

CONTACTS WITH LANDOWNERS

This report and the associated folders cover mainly the formal contact stages with landowners of sites included in the plan for allocation as well as those suggested for potential development (other than the land east of the A40).

Informal Contacts

Contact was made with owners of the Stoney Stile and Merrivale Lane sites when they were first considered for designation as Local Green Spaces. The conclusion was that they could not become Local Green Spaces so are now allocated for development in the plan.

The Ryefield Centre site was discussed with Herefordshire Council in the early stages of plan development, before the decision was taken to relocate it, thus opening up the potential for development of the site. The site is now allocated in the plan.

Early, informal contact was also made with some of the owners of the parts of the Broadmeadows/Tanyard land, notably with the owners of Tanyard Field, Mr. and Mrs. Graveling (owners of the kennels site), Yorkley Timber (owners of the main part of the Broadmeadows area), Mr. Edwards (owner of the caravan/camping site) and Meadex. All of this area, including land owned by others, is included in the plan as supported for development.

Discussions were held and several emails exchanged with the owner of The Chase Hotel. The outcome of that is described in a separate evidence report.

Discussions were also held and several emails exchanged with the agent and planning consultant for the owners of the potential Brampton Road site, but this site was not included in the final plan.

Letters Out

The owners of all sites proposed for allocation and recommended for development (other than for the land east of the A40) were sent a letter or email from Ross-on-Wye Town Council notifying them of the intention for the plan to include proposals for their land. Attached to each letter or email was a copy of all the text in the draft plan about all sites, not just their own.

The letters are in the 'Landowner Letters Out' folder. As can be seen, some went directly to owners, some to their agents instead, some to both, all according to the contact details supplied.

Letters In

After some chasing with some owners, responses were received from owners or agents for:

- Cleeve Field
- Stoney Stile
- Merrivale Lane
- Ryfield Centre

And, for the Broadmeadows/Tanyard land:

- The Jackson family (Tanyard field)
- Mr. and Mrs. Graveling (Wyevale Kennels)
- Meadex (part of Tanyard)

- Yorkley Timber (Broadmeadows)
- Herefordshire (King's Acre)
- ABT (land above Ashburton Estate) (by telephone only, form response requested, not received).
- Brian Edwards (Caravan park and area of ponds)

The replies are in the 'Landowner Letters In' folder. As will be seen, not all of them gave final confirmation of their ownerships (though this had been established by other means), and not all gave clear and full replies about their support or otherwise for the proposals.

Summary/Key Points

- **Cleeve Field:** Support for development.
- **Stoney Stile:** Some additional information on 3rd party ownerships. Support for development but objection to retaining a part of the site for (e.g.) allotments.
- **Merrivale Lane:** Some complications about ownership of all of the site. Support for development but queries about the criteria proposed.
- **Ryefield Centre:** Some clarification on red lone boundary and parking. Support for development as proposed.

Broadmeadows/Tanyard

- **Jackson Family:** Support for development and the principles of a single masterplan and financial equalisation.
- **Mr. and Mrs. Graveling:** Support for development and the principle of a single masterplan, query about, but no actual objection, to financial equalisation.
- **Meadex:** Apparent support (not entirely clear). Concern about relocation on overall site.
- **Yorkley Timber:** Ownership confirmed (in fact clarified). Support for overall masterplan approach but objection to financial equalisation. Query about potential inclusion of retail.
- **Herefordshire Council:** Ownership confirmed. General support.
- **ABT:** Full support (but, as above, no formal letter yet received).
- **Brian Edwards:** General support.

SECTION 6. DEVELOPMENT SITES

Introduction

This section includes three different approaches to potential site development:

- Sites fully **allocated**.
- Potential sites for which all necessary information for allocation is not currently available so they are included with **development criteria** only.
- **Other sites** with a less certain, perhaps longer term future.

All the sites covered below, and others submitted during Herefordshire SHLAA processes, have been assessed in the “*Development Sites Appraisal*” in the overall Evidence Report.

6A. Allocated Sites

1. Cleeve Field



Explanatory text

This site is currently greenfield. The gross site area is 1.2 hectares. It is on Middleton Avenue at the edge of the main town area, within the AONB and adjacent to the Conservation Area. It is flat and surrounded on all sides by hedgerows.

