. We request that the hydrobrake is upsized to a minimum of 75mm to avoid the risk of blockage. If this results in an increase discharge rate, then this would be accepted.

Surface water runoff from the Central area of the development will be discharged into the Welsh Water public surface water sewer, which they have confirmed is acceptable, at a 30% betterment on existing surface water runoff rates. We have no objections to a surface water discharge to the public surface water sewer, however as part of the surface water drainage strategy revisions, the Applicant should note the following:

- If this area is proposed for adoption, then two attenuation crates will be required. One to accommodate a 1 in 30 year storm event and the other a 1 in 100 year storm event. Currently only one, 220m<sup>2</sup> area is proposed, with a discharge rate of 16 l/s via a 169mm hydrobrake.
- A weir manhole will be required.
- The Applicant should confirm the level of the receiving public surface water sewer.

The South-Eastern parcel of land (NCP carpark) will continue to drain of existing.

#### *Foul Water Drainage*

As there is a foul public sewer within 30m of the proposed development site, a connection onto the foul public sewer must be sought. Welsh Water have confirmed that there is capacity to accommodate additional flows.

Overall - HOLDING OBJECTION – Subject to receiving revised surface water drainage drawings and calculations, in line with the above comments and Welsh Water's response.

#### FINAL COMMENTS 11<sup>TH</sup> APRIL 2024

We are happy to provide a NO OBJECTION response in relation to Land Drainage matters for the above planning application. This will be subject to conditions which include the submission of the drainage survey which has been proposed and submission of the surface water drainage strategy which will be confirmed upon the survey results.

#### 4.2.8 **Strategic Planning – No Objection**

Thank you for consulting Forward Planning on the above application. We register no objections to the proposal. It delivers on a key element of the transport strategy for Hereford in the adopted Core Strategy 2011-2031, as outlined in policy HD2 concerning the city centre:

*The urban village will be complemented by other uses and infrastructure forming part of the wider regeneration area creating a sustainable mixed use development which respects and where possible enhances the historic environment. These include the following: ...*

- *Herefordshire Council in partnership with public transport operators will deliver an integrated transport interchange close to the railway station to maximise opportunities for sustainable travel;*

Whilst the Core Strategy is to be replaced by the forthcoming emerging Local Plan 2021-2041, the proposal would still accord fully with the broad aspirations and principles of maximising opportunities for sustainable travel and decarbonisation likely to be taken forward.

#### 4.3 EXTERNAL REPRESENTATIONS

##### 4.3.1 **Active Travel England – No Objection / Conditional Approval Recommended**

#### Comments 12<sup>th</sup> April 2024:

Notice is hereby given that Active Travel England's formal recommendation is as follows:

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Further information on the subject of this report is available from Mr Adam Lewis on 01432 383789

Conditional approval: ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.

## 1.0 Background

Active Travel England welcomes the further opportunity to comment on the proposals for a redevelopment of Hereford Station Forecourt to provide improved facilities including a public transport interchange, public realm, revised parking and pick-up / drop-off arrangements alongside enhanced access for pedestrians and cyclists. The following documents are submitted to the Local Planning Authority (LPA), by Arup on behalf of the applicant and are considered in this response.

- Response to Active Travel England Comments, dated 19 March 2024
- Proposed Site Plan and Section, dated 19 March 2024
- Proposed Movement Strategy, dated 16 March 2024

In its previous comments, ATE raised the following concerns around the application and the area surrounding the station:

- Trip Generation Impacts, Mode Shares Targets and Travel Planning
- Hereford City Link Road compliance with LTN1/20
- A465 Aylestone Hill
- Routes to City Centre via Commercial Road, Morrisons Car Park and Canal Road
- Proposed Cycle Parking
- Public Transport Interchange Facilities
- Pick up and Drop off movements

Each of these matters is considered in turn below in respect of the above response and the revised drawings that have been submitted.

## 2.0 Areas of Concern

### Trip Generation Impacts, Mode Shares Targets and Travel Planning – Condition Required

The content of the response note on this matter is acknowledged. While Herefordshire Council (HC) will be expected to be informed of the progress of a Travel Plan and provide input as necessary, the establishment of the Travel Plan falls upon the station operator to orchestrate, promote and manage over time, producing monitoring reports, liaising with stakeholders and reporting these findings to HCC. Through this mechanism remedial actions (physical or promotional) will be required where targets are not met. As there are no targets until 2050, this leaves a significant void to be filled and it is strongly urged that this is resolved prior to the construction of the new forecourt facilities.

ATE therefore requests a detailed condition be applied to any consent to ensure a Travel Plan is provided prior to the completion of the works, setting out infrastructure provision, promotional activities, an action plan, mode share targets, together with a monitoring regime including remedial measures. This will need to demonstrate the necessary partnership working that will make good on the pledges of the application to become a sustainable transport hub, building upon the valuable stakeholder engagement that has taken place to date.

Hereford City Link Road, A465 Aylestone Hill & Routes to City Centre via Commercial Road, Morrisons Car Park and Canal Road

Arup's points are noted and while it is acknowledged that these locations fall outside of the red line boundary, there is a need for some synergy and complementary timing between the delivery

of the forecourt and the progress of infrastructure around it. In particular the Hereford City Centre Transport Package and the potential for the City Link Road (CLR) cycle route to be segregated from both pedestrians and traffic (referenced in earlier reports) in addition to the route along Canal Road which currently suffers from a poor level of provision and Commercial Road where safe facilities for cycling are currently absent.

#### Proposed Cycle Parking - Condition required

The constraints associated with providing covered cycle parking are understood in view of matters of visual amenity and ATE welcomes the increased level of covered cycle parking from 30 to 66 (of the total 114 cycle parking spaces).

These spaces (and accompanying lockers) will need to be secured by a condition referencing the submitted revised drawing on the basis that 5% of spaces are designed to accommodate non-standard cycles in line with the guidance provided in LTN1/20 Cycle Infrastructure section 5.2 (cycle types) and 11.6 (interchange facilities). The requirement for lockers to store bicycles within should also be included as part of the condition.

The comparison with similar-sized stations which have been identified as having fewer cycle parking spaces is an unhelpful barometer for a site which aims to increase active travel from the outset and in the future in line with the government's target for 50% of all journeys in towns and cities to be made by walking, wheeling or cycling. No context is provided around those stations' levels of cycle use, their surrounding infrastructure, the quality of provision, or their own ambitions for future increases in provision, and it is just as likely that a number of similar-sized stations with a greater level of cycle parking could also be found to counter this argument.

These issues emphasise and demonstrate the need for a Travel Plan monitoring and remediation regime, as it is common for uncovered facilities to remain unused, neglected and subject to crime and vandalism while the covered facilities become oversubscribed. In the event that it becomes clear that the covered facilities are insufficient in number, actions will be required to increase the level of cycle parking, rather than this to become an ongoing problem no-one is willing to address as seen at other stations. This is a situation that could be increasingly likely in the event that the off-site infrastructure being promoted by HC is delivered and segregated infrastructure is rolled out across the wider area.

#### Public Transport Interchange Facilities

ATE notes and is grateful for clarification on the accessible and inclusive nature of the bus stops and bays being promoted with regard to Real Time Passenger Information (RTPI), raised height kerbs, shelters and seating in a way that provides shelter for bus routes serving both the dedicated bays within the site as well as those passing the site on the City Link Road (CLR).

The potential for conflict between cyclists using the shared route along the northern side of the CLR and bus passengers boarding services at the on-street stop is however a matter of concern. It is most likely that if this were to become problematic this would necessitate the need for 'Cyclists Dismount' signs. ATE is keen to hear from HC how this situation can be best avoided, although this may be best addressed through a wider improvement scheme along the length of the CLR, given the concerns ATE has raised previously about shared use along this route conflicting with the guidance set out in LTN1/20.

#### Pick up and Drop off movements

ATE is grateful for the update on car-parking and circulation management with respect of pick ups and drop-offs. While not a direct active travel issue, insufficient space for taxis may blight other areas ie: pavement parking / confusion / congestion etc. The use of the NCP car park would seem sensible for other pick ups / drop offs but will need strong site management and

enforcement across the forecourt and access roads to deter inconsiderate / nuisance parking, particularly in wet weather conditions.

### 3.0 Next steps

ATE is grateful for the further information and revised drawings which alleviate a number of concerns. While there are a number of outstanding issues concerning the delivery of surrounding infrastructure and the lack of a valid station travel plan, ATE is content for conditions to be applied in respect of cycle parking and the submission of a more robust and effective Travel Plan strategy that focuses on immediate actions, promotion and monitoring post-construction that are meaningful with responsibilities identified, one of which to monitor (and increase) the level of covered cycle parking where any deficiencies are found within the current provision.

#### 4.3.2 Hereford City Council – Objection

##### Initial Response

Hereford City Council Planning Committee OBJECTS to planning application 233009.

We note the objection from a member of the public concerning the public notice plans and suggest that the attached drawings are not clear enough to warrant full consideration of all matters. In particular, the development is close to a listed building and two conservation areas and this should be properly reflected in the planning application and attention given to enhancing the listed building and the area.

Members feel four bus bays is not sufficient as it is not future proofing for a modal shift and is not encouraging sustainable transport. This undermines the Council's published policies regarding the development of public transport and its legal obligations to seek to ameliorate the climate emergency. They would like clarification on whether there are electric charging facilities at these bays to plan for when bus companies replace their diesel buses with electric buses.

From the earliest informal consultation meetings, independent consultants including Professor Les Lumsden of Central Lancashire University, and representatives of Hereford City Council, have sought access within the station forecourt area for the Hereford Zipper Bus. Excluding this bus from a transport hub and positioning it away from the station on the main road is irrational and inconsistent with the declared intention of creating a unified transport hub.

Members feel there is inadequate provision for taxis and cars picking up passengers. The quality and format of the cycle storage needs clarification and confirmation that a feasibility study verifies that there is sufficient cycle storage for the proposed use of this site should be included in the supporting documents.

As noted above, the number of bays is insufficient for future development of a genuine transport hub. This is created in part by the excessive planting and the design appears confused between a transport hub or a community garden. Members are concerned about the maintenance of the excessive planting, especially the trees that aren't planted in the ground, noting the continuing difficulties, including the substantial financial commitment arising from maintaining (mobile) planters elsewhere in the City. The landscaping scheme should be simplified bearing in mind the purpose is to create a transport hub.

