

LF/P17-2148

4th October 2019

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

Dear Sir/Madam

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

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

- Policy 5A.3 – Stoney Stile

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

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

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

Yours faithfully,

LOUISE FOLLETT
Principal Planner
Louise.Follett@pegasusgroup.co.uk

Enc. Reg 16 Neighbourhood Plan Representations
Appendices x 11

Cc. Robin Davies



ROSS-ON-WYE TOWN COUNCIL

The Corn Exchange , High Street , Ross-on-Wye , Herefordshire, HR9 5HL
Phone: 01989 562373 Email: admin@rosstc-herefordshire.gov.uk

www.rosstc-herefordshire.gov.uk
Sarah Robson FILCM – Town Clerk

John Davies

2nd August 2017

Dear John Davies,

Re Local Green Space Nomination - Landowner Notification

I am writing to inform you that the land at Hawthorne Lane (Archenfield) has been nominated as a Local Green Space for designation within the Ross Neighbourhood Development Plan¹.

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

What does Local Green Space Nomination mean?

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

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

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

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

Please get in touch with any comments or concerns before 13th September 2017.

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



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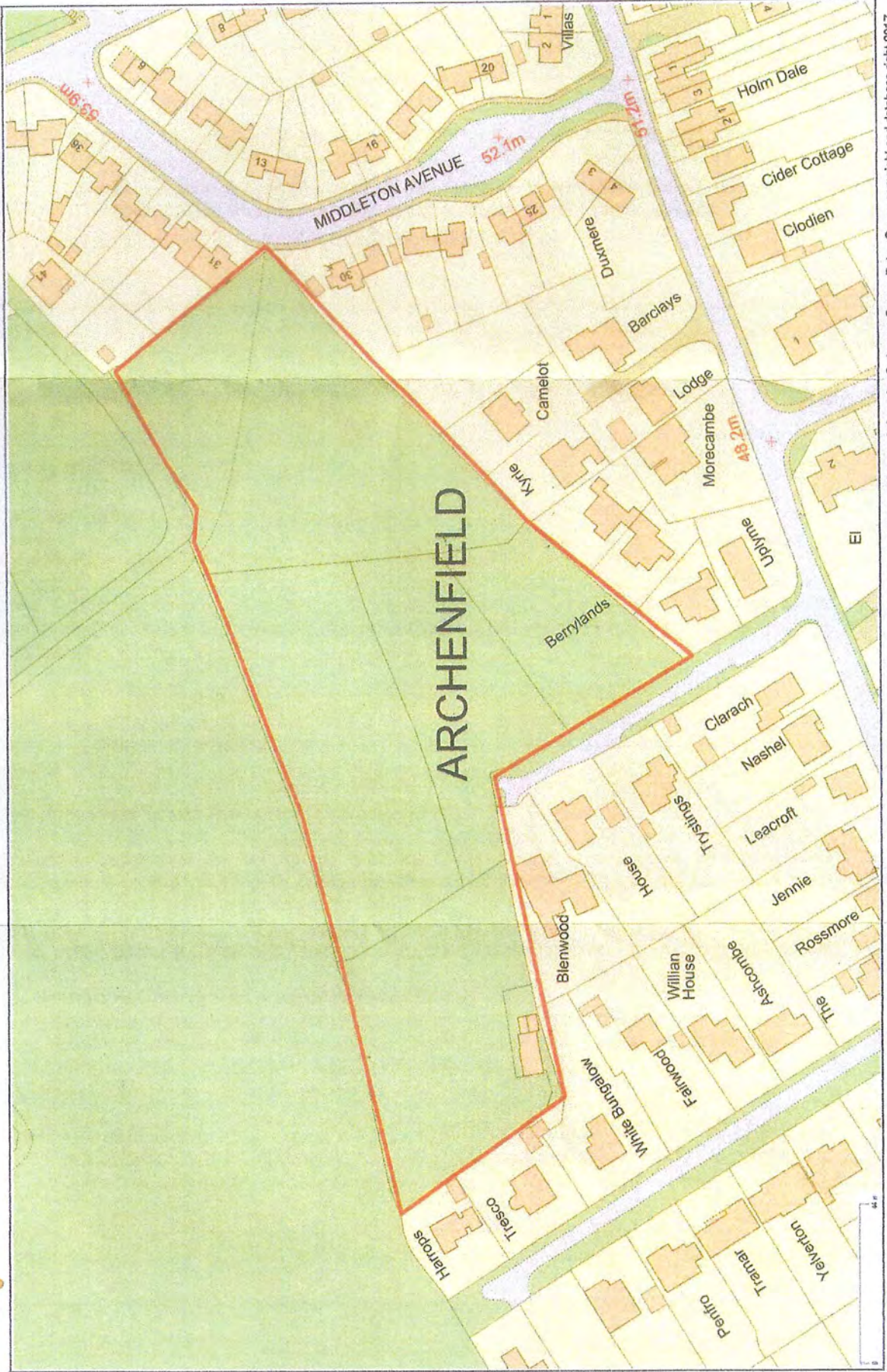
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Sarah Robson FILCM – Town Clerk

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

Yours sincerely,

Mrs. Sarah Robson
Town Clerk





LF/P17-2148

By email and post

11th September 2017

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

Dear Sarah,

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

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

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

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

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

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

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

Draft Initial Assessment of Archenfield for LGS designation

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

The draft study states that the site is crossed by five footpaths. This is incorrect, a single public footpath is shown on the Herefordshire Definitive Map¹ as crossing the site from Middleton Avenue in the north east to Hawthorne Lane in the south west. There is no public access to the site for recreational purposes except for this single public footpath, any other paths crossing the site do so without the permission of the landowner. The site is currently let privately for the grazing of horses.

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

The draft study also states that the site is a popular starting point for the John Kyrle Walk², however reference to this circular walk route map demonstrates that the site is not adjacent to the walk, neither does the definitive public footpath that crosses the site provide a direct linkage to it. Those using the site as a starting point for the circular walk are doing so over land for which there is no public right of way. My client is most concerned that dog walkers are using the site without permission as described above, as it has been let for the grazing of livestock.

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

Herefordshire Strategic Housing Land Availability Assessment

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

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

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

1

https://www.herefordshire.gov.uk/info/200136/travel_and_transport/716/highways_and_public_rights_of_way_map

² https://www.herefordshire.gov.uk/downloads/file/1755/john_kyrle_circular_walk

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

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

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

National Planning Practice Guidance (NPPG)

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

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

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

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

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

Conclusion

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

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

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

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

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

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

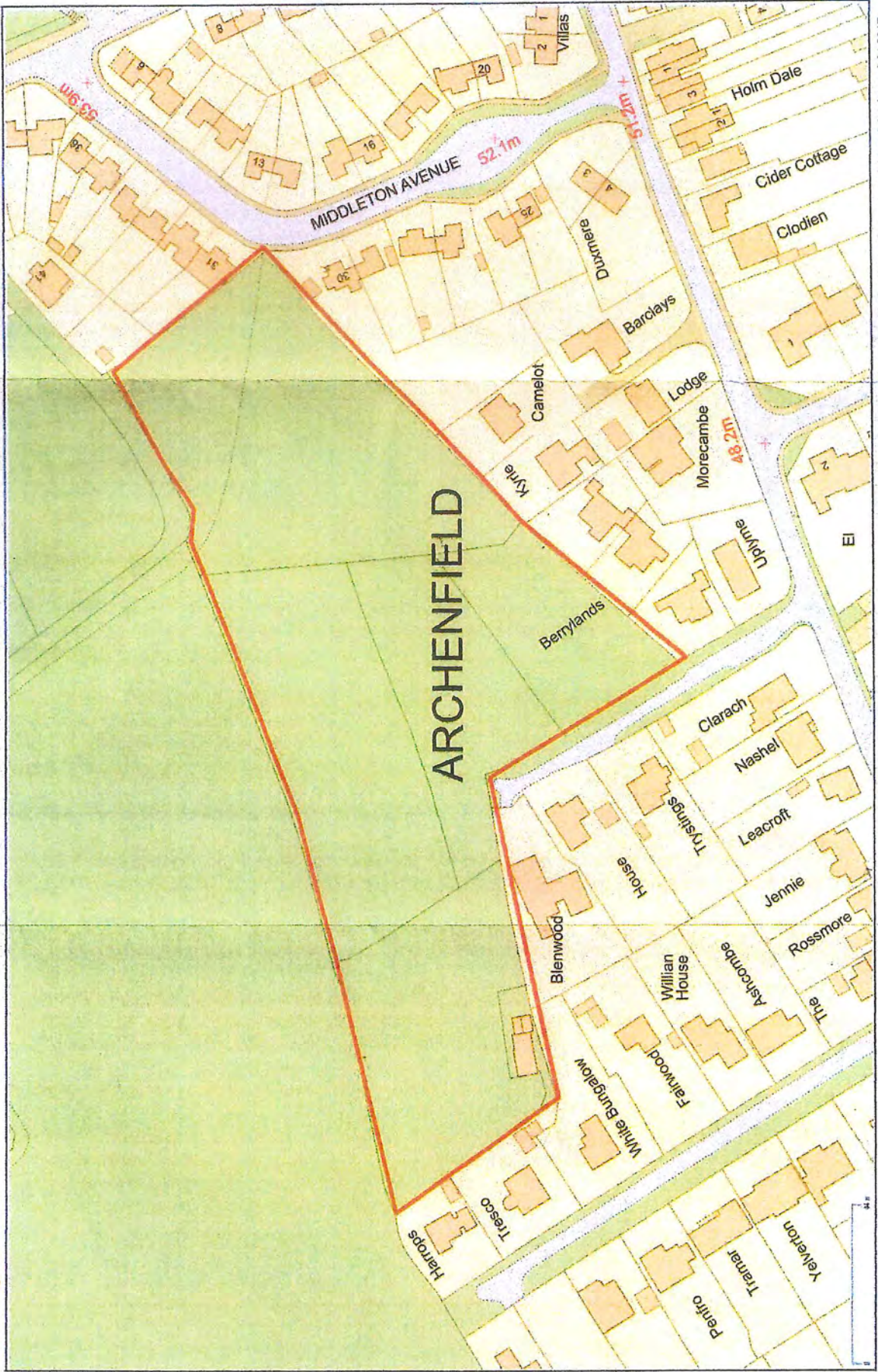
Yours sincerely

LOUISE FOLLETT
Principal Planner
E-mail: louise.follett@pegasuspq.co.uk

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

Cc: Robin Davies

APPENDIX 1
SITE PLAN
LAND AT HAWTHORNE LANE (ARCHENFIELD)



APPENDIX 2

2012 SHLAA STUDY FINDINGS

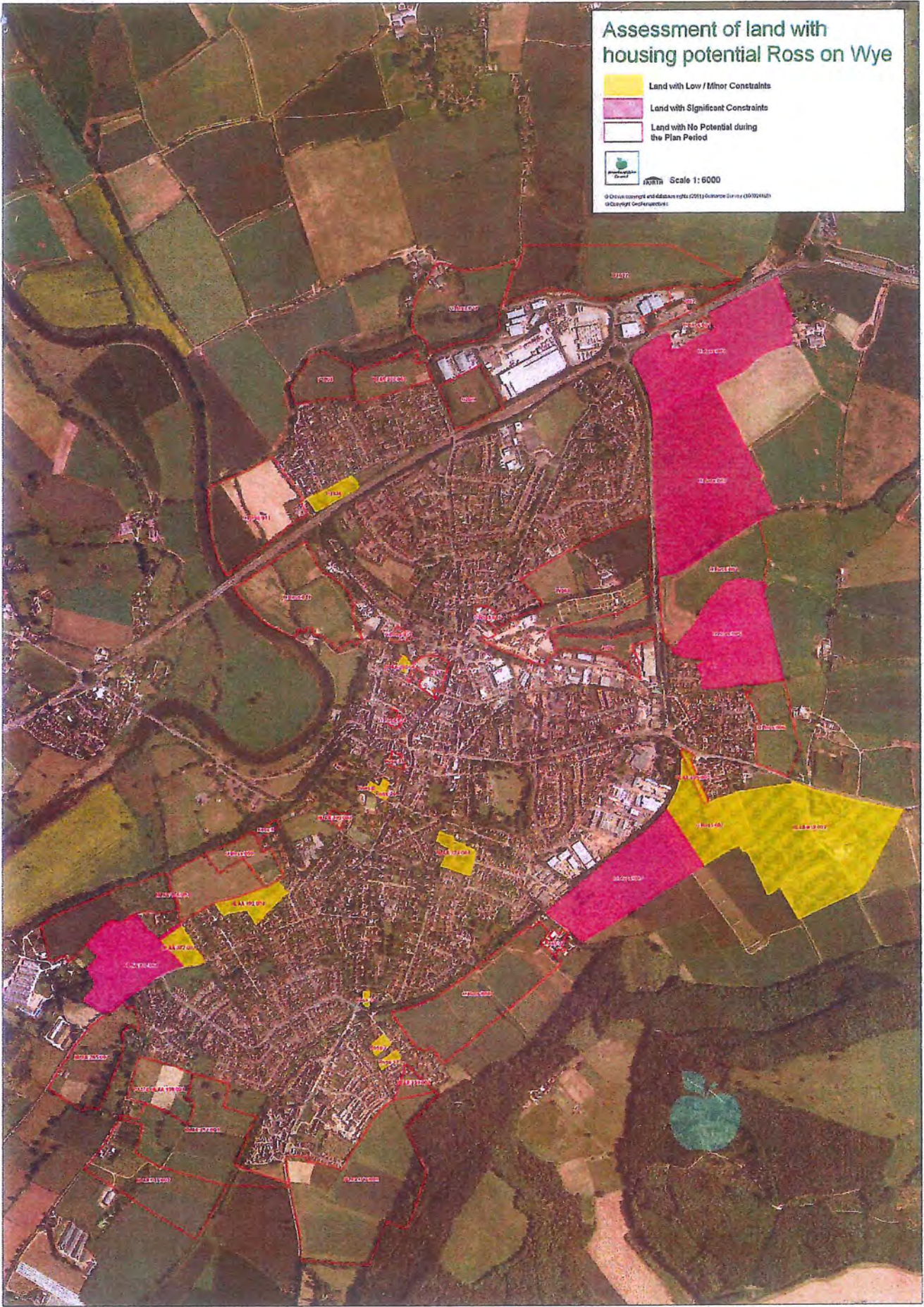
Assessment of land with housing potential Ross on Wye

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

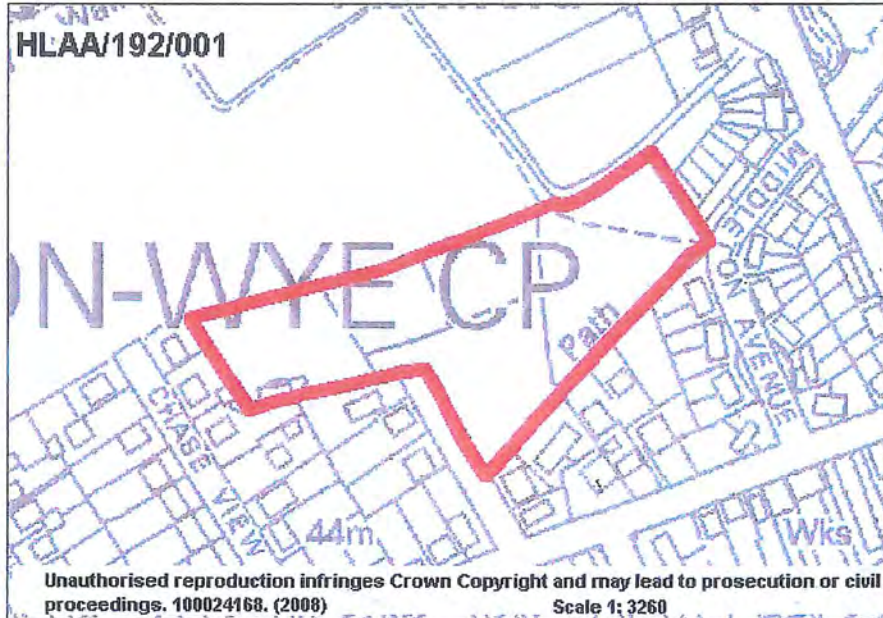


Scale 1:6000

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© Wiltshire Council



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



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

Suitable: Yes <input checked="" type="checkbox"/> Suitable: No <input type="checkbox"/> Suitable: Part <input type="checkbox"/> Achievable: Yes <input checked="" type="checkbox"/> Achievable: No <input type="checkbox"/> Achievable: Part <input type="checkbox"/> Available: Yes <input checked="" type="checkbox"/> Available: No <input type="checkbox"/> Available: Don't Know <input type="checkbox"/>	Potential Housing Capacity: 50 Greenfield <input checked="" type="checkbox"/> Brownfield <input type="checkbox"/> Timescale: 1-5 Years <input type="checkbox"/> Timescale: 6-10 Years <input checked="" type="checkbox"/> Timescale: 11-15 Years <input type="checkbox"/> Timescale: 16-20 Years <input type="checkbox"/> Timescale: Not In Current Plan Period <input type="checkbox"/>
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Settlement:	Ross-on-Wye	Site Ref:	HCAA/192/001
Site Address:	Stoney Stile, Cleeve Lane		

Summary Description:

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

Flood Information:

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

Water information:

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

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

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

Landscape:

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

Historic landscape:

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

Highways information:

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

Biodiversity:

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

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

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

Can the entire site be developed?:

Yes

Place Studio Ltd
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E: info@placestudio.com

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John Davies

11th April 2018

Dear Mr. Davies,

ROSS-ON-WYE NEIGHBOURHOOD PLAN

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

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

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

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

We look forward to hearing from you.

Kind Regards,

Jeff Bishop

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Sarah Robson FILCM – Town Clerk

9th April 2018

John Davies

Dear Mr. Davies,

LAND AT STONEY STILE

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

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

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

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

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

Thank you for your time.

Yours sincerely,

Mrs. Sarah Robson
Town Clerk

LF/P17-2148

1st May 2018

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

Dear Sarah,

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

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

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

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

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

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

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

PLANNING | DESIGN | ENVIRONMENT | ECONOMICS

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Page | 1

- The only footpath that should be alluded to in the Neighbourhood Plan is the single public footpath shown on the Herefordshire Definitive Map that crosses the site adjacent to its south-eastern boundary linking Hawthorne Lane with Middleton Avenue¹.
- With regard to the proximity of the Wye Valley AONB and the Conservation Area, these matters would be addressed through any planning application at the site with baseline studies assessing the landscape and visual amenity implications of development and any potential impact on the character and setting of the Conservation Area in order to correctly assess the capacity of the site.
- Baseline studies for any planning application would also assess existing biodiversity at the site.
- In the absence of the above work being carried out by the Town Council, the level of development that the site can effectively accommodate, as proposed by the Neighbourhood Plan (15 dwellings) is disputed, especially as the Herefordshire SHLAA assessment previously found the site suitable, available and deliverable for up to 50 dwellings. The Council have not provided evidence to justify limiting the site to the delivery of only 15 dwellings.
- My client has previously commissioned consulting engineers, Robert West, to consider how the site can be satisfactorily accessed. The outcome of this work evidenced that access from Hawthorne Lane is not a possibility, it is not an adopted road², lacks footpaths and has a lack of visibility with Archenfield Road, which without extensive additional land, which would not be likely to be forthcoming, could not be overcome. However, access from Middleton Avenue would be relatively easy to achieve and would meet all Highway requirements, and was generally accepted at a previous pre-application enquiry with Herefordshire Council.
- It is requested therefore that reference to access from Hawthorne Lane be deleted from the policy as land to provide the visibility splay improvements required by the policy is outside my clients control.
- Access from Middleton Avenue should not be predicated on the re-location of Ashton Park Primary School if it can currently be adequately achieved to the satisfaction of the Highway Authority.

1

https://www.herefordshire.gov.uk/info/200136/travel_and_transport/716/highways_and_public_rights_of_way_map/1

2

https://www.herefordshire.gov.uk/info/200136/travel_and_transport/716/highways_and_public_rights_of_way_map/1

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

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

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

Yours sincerely,

LOUISE FOLLETT
Principal Planner
Louise.Follett@pegasusgroup.co.uk

Cc Robin Davies

5A.3 Stoney Stile Allocation

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

- Access would only be possible from Middleton Avenue if Ashfield Park Primary School is relocated.**
- A small amount of housing development is possible, with the remainder of the site being dedicated as allotments.**
- Proposed layouts should include proposed re-routing of the public path if it is not retained in its current route.**

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

The site could accommodate in the order of 15 houses according to final access agreements, quantum of open space etc.

Timing: Late in the plan period.

THE ROSS-ON-WYE NEIGHBOURHOOD DEVELOPMENT PLAN

Comments on Regulation 14 Draft for Public Consultation,

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

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

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

Email comments to BOTH finance@rosstc-herefordshire.gov.uk & chair@rossneighbourhoodplan.org.uk please.

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

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

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

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

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

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

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		<p>4. The Primary School's website provides no indication that it is re-locating, indeed it is a popular and thriving local primary school serving the local community.</p> <p>5. The RNP has not published evidence from the Highway Authority to substantiate their requirement to limit the development of the site to the re-location of the primary school as part of the Regulation 14 consultation evidence.</p> <p>6. The matter of safe access into the Stoney-Stile site would be assessed by Herefordshire Council on receipt of any planning application.</p> <p>Currently Middleton Avenue, which has a wide carriageway width in comparison to other roads in the vicinity of the site, has unrestricted parking on both sides and is used informally for parking by parents and residents.</p> <p>Access into the site would be achieved from the inside of a bend in the road affording good visibility in either direction.</p> <p>Solutions to ensure safe access and egress into the site would be achieved through negotiations with the Highway Authority in connection with any planning application.</p> <p>Should negotiations with the Highway Authority, as the result of a planning application, prove it absolutely necessary in order to release the site</p>	

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

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

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		<p>As stated above best use should be made of the site if it is to come forward. The RNP states at paragraph 1.2.10 that the 2011 census pointed to low average household size in the town of 2.2 along with a high number of older people and an overall ageing population.</p> <p>Paragraph 1.2.12 points to the fact that 'homes at the lower end of the market in Ross cost around 11 times the average annual earnings compared to around 8.9 times nationally'.</p> <p>It is clear therefore, using RNP's own evidence, that moving forward the town will require smaller units to meet both market and affordable housing requirements.</p> <p>Our client's site provides the opportunity to provide such dwellings as part of a mix of size and type of dwellings units at the Stoney Stile site.</p> <p>Our client also raises concern that the draft policy suggests that the site could come forward later in the plan period</p> <p>The RNP does not provide any relevant evidence to demonstrate why the development of the site should be withheld until 'Late in the plan period'.</p> <p>The RNP would not be 'positively prepared' in accordance with paragraph 11a and 13 of the NPPF if it restricts development without reasonable evidence at an allocated 'suitable'</p>	

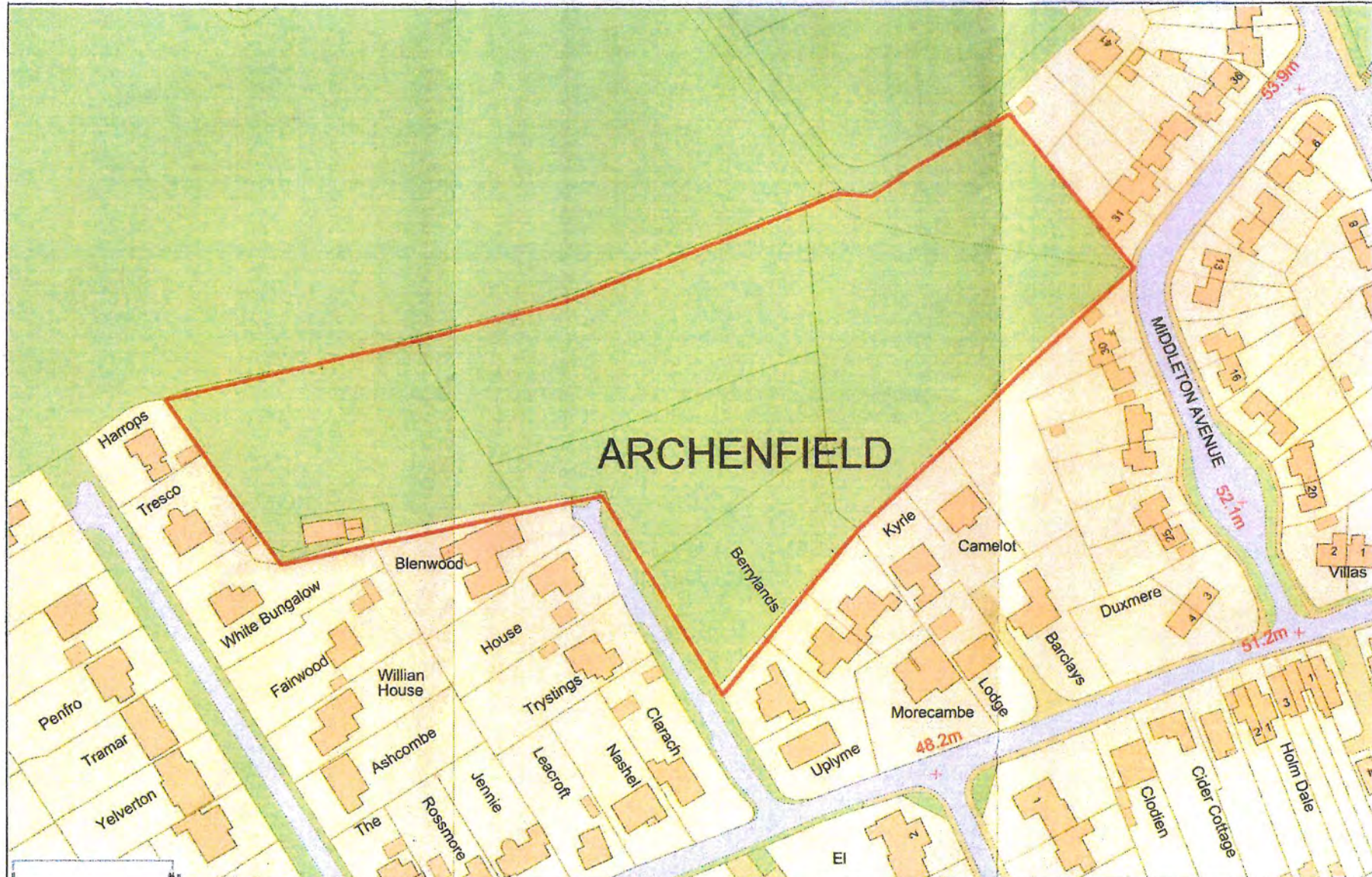
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		<p>(SHLAA) and deliverable site, this may impact on the compliance of the RNP with the requirements of 'Basic Conditions'.</p> <p>The Herefordshire SHLAA considers the site to be 'suitable'; 'available' and 'achievable' and therefore 'suitable' for development now.</p> <p>Subject to agreeing suitable access with the Highway Authority, which can be resolved through the submission of a planning application, there are no further material constraints preventing the site coming forward now to help meet local market and affordable housing need in Ross and to contribute to Herefordshire Council's five-year housing land supply.</p> <p>Indeed, bringing forward the site in the short term can help deliver RNP aspirations with regard to improved Green Infrastructure linkages in this part of the town.</p>	