It is part of a larger site submitted in the 2011 SHLAA process: 'HLAA/177/001: South of Cleeve Lane'. Part only – the part shown here - was assessed as suitable, achievable and available. Although the site is within the AONB, it is not considered 'major' and appropriate development would provide a clearer settlement boundary.

Constraints identified in the SHLAA assessment were as follows:

- Adjacent to the Conservation Area to the North West.
- Area sewer system currently overloaded.
- Increased traffic along Archenfield Road.
- No/poor footpath access to the town centre.

Allocation

This site is allocated for custom-build housing. The following criteria would apply:

- A 'Site and Services' layout to be used.
- Design Codes to be developed and agreed with the Town Council.
- A strong landscape edge to be provided along the south west boundary.
- Occasional glimpse views to be included through to the wider landscape from Cleeve Lane towards the south west.
- Existing hedgerows to be retained and reinforced except where road and footpath access is required.
- Road access to be off Archenfield Road.
- Proposals should demonstrate how safe access will be secured for pedestrians to (a) the footpath in Archenfield Road that starts just to the east of the site and (b) the open space and play area across Archenfield Road.
- Water courses at the northern edge of the site to be fully surveyed and, if appropriate, a Sustainable Urban Drainage scheme included.

The site is adjacent to Character Area 9. Plot sizes and shapes, the use of front gardens and building heights to be consistent with that immediate local character.

The site could accommodate in the order of 18 houses.

Timing: End of the plan period.

2. Merrivale Lane



Explanatory Text

This site is currently greenfield. It is on Merrivale Lane and slopes up gently from the road. It is used on occasion as a paddock. There is one house on the north west part of the site. The gross site area is 1.2 hectares. There are two parts to the site. The paddock is adjacent to the Conservation Area, the garden to the north west is within the Conservation Area.

The paddock was assessed as suitable, achievable and available in the 2001 Urban Capacity study numbered Ross/2. The upper garden (as per 'shlaa text' on the plan) was submitted as a potential site in the UDP, numbered P969. The 2001 SHLAA identifies just the upper garden and assesses this as suitable, achievable and available. There is a covenant on the upper garden area. The only issue significant identified in the 2011 assessment was the need to attend carefully to high historic environment values.

Allocation

This site is allocated for housing. The following criteria would apply:

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- Existing hedgerows to be retained and reinforced except where road and footpath access is required.
- Subject to detailed arboricultural survey, the group of trees around the existing house and the trees in the upper garden to be retained.
- A desk-based archaeological study to be undertaken.
- Road access to be off Merrivale Lane.
- Additional pedestrian access to be provided from the path to the north west.

The site is within Character Area 7. Plot sizes and shapes, the use of front gardens and building heights to be consistent with that immediate local character. Proposals should show their response to the Conservation Area context.

The site could accommodate in the order of 30 houses.

Timing: Early in the plan period.

3. Stoney Stile



Explanatory text

This site is currently greenfield and flat. The gross site area is around 1.7 hectares. The site is bounded by some substantial, some minimal hedgerows and trees. There is a very well-used footpath across the eastern part of the site (not a PROW). Hawthorne Lane is a narrow private road lacking footpaths. The site was assessed in the 2011 SHLAA: 'HLAA/177/001: Stoney Stille' as suitable, achievable and available. It adjoins the Wye Vallet AONB. It is not in the Conservation Area but that starts towards the north across an open field, so it must be given consideration.

Constraints identified in the SHLAA assessment):

- Close to the Wye Valley AONB.
- Vehicular access difficult.
- Sewage provision currently poor.
- Semi-natural habitats and wildlife corridors.

The site was initially considered as potential Local Green Space (LGS) but the evidence from the community, though lengthy, did not suggest that the site would meet the criteria for LGS designation. This aspiration is, however, considered in the following.

Allocation

This site is allocated for housing and public open space or allotments. The following criteria would apply:

- Visibility splay improvements need to be agreed at the junction of Hawthorne Lane and Archenfield Road if the former is used to access any new development.
- Access may be possible from Middleton Road, especially if Ashton Park Primary School is relocated (it currently generates school hour congestion).
- A small amount of housing development is possible, with the remainder of the site being dedicated as public open space or allotments.
- Proposed layouts should include proposed re-routing of the public path if it is not retained in its current route.