##### Further Response 8<sup>th</sup> April 2024

Cllrs stand by their previous objection and feel the amendments do not address any of the previous concerns. They also agree with the comments from the Herefordshire and Gloucestershire Canal Trust in that this application goes against Herefordshire Council policies

for protecting the route of the Herefordshire and Gloucestershire Canal. Policy HD2 – Hereford city centre in the Herefordshire Local Plan Core Strategy 2011-2031 and Policy E4 – Tourism

#### 4.3.3 Rail and Bus for Herefordshire – Objection - (N.B No response received to March 2024 consultation)

While Rail and Bus for Herefordshire (RBfH) is pleased that implementation of a Transport Hub is finally moving forward, we have a number of concerns which are detailed below:

1. Despite the assertion in the application that four DIRO bays are sufficient, this does not take account of closure of the Country Bus Station and transfer of all services currently using it. The overall layout proposed could readily incorporate six bays if the degree of skew was reduced. This may require the depth of the DIRO manoeuvring area to be increased a little, but it will allow the unsatisfactory bus stops planned on the western side of City Link Road to be replaced by DIRO bays within the Hub and build in some capacity for growth. National Express coaches (currently four a day) could use the bay nearest the tracks which would give good access to the baggage hold and maximum depth on reversing.
2. The proposed three-bus layby proposed on the eastern side of City Link Road has allocated to it B, D, 76A and Zipper services as well as Rail Replacement and Hay Festival services. Inevitably there will be times when a service arrives and finds the layby full. Where will it go then?
3. It is proposed that all services be allocated to a particular stand, with each stand accommodating several services. Hereford traffic is notorious for causing random delays throughout the day and services not running to schedule will sometimes block a stand. How will the reallocation of stands be managed, and how will passengers be informed of stand changes?
4. We consider the building proposed to house the alternative travel hub/waiting area/toilets/welfare facilities is inadequate. A small, manned refreshment facility within it could also provide travel information and give some oversight of the toilets. Four toilet cubicles seems excessive and combining the two larger cubicles to provide a 'changing places' toilet should be considered.
5. The plans show Network Rail parking remaining in its current location, with access and egress being off City Link Road to the north of the medical centre (ref Movement Strategy dwg 00105). Anyone grounded in reality knows that NR staff will be tempted to avoid the chicane and take the direct exit via the DIRO area. They may even be tempted to enter by the same route. This is a serious flaw in the layout which should have been identified and eliminated early in the design process. A prerequisite of safe DIRO operation is that only buses and coaches can enter the reversing area and all other vehicles are physically prevented from doing so (by an automatic barrier or rising bollard).
6. At the northern end of the current NR parking is a gateway in the fence which is used by Road Rail Vehicles to access the track. HGV's delivering/collecting RRV's will be unable to access the car park due to the restrictive kerb layout and they will create a serious obstruction if they park on the access road.
7. The bus layover area is remote from the Hub and any bus accessing it between services will have to negotiate two City Link Road junctions to do so. On Wednesday six Market Day services need long layover and only five spaces have been provided. Its capacity would appear inadequate, and once the Country Bus Station has gone there will be no alternative.

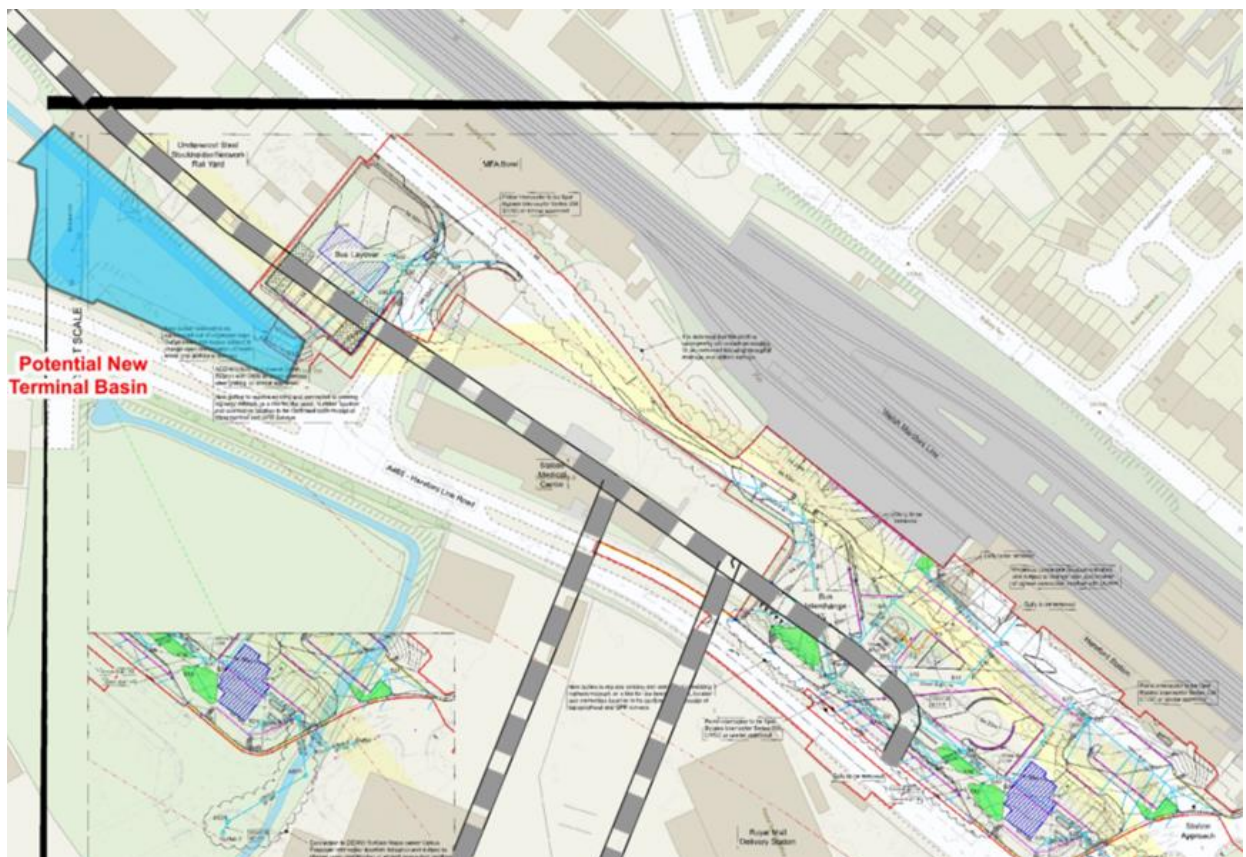
The proposal's serious shortcomings outlined in points 5), 6) and 7) above could perhaps be partially overcome by purchasing the disused Crazy Golf course within the curtilage of MFA Bowl. As the Design and Access Statement confirms that the NCP car park is underutilised, surely the NR parking could be moved within it as it would be no further from the station building. This car park already has several dedicated spaces for the signalmen and these do not seem to be abused

by the public. That done, the access road behind the SMC could become two-lane one-way and drop off/layover provided throughout its length.

In conclusion we believe this proposal is flawed and lacking in vision. The Council recognises the climate emergency and presumably accepts that a modal shift to buses within Hereford City offers a wide range of environmental benefits. This proposal if implemented will seriously limit the realisation of those benefits.

#### 4.3.4 Herefordshire and Gloucestershire Canal Trust – Objection

This application goes against Herefordshire Council policies for protecting the route of the Herefordshire and Gloucestershire Canal. Policy HD2 – Hereford city centre in the Herefordshire Local Plan Core Strategy 2011-2031 and Policy E4 – Tourism



#### 4.3.5 Hereford Civic Society – Objection

Hereford Civic Society have submitted a number of representations in objection to the proposal. This includes a comprehensive report dated 7<sup>th</sup> February 2024 which details the nature of the objections relative to policy, whilst setting out a number of alternative suggestions in terms of the potential approaches towards a transport hub.

Given the length of this document, it is not practical to incorporate it within the body of this report. The full document is instead attached as an Appendix (Appendix 1) or can be accessed through the link to the Council's website below:

<https://myaccount.herefordshire.gov.uk/documents?id=04010bae-c98f-11ee-907a-005056ab11cd>

#### Further Comment 11<sup>th</sup> April – Objection

Thank you for notifying Hereford Civic Society of the reconsultation on application 233009 for the Transport Hub. This is to confirm that our earlier objection still stands. We recommend refusal of



this application for the policy reasons set out in detail in our submission dated 7th February (incorrectly looged as a 'comment') Our submission includes scheme options to address the shortcomings of the scheme and while we recognise liason with other stakeholders on the site as a whole has proved challenging for officers, we must consider the scheme on planning and operational merits not on the basis of what may or may not currently be easy to implement. It is particularly important to address the question of the railway staff car-parking, given the conflicts with the DIRO in the present scheme. We understand that as it is impractical to exclude vehicles, including large vehicles such as emergency vehicles and rail replacement buses from the front of the station and it is better therefore to design accordingly and in so doing eliminate the need for buses or coaches to execute reversing manoeuvres. Other advantages of the attached scheme are:

1. The facilities are largely integrated into the station building and could be overseen by an enlarged Pumpkin
2. The cycle access is well defined and the cycle hub does not impinge on the principal aspect of the listed station building or the Piazza
3. The scale and location of the short stay/taxi/disabled parking is much more appropriate than in the current application.
4. Reduce the short stay to one row and introduce a few 'kiss and drop' spaces along the south side
5. Assimilation of the site of the apparently disused crazy golf course is desirable but not essential
6. The wholesale replanning of the City link Road can be facilitated in a linked next phase

4.3.6 **Letters of Objection** have been received from five individuals:

- Concerns over quantum and practical function of bus bay provision
- Concerns that amount / location of bus bays is insufficient to meet current / future demands
- Concerns over potential conflict between different modes of transport
- Concerns that proposal is poorly integrated with facilities in station building
- Concerns regarding access and service provision for people with disabilities (ease of access, adequacy of disabled persons parking spaces, disability toilet provision, adequacy and ease of links to wider city network)

4.3.7 **Letters of general Comments** have been received from three individuals:

- Support for integrated bus station, cycle facilities and more pleasant environment
- Concerns that proposal is poorly integrated with facilities in station building
- Concerns regarding adequacy of the shelter building (seating, weather protection)
- Concerns over adequacy of parking – short stay and drop off
- Concerns over 'future proofing' of the design to accommodate growth
- Proposal is compromised by constraints posed by neighbouring developments

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

[https://www.herefordshire.gov.uk/info/200142/planning\\_services/planning\\_application\\_search/details?id=233009&search-term=233009](https://www.herefordshire.gov.uk/info/200142/planning_services/planning_application_search/details?id=233009&search-term=233009)