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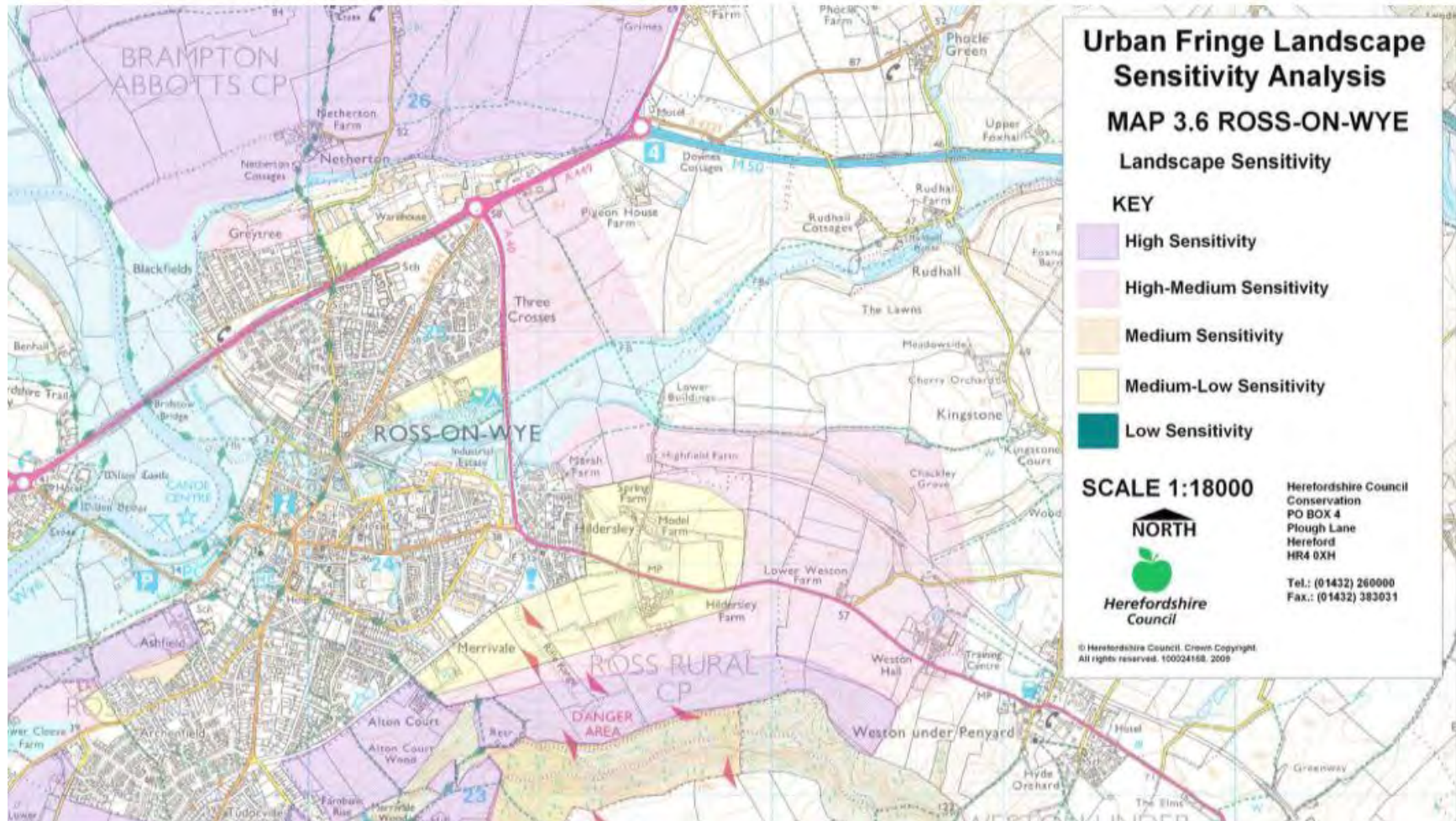
For purposes of clarification and feedback only

*

Sufficient to identify the commented point precisely



Appendix 2 – Map 3.6 Herefordshire Urban Fringe Study



APPENDIX 7

Figure 4.13: The Housing Market Areas of Herefordshire



Housing Market Areas



NORTH Not to Scale

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

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



NOTES
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REVISIONS
REV: DATE - DRAWN - CHECKED: NOTES
-: 14.06.19 - BH - RJF: Drawing created.
A: 26.06.19 - BH - RJF: Turning head to rear of plots 1 - 5 adjusted and gated access added through to field to the North.

B: 02.08.19 - BH - RJF: Surface Water pumping station incorporated into layout. Layout adjusted accordingly.
C: 06.09.19 - SS - BH: Surface Water pumping station removed. Layout adjusted accordingly.

PROJECT
Middleton Avenue, Ross-On-Wye

CLIENT
EG Carter & Co Ltd
Fortis Living

DRAWING TITLE
Proposed Site Plan

DRAWING NO.
5385-P-100

REV
C



COTSWOLD
TRANSPORT
PLANNING

EG Carter & Co and FORTIS

Land at Middleton Avenue, Ross-on-Wye

Transport Statement

September 2019





DOCUMENT REGISTER

CLIENT:	EG CARTER & CO AND FORTIS
PROJECT:	LAND AT MIDDLETON AVENUE, ROSS-ON-WYE
PROJECT CODE:	CTP-18-679

REPORT TITLE:	TRANSPORT STATEMENT		
PREPARED BY:	BEN FINCH	DATE:	SEPTEMBER 2019
CHECKED BY:	MIKE GLAZE	DATE:	SEPTEMBER 2019

REPORT STATUS:	ISSUE 01
-----------------------	-----------------

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Appendices

- APPENDIX A: Middleton Avenue ATC Data
- APPENDIX B: Bus Timetables
- APPENDIX C: Architect's Site Layout
- APPENDIX D: Access Swept Path Analysis Drawings
- APPENDIX E: Access Visibility Splay Drawing
- APPENDIX F: Highway Boundary Data
- APPENDIX G: TRICS Data



1 Introduction

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



2 The Site and Adjacent Highway Network

Site Location and Composition

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

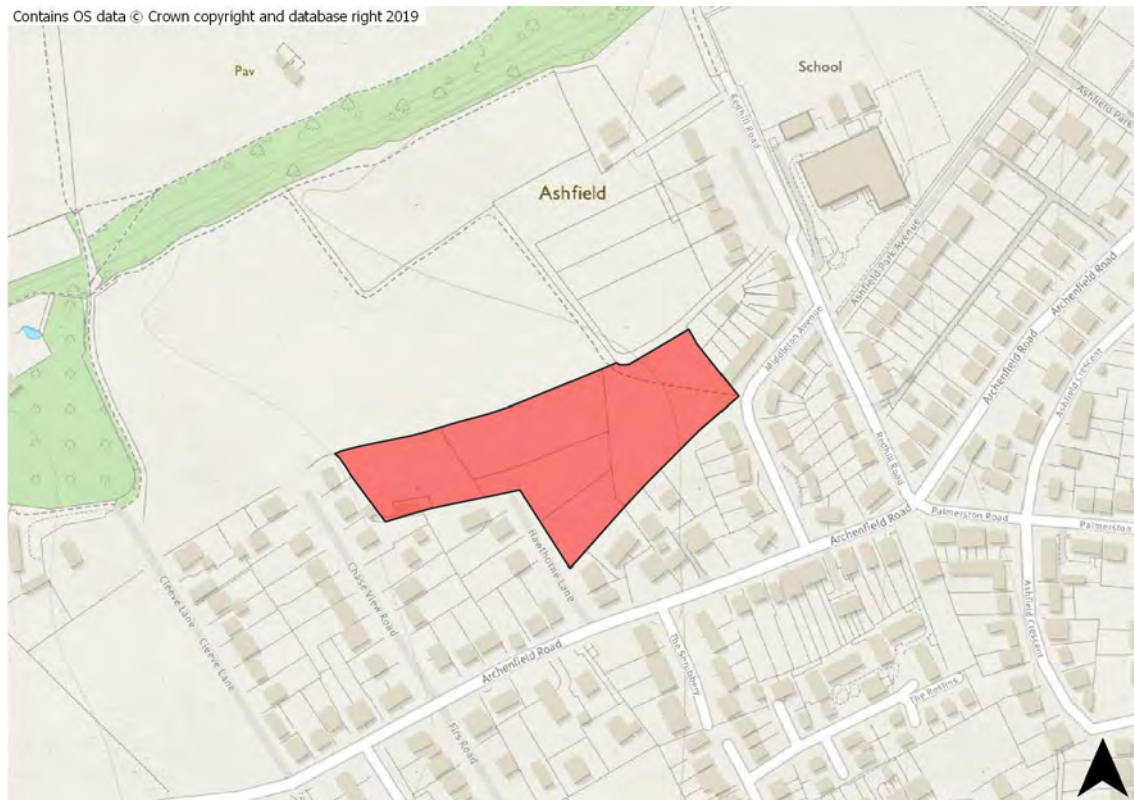


Figure 2.1: Indicative Site Location Plan

Local Highway Network

Middleton Avenue

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

Public Rights of Way

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

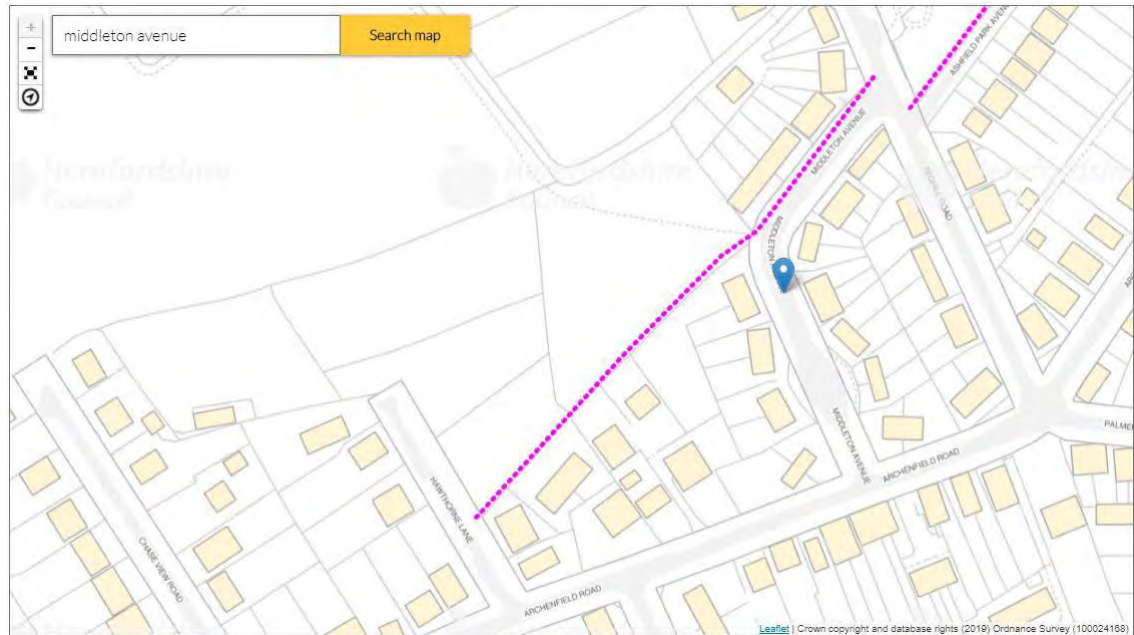


Figure 2.2: Public Rights of Way Map

Local Highway Safety

- 2.5 CrashMap data was analysed over the most recent five-year period available, this review demonstrated that no personal injury collisions were recorded in the vicinity of the application site during the study period. It is determined that there are no highway safety issues that could be exacerbated by the proposed development.
- 2.6 A screenshot of the CrashMap search area is provided in **Figure 2.3**, with the site indicated by a cross.

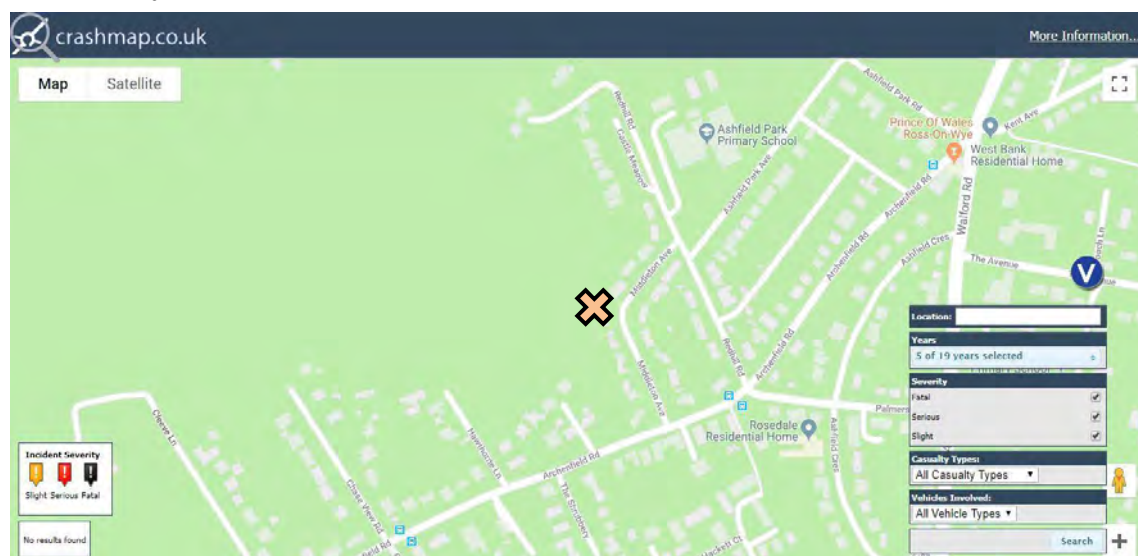


Figure 2.3: CrashMap Extract Demonstrating No Collisions



Existing Traffic Flows on Middleton Avenue

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

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

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

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

Direction	Average Speed	85 th Percentile Speed
Northbound	13.7mph	17.4mph
Southbound	9.8mph	16.9mph

Table 2.2: Average and 85th Percentile Speeds on Middleton Avenue



During School Peak Hours

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



Figure 2.4: Middleton Avenue / Redhill Road T-Junction

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



Figure 2.5: School Bus Parked Adjacent to T-Junction

Summary

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



3 Site Accessibility and Opportunities for Sustainable Travel

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

Proximity to Local Services and Amenities

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

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

Table 3.1: Distances to Services and Amenities



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

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

Walking and Cycling

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

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

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

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

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

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

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



Public Transport

Bus Services and Facilities

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

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

Table 3.2: Bus Service Summary

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

Summary

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



4 Relevant Transportation Planning Guidance

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

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

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

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

National Planning Policy Framework (NPPF)

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

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

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



4.5 Paragraph 110 states developments should:

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

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

Local Policy

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

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



- 4.9 *Policy SS4 – Movement and transportation* identifies that new developments should be designed and located to minimise the impacts on the transport network and where practical, development proposals should be accessible by and facilitate a genuine choice of modes of travel, including walking, cycling and public transport.
- 4.10 *Policy MT1 – Traffic Management, highway safety and promoting active travel* identifies that development proposals should incorporate a number of principle requirements covering movement and transportation. These include:
- i) *'The demonstration that the strategic and local highway network can absorb the traffic impacts of the development without adversely affecting the safe and efficient flow of traffic on the network or that traffic impacts can be managed to acceptable levels to reduce and mitigate any adverse impacts from the development;*
 - ii) *Promote and, where possible, incorporate integrated transport connections and supporting infrastructure (depending on the nature and location of the site), including access to services by means other than private motorised transport;*
 - iii) *Encourage active travel behaviour to reduce numbers of short distance car journeys through the use of travel plans and other promotional and awareness raising activities;*
 - iv) *Ensure that developments are designed and laid out to achieve safe entrance and exit, have appropriate operational and manoeuvring space, accommodate provision for all modes of transport, the needs of people with disabilities and provide safe access for the emergency services;*
 - v) *Protect existing local and long-distance footways, cycleways and bridleways unless an alternative route of at least equal utility value can be used, and facilitate improvements to existing or provide new connections to these routes, especially where such schemes have been identified in the Local Transport Plan and / or Infrastructure Delivery Plan;*
 - vi) *Have regard to with both the council's Highways Development Design Guide and cycle and vehicle parking standards as prescribed in the Local Transport Plan - having regard to the location of the site and need to promote sustainable travel choices; and*
 - vii) *Where traffic management measures are introduced they should be designed in a way which respects the character of the surrounding area including its landscape character. Where appropriate, the principle of shared spaces will be encouraged.'*



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

Summary

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



5 Development Proposals

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

Site Access

Vehicular Access

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



Junction Visibility

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



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

Pedestrian Access

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



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

Parking

Residential Parking

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

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

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

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

Visitor Parking

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

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

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



Cycle Parking

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

Internal Arrangement

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

Summary

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



6 Forecast Trip Generation

Introduction

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

Forecast Trip Generation

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



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

Table 6.1: TRICS Summary of Vehicle Trips

**Subject to Cumulative Rounding*

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

Impact on Middleton Avenue

6.8 It is not forecast that the additional 15 PM peak hour vehicle trips will result in a severe impact on the operation of the highway, due to the lack of PICs and low traffic flows / average speeds recorded on Middleton Avenue.

6.9 Higher vehicle flows were recorded during the AM peak hour, however, after visiting the site, and from visiting other school related sites in and around Herefordshire, high levels of traffic associated with schools only remains present for approximately 15 minutes prior to opening, and approximately five minutes after.

6.10 Ashfield Park Primary School start their day at 08:55 and, as such, it is unlikely the 21 forecast trips between 08:00 and 09:00 will have an impact on school drop-off traffic.

6.11 In the event that vehicles are departing / arriving at the site whilst parents are dropping-off children, it was noted on the site visit that the flow of the carriageway was not significantly impeded or blocked by on-street parking.

6.12 It is therefore not predicted that the peak AM vehicle trips will have a severe impact on the highway network, whilst the development trips occurring in the PM peak hour will not coincide with the PM School traffic peak.



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

Summary

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



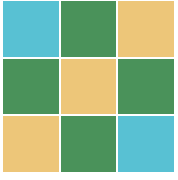
7 Summary & Conclusions

Summary

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

Conclusion

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



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TRANSPORT
PLANNING

Appendix A

Middleton Avenue ATC Data

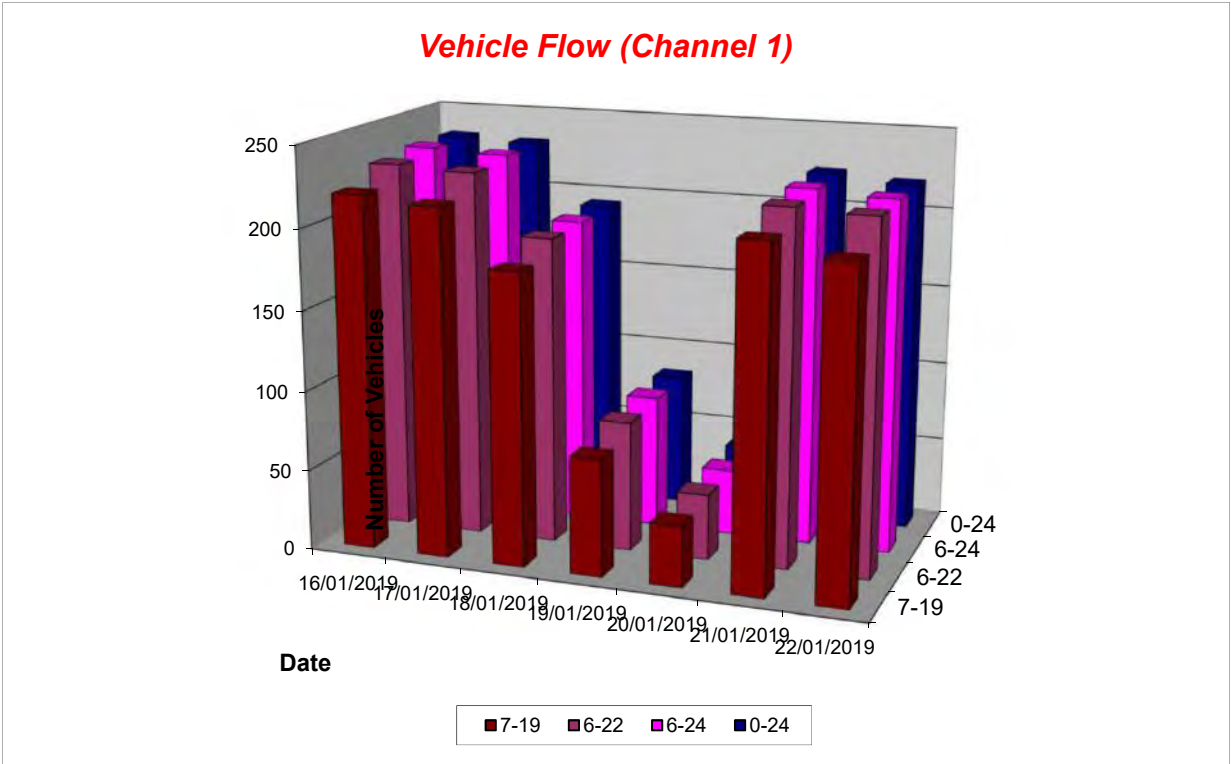
Ross on Wye ATC, Middleton Avenue

Channel 1 - Northbound

Vehicle Flow

Week 1

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



Ross on Wye ATC, Middleton Avenue

Channel 1 - Northbound

Average Speed

Week 1

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

Average 13.7

Channel 1 - Northbound

85th Percentile

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

85th %ile 17.4

Ross on Wye ATC, Middleton Avenue

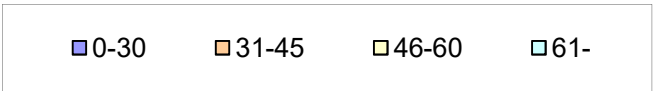
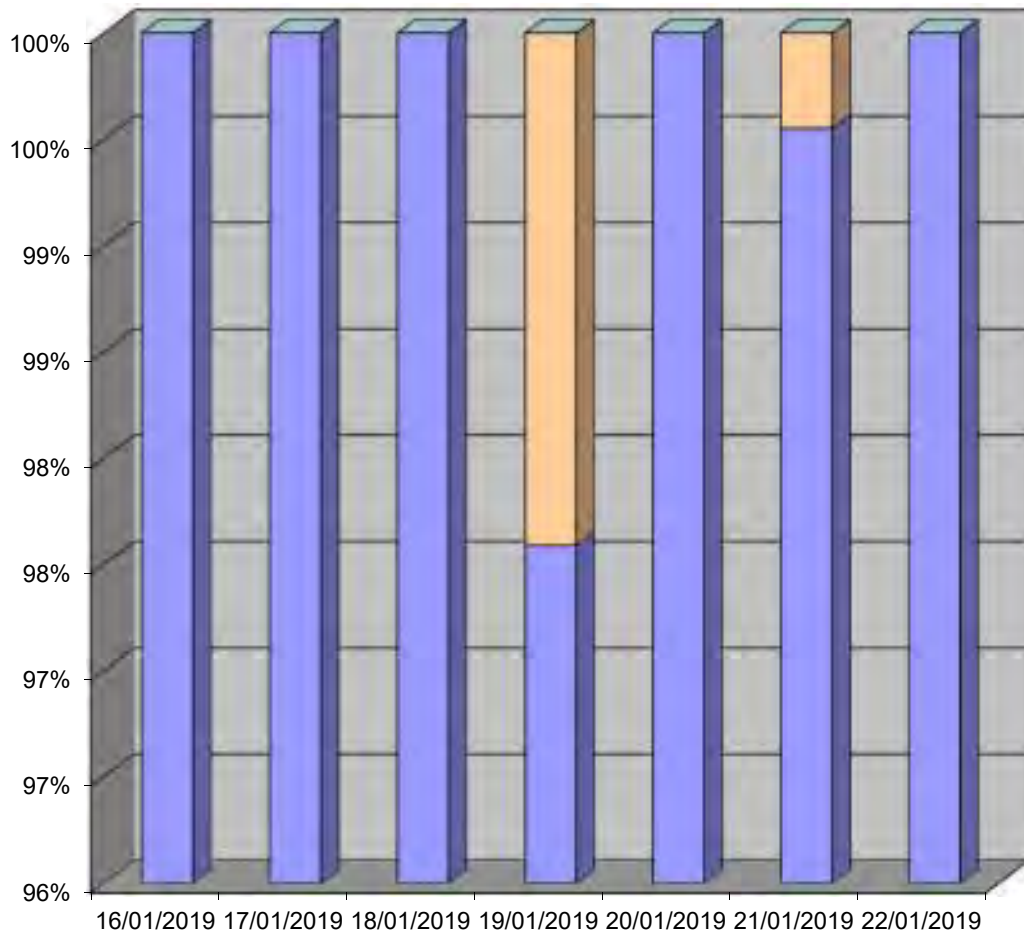
Channel 1 - Northbound

Speed Summary

Week 1

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

Speed Summary (MPH)



