

APPENDIX 1

STATUTORY OBJECTORS

Objection Number	Plot Number	Objector/Agent	Summary of Objections	Council's Response
1	12A, 12B, 12D, 17 & 18	Dwr Cymru/Welsh Water	The construction of the SLR will affect operational apparatus of the company	Following receipt of an undertaking from the Council as regards the carrying out of the SLR works to minimise impact on the company's operational apparatus, the objection has now been withdrawn.
10	3, 3A & 4	Sunderlands Surveyors acting on behalf of David Watkins	1.The need for the Scheme to reduce congestion and delay as justification for the Order is misleading and wholly exaggerated.	1.The benefits and impacts of the scheme were considered as part of the planning application determination process. The planning application documents and in particular the Transport Assessment sets out clearly that, with the SLR and Clehonger Link opened, traffic flows are forecast to decrease on key sections of the A49(T), the A465, Walnut Tree Avenue, Holme Lacy Road, the newly-created cul-de-sac section of Clehonger Road and rural roads south-west of Hereford. Traffic is predicted to increase on sections of road closest to the SLR as traffic re-routes to take advantage of the reduced journey time and improved accessibility. This indicates that the proposed road is fulfilling its intended purpose with traffic diverting to the new route and creating spare capacity on other roads. The SLR enables improved accessibility to the

				<p>HEZ. The SLR is predicted to provide journey time improvements in comparison to the existing routes, particularly for east-west journeys to the HEZ. Analysis using the area-wide transport model created in SATURN software indicates that with the SLR in place, the SLR/Rotherwas Access Road route provides a significant journey time improvement for journeys to the HEZ from the west in comparison to the existing route via Walnut Tree Avenue and Holme Lacy Road.</p>
			<p>2.The SLR is part of a wider by-pass scheme and therefore should not be considered in isolation.</p>	<p>2.The SWTP (consisting of the SLR and active travel measures) has been devised and appraised as a standalone package to address identified problems which exist to the south of the Wye. The strategic business case for the Scheme demonstrates the benefits of the SWTP as a scheme and further details of these benefits will be presented in the full business case. Whilst the SLR will also form a key part of the Hereford Bypass, a route for the bypass is currently programmed to be selected later this year and planning consent is to be sought in 2019. Therefore, the benefits associated with the bypass scheme have not been taken into account in the assessment of the SWTP scheme and will not be included in the business case for the</p>

				SWTP. The case for the Scheme as a standalone scheme has been demonstrated.
			3. There is insufficient evidence of funding for the Scheme and its financial viability and, accordingly, it is not possible to assume that the Scheme will go ahead.	3.The total estimated cost of the Scheme is £35 million. This is set out in the Strategic Outline Business case for the Scheme which is available on the Council's website. This document sets out that the Scheme is viable and the case for the investment in the Scheme. Funding of £27 million has been secured from the Marches LEP Growth Fund and a contract has been signed with the Marches LEP for this funding. The remaining £8 million will be funded by the Council and this has been committed to by inclusion in the Council's capital programme.
			4.The Scheme has not given adequate consideration to the loss of productive agricultural land.	4. Consideration has been given to the loss of agricultural land and the Scheme has been designed to ensure that only the land that is required for the construction of the SLR is acquired. The land required is, due to its rural nature, in a location that requires the permanent use for the SLR of some agricultural land. Where temporary use is only required during the construction of the SLR, this land will not be permanently acquired. The loss of agricultural land was considered in the Environmental Statement that accompanies the planning application.

			5.The loss of the landowner's road frontage to field (Plot 3) will cause substantial prejudice to the landowner.	5. In discussions with the landowner, provision has been made for access to the land adjacent to Plot 3 to avoid loss of agricultural functionality and, therefore, there is no substantial prejudice likely to be caused. It has been agreed with the Council that access gates will be provided in two locations (as agreed with the landowner).
			6.The loss of the landowner's road frontage along land adjoining B4349 and no access being provided to future adopted highway.	6.As per 5. above, access gates are to be provided and which will abut stopped-up section of the highway. The Council considers that, with these provisions in place, agricultural operations will be able to continue after construction of the SLR and that all land retained by the landowner will be accessible after construction has completed.
			7.There has been insufficient effort by the Council to acquire the land by negotiation.	7. Negotiations commenced with the landowner on the accommodation works in September 2016 and negotiations were commenced by the Council's land agent in January 2017 in relation to the land purchase. Heads of Terms for acquisition of the land by agreement have now been agreed and solicitors have been instructed.
			8.Uncertainty surrounding the SWTP has had a detrimental effect on the landowner's business.	8. The Council have undertaken a number of consultations to ensure that stakeholders and affected landowners were kept up-to-date with the progress of the project. Consent for the Scheme was

				secured in 2016 and negotiations commenced in 2017. The Order to secure any land not acquired by agreement was made this year with construction anticipated to commence (subject to confirmation of the Order) in 2019. The Council has therefore endeavoured to maintain a reasonable programme to reduce uncertainty for affected landowners.
11	15	Network Rail	The construction of the SLR may potentially affect operational running of the railway line and Network Rail requires that agreements are entered into to protect the railway line.	Upon receipt of an undertaking from the Council in the form required by Network Rail Network Rail has agreed to withdraw their objection.
15	6	Mr & Mrs M Harris	1.Unsatisfactory progress in negotiations with the Council to acquire land by agreement.	1. The Council has been negotiating with the landowners since early 2015 but more detailed discussions regarding the design of the Scheme and its impact on their property has taken place from 2016 onwards. The Council has sought to secure the land required by negotiation and an offer was made to the landowners in May 2017 in anticipation of them instructing an agent to advise them. The agent's appointment was confirmed in June 2017 and detailed negotiations have taken place since that date resulting in Heads of Terms for acquisition by agreement now being agreed and solicitors have now been instructed.

			<p>2. There is no sound justification for building the Clehonger Link as it contributes nothing to the objectives of the SWTP/SLR.</p>	<p>2.(a) According to the Transport Assessment submitted as part of the planning application for the SLR / Clehonger Link approximately one third of traffic entering Hereford on the A465 originates from the B4349. Omitting the Clehonger Link would mean that this traffic would not have the benefit of a direct link to the SLR.</p>
				<p>2.(b) The construction of the Clehonger Link is considered to provide an important contribution in achieving the objectives for the SWTP. Some examples are described below: -</p> <ul style="list-style-type: none"> - Reducing congestion and delay – without the Clehonger Link drivers wishing to access the SLR from the B4349 would have to travel a longer distance and make right-turn manoeuvres onto the A465 from the minor arm of the priority T-junction, across the flow of traffic on the A465. This is likely to cause congestion and delay. Drivers may choose not to avoid making this right-turn manoeuvre and continue along the A465 into Hereford, contributing to the congestion and delay which already occurs; - Enabling access, including to developments such as the HEZ – the Clehonger Link in combination with the SLR creates a direct route to access to developments including the HEZ from

				<p>origins along the B4349 corridor, including for HGV movements; and</p> <p>- Encouraging physical activity – the rerouting of traffic onto the Clehonger Link and SLR is forecast to reduce vehicle flows through key sections of the A465 which passes through residential communities and this in turn enables new and improved walking and cycling infrastructure to be provided.</p>
			3. The reasons given for the Clehonger Link – to overcome poor visibility of existing junction/enabling traffic on B4349 to directly access the SLR- are unfounded.	3. The reasons for the “Clehonger Link” are as set out above and contribute to the objectives of the SWTP scheme.
			4. The proposed configuration of the SLR/Clehonger Link will require redesign when any new Western Relief Road is constructed.	4. The design of the A465 roundabout is such that it accommodates the new Clehonger Link as well as being able to be modified to suit any route chosen for the Hereford Bypass. The Phase 2 Public Consultation in Spring 2018 set out 7 possible corridors for the Western Bypass, each one linking into the roundabout on the A465.
16	23, 23A, 23B & 24	Sunderlands Surveyors acting on behalf of Elizabeth Watkins	There are alternative sites available for mitigation purposes that do not require acquisition of productive agricultural land.	During the environmental impact assessment process and design phase of the proposed SLR the Council was aware that the proposed SLR would result in the loss of ecological habitat and landscape features along the route. The design has minimised these losses; however, there is still the need to acquire additional areas of land for essential mitigation for these losses.