## 5. **Officer's Appraisal**

5.1 Section 38 (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."

- 5.2 In this instance the adopted development plan comprises the Herefordshire Local Plan – Core Strategy (CS). The National Planning Policy Framework (NPPF) is also a significant material consideration in determining the application. Paragraph 11 of the NPPF states that all planning decisions should apply a presumption in favour of sustainable development. For decision taking, this means that proposals which accord with an up-to-date development plan should be approved without delay.
- 5.3 The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (the 2012 Regulations) and paragraph 33 of the National Planning Policy Framework requires a review of local plans be undertaken at least every five years in order to determine whether the plan policies and spatial development strategy are in need of updating, and should then be updated as necessary. The Herefordshire Local Plan Core Strategy was adopted on 15 October 2015 and a review was required to be completed before 15 October 2020. The decision to review the Core Strategy was made on 9th November 2020 and the review process is currently underway. The new local plan is not currently at a stage where it may be afforded any weight. The level of consistency between the policies in the CS and the NPPF therefore need to be taken into account by the Council in deciding any application. In this case, the most relevant policies of the CS – which include those relating to transport, heritage and other environmental considerations (amongst others) – have been reviewed and are considered to be consistent with the NPPF. As such, it is considered that they can still be attributed significant weight.
- 5.4 In light of the requirements to maintain an up-to-date plan as set up above, Herefordshire Council is currently in the process of preparing a new Local Plan. The Draft Herefordshire Local Plan (Regulation 18) has been published for consultation between 25 March 2024 and 20 May 2024. At this point in time however, the policies of the emerging plan attract minimal weight.
- 5.5 Policy SS1 of the Core Strategy reflects the positive presumption set out within the NPPF and confirms that proposals which accord with the policies of the Core Strategy (and, where relevant, other Development Plan Documents and Neighbourhood Development Plans) will be approved, unless material considerations indicate otherwise.

### **Principle of Development**

- 5.6 The application site comprises an area of brownfield land which lies to the northern side of the A465 (City Link Road) to the north of Hereford city centre. The Herefordshire CS makes clear that Hereford will be the main focus for development within the county, with Section 4 of the Local Plan setting out a range of policies to meet the city’s needs in areas such housing, employment, transport, tourism and wider regeneration.
- 5.7 Policy HD2 addresses development within the city centre, with this site being on the periphery of the area identified in the supporting policies map. It sets out the aspiration to regenerate the city centre, which includes amongst other things the development of an ‘urban village’. The policy states that:

*‘The urban village will be served by safe and attractive pedestrian and cycle links to other areas of the city, the new transport interchange, the Courtyard Arts Centre and nearby areas of green space. A new Link Road will also serve development parcels forming part of the urban village connecting Edgar Street to the west and Commercial Road to the east (with a spur linking Blackfriars Street to the south), as well as assisting in reducing traffic within the core of the city..*

*The urban village will be complemented by other uses and infrastructure forming part of the wider regeneration area creating a sustainable mixed use development which respects and where possible enhances the historic environment. These include the following: ...*

- *Herefordshire Council in partnership with public transport operators will deliver an integrated transport interchange close to the railway station to maximise opportunities for sustainable travel*

5.8 The supporting text to the policy expands on this further at 4.2.22, advising that *‘an integrated public transport interchange will be provided in the vicinity of the railway station, which will become a central point for access to all modes of transport, providing transfer opportunities for trains, buses, taxis, private and hire cars, mobility vehicles, cyclists and pedestrians’.*

5.9 Policy HD3 deals with movement within Hereford and sets the commitment that the Council will improve the economy by increasing connectivity with local and national networks, reducing congestion, and improve health, wellbeing and the environment by improving air quality and reducing noise through maximising opportunities for the use of sustainable transport modes. The Council will use a variety of funding mechanisms to deliver (inter alia):

- packages of improvements focussing on key routes into the city delivering a range of public realm improvements and improving access and connectivity for sustainable mode users
- Improvements to public transport infrastructure enabling improved access and integration between bus and to rail services.

5.10 These aims reflect strategic policy SS4 of the CS. This seeks that new developments should be designed and located to minimise the impacts on the transport network; ensuring that journey times and the efficient and safe operation of the network are not detrimentally impacted. Furthermore, where practicable, development proposals should be accessible by and facilitate a genuine choice of modes of travel including walking, cycling and public transport. It states:

*Herefordshire Council will work with the Highways Agency, Network Rail, bus and train operators, developers and local communities to bring forward improvements to the local and strategic transport network to reduce congestion, improve air quality and road safety and offer greater transport choices, including the provision of the following major schemes:*

- *ESG Link Road (safeguarded route) and Transport Hub;*

5.11 This strategic policy is supported by policy MT1, which sets out proposal specific requirements.

5.12 Beyond planning policy, the Council has set out its strategy towards transport in Local Transport Plan (2016 – 2031) (LTR) - a component part of which is the Hereford City Centre Transport Package. This is an integrated scheme of measures which consists of the following key measures:

- A new City Link Road (CLR) integrated with complementary measures to support the delivery of a major regeneration scheme;
- Improvements to the public realm and the facilities for walking, cycling and public transport modes; and
- A new Transport Hub at Hereford railway station.

5.13 The CLR has now been delivered pursuant to planning permission CE092576/F. The delivery of the CLR has subsequently facilitated a number of other developments within the vicinity of the site, such as the Station Medical Centre and Cityheart Living Student Accommodation. The current proposal relates predominantly to a residual parcel of land which lies between these two developments, being positioned to the fore of the railway station and fronting the CLR.

5.14 The proposal to deliver a transport hub clearly aligns with the objectives that have been set out within the local plan, as well as the Council’s wider priorities such as those of the Local Transport Plan. The scheme seeks to regenerate an underutilised and unattractive parcel of land in a prominent city centre location to the fore of the railway station in order to deliver a transport

interchange which facilitates ease of movement between various modes (such as rail, bus, cars, cycling and pedestrians) whilst also improving the surrounding public realm. In broad terms therefore, it is considered that the principle of the development is supported by policies SS4, HD2 and HD3 of the adopted local plan. In this sense, it is noted that the Council's Strategic Planning Team have advised that the proposal aligns with the current local plan to deliver a key element of the transport strategy for Hereford, whilst also noting that the same aspirations and principles are to be taken forward in the emerging local plan.

5.15 In order for development to be permitted however, the specific details of the proposal need to be assessed against the policies of the wider development plan and any material planning considerations to establish whether the proposal is representative of sustainable development when viewed in the round. The key matters in the regard are set out below.

#### 5.16 **Highways and Transport Matters**

5.17 Given the nature and objectives of the proposal, the potential transport implications of the scheme are the main factor requiring consideration. As set out in the preceding paragraphs the provision of a new transport interchange is a policy objective of the local plan as part of an overall strategy to improve the transport network whilst promoting the use of alternative and more sustainable travel modes. The strategic objectives towards travel is set out in CS policy SS4, which directs that new developments should be located and designed in a manner which minimises the impacts upon the transport network and that they should be accessible by and facilitate a genuine choice of travel means such as walking, cycling and public transport. More detailed policy MT1 goes on to state that proposals should demonstrate that the highways network can absorb the transport impacts of the development without adversely affecting the safe and efficient operation of the network. It also seeks that proposals, amongst other things:

- promote and, where possible, incorporate integrated transport connections and supporting infrastructure (depending on the nature and location of the site), including access to services by means other than private motorised transport;
- encourage active travel behaviour to reduce numbers of short distance car journeys through the use of travel plans and other promotional and awareness raising activities
- ensure that developments are designed and laid out to achieve safe entrance and exit, have appropriate operational and manoeuvring space, accommodate provision for all modes of transport, the needs of people with disabilities and provide safe access for the emergency services

All of these objectives are supported by the principles established at Chapter 9 of the NPPF.

5.18 As a starting point, it is recognised that the site already serves an important role in the transport network for Hereford given the presence of the railway station. It already serves as an interchange between rail, road, bus services, pedestrians and cyclists – however the proposal seeks to formalise this through a coordinated transport hub which makes the interchange between different transport modes more efficient and thus encourages uptake of alternative transport means. At present, all highways traffic accessing the station area is required to do so via Station Approach, with the area of hardstanding to the fore of the station providing bus stops, short stay parking / drop off, taxi ranks and disabled spaces. The proposal seeks to reconfigure, rationalise and formalise these arrangements – with the movement strategy of different modes of transport within the site being shown on the Proposed Movement Strategy Plan which can be accessed via the link below:

<https://myaccount.herefordshire.gov.uk/documents?id=a516222c-e7aa-11ee-9079-005056ab3a27>

5.19 The site layout plan maintains the highways access to the site from Station Approach, however the internal configuration is such that this would primarily be used by private cars and taxis. The large NCP car park to the east of the station is maintained with increased provision made for

general short stay 'drop off' spaces, whilst a formalised drop-off and parking loop is created to the fore of the station for use by taxis and those with reduced mobility. Taxi spaces are increased from 3 currently to 7 (with four further 'call forward' spaces), whilst 7 disabled spaces are provided here (with a further 4 being located to the north east). This arrangement is considered to be acceptable from a highways safety perspective, with capacity of the central drop-off area being sufficient to meet anticipated demand and ensure that there is no overspill that may be detrimental to the efficient operation of the wider network. It also serves to ensure that the transport needs of different areas of the community are accommodated.