Ross on Wye ATC, Middleton Avenue

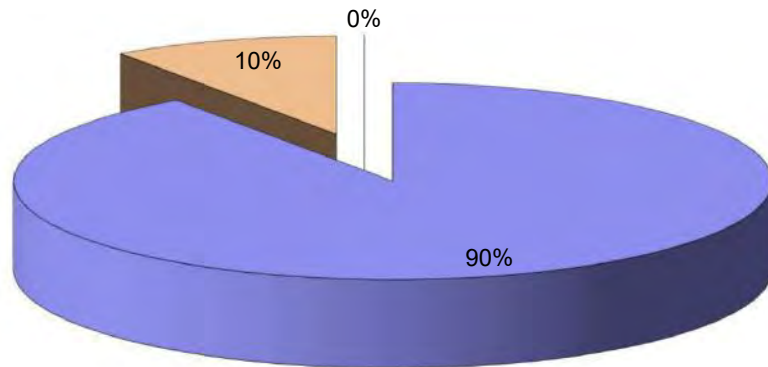
Channel 1 - Northbound

Vehicle Class

Week 1

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

Total Vehicle Class Distribution



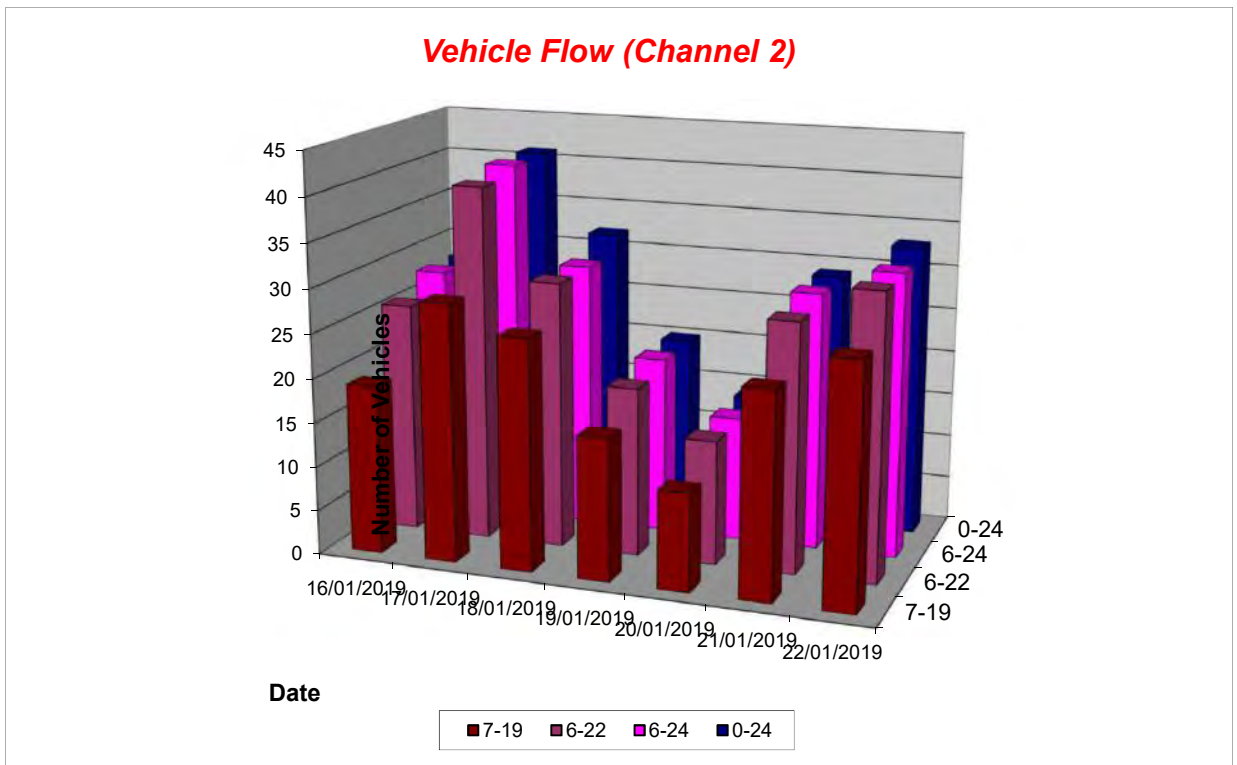
Ross on Wye ATC, Middleton Avenue

Channel 2 - Southbound

Vehicle Flow

Week 1

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



Ross on Wye ATC, Middleton Avenue

Channel 2 - Southbound

Average Speed

Week 1

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

Average 9.8

Channel 2 - Southbound

85th Percentile

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

85th %ile 16.9

Ross on Wye ATC, Middleton Avenue

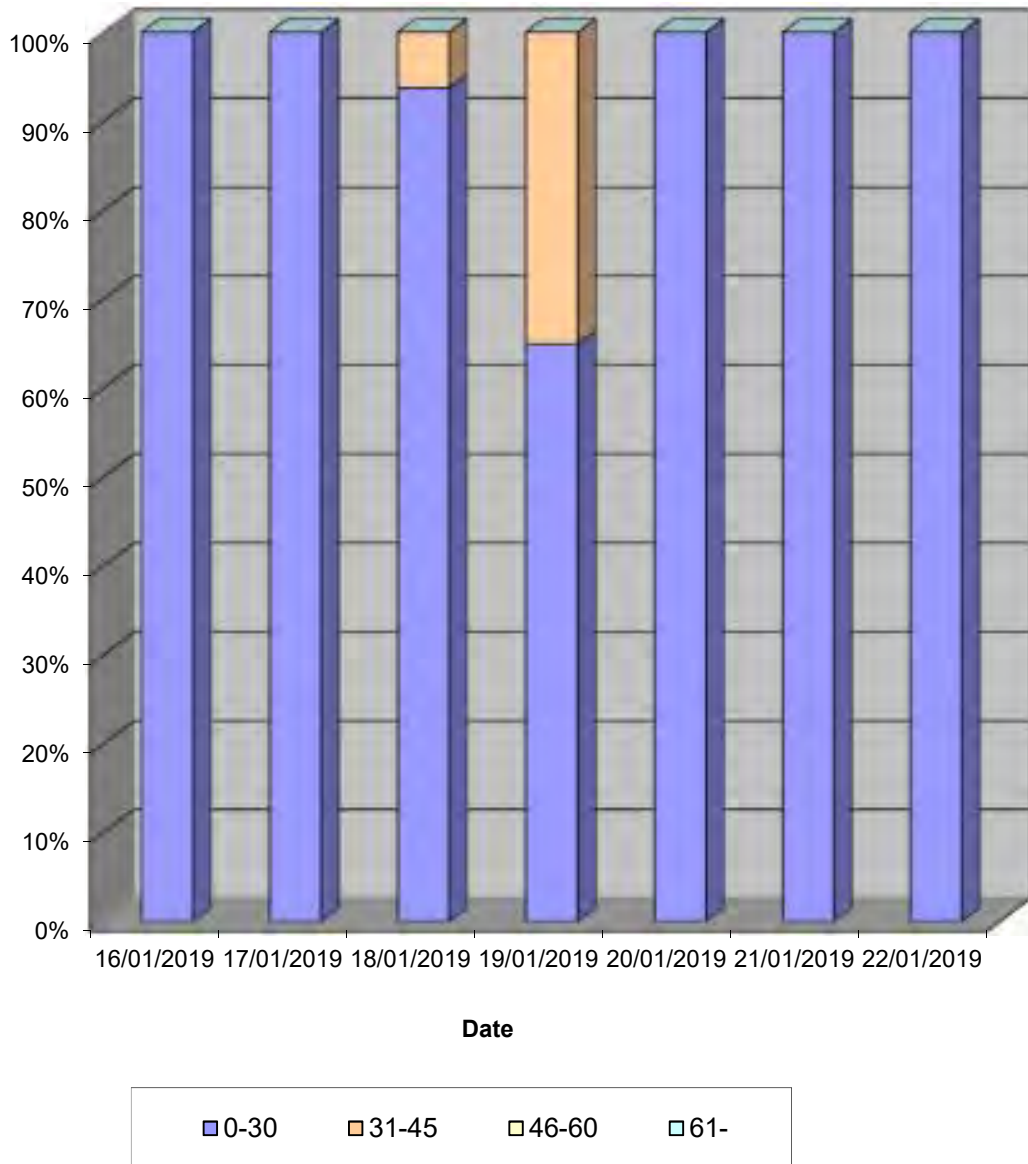
Channel 2 - Southbound

Speed Summary

Week 1

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

Speed Summary (MPH)



Ross on Wye ATC, Middleton Avenue

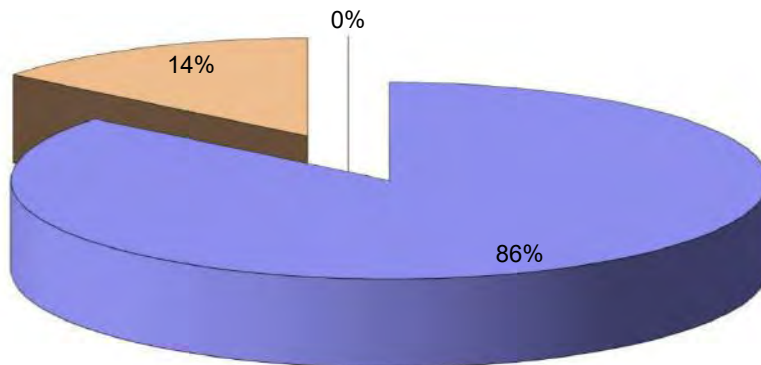
Channel 2 - Southbound

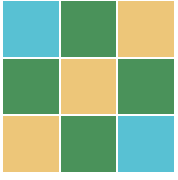
Vehicle Class

Week 1

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

Total Vehicle Class Distribution





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Appendix B

Bus Timetables

Mondays to Fridays

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

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

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

[3] Runs on Mondays to Fridays

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

Saturdays

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

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

Mondays to Fridays

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

[1] Runs on Mondays to Fridays

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

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

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

Saturdays

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

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

40A

Ross on Wye Ross on Wye

Stagecoach West

Mondays to Fridays

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

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

40A

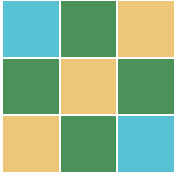
Ross on Wye Ross on Wye

Stagecoach West

Saturdays

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

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



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Appendix C

Architect's Site Layout

Accommodation Schedule									
	Area (Sqft)	Area (Sqm)	House Type	Storey	Total no.	Total Area (Sqft)	Total Area (Sqm)	Tenure Mix (%)	Total Tenure Mix (%)
Affordable									
●	538.2	50	1BF	1	1	538.2	50	5.3	41
●	581.3	54	1BF	1	1	581.3	54	5.3	
●	602.8	56	2BF	1	1	602.8	56	5.3	
●	678.1	63	2BF	1	1	678.1	63	5.3	
●	905.9	47	1BB	1	1	905.9	47	5.3	
●	721.2	67	2BB	1	1	721.2	67	5.3	
●	839.6	78	2BH	2	2	1679.2	156	10.5	
●	961.1	80	2BH	2	5	4305.6	400	26.3	
●	968.8	90	3BH	2	4	3875.0	360	21.1	
●	968.8	90	3BH	2	1	968.8	90	5.3	
●	1237.9	115	4BH	2	1	1237.9	115	5.3	
Sub Total					19	15693.9	1468		
Shared Ownership									
●	839.6	78	2BH	2	6	5037.6	468	22.2	59
●	961.1	80	2BH	2	2	1722.2	160	7.4	
●	968.8	90	3BH	2	14	13562.6	1260	51.9	
●	968.8	90	3BH	2	3	2906.3	270	11.1	
●	1237.9	115	4BH	2	2	2475.7	230	7.4	
Sub Total					27	25704.4	2368		
Total					46	41398.3	3836		
Total Car Parking Spaces							96.0	(Including 8 visitor)	

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



Electricity Poles to be diverted or grounded

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



NOTES
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REVISIONS
REV: 0478 - 04/07/19 - 04/07/2020 107750
- 14.02.19 - 04/19 - RLF:
Drawing created.
A: 28.05.19 - 04/19 - RLF:
Turning head to rear of plots 1 - 3 adjusted and gated access added through to field to the North.

B: 03.08.19 - 04/19 - RLF:
Surface Water pumping station incorporated into layout. Layout adjusted accordingly.
C: 06.09.19 - 05 - 04/19:
Surface Water pumping station removed. Layout adjusted accordingly.

PROJECT
Middleton Avenue, Ross-On-Wye

SCALE 1:500@A2

CLIENT
EG Carter & Co Ltd
Fortis Living

DATE Sep 2019

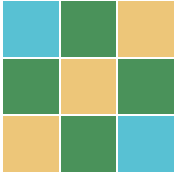
DRAWING TITLE
Proposed Site Plan

DRAWING NO.
5385-P-100

REV
C



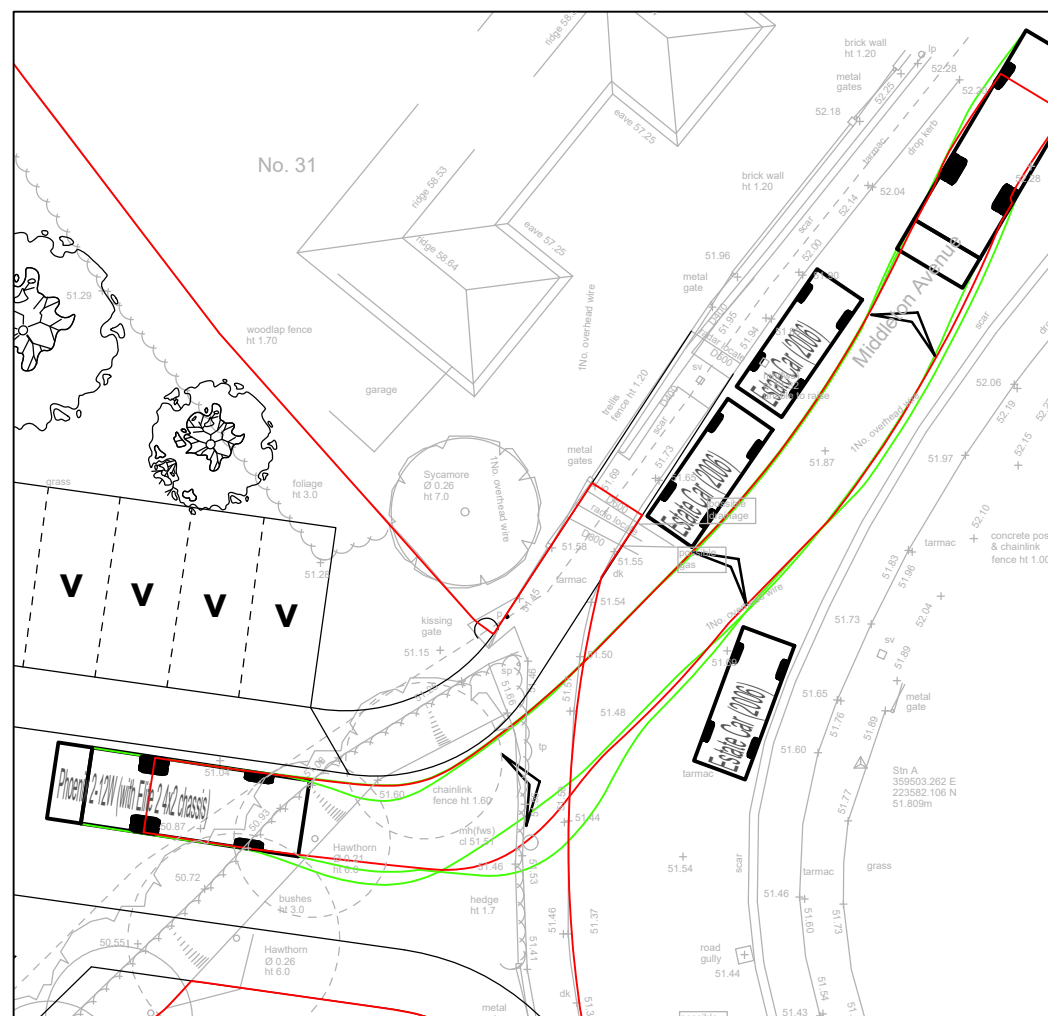
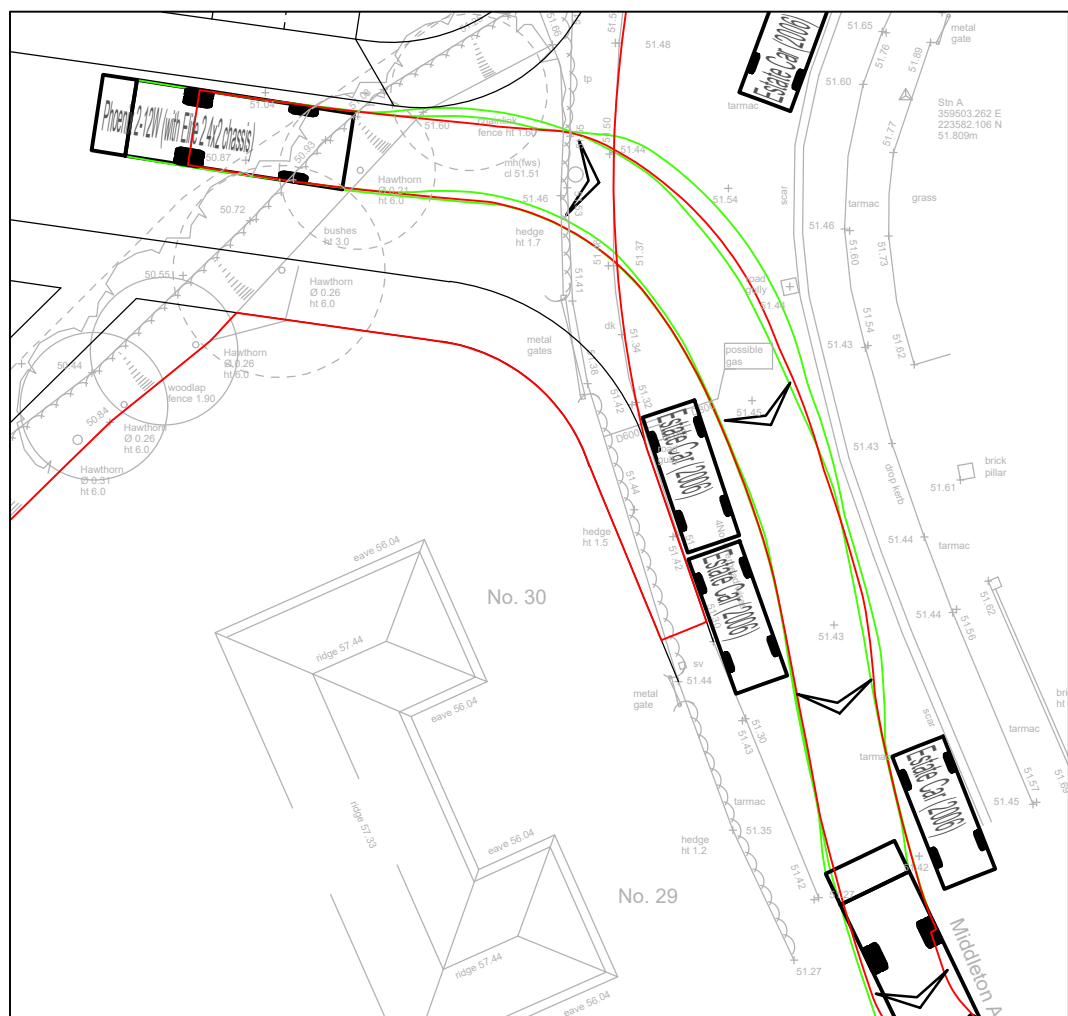
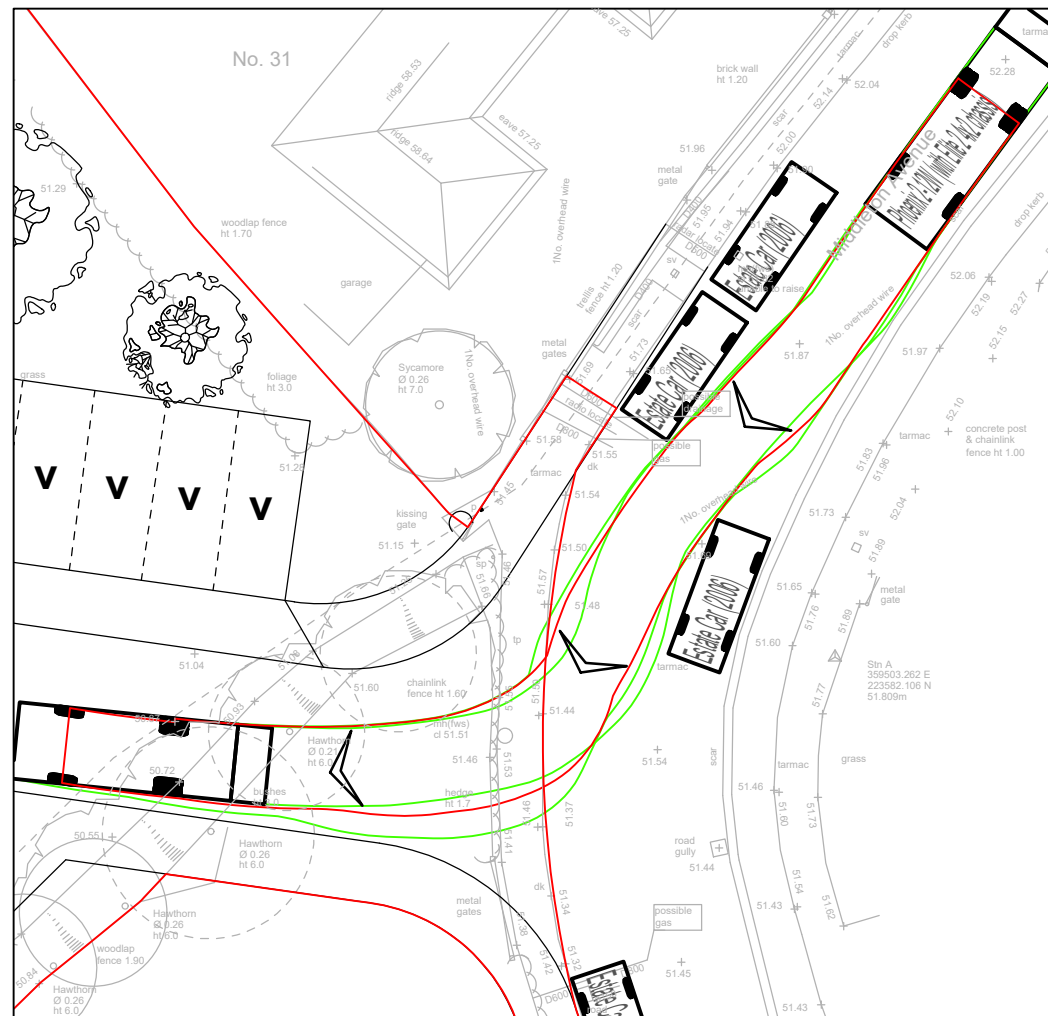
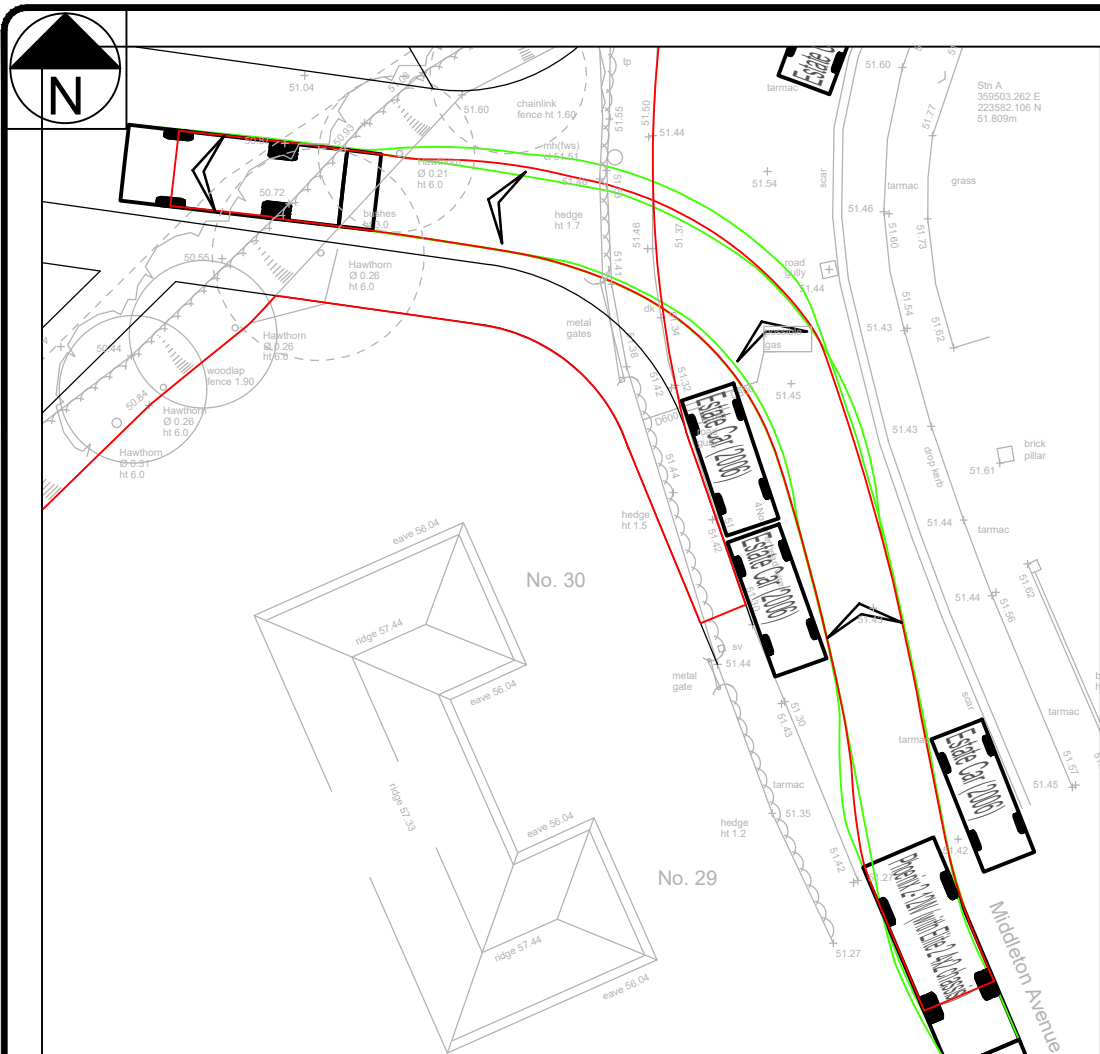
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Gloucester, Glouce, GL2 0DZ T: 01452 124254



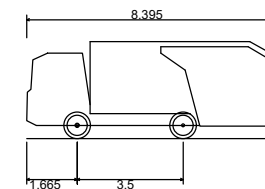
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Appendix D

Access Swept Path Analysis
Drawings



Notes:



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



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

Drawing Title:
Site Access Swept Path Analysis

Client:
E G Carter & Co Ltd

Project:
Middleton Avenue, Ross on Wye

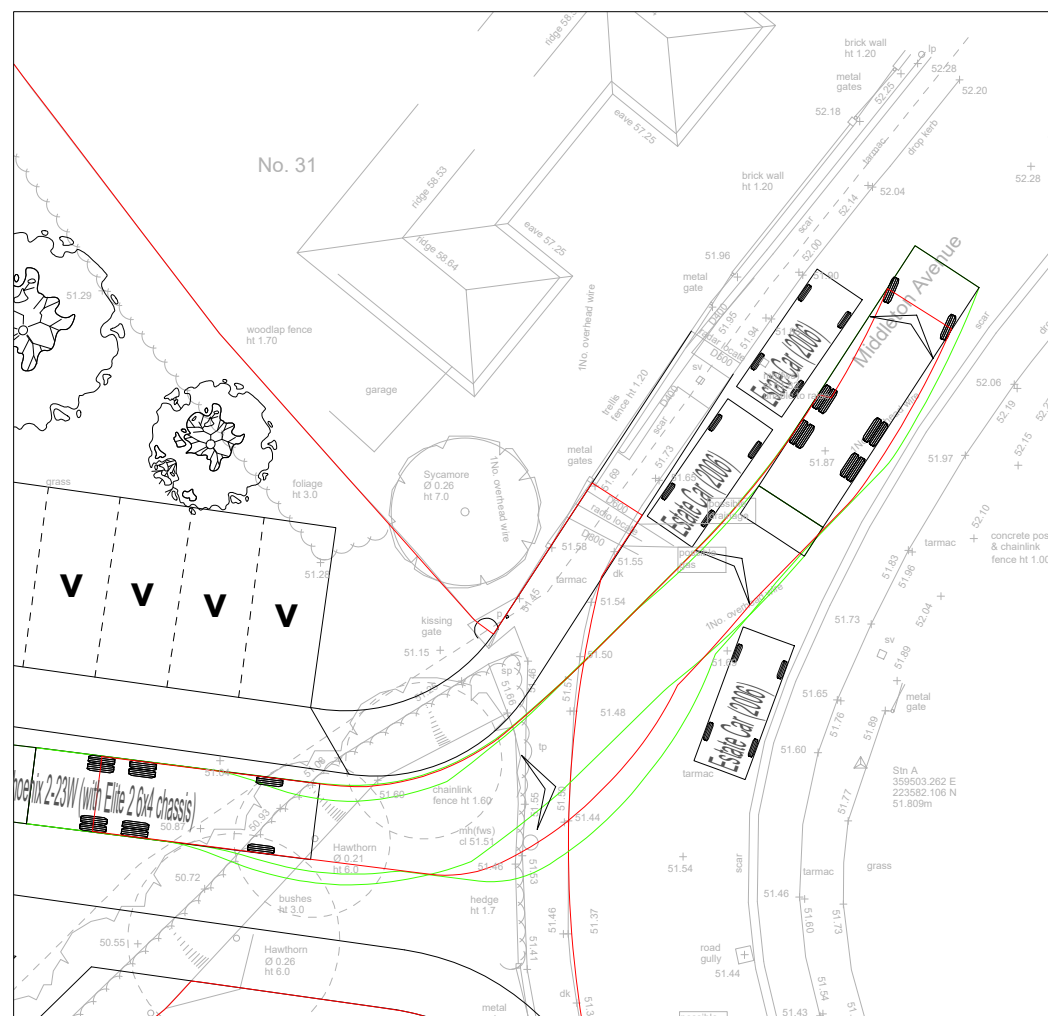
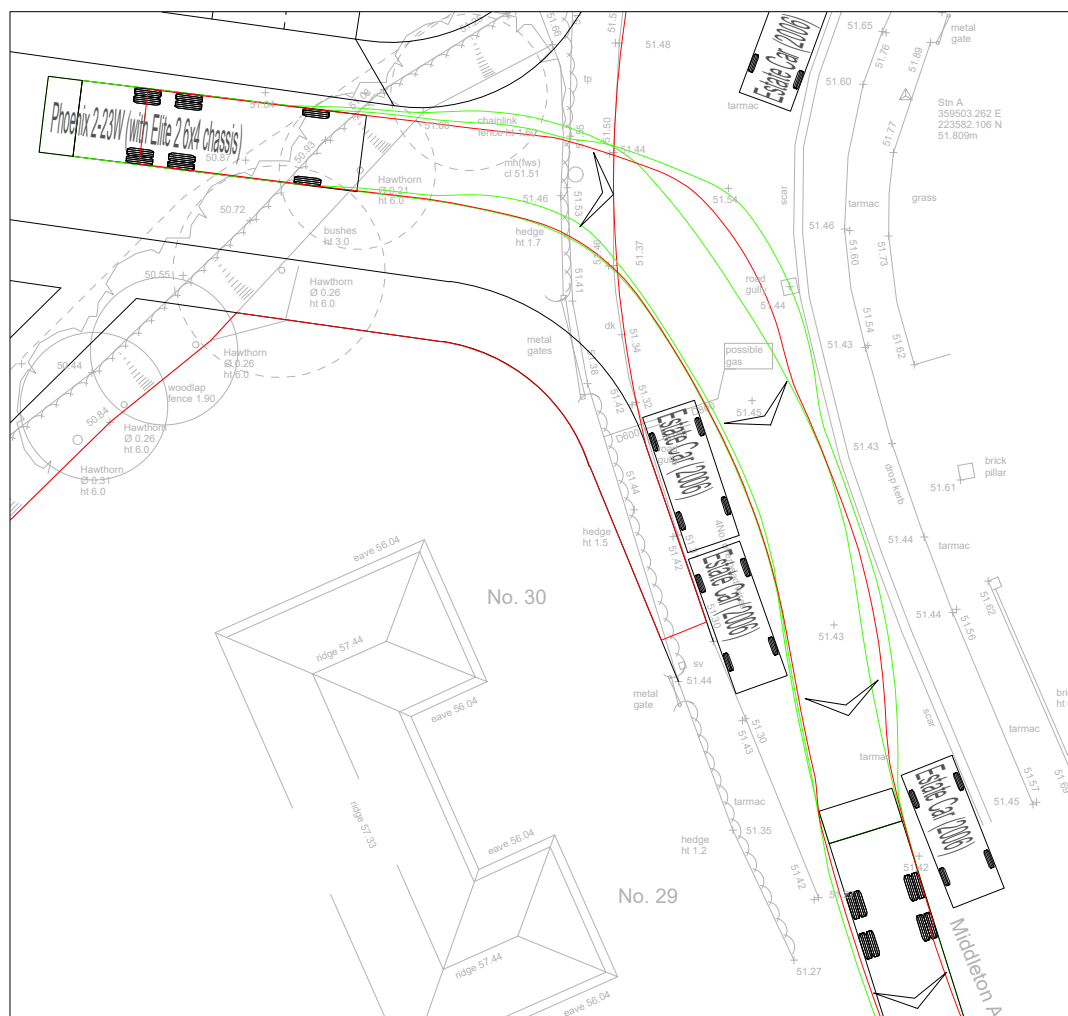
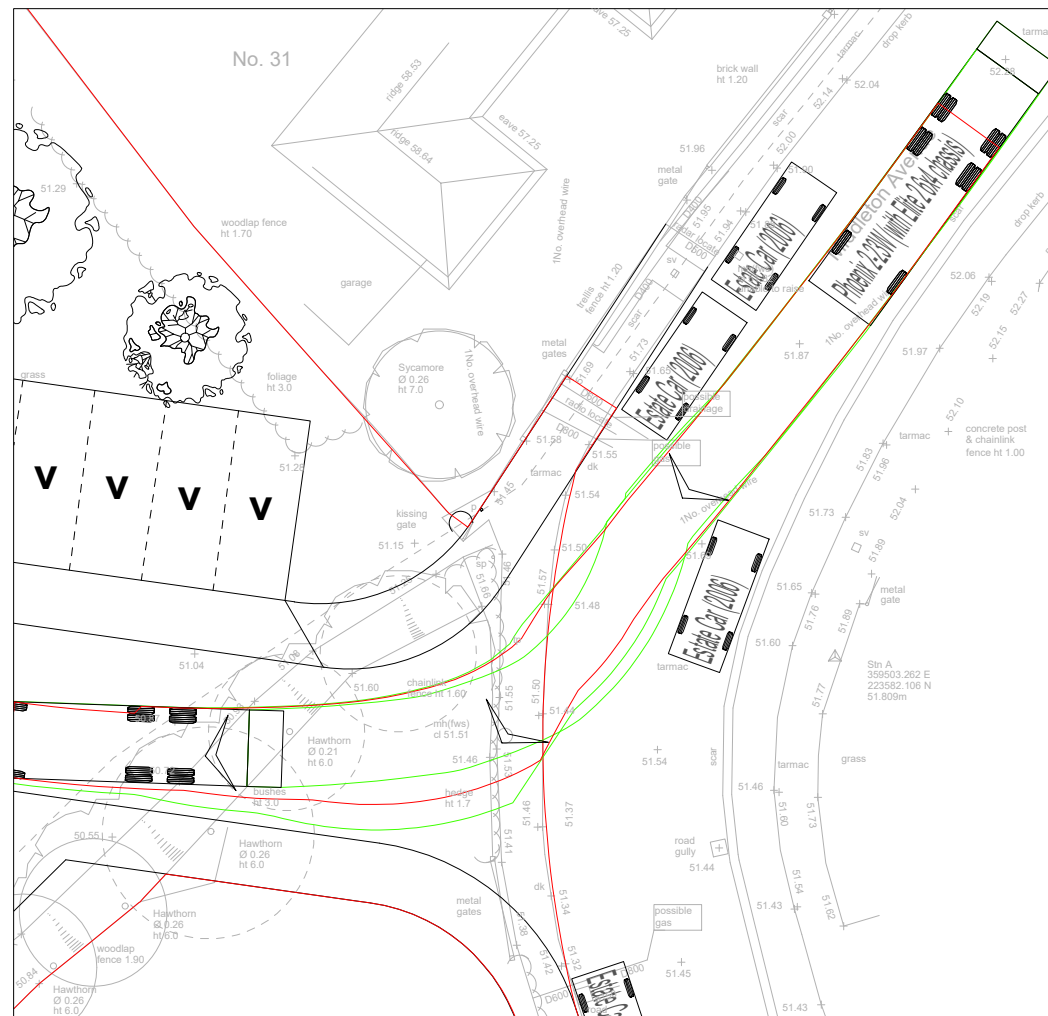
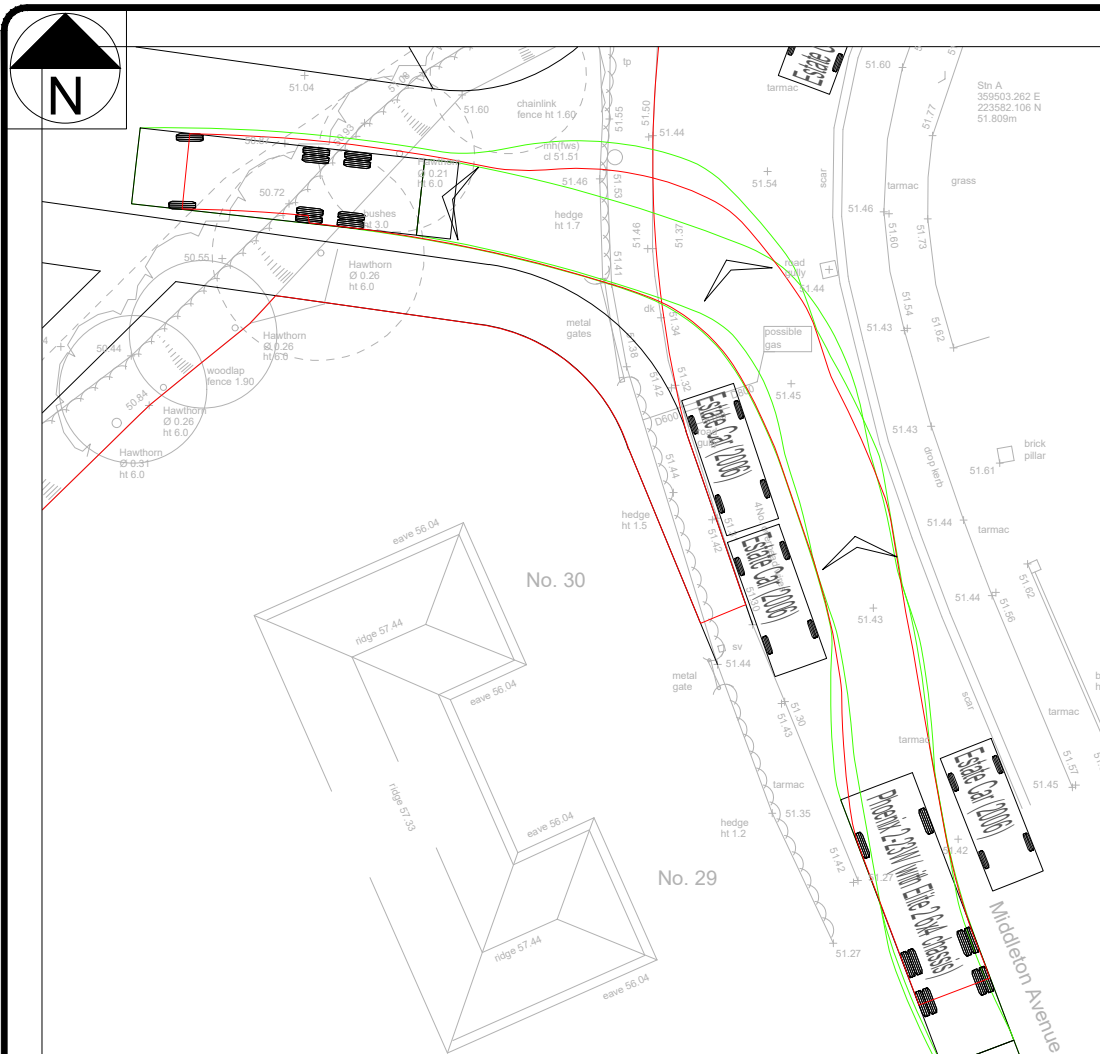
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SP01 Revision:

Date Drawn:
13.02.19 Issue Date:
13.02.19

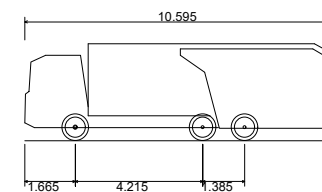
Drawn by:
LG Checked by:
MG

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

Drawing Status:
INFORMATION



Notes:



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



**COTSWOLD
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Drawing Title:
Site Access Swept Path Analysis

Client:
E G Carter & Co Ltd

Project:
Middleton Avenue, Ross on Wye

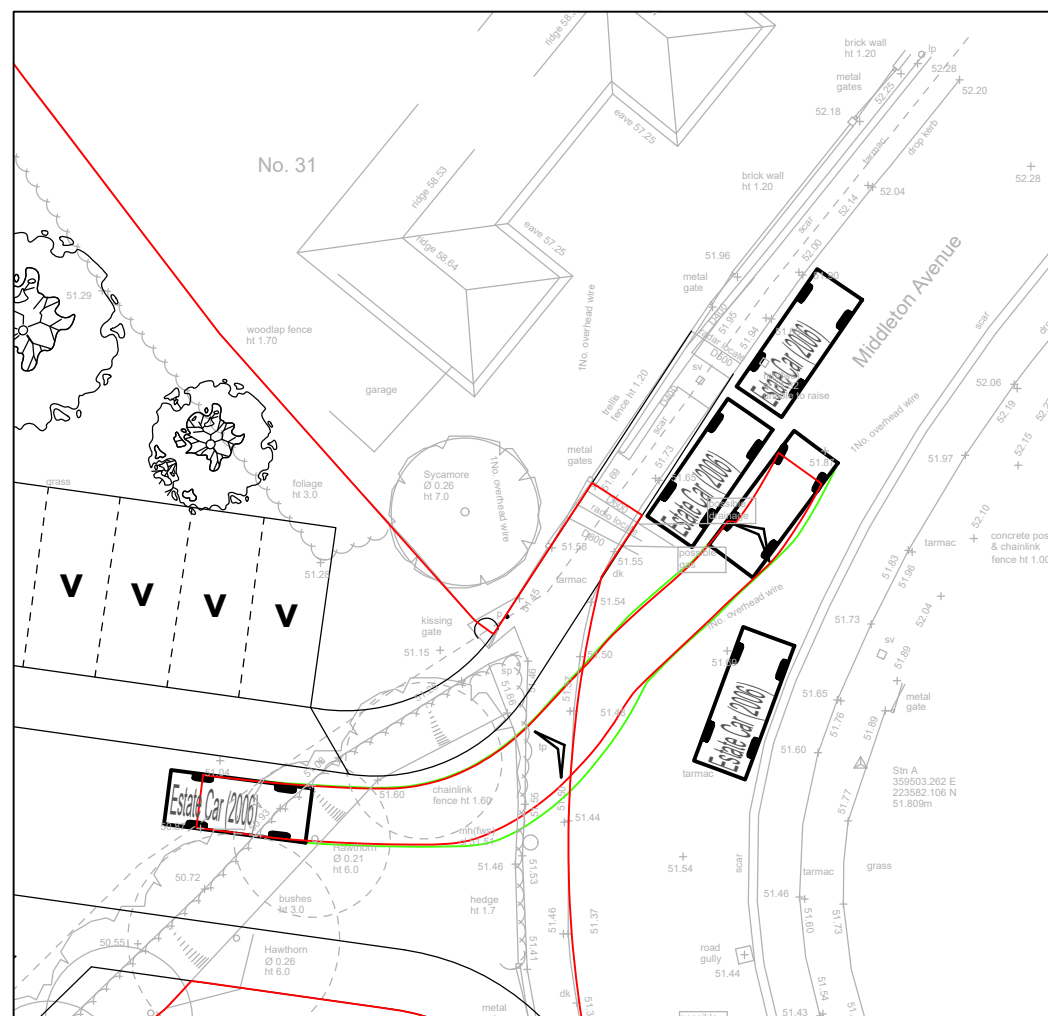
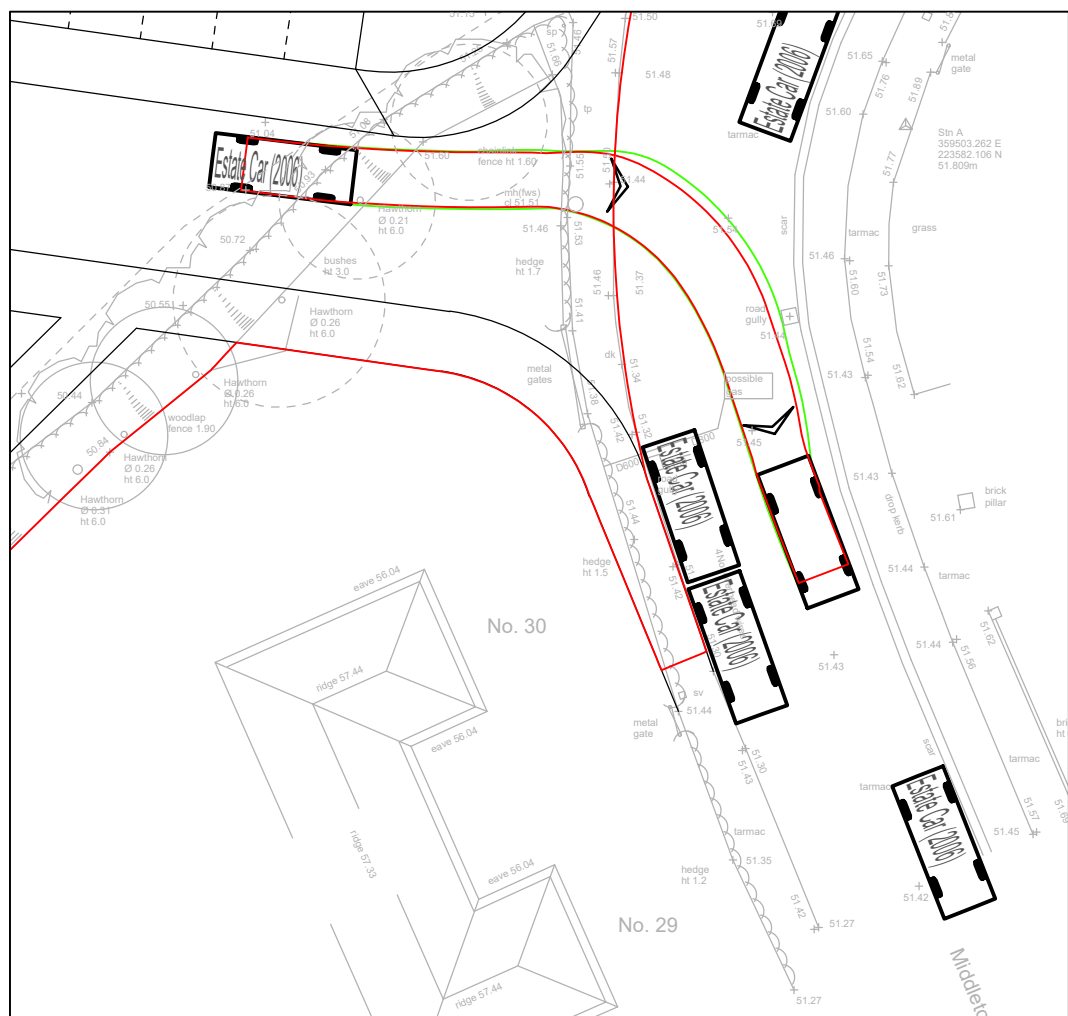
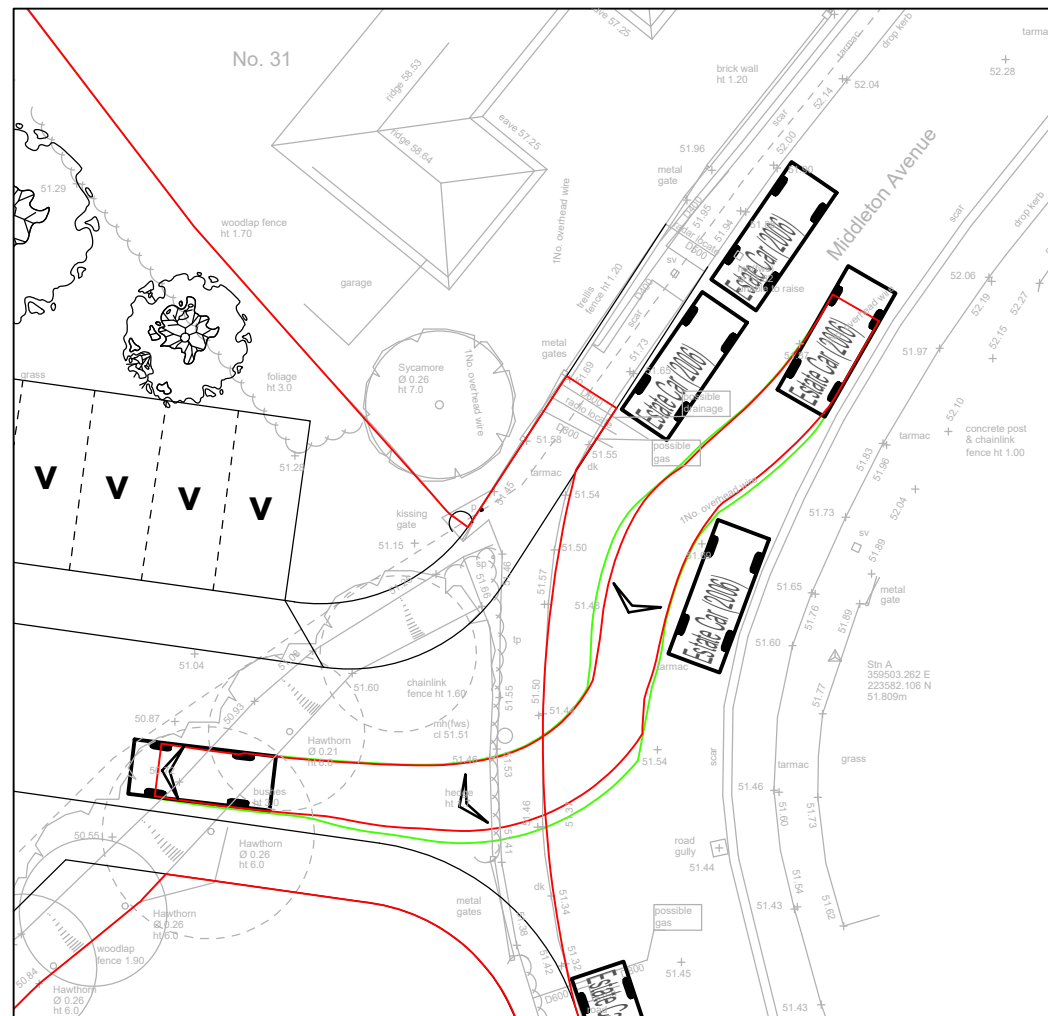
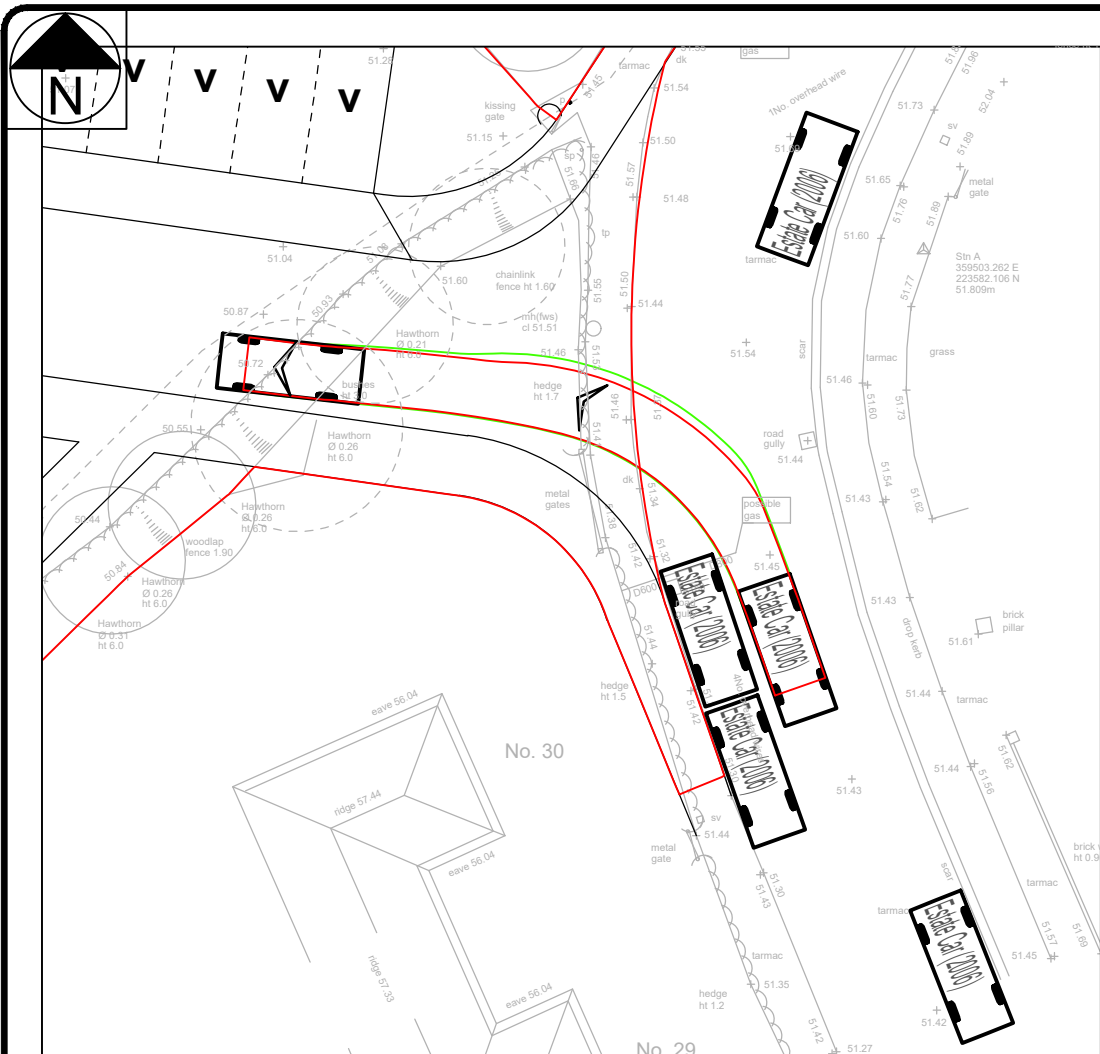
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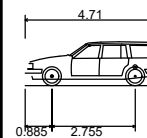
Drawn by: LG	Checked by: MG
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Project Code: CTP-18-679	Scale at A3: 1:250
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Drawing Status:
INFORMATION



