

Neighbour Planning Team  
Planning Services  
PO Box 4  
Herefordshire HR1 2ZB

Adrian and Anne Kendry

27th August 2019

**ARTICLE 16 CONSULTATION ON THE ROSS-ON-WYE  
NEIGHBOURHOOD DEVELOPMENT PLAN AND THE FUTURE OF  
THE CHASE HOTEL**

We are writing to you to express our grave concerns under the Article 16 consultation process over the plans that have been announced for the future development of the historic Chase Hotel and surrounding land.

The Core Plan for Ross makes clear that this development must conform to the principles and policies contained in the national guidelines for Neighbourhood Development Planning.

In particular, the Chase Hotel development must guarantee the protection, conservation and sustainability of a valued and significant habitat that combines tranquillity and diversity of protected wildlife species (including bats, small mammals and birds) together with beauty and considerable recreational value. The importance of the trees in this green space cannot be over-stated as a vital contribution to absorbing some of the carbon dioxide emissions that afflict the roads and area around the Chase Hotel.

Safeguarding and sustaining the Chase Hotel as a ***Local Green Space*** will enhance the attractiveness and potential of quality tourism into Ross. Additionally, such a designation will make a vital contribution to the increasing challenge and dangers posed by air pollution and carbon emissions. Such pollution and emissions are a grave threat to the environment, health and well being of pedestrians (older people and children especially) and nearby residents. and are inimical to the

commitments made in the the Climate Emergency declarations by both Ross-on-Wye and Herefordshire Councils.

The present proposed development of the grounds of the Chase Hotel is completely incongruous not only with regard to its immediate negative impact on nearby residential dwellings but also to the overall detriment of the character and future of the town.

In conclusion, therefore, it is vital therefore that the Chase Hotel space be preserved as a ***Local Green Space*** in the Neighbourhood Development Plan

(Professor) Adrian and Anne Kendry

## Latham, James

---

**From:** Donotreply  
**Sent:** 20 August 2019 12:42  
**To:** Neighbourhood Planning Team  
**Subject:** A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	
Postcode	
First name	Ali
Last name	Ballantyne
Which plan are you commenting on?	Ross neighbourhood Plan
Comment type	Objection
Your comments	REDACTED. My objection is that the proposed settlement boundary cuts through my garden in front of my front door. This is much nearer to the house than the boundary line in our deeds. Historically the boundary line has been much closer to the existing public path (John Kyrle walk), at the bottom of my garden. I would be grateful if you could alter the line of settlement boundary so that it runs nearer to the bottom of my garden, as it previously did. Many thanks, Ali Ballantyne

Neighbourhood Planning Team,

Planning Services,

H.C.C.

3<sup>rd</sup> September 2019

Stoney Stile/Hawthorne Field Site

Dear Sir/Madam,

Please do not allow development on Stoney Stile/ Hawthorne Field.

This field has been used for years as a place where local people, many of whom live on adjacent housing estates, can enjoy a green space where they can walk to school or to the shops, go for a walk or a run, exercise their dogs, and most importantly support their mental and physical well being. The field has had horses grazing on it for many years, it has a wealth of wild plants and animals including bats, moles, hedgehogs and buzzards. From it one can enjoy uninterrupted views towards the Welsh hills creating a feeling of space in a built up area.

It gives access to the AONB, the John Kyrle Walk and the playing fields and is a valuable asset to the local community. Open spaces like this help to give Ross-on-Wye its unique character which attracts visitors and makes it a great place to live, indeed this is why we chose to move here.

In my view Stoney Stile/ Hawthorne Field should be designated as a Local Green Space and preserved as such for future generations to enjoy.

Whilst recognising the need for building more houses I feel that Ross has more appropriate sites for development which would not mean that a valued green space would be lost.

If development was allowed to go ahead an estate of even 15 new houses would mean around 30 more cars using Middleton Avenue. At the start and end of the school day the road is already congested with parent's cars, resident's cars and a school bus. Adding to these would increase the already appreciable likelihood of an accident involving a school child.

Yours sincerely,

Angela Palmer PhD.

## Latham, James

---

**From:** Turner, Andrew  
**Sent:** 10 September 2019 15:05  
**To:** Neighbourhood Planning Team  
**Subject:** RE: Ross on Wye Regulation 16 submission neighbourhood development plan consultation

### RE: Ross on Wye Regulation submission 16 Neighbourhood Development Plan

Dear Neighbourhood Planning Team,

Apologies for the delay in my response. I refer to the above and would make the following comments with regard to the above proposed development plan.

It is my understanding that you do not require comment on Core Strategy proposals as part of this consultation or comment on sites which are awaiting or have already been granted planning approval.

Having reviewed records readily available, I would advise the following:

#### 5.3 Allocated Sites

- Ordnance survey historical plans indicate the four '*allocated sites*' (policy 5.3) indicated in purple on 'Figure 21: *Ross-on-Wye Neighbourhood Plan Development Strategy and Sites*' appear to have had no previous historic potentially contaminative uses.

#### 5.4 Other Sites Supported by the NDP

- **5B.1 The Chase**

Ordnance survey historical plans indicate site '*5B.1 The Chase*' has had no previous historic potentially contaminative uses.

- **5B.2 Broadmeadows/Tanyard**

I can confirm the following with regard to potentially contaminative uses at Broadmeadow and Tanyard Lane (policy 5B.2) indicated in green in '*Figure 21: Ross-on-Wye Neighbourhood Plan Development Strategy and Sites*':

**Broadmeadow:** Ordnance survey historical plans indicate a former coal yard, dismantled railway and garage was situated within the boundary of the allocated site.

**Tanyard Lane:** Ordnance survey historical plans indicate a laundry and former sawmills to the west of the site. Following investigation and assessment, a remediation project was undertaken at Tanyard lane to address risks associated with the historical use of these sites.

With the above in mind, we would recommend we be contacted at an early stage if this site is considered worthwhile to progress.

Any future redevelopment of the site would be considered by the Planning Services Division of the Council however, if consulted it is likely this division would recommend any application that is submitted should include, as a minimum, a 'desk top study' considering risk from contamination in accordance with BS10175:2011 so that the proposal can be fully considered. With adequate information it is likely a condition would be recommended such as that included below:

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

a) *a 'desk study' report including previous site and adjacent site uses, potential contaminants arising from those uses, possible sources, pathways, and receptors, a conceptual model and a risk assessment in accordance with current best practice*

b) *if the risk assessment in (a) confirms the possibility of a significant pollutant linkage(s), 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*

c) *if the risk assessment in (b) 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. 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 ensure that the proposed development will not cause pollution to controlled waters or the wider environment.*

2. *The Remediation Scheme, as approved pursuant to condition no. (1) 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 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 ensure that the proposed development will not cause pollution to controlled waters or the wider environment.*

3. *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 ensure that the proposed development will not cause pollution to controlled waters or the wider environment.*

#### *Technical notes about the condition*

1. *I would also mention that 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 2012.*

2. *And as a final technical point, we require all investigations of potentially contaminated sites to undertake asbestos sampling and analysis as a matter of routine and this should be included with any submission.*

- **5B.2 Land East of A40**

Given that no specific site has been identified in the plan I am unable to provide comment with regard to potential contamination.

- **5B.3 Future Primary School Provision**

Given that no specific site has been identified in the plan I am unable to provide comment with regard to potential contamination.

Please note policy number '**5B.2**' has been allocated to two separate sites; '*5B.2 Broadmeadows/Tanyard*' and '*5B.2 Land East of A40*'. To avoid any confusion I would advise that the '*Land East of A40*' site is allocated a different policy number in future NDPs.

General comments:

Developments such as hospitals, homes and schools may be considered 'sensitive' and as such consideration should be given to risk from contamination notwithstanding any comments. Please note that the above does not constitute a detailed investigation or desk study to consider risk from contamination. Should any information about the former uses of the proposed development areas be available I would recommend they be submitted for consideration as they may change the comments provided.

Finally it should be recognised that contamination is a material planning consideration and is referred to within the NPPF. I would recommend applicants and those involved in the parish plan refer to the pertinent parts of the NPPF and be familiar with the requirements and meanings given when considering risk from contamination during development.

These comments are provided on the basis that any other developments would be subject to application through the normal planning process.

Kind regards

Andrew

**Herefordshire.gov.uk**

---

Andrew Turner  
Technical Officer (Air, Land & Water Protection)  
Economy and Place Directorate,  
Herefordshire Council  
8 St Owens Street,  
Hereford.  
HR1 2PJ

29/9/19

Dear Sir or Madam,

Ref. Ross NDP

closing date 7<sup>th</sup> October 2019

Lehane hotel grounds becoming a building site well at the moment some acres off grass bordered by mature trees takes near hundred years to get mature trees a good size of them too also bordering the meadow is a ~~all around~~ flowing all year round flowing stream much loved by Ducks Moorhens Woodpigeon & Badgers I've seen the Badgers there myself in near center of town very good really. Once filled with



houses all this will be gone it  
also used to be the site of the  
Flower show. I'm sure the value  
of the base hotel to Ross its  
people and its owners much better  
left as it is a intown Nature Reserve

Your Faithfully

Over One hundred years Farming  
around Ross Five Farms

Now one small farm mostly lost  
because of Tax

**Latham, James**

---

**From:** Banks, Samantha  
**Sent:** 19 August 2019 11:22  
**To:** Neighbourhood Planning Team  
**Subject:** FW: The Chase Hotel

[Comment for RoW NDP](#)

---

**From:** andy wrighton  
**Sent:** 01 August 2019 13:12  
**To:** Banks, Samantha <Samantha.Banks2@herefordshire.gov.uk>  
**Subject:** Fwd: The Chase Hotel

Sent from my iPhone

Begin forwarded message:

**From:** "Banks, Samantha" <[Samantha.Banks2@herefordshire.gov.uk](mailto:Samantha.Banks2@herefordshire.gov.uk)>  
**Date:** 4 June 2019 at 12:35:25 BST  
**To:** andy wrighton  
**Subject:** **RE: The Chase Hotel**

Dear Mr Wrighton,

Thank you for your email regarding the Ross on Wye Neighbourhood Development Plan and the Chase Hotel.

The plan is not currently on public consultation and any representations will need to be made during the prescribe consultation period in order to be considered by the independent examiner.

The 6 week consultation period is due to commence in early July2019. Can I suggest that you resubmit your representation during the 6 week period, then it will be classified as a 'duly made' objections to be put forward to the examination process.

If you have any further queries, please let feel free to contact us

Kind regards

Sam

Samantha Banks  
Neighbourhood Planning Manager  
Neighbourhood Planning Team  
Environment and Place Directorate  
Herefordshire Council  
Plough Lane  
Hereford  
HR4 0LE

Tel: 01432 261576

email: [sbanks@herefordshire.gov.uk](mailto:sbanks@herefordshire.gov.uk)  
[www.herefordshire.gov.uk/neighbourhoodplanning](http://www.herefordshire.gov.uk/neighbourhoodplanning)

Any opinion expressed in this e-mail or any attached files are those of the individual and not necessarily those of Herefordshire Council.

This e-mail and any attached files are confidential and intended solely for the use of the addressee. This communication may contain material protected by law from being passed on. If you are not the intended recipient and have received this e-mail in error, you are advised that any use, dissemination, forwarding, printing or copying of this e-mail is strictly prohibited. If you have received this e-mail in error please contact the sender immediately and destroy all copies of it.

-----Original Message-----

From: andy wrighton  
Sent: 24 May 2019 13:33  
To: Banks, Samantha <[Samantha.Banks2@herefordshire.gov.uk](mailto:Samantha.Banks2@herefordshire.gov.uk)>  
Subject: The Chase Hotel

Dear Miss Banks,

I am contacting you regarding the proposed development on the site of the Chase Hotel in Ross-On-Wye. As a local resident I am disappointed that this site could even be considered for housing development.

I have been in contact with councillor Harry Bramer, who has informed me that the grounds of the hotel could be designated as a local green space. Having looked into what that means I believe he is right.

I therefore ask that you consider this land as local green space in the neighbourhood development plan. I hope the Hotel and it's grounds can be secured so that local residents can continue to enjoy it.

Thank you for your time taken to read this.

Kind regards,

Andrew wrighton

Sent from my iPad

Bob and Judy Burcher

Neighbourhood Planning Team  
Planning Service  
PO Box 4  
Herefordshire  
HR1 2ZB

1<sup>st</sup> September 2019

Dear Neighbourhood Planning Team,

**Reference: Ross-on-Wye Neighbourhood Development Plan (RNDP)  
Stoney Stile/Hawthorn Field Site**

The Ross neighbourhood Development plan provides a balanced approach to the development of Ross-on-Wye over the next ten years. There is a recognition of the need for green spaces, some housing development and addresses the lack of allotments within the town. It recognises the character of the town as a market town and as a visitor destination, also giving space for business and employment.

With specific reference to the **Stoney Stile/ Hawthorn Field Site** we would have considered the site as a green space to be our preferred option. Should this be deemed not an option then the RNDP thoroughly addresses the key issue that surround this site. The RNDP protects the character of the area by keeping it within Character 9, retains footpaths, recommends allotments (of which there is a shortage) and protects the wildlife corridors, ensuring appropriate development of such a sensitive site close to an area of AONB.

The RNDP also pays special attention to the access to the site, recognising current traffic issues. To this end, it is good that the plan restricts development in this area until Ashfield Park Primary School is relocated. Access to the west of the town is already difficult via Copse Cross Street or Alton Street and roads around the Stoney Stile/ Hawthorn Field Site. The only vehicular access to the site is via Middleton Avenue which is already congested.

If and when the Primary School is relocated in the future then the RNDP still protects the site from inappropriate development.

As a result we feel that the RNDP has addressed the concerns of the residents of Ross-on-Wye and the particular concerns of the Stoney Stile/Hawthorn Field site. We would therefore wish to fully support the acceptance of the RNDP.

Yours sincerely,

Robert L Burcher

Judith D Burcher

## Latham, James

---

**From:** Donotreply  
**Sent:** 03 September 2019 18:13  
**To:** Neighbourhood Planning Team  
**Subject:** A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	
Postcode	
First name	Clare
Last name	West
Which plan are you commenting on?	Ross on Wye
Comment type	Support
Your comments	I think the objectives and analysis set out are largely positive and of benefit to the town, and I am impressed that many of the actions are already happening thanks to the enthusiasm and dedication of local volunteers. I would underline the importance of new primary school and primary health care facilities to support the very welcome increase in family homes.

---

# Camanoe Estates Limited

---

The Glebe  
Ashfield Park Road  
Ross-on-Wye  
Herefordshire  
HR9 5AS



Tel: 01989-766121  
Fax: ~~01989-766141~~

2<sup>nd</sup> October 2019

Neighbourhood Planning Team  
Planning Services  
PO Box 4  
Herefordshire  
HR1 2ZB

**BY EMAIL AND POST**

Dear Sir or Madam

Please accept this letter as my representation to the Ross-on-Wye Neighbourhood Development Plan. My company is the landowner of 'The Chase' site and I am writing in general support of the NDP.

The NDP explains correctly that 'The Chase' site is private and with no public access or use. The Chase Hotel is now closed as a hotel and ceased to operate entirely on the 20<sup>th</sup> September 2019. It presently has no active use and redevelopment of the site would therefore lead to multiple benefits, including allowing public access.

I am pleased to note that the NDP confirms that both the Core Strategy and the NDP itself do not object to the redevelopment of the site for residential purposes. However, I would suggest that the NDP allocates the site, given that it talks so supportively of it. It seems slightly unorthodox that the NDP confirms that the site can be developed, but doesn't have a policy which explicitly promotes its development, as is the case for other sites which are allocated by the NDP. Surely in allocating the site there would be more confidence in the NDP both from a developer's perspective and residents?

Section 5.4 of the NDP explains the design criteria for the sites development, which are as follows:-

- The current more modern block of bedrooms for the hotel to be demolished.
- The original main house to be retained and converted primarily for housing use.
- Other compatible uses, for example an on-site café or restaurant could be considered (helping to recover the loss of local and visitor functions).
- All surrounding tree and shrub belts to be retained to limit views into and out of the site.
- The majority of the grassed area east of the main house to be kept as open space.
- Coverage of the site by buildings, roads and parking areas to be kept to a minimum.
- Surfacing in parking areas to be permeable.
- No building heights to exceed the height of the top of the original main house.
- Lighting on site to be low key and downward facing.
- Public access to parts of the site (notably around the ponds) to be considered.

I am pleased to confirm that a development which delivers the above can be achieved on the site and my company would ensure that our planning application complies.

I hope the above is of assistance to you in considering the matter, but please let me know if you require anything further.



Simon A J Porter

**From:** Derek Haselden  
**Sent:** 10 September 2019 15:30  
**To:** Neighbourhood Planning Team  
**Subject:** Ross Neighbourhood Development Plan

I wish formally to comment under the Regulation 16 consultation on two sections of the Ross Neighbourhood Development Plan. If this email is not acceptable as a formal comment then please do let me know what I need to do. My comments are as follows :

#### **Section 5A.4 The Ryefield Centre Allocation**

I support sensible development of this site but object to the idea of traffic, particularly from 12 housing units, being routed along Ryefield Road. Ryefield Road has a difficult junction with Gloucester Road which is a main thoroughfare where traffic is often speeding along a straight section. By contrast the Ryefield Centre has its own 20 space parking area which is totally separate from the parking at the Larruperz Centre and is, and always has been, routed through Grammar School Close without any difficulty. Indeed in the heyday of the Ryefield Centre the Ryefield Centre parking was often overfilled and no traffic problems were ever apparent. A development of 12 housing units on the Ryefield Centre site would not generate any more traffic than was previously generated by The Ryefield Centre and routed through Grammar School Close without any difficulty. By contrast Ryefield Road already carries a great deal of traffic from Weston Grove and North Road and additional traffic would be very likely to cause real problems, especially given the difficult junction with Gloucester Road. Beechwood and other relatively recent housing developments on the old grammar school site all have their traffic routed through Grammar School Close again without causing any problems. All traffic from any development at the Ryefield Centre should continue to be routed through Grammar School Close with pedestrian access only to Ryefield Road (and not the other way round) exactly as was done with Beechwood, presumably for the reasons set out above.

#### **Section 5B.1 The Chase**

The conditions which the NDP would place on any development proposals for The Chase site are insufficient. Development of the site has implications for the viability and long term protection of a seriously important heritage asset in a conservation area in the town centre and as such seems likely to be contrary to Herefordshire Council's Core Strategy policies SS1, SS6, RW1, E5, E6, LD1 and LD4 and the heritage aims and objectives of the National Planning Policy Framework.

Any significant housing development on this site would seem necessarily not to represent a suitable or appropriate response to context in terms of its resulting appearance and layout and would inevitably fail to maintain or enhance the character and appearance of the locality which is in a conservation area in the centre of a historic market town. As such any proposal including significant housing development would appear to be contrary to Herefordshire Core Strategy policies SS6, RW1, LD1 and SD1 and the objectives of the National Planning Policy framework.

The NDP includes no reference to, or restrictions on the potential impact of any development on the highway network in Ross-on-Wye which is likely to cause significant problems in a small market town.



Though the existing draft of the NDP makes reference to the need for Heritage, Landscape and Ecology Assessments to be made it does not take on board that the existing site, both the open grounds and lake, and the hotel building itself, form a beautiful, peaceful, tranquil space in an otherwise busy town. Apart from providing a superb vista of a quiet, natural, green space the grounds are also a refuge for a host of wildlife and it is always a joy to see the geese and swans when they visit, not to mention the countless other species that occupy the site. And of course the hotel building is of historical significance for the town, not just in terms of its architecture but especially its role. Consequently I submit that it is of the utmost importance that all steps be taken to preserve this jewel for the town and future generations. The NDP currently states that designating all of the existing open grounds as Local Green Space is not viable, though it does not explain why. For my part I wholeheartedly support designating all of the existing open grounds as Local Green Space for the reasons I have given.

Derek Haselden

## Latham, James

---

**From:** Norman Ryan <Ryan.Norman@dwrcymru.com>  
**Sent:** 03 October 2019 10:43  
**To:** Neighbourhood Planning Team  
**Subject:** RE: Ross on Wye Regulation 16 submission neighbourhood development plan consultation  
**Attachments:** DCWW consultation response - Ross on Wye Neighbourhood Plan 03 01 19.pdf;  
RE: FW: Formal Notice of Consultation; Regulation 14, Ross on Wye NDP

Dear Sir/Madam,

I refer to the below consultation and would like to thank you for consulting Welsh Water.

As you may be aware, we were consulted as part of the Regulation 14 consultation in late 2018, and despite submitting our representation (attached for your consideration) late were assured that it would be considered (see attached).

We note that none of our comments have not been taken account of in the Neighbourhood Plan, and would as such recommend that they are given consideration and included if it is felt their inclusion would be useful.

Kind regards,



**Ryan Norman**  
**Lead Forward Plans Officer | Developer Services | Dwr Cymru Welsh Water**  
Linea | Cardiff | CF3 0LT | T: 0800 917 2652 | [www.dwrcymru.com](http://www.dwrcymru.com)

*We will respond to your email as soon as possible but you should allow up to 10 working days to receive a response. For most of the services we offer we set out the timescales that we work to on our Developer Services section of our website. Just follow this link <http://www.dwrcymru.com/en/Developer-Services.aspx> and select the service you require where you will find more information and guidance notes which should assist you. If you cannot find the information you are looking for then please call us on 0800 917 2652 as we can normally deal with any questions you have during the call.*

*If we've gone the extra mile to provide you with excellent service, let us know. You can nominate an individual or team for a Diolch award through our [website](#).*

---

**From:** Neighbourhood Planning Team <neighbourhoodplanning@herefordshire.gov.uk>  
**Sent:** 12 August 2019 14:47  
**Subject:** Ross on Wye Regulation 16 submission neighbourhood development plan consultation

\*\*\*\*\* External Mail \*\*\*\*\*

Dear Consultee,

Ross on Wye Town Council have submitted their Regulation 16 Neighbourhood Development Plan (NDP) to Herefordshire Council for consultation.

The plan can be viewed at the following link: [https://www.herefordshire.gov.uk/directory\\_record/3101/ross-on-wye\\_neighbourhood\\_development\\_plan](https://www.herefordshire.gov.uk/directory_record/3101/ross-on-wye_neighbourhood_development_plan)

Once adopted, this NDP will become a Statutory Development Plan Document the same as the Core Strategy.

The consultation runs from 12 August 2019 to 7 October 2019.

Ross-on-Wye Neighbourhood Plan

Enquiries: Rhys Evans/Ryan Norman  
0800 917 2652

Sent via email  
3<sup>rd</sup> January 2019

Dear Sir/Madam,

## **REGULATION 14 PUBLIC CONSULTATION ON ROSS-ON-WYE NEIGHBOURHOOD PLAN, DECEMBER 2018**

I refer to your email dated the 8<sup>th</sup> November 2018 regarding the above consultation. Welsh Water appreciates the opportunity to respond and would like to apologise for missing the deadline for comments of 21<sup>st</sup> December 2018. We offer the following representation which we hope you will consider in your deliberations:

Given that the Neighbourhood Plan has been prepared in accordance with the Herefordshire Council Core Strategy, we are generally supportive of the aims, objectives and policies set out.

### **Lower Cleeve Wastewater Treatment Works (WwTW)**

The settlement of Ross-on-Wye is served by our Lower Cleeve Wastewater Treatment Works (WwTW). As you may be aware, we are in the process of undertaking reinforcement works to the WwTW to create additional headroom for new development and growth.

These works are due for completion by the end of our current Capital Investment Programme (AMP7), and as such we have been advising the Council to implement a Grampian style planning condition of 31<sup>st</sup> March 2020 on new development to ensure that there is sufficient headroom available at the WwTW. Following this date, the foul flows from the housing growth proposed within the Neighbourhood Plan (aside from that already committed through extant planning consents) can be accommodated.

We note that there is no specific reference within the Neighbourhood Plan to the above and as such, recommend that it is paraphrased within the document.

### **Site allocations**

With regard to the housing growth proposed over the Neighbourhood Plan period, aside from the commitments we understand that there are five proposed allocations and would advise the following:

#### **Wastewater treatment – ALL SITES**

As stated above, we are currently advising a Grampian style planning condition of 31<sup>st</sup> March 2020 in order to ensure there is sufficient headroom at the WwTW following the completion of the

reinforcement works at the WwTW. Following this date, the foul-only flows from the development proposed in the Neighbourhood Plan can be accommodated.

*5A.1 – Cleeve Field - <20 units*

Water supply

There are no issues in providing a supply of water to this site.

Sewerage

There are no issues with the public sewerage network accommodating the foul-only flows from the site.

*5A.2 – Merrivale - <36 units*

Water supply

There are no issues in providing a supply of water to this site.

Sewerage

There are no issues with the public sewerage network accommodating the foul-only flows from the site, though off-site sewers will be required to connect to the existing network.

*5A.3 – Stoney Stile - <15 units*

Water supply

There are no issues in providing a supply of water to this site.

Sewerage

There are no issues with the public sewerage network accommodating the foul-only flows from the site.

*5A.4 – The Chase Hotel - <12 units*

Water supply

There are no issues in providing a supply of water to this site.

Sewerage

There are no issues with the public sewerage network accommodating the foul-only flows from the site. The site is traversed by a 300mm combined public sewer and a 675mm combined public sewer for which protection measures will be required in the form of easement widths or diversions.

*5A.5 – The Ryefield Centre - <12 units*

Water supply

There are no issues in providing a supply of water to this site.

## Sewerage

There are no issues with the public sewerage network accommodating the foul-only flows from the site.

We hope that the above information will assist you as you continue to progress the Neighbourhood Plan. In the meantime, should you require any further information please do not hesitate to contact us at [Forward.Plans@dwrwymru.com](mailto:Forward.Plans@dwrwymru.com) or via telephone on 0800 917 2652.

Yours faithfully,

Ryan Norman  
**Forward Plans Officer**  
**Developer Services**

## Latham, James

---

**From:** Norman Ryan <Ryan.Norman@dwrcymru.com>  
**Sent:** 07 January 2019 07:55  
**To:** Melvin REYNOLDS  
**Subject:** RE: FW: Formal Notice of Consultation; Regulation 14, Ross on Wye NDP

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Melvin,

Many thanks for confirming this.

If you require any further info, please let me know.

Kind regards,

Ryan

-----Original Message-----

From: Melvin REYNOLDS [mailto:chair@rossneighbourhoodplan.org.uk]  
Sent: 04 January 2019 16:17  
To: Norman Ryan <Ryan.Norman@dwrcymru.com>  
Subject: Re: FW: Formal Notice of Consultation; Regulation 14, Ross on Wye NDP

\*\*\*\*\* External Mail \*\*\*\*\*

Dear Ryan,

A quick note to assure you that your comments to the Ross NDP have been received and are logged for disposition by the Steering Group.

Yours,

Melvin.

In mail of Fri, 4 Jan 2019 09:23:46, finance <finance@rosstc- herefordshire.gov.uk> wrote:

>From: Norman Ryan <Ryan.Norman@dwrcymru.com>  
>Sent: 03 January 2019 16:05  
>To: finance <finance@rosstc-herefordshire.gov.uk>  
>Subject: RE: Formal Notice of Consultation; Regulation 14, Ross on Wye  
>NDP  
>  
>Dear Sir/Madam,  
>  
>I refer to the below consultation and would like to thank you for  
>allowing Welsh Water the opportunity to respond.  
>  
>Apologies for missing the deadline of 21st December, but please see  
>attached representation which I hope you are able to consider in your  
>deliberations.

>  
>If you require any further information, please let me know.  
>  
>Kind regards,  
>  
>[cid:image002.png@01D274B7.EC381020]  
>  
>Ryan Norman  
>  
>Forward Plans Officer | Developer Services | Dwr Cymru Welsh Water  
>  
>Linea | Cardiff | CF3 0LT | T: 0800 917 2652| [www.dwrcymru.com](http://www.dwrcymru.com)<[http://w  
>www.dwrcymru.com/en/Developer-Services.aspx](http://www.dwrcymru.com/en/Developer-Services.aspx)>  
>  
>  
>  
>[ A MIME application / pdf part was included here. ] [ saved as "E:\My  
>Documents\NeighbourhoodPlan\R14 process\Comments\Ross NDP R14 Comment  
>RN-DCWW\_em0103.pdf" ]

--  
Melvin Reynolds  
Chair, Ross-on-Wye Town Council's Neighbourhood Plan Sub Committee  
facebook: <https://www.facebook.com/RoWNdP>  
web: <http://www.rosstc-herefordshire.gov.uk>

## Latham, James

---

**From:** Donotreply  
**Sent:** 28 August 2019 11:42  
**To:** Neighbourhood Planning Team  
**Subject:** A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	
Postcode	
First name	Elinor
Last name	Greenacre
Which plan are you commenting on?	Ross on Wye Neighbourhood Plan; Chase Hotel
Comment type	Support
Your comments	Having looked in detail at the plans for the Chase Hotel I would like to offer my support for the scheme. It is well thought out and in my view meets the criteria for new build within the Ross on Wye Neighborhood Plan. I do understand many peoples objections but the hotel is not financially viable and investment would need to be on such a large scale that it is not practical from a business point of view. The plans for the existing building and new housing on site are sensitive and in keeping with the beautiful location and I feel would be a great asset to the town.



## Latham, James

---

**From:** emma swann  
**Sent:** 13 August 2019 20:11  
**To:** Neighbourhood Planning Team  
**Subject:** Ross NDP

Dear Sirs,

>I am writing to provide my opposition to the proposed development of 35  
>houses on 1.25 ha of open countryside at Greytree and its inclusion in  
>the Neighbourhood Development Plan. My reasons are as follows:

>

>The field is in the Wye Valley Area of Outstanding Natural Beauty that  
>defines the edge of the settlement boundary between Greytree and  
>Netherton/Brampton Abbots. The National Planning Policy Framework  
>states at paragraph 115 that "Great weight should be given to  
>conserving landscape and scenic beauty in Areas of Outstanding Natural  
>Beauty which have the highest status of protection." To build on this  
>site is to build on open countryside which would have to pass one of  
>the highest and most stringent legal tests or would otherwise breach  
>national planning policy.

>

>This land is not and has never been included in the Neighbourhood  
>Development Plan for Ross-on-Wye that has been drafted to cover the  
>period until 2031. Sufficient housing sites have already been  
>allocated together with a contingency. All 900 houses required by  
>Herefordshire Council to be built in Ross-on-Wye already have  
>permission or have been built.

>

>The proposed housing development will destroy the landscape and scenic  
>views. Building 2 storey houses on the summit of a hill will ensure  
>that the 35 new houses will be clearly visible through and above the  
>trees in the woodland to local residents and the public enjoying  
>countryside walks in an AONB. The Urban Fringe Sensitivity Analysis  
>2010 recognises that "building housing on the summit of a hill will  
>exacerbate harm" encroaching on to irreplaceable landscape.

>

>The plan is not sustainable particularly as Second Avenue is unsuitable  
>as an access route for the likely additional 70+ cars that the plan  
>would generate. Herefordshire Council's Strategic Housing Land  
>Availability Assessment 2011 corroborates this view. It states that "  
>Access off First and Second Avenues would not be suitable" for  
>development and the situation has worsened since 2011. Brampton Road  
>is in part single lane and being of rural character and used by farmers  
>with tractors is already difficult to pass in places and totally  
>unsuitable for any increase in traffic.

>

>The use of the site will detrimentally affect the lives of local  
>residents with increased noise and disruption and loss of tranquillity.  
>The extension of housing in to the open countryside may adversely  
>affect the local wildlife. It will undoubtedly increase light  
>pollution from artificial light on an intrinsically dark landscape.

>

>I hope that you will take on board these comments and all others from  
>local residents demonstrating a clear consensus against these plans.

>

>Yours sincerely,

>

>Emma Swann

Herefordshire Council  
Neighbourhood Planning  
Plough Lane  
Hereford  
HR1 2ZB

**Our ref:** SV/2018/109876/OR-  
38/PO1-L01

**Your ref:**

**Date:** 03 October 2019

**F.A.O: Mr. James Latham**

Dear Sir

### **ROSS ON WYE REGULATION 16 NEIGHBOURHOOD PLAN**

I refer to your email of the 12 August 2019 in relation to the above Neighbourhood Plan (NP) consultation. We have reviewed the submitted document and would offer the following comments at this time. It should be noted that the comments below broadly reiterate those made in our response to the Regulation 14 consultation.

As part of the adopted Herefordshire Council Core Strategy updates were made to both the Strategic Flood Risk Assessment (SFRA) and Water Cycle Strategy (WCS). This evidence base ensured that the proposed development in Hereford City, and other strategic sites (Market Towns), was viable and achievable. The updated evidence base did not extend to Rural Parishes at the NP level so it is important that these subsequent plans offer robust confirmation that development is not impacted by flooding and that there is sufficient waste water infrastructure in place to accommodate growth for the duration of the plan period. Ross-On-Wye did form part of the Place Shaping portion of the Core Strategy, including the Hildersley allocation (RW2), which confirmed that the 'additional housing requirements will be met through the development of smaller non-strategic sites....and the allocation of sites through a Neighbourhood Development Plan'.

**Development and Flood Risk:** Whilst the four housing allocations (5A.1 – 5A.4) within the Plan are within Flood Zone 1, the low risk zone, we would re-iterate concern in relation to the 'Broadmeadows/Tanyard' site (5B.2). It is unclear of the precise status of this site within the NP as it is separated from 5A.1 – 5A.4.

This appears to be a large site with a mix of residential and employment land proposed and falls primarily within Flood Zone 3, the high risk zone. The northern portion of the site also has significant contamination issues which are further referenced below. Pages 93-98 of the NP details the site along with a separate document in the associated evidence folder. However there is no significant assessment of flood risk

Environment Agency  
Hafren House, Welshpool Road, Shelton, Shropshire, Shrewsbury, SY3 8BB.  
Customer services line: 03708 506 506

[www.gov.uk/environment-agency](http://www.gov.uk/environment-agency)

Cont/d..

within the submission to confirm whether this is a viable allocation. To demonstrate that this is suitable site to deliver housing/employment we would expect a robust assessment of all sources of flood risk. In the absence of such assessment/evidence we would raise soundness concerns relating to this site, its deliverability, and justification within the plan.

The associated SEA Environmental Report (July 2019, Section 5.6) notes that 'There remains some uncertainty over the delivery of the Broadmeadows /Tanyard Lane site which means that it would be difficult to allocate the site at this time. The baseline is also showing some uncertainty as some technical information is still to be resolved'. Para 5.8 of the same report states that Option 2A (allocate major sites deemed suitable and deliverable) as oppose to the Option (2B) which includes Broadmeadows/Tanyard.

Any allocation of this site would likely require detailed flood modelling, including the latest climate change allowances, to demonstrate it can be developed safely without impact on third parties (and flood risk betterment offered for existing residents of the Town). We are aware that flood risk in this area is complex and convoluted and this may be a good opportunity to gain a fuller understanding of flooding across this part of the Town with a view to offering strategic flood risk solutions. The Ross-On-Wye Flood Alleviation Scheme (FAS) operates in this location which is managed and maintained by Herefordshire Council, as the Lead Local Flood Authority (LLFA).

In consideration of the above, should you wish to progress with the potential allocation, I would recommend discussions with Herefordshire Council and their Neighbourhood Planning/Forward Planning/Drainage Teams who may be able to assist in the above assessment work as part of their ongoing Level 2 Strategic Flood Risk Assessment (SFRA) work. The Environment Agency could also feed into any further discussions on the development of this site to ensure flood improvements in this area can be delivered.

We also note further reference to a site on Land East of A40 (shown as '?' on the map). We are unable to comment on this in any great detail as the boundary appears to be, as of yet, unspecified. However it is likely that the site will also lie partially within Flood Zone 3. There may be scope to consider this site and the Broadmeadows/Tanyard plot in tandem with regards flood modelling and strategic flood risk betterment/solutions for the Ross-on-Wye. Again, we would recommend more detailed discussions with both Herefordshire Council and ourselves to explore these options. However, at this time, there is no sufficient evidence to support their inclusion with the Plan.

Notwithstanding the above it should be noted that allocation 5B.1 (The Chase Hotel) is bordered to the east by an ordinary watercourse and falls under the jurisdiction of Herefordshire Council and the LLFA. Whilst the site is shown to fall within Flood Zone 1 (low risk) there may be flood risk associated with the ordinary watercourse that is not shown on the Flood Map. We would therefore recommend discussions with the Land Drainage team at the Council (LLFA).

**Note** - Climate change allowances: The NPPG refers to Environment Agency guidance on considering climate change in planning decisions which is available online: <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>. This has been updated and replaces the September 2013 guidance. Any assessment to inform developability of the allocated sites will need to consider advice within our area 'Climate Change Allowances for planning' guidance.

In consideration of the above we would therefore raise concern at the lack of consideration of flood risk within the NP. In conformity with both the National Planning

Policy Guidance (NPPG) and Herefordshire Councils Adopted Core Strategy (Policy SD3) we would expect adherence to a Sequential approach to flood risk with all built development being located within Flood Zone 1, the low risk Zone, in the first instance. We would also expect a specific Water Management Policy that addresses matters relating to flood risk along with groundwater impacts and waste water.

**Groundwater and protection of controlled waters:** Groundwater is important. It supplies public water supply and local private water supply abstractors and river base-flows to the local watercourse within the NP area. However, but pollution and demands for water puts the resource under increasing pressure.

From a groundwater perspective, the plan needs to promote the protection of groundwater resources and re-development of Brownfield sites (contaminated land). The potential impact on groundwater resources/ water environment including rivers from land-use redevelopment including Brownfield redevelopment sites will need to be considered with a flag to more detail as a part of the development (planning application) process.

The sensitive setting of Ross-on-Wye in terms of groundwater protection needs to be highlighted and considered within the NP. A significant portion of the Town, including Site Allocations 5A.2, 5A.4 5B.1, is located within Source Protection Zone 1 (inner protection zone) for a public supply borehole.

Please refer to The Environment Agency's Groundwater Protection Position Statements for further guidance, particularly with regard to SPZ1.

<https://www.gov.uk/government/publications/groundwater-protection-position-statements>

Despite the broad recognition in the SEA report of the need for groundwater protection and remediation of land affected by contamination, there are no references to the local constraints/considerations for the area, these primarily being the SPZ1. There needs to be more emphasis on these groundwater protection aspects including land quality, the need for appropriate distribution of development (land use), drainage and foundation design etc. It is only in relation to the Tanyard/Broadmeadow sites are these issues acknowledged. As stated above we would recommend a Policy be included to address water management issues, including flood risk, waste water and the potential impact on controlled waters.

With reference to the use of SuDs, including parking, it is important to ensure, given the majority of the area lies within SPZ1, that it clear that such systems should only be used for appropriate non contaminative land uses and where ground conditions are appropriate (clean ground and sufficient depth to water table). Our Groundwater Position Statements state that 'Where infiltration SuDS are proposed for anything other than clean roof drainage in a SPZ1, a hydrogeological risk assessment should be undertaken, to ensure that the system does not pose an unacceptable risk to the source of supply'.

Where a site is on previously contaminated land, the potential for contamination and any risks arising from development activities should be properly assessed and the development must incorporate any necessary remediation and subsequent management measures to deal with unacceptable risks.

As stated above there are significant contaminative constraints associated with the Broadmeadows and Tanyard Site. The 'Broadmeadow and Tanyard in Detail' document

states that 'There is known contamination on the Tanyard Lane field resulting from the previous sawmill just to the north and further contamination may be discovered on the south west of the Tanyard field because that was the location of a tannery.' This may be incorrect as the understanding was that historical records show the tannery to be located to the south east. Further consideration of these aspects will be required.

'Sewerage and water table issues apply across all of the site'. It is correct to say that the water table in the area is relatively shallow. Consequently this requires consideration in terms of foundation design, drainage. Broadmeadows was a former saw mill and there is therefore the potential for significant contamination to be present. Sensitive remediation will be required due to its location in SPZ1/2, the presence of shallow groundwater and proximity to streams. Careful design drainage and foundations will be required.

It is stated that 'Remediation work has been completed in relation to contamination from the old laundry site to the north, though this has not yet been signed off by professional officers'. In the main document it is stated that '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'. It perhaps needs to be clarified that remediation of the Laundry and sawmill sites has been undertaken along with parts of the main field. However as noted above, validation monitoring is incomplete and it is not possible to comment on any further required remedial actions and whether the works are sufficiently protective of the environment. Careful design of drainage and foundations will also be required. Human health aspects that would need to be considered in relation to contamination issues.

Section 5.4.6 states that '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'. It should be noted that whilst remediation has been undertaken, this has been through voluntary action and designed to provide environmental betterment. A complete validation sampling programme has not been completed to date. It should also be acknowledged that for any such site a residual environmental risk/landowner liability will remain despite any remedial works. For sites where land is affected by contamination, the remediation and validation undertaken through the planning regime should be such that the land will not be subject to an Inspection under Part 2A of the Environmental Protection Act 1990 (due to remaining unacceptable risks posed by land contamination).

The development proposals include a possible balancing pond in the west (Option 1) or the creation of a linear flood storage area along the length of the Rudhall brook (Option 2). Given the contamination issues associated with the site, along with impacts on flood flows/storage, this would have to be carefully considered in any proposals.

Similarly section 5.1.6 of the NP acknowledges that 'there are (inter alia) serious flooding and possible contamination issues around the development of the extremely important Broadmeadows/Tanyard area, it is considered that innovative technical solutions and the appropriate quantum and type of development could generate the funding necessary to deal with the challenges'. In light of the significant constraints detailed above, both in relation to flood risk and impact on controlled waters, the allocation of this site in any form may, at this time, be problematic and will certainly require significant and robust assessment work to arrive at these solutions prior to being a viable allocation.

**Water Quality/Foul Water Drainage:** With regards to foul drainage all new development throughout the Plan area should be assessed against the capacity of local

infrastructure. In this instance we would expect consultation with Welsh Water to ensure that the scale of development can be accommodated. As you are aware, as part of the WSC update/addendum, an assessment of Sewage Treatment Works within the County was undertaken with data collated by both Welsh Water and ourselves. The Plan should make reference to this information to provide re-assurance that there is adequate foul infrastructure to accommodate growth throughout the plan period.

**Water Framework Directive (WFD):** The EC Water Framework Directive European Union 2000 Commits all EU member states to achieve good qualitative and quantitative status of all water courses by 2027 Aims for 'good status' for all ground and surface waters (rivers, lakes, transitional waters, and coastal waters) in the EU.

The Rudhall Brook (Rudhall Bk – Source to confl R Wye - GB109055029730), which flows along the north of the town, is currently at 'good status'. In line with the above we would expect development in Ross-on-Wye to have no detrimental impact on the watercourse and, where possible, aid in it achieving 'good status' by 2027.

**Conclusion:** In light of the issues raised above we would express soundness concerns specifically around the Broadmeadow and Tanyard site (5B.2) and land to the East of the immediate east ('?') due to the lack of robust evidence to support any such allocations (although we note that they are not a fully formed allocations). We would also expect for those other, more developed, allocations (5A.2, 5A.4 and 5B.1) greater consideration of the impact of development upon the area of SPZ1 in which they are located. We would recommend consideration of a specific water management policy that could compliment Core Strategy Policy SD3 (Sustainable Water Management) with locally specific issues such as, for example, SPZ1.

**Meeting and/or detailed document review:** Please note that the Environment Agency currently operate a Cost Recovery service for all meetings and document reviews outside of the formal statutory process. We would be happy, in the first instance, to attend a free preliminary meeting between Herefordshire Council (strategic and neighbourhood planning), their Drainage Team, and yourselves to discuss these issues. Should you wish to discuss the proposals further or for us to review technical reports, outside of the formal statutory process, this will incur a charge.

Yours faithfully

**Mr. Graeme Irwin**  
**Senior Planning Advisor**  
Direct dial: 02030 251624  
Direct e-mail: [graeme.irwin@environment-agency.gov.uk](mailto:graeme.irwin@environment-agency.gov.uk)

Neighbourhood Planning Team  
Planning Services  
PO Box 4  
Hereford  
HR1 2ZB

By email only to: [neighbourhoodplanning@herefordshire.gov.uk](mailto:neighbourhoodplanning@herefordshire.gov.uk)

Dear Sir or Madam,

**Re: Ross-on-Wye Neighbourhood Plan – Regulation 16 consultation**

This letter provides Gladman's representations in response to the draft submission version of the Ross-on-Wye Neighbourhood Plan (RoWNP) under Regulation 16 of the Neighbourhood Planning (General) Regulations 2012. This letter seeks to highlight the issues with the Plan as currently presented and its relationship with national and local planning policy. Gladman has considerable experience in neighbourhood planning, having been involved in the process during the preparation and examination of numerous plans across England, it is from this experience that these representations have been prepared.

**Legal Requirements**

Before a neighbourhood plan can proceed to referendum it must be tested against a set of basic conditions set out in §8(2) of Schedule 4b of the Town and Country Planning Act 1990 (as amended). The basic conditions that the RoWNP must meet are as follows:

- (a) Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the order.
- (d) The making of the order contributes to the achievement of sustainable development.
- (e) The making of the order is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).
- (f) The making of the order does not breach, and is otherwise compatible with, EU obligations.
- (g) The making of the neighbourhood plan does not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017.

**Revised National Planning Policy Framework**

On the 24<sup>th</sup> July 2018, the Ministry of Housing, Communities and Local Government (MHCLG) published the revised National Planning Policy Framework. The first revision since 2012, it implements 85 reforms announced previously through the Housing White Paper. On 19<sup>th</sup> February 2019, MHCLG published a further revision to the NPPF (2019) and implements further changes to national policy.

§214 of the revised Framework makes clear that the policies of the previous Framework will apply for the purpose of examining plans where they are submitted on or before 24<sup>th</sup> January 2019. Clearly, submission of the RoWNP occurred after this date, and the comments below reflect the relationship between Neighbourhood Plans and the National Planning Policy Framework adopted in 2018 and corrected in February 2019.

### **National Planning Policy Framework and Planning Practice Guidance**

On 24<sup>th</sup> July 2018, the Ministry of Housing, Communities and Local Government (MHCLG) published the Revised National Planning Policy Framework (NPPF2018). This publication forms the first revision of the Framework since 2012 and implements changes that have been informed through the Housing White Paper, The Planning for the Right Homes in the Right Places consultation and the draft NPPF2018 consultation. On 19<sup>th</sup> February 2019, MHCLG published a further revision to the NPPF (2019) and implements further changes to national policy.

The Revised Framework sets out the Government's planning policies for England and how these are expected to be applied. In doing so it sets out the requirements of the preparation of neighbourhood plans within which locally-prepared plans for housing and other development can be produced. Crucially, the changes to national policy reaffirm the Government's commitment to ensuring up to date plans are in place which provide a positive vision for the areas which they are responsible for to address the housing, economic, social and environmental priorities to help shape future local communities for future generations. In particular, paragraph 13 states that:

**“The application of the presumption has implications for the way communities engage in neighbourhood planning. Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.”**

Paragraph 14 further states that:

**“In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided all of the following apply:**

- a. The neighbourhood plan became part of the development plan two years or less before the date on which the decision is made;**
- b. The neighbourhood plan contains policies and allocations to meet its identified housing requirement;**



- c. The local planning authority has at least a three-year supply of deliverable housing sites (against its five-year supply requirement, including the appropriate buffer as set out in paragraph 73); and**
- d. The local planning authority's housing delivery was at least 45% of that required over the previous three years."**

The Revised Framework also sets out how neighbourhood planning provides local communities with the power to develop a shared vision for their area in order to shape, direct and help deliver sustainable development needed to meet identified housing needs. Neighbourhood plans should not promote less development than set out in Local Plans and should not seek to undermine those strategic policies. Where the strategic policy making authority identifies a housing requirement for a neighbourhood area, the neighbourhood plan should seek to meet this figure in full as a minimum. Where it is not possible for a housing requirement figure to be provided i.e. where a neighbourhood plan has progressed following the adoption of a Local Plan, then the neighbourhood planning body should request an indicative figure to plan taking into account the latest evidence of housing need, population of the neighbourhood area and the most recently available planning strategy of the local planning authority.

In order to proceed to referendum, the neighbourhood plan will need to be tested through independent examination in order to demonstrate that they are compliant with the basic conditions and other legal requirements before they can come into force. If the Examiner identifies that the neighbourhood plan does not meet the basic conditions as submitted, the plan may not be able to proceed to referendum.

### **Planning Practice Guidance**

Following the publication of the NPPF2018, the Government published updates to its Planning Practice Guidance (PPG) on 13<sup>th</sup> September 2018 with further updates being made in the intervening period. The updated PPG provides further clarity on how specific elements of the Framework should be interpreted when preparing neighbourhood plans.

Although a draft neighbourhood plan must be in general conformity with the strategic policies of the adopted development plan, it is important for the neighbourhood plan to provide flexibility and give consideration to the reasoning and evidence informing the emerging Local Plan which will be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested against. For example, the neighbourhood planning body should take into consideration up-to-date housing needs evidence as this will be relevant to the question of whether a housing supply policy in a neighbourhood plan contributes to the achievement of sustainable development. Where a neighbourhood plan is being brought forward before an up-to-date Local Plan is in place, the qualifying body and local planning authority should discuss and aim to agree the relationship between the policies in the emerging Neighbourhood Plan, the emerging Local Plan and the adopted Development Plan<sup>1</sup>. This should be undertaken through a positive and proactive approach working collaboratively and based on shared evidence in order to minimise any potential conflicts which can arise and ensure that policies contained in the neighbourhood plan are not ultimately overridden by a new Local Plan.