- 5.20 With regards to bus services, these are located to the north west of the site and segregated from general car traffic. Four bays are to be provided within the site in Drive-in-Reverse-Out arrangement, positioned to the fore of the new dedicated shelter and waiting building. A further three bays are to be provided as 'on street' stops along the CLR for services which do not terminate at the station or need to enter the station area proper. With regards to the DIRO arrangement, buses accessing this would enter the site via the existing junction from CLR to the north west side of the Station Medical Hub. This junction would also support access to the layover area, as well as providing reconfigured vehicular access to MFA Bowl and the Network Rail Staff Car Park next to the station building. This design of this junction is such that it is considered suitable by the Local Highways Authority (LHA) to support the uplift in traffic movements without detriment to safety or function.
- 5.21 Buses would subsequently travel a route behind the medical centre before turning into the DIRO interchange area. Beyond this junction and within the DIRO interchange area itself, access would be restricted to buses only by road markings and signage. A new junction would then be created onto the CLR, which would be for exclusive use by buses for exit only. The LHA have not raised any concerns with the provision of the new access onto the CLR and the segregation of the DIRO area in the manner proposed would reduce the potential for conflict between manoeuvring buses and other modes of transport using the site.
- 5.22 The DIRO arrangement has been subject to a detailed Stage 1 Road Safety Audit, which has led to minor amendments to the bay arrangement as part of the application process in order to improve the safe and efficient function of this area. Following these changes and other amendments, the Local Highways Authority has confirmed that they offer no objection to this element of the scheme in terms of safety, efficient function and capacity. In respect of capacity in particular, it is acknowledged that a number of external representations have raised capacity concerns - particularly in terms of whether the arrangement is 'future proof' if the site should be expected to support additional services in future (given factors such as uncertainty regarding intentions for the country bus station). In this sense, it is highlighted that the interchange is expected to support 7 services an hour based on current routes and timetables – however the design has capacity to support up to 18 services an hour if required. Officers are therefore satisfied that sufficient capacity resilience has been built into the scheme to support potential increased usage should this be required in the future.
- 5.23 For pedestrians, cycles and other wheeled means of transport, the scheme ties into the existing city network with a focus on the two main likely approaches to the station – these being from the direction of Commercial Road or from the direction of the Medical Centre. Cycle lanes running along the CLR are incorporated into the layout, whilst pedestrian routes in the site marry to the surrounding network in a manner which reflects natural desire lines. It is noted that some concerns have been raised by the LHA (and others) in terms of the surfacing and demarcation of these different routes, however the layout is fundamentally accepted and the finer details can be addressed by way of condition or through the S278 / S38 Technical Approval process.
- 5.24 In terms of provision for cycling, the station as existing offers 44 cycle spaces across a number of locations. The proposal seeks to increase the overall storage capacity to 144 spaces – 66 of which would be covered with the remaining 78 uncovered. It is noted that the proportion of covered storage spaces has been increased from the original submission following feedback from

consultees, with the extent of cycle storage structures on the site also needing to be balanced against a desire to keep the forecourt of the station as 'uncluttered' as possible in order to avoid detriment to the setting of the Grade II listed station. The quantum of covered and uncovered spaces has however now been confirmed to be acceptable to the Local Highways Authority and Active Travel England – with full details of the covered storage to be secured by way of condition. The storage areas are also spread throughout the site, with the two main areas being near the main entrance from Station Approach and the other being near to the new shelter building associated with the bus interchange. The positioning of the cycle bays is considered to be conveniently accessible in terms of their relationship with connecting routes, whilst also being positioned to provide passive surveillance. Provision is also made for the 'Beryl Bike' service. Overall therefore, the level of cycle storage provision is considered to be policy compliant and will support the policy aims to promote sustainable means of travel.

- 5.25 Although the proposal falls below the threshold whereby they are considered a statutory consultee, advice has been sought from Active Travel England (ATE). ATE are the government executive agency responsible for promoting walking, wheeling and cycling as preferred choices of transport. It is highlighted that ATE supplied an additional 'holding objection' to the proposals, however following further information and amendments being made by the Applicant they now recommend conditional approval. The overall objective of creating an integrated transport interchange is supported and the proposal as deposited would facilitate use of sustainable transport means. There are a number of residual concerns raised (e.g. in terms of the need for a longer term Travel Plan and full details of cycle storage), however these matters can effectively be secured by way of suitably worded planning conditions.
- 5.26 It is highlighted that ATE and others have raised some concerns with the adequacy of the city's wider transport network to support the function and aspirations of the Transport Hub. Whilst these concerns are duly noted, the condition of the wider city network falls outside the scope of this planning application and it would not be reasonable to expect the proposal to address any perceived inadequacies beyond the site itself. The potential improvement of the wider city network will be a matter for the Council to address through other mechanism, such as a component of its new Local Transport Plan that is currently being prepared.
- 5.27 Overall therefore, it is considered that the proposal aligns with the objectives of local plan policies HD2 and HD3 to create a sustainable transport interchange. It also supports the strategic objective of policy SS4 and the guidance set out within Chapter 9 of the NPPF to promote the use of sustainable transport modes. In terms of the specific details of the proposal, the scheme has been designed in a manner which ensures the safe and efficient function of the highways network is maintained; meets the differing needs of the population; and encourages the uptake of more sustainable and active travel choices. There is hence no conflict identified with CS policy MT1 – with the Local Highways Authority confirming they have no objection to the scheme and Active Travel England recommending approval subject to conditions.

### **Impact upon Local Character and Setting of Heritage Assets**

- 5.28 The main area of the proposal site occupies a prominent roadside position on the peripheries of the city centre and is also a key arrival point for those accessing or visiting Hereford by rail. The railway station itself (Barrs Court Station) is an attractive and imposing building completed in 1855, which is listed at Grade II. The area to the fore of the station is however currently incoherent and unattractive, mainly comprising hardstanding which serves as vehicular parking with some areas of scrub. It is reasonable to say that the current condition of the site does not make a positive contribution to the character of the area or the setting of the listed station.
- 5.29 Policy HD2 frames the new transport interchange as part of the strategy through which the city centre will be made a safe and attractive place to live, work and travel. At a strategic level, policy SS6 of the CS seeks to ensure that all proposals conserve and enhance assets which contribute to the county's distinctiveness – including its settlements, landscapes and heritage assets. Similar

requirements are found in CS policy SD1, and policy LD1 also requires that schemes respond positively to the site context and demonstrate that the character of the townscape has positively influenced the scheme – particularly in designated areas. These policies are reflective of Chapter 12 (particularly Paragraph 135) of the NPPF in terms of achieving well designed places.

5.30 The site is also within the setting of the Grade II listed station, meaning that the LPA has duties under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings, their setting, or any features of special architectural or historic interest. The site is not within a designated Conservation Area. In this respect, the advice set out at paragraph 205 of the Framework is relevant, insofar as it requires that great weight be given to the conservation of a designated heritage asset. Chapter 16 of the NPPF more broadly sets out a range of principles which should be taken into account when assessing applications affecting heritage assets. From the development plan, policy LD4 requires amongst other things that new developments ‘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. SS6 also requires that proposals should be shaped through an integrated approach to planning a range of environmental components from the outset, including the historic environment and heritage assets. The application is supported by a Heritage and Townscape Assessment to assist in this regard.

5.31 As noted above, the area to the fore of the station currently lacks coherence and does not make for a positive first experience of the city when arriving by rail. The proposal therefore represents an opportunity to rectify this by improving the immediate environment of the station, enhancing both the experience of users and also the setting of the listed building. Given the function of the railway station, transport related infrastructure is to be expected within its setting and therefore the principle of the new transport hub in this location can be supported. Care has however been taken in the design to minimise and mitigate the potential impacts on the station building and its environs. This includes by minimising new structures on the south-east portion of the site to help maintain open vistas of the station building from the main pedestrian routes and from Station Approach, an impression of which is captured in the indicative street scene below:



**Figure 5** – Indicate Visualisation from South East approach

5.32 The most significant structure of note on the forecourt area is the proposed bus shelter building. This ‘L’ shaped structure is positioned to the west of the station and is orientated with its two axis’ to address the CLR to the south and the DIRO bus bays to the west. It would measure 4.75m high and would predominantly be an open sided canopy with a smaller enclosed waiting and service area the northern end. It has been designed with a contemporary appearance using a lightweight structure which seeks to promote visual permeability to reduce its prominence from

vantage points such as the CLR, whilst framing views of the listed station building for pedestrians and users of the hub. An indicative visualisation is shown below:



**Figure 6** – Indicate Visualisation of shelter from DIRO bays

- 5.33 The proposed shelter is considered to appropriate to the setting of the site, with the siting and lightweight design serving to minimise any potential impact upon views of the station building. The contemporary choice of facing materials is also considered to be appropriate, however concerns have been raised regarding the appropriateness of the specified colour finish and hence alternative details are secured by condition. On the wider forecourt, care has also been taken to reduce impacts through the sensitive siting of cycle storage and other ancillary structures – with the main area of covered cycle storage being sited next to the enclosed area of the shelter building to minimise its visual prominence and impact. Full details of the design of the cycle storage structure will be secured by condition, with the expectation being that a design will be provided for approval which is not generic but befitting of the sensitive location.
- 5.34 The layover area to the north west of the site entails limited operational development, mainly comprising the creation of a hardstanding area with associated infrastructure, and therefore has a limited potential for impact on the street scene and wider built environment. Experienced against the backdrop of neighbouring development, particularly when viewed from the CLR, the works proposed would not appear as being out of character with the character of the locale and would not have a detrimental impact upon the setting of any designated heritage asset.
- 5.35 Specialist advice on the proposal has been sought from the Council’s Historic Building Officer and Landscape Officer, with neither offering any adverse comments (subject to conditions). Overall, it is considered that the proposal would have a positive impact on the character of the locality and would not lead to any demonstrable harm to the significance of any designated heritage asset. It follows therefore that the scheme is compliant with CS policies LD1, LD4 and SD1; that it accords with the principles set out in the NPPF and fulfils the obligations upon the LPA set out by S66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 5.36 With regards to potential impacts upon below ground deposits, the Council’s Archaeological consultant notes that the baseline condition of the site is relatively well understood as a result of previous studies and fieldwork. The application has further supplemented this through the supplied Heritage and Townscape Assessment. The main potential for interest in this regard is the proximity to the infilled 19<sup>th</sup> century canal basin and, whilst specialist advice considers it unlikely that any remains of interest will be effected, this cannot be categorically ruled out. A precautionary condition is hence recommended to secure a scheme of archaeological recording should deposits be encountered during the construction phase. Subject to this being attached on a ‘pre-commencement’ basis, it is considered that that the relevant requirements of LD4 and Chapter 16 of the NPPF would be fulfilled.



