

SECTION 11

Appendices

- APPENDIX 1 – Notional Sketch Schemes. (These are suggestions to show how various areas could be improved by redevelopment /improvement and are to be interpreted only as a guide to proposals.)
- APPENDIX 2 – Detailed Site Assessment.
- APPENDIX 3 – Vehicle Parking Standards.
- APPENDIX 4 – Design Criteria in the Conservation Area.

A P P E N D I X I I

D E T A I L E D S I T E A S S E S S M E N T

SUBJECT	SITE 1 - REDHILL (POSSIBLE HOUSING SITE)	SITE 2 - OVERROSS (POSSIBLE HOUSING SITE)	SITE 3 - RUDHALL (POSSIBLE INDUSTRIAL SITE)
Agricultural Land	Grade II - Ministry of Agriculture would object to this site since good quality agricultural land would be developed	Grade II - Although good quality agricultural land would be developed, Ministry of Agriculture are less likely to object since the land will be severed by the Relief Road	Grade III - Objection from Ministry of Agriculture unlikely
Access	Development of this site would require the construction of a spine road connecting an improved Middleton Avenue with a new junction to the Archenfield Road west of Cleeve Lane	Access from the Relief Road would be objected to by the Department of Transport. Development of this site would therefore rely upon an access being made available from the Ledbury Road A.4149.	No difficulties - access from extension of existing Ashburton Industrial Estate distributor road and new access from proposed Relief Road
Sewerage and Land Drainage	Nearest public sewer to which site could drain by gravity is 150mm sewer in field west of the Cleeve. This would involve passing through private land and upgrading size of existing sewer. No difficulty in treating foul drainage. This site is preferable to Site 2 from a foul drainage point of view	Sewer in Ledbury Road appears adequate for foul drainage but whether site could be drained by gravity into Ledbury Road via Tanyard Lane or higher up could only be determined by site survey. Sewage will drain from Ledbury Road to Hope and Anchor pumping station which is already overloaded and not capable of accepting any additional discharge. No inclusion in capital programme to improve this asset, likely to attract low priority for improvement	Remedial works required to overcome flooding of part of site. Levels of site suggest that majority of site cannot be sewered by gravity. Firmer information can be given when detailed layouts are available but similar problems to Site 2 in that there is a foul drainage problem
Water Supply	This site preferred by Welsh Water Authority and can be fed at less expense than Site 2	This site will require considerable off-site mains, costs to be met by developer	Although southern part of the site can be fed with water from Gloucester Road at present, the northern part of the site would have to be fed with water requiring considerable off-site mains to be paid for by developer
Electricity	Will require extension of high voltage cable network, establishment of sub-station site together with low voltage distribution. Providing development is not carried out in a fragmented way - no problem	As for Site 1 but will also require diversion or undergrounding of existing 11KV overhead line	Will probably be necessary to carry out some off-site reinforcement to high voltage system in addition to necessary site distribution and substation work plus undergrounding of 11KV overhead line
Gas Supply	South Western Gas Board unable to assess demand at this stage however there is a network of low pressure mains in close proximity to the site.	As Site 1, there is a network of low pressure mains in the vicinity of the site principally along Ledbury Road	As for Site 2, in addition to which there are medium and low pressure mains on the Ashburton Industrial Estate which abutts this site

