

**SECTION 11**

# **Appendices**



A P P E N D I X I

SCHEDULE OF RESIDENTIAL DEVELOPMENT WITH PLANNING PERMISSION  
IN ROSS-ON-WYE AS AT 22ND JULY, 1981

(Note 1: Base information taken from County Planning Department analysis of outstanding planning permission)

(Note 2: Survey of completions and additional information undertaken by South Herefordshire Planning Department)

DESCRIPTION	A) NOT YET BUILT	B) UNDER CONSTRUCTION	C) SUBSTANTIALLY COMPLETED BUT NOT YET OCCU- PIED	D) COMPLETED AND OCCU- PIED	TOTAL (NO. OF UNITS)
ARCHENFIELD:					
1. Collier & Brain	60	24	6	102	192
2. Westbury Phase III (Redwood Close)	4	18	3	12	37
3. British Legion	40	--	--	--	40
GREYTREE:					
Crouch Homes	12	4	2	6	24
SPRINGFIELD:					
Phase II	28	--	--	--	28
WOODSIDE:					
Hanover Housing Association	29	--	--	--	29
OVERROSS FARM ESTATE	14	--	--	15	29
BRAMPTON STREET (SHDC)	--	8	--	--	8
TUDOR STREET (SHDC)	8	--	--	--	8
CONVERSIONS/ CHANGE OF USE	9	--	--	16	25
Single plots/ infillings*	14	--	1	3	18
SUB-TOTAL	218	54	12	154	438

\* Excludes Permission which are time expired

ADDENDUM

Since the above Schedule was calculated the following sites have now received planning permission:-

- |                                       |                                   |
|---------------------------------------|-----------------------------------|
| 1. Archenfield                        | 6 (allowed on appeal)             |
| 2. Woodside                           | 20+ (Local Authority development) |
| 3. Land to rear of Smallbrook Gardens | 7 (Local Authority development)   |
|                                       | ---                               |
|                                       | 33+                               |
|                                       | ---                               |



A P P E N D I X I I

ROSS-ON-WYE TOWN CENTRE CAR PARKING SURVEY

RESULTS AND CONCLUSIONS

AIM OF SURVEY

On Saturday 13th March, 1982, a survey of car parking was carried out by South Herefordshire District Council in seventeen streets and nine car parks in Ross-on-Wye. The survey was part of an information collecting exercise aimed at identifying car parking habits, and movements and quantifying the adequacy or otherwise of public car parking facilities in and around the town centre for local people and visitors.

SURVEY

The survey period was from 9.00 a.m. until 5.00 p.m. Two different survey techniques were used - the registration number method and simple counting of occupancy. The areas included in the survey and the methods used are given below:-

On-Street Parking

	Registration Number	
Edde Cross Street		
New Street	"	"
Brookend Street	"	"
Station Street	"	"
Gloucester Road	"	"
Broad Street	"	"

Public Car Parks

Edde Cross Street Car Park	"	"
Kyrle Street Car Park	"	"
Brookend Street Car Park	"	"
Millpond Street Car Park	"	"
Henry Street Car Park	"	"
Cantilupe Road Car Park	"	"
Old Maids Walk Car Park	"	"

On-Street Parking (outside shopping zone)

	Simple Counting	
Henry Street		
Cantilupe Road	"	"
Kent Avenue	"	"
Sussex Avenue	"	"
Wye Street	"	"
Royal Parade	"	"
Old Gloucester Road	"	"
Kyrle Street	"	"

On-Street Parking (outside shopping zone) cont'd.

Church Street	Simple	Counting
Old Maids Walk	"	"
Alton Street	"	"

Public Car Parks (outside shopping zone)

Wilton Road Car Park	"	"
Homs Road Lorry Park	"	"

Registration Number Method - Basically, the car parks and streets in the town centre (those thought to be most popular to motorists) were the subject of the registration number method. For on-street parking each street was observed at 15 minute intervals, whilst for car parks an interval of 30 minutes was thought appropriate. Registration numbers of all vehicles parked were noted at each observation, so that a vehicles length of stay could be ascertained along with vehicle movements.

Simple Counting Of Occupancy - The registration number method is rather labour intensive, as it involves observations at frequent intervals throughout the day. For some streets and car parks in Ross, mainly those outside the central area, it was considered that a simple count of the number of vehicles parked, at less frequent intervals (every 1 or 2 hours), would provide sufficient information.

