



LEDBURY NDP Issues and Options May-July 2021

Appendix 2. Free
text comments

FEBRUARY 2021

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Ledbury NDP

ISSUES AND OPTIONS MAY – JULY 2021

Appendix 2: Free text comments

Contents

Q1b: Do you have any suggestions of other areas to be added within the boundary and why? Please enter your suggestions below.	3
Question 2c: Are there other recreational or leisure needs for which land should be identified?.....	10
Question 3b: Do you support the provision of ground level eastbound platform access, improved platform services and additional car parking at the railway station? Any other comments.	20
Question 4a: Which areas do you think should be added to the currently defined town centre (shown in red on map Figure 4 in the leaflet). (Please tick your selection(s) and add any suggestions you may have about areas to be added in the box).....	32
Question 5b: Do you agree that all green and open spaces shown in Figure 8 should generally be afforded protection as contributing to green infrastructure within and surrounding the town? Can you suggest any additional green spaces?	38
Question 5c: Do you agree that allotments and/or community gardens should be encouraged? Can you suggest a suitable location for them?	45
Question 5d: Can you suggest footpaths, cycleways or other connections that could be improved or created to benefit residents and give access to green space and wildlife?	53
Question 5e: Do you think more or improved children’s play areas are needed and if so, where?	68
Question 7a: Bearing in mind that this is an NDP revision, do you have any other comments on the specific topics covered above or any other issues you wish to raise?	77

Q1b: Do you have any suggestions of other areas to be added within the boundary and why? Please enter your suggestions below.

Question 1a: Which of the settlement boundary options do you prefer? Option:				Question 1b: Do you have any suggestions of other areas to be added within the boundary and why? Please enter your suggestions below.
No.	A	B	C	
1				A proper medical centre within the town centre
2	3	2	1	A specific area for a doctors' surgery
3	3	2	1	A strong no; there are so many offices that will be available now, we should use those for accommodation before we destroy any more countryside.
4	3	1	2	All existing green spaces in Ledbury should be protected including agriculture land beyond town to prevent additional housing growth.
5				Any further development needs to have access to the ring-road and motorway so going towards Parkway. The Bloor Homes viaduct development is completely the wrong side of Ledbury so any further development north of the viaduct must not be allowed and confined to where it does not encourage extra traffic through the centre of the town. Although it could be argued that the south of Ledbury isn't readily accessible for the station, the proportion of people needing to access the station is minimal most people in this area travel by car not train those needing to do so can go around the ring road or walk it's not far from one end of town to the other
6	3	2	1	Any green space that could be allocated for use by local community groups (e.g. Scouts, guides Cadets) for outdoor activities.
7			1	Area between Gloucester Road Roundabout & Hawk rise to be included, no stop house building Allotments?
8	2	3	1	Area on left of Worcester Road as far as cutthroat lane - its in a dip so even though in ANOB it cant be seen - good spot for a budget hotel of two storey's only, e.g. Premier Inn, needed for visitors as we are a tourist town.
9	3	2	1	Area opposite the Deer Park - ie parkland of Ledbury Park House - important part of the visual setting of the town
10	2	1	3	Between Gloucester Road and new development - access to motorway, on a major road, most people buying will be travelling away from Ledbury for work towards the East.
11	3	2	1	Boundary should have been the by-pass not the other side of it!
12	3	2	1	Boundary should include Leadon House on the Ross Road and flat land to the west of there to learn the lessons of the viaduct site by giving options for access to the new employment land block and securing more flat land for extensions to the sporting hub in the future.