				<p>The environment and design consultants worked together to identify potential areas of land that can be used for essential environmental mitigation using the following criteria:</p> <ol style="list-style-type: none"> 1. Area needs to be as close to the habitat affected as possible; 2. Area needs to be adjacent for the proposed scheme or another highway to allow on-going maintenance of the mitigation area; 3. Due to the loss of trees and habitat within Grafton Wood a large single area which could be planted as a replacement woodland is required; 4. Use areas of land which would remain as small remnants of existing field boundaries following the construction of the scheme; and 5. Consider multiple use of land. <p>Following the criteria listed above the triangle of land between Grafton Wood, the SLR and the A49 was identified as an area for essential environmental mitigation to be included in the scheme design for the following reasons:</p>
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				<p>1. The area has a direct physical connection to the eastern edge of Grafton Wood. It would also increase the amount of suitable breeding habitat available and be located within 250 m of known breeding ponds for great crested newts to provide compensation / enhancement for the loss of suitable terrestrial habitat by the scheme.</p> <p>2. The area is adjacent to both the proposed scheme and the A49 which would allow access for on-going maintenance;</p> <p>3. The area of the affected field is approximately 3.42 ha. The area required for compensatory planting should be as large as possible, but balanced with points 1 to 5 above, and the identified parcel of land was therefore deemed an appropriate area and size for compensation;</p> <p>4. Following the construction of the proposed scheme the area of land would be a small remnant of a much larger field; and</p> <p>5. A construction compound is required on the eastern side of the scheme adjacent to the A49 and this area would have a multiple use as a construction compound and as an essential mitigation area</p>
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				thereafter.
19	12, 12A, 12B, 12C, 12D, 12E, 12F, 12G, 12K, 12L, 20, 20A & 21	Geldards LLP Solicitors acting on behalf of Western Power Distribution (West Midlands) plc	The SLR and its construction may impact on the company's interests and apparatus	Full details of proposed works have been provided to the company and draft legal agreements are now with solicitors.
22		Burges Salmon LLP acting on behalf of Mr & Mrs Kitchener and Miss Kitchener	1.Acquisition of right to drain not necessary for the Scheme.	1. The layout and construction of the SLR will not require the removal of the drain but may require the relocation of the outfall from the drain. For this reason, the right to drain has been included in the Order. The Council has been in discussion with the landowners regarding the re-routing of the drain.
			2.The Council has not properly considered the impact on the objectors' property when considering alternative routes for the SLR.	2.Having identified the need for a SLR, the Council commissioned Amey to carry out the Hereford Relief Road South Core - Corridor Assessment which reported its findings in May 2012. It considered six routes, two of which (SC1 and SC2) originated from the Hereford Relief Road Study Of Options report (Amey, September 2010) and a further four (SC3-6) arose from a review of the Department of Transport route from the 1990s. Alternative routes were considered and documented in the Preferred Option

				<p>Report. Option SC2 had the highest score of all the routes appraised and Herefordshire Council's Cabinet approved the route on this basis in November 2014.</p> <p>The route chosen, the benefits and impacts of the scheme were considered as part of the planning application determination process.</p> <p>Also see response to 4. below as regards steps being taken to mitigate potential damage to the structure of the property.</p>
			3.Active travel measures are not part of the Scheme	<p>3.The SWTP includes sustainable transport measures as an integral part of the Scheme. Consultation on the SWTP in 2014 indicated a strong level of support for developing a package of active travel measures that would help encourage walking and cycling and help alleviate traffic congestion in the area. Consultation on the possible active travel measures in 2016 showed wide support for all measures promoted. The December 2017 Cabinet resolved that officers be authorised to progress further analysis and detailed design to confirm a preferred package of active travel measures to be delivered with the SLR for approval by the cabinet member for infrastructure. Work on defining the sustainable transport measures is continuing and the</p>

				preferred measures will be confirmed during 2018.
			4.The SLR has not been designed to mitigate adverse impact (landscape, noise and vibration, air quality and flooding) on the objectors' property.	<p>4.Operational Noise</p> <p>Planning condition 19 has been issued by Herefordshire Council in accordance with permission P151314/F, which requires the carriageway to be surfaced with road surfaces which are rated as Level 3 in accordance with Standards for Highways Clause 942, Table 9/30, as updated in Interim Advice Note 154/121. This road surface type will provide a noise level reduction of 3.5dB(A).</p> <p>The long-term increase in road traffic noise level was identified as 10dB + in the Environmental Statement, which corresponds to a Major impact . With the low-noise road surface in place, the long-term increase is just below 8dB, which corresponds to a Moderate Impact.</p>
				<p>Operational Vibration</p> <p>A vibration nuisance assessment was undertaken for all dwellings within 40m of the carriageway, in line with the assessment methodology from DMRB Volume 11 Section 3 Pt. 7 – HD 213/11. The Green is over 60m from the proposed carriageway, so is sufficiently far away to ensure airborne vibration and groundborne vibration from vehicles on</p>

				<p>the carriageway will not be significant. The presence or absence of dwelling foundations does not affect this conclusion.</p>
				<p>Construction Noise</p> <p>The construction noise assessment predicted an external noise level of 78dB LAeq from construction activities, based on a worst-case assessment, which indicates a Major Impact in relation to the threshold of significant impact of 65dB LAeq from BS5228-1: 2009-1:+A1:2014. The appointed Contractor will minimise the impact of construction activities through an agreed Construction Environmental Management Plan (CEMP) and formal communication with local residents. In order to reduce noise level during the construction phase of the proposed Scheme, the standard of good practice outlined in BS5228:2009-1:+A1:2014 shall be adhered to.</p>
				<p>The following noise reduction methods have been identified and shall be undertaken by the Contractor:</p> <ul style="list-style-type: none"> • use of temporary screen / hoarding at the closest receptors to the works; • use of electrical items of plant instead of diesel plant; • exhaust silencing and plant muffling equipment to be maintained in good working order;

				<ul style="list-style-type: none"> • avoid unnecessary revving of engines and switching off equipment when not in use; • minimise drop heights of materials; and • start-up plant sequentially rather than all together (where practicable).
				<p>Construction Vibration</p> <p>The Green is expected to be approximately 33m from the nearest construction activities. The construction plant / equipment items used in the assessment are not recognised as sources of high levels of vibration. Even at a close distance of 10 m, peak particle velocity (PPV) levels significantly less than 1 mm/s are likely to be generated. For example, at a distance of 10m, a bulldozer would typically generate a PPV of approximately 0.6 mm/s and a 'heavy lorry on poor road surface' would typically generate a PPV of less than 0.1 mm/s. These values are well below limits at which cosmetic building damage becomes likely (15 mm/s), as set out in BS7385: Part 2, 1993. At a distance of 33m, these values would be much lower</p>
				<p>For worst-case activities involving piling, at a distance of 33m, a percussive piling rig would generate PPV levels between 2 mm/s & 4 mm/s, depending on the hammer energy and ground conditions,</p>

				and vibratory piling activities would generate PPV levels of less than 1.5mm/s.
				Therefore, at a distance of 33m between any identified activities and sensitive receptors the vibration impact from construction activities is predicted to be negligible.
			5. Outstanding planning applications for drainage are still to be determined.	5.The additional planning consents for drainage to the Scheme are proposed as alternative solutions for parts of the Scheme but the Scheme can be delivered under the existing planning permission.
			6. No confirmation that funding is available to pay compensation.	6.The Council have approved a capital budget of £35 million for this project and included the Scheme within its capital programme. This includes secured funding of £27 million from Marches LEP Growth Fund. This budget will fund the delivery of the Scheme including the acquisition of any land needed for the Scheme, and associated compensation payments.

NON-STATUTORY OBJECTORS

Objection Number	Objector	Summary of Objections	Council's Response
2	Jeremy Milln	1. The SLR is not a stand-alone project and forms	1. The SWTP (consisting of the SLR and active travel measures) has been devised and appraised as a standalone package to address

		part of a larger by-pass scheme still being consulted on and therefore it is premature to confirm the Order now.	identified problems which exist to the south of the Wye. The strategic business case for the Scheme demonstrates the benefits of the SWTP as a scheme and further details of these benefits will be presented in the full business case. Whilst the SLR will also form a key part of the Hereford Bypass, a route for the bypass is currently programmed to be selected later this year and planning consent is to be sought in 2019. Therefore, the benefits associated with the bypass scheme have not been taken into account in the assessment of the SWTP scheme and will not be included in the business case for the SWTP. The case for the Scheme as a standalone scheme has been demonstrated.
		2. There is not a sufficiently compelling case in the public interest due to damage to the environment, loss of agricultural land, impact upon heritage and ancient woodland and the public purse.	2. There is a compelling case for the delivery of the SLR as part of the SWTP. Current and future transport-related problems have been identified affecting the area of Hereford south of the Wye. There is a firm policy basis for the Scheme. The requirement for a new road between the A49(T) and A465 was set out in the Unitary Development Plan (2007), the Herefordshire Local Plan Core Strategy (2015), the Infrastructure Delivery Plan (2014) and Herefordshire's Economic Vision. The SWTP is identified in Local Transport Plan 2016-2031 Strategy and The Marches Local Enterprise Partnership Strategic Economic Plan. The SWTP is anticipated to give rise to a range of key benefits. These include enabling walking and cycling.
		3. Justification for compulsory purchase not adequately made	3. The purpose of, and justification for making, the Order is as set out in this Statement of Case and the Order has been made to secure the land required for the construction of the SLR where land cannot be acquired by agreement within a reasonable timeframe.
		4. The Council's objectives for the SLR are essentially elective. There is no overriding strategic requirement for the SLR and it is not required by	4. see 2 above The Scheme is of strategic importance and is required to meet the objectives of the LEP SEP, Herefordshire Core Strategy and Herefordshire LTP. The SWTP is promoted by the Council to meet