SUMMARY OF RESULTS

i) Car Parks

Edde Cross Street Car Park

<u>Estimated Capacity</u>	<u>Max No. Parked</u>	<u>Average No. Parked</u>	<u>Total No. of Users</u>	<u>Average Stay</u>	<u>% Full On Average</u>
90	88	59	295	105 mins	66%

Between the hours of 14.30 and 15.30 the car park was more than 80% full. Maximum vehicle movements between 15.00 and 15.30.

Cars continually arriving between 9.00 and 15.30. Maximum number arriving after lunch between 14.00 and 15.00.

A very popular car park (possibly made more popular because of temporary one-way system). Cars parked on the over-flow grassed area almost all day. Tarmaced car park capacity being 45. Only before 10.00 and after 16.30 were there totals of under 45 parked.

A need to provide an adequately surfaced over-flow area,

Kyrle Street Car Park

<u>Estimated Capacity</u>	<u>Maximum No. Parked</u>	<u>Average No. Parked</u>	<u>Total No. Of Users</u>	<u>Average Stay</u>	<u>% Full On Average</u>
32	12	9	32	146 mins	28%

Only between 10.00 and 12.30 was maximum number parked. Little traffic movement - Car Park very lightly used. Good surface area - fairly well located, but narrow access road.

### Brookend Street Car Park

<u>Estimated Capacity</u>	<u>Maximum No. Parked</u>	<u>Average No. Parked</u>	<u>Total No. Of Users</u>	<u>Average Stay</u>	<u>% Full On Average</u>
119	139	91	555	85 mins	76%

Between the hours 11.00 to 12.30 and 14.30 to 16.00 the car park was completely full. Most movement into car park occurred between 10.00 and 11.30 and 13.30 and 15.00 when between 40-55 cars were arriving every half an hour. Similarly between 11.00 and 12.30 and 15.30 to 17.00 most movement out (40-60 cars every half an hour).

A very popular car park, full or nearly full (over 85%) between 10.30 and 16.30. Its central area location makes it fairly convenient for short term parking as the lower average length of stay might suggest (in fact an estimated 30% of all users stayed for less than 30 minutes).

### Millpond Street Car Park

<u>Estimated Capacity</u>	<u>Maximum No. Parked</u>	<u>Average No. Parked</u>	<u>Total No. Of Users</u>	<u>Average Stay</u>	<u>% Full On Average</u>
50	36	25	129	101 mins	50%

Lightly used car park. Peak occupancy between 10.00 and 13.00 and 15.00 to 16.00. Most movements into car park took place 9.30 to 10.30. Approximately half of all users only stayed for an hour or less. Access to car park is adjacent to busy 'Five Ways' road junction - slightly out of central area location, both likely reasons for under-use.

### Henry Street Car Park

<u>Estimated Capacity</u>	<u>Maximum No. Parked</u>	<u>Average No. Parked</u>	<u>Total No. Of Users</u>	<u>Average Stay</u>	<u>% Full On Average</u>
23	26	20	137	77 mins	87%

A very popular small car park, centrally located with fairly good pedestrian link via Crofts Lane to town centre and market place. The car park was full at 10.00 and stayed almost full until 15.30. Maximum movements in occurred at 9.30 to 10.30 with maximum movements out at 12.30/13.00. Fairly low traffic movements during the day (7/8 vehicles in/out every 30 minutes). Again a fairly short average length of stay with two-thirds of all users staying for an hour or less.

### Cantilupe Road Car Park

<u>Estimated Capacity</u>	<u>Maximum No. Parked</u>	<u>Average No. Parked</u>	<u>Total No. Of Users</u>	<u>Average Stay</u>	<u>% Full On average</u>
100	107	82	446	97 mins	82%

Again a popular car park which was full or virtually full from 10.00 till 12.30. Maximum arrivals commencing at 11.00 - 12.00, maximum departures 11-30 - 12.00, therefore greatest traffic movements. A fairly short average length of stay with about a third of all users staying for 30 minutes or less, and just under a third staying between 30-60 minutes.

Considering the poor surface to the car park and its steep slopes in certain places combined with a somewhat 'blind' entrance/exit to Cantilupe Road, the car park was very popular.

#### Old Maids Walk Car Park

<u>Estimated Capacity</u>	<u>Maximum No. Parked</u>	<u>Average No. Parked</u>	<u>Total No. Of Users</u>	<u>Average Stay</u>	<u>% Full On Average</u>
24	26	13	73	95 mins	54%

For a very small car park this park was quite popular. It was 'full' between the hours 11.30 - 12.30 (26 cars being recorded at 11.30 and 12.00).