13	3	2	1	Bypass up to Gloucester Road and expand the land on Bromyard Road for development as it already has permission, please don't allow building around UBL as this is a fantastic walking area. It is also very busy with traffic from Haygrove and UBL already, don't add to that. Building on these fields/green belt would destroy habitats and the look/feel of this area. The views from Ledbury out to this area will be spoilt and vice versa.
14			1	Consider extending the settlement area S of the bypass to the Gloucester Road
15	1	3	2	Consider land to NE of Bromyard Road opposite area already granted Planning Permission N of Viaduct.
16			1	Consider turning retail space and office space into housing.
17	3	2	1	Current development, existing and proposed, is already excessive for a small town like Ledbury. The Bromyard Road site will prove to be disasterly bad in the long term.
18	3	2	1	Cycle lanes! This would much a difference, you could be the first town of Herefordshire to promote a better way of travelling and exploring the wonderful area! Cycling is a huge sport which has increased tremendously over the pandemic, make Ledbury Bike Friendly!
19	3	2	1	Definitely not.
20	3	2	1	Dog Wood -to protect the wood under Town Council control
21	3	2	1	East of Bromyard Road West of Gloucester Road at roundabout
22	3	2	1	Extend boundary to protect old wharf industrial estate to maintain it as industrial for the future
23	3	2	1	Fell as few trees as possible!
24	3	2	1	Field off Dymock Road south of hawk Rise development do not wish to be further developed as development and further development impacts AONB approach to and from Ledbury and lie of Malvern Hills. Wildlife natural fauna and road busy narrow and no pavements.
25		1		Further development on the Gloucester Road towards the M50 link is an obvious choice surely? Wellington Heath to Ledbury open areas as well to promote use of the Railway Station. More flats for young people. Option B but not including the Bromyard Rd site.
26	3	2	1	Having the north side of the station inside the settlement could make an innovative solution to financing the secondary access to the station. Settlement boundaries may have less planning weight than some think especially when it comes to affordable housing and central government policies. I seem to remember the previous plan did have a boundary, but the inspector removed it as there was a lack of consultation on it. One could dispute this opinion since there was implicit consultation throughout.
27	3	2	1	how do we protect the land left of the Leadon- looking north- from development?
28	3	2	1	I actually would prefer Option 2 but with the riverside walk included and cannot understand why it hasn't been included in this option.
29		1		I consider that the housing estate north of the viaduct is a foolish development and will cause considerable congestion along Hereford and Bromyard roads. Access to this area will be very important and hence the road under the viaduct will be essential.

30	3	2	1	I do not agree that the triangle of open land at the north end of the Dymock Road (by the roundabout) should be opened for development. It provides a buffer between the new housing and the town - not large but necessary
31	3	1	2	I do not see how the slight change in the settlement boundary is going to protect the riverside park. It is protected by default. It is in a flood plane so it cannot be built upon anyway. I think the comment about the settlement boundary being successfully challenged in the past is misleading. We did not have an adopted settlement boundary in place at that time, although the NDP should have been in place circa 10 years ago. It would have been if there hadn't been ridiculous petty and obstructive actions of the elected councillors. The unplanned development referred to herein would have been prevented. I think we start with Option 2 and then consider changes to the boundary as needs be in the future with further public consultation. Ledbury Town Council had the opportunity to protect it's playing fields (Full Pitcher) and unfortunately squandered that opportunity. The relocation of the cricket pitch just drives what was a very accessible recreational sport facility further away from the town, it becomes less accessible on foot, and reduces the likelihood of children engaging with sport. Now, either children need to be old enough to walk along the busy Ross Road, or they have to be accompanied by their parents, more often than not via a car journey. Being able to easily access open grassed space (playing fields) should be at the peak of all local authorities' agendas when setting out town plans. Enterprise Inns cared not about the town when they sold the Full Pitcher, only about their bottom line. It should have been up to the council to make sure with consultation with Hfds CC that these playing fields were protected. Future and current generations should be asking why...
32	2	3	1	I don't see why the west of the bypass should be looked at for development if required and needed. Ledbury is expanding and there is already little housing infrastructure for first time buyer who have lives in the area for a long time and prices are just increasing. Ledbury as a town can handle bigger expansion and will only progress the town more in the future. Times have gone with it being a small market town. Once the older generation disappear it needs expansion to get the town working and still be profitable other than tourism
33			1	I like the idea of housing development at "the beanfield" at Bosbury
34				I'd like to keep Ledbury as it is but, if it means adding boundaries to stop development then I am more than happy, particularly stopping the building of houses by the viaduct
35	3	2	1	If a possible access to the rail station north of the rail line is serious, should this be shown within the boundary? Access roads to the station should also be shown on the plan as the present road to Bromyard under the bridge is totally inadequate.
36	3	2	1	In addition to the Riverside Walk/Park being included as an area for Recreation within the Settlement Boundary, should Dog Hill Wood be given the same designation?
37	3	2	1	Include * access to platform (Eastbound), disabled parking and retain some trees for shade and recreation
38	3	2	1	Include area to the East of the Southend within settlement boundary (Part of Ledbury Park). This area is close to the Top Cross and High Street.