		national interest.	current and likely future problems in the local area and to bring forward a transport package which is identified in the Marches Local Enterprise Partnership Strategic Economic Plan and other policy documents.
		5.The Council has not provided a sound business case in line with HM Treasury Guidance.	5. The Strategic Outline Business Case for the project demonstrates the strong case for the Scheme and this Business Case can be viewed on the Council's website. Appraisal of the economic, environmental and social impacts have been carried out in line with WebTAG. This requires impacts on a prescribed set of topics grouped into three themes (economy, environment and society) to be summarised and presented in the form of an Appraisal Summary Table.
		6.The funding for the SLR is not guaranteed and therefore the Scheme cannot be considered viable.	6. The total estimated cost of the Scheme is £35 million. This is set out in the Strategic Outline Business case for the Scheme which is available on the Council's website. This document sets out that the Scheme is viable and the case for the investment in the Scheme. Funding of £27 million has been secured from the Marches LEP Growth Fund and a contract has been signed with the Marches LEP for this funding. The remaining £8 million will be funded by the Council and this has been committed to by inclusion in the Council's capital programme
		7. Public view is that traffic problems could be resolved by other measures which should be implemented before the SLR.	7.Previous analyses (i.e. the 'sustainable max' and SLR options) concluded that neither sustainable transport measures alone nor the SLR were sufficient on their own to meet the needs of the South Wye area, which is why the SWTP includes both. The SWTP includes sustainable transport measures as an integral part. Consultation on the SWTP in 2014 indicated a strong level of support for developing a package of active travel measures that would help encourage walking and cycling and help alleviate traffic congestion in the area. Consultation on the possible active travel measures in 2016 showed

			<p>wide support for all measures promoted. The December 2017 Cabinet resolved that officers be authorised to progress further analysis and detailed design to confirm a preferred package of active travel measures to be delivered with the SLR for approval by the cabinet member for infrastructure. Work on defining the sustainable transport measures is continuing and the preferred measures will be confirmed during 2018.</p>
3	Dr Nichola Geeson	1. The SLR will result in the destruction of Grafton Wood ancient woodland	<p>1. There will be some habitat loss within Grafton Wood (0.53 ha) which amounts to approximately 10% of the habitat resource. The Council accepts that Grafton Wood has been classified as Ancient Semi-Natural Woodland and have designed its compensation and mitigation strategy accordingly. It is proposed within the compensation and mitigation strategy that approximately 3.42 ha is provided as habitat compensation. This is detailed within the Environmental Statement, which accompanied the planning application. The habitat loss within Grafton Wood has been minimised by keeping the road at-grade in this location, thus preventing the requirement for embankments or cuttings. Natural England had no objection to the SLR planning application and therefore no amendments were seen to be required to the mitigation strategy.</p>
		2. The Council failed to carry out adequate ecology survey	<p>2. The Council has carried out extensive ecology surveys in the selection of a route for the SLR and in support of the planning application for the Scheme. In response to objections to the SLR planning application made by members of the public with regards to the timing of National Vegetation Classification surveys in 2014, an update survey was carried out during the optimal period in 2017. 2017 surveys repeated the methodology of the 2014 survey work with the addition of a bryophyte survey, and targeted broadleaved helleborine (<i>Epipactis helleborine</i>) and adder's-tongue fern (<i>Ophioglossum vulgatum</i>) surveys in Grafton Wood. The results of these surveys have been presented within an updated Botanical Update Report, which is published on the council's website.</p>

			In summary, the 2017 survey found that a lower number of ancient woodland indicator species (AWIS) were recorded within Grafton Wood and Unnamed Woodland 2 compared to the other woodlands surveyed. As a result of the broadleaved helleborine mapping work and the value of this species to concerned members of the public, the perimeter fence of the road has been moved (i.e. the verge narrowed) so as to conserve the area of plants in question
			Construction works within the location of the eastern compound will be in accordance with a comprehensive Construction Environmental Management Plan (CEMP) to minimise adverse impacts from site activities. This will include the protection of soils within the woodland compensation area, and the protection of the retained habitats within Grafton Wood. Following construction, the compensation area will be fully restored prior to the habitat creation and woodland planting work commencing. The compensation area will be subject to management on behalf of the Council during an aftercare period. There is an obligation (as required under the planning conditions) to produce and comply with an Ecology Management Plan, which will require the monitoring of the health of the new woodland and the implementation of remedial measures if required to ensure the new habitat functions as intended. All works will be undertaken by competent professionals and will be overseen by an ecological clerk of works where necessary
4	Ashley Elliott	1.Perceived deficiencies in proceeding with the Scheme	1. A robust appraisal has been carried out in line with the suite of documents collectively entitled Transport Analysis Guidance (often known as WebTAG), which constitutes the Department for Transport's transport appraisal guidance toolkit in the delivery of this Scheme and selection of the preferred route. Route SC2 had the highest score of all the routes appraised and the Council's Cabinet approved the route on this basis in December 2014. If a route other than SC2 is selected this would be inconsistent with best practice for route selection for road schemes. The consultation process and the design development has been consistent with the requirements and national standards for a

			<p>scheme of this type. This route corridor also received the highest levels of support based on feedback from public consultation. In addition, the work of the Council's consultants is reviewed and challenged through a project team involving technical officers from within the Council and its delivery partner Balfour Beatty.</p>
		<p>2. Planning decisions made contrary to planning guidelines</p>	<p>2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.</p> <p>A lengthy Committee Report was prepared for the Planning and Regulatory Committee of the 6th June 2016 that provided a comprehensive assessment of all of the issues. This was provided to members, along with an update sheet before the committee. Members also made a site visit on the morning of the 6th June 2016.</p> <p>Applications documents (including the committee report) can be viewed on the Herefordshire Council Website at:</p>
<p>https://www.herefordshire.gov.uk/info/200142/planning_services/planning_application_search/details?id=151314&search=151314</p>			
			<p>The committee items, including the minutes of the meeting can be viewed at:</p>
<p>http://councillors.herefordshire.gov.uk/ieListDocuments.aspx?Cid=264&MIId=5966&Ver=4</p>			
			<p>The Council's officers would advise that the decision of the Council to grant Planning Permission was made having full regard to the requirements detailed above.</p> <p>For further information the National Planning Practice Guidance expands upon the decision making process expanding upon what constitutes a development plan and what are material considerations. This is available at:</p>

			https://www.gov.uk/guidance/determining-a-planning-application
		<p>3.The Council has done a “U” turn over not damaging Ancient Woodland</p> <p>4.Ancient Woodland botanical surveys fail to follow planning guidelines</p> <p>5.Grafton Wood falsely denigrated as having no Ancient Woodland habitat</p> <p>7. Council ignores botanical diversity and says mitigation generous.</p> <p>7. Planning meeting of 6th June 2016 approves Route SC2 knowing procedures flawed.</p>	<p>3. 4,5 6&7 The Council has followed the correct processes in the delivery of this Scheme in respect of ancient woodland. The Preferred Option Report for the SLR details the results of the appraisal of the various southern link road route options developed as part of the SWTP. It was determined during this work that the area of Grafton Wood could not be avoided altogether by any of the route options under consideration, although the different routes affected the wood to a lesser or greater degree. There was a fundamental requirement to identify a road alignment which would be designed in accordance with industry recognised highway design and safety standards and one which would link to the existing roundabout on the A49. Reasoning for impact on Grafton Wood and Unnamed Woodland 2 has also been detailed within the Response to South Wye Transport Package Call-In on Page 2 discussed at the General Overview and Scrutiny Committee of Tuesday 2 December, which is publicly available here:</p>
http://councillors.herefordshire.gov.uk/ieListDocuments.aspx?CId=809&MIId=5301&Ver=4			
			<p>The report recognises that woodland NVC surveys undertaken in September are suitable for classification of NVC woodland communities, it is possible that certain spring and summer flowering species, which are useful for sub-community classification, may not have been in evidence. Where this was considered to be a particular constraint or limitation, it was acknowledged in the results section of the report. Incidental plant species records collected in spring were used to augment the September data and a range of desk study data were also used (e.g. two ancient woodland inventories were consulted). The report acknowledged that both Grafton Wood and Unnamed Woodland 2 were listed on the National Ancient Woodland Inventory as ‘candidate ancient woodland’ and that they were listed as a HPI by Natural England. This was taken into account by both the Council and</p>

			<p>Natural England when coming to a decision on the planning application.</p> <p>The report acknowledged that both Grafton Wood and Unnamed Woodland 2 were listed on the National Ancient Woodland Inventory as 'candidate ancient woodland' and that they were listed as a HPI by Natural England. This was taken into account by both the Council and Natural England when coming to a decision on the planning application.</p> <p>A repeat woodland survey was carried out on 10-12 May 2017 and is intended to be followed up by a targeted broad-leaved helleborine survey within Grafton Wood (subject to landowner permissions). From this an update to the Woodland Survey report has been issued to the Council, and proposed mitigation measures were reviewed in light of the conclusions. As a result of the broadleaved helleborine mapping work and the value of this species to the concerned members of the public, the perimeter road of the SLR has been moved (i.e. the verge narrowed) so as to conserve the plants in question.</p>
s			<p>Section 3.2.3 to 3.2.9 of the Woodland Survey report details the analysis of the ancient woodland indicator (AWI) species found during the 2014 survey. It is considered that additional surveys carried out in the spring are likely to identify additional AWIS. It is recognised within the report that the area is likely to have been wooded since 1600AD and that some remnants of woodland habitat occur. However it is noted that the data collected as part of this study continues to suggest that habitats within Grafton Wood are atypical of ancient woodland as there are few AWIS or woodland plants in general.</p> <p>The Council notes that when wood pastures are identified they should receive the same considerations as other forms of ancient woodland. Grafton Wood shows some affinity to wood pasture habitats; however,</p>