A noticeable slackening off in the afternoon averaging only 12/13. Maximum arrivals between 10.00 and 11.30 maximum departures 12.00 - 13.30. Slightly longer average period of stay (95 minutes) but still over a third of all users only stayed for up to 30 minutes.

Considering its out-of-centre location, a fairly popular car park. (One wonders whether the considerable amount of on-street parking in Old Maids Walk and Church Street affects parking habits in this car park).

#### Wilton Road Car Park

The survey showed that this car park is used purely for tourist and recreational purposes in the summer months. Its out-of-town location makes it completely undesirable for local shoppers and business uses. (Only 9 cars were recorded to have used the car park during the whole day).

#### ii) On-Street Parking

It is difficult to gauge accurately 'capacities' of on-street parking (much depends on method of parking, size of vehicle etc.). However, as one might expect on-street parking in the town centre was very popular.

#### New Street

<u>Estimated Capacity</u>	<u>Maximum No. Parked</u>	<u>Average No. Parked</u>	<u>Total No. Of Users</u>	<u>Average Stay</u>	<u>% Full On Average</u>
19	21	17	234	36 mins	90%

A very popular just out-of-centre street for parking with reasonable access via Edde Cross Street. The street was at capacity by 9.15 and stayed 'full' until 16.00 except for the lunch-time period when a couple of spaces were available.

Maximum vehicle movements occurred during the 15 minute period commencing at 11.30 with 23 vehicles arriving or departing. Such movements however, caused few problems except when traffic conflicted at the narrow New Street/Broad Street junction with pedestrian and other vehicular traffic.

#### Brookend Street/Broad Street

To enforce the temporary one-way system being exercised in the town due to repair works to the Market Hall, the police had restricted the normal on-street parking provision at the lower end of Broad Street on the day of survey and it was estimated that some 10 spaces were lost.



It is not however, thought that the loss of these spaces materially affected the 'demand' for parking spaces or the average length of stay.

<u>Estimated Capacity</u>	<u>Maximum No. Parked</u>	<u>Average No. Parked</u>	<u>Total No. Of Users</u>	<u>Average Stay</u>	<u>%Full On Average</u>
20	20	17	258	31 mins	85%

The Broad Street area in the town centre had very few vacant spaces during the whole of the day whilst rather more spaces occurred down in Brookend Street. It is probable that Broad Street would still be heavily used had the full number of spaces been available. Maximum vehicle movements occurred in the 15 minute period commencing 11.15 and such movements were observed to cause particular problems to the free flow of traffic at the top end of Broad Street.

#### Station Street

<u>Estimated Capacity</u>	<u>Maximum No. Parked</u>	<u>Average No. Parked</u>	<u>Total No. Of Users</u>	<u>Average Stay</u>	<u>% Full On Average</u>
19	21	17	217	40 mins	90%

A relatively quiet, just off centre, car parking area which proved a very popular street for parking. The street was at capacity from 9.30 till 16.00 with few vacant spaces. Results showed that cars were parked for longer periods than other streets. The street probably not being so convenient for the 'single item shopper'. Greatest movements occurred earlier in the morning, around 10.15 and due to the relatively low volume of traffic using Station Street, conflict with other traffic was minimal.

#### Gloucester Road

<u>Estimated Capacity</u>	<u>Maximum No. Parked</u>	<u>Average No. Parked</u>	<u>Total No. Of Users</u>	<u>Average Stay</u>	<u>% Full On Average</u>
30	29	26	423	31 mins	87%

One of the most popular on-street parking areas in the central area, Between 10.15 and 12.30 the street was full (i.e. 27-29 cars) and on no occasion during the day were there fewer than 23 cars parked. Traffic movements were high (an average of 24 vehicles leaving or arriving every 15 minutes with a maximum of 41 vehicles between 16.45 and 17.00). The average length of stay was fairly short but on few occasions did parking movements conflict with the traffic flow along Gloucester Road.

Of the other streets offering limited opportunity for car parking both Henry Street and Cantilupe Road were the most popular areas near to the town centre. However, car parking at the northern end of Cantilupe Road often added to the problems passing traffic already faced with parked/waiting buses and the entrance to the Cantilupe Road Car Park,

To the south of the town centre, Church Street, Old Maids Walk, Alton Street, and Sussex Avenue were all fairly popular locations for parking, which indicates a need for a car park in this vicinity to cater for traffic entering the town from the south.