Notes:



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 2.755m
 Overall Body Height 1.804m
 Min Body Ground Clearance 1.442m
 Max Track Width 0.207m
 Lock to lock time 1.756m
 Kerb to Kerb Turning Radius 4.00s
 5.950m



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

Drawing Title:
 Site Access Swept Path Analysis

Client:
 E G Carter & Co Ltd

Project:
 Middleton Avenue, Ross on Wye

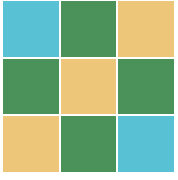
Drawing No: SP02
 Revision:

Date Drawn: 13.02.19
 Issue Date: 13.02.19

Drawn by: LG
 Checked by: MG

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

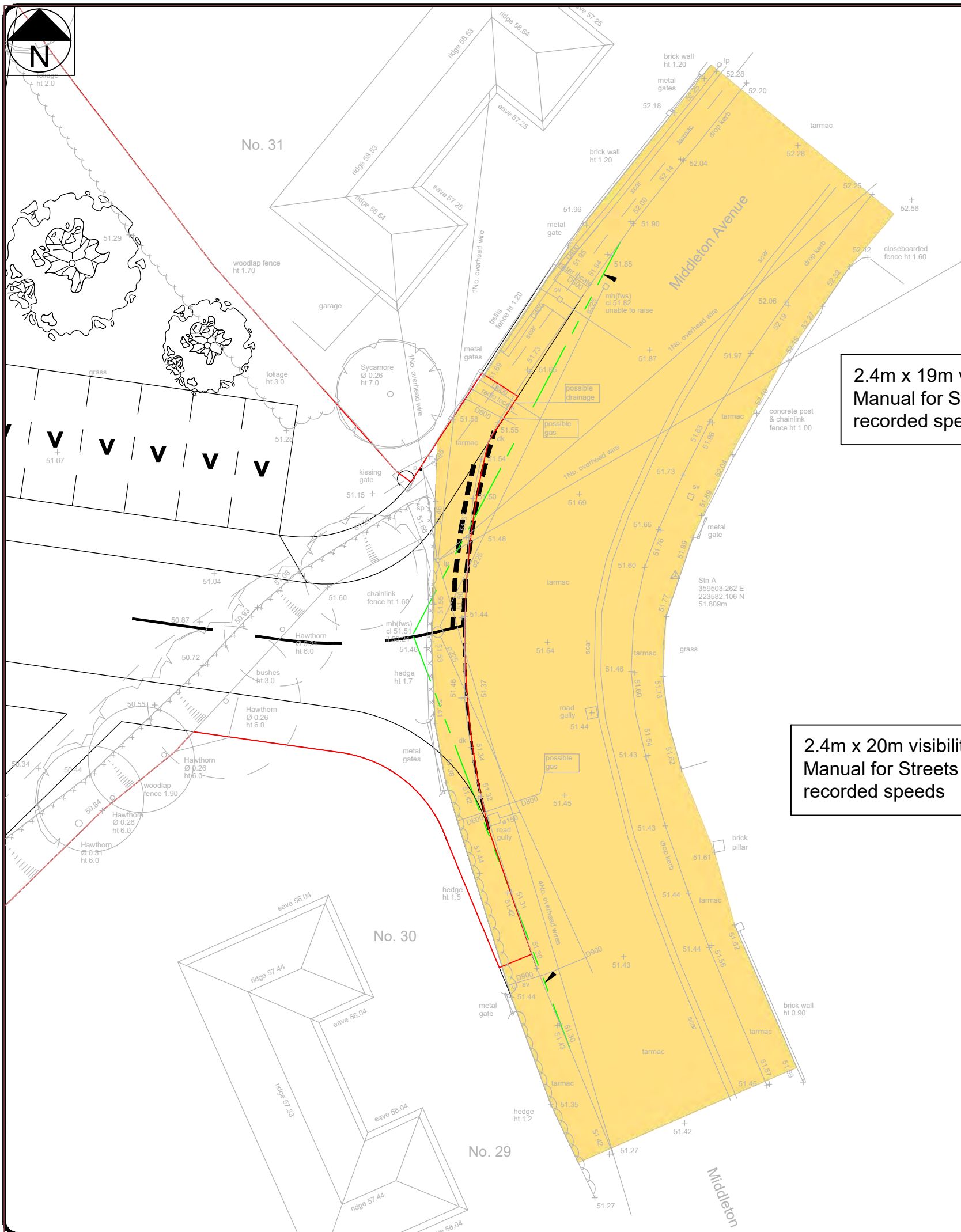
Drawing Status:
 INFORMATION



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Appendix E


Access Visibility Splay Drawing



2.4m x 19m visibility splay in accordance with Manual for Streets for 16.9mph 85th percentile recorded speeds

2.4m x 20m visibility splay in accordance with Manual for Streets for 17.4mph 85th percentile recorded speeds

Notes:

 Extent of Adopted Highway Boundary



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GL50 1NW www.cotswoldtp.co.uk

Drawing Title:
Proposed Access Visibility Splays

Client:
EG Carter & Co Ltd

Project:
Middleton Avenue, Ross

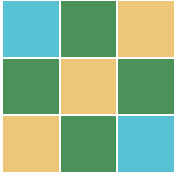
Drawing No: SK01	Revision:
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Date Drawn: 29.01.19	Issue Date: 29.01.19
--------------------------------	--------------------------------

Drawn by: TG	Checked by: MG
------------------------	--------------------------

Project Code: CTP-18-376	Scale at A3: 1:200
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Drawing Status:
INFORMATION



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Appendix F

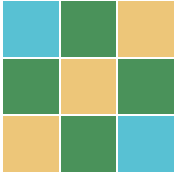
Highway Boundary Data



LOCATION: MIDDLETON AVENUE, ROSS

SCALE 1:1250

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



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Appendix G

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

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

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 16 to 54 (units:)
 Range Selected by User: 10 to 100 (units:)

Parking Spaces Range: Selected: 20 to 220 Actual: 20 to 220

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday 2 days
 Thursday 1 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 2
 Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

C3 3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

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

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

Travel Plan:

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

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

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

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

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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

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

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

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

Calculation Reference: AUDIT-701101-190326-0323

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
WY WEST YORKSHIRE 1 days

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

Secondary Filtering selection:

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

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

Parking Spaces Range: Selected: 0 to 81 Actual: 0 to 81

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Thursday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

C3 1 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 1 days

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

Population within 5 miles:

5,001 to 25,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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

Travel Plan:

No 1 days

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

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

<p>1 WY-03-D-03 CARR STREET HECKMONDWIKE LIVERSEDGE Edge of Town Residential Zone Total Number of dwellings: 56 Survey date: THURSDAY 01/05/14</p>	<p>BLOCK OF FLATS</p>	<p>WEST YORKSHIRE</p> <p>Survey Type: MANUAL</p>
--	------------------------------	---

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

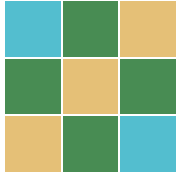
TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	56	0.036	1	56	0.125	1	56	0.161
08:00 - 09:00	1	56	0.125	1	56	0.107	1	56	0.232
09:00 - 10:00	1	56	0.107	1	56	0.143	1	56	0.250
10:00 - 11:00	1	56	0.196	1	56	0.089	1	56	0.285
11:00 - 12:00	1	56	0.107	1	56	0.179	1	56	0.286
12:00 - 13:00	1	56	0.214	1	56	0.143	1	56	0.357
13:00 - 14:00	1	56	0.214	1	56	0.161	1	56	0.375
14:00 - 15:00	1	56	0.179	1	56	0.232	1	56	0.411
15:00 - 16:00	1	56	0.089	1	56	0.071	1	56	0.160
16:00 - 17:00	1	56	0.089	1	56	0.071	1	56	0.160
17:00 - 18:00	1	56	0.107	1	56	0.054	1	56	0.161
18:00 - 19:00	1	56	0.179	1	56	0.161	1	56	0.340
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.642			1.536			3.178

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

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



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Registered in England and Wales No. 9228763.



Flood map for planning

Your reference
Appendix 10

Location (easting/northing)
359418/223579

Scale
1:2500

Created
4 Oct 2019 12:16



Selected point



Flood zone 3



Flood zone 3: areas benefitting from flood defences



Flood zone 2



Flood zone 1



Flood defence



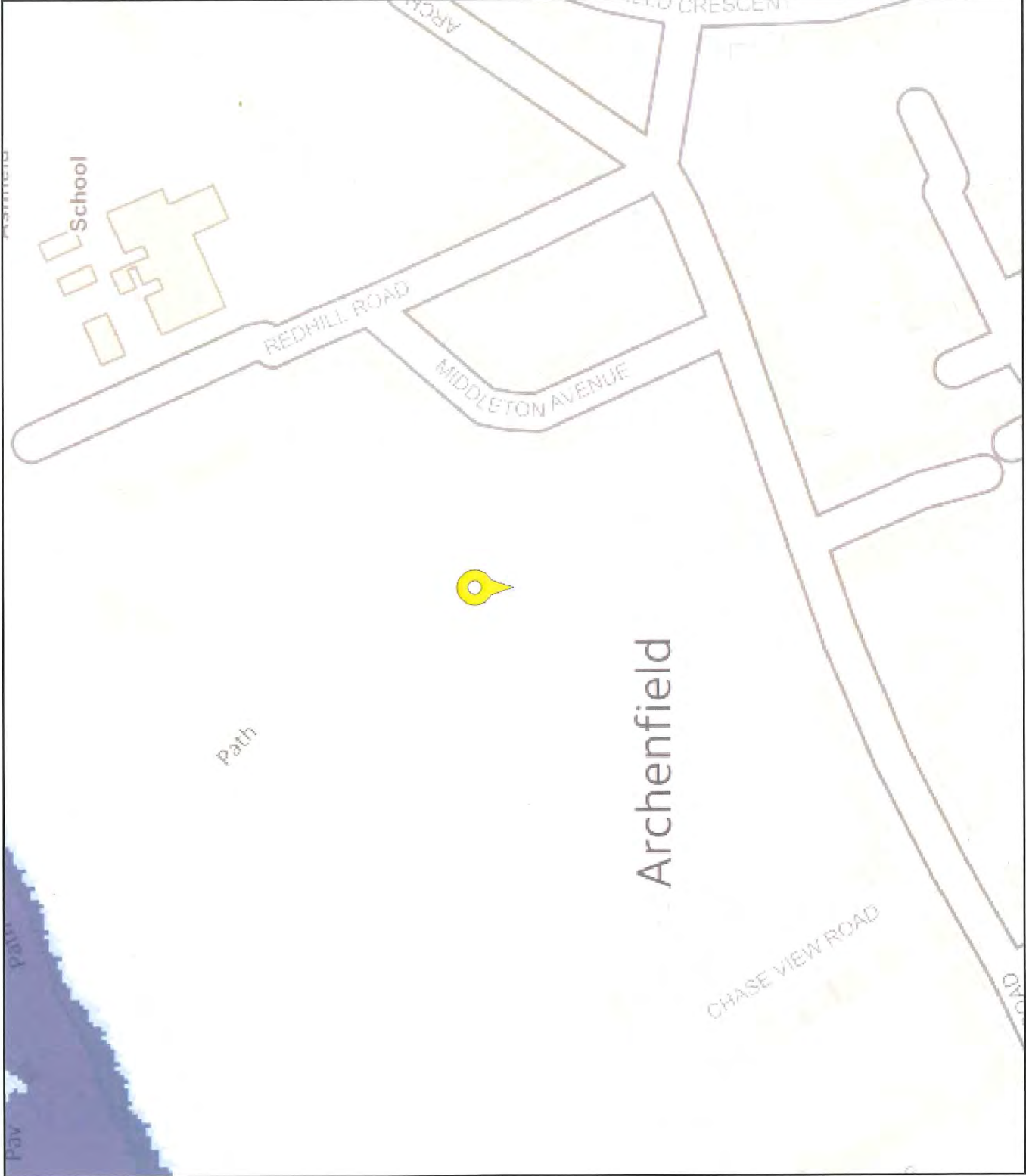
Main river



Flood storage area



Page 2 of 2





Land off Middleton Avenue, Ross-on-Wye

Landscape and Visual Appraisal

August 2019

On behalf of EG CARTER AND FORTIS LIVING





Land off Middleton Avenue, Ross-on-Wye

Landscape and Visual Appraisal

Project no. 2758

Draft

August 2019

	Name	Position	Signature	Date
Prepared by:	Nigel Evers	Director		01/08/2019
Reviewed by:	Lindsey Evers	Director		01/08/2019

Revision	Description	Prepared	Reviewed	Date
A	Minor changes to text	NJE	LAE	23/08/19



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APPENDICES

Figures

Figure L1: Topography

Figure L2: Landscape Planning Context

Figure L3: Landscape Character

Figure L4: Viewpoint Location Plan

Figure L5: Site and Context Analysis Plan

Figure L6: Landscape Masterplan

Appendix A: Viewpoint Photographs

Appendix B: Schedule of Trees and Hedges



1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Viridian Landscape Planning Ltd was commissioned in July 2019 by EG Carter & Fortis Living to undertake a Landscape and Visual Appraisal (LVA) of land off Middleton Avenue, Ross-on-Wye in support of an outline planning application for up to 46 affordable dwellings.
- 1.1.2 This report presents the methodology, context and results of the landscape and visual appraisal process, including aims and objectives of the proposed landscape strategy, which underpins the proposed landscape design for the scheme. The methodology used for the appraisal is provided at **Section 2**. The findings of the desk study and site visit are summarised at **Sections 3** and **4**. **Section 5** sets out the key landscape and visual constraints and opportunities, together with the resulting landscape strategy. The landscape and visual appraisal of the development proposals is set out at **Section 6**. Conclusions are set out at **Section 7**.
- 1.1.3 As part of the landscape and visual appraisal process, the following plans have been prepared:
- Figure L1: Topography
 - Figure L2: Landscape Planning Context
 - Figure L3: Landscape Character
 - Figure L4: Viewpoint Location Plan
 - Figure L5: Site and Context Analysis Plan
- 1.1.4 The viewpoints which support the visual analysis of the site are represented by stitched panoramic photographs, presented in **Appendix A**.

1.2 SCOPE OF ASSESSMENT

- 1.2.1 This LVA has been prepared by Chartered Landscape Architects at Viridian Landscape Planning.
- 1.2.2 This landscape and visual appraisal report considers:
- Features of the site and its context;
 - Landscape character, the character of the site, and its relationship to its surroundings;
 - Landscape-related planning designations;
 - Views towards the site;



- A landscape strategy designed to provide a setting for the proposed development; and
- Changes to landscape features, landscape character and views arising as a result of the development proposals.



2 METHODOLOGY

2.1 APPROACH

- 2.1.1 This appraisal is based on the principles of the Guidelines for Landscape and Visual Impact Assessment: Third Edition (GLVIA3) (Landscape Institute, IEMA, 2013).
- 2.1.2 The appraisal has been informed by a desktop study, followed by a field survey visit to the site and the surrounding area.

2.2 DESKTOP STUDY

- 2.2.1 The desktop study comprised collation and review of published background information on the site and surrounding context. This included a review of landscape planning policy and the landscape character of the site, as well as information on statutory and non-statutory landscape designations on the site or in the surrounding area.

SOURCES OF BASELINE INFORMATION

- 2.2.2 The sources of baseline data are summarised in **Table 2.1** below:

Table 2.1: Baseline Information Sources

Baseline Topic	Data Source
National Landscape Planning Policy	National Planning Policy Framework (June 2019)
Local Landscape Planning Policy	Herefordshire County Council <i>Herefordshire Local Plan Core Strategy (2011-2031)</i> , Adopted 2015
Area of Outstanding Natural Beauty (AONB) Registered Parks and Gardens Listed Buildings Scheduled Monuments Ancient Woodland Open Access Areas National Cycle Network	GIS



Baseline Topic	Data Source
Conservation Areas	GIS / LDP
Public Rights of Way Recreational Routes	Ordnance Survey 1:25000 Explorer Map
Landscape Character	<u>National</u> - 'National Character Areas' Natural England, 2014. <u>County</u> - Landscape Character Assessment: Supplementary Planning Guidance', Herefordshire Council, 2004 - updated 2009.

2.3 FIELD SURVEY

2.3.1 A site visit was undertaken by Chartered Landscape Architects in July 2019.

2.3.2 The purpose of the fieldwork was to:

- Gain an understanding of the landscape character of the site and its context;
- Determine the extent of visibility of the existing site, including any existing built structures, and the visibility of potential development on the site - the actual extent of which is determined by landform, vegetation, and existing / proposed built development; and
- Carry out the landscape and visual appraisal.

2.3.3 The area surrounding the site was surveyed and photographed to assess visibility of the site and the proposals. Viewpoints were those to which the public has access, such as footpaths, bridleways, roads and other public spaces. Viewpoint photographs are included in **Appendix A**.

2.4 STUDY AREA

2.4.1 The spatial scope of this assessment was determined by the geographical spread of the area from where the existing site can be seen, known as the Visual Envelope. However, views of the proposals may extend to greater distances.

2.4.2 A limit of 3km is normally set for the initial study area, beyond which our professional experience on other assessments for this type of development has shown it is difficult to discern landscape or visual effects. For this site, the field survey established that the topography, together with existing woodland and development, reduces the extent of the site's visibility from publicly accessible viewpoints, so that the furthest viewpoint from where the site is visible is approximately 165m from the site boundary.



3 LANDSCAPE CONTEXT AND ANALYSIS

3.1 SITE LOCATION AND DESCRIPTION

3.1.1 The site is located in the south-western part of Ross-on-Wye, and on the northern edge of that part of the settlement where it interfaces with open countryside. It comprises an irregularly shaped field, laid to grass for hay and grazing for horses. The field is subdivided into smaller paddocks by electric fencing.

3.1.2 The site is bounded to the:

- north by an electric fence which has become overgrown with nettles and brambles, and arable fields beyond; and a short length of outgrown hedge forming a boundary with large gardens at Castle Meadow;
- east at the narrowest part of the site by a wooden fence along the side of a garden of a property on Middleton Avenue;
- south by a public footpath ZK23 inside the southern boundary, which comprises the rear boundaries of gardens along Archenfield Road to the south, partly outgrown hedges and partly a wall at the western end; and
- west by a hedge lining the eastern side of Hawthorne Lane and the hedges and fences of gardens and an agricultural yard off Hawthorne Lane and Chase View Road.

3.2 VEGETATION

3.2.1 There are no trees or hedges within the interior of the site. There are well-maintained hedges along part of the southern boundary, elsewhere where there are hedges, they tend to be outgrown and in poor condition, dominated by elm regrowth which is dying back due to Dutch Elm Disease (see **Site Photographs A to C**).

3.3 LANDFORM AND WATERCOURSES

3.3.1 The highest point on the site is in the north-eastern corner, where it is about 50m AOD, and it slopes down to the north-western corner at about 43m AOD, and in the south-western corner on Hawthorne Lane at approximately 47m AOD. The landform of the surrounding area rises to the north on a small ridge at about 55m AOD, before falling to the flood plain of the Wye Valley beyond an old river cliff. To the south of the site, the land rises through the residential areas of Archenfield and Tudorville, before climbing steeply up to Chase Wood at 200m AOD.

3.3.2 There are no watercourses on the site. The River Wye is at its nearest point is 450m north of the site.



3.4 SETTLEMENT

- 3.4.1 The site lies just outside the settlement boundary of Ross-on-Wye as defined by Hereford Local Plan (HDP). Ross-on-Wye is a Market Town that functions to serve a large proportion of the District and is just below Hereford in the hierarchy of settlements.
- 3.4.2 The site is situated on the edge of residential development to its south, east and west. This development is part of largely residential suburbs that extend south-west about 1.2km from the historic core of Ross-on-Wye.
- 3.4.3 This part of Ross-on-Wye has developed largely in the C20th and comprises development which is suburban in character, based on cul de sacs and loop roads, infilled around a scatter of Victorian villas and along lanes, including Hawthorne Lane and Chase View Road. Where large gardens and hedgerows remain, they provide a verdant character to the suburbs leading to some integration with the adjacent countryside. See **Figure L5: Site and Context Analysis**.
- 3.4.4 There are several farm complexes in the countryside to the south-west beyond the suburbs, as well as a scattering of houses and hamlets.
- 3.4.5 The villages of Wilton and Bridstow lie across the River Wye at the junction of the A40 and the A49.

3.5 LANDSCAPE PLANNING CONTEXT

- 3.5.1 The landscape planning context for the site is shown on **Figure L2: Landscape Planning Context**. The site is within the Wye Valley Area of Outstanding Natural Beauty, a national landscape designation (see 5.18 below).

LANDSCAPE RELATED PLANNING POLICY

National Planning Policy Framework

- 3.5.2 National planning policy is set out in the National Planning Policy Framework (NPPF), June 2019.
- 3.5.3 Set out at paragraph 8 are three overarching objectives to achieve sustainable development, two of which set out, (inter alia):

b) a social objective - ... by fostering a well-designed...built environment, with accessible...open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective - ...to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently...



3.5.4 Under 12: Achieving well-designed places, paragraph 127 states that planning decisions should ensure that developments, inter alia:

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting...;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space)...; and

f) create places that are safe, inclusive and accessible...’.

3.5.5 Paragraph 98 sets out that:

Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

3.5.6 Paragraph 170 states *inter alia* that:

Planning policies and decisions should contribute to and enhance the natural and local environment by:

b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland...

3.5.7 Paragraph 172 sets out that:

Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas...The scale and extent of development within these designated areas should be limited. Planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of...

c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

Herefordshire Local Plan Core Strategy (2011 – 2031)

3.5.8 The Development Plan for Hereford comprises the Hereford Local Plan Core Strategy, which was adopted by the Council on 16 October 2015. The Herefordshire unitary Development Planning Policies have been superseded by the Local Plan.



3.5.9 Policy SS6: Environmental Quality and Local Distinctiveness, requires that proposals should conserve and enhance those environmental assets that contribute towards the county's distinctiveness, in particular its settlement pattern, landscape, biodiversity and heritage assets and especially those with specific environmental designations. It states in its list of criteria that development proposals should be shaped through an integrated approach and based upon sufficient information to determine the effect on landscape, townscape and local distinctiveness, especially in Areas of Outstanding Natural Beauty.

3.5.10 The criteria for Core Strategy Policy LD1: Landscape and Townscape, require that development proposals should:

- *demonstrate that character of the landscape and townscape has positively influenced the design, scale, nature and site selection, including protection and enhancement of the setting of settlements and designated areas;*
- *conserve and enhance the natural, historic and scenic beauty of important landscapes and features, including Areas of Outstanding Natural Beauty, nationally and locally designated parks and gardens and conservation areas; through the protection of the area's character and by enabling appropriate uses, design and management;*
- *incorporate new landscape schemes and their management to ensure development integrates appropriately into its surroundings; and*
- *maintain and extend tree cover where important to amenity, through the retention of important trees, appropriate replacement of trees lost through development and new planting to support green infrastructure.*

3.5.11 Policy LD3: Green Infrastructure, states that:

Development proposals should protect, manage and plan for the preservation of existing and delivery of new green infrastructure, and should achieve the following objectives:

1. *identification and retention of existing green infrastructure corridors and linkages; including the protection of valued landscapes, trees, hedgerows, woodlands, water courses and adjoining flood plain;*
2. *provision of on-site green infrastructure; in particular proposals will be supported where this enhances the network; and*
3. *integration with, and connection to, the surrounding green infrastructure network.*

3.5.12 Policy RW1: Development in Ross-on-Wye, states that new development proposals will be encouraged where they improve accessibility within Ross-on-Wye by walking, cycling and public transport and where they enhance green infrastructure.

Ross-on-Wye Neighbourhood Plan

3.5.13 Ross-on-Wye Town Council submitted their draft Neighbourhood Development Plan to Herefordshire Council on 7 November 2018, which includes a specific allocation



relating to the site. The Neighbourhood Development Plan is at the draft plan consultation stage and consequently limited weight can be attributed to it.