			<p>it does not qualify as wood pasture Habitat of Principal Importance (HPI) due to the lack of ancient or veteran trees, grazing animals and microhabitats within trees.</p> <p>Species richness was reported as lowest in comparison with the four other woodlands surveyed.</p> <p>It was not determined necessary in consultation with the Council's Ecological Officer to carry out further ancient woodland surveys. Natural England was also consulted on the planning application and had no objection to the conclusions reached within the Environmental Statement, and the survey methods used to obtain data.</p>
5	Ruth Stanier	1.The chosen SLR route (SC2) passes through Ancient Woodland and does not satisfy the "No Net Loss of Biodiversity" specification.	<p>1.The objector has referred to Natural England recommendations in relation to the HS2 project and a recommendation that compensatory planting should be at a ratio of 30:1 for the replacement of ancient woodland lost with new tree planting. However, as stated within the HS2 Phase One: London - West Midlands Ancient Woodland Strategy, August 2017 <i>"no set ratios of loss to gain have been used in determining an appropriate level of compensation response. The level of compensation provision provided in each case has been derived through professional judgement"</i>.</p> <p>A ratio of 30:1 compensatory planting is not a recommendation included in Natural England guidance, but may have been supported by Natural England in this specific case. The Council accepts that Grafton Wood has been classified as ancient woodland and has designed its compensation and mitigation strategy accordingly. This is detailed within the Environmental Statement, which accompanied the planning application. The habitat loss within Grafton Wood has been minimised by keeping the road at-grade in this location, thus preventing the requirement for embankments or cuttings. Natural</p>

			England had no objection to the SLR planning application and therefore no further amendments were seen to be required to the mitigation strategy for compensatory planting.
		2.The SLR will cause increased traffic on the A49. Also, housing developments at Grafton and at Lower Bullinghope will generate more car trips on the A49 into Hereford.	<p>2.The benefits and impacts of the Scheme were considered as part of the planning application determination process. The traffic modelling undertaken to support the planning application indicates that the SLR would fulfil its intended purpose, with traffic diverting to the new route, and creating spare capacity on the A49, some of which has been partially filled by other traffic. The increase in traffic on parts of the A49 would mostly only occur on sections leading to the SLR roundabout.</p> <p>The modelling of forecast traffic impacts associated with the SLR are documented in the Transport Assessment submitted as part of the planning application. The future year scenarios included traffic generated by developments which were committed at that time, including the Core Strategy allocations, including the Lower Bullingham strategic urban expansion area. Therefore the forecast traffic flows reported in the Transport Assessment take account of committed developments. Policy HD6 sets out the Council's expectations for transport infrastructure in association with the strategic urban expansion area at Lower Bullingham. The Core Strategy does not anticipate any strategic development to come forward at Grafton.</p>
		3. It is not clear how the SLR is to be funded	3. The total estimated cost of the Scheme is £35 million. This is set out in the Strategic Outline Business case for the Scheme which is available on the Council's website. This document sets out that the Scheme is viable and the case for the investment in the Scheme. Funding of £27 million has been secured from the Marches LEP Growth Fund and a contract has been signed with the Marches LEP for this funding. The remaining £8 million will be funded by the Council and this has been committed

			to by inclusion in the Council's capital programme.
		4. SLR is part of Hereford Bypass development and therefore should not be put on hold until the whole bypass has funding and planning permission.	4.The SWTP (consisting of the SLR and active travel measures) has been devised and appraised as a standalone package to address identified problems which exist to the south of the Wye. The strategic business case for the Scheme demonstrates the benefits of the SWTP as a scheme and further details of these benefits will be presented in the full business case. Whilst the SLR will also form a key part of the Hereford Bypass, a route for the bypass is currently programmed to be selected later this year and planning consent is to be sought in 2019. Therefore, the benefits associated with the bypass scheme have not been taken into account in the assessment of the SWTP scheme and will not be included in the business case for the SWTP. The case for the Scheme as a standalone scheme has been demonstrated.
6	Robert Palgrave	1. Hereford Enterprise Zone ("HEC") road traffic concerns are over-stated.	1.The HEZ will benefit from improved accessibility from the SWTP, both in terms of reduced journey times for cars and heavy goods vehicles from the west, and from better facilities for pedestrians and cyclists in the local area. A Memorandum of Understanding imposes a binding obligation on HC to ensure that the level of vehicle trip generation arising from development in the HEZ will not exceed that agreed with the HA until any review of capacity along the A49(T) takes place and agreement is reached between both parties that changes to the Approved Level (or cap level) may be made.
		2. The SLR is intended to divert existing traffic onto the A49 making it more likely that the HEZ development traffic cap being exceeded.	2.Changes to routing of vehicles as a result of the SLR is not anticipated to materially change trip generation for existing development in the HEZ and therefore not anticipated to make it any more likely that the development traffic cap will be exceeded. More trips are anticipated to be made to the HEZ by walking and cycling due to the active travel measures. It will be for planning applicants of proposed development at the HEZ to demonstrate how their proposals affect overall traffic generation at the HEZ.

		3. The sustainable travel measures meant to be introduced with the SLR in the SWTP have been side-lined.	3.The SWTP includes sustainable transport measures as an integral part. Consultation on the SWTP in 2014 indicated a strong level of support for developing a package of active travel measures that would help encourage walking and cycling and help alleviate traffic congestion in the area. Consultation on the possible active travel measures in 2016 showed wide support for all measures promoted. The December 2017 Cabinet resolved that officers be authorised to progress further analysis and detailed design to confirm a preferred package of active travel measures to be delivered with the SLR for approval by the cabinet member for infrastructure. Work on defining the sustainable transport measures is continuing and the preferred measures will be confirmed during 2018.
		4.The SLR is part of the Hereford Bypass and its construction should be deferred until the whole bypass has secured planning permission and funding.	4.The SWTP (consisting of the SLR and active travel measures) has been devised and appraised as a standalone package to address identified problems which exist to the south of the Wye. The strategic business case for the Scheme demonstrates the benefits of the SWTP as a scheme and further details of these benefits will be presented in the full business case. Whilst the SLR will also form a key part of the Hereford Bypass, a route for the bypass is currently programmed to be selected later this year and planning consent is to be sought in 2019. Therefore, the benefits associated with the bypass scheme have not been taken into account in the assessment of the SWTP scheme and will not be included in the business case for the SWTP. The case for the Scheme as a standalone scheme has been demonstrated.
7	Sandra Mifflin	Objection identical to objection submitted by Jeremy Milln (Objector No. 2 above)	<i>Council's response is as per response to Objection of Jeremy Milln above.</i>
8	Joe Kerr	Objection identical to objection submitted by Jeremy Milln (Objector No. 2 above)	<i>Council's response is as per response to Objection of Jeremy Milln above.</i>

9	Emil Morfett	Objection identical to objection submitted by Jeremy Milln (Objector No. 2 above)	<i>Council's response is as per response to Objection of Jeremy Milln above.</i>
12		1. Congestion in the Hereford City can be tackled effectively and quickly without major road building schemes.	1.It is not true to say Hereford's congestion can be tackled without new infrastructure. The Core Strategy states that in Hereford, congestion will be managed and public transport improved through a balanced package of transport measures including the provision of a relief road. During the preparation of the Core Strategy, the Highways Agency (now Highways England) wrote that <i>'the Highways Agency's view on the evidence available is that it would be appropriate for the [Herefordshire] Council to submit a Core Strategy including the strategic view that a Hereford relief road is necessary for delivery of the Core Strategy'</i> . The Local Transport Plan states that <i>'The (Herefordshire) Core Strategy highlights the need for major investment in our transport network including...A southern link road in the South Wye area to reduce congestion on Belmont Road and provide improved access to the Enterprise Zone at Rotherwas.'</i>
		2.The building of the SLR is not in the public interest.	2.The SLR, as part of a package of measures in the South Wye area, is in the public interest as it will improve access to the HEZ by all modes, helping to support the delivery of Core Strategy planned development. It will reduce vehicle delay, including for journeys to the HEZ from the west. It will encourage the use of active modes for journeys to, from and within the South Wye area. The active travel measures will connect key origins and destinations, improve links to existing walking and cycling routes, encourage inexperienced and returning cyclists, enable safer journeys, including journeys to school, and make it easier to cross busy roads including Belmont Road. In turn the additional walking and cycling journeys will lead to quieter streets, improved air quality and better public health. It will improve road safety for all modes within the South Wye area. It will reduce poor air quality and noise impacts from road transport on key receptors as measured at a range of monitoring sites in the South Wye area.