Traffic entering the town from the west (Hereford road) found Wye Street particularly the upper stretches, very convenient for car parking near to the town centre ( survey showed that an average of 30+ cars parked between 11.00 and 17.00 hours).



A P P E N D I X I I I

TOURIST ACCOMMODATION IN THE STUDY AREA

A) HOTELS

1. Bridge House, Wilton
2. Brookfield House, Overross
3. \*The Chase, Gloucester Road
4. \*Chasedale, Walford Road
5. Kings Head, 8, High Street
6. \*Orles Barn, Wilton
7. \*The Royal, Palace Pound
8. The Rosswyn, High Street
9. The Swan, Edde Cross Street
10. \*The Tulip Tree, Wilton
11. Wilton Court, Wilton

B) INNS

1. The Kings Head, Wilton
2. \*The White Lion, Wilton

C) GUEST HOUSES

1. The Arches, Walford Road
2. Broadlands, Ledbury Road
3. Chasewood Lodge Country House, Walford Road
4. Edenhurst, Gloucester Road
5. Montrose, Ledbury Road
6. Radcliffe House, Wye Street
7. Rochester House, Ashfield Crescent
8. Ryefield House, Gloucester Road
9. \*Sunnymount, Ryefield Road
10. Vaga House, Wye Street
11. The White House, Wye Street

\* Indicates accommodation with conference facilities

D) PRIVATE HOUSES

1. 17, Church Street
2. Merrivale Place, The Avenue
3. The Old Pheasant, 52, Edde Cross Street;
4. Tray-Mar House, Gloucester Road
5. Treann, Gloucester Road
6. Wilton Hall, Wilton
7. Withy Bank, Benthall Lane
8. Runsel Grange, The Downs

E) CAMPING AND CARAVAN SITES

1. The Cottage Caravan Park
2. Orchard Caravan Park

F) SELF-CATERING ACCOMMODATION

- |    |             |                                    |
|----|-------------|------------------------------------|
| 1. | Bridstow    | 5 cottages<br>1 flat<br>1 bungalow |
| 2. | Ross-on-Wye | 6 cottages<br>6 flats<br>2 houses  |
| 3. | Wilton      | 2 Cottages<br>1 house              |

SOUTH HEREFORDSHIRE DISTRICT COUNCIL - PLANNING POLICY NO. 4

DESIGN CRITERIA IN THE ROSS-ON-WYE CONSERVATION AREA

1. New Buildings and extensions to existing buildings
  - (i) General
    - (a) Traditional building materials should generally be used and new buildings, except in very special circumstances, should be modern in design. Interest should be introduced at roof and eaves level and the overall size, scale and proportion of new buildings should be in harmony with nearby buildings and the area as a whole.
    - (b) Development or redevelopment which would result in buildings being too high or too low in relation to the existing frontages will not be allowed.
    - (c) Out of scale buildings caused by over-high ceiling heights or over-large windows will not be accepted.
  - (ii) Roofs

In general all new buildings should have pitched roofs.
  - (iii) Materials

Materials used in any buildings or alterations must match the texture and colour of the traditional materials of the Conservation Area subject to a severe restriction of the number of different materials employed on any one building. In Ross-on-Wye generally a red brick or natural local sandstone for walls although in certain circumstances other colours of materials might be appropriate. Pitched roofs should generally be covered with dark grey slates or dark brown plain tiles.
  - (iv) Treatment of facades

Flat facades to upper floors are not acceptable and should be avoided by the introduction of recessed or oriel-type windows.
2. Shops and Commercial Premises
  - (i) General

Display windows should respect the scale and proportion of windows in the remainder of the building and original ground floor windows of buildings of architectural interest should generally be retained.

Victorian and older shop fronts should be preserved if at all possible wherever this quality is unrepeatable.
  - (ii) Continuous frontage development
    - (a) Development or redevelopment which would result in gaps being created in otherwise continuous frontage through not fully utilising the width of the curtilage, will be strongly resisted.