## Public Realm Proposal and Landscaping

- 5.37 Chapter 12 of the NPPF seeks that decisions promote development which will function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. SD1 of the CS sets out similar requirements and policy LD1 requires that all schemes demonstrate that the character of the townscape has positively influenced the proposal in terms of scale, design and nature. It also requires that schemes should incorporate new landscaping schemes and ongoing management to ensure development integrates into its surrounding, whilst extending tree cover where it is important to amenity. This is also an objective of LD3 which seeks to promote the provision of new green infrastructure to contribute to amenity, biodiversity and ecological networks.
- 5.38 The proposal includes the comprehensive reconfiguration of the space to the fore of the station as a planned public realm space which makes the required provision for passengers connecting between different transport modes, but also provides communal spaces, street furniture and planting to generally improve the user experience of the area. Essential infrastructure such as the main bus shelter, cycle storage, signage and other street furniture has been positioned in a manner which seeks to avoid 'clutter' or negatively impacting upon views of the Grade II listed station, without compromising function. Compared to the current baseline position, extensive new planting of small-to-medium sized trees and shrubs is proposed to improve the amenity of the area and these have again been positioned in a manner which frames key routes through the site and compliments views of the station building. It is noted that the Council's Landscape Officer is in support of the scheme, highlighting that the scheme represents a marked improvement to the current site condition which could promote the area as a both a transport interchange and a park-like destination for the public.
- 5.39 It is noted that a number of the representations received raise concerns with the effectiveness and longevity of the proposed landscaping scheme, particularly in the context of the future management and maintenance responsibilities (including costs) falling upon the Council. In this sense, it is highlighted that conditions are recommended to secure appropriate management and maintenance arrangements to ensure that the landscaping scheme establishes itself effectively and the LPA must assume compliance with this in the first instance. That notwithstanding however, the Applicant has advised that all landscaping and planting has been specifically designed to ensure effective and efficient future maintenance costs without detrimentally impacting the quality of the landscaping proposals. Given the known presence of made-up and potentially contaminated land, the landscaping condition also makes provision for a soils study is to form an integral part of the landscaping strategy to ensure that new planting is provided with the conditions needed to establish and grow.
- 5.40 Overall therefore, Officers consider that the public realm and landscaping proposals are appropriate and will serve to improve the character of the area, enhance the setting of the listed building and generally contribute to an improved experience for the public. There is hence no conflict identified with CS policies LD1, LD4 or SD1 in these terms.

### Impact on Canal Safeguarded Route

- 5.41 Policy HD2 of the CS states, amongst other things, that the urban village will be complemented by other uses and infrastructure. It includes the following in respect of the canal:

*The urban village will be complemented by other uses and infrastructure forming part of the wider regeneration area creating a sustainable mixed use development which respects and where possible enhances the historic environment. These include the following:*

- *land and contributions towards a canal basin forming the terminus of the Herefordshire & Gloucestershire Canal, which is being delivered by the Hereford & Gloucester Canal Trust*

5.42 Policy E4, which relates to tourism, builds on this further and states that the tourism industry will be supported by a number of measures including:

*'the safeguarding of the historic route of the Herefordshire and Gloucestershire Canal (shown on the Policies Map), together with its infrastructure, buildings, towpath and features. Where the original alignment cannot be re-established, a corridor allowing for deviations will be safeguarded. New developments within or immediately adjoining the safeguarded corridor will be required to incorporate land for canal restoration. Development not connected with the canal that would prevent or prejudice the restoration of a continuous route will not be permitted.'*

5.43 It is noted that the Herefordshire and Gloucestershire (H&G) Canal Trust have objected to the proposal, offering the view that the proposal fails to protect the route of the canal and therefore the application is contrary to policies E4 and HD2. The Herford Civic Society have also objected to the proposal on similar grounds.

5.44 With regards to the protected route corridor for the canal, this is not clearly defined for this part of Hereford on the policy maps supporting the CS. The original basin terminus however was located to the south of the railway station on land that is now occupied by the station forecourt area; the City Link Road; the Station Medical Centre; and other commercial uses such as the Jewsons Store or the Royal Mail depot. It is also understood that strategic public sewers also now occupy large parts of the canal's route, with significant protective easements being in place to limit development in their vicinity. Taken together therefore, it is clear that the feasibility of reinstating the canal and its basin terminus in its original location is already significantly comprised and unlikely to be feasible given the developments which now occupy the ground on which the canal once sat. In that context, Officers are satisfied that the main elements of the proposal (in terms of the bus interchange and public realm to the fore of the station) do not lead to any conflict with or compromise the objectives set out in policies HD2 or E4.

5.45 The red line for the application site however does extend further to the north west beyond the Station Medical Centre to incorporate the existing access from CLR and an area of land currently utilised as a Network Rail depot. The latter parcel of land is proposed to serve as a layover area for up to five buses and would essentially be an enclosed area of tarmac hardstanding with access off the existing road that serves the medical centre. It is acknowledged that the southern extremity of the layover area overlaps with the original route of the canal and thus is considered to be within the safeguarded route corridor.

5.46 Policy E4 requires consideration to be given to whether the proposal would prevent or prejudice the restoration of a continuous route. In this sense, there are a number of factors to consider in terms of the practicality and likelihood of the canal being restored to its original alignment where it crosses the layover space. First, it is generally accepted at this point in time that the canal could not be continued beyond the link road due to the level at which the highway is set. It is also unlikely to continue beyond the layover area on its original alignment to the east given that the Station Medical Centre now lies on this land. Moreover, the original alignment of the canal over the layover space also corresponds with the location of a 1.2 metre diameter strategic sewer, which includes a sizeable easement to restrict development either side of the centre line. There are hence considerable practical constraints that are likely to limit the ability to restore the canal to its original alignment in this location and it is noted that although the H&G Canal Trust object to the scheme, they have not submitted any evidence which suggests there is currently a realistic prospect of the canal being reinstated in the locality of the layover space.

5.47 Indeed, it is understood that the aspiration is to create a potential termination basin on land to the north west of the site as indicated in the plan supplied in the representation received from the H&G Canal Trust (Figure 7). The tip of the basin extends to the south of the layover area:



**Figure 7:** Location of potential new terminus basin provided by H&G Canal Trust

5.48 The approach in this regard has been observed in recent planning decisions, including permission P211047/F for student accommodation granted by the Council in March 2023 for the redevelopment of land to the north west of the layover space. The layout of this scheme has made provision for the potential terminus basin and financial contributions towards those works are secured via a S106 agreement. The approved layout plan for that scheme and the provision made for the terminus basin is shown on Figure 8, along with an annotation showing the approximate location of the layover area:



**Figure 8:** Approved plan for P211047/F, showing provision for basin relative to layover area

Further information on the subject of this report is available from Mr Adam Lewis on 01432 383789

- 5.49 Read in conjunction, the plans submitted by the H&G Canal Trust and the approved layout plan for P211047/F suggest that any terminus basin is likely to taper towards the narrow tract of land between the CLR and the parcel of land where the layover space is proposed. It is highlighted that as part of the design process, the layover area has been shifted 5m further to the north east than originally planned in order to allow increased space for the canal basin to be reinstated should a proposal come forward in the future. Moreover, it is also noted that the physical works to create the layover area are relatively minor in nature (comprising hardstanding with parking demarcations). Should the site require alteration in the future therefore to accommodate a basin, then the extent of existing built development affected would be limited and there is hence increased potential to make the changes needed (subject to landowner agreement).
- 5.50 Overall therefore, whilst Officers acknowledge that a small part of the development encroaches into the safeguarded route of the canal they do not consider that the proposal would prevent or prejudice the restoration of a continuous route. As such, there is no conflict with E4 found.

### **Ecology and Environmental Assets**

- 5.51 The application is supported by a Preliminary Ecological Appraisal and a range of associated surveys / reports. It is noted that the baseline ecological condition of much of the site is low, with the majority of land being laid to hardstanding although there are pockets of grassland, hedging and bramble scrub. There are a small number of buildings and structures on the site and at its peripheries. Beyond the site itself, the land is proximal to Widemarsh Brook Local Wildlife Site – which provides habitat potential in of itself but is also noteworthy as being hydrologically linked to the River Wye Special Area of Conservation (SAC).
- 5.52 The Council's Ecologist has reviewed the supplied reports and provided detailed commentary on individual species and habitats at Section 4.2.6 of this report. No significant concerns of potential for impact have been identified subject to implementation of appropriate measures and the Council's duties with regards to protected species are considered to be fulfilled. A scheme of ecological enhancement measures will also be secured by condition, which is considered sufficient to secure compliance with CS policy LD2.
- 5.53 The site is within the catchment of the River Wye SAC, which is protected in accordance with the Conservation of Habitats and Species Regulations (Amendment) (EU Exit) Regulations 2019. The proximity of the site to Widemarsh Brook, a tributary to the Wye, is such that there are potential pathways for the development to impact upon the protected site – for instance through the discharge of surface water or impacts during construction processes. The Applicant has submitted a 'shadow' HRA assessment to consider the impacts in this regard. The Council adopts this and has completed its own Appropriate Assessment which finds that (subject to conditions) the proposal would not have any adverse effect on the integrity of the designated habitats site. This assessment has been subject to consultation with Natural England, as the relevant statutory body, and they have advised that they agree with conclusions. There is hence no conflict with LD2 or SD4 in this regard and the scheme fulfils the Habitats Regulations.

### **Brownfield and Contaminated Land**

- 5.54 The site is considered previously developed 'brownfield' land in accordance with the definitions of the NPPF. Paragraph 124 of the Framework makes clear that in decision making substantial weight should be given to the value of using suitable brownfield land within settlements to meet development needs – whilst also supporting opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land. Officers consider that the proposal here would benefit from the support offered by Paragraph 124. The site is an underutilised parcel of land in a proximal to the railway station which naturally lends itself as a location for a transport interchange, whilst also posing an opportunity to improve the contribution the land makes to the character of the area. It is also recognised that the site is associated with a number of potentially contaminative former

land uses and hence the application has been supported by a Geotechnical and Geo-environmental Desk Study Report. The report identifies that the proposal is not particularly sensitive in nature and that they are limited potential risks – however there are residual risks from ground gases and exposure to elevated metals and other contaminants which require further investigation. The Council’s Environmental Health Officer has reviewed this report and supports the recommendation, with the further investigation (plus mitigation or remediation, as necessary) to be secured by way of pre-commencement condition. These pass the relevant tests and secure compliance with Chapter 12 of the NPPF and CS policy SD1.

### **Drainage and Flood Risk**

- 5.55 A review of the Environment Agency’s Flood Map for Planning (Figure 1) indicates that the site is partially located within the medium probability Flood Zone 2 and close to a Flood Zone 3. In accordance with standing advice and national validation requirements, the application has been supported by a Flood Risk Assessment (FRA). The FRA advises that bespoke modelling of the area has been undertaken as part of the Council’s Strategic Flood Risk Assessment and this has found the site to be at lower risk than the generic EA model suggests – with the whole site actually being in the ‘low’ risk Flood Zone 1. The Council’s Land Drainage Team do not dispute this finding and note that the development considered ‘less vulnerable’ in any case - meaning it is acceptable in Zones 1, 2 or 3a. The risk of surface water flooding is also considered to be managed to acceptable levels and the overall conclusion is that the site is at low risk of flooding. There is hence no tension found with CS policy SD3 or the NPPF in this regard.
- 5.56 With regards to surface water management, the requirements in this regard are set out by policy SD3. Broadly it requires that development includes appropriate sustainable drainage systems (SuDS) to manage surface water appropriate to the hydrological setting of the site. The strategy in this case is heavily influenced by the brownfield nature of the site and the presence of ‘made’ ground subject to potential contamination, which renders discharge to ground as being unviable. The application has instead therefore put forward a strategy which relies on a scheme of attenuation with subsequent controlled discharge of surface water for different parts of the site to either to a nearby watercourse or the public surface water sewer. The Council’s Land Drainage Engineer has confirmed that these arrangements are acceptable and Dwr Cymru Welsh Water have confirmed they have no objections. The surface water scheme is hence considered to be acceptable and implementation is secured by condition.
- 5.57 The nature of the development is such that it would generate limited foul water. The welfare facilities proposed in the shelter building would communicate flows to the mains network, which accords with the hierarchal approach of SD4 and is satisfactory to DCWW as the statutory undertaker. Again, implementation of those arrangements will be secured by way of condition.