39	3	2	1	Include within the settlement boundary the additional land proposed for the development of an east-bound railway platform access, carparking and employment development. I believe it is necessary to define this extension within the boundary in order to prevent future ad-hoc development. Also include the option to provide for road access to the A449 to Malvern to the East of the railway, to relieve traffic congestion on the town centre and Knapp Lane.
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43			1	Inclusion in the Plan of the complete restoration of the Herefordshire & Gloucestershire Canal Project.
44	3	2	1	Inclusion of land to the west of the Riverwalk as additional greenspace managed as wildflower meadow and land to the south of developments east of Damocles Road as amenity space managed as a mix of wildflower meadow and copses of trees. The increase in greenspace is required to ensure adequate access to greenspace for enlarged population of Ledbury and to help blend new developments into the landscape to maintain quality of character of Ledbury.
45	1	3	2	Industrial/commercial property locations to be given priority over land use
46	2	3	1	Infill between parkway and bypass roundabout
47	3	2	1	Is it possible to protect the area on Dymock Road just beyond the cheese factory?
48	3	2	1	Is there a reason that the Old Wharf Industrial Estate is not included in Option 3?
49			1	It would seem sensible to develop in areas already being developed. For example, continuing behind Hawk Rise on the Dymock Road.
50	3	2	1	Land adjacent to Gloucester Road or Dymock road. Least impact on woodland and flood plain.
51	3	2	1	Land by Old Wharf Industrial Estate/Ross Road - it is already part of the built area and offers some additional land, probably for employment use.

52	3	2	1	Land to N of Hereford Rd and to south of viaduct both sides of the river so there is no building on this land adjacent to the viaduct on the S side and the view could be enhanced at some time. The viaduct is a key historical feature of Ledbury and the view of it should be enhanced.
53	3	2	1	Lawnside area and the BT building would be a great place for a major development. I would suggest an underground car park enabling tourist and town centre shopping. Build a proper supermarket on top of that and have an upper floor for leisure facilities for youth and adult alike. A major supermarket would pay! DO NOT build a single house more until the town infrastructure is sorted out such as Doctors, Dentist and Schools. These are already under too much pressure.
54	3	2	1	Ledbury is unable to accommodate any further development with the existing infrastructure
55	3	2	1	Ledbury Park
56	3	2	1	Ledbury Park - close to town centre
57	3	2	1	Ledbury should remain a market town with future development made affordable for local people
58	3	2	1	Looking long term, Ledbury would be an ideal place for a canal basin/marina. Allocating land adjacent to the proposed canal line would facilitate this, bringing future tourist income into the town.
59	1	2	3	More doctors surgery needed, they cannot cope now.
60			1	More than one doctor's surgery (as before joining them)
61			1	New build on the Gloucester Road, past the island on the right-hand side.
62	3	2	1	No - C is sufficient
63	3	2	1	no - I would want to keep the potential for new development to a minimum. Ledbury does not need more houses, nor more cars on our already busy roads. protect and enhance what we have
64	3	1	2	No additional areas available or required.
65	3	2	1	No but EXCLUDE the rectangle beyond UBL
66	3	2	1	No further housing development, Ledbury is full!
67	3	2	1	No more building - the infrastructure i.e. doctors, school, town parking cannot support more people
68	3	2	1	No other suggestions
69	3	1	2	No, quite the opposite. Infra-structure of this small town can't support massive expansion of housing, unlike a city like Hereford. It is shocking and disgusting that national party politics and political donations have already trashed the town and its planning.
70	3	2	1	No. It is important to retain rural spaces to allow wildlife to flourish and improve our opportunity to walk into it to escape some of the traffic noise and fumes.
71	3	2	1	No. Stop the spread of led (bury)!
72		1		Nobody agrees with the Bromyard Road housing site as it is a flood zone - doh! Option B Excluding the Bromyard Rd site.
73		1		Not in current NDP but land on Ross Road opposite the Rugby Club
74	3	2	1	Old countryside site - only to be used as another supermarket with a petrol station on site- as too many houses have already been built.