(iii) Shop Fronts and Fascias

- (a) The shop front or front of other commercial premises must maintain the scale of the street and the individual building.
- (b) Narrow historic streets cannot cope with large frontage shops such as supermarkets and chain stores as they change the street character completely and therefore such proposals will be strongly resisted in certain areas.
- (c) Any fascias must be integrated and in scale, in particular the depth of fascia board and size of lettering, with the buildings and street with the fascia in a reasonable position on the complete elevation generally integrating any side entrance or doorways.

(iv) Overall treatment of commercial and shop premises

- (a) The building must be treated as a whole even if it is sub-divided at the ground floor level.
- (b) Where a commercial use spreads over several buildings, the design of alterations to the buildings must take account of the individual buildings.
- (c) Whilst it is accepted that the front of commercial premises must be treated in a functional manner, display windows must relate as far as possible to the elevational treatment above.

(v) Materials

- (a) Harsh shiny materials are unacceptable. Matt and natural finishes should be used.
- (b) Materials used on the ground floor should match the materials on the upper floors.

3. Advertisements

- (i) With the possible exception of pictorial public house signs, all signs should be restricted to the ground floor area and if possible to below fascia level.
- (ii) No unit shall have more than two advertisement signs (including the fascia sign) except where such a unit has more than one street frontage when a maximum of three signs may be possible.
- (iii) Non-illuminated projecting signs shall be limited to one sign per unit subject to the overall maximum in (ii) above.
- (iv) Externally illuminated projecting signs shall be limited to the overall maximum in (i) above.
- (v) Internally illuminated fascia and projecting signs shall be severely restricted.
- (vi) Applied fascias whether applied to the existing fascia or elsewhere are unacceptable and individual applied letters are preferred above all alternatives.
- (vii) Excessive use of window stickers is discouraged in the Conservation Area and the District Council will, by negotiation in the first instance, seek to limit the numbers and obtrusiveness of such displays.

4. General

(i) Ground surfaces

Great care should be taken in choosing materials with suitable texture for paved areas, and large amounts of tarmac should be avoided. Setts, brick paving and concrete paving where suitable, will be encouraged and the layout should have regard to the scale and materials of the existing buildings and to the areas in which they are situated.

(ii) Trees

All trees of importance should be surveyed and preserved wherever possible. Where trees have to be felled, lopped or topped, under the provision of the Town and Country Planning Act, 1974, the owner must give six weeks notice to the Local Planning Authority who may then grant consent or make a Tree Preservation Order. Suitable replanting of appropriate species should be carried out in the event of felling and tree management and planting schemes prepared and operated.

(iii) Street furniture

The best of the old type street furniture should be preserved and any new furniture should be well designed and integrated with the older structure of the area.

(iv) Street lighting

Where new street lighting is to be provided it should where possible be fixed to buildings with all cables and equipment suitably concealed. Generally only a white light source should be used and the standard of lighting should be suitable for the particular environment.

(v) Floodlighting

More important buildings should be floodlit wherever this can be arranged,

(vi) Overhead wires

The number of overhead wires and television aerials should be reduced to the minimum. All new cables should be sited underground or in suitably concealed positions on buildings.

(vii) Enhancement

All eyesores should be removed. Unsuitable materials should be replaced by those more in keeping with the area and every opportunity should be taken to carry out enhancement schemes.

5. Painting

- (i) Where facades are painted it is suggested that large areas should generally be a light shade, with important features such as porches, windows and doors high-lighted. Generally, white painted timber frames and glazing bars are recommended.

Advice on painting schemes is obtainable from the District Planning Officer.

- (ii) Timber framed buildings should ideally have their rendered panels painted white, and the main structural frame treated with a clear preservative and not painted black.
- (iii) Any decorative features could be accentuated by being painted preferably in grey.

(Approved by Development  
Committee on 3rd November,  
1976, minute No. D678)



A P P E N D I X V

THE FIVE POINT STANDARD

The 5 point standard is as follows:-

The dwelling must:-

1. Have all the standard amenities (i.e. fixed bath or shower, wash hand basin, sink and W.C.)
2. Be in a reasonable state of repair for its age.
3. Conform with the building Regulations as regards thermal insulation in the roof space.
4. Be fit for habitation in accordance with Part 2 of the 1957 Housing Act.
5. Have an expected life of at least fifteen years.