---

<sup>1</sup> PPG Reference ID: 41-009-20160211

It is important the neighbourhood plan sets out a positive approach to development in their area by working in partnership with local planning authorities, landowners and developers to identify their housing need figure and identifying sufficient land to meet this requirement as a minimum. Furthermore, it is important that policies contained in the neighbourhood plan do not seek to prevent or stifle the ability of sustainable growth opportunities from coming forward. Indeed, the PPG emphasises that;

**“A wide range of settlements can play a role in delivering sustainable development in rural areas, so blanket policies restricting housing development in some types of settlements will need to be supported by robust evidence of their appropriateness”<sup>2</sup>**

### **Relationship to Local Plan**

To meet the requirements of the Framework and the Neighbourhood Plan Basic Conditions, neighbourhood plans should be prepared to conform to the strategic policy requirements set out in the adopted Development Plan. The adopted Development Plan relevant to the Ross-on-Wye neighbourhood area, and the Development Plan which the RoWNP will need to be tested against is the Herefordshire Core Strategy (HCS). The HCS was adopted in October 2015 and sets out the vision, objectives, spatial strategy and overarching policies to guide development in Herefordshire over the period 2011 – 2031.

Policy SS2 sets out a minimum requirement of 16,500 homes to be delivered over the plan period with a reliance on the rural areas to deliver a minimum 5,300 dwellings through either neighbourhood planning or the emerging Rural Areas and Site Allocations Development Plan Document (RASADPD).

Policy SS3 of the HCS determines that where housing completions fall below the annual requirement this could lead to one of the following mechanisms being introduced;

- A partial review of the Local Plan;
- Preparation of new Development Plan Documents; or
- Utilising evidence from the Strategic Housing Land Availability Assessment to identify additional housing land.

It is therefore important that policies contained in the RoWNP allow for flexibility so that they are able to respond positively to changes in circumstance that may arise over the course of the plan period. This degree of flexibility is required to ensure that the RoWNP is capable of being effective over the duration of its plan period, so it is not ultimately superseded by the emerging Local Plan as s38(5) of the Planning and Compulsory Purchase Act 2004 states that:

---

<sup>2</sup> Paragraph: 009 Reference ID: 67-009-20190722

**“if to any extent, a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approached, or published (as the case may be).”**

### **Ross-on-Wye Neighbourhood Development Plan**

This section highlights the key issue that Gladman would like to raise with regards to the content of the RoWNP as currently proposed. It is considered that the requirements of national policy and guidance are not always reflected in the plan. Gladman have sought to recommend a modification to ensure compliance with basic conditions.

#### Policy EN3: Settlement Boundary

The above policy states development will be limited to within the settlement boundary and development outside this boundary will only be allowed in exceptional circumstances.

Gladman do not consider the use of settlement boundaries to be appropriate if they would limit the ability of sustainable development opportunities from coming forward. Indeed, the approach taken would be more consistent with the approach taken in former national policy PPS7 which took a restrictive stance to development in the countryside. The Framework is clear that development which is considered sustainable should go ahead without delay in accordance with the presumption in favour of sustainable development. Accordingly, Gladman recommend that the policy is modified so that it allows for a degree of flexibility. The following wording is put forward for consideration:

**“When considering development proposals, the Neighbourhood Plan will take a positive approach to new development that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Applications that accord with the policies of the Development Plan and this Neighbourhood Plan will be supported particularly where they:**

- **Provide new homes including market and affordable housing; or**
- **Opportunities for new business facilities through new or expanded premises; or**
- **Infrastructure to ensure the continued vitality and viability of the neighbourhood area.**

**Development adjacent to the existing settlement will be supported provided that any adverse impacts do not significantly and demonstrably outweigh the benefits of development.”**

Indeed, this approach was taken in the examination of the Godmanchester Neighbourhood Plan. Paragraph 4.12 of the Examiner’s Report states:

**“...Policy GMC1 should be modified to state that “Development ...shall be focused within or adjoining the settlement boundary as identified in the plan.” It should be made clear that any new development should be either infill or of minor or moderate scale, so that the local distinctiveness of the settlement is not compromised. PM2 should be made to achieve this flexibility and ensure regard is had to the NPPF and the promotion of sustainable development.”**

Notwithstanding the above, the policy test referring to 'exceptional circumstances' is not considered appropriate or consistent with the requirements of national policy. The Framework only seeks to prevent development in areas of high national importance (e.g. Green Belt, AONB etc). There is nowhere in the Framework where the exceptional circumstances test relates to development in open countryside. As such, if the policy was retained it would elevate the status of land outside of the AONB to that of national protection without any evidence to support its designation.

#### Policy EN7: Landscape Setting

The first element of the above policy states proposed development within the Wye Valley Area AONB will be subject to controls in place within the adopted HCS and Wye Valley AONB Management Plan. This aspect of the policy is not consistent with paragraph 16(f) of the Framework which makes clear that Plans should serve a clear purposes and avoiding unnecessary duplication of policies that apply to a particular area. As such, this policy adds nothing further to the approach contained in the HCS and should therefore be deleted.

Notwithstanding the above, Gladman are concerned with the second element of the policy which identifies a number of National Character Areas which are considered to form an important part of the landscape setting of the settlement and 'should remain free from development'.

As currently worded, policy EN7 seeks to implement a blanket approach which will act to preclude the delivery of sustainable development opportunities across a substantial part of the neighbourhood area located outside of the AONB. To impose such a restriction on development across an area land would not accord with the objectives of the Framework to significantly boost housing supply.

Opinions on landscape are highly subjective and this policy as currently worded would likely lead to sustainable development opportunities being refused. Gladman consider that this policy is not in accordance with national policy. Instead, the policy should be flexibly worded so that development proposals take account of the existing landscape character of the area and seek to integrate new sustainable development opportunities within the existing landscape setting as opposed to a blanket ban which is currently the case.

#### Policy EN11: Pre-application community engagement

The above policy seeks to ensure positive and structured pre-application engagement. This policy is not a land use policy and is considered to be more of an aspirational policy. Whilst it is acknowledged that consultation is an important aspect of the planning application process, it is unclear how this policy would be consistently applied and how a developer is expected to demonstrate that positive and structured community engagement has occurred.

Gladman recommend the above policy is deleted or moved to an appendix of the Plan which included similar aspirational policies.

### Policy H3: A Ross-on-Wye Community Land Trust

In principle, Gladman support the above policy which seeks to ensure affordable housing is offered to local community members. However, it is not a land use policy it is a statement of intent and should be removed from the main body of the RoWNP and included as an appendix document which included other non-land use/aspirational policies.

Notwithstanding this, if the policy is to be retained then it is unclear what happens in circumstances where a person does not come forward to fulfil this element of need and in these instances, we would question how affordable housing would be distributed if such a person is not identified.

### Policy A4: Provision of Electric Charging Points

Policy A4 requires new housing to provide an appropriate charging point per house. It is unclear from the policy wording of what an 'appropriately located charging point' means in practice. Whilst Gladman acknowledge the need to accommodate private vehicles in new development proposals, the requirement for electric vehicle charging facilities alongside new dwellings needs to be balanced against the practical ability of the local grid to supply a sufficient baseload. Before any such policy is pursued, engagement with the main energy suppliers should have been undertaken in order to determine network capacity to accommodate any adverse impacts if a proportion of, or all development proposals would be required to have an electric charging facility.

If charging demand became excessive there may be constraints to increasing the electric loading in the area because of the limited size and capacity of existing cables and new sub-station infrastructure may be necessary. The cost of such infrastructure may adversely impact the delivery of development proposals and thus have an impact on the delivery of sustainable development. It is therefore recommended that flexibility be built into the Plan to ensure that this policy does not result in an approach which is prescriptive and could result in rendering development unviable. Gladman therefore recommend the reference to electric charging facilities is deleted. Instead, the policy should be flexibly written so that it 'encourages' developers to provide electric charging vehicle points (subject to existing infrastructure) rather than setting a specific requirement which could render a development proposal unviable.

### **Conclusions**

Gladman recognises the role of neighbourhood plans as a tool for local people to shape the development of their local community. However, it is clear from national guidance that these must be consistent with national planning policy and the strategic requirements for the wider authority area. Through this consultation response, Gladman has sought to clarify the relation of the RoWNP as currently proposed with the requirements of national planning policy and the strategic policies for the wider area.

Gladman is concerned that the plan in its current form does not comply with basic condition (a) in its conformity with national policy and guidance and is contrary to (d) the making of the order contributes to the achievement of sustainable development for the reasons set out above.

Gladman hopes you have found these representations helpful and constructive. If you have any questions do not hesitate to contact me or one of the Gladman team.

Yours faithfully,

John Fleming

Gladman Developments Ltd.

# Helen & Geoff Healey

Ross-on-Wye Town Council  
Neighbourhood Development Plan  
The Corn Exchange  
High Street  
Ross-on-Wye HR9 5HL



Neighbourhood Planning Team  
Planning Services  
PO Box 4  
Herefordshire  
HR1 2ZB  
15-08-19

Dear Sirs

**Re: Stoney Stile, Archenfield Road**

We have already signed and sent a letter, which was circulated in the area regarding the proposed development of the small area of green space (Stoney Stile).

The first time we had any correspondence about this was a long time ago: We were asked to give reasons for why this should be kept as a green space; which we did. I believe only a handful of people were asked.

We are sending this follow up letter as we feel so strongly about this.

## Reasons for keeping:

### 1. Wildlife

We are not sure if anyone realises how much wildlife is in this area and as a link to the John Kyrle Walk, it would affect a much wider area than the proposed building site. The area is full of wildlife ie. bats, woodpeckers, spotted woodpeckers, kestrels, sparrowhawks, jays, buzzards, owls feeding on voles at night. Plus, all the more common birds -crows, pigeons, blackbirds, sparrows, finches etc, along with badgers foxes and hedgehogs.

### 2. The proposed Entrance

Is unbelievable - how anyone can think this would work with the amount of cars and vans already parked in Middleton Avenue on both sides of the road.

Also, twice a day this is trebled with cars parking everywhere. Coaches are parked outside the school entrance.; it is a job to walk through this area, let alone drive through. Then there is the amount of traffic already using Archenfield Road; a huge amount of cars and farm vehicles and again the amount of cars parked on the side of the road.

### 3. Last but not least

The amount of people that use this green space - it is in constant use from early morning until late at night. Children use it every day, dog-walkers and just people enjoying a walk and linking up to the John Kyrle Walk.

It would affect hundreds of people!

Is it really necessary to strip the town of every single bit of green space that the people of Ross have left to enjoy?

Yours faithfully

Helen & Geoff Healey

## Helen & Geoff Healey

Ross-on-Wye Town Council  
Neighbourhood Development Plan  
The Corn Exchange  
High Street  
Ross-on-Wye HR9 5HL



Neighbourhood Planning Team  
Planning Services  
Po Box 4  
Herefordshire  
HR1-22B  
15-08-19

Dear Sirs

Please find our main concerns and objections to the potential "Stoney Stile Site" (off Middleton Avenue) set out below.

We feel strongly that this area should **not** be included within the Neighbourhood Plan for Ross-on-Wye, **with or without the relocation of Ashfield Park School.**

With all proposed plans for larger areas in the town, why would a small area adjoining an Area of Outstanding Natural Beauty and conservation area even need to be considered for planning?

### Increased Traffic

With the site allocation of "in the order of fifteen dwellings" this would bring thirty plus additional vehicles to the area. Should the area further along Archenfield Road at "Cleeve Field" also be included this would of course bring extra traffic into the area.

Note: the planner / landowner is disputing fifteen dwellings and demanding in the region of fifty!

### Vehicular Access via 30 Middleton Avenue:

This would be into an already built-up area with constant parking throughout day / night – there would be a visibility issue especially with the congestion caused by the school traffic twice daily. This also raises concerns for any access into the proposed site for construction traffic.

### Vehicular Access from Middleton Avenue onto Archenfield Road

Poor visibility turning onto the crossroads into Archenfield Road.

Parking issues again in this area: In places (with parking at certain times of the day) effectively turning from Middleton Avenue (from either end) would be into a single lane roadway.

Archenfield Road is now a busy road with access to the Roman Way estate and businesses further along i.e. ReHau / Beyond Storage / Hay Farms, plus the Drummonds' speeding farm vehicles.

Even if Ashfield Park School were to be relocated, the residential and business traffic will increase over the coming years.

As a resident of Archenfield Road we know that the visibility from **all** roads and driveways along the road are extremely poor; this again causes problems for road users and pedestrians alike.



## **Helen & Geoff Healey**

### **Footpath –Local Green Space adjoining AONB / conservation area**

The footpaths are in constant use – dog walkers / school children etc- a space used by so many people; which should be kept as a local green space.

Evidence from the community, apparently did not suggest that the site would meet the criteria for Local Green Space designation – only seventeen households in the immediate area were consulted – others using the area would not have known that this was to even be considered as a Local Green Space.

Whilst some of the footpaths crossing the site are not classed as a public right of way (even though they have been in existence for fifty plus years), the actual footpath (running along the southern edge linking Hawthorne Lane with Middleton Avenue) would be interrupted with the proposed access from 30 Middleton Avenue.

As usual, wildlife / wildlife habitat has not been considered.

Yours faithfully

Helen & Geoff Healey

Hawthorne Field Action Group

September 9th, 2019

Neighbourhood Planning Team  
Planning Services,  
Herefordshire County Council,  
P.O. Box 4,  
Herefordshire,  
HR1 2ZB

Regarding: RNDP Regulation 16 consultation/Stoney Stile/Hawthorne Field Site

Dear Sirs,

We are a group of one hundred plus local citizens who are very concerned about the future of the Stoney Stile/Hawthorne Field site. Ideally, we would wish it to be considered as a Local Green Space in the Ross-on-Wye Neighbourhood Development Plan (RNDP). We believe that the field now meets the criteria for a Local Green Space, as set out in the National Planning Policy Framework.

**"The Space is in close proximity to the community it serves; is not an extensive tract of land and is local in character."**

The site is surrounded on three sides by a built-up area. It lies a quarter of a mile from the large Roman Way housing estate. On the remaining side is the boundary of the Wye Valley Area of Outstanding Natural Beauty (AONB) and conservation area. It provides access for walkers to the historic John Kyrle Walk and the playing fields.

**"The Space is demonstrably special to the local community and holds particular local significance."**

So far, one hundred and ten local citizens have felt strongly enough about the field to join our group, the Hawthorne Field Action Group, with the aim of preserving the field as a green space.

Stoney Stile /Hawthorne Field is a beautiful, tranquil, unspoilt field which has been home to horses for many years. Two footpaths run through it, which have been in use for generations; indeed, two members of our group remember walking across it to school over 60 years ago.

Today the field is used daily by children walking to school and by adults walking to work and to the shops; dog walkers; people walking for health and fitness reasons, or simply for enjoyment. Stoney Stile/Hawthorne field provides this amenity for the people living in the surrounding houses and the wider area and contributes greatly to their mental and physical health and wellbeing.

### **“The Space is of particular significance because of its richness of wildlife”**

The field has some ancient hedges and a wide variety of plant species (33 were counted in a brief survey). It is home to bats who roost in the trees on its southern boundary; many species of birds including birds of prey; moles; hedgehogs, and invertebrates. A great crested newt has been found within two metres of its boundary. Wildlife Corridor 5 in the RNDP runs across the field, first following the public footpath then branching out across the field.

Ross-on-Wye is a popular small market town whose character attracts many visitors. Stoney Stile /Hawthorne Field is located within Character Area 9 in the RNDP which is, “characterised by a spacious airy feel”. The field contributes to this character. Its loss as a green space would diminish the character of the immediate neighbourhood and the town as a whole. The north kissing gate affords precious views for all, across the Herefordshire countryside to Garway and into Wales: adding to the feeling of spaciousness and tranquillity.

We do not want to lose our valuable green space, our wildlife habitat and the feeling of tranquillity that Hawthorne Field brings to us.

**Once this precious site is built on, it will be lost forever!**

### **The case for the Ross Neighbourhood Development Plan**

Our corporate and overriding request is to retain Hawthorne Field as a Green Space. We would be devastated should it be built on, as it will change the character of the area forever. However, should the decision be made to go ahead with development then we must uphold the RNDP.

We have taken information from the draft RNDP as a guideline and have added our comments showing why these recommendations/criteria should be supported.

**“The site could accommodate in the order of fifteen houses”** Any additional building would, of course, bring increased traffic into the area (30+ vehicles). Due to the distance from the town centre, most households would rely on their vehicles to travel to town/supermarket etc. Any additional buildings proposed would bring even higher vehicle numbers into the area causing more congestion to roadways into Ross town itself. Further building would not give enough space for allotments/open space.

**“Remainder of the site being dedicated as allotments”** **Provision for Allotments /open space: Must be included.** There is a chronic lack of allotments in the town. Currently the whole of the Ross region has only Tudorville, and the Community Gardens (available only to those with disabilities or mental illness). There should be a need to add allotments and open spaces in the layout and design of any new plan.

**Footpaths - one Public Right of Way (PROW)** (See OS map 1895-1905 Scottish National Library Side by Side website) and two others which are not formal PROWs have been used for over fifty years (see above) and are shown on older maps of the area - these footpaths are in constant use for recreation; dog walkers/school children/tourists, and walkers in general (connecting to the John Kyrle Walk). As Ross-on-Wye will inevitably become busier over the coming years, safe walkways will be required for all users. These footpaths, their hedges and kissing gates must be retained; they connect the area to the town and countryside.

**“Access only possible if Ashfield Park Primary School is relocated & late in the plan period”** The RNDP states "even if space could be created for an access off Middleton Avenue, this would not be supported because of the congestion caused by the nearby Primary School". In Middleton Avenue/ Redhill Road there is constant on-road parking 24 hours per day. Heavy congestion is then caused twice daily for the school pick- up/drop-off times. The proposed site access is on the bend of the road in Middleton Avenue which would severely hamper visibility for drivers and pedestrians alike.

The overspill of parking into the Archenfield Road causes great concern, especially at the two junctions (from Middleton Avenue/Redhill Road). Already, parking on Archenfield Road by residents reduces the road to a single lane roadway in places. With residential and business traffic, heavy farm vehicles, and building on the proposed Stoney Stile site, traffic in the area will only increase, not to mention heavy construction traffic! **This represents a severe road safety hazard.**

The RNDP then goes on to state: "However, the school is being considered for relocation, at which point that particular access issue would cease to be relevant"

As far as we know there is no plan to relocate the school in the immediate future therefore the traffic problems will continue. Increased traffic in the area from any additional building would only fuel visibility issues for all driveways/roadways which turn onto Archenfield Road - this is already problematic with or without school traffic. The 30-mph limit is rarely adhered to, already making it dangerous along this stretch of road.

"Plot sizes & shapes/ front gardens & building heights to be consistent with immediate local character"

As referenced in the Ross-on-Wye Character Area Survey - Design Guidance for the Archenfield area states that any future development should be characterised by a spacious, open feel with largely detached or semi-detached houses, that would not suit high-density housing or large areas of housing built in the same style.

This again would reiterate the need for minimal housing on this site.

"Close to the Wye Valley AONB" "Semi-natural habitats & Wildlife Corridors with some substantial hedgerows and trees"

Any building will undoubtedly destroy these wildlife habitats and corridors. As many hedgerows and trees as possible must be retained.

"Sewage provision currently poor"

How will foul and surface water drainage be handled for any future development on the site? Is the area's sewerage network currently overloaded?

We hope you will realise the wishes of the one hundred and ten members (see below: names, addresses and signatures) of the Hawthorne Field Action Group; by affording a Green Space designation. Failing this, we hope you will uphold these RNDP recommendations. This will enable all of us to continue our enjoyment of this wonderful area for years to come.

In sum, building on this area will not benefit anyone. It will change the lives of those living adjacent to the field for ever. We feel that Hawthorne Field is an asset to our community, having immense recreational value. It is an area of tranquillity with richness of wildlife on our doorsteps.

If yet another green space bites the dust, what will be left for future generations? There is universal concern for our planet. We are being encouraged to plant trees, which Ross has indeed done along the river. Is this the time to close-down one of the town's lungs?

Yours sincerely

The Hawthorne Field Action Group  
Please see over.

Petition received by Herefordshire Council on 16 September 2019.

Petition contains 79 signatures.

Petition also contains 9 'pp' signatures and 14 addresses with no signature or mark against them.

**Our Reference:** SHARE/68406185  
**Your Reference:** Ross-on-Wye NDP

James Latham  
Technical Support Officer  
Neighbourhood Planning and Strategic Planning teams  
Herefordshire Council  
Plough Lane  
Hereford  
HR4 0LE

via Email: [jlatham@herefordshire.gov.uk](mailto:jlatham@herefordshire.gov.uk)

**Priya Sansoy**  
**Assistant Spatial Planner**

The Cube  
199 Wharfside Street  
Birmingham B1 1RN

Direct Line: 0300 470 8130

20 September 2019

Dear James,

## **ROSS-ON-WYE NEIGHBOURHOOD DEVELOPMENT PLAN CONSULTATION**

Thank you for forwarding me details of the above Neighbourhood Development Plan (NDP) received on 12 August 2019.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. The SRN in the vicinity of the application site consists of the A40, the A449, the A49 and the M50.

We previously commented on the Ross-on-Wye NDP Regulation 14 Consultation in November 2018. We noted that the transport implications of development in Ross on Wye were considered by the Highways Agency (now Highways England) at the time of submission of the Herefordshire Local Plan. Traffic conditions have however since changed and more recent evidence is available in relation to developments within the area, specifically the proposed Model Farm development, (ref. planning application P173600/O) has been considered. This evidence concluded that improvement of the A40 / A449 Overross Roundabout is necessary. To date, Highways England is not aware of any progress in relation to this mitigation requirement.

In our previous response we also specified that this changing evidence together with the proposed levels of development in the NDP area, a cumulative assessment of all forecast traffic over the plan period is necessary. This should include assessment of the potential implications for the SRN and the suitability of specific mitigation proposed at the A40 / A449 Overross Roundabout to accommodate wider planned growth. We set out that in our view the Infrastructure Delivery Plan may need to be updated, and that the NDP should recognise the evolving transport evidence, issues and implications for development proposals within the town.

We note that the current version of the NDP does not present significant changes to the draft version submitted in 2018, consequently the above points have not been specifically addressed. For the plan to be sound it will need to be clear where and how infrastructure matters that have



arisen since adoption of the Herefordshire Local Plan will be dealt with, although the solutions themselves may not necessarily need to be dealt with within the NDP.

We are committed to work with Herefordshire Council to consider the technical needs arising from any assessment work and support Herefordshire in the development of any necessary infrastructure proposals.

Yours sincerely,

**Priya Sansoy**  
**OD Midlands**

Email: [Priya.Sansoy@highwaysengland.co.uk](mailto: Priya.Sansoy@highwaysengland.co.uk)



Historic England

Mr James Latham  
Herefordshire Council  
Neighbourhood Planning & Strategic Planning  
Planning Services, PO Box 230, Blueschool House  
Blueschool Street  
Hereford  
HR1 2ZB

Direct Dial: 0121 625 6887

Our ref: PL00503965

16 August 2019

Dear Mr Latham

### **ROSS-ON-WYE REGULATION 16 NEIGHBOURHOOD PLAN CONSULTATION**

Thank you for the invitation to comment on the Submission Neighbourhood Plan. Historic England is supportive of the Vision and objectives set out in the Plan and commend the thorough approach that has clearly been taken to compiling the evidence base including by reference to the Herefordshire Historic Environment Record (HER) and associated Historic Landscape Character Assessment and sensitivity analyses. The neighbourhood plans support for "Living above the Shop" is also clearly welcome.

We can confirm that our Regulation 14 comments remain entirely relevant. That is: *"We also commend the emphasis on the conservation of local character and distinctiveness through good design and the protection of heritage assets and key landscapes including important views is to be applauded. The updating of the Conservation Area Appraisal and adoption of the "Character Assessment Portfolio" is also highly commendable and will no doubt prove invaluable as a context and further evidence base for the Plan and when considering detailed development proposals. This can only be reinforced by the Plans emphasis on early discussions facilitated by the "Pre-Application Community Engagement Protocol" in Appendix 3".*

In conclusion, the plan reads overall as a well written, well-considered and fit for purpose document. We consider that an exemplary approach is taken to the historic environment of the Parish and that the Plan constitutes a very good example of community led planning. Those responsible for the compilation of the Plan should be congratulated.

I hope you find these comments helpful.

Yours sincerely,

Peter Boland  
Historic Places Advisor



THE AXIS 10 HOLLIDAY STREET BIRMINGHAM B1 1TF

Telephone 0121 625 6888  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)





Historic England

peter.boland@HistoricEngland.org.uk

cc:



THE AXIS 10 HOLLIDAY STREET BIRMINGHAM B1 1TF

Telephone 0121 625 6888  
HistoricEngland.org.uk



*Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.*

## Latham, James

---

**From:** Donotreply  
**Sent:** 14 August 2019 14:28  
**To:** Neighbourhood Planning Team  
**Subject:** A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	
Postcode	
First name	Ian
Last name	Goddard
Which plan are you commenting on?	Ross-on-Wye
Comment type	Comment
Your comments	Clause 4.30.3 Core strategy policies OS1, OS2 & OS3 have no relevance to health provision.

## Latham, James

---

**From:** Donotreply  
**Sent:** 15 August 2019 11:59  
**To:** Neighbourhood Planning Team  
**Subject:** A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	
Postcode	
First name	Ian
Last name	Goddard
Which plan are you commenting on?	Ross-on-Wye
Comment type	Comment
Your comments	Clause 4.28.1 states " There are currently no large areas of likely future development in the centre". This is untrue. The Community Garden is a possible site for future development. Why has this site not been included in either the list of Local Green Spaces or the list of allocated development sites?

HEREFORDSHIRE COUNCIL  
PLANNING SERVICES  
DEVELOPMENT CONTROL  
23 AUG 2019  
Ack'd \_\_\_\_\_ File \_\_\_\_\_

**Comment on the Ross-on-Wye proposed Neighbourhood Area**

If you wish to make representations or comment you can do so by using the online comment form at the designated Website:

<https://myaccount.herefordshire.gov.uk/comment-on-a-proposed-neighbourhood-area>

or by email (ensuring that you structure it in the same way as this form) to:

[neighbourhoodplanning@herefordshire.gov.uk](mailto:neighbourhoodplanning@herefordshire.gov.uk)

If using this paper form please write clearly and post to the address at the end of the form.

**Address (required):**

.....

.....

**Postcode (required):**

.....

.....

**First name (required):**

..... JANET .....

**Last name (required):**

..... BURKE .....

**Commenting on Ross-on-Wye Neighbourhood Plan (Regulation 16)**

**Comment type (please tick one):**

Support

Objection

Comment

**Your comments (required):**

HAWTHORN FIELD/STONEY STILE THE PROPOSAL FOR 15 HOUSES IS GOOD BUT PLANNING PERMISSION ON THIS SITE SHOULD NOT BE GIVEN UNTIL A NEW SCHOOL TO REPLACE ASHFIELD PARK HAS BEEN BUILT. VEHICULAR ACCESS FROM MIDDLETON AVENUE WOULD OTHERWISE CAUSE MAYHEM AT SCHOOL LEAVING TIMES.  
THE PROPOSAL FROM FORMER IS TO BUILD 48 HOUSES ON THIS SITE AND GET PLANNING CONSENT AHEAD OF THE NEIGHBOURHOOD PLAN SHOULD BE REJECTED OUT OF HAND - TOTALLY UNSUITABLE P.T.O  
Please continue overleaf and/or on additional pages if necessary.

Post this form to:

Neighbourhood Planning Team, Planning Services, PO Box 4, Hereford HR1 2ZB

**Your comments continued...**

THE CLAIM THAT ROSS HAS THREE PRIMARY SCHOOLS IS DISINGENUOUS & MISLEADING. BRAMPTON ABBOTTS IS TINY AND ST JOSEPHS IS CATHOLIC. BOTH THESE SCHOOLS ARE  $\frac{1}{3}$  OF THE SIZE OF ASHFIELD PARK.

SINCE THERE IS NOT EVEN AN AGREED SITE FOR A NEW SCHOOL (PRIMARY) ON ANY TOWN PLAN DEVELOPMENT OF THE HAWTHORN FIELD SITE SHOULD BE LEFT FOR THE TIME BEING.

HAS THE COUNTY COUNCIL COMMISSIONED A SURVEY OF THE PRESENT TRAFFIC AROUND ASHFIELD PARK / MIDDLETON AVENUE AT THE RELEVANT TIMES FOR SCHOOL ASSEMBLY & LEAVING?

THE ASSESSMENT DONE BY FORTIS WAS CLEARLY RUBBISH — PROBABLY DONE IN THE HOLIDAYS OR AN EVENING OR A WEEKEND THERE IS CURRENTLY CONSIDERABLE TRAFFIC CHAOS AROUND REDHILL RD & MIDDLETON AVENUE AT SCHOOL LEAVING TIME — MADE WORSE BY THE LARGE AGRICULTURAL MACHINERY USED FOR HARVESTING POTATOES ETC. AND COMPOUNDED BY THE PROBLEMS OF COPSE CROSS STREET, TO ACCESS THE TOWN CENTRE.

Post this form to:

Neighbourhood Planning Team, Planning Services, PO Box 4, Hereford HR1 2ZB

HEREFORDSHIRE COUNCIL  
PLANNING SERVICES  
DEVELOPMENT CONTROL

23 AUG 2019

To.....  
Ack'd..... File.....

6<sup>th</sup> October 2019

Dear Sirs

**Reference : Regulation 16 Consultation**

**Subject : Stoney Stile Site (aka Horse Field / Hawthorne Lane)**

I have considerable reservations regarding the possible housing development at the above location. My concerns relate primarily to the increased traffic flow in the proximity of a large primary school that such a development would bring. Whilst I accept that the proposal in the Ross Neighbourhood Development Plan, which recommends that 'in the order of fifteen houses' should be considered subject to the re-location of Ashfield Park School, is probably acceptable this still means a residential development that is in an Area of Outstanding Natural Beauty and in a conservation area

Vehicular access from Middleton Avenue and Redhill Road into Archenfield Road is already difficult and at peak times when the school starts in the morning and finishes in the afternoon there is already considerable congestion with indiscriminate parking. Additional housing (with up to 30 vehicles) would exacerbate this problem

I believe that the field in question meets the criteria for it to be designated as a Local Green Space. It appears that very few local households have so far been consulted on this subject. I leave it to others to comment on the damage that such a development would do to the considerable presence of wildlife in the area

I would like to make one further observation. At a meeting held at Ashfield Park School in early July a property development company known as Fortis Living submitted plans to develop the site and claimed that they already had the necessary highways and environmental approvals and that this was a 'done deal.' Fortis Living wish to build in excess of 40 houses and will no doubt submit an application for planning permission in due course. This should be resisted at all costs

I respectfully request that the Herefordshire Planning Authority rejects any development of this site until Ashfield Park School is re-located

Yours faithfully

J L P Harries





2/10/2019

Dear NDP,  
I am hoping that this letter will be addressed to the right people about something I feel strongly.

Why oh why did the bid proposal to build on the WOOLF site get turned down?

Over the 67 years of our marriage the bulk of our shopping has always been in Ross.

Me and my family are all Rossians born locally and



② farming here for generations



For many reasons our  
grocery shop is done in  
Momisons each week - Now in  
our 90s it is easier to have  
a handy car park, cafe and  
hot available! on another  
day we are to be seen in the  
town on Saturdays, perusing  
market stalls - many times in  
boots so all in all supporting  
Ross! We do know that small  
shops are struggling - but also  
that most families use the  
super markets - That's Reality,  
Now my real point -  
Momisons sometimes seems



(3) really  $\frac{1}{2}$  empty on the shelves and what will happen when



the residents of St. Mary's Garden Village start shopping heaven only knows. Will they have their own shops? I won't start about Doctors etc.

My main concern is the food side of it - and a store on the Woolf site seems so logical - so near to the new development, and helping the small businesses there too -

So please THINK AGAIN (if not you) could you pass it on to whoever? Sincerely, June Partridge  
(MRS)

## Lindsey Admans & Brian McCormack

Neighbourhood Planning  
Herefordshire Council

4<sup>th</sup> October 2019

Dear Sirs

### **Stoney Stile / Hawthorne Field Ross-on-Wye**

Please find our comments regarding the above site and why this area is so important to the people of Ross-on-Wye.

With all proposed plans for larger areas in Ross-on-Wye, why would a small area adjoining an Area of Outstanding Natural Beauty and conservation area even need to be considered for planning?

#### **Traffic:**

##### **Ross-on-Wye will struggle to cope with any increased traffic from this end of the town:**

With the proposal of "in the order of fifteen dwellings" this would bring thirty plus additional vehicles to the area. Any new residents of the area (due to the distance from town) will almost certainly rely on their vehicles for trips to town.

Should the area further along Archenfield Road at "Cleeve Field" also be included, this would of course bring extra traffic into the area.

#### **Vehicular Access via Middleton Avenue:**

This would be into an already built-up area with constant parking throughout day / night - there would be a visibility issue especially with **heavy congestion** caused by the school traffic twice daily. **This is already a major safety issue for all pedestrians and road users alike.**

#### **Construction Traffic**

This also raises concerns for any access into the proposed site for **construction traffic**.

The turning from Archenfield Road into Middleton Avenue (which would be only access roadway for construction traffic) is extremely tight and would cause immense concern!!

#### **Vehicular Access from Middleton Avenue/Redhill Road onto Archenfield Road**

There is poor visibility turning from these roads into Archenfield Road:

Parking issues again in this area: In places (with parking at certain times of the day) effectively turning from Middleton Avenue / Redhill Road would be into a single lane roadway.

Archenfield Road is now a busy road with access to the Roman Way housing estate and businesses further along plus large farm vehicles.

Even if Ashfield Park School were to be relocated (as stated in the NDP), the residential and business traffic will increase over the coming years.

Visibility from **all** roads and driveways along the Archenfield Road is extremely poor; this again causing problems for road users and pedestrians.

#### **Footpath -adjoining AONB / conservation area**

Whilst some of the footpaths crossing the site are not classed as a public right of way (even though they have been in existence for fifty plus years), the actual footpath (running along the southern edge linking Hawthorne Lane with Middleton Avenue) would be interrupted with the proposed access from Middleton Avenue.

Residents from the wider area around Archenfield and from Ross town itself, use the community field on a daily basis at all hours from dawn 'til dusk, come rain or shine: - Walkers / dog walkers / runners / ramblers / children playing / children en route to school - and of course horses which have grazed in the field for many years.

This field is a funnel to and from the John Kyrle walk and has been in constant use for numerous years.

## Lindsey Admans & Brian McCormack

Yes, there are other so called "green spaces" in the area, but these are literally grassed areas for a quick circuit for dogs' convenience.

The field, and hedgerows here are teeming with birds and wildlife; from green-woodpeckers, jays, starlings, owls, buzzards and kestrels to bats, hedgehogs, voles, stoats and foxes.

We feel that this whole area is an asset to the community of Ross-on-Wye with immense recreational value, an area of tranquillity with richness of wildlife on our doorsteps.

For all our sakes and our wildlife too, we would all be devastated if the Hawthorne Field / Stoney Stile were to be built on, we need to stop the ridiculous **high density planning schemes** from developers just waiting to make their next million!

High density building on this area will not benefit anyone, except the developer / landowner, and will pretty much help to ruin the lives of those living adjacent to the field

What will be left for our future generations?

We hope you will realise our wishes, which will enable all of us in the Ross-on-Wye area to continue enjoyment of this wonderful area for years to come.

Yours faithfully

**From:** Donotreply  
**Sent:** 26 August 2019 21:52  
**To:** Neighbourhood Planning Team  
**Subject:** A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	
Postcode	
First name	Linda
Last name	Billinger
Which plan are you commenting on?	Ross-on-Wye Neighbourhood Development Plan
Comment type	Comment
Your comments	<p>My home is situated on the South side of the proposed development right at the top of Chase Side. Our view from the front of our home is to a beautiful wooded area that is so very rich in diversity, sustaining many species of wildlife and birds. We frequently have Badgers and Foxes in our garden, always going to sleep with the company of owls and bats. I have read through the Neighbourhood Plan and throughout it is frequently referring to the maintaining of green spaces for the leisure and wellbeing of the population of this lovely town. 1.3. 7. Under the heading of Leisure and Wellbeing is the state that we must keep and improve existing parks, open spaces. The proposed development and the management of the trees was and is a subject very close to home, literally. I made it my business at the January meeting in the Chase Hotel, to speak to the Arborist who has been commissioned to oversee the woodland management, and he informed me that this area behind the Hotel was going to be 'managed'. Quite what that meant. I was not quite sure, and he was vague about it. He said that there would be some clearance and the planting of new trees. We all know that planting a new tree will take years and years to mature. My concern is that the wildlife is existing in this area because the scrub has not been managed. To remove it would mean that that habitat is gone for ever. Constantly, we are hearing about this happening, the loss of vegetation, therefore</p>

the demise of wildlife. In another part of the plan under the heading of Objectives 1. Protect and enhance all aspects of the environment. I refer to the above paragraph, this would just not be happening. Map 5 refers of the potential and proposed development of houses only, nothing is mentioned about apartments with underground parking. And this must be a 'sensitive' development. I do not call 115 apartments with underground parking sensitive. I am not a NIMBY, I know something is going to happen on this site and would very much ask that you include the area of woodland to the South side of the plan to be extended right up the boundary, at the top of Chase Side. I would be more than happy for you to visit this area, to come and see for yourself what we as residents who live in such close proximity to the proposed development are facing.

## Latham, James

---

**From:** Stark, Louis (Cllr)  
**Sent:** 05 October 2019 08:48  
**To:** Neighbourhood Planning Team  
**Subject:** FW: Ross NDP - regulation 16 consultation

Hi

Please use this version as 32 Middleton Avenue should be 31.

Regards

Louis Stark

---

**From:** Stark, Louis (Cllr)  
**Sent:** 04 October 2019 19:27  
**To:** Neighbourhood Planning Team <[neighbourhoodplanning@herefordshire.gov.uk](mailto:neighbourhoodplanning@herefordshire.gov.uk)>  
**Cc:** Bartrum, Chris (Cllr) <[Chris.Bartrum@herefordshire.gov.uk](mailto:Chris.Bartrum@herefordshire.gov.uk)>; Symonds, Paul (Cllr) <[Paul.Symonds@herefordshire.gov.uk](mailto:Paul.Symonds@herefordshire.gov.uk)>  
**Subject:** FW: Ross NDP - regulation 16 consultation

Hi

Something went awry with the formatting when sent – cleaner copy below.

Regards

Louis Stark

---

**From:** Stark, Louis (Cllr)  
**Sent:** 04 October 2019 19:23  
**To:** Neighbourhood Planning Team <[neighbourhoodplanning@herefordshire.gov.uk](mailto:neighbourhoodplanning@herefordshire.gov.uk)>  
**Cc:** Bartrum, Chris (Cllr) <[Chris.Bartrum@herefordshire.gov.uk](mailto:Chris.Bartrum@herefordshire.gov.uk)>; Symonds, Paul (Cllr) <[Paul.Symonds@herefordshire.gov.uk](mailto:Paul.Symonds@herefordshire.gov.uk)>  
**Subject:** Ross NDP - regulation 16 consultation

To the NPT

I have a number of comments I would like to make on the two allocated development sites in my ward (Ross West); Stoney Stiles/Hawthorne Field designated 5A.3 and Cleeve Lane 5A.1

### 5A.3

There is an inconsistency in the maximum housing units proposed between para 4.12.4 (c25) and the boxed section on page 88 (15). The latter is the current thinking as far as I gather from previous conversations with the Ross NDP team, although this is largely irrelevant when it comes to my comments below.

From the same boxed area on page 88, it is clear that this site was included on the understanding that the nearby local Primary school – Ashfield Park – would be relocated. This arises because Hawthorne Lane is a narrow private road leaving the only other point of access as having to be created between 30 and 31 Middleton Avenue. The latter is a residential street used by parents to drop-off and pick-up their young children from the nearby school.



So for safety reasons alone, this access point is only suitable were the school to be relocated (para 5.3.9 refers).

I have looked in to the matter of the school potentially being relocated during the time span of the NDP and have found no conclusive evidence that it would be, nor that there would be a business case for doing so. In the absence of any evidence to the contrary, access to Middleton Avenue would no longer be safe or sensible.

So I believe that **this site would no longer be appropriate for inclusion in the NDP for housing development.**

I recognise the site was deemed suitable in 2011 in the SHLAA. But as para 1.5.1 points out the NDP only needs to be in general conformity with the Herefordshire local plan and not map to it precisely. I accept also that under para 1.4.2, the target for the new number of homes in the NDP should preferably go slightly beyond 900, I do not feel the removal of 15 units would have a material impact on this aim and in any case could easily be absorbed in the vast development taking place along the A40 on the eastern corridor of the town.

However, I have no objections for the site being earmarked for the provision of additional allotments, which would meet the concerns about allotment provision in Ross raised in paras 4.31.1 and 4.31.3 and I would like the NDP to be amended accordingly.

#### **5A.1**

I have one comment here and that is provision should be made for a public footpath at the northern part of this site to provide an alternative for pedestrians to having to use Cleeve Lane, which is a private road, for access towards the river.

This would fit well with policy EN9 and sub-objective 4c.

Regards

Louis Stark

## Latham, James

---

**From:** Martin Flach  
**Sent:** 15 August 2019 15:38  
**To:** Neighbourhood Planning Team  
**Subject:** Ross on Wye NDP

Hi,  
I have left a message on the web site but am not sure that it is in the correct place hence the mail.

I am responding to the Regulation 16 consultation for the Ross on Wye NDP.

Whilst I am broadly in agreement with the plan, I am horrified to see that access to the proposed development of the Ryefield Centre will be via Ryefield Road and not via the current access from Grammar School Close. The increase in traffic along Ryefield road and particularly at the junction with Gloucester Road will be very dangerous. I would therefore object to the plan in its current form.

Best regards

Martin Flach

Sent from [Mail](#) for Windows 10

## Latham, James

---

**From:** Knight, Matthew  
**Sent:** 04 September 2019 14:05  
**To:** Neighbourhood Planning Team  
**Subject:** RE: Ross on Wye Regulation 16 submission neighbourhood development plan consultation

Thank you for consulting the Building Conservation Team,

We would not have any comments on this NDP.

Regards

Matthew

---

**From:** Neighbourhood Planning Team <neighbourhoodplanning@herefordshire.gov.uk>  
**Sent:** 12 August 2019 14:47  
**Subject:** Ross on Wye Regulation 16 submission neighbourhood development plan consultation

Dear Consultee,

Ross on Wye Town Council have submitted their Regulation 16 Neighbourhood Development Plan (NDP) to Herefordshire Council for consultation.

The plan can be viewed at the following link: [https://www.herefordshire.gov.uk/directory\\_record/3101/ross-on-wye\\_neighbourhood\\_development\\_plan](https://www.herefordshire.gov.uk/directory_record/3101/ross-on-wye_neighbourhood_development_plan)

Once adopted, this NDP will become a Statutory Development Plan Document the same as the Core Strategy.

The consultation runs from 12 August 2019 to 7 October 2019.

If you wish to make any comments on this Plan, please do so by e-mailing: [neighbourhoodplanning@herefordshire.gov.uk](mailto:neighbourhoodplanning@herefordshire.gov.uk) , or sending representations to the address below.

If you wish to be notified of the local planning authority's decision under Regulation 19 in relation to the Neighbourhood Development Plan, please indicate this on your representation.

Kind regards

# Herefordshire.gov.uk

---

**James Latham**  
**Technical Support Officer**  
Neighbourhood Planning and Strategic Planning teams  
Herefordshire Council  
Plough Lane  
Hereford  
HR4 0LE

Tel: 01432 383617  
Email: [jlatham@herefordshire.gov.uk](mailto:jlatham@herefordshire.gov.uk)

## Latham, James

---

**From:** Donotreply  
**Sent:** 02 October 2019 11:46  
**To:** Neighbourhood Planning Team  
**Subject:** A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	
Postcode	
First name	Melvin
Last name	REYNOLDS
Which plan are you commenting on?	Ross-on-Wye
Comment type	Support
Your comments	<p>On balance, I'm supportive of the Plan as drafted. There could no doubt be improvements but that is true of everything that is written for future application.</p> <p>Corrections are needed on page 49: 4.12.1 ...a 15% &amp;quot;contingency (130 ) would create a total target of 1,035.&amp;quot; should read &amp;quot;contingency (135 ) would create a total target of 1,035.&amp;quot; 4.12.2 2018 &amp;quot;943 (figure from April 2018)&amp;quot; needs updating for 2019 figure. 4.12.3 Needs updating to show actual approvals. It would be helpful if &amp;quot;this totals&amp;quot; is expanded to read (e.g.) &amp;quot;this (12+34+21) totals&amp;quot;; 4.12.4 The figures here need to reflect better those in Section 5 and should (e.g.) read: ... • Cleeve Field: c.18 • Merrivale Lane: c.20 • Stoney Stile: c.15 • Ryefield: c.12 • Total: c.65</p>

Neighbourhood Planning Team  
Planning Services  
PO Box 4  
Hereford  
HR1 2ZB

Lucy Bartley  
Consultant Town Planner

Tel: 01926 439116  
[n.grid@woodplc.com](mailto:n.grid@woodplc.com)

Sent by email to:  
[neighbourhoodplanning@herefordshire.gov.uk](mailto:neighbourhoodplanning@herefordshire.gov.uk)

11 September 2019

Dear Sir / Madam

**Ross on Wye Neighbourhood Plan Consultation  
SUBMISSION ON BEHALF OF NATIONAL GRID**

National Grid has appointed Wood to review and respond to development plan consultations on its behalf. We are instructed by our client to submit the following representation with regards to the above Neighbourhood Plan consultation.

**About National Grid**

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales and National Grid Electricity System Operator (NGESO) operates the electricity transmission network across the UK. The energy is then distributed to the eight electricity distribution network operators across England, Wales and Scotland.

National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.

National Grid previously owned part of the gas distribution system known as 'National Grid Gas Distribution limited (NGGDL). Since May 2018, NGGDL is now a separate entity called 'Cadent Gas'.

To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect National Grid's assets.

**Specific Comments**

An assessment has been carried out with respect to National Grid's electricity and gas transmission apparatus which includes high voltage electricity assets and high-pressure gas pipelines.

National Grid has identified that it has **no record** of such apparatus within the Neighbourhood Plan area.



## Electricity Distribution

The electricity distribution operator in Herefordshire Council is Western Power Distribution. Information regarding the transmission and distribution network can be found at: [www.energynetworks.org.uk](http://www.energynetworks.org.uk)

## Appendices - National Grid Assets

Please find attached in:

- Appendix 1 provides a map of the National Grid network across the UK.

Please remember to consult National Grid on any Neighbourhood Plan Documents or site-specific proposals that could affect our infrastructure. We would be grateful if you could add our details shown below to your consultation database.

Lucy Bartley  
Consultant Town Planner

[n.grid@woodplc.com](mailto:n.grid@woodplc.com)

Wood E&I Solutions UK Ltd  
Nicholls House  
Homer Close  
Leamington Spa  
Warwickshire  
CV34 6TT

Spencer Jefferies  
Development Liaison Officer, National Grid

[box.landandacquisitions@nationalgrid.com](mailto:box.landandacquisitions@nationalgrid.com)

National Grid House  
Warwick Technology Park  
Gallows Hill  
Warwick  
Warwickshire  
CV34 6DA

I hope the above information is useful. If you require any further information, please do not hesitate to contact me.

Yours faithfully

[via email]

**Lucy Bartley**  
**Consultant Town Planner**

cc. Spencer Jefferies, National Grid

**APPENDIX 1: NATIONAL GRID'S UK NETWORK**

Where we operate  
Our UK network





## Comment on the Ross-on-Wye proposed Neighbourhood Area

If you wish to make representations or comment you can do so by using the online comment form at the designated Website:

<https://myaccount.herefordshire.gov.uk/comment-on-a-proposed-neighbourhood-area>  
or by email (ensuring that you structure it in the same way as this form) to:  
[neighbourhoodplanning@herefordshire.gov.uk](mailto:neighbourhoodplanning@herefordshire.gov.uk)

If using this paper form please write clearly and post to the address at the end of the form.

### Address (required):

.....

### Postcode (required):

.....

### First name (required):

PETER & BARBARA.....

### Last name (required):

NASH.....

### Commenting on Ross-on-Wye Neighbourhood Plan (Regulation 16)

### Comment type (please tick one):

Support

Objection

Comment

### Your comments (required):

The areas marked in green on the NDP 5B 1&2 are the only large areas of green spaces, particularly 5B 2 which is all that remains of a once open area. In 1984, from our memory almost the whole area that lies between Ledbury Road and the A40 by-pass was open fields, and has steadily been built on over the last 35 years, all this has been lost to development and it would be a shame if it continued until there was nothing left. 5B1 The Chase is the only large pocket of land in the middle of town, then again it would be a shame to lose this.

*See over leaf.*

Please continue overleaf and/or on additional pages if necessary.

Post this form to:

Neighbourhood Planning Team, Planning Services, PO Box 4, Hereford HR1 2ZB

## **Your comments continued...**

In principle we agree with the idea there is a certain need for re-development of sorts to try to accommodate local needs and requirements however the infrastructure of the town and surrounding areas, we consider, are already overstretched.

Traffic in and around the town is steadily growing and getting worse year by year and the new developments in those in progress will not be helping this.

Another potential problem is that although we have a small local hospital and a large County Hospital these are becoming more and more stretched, as are local appointment with doctors,

every year that it goes on it get more difficult to obtain an appointment, and schools in the area are potentially going to be further strained.

There is already a large development planned and in progress on the A40 Ross by-pass, this is only going to increase the problem, as once finished the residents can only use their own transport to visit the town centre and its facilities including schools etc.