75			1	Old Wharf Industrial Estate Important industrial and retail site which would benefit from substantial improvement. Has potential for major 'out of town centre' retail and industrial focus.
76	1	2	3	Old Wharf Industrial Estate & surrounding area.
77		1		Only an area for additional medical centre
78	3	2	1	Only consider C
79			1	Option C (fig 3) add parts or all of F16 and F7
80	3	1	2	Option C, duplicates and conflicts with Core Strategy allocations. Riverside walk and playing fields already protected under Core Strategy Policies OS1-OS4.
81	3	2	1	Pedestrian access under the viaduct
82	1	3	2	Personally, I believe the growth and development of Ledbury is inevitable and limiting this growth will ultimately be damaging to the town, especially around proposals that would encourage more employment in the area.
83	3	2	1	Please add more cycle paths and link these to the surrounding villages making cycle paths into the town from local villages
84	3	2	1	Please make it clear that the 'shape' of development around Ledbury needs to be controlled i.e. 'spiders web' surrounding Ledbury preferable to linear development along the ross, Dymock, Bromyard, Hereford and Gloucester roads.
85	3	2	1	Possibly include the new Pughs site as well
86			1	Prefer no further development. Over my lifetime Ledbury has become a sprawling mess "enough is enough" maintain what we have
87	3	2	1	Properties including vet and Underdown near Gloucester Road Roundabout. These are properties in the Ledbury settlement.
88	3	2	1	Proposed additional strategic corridors and enhancement zones. Figure 7 should be agreed and completed!!
89	3	2	1	Protect Dog Hill Wood, Frith Wood and Conegree Wood
90	3	1	2	Protect Ledbury from further expansion to west which is attractive to tourists and cyclists with narrow lanes and limited traffic
91	3	2	1	Provide large space for boating lake for adults. Large length of open space for e.g. archery
92	3	2	1	Provision of adequate health care capacity & recreation for older children
93	1			Ross Road next to Cricket pitch.
94	3	2	1	Schooling and Medical facilities for existing approved developments should be included within the boundary
95			1	See 5d. (Again land adjacent to the Leadon - new greenspace here would improve water quality, biodiversity and public health.)
96	1	2	3	Should the new access to the railway station be included in the boundary?
97			1	Southend: Ledbury Park Homend: Masefield Meadow. Both to be declared protected
98		2	1	sports field (Ross road if not in Option C
99	3	2	1	Straighten the boundary adjoining Dymock Road/bypass to give a more regular line
100				The area between Bromyard Road and Wellington Heath so in time it all becomes one area. The Bromyard Road housing scheme should be stopped and finally scrapped to protect the viaduct which is grade II listed.

101				The area SW of Little Marcle Road should be left alone. It is one of the best birding sites. Records include Whitethroats, Backcaps, Garden Warbler, Willow Warbler, Sedge Warbler. Cetti's Warbler, only 3 in the county.
102	3	2	1	The Bromyard Road junction is critical feature; road improvement required, beware overload from station access. Ledbury requires North - East bypass road.
103	3	1	2	The choice is made impossible to make meaningfully because of a misleading statement and lack of information. The above text gives a disadvantage of Option B as "developers have successfully challenged this boundary" which cannot be true because (a) there is no defined boundary at present and (b) the Option B boundary includes all land with planning permission, so if there has been a successful challenge, the relevant land will, by definition, be inside the Option B boundary. For an informed decision on Option C, the western boundary of the "indicative area for new employment land" needs to be much more accurately defined, particularly as it appears to be an arbitrary line drawn part of the way across a large field opposite Little Marcle Organic Farm and this arbitrariness / vagueness could easily mean too much unjustified encroachment onto the existing highly rural area.
104	3	2	1	The Ex walled garden of Underdown, situated at the end of the Southend. This is a 1 acre piece of walled garden with very good access from the roundabout. It was historically used for a kitchen garden for Underdown for the Bidolph family. The site had many glass houses and potting sheds, boiler house and numerous growing houses and was a source of employment for the town. Commercially it was used to supply Covent Garden with flowers and grew its own fruit and vegetables. The land still has status of 'garden'. We have been using it as an allotment which others have been invited to participate, so it became a community veg garden for local people. We would like it to be included into the town boundary/ settlement boundary so it can have a sustainable purpose. As it's a one-acre site our own vision is to put in zero-carbon and sustainable accommodation which will be sympathetic to its history, and sympathetic to its surrounding. What we definitely do not want to do with this land is to put up multiple dwellings to mirror what is going on down the bypass. This is definitely not our intention. The land will therefore have some accommodation that will link in with the activities at the Barn so we can grow organic vegetables and grow plants which will fit into our strategy of everything we serve is locally produced.
105	3	2	1	The indicative employment land behind UBL risks greatly degrading Little Marcle lane which is extensively used by residents. It is used by walkers linking the local footpaths, by joggers running up and down it, and by cyclists. There is already a traffic load using it including, of course, the fruit farm lorries. Suggesting adding more traffic to it by establishment of an employment hub there is misguided. it would be better to use the Old Wharf industrial estate locus which has very limited recreational value, gives better access to the bypass and Ross roads.
106	3	2	1	The possible access to the railway station should become a key component of any plan along with additional car parking