A P P E N D I X V I

SOUTH HEREFORDSHIRE DISTRICT COUNCIL - PLANNING POLICY NO. 5

ROSS-ON-WYE - NON-RETAIL USES IN CENTRAL SHOPPING ZONE

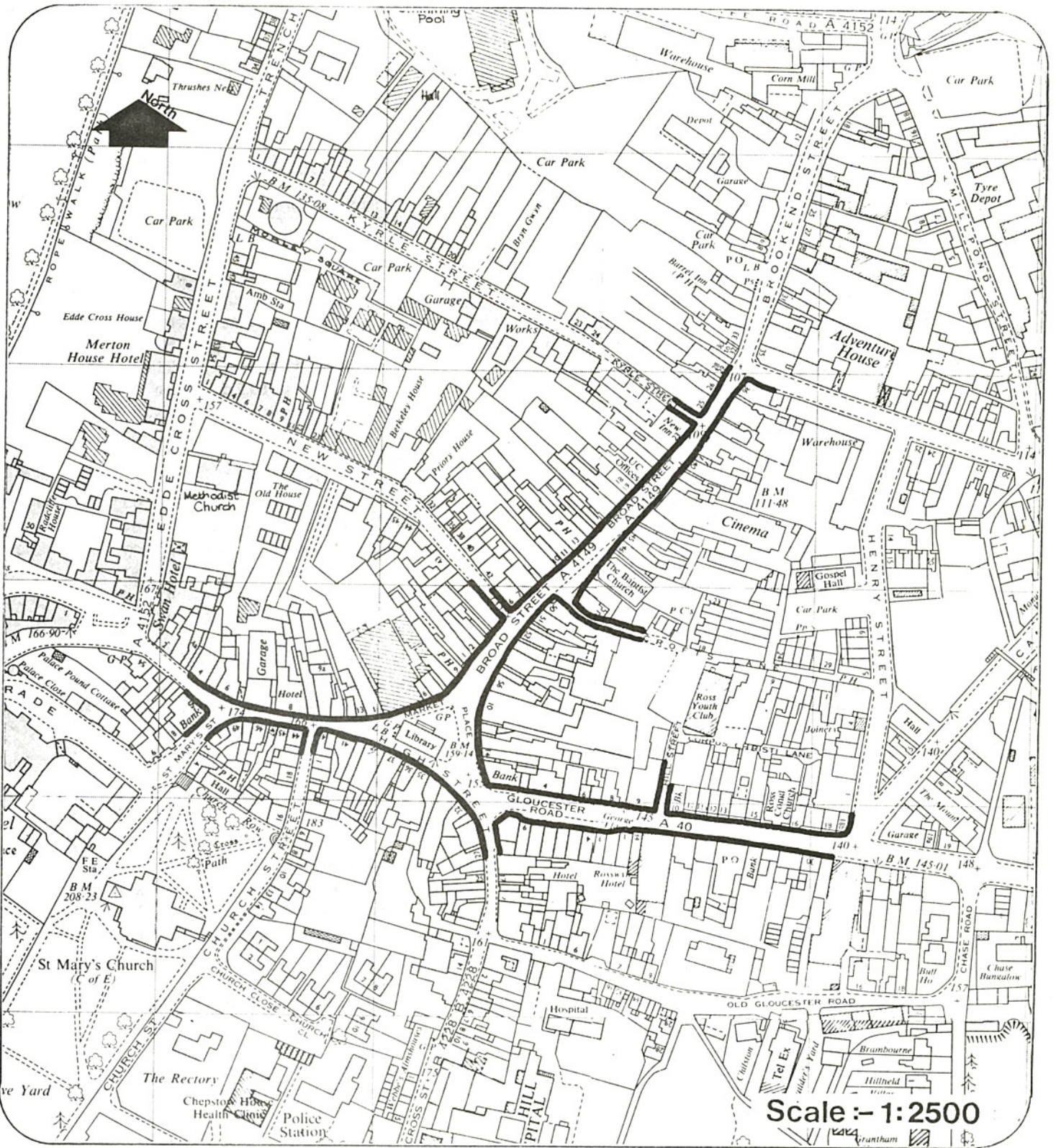
1. This policy relates to those premises fronting onto streets in the central part of Ross-on-Wye's commercial and shopping area and is intended to provide for reasonable competition in shopping interests and also for locations for other commercial interests appropriate to a shopping area but its main purpose is to safeguard the availability of continuous shopping frontage for the amenity of the public. The extent of frontage to which the policy relates is shown by a heavy black line on the attached plan.
2. The most common "non-shopping" uses include; building societies, estate agents, insurance offices, betting offices, banks and solicitors offices. Other uses which often portray a blank look to the street scene are cafes; all fried fish shops and launderettes. The policy relates specifically to all such uses and is intended to limit their further introduction in this specific shopping zone of Ross-on-Wye and to encourage the potential of those parts of the town outside of this zone for these non-shopping uses.
3.
  - (i) Uses of ground floor premises not falling within the definition of "shop" in the Town and Country Planning Use Classes Order, 1972, should not immediately adjoin each other. There should be at least one shop intervening.
  - (ii) Not more than 15% of ground floor frontage of the defined shopping zone will be permitted to be used for non-shopping purposes,
  - (iii) Blank faces/opaque glass frontages presented to the street scene will not be permitted. Where further consents are granted for non-shopping uses conditions will be imposed to provide for show-case type windows so as to maximise visual attraction and provide for display of goods and information.