The site is within Character Area 9. Plot sizes and shapes, the use of front gardens and building heights to be consistent with that immediate local character.

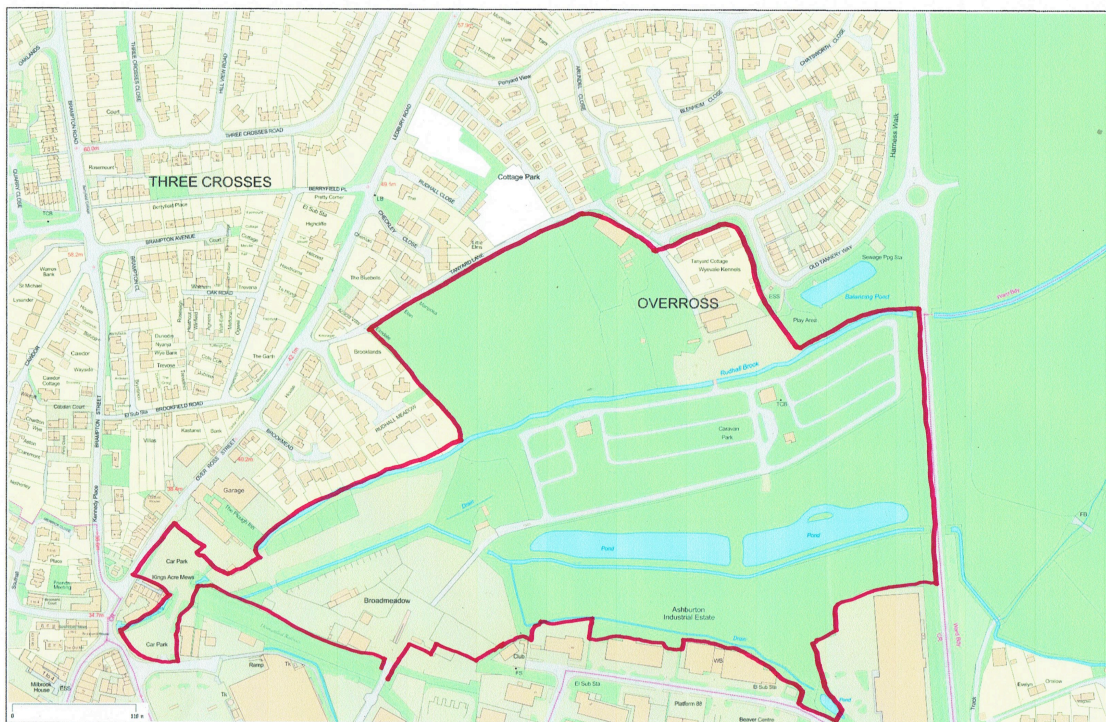
The site could accommodate in the order of 15 houses.

Timing: Late in the plan period.

6B. Criteria-Led Sites

1. Broadmeadows/Tanyard Lane

This is an extremely significant and complex site. Only key text is included below. A fuller appraisal of the site – 'Broadmeadows and Tanyard in Detail' – is in the Evidence Report, covering more about ownerships, site conditions, the site's planning history and so forth.



Explanatory Text

Almost all of the area shown above – around 17.6 hectares - was considered in the 2011 SHLAA: 'W461: Land at Broadmeadows', with the exception of (a) the two small areas to the west – the Kings Acre car park and the lower car park, (b) the open space area to the south of the camping site that includes the two balancing ponds and (c) the area between the previous area and the Ashburton estate. These have been added, as has the area assessed in the 2011 SHLAA as site '4ZPP: Land adjacent to Ashburton Estate' (c. above). The area to the north east (outside the red line above) has now been developed for housing, since the SHLAA stage. In total, this area is a significant proportion of the whole built area of Ross; it is an undeveloped and mostly poor quality environment (other than the area around the ponds) across a considerable 'wedge' of the town and, as such, is a clear priority for development. Development of this site would also help to create a strong link to potential developments east of the A40.