107	3	2	1	The Pugh site at Hazle Meadow. Including this site would lessen any temptation for development in the direction of Leddington.
108	3	1	2	There needs to be recreation ground which is in date with modern interests, such as bike pump track, possibly in the wooded area which runs alongside the bypass, Ledbury would benefit from recreational grounds dedicated to inspiring the youth of Ledbury, helping them develop skills for employment and adult life.
109	3	2	1	There should be no development west of Heineken/UBL. It would be better if all was concentrated within the boundary formed by UBL and the bypass. The public bridleway and footpath could be re-routed and combined as a bridleway running alongside the Leadon to avoid this land. Industrial land must have its own access from the just west of the Leadon bridge: Little Marcle Road is too narrow and is used by cyclists and walkers to access countryside.
110	3	2	1	There should be no further housing development in Ledbury or its environs. Ledbury's roads, schools and medical facilities are already suffering from overuse and there is no room for expansion.
111	3	2	1	To include the Old Wharf Industrial Estate to allow community control over possible enhancements in this area
112	1	2	3	What is happening with development opposite cheese factory - the old Countrywide.
113	3	2	1	Wheelchair/pushchair access to the platform at the station can be via a ramped bridge located next to the signal box and replacing little used sidings.
114			1	Why isn't Old Wharf Ind Est and Pughs new land included in boundary?
115	3	2	1	Why isn't the Old Wharf Industrial Estate included?
116	2	3	1	Why not include the new sales/auction site on the Ross road.

Question 2c: Are there other recreational or leisure needs for which land should be identified?

No.	Comment
1	A bouldrome in the Walled Garden, or some similar central location.
2	A community garden space which is quiet, with sensory raised beds and appropriate seating ins required for the disabled and elderly people to enjoy. Ledbury Carers Group are looking for a centrally located site, protected from the bustle of the town to manage for the benefit of carers. Must be accessible.
3	A diversity in a towns' sports is very important to children and the community. No plan should be directed with only one sport (football) in mind!
4	A general area for athletics would receive much more support.
5	A hotel
6	A nice park.