The idea that development within the actual town itself or the local surrounding area as proposed in the NDP is more than adequate as far as existing properties are concerned, however this does not appear to cover the Chase Hotel situation not being a small local development and re-development of such a large proportion within the town centre should have been, and should be advertised, not just locally but nationwide, to attract the attention of one of the large hotel groups or an entrepreneur who can see the potential to make a successful business in such a beautiful setting as the Chase Hotel grounds this would attract visitors and corporations to use its facilities. I know for a fact there are many large businesses that have used the hotel for conventions in the past, from well outside the area, also in the past it has accommodated large wedding venue which would be on-going if the facility was there, and these could all be capitalized by a new owner as Ross has no other existing facilities of this size.

It is also important that throughout the town and its local surrounding area the green spaces and tree area's should be kept, there many of these tucked away which are not owned by the council, therefore have the potential for development. The green area and the lakes within the Chase grounds are one of the largest within town centre and supports wildlife of all descriptions, this is therefore unique as a valuable open space.

The closing of the Chase Hotel and the proposed large development on the present green site would be a disaster, if it has to be developed is should be more moderate and confined to a smaller area possibly to the west side and around the hotel itself, leaving as much as possible on the East side of the green area, leaving the lakes trees and wildlife undisturbed.

Hopefully the present owners might consider if they cannot have such a large development to seek to find a suitable buyer nationwide, and therefore save this valuable green space.

Post this form to:

Neighbourhood Planning Team, Planning Services, PO Box 4. Hereford HR1 27R

## Latham, James

---

**From:** Paul Symonds <paul.symonds@rosstowncouncillors.co.uk>  
**Sent:** 28 August 2019 17:25  
**To:** Neighbourhood Planning Team  
**Subject:** RE: Ross on Wye NDP regulation 16 consultation

I believe the NDP also need to include a commitment to extend and improve the Town & Country Trail to improve connectivity within Ross and with neighbouring communities.

Regards,

**Clr Paul Symonds**

■ **P:** 07792 882148 ■ **E:** paul.symonds@rosstowncouncillors.co.uk  
■ **A:** Chasewood, 42 Eastfield Rd, Ross-on-Wye, HR9 5JZ



---

**From:** Paul Symonds [mailto:paul.symonds@rosstowncouncillors.co.uk]  
**Sent:** 27 August 2019 16:44  
**To:** 'neighbourhoodplanning@herefordshire.gov.uk'  
**Subject:** Ross on Wye NDP regulation 16 consultation

I would like to make the following comments on this.

1. The NDP requires a specific section relating to the Wolf business park at the junction of Alton Road & Gloucester Road, to ensure appropriate redevelopment which meets local needs without prejudice to town centre viability. This is a key gateway site for the town which requires a development that enhances the local built environment.
2. The NDP requires a section focusing on redevelopment of the Riverside Inn on Wye Street which has been derelict for some time. This would be an ideal location for a café/bar with b&b accommodation. This is a key gateway site for the town which requires a development that enhances the local built environment.
3. There is a well-used buggy route across the car park at the Ryefield Centre, between Ryefield Road and Grammar School Close. This must be protected in the NDP for use by local residents in any redevelopment proposals for this site.
4. There is a medium term aspiration to extend the Town & Country Trail to Ross riverside. This is currently not possible because Cleeve Lane is a private road. The NDP therefore needs to include a requirement for the development at Cleeve Lane to include a public cycle route along its northern boundary from Archenfield Road to the north western corner of the development site.
5. I am advised that the NDP cannot make any further requirements to impose installation of solar panels in new build houses, however I believe this should be added to the local character & design criteria of the NDP.
6. The NDP should include a feasibility study for a park & ride service from the cattle market in Netherton Road. This would encourage visitors to Ross Labels to come into the town. The service could be developed using electric vehicles, potentially via Greytree Road to keep costs down.

Regards,

# CLlr Paul Symonds

- **P:** 07792 882148
- **E:** [paul.symonds@rosstowncouncillors.co.uk](mailto:paul.symonds@rosstowncouncillors.co.uk)
- **A:** Chasewood, 42 Eastfield Rd, Ross-on-Wye, HR9 5JZ



LF/P17-2148

4<sup>th</sup> October 2019

Neighbourhood Planning Team  
Planning Services  
PO Box 4  
Hereford  
HR1 2ZB

Dear Sir/Madam

**Ross-on-Wye Neighbourhood Plan Regulation 16 Public Consultation**  
**Representations submitted on behalf of Mr Robin Davies**  
**Policy 5A.3 – Stoney Stile**

Pegasus Group have pleasure in enclosing representations to the Ross-on-Wye Neighbourhood Plan Regulation 16 Public Consultation on behalf of Mr Robin Davies with regard to the following site;

- Policy 5A.3 – Stoney Stile

The representations are contained in the attached document and its accompanying appendices, a hard copy of which will follow in the post.

I would be most grateful if you could please confirm receipt of the attached and advise that the representations have been duly made.

I look forward to hearing from you with regard to these matters,

Yours faithfully,

**LOUISE FOLLETT**  
**Principal Planner**  
[Louise.Follett@pegasusgroup.co.uk](mailto:Louise.Follett@pegasusgroup.co.uk)

Enc. Reg 16 Neighbourhood Plan Representations  
Appendices x 11

Cc. Robin Davies



## ROSS-ON-WYE TOWN COUNCIL

The Corn Exchange , High Street , Ross-on-Wye , Herefordshire, HR9 5HL

Phone: 01989 562373 Email: [admin@rosstc-herefordshire.gov.uk](mailto:admin@rosstc-herefordshire.gov.uk)

[www.rosstc-herefordshire.gov.uk](http://www.rosstc-herefordshire.gov.uk)

Sarah Robson FILCM – Town Clerk

John Davies

2<sup>nd</sup> August 2017

Dear John Davies,

### **Re Local Green Space Nomination - Landowner Notification**

I am writing to inform you that the land at Hawthorne Lane (Archenfield) has been nominated as a Local Green Space for designation within the Ross Neighbourhood Development Plan<sup>1</sup>.

Enclosed is a map of the green space (identified within the red line) that has been nominated. Although an initial assessment has been undertaken, a decision has not yet been made in relation to whether this site is a suitable candidate for Local Green Space designation.

### **What does Local Green Space Nomination mean?**

Successful designation of the site as a Local Green Space would mean that any new development on the land would not be possible other than in "very special circumstances" (National Planning Policy Framework, para 76).

In line with nationally defined criteria to be suitable for designation, the local green space must be:

- In reasonably close proximity to the community it serves;
- Demonstrably special to the local community and hold particular significance, for example, because of its beauty, historic significance recreational value (including playing fields), tranquility or richness of wildlife, and
- Local in character and not an extensive tract of land.

In addition, land which is subject to existing national planning designation will need very good justification for additional designation, in line with national guidance, for example land within the Area of Outstanding Natural Beauty.

Please get in touch with any comments or concerns before 13<sup>th</sup> September 2017.

<sup>1</sup> The Ross-on-Wye Neighbourhood Plan website, with latest updates on the status of the plan, can be accessed here:  
<http://rossplan.org.uk/>



## ROSS-ON-WYE TOWN COUNCIL

The Corn Exchange , High Street , Ross-on-Wye , Herefordshire, HR9 5HL

Phone: 01989 562373 Email: [admin@rosstc-herefordshire.gov.uk](mailto:admin@rosstc-herefordshire.gov.uk)

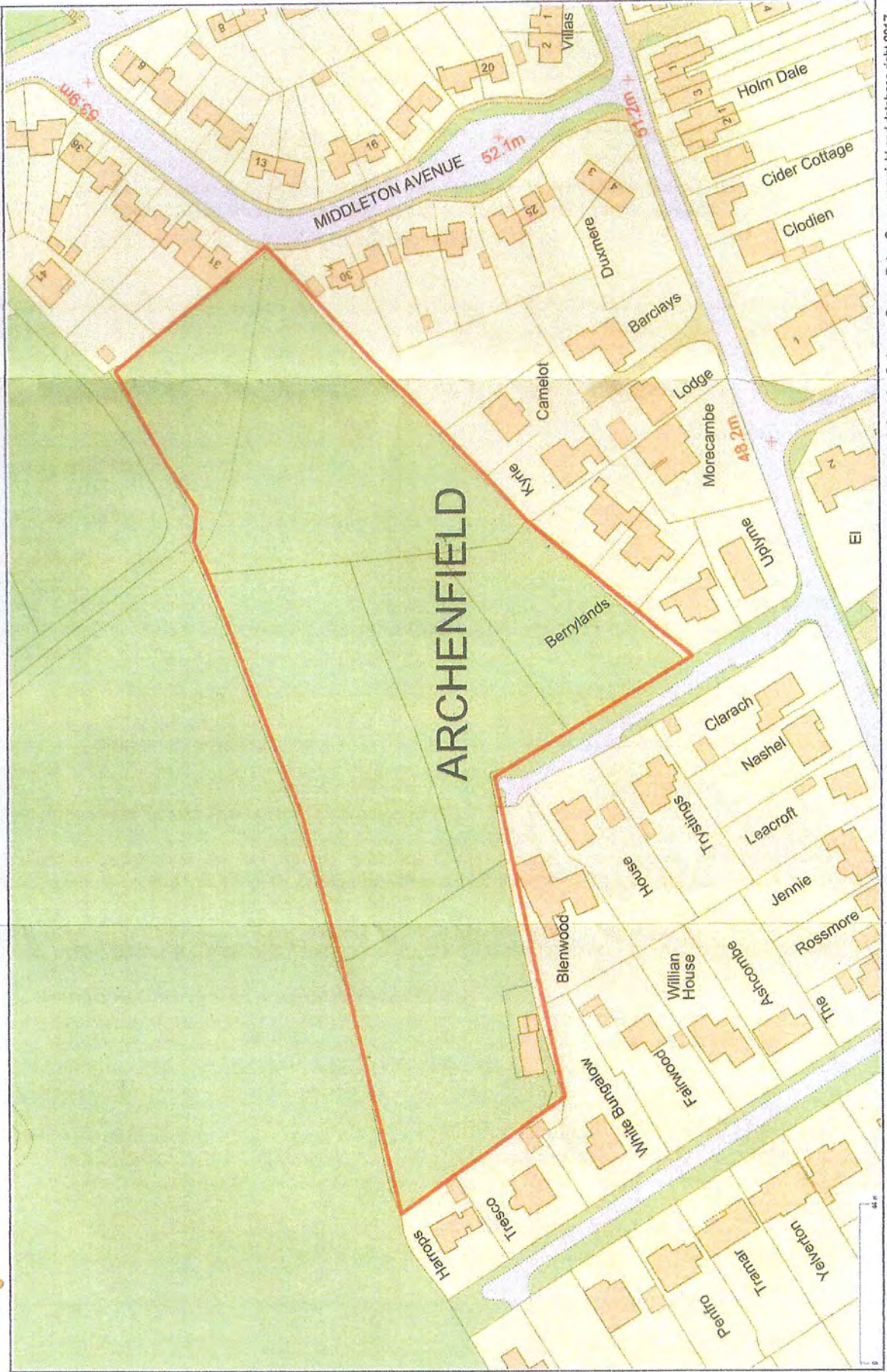
[www.rosstc-herefordshire.gov.uk](http://www.rosstc-herefordshire.gov.uk)

Sarah Robson FILCM – Town Clerk

A formal consultation on the draft Ross Neighbourhood Development Plan is due to follow in November 2017. As part of this process you will be able to comment again on the recommended inclusion/exclusion of your site as a Local Green Space in the Draft Plan. We will write to you again at this stage to notify you in relation to the latest position in relation to your site.

Yours sincerely,

Mrs. Sarah Robson  
Town Clerk







LF/P17-2148

**By email and post**

11<sup>th</sup> September 2017

Mrs Sarah Robson  
Town Clerk  
The Corn Exchange  
High Street  
Ross-on-Wye  
Herefordshire  
HR9 5HL

Dear Sarah,

**Ross-on-Wye Neighbourhood Plan**  
**Local Green Space Nomination – land at Hawthorne Lane (Archenfield)**

I am writing further to your letter of 2<sup>nd</sup> August 2017 to Mr John Davies, (as the major landowner of the area in question), concerning the site described above, a plan indicating the extent of the site is attached at Appendix 1.

Pegasus have been instructed to provide a response to the Town Council concerning this matter, namely the nomination of the site as Local Green Space (LGS) for designation within the Ross-on-Wye Neighbourhood Plan.

It is noted that as yet no decision has been made as to whether this area is a suitable candidate for LGS designation and that you are seeking the views of the landowners.

The Town Council's letter also states that an 'initial assessment' of the site has been undertaken. On request a draft of the 'initial assessment' for the site has been provided to Pegasus by the Town Council's consultants. Inaccuracies in the draft assessment concerning ownership and public rights of way are addressed in this letter.

It is understood that there will be the opportunity to respond further to the evidence prepared to consider all the LGS nominations during the upcoming Regulation 14 consultation of the Ross-on-Wye Neighbourhood Plan. As such my client would like to be advised of all future consultation exercises undertaken on the Neighbourhood Plan.

Pegasus is instructed to strongly object to any such proposal for a Local Green Space Designation to the land in question and I set out in detail below our objections.

**Draft Initial Assessment of Archenfield for LGS designation**

This draft study states that the site is owned by Herefordshire Housing, this is not the case as the site is owned by my client, Robin Davies.

The draft study states that the site is crossed by five footpaths. This is incorrect, a single public footpath is shown on the Herefordshire Definitive Map<sup>1</sup> as crossing the site from Middleton Avenue in the north east to Hawthorne Lane in the south west. There is no public access to the site for recreational purposes except for this single public footpath, any other paths crossing the site do so without the permission of the landowner. The site is currently let privately for the grazing of horses.

My client disputes any connection between the site and John Kyrle's legacy as stated in the draft study.

The draft study also states that the site is a popular starting point for the John Kyrle Walk<sup>2</sup>, however reference to this circular walk route map demonstrates that the site is not adjacent to the walk, neither does the definitive public footpath that crosses the site provide a direct linkage to it. Those using the site as a starting point for the circular walk are doing so over land for which there is no public right of way. My client is most concerned that dog walkers are using the site without permission as described above, as it has been let for the grazing of livestock.

My client reserves the right to comment on any future published evidence assessing the nominated Local Green Space designation sites on the basis that the document viewed to date, and commented on herein, is a draft version.

#### Herefordshire Strategic Housing Land Availability Assessment

The site has previously been submitted to Herefordshire Council for consideration in their Strategic Housing Land Availability Assessment (SHLAA), it has also been the subject of pre-application discussions with Herefordshire Council. The findings of the 2012 SHLAA study are attached at Appendix 2 and demonstrate that the site was considered by the local planning authority to be 'land with low/minor constraints' (site ref: HLAA/192/001). The written assessment also finds the site 'suitable', 'available' and 'achievable' in terms of its ability to contribute to housing land supply and the whole site is stated to be suitable for development.

The adopted Herefordshire Core Strategy (2015) did not allocate the site as it only sought to identify those sites suitable for large scale and strategic housing growth with sites for smaller scale development and rural capacity being delivered through the Neighbourhood Plan process. Notwithstanding, the evidence prepared by Herefordshire Council to support the preparation of the Core Strategy still stands, and can be utilised by the local community for the purpose of Neighbourhood Plan preparation and site allocation.

The SHLAA evidence discussed above clearly demonstrates the suitability of the site for residential development to meet the housing needs of Ross-on-Wye and its surrounding area. The site remains eminently deliverable and could contribute approximately 35 - 40 dwellings, including affordable housing, to the authorities five-year housing land supply. The bringing forward of the site to help meet local housing need should therefore not be prevented by the designation of the site as Local Green Space in the Neighbourhood Plan.

---

1

[https://www.herefordshire.gov.uk/info/200136/travel\\_and\\_transport/716/highways\\_and\\_public\\_rights\\_of\\_way\\_map](https://www.herefordshire.gov.uk/info/200136/travel_and_transport/716/highways_and_public_rights_of_way_map)

<sup>2</sup> [https://www.herefordshire.gov.uk/downloads/file/1755/john\\_kyrle\\_circular\\_walk](https://www.herefordshire.gov.uk/downloads/file/1755/john_kyrle_circular_walk)

National Planning Policy Framework (NPPF)  
Paragraph 77 of the NPPF states that:

*"The Local Green Space designation will not be appropriate for most green areas or open space" (emphasis added). It goes on to state that the designation should only be used, when the green space is, 'in reasonably close proximity to the community it serves; is demonstrably special to a local community and holds a particular significance, for example, because of its beauty, historic significance, recreational value (including playing fields) tranquillity or richness of wildlife; and is local in character and not an extensive tract of land.'*

The evidence to support the designation of the site for LGS when assessed against these criteria has yet to be published by the Neighbourhood Plan Steering Group for comment. Suffice to say my client raises objection to the nomination of the site in the first instance.

National Planning Practice Guidance (NPPG)

The National Planning Practice Guidance provides further specific guidance on the designation of local green space: "*Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities.*" Importantly the guidance is clear in Paragraph: 007 Reference ID: 37-007-20140306 - How does Local Green Space designation relate to development?

*"Designating any Local Green Space will need to be consistent with local planning for sustainable development in the area. In particular, plans must identify sufficient land in suitable locations to meet identified development needs and the Local Green Space designation should not be used in a way that undermines this aim of plan making."* (emphasis added).

The NPPG also provides guidance where a site is already covered by another statutory designation. Paragraph 11 Ref ID:37-011-20140306 states that, '*Different types of designations are intended to achieve different purposes. If land is already protected by designation, then consideration should be given to whether any additional local benefit would be gained by designation as Local Green Space*'.

There is no justification for designating the Archenfield site as Local Green Space as in this instance the site is located within the Wye Valley Area of Outstanding Natural Beauty, which sweeps across the River Valley and much of the rest of the urban area of Ross-on-Wye. The AONB designation is the highest level of landscape designation, as such there is no need for an additional designation. Land within the AONB is not necessarily precluded from development where other material considerations such as housing need are taken into consideration in the planning balance.

The proposal for Local Green Space designation appears to be premised on the aspiration to prevent development rather than as a means of protecting an area of special local significance.

#### Conclusion

Local Green Space is a restrictive and significant policy designation which, when in place, would be equivalent to Green Belt designation. As such designations are specifically identified as a justification for restricting development under the terms of paragraph 14 of

the NPPF. It is therefore critical that any future allocations for Local Green Space are identified only where the Town Council can reasonably justify them in accordance with the NPPG and NPPG.

In this regard paragraph 76 of the NPPF is clear that identifying land as Local Green Space should therefore *"be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services."* Land should not be identified as Local Green Space where it would undermine the ability of the Council to provide for sufficient homes, jobs and other essential services. In doing so this would result in the Neighbourhood Plan being contrary to national policy and guidance.

The Local Green Space nomination effectively seeks to circumvent the consideration of future development opportunities, which are consistent with the NPPF and PPG, of facilitating the delivery of sustainable development to meet identified needs. The nomination proposal for the site appears to be premised on the basis of objection to any future possible development which is entirely contrary to national policy and guidance.

On behalf of our client, Pegasus strongly objects to any possible Local Green Space Designation at land at Hawthorne Lane (Archenfield) for the reasons set out above.

If you have any queries, please do not hesitate to contact me.

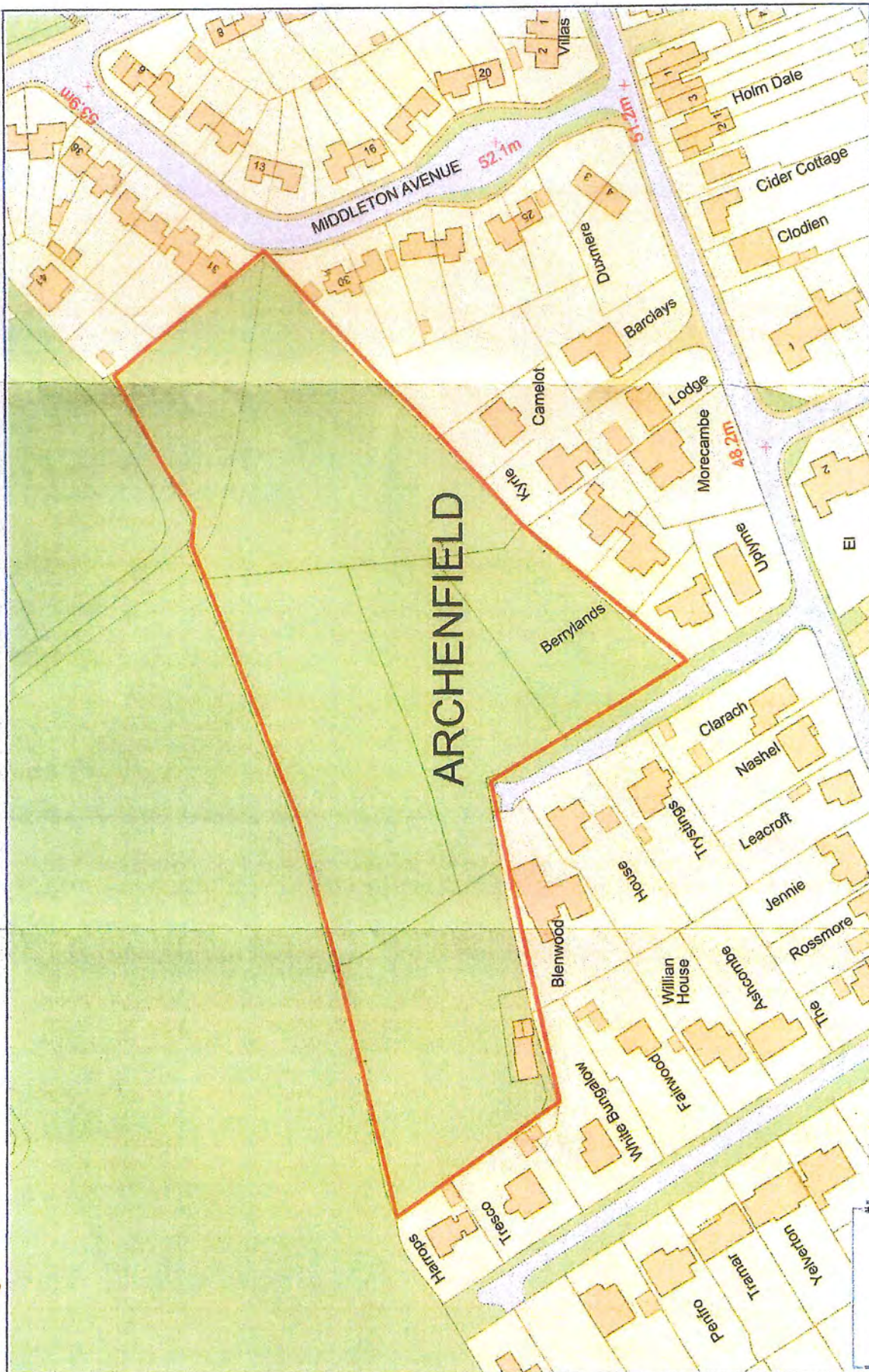
Yours sincerely

**LOUISE FOLLETT**  
**Principal Planner**  
**E-mail: [louise.follett@pegasuspq.co.uk](mailto:louise.follett@pegasuspq.co.uk)**

Enc: Appendix 1 - Site Plan  
Appendix 2 - 2012 SHLAA Study Findings

Cc: Robin Davies




**APPENDIX 1**  
**SITE PLAN**  
**LAND AT HAWTHORNE LANE (ARCHENFIELD)**



## **APPENDIX 2**

### **2012 SHLAA STUDY FINDINGS**

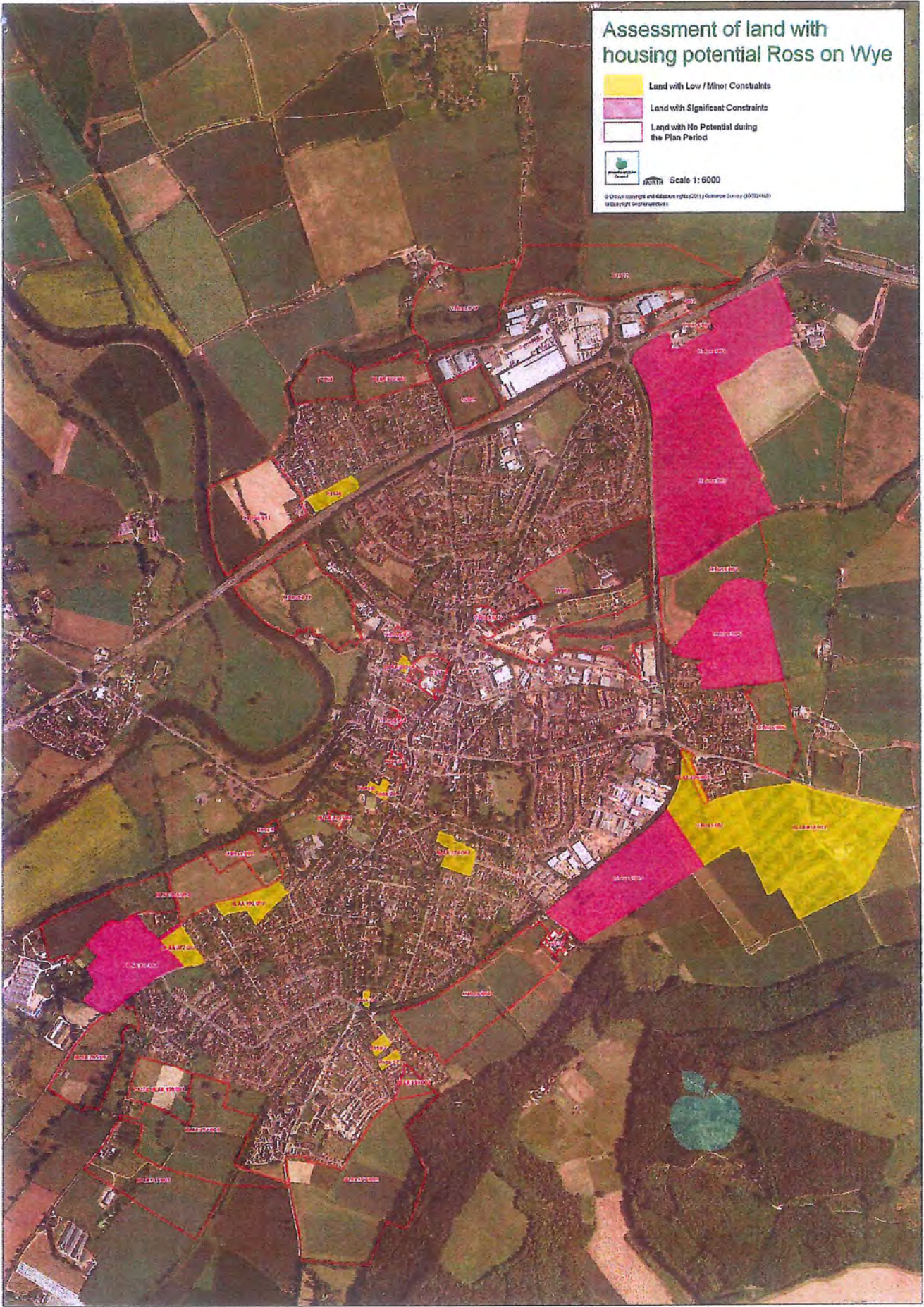
# Assessment of land with housing potential Ross on Wye

-  Land with Low / Minor Constraints
-  Land with Significant Constraints
-  Land with No Potential during the Plan Period



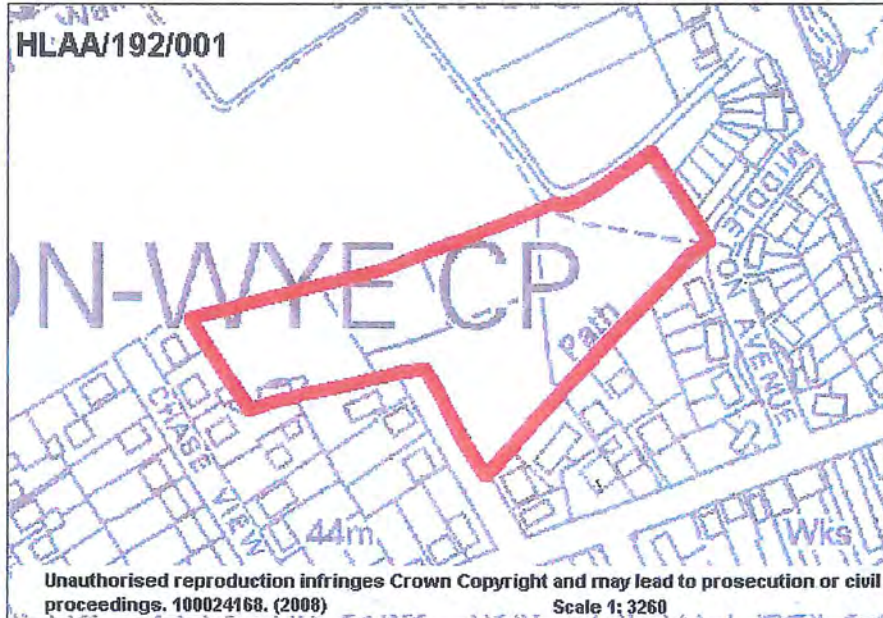
NORTH Scale 1:6000

© Crown copyright and database rights (2011) Ordnance Survey (10004145)  
© Wiltshire Council





**Settlement:** Ross-on-Wye                      **Site Ref:** HLA/192/001  
**Site Address:** Stoney Stile, Cleeve Lane



<b>Information Source:</b>	Call for sites	<b>Site Area (ha):</b>	1.72
<b>Agricultural Land Classification:</b>	2		

Suitable: Yes <input checked="" type="checkbox"/> Suitable: No <input type="checkbox"/> Suitable: Part <input type="checkbox"/> Achievable: Yes <input checked="" type="checkbox"/> Achievable: No <input type="checkbox"/> Achievable: Part <input type="checkbox"/> Available: Yes <input checked="" type="checkbox"/> Available: No <input type="checkbox"/> Available: Don't Know <input type="checkbox"/>	<b>Potential Housing Capacity:</b> 50 Greenfield <input checked="" type="checkbox"/> Brownfield <input type="checkbox"/> Timescale: 1-5 Years <input type="checkbox"/> Timescale: 6-10 Years <input checked="" type="checkbox"/> Timescale: 11-15 Years <input type="checkbox"/> Timescale: 16-20 Years <input type="checkbox"/> Timescale: Not In Current Plan Period <input type="checkbox"/>
--	--

---

<b>Settlement:</b>	Ross-on-Wye	<b>Site Ref:</b>	HCAA/192/001
<b>Site Address:</b>	Stoney Stile, Cleeve Lane		

---

**Summary Description:**

Grassland. Contained site that slopes down towards the east and rises to the north. Views into site: Localised views. Adjacent/surrounding land: Housing to the south east and west. Site integration: The site is well related to the built form having housing on 3 sides. The site forms a natural extension to the town. Height and character: 2 storey residential development to the north east and south east. Additional comments: Access may be a constraint particularly along Archenfield and through town centre onto main road network. The town centre streets are at capacity creating a significant constraint to developing housing on the south western edge of Ross. Site adjoins the Wye Valley AONB

**Flood Information:**

The site is classified as being fully in zone 1 and the risk of fluvial flooding may be low. The proposed use is appropriate on the basis of the relevant flood zone. PPS25 exception test will not apply for this development in this flood zone

**Water information:**

Sewerage: Parts of the public sewerage network suffer from hydraulic overloading. No regulatory improvements are planned under Dwr Cymru Welsh Water's current 5 year Capital Investment Programme. Should this site be developed in advance of any regulatory improvements, developers may be required to fund the essential improvements.

Sewage treatment: Development of this site may be constrained by the capacity of the public waste water treatment works for which no regulatory improvements are planned under Welsh Water's current Capital Investment Programme. Dwr Cymru Welsh Water awaits funding for its plans post year 2010. Should this site be developed in advance of Welsh Water's Capital Investment, developers may be required to fund the essential improvements.

Water supply: The development of this proposed site would require off-site mainlaying from a point of adequacy on larger diameter/pressure water mains. Where off-site water mains are required, these can be provided under a water requisition scheme, the costs of which would be borne by potential developers.

**Landscape:**

Medium Sensitivity: The site has value as a landscape resource and/or key characteristics of landscape are susceptible to change

**Historic landscape:**

Sensitivity 1. Areas where high historic environment values have been identified, and where large scale new development is therefore likely to have significant impact on the integrity of the inherited landscape. Some closely restricted development may occur as informed by detailed historic environment impact and design studies

**Highways information:**

Access onto the C1274 difficult, Hawthorn Lane has the width but visibility splay very poor, Middleton Avenue has some scope for linkage, footway/cycle link, but area very congested due to location of school, potential to link with surrounding sites.

**Biodiversity:**

Site contains semi-natural habitats and wildlife corridors which will constrain development

**Is the site suitable (and achievable) for development?:**

There is potential for housing on the lower southern section outside of the Conservation Area provided safe/satisfactory access can be secured. Landowner is willing to release the land for housing development.

**Can the entire site be developed?:**

Yes

Place Studio Ltd  
Bristol & Exeter House  
Lower Approach Road  
Temple Meads  
Bristol  
BS1 6QS

T: 0117 3253300  
E: [info@placestudio.com](mailto:info@placestudio.com)

engage • design • deliver

place

THE RTPI AWARDS FOR 2015  
**PLANNING  
EXCELLENCE**  
WINNER

John Davies

11<sup>th</sup> April 2018

Dear Mr. Davies,

**ROSS-ON-WYE NEIGHBOURHOOD PLAN**

As I think you are aware, we are assisting Ross-on-Wye Town Council with the preparation of the Neighbourhood Plan for the town. As part of that work we are seeking potential development sites for inclusion in the plan.

We understand that you are the owner of the land known as Stoney Stile on Hawthorne Lane in Ross. This area of land had been put forward by local people for possible designation as a Local Green Space but insufficient evidence was forthcoming for this so we are now including it in the draft Neighbourhood Plan for allocation for some development.

We therefore now attach the formal letter about this (which must come from the Town Council) and the material referred to in the letter – draft text of all of the Development Sites section in the current draft plan.

If you have any queries these are best directed to me as one of the Town Council's consultants. My email address is [jeff@placestudio.com](mailto:jeff@placestudio.com) and my mobile number (which is by far the best one to use) is 0794 1063 138.

We look forward to hearing from you.

Kind Regards,

Jeff Bishop

engage • design • deliver

place

Place Studio Ltd.  
Registered in England and Wales No.7288847  
VAT registration No. 141 9429

THE RTPI AWARDS FOR 2015  
**PLANNING  
EXCELLENCE**  
WINNER



# ROSS-ON-WYE TOWN COUNCIL

The Corn Exchange , High Street , Ross-on-Wye , Herefordshire, HR9 5HL

Phone: 01989 562373 Email: [admin@rosstc-herefordshire.gov.uk](mailto:admin@rosstc-herefordshire.gov.uk)

[www.rosstc-herefordshire.gov.uk](http://www.rosstc-herefordshire.gov.uk)

Sarah Robson FILCM – Town Clerk

9<sup>th</sup> April 2018

John Davies

Dear Mr. Davies,

## **LAND AT STONEY STILE**

Please see attached a copy of the text from the draft Ross-on-Wye Neighbourhood Plan that currently includes the land, which we understand to be in your ownership, known as Stoney Stile, off Hawthorne Lane in Ross-on-Wye. As you will see, the plan proposes formal allocation of this land.

Note also that we have included, for information, all the text on all the sites being proposed for development in the plan and all relevant landowners are being sent similar letters.

First, could you please confirm that you own this land? Secondly, please let us have any information on details that are factually incorrect. Finally, please let us have any comments you wish to make on the text included in the section about the Stoney Stile site.

We hope to receive all responses back to the Town Council by the 2<sup>nd</sup> May. Your feedback will be used to produce the first draft plan for formal consultation – termed Regulation 14. You will of course be included in that consultation.

If you have any queries about this letter or related information, please contact our consultants, Place Studio.

Thank you for your time.

Yours sincerely,

Mrs. Sarah Robson  
Town Clerk

LF/P17-2148

1<sup>st</sup> May 2018

Mrs Sarah Robson  
Town Clerk  
The Corn Exchange  
High Street  
Ross-on -Wye  
Herefordshire  
HR9 5HL

Dear Sarah,

**Ross-on-Wye Neighbourhood Plan**  
**Review of potential allocation – Stoney Stile (Land at Archenfield)**

I am writing further to your letter and enclosures of 9<sup>th</sup> April 2018 to Mr John Davies (as major landowner of the site in question) described above, which was received under cover of letter from Jeff Bishop of Place Studio Ltd dated 11<sup>th</sup> April 2018.

Your letter requests that Mr Davies confirms that he owns the land and also requests feedback on any factual inaccuracies in the draft text and policy for the allocation of the site in the proposed Neighbourhood Plan.

My client is grateful for the opportunity to respond to the Town Council's request and is pleased to note that the representations previously made to the Town Council, by way of letter dated 11<sup>th</sup> September 2017, concerning the potential designation of the site as Local Green Space, have been taken into consideration and the site is now being taken forward in the draft plan with an allocation for residential development.

With regard to your first point I can confirm that while Mr Davies holds title to the majority of the site a section is owned by others, also land that would be required to implement the most suitable access, from Middleton Avenue is also in the ownership of third parties, namely Herefordshire Housing and 30 Middleton Avenue. My client has an 'in principle' agreement with the owners of 30 Middleton Avenue to achieve a suitable access to the site.

Concerning the factual accuracy of the text relating to the site and the proposed policy the following points are made;

- The footpath crossing the eastern part of the site is not a public right of way, this should be made clearer in the explanatory text as the acronym 'PROW' is not widely understood. Any use of this, or other paths on the site is without the land owner's permission.

**PLANNING | DESIGN | ENVIRONMENT | ECONOMICS**

Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT  
T 01285 641717 F 01285 642348 [www.pegasuspg.co.uk](http://www.pegasuspg.co.uk)

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | East Midlands | Leeds | Liverpool | London | Manchester

Page | 1

- The only footpath that should be alluded to in the Neighbourhood Plan is the single public footpath shown on the Herefordshire Definitive Map that crosses the site adjacent to its south-eastern boundary linking Hawthorne Lane with Middleton Avenue<sup>1</sup>.
- With regard to the proximity of the Wye Valley AONB and the Conservation Area, these matters would be addressed through any planning application at the site with baseline studies assessing the landscape and visual amenity implications of development and any potential impact on the character and setting of the Conservation Area in order to correctly assess the capacity of the site.
- Baseline studies for any planning application would also assess existing biodiversity at the site.
- In the absence of the above work being carried out by the Town Council, the level of development that the site can effectively accommodate, as proposed by the Neighbourhood Plan (15 dwellings) is disputed, especially as the Herefordshire SHLAA assessment previously found the site suitable, available and deliverable for up to 50 dwellings. The Council have not provided evidence to justify limiting the site to the delivery of only 15 dwellings.
- My client has previously commissioned consulting engineers, Robert West, to consider how the site can be satisfactorily accessed. The outcome of this work evidenced that access from Hawthorne Lane is not a possibility, it is not an adopted road<sup>2</sup>, lacks footpaths and has a lack of visibility with Archenfield Road, which without extensive additional land, which would not be likely to be forthcoming, could not be overcome. However, access from Middleton Avenue would be relatively easy to achieve and would meet all Highway requirements, and was generally accepted at a previous pre-application enquiry with Herefordshire Council.
- It is requested therefore that reference to access from Hawthorne Lane be deleted from the policy as land to provide the visibility splay improvements required by the policy is outside my clients control.
- Access from Middleton Avenue should not be predicated on the re-location of Ashton Park Primary School if it can currently be adequately achieved to the satisfaction of the Highway Authority.

---

1

[https://www.herefordshire.gov.uk/info/200136/travel\\_and\\_transport/716/highways\\_and\\_public\\_rights\\_of\\_way\\_map/1](https://www.herefordshire.gov.uk/info/200136/travel_and_transport/716/highways_and_public_rights_of_way_map/1)

2

[https://www.herefordshire.gov.uk/info/200136/travel\\_and\\_transport/716/highways\\_and\\_public\\_rights\\_of\\_way\\_map/1](https://www.herefordshire.gov.uk/info/200136/travel_and_transport/716/highways_and_public_rights_of_way_map/1)

- My client objects to part of the site being allocated for open space for allotments as any proposal would bring forward the required amount of open space commensurate with the level of development proposed. Moreover, the Town Council have not yet published any evidence as to why additional public open space or allotments are required in the town at this particular location.
- The Town Council have yet to publish their Character Area evidence for comment, so the design details of 'Character Area 9' are as yet unknown and further comment is reserved.
- My client also queries why the delivery of new homes at the site should be delayed until 'late in the plan period'? As the site is 'suitable, available and achievable' in the Herefordshire SHLAA it can contribute to Herefordshire Council's five-year housing land supply and as such should be allocated in the Neighbourhood Plan for delivery in the first five years of the plan.

My client reserves the right to comment on the other proposed allocations in the Neighbourhood Plan and the accompanying evidence base, as yet unpublished, that supports the plan at the Regulation 14 public consultation stage.

I would be most grateful if you could please confirm receipt of this letter and advise on the likely timescale for the next stages of Neighbourhood Plan preparation at your earliest convenience, meanwhile should the Town Council require any further information about the site, or wish to meet to consider further, or in more detail, the matters contained herein, please do not hesitate to contact me,

Yours sincerely,

**LOUISE FOLLETT**  
**Principal Planner**  
[Louise.Follett@pegasusgroup.co.uk](mailto:Louise.Follett@pegasusgroup.co.uk)

Cc Robin Davies

## **5A.3 Stoney Stile Allocation**

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

- Access would only be possible from Middleton Avenue if Ashfield Park Primary School is relocated.**
- A small amount of housing development is possible, with the remainder of the site being dedicated as 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 according to final access agreements, quantum of open space etc.**

**Timing: Late in the plan period.**



# THE ROSS-ON-WYE NEIGHBOURHOOD DEVELOPMENT PLAN

## Comments on Regulation 14 Draft for Public Consultation,

Any and all interested parties are invited to comment using this form or the associated online area.

Each new comment should be in a new row; rows will expand to fit your text. If you run out of rows please use a second form.

Please save your file using the original file name < Ross NDP R14 Comment\_initials\_MMDD.docx > **but replacing “initials” and “MMDD” with your initials and the month and day (e.g. 0911) respectively.**

Email comments to BOTH [finance@rosstc-herefordshire.gov.uk](mailto:finance@rosstc-herefordshire.gov.uk) & [chair@rossneighbourhoodplan.org.uk](mailto:chair@rossneighbourhoodplan.org.uk) please.

Postal comments to Ross-on-Wye NDP, Ross-on-Wye Town Council, The Corn Exchange, High Street, Ross-on-Wye, HR9 5HL please

Name (+ any person or organisation you represent) and contact details including post code#	Page Clause Para*	Comment If your comment is in a separate file then please put its filename in here	Proposal to deal with comment made If your proposal is in a separate file then please put its filename in here
<p>Louise Follett Pegasus Group Pegasus House Querns Business Centre Whitworth Road Cirencester GL7 1RT</p> <p>on behalf of</p> <p>Robin Davies Landowner</p>	<p>Para 4.2 Policy EN3</p>	<p>The settlement boundary proposed in Figure 9 and referred to at Policy EN3 currently excludes our client's site (attached at Appendix 1). Figure 19: 'Ross-on Wye Current Built Form and Edges' plan clearly shows our client's site as lying within the existing built edge of the town. The source of the definition of the 'built edge' in Figure 19 is not provided.</p> <p>It is considered that there is currently a discontinuity between the two plans. However, the Ross Neighbourhood Plan (RNP) 'Settlement Boundary' evidence paper clearly states the guidance of Herefordshire Council to those preparing Neighbourhood Plans as follows:</p> <p>'6 - Land within the Neighbourhood Development Plan allocated for housing, employment or other uses, should be included with the (Settlement) boundary 7 - Settlement boundaries should be drawn to facilitate an appropriate level of proportional growth within the plan period. If land within the boundary is not formally allocated, there will be a requirement to demonstrate that there is enough available capacity within the boundary to enable development to take place'.</p> <p>The workability of the proposal to revise the Settlement Boundary on commencement of the construction of a committed or allocated site will be dependent on whether the local planning authority consider the proposed amendments materially affect the policies of the plan. While a non-material amendment can be made at any time without consultation, examination or referendum more substantive changes must follow national planning practice guidance as stated at</p>	<p>That our client's site, allocated as 'Stoney Stile' and shown at Appendix 1, be included within the Settlement Boundary for the Neighbourhood Plan at Figure 9 in accordance with the guidance of Herefordshire Council for NDP's that proposed allocations are included within a Settlement Boundary.</p>

Name (+ any person or organisation you represent) and contact details including post code#	Page Clause Para*	Comment If your comment is in a separate file then please put its filename in here	Proposal to deal with comment made If your proposal is in a separate file then please put its filename in here
	Wording of Policy EN3	<p>Paragraph: 085 Reference ID: 41-085-20180222 (revised 22.02.18).</p> <p>As currently worded Policy EN3 would require exceptional circumstances to be 'elaborated' and 'justified' for sites that are allocated in the Neighbourhood Plan but currently situated outside the proposed settlement boundary as shown at Figure 9.</p> <p>This cannot be the intention of the Neighbourhood Plan and revised wording is suggested opposite.</p>	<p>Suggested revised wording for Policy EN3. NB: This proposed wording is suggested should the proposed change to the Settlement Boundary described above not take place.</p> <p>'Development will be limited to within the Settlement Boundary as shown on Figure 9, and to those sites allocated by this Neighbourhood Plan where development will also be permitted. Development outside the Settlement Boundary on unallocated sites will be considered against the Policies of the adopted Herefordshire Local Plan and the Ross-on-Wye Neighbourhood Plan'.</p>
	Para 4.4 Policy EN7	<p>It is noted that our clients site is situated within the Wye Valley AONB and therefore is subject to Paragraph 172 of the NPPF (2018), the adopted Wye Valley AONB Management Plan (2015 - 2020)* and the Policies of the adopted Herefordshire Local Plan that refer to the Wye Valley AONB.</p> <p>The current AONB Management Plan is not averse to development within the AONB and states at paragraph 9.1.3 that; 'High quality design, including the inclusion of Green Infrastructure, that takes account of landscape character, scale and setting, can help enhance the area'.</p> <p>Herefordshire Council's Urban Fringe Study (2010) defines our client's site as having 'medium'</p>	<p>The 'Principal Settled Farmland' urban fringe setting of our client's site would be taken into consideration in the design of the site in accordance with the Urban Fringe Sensitivity Analysis (2010) published by Herefordshire Council.</p>

Name (+ any person or organisation you represent) and contact details including post code#	Page Clause Para*	Comment If your comment is in a separate file then please put its filename in here	Proposal to deal with comment made If your proposal is in a separate file then please put its filename in here
		<p>landscape sensitivity at Map 3.6 (attached at Appendix 2).</p> <p>Taking all these matters into account the Council's SHLAA document considers the site to be 'suitable' for development having 'low/minor constraints' once landscape matters, including the AONB were taken into consideration.</p> <p>The fact that our client's site lies within the Wye Valley AONB is therefore not considered to be a constraint to the development of the site or the quantum of development that could come forward at the site.</p> <p>*It is noted that the current Wye Valley AONB Management Plan was not published on the Neighbourhood Plan website as an evidence document for the RNP Regulation 14 consultation, instead the time expired 2009-2014 Wye Valley AONB Management Plan was published as evidence.</p>	
	Para 4.5 Key Views Policy EN8	It is noted that the four key views identified at Figure 11 do not affect the development of our client's site at 'Stoney Stile'	N/A
	Para 4.6 Green Infrastructure Policy EN9	<p>Objection is raised to the southernmost end of the Main Green Infrastructure Corridor Route 5 as it does not reflect the statutory PROW as evidenced by Map 5 of the RNP Green Infrastructure paper 'Public rights of Way and Cycle Paths'.</p> <p>It is appreciated that a statutory PROW runs along the south eastern boundary of our clients</p>	That the southern end of Route 5 be re-drafted to follow the statutory PROW that follows the south western boundary of our clients site that is readily visible on site.

Name (+ any person or organisation you represent) and contact details including post code#	Page Clause Para*	Comment If your comment is in a separate file then please put its filename in here	Proposal to deal with comment made If your proposal is in a separate file then please put its filename in here
		<p>site but no other statutory paths exist across the site as suggested by the southern end of Route 5 in Figure 12 of the RNP.</p> <p>This matter has been previously raised to the attention of those preparing the RNP in correspondence prepared by Pegasus on behalf of our client.</p>	
	Para 4.8 Policy EN11	<p>The desire of the RNP to exceed the requirements of Herefordshire Council's Statement of Community Involvement (SCI) is noted, however the expectations for pre- application engagement by those pursuing new development across Herefordshire is set by the Council's SCI.</p> <p>The Town Council should not respond negatively with regard to development at sites allocated in the plan purely on the basis that applicants may not have engaged with them as set out in the RNP Pre-Application protocol.</p>	N/A
	Para 4.28 Policy SC3	<p>It will be the role of the local planning authority to negotiate new open space at allocated sites within the RNP when development proposals come forward in accordance with their adopted and evidenced open space standards.</p> <p>While the desire to secure new allotments on sites of 100 dwellings plus is noted the same requirements should not apply to smaller schemes, especially where other Green Infrastructure requirements may be requested at</p>	Smaller development sites in the wider town should not be required to provide allotments.