SOUTH HEREFORDSHIRE DISTRICT COUNCIL - PLANNING POLICY NO.2 VEHICLE PARKING STANDARDS

NOTES

1. Dwelling House Flats etc.	1 space per unit plus 1 casual parking space	Depending on the estate lay- out the access driveway, provided that it is at least 5.5m (18' 0") long, may be considered as a casual park- ing space.
2. Old People's Housing	1 space per 2 units	Warden's dwelling treated as normal residential unit.
3. Old People's Hostels	Bed-sitting room - 1 per 6 units Flats - 1 per 3 units	" The standard does not provide for residents cars (visitors only considered).
4. Theatres Cinemas	1 per 4 seats up to 300 seats 1 per 10 seats thereafter	
5. Public Halls	1 per 4 seats (1 per 5 sq.m) (53 sq.ft.)	Relaxed for special cases, e.g. Scout Huts
6. Churches	1 per 4 seats (1 per 5 sq.m) up to 300 seats. 1 per 30 seats thereafter	
7. Libraries	1 per 25 sq.m (270 sq.ft.) (min 3 spaces)	
8. Hospitals	The official Department of Health & Social Security standards currently in force	
9. Medical Clinics Doctors Group Practices Dental Clinics	1 per Dr. or Professional staff plus 1 per 2 admin. staff plus 3 per consulting room, dental chair or staff consulted by the public (Min. 9 spaces for group practice) Plus space for vehicles to set down and pick up persons	In rural areas the standard should be increased to 1 per admin. staff member, if appropriate.
10A Shops and Retail Stores	1 car space per 23 sq.m (250 sq.ft.) up to 140 sq. m (1,500 sq.ft.) with 1 add- itional space for 50 sq.m (540 sq.ft.) thereafter Plus 1 service bay per shop up to 50 sq.m (540 sq.ft.) with 1 additional bay per 150 sq.m (1,600 sq.ft.) thereafter Plus space for manoeuvring large commercial vehicles	
10B Supermarkets, out of town shopping centres and Cash and Carry Warehouses	1 car space per 20 sq.m (215 sq.ft.) Plus 1 service bay per unit up to 50 sq.m (540 sq.ft.) thereafter with 1 additional bay per 150 sq.m (1,600 sq.ft.) Plus space for manoeuvring large commercial vehicles	
11. Offices	1 per 30 sq.m (320 sq.ft.) or one per 4 employees whichever is the greater	Additional space will be required for offices with high visitor attraction character- istics
12. Industrial	1 per 50 sq.m (540 sq.ft.) or 1 per 4 employees, whichever is greater Plus office provision Plus service bay per 250 sq.m (2,700 sq.ft.) Plus space for manoeuvring large commercial vehicles.	Manoeuvring standards can be relaxed within industrial estates service roads. Ware- housing to be determined individually.
13. Clubs	1 per 2.5 sq.m (27 sq.ft.) Plus office provision Plus residential provision Games area 1 per 18.5 sq.m (200 sq.ft.)	
14. Sports Stadia	1 per 5 spectators Plus participants spaces as appropriate Plus space for manoeuvring 1 large vehicle and coach parking as appropriate	Consideration should be given to the use of parking areas for sport

NOTES

15. Swimming Pools	1 per 5 spectators plus 1 per 8 bathers plus commercial vehicle space	Consideration should be given to the use of parking areas for sport
16. Cafe/Restaurant	1 per 4 seats or 1 per 4.5 sq.m (48 sq.ft.)	
17. Transport Cafe	2 lorry spaces per 3 seats Plus manoeuvring area	
18. Hotels	1 per 2 bedrooms Plus 1 per 8 restaurant seats Plus space for halls, bars, etc. at Public Halls and Public House standards	
19. Motels	1 per bedroom Plus other Hotel provisions as above	
20. Public Houses	1 per 2.5 sq.m (27 sq.ft.) gross bar etc. area up to 30 sq.m (320 sq.ft.) then 1 per 7 sq.m (75 sq.ft.) thereafter	
21. Schools	The official Department of Education & Science standards currently in force	Wherever possible additional land should be reserved for extending the provision
22. Colleges	"	"
23. Residential Hostels Halls of Residence	1 per 2 staff Plus 1 per 6 students Plus servicing provision	
24. Caravans	1 per caravan plus 1 casual parking space	
25. Open Space	Provision for parking as appropriate to the expected levels of usage	
26. Residential Hostels	1 per 2 non-resident staff 1 per 3 resident staff Plus 1 per 6 hostel beds, for visitors	Warden's dwelling treated as normal residential unit.
27. Motor Car Showrooms	(a) 1 per 46 sq.m (500 sq.ft.) of showroom and sales area (b) 1 per 93 sq.m (1,000 sq.ft.) of outdoor display and sales area.	

Notes:

1. All areas are gross unless specifically stated otherwise.
2. A parking space for private vehicles is an area 5m (16') x 2.5m (8') plus manoeuvring space and access. As a guide large parking areas may be assessed using: 1 car space per 20 sq.m (215 sq.ft.) and 1 commercial vehicle space per 50 sq.m (540 sq.ft.)

For commercial vehicles the space must be appropriate to the type of vehicle likely to use the site. In general, circulation spaces should be adequate to accommodate the maximum permitted 15m commercial vehicle.
3. In certain cases where these standards cannot be achieved or may not be justified at the outset, approval may be given to partial provision provided space can be reserved for obtaining the approved standard at a later date.
4. In a town centre and other areas where space is at a premium it is not intended that a developer must necessarily meet the standard requirements for car parking within the curtilage of a particular site. In such cases all that may be required is space for operational parking, i.e. parking for vehicles which must be accommodated on site to meet the operational requirements of the proposed development. The remainder of the parking space may have to be provided for in public car parks. But the standards will show the extent of parking need generated by the development and help the Authority to decide what provision should be made for public car parking.

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 highlighted. 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.