7	A park that is not solely a children's playground and a field with a rather messy track at the edge. Designed for use by all ages with seating, flowerbeds, cycle-lanes that don't clash with pedestrians, perhaps a small cafe.
8	A running track
9	A running track, preferably all-weather
10	A suitable, safe area for a Park Run would be great
11	A velodrome north of the viaduct
12	Access to Ledbury park maintain and develop dog walking sites and bin provision
13	Access to Ledbury Park, which should be used for recreation.
14	Add a designated "teaching pool" and mobility exercise pool to the existing swimming pool.
15	All aspects of sport including track and field. This is very important
16	All sports should be encouraged not just football and rugby e.g. hockey, netball, cricket etc
17	All sports, rugby, netball, tennis, indoor sporting opportunities
18	Allotments
19	Allotments close to residential areas allowing people to walk to their allotments would be an excellent community benefit
20	Alternative sports such as Hockey may be an indoor arena for Basketball, Netball, Gymnastics, Archery, Aerobics as local halls are fully booked or were before Covid
21	An area for walking or just sitting in the open air should be provided considering the large numbers of houses that are being built. A park would lovely which doesn't at present exist in Ledbury.
22	An area for youth activities, not necessarily just sport, is needed urgently. Somewhere that youth can meet safely. The planned area on the map seems quite a way from town for people without transport. Would there be potential for putting some of the industrial units from Lower Road Trading Estate on out of town centre land and then put leisure facilities off Lower Road?
23	An Astro turf pitch and athletics track.
24	An athletics track ? There also should be greater provision for cycling tracks/routes
25	Any sport to get young people involved. Maybe walking football for the over 65s.
26	Areas to walk dogs, and open natural spaces for nature.
27	As 1 (b). Provide large space for boating lake for adults. Large length of open space for e.g. archery
28	As most people cycle or drive to Sports facilities, they don't have to be very close. More important is suitable land and access.
29	As the rugby and cricket clubs are on the Ross Rd, it would be helpful to have the football adjacent to the cricket to share facilities
30	Athletics track as part of football provision
31	Athletics track
32	Athletics, running track facilities.
33	Bike pump track and outdoor swimming pond or lake
34	Bike pump track and swimming pond
35	Bike pump track for encouraging more specialist cycling and a swimming pond / lake
36	BMX Skatepark, cross country and downhill bike trails
37	Boating Lake next to River Leadon walk
38	Boundary should include Leadon House on the Ross Road and flat land to the west of there to learn the lessons of the viaduct site by giving options for access to the new employment land block and securing more flat land for extensions to the sporting hub in the future. The Cricket Ground has no scope for expansion to provide a second playing surface on-site. The flat land on the north of the Ross Road would be suitable for this and other purposes.

39	Butts for archery, and rifle and pistol range.
40	Canal path opening up
41	Certainly, require sports ground including football pitches and changing facilities. A skateboard and bicycle (area) should be incorporated within the site.
42	Certainly, the demand for facilities for hockey, basketball and other team sports needs to be considered.
43	Combined basketball and tennis courts
44	Football fields
45	In partnership with John Masefield sports and leisure facilities. Upgrading of John Masefield leisure facilities for multi-purpose sports facilities which would benefit the whole community, not just a single sport
46	Community woodland - planting, which has a community centre in it for health and well-being, Outdoor swimming pool. Fishing lake - would attract wildlife / birds. Upgrade to skate park for young people
47	Community gardens/forest. some community forests are very small but work for pollution. amenity value + sound reduction.
48	Could LTC work with FC to provide protected off-road cycle trails. We don't all like football.
49	Could this (joint football) not be included at the existing rugby club?
50	Cut down on existing planning for housing and use some of that land for recreational use i.e. north of the viaduct.
51	Cycle Paths
52	Cycle paths in from the villages and through town
53	Cycle paths to allow short safe commuting
54	Cycle routes
55	Cycle Routes
56	Dedicated dog park would be nice!
57	Existing recreational space within Ledbury needs to be protected and maintained.
58	Expanding the local swimming pool move to a bigger site to include water park and sport halls.
59	Flexible green space for possible future activities which are not currently serviced (e.g. archery, etc)
60	Football is a male-dominated sport. What plans are there to create female (or at least neutral) facilities? A running track would also be welcome.
61	Football seems to be taking priority how about outdoor exercise equipment for adults and youngsters
62	For the non-organised sporting opportunities and individuals who don't want to play just football, there should be alternative options. For example, bike and skate parks.
63	For this land to be allocated for sport, written confirmation from the landowner, agreeing to the allocation, is required. Who will purchase the land? (£106 monies cannot be used for land purchase, only development of site)
64	For us older people maybe a lake or large pond where we could sit and feed the ducks etc with plenty of benches to sit on and watch the wildlife.
65	Free play
66	Free tennis courts for anyone to use. Indoor courts for hire for multiple sports
67	Further green spaces combining informal recreation with opportunities for wildlife enhancement e.g. native wildflower meadow for pollinators
68	Further, Adult, education centre for classes - e.g. learn a new skill - tech, dance, languages, driving etc. (not everyone is into sport)