Name (+ any person or organisation you represent) and contact details including post code#	Page Clause Para*	Comment If your comment is in a separate file then please put its filename in here	Proposal to deal with comment made If your proposal is in a separate file then please put its filename in here
		<p>a site, such as the provision of pedestrian routes to the wider countryside.</p> <p>It is noted that Ross Town Council has not objected but have given support in their consultation response to Herefordshire Council to the principal of development for two Planning Applications at Cawdor Arch Road which result in the loss of existing allotment spaces, (P173190/F and P182617/F) - yet the Town Council continue to pursue the provision of new allotments through the RNP at our client's site.</p>	
	<p>Para 5.3 Policy 5A.3 Stoney Stile</p>	<p>Our client supports the allocation of this site for residential purposes and welcomes the findings of the RNP that development at the site is 'possible'.</p> <p>However, our client does not consider that the development of the site should be intrinsically linked to the re-location of Ashfield Park Primary School as currently required by the draft policy for the following reasons;</p> <ol style="list-style-type: none"> <li>1. The RNP provides no published evidence to demonstrate that Ashfield Park Primary School will be relocating within the plan period.</li> <li>2. The RNP does not allocate the primary school site for a future use, nor is an alternative site allocated for a new primary school in the RNP.</li> <li>3. The Ashfield Park Primary School site it is not being promoted for development by Herefordshire Council through the SHLAA.</li> </ol>	<p>To re-draft Policy 5A.3 as follows;</p> <p>'This site is allocated for housing and public open space. The following criteria would apply:</p> <ul style="list-style-type: none"> <li>. Access from Middleton Avenue will be subject to detailed assessment in the context of Ashton Park Primary School, including the completion of a Road Safety Audit;</li> <li>. The proposed layout will be subject to an assessment of landscape impact having regard to the Wye Valley AONB; and</li> <li>. The proposal shall make appropriate provision for any existing Public rights of Way' </li></ul>

Name (+ any person or organisation you represent) and contact details including post code#	Page Clause Para*	Comment If your comment is in a separate file then please put its filename in here	Proposal to deal with comment made If your proposal is in a separate file then please put its filename in here
		<p>4. The Primary School's website provides no indication that it is re-locating, indeed it is a popular and thriving local primary school serving the local community.</p> <p>5. The RNP has not published evidence from the Highway Authority to substantiate their requirement to limit the development of the site to the re-location of the primary school as part of the Regulation 14 consultation evidence.</p> <p>6. The matter of safe access into the Stoney-Stile site would be assessed by Herefordshire Council on receipt of any planning application.</p> <p>Currently Middleton Avenue, which has a wide carriageway width in comparison to other roads in the vicinity of the site, has unrestricted parking on both sides and is used informally for parking by parents and residents.</p> <p>Access into the site would be achieved from the inside of a bend in the road affording good visibility in either direction.</p> <p>Solutions to ensure safe access and egress into the site would be achieved through negotiations with the Highway Authority in connection with any planning application.</p> <p>Should negotiations with the Highway Authority, as the result of a planning application, prove it absolutely necessary in order to release the site</p>	

Name (+ any person or organisation you represent) and contact details including post code#	Page Clause Para*	Comment If your comment is in a separate file then please put its filename in here	Proposal to deal with comment made If your proposal is in a separate file then please put its filename in here
		<p>for residential development, our client would be prepared to provide an area of off street parking for the purposes of the primary school on the understanding that on any future relocation of the primary school any parking so provided would revert to housing.</p> <p>Our client does not consider that the site should be limited to a 'small amount of housing development' by the proposed policy nor that the 'remainder of the site' should be 'dedicated as allotments'.</p> <p>Concern is raised to the quantum of development at the site being limited to 'in the order of 15 houses'.</p> <p>If the site is considered to be suitable for development by the local planning authority in the SHLAA then best use should be made of the site, including smaller units for those in housing need, with the design of the site taking account of landscape and Green Infrastructure considerations.</p> <p>This is all the more necessary as Herefordshire Council are only able to evidence a 4.55 year housing land supply in their latest housing land supply position statement dated October 2018. Indeed, the October 2018 statement re-iterates at paragraph 2.17 the Council's Interim Statement of 2016 that in light of a lack of a five year housing land supply 'Herefordshire Council positively encourages developers to come</p>	



Name (+ any person or organisation you represent) and contact details including post code#	Page Clause Para*	Comment If your comment is in a separate file then please put its filename in here	Proposal to deal with comment made If your proposal is in a separate file then please put its filename in here
		<p>forward with proposals for suitable and sustainable housing developments to meet the county's needs'.</p> <p>Ross-on-Wye is a very sustainable higher order settlement, set within the wider Ross-on-Wye rural housing market area. In terms of a location for new residential development it provides access to many shops and services including a secondary school, community hospital, doctors surgeries and supermarkets. It also provides an established community with churches, multiple interest groups and sports clubs.</p> <p>It is necessary therefore for best use to be made of our clients site which is both 'suitable' (SHLAA) and deliverable to help meet the market and affordable housing needs of the Town.</p> <p>Attention is also drawn to the fact that the Town Council have not formally objected to the loss of the existing allotments at the Cawdor Arch Road site (described above), it is therefore considered unreasonable of the RNP to require our client's site to re-provide allotments at the Stoney Stile site when objection has not been raised to the loss of existing allotments elsewhere in the Town.</p> <p>Our client raises concern to the policy requirement that plot sizes should be consistent with the immediate local character.</p>	

Name (+ any person or organisation you represent) and contact details including post code#	Page Clause Para*	Comment If your comment is in a separate file then please put its filename in here	Proposal to deal with comment made If your proposal is in a separate file then please put its filename in here
		<p>As stated above best use should be made of the site if it is to come forward. The RNP states at paragraph 1.2.10 that the 2011 census pointed to low average household size in the town of 2.2 along with a high number of older people and an overall ageing population.</p> <p>Paragraph 1.2.12 points to the fact that 'homes at the lower end of the market in Ross cost around 11 times the average annual earnings compared to around 8.9 times nationally'.</p> <p>It is clear therefore, using RNP's own evidence, that moving forward the town will require smaller units to meet both market and affordable housing requirements.</p> <p>Our client's site provides the opportunity to provide such dwellings as part of a mix of size and type of dwellings units at the Stoney Stile site.</p> <p>Our client also raises concern that the draft policy suggests that the site could come forward later in the plan period</p> <p>The RNP does not provide any relevant evidence to demonstrate why the development of the site should be withheld until 'Late in the plan period'.</p> <p>The RNP would not be 'positively prepared' in accordance with paragraph 11a and 13 of the NPPF if it restricts development without reasonable evidence at an allocated 'suitable'</p>	

Name (+ any person or organisation you represent) and contact details including post code#	Page Clause Para*	Comment If your comment is in a separate file then please put its filename in here	Proposal to deal with comment made If your proposal is in a separate file then please put its filename in here
		<p>(SHLAA) and deliverable site, this may impact on the compliance of the RNP with the requirements of 'Basic Conditions'.</p> <p>The Herefordshire SHLAA considers the site to be 'suitable'; 'available' and 'achievable' and therefore 'suitable' for development now.</p> <p>Subject to agreeing suitable access with the Highway Authority, which can be resolved through the submission of a planning application, there are no further material constraints preventing the site coming forward now to help meet local market and affordable housing need in Ross and to contribute to Herefordshire Council's five-year housing land supply.</p> <p>Indeed, bringing forward the site in the short term can help deliver RNP aspirations with regard to improved Green Infrastructure linkages in this part of the town.</p>	

#

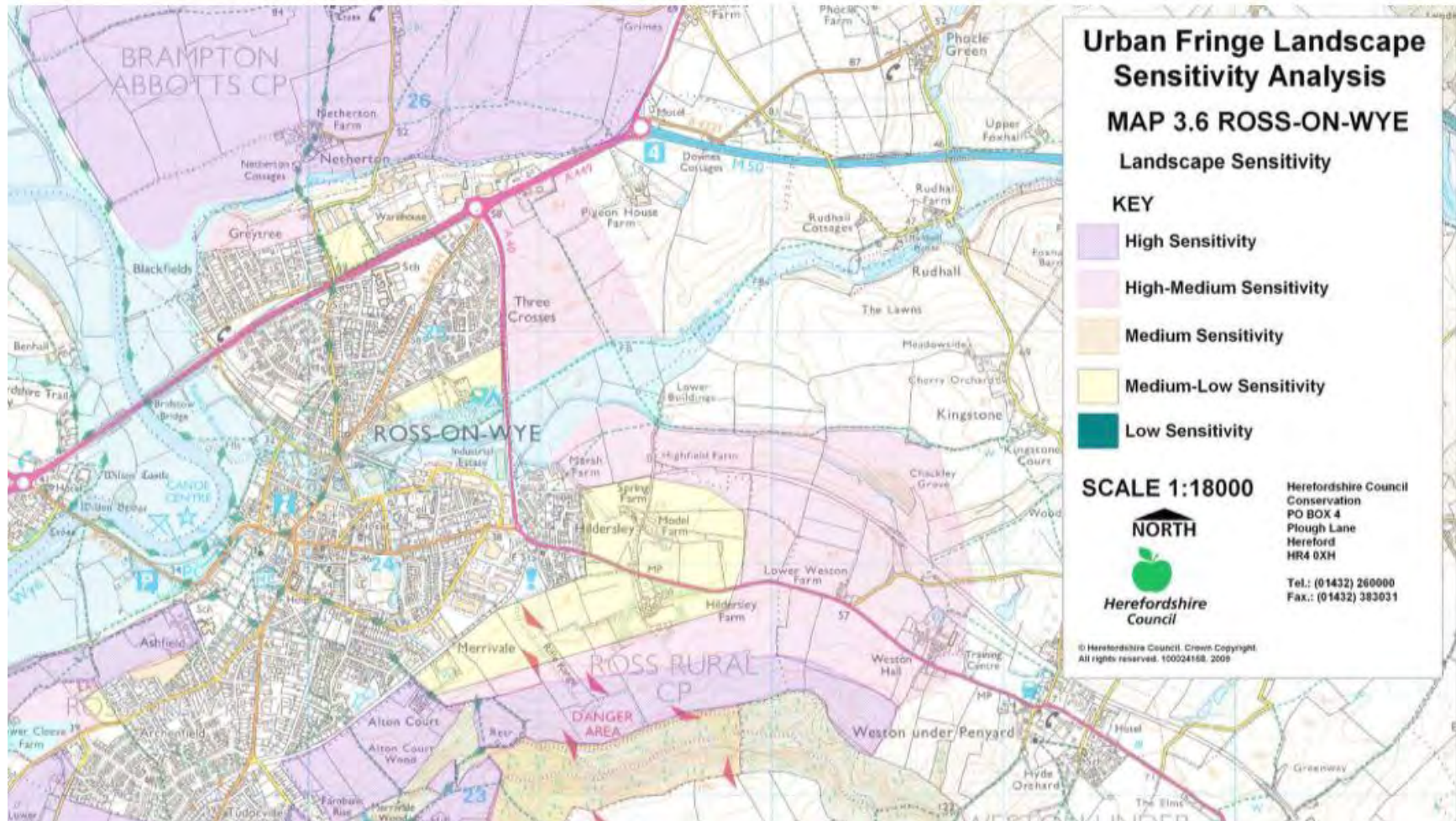
For purposes of clarification and feedback only

\*

Sufficient to identify the commented point precisely



# Appendix 2 – Map 3.6 Herefordshire Urban Fringe Study



# APPENDIX 7

Figure 4.13: The Housing Market Areas of Herefordshire



## Housing Market Areas



**NORTH** Not to Scale

© Crown copyright. All rights reserved. 100024168. (2010)  
Imagery copyright Getmapping PLC. www.getmapping.com



Accommodation Schedule								
	Area (Sqft)	Area (Sqrm)	House Type	Storey	Total no.	Total Area (Sqft)	Total Area (Sqrm)	Total Tenure Mix (%)
<b>Affordable</b>								
●	538.2	50	1BF	1	1	538.2	50	5.3
●	581.3	54	1BF	1	1	581.3	54	5.3
●	602.8	56	2BF	1	1	602.8	56	5.3
●	678.1	63	2BF	1	1	678.1	63	5.3
●	505.9	47	1BB	1	1	505.9	47	5.3
●	721.2	67	2BB	1	1	721.2	67	5.3
●	839.6	78	2BH	2	2	1679.2	156	10.5
●	861.1	80	2BH	2	5	4305.6	400	26.3
●	968.8	90	3BH	2	4	3875.0	360	21.1
●	968.8	90	3BH	2	1	968.8	90	5.3
●	1237.9	115	4BH	2	1	1237.9	115	5.3
<b>Sub Total</b>					19	15693.9	1458	
<b>Shared Ownership</b>								
●	839.6	78	2BH	2	6	5037.6	468	22.2
●	861.1	80	2BH	2	2	1722.2	160	7.4
●	968.8	90	3BH	2	14	13562.6	1260	51.9
●	968.8	90	3BH	2	3	2906.3	270	11.1
●	1237.9	115	4BH	2	2	2475.7	230	7.4
<b>Sub Total</b>					27	25704.4	2388	
<b>Total</b>					46	41398.3	3846	
<b>Total Car Parking Spaces</b>						98.0	(Including 6 visitor)	

Site Area Summary	
Total no. Units	46
Gross Site Area (Ha)	1.76
Density (Units / Ha)	26.1
Net Coverage (m / Ha)	2185



**NOTES**  
 This drawing is the copyright of Quattro Design Architects Ltd and should not be reproduced in whole or in part without written permission. Only figured dimensions to be used for construction. Check all dimensions on site. Any discrepancies are to be reported to the Architect as soon as possible.  
[www.quattrodesign.co.uk](http://www.quattrodesign.co.uk)

**REVISIONS**  
 REV: DATE - DRAWN - CHECKED: NOTES  
 -: 14.06.19 - BH - RJF: Surface Water pumping station incorporated into layout. Drawing created.  
 A: 26.06.19 - BH - RJF: Turning head to rear of plots 1 - 5 adjusted and gated access added through to field to the North.  
 B: 02.08.19 - BH - RJF: Surface Water pumping station removed. Layout adjusted accordingly.  
 C: 06.09.19 - SS - BH: Surface Water pumping station removed. Layout adjusted accordingly.

**PROJECT**  
 Middleton Avenue, Ross-On-Wye

**CLIENT**  
 EG Carter & Co Ltd  
 Fortis Living

**SCALE** 1:500@A2

**CLIENT**  
 EG Carter & Co Ltd  
 Fortis Living

**DATE** Sep 2019

**DRAWING TITLE**  
 Proposed Site Plan

**DRAWING NO.**  
 5385-P-100

**REV**  
 C

Matthews Warehouse, High Orchard Street  
 Gloucester Quays, GL2 5QY T: (01452) 424234





COTSWOLD  
TRANSPORT  
PLANNING

EG Carter & Co and FORTIS

Land at Middleton Avenue, Ross-on-Wye

Transport Statement

September 2019







---

## DOCUMENT REGISTER

<b>CLIENT:</b>	<b>EG CARTER &amp; CO AND FORTIS</b>
<b>PROJECT:</b>	<b>LAND AT MIDDLETON AVENUE, ROSS-ON-WYE</b>
<b>PROJECT CODE:</b>	<b>CTP-18-679</b>

<b>REPORT TITLE:</b>	<b>TRANSPORT STATEMENT</b>		
<b>PREPARED BY:</b>	<b>BEN FINCH</b>	<b>DATE:</b>	<b>SEPTEMBER 2019</b>
<b>CHECKED BY:</b>	<b>MIKE GLAZE</b>	<b>DATE:</b>	<b>SEPTEMBER 2019</b>

<b>REPORT STATUS:</b>	<b>ISSUE 01</b>
-----------------------	-----------------

Prepared by **COTSWOLD** TRANSPORT PLANNING LTD  
121 Promenade  
Cheltenham  
Gloucestershire  
GL50 1NW

**Tel:** 01242 523696

**Email:** [cheltenham@cotswoldtp.co.uk](mailto:cheltenham@cotswoldtp.co.uk)

**Web:** [www.cotswoldtp.co.uk](http://www.cotswoldtp.co.uk)



## List of Contents

### Sections

1	Introduction.....	1
2	The Site and Adjacent Highway Network.....	2
3	Site Accessibility and Opportunities for Sustainable Travel .....	7
4	Relevant Transport Planning Guidance .....	10
5	Development Proposals .....	14
6	Forecast Trip Generation.....	19
7	Summary and Conclusions.....	22

### Appendices

APPENDIX A: Middleton Avenue ATC Data

APPENDIX B: Bus Timetables

APPENDIX C: Architect's Site Layout

APPENDIX D: Access Swept Path Analysis Drawings

APPENDIX E: Access Visibility Splay Drawing

APPENDIX F: Highway Boundary Data

APPENDIX G: TRICS Data



# 1 Introduction

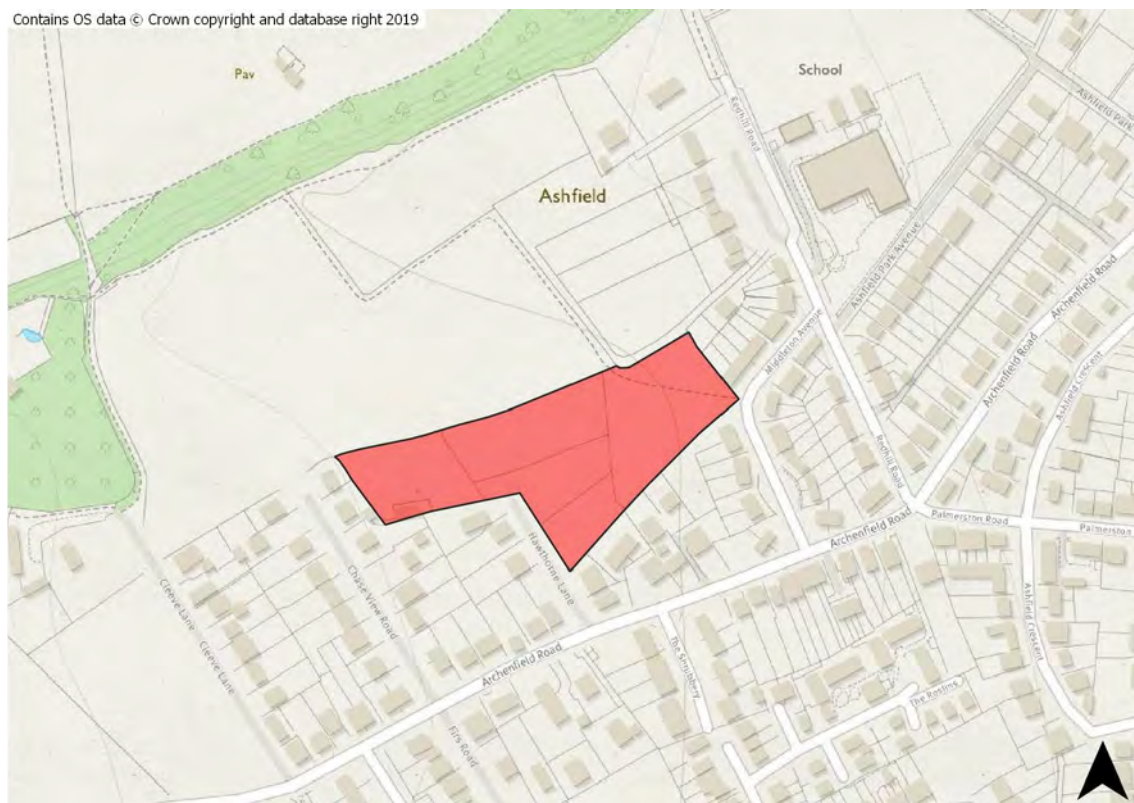
- 1.1 Cotswold Transport Planning Ltd (CTP) has been instructed by EG Carter & co and FORTIS to produce a Transport Statement (TS) for a proposed residential development on land at Middleton Avenue, Ross-on-Wye.
- 1.2 Planning permission is sought for up to 46 affordable / shared ownership dwellings, comprising 42 houses, four flats and associated infrastructure.
- 1.3 The key issues that need to be addressed / reviewed within this TS, with reference to the size and location of the development proposals, are as follows:
- i) Assessment of the site location and local highway network;
  - ii) Review of local highway safety;
  - iii) Review of relevant planning policy;
  - iv) Site accessibility and opportunities for sustainable travel;
  - v) Assessment of the development proposals, including access arrangements, parking justification and the internal layout; and
  - vi) Trip generation and predicted impact on the local highway network.
- 1.4 This TS concludes that the proposed development is acceptable, and there are no highway and transportation reasons that should prevent Herefordshire Council (HC), as the local planning and highways authority, from recommending approval of this planning application.



## 2 The Site and Adjacent Highway Network

### Site Location and Composition

- 2.1 The application site is currently undeveloped land bound to the south, west and east by residential dwellings and to the north by undeveloped land.
- 2.2 The site location is demonstrated indicatively in **Figure 2.1**.



**Figure 2.1: Indicative Site Location Plan**

### Local Highway Network

#### *Middleton Avenue*

- 2.3 Middleton Avenue is a local access road with priority junctions on Archenfield Road to the south and Redhill Road to the east. Middleton Avenue has footways on either side of the carriageway for the entirety of the road and is fronted by residential dwellings on either side.

#### *Public Rights of Way*

- 2.4 Ross Urban Footpath 23 runs along the southern boundary of the application site, this footpath will be retained within the development on its extant alignment. **Figure 2.2** demonstrates the footpath location in relation to the application site.

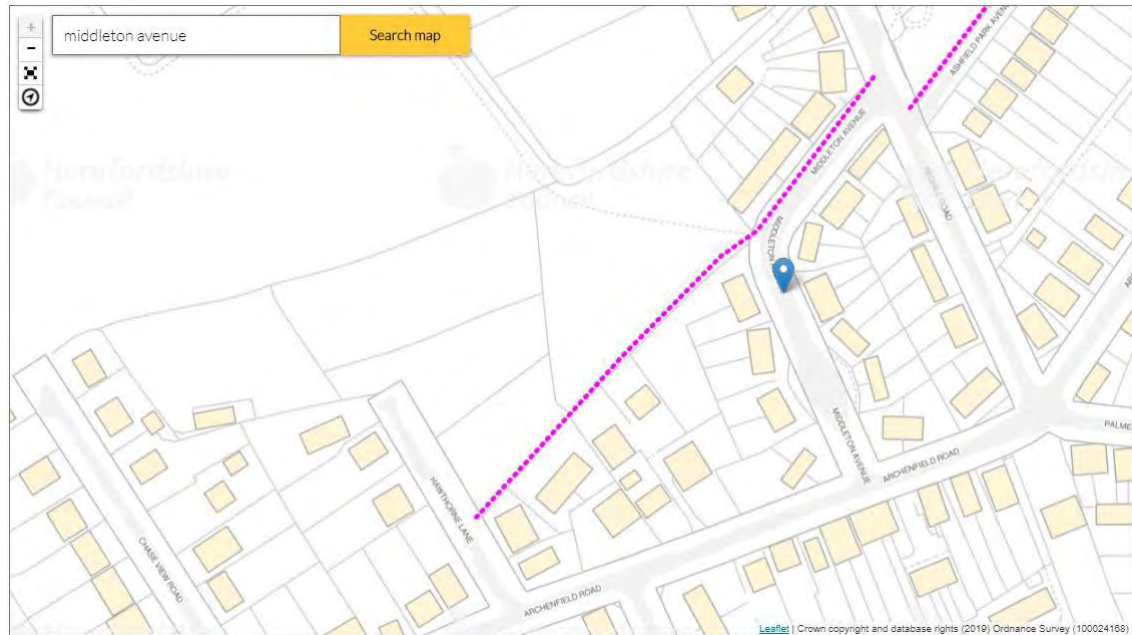


Figure 2.2: Public Rights of Way Map

### Local Highway Safety

2.5 CrashMap data was analysed over the most recent five-year period available, this review demonstrated that no personal injury collisions were recorded in the vicinity of the application site during the study period. It is determined that there are no highway safety issues that could be exacerbated by the proposed development.

2.6 A screenshot of the CrashMap search area is provided in **Figure 2.3**, with the site indicated by a cross.

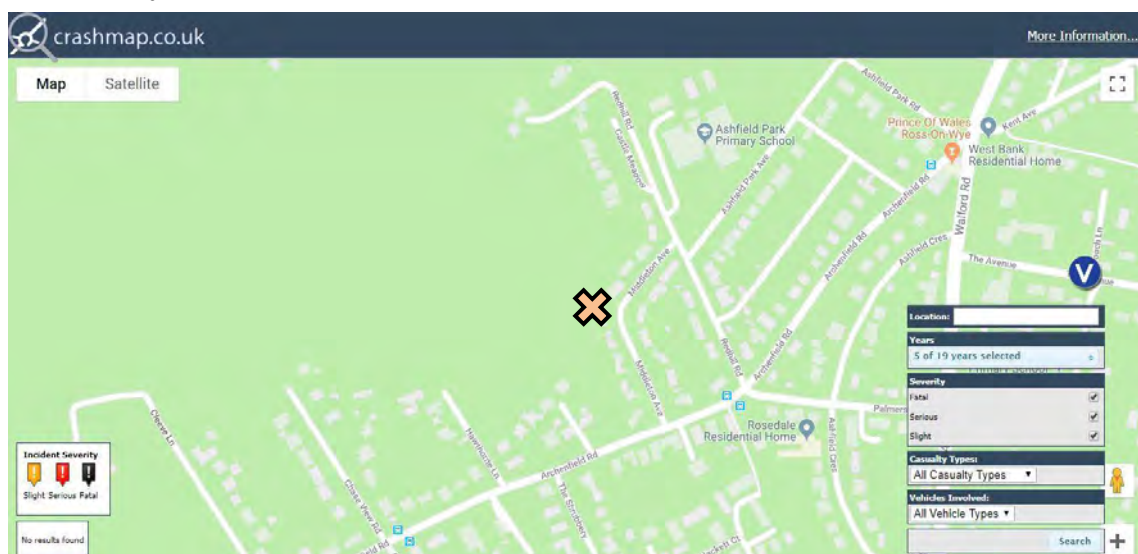


Figure 2.3: CrashMap Extract Demonstrating No Collisions



### Existing Traffic Flows on Middleton Avenue

- 2.7 To establish existing average traffic flows and speeds, an Automatic Traffic Count (ATC) were undertaken on Middleton Avenue by 360TSL, an independent traffic surveyor. The ATC was undertaken approximately 40m north-east of the proposed access point, from Wednesday 16<sup>th</sup> to Tuesday 22<sup>nd</sup> January 2019.
- 2.8 The observed weekday average traffic flows are summarised in **Table 2.1**, with the full ATC results, including a photo of the survey location, provided at **Appendix A**.
- 2.9 It is noted that Ashfield Park Primary School is located approximately 150m from the proposed site access, therefore drop-offs and pick-ups associated with School peak hours occur in proximity to the site. The school day starts at 08:55 and ends at 15:15, therefore, the school PM peak hour data (15:00 – 16:00) has also been presented.

Time Period	Direction	Two-Way Vehicle Flows
AM School / Network Peak (08:00 - 09:00)	Northbound	74
	Southbound	2
PM School Peak (15:00 – 16:00)	Northbound	47
	Southbound	3
PM Network Peak (17:00 - 18:00)	Northbound	4
	Southbound	3
Daily (24-hour)	Northbound	220
	Southbound	33

**Table 2.1: Summary of Average Weekday Vehicle Traffic Flows on Middleton Avenue**

- 2.10 As **Table 2.1** highlights, 76 two-way vehicle trips were recorded on Middleton Avenue in the AM school / network peak (08:00 – 09:00), 50 two-way vehicle trips in the PM school peak (15:00 – 16:00), seven two-way vehicle trips during the PM network peak (17:00 – 18:00) and 253 vehicle trips over a 24-hour period. It is noted that over the course of a whole day, there is an 87% bias towards northbound traffic.
- 2.11 **Table 2.2** sets out the average and 85<sup>th</sup> percentile speeds recorded by the ATC.

Direction	Average Speed	85 <sup>th</sup> Percentile Speed
Northbound	13.7mph	17.4mph
Southbound	9.8mph	16.9mph

**Table 2.2: Average and 85<sup>th</sup> Percentile Speeds on Middleton Avenue**



*During School Peak Hours*

- 2.12 As well as collecting ATC data, CTP attended the site on Wednesday 9<sup>th</sup> January 2019 during the school drop-off and pick-up times to observe how traffic operated along Middleton Avenue.
- 2.13 Although the available legal parking on the carriageway was largely filled by parent / guardian vehicles, there was a limited impact on the flow of traffic, which was observed to travel predominately south to north along Middleton Avenue. **Figure 2.4** demonstrates parking along the carriageway in the vicinity of the Middleton Avenue / Redhill Road junction.



**Figure 2.4: Middleton Avenue / Redhill Road T-Junction**

- 2.14 On some occasions parents / guardians briefly stopped in the Middleton Avenue / Redhill Road junction, however, this was only during the drop-off time and cars were never stationary at this location for extended lengths of time. Queuing only occurred at this junction once, the queue comprised only five cars and the flow of traffic resumed after approximately ten seconds.
- 2.15 At 08:40 and 15:05, the school bus arrived and parked adjacent to the Middleton Avenue / Redhill Road junction, however, as demonstrated in **Figure 2.5**, this did not impact the flow of traffic.



**Figure 2.5: School Bus Parked Adjacent to T-Junction**

### Summary

- 2.16 This section has confirmed that there are no inherent highway safety concerns on Middleton Avenue that could be exacerbated by the development.
- 2.17 It has also demonstrated that vehicle flows, and speeds are, overall, low with an increase in flows during the peak school drop-off and pick-up times. However, a site visit confirmed that increased traffic during these peak hours did not have a negative impact on the free flow of vehicles.





### 3 Site Accessibility and Opportunities for Sustainable Travel

3.1 When considering the overall sustainability of a site, with regards to highways, it is important that a site can be demonstrated to be accessible for all potential users without resulting in a heavy reliance on travel by car, particularly single occupancy journeys. Within the local context of the site, this can be assessed against the proximity to local services and amenities, which residents / visitors may require access to on a day-to-day basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the application site.

#### Proximity to Local Services and Amenities

3.2 It is key to a site's sustainability that there are a wide range of services and amenities nearby. **Table 3.1** demonstrates services and amenities in proximity to the application site.

Service / Amenity	Approx. Distance	Approx. Walking Time		Approx. Cycling Time	
		IHT	Google	RB	Google
Ashfield Park Primary School	250m	3 minutes	3 minutes	1 minute	1 minute
'Palmerston Road' Bus Stop	280m	3 minutes	3 minutes	1 minute	1 minute
Prince of Wales Public House	560m	7 minutes	8 minutes	2 minutes	3 minutes
Lloyds Pharmacy	740m	9 minutes	9 minutes	3 minutes	3 minutes
Ross-on-Wye Community Hospital	900m	11 minutes	10 minutes	4 minutes	4 minutes
Costa Coffee	1.03km	12 minutes	12 minutes	4 minutes	4 minutes
Tudorville Post Office	1.05km	13 minutes	13 minutes	4 minutes	4 minutes
Boots	1.05km	13 minutes	13 minutes	4 minutes	4 minutes
One Stop	1.07km	13 minutes	13 minutes	4 minutes	5 minutes
Lloyds Bank	1.12km	13 minutes	14 minutes	5 minutes	5 minutes
Audrey's Fish Bar	1.14km	14 minutes	14 minutes	5 minutes	4 minutes
Sainsburys	1.32km	16 minutes	16 minutes	6 minutes	5 minutes
Vine Tree Vets	1.37km	16 minutes	17 minutes	6 minutes	5 minutes
Chase Industrial Estate	1.68km	20 minutes	19 minutes	7 minutes	5 minutes

**Table 3.1: Distances to Services and Amenities**



3.3 For robustness, the distances and their corresponding journey times have been measured from the centre of the application site, whilst they were calculated via two methods; firstly, in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s) respectively, and secondly, via Google Maps, which additionally accounts for the gradient of the route when undertaking such journeys.

3.4 **Table 3.1** demonstrates a wide range of services and amenities required on a daily basis that can be found between 250m – 1.68km of the application site.

### Walking and Cycling

3.5 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800m). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.6 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2km. This is also supported by statistics published in the DfT National Travel Survey 2016, which found that that 80% of all trips of less than 1 mile (1.6km) were made on foot.

3.7 In terms of cycling, the Local Transport Note 2/08: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 1.5.1:

*'In common with other modes, many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon.'*

3.8 The development will be designed to facilitate walking and cycling. All services and facilities set out in **Table 3.1** fall within 2km and are, therefore, considered to be within acceptable walking and cycling distance.

3.9 Additional employment / services can be found within five miles of the application site, such as Labels Shopping Centre, approximately 1.8 miles (3km) away.

3.10 It is noted that, based on 2011 Census data, 64.1% of pupils at Ashfield Park Primary School walk on a daily basis, with 32.6% travelling by car. With a large percentage of pupils waking to school, it is not forecast that that the development will exacerbate on-street parking.



## Public Transport

### *Bus Services and Facilities*

- 3.11 The nearest bus stops are the ‘Palmerston Road’ stops located approximately 280m south-east from the centre of the application site, the stops operate as hail and ride. A summary of the services that regularly stop at these locations is provided in **Table 3.2**, full timetable information is appended at **Appendix B**.

Bus	Operator	Route / Destinations Served	Days	Timetable Summary		
				First Service	Frequency	Last Service
34	Stagecoach	Monnow Street in Bus Station – Ross-on-Wye	Mon - Sat	08:18	1-3 hours	19:18
			Sun	No Service		
		Ross-on-Wye – Monnow Street in Bus Station	Mon - Sat	06:36	1-3 hours	18:16
			Sun	No Service		
40A	Stagecoach	Ross-on-Wye Circular	Mon - Sat	09:48	Twice	11:18
			Sun	No Service		

**Table 3.2: Bus Service Summary**

- 3.12 By utilising the bus services set out in **Table 3.2**, residents can arrive in Ross-on-Wye town centre before 09:00 and depart after 17:00, making the level of bus provision suitable for commuting.

### Summary

- 3.13 This section has assessed the accessibility of the development by non-car modes. It has been demonstrated that the development can be described as having suitable accessibility, with footways / cycleways and an existing bus network. The site is therefore considered to have real potential to promote sustainable transport modes and reduce single occupancy car dependency.



## 4 Relevant Transportation Planning Guidance

4.1 The relevant transportation policies are set out in the following National and Local documents:

- i) National Planning Policy Framework (2019);
- ii) Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (2014);
- iii) Herefordshire Local Plan Core Strategy 2011 – 2031 (2015);
- iv) Herefordshire Council Environment Directorate: Highways Design Guide for New Developments (2006); and
- v) Waste Management: Guidance Notes for Developers and Landlords on the Storage and Collection of Domestic General Rubbish and Recycling (2015).

4.2 The main thrust of recent national and local policy guidance is to:

- i) Make effective and efficient reuse of land;
- ii) Reduce car dependency;
- iii) Make walking and cycling trips easier; and
- iv) Encourage public transport trips.

### National Planning Policy Framework (NPPF)

4.3 Paragraph 102 of the NPPF states that transport issues should be considered early in the planning process so that:

- i) *'The potential impacts from the development on transport networks can be addressed;*
- ii) *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised;*
- iii) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- iv) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and*
- v) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribution to making high quality spaces.'*

4.4 Paragraph 109 states that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.



4.5 Paragraph 110 states developments should:

- i) *'Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment areas for bus or other public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- ii) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- iii) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- iv) *Allow for the efficient delivery of goods, and access by services and emergency vehicles; and*
- v) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

4.6 When considering the overall sustainability of a site, with regards to highways it is important that it can be demonstrated to be accessible for all users without resulting in a heavy reliance on travel by car, particularly single occupancy journeys.

### Local Policy

4.7 The Herefordshire Local Plan Core Strategy 2011 – 2031 was adopted in October 2015 and provides the strategic planning framework for the County's future development needs up to 2031. A range of policies sets out how these needs can be met whilst at the same time achieving social and environmental objectives.

4.8 The Core Strategy identifies and promotes the NPPF presumption in favour of sustainable development through *Policy SS1 – Presumption in favour of sustainable development*. This policy states that HC will always work proactively to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the social, economic and environmental conditions in Herefordshire. Planning applications that accord with the policies in the Core Strategy (and, where relevant with policies in other Development Plan Documents and Neighbourhood Development Plans) will be approved, unless material considerations indicate otherwise.



- 4.9 *Policy SS4 – Movement and transportation* identifies that new developments should be designed and located to minimise the impacts on the transport network and where practical, development proposals should be accessible by and facilitate a genuine choice of modes of travel, including walking, cycling and public transport.
- 4.10 *Policy MT1 – Traffic Management, highway safety and promoting active travel* identifies that development proposals should incorporate a number of principle requirements covering movement and transportation. These include:
- i) *'The demonstration that the strategic and local highway network can absorb the traffic impacts of the development without adversely affecting the safe and efficient flow of traffic on the network or that traffic impacts can be managed to acceptable levels to reduce and mitigate any adverse impacts from the development;*
  - ii) *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;*
  - iii) *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;*
  - iv) *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;*
  - v) *Protect existing local and long-distance footways, cycleways and bridleways unless an alternative route of at least equal utility value can be used, and facilitate improvements to existing or provide new connections to these routes, especially where such schemes have been identified in the Local Transport Plan and / or Infrastructure Delivery Plan;*
  - vi) *Have regard to with both the council's Highways Development Design Guide and cycle and vehicle parking standards as prescribed in the Local Transport Plan - having regard to the location of the site and need to promote sustainable travel choices; and*
  - vii) *Where traffic management measures are introduced they should be designed in a way which respects the character of the surrounding area including its landscape character. Where appropriate, the principle of shared spaces will be encouraged.'*



- 4.11 These points have been considered in the production of a site layout and are assessed further throughout this report with the exception of **Point iii**; as the development is only 47 dwellings, a travel plan is not considered necessary, however the developer will make best effort to promote sustainable transport amongst new residents.

### Summary

- 4.12 It is not considered that the development will generate a significant amount of vehicle trips, as set out in **Section 6**, and the impact of the proposals cannot be considered severe.
- 4.13 **Section 2** confirms that there are no existing highway safety issues on the local road network in the vicinity of the site, whilst **Section 3** confirms there is potential for travel by sustainable modes, reducing the need for single occupancy car trips. Finally, **Section 5** confirms that the proposed site access arrangements are suitable for the type of development proposed and that measures are proposed to mitigate the impact of on-street parking.
- 4.14 It is considered that the proposed development is generally in accordance with local and national transportation guidance and policies, given the relative scale and location of the application site, offering public transport services within a suitable walking distance, providing a safe access and not having a severe impact on the existing highway.



## 5 Development Proposals

- 5.1 Planning permission is sought for up to 46 affordable / shared ownership dwellings, comprising 42 houses, four flats and associated infrastructure.
- 5.2 The Architect's site layout drawing is provided in **Appendix C**.

### Site Access

#### *Vehicular Access*

- 5.3 Vehicular access will be provided from Middleton Avenue via a priority junction, an agreement has been reached with no. 30 Middleton Avenue to utilise a small amount of their land to construct the access. This will be the only vehicular access to the development.
- 5.4 Due to the proximity of the School to the application site, vehicles were observed to park along the Middleton Avenue carriageway in proximity to the proposed site access. It is considered that this needs to be taken into account as part of the overall design and assessment process. On this basis, the site access has been designed to accommodate the swept paths of vehicles on a worst-case scenario basis, i.e. during the School peak hours, when vehicles are likely to be parked close to the vehicular access, serving the development.
- 5.5 **CTP-Drawing SP02** indicates that a car can access and egress the application site in a safe and convenient manner.
- 5.6 **CTP-Drawing SP01** demonstrates a refuse vehicle can access and egress the development in a safe manner, with on-street parking along Middleton Avenue prevalent. An 8.2m refuse vehicle has been utilised in accordance with HC guidance entitled '*Waste Management: Guidance Notes for Developers and Landlords on the Storage and Collection of Domestic General Rubbish and Recycling*'. In addition, a 10.2m refuse vehicle has also been tracked through the access to provide a robust assessment, and future proof the development for larger vehicles, this is demonstrated in **CTP-Drawing SP01-A**.
- 5.7 All of the relevant swept path drawings are provided at **Appendix D**.





### *Junction Visibility*

- 5.8 A visibility splay assessment has been undertaken in order to demonstrate that the proposed vehicular access onto Middleton Avenue is safe and suitable to accommodate the traffic generated by the development.
- 5.9 As stated in **Section 2**, a traffic survey has been undertaken along Middleton Avenue in order to determine the design speed of vehicles on Middleton Avenue, this being the 85<sup>th</sup> percentile wet-weather speeds. The recorded design speeds have then been used to determine the level of junction visibility required to ensure that the site access will operate in a safe manner.
- 5.10 Paragraph 1.3.6. of MfS2 states that *'it is only where actual vehicle speeds are above 40mph for significant periods of the day that DMRB parameters for stopping sight distance (SSD) are recommended. Where speeds are lower, MfS parameters are recommended'*. The average recorded vehicle speeds are below 40mph, therefore MfS parameters have been applied.
- 5.11 As design speeds are below 37mph, an MfS2 deceleration rate visibility parameter of 3.68m/s and a 1.5 second reaction time have been applied, in accordance with Table 10.1 of MfS2. Therefore, incorporating the 85<sup>th</sup> percentile speeds determined by the ATC, the following parameters were used:
- Northbound*
- i) Design Speed: 17.4mph
  - ii) Reaction Time: 1.5 seconds; and
  - iii) Deceleration Rate: 3.68m/s.
- Southbound*
- i) Design Speed: 16.9mph
  - ii) Reaction Time: 1.5 seconds; and
  - iii) Deceleration Rate: 3.68m/s.
- 5.12 The standard 'X' distance of 2.4m has been used, whilst no reduction in the recorded traffic speeds have been made to cater for wet-weather.



- 5.13 Based on these parameters, visibility splays of 2.4m x 20m and 2.4m x 19m have been provided looking south and north respectively, these are demonstrated on the **CTP-Drawing SK01** at **Appendix E**. The visibility splays are wholly achievable within the public highway, and do not rely on third party land, the highway data is attached at **Appendix F**.
- 5.14 It is noted that during the peak School drop-off and pick-up periods that vehicles are likely to park on-street adjacent to the site access. MfS acknowledges at paragraph 7.8.5 that:
- “Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable”.*
- 5.15 In order to mitigate the impact of the development proposals, six visitor car parking spaces have been provided in proximity to Middleton Avenue, to off-set the loss of on-street car parking occurring as a result of the site access construction. The proposed site access road is also of sufficient width to accommodate on-street car parking associated with School peak hour drop-offs and pick-ups.
- 5.16 The impact of significant levels of on-street parking along Middleton Avenue is relatively low during the majority of the day, with drop-offs and pick-ups associated with the School peak hours only occurring for a relatively short period of time. Therefore, intermittent obstacles to junction visibility only occur for a short period of time, whilst MfS acknowledges that in built-up areas this does not create a road safety problem. Furthermore, vehicle speeds are low on Middleton Avenue, therefore encroachment is acceptable, in accordance with MfS guidance. Finally, visitor car parking is provided in defined bays, within the application site, outside of the visibility splay, in accordance with MfS guidance.
- 5.17 On this basis, it is considered that the proposed site access is safe and suitable and does not conflict with the aims of the NPPF.

#### *Pedestrian Access*

- 5.18 Pedestrian access to the development will be provided at three separate locations. Firstly, the vehicular access will comprise two footways on either side of the carriageway, linking with the footway on the western side of Middleton Avenue.



5.19 Furthermore, two extant footpath links will be retained providing access to the development. The first is located on the northern boundary of the application site providing a link to undeveloped land to the north. The second is the Ross Urban Footpath 23 link, located to the south of the application site, and provides access onto Hawthorne Lane.

## **Parking**

### *Residential Parking*

5.20 HC's *'Design Guide for New Developments'* sets out maximum parking standards for developments of residential dwellings. The HC guidance on residents parking has been summarised:

- i) 1-bedroom dwelling: 1 parking space;
- ii) 2 / 3-bedroom dwelling: 2 parking spaces; and
- iii) 4 or more-bedroom dwelling: 3 parking spaces.

5.21 Based on the development of three x 1-bedroom, 18 x 2-bedroom, 22 x 3-bedroom and three x 4-bedroom dwellings, the maximum number of parking spaces for the site is 94.

5.22 With regards to these standards, 92 allocated resident car parking spaces will be provided.

### *Visitor Parking*

5.23 In addition to the 92 resident parking spaces, six visitor parking spaces will be provided in the vicinity of the site access. HC does not have specific parking standards for visitors, however it is considered that the proposed six visitor car parking spaces, together with the ability for visitors to park on-street, given the width of the carriageways, will suitably accommodate the likely visitor demand.

5.24 As stated above, on the visit to the site, it was evident that vehicles were parking on the highway in the vicinity of the proposed site access. By constructing the access, it is anticipated that approximately three on-street car parking spaces will be lost. The provision of these six spaces will not only account for the lost highway parking but will also remove some of the parking stress on Middleton Avenue during the peak School drop-off / pick-up hours.

5.25 It is therefore considered that this development would have a positive impact on the car parking situation on Middleton Avenue.



### *Cycle Parking*

- 5.26 Cycle storage provision will be provided in accordance with HC guidance, where appropriate, with at least one cycle space provided within the curtilage of each dwelling.

### **Internal Arrangement**

- 5.27 The internal tracking arrangements are being undertaken by EG Carter and Co Ltd and will be provided to the HC as part of this application.
- 5.28 Footways will be provided on either side of the carriageway throughout the development.

### **Summary**

- 5.29 It is considered that the access to the application site from the public highway and the internal layout of the development is suitable to accommodate the development traffic, including refuse and emergency vehicles. Car and cycle parking will be provided in accordance with HC standards.
- 5.30 Overall, the access and layout of the application site is considered to be safe and suitable for all users and creates a safe and secure layout which minimises conflicts between traffic and cyclists / pedestrians, in accordance with paragraph 108 and 110 of the NPPF.



## 6 Forecast Trip Generation

### Introduction

- 6.1 When considering the impact of a residential development, it is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network, are the weekday morning and evening peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest.
- 6.2 It follows that should the impact of development traffic on the local road network be considered acceptable during these periods, it would also be acceptable during other, less busy, periods of the week.
- 6.3 The TRICS database has been consulted to determine the estimated vehicle trip generation of the proposed development.

### Forecast Trip Generation

- 6.4 Two separate TRICS assessments were run for the houses and flats proposed on-site. Available TRICS sites for affordable houses / local authority houses and flats were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:
- i) Sites located in England and Wales, excluding Greater London;
  - ii) Sites comprising 10 - 100 dwellings;
  - iii) Weekday surveys, when traffic flows are highest;
  - iv) Sites located in suburban and edge of town areas; and
  - v) Sites with a five-mile radius population of 5,000 – 125,000.
- 6.5 A summary of the TRICS result is provided in **Table 6.1**, with the full report provided at **Appendix G**.



Time	TRICS Trip Rates			Estimated Trips		
	Trip Rates and Estimated Trips for 42 Affordable Houses					
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 - 09:00)	0.162	0.313	0.475	7	13	20
PM Peak (17:00 - 18:00)	0.192	0.131	0.323	8	6	14
Trip Rates and Estimated Trips for Four Affordable Flats						
AM Peak (08:00 - 09:00)	0.125	0.107	0.232	1	0	1
PM Peak (17:00 - 18:00)	0.107	0.054	0.161	0	0	1*
Combined Trips for Houses and Flats						
	Arrivals		Departures		Total	
AM Peak (08:00 - 09:00)	8		13		21	
PM Peak (17:00 - 18:00)	8		6		15*	

**Table 6.1: TRICS Summary of Vehicle Trips**

*\*Subject to Cumulative Rounding*

- 6.7 Based on the TRICS assessment, the proposed development will generate 21 and 15 two-way vehicle trips in the AM and PM peak hours, respectively. This equates to one new vehicle trip on the highway approximately every three and four minutes in the peak AM and PM hours respectively.

### Impact on Middleton Avenue

- 6.8 It is not forecast that the additional 15 PM peak hour vehicle trips will result in a severe impact on the operation of the highway, due to the lack of PICs and low traffic flows / average speeds recorded on Middleton Avenue.
- 6.9 Higher vehicle flows were recorded during the AM peak hour, however, after visiting the site, and from visiting other school related sites in and around Herefordshire, high levels of traffic associated with schools only remains present for approximately 15 minutes prior to opening, and approximately five minutes after.
- 6.10 Ashfield Park Primary School start their day at 08:55 and, as such, it is unlikely the 21 forecast trips between 08:00 and 09:00 will have an impact on school drop-off traffic.
- 6.11 In the event that vehicles are departing / arriving at the site whilst parents are dropping-off children, it was noted on the site visit that the flow of the carriageway was not significantly impeded or blocked by on-street parking.
- 6.12 It is therefore not predicted that the peak AM vehicle trips will have a severe impact on the highway network, whilst the development trips occurring in the PM peak hour will not coincide with the PM School traffic peak.



- 6.13 With the new proposed visitor car parking spaces, on-street parking space on the internal carriageway and Ashfield Park Primary School located within 250m of the application site, it is not considered that the forecast trips will put additional stress on the on-street parking situation.

#### Summary

- 6.14 It is concluded that the additional vehicle trips are not significant and will not have a material impact on the safe and efficient operation of the local highway network. The effects are therefore not considered to be significant or severe in relation to paragraph 109 of the NPPF.