Urban Fringe Sensitivity Analysis

3.5.14 In January 2010 Herefordshire Council published its 'Urban Fringe Sensitivity Analysis: Hereford and the Market Towns', prepared by the Council's Landscape and Biodiversity Team. This is a technical paper which supports the Strategic Housing Land Availability Assessment and its aim is to classify the level of sensitivity of the urban fringe landscape of Hereford and the five market towns, which include Ross-on-Wye.

3.5.15 The report sets out (at 1.1.3) that sensitivity is taken to mean:

...the sensitivity of the landscape itself. It is a combination of the sensitivity of the landscape resource, including landscape as a physical resource, its historical features and elements and the visual sensitivity of the landscape, such as views and visibility. It also includes landscape value, including designations.

3.5.16 Within the report, the site is identified as 'Ashfield' (Map 2.6d, page 201). it is assessed as being of medium sensitivity for the following reasons (page 249):

- *Open land affords expansive views from John Kyrle's Walk across Ross-on-Wye, to Chase Wood and Penyard Park;*
- *Need to conserve the amenity of the public right of way.*

3.5.17 The report states that (page 248):

This area comprises small-scale fields, some of which are used as paddocks. The land falls gently to the south. A public right of way (ZK23) runs along the southern boundary of this parcel of land and there is residential development to the east, south and west. This area of land provides an attractive outlook for the residential development which surrounds it and increases the amenity value of the public right of way. The retention of this open land also contributes to the amenity of John Kyrle's Walk, which runs along the top of the river escarpment, because it allows expansive views from this footpath, across Ross-on-Wye, to chase Wood and Penyard Park.

WYE VALLEY AREA OF OUTSTANDING NATURAL BEAUTY

3.5.18 The site lies within the Wye Valley Area of Outstanding Natural Beauty (AONB), which is covered by the Wye Valley AONB Management Plan (2015-2020).

3.5.19 The purposes of designation are set out in the Countryside Agency's 1991 Policy Statement on AONBs, including:

The primary purpose of the designation is to conserve and enhance natural beauty.

In pursuing the primary purpose of the designation, account should be taken of the needs of agriculture, forestry and other rural industries and of the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of



social and economic development that in themselves conserve and enhance the environment.

- 3.5.20 The Wye Valley AONB covers 92km of the lower reaches of the Wye Valley, stretching from Mordiford in the north, just east of Hereford, to the outskirts of Chepstow in the south. It is the only protected landscape in the UK to straddle a national boundary, being 64% in England and 36% in Wales (page 2).
- 3.5.21 The AONB Management Plan lists the special qualities for which the Wye Valley AONB is designated as a nationally important protected landscape (2.1.9, page 6); those which are relevant to landscape and visual issues include:
- Woodlands;
 - The river and tributaries;
 - Species-rich grassland, including small field pattern of un/semi-improved grassland, often bounded by drystone walls or old hedges;
 - Picturesque, extensive and dramatic views;
 - Overall sense of tranquillity, sense of remoteness and naturalness / wildness;
 - Mediaeval defensive and ecclesiastical sites and associated landscapes;
 - Post-medieval industrial sites and associated landscapes;
 - Ancient trees;
 - Historic / registered parks and gardens;
 - Old tracks: often in sunken ways &/or bounded by drystone walls;
 - Offa's Dyke Path;
 - Wye Valley Walk;
 - Access land;
 - Small commons; and
 - Orchards.

CONSERVATION AREAS

- 3.5.22 The site is not within a Conservation Area, as shown on **Figure L2: Landscape Planning Context**. The extensive Ross-on-Wye Conservation Area is 80m north-east of the site, at its nearest point.
- 3.5.23 Peterstow Conservation Area lies approximately 2.8km to the north-west of the site.

LISTED BUILDINGS

- 3.5.24 Listed Buildings within the study area and surroundings are shown on **Figure L2: Landscape Planning Context**. The closest are:
- Cleeve (220m west, Grade II);
 - Gate in south wall of The Prospect (450m north-east, Grade II*);



- The White House (530m south-west, Grade II);
- Church of St. Mary the Virgin (540m north-east, Grade I);
- Wilton Bridge and Sundial (670m north, Grade I);
- Wilton Court, Old Prison, White Lion, Bridge House Hotel and several houses near the northern side of Wilton Bridge (720m north-north-west, Grade II); and
- Ruins of Wilton Castle (800m north, Grade I).

3.5.25 There is no intervisibility between the site and any of the Listed Buildings.

SCHEDULED MONUMENTS

3.5.26 There are no Scheduled Monuments within the site. There are several within the study area, the nearest of which are:

- Churchyard cross in St. Mary the Virgin's churchyard (540m north-east);
- Wilton Bridge (670m north); and
- Wilton Castle (800m north).

REGISTERED PARKS AND GARDENS

3.5.27 The site is not listed in the Register of Historic Parks and Gardens. There are none within the study area, but the nearest, Hill Court (Grade II), is just over 2km south-west of the site, as shown on **Figure L2**.

3.5.28 There are also several locally designated unregistered historic parks and gardens within the study area, including John Kyrle's Walk to the west and north of the site, The Prospect to the north-east, Lincoln Hill House to the south-west and Penyard Park to the south-east.

ANCIENT WOODLAND

3.5.29 There is no Ancient Woodland within the site. The nearest is Merrivale Wood, approximately 950m south-east of the site.

PUBLIC RIGHTS OF WAY

3.5.30 Public rights of way are shown on **Figure L2: Landscape Planning Context**. A public right of way (ZK 23) runs along the southern boundary of the site from Middleton Avenue to Hawthorne Lane.

3.5.31 Informal paths run diagonally across the site, following field edges across the adjacent agricultural fields to the north before joining the John Kyrle Walk. They are not public rights of way.

3.5.32 The Wye Valley Walk recreational route runs through Ross-on-Wye 280m to the north-east of the site at its closest point. The Herefordshire Trail runs northward from Wilton Bridge, approximately 700m north of the site.



NATIONAL CYCLE NETWORK

3.5.33 There are no National Cycle Network routes within the study area.

3.6 LANDSCAPE CHARACTER

3.6.1 **Figure L3: Landscape Character** illustrates the published landscape character areas applicable to the site and surrounding area.

3.6.2 Published sources describing landscape character at the National, and County level are:

- National Character Area Profiles (Natural England, 2014); and
- Herefordshire Landscape Character Assessment (2004).

NATIONAL LANDSCAPE CHARACTER

3.6.3 The National Character Area profiles produced by Natural England provide a non-statutory and overarching classification of landscape character.

3.6.4 The site is located within National Character Area (NCA) Profile 104: South Herefordshire and Over Severn (Natural England, 2014). Of the key characteristics of this NCA, the following relate to the site and its surroundings:

- *An undulating landscape with some prominent rounded Old Red Sandstone hills in the west, lower rolling ground, ridges and valleys, meandering, often deeply incised rivers with narrow flood plains, and Silurian limestone ridges and clay vales of the Woolhope Dome and Silurian sandstone of May Hill in the east.*
- *Well-wooded character created by larger woodlands confined to the steeper slopes adjacent to the flood plain and to hillsides. Smaller tree clumps often found in groups around hill tops, farmsteads, hamlets and prominent buildings including small areas of ornamental parkland-style planting and scattered parklands.*
- *Numerous mature and over-mature trees along hedgerows and watercourses including ash, oak, alder and some pollarded willows.*
- *Substantial country houses set within historic landscaped parklands.*
- *Varied field pattern bounded by hedgerows, ranging from sparse and low 19th century to dense and species-rich hedgerows dating from the medieval period.*
- *Large-to-medium-sized fields dominate the intensive arable farming on the fertile soils of the lower undulating ground and river valleys.*
- *Key transport routes run north-south and east-west linking larger settlements (Newent, Woolhope and Dymock) with the principal town Ross-on-Wye and Monmouth, Gloucester and Hereford in neighbouring NCAs.*

3.6.5 The Statements of Environmental Opportunity for this NCA include:



SEO 1: Protect and manage the woodland, parkland, traditional orchards and hedgerows with hedgerow trees that contribute to the well-wooded feel of the landscape, securing the new generation of replacement trees.

By, for example:

Managing and restoring species-rich hedgerows, particularly in areas where hedgerow decline has been most marked, to benefit species and contribute to the reduction of soil erosion, improving soil and water quality.

- 3.6.6 NCA 105: Forest of Dean and Lower Wye, lies approximately 1.1km south of the site.

COUNTY LANDSCAPE CHARACTER

- 3.6.7 Herefordshire Landscape Character Assessment provides a county level assessment of landscape character. The site is on the edge of Landscape Character Type (LCT) Principal settled farmlands, as shown on **Figure L3: Landscape Character**.

- 3.6.8 The assessment describes this LCT on page 69 as:

settled agricultural landscapes of dispersed, scattered farms, relic commons and small villages and hamlets. The mixed farming land use reflects the good soils on which they are typically found. Networks of small, winding lanes nestling within a matrix of hedged fields are characteristic. Tree cover is largely restricted to thinly scattered hedgerow trees, groups of trees around dwellings and trees along stream sides and other watercourses...This is a landscape with a notably domestic character, defined chiefly by the scale of its field pattern, the nature and density of its settlement and its traditional land uses. Hop fields, orchards, grazed pastures and arable fields, together make up the rich patchwork which is typical of Principal Settled Farmlands.

- 3.6.9 Forces for Landscape Change, set out on page 70, include:

The pattern of small to medium sized hedged fields is vulnerable to change as the tendency towards arable dominance reduces the functional need for hedgerows. In spite of the Hedgerow Regulations, inappropriate maintenance is still resulting in the degradation and loss of the hedgerows which are one of the most significant features of the landscape.

- 3.6.10 Management Guidelines and Environmental Mitigation include:

Additional tree planting in the vicinity of settlement would...be appropriate and would assist in emphasising the domestic quality of the landscape. New woodland should not be introduced as it is out of place and would compromise the landscape character.

LANDSCAPE CHARACTER OF THE SITE

- 3.6.11 As can be seen from **Site Photographs A to C in Appendix A**, the site is largely enclosed by development to the south (photograph C), east (A and C) and west (B and C) and is open to agricultural land to the north (A and B).



- 3.6.12 Over part of the length of footpath ZK 23, shown in A, the spire of St Mary the Virgin Church can be seen above the houses in Castle Meadows. From further west along the path and elsewhere on the site, the church is hidden by the tall trees to the north (left) or buildings. It is only an incidental view rather than a focussed or framed view or part of a recognised viewpoint and so is of limited importance.
- 3.6.13 At the time of writing, the field was laid to grass and subdivided by electric fences with no hedges or trees.
- 3.6.14 Overall, the site is semi-rural in character, with suburban influences along its southern, eastern and western boundaries, although the western boundary is more verdant with detached houses and large, well vegetated grounds. It does not have any distinguishing features.
- 3.6.15 The site displays none of the characteristics set out at 3.6.7 above, although when seen in the context of the landscape to the north, the grazed site is one element that contributes to the rich patchwork, but only to a limited extent.



4 VISUAL ANALYSIS

4.1 INTRODUCTION

4.1.1 Typical views towards the site were assessed from publicly available viewpoints, and are illustrated by the panoramic photographs from **Viewpoints 1- 5** in **Appendix A**. The location of these photograph viewpoints is shown on **Figure L4: Viewpoint Location Plan**. The photographs were taken in July 2019 when there were leaves on the trees and hedges and the screening function of the vegetation was at its maximum.

4.2 VISUAL ANALYSIS

4.2.1 **Viewpoint 1:** from Middleton Avenue looking towards the point at which footpath ZK 23 leaves the road and enters the site. There is a very narrow view into the site through the gap in the houses and vegetation, with part of the western boundary along Hawthorne Lane visible on the far side of the site, and a glimpse of hills beyond. This is only an incidental view from a residential road experienced in passing rather than being an important element for road users.

4.2.2 **Viewpoint 2:** from north of the site on the informal footpath about 120m away, the viewpoint includes the houses on Castle Meadow to the east (left) and the dramatic wooded hill of Chase Wood rising above the suburbs of Ross-on-Wye, below which are the properties on Archenfield Road beyond the southern boundary of the site, including the three-storey Victorian villa. The western boundary along Hawthorne Lane and Chase View Road includes a scatter of properties in large gardens, with rising ground beyond. It is worth noting that both this viewpoint and Viewpoint 3 are not from rights of way but from footpaths over which the public have no rights of access. The developed context of the site can be clearly seen. The eastern part of the site is hidden beyond the foreground hedgerows.

4.2.3 **Viewpoint 3:** also from the informal footpath along the southern boundary of the Conservation Area from where a greater extent of the site is visible, as the viewpoint is further west than Viewpoint 2 and the view is more open. The developed context of the site is more apparent, as is the scale of the wooded landscape beyond, where Chase Wood rises to over 200m AOD. To the west, the view extends across the wider landscape for many kilometres.

4.2.4 **Viewpoint 4:** this view is from the John Kyrle Circular Walk, which is a public right of way, where intervening hedges and the roll in the landform, which consists of a slight spur, mean that the site itself is not visible but the upper parts of tall or more elevated properties can be seen, including the three-storey villa identified in Viewpoints 2 and 3. The crop in the foreground field does contribute to the height of the spur in the summer, but as it is only approximately 600mm high and some 75 metres or so away on the higher point of the spur, the effect is negligible.

4.2.5 **Viewpoint 5:** from about 920 m south-east of the site, the medium distance viewpoint is on a public footpath on the open part of Chase Wood, just before the path enters



the woods. Owing to the intervening vegetation and development, the site is not visible. A narrow part of the field beyond the site can be seen, as well as the top of the three-storey villa, as identified on the photograph, but they are not important elements of the wide view, and have to be searched for rather than being readily identifiable.

- 4.2.6 The site survey showed that the only publicly available views where the site is clearly visible comprise local views, which are views up to 0.5km away from the site boundary. There were no medium distance views (up to 1km away) or long-distance views (more than 1km away) of the site. This is because the site has limited visibility from the wider landscape, largely as a result of the undulating landform and the development, hedges and trees on or adjacent to the site and in the wider landscape.



5 CONSTRAINTS, OPPORTUNITIES AND LANDSCAPE MASTERPLAN

5.1 SITE AND CONTEXT ANALYSIS

5.1.1 An analysis of the landscape and visual context of the site is shown on **Figure L5**. It shows:

- The development pattern on three sides of the site;
- The well vegetated nature of some of that development in contrast with the denser housing to the east and to a lesser extent, the south;
- The open nature of the northern boundary;
- The containment of the site in the wider landscape by landform and strong vegetation, including the spur and the woodland along the river cliff and John Kyrle Walk.

5.2 CONSTRAINTS

5.2.1 There are few potential landscape and visual constraints to development within the site, as set out in Table 5.1 below, along with how such constraints can be overcome or minimised.

Table 5.1: Site Constraints

Constraint	How addressed
No existing trees and hedges on site to provide green infrastructure.	New planting undertaken as mitigation, underpinned by a long-term landscape management plan, especially new hedge along northern boundary and corridor along existing public footpath.
Location in AONB	Acknowledging change to landscape of site arising from proposed development, opportunity taken to separate site from wider landscape and provide a robust edge to development through landscape treatment along northern boundary.
Site visible in local distance views.	The site is seen in the context of other development. Opportunity to provide mitigation for both existing and proposed development through new planting.
Relationship with adjoining landscape.	Strong new northern boundary, through new planting, will minimise effects.



5.3 OPPORTUNITIES

- 5.3.1 Certain landscape and visual characteristics of the site lead to it being able to accommodate residential development. These characteristics include:
- Containment on three sides by existing development, which on the eastern side extends beyond the site boundary, limiting views onto the site;
 - Enhancement and strengthening of the northern boundary;
 - The site viewed in the context of the adjacent development; and
 - Views of the site being limited to few local distance views.

5.4 LANDSCAPE MASTERPLAN

- 5.4.1 Taking into account the above landscape and visual opportunities and constraints, there is potential for the site to accommodate residential development without causing unacceptable harm to the purposes of the AONB, the setting of the site, views or the character of the area, subject to incorporating a sensitive design approach and landscape strategy.
- 5.4.2 The Landscape Masterplan also provides the ecological mitigation and enhancement set out in Abricon's separate Ecological Impact Assessment produced for the site, consisting of a hedgerow 3m wide and managed to 3m high, comprising native species with hedgerow trees.
- 5.4.3 We propose a landscape strategy for the site, based on the following principles and shown on Figure L6 and set out in the schedule in Appendix 2:
- Retention and protection of existing boundary hedges wherever practical and desirable;
 - Management and enhancement of existing boundary hedges, including the removal of diseased elm where on the site;
 - Provision of publicly accessible open space, principally through the development of an irregularly shaped green corridor along the public footpath on the southern edge of the site, defined by hedges and trees, and providing a variety of spaces along its route;
 - Implementation of new landscape proposals with a high percentage of native species, in keeping with the setting of the proposed development and to provide ecological mitigation and enhancement in accordance with Abricon's Assessment;
 - Implementation of a long-term Landscape Management Plan.



6 APPRAISAL

6.1 DEVELOPMENT PROPOSALS

6.1.1 The proposal is for the construction of up to 46 dwellings with associated roads, open space and access.

6.2 LANDSCAPE APPRAISAL OF THE PROPOSALS

NPPF

6.2.1 The proposals would accord with paragraph 8 of the NPPF through the provision of open spaces with access to the wider countryside and by protecting and enhancing the natural environment through the management of the limited existing vegetation, new planting and enhancement of habitat.

6.2.2 They also accord with paragraph 127 as they will have appropriate and effective landscape proposals, take account of local character and setting, include green space throughout the site and provide access to the wider countryside; with paragraph 98 by protecting and enhancing access, in this case to the wider footpath network; and with paragraph 170 by recognising the intrinsic character and beauty of the countryside, taking account of the limited role that this site plays in the landscape

6.2.3 With regards to paragraph 172, this Appraisal has been undertaken to understand the effects of the proposal on the AONB and has found that those effects are limited in scope and extent, and that the scale of the proposals are appropriate in terms of the context of the adjacent, existing suburban development in the south-western part of Ross-on-Wye.

LOCAL PLAN

6.2.4 The proposed development would comply with landscape related Local Plan Core Strategy Policies as set out below.

Policy SS6: Environmental Quality and Local Distinctiveness:

6.2.5 Although within the AONB, which washes across much of the suburbs of Ross-on-Wye in this area, the small and largely featureless site on the edge of the suburbs contributes little to the landscape of the AONB. Development of the site will have an adverse effect on the AONB landscape, but only very locally and on a site which is already compromised by adjacent development.

Policy LD1: Landscape and Townscape:

6.2.6 Although the proposals result in the loss of some AONB land, the localised effect and the provision of a new, strong boundary with the countryside to the north protects and enhances the remainder of the AONB in the area. It also increases separation



between the Conservation Area and the suburban edge of Ross-on-Wye in this area by providing a strong, vegetated boundary. The proposed development will include a landscape scheme that will incorporate the public footpath into a new landscape corridor and provide new planting to enhance the existing tree cover.

Policies LD3: Green Infrastructure and RW1: Development in Ross-on-Wye

- 6.2.7 There is very little green infrastructure on the site, apart from the hedges on the boundaries. They would be largely retained (the only loss would be the short length required for the access from Middleton Avenue) and supplemented by new planting and managed, including removal of the diseased elm. The main areas of new green infrastructure would be created along the existing footpath along the southern boundary and along the northern boundary, as well as the retention of the informal access to the paths north of the site, and the wider access network including the John Kyrle Walk. The development would also accord with Policy RW1 by improving accessibility and green infrastructure.

Special Qualities of the AONB

- 6.2.8 The site does not accord with the special qualities of the AONB, nor does it assist in the understanding of those qualities in the wider landscape, with the exception of being part of or allowing wider views. There is a view from the south-eastern corner of the site on the public footpath to the wider AONB (**site photograph B**), but the view is over a short length of the path and is influenced by houses in the foreground.
- 6.2.9 The site is part of the view from the informal footpath (**Viewpoint 3**) towards Chase Wood, but the setting of the site is the housing on the edge of Ross-on-Wye.

Public rights of way

- 6.2.10 There would be no direct adverse effects on public rights of way as their routes would not be amended as a result of the proposals.
- 6.2.11 Visual effects on the public rights of way are addressed in the Visual Appraisal below.

OTHER DESIGNATIONS

- 6.2.12 There are no National Cycle Network routes, Listed Buildings or Ancient Woodland within the site; it is not within a Conservation Area or Registered Park and Garden. Therefore, there would be no direct landscape effects on any of these. Indirect effects of intervisibility are addressed in the Visual Appraisal below.
- 6.2.13 Although there are Listed Buildings within the study area, they have no intervisibility with the site.

LANDSCAPE CHARACTER

- 6.2.14 Although the development will fundamentally change the character of the site when considered separately from the wider landscape, it is already affected by the adjacent



existing edge of Ross-on-Wye on three sides, and there are no features of particular value within the site. The effect on the wider landscape would be negligible.

- 6.2.15 The proposed development would enable the management and enhancement of the existing hedgerows on the site as well as provide a new hedge along the northern boundary, given that the loss of hedgerows is a Force for Change in the character type. Additional tree planting in the vicinity of the settlement is identified as Management guidelines and Environmental Mitigation and the development proposed would achieve that along the northern boundary.

VEGETATION

- 6.2.16 There would be the loss of a short length of the hedge on Middleton Avenue to allow access, but that would be more than compensated for by management of existing hedges on the site and new planting proposed within the site and along the northern boundary.

6.3 VISUAL APPRAISAL OF THE PROPOSALS

- 6.3.1 The following text considers the effects on visual receptors at the viewpoints identified at 4 above.
- 6.3.1 **Viewpoint 1:** from Middleton Avenue looking towards the point at which footpath ZK 23 leaves the road and enters the site. The development would result in loss of vegetation and widening of the gap between the houses and the blocking of the view to part of the western boundary along Hawthorne Lane and the glimpse of hills beyond. Instead, there would be views of the new access road, houses and gardens. However, as it would only be an incidental view from a residential road experienced in passing rather than being an important element for road users, the visual effects would be limited.
- 6.3.2 **Viewpoint 2:** from north of the site on the informal footpath about 120m away. The development would extend across the site, on the relatively bright green land beyond the northern boundary. Although the development edge would be extended nearer to the viewpoint, it is unlikely that it would interfere with the extent of Chase Wood visible. There is likely to be some loss of the view of the well vegetated gardens of Hawthorne Lane and Chase View Road, but they are not significant elements of the view. The new hedge would help integrate the development into the landscape and in particular, the field pattern. The eastern part of the development would not be visible.
- 6.3.3 **Viewpoint 3:** also from the informal footpath along the southern boundary of the Conservation Area, from where a greater extent of the site is visible as the viewpoint is further west than Viewpoint 2 and the view is more open. As with Viewpoint 2, the proposals would change the view by bringing development further forward, replacing the narrow strip of green field with development, but the overall change to the wide view would not materially change the view. The effects would be further reduced as the hedge matures along the northern boundary.



- 6.3.4 **Viewpoint 4:** from the John Kyrle Circular Walk, it is likely that the most that would be seen would be the tops of roofs along the existing edge of development, which would have very little effect on the view.
- 6.3.5 **Viewpoint 5:** from about 920m south-east of the site. From this medium distance viewpoint, on a public footpath, it is possible that the tops of roofs may be visible against the adjacent field, but they would be barely discernible.

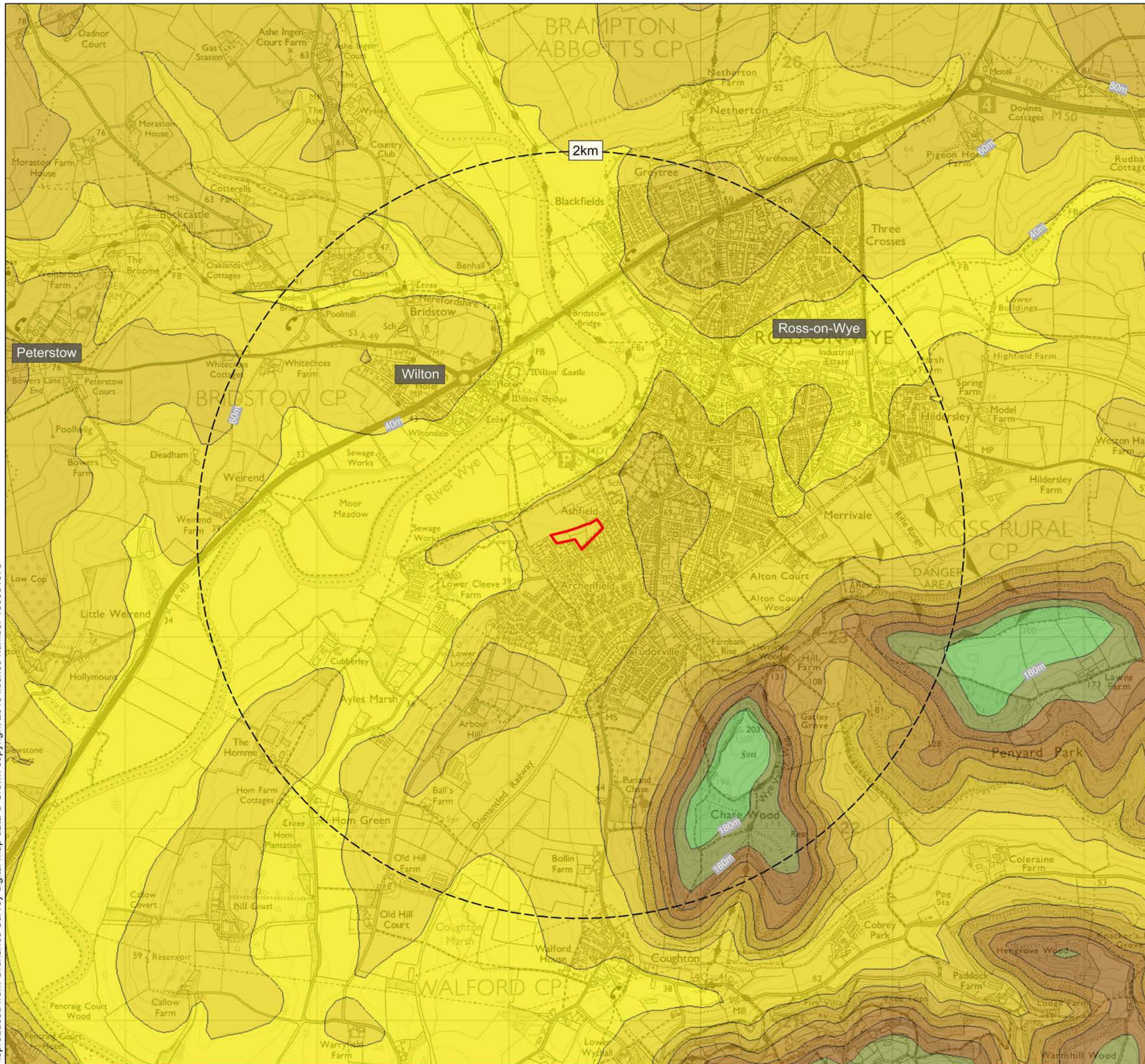


7 CONCLUSIONS


- 7.1.1 The site has a framework of boundaries partly comprising hedges, with the potential for enhancement and further strengthening of those boundaries, and the formation of a robust northern boundary through new hedge and tree planting. It is in a significantly developed context with, off-site, a slight spur and woodland, meaning that it is largely separated from the surrounding landscape with which it has a minimal relationship.
- 7.1.2 Views of the development would be limited to local views, close to the site, owing to existing development, the framework of substantial mature tree cover and the landform.
- 7.1.3 Residential development on the site would be viewed in context with adjacent residential development.
- 7.1.4 Adverse effects would be largely confined to the site and its immediate setting, They would be minimised by the implementation of the landscape masterplan, underpinned by a long-term Landscape Management Plan, which would ensure the retention and enhancement of the boundary trees and hedgerows which lead to its partly enclosed character, and the sustainability of the new landscape proposals.