### **Other Matters**

- 5.58 Some concerns have been raised in the public representation received regarding ease of access for different groups of the community, including those with additional needs such as the disabled or older persons. This is addressed in the development plan by policy SD1, which seeks that developments should create safe and accessible environments for all. The application is supported by an Equality Impact Assessment which has informed the design and seeks to fulfil the public sector equality duty upon the Council under section 149 of the Equality Act 2010, with further details provided in Section 8.25 of the Design and Access Statement. In summary, the scheme has made provision for those with mobility issues by eliminating any form of level difference along the main routes and within the majority of the site. All pathways are compliant with relevant standards, with routes designed to follow natural desire lines and incorporating flush kerbs, tactile paving and guiding lines. The shelter building provides accessible toilets in accordance with Building Regulations Standards, as well as baby-change facilities. Suitable lighting is provided in the interests of security and crime prevention at night. Taken together,

Officers are satisfied that the proposal has made provision to meet the needs of different groups and thus no policy conflict is found in this sense.

- 5.59 It is noted that a number of public representations make commentary relevant to the Council's role and the Applicant and developer in this instance. Concerns raised include how the proposal aligns with the Council's wider priorities and use of public funds; whether the proposal presented is the most preferable design option to deliver a transport hub, and concerns regarding the adequacy of pre-application stakeholder engagement process. Whilst these may warrant discussion of Cllr's in the wider context, it is important to highlight that they are not all relevant material planning considerations when acting in capacity of the Local Planning Authority. As set out in the report for instance, the provision of a transport hub in high level terms clearly aligns with the policies and aspirations adopted local plan – but it is not for the LPA to question whether this is correct or of the scheme represents value for money. Neither is it for the LPA to consider possible alternative approaches, as the deposited application must be considered on its own merits. With regards to public consultation, the NPPF does encourage (but does not strictly require) early engagement and consultation with the local community and interests parties on planning proposals. Although some concerns have been raised regarding the adequacy of that pre-application consultation process in this case, there is clear and extensive evidence of community consultation by the Applicant which would accord with what is required by Paragraphs 39 – 42 of the NPPF.

### **Summary and Conclusion**

- 5.60 The application is to be considered in the context of the presumption in favour of sustainable development as required by the NPPF. This means approving development that accords with the development plan without delay. The NPPF also sets out that achieving sustainable development has three interdependent and mutually supportive objectives; these being economic, social and environmental.
- 5.61 The adopted Core Strategy Local Plan makes clear provision through policy HD2 to support the creation of an integrated transport hub as part of the regeneration of the city centre and to facilitate shifts to more sustainable travel modes. Further support for the latter aims is offered by policies HD3, SS4 and MT1 – which themselves echo the principles set out by the NPPF.
- 5.62 The deposited scheme aligns with the objectives of the development plan by regenerating an underutilised and unattractive parcel of land in a prominent city centre location in order to deliver a transport interchange which facilitates ease of movement between various modes (such as rail, bus, cars, cycling and pedestrians) whilst also improving the surrounding public realm. In doing so, significant benefits are delivered which contribute towards achieving the social, economic and environmental objectives of sustainable development. In broad terms therefore, it is considered that the principle of the development is supported by policies SS4, HD2 and HD3 of the adopted local plan.
- 5.63 The specific details of the proposal have been assessed against the wider policies of the development plan and no conflict has been identified. The scheme is generally considered to be well conceived, with any potential for material impacts being managed or mitigated to acceptable levels. It is highlighted in this sense that there are no objections to the proposal offered by any statutory or Council technical consultee. Whilst some adverse comments have been received from other parties and residents, it is not considered that these raise any material planning issues which would warrant permission being refused.
- 5.64 It follows therefore that Officers consider the scheme to be representative of sustainable development and recommend approval of the application accordingly, subject to the schedule of conditions set out below.

## RECOMMENDATION:

That planning permission be granted subject to the following conditions and any other further conditions considered necessary by officers named in the scheme of delegation to officers:

1. Time Limit for Commencement – Three Years
2. Development in accordance with approved plans

The development hereby approved shall be carried out in accordance with the following approved plans and documents;

Document / Plan Title	Document / Plan Reference
1APP Form	PP-12208121
Planning Statement	964-ARP-GEN-ZZ-RP-Z-000003, Issue 6 October 2023
Design and Access Statement	Issue 02
Transport Assessment	964-ARP-HGN-ZZ-RP-H-000001, Rev: P04
Heritage and Townscape Assessment	September 2023
Equality Impact Assessment	964-ARP-GEN-ZZ-RP-Z-000002, Rev: P02
Drainage Strategy	964-ARP-HDG-ZZ-RP-C-000001, Rev: P04
Flood Risk Assessment	964-ARP-HGN-ZZ-RP-C-000001, Rev: P03
Preliminary Ecological Appraisal	964-ARP-EAC-ZZ-RP-OE-000001, Rev: P01
Ecological Impact Assessment	964-ARP-EAC-ZZ-RP-OE-000002
Biodiversity Net Gain Assessment	964-ARP-EBD-ZZ-RP-OE-000001
Habitats Regulations Assessment	964-ARP-EGN-ZZ-RP-OE-000001
Bat Emergence Survey Report (Appendix C of EclA)	964-ARP-EGN-ZZ-RP-OE-000002
Otter Survey Results Report (V01, Appendix D of EclA)	V01
Reptile Survey Report (Appendix E of EclA)	Issue 12/10/2023
Bird Survey Report (Appendix F of EclA)	V01
Applicant Response Letter	Dated 19 March 2024
Drainage Strategy Addendum	964-ARP-HDG-ZZ-RP-C-000002, Rev: P03
Response to Active Travel England Comments	964-ARP-HGN-ZZ-TN-H-000001 (dated 19/03/2024)
Architecture	
Location Plan Existing	964-WWP-BGN-00-DR-A-000001
Existing Ownership Plan	964-WWP-BGN-00-DR-A-000002
Proposed Sitewide Plan	964-WWP-BGN-00-DR-A-001000, Rev: P02
Proposed Movement Strategy	964-WWP-BGN-00-DR-A-001050, Rev: P02

Further information on the subject of this report is available from Mr Adam Lewis on 01432 383789

Existing Site Plan and Section	964-WWP-BGN-XX-DR-A-001001
Proposed Site Plan and Section	964-WWP-BGN-XX-DR-A-001002, Rev: P02
Proposed Bus Shelter Plan	964-WWP-BGN-00-DR-A-001003, Rev: P02
Proposed Bus Shelter Roof Plan	964-WWP-BGN-RF-DR-A-001004
Proposed Bus Shelter Elevation 01 & 02	964-WWP-BGN-XX-DR-A-002001, Rev: P02
Proposed Bus Shelter Elevation 03 & 04	964-WWP-BGN-XX-DR-A-002002, Rev: P02
Bus Shelter Visual 1 of 4	964-WWP-BGN-00-DR-A-009001
Bus Shelter Visual 2 of 4	964-WWP-BGN-00-DR-A-009002
Bus Shelter Visual 3 of 4	964-WWP-BGN-00-DR-A-009003
Bus Shelter Visual 4 of 4	964-WWP-BGN-00-DR-A-009004
Proposed Landscape Planting and Paving	964-WWP-BGN-00-DR-L-003000, Rev: P02
Proposed Landscape Sections	964-WWP-BGN-XX-DR-L-003001, Rev: P02
Proposed Landscape Furniture and Lighting	964-WWP-BGN-00-DR-L-003002, Rev: P02
<b>Civils</b>	
Proposed Drainage Bus Interchange & Layover	964-ARP-HDG-ZZ-DR-C-000001, Rev: P06
Proposed Manhole Schedules	964-ARP-HDG-ZZ-DR-C-000002, Rev: P04
Drainage Details Sheet 1	964-ARP-HDG-ZZ-DR-C-000003, Rev: P03
Drainage Details Sheet 2	964-ARP-HDG-ZZ-DR-C-000004, Rev: P03
Drainage Details Sheet 3	964-ARP-HDG-ZZ-DR-C-000005, Rev: P03
General Notes	964-ARP-HGN-ZZ-DR-C-000001, Rev: P03
General Arrangement Bus Interchange & Layover	964-ARP-HGN-ZZ-DR-C-000002, Rev: P05
General Arrangement Car Park	964-ARP-HGN-ZZ-DR-C-000003, Rev: P03
Finished Levels and Kerbing Bus Interchange & Layover	964-ARP-HGN-ZZ-DR-C-000004, Rev: P04
Formation Levels Bus Interchange & Layover	964-ARP-HGN-ZZ-DR-C-000005, Rev: P05
Coach Swept Path Analysis	964-ARP-HGN-ZZ-DR-C-000006, Rev: P04
Water Tanker Swept Path Analysis	964-ARP-HGN-ZZ-DR-C-000007, Rev: P04
Refuse Vehicle Swept Path Analysis	964-ARP-HGN-ZZ-DR-C-000008, Rev: P04
Articulated Vehicle Swept Path Analysis	964-ARP-HGN-ZZ-DR-C-000009, Rev: P04
Large Car and Taxi Swept Path Analysis	964-ARP-HGN-ZZ-DR-C-000010, Rev: P04
Fire Tender Swept Path Analysis	964-ARP-HGN-ZZ-DR-C-000011, Rev: P04
Construction Finishes Bus Interchange & Layover	964-ARP-HKF-ZZ-DR-C-000001, Rev: P06
Construction Finishes Build Ups	964-ARP-HKF-ZZ-DR-C-000002, Rev: P03

Further information on the subject of this report is available from Mr Adam Lewis on 01432 383789