## 7 Summary & Conclusions

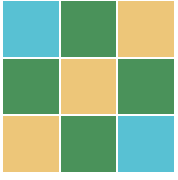
### Summary

- 7.1 CTP has been instructed by EG Carter & Co and FORTIS to produce a TS for a proposed residential development on Middleton Avenue, Ross-on-Wye.
- 7.2 Planning permission is sought for up to 46 affordable / shared ownership dwellings, comprising 42 houses, four flats and associated infrastructure.
- 7.3 This TS has demonstrated the following:
- i) A review of the local highway network and collision data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways;
  - ii) The site is well located for convenient access to a range of services and amenities;
  - iii) The site is fully compliant with local and national planning policy guidance;
  - iv) The site access arrangements are safe and suitable;
  - v) The internal layout is suitable to accommodate development traffic;
  - vi) Proposed parking provision on-site is suitable based on HC maximum parking standards, with visitor spaces removing parking stress on Middleton Avenue during the school drop-off / pick-up times; and
  - vii) Forecast trip generation will not have a severe impact on the surrounding highway network.

### Conclusion

- 7.4 CTP concludes that approval of this planning application will not result in a severe impact upon the safety or operation of the surrounding local highway network, and as such there are no significant highways and transportation matters that would preclude HC from approving this planning application.





COTSWOLD  
TRANSPORT  
PLANNING

## Appendix A

Middleton Avenue ATC Data

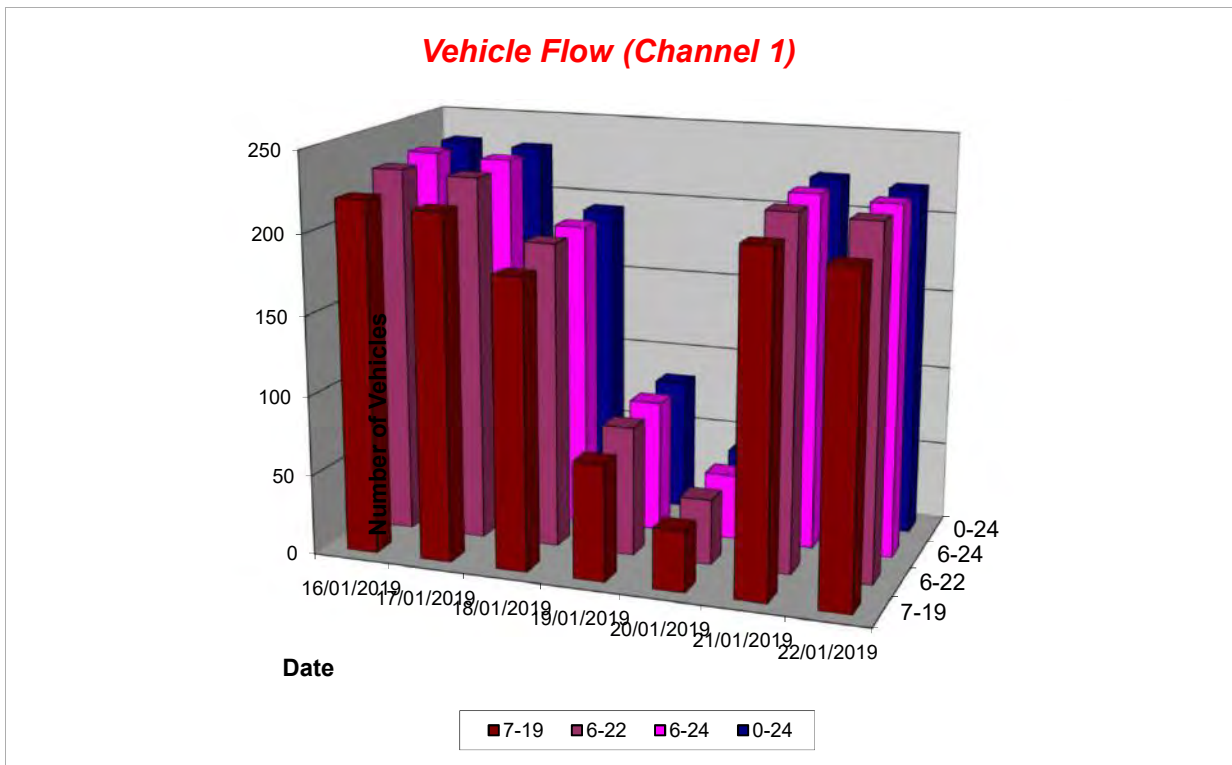
# Ross on Wye ATC, Middleton Avenue

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	16/01/2019 Wednesday	17/01/2019 Thursday	18/01/2019 Friday	19/01/2019 Saturday	20/01/2019 Sunday	21/01/2019 Monday	22/01/2019 Tuesday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	1	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	3	4	4	2	0	3	5	4	3
8	3	3	4	1	0	3	2	3	2
9	83	75	68	8	2	77	68	74	54
10	13	9	9	7	4	11	6	10	8
11	3	3	5	3	2	4	2	3	3
12	4	7	5	7	5	6	4	5	5
13	3	3	2	11	3	2	4	3	4
14	6	5	4	5	4	7	4	5	5
15	38	34	31	9	3	37	40	36	27
16	46	53	39	10	4	48	51	47	36
17	10	9	6	5	6	7	10	8	8
18	4	4	2	3	2	3	6	4	3
19	7	11	6	4	3	5	5	7	6
20	4	4	3	3	2	3	5	4	3
21	1	1	3	2	1	2	4	2	2
22	2	3	0	1	0	2	2	2	1
23	3	3	1	2	0	2	1	2	2
24	0	0	0	0	0	0	0	0	0
<b>7-19</b>	<b>220</b>	<b>216</b>	<b>181</b>	<b>73</b>	<b>38</b>	<b>210</b>	<b>202</b>	<b>206</b>	<b>163</b>
<b>6-22</b>	<b>230</b>	<b>228</b>	<b>191</b>	<b>81</b>	<b>41</b>	<b>220</b>	<b>218</b>	<b>217</b>	<b>173</b>
<b>6-24</b>	<b>233</b>	<b>231</b>	<b>192</b>	<b>83</b>	<b>41</b>	<b>222</b>	<b>219</b>	<b>219</b>	<b>174</b>
<b>0-24</b>	<b>233</b>	<b>231</b>	<b>193</b>	<b>83</b>	<b>41</b>	<b>223</b>	<b>219</b>	<b>220</b>	<b>175</b>



# Ross on Wye ATC, Middleton Avenue

## Channel 1 - Northbound

## Average Speed

## Week 1

Hr Ending	16/01/2019 Wednesday	17/01/2019 Thursday	18/01/2019 Friday	19/01/2019 Saturday	20/01/2019 Sunday	21/01/2019 Monday	22/01/2019 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	15.5	-	-	33.0	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	12.0	12.9	12.9	15.5	-	12.0	13.4
8	15.5	15.5	15.5	25.5	-	15.5	15.5
9	12.7	13.0	11.2	16.4	15.5	11.8	12.6
10	15.5	15.4	14.3	15.4	15.4	15.5	13.8
11	15.5	15.5	15.5	15.5	15.5	15.5	15.5
12	12.9	12.5	13.4	15.4	15.4	13.8	12.9
13	15.5	15.5	15.5	15.5	8.5	15.5	15.5
14	15.5	15.5	15.5	9.2	18.0	15.5	15.5
15	14.4	15.2	14.8	17.4	18.8	14.9	15.0
16	11.8	12.3	10.1	16.4	15.4	10.9	13.0
17	13.4	13.2	12.0	11.3	15.4	12.5	12.4
18	18.0	18.0	20.5	15.5	15.5	18.8	17.2
19	12.5	14.5	13.8	12.8	18.8	13.4	13.4
20	10.2	10.2	8.5	15.5	15.5	8.5	9.2
21	5.0	5.0	5.0	15.5	15.5	5.0	5.0
22	15.5	15.5	-	25.5	-	15.5	15.5
23	12.0	8.5	15.5	15.5	-	10.2	5.0
24	-	-	-	-	-	-	-
10-12	14.0	13.4	14.4	15.4	15.4	14.4	13.8
14-16	13.0	13.4	12.2	16.9	16.9	12.7	13.9
0-24	13.2	13.4	12.2	15.4	15.7	12.8	13.2

Average 13.7

## Channel 1 - Northbound

## 85th Percentile

Hr Ending	16/01/2019 Wednesday	17/01/2019 Thursday	18/01/2019 Friday	19/01/2019 Saturday	20/01/2019 Sunday	21/01/2019 Monday	22/01/2019 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	16.2	16.0	16.5	15.9	-	16.5	16.3
8	16.0	16.3	16.2	-	-	15.6	15.5
9	16.1	15.6	15.5	16.5	16.1	15.9	15.7
10	15.8	16.1	16.1	15.8	26.2	15.9	15.6
11	15.8	16.0	15.6	16.1	16.4	16.0	15.6
12	16.3	15.8	15.6	15.7	26.3	15.7	15.8
13	15.5	16.1	16.3	15.7	15.5	16.0	15.6
14	16.3	16.1	15.8	16.1	26.0	15.8	15.5
15	16.3	15.8	15.5	25.6	26.4	16.1	16.0
16	16.2	15.8	15.8	26.0	25.9	16.0	16.2
17	15.5	16.3	15.9	16.4	26.2	15.7	16.0
18	25.9	26.3	25.8	15.8	16.0	26.4	26.3
19	16.4	16.1	16.4	26.3	26.0	16.2	15.6
20	16.3	16.5	16.5	15.9	16.0	16.0	15.7
21	-	-	5.4	15.8	-	5.4	5.7
22	16.5	15.7	-	-	-	15.6	16.0
23	16.4	16.2	-	16.1	-	16.3	-
24	-	-	-	-	-	-	-
10-12	15.6	16.5	15.7	16.1	15.9	16.0	15.6
14-16	16.4	15.7	15.7	25.9	25.8	16.3	16.2
0-24	15.9	16.0	16.1	15.6	25.6	16.1	16.4

85th %ile 17.4

# Ross on Wye ATC, Middleton Avenue

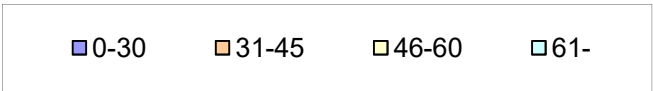
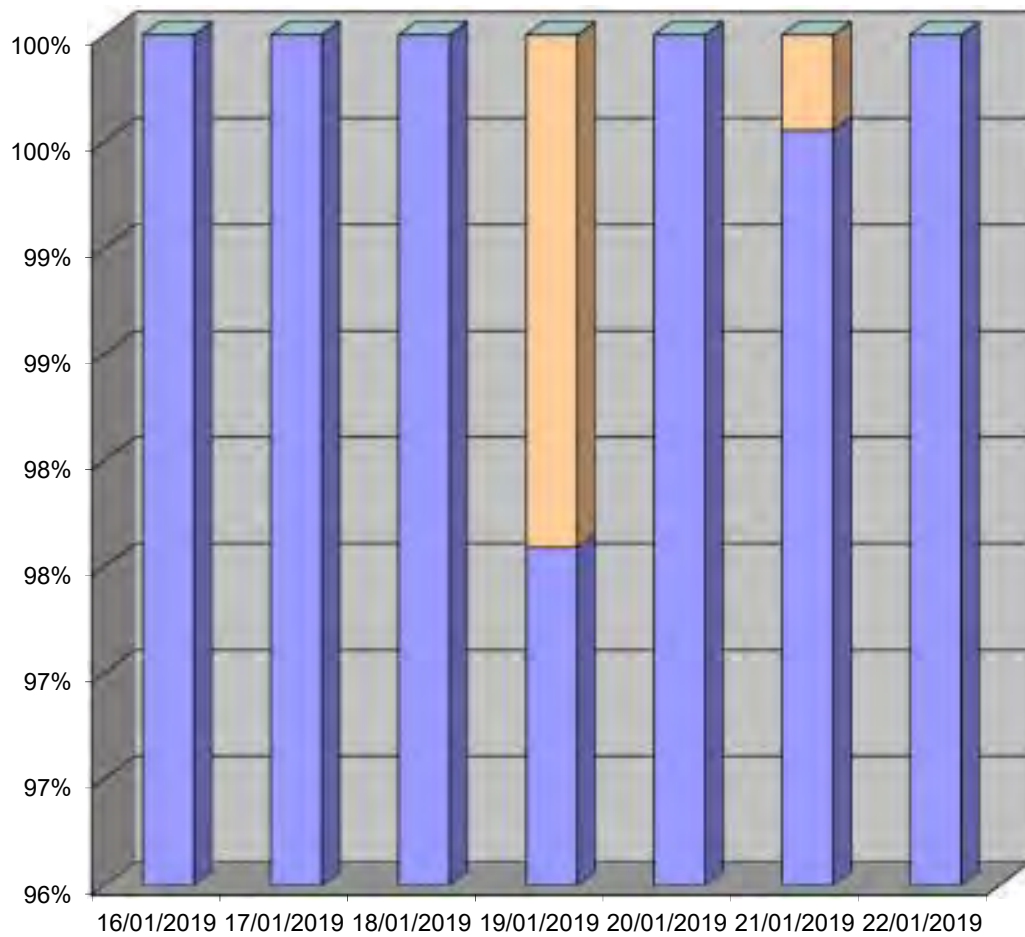
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	16/01/2019 Wednesday	17/01/2019 Thursday	18/01/2019 Friday	19/01/2019 Saturday	20/01/2019 Sunday	21/01/2019 Monday	22/01/2019 Tuesday
0-30	233	231	193	81	41	222	219
31-45	0	0	0	2	0	1	0
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>233</b>	<b>231</b>	<b>193</b>	<b>83</b>	<b>41</b>	<b>223</b>	<b>219</b>

**Speed Summary (MPH)**



# Ross on Wye ATC, Middleton Avenue

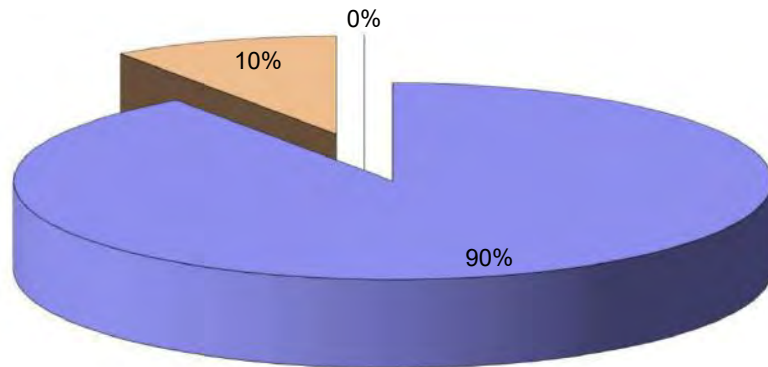
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
16/01/2019				
7-19	204	16	0	220
6-22	213	17	0	230
6-24	216	17	0	233
0-24	216	17	0	233
17/01/2019				
7-19	198	18	0	216
6-22	208	20	0	228
6-24	211	20	0	231
0-24	211	20	0	231
18/01/2019				
7-19	161	20	0	181
6-22	168	23	0	191
6-24	169	23	0	192
0-24	169	24	0	193
19/01/2019				
7-19	64	9	0	73
6-22	71	10	0	81
6-24	73	10	0	83
0-24	73	10	0	83
20/01/2019				
7-19	31	7	0	38
6-22	34	7	0	41
6-24	34	7	0	41
0-24	34	7	0	41
21/01/2019				
7-19	193	17	0	210
6-22	202	18	0	220
6-24	204	18	0	222
0-24	204	19	0	223
22/01/2019				
7-19	183	19	0	202
6-22	197	21	0	218
6-24	198	21	0	219
0-24	198	21	0	219
Average				
7-19	148	15	0	163
6-22	156	17	0	173
6-24	158	17	0	174
0-24	158	17	0	175

**Total Vehicle Class Distribution**



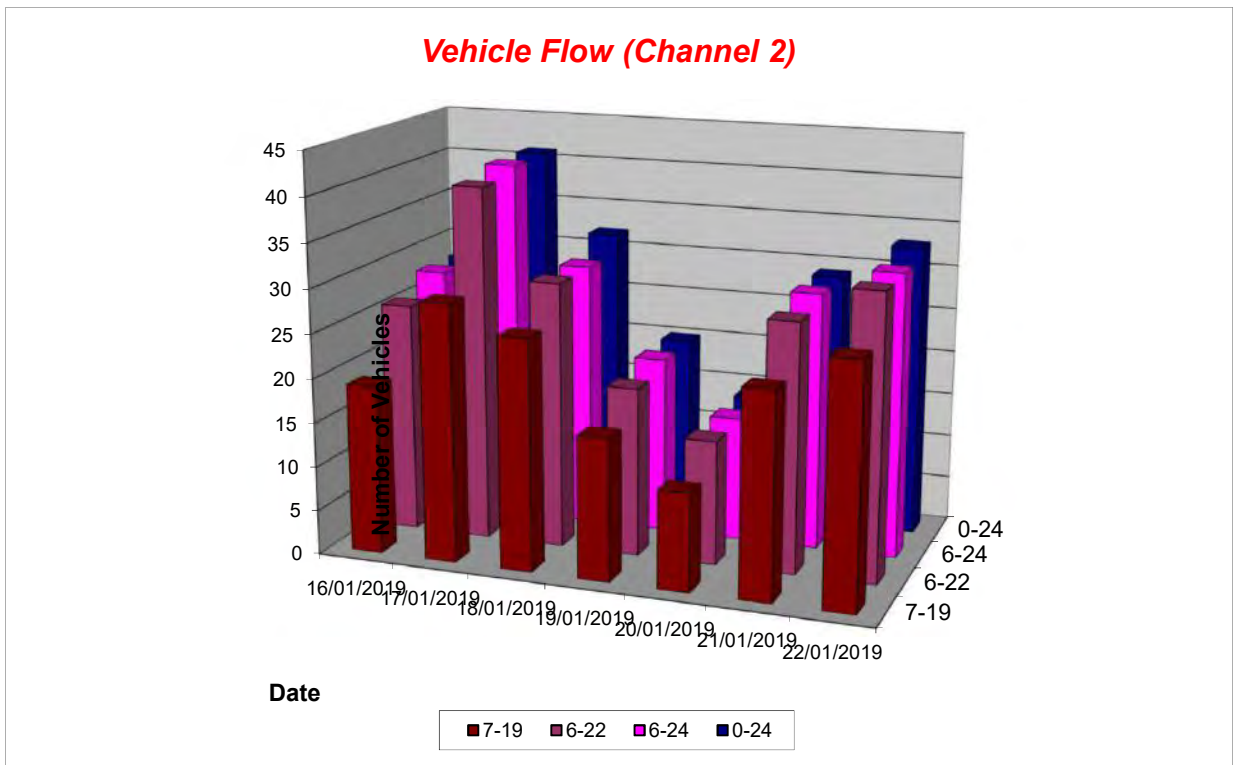
# Ross on Wye ATC, Middleton Avenue

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	16/01/2019 Wednesday	17/01/2019 Thursday	18/01/2019 Friday	19/01/2019 Saturday	20/01/2019 Sunday	21/01/2019 Monday	22/01/2019 Tuesday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	1	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	2	0	0	0	0	0	0
7	2	3	2	0	0	2	2	2	2
8	3	4	6	1	0	2	5	4	3
9	2	1	3	0	0	2	1	2	1
10	1	1	0	1	0	1	1	1	1
11	1	3	1	0	1	1	2	2	1
12	1	2	0	1	3	1	4	2	2
13	2	3	2	1	0	2	2	2	2
14	0	2	3	4	1	0	3	2	2
15	1	3	1	0	1	1	2	2	1
16	2	2	3	3	0	4	2	3	2
17	1	3	1	2	1	3	0	2	2
18	3	4	3	2	0	4	3	3	3
19	2	1	3	1	4	2	2	2	2
20	4	6	2	2	3	2	2	3	3
21	1	2	0	1	0	1	1	1	1
22	0	0	0	0	0	0	0	0	0
23	2	1	0	1	0	1	0	1	1
24	0	0	0	0	0	0	0	0	0
<b>7-19</b>	<b>19</b>	<b>29</b>	<b>26</b>	<b>16</b>	<b>11</b>	<b>23</b>	<b>27</b>	<b>25</b>	<b>22</b>
<b>6-22</b>	<b>26</b>	<b>40</b>	<b>30</b>	<b>19</b>	<b>14</b>	<b>28</b>	<b>32</b>	<b>31</b>	<b>27</b>
<b>6-24</b>	<b>28</b>	<b>41</b>	<b>30</b>	<b>20</b>	<b>14</b>	<b>29</b>	<b>32</b>	<b>32</b>	<b>28</b>
<b>0-24</b>	<b>28</b>	<b>41</b>	<b>32</b>	<b>20</b>	<b>14</b>	<b>29</b>	<b>33</b>	<b>33</b>	<b>28</b>



# Ross on Wye ATC, Middleton Avenue

## Channel 2 - Southbound

## Average Speed

## Week 1

Hr Ending	16/01/2019 Wednesday	17/01/2019 Thursday	18/01/2019 Friday	19/01/2019 Saturday	20/01/2019 Sunday	21/01/2019 Monday	22/01/2019 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	15.5
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	33.0	-	-	-	-
7	10.2	12.0	10.2	-	-	10.2	15.5
8	5.0	5.0	5.0	33.0	-	5.0	5.0
9	10.2	5.0	8.5	-	-	10.2	5.0
10	5.0	5.0	-	25.5	-	5.0	5.0
11	15.5	15.5	15.5	-	5.0	15.5	15.5
12	5.0	10.2	-	33.0	5.0	5.0	10.2
13	10.2	8.5	10.2	33.0	-	10.2	10.2
14	-	10.2	8.5	5.0	5.0	-	5.0
15	15.5	15.5	15.5	-	5.0	15.5	15.5
16	15.5	15.5	15.5	5.0	-	15.5	15.5
17	5.0	8.5	5.0	33.0	5.0	8.5	-
18	8.5	7.6	8.5	5.0	-	7.6	5.0
19	10.2	5.0	8.5	33.0	5.0	10.2	5.0
20	7.6	6.8	10.2	5.0	5.0	10.2	5.0
21	5.0	5.0	-	25.5	-	5.0	5.0
22	-	-	-	-	-	-	-
23	5.0	5.0	-	33.0	-	5.0	-
24	-	-	-	-	-	-	-
10-12	10.2	13.4	15.5	33.0	5.0	10.2	12.0
14-16	15.5	15.5	15.5	5.0	5.0	15.5	15.5
0-24	8.8	9.1	10.7	16.8	5.0	9.7	8.8

Average	9.8
---------	-----

## Channel 2 - Southbound

## 85th Percentile

Hr Ending	16/01/2019 Wednesday	17/01/2019 Thursday	18/01/2019 Friday	19/01/2019 Saturday	20/01/2019 Sunday	21/01/2019 Monday	22/01/2019 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	33.5	-	-	-	-
7	16.0	16.2	15.6	-	-	15.9	15.6
8	5.1	5.3	5.6	-	-	5.3	5.1
9	16.3	-	15.9	-	-	15.8	-
10	-	-	-	-	-	-	-
11	-	15.8	-	-	-	-	16.0
12	-	16.3	-	-	5.8	-	15.6
13	15.7	15.8	15.6	-	-	16.1	15.6
14	-	15.7	16.4	5.8	-	-	5.2
15	-	16.0	-	-	-	-	15.5
16	15.6	15.8	15.8	5.8	-	16.4	16.2
17	-	15.8	-	33.7	-	16.0	-
18	15.7	15.5	16.0	5.7	-	15.7	5.5
19	16.4	-	15.7	-	5.2	16.2	5.6
20	15.6	15.7	16.5	5.3	5.6	16.2	5.2
21	-	5.9	-	-	-	-	-
22	-	-	-	-	-	-	-
23	5.3	-	-	-	-	-	-
24	-	-	-	-	-	-	-
10-12	16.4	16.3	15.6	33.7	5.5	15.7	16.2
14-16	16.3	16.4	15.5	5.2	5.7	16.3	16.3
0-24	15.8	15.8	15.8	33.4	5.9	15.7	15.9

85th %ile	16.9
-----------	------

# Ross on Wye ATC, Middleton Avenue

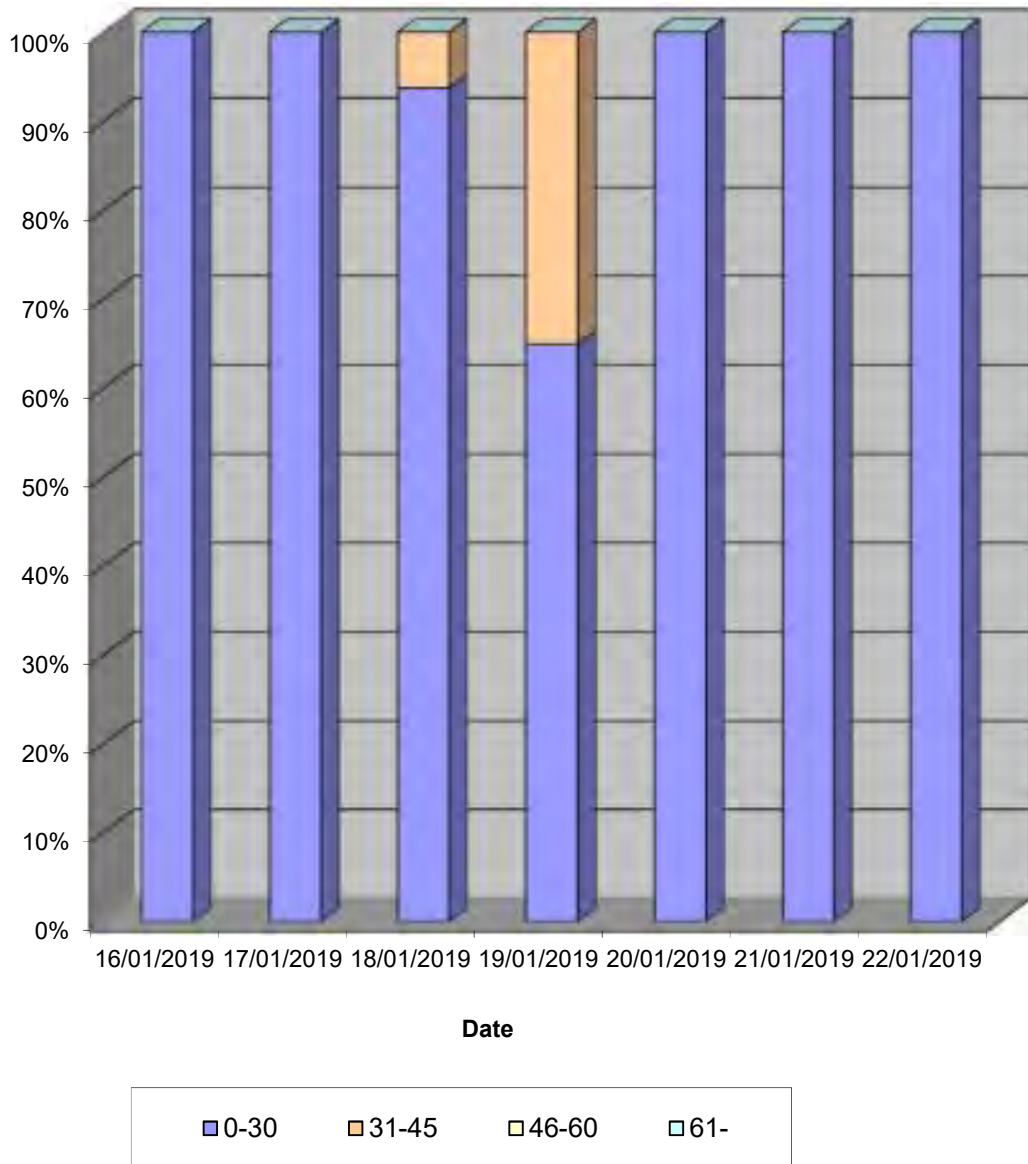
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	16/01/2019 Wednesday	17/01/2019 Thursday	18/01/2019 Friday	19/01/2019 Saturday	20/01/2019 Sunday	21/01/2019 Monday	22/01/2019 Tuesday
0-30	28	41	30	13	14	29	33
31-45	0	0	2	7	0	0	0
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>28</b>	<b>41</b>	<b>32</b>	<b>20</b>	<b>14</b>	<b>29</b>	<b>33</b>

**Speed Summary (MPH)**





# Ross on Wye ATC, Middleton Avenue

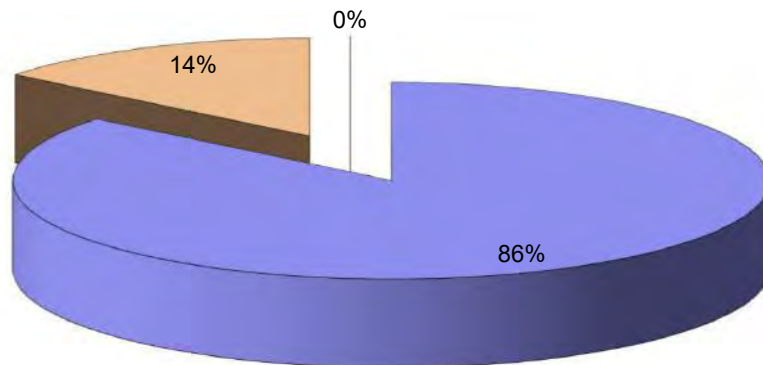
Channel 2 - Southbound

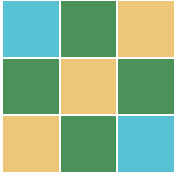
Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>16/01/2019</b>				
7-19	17	2	0	19
6-22	23	3	0	26
6-24	25	3	0	28
0-24	25	3	0	28
<b>17/01/2019</b>				
7-19	24	5	0	29
6-22	34	6	0	40
6-24	35	6	0	41
0-24	35	6	0	41
<b>18/01/2019</b>				
7-19	23	3	0	26
6-22	26	4	0	30
6-24	26	4	0	30
0-24	26	6	0	32
<b>19/01/2019</b>				
7-19	15	1	0	16
6-22	18	1	0	19
6-24	19	1	0	20
0-24	19	1	0	20
<b>20/01/2019</b>				
7-19	11	0	0	11
6-22	14	0	0	14
6-24	14	0	0	14
0-24	14	0	0	14
<b>21/01/2019</b>				
7-19	20	3	0	23
6-22	24	4	0	28
6-24	25	4	0	29
0-24	25	4	0	29
<b>22/01/2019</b>				
7-19	21	6	0	27
6-22	25	7	0	32
6-24	25	7	0	32
0-24	25	8	0	33
<b>Average</b>				
7-19	19	3	0	22
6-22	23	4	0	27
6-24	24	4	0	28
0-24	24	4	0	28

**Total Vehicle Class Distribution**





COTSWOLD  
TRANSPORT  
PLANNING

## Appendix B

Bus Timetables

## Mondays to Fridays

Monnow Street in Bus Station, Monmouth	dep	07:45	07:45	09:45	11:45	13:45	14:45	17:45	18:45
Whitchurch, Roundabout (SE-bound)		07:58	07:58	09:58	11:58	13:58	14:58	17:58	18:58
Goodrich, adj Castle Lane		08:06	08:06	10:06	12:06	14:06	15:06	18:06	19:06
Archenfield, Palmerston Road (NE-bound)		08:18	08:23	10:18	12:18	14:18	15:18	18:18	19:18
Ross-on-Wye, John Kyrle High School (entrance)			08:29						
Ross-on-Wye, Cantilupe Road (Stand 3)	arr	08:23	08:33	10:23	12:23	14:23	15:23	18:23	19:23
Notes		[1]	[2]	[3]	[3]	[3]	[3]	[3]	[3]

[1] Doesn't run on Friday (Fri 15-Feb-2019)

[2] Only runs on Friday (Fri 15-Feb-2019)

[3] Runs on Mondays to Fridays

Compiled from data for the period Fri 15-Feb-2019 to Thu 21-Feb-2019.

## Saturdays

Monnow Street in Bus Station, Monmouth	dep	07:45	09:45	11:45	13:45	14:45	17:45	18:45
Whitchurch, Roundabout (SE-bound)		07:58	09:58	11:58	13:58	14:58	17:58	18:58
Goodrich, adj Castle Lane		08:06	10:06	12:06	14:06	15:06	18:06	19:06
Archenfield, Palmerston Road (NE-bound)		08:18	10:18	12:18	14:18	15:18	18:18	19:18
Ross-on-Wye, Cantilupe Road (Stand 3)	arr	08:23	10:23	12:23	14:23	15:23	18:23	19:23

Compiled from data for the period Fri 15-Feb-2019 to Thu 21-Feb-2019.

## Mondays to Fridays

Ross-on-Wye, John Kyrle High School (entrance)	dep						15:35		
Ross-on-Wye, Cantilupe Road (Stand 3)		06:32	08:52	10:52	11:52	14:32	15:42	15:42	18:12
Archenfield, Palmerston Road (SW-bound)		06:36	08:56	10:56	11:56	14:36	15:46	15:46	18:16
Goodrich, opp Castle Lane		06:48	09:08	11:08	12:08	14:48	15:58	15:58	18:28
Whitchurch, Roundabout (SE-bound)		06:57	09:17	11:17	12:17	14:57	16:07	16:07	18:37
Monnow Street in Bus Station, Monmouth	arr	07:10	09:30	11:30	12:30	15:10	16:20	16:20	
Notes		[1]	[1]	[1]	[1]	[1]	[2]	[3]	[1]

[1] Runs on Mondays to Fridays

[2] Only runs on Friday (Fri 15-Feb-2019)

[3] Doesn't run on Friday (Fri 15-Feb-2019)

Compiled from data for the period Fri 15-Feb-2019 to Thu 21-Feb-2019.

## Saturdays

Ross-on-Wye, Cantilupe Road (Stand 3)	dep	06:32	08:52	10:52	11:52	14:32	15:42	18:12
Archenfield, Palmerston Road (SW-bound)		06:36	08:56	10:56	11:56	14:36	15:46	18:16
Goodrich, opp Castle Lane		06:48	09:08	11:08	12:08	14:48	15:58	18:28
Whitchurch, Roundabout (SE-bound)		06:57	09:17	11:17	12:17	14:57	16:07	18:37
Monnow Street in Bus Station, Monmouth	arr	07:10	09:30	11:30	12:30	15:10	16:20	

Compiled from data for the period Fri 15-Feb-2019 to Thu 21-Feb-2019.

**40A****Ross-on-Wye - Ross-on-Wye**

Stagecoach West

Mondays to Fridays

Ross-on-Wye, Cantilupe Road (Stand 3)	<i>dep</i>	09:40	11:10
Ross-on-Wye, adj 40 Merrivale Lane		09:43	11:13
Archenfield, Palmerston Road (NE-bound)		09:48	11:18
Ross-on-Wye, Cantilupe Road (Stand 3)	<i>arr</i>	09:53	11:23

---

*Compiled from data for the period Fri 15-Feb-2019 to Thu 21-Feb-2019.***40A****Ross-on-Wye - Ross-on-Wye**

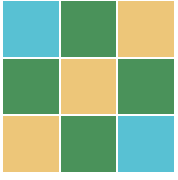
Stagecoach West

Saturdays

Ross-on-Wye, Cantilupe Road (Stand 3)	<i>dep</i>	09:40	11:10
Ross-on-Wye, adj 40 Merrivale Lane		09:43	11:13
Archenfield, Palmerston Road (NE-bound)		09:48	11:18
Ross-on-Wye, Cantilupe Road (Stand 3)	<i>arr</i>	09:53	11:23

---

*Compiled from data for the period Fri 15-Feb-2019 to Thu 21-Feb-2019.*



COTSWOLD  
TRANSPORT  
PLANNING

## Appendix C

Architect's Site Layout

Accommodation Schedule									
	Area (Sqft)	Area (Sqm)	House Type	Storey	Total no.	Total Area (Sqft)	Total Area (Sqm)	Tenure Mix (%)	Total Tenure Mix (%)
<b>Affordable</b>									
538.2	50	1BF	1	1	538.2	50	5.3		41
581.3	54	1BF	1	1	581.3	54	5.3		
602.8	56	2BF	1	1	602.8	56	5.3		
678.1	63	2BF	1	1	678.1	63	5.3		
905.9	47	1BB	1	1	905.9	47	5.3		
721.2	67	2BB	1	1	721.2	67	5.3		
839.6	78	2BH	2	2	1679.2	156	10.5		
961.1	80	2BH	2	5	4305.6	400	26.3		
968.8	90	3BH	2	4	3875.0	360	21.1		
968.8	90	3BH	2	1	968.8	90	5.3		
1237.9	115	4BH	2	1	1237.9	115	5.3		
<b>Sub Total</b>					<b>19</b>	<b>15693.9</b>	<b>1458</b>		
<b>Shared Ownership</b>									
839.6	78	2BH	2	6	5037.6	468	22.2		59
961.1	80	2BH	2	2	1722.2	160	7.4		
968.8	90	3BH	2	14	13562.6	1260	51.9		
968.8	90	3BH	2	3	2906.3	270	11.1		
1237.9	115	4BH	2	2	2475.7	230	7.4		
<b>Sub Total</b>					<b>27</b>	<b>25704.4</b>	<b>2368</b>		
<b>Total</b>					<b>46</b>	<b>41398.3</b>	<b>3846</b>		
<b>Total Car Parking Spaces</b>									<b>96.0</b> (Including 8 visitor)

Site Area Summary	
Total no. Units	46
Gross Site Area (Ha)	1.76
Density (Units / Ha)	26.1
Net Coverage (m / Ha)	2165



Electricity Poles to be diverted or grounded

- Site Boundary
- - - Existing PROW
- Existing Trees
- Existing Trees to be removed
- Proposed Trees
- Proposed Hedgerow
- Proposed 1800mm Fence
- Proposed Retaining Wall
- Road
- Footpath
- Rolled Gravel Path
- Paving
- Shared Surface/ Parking
- Grass
- Grass
- Existing Stables to be demolished
- Gravel Track
- Field Gate Access to Field to the North
- Kissing Gate Access to Field to the North



**NOTES**  
 This drawing is the copyright of Quattro Design Architects Ltd and shall not be reproduced or used in any form without written permission. Only Special Permissions to be used for reproduction. Check all dimensions on site. Site dimensions are to be used to be fixed as near as possible.  
[www.quattrodesign.co.uk](http://www.quattrodesign.co.uk)

**REVISIONS**  
 REV: 0478 - 04/07/19 - 04/07/19  
 - 14.05.19 - 04/19 - RLF: Drawing created.  
 A: 26.05.19 - 04/19 - RLF: Turning head to rear of plots 1 - 3 adjusted and gated access added through to field to the North.

B: 02.08.19 - 04/19 - RLF: Surface Water pumping station incorporated into layout. Layout adjusted accordingly.  
 C: 06.09.19 - 05 - 04/19: Surface Water pumping station removed. Layout adjusted accordingly.

**PROJECT**  
 Middleton Avenue, Ross-On-Wye

**SCALE** 1:500@A2

**CLIENT**  
 EG Carter & Co Ltd  
 Fortis Living

**DATE** Sep 2019

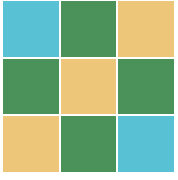
**DRAWING TITLE**  
 Proposed Site Plan

**DRAWING NO.**  
 5385-P-100

**REV**  
 C

**Quattro**  
 design architects

Middleton Warehouse, High Orchard Street, Gloucester, Gloucestershire, GL2 0DZ T: 01452 124254

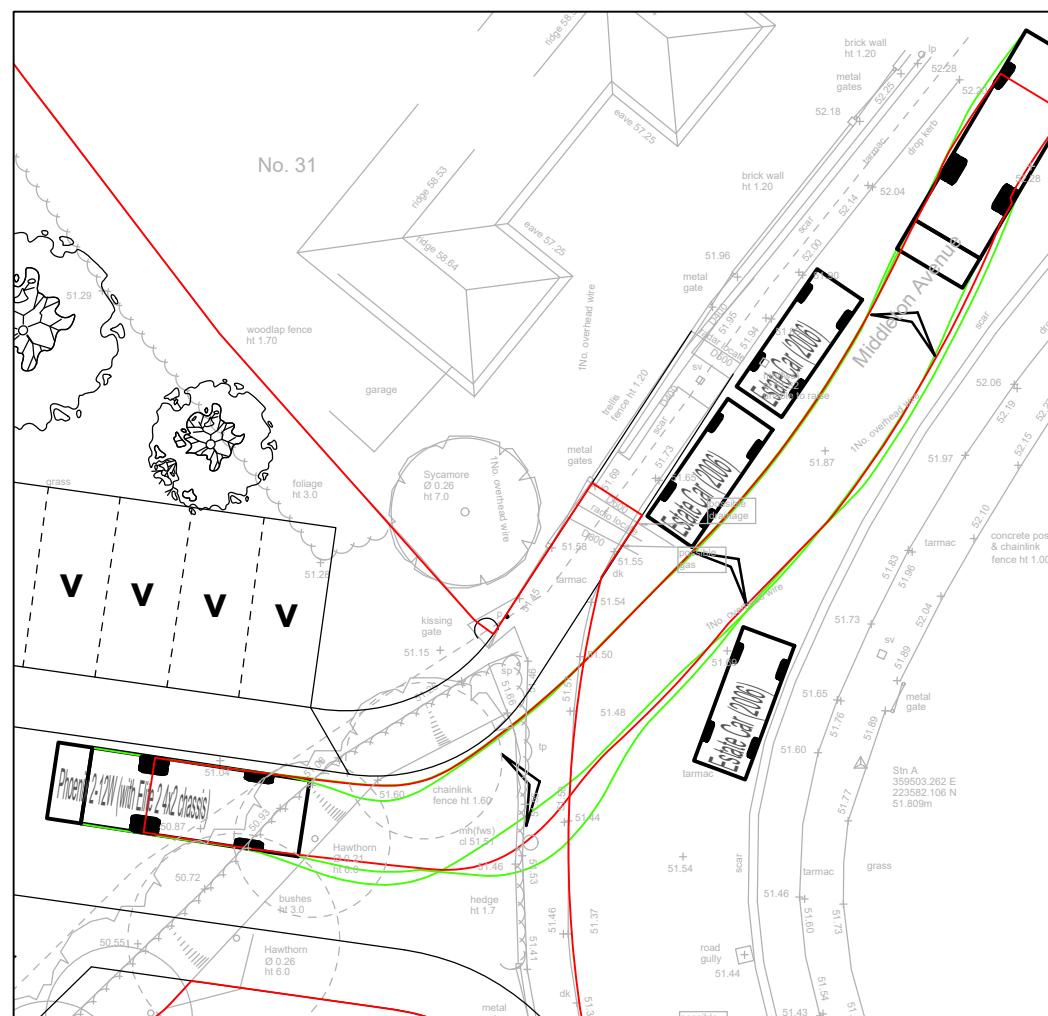
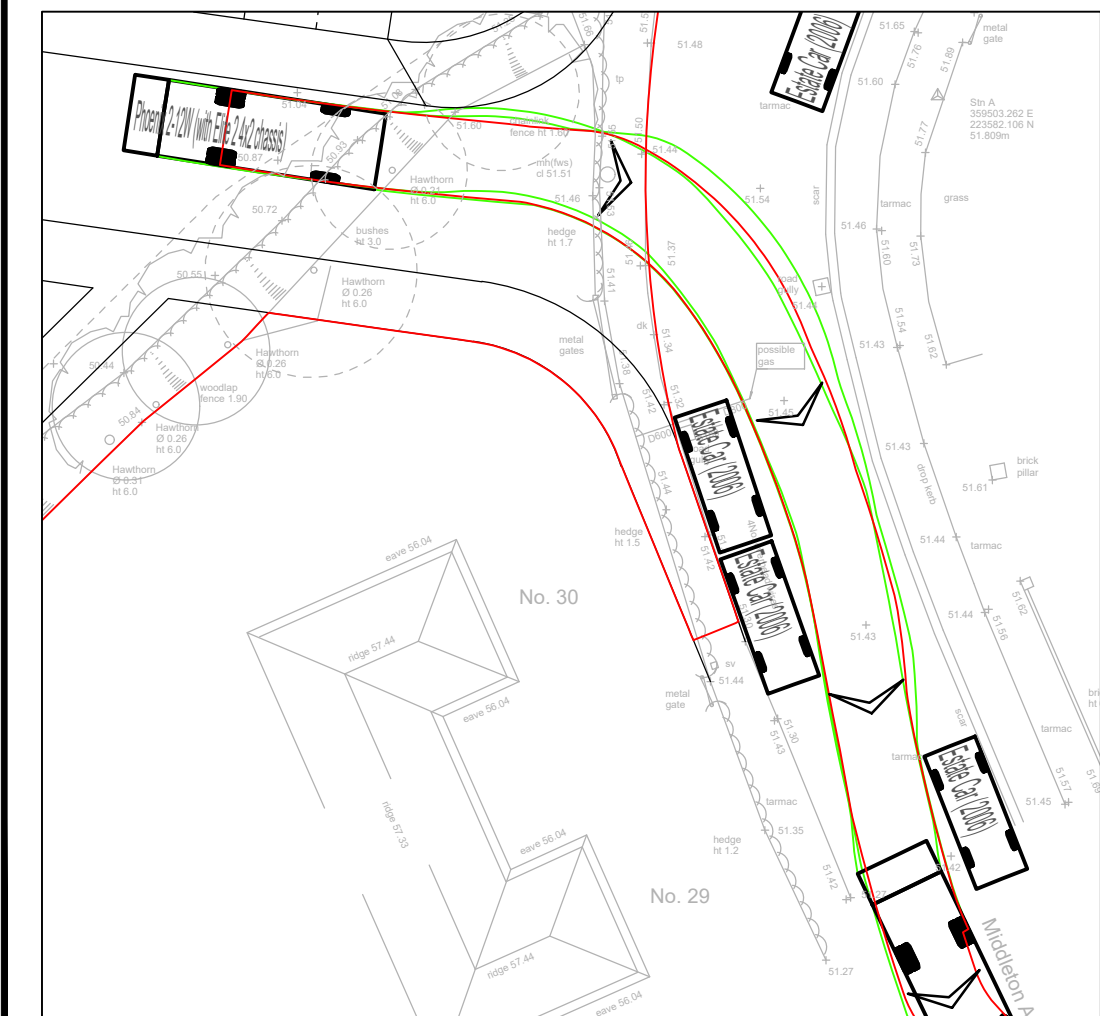
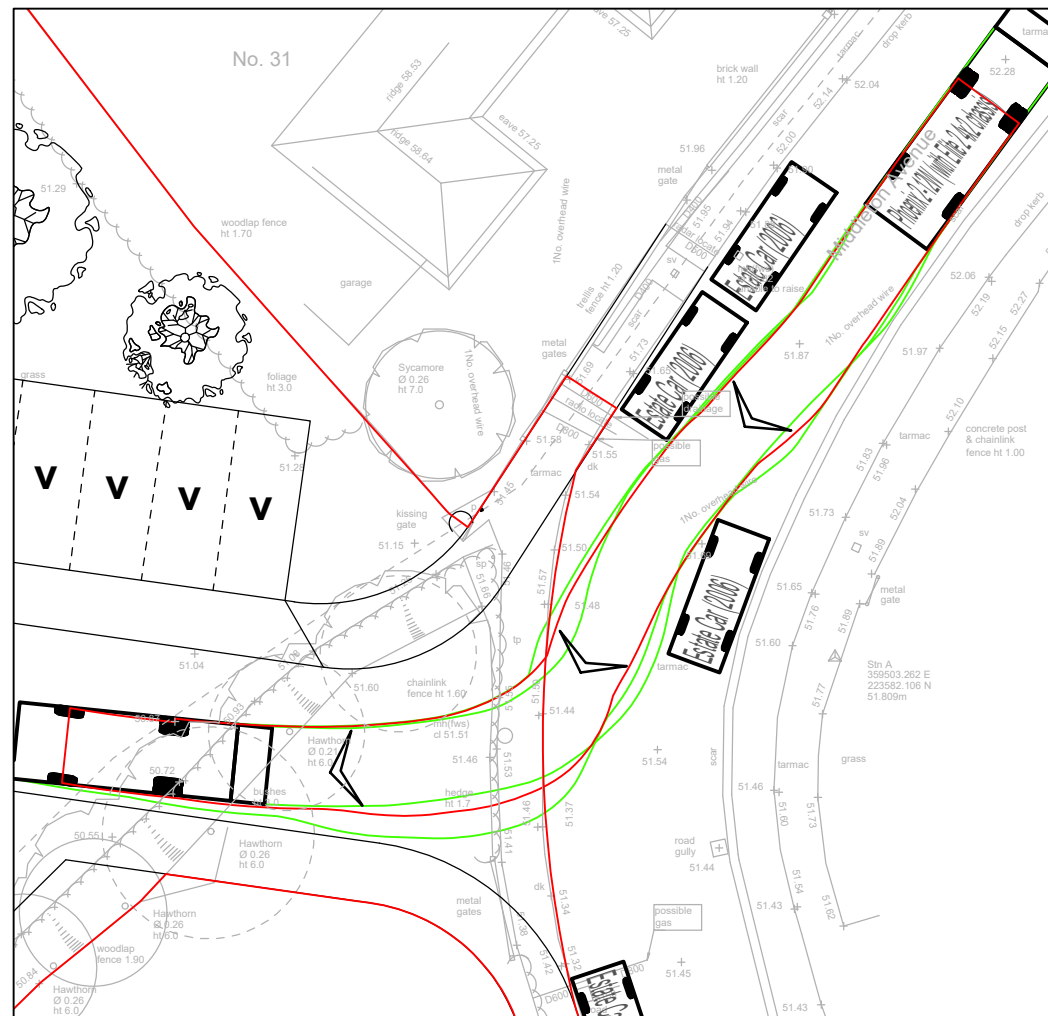
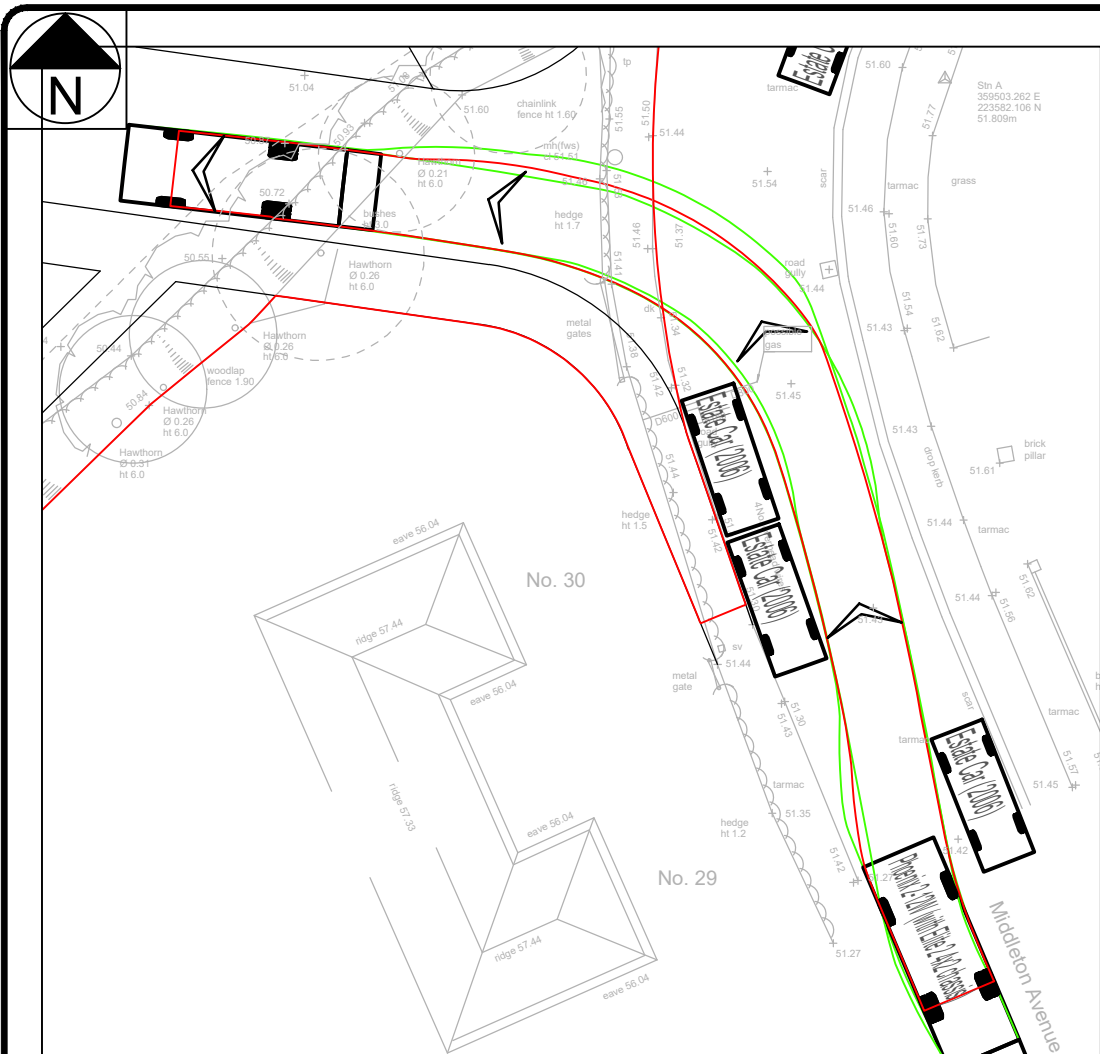