		3. There is no final business case showing to what extent the SLR will deliver value for money.	3.The Strategic Outline Business case available on the Council’s website demonstrates that the Scheme delivers value for money in accordance with the DfT criteria. On this basis, the DfT awarded grant funding of £27 million to the Council to deliver the Scheme. In line with practice, the Strategic Outline Business case is being developed further into a final business case which can only be submitted following confirmation of statutory orders – this is the process prescribed by the DfT.
		4. The SLR does not reduce the impact of traffic growth and does not promote active travel.	4. The SWTP is a combination of the SLR and complementary active travel measures. The two elements in combination promote walking and cycling. The active travel are intended to enable more people to make more short journeys by active travel modes. It is proposed to construct active travel infrastructure including routes separated from traffic for cycling. The active travel measures will connect key origins and destinations, improve links to existing walking and cycling routes, encourage inexperienced and returning cyclists, enable safer journeys, including journeys to school, and make it easier to cross busy roads including Belmont Road. In turn the additional walking and cycling journeys will lead to quieter streets, improved air quality and better public health.
		5. The non-road sustainable transport measures of the SWTP are only due to be implemented after the SLR has opened.	5. The SWTP includes sustainable transport measures as an integral part. Consultation on the SWTP in 2014 indicated a strong level of support for developing a package of active travel measures that would help encourage walking and cycling and help alleviate traffic congestion in the area. Consultation on the possible active travel measures in 2016 showed wide support for all measures promoted. The December 2017Cabinet resolved that officers be authorised to progress further analysis and detailed design to confirm a preferred package of active travel measures to be delivered with the SLR for approval by the cabinet member for infrastructure. Work on defining the sustainable transport measures is continuing and the preferred measures will be confirmed during 2018.

		6. The beneficial effect of the SLR on business development at the HEZ will be small.	6.The HEZ will benefit from improved accessibility from the SWTP, both in terms of reduced journey times for cars and heavy goods vehicles from the west, and from better facilities for pedestrians and cyclists in the local area.
		7. There is a contradiction in planning policy on the treatment of Grafton Wood.	7. The Council has followed the correct processes in the delivery of this Scheme in respect of ancient woodland. The Preferred Option Report for the SLR details the results of the appraisal of the various southern link road route options developed as part of the SWTP. It was determined during this work that the area of Grafton Wood could not be avoided altogether by any of the route options under consideration, although the different routes affected the wood to a lesser or greater degree. There was a fundamental requirement to identify a road alignment which would be designed in accordance with industry recognised highway design and safety standards and one which would link to the existing roundabout on the A49. Reasoning for impact on Grafton Wood and Unnamed Woodland 2 has also been detailed within the Response to South Wye Transport Package Call-In on Page 2 discussed at the General Overview and Scrutiny Committee of Tuesday 2 December, which is publicly available here:
http://councillors.herefordshire.gov.uk/ieListDocuments.aspx?Cid=809&Mid=5301&Ver=4			
		8. The SLR is part of the Hereford Bypass and its construction should be deferred until the whole bypass has secured planning permission and funding.	8.The SWTP (consisting of the SLR and active travel measures) has been devised and appraised as a standalone package to address identified problems which exist to the south of the Wye. The strategic business case for the Scheme demonstrates the benefits of the SWTP as a scheme and further details of these benefits will be presented in the full business case. Whilst the SLR will also form a key part of the Hereford Bypass, a route for the bypass is currently programmed to be selected later this year and planning consent is to be sought in 2019. Therefore, the benefits associated with the bypass scheme have not been taken into account in the assessment of the SWTP scheme and will not be included

			in the business case for the SWTP. The case for the Scheme as a standalone scheme has been demonstrated
13	Carole Protherough	1.The sustainable transport measures are not progressing with the SLR.	1. The SWTP includes sustainable transport measures as an integral part. Consultation on the SWTP in 2014 indicated a strong level of support for developing a package of active travel measures that would help encourage walking and cycling and help alleviate traffic congestion in the area. Consultation on the possible active travel measures in 2016 showed wide support for all measures promoted. The December 2017 Cabinet resolved that officers be authorised to progress further analysis and detailed design to confirm a preferred package of active travel measures to be delivered with the SLR for approval by the cabinet member for infrastructure. Work on defining the sustainable transport measures is continuing and the preferred measures will be confirmed during 2018
		2. The SLR is part of the Hereford Bypass and should be deferred until the whole bypass scheme has secured planning permission and funding.	2. The SWTP (consisting of the SLR and active travel measures) has been devised and appraised as a standalone package to address identified problems which exist to the south of the Wye. The strategic business case for the Scheme demonstrates the benefits of the SWTP as a scheme and further details of these benefits will be presented in the full business case. Whilst the SLR will also form a key part of the Hereford Bypass, a route for the bypass is currently programmed to be selected later this year and planning consent is to be sought in 2019. Therefore, the benefits associated with the bypass scheme have not been taken into account in the assessment of the SWTP scheme and will not be included in the business case for the SWTP. The case for the Scheme as a standalone scheme has been demonstrated
		3. The "Clehonger Link" is not justified in the context of a "stand-alone" SLR.	3.According to the Transport Assessment submitted as part of the planning application for the SLR / Clehonger Link approximately one third of traffic entering Hereford on the A465 originates from the B4349. Omitting the Clehonger Link would mean that this traffic would not have the benefit of a direct link to the SLR.

			<p>The construction of the Clehonger Link is considered to provide an important contribution in achieving the objectives for the SWTP. Some examples are described below: -</p> <ul style="list-style-type: none"> - Reducing congestion and delay – without the Clehonger Link drivers wishing to access the SLR from the B4349 would have to travel a longer distance and make right-turn manoeuvres onto the A465 from the minor arm of the priority T-junction, across the flow of traffic on the A465. This is likely to cause congestion and delay. Drivers may choose not to avoid making this right-turn manoeuvre and continue along the A465 into Hereford, contributing to the congestion and delay which already occurs; - Enabling access, including to developments such as the HEZ – the Clehonger Link in combination with the SLR creates a direct route to access to developments including the HEZ from origins along the B4349 corridor, including for HGV movements; and - Encouraging physical activity – the re-rerouting of traffic onto the Clehonger Link and SLR is forecast to reduce vehicle flows through on key sections of the A465 which passes through residential communities and this in turn enables new and improved walking and cycling infrastructure to be provided. <p>The benefits and impacts of the scheme were considered as part of the planning application determination process. Documents were submitted as part of the Planning Application, including the Transport Assessment and a briefing note on the transport impacts and benefits (dated September 2015). Their findings outline that, with the SLR and Clehonger Link opened, traffic flows are forecast to decrease on key sections of the A49(T), the A465, Walnut Tree Avenue, Holme Lacy Road, the newly-created cul-de-sac section of Clehonger Road and rural roads south-west of Hereford. Traffic is predicted to increase on sections of road closest to the SLR as traffic re-routes to take advantage of the reduced journey time and improved accessibility. This indicates that the proposed road is fulfilling its intended purpose with traffic diverting to the new route and creating spare capacity on other roads.</p>
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			The SLR enables improved accessibility to the HEZ. The SLR is predicted to provide journey time improvements in comparison to the existing routes, particularly for east-west journeys to the HEZ.
		4. Negative impact on congestion south of the river in Hereford and on the A49.	4.The benefits and impacts of the Scheme were considered as part of the planning application determination process. The traffic modelling undertaken to support the planning application indicates that the SLR would fulfil its intended purpose, with traffic diverting to the new route, and creating spare capacity on the A49, some of which has been partially filled by other traffic. The increase in traffic on parts of the A49 would mostly only occur on sections leading to the SLR roundabout.
		5. Detrimental impact on Grafton Wood and insufficient mitigation proposals.	5.The Council has followed the correct processes in the delivery of this Scheme in respect of ancient woodland. The Preferred Option Report for the SLR details the results of the appraisal of the various southern link road route options developed as part of the SWTP. It was determined during this work that the area of Grafton Wood could not be avoided altogether by any of the route options under consideration, although the different routes affected the wood to a lesser or greater degree. There was a fundamental requirement to identify a road alignment which would be designed in accordance with industry recognised highway design and safety standards and one which would link to the existing roundabout on the A49. Reasoning for impact on Grafton Wood and Unnamed Woodland 2 has also been detailed within the Response to South Wye Transport Package Call-In on Page 2 discussed at the General Overview and Scrutiny Committee of Tuesday 2 December, which is publicly available here:
http://councillors.herefordshire.gov.uk/ieListDocuments.aspx?CId=809&MId=5301&Ver=4			
		6. No final business case for the Scheme and funding is not	6. The Strategic Outline Business case available on the Council's website demonstrates that the Scheme delivers value for money in

		guaranteed.	accordance with the DfT criteria. On this basis, the DfT awarded grant funding of £27 million to the Council to deliver the Scheme. In line with practice, the Strategic Outline Business case is being developed further into a full business case which can only be submitted following confirmation of statutory orders – this is the process prescribed by the DfT.
14	Kate Sharpe	1. There is no compelling case in the public interest which justifies overriding private rights.	1. There is a compelling case for the delivery of the SLR as part of the SWTP. Current and future transport-related problems have been identified affecting the area of Hereford south of the Wye. A broad range of options, covering a range of modes, approaches and scales of intervention have then been considered as potential means of addressing the identified transport issues in the South Wye area. There is a firm policy basis for the Scheme. The requirement for a new road between the A49(T) and A465 was set out in the Unitary Development Plan (2007), the Herefordshire Local Plan Core Strategy (2015), the Infrastructure Delivery Plan (2014) and Herefordshire's Economic Vision. The SWTP is identified in Local Transport Plan 2016-2031 Strategy and The Marches Local Enterprise Partnership Strategic Economic Plan.
		2. The Council gave itself planning permission for the SLR.	2. The Council officers would advise that the Council was entitled to grant planning permission for the Scheme.
			<p>Section 101 of the Local Government Act 1972 allows the local planning authority to arrange for the discharge any of its functions by a committee, sub-committee, or an officer or by any other local authority. An exception where this power may not apply is where the local authority's own application for development could give rise to a conflict of interest, when regulation 10 of the Town and Country Planning General Regulations 1992 applies.</p> <p>This states that an application for planning permission shall be determined by the authority concerned, unless the application is</p>