Constraints identified in the assessment of the Broadmeadows SHLAA area were as follows:

- A large part of the lower area of the site is in Zone 3 so subject to flooding.
- There is known contamination on the Tanyard Lane area of the site which has recently been remediated. Given previous uses, some contamination is to be expected on the Broadmeadows area; probably not on the caravan/camp site area.
- There is currently no suitable vehicular access to the Tanyard Lane area.
- Sewage provision is currently poor.
- There are groundwater quality and supply constraints (groundwater Zone 2 across much of the site).
- There are likely to be historic and archaeological sensitivities.
- Biodiversity is likely to be significant close to the balancing ponds immediately south of the site and, perhaps on the Tanyard Lane field. Nearly all the area is in a Green infrastructure 'Local Strategic Corridor'.

Constraints identified in the SHLAA assessment of the area adjacent to the Ashburton Estate were as follows:

- Fully in Zone 3 so subject to flooding.
- Sewerage and water as above.
- Historic and archaeological issues also as above.
- (Though not mentioned, the site is also subject to the same constraints as above in terms of biodiversity.)

Local assessment has highlighted that the King's Acre car parks, especially the upper one, provide a poor quality environment at what is in effect the gateway to the town centre. The lower car park is also in flood Zone 3.

There is a clear need to agree potential solutions to the significant flooding issues on much of the lower part of the whole site before any development could be supported even in principle. Two possible technical solutions are introduced later. The contamination on the Tanyard Lane field has been remediated although further remediation may be required if the site was to be used for housing. Vehicular access also needs addressing before large parts of the site could be developed successfully. Illustrative proposals for this are also introduced later. Development is also subject to viability. To that end, all landowners have been contacted and have agreed that development can only proceed within an agreed masterplan for the site as a whole and with agreed methods of financial equalisation.

Criteria

A mixed use development on this site would not just be supported in principle but encouraged because of the importance to Ross as a whole of such a large area. The following criteria would apply:

- A single, overall masterplan and to be produced and agreed with the Town Council and Herefordshire Council.
- The masterplan to be based on the principle of financial equalisation between all parts of the site.
- A clear and technically justified proposal to be made for mitigating flooding impacts on the lower parts of the site and addressing any remaining contamination across all of the site.
- The site is not part of or linked to any of the main Character Areas of the town so there is an opportunity to create an area with its own distinctive character while drawing from and extending the character of the town centre in particular. Design Codes will need to be developed and agreed
- There is in particular an opportunity to be taken in the housing design and the site design to significantly enhance the setting of Ross-on-Wye and views across to the Parish church from the east. This should be complemented by retention and enhancement of appropriate green infrastructure.
- Adequate public green space and play areas to be provided to a stated, recognised standard within the housing areas and in any public spaces.
- Clear, direct, safe and lit footpaths and cycle path links to be created from the town centre to and from future developments east of the A40.
- Every opportunity should be taken to enhance the safety of all users of the A40 road and footways to the satisfaction of Highways England, Herefordshire Council and the Town Council.
- Any proposal for development of the Tanyard Lane site will require appropriate archaeological investigation. In the event of significant and/or extensive remains being found, they should be preserved in-situ in accordance with paragraph 135 of the NPPF.
- Any planning application should show how development would be brought forward in phases to minimise adverse effects.

The appropriate uses to include the following:

- C3a: Housing, including Herefordshire Council's standard requirement for affordable homes.
- B1a: Offices
- B1a and B1c: R&D and light industry
- Public Open Spaces and squares

There may be scope for a hotel (C1) and some restaurants and cafes (A3) specifically and solely to serve employment areas. There is no scope for retail/shops (A1) but possibly for some professional and financial services (A2) linked to offices as above.

Illustrative Proposals

Some initial options testing has taken place in terms of the locations for potential uses on the site, the quantum of development, access and so forth. What follows below is purely illustrative but provides the outline figures for the scale of likely development as introduced above. This is explained more fully in the "*Broadmeadows and Tanyard Detail*" report.

The sketch layout shown overleaf is very much a first version; the Neighbourhood Plan would include a better though perhaps more diagrammatic version.