COTSWOLD  
TRANSPORT  
PLANNING

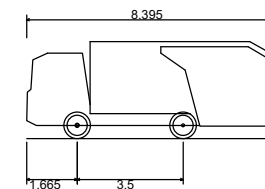
## Appendix D

Access Swept Path Analysis  
Drawings





Notes:



Phoenix 2-12W (with Elite 2x2 chassis)	
Overall Length	8.395m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.300m



**COTSWOLD  
TRANSPORT  
PLANNING**

**Cotswold Transport Planning Ltd**  
**121 Promenade**  
**Cheltenham** Tel: 01242 370283  
**Gloucestershire** cheltenham@cotswoldtp.co.uk  
**GL50 1NW** www.cotswoldtp.co.uk

Drawing Title:  
**Site Access Swept Path Analysis**

Client:  
**E G Carter & Co Ltd**

Project:  
**Middleton Avenue, Ross on Wye**

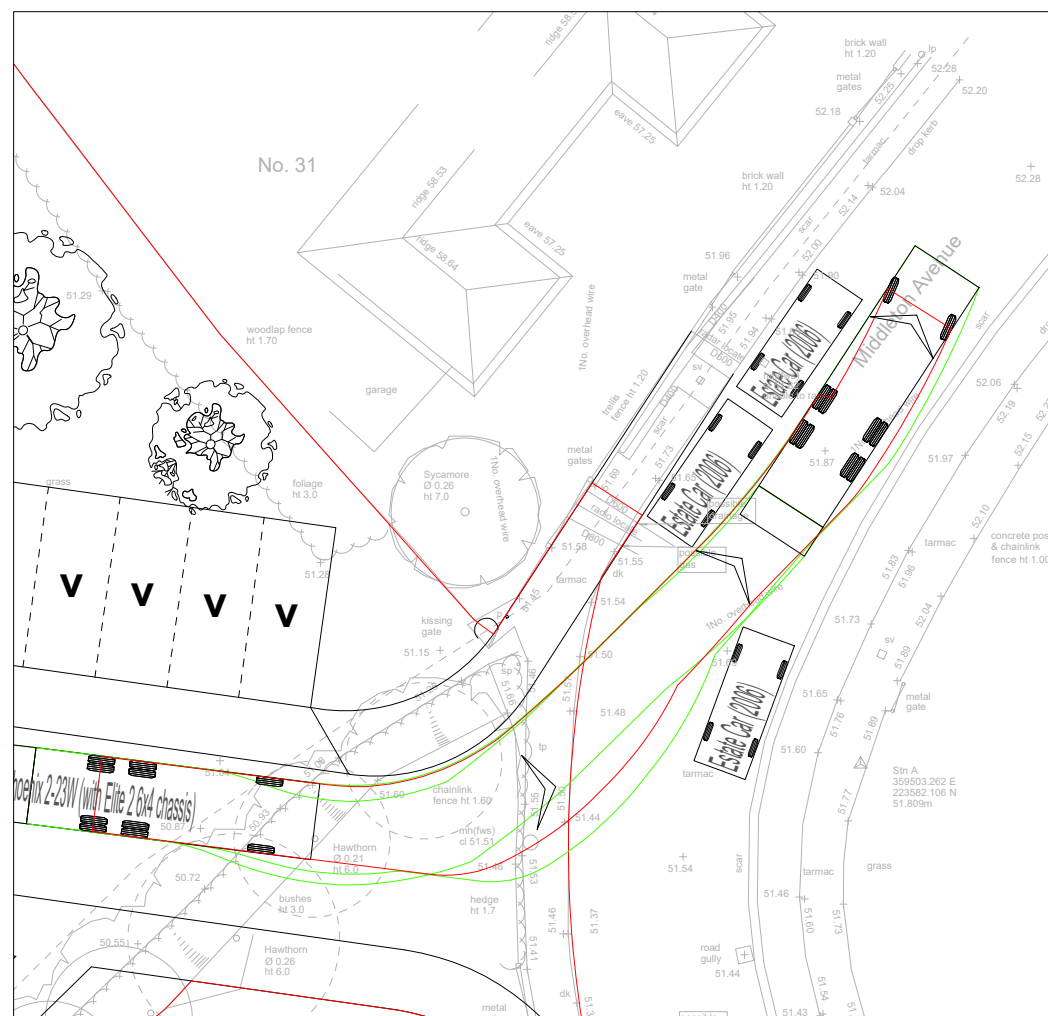
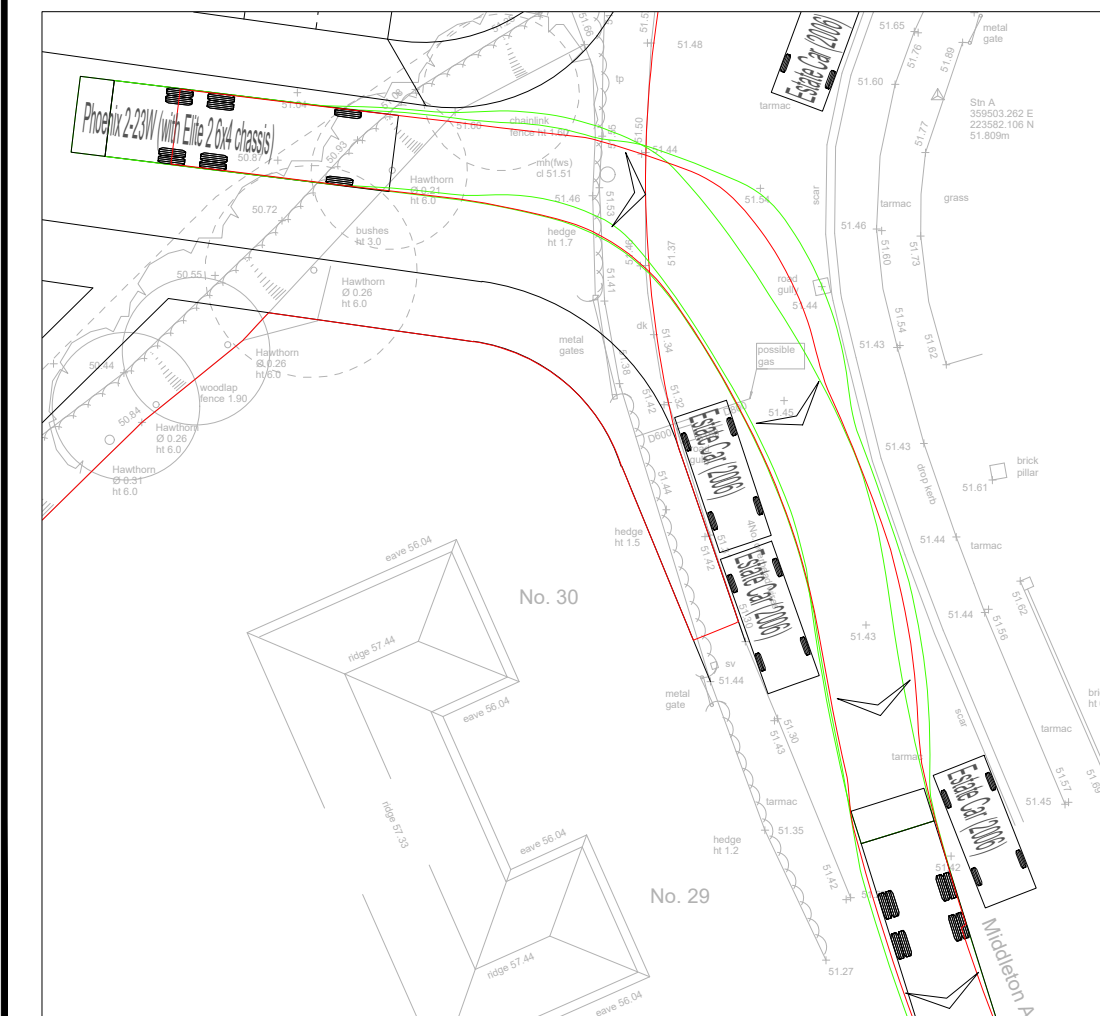
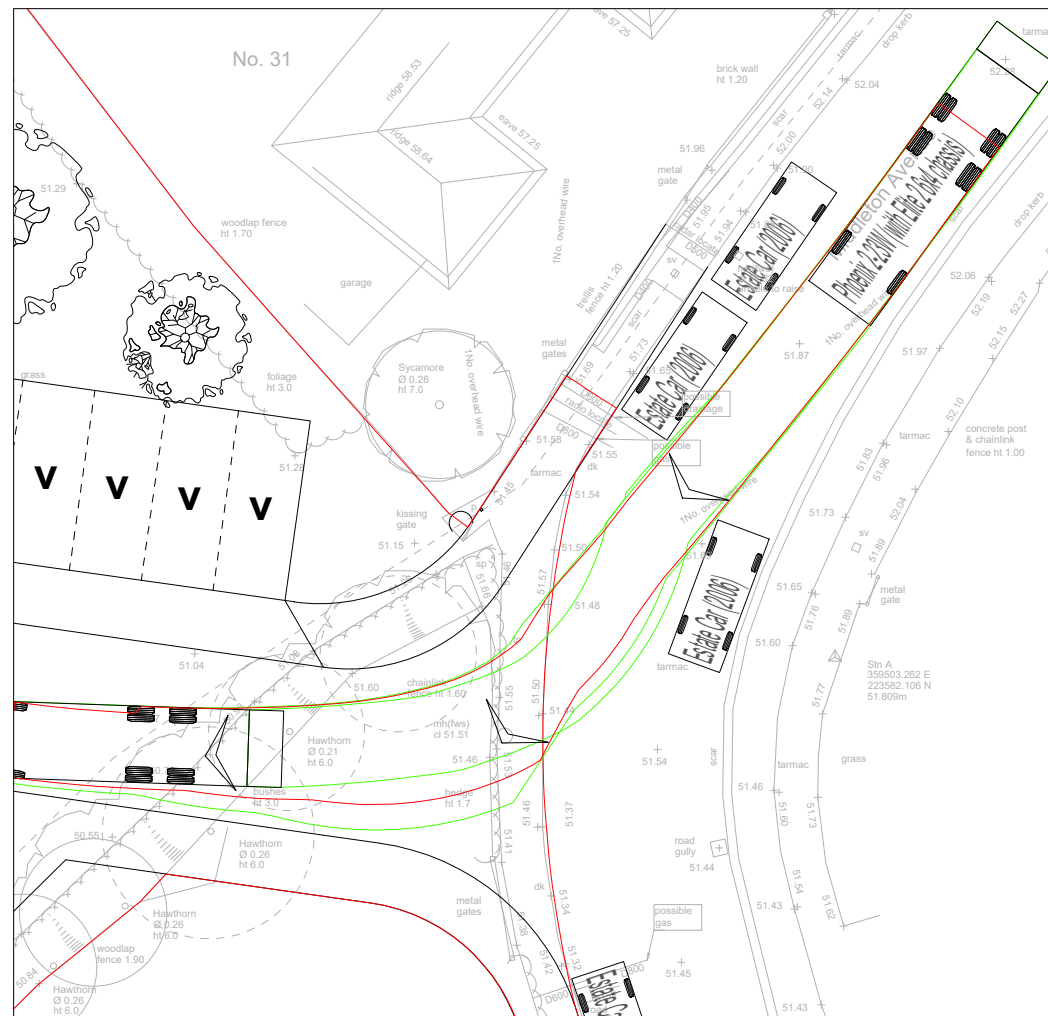
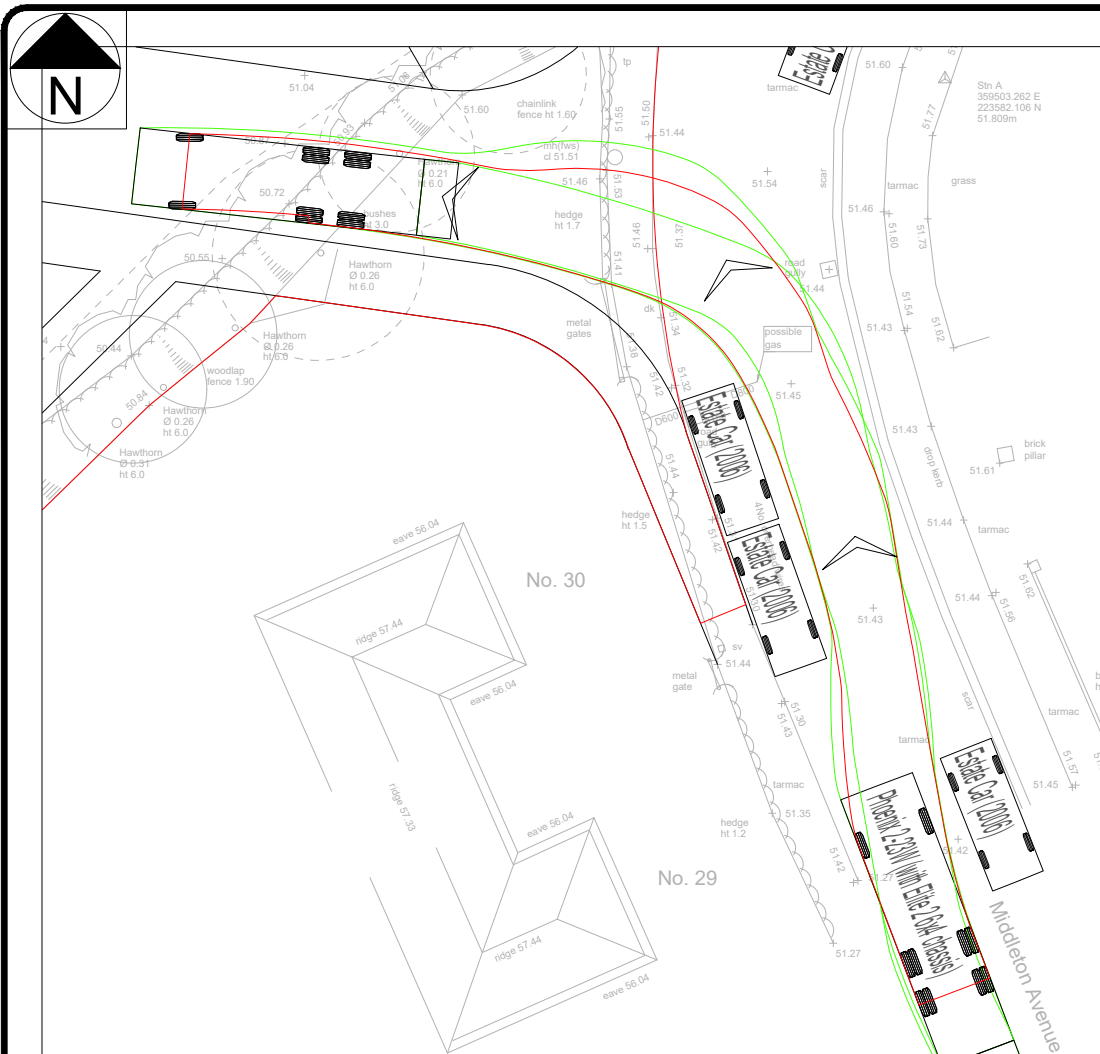
Drawing No: <b>SP01</b>	Revision:
----------------------------	-----------

Date Drawn: <b>13.02.19</b>	Issue Date: <b>13.02.19</b>
--------------------------------	--------------------------------

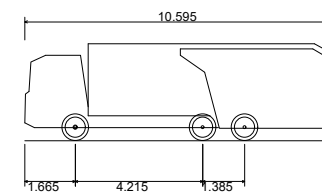
Drawn by: <b>LG</b>	Checked by: <b>MG</b>
------------------------	--------------------------

Project Code: <b>CTP-18-679</b>	Scale at A3: <b>1:250</b>
------------------------------------	------------------------------

Drawing Status:  
**INFORMATION**



Notes:



Phoenix 2-23W (with Elite 2 6x4 chassis)	10.595m
Overall Length	2.530m
Overall Width	3.205m
Overall Body Height	0.410m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	9.250m
Kerb to Kerb Turning Radius	



**COTSWOLD  
TRANSPORT  
PLANNING**

**Cotswold Transport Planning Ltd**  
**121 Promenade**  
**Cheltenham** Tel: 01242 370283  
**Gloucestershire** cheltenham@cotswoldtp.co.uk  
**GL50 1NW** www.cotswoldtp.co.uk

Drawing Title:  
**Site Access Swept Path Analysis**

Client:  
**E G Carter & Co Ltd**

Project:  
**Middleton Avenue, Ross on Wye**

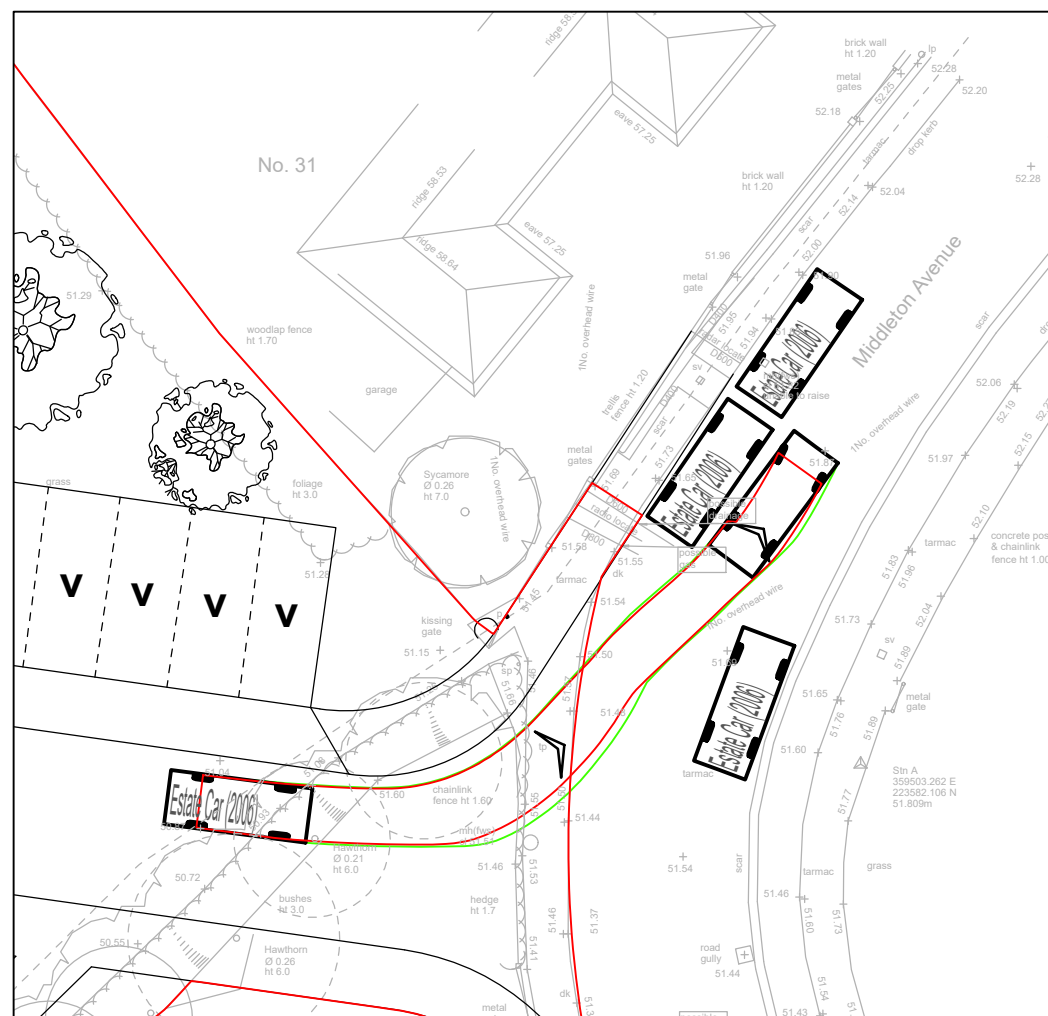
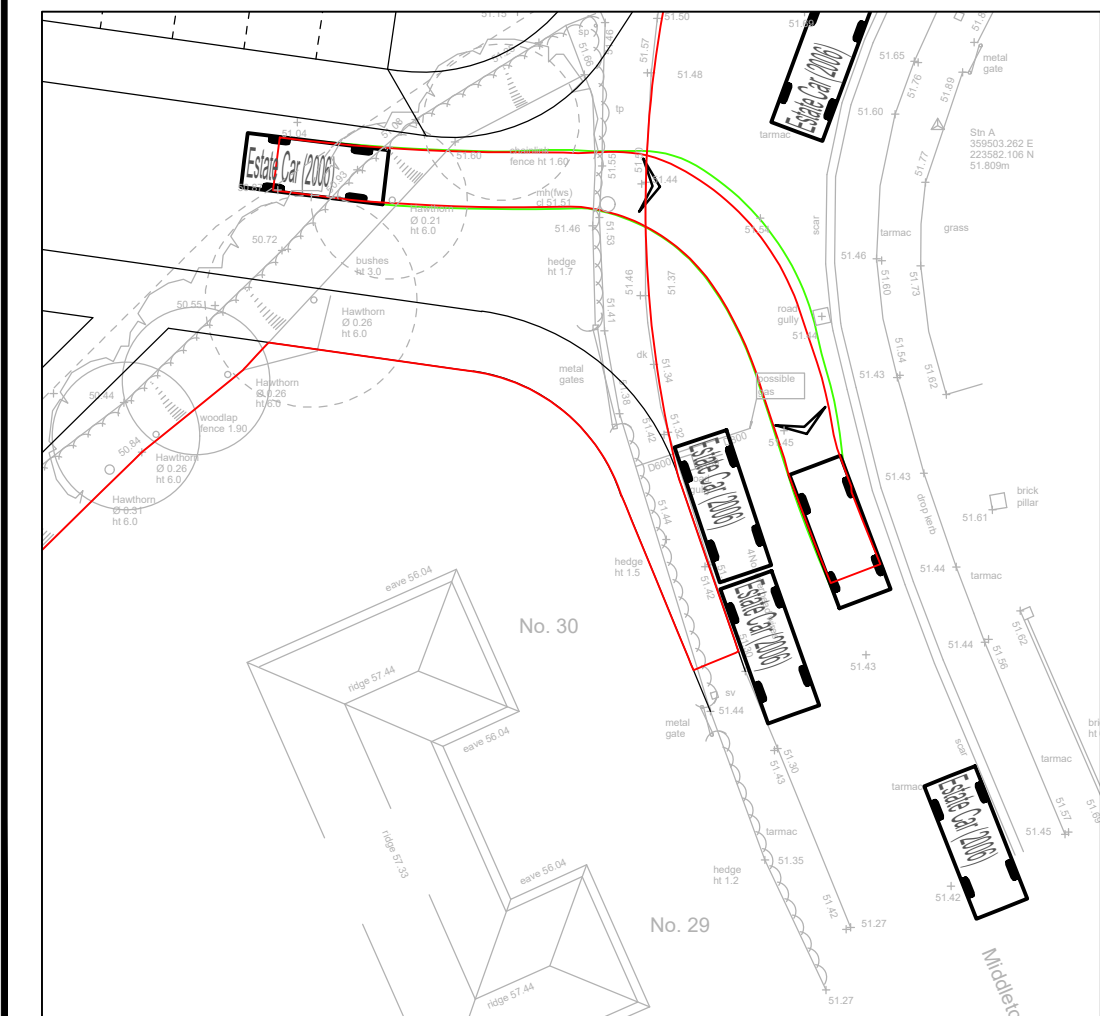
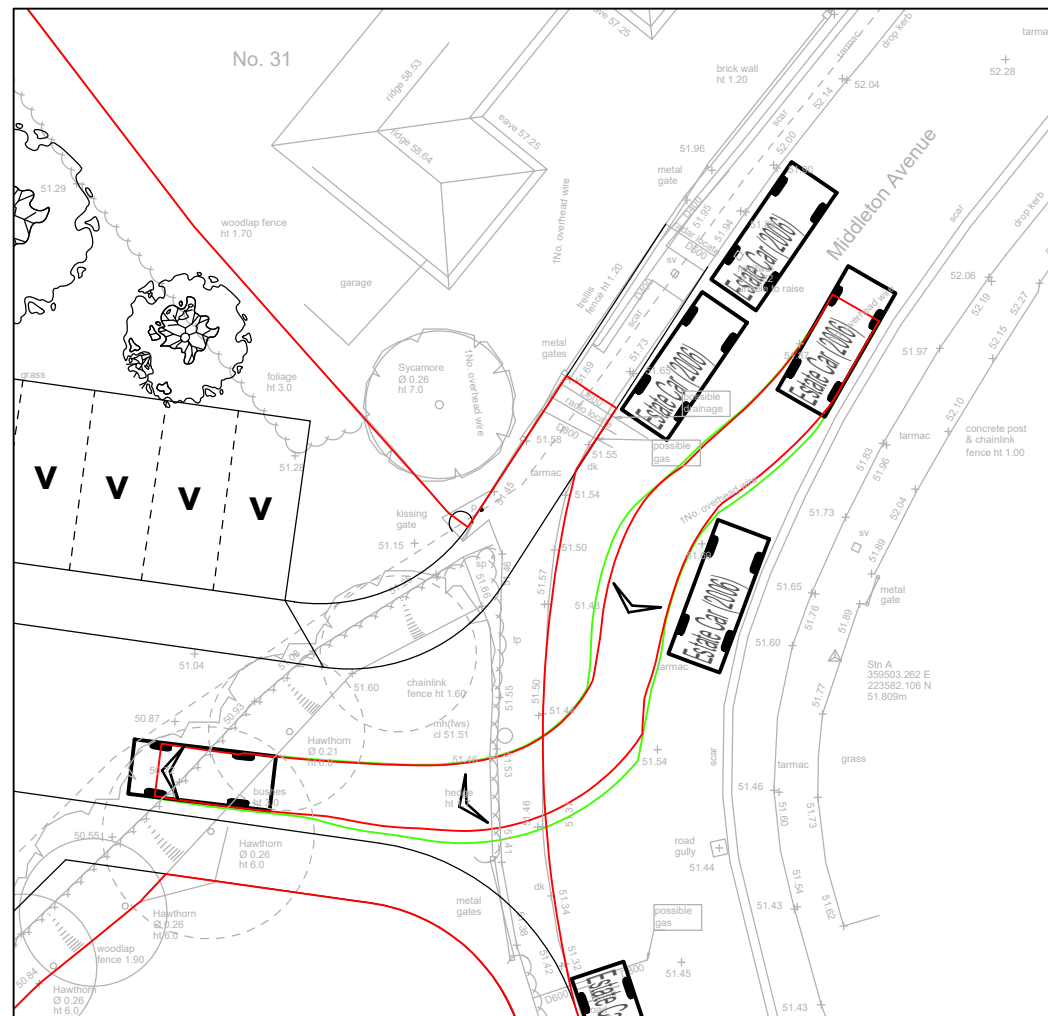
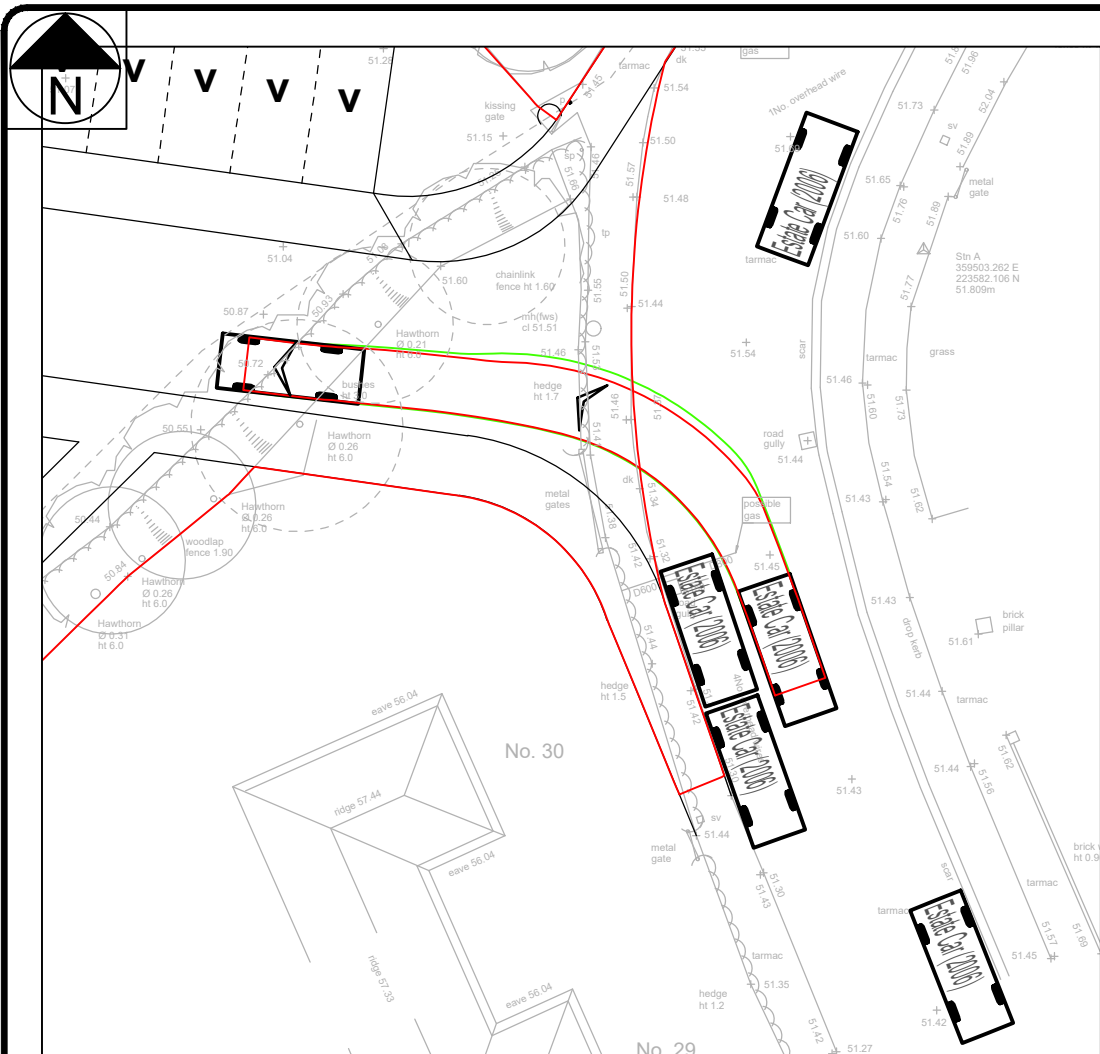
Drawing No: <b>SP01</b>	Revision: <b>A</b>
----------------------------	-----------------------

Date Drawn: <b>13.02.19</b>	Issue Date: <b>22.03.19</b>
--------------------------------	--------------------------------

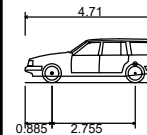
Drawn by: <b>LG</b>	Checked by: <b>MG</b>
------------------------	--------------------------

Project Code: <b>CTP-18-679</b>	Scale at A3: <b>1:250</b>
------------------------------------	------------------------------

Drawing Status:  
**INFORMATION**



Notes:



Estate Car (2006)  
 Overall Length 4.710m  
 Overall Width 1.804m  
 Overall Body Height 1.442m  
 Min Body Ground Clearance 0.207m  
 Max Track Width 1.756m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.950m



**COTSWOLD  
 TRANSPORT  
 PLANNING**

**Cotswold Transport Planning Ltd**  
 121 Promenade  
 Cheltenham Gloucestershire GL50 1NW  
 Tel: 01242 370283  
 cheltenham@cotswoldtp.co.uk  
 www.cotswoldtp.co.uk

Drawing Title:  
 Site Access Swept Path Analysis

Client:  
 E G Carter & Co Ltd

Project:  
 Middleton Avenue, Ross on Wye

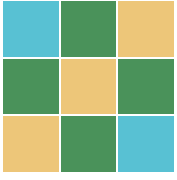
Drawing No: SP02  
 Revision:

Date Drawn: 13.02.19  
 Issue Date: 13.02.19

Drawn by: LG  
 Checked by: MG

Project Code: CTP-18-679  
 Scale at A3: 1:250

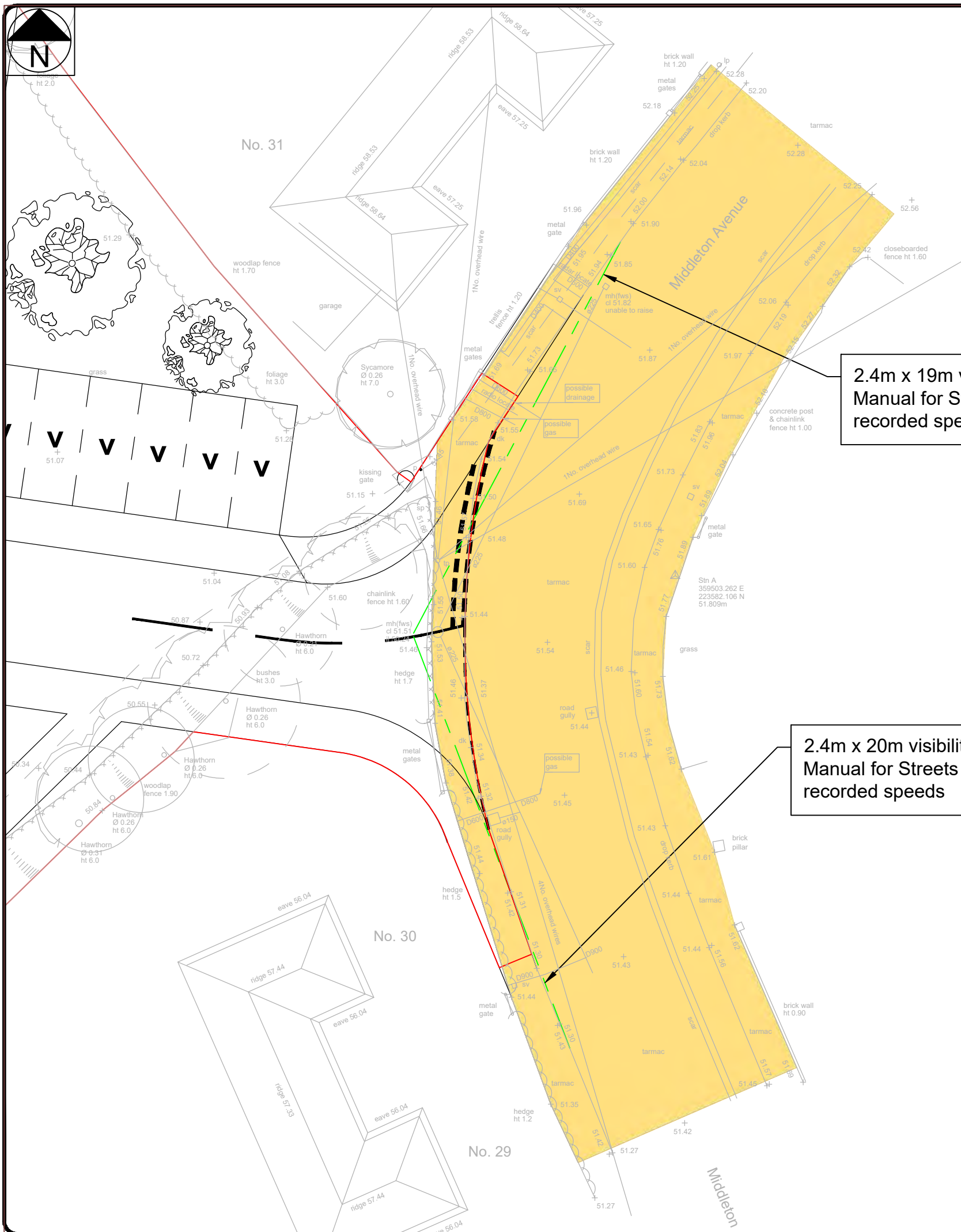
Drawing Status:  
 INFORMATION




COTSWOLD  
TRANSPORT  
PLANNING

## Appendix E

Access Visibility Splay Drawing



Notes:

 Extent of Adopted Highway Boundary



**COTSWOLD  
TRANSPORT  
PLANNING**

**Cotswold Transport Planning Ltd**  
**121 Promenade**  
**Cheltenham** Tel: 01242 523696  
**Gloucestershire** cheltenham@cotswoldtp.co.uk  
**GL50 1NW** www.cotswoldtp.co.uk

Drawing Title:  
**Proposed Access Visibility Splays**

Client:  
**EG Carter & Co Ltd**

Project:  
**Middleton Avenue, Ross**

Drawing No:  
**SK01**

Revision:

Date Drawn:  
**29.01.19**

Issue Date:  
**29.01.19**

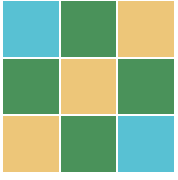
Drawn by:  
**TG**

Checked by:  
**MG**

Project Code:  
**CTP-18-376**

Scale at A3:  
**1:200**

Drawing Status:  
**INFORMATION**



COTSWOLD  
TRANSPORT  
PLANNING

## Appendix F

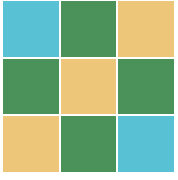
Highway Boundary Data



LOCATION: MIDDLETON AVENUE, ROSS

SCALE 1:1250

Herefordshire Council, Highways and Transportation,  
 Plough Lane, Hereford, HR4 0WZ.  
 Tel: 01432 260000  
 Fax: 01432 383031



COTSWOLD  
TRANSPORT  
PLANNING

## Appendix G

TRICS Data



**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES

**VEHICLES**

Selected regions and areas:

**07 YORKSHIRE & NORTH LINCOLNSHIRE**  
 WY WEST YORKSHIRE 2 days  
**08 NORTH WEST**  
 MS MERSEYSIDE 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Secondary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of dwellings  
 Actual Range: 16 to 54 (units: )  
 Range Selected by User: 10 to 100 (units: )  
 Parking Spaces Range: Selected: 20 to 220 Actual: 20 to 220  
 Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 13/09/17

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Tuesday 2 days  
 Thursday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 3 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1  
 Edge of Town 2

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 2  
 Built-Up Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

**Secondary Filtering selection:**

Use Class:

C3 3 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

**Secondary Filtering selection (Cont.):**

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	3 days
------------	--------

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No	3 days
----	--------

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

<p><b>1 MS-03-B-01 TERRACED</b>                      TARBOCK ROAD                      LIVERPOOL                      SPEKE                      Edge of Town                      Residential Zone                      Total Number of dwellings: 16  <i>Survey date: TUESDAY 18/06/13</i></p>	<p><b>MERSEYSIDE</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>2 WY-03-B-02 MIXED HOUSES</b>                      WHITEACRE STREET                      HUDDERSFIELD                      DEIGHTON                      Edge of Town                      Residential Zone                      Total Number of dwellings: 54  <i>Survey date: TUESDAY 17/09/13</i></p>	<p><b>WEST YORKSHIRE</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>3 WY-03-B-03 TERRACED HOUSES</b>                      LINCOLN GREEN ROAD                      LEEDS                        Suburban Area (PPS6 Out of Centre)                      Built-Up Zone                      Total Number of dwellings: 29  <i>Survey date: THURSDAY 19/09/13</i></p>	<p><b>WEST YORKSHIRE</b></p> <p><i>Survey Type: MANUAL</i></p>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

**VEHICLES**

**Calculation factor: 1 DWELLS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	33	0.081	3	33	0.091	3	33	0.172
08:00 - 09:00	3	33	0.162	<b>3</b>	<b>33</b>	<b>0.313</b>	3	33	0.475
09:00 - 10:00	<b>3</b>	<b>33</b>	<b>0.263</b>	3	33	0.283	<b>3</b>	<b>33</b>	<b>0.546</b>
10:00 - 11:00	3	33	0.162	3	33	0.172	3	33	0.334
11:00 - 12:00	3	33	0.121	3	33	0.111	3	33	0.232
12:00 - 13:00	3	33	0.131	3	33	0.131	3	33	0.262
13:00 - 14:00	3	33	0.101	3	33	0.101	3	33	0.202
14:00 - 15:00	3	33	0.182	3	33	0.131	3	33	0.313
15:00 - 16:00	3	33	0.182	3	33	0.192	3	33	0.374
16:00 - 17:00	3	33	0.101	3	33	0.172	3	33	0.273
17:00 - 18:00	3	33	0.192	3	33	0.131	3	33	0.323
18:00 - 19:00	3	33	0.172	3	33	0.081	3	33	0.253
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.850			1.909			3.759

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-701101-190326-0323

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS

**VEHICLES**

Selected regions and areas:

**07 YORKSHIRE & NORTH LINCOLNSHIRE**  
WY WEST YORKSHIRE 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Secondary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of dwellings  
Actual Range: 56 to 56 (units: )  
Range Selected by User: 10 to 100 (units: )  
  
Parking Spaces Range: Selected: 0 to 81 Actual: 0 to 81

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 07/10/16

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Thursday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 1 days  
Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

**Secondary Filtering selection:**

Use Class:

C3 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

**Secondary Filtering selection (Cont.):**

Population within 1 mile:

1,001 to 5,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0 1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>WY-03-D-03</b>	<b>BLOCK OF FLATS</b>	<b>WEST YORKSHIRE</b>
	CARR STREET		
	HECKMONDWIKE		
	LIVERSEDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	56	
	Survey date: THURSDAY	01/05/14	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

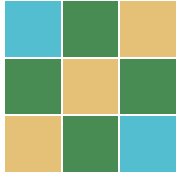
**VEHICLES****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	56	0.036	1	56	0.125	1	56	0.161
08:00 - 09:00	1	56	0.125	1	56	0.107	1	56	0.232
09:00 - 10:00	1	56	0.107	1	56	0.143	1	56	0.250
10:00 - 11:00	1	56	0.196	1	56	0.089	1	56	0.285
11:00 - 12:00	1	56	0.107	1	56	0.179	1	56	0.286
12:00 - 13:00	<b>1</b>	<b>56</b>	<b>0.214</b>	1	56	0.143	1	56	0.357
13:00 - 14:00	1	56	0.214	1	56	0.161	1	56	0.375
14:00 - 15:00	1	56	0.179	<b>1</b>	<b>56</b>	<b>0.232</b>	<b>1</b>	<b>56</b>	<b>0.411</b>
15:00 - 16:00	1	56	0.089	1	56	0.071	1	56	0.160
16:00 - 17:00	1	56	0.089	1	56	0.071	1	56	0.160
17:00 - 18:00	1	56	0.107	1	56	0.054	1	56	0.161
18:00 - 19:00	1	56	0.179	1	56	0.161	1	56	0.340
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.642			1.536			3.178

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.





COTSWOLD  
TRANSPORT  
PLANNING

## Cotswold Transport Planning Ltd

Please visit our website at:  
[www.cotswoldtp.co.uk](http://www.cotswoldtp.co.uk)

Office locations in:  
Bedford  
Bristol  
Cheltenham (HQ)

## Copyright

The contents of this document must not be copied or reproduced in whole or in part without the written consent of Cotswold Transport Planning Ltd.

**Copyright © Cotswold Transport Planning Ltd. All Rights Reserved.**

Registered Office: 121 Promenade, Cheltenham, Gloucestershire, GL50 1NW  
Registered in England and Wales No. 9228763.