			<p>referred to the Secretary of State under section 77 of the 1990 Act for determination by him’</p> <p>The Town and Country Planning (Consultation) (England) Direction 2009 sets out the applicable criteria and arrangements that must be followed for consulting the Secretary of State once the local planning authority has resolved to grant planning permission for certain types of development that are set out in paragraphs 3-8 of the Direction. The purpose of the Direction is to give the Secretary of State an opportunity to consider using the power to call in an application under section 77 of the Town and Country Planning Act 1990. The use of the call in power requires that the decision be taken by the Secretary of State rather than the local planning authority.</p> <p>Whilst the development did not fall within remit of the direction, the Scheme was the subject of third party requests for call in for determination by the Secretary of State for Communities and Local Government and the Council duly followed that request and provided the Secretary of State the opportunity to consider the request. The Secretary of State decision letter confirmed that <i>‘The Secretary of State has decided, having had regard to this policy, not to call in this application. He is content that it should be determined by the local planning authority.</i></p> <p>The full decision letter can be seen at:</p>
https://myaccount.herefordshire.gov.uk/documents?id=44b26ba2-3473-11e6-96d8-0050569f00ad			
		<p>3. The designation of Grafton Wood as ancient woodland not recognised by the Council.</p>	<p>3. The Council has followed the correct processes in the delivery of this Scheme in respect of ancient woodland. The Preferred Option Report for the SLR details the results of the appraisal of the various southern link road route options developed as part of the SWTP. It was determined during this work that the area of Grafton Wood could not be avoided altogether by any of the route options under consideration, although the different routes affected the wood to a lesser or greater</p>

			<p>degree. There was a fundamental requirement to identify a road alignment which would be designed in accordance with industry recognised highway design and safety standards and one which would link to the existing roundabout on the A49. Reasoning for impact on Grafton Wood and Unnamed Woodland 2 has also been detailed within the Response to South Wye Transport Package Call-In on Page 2 discussed at the General Overview and Scrutiny Committee of Tuesday 2 December, which is publicly available here:</p>
http://councillors.herefordshire.gov.uk/ieListDocuments.aspx?Cid=809&Mid=5301&Ver=4			
		<p>4. The SLR is not a stand-alone scheme.</p>	<p>4. The SWTP (consisting of the SLR and active travel measures) has been devised and appraised as a standalone package to address identified problems which exist to the south of the Wye. The strategic business case for the Scheme demonstrates the benefits of the SWTP as a scheme and further details of these benefits will be presented in the full business case. Whilst the SLR will also form a key part of the Hereford Bypass, a route for the bypass is currently programmed to be selected later this year and planning consent is to be sought in 2019. Therefore, the benefits associated with the bypass scheme have not been taken into account in the assessment of the SWTP scheme and will not be included in the business case for the SWTP. The case for the Scheme as a standalone scheme has been demonstrated.</p>
		<p>5. The SLR will not reduce congestion and delay and will increase traffic volumes on the A49 and will not benefit the HEZ.</p>	<p>5. The Preferred Option Report outlines the results of the appraisal which was carried out in line with the suite of documents collectively entitled Transport Analysis Guidance (often known as WebTAG), which constitutes the Department for Transport's transport appraisal guidance toolkit. The Council's Cabinet approved route SC2 on this basis in November 2014.</p> <p>The benefits and merits of the scheme were considered as part of the planning application determination process. The planning application documents and in particular the Transport Assessment sets out clearly</p>

			<p>that, with the SLR and Clehonger Link opened, traffic flows are forecast to decrease on key sections of the A49(T), the A465, Walnut Tree Avenue, Holme Lacy Road, the newly-created cul-de-sac section of Clehonger Road and rural roads south-west of Hereford. Traffic is predicted to increase on sections of road closest to the SLR as traffic re-routes to take advantage of the reduced journey time and improved accessibility. This indicates that the proposed road is fulfilling its intended purpose with traffic diverting to the new route and creating spare capacity on other roads. The SLR is predicted to provide journey time improvements in comparison to the existing routes, particularly for east-west journeys to the HEZ. Analysis using the area-wide transport model created in SATURN software indicates that with the SLR in place, the SLR/Rotherwas Access Road route provides a significant journey time improvement for journeys to the HEZ from the west in comparison to the existing route via Walnut Tree Avenue and Holme Lacy Road.</p> <p>Analysis using the area-wide transport model created in SATURN software indicates that with the SLR in place, the SLR / Rotherwas Access Road route provides a significant journey time improvement for journeys to the HEZ from the west in comparison to the existing route via Walnut Tree Avenue and Holme Lacy Road. Journey times tend to reduce by approximately 50% or more, implying a significant improvement over current conditions.</p> <p>The HEZ will benefit from improved accessibility from the SWTP, both in terms of reduced journey times for cars and heavy goods vehicles from the west, and from better facilities for pedestrians and cyclists in the local area.</p>
		<p>6. The design of the SLR, notably the Railway Underbridge is flawed.</p>	<p>6.The Railway Underbridge is a one span bridge spanning over the Cardiff to Hereford main railway line. The structure’s form reflects Network Rail’s design requirements and highway design standards as well as providing a means of maintaining the bridge over its</p>

			<p>anticipated 120 year lifespan. Its design also enables access underneath for Public Footpath users and the landowner and farm tenants affected. When combined, these requirements dictate the span of the Underbridge.</p> <p>Access provision is made for the landowner and the farm tenants located east of the railway line whose field is severed by the SLR. For the safety of these persons and the travelling public, access provision to the remaining field area has been made from underneath the Underbridge rather than directly off the SLR. Although there will be a reduction in size, the remaining field parcel immediately north of the SLR will be approximately 9 acres.</p>
		7. The Council has not considered the rights of property owners under Article 1 of the First Protocol of the ECHR.	7.The Council is satisfied that the purposes for which it is making the Orders justify interfering with the human rights of those with an interest in the land affected.
17	Mrs Ann Rowan	1. The SLR is not a “stand-alone” scheme and should be deferred which the Western Bypass scheme is at a consultation stage.	1.The SWTP (consisting of the SLR and active travel measures) has been devised and appraised as a standalone package to address identified problems which exist to the south of the Wye. The strategic business case for the Scheme demonstrates the benefits of the SWTP as a scheme and further details of these benefits will be presented in the full business case. Whilst the SLR will also form a key part of the Hereford Bypass, a route for the bypass is currently programmed to be selected later this year and planning consent is to be sought in 2019. Therefore, the benefits associated with the bypass scheme have not been taken into account in the assessment of the SWTP scheme and will not be included in the business case for the SWTP. The case for the Scheme as a standalone scheme has been demonstrated.
		2.The SLR will cause damage to the environment, loss of	2.A robust appraisal of routes was carried out in line with the suite of documents collectively entitled Transport Analysis Guidance (often

		<p>agricultural land and community farm, impacts on heritage and ancient woodland and Belmont Abbey, homes and businesses and the public purse.</p>	<p>known as WebTAG), which constitutes the Department for Transport's transport appraisal guidance toolkit. The Preferred Option Report outlines the results of the appraisal, which covered economic, environmental and social impacts. Route SC2 had the highest score of all the routes appraised and the Council's Cabinet approved the route on this basis in December 2014. If a route other than SC2 is selected this would be inconsistent with best practice for route selection for road schemes. The impact on the environment, including that on visual amenity, cultural heritage, ancient woodland, air quality and noise was assessed and reported within the Environmental Statement which accompanied the planning application for the SLR and was considered by the relevant statutory consultees and decision makers.</p>
		<p>3. The SLR will not improve journey times, congestion, traffic fumes or noise.</p>	<p>3. The benefits and impacts of the Scheme were considered as part of the planning application determination process. The planning application documents and in particular the Transport Assessment sets out clearly that, with the SLR and Clehonger Link opened, traffic flows are forecast to decrease on key sections of the A49(T), the A465, Walnut Tree Avenue, Holme Lacy Road, the newly-created cul-de-sac section of Clehonger Road and rural roads south-west of Hereford. Traffic is predicted to increase on sections of road closest to the SLR as traffic re-routes to take advantage of the reduced journey time and improved accessibility. This indicates that the proposed road is fulfilling its intended purpose with traffic diverting to the new route and creating spare capacity on other roads. The SLR enables improved accessibility to the HEZ. The SLR is predicted to provide journey time improvements in comparison to the existing routes, particularly for east-west journeys to the HEZ. Analysis using the area-wide transport model created in SATURN software indicates that with the SLR in place, the SLR/Rotherwas Access Road route provides a significant journey time improvement for journeys to the HEZ from the west in comparison to the existing route via Walnut Tree Avenue and Holme Lacy Road</p>