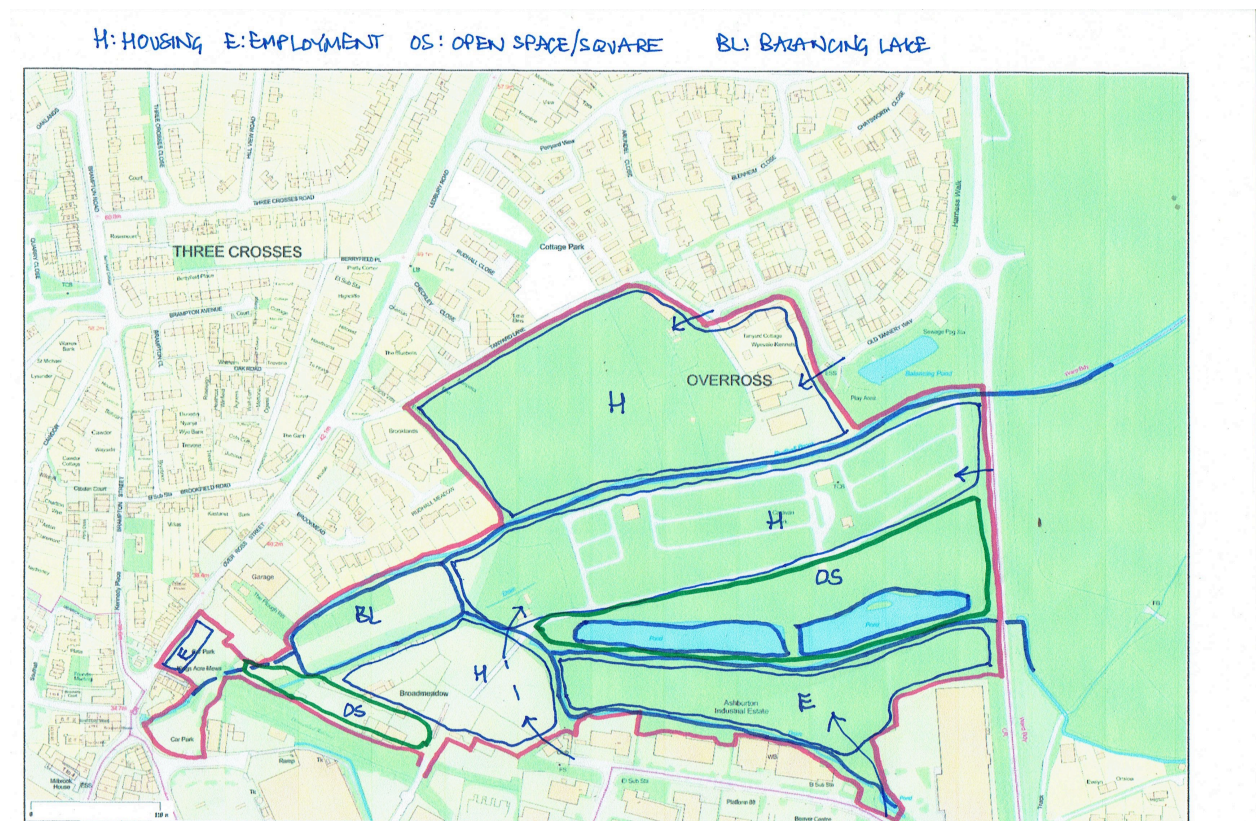
The first issue to address before even considering potential development is the flood risk. Two alternatives were developed for this (the second is outlined in the full report). The solution shown below would involve the introduction of a balancing lake towards the western part of the site. Working together with the existing balancing ponds to the east, this should have the potential to provide suitable attenuation, although various other minor improvements to streams and culverts and the existing balancing lakes would almost certainly also be necessary. This location to the west has the benefit of being able to deal with high levels of run-off from the east down the brooks as a well as back-up from the river Wye should water levels rise dramatically from that direction.

In terms of overall layout and design, the balancing lake (BL) would be an attractive feature on entering the main site from the town centre. The lake would also relate to an open space or public square (OS) under the old railway embankment and all of the existing green around and including the existing balancing ponds would also be retained as public open space. In addition, though not shown on the sketch layout, there would be other public footpaths through the site - notably along the Rudhall Brook from the town centre to the A40 - and other paths and smaller open spaces within the main development areas.