Construction Details Sheet 1	964-ARP-HKF-ZZ-DR-C-000003, Rev: P03
Construction Details Sheet 2	964-ARP-HKF-ZZ-DR-C-000004, Rev: P03
Site Clearance Bus Interchange & Layover	964-ARP-HSC-ZZ-DR-C-000001, Rev: P03
Existing Utilities	964-ARP-UTL-ZZ-DR-UT-000001, Rev: P03
Existing Utilities Car Park	964-ARP-UTL-ZZ-DR-UT-000002, Rev: P03
Proposed Utilities Bus Interchange & Layover	964-ARP-UTL-ZZ-DR-UT-000003, Rev: P05
Existing Site Layout & Topography Bus Interchange & Layover	964-ARP-VTO-ZZ-DR-Y-000001, Rev: P03
Existing Site Layout Topography Car Park	964-ARP-VTO-ZZ-DR-Y-000002, Rev: P04

**Reason: To ensure adherence to the approved plans in the interests of securing a satisfactory form of development which complies with policies MT1, HD2, HD3, SD1, LD1 and LD4 of the Herefordshire Local Plan Core Strategy and the National Planning Policy Framework**

### **Pre-Commencement Conditions**

#### **3. Archaeology Survey and Recording**

**Prior to the commencement of the development, the developer shall submit details of a programme of archaeological survey and recording to the Local Planning Authority for written approval. The programme shall be designed to document any below ground deposits that may be encountered and affected by the works and shall include a written scheme of investigation which has been prepared in accordance with a brief prepared by the County Archaeology Service. The scheme of survey and recordings shall subsequently be implanted in accordance with the approved details.**

**Reason: To allow for recording of the building/site during or prior to development and to comply with the requirements of Policy LD4 of the Herefordshire Local Plan – Core Strategy. The brief will inform the scope of the recording action and the National Planning Policy Framework. The commencement of development in advance of such approval could result in irreparable harm to any identified heritage asset.**

#### **4. Contamination Risk Assessment**

**No development shall take place until the following has been submitted to and approved in writing by the local planning authority:**

- a) The Desk Study Report and risk assessment prepared by Arup (November 2022, Job No:287750, file ref:4-50) confirmed the possibility of a significant pollutant linkage(s) and as such a site investigation should be undertaken to characterise fully the nature and extent and severity of contamination, incorporating a conceptual model of all the potential pollutant linkages and an assessment of risk to identified receptors**
- b) if the risk assessment in (a) identifies unacceptable risk(s) a detailed scheme specifying remedial works and measures necessary to avoid risk from contaminants/or gases when the site is developed shall be submitted in writing. The Remediation Scheme shall include consideration of and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination encountered shall be fully assessed and an appropriate remediation scheme submitted to the local planning authority for written approval.**

**Reason: In the interests of human health and to comply with policy SD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.**

## **5 Construction Environmental Management Plan (CEMP)**

**No development and/or site preparation works shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, as a minimum, a detailed Ecological Working Method Statement and consideration of all potential environmental effects of construction processes. This shall include specific consideration of the potential impacts associated with the installation of headwalls and associated drainage works within or adjacent to the Widemarsh Brook, including risk avoidance and mitigation measures to safeguard the water quality and biosecurity of the watercourse. The approved CEMP shall be implemented in full for the duration of all construction works at the site, unless subject to any variation which has first been approved in writing by the Local Planning Authority.**

**Reason: To ensure that all species are protected and habitats enhanced having regard to the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019’ (the ‘Habitats Regulations’), Wildlife and Countryside Act 1981, National Planning Policy Framework (2021), NERC Act (2006) and Herefordshire Local Plan - Core Strategy policies SS1, SS6, LD1, LD2 and LD3 and the council’s declared Climate Change & Ecological Emergency.**

## **6 Construction Management Plan**

**Development shall not begin until details and location of the following have been submitted to and approved in writing by the local planning authority, and which shall be operated and maintained during construction of the development hereby approved:**

- A method for ensuring mud is not deposited onto the Public Highway**
- Construction traffic access location**
- Parking for site operatives**
- Construction Traffic Management Plan**

**The development shall be carried out in accordance with the approved details for the duration of the construction of the development.**

**Reason: In the interests of highway safety and to conform to the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.**

## **Conditions to be Discharged**

### **7 Detailed Landscaping Scheme**

**With the exception of site clearance and groundwork, no further development shall commence until details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. These details shall include:**

- a) A drawing detailing hard surfacing materials**
- b) Boundary treatments and means of enclosure**
- c) Vehicle /Cycle /Pedestrian access and circulation areas.**
- d) Vehicle parking layouts**
- e) Lighting and CCTV**
- f) All proposed planting, accompanied by a written specification setting out species, size, quantity, density and cultivation details.**

- g) A plan and details detailing water attenuation/ SUDS schemes.**
- h) An implementation programme – setting out phasing of work where appropriate.**

**Reason: To safeguard and enhance the character and amenity of the area in order to conform with policies SS6, LD1 and LD3 of the Herefordshire Local Plan - Core Strategy and the National Planning Policy Framework**

## **8 Ground Conditions for Planting**

**Prior to any planting being undertaken in relation to the approved landscape scheme, a strategy for ensuring that all new trees and shrubs are provided with suitable ground and soil conditions to support successful establishment and growth shall be submitted to an approved in writing by the Local Planning Authority. The planting shall subsequently be carried out in accordance with the approved details.**

**Reason: In the context of the known presence of made ground and soil contamination, it is necessary to ensure that suitable ground conditions are provided to support the successful establishment and longevity of the landscaping scheme in order to secure compliance with policies LD1 and LD3 of the Herefordshire Local Plan Core Strategy and the National Planning Policy Framework.**

## **9 Landscape Management and Maintenance**

**Before the development is first brought into use, a schedule of landscape management and maintenance for a minimum period of 10 shall be submitted to and approved in writing by the local planning authority. Maintenance shall be carried out in accordance with the approved schedule.**

**Reason: To ensure the successful establishment of the approved scheme, local planning authority and in order to conform with policies SS6, LD1 and LD3 of the Herefordshire Local Plan - Core Strategy and the National Planning Policy Framework.**

## **10 Details of Covered Cycle Storage**

**Prior to their installation on site, details of the proposed cycle storage shelters (as indicated on approved plan 964-WWP-BGN-AA-DR-A-001002 REV P02 Proposed Site Plan and Section) shall be submitted to the Local Planning Authority for written approval. The covered cycle storage shall subsequently be provided in accordance with the approved details prior to the development being brought into use and thereafter those facilities shall be maintained in perpetuity, unless any variation is agreed in writing with the Local Planning Authority.**

**Reason: To ensure that adequate covered cycle parking is provided to support sustainable transport choices and to ensure that this is provided to a design which is conducive with respecting the setting of the Grade II listed Barr's Court Railway Station and the character of the wider area, in order to secure compliance with policies MT1, SD1, LD1 and LD4 of the Herefordshire Local Plan Core Strategy, the National Planning Policy Framework and Section 66 of the Town and Country Planning Act 1990**

## **11 Bus Shelter Material Finish and Colour**

**Prior to the installation of the relevant materials of site, details of the proposed external materials and colour finish for the bus shelter structure (as shown on approved plans 964-WWP-BGN-XX-DR-A-002001 REV P02 and 964-WWP-BGN-XX-DR-A-002002 REV P02) shall be submitted to the Local Planning Authority for approval. The works shall not be carried out until written approval has been given and works shall subsequently be carried out in accordance with the approved details.**

**Reason: To ensure the development is carried out in accordance with details which are conducive with upholding the character of the area and the setting of the station building, in accordance with polices SD1, LD1 and LD4 of the Herefordshire Local Plan Core Strategy, the National Planning Policy Framework and Section 66 of the Town and Country Planning Act 1990.**

## **12 Travel Plan**

**Prior to the first of the development hereby approved, a Travel Plan which contains measures to promote uptake of sustainable transport modes amongst users of the transport interchange shall be submitted to and be approved in writing by the Local Planning Authority. The Travel Plan shall be implemented, in accordance with the approved details, on the first use of the development. A detailed written record shall be kept of the measures undertaken to promote sustainable transport initiatives and a review of the Travel Plan shall be undertaken annually. All relevant documentation shall be made available for inspection by the local planning authority upon reasonable request.**

**Reason: In order to ensure that the development is carried out in combination with a scheme aimed at promoting the use of a range of sustainable transport initiatives and to conform to the requirements of Policies SD1 and MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.**

## **13 Ecological Enhancement Measures**

**Prior to the first use of the development hereby approved, a specification and annotated location plan demonstrating a range of species net gain enhancement including appropriately located habitat boxes for bat and bird species must be supplied to and approved in writing by the local authority. The approved scheme shall be implemented in full within 3 months of the development being brought into use and thereafter maintained as approved unless otherwise agreed in writing by the local planning authority.**

**Reason: To ensure that biodiversity net gain is secured and habitats enhanced having regard to The Conservation of Habitats and Species Regulations 2017, as amended by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019' (the 'Habitats Regulations'), Wildlife and Countryside Act 1981, National Planning Policy Framework, NERC Act (2006) and Herefordshire Local Plan - Core Strategy (2015) policies SS1, SS6 LD1, LD2 and LD3; and the council's declared Climate Change and Ecological Emergency.**

## **14 Vehicular access construction**

**The construction of the vehicular access shall be carried out in accordance with a specification to be submitted to and approved in writing by the local planning authority, at a gradient not steeper than 1 in 12.**

**Reason: In the interests of highway safety and to conform to the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.**

## **15 Highways Improvement/off site works**

**Development shall not begin in relation to any of the proposed highways works until full details of these have been submitted to and approved by the local planning authority in writing, following the completion of the technical approval process by the Local Highway Authority. The development shall not be brought into use until the scheme has been constructed in accordance with the approved details.**

**Reason: To ensure the safe and free flow of traffic on the highway and to conform to the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy Plan and the National Planning Policy Framework**

#### **16 Cycle Lane Specification**

**Prior to the implementation of the relevant works, details of the surfacing specification for the shared cycleway running along the site frontage with the A465 City Link Road shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall allow for a 3.5m wide machine laid tarmac unsegregated route, consistent with the existing route and delineated at the northern edge with an edging kerb. The development shall not be brought into use until the scheme has been constructed in accordance with the approved details.**

**Reason: To ensure the safe and efficient function of the cycleway and to conform to the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy Plan and the National Planning Policy Framework.**

#### **17 On site roads - submission of details**

**Development shall not begin in relation to the provision of road and drainage infrastructure until the following details are submitted to and approved in writing by the local planning authority:**

- **Surface finishes**
- **Drainage details**
- **Future maintenance arrangements**