		4. Funding for the SLR is not guaranteed	4. Funding of £27 million has been secured from the Marches LEP Growth Fund and a contract has been signed with the Marches LEP for this funding. The remaining £8 million will be funded by the Council and this has been committed to by inclusion in the Council's capital programme
		5. Active travel measures should be implemented before the construction of the SLR.	5.The SWTP includes sustainable transport measures as an integral part. Previous analyses (ie the 'sustainable max' and SLR options) concluded that neither the sustainable transport measures nor the SLR were sufficient on their own to meet the needs of the South Wye area, which is why the SWTP includes both. Consultation on the SWTP in 2014 indicated a strong level of support for developing a package of active travel measures that would help encourage walking and cycling and help alleviate traffic congestion in the area. Consultation on the possible active travel measures in 2016 showed wide support for all measures promoted. The December 2017 Cabinet resolved that officers be authorised to progress further analysis and detailed design to confirm a preferred package of active travel measures to be delivered with the SLR for approval by the cabinet member for infrastructure. Work on defining the sustainable transport measures is continuing and the preferred measures will be confirmed during 2018.
18	Mrs Frances James-Hill	<i>Objection identical to objection submitted by Jeremy Milln (Objector No. 2) above</i>	<i>Council's response is as per response to Objection of Jeremy Milln above.</i>
20	Mr A M Sharp	1.The Side Roads Order shows out-dated plans and incorrect land details. 2.Footpath HA7 is not actually in the position shown on the Side Roads Order plans.	1 & 2 The Side Roads Order has been drawn up in the prescribed form. The footpath identified as HA7 in the Side Roads Order and shown with zebra hatching in the Side Roads Order is the current designated route of the public right of way ("PROW"). The Side Roads Order seeks to re-align the PROW along the route actually used by the users of the PROW. The existing footpath HA7 needs to be formally "stopped-up" by way of the Side Roads Order to be replaced by the re-aligned route.

		3. New public footpath access will affect view from objector's property and is in a more dangerous position than existing footpath access.	3. The objector's concerns have been noted and subject to the Secretary of State's consent a modification is being sought to the Side Roads Order to keep the access from the footpath on Haywood Lane in its current location. The Council does not however consider that the location to which the access was proposed to be moved would cause danger to persons using the footpath and a Road Safety Audit was carried out at appropriate stages of the design of the Scheme.
		4. The Orders were not properly advertised.	4. The Orders were advertised in accordance with statutory requirements. Notices of making of the Orders were placed in the Hereford Times and notice of the making of the Side Roads Order was also published in the London Gazette. Site notices were placed in the immediate vicinity of the land affected by the Orders. Notice of the making of the Order was served on the affected landowners and local members and parish council were notified of both Orders, both in advance and by formal notice.
21	Mrs E Morawiecka	1. There is currently no clearly designed and comprehensive SWTP.	<p>1. The SWTP includes sustainable transport measures as an integral part. Consultation on the SWTP in 2014 indicated a strong level of support for developing a package of active travel measures that would help encourage walking and cycling and help alleviate traffic congestion in the area. Consultation on the possible active travel measures in 2016 showed wide support for all measures promoted. The December 2017 Cabinet resolved that officers be authorised to progress further analysis and detailed design to confirm a preferred package of active travel measures to be delivered with the SLR for approval by the cabinet member for infrastructure. Work on defining the sustainable transport measures is continuing and the preferred measures will be confirmed during 2018</p> <p>There is no intention to build the SLR without the sustainable transport measures. Taken together they provide a balanced response to the transport needs of the South Wye area.</p>

			The exercise of compulsory purchase powers are not required to enable the sustainable transport measures to be implemented as these involve highway land or other land already in the ownership of, or under the control, of the Council.
		2. The SLR is not a stand-alone project but one part of a new route for the A 49 Trunk Road around Hereford.	2. The SWTP (consisting of the SLR and active travel measures) has been devised and appraised as a standalone package to address identified problems which exist to the south of the Wye. The strategic business case for the Scheme demonstrates the benefits of the SWTP as a scheme and further details of these benefits will be presented in the full business case. Whilst the SLR will also form a key part of the Hereford Bypass, a route for the bypass is currently programmed to be selected later this year and planning consent is to be sought in 2019. Therefore, the benefits associated with the bypass scheme have not been taken into account in the assessment of the SWTP scheme and will not be included in the business case for the SWTP. The case for the Scheme as a standalone scheme has been demonstrated.
		3. The SLR will increase traffic and congestion on the A49.	3. The benefits and impacts of the scheme were considered as part of the planning application determination process. The traffic modelling undertaken to support the planning application indicates that the SLR would fulfil its intended purpose, with traffic diverting to the new route, and creating spare capacity on the A49, some of which has been partially filled by other traffic. The increase in traffic on parts of the A49 would mostly only occur on sections leading to the SLR roundabout.
		4. The traffic modelling for the SLR based on the SWTP as a whole and not on a stand-alone project with no active travel measures.	4. As the SWTP is a combination of the SLR and complementary sustainable transport measures, the transport modelling and associated business case has considered both elements. The Transport Assessment which was submitted alongside the planning application for the SLR describes how the likely traffic impacts of the SLR have been modelled. The Assessment notes that the implementation of the complementary sustainable transport measures is anticipated to lead to a mode switch

			from journeys currently made by private motor vehicle to non-car modes. The modelling does not take explicit account of the effects of this on volumes of motor vehicle trips and thus represents a worst-case traffic scenario.
		5. There is no evidence that the SLR will enable access to the HEZ.	5. The SWTP as a whole has an objective of improving access, including to developments such as the HEZ. Specifically, the sustainable transport measures will improve routes for walking and cycling to the HEZ and the SLR is predicted to reduce journey times, particularly for east-west journeys to the HEZ.
23	Anthony Priddle	1. The SLR has not been subject to a consistent, disciplined design and planning process and therefore the design is flawed and the SLR is not in the public interest.	<p>1. The SLR has been subject to a consistent, disciplined design and planning process.</p> <p>The SLR, as part of a package of measures in the South Wye area, is in the public interest as it will improve access to the HEZ by all modes, helping to support the delivery of Core Strategy planned development. It will reduce vehicle delay, including for journeys to the HEZ from the west. It will encourage the use of active modes for journeys to, from and within the South Wye area. The active travel measures will connect key origins and destinations, improve links to existing walking and cycling routes, encourage inexperienced and returning cyclists, enable safer journeys, including journeys to school, and make it easier to cross busy roads including Belmont Road. In turn the additional walking and cycling journeys will lead to quieter streets, improved air quality and better public health. It will improve road safety for all modes within the South Wye area. It will reduce poor air quality and noise impacts from road transport on key receptors as measured at a range of monitoring sites in the South Wye area.</p>
		2. Due process has not been followed and Council members have driven through the Scheme.	<p>2. The Council officers would advise that the Council was entitled to grant planning permission for the Scheme.</p> <p>Section 101 of the Local Government Act 1972 allows the local planning authority to arrange for the discharge any of its functions</p>

			<p>by a committee, sub-committee, or an officer or by any other local authority. An exception where this power may not apply is where the local authority's own application for development could give rise to a conflict of interest, when regulation 10 of the Town and Country Planning General Regulations 1992 applies.</p> <p>This states that an application for planning permission shall be determined by the authority concerned, unless the application is referred to the Secretary of State under section 77 of the 1990 Act for determination by him'</p> <p>The Town and Country Planning (Consultation) (England) Direction 2009 sets out the applicable criteria and arrangements that must be followed for consulting the Secretary of State once the local planning authority has resolved to grant planning permission for certain types of development that are set out in paragraphs 3-8 of the Direction. The purpose of the Direction is to give the Secretary of State an opportunity to consider using the power to call in an application under section 77 of the Town and Country Planning Act 1990. The use of the call in power requires that the decision be taken by the Secretary of State rather than the local planning authority.</p> <p>Whilst the development did not fall within remit of the direction, the Scheme was the subject of third party requests for call in for determination by the Secretary of State for Communities and Local Government and the Council duly followed that request and provided the Secretary of State the opportunity to consider the request. The Secretary of State decision letter confirmed that <i>'The Secretary of State has decided, having had regard to this policy, not to call in this application. He is content that it should be determined by the local planning authority.</i></p> <p>The full decision letter can be seen at:</p>
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			https://myaccount.herefordshire.gov.uk/documents?id=44b26ba2-3473-11e6-96d8-0050569f00ad
		3. Low impact sustainable transport solutions should have been considered before the SLR.	3. The SWTP includes sustainable transport measures as an integral part. Consultation on the SWTP in 2014 indicated a strong level of support for developing a package of active travel measures that would help encourage walking and cycling and help alleviate traffic congestion in the area. Consultation on the possible active travel measures in 2016 showed wide support for all measures promoted. The December 2017 Cabinet resolved that officers be authorised to progress further analysis and detailed design to confirm a preferred package of active travel measures to be delivered with the SLR for approval by the cabinet member for infrastructure. Work on defining the sustainable transport measures is continuing and the preferred measures will be confirmed during 2018.
		4. The SLR route is wrong-negative impact on the historic setting of Haywood Lodge and ancient woodland and Herefordshire landscape. 5. The Council failed to understand conservation sensitivities of the various routes. 6. Route selection suggests conflict of interest between good highway design and commercial benefit to the Council.	4,5 & 6 A robust appraisal of routes was carried out in line with the suite of documents collectively entitled Transport Analysis Guidance (often known as WebTAG), which constitutes the Department for Transport's transport appraisal guidance toolkit. The Preferred Option Report outlines the results of the appraisal, which covered economic, environmental and social impacts. Route SC2 had the highest score of all the routes appraised and the Council's Cabinet approved the route on this basis in December 2014. If a route other than SC2 is selected this would be inconsistent with best practice for route selection for road schemes. The impact on the environment, including that on visual amenity, cultural heritage, ancient woodland, air quality and noise was assessed and reported within the Environmental Statement which accompanied the planning application for the SLR and was considered by the relevant statutory consultees and decision makers.