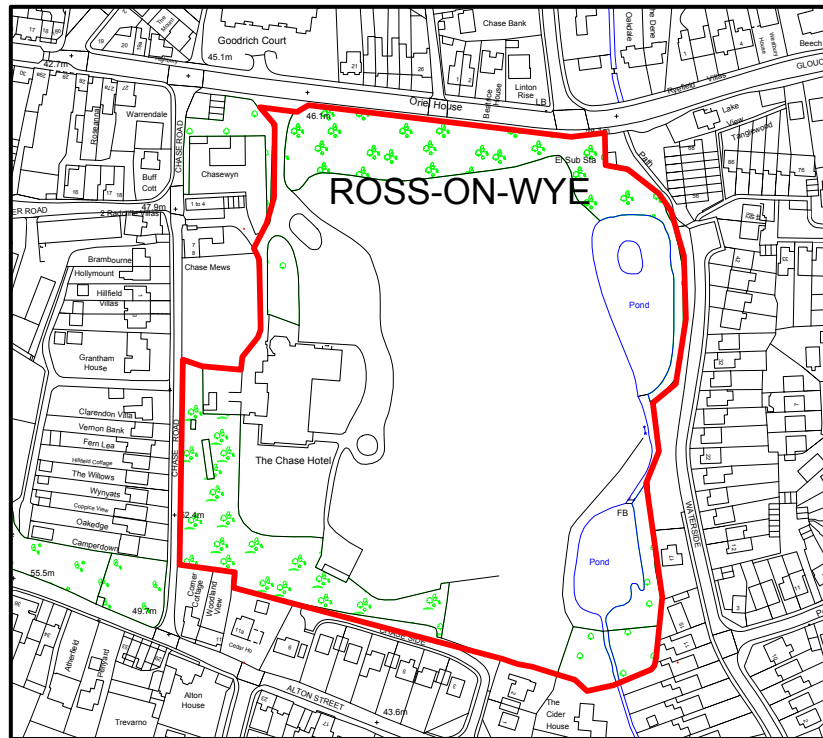
The upper part of the King's Acre area to the far west would be developed along the main road frontage with offices (E) and some dedicated parking, creating a more attractive entrance to the town centre at this point. As of now, much of the existing upper and lower car parking areas would remain as such.

The majority of the currently poorly used part of Broadmeadows site would be used for housing (H), and housing would continue along either side of the Rudhall Brook to include the current caravan site and the main Tanyard field. Possible vehicular access points for the housing are shown on the sketch layout.

The land immediately north of the Ashburton Estate would be for employment (E), accessed from the main estate road to the south



2. The Chase



Explanatory text

The site in total, around 4.9 hectares, comprises the grounds of The Chase Hotel. The site is within the Conservation Area and the grounds are recorded by Herefordshire Council as an 'unregistered park or garden', though it is not open to the public. Around 20% of the site is occupied by the hotel and its associated parking, around 20% is covered by trees and around 15% is ponds and watercourses. The remainder is mainly grassed. Access is off Gloucester Road to the north.

The site was submitted during the 2016 SHLAA process, (though that had been intended solely for the rural areas of the county). The submission stated the applicant's opinion that '*further development on this site could take place*'. The submission is yet to be assessed but informal discussions with council officers made clear that they would not support any application.

Discussions with the applicant moved more into detail than the simple '*further development*' as above. They clarified that the proposed development would be of houses and it would be limited to small areas of the site, one to the north, perhaps also one to the south, using in total less than 10% of the overall site. This would deliver a likely total of around 5 or 6 houses if just the area to the north was used, around 12-15 if the area to the south was also used.

The Neighbourhood Plan Steering Group are of the opinion that such a small amount of development could be supported.

Criteria

Part only of this site is supported for housing. The following criteria would apply:

- Development to take place in the north of the site, perhaps also in the south of the site.
- Existing trees to be retained and new trees and hedgerows added to shield the development from the main part of the currently grassed central area.

- Design to be of the highest quality to reflect the site as a whole and its setting within the Conservation Area.