### Flood map for planning

Your reference  
**Appendix 10**

Location (easting/northing)  
**359418/223579**

Scale  
**1:2500**

Created  
**4 Oct 2019 12:16**



Selected point



Flood zone 3



Flood zone 3: areas benefitting from flood defences



Flood zone 2



Flood zone 1



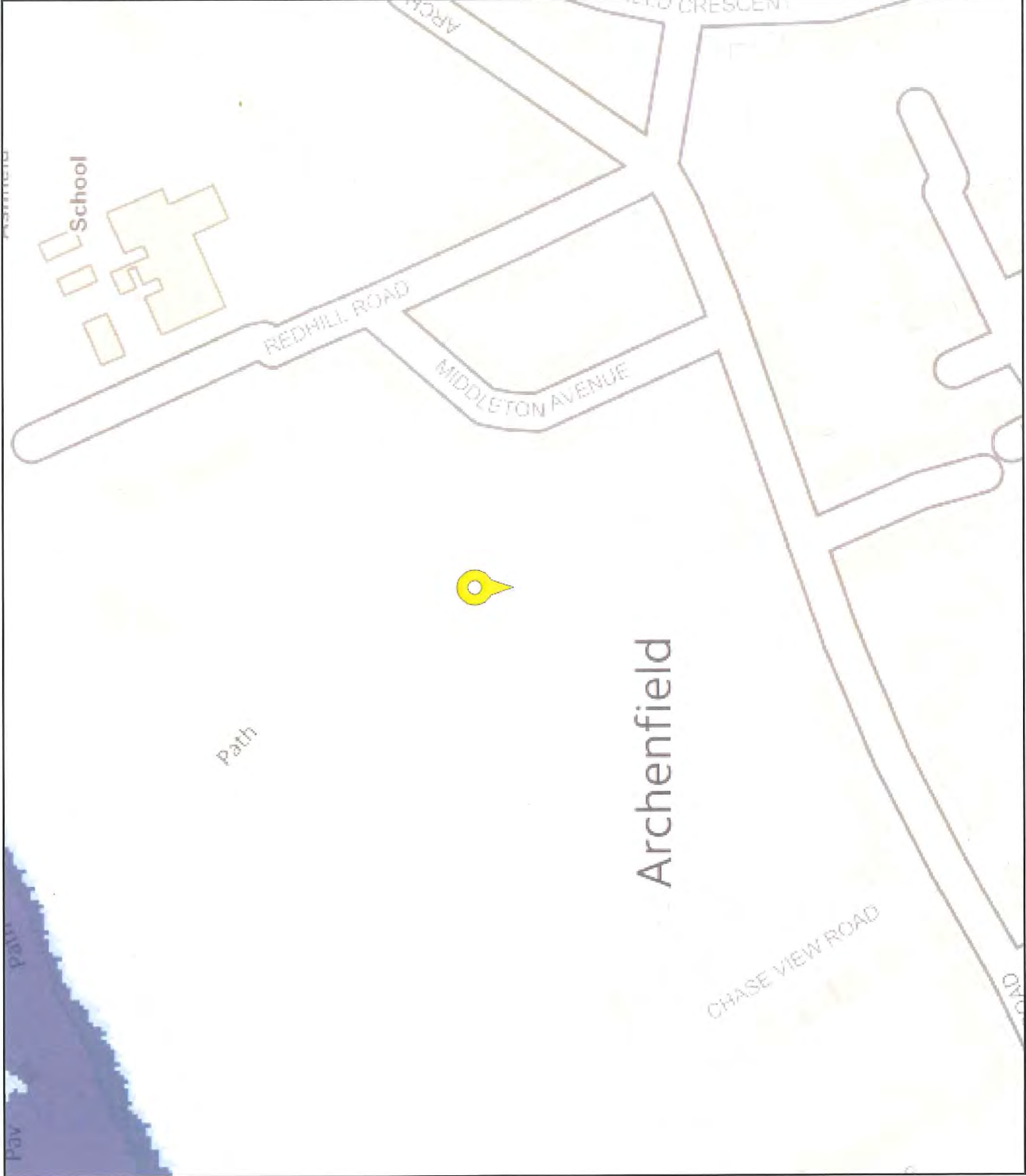
Flood defence



Main river



Flood storage area





# Land off Middleton Avenue, Ross-on-Wye

**Landscape and Visual Appraisal**

August 2019

On behalf of EG CARTER AND FORTIS LIVING





Land off Middleton Avenue, Ross-on-Wye

Landscape and Visual Appraisal

Project no. 2758

Draft

August 2019

	Name	Position	Signature	Date
Prepared by:	Nigel Evers	Director		01/08/2019
Reviewed by:	Lindsey Evers	Director		01/08/2019

Revision	Description	Prepared	Reviewed	Date
A	Minor changes to text	NJE	LAE	23/08/19



# CONTENTS

---

<b>1</b>	<b>INTRODUCTION</b> .....	<b>1</b>
1.1	BACKGROUND .....	1
1.2	SCOPE OF ASSESSMENT .....	1
<b>2</b>	<b>METHODOLOGY</b> .....	<b>3</b>
2.1	APPROACH.....	3
2.2	DESKTOP STUDY .....	3
2.3	FIELD SURVEY .....	4
2.4	STUDY AREA .....	4
<b>3</b>	<b>LANDSCAPE CONTEXT AND ANALYSIS</b> .....	<b>5</b>
3.1	SITE LOCATION AND DESCRIPTION .....	5
3.2	VEGETATION.....	5
3.3	LANDFORM AND WATERCOURSES.....	5
3.4	SETTLEMENT .....	6
3.5	LANDSCAPE PLANNING CONTEXT .....	6
3.6	LANDSCAPE CHARACTER.....	12
<b>4</b>	<b>VISUAL ANALYSIS</b> .....	<b>15</b>
4.1	INTRODUCTION .....	15
4.2	VISUAL ANALYSIS.....	15
<b>5</b>	<b>CONSTRAINTS, OPPORTUNITIES AND LANDSCAPE MASTERPLAN</b> .....	<b>17</b>
5.1	SITE AND CONTEXT ANALYSIS .....	17
5.2	CONSTRAINTS .....	17
5.3	OPPORTUNITIES .....	18
5.4	LANDSCAPE MASTERPLAN .....	18
<b>6</b>	<b>APPRAISAL</b> .....	<b>19</b>
6.1	DEVELOPMENT PROPOSALS .....	19
6.2	LANDSCAPE APPRAISAL OF THE PROPOSALS.....	19
6.3	VISUAL APPRAISAL OF THE PROPOSALS.....	21
<b>7</b>	<b>CONCLUSIONS</b> .....	<b>23</b>



# APPENDICES

---

## Figures

Figure L1: Topography

Figure L2: Landscape Planning Context

Figure L3: Landscape Character

Figure L4: Viewpoint Location Plan

Figure L5: Site and Context Analysis Plan

Figure L6: Landscape Masterplan

Appendix A: Viewpoint Photographs

Appendix B: Schedule of Trees and Hedges



# 1 INTRODUCTION

---

## 1.1 BACKGROUND

---

- 1.1.1 Viridian Landscape Planning Ltd was commissioned in July 2019 by EG Carter & Fortis Living to undertake a Landscape and Visual Appraisal (LVA) of land off Middleton Avenue, Ross-on-Wye in support of an outline planning application for up to 46 affordable dwellings.
- 1.1.2 This report presents the methodology, context and results of the landscape and visual appraisal process, including aims and objectives of the proposed landscape strategy, which underpins the proposed landscape design for the scheme. The methodology used for the appraisal is provided at **Section 2**. The findings of the desk study and site visit are summarised at **Sections 3** and **4**. **Section 5** sets out the key landscape and visual constraints and opportunities, together with the resulting landscape strategy. The landscape and visual appraisal of the development proposals is set out at **Section 6**. Conclusions are set out at **Section 7**.
- 1.1.3 As part of the landscape and visual appraisal process, the following plans have been prepared:
- Figure L1: Topography
  - Figure L2: Landscape Planning Context
  - Figure L3: Landscape Character
  - Figure L4: Viewpoint Location Plan
  - Figure L5: Site and Context Analysis Plan
- 1.1.4 The viewpoints which support the visual analysis of the site are represented by stitched panoramic photographs, presented in **Appendix A**.

## 1.2 SCOPE OF ASSESSMENT

---

- 1.2.1 This LVA has been prepared by Chartered Landscape Architects at Viridian Landscape Planning.
- 1.2.2 This landscape and visual appraisal report considers:
- Features of the site and its context;
  - Landscape character, the character of the site, and its relationship to its surroundings;
  - Landscape-related planning designations;
  - Views towards the site;



- A landscape strategy designed to provide a setting for the proposed development; and
- Changes to landscape features, landscape character and views arising as a result of the development proposals.





## 2 METHODOLOGY

---

### 2.1 APPROACH

---

- 2.1.1 This appraisal is based on the principles of the Guidelines for Landscape and Visual Impact Assessment: Third Edition (GLVIA3) (Landscape Institute, IEMA, 2013).
- 2.1.2 The appraisal has been informed by a desktop study, followed by a field survey visit to the site and the surrounding area.

### 2.2 DESKTOP STUDY

---

- 2.2.1 The desktop study comprised collation and review of published background information on the site and surrounding context. This included a review of landscape planning policy and the landscape character of the site, as well as information on statutory and non-statutory landscape designations on the site or in the surrounding area.

#### SOURCES OF BASELINE INFORMATION

- 2.2.2 The sources of baseline data are summarised in **Table 2.1** below:

**Table 2.1: Baseline Information Sources**

Baseline Topic	Data Source
National Landscape Planning Policy	National Planning Policy Framework (June 2019)
Local Landscape Planning Policy	Herefordshire County Council <i>Herefordshire Local Plan Core Strategy (2011-2031)</i> , Adopted 2015
Area of Outstanding Natural Beauty (AONB) Registered Parks and Gardens Listed Buildings Scheduled Monuments Ancient Woodland Open Access Areas National Cycle Network	GIS



Baseline Topic	Data Source
Conservation Areas	GIS / LDP
Public Rights of Way Recreational Routes	Ordnance Survey 1:25000 Explorer Map
Landscape Character	<u>National</u> - 'National Character Areas' Natural England, 2014. <u>County</u> - Landscape Character Assessment: Supplementary Planning Guidance', Herefordshire Council, 2004 - updated 2009.

## 2.3 FIELD SURVEY

---

2.3.1 A site visit was undertaken by Chartered Landscape Architects in July 2019.

2.3.2 The purpose of the fieldwork was to:

- Gain an understanding of the landscape character of the site and its context;
- Determine the extent of visibility of the existing site, including any existing built structures, and the visibility of potential development on the site - the actual extent of which is determined by landform, vegetation, and existing / proposed built development; and
- Carry out the landscape and visual appraisal.

2.3.3 The area surrounding the site was surveyed and photographed to assess visibility of the site and the proposals. Viewpoints were those to which the public has access, such as footpaths, bridleways, roads and other public spaces. Viewpoint photographs are included in **Appendix A**.

## 2.4 STUDY AREA

---

2.4.1 The spatial scope of this assessment was determined by the geographical spread of the area from where the existing site can be seen, known as the Visual Envelope. However, views of the proposals may extend to greater distances.

2.4.2 A limit of 3km is normally set for the initial study area, beyond which our professional experience on other assessments for this type of development has shown it is difficult to discern landscape or visual effects. For this site, the field survey established that the topography, together with existing woodland and development, reduces the extent of the site's visibility from publicly accessible viewpoints, so that the furthest viewpoint from where the site is visible is approximately 165m from the site boundary.



# 3 LANDSCAPE CONTEXT AND ANALYSIS

---

## 3.1 SITE LOCATION AND DESCRIPTION

---

3.1.1 The site is located in the south-western part of Ross-on-Wye, and on the northern edge of that part of the settlement where it interfaces with open countryside. It comprises an irregularly shaped field, laid to grass for hay and grazing for horses. The field is subdivided into smaller paddocks by electric fencing.

3.1.2 The site is bounded to the:

- north by an electric fence which has become overgrown with nettles and brambles, and arable fields beyond; and a short length of outgrown hedge forming a boundary with large gardens at Castle Meadow;
- east at the narrowest part of the site by a wooden fence along the side of a garden of a property on Middleton Avenue;
- south by a public footpath ZK23 inside the southern boundary, which comprises the rear boundaries of gardens along Archenfield Road to the south, partly outgrown hedges and partly a wall at the western end; and
- west by a hedge lining the eastern side of Hawthorne Lane and the hedges and fences of gardens and an agricultural yard off Hawthorne Lane and Chase View Road.

## 3.2 VEGETATION

---

3.2.1 There are no trees or hedges within the interior of the site. There are well-maintained hedges along part of the southern boundary, elsewhere where there are hedges, they tend to be outgrown and in poor condition, dominated by elm regrowth which is dying back due to Dutch Elm Disease (see **Site Photographs A to C**).

## 3.3 LANDFORM AND WATERCOURSES

---

3.3.1 The highest point on the site is in the north-eastern corner, where it is about 50m AOD, and it slopes down to the north-western corner at about 43m AOD, and in the south-western corner on Hawthorne Lane at approximately 47m AOD. The landform of the surrounding area rises to the north on a small ridge at about 55m AOD, before falling to the flood plain of the Wye Valley beyond an old river cliff. To the south of the site, the land rises through the residential areas of Archenfield and Tudorville, before climbing steeply up to Chase Wood at 200m AOD.

3.3.2 There are no watercourses on the site. The River Wye is at its nearest point is 450m north of the site.



## 3.4 SETTLEMENT

---

- 3.4.1 The site lies just outside the settlement boundary of Ross-on-Wye as defined by Hereford Local Plan (HDP). Ross-on-Wye is a Market Town that functions to serve a large proportion of the District and is just below Hereford in the hierarchy of settlements.
- 3.4.2 The site is situated on the edge of residential development to its south, east and west. This development is part of largely residential suburbs that extend south-west about 1.2km from the historic core of Ross-on-Wye.
- 3.4.3 This part of Ross-on-Wye has developed largely in the C20th and comprises development which is suburban in character, based on cul de sacs and loop roads, infilled around a scatter of Victorian villas and along lanes, including Hawthorne Lane and Chase View Road. Where large gardens and hedgerows remain, they provide a verdant character to the suburbs leading to some integration with the adjacent countryside. See **Figure L5: Site and Context Analysis**.
- 3.4.4 There are several farm complexes in the countryside to the south-west beyond the suburbs, as well as a scattering of houses and hamlets.
- 3.4.5 The villages of Wilton and Bridstow lie across the River Wye at the junction of the A40 and the A49.

## 3.5 LANDSCAPE PLANNING CONTEXT

---

- 3.5.1 The landscape planning context for the site is shown on **Figure L2: Landscape Planning Context**. The site is within the Wye Valley Area of Outstanding Natural Beauty, a national landscape designation (see 5.18 below).

### LANDSCAPE RELATED PLANNING POLICY

#### National Planning Policy Framework

- 3.5.2 National planning policy is set out in the National Planning Policy Framework (NPPF), June 2019.
- 3.5.3 Set out at paragraph 8 are three overarching objectives to achieve sustainable development, two of which set out, (inter alia):

*b) a **social objective** – ... by fostering a well-designed...built environment, with accessible...open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*

*c) an **environmental objective** - ...to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently...*



3.5.4 Under 12: Achieving well-designed places, paragraph 127 states that planning decisions should ensure that developments, inter alia:

*b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

*c) are sympathetic to local character and history, including the surrounding built environment and landscape setting...;*

*e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space)...; and*

*f) create places that are safe, inclusive and accessible...’.*

3.5.5 Paragraph 98 sets out that:

*Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.*

3.5.6 Paragraph 170 states *inter alia* that:

*Planning policies and decisions should contribute to and enhance the natural and local environment by:*

*b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland...*

3.5.7 Paragraph 172 sets out that:

*Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas...The scale and extent of development within these designated areas should be limited. Planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of...*

*c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.*

*Herefordshire Local Plan Core Strategy (2011 – 2031)*

3.5.8 The Development Plan for Hereford comprises the Hereford Local Plan Core Strategy, which was adopted by the Council on 16 October 2015. The Herefordshire unitary Development Planning Policies have been superseded by the Local Plan.



3.5.9 Policy SS6: Environmental Quality and Local Distinctiveness, requires that proposals should conserve and enhance those environmental assets that contribute towards the county's distinctiveness, in particular its settlement pattern, landscape, biodiversity and heritage assets and especially those with specific environmental designations. It states in its list of criteria that development proposals should be shaped through an integrated approach and based upon sufficient information to determine the effect on landscape, townscape and local distinctiveness, especially in Areas of Outstanding Natural Beauty.

3.5.10 The criteria for Core Strategy Policy LD1: Landscape and Townscape, require that development proposals should:

- *demonstrate that character of the landscape and townscape has positively influenced the design, scale, nature and site selection, including protection and enhancement of the setting of settlements and designated areas;*
- *conserve and enhance the natural, historic and scenic beauty of important landscapes and features, including Areas of Outstanding Natural Beauty, nationally and locally designated parks and gardens and conservation areas; through the protection of the area's character and by enabling appropriate uses, design and management;*
- *incorporate new landscape schemes and their management to ensure development integrates appropriately into its surroundings; and*
- *maintain and extend tree cover where important to amenity, through the retention of important trees, appropriate replacement of trees lost through development and new planting to support green infrastructure.*

3.5.11 Policy LD3: Green Infrastructure, states that:

*Development proposals should protect, manage and plan for the preservation of existing and delivery of new green infrastructure, and should achieve the following objectives:*

1. *identification and retention of existing green infrastructure corridors and linkages; including the protection of valued landscapes, trees, hedgerows, woodlands, water courses and adjoining flood plain;*
2. *provision of on-site green infrastructure; in particular proposals will be supported where this enhances the network; and*
3. *integration with, and connection to, the surrounding green infrastructure network.*

3.5.12 Policy RW1: Development in Ross-on-Wye, states that new development proposals will be encouraged where they improve accessibility within Ross-on-Wye by walking, cycling and public transport and where they enhance green infrastructure.

*Ross-on-Wye Neighbourhood Plan*

3.5.13 Ross-on-Wye Town Council submitted their draft Neighbourhood Development Plan to Herefordshire Council on 7 November 2018, which includes a specific allocation



relating to the site. The Neighbourhood Development Plan is at the draft plan consultation stage and consequently limited weight can be attributed to it.

#### Urban Fringe Sensitivity Analysis

3.5.14 In January 2010 Herefordshire Council published its 'Urban Fringe Sensitivity Analysis: Hereford and the Market Towns', prepared by the Council's Landscape and Biodiversity Team. This is a technical paper which supports the Strategic Housing Land Availability Assessment and its aim is to classify the level of sensitivity of the urban fringe landscape of Hereford and the five market towns, which include Ross-on-Wye.

3.5.15 The report sets out (at 1.1.3) that sensitivity is taken to mean:

*...the sensitivity of the landscape itself. It is a combination of the sensitivity of the landscape resource, including landscape as a physical resource, its historical features and elements and the visual sensitivity of the landscape, such as views and visibility. It also includes landscape value, including designations.*

3.5.16 Within the report, the site is identified as 'Ashfield' (Map 2.6d, page 201). it is assessed as being of medium sensitivity for the following reasons (page 249):

- *Open land affords expansive views from John Kyrle's Walk across Ross-on-Wye, to Chase Wood and Penyard Park;*
- *Need to conserve the amenity of the public right of way.*

3.5.17 The report states that (page 248):

*This area comprises small-scale fields, some of which are used as paddocks. The land falls gently to the south. A public right of way (ZK23) runs along the southern boundary of this parcel of land and there is residential development to the east, south and west. This area of land provides an attractive outlook for the residential development which surrounds it and increases the amenity value of the public right of way. The retention of this open land also contributes to the amenity of John Kyrle's Walk, which runs along the top of the river escarpment, because it allows expansive views from this footpath, across Ross-on-Wye, to chase Wood and Penyard Park.*

#### **WYE VALLEY AREA OF OUTSTANDING NATURAL BEAUTY**

3.5.18 The site lies within the Wye Valley Area of Outstanding Natural Beauty (AONB), which is covered by the Wye Valley AONB Management Plan (2015-2020).

3.5.19 The purposes of designation are set out in the Countryside Agency's 1991 Policy Statement on AONBs, including:

*The primary purpose of the designation is to conserve and enhance natural beauty.*

*In pursuing the primary purpose of the designation, account should be taken of the needs of agriculture, forestry and other rural industries and of the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of*



*social and economic development that in themselves conserve and enhance the environment.*

- 3.5.20 The Wye Valley AONB covers 92km of the lower reaches of the Wye Valley, stretching from Mordiford in the north, just east of Hereford, to the outskirts of Chepstow in the south. It is the only protected landscape in the UK to straddle a national boundary, being 64% in England and 36% in Wales (page 2).
- 3.5.21 The AONB Management Plan lists the special qualities for which the Wye Valley AONB is designated as a nationally important protected landscape (2.1.9, page 6); those which are relevant to landscape and visual issues include:
- Woodlands;
  - The river and tributaries;
  - Species-rich grassland, including small field pattern of un/semi-improved grassland, often bounded by drystone walls or old hedges;
  - Picturesque, extensive and dramatic views;
  - Overall sense of tranquillity, sense of remoteness and naturalness / wildness;
  - Mediaeval defensive and ecclesiastical sites and associated landscapes;
  - Post-medieval industrial sites and associated landscapes;
  - Ancient trees;
  - Historic / registered parks and gardens;
  - Old tracks: often in sunken ways &/or bounded by drystone walls;
  - Offa's Dyke Path;
  - Wye Valley Walk;
  - Access land;
  - Small commons; and
  - Orchards.

## CONSERVATION AREAS

- 3.5.22 The site is not within a Conservation Area, as shown on **Figure L2: Landscape Planning Context**. The extensive Ross-on-Wye Conservation Area is 80m north-east of the site, at its nearest point.
- 3.5.23 Peterstow Conservation Area lies approximately 2.8km to the north-west of the site.

## LISTED BUILDINGS

- 3.5.24 Listed Buildings within the study area and surroundings are shown on **Figure L2: Landscape Planning Context**. The closest are:
- Cleeve (220m west, Grade II);
  - Gate in south wall of The Prospect (450m north-east, Grade II\*);





- The White House (530m south-west, Grade II);
- Church of St. Mary the Virgin (540m north-east, Grade I);
- Wilton Bridge and Sundial (670m north, Grade I);
- Wilton Court, Old Prison, White Lion, Bridge House Hotel and several houses near the northern side of Wilton Bridge (720m north-north-west, Grade II); and
- Ruins of Wilton Castle (800m north, Grade I).

3.5.25 There is no intervisibility between the site and any of the Listed Buildings.

### SCHEDULED MONUMENTS

3.5.26 There are no Scheduled Monuments within the site. There are several within the study area, the nearest of which are:

- Churchyard cross in St. Mary the Virgin's churchyard (540m north-east);
- Wilton Bridge (670m north); and
- Wilton Castle (800m north).

### REGISTERED PARKS AND GARDENS

3.5.27 The site is not listed in the Register of Historic Parks and Gardens. There are none within the study area, but the nearest, Hill Court (Grade II), is just over 2km south-west of the site, as shown on **Figure L2**.

3.5.28 There are also several locally designated unregistered historic parks and gardens within the study area, including John Kyrle's Walk to the west and north of the site, The Prospect to the north-east, Lincoln Hill House to the south-west and Penyard Park to the south-east.

### ANCIENT WOODLAND

3.5.29 There is no Ancient Woodland within the site. The nearest is Merrivale Wood, approximately 950m south-east of the site.

### PUBLIC RIGHTS OF WAY

3.5.30 Public rights of way are shown on **Figure L2: Landscape Planning Context**. A public right of way (ZK 23) runs along the southern boundary of the site from Middleton Avenue to Hawthorne Lane.

3.5.31 Informal paths run diagonally across the site, following field edges across the adjacent agricultural fields to the north before joining the John Kyrle Walk. They are not public rights of way.

3.5.32 The Wye Valley Walk recreational route runs through Ross-on-Wye 280m to the north-east of the site at its closest point. The Herefordshire Trail runs northward from Wilton Bridge, approximately 700m north of the site.



## NATIONAL CYCLE NETWORK

3.5.33 There are no National Cycle Network routes within the study area.

## 3.6 LANDSCAPE CHARACTER

---

3.6.1 **Figure L3: Landscape Character** illustrates the published landscape character areas applicable to the site and surrounding area.

3.6.2 Published sources describing landscape character at the National, and County level are:

- National Character Area Profiles (Natural England, 2014); and
- Herefordshire Landscape Character Assessment (2004).

### NATIONAL LANDSCAPE CHARACTER

3.6.3 The National Character Area profiles produced by Natural England provide a non-statutory and overarching classification of landscape character.

3.6.4 The site is located within National Character Area (NCA) Profile 104: South Herefordshire and Over Severn (Natural England, 2014). Of the key characteristics of this NCA, the following relate to the site and its surroundings:

- *An undulating landscape with some prominent rounded Old Red Sandstone hills in the west, lower rolling ground, ridges and valleys, meandering, often deeply incised rivers with narrow flood plains, and Silurian limestone ridges and clay vales of the Woolhope Dome and Silurian sandstone of May Hill in the east.*
- *Well-wooded character created by larger woodlands confined to the steeper slopes adjacent to the flood plain and to hillsides. Smaller tree clumps often found in groups around hill tops, farmsteads, hamlets and prominent buildings including small areas of ornamental parkland-style planting and scattered parklands.*
- *Numerous mature and over-mature trees along hedgerows and watercourses including ash, oak, alder and some pollarded willows.*
- *Substantial country houses set within historic landscaped parklands.*
- *Varied field pattern bounded by hedgerows, ranging from sparse and low 19th century to dense and species-rich hedgerows dating from the medieval period.*
- *Large-to-medium-sized fields dominate the intensive arable farming on the fertile soils of the lower undulating ground and river valleys.*
- *Key transport routes run north-south and east-west linking larger settlements (Newent, Woolhope and Dymock) with the principal town Ross-on-Wye and Monmouth, Gloucester and Hereford in neighbouring NCAs.*

3.6.5 The Statements of Environmental Opportunity for this NCA include:



*SEO 1: Protect and manage the woodland, parkland, traditional orchards and hedgerows with hedgerow trees that contribute to the well-wooded feel of the landscape, securing the new generation of replacement trees.*

By, for example:

*Managing and restoring species-rich hedgerows, particularly in areas where hedgerow decline has been most marked, to benefit species and contribute to the reduction of soil erosion, improving soil and water quality.*

- 3.6.6 NCA 105: Forest of Dean and Lower Wye, lies approximately 1.1km south of the site.

### COUNTY LANDSCAPE CHARACTER

- 3.6.7 Herefordshire Landscape Character Assessment provides a county level assessment of landscape character. The site is on the edge of Landscape Character Type (LCT) Principal settled farmlands, as shown on **Figure L3: Landscape Character**.

- 3.6.8 The assessment describes this LCT on page 69 as:

*settled agricultural landscapes of dispersed, scattered farms, relic commons and small villages and hamlets. The mixed farming land use reflects the good soils on which they are typically found. Networks of small, winding lanes nestling within a matrix of hedged fields are characteristic. Tree cover is largely restricted to thinly scattered hedgerow trees, groups of trees around dwellings and trees along stream sides and other watercourses...This is a landscape with a notably domestic character, defined chiefly by the scale of its field pattern, the nature and density of its settlement and its traditional land uses. Hop fields, orchards, grazed pastures and arable fields, together make up the rich patchwork which is typical of Principal Settled Farmlands.*

- 3.6.9 Forces for Landscape Change, set out on page 70, include:

*The pattern of small to medium sized hedged fields is vulnerable to change as the tendency towards arable dominance reduces the functional need for hedgerows. In spite of the Hedgerow Regulations, inappropriate maintenance is still resulting in the degradation and loss of the hedgerows which are one of the most significant features of the landscape.*

- 3.6.10 Management Guidelines and Environmental Mitigation include:

*Additional tree planting in the vicinity of settlement would...be appropriate and would assist in emphasising the domestic quality of the landscape. New woodland should not be introduced as it is out of place and would compromise the landscape character.*

### LANDSCAPE CHARACTER OF THE SITE

- 3.6.11 As can be seen from **Site Photographs A to C in Appendix A**, the site is largely enclosed by development to the south (photograph C), east (A and C) and west (B and C) and is open to agricultural land to the north (A and B).



- 3.6.12 Over part of the length of footpath ZK 23, shown in A, the spire of St Mary the Virgin Church can be seen above the houses in Castle Meadows. From further west along the path and elsewhere on the site, the church is hidden by the tall trees to the north (left) or buildings. It is only an incidental view rather than a focussed or framed view or part of a recognised viewpoint and so is of limited importance.
- 3.6.13 At the time of writing, the field was laid to grass and subdivided by electric fences with no hedges or trees.
- 3.6.14 Overall, the site is semi-rural in character, with suburban influences along its southern, eastern and western boundaries, although the western boundary is more verdant with detached houses and large, well vegetated grounds. It does not have any distinguishing features.
- 3.6.15 The site displays none of the characteristics set out at 3.6.7 above, although when seen in the context of the landscape to the north, the grazed site is one element that contributes to the rich patchwork, but only to a limited extent.



# 4 VISUAL ANALYSIS

---

## 4.1 INTRODUCTION

---

4.1.1 Typical views towards the site were assessed from publicly available viewpoints, and are illustrated by the panoramic photographs from **Viewpoints 1- 5** in **Appendix A**. The location of these photograph viewpoints is shown on **Figure L4: Viewpoint Location Plan**. The photographs were taken in July 2019 when there were leaves on the trees and hedges and the screening function of the vegetation was at its maximum.

## 4.2 VISUAL ANALYSIS

---

4.2.1 **Viewpoint 1:** from Middleton Avenue looking towards the point at which footpath ZK 23 leaves the road and enters the site. There is a very narrow view into the site through the gap in the houses and vegetation, with part of the western boundary along Hawthorne Lane visible on the far side of the site, and a glimpse of hills beyond. This is only an incidental view from a residential road experienced in passing rather than being an important element for road users.

4.2.2 **Viewpoint 2:** from north of the site on the informal footpath about 120m away, the viewpoint includes the houses on Castle Meadow to the east (left) and the dramatic wooded hill of Chase Wood rising above the suburbs of Ross-on-Wye, below which are the properties on Archenfield Road beyond the southern boundary of the site, including the three-storey Victorian villa. The western boundary along Hawthorne Lane and Chase View Road includes a scatter of properties in large gardens, with rising ground beyond. It is worth noting that both this viewpoint and Viewpoint 3 are not from rights of way but from footpaths over which the public have no rights of access. The developed context of the site can be clearly seen. The eastern part of the site is hidden beyond the foreground hedgerows.

4.2.3 **Viewpoint 3:** also from the informal footpath along the southern boundary of the Conservation Area from where a greater extent of the site is visible, as the viewpoint is further west than Viewpoint 2 and the view is more open. The developed context of the site is more apparent, as is the scale of the wooded landscape beyond, where Chase Wood rises to over 200m AOD. To the west, the view extends across the wider landscape for many kilometres.

4.2.4 **Viewpoint 4:** this view is from the John Kyrle Circular Walk, which is a public right of way, where intervening hedges and the roll in the landform, which consists of a slight spur, mean that the site itself is not visible but the upper parts of tall or more elevated properties can be seen, including the three-storey villa identified in Viewpoints 2 and 3. The crop in the foreground field does contribute to the height of the spur in the summer, but as it is only approximately 600mm high and some 75 metres or so away on the higher point of the spur, the effect is negligible.

4.2.5 **Viewpoint 5:** from about 920 m south-east of the site, the medium distance viewpoint is on a public footpath on the open part of Chase Wood, just before the path enters



the woods. Owing to the intervening vegetation and development, the site is not visible. A narrow part of the field beyond the site can be seen, as well as the top of the three-storey villa, as identified on the photograph, but they are not important elements of the wide view, and have to be searched for rather than being readily identifiable.

- 4.2.6 The site survey showed that the only publicly available views where the site is clearly visible comprise local views, which are views up to 0.5km away from the site boundary. There were no medium distance views (up to 1km away) or long-distance views (more than 1km away) of the site. This is because the site has limited visibility from the wider landscape, largely as a result of the undulating landform and the development, hedges and trees on or adjacent to the site and in the wider landscape.



# 5 CONSTRAINTS, OPPORTUNITIES AND LANDSCAPE MASTERPLAN

## 5.1 SITE AND CONTEXT ANALYSIS

5.1.1 An analysis of the landscape and visual context of the site is shown on **Figure L5**. It shows:

- The development pattern on three sides of the site;
- The well vegetated nature of some of that development in contrast with the denser housing to the east and to a lesser extent, the south;
- The open nature of the northern boundary;
- The containment of the site in the wider landscape by landform and strong vegetation, including the spur and the woodland along the river cliff and John Kyrle Walk.

## 5.2 CONSTRAINTS

5.2.1 There are few potential landscape and visual constraints to development within the site, as set out in Table 5.1 below, along with how such constraints can be overcome or minimised.

Table 5.1: Site Constraints

Constraint	How addressed
No existing trees and hedges on site to provide green infrastructure.	New planting undertaken as mitigation, underpinned by a long-term landscape management plan, especially new hedge along northern boundary and corridor along existing public footpath.
Location in AONB	Acknowledging change to landscape of site arising from proposed development, opportunity taken to separate site from wider landscape and provide a robust edge to development through landscape treatment along northern boundary.
Site visible in local distance views.	The site is seen in the context of other development. Opportunity to provide mitigation for both existing and proposed development through new planting.
Relationship with adjoining landscape.	Strong new northern boundary, through new planting, will minimise effects.



## 5.3 OPPORTUNITIES

---

- 5.3.1 Certain landscape and visual characteristics of the site lead to it being able to accommodate residential development. These characteristics include:
- Containment on three sides by existing development, which on the eastern side extends beyond the site boundary, limiting views onto the site;
  - Enhancement and strengthening of the northern boundary;
  - The site viewed in the context of the adjacent development; and
  - Views of the site being limited to few local distance views.

## 5.4 LANDSCAPE MASTERPLAN

---

- 5.4.1 Taking into account the above landscape and visual opportunities and constraints, there is potential for the site to accommodate residential development without causing unacceptable harm to the purposes of the AONB, the setting of the site, views or the character of the area, subject to incorporating a sensitive design approach and landscape strategy.
- 5.4.2 The Landscape Masterplan also provides the ecological mitigation and enhancement set out in Abricon's separate Ecological Impact Assessment produced for the site, consisting of a hedgerow 3m wide and managed to 3m high, comprising native species with hedgerow trees.
- 5.4.3 We propose a landscape strategy for the site, based on the following principles and shown on Figure L6 and set out in the schedule in Appendix 2:
- Retention and protection of existing boundary hedges wherever practical and desirable;
  - Management and enhancement of existing boundary hedges, including the removal of diseased elm where on the site;
  - Provision of publicly accessible open space, principally through the development of an irregularly shaped green corridor along the public footpath on the southern edge of the site, defined by hedges and trees, and providing a variety of spaces along its route;
  - Implementation of new landscape proposals with a high percentage of native species, in keeping with the setting of the proposed development and to provide ecological mitigation and enhancement in accordance with Abricon's Assessment;
  - Implementation of a long-term Landscape Management Plan.





# 6 APPRAISAL

---

## 6.1 DEVELOPMENT PROPOSALS

---

6.1.1 The proposal is for the construction of up to 46 dwellings with associated roads, open space and access.

## 6.2 LANDSCAPE APPRAISAL OF THE PROPOSALS

---

### NPPF

6.2.1 The proposals would accord with paragraph 8 of the NPPF through the provision of open spaces with access to the wider countryside and by protecting and enhancing the natural environment through the management of the limited existing vegetation, new planting and enhancement of habitat.

6.2.2 They also accord with paragraph 127 as they will have appropriate and effective landscape proposals, take account of local character and setting, include green space throughout the site and provide access to the wider countryside; with paragraph 98 by protecting and enhancing access, in this case to the wider footpath network; and with paragraph 170 by recognising the intrinsic character and beauty of the countryside, taking account of the limited role that this site plays in the landscape

6.2.3 With regards to paragraph 172, this Appraisal has been undertaken to understand the effects of the proposal on the AONB and has found that those effects are limited in scope and extent, and that the scale of the proposals are appropriate in terms of the context of the adjacent, existing suburban development in the south-western part of Ross-on-Wye.

### LOCAL PLAN

6.2.4 The proposed development would comply with landscape related Local Plan Core Strategy Policies as set out below.

*Policy SS6: Environmental Quality and Local Distinctiveness:*

6.2.5 Although within the AONB, which washes across much of the suburbs of Ross-on-Wye in this area, the small and largely featureless site on the edge of the suburbs contributes little to the landscape of the AONB. Development of the site will have an adverse effect on the AONB landscape, but only very locally and on a site which is already compromised by adjacent development.

*Policy LD1: Landscape and Townscape:*

6.2.6 Although the proposals result in the loss of some AONB land, the localised effect and the provision of a new, strong boundary with the countryside to the north protects and enhances the remainder of the AONB in the area. It also increases separation

---



between the Conservation Area and the suburban edge of Ross-on-Wye in this area by providing a strong, vegetated boundary. The proposed development will include a landscape scheme that will incorporate the public footpath into a new landscape corridor and provide new planting to enhance the existing tree cover.

*Policies LD3: Green Infrastructure and RW1: Development in Ross-on-Wye*

- 6.2.7 There is very little green infrastructure on the site, apart from the hedges on the boundaries. They would be largely retained (the only loss would be the short length required for the access from Middleton Avenue) and supplemented by new planting and managed, including removal of the diseased elm. The main areas of new green infrastructure would be created along the existing footpath along the southern boundary and along the northern boundary, as well as the retention of the informal access to the paths north of the site, and the wider access network including the John Kyrle Walk. The development would also accord with Policy RW1 by improving accessibility and green infrastructure.

*Special Qualities of the AONB*

- 6.2.8 The site does not accord with the special qualities of the AONB, nor does it assist in the understanding of those qualities in the wider landscape, with the exception of being part of or allowing wider views. There is a view from the south-eastern corner of the site on the public footpath to the wider AONB (**site photograph B**), but the view is over a short length of the path and is influenced by houses in the foreground.
- 6.2.9 The site is part of the view from the informal footpath (**Viewpoint 3**) towards Chase Wood, but the setting of the site is the housing on the edge of Ross-on-Wye.

*Public rights of way*

- 6.2.10 There would be no direct adverse effects on public rights of way as their routes would not be amended as a result of the proposals.
- 6.2.11 Visual effects on the public rights of way are addressed in the Visual Appraisal below.

## OTHER DESIGNATIONS

- 6.2.12 There are no National Cycle Network routes, Listed Buildings or Ancient Woodland within the site; it is not within a Conservation Area or Registered Park and Garden. Therefore, there would be no direct landscape effects on any of these. Indirect effects of intervisibility are addressed in the Visual Appraisal below.
- 6.2.13 Although there are Listed Buildings within the study area, they have no intervisibility with the site.

## LANDSCAPE CHARACTER

- 6.2.14 Although the development will fundamentally change the character of the site when considered separately from the wider landscape, it is already affected by the adjacent



existing edge of Ross-on-Wye on three sides, and there are no features of particular value within the site. The effect on the wider landscape would be negligible.

- 6.2.15 The proposed development would enable the management and enhancement of the existing hedgerows on the site as well as provide a new hedge along the northern boundary, given that the loss of hedgerows is a Force for Change in the character type. Additional tree planting in the vicinity of the settlement is identified as Management guidelines and Environmental Mitigation and the development proposed would achieve that along the northern boundary.

## VEGETATION

- 6.2.16 There would be the loss of a short length of the hedge on Middleton Avenue to allow access, but that would be more than compensated for by management of existing hedges on the site and new planting proposed within the site and along the northern boundary.

## 6.3 VISUAL APPRAISAL OF THE PROPOSALS

---

- 6.3.1 The following text considers the effects on visual receptors at the viewpoints identified at 4 above.
- 6.3.1 **Viewpoint 1:** from Middleton Avenue looking towards the point at which footpath ZK 23 leaves the road and enters the site. The development would result in loss of vegetation and widening of the gap between the houses and the blocking of the view to part of the western boundary along Hawthorne Lane and the glimpse of hills beyond. Instead, there would be views of the new access road, houses and gardens. However, as it would only be an incidental view from a residential road experienced in passing rather than being an important element for road users, the visual effects would be limited.
- 6.3.2 **Viewpoint 2:** from north of the site on the informal footpath about 120m away. The development would extend across the site, on the relatively bright green land beyond the northern boundary. Although the development edge would be extended nearer to the viewpoint, it is unlikely that it would interfere with the extent of Chase Wood visible. There is likely to be some loss of the view of the well vegetated gardens of Hawthorne Lane and Chase View Road, but they are not significant elements of the view. The new hedge would help integrate the development into the landscape and in particular, the field pattern. The eastern part of the development would not be visible.
- 6.3.3 **Viewpoint 3:** also from the informal footpath along the southern boundary of the Conservation Area, from where a greater extent of the site is visible as the viewpoint is further west than Viewpoint 2 and the view is more open. As with Viewpoint 2, the proposals would change the view by bringing development further forward, replacing the narrow strip of green field with development, but the overall change to the wide view would not materially change the view. The effects would be further reduced as the hedge matures along the northern boundary.



- 6.3.4 **Viewpoint 4:** from the John Kyrle Circular Walk, it is likely that the most that would be seen would be the tops of roofs along the existing edge of development, which would have very little effect on the view.
- 6.3.5 **Viewpoint 5:** from about 920m south-east of the site. From this medium distance viewpoint, on a public footpath, it is possible that the tops of roofs may be visible against the adjacent field, but they would be barely discernible.



## 7 CONCLUSIONS

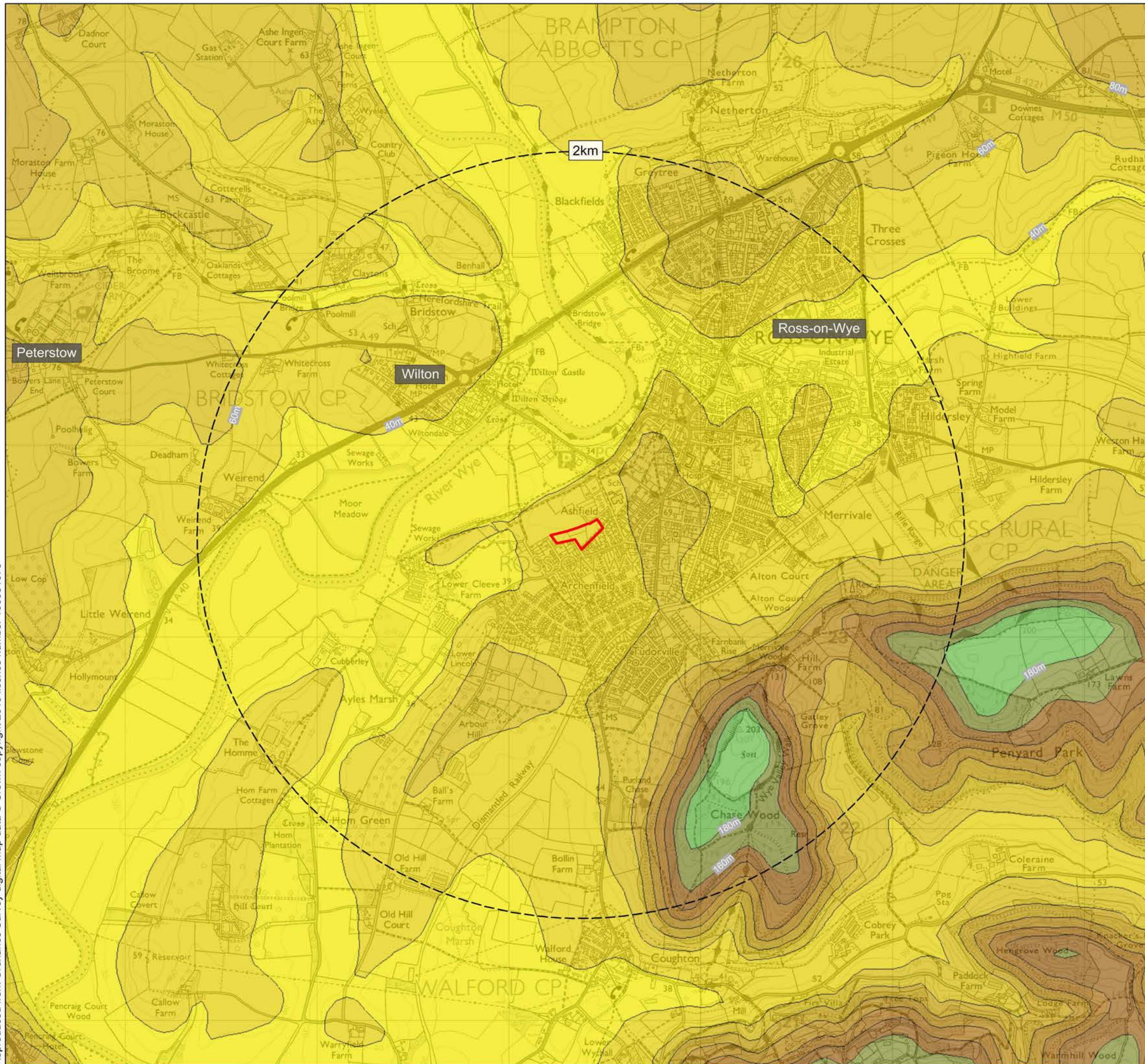
---

- 7.1.1 The site has a framework of boundaries partly comprising hedges, with the potential for enhancement and further strengthening of those boundaries, and the formation of a robust northern boundary through new hedge and tree planting. It is in a significantly developed context with, off-site, a slight spur and woodland, meaning that it is largely separated from the surrounding landscape with which it has a minimal relationship.
- 7.1.2 Views of the development would be limited to local views, close to the site, owing to existing development, the framework of substantial mature tree cover and the landform.
- 7.1.3 Residential development on the site would be viewed in context with adjacent residential development.
- 7.1.4 Adverse effects would be largely confined to the site and its immediate setting, They would be minimised by the implementation of the landscape masterplan, underpinned by a long-term Landscape Management Plan, which would ensure the retention and enhancement of the boundary trees and hedgerows which lead to its partly enclosed character, and the sustainability of the new landscape proposals.





# FIGURES

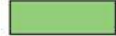






---



**Key**

-  Site Boundary
-  Study Area (2km radius)

**Topography (Height AOD)**

-  above 180m
-  160 - 180m
-  140 - 160m
-  120 - 140m
-  100 - 120m
-  80 - 100m
-  60 - 80m
-  40 - 60m
-  below 40m

**Middleton Avenue  
Ross-on-Wye**

**Topography**

**L1**

Scale 1:20,000 @ A3



Drawn : PS

Checked : LE

Dwg No: 2759 / 01

Revision : 000

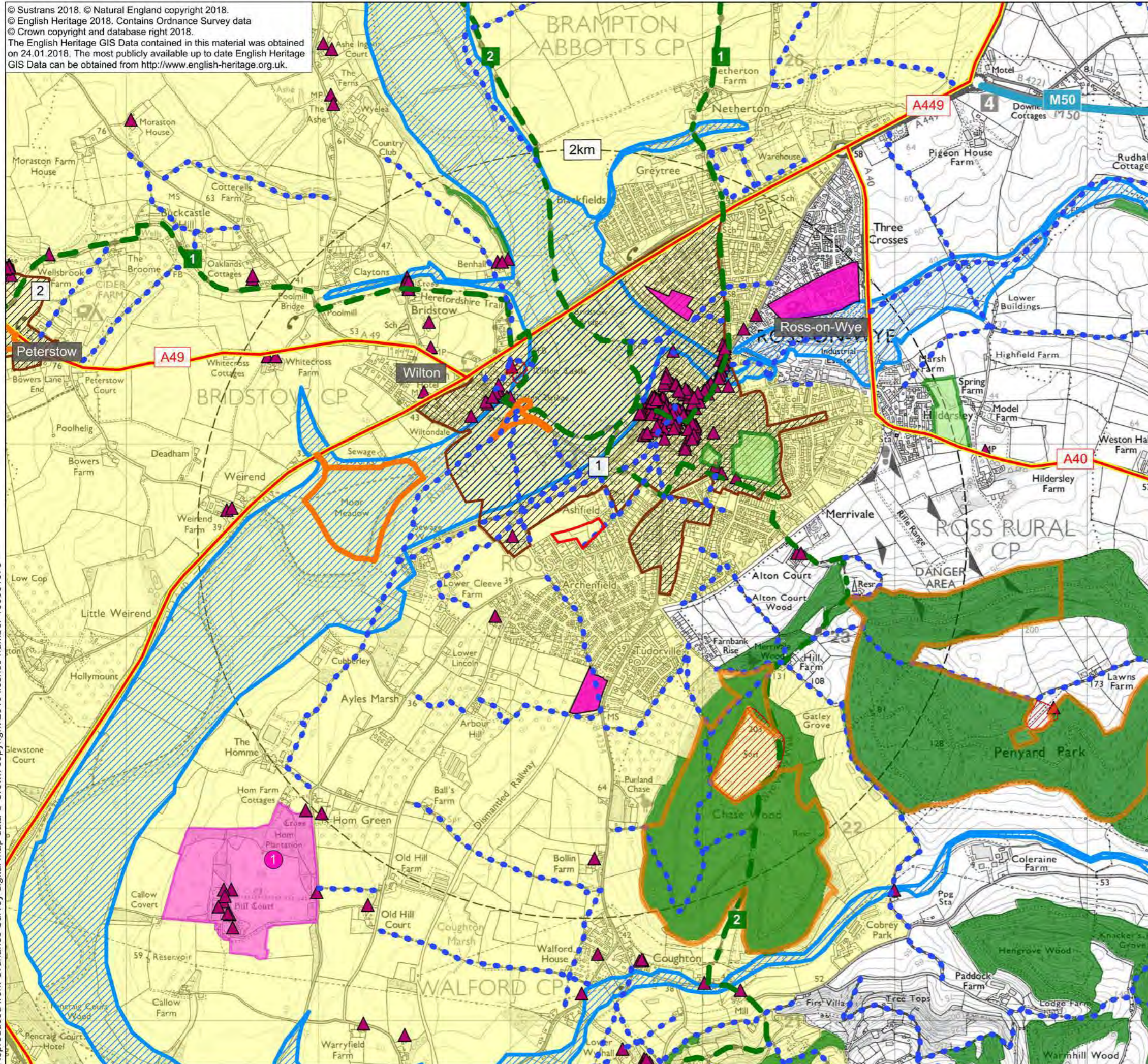
Date : 07/06/2019



**viridian**  
LANDSCAPE PLANNING

viridianlandscape.co.uk

© Sustrans 2018. © Natural England copyright 2018.  
 © English Heritage 2018. Contains Ordnance Survey data  
 © Crown copyright and database right 2018.  
 The English Heritage GIS Data contained in this material was obtained  
 on 24.01.2018. The most publicly available up to date English Heritage  
 GIS Data can be obtained from <http://www.english-heritage.org.uk>.