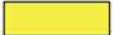
FIGURES



Key

-  Site Boundary
-  Study Area (2km radius)


Topography (Height AOD)


-  above 180m
-  160 - 180m
-  140 - 160m
-  120 - 140m
-  100 - 120m
-  80 - 100m
-  60 - 80m
-  40 - 60m
-  below 40m

**Middleton Avenue
Ross-on-Wye**

Topography L1

Scale 1:20,000 @ A3





Drawn : PS	Checked : LE
Dwg No: 2759 / 01	Revision : 000
Date : 07/06/2019	

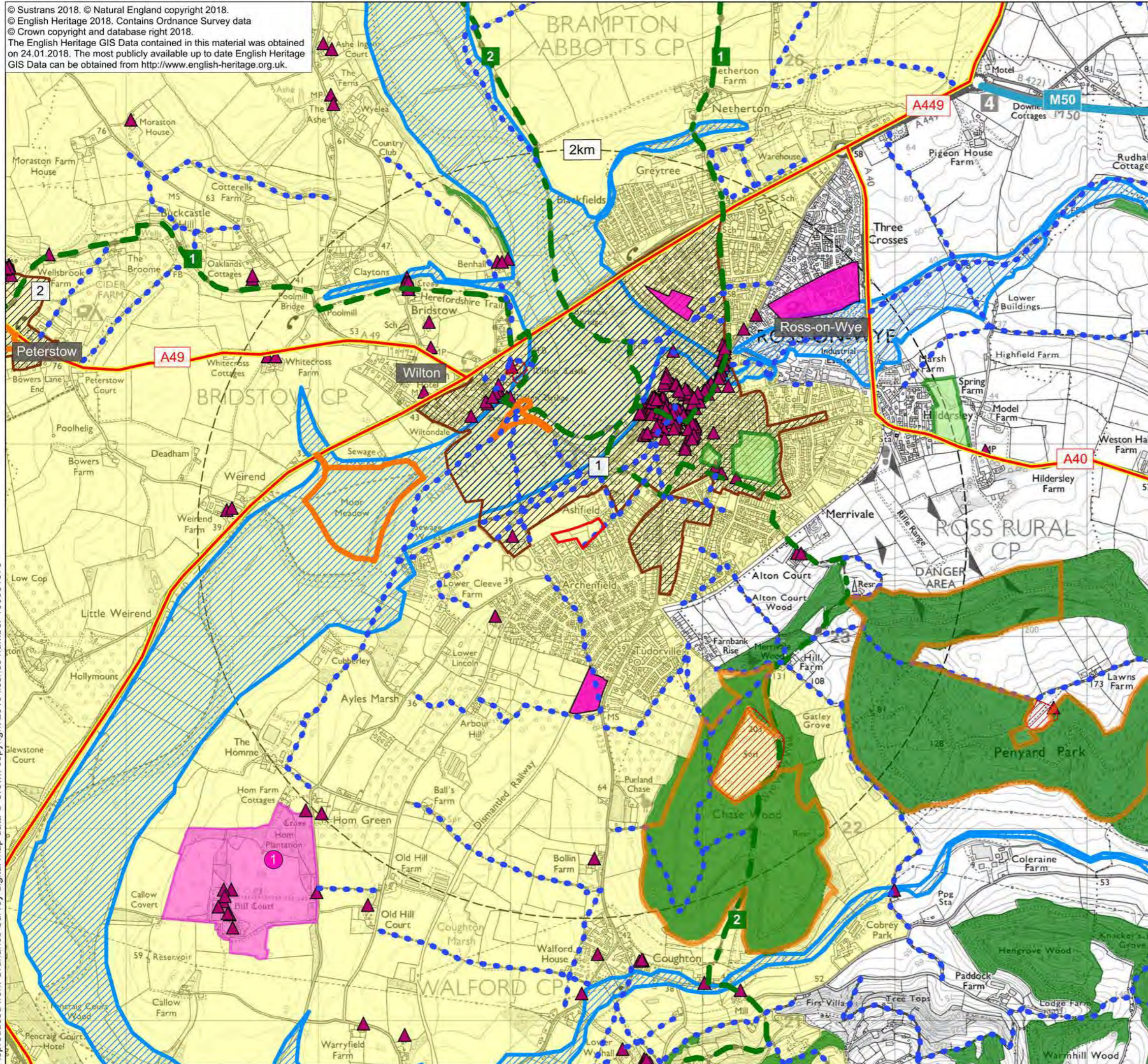


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 on 24.01.2018. The most publicly available up to date English Heritage
 GIS Data can be obtained from <http://www.english-heritage.org.uk>.



Key

- Site Boundary
- Study Area (2km radius)

Landscape Relevant Designations

- Wye Valley Area of Outstanding Natural Beauty
- Registered Parks and Gardens
 - 1) Hill Court (Grade II)
- Conservation Areas
 - 1) Ross-on-Wye
 - 2) Peterstow
- Listed Building
- Scheduled Monument
- Protection of Green Space and Open Space
- Ancient Woodland
- Proposed residential sites (identified in Herefordshire Local Plan)
- Flood Plain (Environment Agent Flood Map for Planning)

Principal Visual Amenity Receptors

- Open Access Areas
- Motorway
- Recreational Route
 - 1) Herefordshire Trail
 - 2) Wye Valley Walk
- A roads
- Public Right of Way

**Middleton Avenue
Ross-on-Wye**

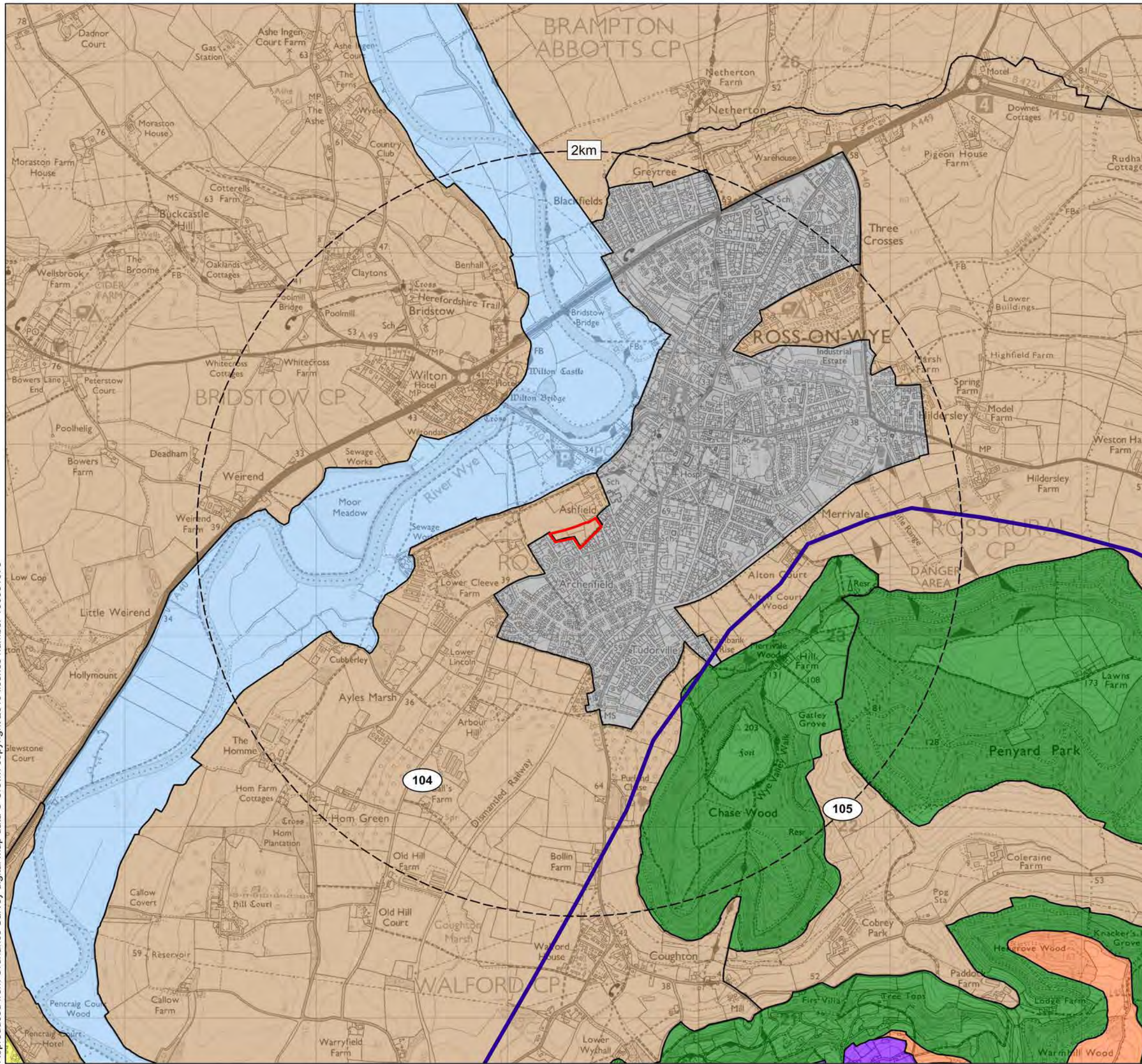
Landscape Planning Context L2

Scale 1:20,000 @ A3
 0 500 1km

Drawn: PS Checked: LE
 Dwg No: 2759 / 02 Revision: 000
 Date: 07/06/2019

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Key

- Site Boundary
- Study Area (2km radius)

Landscape Character Areas

National Landscape Character Areas

- 104 NCA 104
South Herefordshire and Over Severn
- 105 NCA 105
Forest of Dean and Lower Wye

Herefordshire Landscape Character Types

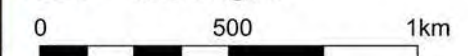
- | | |
|--|---|
| Principal Settled Farmlands | Forest Smallholdings and Dwellings |
| Principal Wooded Hills | Riverside Meadows |
| Wooded Hills and Farmlands | Urban |

**Middleton Avenue
Ross-on-Wye**

Landscape Character

L3

Scale 1:20,000 @ A3



Drawn : PS	Checked : LE
Dwg No: 2759 / 03	Revision : A
Date : 23/07/2019	





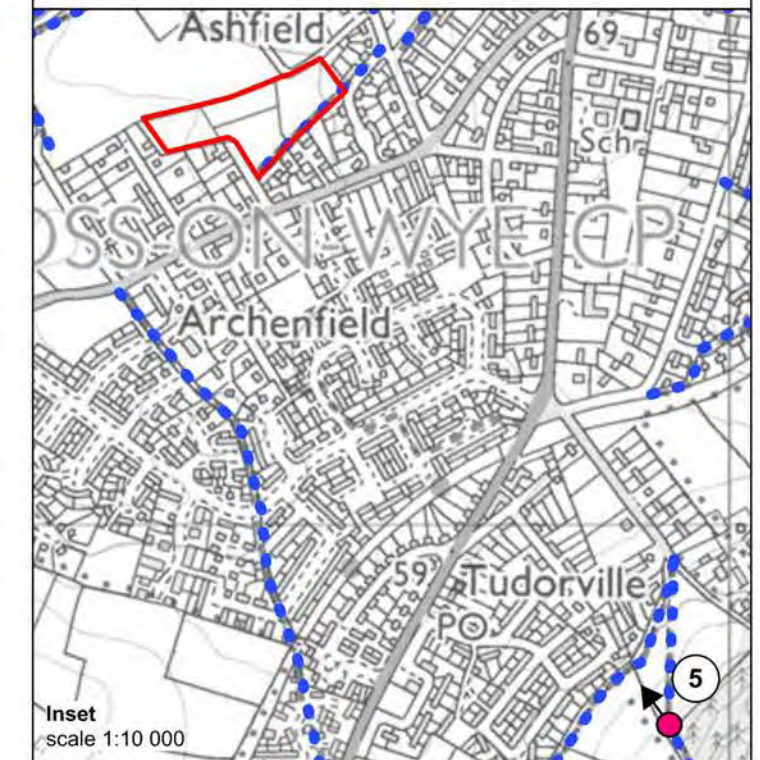
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Key

-  Site Boundary
-  Public Right of Way
-  Viewpoint Location
-  Site Photograph Location



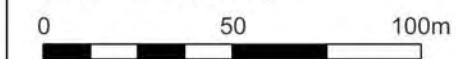
Inset
scale 1:10 000

**Middleton Avenue
Ross-on-Wye**

**Site Photograph and
Viewpoint Location Plan**

L4

Scale 1:2,000 @ A3



Drawn : PS	Checked : LE
Dwg No: 2759 / 04	Revision : 000
Date: 24/06/2019	










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Key

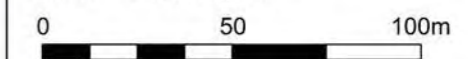
-  Site Boundary
-  Public Right of Way
-  Informal Footpath
-  Vegetated edge to development
-  Woodland
-  Hedgerow
-  Spacious well-vegetated development
-  Relatively dense suburban housing
-  Poor interface with countryside
-  Local views

**Middleton Avenue
Ross-on-Wye**

Site and Context Analysis

L5

Scale 1:2,000 @ A3



Drawn : PS

Checked : LE

Dwg No: 2759 / 05

Revision : 000









Date : 31/07/2019



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Key

-  Site Boundary
-  Public right of way
-  Existing trees
-  Existing trees to be removed for access
-  Proposed native hedgerow and trees
-  Proposed semi-ornamental trees
-  Proposed semi-ornamental hedge
-  Proposed grass / gardens

Notes:

- 1** New native hedge maintained at 3m high, supplemented by hedgerow trees in accordance with bat mitigation strategy.
- 2** New native hedge and tree planting to supplement existing hedges on boundary.
- 3** New native hedge planting to define green infrastructure.
- 4** New native tree planting to provide strong landscape structure.



Middleton Avenue
Ross-on-Wye

Landscape Masterplan

L6

Scale 1:750 @ A3



Drawn : PS

Checked : LE

Dwg No: 2759 / 06

Revision : 000

Date : 22/08/2019



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APPENDIX A: VIEWPOINT PHOTOGRAPHS



Site Photograph A: From public footpath ZK 23 along southern boundary of site, looking north



Photographs taken on 22nd July 2019

**Middleton Avenue
Ross-on-Wye**

Site Photograph A

Date : 24/07/2019	Drawn : PS
Revision : A/1	Checked : NE



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Site Photograph B: From public footpath ZK 23 at south-eastern corner of site, looking west



Photographs taken on 22nd July 2019

**Middleton Avenue
Ross-on-Wye**

Site Photograph B

Date : 24/07/2019	Drawn : PS
Revision : A/2	Checked : NE



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Photograph continued below

Site Photograph C: From northern boundary of site on informal path, looking south



Photograph continued above



Photographs taken on 22nd July 2019

Middleton Avenue Ross-on-Wye	
Site Photograph C	
Date : 24/07/2019	Drawn : PS
Revision : A/3	Checked : NE
 <div style="display: inline-block; vertical-align: middle;"> <p style="font-size: 24px; margin: 0;">viridian</p> <p style="font-size: 12px; margin: 0;">LANDSCAPE PLANNING</p> <p style="font-size: 10px; margin: 0;">viridianlandscape.co.uk</p> </div>	



Viewpoint 1: From Middleton Avenue, looking west to footpath ZK 23 and proposed site entrance.



Photographs taken on 22nd July 2019

**Middleton Avenue
Ross-on-Wye**

Viewpoint 1

Date : 24/07/2019	Drawn : PS
Revision : A/4	Checked : NE



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Viewpoint 2: From informal footpath 120m north of site, looking south.

Photograph continued below



Photograph continued above



View Location

Photographs taken on 22nd July 2019

**Middleton Avenue
Ross-on-Wye**

Viewpoint 2

Date :	24/07/2019	Drawn :	PS
Revision :	A/5	Checked :	NE



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Viewpoint 3: From informal footpath 90m north of site, looking south-east.



Photographs taken on 22nd July 2019

**Middleton Avenue
Ross-on-Wye**

Viewpoint 3

Date : 24/07/2019	Drawn : PS
Revision : A/6	Checked : NE



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Viewpoint 4: From John Kyrle Circular Walk 165m north-west of the site, looking south-east.



View Location

Photographs taken on 22nd July 2019

**Middleton Avenue
Ross-on-Wye**

Viewpoint 4

Date : 24/07/2019	Drawn : PS
Revision : A/7	Checked : NE



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Field between northern boundary of site and John Kyrle Walk

Top of 3 storey house between site and Archenfield Road

Spire of St Mary the Virgin Church

Viewpoint 5: From footpath 920m south-east of site, looking north-west.



View Location

Photographs taken on 22nd July 2019

**Middleton Avenue
Ross-on-Wye**

Viewpoint 5

Date : 24/07/2019	Drawn : PS
Revision : A/8	Checked : NE



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APPENDIX B: SCHEDULE OF TREES AND HEDGES

MIDDLETON AVENUE, ROSS-ON-WYE: SCHEDULE OF TREES AND HEDGES

Native Trees for Northern Hedge				
Code	Species	Girth	Size	Notes
Pa	<i>Prunus avium</i> – <i>Wild cherry</i>	12-14cm	3x. Heavy Standard. 3.5-4.25m	CG or RB. 2 stakes.
Pp	<i>Prunus padus</i> – <i>Bird cherry</i>	12-14cm	3x. Heavy Standard. 3.5-4.25m	CG or RB. 2 stakes.
Qr	<i>Quercus robur</i> - <i>Oak</i>	12-14cm	3x. Heavy Standard. 3.5-4.25m	CG or RB. 2 stakes.
Sa	<i>Sorbus aucuparia</i> - <i>Rowan</i>	10-12cm	2x. Selected Standard 3.0-3.5m	CG or RB. 1 stake.

Native Trees for other locations				
Code	Species	Girth	Size	Notes
Ac	<i>Acer campestre</i>	8-10cm	2x Standard 2.5-3.0m	CG or RB. 1 stake.
Ms	<i>Malus sylvestris</i> sp – <i>Crab apple</i>	8-10cm	2x Standard 2.5-3.0m	CG or RB. 1 stake.
Pa	<i>Prunus avium</i> – <i>Wild cherry</i>	10-12cm	2x. Selected Standard 3.0-3.5m	CG or RB. 1 stake.
Pp	<i>Prunus padus</i> – <i>Bird cherry</i>	10-12cm	2x. Selected Standard 3.0-3.5m	CG or RB. 1 stake.
Qr	<i>Quercus robur</i> - <i>Oak</i>	10-12cm	2x. Selected Standard 3.0-3.5m	CG or RB. 1 stake.
Sa	<i>Sorbus aucuparia</i> - <i>Rowan</i>	10-12cm	2x. Selected Standard 3.0-3.5m	CG or RB. 1 stake.

All Native Species Hedgerows

Shrubs %	Species	Size	BR/RB/CG	Notes
10	<i>Acer campestre</i> – <i>Field maple</i>	600-900mm	RB	
10	<i>Corylus avellana</i> - <i>Hazel</i>	400-600mm	1+1 BR or 2L	Cut back by half on planting.
25	<i>Crataegus monogyna</i> - <i>Hawthorn</i>	400-600mm	1+1 BR	Cut back by half on planting.
5	<i>Ilex aquifolium</i> - <i>Holly</i>	300-400mm	2L	
10	<i>Prunus spinosa</i> - <i>Blackthorn</i>	400-600mm	1+1 RB	Cut back by half on planting.
5	<i>Prunus domestica insititia</i> - <i>Damson</i>	400-600mm	1+1 RB	Cut back by half on planting.
5	<i>Rosa canina</i> – <i>Dog rose</i>	400-600mm	1+0 BR	Min. 3 good shoots. Cut back by a third on planting.
5	<i>Sambucus nigra</i> - <i>Elder</i>	400-600mm	1+0 BR	Cut back to 150mm on planting.
10	<i>Viburnum lantana</i> – <i>Wayfaring tree</i>	400-600mm	1+1 BR	Cut back by half on planting.
10	<i>Viburnum opulus</i> – <i>Guelder rose</i>	400-600mm	1+1 BR	Cut back by half on planting.
5	<i>Euonymus europaeus</i> - <i>Spindle</i>	400-600mm	1+1 BR	Cut back by half on planting.

Semi ornamental trees

Species	Girth	Size	Notes
<i>Malus sylvestris</i> sp – <i>Ornamental Crab apple</i>	8-10cm	2x Standard 2.5-3.0m	CG or RB. 1 stake.
<i>Juglans regia</i> - <i>Walnut</i>	12-14cm	3x. Heavy, Standard 3.5-4.25m	RB. 1 stake.
<i>Betula jacquemontii</i> – <i>West Himalayan birch</i>	12-14cm	3X, HS. 3.5-4.25m. 2 stakes.	Grafted. RB or CG
<i>Pyrus calleryana</i> ‘Chanticleer’ – <i>ornamental pear</i>	14-16cm	3X, EHS. Min. 4.5m	2 stakes

Semi ornamental single species hedges

Shrubs %	Species	Size	BR/RB/CG	Notes
100	<i>Fagus sylvatica</i> - <i>Beech</i>	600 - 800mm	1+1 transplant	
100	<i>Prunus laurocerasus</i> ‘Rotundifolia’	600 - 800mm	CG	

Latham, James

From: Donotreply
Sent: 07 October 2019 20:07
To: Neighbourhood Planning Team
Subject: A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	
Postcode	
First name	Richard
Last name	Harris
Which plan are you commenting on?	Ross on wye development plan - Stoney Stile / Hawthorne Field
Comment type	Support
Your comments	We are in support of the development plan with regards to the maximum of 15 houses / public space or allotments. We also support the proposal that any development should not start until the primary school has been relocated as there is already issues along Middleton Avenue with car parking and access during busy periods. As a side note, Archenfield road itself is very busy during school drop off pick up times and essentially becomes a single lane at these times so adding more houses (traffic) before moving the school also does not seem sensible.

4th October 2019

Thornbury House
18 High Street
Cheltenham
GL50 1DZ

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

01242 230066
www.ridge.co.uk

Dear Sir/Madam

REPRESENTATIONS MADE IN RESPECT OF THE EMERGING ROSS-ON-WYE NEIGHBOURHOOD DEVELOPMENT PLAN

Regulation 16 of the Neighbourhood Planning (General Regulations) 2012 (as amended).

This statement is to accompany representations that have been made by Ridge and Partners LLP on behalf of Edenstone Homes in respect of the emerging Ross-on-Wye Neighbourhood Development Plan ('NDP'). In accordance with the requirements of Regulation 16 of the Neighbourhood Planning (General Regulations) 2012 (as amended), these representations relate to the site 'Land East of the A40', which is the subject of a planning permission¹ for the erection of 290 dwellings, including affordable housing, public open space, access, landscaping and other associated works.

At this stage, it is worth highlighting that Edenstone Homes will shortly be submitting an outline planning application for an additional circa 175 new dwellings that would sit within the red line boundary of granted applications P140684/O and P180155/RM. These additional dwellings provide a very logical extension for the town and further growth for Ross, and would reduce future development pressures on other greenfield sites.

After reviewing the emerging NDP, submitted 30th July 2019, it is recommended that amendments need to be made to the wording within Section 5B.2 of that NDP which explains the context of 'Land East of the A40'. These amendments are discussed below.

Suggested Amendments to Section 5B.2 'Land East of the A40'

At Paragraph 5.4.27 of the emerging NDP, reference is made to the outline planning permission that was granted in April 2014², however no reference has been made to the reserved matters application that was approved on 18th April 2019³ which provided further detail on the proposals at this site in respect of appearance, scale, layout and design. We suggest the emerging NDP be updated to reflect this and therefore the fact that detailed planning permission exists for 290 dwellings including all the necessary infrastructure.

¹ Ref. P140684/O and Ref. P180155/RM.

² Ref. P140684/O.

³ Ref. P180155/RM.

At Paragraph 5.4.28 of the emerging NDP, it is stated *“development of all this land would have major significance for Ross-on-Wye but it is outside the scope of this neighbourhood plan.”* We do not dispute this statement, however, we suggest the emerging NDP should make reference to the fact that the site will be delivering 290 dwellings with planning permission plus the circa 175 additional units that are proposed to form part of the site.

Concluding Comments

We do not fundamentally object to the emerging NDP but suggest amendments be made to reflect the most up-to-date position in relation to ‘Land East of A40’. Furthermore, Ross-on-Wye Town Council should be aware of the upcoming proposal of circa 175 units to be included as part of the site we refer to as ‘Land East of A40’, which will encourage the growth of Ross, and reduce development pressures outside its development boundary and emerging NDP.

I trust these comments will be reviewed and considered as part of this emerging NDP. If you require any further clarification on any of the matter raised within this letter, please do not hesitate to contact me.

Yours sincerely

Guy Wakefield
Partner
For Ridge and Partners LLP

**TO: DEVELOPMENT MANAGEMENT- PLANNING AND
TRANSPORTATION
FROM: ENVIRONMENTAL HEALTH AND TRADING
STANDARDS**



APPLICATION DETAILS

288654 /
Ross-on-Wye Parish
Susannah Burrage, Environmental Health Officer

I have received the above application on which I would be grateful for your advice.