6C. Other Sites

1. The Future for Ashfield Park Primary School



Studies have been underway for the possible relocation of, and enlargement to, the existing Ashfield Park Primary School. As of now (March 2018) no specific site has yet been proposed but it is understood that the ambition remains to find a new site. With that in mind, this plan suggests (a) criteria that should be used in selecting a new site and developing the new buildings and (b) criteria for the subsequent development of the site.

1A. Replacement of the School

Criteria

Selection of an alternative Ashfield Park Primary School site, and development of the new school is supported in principle. The following criteria would apply to any new site:

- The site to be in close proximity to new and existing homes.
- The site should not be at risk of flooding and, where necessary, suitable mitigation measures should be included. The school to be sited and designed to incorporate facilities for children, parents, staff and other users to walk and cycle to the school.
- The site to be well related to public transport services and facilities, and located to reduce and prevent vehicle congestion in the centre of the town and on access routes.
- The site layout to be capable of incorporating safe, off-road pick-up/drop-off space for cars, enable suitable access and turning facilities for buses and coaches and include adequate car parking for staff and visitors.
- The new building to be of high quality and sustainable design.

- The new building to be suitable for wider community use, particularly any replacement Children's Centre.

According to the site's location, an assessment of any impact on the settlement boundary, Conservation Area and AONB should be included, and, where necessary, proposals should include suitable mitigation measures.

1B. Redevelopment of the Site

If Ashfield Park Primary School is relocated as above, the site would become available for development if, after checking, no other educational user wanted the site or part of it.

Explanatory text

The site, of approx. 2.6 hectares, is mostly open other than where the school is currently located and it slopes down gently to the north west. There are thick hedgerows around the site, with many large trees to the south east and south west boundaries; the other two boundaries being open. There are also a number of trees and planted areas around the school buildings. Vehicular access is via Redhill Road to the south west. Although Ashfield Park Avenue to the south east provides access to a number of houses it is a private road, as is the continuation of Ashfield Park Road to the north east. All of the site is within the Conservation Area. There is a covenant on part of the site.

Criteria

Development on this site is supported for housing, in line with the following criteria:

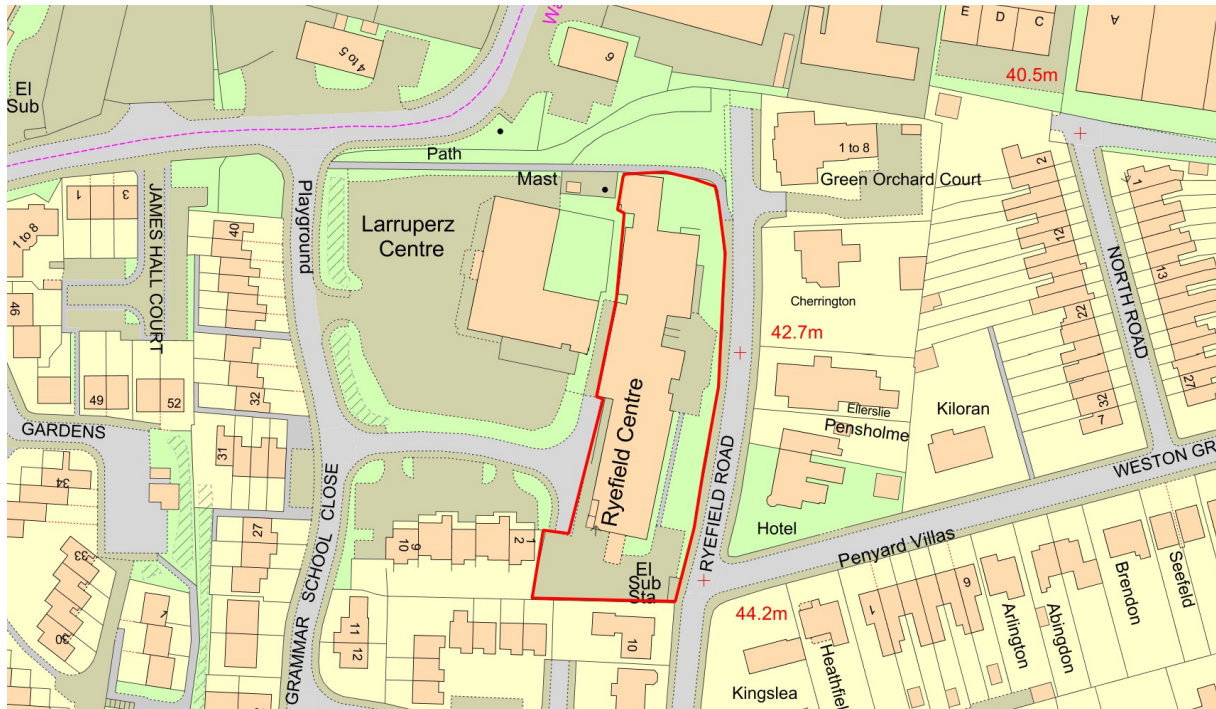
- Vehicular access to be off Redhill Road
- Pedestrian access to be from Redhill Road and Ashfield Park Road.
- Surrounding hedgerows to be protected, except where access is necessary.
- On site trees to be subject to an arboricultural assessment and retained where possible and appropriate
- The site is within Character Area 9. Plot sizes and shapes, the use of front gardens and building heights to be consistent with that immediate local character.
- Particular attention to be paid to the design quality given the site's context in the Conservation Area.
- The development to include some public access open space.