24	Shelley Renwick Hertfordshire British Horse Society	1.Lack of clarity regarding safe access for horse riders to the new bridleways leading off B4349.	1.Bridleways "A" and "B" will be directly accessible off the new Clehonger Link (but note response in 2 below). Both ends of Bridleway "B" will be blocked off to motorised vehicles using bollards at a clear spacing of 5 feet. This will provide adequate access for equestrian use and avoid the need for dismounting. There will be no physical barrier across Bridleway "A" as it would obstruct access to Clehonger Court.
		2.Objection to creation of short cul-de-sac Bridleway "A" which conflicts with policies of the Council's "Rights of Way Improvement Plan 2017 -2027" (ROWIP) – bridleway changes from bridleway to footpath.	2.The objection has been noted and subject to the Secretary of State's consent a modification could be sought to alter the status of Bridleway "A" from a Bridleway to a Public Footpath to link it with Footpath CH8.
		3. Frustration of ease of access to Bridleway HA6 and increase of safety risk for riders accessing HA6.	3.The changes to the previous layout of Golden Post Road follow consultations which have been held with one of the landowners affected by the Clehonger Link. A section of Golden Post Road is proposed to be stopped up under the Side Roads Order. The road to Clehonger (B4349) has wide grassed verges in places which would enable horses to walk off the carriageway but in other places riders currently have no option but to walk along the road. In order to reach the grassed verge on the A465 and Bridleway HA6 near Golden Post Cottage, riders will need to use the Clehonger Link. However, vehicle speeds are expected to be relatively low as drivers will need to slow down for the bend near Dunan Lodge and again on the approach to the new roundabout on the A465. Furthermore, the design of the Clehonger Link offers good forward visibility for drivers as well as the provision of advance warning traffic signs and SLOW road markings.
		4. Status of track over/under the SLR between proposed	4.The SLR will bridge over the existing Grafton Lane. Post construction of the SLR, the length of the road between Bridleway "G" and

		Bridleways "G" and "H" is unclear.	Bridleway "H" will remain as an adopted highway, thereby offering continued and unhindered access under the SLR for all traffic, including riders and horses.
		5. Objection to creation of cul-de-sac Bridleway "H".	5. The objection has been noted and subject to the Secretary of State's consent a modification could be sought to alter the status of Bridleway "H" from a Bridleway to a Public Footpath to link with Footpath GF3.
25	Deborah Bigmore	1. Due to noise and fumes from SLR, it could be detrimental to objector's health, quality of life and have an adverse effect on property value. 2. The SLR will spoil the beauty and tranquillity of the Hereford Countryside	1 & 2 The impact on the environment, including that on visual amenity, air quality and noise was assessed and reported within the Environmental Statement which accompanied the planning application for the SLR and was considered by the relevant statutory consultees and decision makers.
26	Brian & Wendy Kent	1. The SLR is not a "stand-alone" project and forms part of the Western Bypass.	1. The SWTP (consisting of the SLR and active travel measures) has been devised and appraised as a standalone package to address identified problems which exist to the south of the Wye. The strategic business case for the Scheme demonstrates the benefits of the SWTP as a scheme and further details of these benefits will be presented in the full business case. Whilst the SLR will also form a key part of the Hereford Bypass, a route for the bypass is currently programmed to be selected later this year and planning consent is to be sought in 2019. Therefore, the benefits associated with the bypass scheme have not been taken into account in the assessment of the SWTP scheme and will not be included in the business case for the SWTP. The case for the Scheme as a standalone scheme has been demonstrated.
		2. The Council has not carried out any traffic surveys that show that the SLR will take traffic away from Hereford	2. The SWTP (SLR and sustainable transport measures) has been devised and appraised as a standalone package to address identified problems which exist to the south of the Wye. Extensive traffic surveys and interviews have been carried out to provide evidence on how

		City centre.	people currently travel and this has informed the transport model. The transport model identifies the benefits in terms of journey time improvements and reduction in vehicle flows on existing routes in the South Wye study area. The package is therefore not intended to address problems across the wider Hereford city, such as traffic levels in the city centre. It is within the scope of the Hereford Transport Package to deliver improvements in the city centre.
		3. The Council have not considered more environmentally effective and cost-effective schemes.	3. Following full consideration of all the options and how best to minimise detriment to the environment and deliver the traffic benefits to the area south of the Wye in the most cost-effective way, the Council concluded that the SWTP was the solution. The SWTP includes sustainable transport measures as an integral part. Extensive analysis has been undertaken into possible options to solve the identified problems and this concluded that the preferred package (consisting of the SLR and sustainable transport measures) was the best performing option. Analysis concluded that neither the sustainable transport measures nor the SLR were sufficient on their own to meet the needs of the South Wye area, which is why the SWTP includes both. Consultation on the SWTP in 2014 indicated a strong level of support for developing a package of active travel measures that would help encourage walking and cycling and help alleviate traffic congestion in the area. Consultation on the possible active travel measures in 2016 showed wide support for all measures promoted. The December 2017 Cabinet resolved that officers be authorised to progress further analysis and detailed design to confirm a preferred package of active travel measures to be delivered with the SLR for approval by the cabinet member for infrastructure. Work on defining the sustainable transport measures is continuing and the preferred measures will be confirmed during 2018.
		4. Traffic problems are caused by local people travelling into	4. The traffic problems in Hereford are caused by a mixture of through and local traffic. The SWTP, as a standalone scheme, is intended to

		<p>Hereford so through traffic is not the problem.</p>	<p>address identified problems which exist to the south of the Wye. It is not intended to address problems across the wider Hereford city such as north-south through traffic. The benefits and impacts of the scheme were considered as part of the planning application determination process. Documents were submitted as part of the Planning Application, including the Transport Assessment and a briefing note on the transport impacts and benefits (dated September 2015). Their findings outline that, with the SLR and Clehonger Link opened, traffic flows are forecast to decrease on key sections of the A49(T), the A465, Walnut Tree Avenue, Holme Lacy Road, the newly-created cul-de-sac section of Clehonger Road and rural roads south-west of Hereford. Traffic is predicted to increase on sections of road closest to the SLR as traffic re-routes to take advantage of the reduced journey time and improved accessibility. This indicates that the proposed road is fulfilling its intended purpose with traffic diverting to the new route and creating spare capacity on other roads. The SLR enables improved accessibility to the HEZ. The SLR is predicted to provide journey time improvements in comparison to the existing routes, particularly for east-west journeys to the HEZ.</p> <p>(b) The active travel measures are intended to enable more people to make more short journeys by active travel modes. It is proposed to construct active travel infrastructure including routes separated from traffic for cycling. The active travel measures will connect key origins and destinations, improve links to existing walking and cycling routes, encourage inexperienced and returning cyclists, enable safer journeys, including journeys to school, and make it easier to cross busy roads including Belmont Road. In turn the additional walking and cycling journeys will lead to quieter streets, improved air quality and better public health.</p>
		<p>5. The SLR will damage the environment, wildlife habitats,</p>	<p>5.The impact on the environment, including that on visual amenity, air quality and noise was assessed and reported within the Environmental</p>

		ancient woodlands, agricultural land and people's homes and livelihoods.	Statement which accompanied the planning application for the SLR and was considered by the relevant statutory consultees and decision makers.
		6. The SLR is not good value for money.	6.The Strategic Outline Business case available on the Council's website demonstrates that the Scheme delivers value for money in accordance with the DfT criteria. On this basis, the DfT awarded grant funding of £27 million to the Council to deliver the Scheme. In line with practice, the Strategic Outline Business case is being developed further into a full business case which can only be submitted following confirmation of statutory orders – this is the process prescribed by the DfT.
27	Brennan Page	<i>Objection identical to objection submitted by Jeremy Milln (Objector No. 2) above</i>	<i>Council's response is as per response to Objection of Jeremy Milln above.</i>