The application form and plans for the above development can be viewed on the Internet within 5-7 working days using the following link: <http://www.herefordshire.gov.uk>

I would be grateful for your advice in respect of the following specific matters: -

	Air Quality		Minerals and Waste
	Contaminated Land		Petroleum/Explosives
	Landfill		Gypsies and Travellers
	Noise		Lighting
	Other nuisances		Anti Social Behaviour
	Licensing Issues		Water Supply
	Industrial Pollution		Foul Drainage
	Refuse		

Please can you respond by ..

Comments

From a noise and nuisance perspective our department has no further comments to make with regard to this plan.

Signed: Susannah Burrage
Date: 22 August 2019

Latham, James

From: Stephen Holder
Sent: 26 September 2019 11:49
To: Neighbourhood Planning Team
Subject: : FW : Ross-on-Wye Neighbourhood Development Plan and cycle routes
Attachments: IMG_1879.JPG

Dear Planning dept,

Please find below my E mail sent to Mr Symmonds.

I look forward to hearing from you.

Steve Holder

PS I sent this with an incorrect picture on Sept 23rd.

From: Stephen Holder
Sent: 15 September 2019 07:59
To: paul.symonds@rosstowncouncillors.co.uk
Subject: Ross-on-Wye Neighbourhood Development Plan

Hello Mr Symonds,

Thank you for our form re Access across Ryefield Car Park.

Regards the Ross-on-Wye Neighbourhood Development Plan.

I would like to see designated cycle routing improved around our town as part of the future developments.

Use of the old railway lines being ideal where along most of their route they do still exist.

A stretch from Hildersley roundabout passing east behind Weston Hall Farm to Springetts Lane would give very safe access to the country roads whilst avoiding a busy and stretch of the A40. Picture attached.

This would also need to be part of the Model Farm development I guess.

Then the route down the Wye from the Town trail continuing to Kerne Bridge would also be a wonderful asset for the town and people visiting the area.

I'm sure these routes have been discussed on many occasions.

The Neighbourhood Development Plan and Model Farm sites should include these extensions to the Town Trail routes giving safer town/countryside access and encouraging more cycling.

Shame the railway bridge at Backney is long gone.

Yours

Steve Holder

Access across Ryefield Car Park form to follow.

From: Paul Symonds <paul.symonds@rosstowncouncillors.co.uk>

Sent: 23 September 2019 11:05

To: 'Stephen Holder'

Subject: RE: Ross-on-Wye Neighbourhood Development Plan

I fully support this Stephen & am in discussion with neighbouring parishes to that effect. I'm also pushing for this to be included in the tow's transport strategy which is under development. Have you made your comment to the NDP team? If not, please do so at neighbourhoodplanningherefordshire.gov.uk

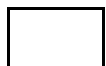
One I have confirmation the Ryefield route is officially on the list to become a right of way I'll be asking it to include cycles.

Regards,

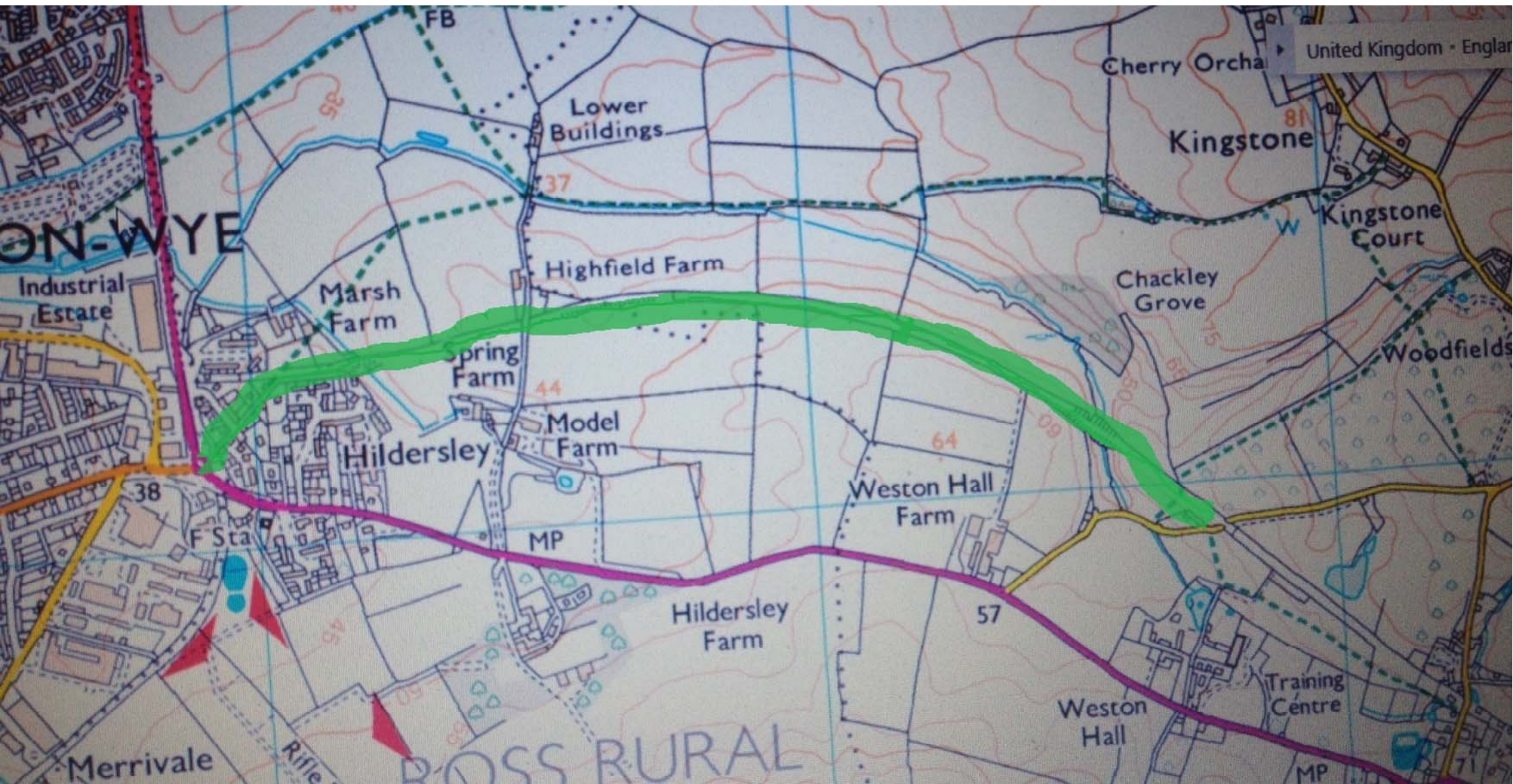
Cllr Paul Symonds

■ **P:** 07792 882148 ■ **E:** paul.symonds@rosstowncouncillors.co.uk

■ **A:** Chasewood, 42 Eastfield Rd, Ross-on-Wye, HR9 5JZ



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Latham, James

From: Donotreply
Sent: 07 October 2019 16:24
To: Neighbourhood Planning Team
Subject: A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	
Postcode	
First name	Lewis
Last name	Scott
Which plan are you commenting on?	Neighborhood Development Plan for Ross on Wye
Comment type	Objection
Your comments	<p>Any proposal to build on fields off Archenfield Road which makes more traffic on Archenfield Road is fraught with danger. It is already hellish and dangerous attempting to exit any side road on to Archenfield Road and increasing traffic into the centre of town from that route should be avoided at all costs. I can't count the number of near misses I have had from drivers in both directions because of the amount of traffic and numbers of parked cars. The road is effectively a single car width from the tennis courts to Firs Road and at some point somebody, most likely a school age child, will be killed.</p>

Latham, James

From:
Sent: 28 September 2019 17:22
To: Neighbourhood Planning Team
Cc: Wambeek, Rebecca; Pearson, Andrew; Guewardene, Elizabeth; PEARSON, Catherine
Subject: Ross NDP Submission Ver. 2019 Reg.19 consultation - objection Cleeve Orchard as Local Green Space

Attn: Herefordshire Council Reg. 16 Consultation Committee,
Hereford,

Samuel Pearson,
28th September 2019

Dear Ladies and Gentlemen,

Ross Neighbourhood Development Plan Reg.16 consultation - objection to designation of Cleeve Orchard as a Local Green Space

I wish to make representation to the Herefordshire Council Regulation 16 Review Committee that I strongly object to the designation of Cleeve Orchard as a Local Green Space in the Ross-on Wye Neighbourhood Development Plan Submission Version 2019.

Ross Town Council erred in their designation of Cleeve Orchard as a Local Green Space in their submission of the Ross-on-Wye NDP. This error was made despite my letters of 4th September 2017 and 14th December 2018, in which I pointed out that this land did not meet the necessary criteria for designation as a Local Green Space, as set out in legislation. (Cleeve Orchard is labeled in Fig.19 in Section 4.33 Local Green Spaces)

I am, together with other family members, the owner of Cleeve Orchard. Having studied the contents of the Ross Neighbourhood Development Plan Submission Version 2019, I wish to express my strong objection to the designation of Cleeve Orchard as a Local Green Space. I object, both on my behalf, and on behalf of other family members who also have a share in the ownership. The various reasons for my objections were stated in my letters of 4th September 2017 and 14th December 2018. However, I will repeat the main points which follow in the remainder of this letter.

With reference to the website "Consulting You About Ross Neighbourhood Plan"; I quote the section named "Local Green Space Policies":-

A Neighbourhood Plan can, in principle, 'designate small areas of green space valued by the local community as 'Local Green Spaces'. To satisfy the legislation, these need to be small and have valued qualities for recreation, wildlife or archaeology (etc.)

Additionally, Section 4.33 "Local Green Spaces" of the Ross Neighbourhood Development Plan Submission Version 2019 stated:-

As well as not being overly extensive, they must be demonstrably special in terms of: beauty, historic significance, recreational value, tranquility, richness of wildlife.

Cleeve Orchard does not satisfy either the legislation criteria, or for that matter, the Ross NDP Ver. 2019 Section 4.33 criteria for Local Green Space designation for the following reasons:-

1) *Overly Extensive.* Cleeve Orchard is certainly not a small area, it is very much an extensive area of some 6.1 acres. Furthermore, a visual inspection of fig.19 in Section 4.33, shows that Cleeve Orchard is approximately equal in area to the total area of all of the other five proposed Local Green Spaces combined !

2) *Demonstrably Not Special in Terms of Historic Significance.* Cleeve Orchard does not contain any features: either buildings, remains, or anything else whatsoever, of archaeological interest or historical significance. The Orchard is a modern commercial cider orchard consisting of cider apple trees; all of them planted, in my own memory, by Bulmers in the mid 1950's for a charge of one pound each! The trees are all of a uniform size since the young saplings were grafted on to the same type-number of crab-apple root stock. The Orchard is therefore modern – the trees are uniform in shape and size – so unlike the traditional varied size and shape orchards, now very rare, and now certainly historic, non root-stock orchards. Traditional cider orchards consisted of trees which were grown from seed and therefore had their own natural cider apple roots. This natural growth gave rise to considerable variation in both the size, and indeed the shape of the trees when mature. Hence, because of its modernity, Cleeve Orchard is therefore devoid of any historical or indeed botanical significance.

3) *Demonstrably Not Special in Terms of Recreational Value.* Cleeve Orchard is not, will not be, and has never been a place of recreation. Cleeve Orchard is private property, and has never been open to use by the public for: sports, camping, picnics, or for any public use whatsoever. Trespassing was always discouraged. It can not therefore be considered to have ever served the local community in any way shape or form.

4) *Demonstrably Not Special in Terms of Wildlife.* Cleeve Orchard is not a significant habitat for wildlife since it is only a commercial orchard. Adjoining the orchard, extending along the north side, is natural, wild and completely untended woodland. This untended woodland, not the Orchard, would be the habitat of such minor numbers of common birds and possibly small mammals, as there may be.

Hence, on account of the preceding explanations, it follows that Cleeve Orchard does not fulfill the requirements either of the legislation, or Section 4.33 "Local Green Spaces" of the Ross NDP Submission Version 2019 to warrant designation as a Local Green Space. Therefore, with respect, I submit that the final approved Ross Neighbourhood Development Plan should not include the designation of Cleeve Orchard as a Local Green Space.

An additional consideration is the existing Town Plan status of Cleeve Orchard. Cleeve Orchard is within a Conservation Area; that implies that any residential development in the Orchard would be subject to stringent requirements. Development requirements within the 6.1 acre site might well limit development to a maximum of only one house, with perhaps the additional stipulation that nearly all of the trees be preserved.

The existing Conservation Area status of Cleeve Orchard thus renders the proposed Local Green Space status somewhat redundant, since the existing arboreal and tranquil nature of Cleeve Orchard would remain intact, even in the event of any possible and necessarily limited development. The concerns of local residents should thus be calmed. However, Cleeve Orchard is not a public space at present, and neither would it be in future, should the status be changed to Local Green Space.

Yours truly,

Samuel Pearson

Latham, James

From: Donotreply
Sent: 30 August 2019 09:16
To: Neighbourhood Planning Team
Subject: A comment on a proposed Neighbourhood Area was submitted

Comment on a proposed neighbourhood plan form submitted fields	
Caption	Value
Address	Stansgate Planning Consultants Ltd, 9 The Courtyard, Timothy's Bridge Road, Stratford-upon-Avon
Postcode	CV37 9NP
First name	ANDREW
Last name	MURPHY
Which plan are you commenting on?	Ross-on-Wye, Neighbourhood Development Plan 2019 - 2031 Submission Version
Comment type	Support
Your comments	I represent Avon Estates Ltd, the landowner of Broadmeadows Caravan Site, Ross-on-Wye, part of "5B.2 Broadmeadows/Tanyard". I support: 1. The NDP as a whole, and 2. In particular, policy 5B.2 Broadmeadows/Tanyard.



Neighbourhood Planning
neighbourhoodplanning@herefordshire.gov.uk

By email only

30th September 2019

Dear Sir/Madam,

**Ross-on-Wye Regulation 16 Draft Neighbourhood Development Plan representation
on behalf of Camanoe Estates Ltd**

Please accept this letter as a response to the Regulation 16 public consultation associated with the Ross-on-Wye Draft Neighbourhood Development Plan (NDP). Tompkins Thomas Planning acts for the landowner for the site known as Land at The Chase Hotel. We write in support of the NDP as drafted with a suggestion that the site be allocated.

Comments to the draft text

Section 4.6 relates to Open and Green Spaces. In relation to The Chase it explains, correctly, that the site is private with no public access or use. It also confirms, again correctly in our view, that the Core Strategy and the NDP do not offer policy objection to the redevelopment of the site for residential purposes subject to the retention of trees and the provision of significant amounts of open space.

Section 5.4 of the NDP discusses other sites for development, as opposed to allocated sites which are discussed at section 5.3. The Chase is identified as an 'other' site and assigned reference Site 5B.1.

At paragraphs 5.4.1 – 5.4.3, the NDP describes the background to the site. It confirms that the NDP Steering Group were advised in the winter of 2018 that the Chase Hotel was no longer viable, and a public consultation exercise ensued with regard to the potential redevelopment of the site. It goes on to explain that the NDP Steering Group considered the allocation of the site as a hotel and the

designation of the site as a Local Green Space, but found that neither option was viable. It sets out that, instead, the principle of developing the site is supported.

The proposals are described at paragraphs 5.4.4 – 5.4.6. It reaffirms support for the residential redevelopment of the site, but sets out extensive criteria with which such a development should comply. It requires that report and survey work pertaining to matters of Ecology, Landscape and Heritage will be required to support an application before going on to set out design parameters for the site as follows:

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

An additional paragraph explains that the proposals should utilise sustainable construction techniques.

Whilst the design criteria restrict the amount of development which might be delivered on the site, the landowner is keen to deliver a scheme which complies with the NDP as drafted. Therefore, we confirm that a development which delivers the provisions set out above can be achieved on the site and that any application which might be forthcoming will indeed do so.

Suggestions

Section 38A of the Planning and Compulsory Purchase Act 2004 confirms that, “a ‘neighbourhood development plan’ is a plan which sets out policies (however expressed) in relation to the development and use of land in the whole or any part of a particular neighbourhood area specified in the plan.” (our emphasis)

Paragraph 19 of the Framework rehearses the statutory position explaining that, “*the development plan for an area comprises the combination of strategic and non-strategic policies which are in force at a particular time.*” (our emphasis)

It is notable that the drafting of the NDP is such that the guidance for developing the site known as ‘The Chase’ is not a policy, rather it is part of the supporting text. Supporting text is not policy and accordingly, the weight which might be accorded to its direction is reduced.

We suggest, therefore, that the NDP Steering Group considers drafting a policy which allocates the site for development and includes the design criteria discussed above. Such an approach would give a decision maker greater ability to enforce the design criteria, whilst also adding clarity to the plan making process, as per the guidance of Paragraph 16 of the NPPF. A further benefit of allocating the site is that the dwellings being delivered at the site contribute to the minimum housing target in the Neighbourhood Area.

We trust the above is useful to the plan making process and if we can be of further assistance, please do let us now.

Yours sincerely,

Tompkins Thomas Planning



Tudorville & District Community Centre
Registered office: Bernlea, Walford Road, Ross-on-Wye, HR9 5PY
Registered Charity Number: 1137965
Registered Company Number: 07298037
www.tdcc-online.co.uk

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

Date: 26.09.19

Dear Sirs,

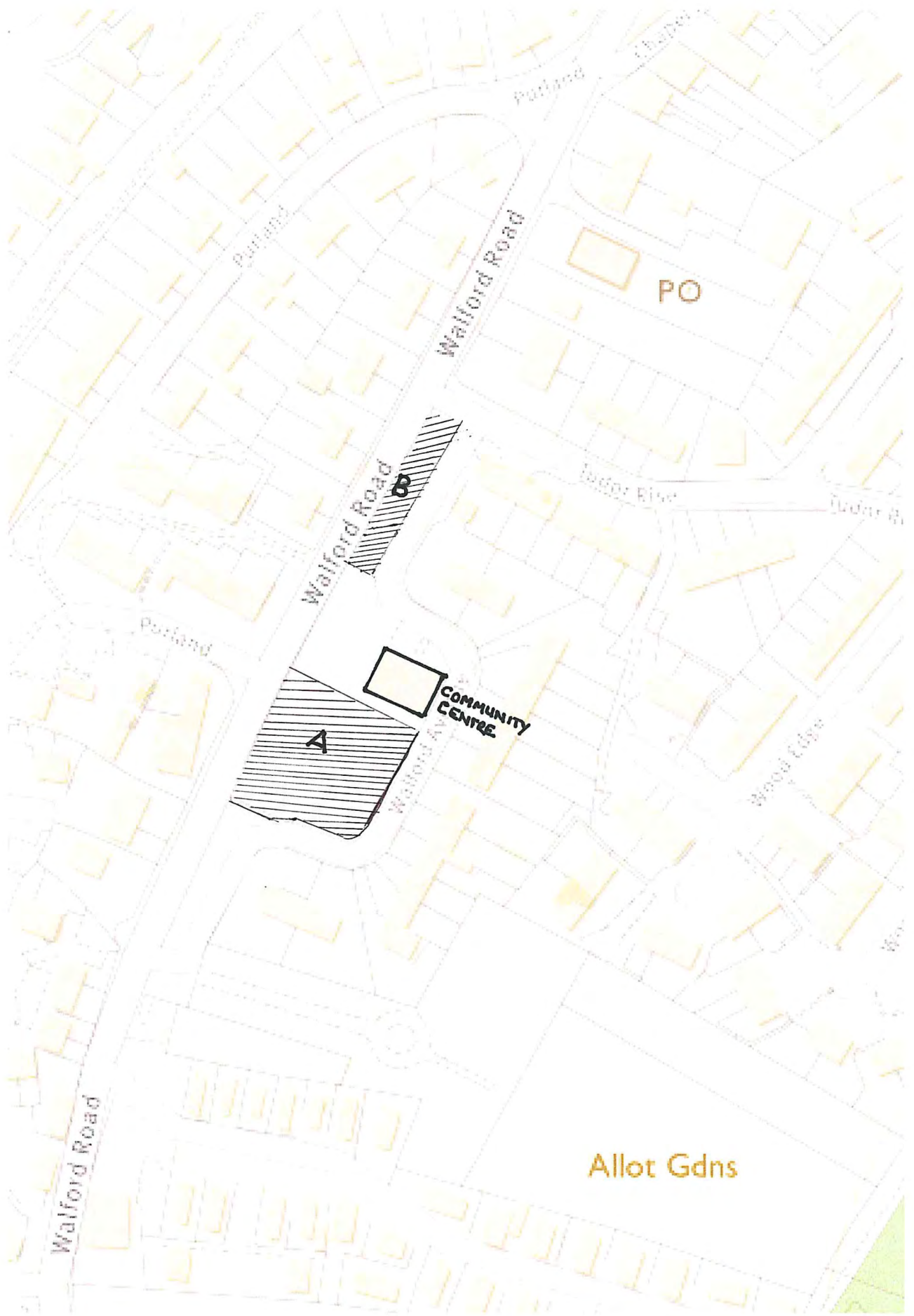
Re: Ross-on-Wye Neighbourhood Development Plan

The Tudorville and District Community Centre Committee wish to request under regulation 16 of the above plan that the play spaces indicated on the attached map be formally recorded.

Area A is currently a play/ recreation area and area B is an outdoor gymnasium.

Yours faithfully,

Antony Lowther
Chair TDCC



Neighbourhood Development Plan (NDP) – Core Strategy Conformity Assessment

From Herefordshire Council Strategic Planning Team

Name of NDP: Ross-on-Wye (Reg 16)

Date: 04/09/19

Draft Neighbourhood plan policy	Equivalent CS policy(ies) (if appropriate)	In general conformity (Y/N)	Comments
EN1/EN2/EN5	SD1	Y	
EN3/EN4		Y	ENV3. The new reference to CS policy H2 is not correct and should be removed. H2 refers to affordable housing in rural areas, usually RA2 villages. It is not pertinent to proposals on the edges of market towns.
EN6	SD2	Y	
EN7/EN8	LD1	Y	
EN9	LD3	Y	
EN10		N/A	
EN11		N/A	Comments as at Reg 14. Not a conformity issue but this does not appear to be a land use planning policy but is a policy regarding the DM process.
H1	H3	Y	
H2	E3	Y	
H3	H1	?	Comments as at Reg 14. Not an issue of significant conformity but CS policy H1 does not indicate that priority should be given to any specific provider. Being so specific is unlikely to accord with NPPF.

Draft Neighbourhood plan policy	Equivalent CS policy(ies) (if appropriate)	In general conformity (Y/N)	Comments
H4	RW1	Y	
E1	E1	Y	
E2/E3	E5	Y	
A1/A2	MT1	Y	
Walking and Cycling Signs			Noted that policy has been removed. Explanatory text only. Previous Reg 14 comments apply. This is not a land use planning issue.
A3		N/A	Changes to car parks (previously A4). Comments as at Reg 14. Not a conformity issue but it is unclear what is meant by this policy or how it will be implemented
A4		N/A	Para 3 of this policy may be more appropriately placed in the explanatory text.
A5		N/A	
SC1	SC1	Y	Comments as at Reg 14. Not convinced this is required given SC1 of the Core Strategy can be argued to provide greater protection.
SC2	SC1	Y	
SC3	OS1-OS3	Y	
SC4	OS1-OS3	N	Changes to cross-reference with CS policy are welcomed.
SC5		N/A	Comments as at Reg 14. Ensure evidence exists to

Draft Neighbourhood plan policy	Equivalent CS policy(ies) (if appropriate)	In general conformity (Y/N)	Comments
			demonstrate these areas meet appropriate definition.
SC6		N/A	
Allocated sites 5A.1-5A.5		Y	<p>Comments as at Reg 14.</p> <p>No specific site based comments but recognition that the plan aims to achieve the Core Strategy housing target is welcomed.</p> <p>Updated wording on Chase is noted</p>
5B.1		Y	
<p>5B.2</p> <p>There are two 5B.2 policies. Please amend</p>			<p>Broadmeadows/Tanyard</p> <p>Revised wording on deliverability and viability is welcomed. Although overall principles of development could have been incorporated. See comments from Reg 14.</p> <p>Land Est of A40</p> <p>Comments as at Reg 14. Longer term potential of this area is recognised, agree that this is best considered as part of a future strategic review.</p>
5B.3			<p>Comments as at Reg 14.</p> <p>Recognition of the issue is noted but may be best to consider such issues as part of strategic</p>

Draft Neighbourhood plan policy	Equivalent CS policy(ies) (if appropriate)	In general conformity (Y/N)	Comments
			review.

Other comments/conformity issues:

None

Latham, James

From: Hammond, Victoria
Sent: 01 October 2019 12:06
To: Neighbourhood Planning Team
Subject: FW: Ross on Wye Regulation 16 submission neighbourhood development plan consultation

Hello,

Please find our comments on the Ross on Wye NDP Regulation 16 submission below:

- Cawdor Arch planning application has currently been withdrawn.
- Car free developments have to have proper grounding in their longevity of their sites.
- Highways assessments are required on all sites especially the larger sites. Implications of sites south of Ross (Walford direction) should be properly assessed in regards to the capacity, usability and vehicles parking on the highway restricting access for routes to the north/south e.g. Alton Road, Alton Street and Cope Cross Street/Town centre.
- We wouldn't describe public transport as poor. In comparison with some other market towns the links by bus are good to Hereford – Gloucester, Monmouth as well as a town bus service.
- It would be good to consider more promotion of public transport as the plan makes mention of more parking spaces at new developments which does little to make Ross more sustainable.

Many thanks,
Vicky

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

Dear Consultee,

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

The plan can be viewed at the following link: https://www.herefordshire.gov.uk/directory_record/3101/ross-on-wye_neighbourhood_development_plan

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

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

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

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

Kind regards

Herefordshire.gov.uk

3 September 2019.
~~16 June 2019~~

Stoney Stile Site

Dear Sir/Madam,

I was horrified to see that the greenfield site known as Stoney Stile to us locals is to be included in the Neighbourhood Development Plan for Ross-on-Wye.

Surely there is simply no need to include this recreational area in the NDP as we have enough areas elsewhere round town which are eminently more suitable for new housing.

Our site is used daily by parents and children as a traffic free and safe route to and from school.

The kids also use it as a play area and share it with dog walkers, and other users as a link onto the John Kyrle route and the sports fields nearby.

This green space is part of the heart and lungs of the town and is valued as such by tourists and us locals alike.

I ask you to "Do the decent thing" and keep this area green for our future.

Yours sincerely,

Mr R L Griffiths