**Key**

- Site Boundary
- Study Area (2km radius)

**Landscape Relevant Designations**

- Wye Valley Area of Outstanding Natural Beauty
- Registered Parks and Gardens
  - 1) Hill Court (Grade II)
- Conservation Areas
  - 1) Ross-on-Wye
  - 2) Peterstow
- Listed Building
- Scheduled Monument
- Protection of Green Space and Open Space
- Ancient Woodland
- Proposed residential sites (identified in Herefordshire Local Plan)
- Flood Plain (Environment Agent Flood Map for Planning)

**Principal Visual Amenity Receptors**

- Open Access Areas
- Motorway
- Recreational Route
  - 1) Herefordshire Trail
  - 2) Wye Valley Walk
- A roads
- Public Right of Way

**Middleton Avenue  
Ross-on-Wye**

**Landscape Planning Context** L2

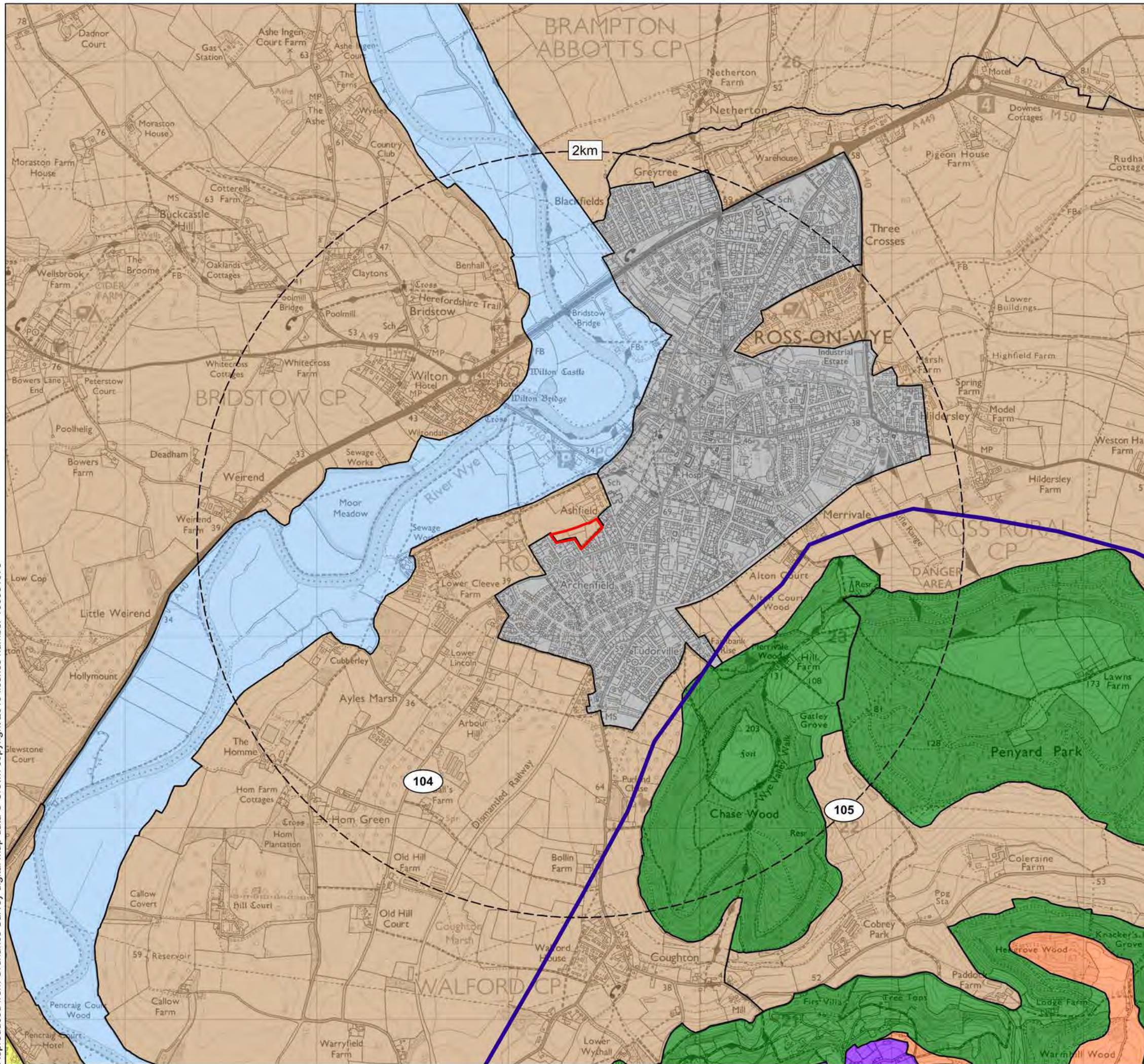
Scale 1:20,000 @ A3  
 0 500 1km

Drawn: PS Checked: LE  
 Dwg No: 2759 / 02 Revision: 000  
 Date: 07/06/2019

**viridian**  
 LANDSCAPE PLANNING  
[viridianlandscape.co.uk](http://viridianlandscape.co.uk)

Reproduced from Ordnance Survey digital map data © Crown copyright 2019 licence number 100031673





**Key**

- Site Boundary
- Study Area (2km radius)

**Landscape Character Areas**

**National Landscape Character Areas**

- 104** NCA 104  
South Herefordshire and Over Severn
- 105** NCA 105  
Forest of Dean and Lower Wye

**Herefordshire Landscape Character Types**

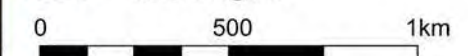
- |  |   |
|--|---|
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #c8a28d; border: 1px solid black; margin-right: 5px;"></span> Principal Settled Farmlands | <span style="display: inline-block; width: 20px; height: 10px; background-color: #8000ff; border: 1px solid black; margin-right: 5px;"></span> Forest Smallholdings and Dwellings |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #008000; border: 1px solid black; margin-right: 5px;"></span> Principal Wooded Hills      | <span style="display: inline-block; width: 20px; height: 10px; background-color: #add8e6; border: 1px solid black; margin-right: 5px;"></span> Riverside Meadows                  |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #ffa500; border: 1px solid black; margin-right: 5px;"></span> Wooded Hills and Farmlands  | <span style="display: inline-block; width: 20px; height: 10px; background-color: #a9a9a9; border: 1px solid black; margin-right: 5px;"></span> Urban                              |

**Middleton Avenue  
Ross-on-Wye**

**Landscape Character**

**L3**

Scale 1:20,000 @ A3



Drawn : PS	Checked : LE
Dwg No: 2759 / 03	Revision : A
Date : 23/07/2019	



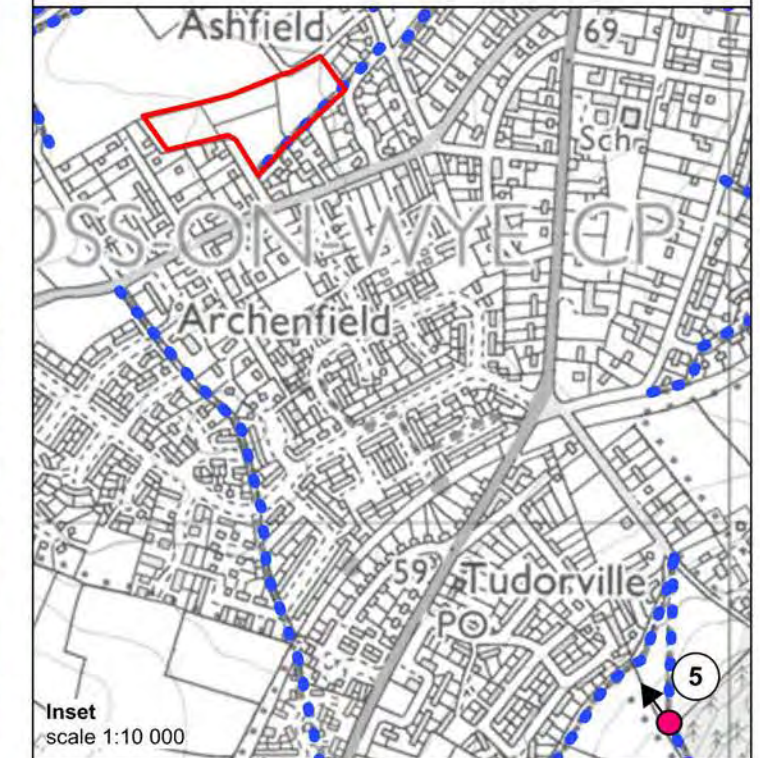
**viridian**  
LANDSCAPE PLANNING

viridianlandscape.co.uk



**Key**

-  Site Boundary
-  Public Right of Way
-  Viewpoint Location
-  Site Photograph Location

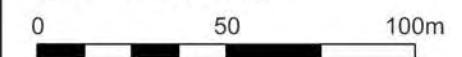


**Middleton Avenue  
Ross-on-Wye**

**Site Photograph and  
Viewpoint Location Plan**

L4

Scale 1:2,000 @ A3



Drawn : PS	Checked : LE
Dwg No: 2759 / 04	Revision : 000
Date: 24/06/2019	












**viridian**  
LANDSCAPE PLANNING

viridianlandscape.co.uk



**Key**

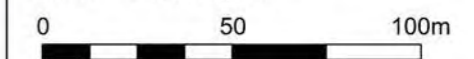
-  Site Boundary
-  Public Right of Way
-  Informal Footpath
-  Vegetated edge to development
-  Woodland
-  Hedgerow
-  Spacious well-vegetated development
-  Relatively dense suburban housing
-  Poor interface with countryside
-  Local views

**Middleton Avenue  
Ross-on-Wye**

**Site and Context Analysis**

**L5**

Scale 1:2,000 @ A3



Drawn : PS

Checked : LE

Dwg No: 2759 / 05

Revision : 000








Date : 31/07/2019



**viridian**  
LANDSCAPE PLANNING

viridianlandscape.co.uk

**Key**

-  Site Boundary
-  Public right of way
-  Existing trees
-  Existing trees to be removed for access
-  Proposed native hedgerow and trees
-  Proposed semi-ornamental trees
-  Proposed semi-ornamental hedge
-  Proposed grass / gardens

**Notes:**

- 1** New native hedge maintained at 3m high, supplemented by hedgerow trees in accordance with bat mitigation strategy.
- 2** New native hedge and tree planting to supplement existing hedges on boundary.
- 3** New native hedge planting to define green infrastructure.
- 4** New native tree planting to provide strong landscape structure.



Proposed Surface Water Pump Station  
Proposed Water Pump Station

**Middleton Avenue  
Ross-on-Wye**

**Landscape Masterplan**

**L6**

Scale 1:750 @ A3



Drawn : PS

Checked : LE

Dwg No: 2759 / 06

Revision : 000

Date : 22/08/2019



**viridian**  
LANDSCAPE PLANNING

viridianlandscape.co.uk



# APPENDIX A: VIEWPOINT PHOTOGRAPHS

---



Site Photograph A: From public footpath ZK 23 along southern boundary of site, looking north



Photographs taken on 22nd July 2019

**Middleton Avenue  
Ross-on-Wye**

**Site Photograph A**

Date : 24/07/2019	Drawn : PS
Revision : A/1	Checked : NE



**viridian**  
LANDSCAPE PLANNING

viridianlandscape.co.uk



Site Photograph B: From public footpath ZK 23 at south-eastern corner of site, looking west



View Location

Photographs taken on 22nd July 2019

**Middleton Avenue  
Ross-on-Wye**

**Site Photograph B**

Date : 24/07/2019	Drawn : PS
Revision : A/2	Checked : NE



**viridian**  
LANDSCAPE PLANNING

viridianlandscape.co.uk



Site Photograph C: From northern boundary of site on informal path, looking south



Photographs taken on 22nd July 2019

**Middleton Avenue  
Ross-on-Wye**

**Site Photograph C**

Date :	24/07/2019	Drawn :	PS
Revision :	A/3	Checked :	NE



**viridian**  
LANDSCAPE PLANNING

viridianlandscape.co.uk





Viewpoint 1: From Middleton Avenue, looking west to footpath ZK 23 and proposed site entrance.



Photographs taken on 22nd July 2019

**Middleton Avenue  
Ross-on-Wye**

**Viewpoint 1**

Date : 24/07/2019	Drawn : PS
Revision : A/4	Checked : NE



**viridian**  
LANDSCAPE PLANNING

viridianlandscape.co.uk



Viewpoint 2: From informal footpath 120m north of site, looking south.

Photograph continued below



Photograph continued above



View Location

Photographs taken on 22nd July 2019

**Middleton Avenue  
Ross-on-Wye**

**Viewpoint 2**

Date : 24/07/2019	Drawn : PS
Revision : A/5	Checked : NE



**viridian**  
LANDSCAPE PLANNING  
viridianlandscape.co.uk



Viewpoint 3: From informal footpath 90m north of site, looking south-east.



Photographs taken on 22nd July 2019

**Middleton Avenue  
Ross-on-Wye**

**Viewpoint 3**

Date : 24/07/2019	Drawn : PS
Revision : A/6	Checked : NE



**viridian**  
LANDSCAPE PLANNING

viridianlandscape.co.uk



Viewpoint 4: From John Kyrle Circular Walk 165m north-west of the site, looking south-east.



Photographs taken on 22nd July 2019

**Middleton Avenue  
Ross-on-Wye**

**Viewpoint 4**

Date : 24/07/2019	Drawn : PS
Revision : A/7	Checked : NE



**viridian**  
LANDSCAPE PLANNING  
viridianlandscape.co.uk



Viewpoint 5: From footpath 920m south-east of site, looking north-west.



View Location

Photographs taken on 22nd July 2019

**Middleton Avenue  
Ross-on-Wye**

**Viewpoint 5**

Date : 24/07/2019	Drawn : PS
Revision : A/8	Checked : NE



**viridian**  
LANDSCAPE PLANNING

viridianlandscape.co.uk



# APPENDIX B: SCHEDULE OF TREES AND HEDGES

---

## MIDDLETON AVENUE, ROSS-ON-WYE: SCHEDULE OF TREES AND HEDGES

Native Trees for Northern Hedge				
Code	Species	Girth	Size	Notes
Pa	<i>Prunus avium</i> – <i>Wild cherry</i>	12-14cm	3x. Heavy Standard. 3.5-4.25m	CG or RB. 2 stakes.
Pp	<i>Prunus padus</i> – <i>Bird cherry</i>	12-14cm	3x. Heavy Standard. 3.5-4.25m	CG or RB. 2 stakes.
Qr	<i>Quercus robur</i> - <i>Oak</i>	12-14cm	3x. Heavy Standard. 3.5-4.25m	CG or RB. 2 stakes.
Sa	<i>Sorbus aucuparia</i> - <i>Rowan</i>	10-12cm	2x. Selected Standard 3.0-3.5m	CG or RB. 1 stake.

Native Trees for other locations				
Code	Species	Girth	Size	Notes
Ac	<i>Acer campestre</i>	8-10cm	2x Standard 2.5-3.0m	CG or RB. 1 stake.
Ms	<i>Malus sylvestris</i> sp – <i>Crab apple</i>	8-10cm	2x Standard 2.5-3.0m	CG or RB. 1 stake.
Pa	<i>Prunus avium</i> – <i>Wild cherry</i>	10-12cm	2x. Selected Standard 3.0-3.5m	CG or RB. 1 stake.
Pp	<i>Prunus padus</i> – <i>Bird cherry</i>	10-12cm	2x. Selected Standard 3.0-3.5m	CG or RB. 1 stake.
Qr	<i>Quercus robur</i> - <i>Oak</i>	10-12cm	2x. Selected Standard 3.0-3.5m	CG or RB. 1 stake.
Sa	<i>Sorbus aucuparia</i> - <i>Rowan</i>	10-12cm	2x. Selected Standard 3.0-3.5m	CG or RB. 1 stake.

### All Native Species Hedgerows

Shrubs %	Species	Size	BR/RB/CG	Notes
10	<i>Acer campestre</i> – <i>Field maple</i>	600-900mm	RB	
10	<i>Corylus avellana</i> - <i>Hazel</i>	400-600mm	1+1 BR or 2L	Cut back by half on planting.
25	<i>Crataegus monogyna</i> - <i>Hawthorn</i>	400-600mm	1+1 BR	Cut back by half on planting.
5	<i>Ilex aquifolium</i> - <i>Holly</i>	300-400mm	2L	
10	<i>Prunus spinosa</i> - <i>Blackthorn</i>	400-600mm	1+1 RB	Cut back by half on planting.
5	<i>Prunus domestica insititia</i> - <i>Damson</i>	400-600mm	1+1 RB	Cut back by half on planting.
5	<i>Rosa canina</i> – <i>Dog rose</i>	400-600mm	1+0 BR	Min. 3 good shoots. Cut back by a third on planting.
5	<i>Sambucus nigra</i> - <i>Elder</i>	400-600mm	1+0 BR	Cut back to 150mm on planting.
10	<i>Viburnum lantana</i> – <i>Wayfaring tree</i>	400-600mm	1+1 BR	Cut back by half on planting.
10	<i>Viburnum opulus</i> – <i>Guelder rose</i>	400-600mm	1+1 BR	Cut back by half on planting.
5	<i>Euonymus europaeus</i> - <i>Spindle</i>	400-600mm	1+1 BR	Cut back by half on planting.

### Semi ornamental trees

Species	Girth	Size	Notes
<i>Malus sylvestris</i> sp – <i>Ornamental Crab apple</i>	8-10cm	2x Standard 2.5-3.0m	CG or RB. 1 stake.
<i>Juglans regia</i> - <i>Walnut</i>	12-14cm	3x. Heavy, Standard 3.5-4.25m	RB. 1 stake.
<i>Betula jacquemontii</i> – <i>West Himalayan birch</i>	12-14cm	3X, HS. 3.5-4.25m. 2 stakes.	Grafted. RB or CG
<i>Pyrus calleryana</i> ‘Chanticleer’ – <i>ornamental pear</i>	14-16cm	3X, EHS. Min. 4.5m	2 stakes

### Semi ornamental single species hedges

Shrubs %	Species	Size	BR/RB/CG	Notes
100	<i>Fagus sylvatica</i> - <i>Beech</i>	600 - 800mm	1+1 transplant	
100	<i>Prunus laurocerasus</i> ‘Rotundifolia’	600 - 800mm	CG	



41 Redhill Road  
Ross-on-Wye,  
Herefordshire,  
HR9 5AU.

3 September 2019.  
~~16 June 2019~~

Stoney Stile Site

Dear Sir/Madam,

I was horrified to see that the greenfield site known as Stoney Stile to us locals is to be included in the Neighbourhood Development Plan for Ross-on-Wye.

Surely there is simply no need to include this recreational area in the NDP as we have enough areas elsewhere round town which are eminently more suitable for new housing.

Our site is used daily by parents and children as a traffic free and safe route to and from school.

The kids also use it as a play area and share it with dog walkers, and other users as a link onto the John Kyrle route and the sports fields nearby.

This green space is part of the heart and lungs of the town and is valued as such by tourists and us locals alike.

I ask you to "Do the decent thing" and keep this area green for our future.

Yours sincerely,

Mr R L Griffiths

## Latham, James

---

**From:** Donotreply  
**Sent:** 07 October 2019 20:07  
**To:** Neighbourhood Planning Team  
**Subject:** A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	
Postcode	
First name	Richard
Last name	Harris
Which plan are you commenting on?	Ross on wye development plan - Stoney Stile / Hawthorne Field
Comment type	Support
Your comments	We are in support of the development plan with regards to the maximum of 15 houses / public space or allotments. We also support the proposal that any development should not start until the primary school has been relocated as there is already issues along Middleton Avenue with car parking and access during busy periods. As a side note, Archenfield road itself is very busy during school drop off pick up times and essentially becomes a single lane at these times so adding more houses (traffic) before moving the school also does not seem sensible.

4<sup>th</sup> October 2019

Thornbury House  
18 High Street  
Cheltenham  
GL50 1DZ

Neighbourhood Planning Team  
Planning Services  
PO Box 4  
Hereford  
HR1 2ZB

01242 230066  
www.ridge.co.uk

Dear Sir/Madam

**REPRESENTATIONS MADE IN RESPECT OF THE EMERGING ROSS-ON-WYE  
NEIGHBOURHOOD DEVELOPMENT PLAN**

Regulation 16 of the Neighbourhood Planning (General Regulations) 2012 (as amended).

This statement is to accompany representations that have been made by Ridge and Partners LLP on behalf of Edenstone Homes in respect of the emerging Ross-on-Wye Neighbourhood Development Plan ('NDP'). In accordance with the requirements of Regulation 16 of the Neighbourhood Planning (General Regulations) 2012 (as amended), these representations relate to the site 'Land East of the A40', which is the subject of a planning permission<sup>1</sup> for the erection of 290 dwellings, including affordable housing, public open space, access, landscaping and other associated works.

At this stage, it is worth highlighting that Edenstone Homes will shortly be submitting an outline planning application for an additional circa 175 new dwellings that would sit within the red line boundary of granted applications P140684/O and P180155/RM. These additional dwellings provide a very logical extension for the town and further growth for Ross, and would reduce future development pressures on other greenfield sites.

After reviewing the emerging NDP, submitted 30<sup>th</sup> July 2019, it is recommended that amendments need to be made to the wording within Section 5B.2 of that NDP which explains the context of 'Land East of the A40'. These amendments are discussed below.

**Suggested Amendments to Section 5B.2 'Land East of the A40'**

At Paragraph 5.4.27 of the emerging NDP, reference is made to the outline planning permission that was granted in April 2014<sup>2</sup>, however no reference has been made to the reserved matters application that was approved on 18<sup>th</sup> April 2019<sup>3</sup> which provided further detail on the proposals at this site in respect of appearance, scale, layout and design. We suggest the emerging NDP be updated to reflect this and therefore the fact that detailed planning permission exists for 290 dwellings including all the necessary infrastructure.

<sup>1</sup> Ref. P140684/O and Ref. P180155/RM.

<sup>2</sup> Ref. P140684/O.

<sup>3</sup> Ref. P180155/RM.

At Paragraph 5.4.28 of the emerging NDP, it is stated *“development of all this land would have major significance for Ross-on-Wye but it is outside the scope of this neighbourhood plan.”* We do not dispute this statement, however, we suggest the emerging NDP should make reference to the fact that the site will be delivering 290 dwellings with planning permission plus the circa 175 additional units that are proposed to form part of the site.

**Concluding Comments**

We do not fundamentally object to the emerging NDP but suggest amendments be made to reflect the most up-to-date position in relation to ‘Land East of A40’. Furthermore, Ross-on-Wye Town Council should be aware of the upcoming proposal of circa 175 units to be included as part of the site we refer to as ‘Land East of A40’, which will encourage the growth of Ross, and reduce development pressures outside its development boundary and emerging NDP.

I trust these comments will be reviewed and considered as part of this emerging NDP. If you require any further clarification on any of the matter raised within this letter, please do not hesitate to contact me.

Yours sincerely

**Guy Wakefield**  
**Partner**  
**For Ridge and Partners LLP**

**TO: DEVELOPMENT MANAGEMENT- PLANNING AND  
TRANSPORTATION  
FROM: ENVIRONMENTAL HEALTH AND TRADING  
STANDARDS**



**APPLICATION DETAILS**

288654 /  
Ross-on-Wye Parish  
Susannah Burrage, Environmental Health Officer

I have received the above application on which I would be grateful for your advice.

The application form and plans for the above development can be viewed on the Internet within 5-7 working days using the following link: <http://www.herefordshire.gov.uk>

I would be grateful for your advice in respect of the following specific matters: -

	Air Quality		Minerals and Waste
	Contaminated Land		Petroleum/Explosives
	Landfill		Gypsies and Travellers
	Noise		Lighting
	Other nuisances		Anti Social Behaviour
	Licensing Issues		Water Supply
	Industrial Pollution		Foul Drainage
	Refuse		

Please can you respond by ..

**Comments**

From a noise and nuisance perspective our department has no further comments to make with regard to this plan.

Signed: Susannah Burrage  
Date: 22 August 2019

## Latham, James

---

**From:** Stephen Holder  
**Sent:** 26 September 2019 11:49  
**To:** Neighbourhood Planning Team  
**Subject:** : FW : Ross-on-Wye Neighbourhood Development Plan and cycle routes  
**Attachments:** IMG\_1879.JPG

Dear Planning dept,

Please find below my E mail sent to Mr Symmonds.

I look forward to hearing from you.

Steve Holder

PS I sent this with an incorrect picture on Sept 23rd.

---

**From:** Stephen Holder  
**Sent:** 15 September 2019 07:59  
**To:** paul.symonds@rosstowncouncillors.co.uk  
**Subject:** Ross-on-Wye Neighbourhood Development Plan

Hello Mr Symonds,

Thank you for our form re Access across Ryefield Car Park.

Regards the Ross-on-Wye Neighbourhood Development Plan.

I would like to see designated cycle routing improved around our town as part of the future developments.

Use of the old railway lines being ideal where along most of their route they do still exist.

A stretch from Hildersley roundabout passing east behind Weston Hall Farm to Springetts Lane would give very safe access to the country roads whilst avoiding a busy and stretch of the A40. Picture attached.

This would also need to be part of the Model Farm development I guess.

Then the route down the Wye from the Town trail continuing to Kerne Bridge would also be a wonderful asset for the town and people visiting the area.

I'm sure these routes have been discussed on many occasions.

The Neighbourhood Development Plan and Model Farm sites should include these extensions to the Town Trail routes giving safer town/countryside access and encouraging more cycling. Shame the railway bridge at Backney is long gone.

Yours

Steve Holder

Access across Ryefield Car Park form to follow.

---

**From:** Paul Symonds <paul.symonds@rosstowncouncillors.co.uk>

**Sent:** 23 September 2019 11:05

**To:** 'Stephen Holder'

**Subject:** RE: Ross-on-Wye Neighbourhood Development Plan

I fully support this Stephen & am in discussion with neighbouring parishes to that effect. I'm also pushing for this to be included in the tow's transport strategy which is under development. Have you made your comment to the NDP team? If not, please do so at [neighbourhoodplanningherefordshire.gov.uk](http://neighbourhoodplanningherefordshire.gov.uk)

One I have confirmation the Ryefield route is officially on the list to become a right of way I'll be asking it to include cycles.

Regards,

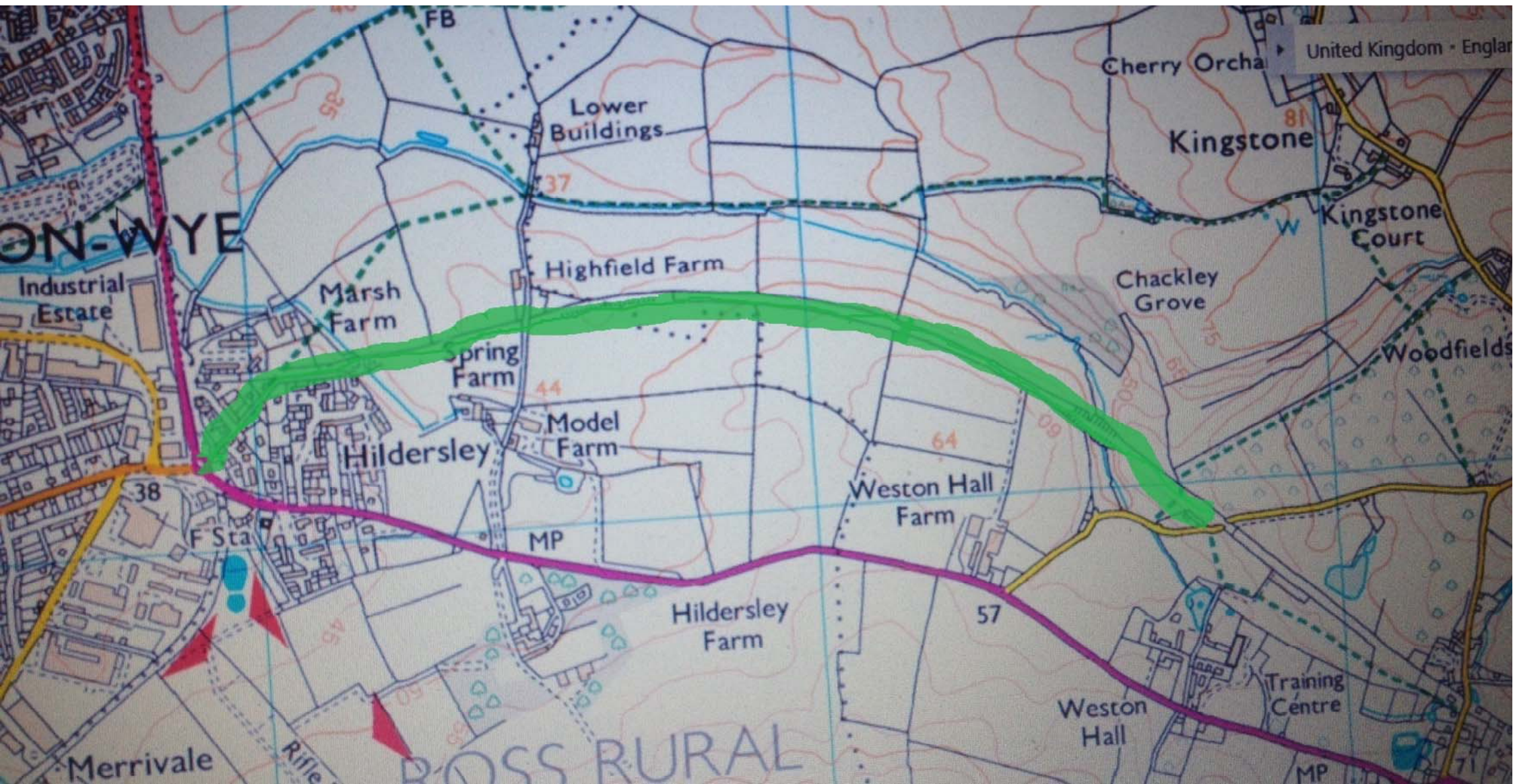
**Cllr Paul Symonds**

■ **P:** 07792 882148 ■ **E:** paul.symonds@rosstowncouncillors.co.uk

■ **A:** Chasewood, 42 Eastfield Rd, Ross-on-Wye, HR9 5JZ



Virus-free. [www.avast.com](http://www.avast.com)





## Latham, James

---

**From:** Donotreply  
**Sent:** 07 October 2019 16:24  
**To:** Neighbourhood Planning Team  
**Subject:** A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	
Postcode	
First name	Lewis
Last name	Scott
Which plan are you commenting on?	Neighborhood Development Plan for Ross on Wye
Comment type	Objection
Your comments	<p>Any proposal to build on fields off Archenfield Road which makes more traffic on Archenfield Road is fraught with danger. It is already hellish and dangerous attempting to exit any side road on to Archenfield Road and increasing traffic into the centre of town from that route should be avoided at all costs. I can't count the number of near misses I have had from drivers in both directions because of the amount of traffic and numbers of parked cars. The road is effectively a single car width from the tennis courts to Firs Road and at some point somebody, most likely a school age child, will be killed.</p>

**Latham, James**

---

**From:**  
**Sent:** 28 September 2019 17:22  
**To:** Neighbourhood Planning Team  
**Cc:** Wambeek, Rebecca; Pearson, Andrew; Guewardene, Elizabeth; PEARSON, Catherine  
**Subject:** Ross NDP Submission Ver. 2019 Reg.19 consultation - objection Cleeve Orchard as Local Green Space

Attn: Herefordshire Council Reg. 16 Consultation Committee,  
Hereford,

Samuel Pearson,  
28th September 2019

Dear Ladies and Gentlemen,

**Ross Neighbourhood Development Plan Reg.16 consultation - objection to designation of Cleeve Orchard as a Local Green Space**

I wish to make representation to the Herefordshire Council Regulation 16 Review Committee that I strongly object to the designation of Cleeve Orchard as a Local Green Space in the Ross-on Wye Neighbourhood Development Plan Submission Version 2019.

Ross Town Council erred in their designation of Cleeve Orchard as a Local Green Space in their submission of the Ross-on-Wye NDP. This error was made despite my letters of 4th September 2017 and 14th December 2018, in which I pointed out that this land did not meet the necessary criteria for designation as a Local Green Space, as set out in legislation. (Cleeve Orchard is labeled in Fig.19 in Section 4.33 Local Green Spaces)

I am, together with other family members, the owner of Cleeve Orchard. Having studied the contents of the Ross Neighbourhood Development Plan Submission Version 2019, I wish to express my strong objection to the designation of Cleeve Orchard as a Local Green Space. I object, both on my behalf, and on behalf of other family members who also have a share in the ownership. The various reasons for my objections were stated in my letters of 4th September 2017 and 14th December 2018. However, I will repeat the main points which follow in the remainder of this letter.

With reference to the website "Consulting You About Ross Neighbourhood Plan"; I quote the section named "Local Green Space Policies":-

*A Neighbourhood Plan can, in principle, 'designate small areas of green space valued by the local community as 'Local Green Spaces'. To satisfy the legislation, these need to be small and have valued qualities for recreation, wildlife or archaeology (etc.)*

Additionally, Section 4.33 "Local Green Spaces" of the Ross Neighbourhood Development Plan Submission Version 2019 stated:-

***As well as not being overly extensive, they must be demonstrably special in terms of: beauty, historic significance, recreational value, tranquility, richness of wildlife.***

Cleeve Orchard does not satisfy either the legislation criteria, or for that matter, the Ross NDP Ver. 2019 Section 4.33 criteria for Local Green Space designation for the following reasons:-

- 1) *Overly Extensive.* Cleeve Orchard is certainly not a small area, it is very much an extensive area of some 6.1 acres. Furthermore, a visual inspection of fig.19 in Section 4.33, shows that Cleeve Orchard is approximately equal in area to the total area of all of the other five proposed Local Green Spaces combined !
- 2) *Demonstrably Not Special in Terms of Historic Significance.* Cleeve Orchard does not contain any features: either buildings, remains, or anything else whatsoever, of archaeological interest or historical significance. The Orchard is a modern commercial cider orchard consisting of cider apple trees; all of them planted, in my own memory, by Bulmers in the mid 1950's for a charge of one pound each! The trees are all of a uniform size since the young saplings were grafted on to the same type-number of crab-apple root stock. The Orchard is therefore modern – the trees are uniform in shape and size – so unlike the traditional varied size and shape orchards, now very rare, and now certainly historic, non root-stock orchards. Traditional cider orchards consisted of trees which were grown from seed and therefore had their own natural cider apple roots. This natural growth gave rise to considerable variation in both the size, and indeed the shape of the trees when mature. Hence, because of its modernity, Cleeve Orchard is therefore devoid of any historical or indeed botanical significance.
- 3) *Demonstrably Not Special in Terms of Recreational Value.* Cleeve Orchard is not, will not be, and has never been a place of recreation. Cleeve Orchard is private property, and has never been open to use by the public for: sports, camping, picnics, or for any public use whatsoever. Trespassing was always discouraged. It can not therefore be considered to have ever served the local community in any way shape or form.
- 4) *Demonstrably Not Special in Terms of Wildlife.* Cleeve Orchard is not a significant habitat for wildlife since it is only a commercial orchard. Adjoining the orchard, extending along the north side, is natural, wild and completely untended woodland. This untended woodland, not the Orchard, would be the habitat of such minor numbers of common birds and possibly small mammals, as there may be.

Hence, on account of the preceding explanations, it follows that Cleeve Orchard does not fulfill the requirements either of the legislation, or Section 4.33 "Local Green Spaces" of the Ross NDP Submission Version 2019 to warrant designation as a Local Green Space. Therefore, with respect, I submit that the final approved Ross Neighbourhood Development Plan should not include the designation of Cleeve Orchard as a Local Green Space.

An additional consideration is the existing Town Plan status of Cleeve Orchard. Cleeve Orchard is within a Conservation Area; that implies that any residential development in the Orchard would be subject to stringent requirements. Development requirements within the 6.1 acre site might well limit development to a maximum of only one house, with perhaps the additional stipulation that nearly all of the trees be preserved.

The existing Conservation Area status of Cleeve Orchard thus renders the proposed Local Green Space status somewhat redundant, since the existing arboreal and tranquil nature of Cleeve Orchard would remain intact, even in the event of any possible and necessarily limited development. The concerns of local residents should thus be calmed. However, Cleeve Orchard is not a public space at present, and neither would it be in future, should the status be changed to Local Green Space.

Yours truly,

Samuel Pearson

## Latham, James

---

**From:** Donotreply  
**Sent:** 30 August 2019 09:16  
**To:** Neighbourhood Planning Team  
**Subject:** A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	Stansgate Planning Consultants Ltd, 9 The Courtyard, Timothy's Bridge Road, Stratford-upon-Avon
Postcode	CV37 9NP
First name	ANDREW
Last name	MURPHY
Which plan are you commenting on?	Ross-on-Wye, Neighbourhood Development Plan 2019 - 2031 Submission Version
Comment type	Support
Your comments	I represent Avon Estates Ltd, the landowner of Broadmeadows Caravan Site, Ross-on-Wye, part of "5B.2 Broadmeadows/Tanyard". I support: 1. The NDP as a whole, and 2. In particular, policy 5B.2 Broadmeadows/Tanyard.



Neighbourhood Planning  
neighbourhoodplanning@herefordshire.gov.uk

***By email only***

30<sup>th</sup> September 2019

Dear Sir/Madam,

**Ross-on-Wye Regulation 16 Draft Neighbourhood Development Plan representation  
on behalf of Camanoe Estates Ltd**

Please accept this letter as a response to the Regulation 16 public consultation associated with the Ross-on-Wye Draft Neighbourhood Development Plan (NDP). Tompkins Thomas Planning acts for the landowner for the site known as Land at The Chase Hotel. We write in support of the NDP as drafted with a suggestion that the site be allocated.

**Comments to the draft text**

Section 4.6 relates to Open and Green Spaces. In relation to The Chase it explains, correctly, that the site is private with no public access or use. It also confirms, again correctly in our view, that the Core Strategy and the NDP do not offer policy objection to the redevelopment of the site for residential purposes subject to the retention of trees and the provision of significant amounts of open space.

Section 5.4 of the NDP discusses other sites for development, as opposed to allocated sites which are discussed at section 5.3. The Chase is identified as an 'other' site and assigned reference Site 5B.1.

At paragraphs 5.4.1 – 5.4.3, the NDP describes the background to the site. It confirms that the NDP Steering Group were advised in the winter of 2018 that the Chase Hotel was no longer viable, and a public consultation exercise ensued with regard to the potential redevelopment of the site. It goes on to explain that the NDP Steering Group considered the allocation of the site as a hotel and the

designation of the site as a Local Green Space, but found that neither option was viable. It sets out that, instead, the principle of developing the site is supported.

The proposals are described at paragraphs 5.4.4 – 5.4.6. It reaffirms support for the residential redevelopment of the site, but sets out extensive criteria with which such a development should comply. It requires that report and survey work pertaining to matters of Ecology, Landscape and Heritage will be required to support an application before going on to set out design parameters for the site as follows:

- *The current more modern block of bedrooms for the hotel to be demolished.*
- *The original main house to be retained and converted primarily for housing use.*
- *Other compatible uses, for example an on-site café or restaurant could be considered (helping to recover the loss of local and visitor functions).*
- *All surrounding tree and shrub belts to be retained to limit views into and out of the site.*
- *The majority of the grassed area east of the main house to be kept as open space.*
- *Coverage of the site by buildings, roads and parking areas to be kept to a minimum.*
- *Surfacing in parking areas to be permeable.*
- *No building heights to exceed the height of the top of the original main house.*
- *Lighting on site to be low key and downward facing.*
- *Public access to parts of the site (notably around the ponds) to be considered.*

An additional paragraph explains that the proposals should utilise sustainable construction techniques.

Whilst the design criteria restrict the amount of development which might be delivered on the site, the landowner is keen to deliver a scheme which complies with the NDP as drafted. Therefore, we confirm that a development which delivers the provisions set out above can be achieved on the site and that any application which might be forthcoming will indeed do so.

### Suggestions

Section 38A of the Planning and Compulsory Purchase Act 2004 confirms that, “a ‘neighbourhood development plan’ is a plan which sets out policies (however expressed) in relation to the development and use of land in the whole or any part of a particular neighbourhood area specified in the plan.” (our emphasis)

Paragraph 19 of the Framework rehearses the statutory position explaining that, “*the development plan for an area comprises the combination of strategic and non-strategic policies which are in force at a particular time.*” (our emphasis)

It is notable that the drafting of the NDP is such that the guidance for developing the site known as ‘The Chase’ is not a policy, rather it is part of the supporting text. Supporting text is not policy and accordingly, the weight which might be accorded to its direction is reduced.

We suggest, therefore, that the NDP Steering Group considers drafting a policy which allocates the site for development and includes the design criteria discussed above. Such an approach would give a decision maker greater ability to enforce the design criteria, whilst also adding clarity to the plan making process, as per the guidance of Paragraph 16 of the NPPF. A further benefit of allocating the site is that the dwellings being delivered at the site contribute to the minimum housing target in the Neighbourhood Area.

We trust the above is useful to the plan making process and if we can be of further assistance, please do let us now.

Yours sincerely,

**Tompkins Thomas Planning**





Tudorville & District Community Centre  
Registered office: Bernlea, Walford Road, Ross-on-Wye, HR9 5PY  
Registered Charity Number: 1137965  
Registered Company Number: 07298037  
[www.tdcc-online.co.uk](http://www.tdcc-online.co.uk)

Herefordshire Council,  
Neighbourhood Planning Team,  
Planning Services,  
PO Box 4,  
Hereford HR1 2ZB

Date: 26.09.19

Dear Sirs,

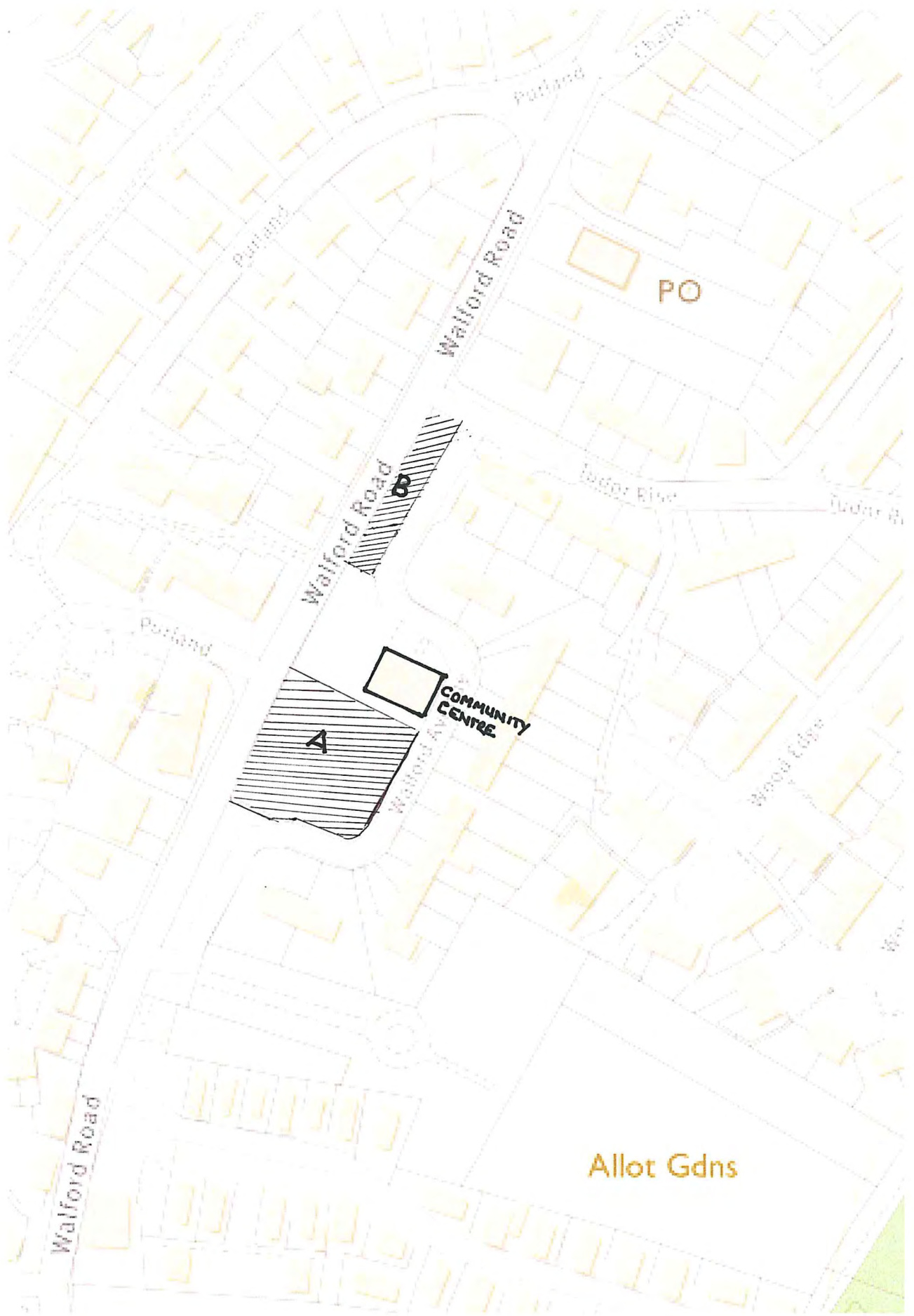
Re: Ross-on-Wye Neighbourhood Development Plan

The Tudorville and District Community Centre Committee wish to request under regulation 16 of the above plan that the play spaces indicated on the attached map be formally recorded.

Area A is currently a play/ recreation area and area B is an outdoor gymnasium.

Yours faithfully,

Antony Lowther  
Chair TDCC



**Neighbourhood Development Plan (NDP) – Core Strategy Conformity Assessment**

From Herefordshire Council Strategic Planning Team

Name of NDP: Ross-on-Wye (Reg 16)

Date: 04/09/19

<b>Draft Neighbourhood plan policy</b>	<b>Equivalent CS policy(ies) (if appropriate)</b>	<b>In general conformity (Y/N)</b>	<b>Comments</b>
EN1/EN2/EN5	SD1	Y	
EN3/EN4		Y	ENV3. The new reference to CS policy H2 is not correct and should be removed. H2 refers to affordable housing in rural areas, usually RA2 villages. It is not pertinent to proposals on the edges of market towns.
EN6	SD2	Y	
EN7/EN8	LD1	Y	
EN9	LD3	Y	
EN10		N/A	
EN11		N/A	Comments as at Reg 14.  Not a conformity issue but this does not appear to be a land use planning policy but is a policy regarding the DM process.
H1	H3	Y	
H2	E3	Y	
H3	H1	?	Comments as at Reg 14.  Not an issue of significant conformity but CS policy H1 does not indicate that priority should be given to any specific provider. Being so specific is unlikely to accord with NPPF.

Draft Neighbourhood plan policy	Equivalent CS policy(ies) (if appropriate)	In general conformity (Y/N)	Comments
H4	RW1	Y	
E1	E1	Y	
E2/E3	E5	Y	
A1/A2	MT1	Y	
Walking and Cycling Signs			Noted that policy has been removed. Explanatory text only. Previous Reg 14 comments apply. This is not a land use planning issue.
A3		N/A	Changes to car parks (previously A4). Comments as at Reg 14.  Not a conformity issue but it is unclear what is meant by this policy or how it will be implemented
A4		N/A	Para 3 of this policy may be more appropriately placed in the explanatory text.
A5		N/A	
SC1	SC1	Y	Comments as at Reg 14.  Not convinced this is required given SC1 of the Core Strategy can be argued to provide greater protection.
SC2	SC1	Y	
SC3	OS1-OS3	Y	
SC4	OS1-OS3	N	Changes to cross-reference with CS policy are welcomed.
SC5		N/A	Comments as at Reg 14.  Ensure evidence exists to

Draft Neighbourhood plan policy	Equivalent CS policy(ies) (if appropriate)	In general conformity (Y/N)	Comments
			demonstrate these areas meet appropriate definition.
SC6		N/A	
Allocated sites 5A.1-5A.5		Y	<p>Comments as at Reg 14.</p> <p>No specific site based comments but recognition that the plan aims to achieve the Core Strategy housing target is welcomed.</p> <p>Updated wording on Chase is noted</p>
5B.1		Y	
<p>5B.2</p> <p>There are two 5B.2 policies. Please amend</p>			<p>Broadmeadows/Tanyard</p> <p>Revised wording on deliverability and viability is welcomed. Although overall principles of development could have been incorporated. See comments from Reg 14.</p> <p>Land Est of A40</p> <p>Comments as at Reg 14. Longer term potential of this area is recognised, agree that this is best considered as part of a future strategic review.</p>
5B.3			<p>Comments as at Reg 14.</p> <p>Recognition of the issue is noted but may be best to consider such issues as part of strategic</p>

Draft Neighbourhood plan policy	Equivalent CS policy(ies) (if appropriate)	In general conformity (Y/N)	Comments
			review.

**Other comments/conformity issues:**

None

## Latham, James

---

**From:** Hammond, Victoria  
**Sent:** 01 October 2019 12:06  
**To:** Neighbourhood Planning Team  
**Subject:** FW: Ross on Wye Regulation 16 submission neighbourhood development plan consultation

Hello,

Please find our comments on the Ross on Wye NDP Regulation 16 submission below:

- Cawdor Arch planning application has currently been withdrawn.
- Car free developments have to have proper grounding in their longevity of their sites.
- Highways assessments are required on all sites especially the larger sites. Implications of sites south of Ross (Walford direction) should be properly assessed in regards to the capacity, usability and vehicles parking on the highway restricting access for routes to the north/south e.g. Alton Road, Alton Street and Cope Cross Street/Town centre.
- We wouldn't describe public transport as poor. In comparison with some other market towns the links by bus are good to Hereford – Gloucester, Monmouth as well as a town bus service.
- It would be good to consider more promotion of public transport as the plan makes mention of more parking spaces at new developments which does little to make Ross more sustainable.

Many thanks,  
Vicky

---

**From:** Neighbourhood Planning Team <[neighbourhoodplanning@herefordshire.gov.uk](mailto:neighbourhoodplanning@herefordshire.gov.uk)>  
**Sent:** 12 August 2019 14:47  
**Subject:** Ross on Wye Regulation 16 submission neighbourhood development plan consultation

Dear Consultee,

Ross on Wye Town Council have submitted their Regulation 16 Neighbourhood Development Plan (NDP) to Herefordshire Council for consultation.

The plan can be viewed at the following link: [https://www.herefordshire.gov.uk/directory\\_record/3101/ross-on-wye\\_neighbourhood\\_development\\_plan](https://www.herefordshire.gov.uk/directory_record/3101/ross-on-wye_neighbourhood_development_plan)

Once adopted, this NDP will become a Statutory Development Plan Document the same as the Core Strategy.

The consultation runs from 12 August 2019 to 7 October 2019.

If you wish to make any comments on this Plan, please do so by e-mailing: [neighbourhoodplanning@herefordshire.gov.uk](mailto:neighbourhoodplanning@herefordshire.gov.uk), or sending representations to the address below.

If you wish to be notified of the local planning authority's decision under Regulation 19 in relation to the Neighbourhood Development Plan, please indicate this on your representation.

Kind regards

**Herefordshire.gov.uk**

---