(Approved by Development Committee on 23rd July, 1980, Minute No. D 1196(ii))

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Note:- A survey of ground floor frontage uses in the central shopping zone in July, 1980, reveals the following statistical information:-

Shops (with traditional window displays)	65.12%
Building Societies, Banks, Estate Agency Offices	17.05%
Hotels, restaurants, cafes	10.85%
Churches, residential and miscellaneous	6.98%



Plan 11.

Central Shopping Zone

A P P E N D I X V I I

1976 QUESTIONNAIRE SURVEY - RESULTS OF SURVEY

A questionnaire survey was undertaken in the town at the Public Exhibition in 1976 and from the 91 replies received the following was revealed from the Town Centre questions:-

1. Where do you do your main weekly shopping:-

<u>Ross-on-Wye</u>	<u>Hereford</u>	<u>Gloucester</u>	<u>Monmouth</u>	<u>Elsewhere</u>
85%	3.5%	5.5%	3.0%	3.0%

2. Where do you go to buy expensive or luxury items, e.g. furniture, carpets, electric appliances, cars etc?

<u>Ross-on-Wye</u>	<u>Hereford</u>	<u>Glos/Chelt.</u>	<u>Regional Centres (Cardiff, Birmingham, Bristol)</u>	<u>Elsewhere</u>
38%	15%	35%	6%	6%

3. Are the shopping facilities adequate for the town?

<u>Adequate</u>	<u>Inadequate</u>
85%	15%

4. Do you favour pedestrianisation of the Market Square in principle?

<u>In Favour</u>	<u>Against</u>
90%	10%

5. a) Should efforts be made to improve the appearance of the town centre?

<u>Improve Appearance</u>	<u>Leave Alone</u>
90%	10%

- b) What particular improvement can you suggest?

A variety of answers were received, but the most popular suggestions were:-

- i) A need to explore rear servicing for shops and/or to control delivery times.
- ii) More off-street parking.
- iii) An enhancement scheme for the town centre (i.e. removal of eyesores, restoration, more street furniture).
- iv) Rationalise advertisements.

- viii) Encourage the provision of a new Library.
- ix) Encourage tree planting, especially on new developments.
- x) Improve the Brookend area.
- xi) Explore the possibility of undergrounding unsightly overhead electricity cables.
- xii) Encourage tourism.



## A P P E N D I X V I I I

### PUBLIC COMMENT

The District Council sought comment from the public prior to and during the preparation of this Local Plan and as a result a number of comments have been received from the public as individuals and through local bodies.

All the comments have been noted and in many cases have been incorporated in the various sections of this Report of Survey. Many suggestions made by the public will be put forward as positive proposals in the Draft Written Statement which follows this report. Other suggestions can possibly be incorporated in various schemes proposed for the future.

As an aid to ensuring that such comments are considered in any future schemes and also for reference purposes, the following is a summary of the comments received by the Department:-

#### Ross-on-Wye Civic Society

Comments from the Society were received under four main headings (Conservation, Traffic, Shopping and Business Uses, Tourism). The comments made on:-

1. Conservation:- have broadly been included in the relevant Section of this Report of Survey.
2. Traffic and Car Parks:-
  - i) Resistance to any of the 300 or so new dwellings being built south of Gloucester Road due to the narrowness of Copse Cross Street.
  - ii) Encourage pedestrianisation of Broad Street down to Station Street junction.
  - iii) The number of off-street car parking spaces are adequate.
  - iv) Surface the whole of Edde Cross Street Car Park.
3. Shopping and Business Uses:-
  - i) Stricter supervision over the type of stalls on the market - encourage arts/crafts and homemade provisions.
  - ii) Control shop frontage design.
  - iii) A more varied selection of shops required - need for good haberdashery or milliners.
  - iv) Encourage shopkeepers to maintain their property.
  - v) Control the encroachment of non-shopping uses in central shopping area.
  - vi) Encourage mini-bus services to rural areas.
  - vii) Priority be given to the provision of new Public Library, which would free Market House for use as a Heritage Museum.
4. Tourism:-
  - i) Provide adequate and clean public toilets, well signed and including facilities for the disabled.
  - ii) Provide adequate and well advertised bus system.