**The development shall be carried out and thereafter maintained in accordance with the approved details**

**Reason: To ensure an adequate and acceptable means of access is available before the dwelling or building is occupied and to conform to the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.**

#### **Compliance and Monitoring Conditions**

##### **18 Provision of Visibility Splays**

**Before any other works hereby approved are commenced, visibility splays, and any associated set back splays at 45 degree angles, shall be provided to all accesses in accordance with the details shown on approved plan 964-ARP-HGN-ZZ-DR-C-000002 Rev P05. Nothing shall be planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility splays.**

**Reason: In the interests of highway safety and to conform to the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.**

##### **19 Implementation of Approved Drainage Strategy**

**Prior to the occupation of the site the foul and surface water drainage system shall be completed in accordance with the approved details as per drawing reference DR-C-000001 P06. Thereafter no further surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage system.**

**Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment, in accordance with policies SD3, SD4 and LD2 of the Herefordshire Local Plan Core Strategy and the National Planning Policy Framework.**

## **20 Implementation of Contaminated Land Measures**

**The Remediation Scheme, as approved pursuant to condition no. XXX above, shall be fully implemented before the development is first occupied. On completion of the remediation scheme the developer shall provide a validation report to confirm that all works were completed in accordance with the agreed details, which must be submitted and agreed in writing before the development is first occupied. Any variation to the scheme including the validation reporting shall be agreed in writing with the Local Planning Authority in advance of works being undertaken.**

**Reason: In the interests of human health and to comply with policy SD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.**

## **21 Unexpected Contamination**

**If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for, an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.**

**Reason: In the interests of human health and to comply with policy SD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.**

## **22 Implementation of Landscaping**

**The hard and soft landscape works shall be carried out in accordance with the details approved pursuant to Condition xx attached to this permission before the development is first brought into use in accordance with the agreed implementation programme. The completed scheme shall be managed and /or maintained in accordance with an approved scheme of management and/ or maintenance.**

**Reason: To ensure implementation according to the hard and soft landscape works plan agreed with local planning authority and in order to conform with policies SS6, LD1 and LD3 of the Herefordshire Local Plan - Core Strategy and the National Planning Policy Framework.**

### **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 With regards to the contaminated land assessment required pursuant to condition, the assessment is required to be undertaken in accordance with good practice guidance and needs to be carried out by a suitably competent person as defined within the National Planning Policy Framework 2023. All investigations of potentially contaminated sites are required to undertake asbestos sampling and analysis as a matter of routine**

and this should Be included with any submission. Where ground gas or vapour protection measures are required, they shall be validated in accordance with current best practice guidance.

### **3 Welsh Water Informative**

The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of [www.dwrcymru.com](http://www.dwrcymru.com)

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

In accordance with National Planning Policy Framework (Edition 11) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

- 4 It is an offence under Section 148 of the Highways Act 1980 to allow mud or other debris to be transmitted onto the public highway. The attention of the applicant is drawn to the need to keep the highway free from any mud or other material emanating from the application site or any works pertaining thereto.**
- 5 This permission does not authorise the laying of private apparatus within the confines of the public highway. The applicant should apply to Balfour Beatty (Managing Agent for Herefordshire Council) Highways Services, Unit 3 Thorn Business Park, Rotherwas, Hereford HR2 6JT, (Tel: 01432 261800), for consent under the New Roads and Streetworks Act 1991 to install private apparatus within the confines of the public highway. Precise details of all works within the public highway must be agreed on site with the Highway Authority. A minimum of 4 weeks notification will be required (or 3 months if a road closure is involved).**

Under the Traffic Management Act 2004, Herefordshire Council operate a notice scheme to coordinate Streetworks. Early discussions with the Highways Services Team are advised as a minimum of 4 weeks to 3 months notification is required (dictated by type of works and the impact that it may have on the travelling public). Please note that the timescale between notification and you being able to commence your works may be longer depending on other planned works in the area and the traffic sensitivity of the site. The Highway Service can be contacted on Tel: 01432 261800.

- 6 No work on the site should commence until engineering details of the improvements to the public highway have been approved by the Highway Authority and an agreement**

under Section 278 of the Highways Act 1980 entered into. Please contact the Senior Engineer, PO Box 236, Plough Lane, Hereford HR4 0WZ to progress the agreement.

- 7 The developer is required to submit details of the layout and alignment, widths and levels of the proposed roadworks, which shall comply with any plans approved under this planning consent unless otherwise agreed in writing, together with all necessary drainage arrangements and run off calculations. It is not known if the proposed roadworks can be satisfactorily drained to an adequate outfall. Adequate storm water disposal arrangements must be provided to enable Herefordshire Council, as Highway Authority, to adopt the proposed roadworks as public highways. The applicant is, therefore, advised to submit the engineering and drainage details referred to in this conditional approval at an early date to the Senior Engineer, PO Box 236, Plough Lane, Hereford HR4 0WZ for assessment and technical approval. No works on the site of the development shall be commenced until these details have been approved and an Agreement under Section 38 of the Highways Act 1980 entered into.
- 8 Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.
- 9 The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof.
- 10 The brightness of the floodlit surface, or illuminated sign face, shall not exceed the values stipulated in the Institution of Lighting Engineers Technical Report No. 5: 1991 "The Brightness of Illuminated Advertisements".
- 11 The attention of the applicant is drawn to Section 175A(3) of the Highways Act 1980 within which the Highway Authority shall have regard to the needs of disabled persons when considering the desirability of providing ramps at appropriate places between carriageways and footways and to any requirement of the Disability Discrimination Act.
- 12 The applicant's attention is drawn to the requirement for design to conform to Herefordshire Council's 'Highways Design Guide for New Developments' and 'Highways Specification for New Developments'.
- 13 The attention of the applicant is drawn to the provisions of the Wildlife and Countryside Act 1981 (as amended). This gives statutory protection to a number of species and their habitats. Other animals are also protected under their own legislation. Should any protected species or their habitat be identified during the course of the development then work should cease immediately and Natural England should be informed. They can be contacted at: Block B, Government Buildings, Whittington Road, Worcester, WR5 2LQ. Tel: 0300 060 6000.

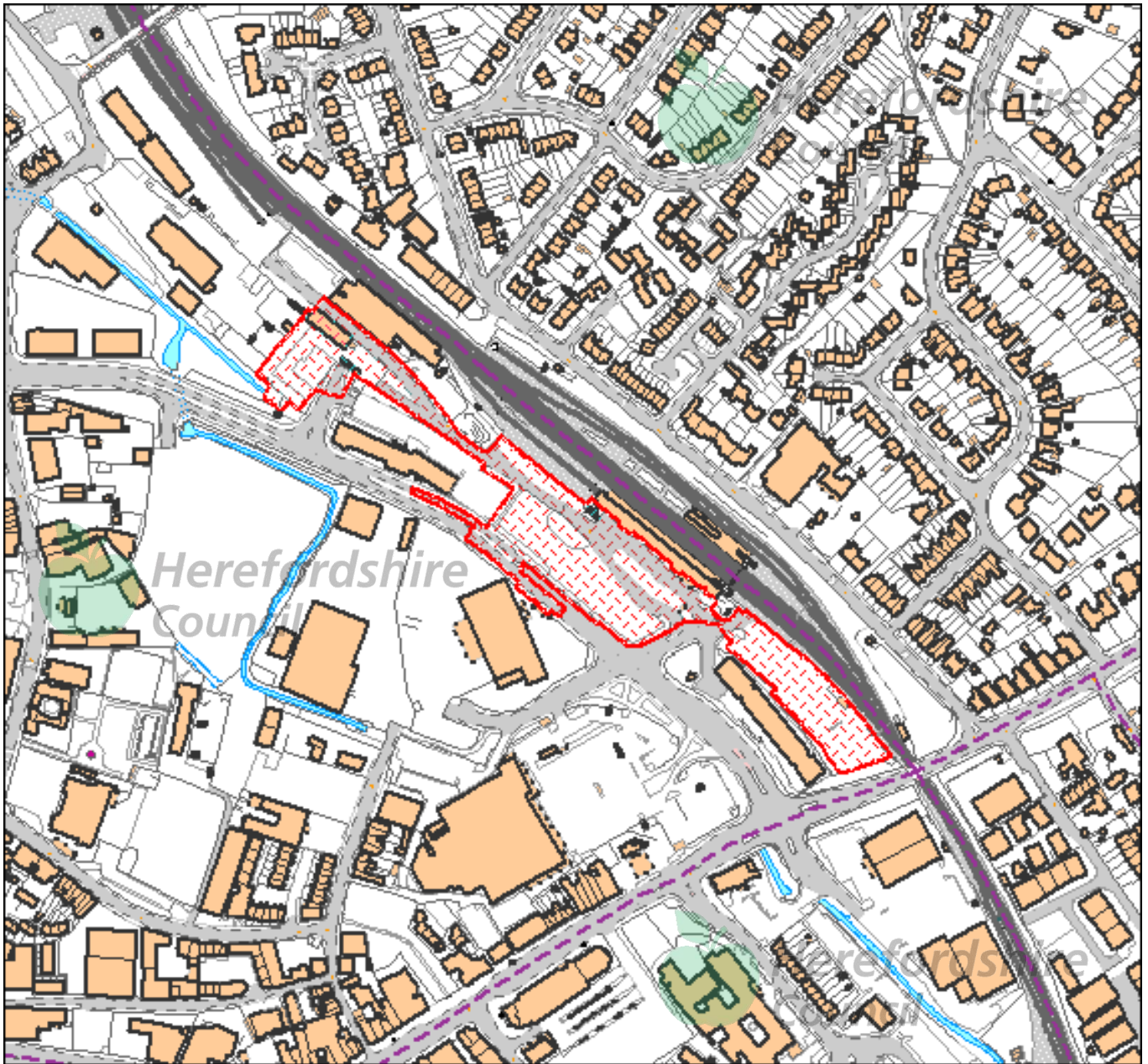
The attention of the applicant is also drawn to the provisions of the Conservation of Habitats and Species Regulations 2010. In particular, European protected animal species and their breeding sites or resting places are protected under Regulation 40. It is an offence for anyone to deliberately capture, injure or kill any such animal. It is also an offence to damage or destroy a breeding or resting place of such an animal.

## **Appendices**

Appendix 1 – Hereford Civic Society Objection Report - 8<sup>th</sup> February 2024

**Background papers:** none identified.





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**APPLICATION NO:** 233009

**SITE ADDRESS :** HEREFORD RAILWAY STATION, STATION APPROACH, HEREFORD,  
HEREFORDSHIRE, HR1 1BB

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Further information on the subject of this report is available from Mr Adam Lewis on 01432 383789