3. The Ryefield Centre

Though technically an infill site, this is included here because of the importance of the old buildings and the community aspiration to retain and reuse them if at all possible.

Explanatory text

The site, of approx. 0.3 hectare, is currently occupied by Herefordshire Council's Children's Centre and some other associated uses. Proposals are being developed for the relocation of the Children's Centre. The majority of the uses occupy attractive buildings, part of the old Ross Grammar School. Vehicular access and parking are currently provided on the land occupied by the adjacent Larruperz Centre (to the west). To the east the uses are all residential. There are some good quality trees, hedges and walls along the Ryefield Road site boundary.



Criteria

Development on this site is supported in principle for housing. The following criteria would apply:

- A study to be undertaken about the potential re-use of the old Grammar School buildings as houses/flats.
- Parking to be provided on site unless an arrangement can be made with Herefordshire Council about re-use of the previous Children's Centre parking to the west.
- The site is within Character Area 6. Plot sizes and shapes, the use of front gardens and building heights to be consistent with that immediate local character.

The site could accommodate in the order of 10-12 houses.

4. Land East of the A40

This is an as yet unspecified area in detail so no map is included. It is also likely that plans will consider land over the parish boundary into Weston-under-Penyard parish. That parish has a made Neighbourhood Plan so they would also need to be consulted.

Explanatory text

There are a number of proposals at various stages for separate parts of the land to the east of the A40 out to and potentially beyond the parish boundary (though this plan can only concern itself with land within the parish). On some parcels of privately owned land, outline planning permissions have already been granted and others are being pursued. A large part of the land is owned by Herefordshire Council and permission was granted recently (early 2018) for economic development on the Model Farm part of the overall area. Herefordshire Council are currently also considering potential development on other areas of land in their ownership.

At present there is no overall masterplan, an issue of serious concern to the community in Ross as it would all, in total, represent a significant addition to the town with implications for traffic, jobs, local services and so forth.

Criteria

New development proposals to the east of the A40 to be considered and advanced through a single masterplan, developed in close association with Ross-on-Wye Town Council* and with wider community consultation. This masterplan to consider and reflect the impact of the proposed new uses and development on the town as a whole. (* And, if necessary, Weston-under-Penyard Parish Council

The masterplan will accord with all the policies in this Neighbourhood Plan. In addition it will:

- Break down the 'barrier' effect of the A40, enabling walking and cycling links between the developments and the town, not just the town centre (via the Broadmeadows and Tanyard Lane area) but also to the west of town (for example via the Town and Country Trail) and to the north (notably to John Kyrle High School.)
- Deal positively with the landscape impacts of developments on the Wye Valley AONB, on the eastern edge of Ross and on areas further east.
- Create a clear, strong and sensitive eastern, southern and northern landscaped boundary.
- Include design codes, drawing from the current character of Ross-on-Wye in terms of settlement patterns and building styles.

The masterplan should also consider the case for re-routing/de-trunking the current A40 'relief road'.