- iii) Private gardens and grass areas to be kept clean and clear of rubbish.
- iv) Regular street cleaning - introduce attractive litter bins.
- v) Tourist Centre to be involved in important local events.
- vi) Special facilities for the disabled e.g. reserved areas in car parks.
- vii) Particular attention to be paid to keeping clean public buildings.
- viii) Landscape Wilton roundabout.
- ix) Welcome signs to be erected on main entry roads.

#### Ross-on-Wye and District Chamber of Trade and Industry

- i) Buses - Cantilupe Road and Henry Street be made a one-way system.
- ii) A double storey car park incorporating a ground floor library, and facilities for cups of tea etc., on the existing Cantilupe Road car park.
- iii) That the footbridge over Cantilupe Road be removed and a telephone kiosk be put on the car park side of the road - for the convenience of bus users.
- iv) That either the top of the Market Place or the Old Court House be used for a Museum or Heritage Centre.
- v) A Leisure Centre be provided - perhaps by extending the Swimming Pool in the Red Meadow Car Park to include facilities for Squash, Badminton, Table Tennis, Snooker etc.
- vi) That something should be done to improve Public Toilets and the sign posting of them.
- vii) That a better place be found for the Cattle Market - it is an important and successful Market. One suggestion was on the east side of the proposed Relief Road.
- viii) That a more suitable place be found for the lorry park - again - easy access from the proposed Relief Road.
- ix) That if the existing park is still to be used for coaches - it must be better signposted.
- x) More Council accommodation needed for young families.
- xi) A shop selling dress fabrics, patterns, and haberdashery is needed.
- xii) An attractive pedestrian way be made, perhaps along the Crofts, and to make the Town Centre more attractive.
- xiii) To do whatever possible to promote industry and tourism, for both create employment.

#### Comments from the General Public

- i) Restrict heavy lorries from using the town centre as a through route.
- ii) Re-site the letter-box in the town centre.
- iii) Seated bus shelter in Cantilupe Road required.
- iv) Car parking provision for residents of terraced homes with no on-site parking areas.
- v) Encourage repair and rehabilitation of older properties in the central area.
- vi) Encourage use of upper floors in central area.
- vii) Pedestrianise areas around the Market Hall.

A P P E N D I X V I I

1976 QUESTIONNAIRE SURVEY - RESULTS OF SURVEY

A questionnaire survey was undertaken in the town at the Public Exhibition in 1976 and from the 91 replies received the following was revealed from the Town Centre questions:-

1. Where do you do your main weekly shopping:-

<u>Ross-on-Wye</u>	<u>Hereford</u>	<u>Gloucester</u>	<u>Monmouth</u>	<u>Elsewhere</u>
85%	3.5%	5.5%	3.0%	3.0%

2. Where do you go to buy expensive or luxury items, e.g. furniture, carpets, electric appliances, cars etc?

<u>Ross-on-Wye</u>	<u>Hereford</u>	<u>Glos/Chelt.</u>	<u>Regional Centres (Cardiff, Birmingham, Bristol)</u>	<u>Elsewhere</u>
38%	15%	35%	6%	6%

3. Are the shopping facilities adequate for the town?

<u>Adequate</u>	<u>Inadequate</u>
85%	15%

4. Do you favour pedestrianisation of the Market Square in principle?

<u>In Favour</u>	<u>Against</u>
90%	10%

5. a) Should efforts be made to improve the appearance of the town centre?

<u>Improve Appearance</u>	<u>Leave Alone</u>
90%	10%

b) What particular improvement can you suggest?

A variety of answers were received, but the most popular suggestions were:-

- i) A need to explore rear servicing for shops and/or to control delivery times.
- ii) More off-street parking.
- iii) An enhancement scheme for the town centre (i.e. removal of eyesores, restoration, more street furniture).
- iv) Rationalise advertisements.