69	HCC policies to encourage cycling have failed to lead to improved cycling facilities in and around Ledbury, infrastructure improvements to encourage cycle journeys for shopping, commuting, going to school are virtually non-existent. Facilities for traffic free experience for children to learn to cycle are limited to the poorly surfaced town trail and better options should be developed. There is potential to discuss with Forest England and the owners for an offered cycling trail in Conigree woods.
70	Hockey, Basketball
71	Hundreds of new homes with planning, yet NO services included. WE NEED 1 more school places, 2 another GP practice, 3another Dental practice, and; more nursery /playgroup facilities. Play areas designated by the developers of the new housing , for primary school children
72	I am more than happy to keep Ledbury the way it is so No. Coming from a bigger town Ledbury has more than adequate recreational and leisure facilities.
73	I am very concerned about how far west of UBL proposed employment land might go. This is virgin countryside alongside Little Marcle Road (LMR). The land rises here, so any further development would be visually intrusive from all directions except north. A ramification of this is light pollution, which was very noticeable last August when I cycled out at midnight to try to see the Perseid meteors: I had to ride as far as the junction with Falcon Lane to get away from Haygrove/Redbank's lighting. At a very minimum, this must be the last area to be developed, and there must be NO NIGHT WORKING. I am even more concerned about the triangle of land west of the area marked as 'new playing fields'. If this became industrial, it would seriously impact important footpath LR12 and bridleway LR8. The former leads from near where LMR crosses the Leadon to Rowlands Green: the latter leaves LMR a little further west of LR12 and crosses LR12 near where it originally did - at grid ref 696371. It then continues to the Ross Road. (The diversion was put in place when UBL expanded: previously it left LMR by UBL's entrance.) Ledbury only has 3 bridleways, which are the only public rights of way (PRoWs) that may legally be used by cyclists. Both these PRoWs must be protected. LR12 has already been diverted to the south of UBL's curtilage and would be a useful boundary between any new employment land to its north and playing fields to its south. It would therefore be better to divide this land and the new playing field land with roughly an east-west boundary from the west side of the rugby pitch at grid ref 697369, to 694367 and thence to 693368 (thus including the small triangle whose northern point is at 695369). This would widen the 'isthmus' of land flanking UBL's southeast curtilage, which should also include the access road (qv). LMR is the only quiet road leading west out of Ledbury: as such, it is very popular with cyclists and walkers. As a narrow road, its quietness must remain sacrosanct and heavy traffic minimised, if not prohibited, using weight limits - certainly to the west of Haygrove's entrance. Haygrove does not generate a large number of vehicle movements: there must be no more as a result of any industrial development. LMR must not be the service road for any new development: new road(s) must fulfil that function, joining the wider section of LMR no further west than UBL's main entrance. The best place for the junction would be beside UBL's eastern curtilage: this would minimally affect LR8/12. Land between UBL and the bypass is effectively blighted: however it is prone to flooding. This could be overcome by raising it with aggregate, as was done on the site now occupied by the Childer Road estate. The eastern ends of LR12 and LR8 should be combined (as a bridleway) in a diversion following the west bank of the Leadon and then round the north and west sides of the rugby pitch to avoid this land. This route would provide safe access by pedestrians and cyclists to any new sports land. Additionally, a shared use path from the Leadon Vale picnic site to opposite the junction with the road to Leadington, with a designated crossing point of the A449, would provide safer access to the rugby and cricket grounds, plus access from bridleway LR8 to Leadington. Unused land to the north of the Childer Road estate between

	Amcor and the bypass is designated for industrial use but remains vacant - so must be included in 'new land'. It is crossed by two public footpaths (L1 and L2).
74	I believe that we need more cycle paths within the town, and a network of paths radiating out, although I accept that, as you go beyond the town boundaries then this may not be within the remit of the NDP.
75	I would like to see a cycling network in Ledbury. So yes, land should be identified to allow cycling to become the first choice of commuting around the town.
76	i) allotments ii) a dog park
77	If we do not have recreation/leisure needs, how do we cope with obesity? Supposed to be priority.
78	Illegal/guerrilla mountain biking has become a problem - partic. since Coronavirus lockdowns and partic.in Frith Wood. There therefore appears to be a strong demand for bona fide provision for this activity.
79	Improved facility for swimming pool, gym, leisure facility wellbeing/spa facility.
80	In a time of emergency due to environmental degradation and as Ledbury is placed in stunning countryside, the Council ought to be proactively encouraging residents to develop leisure and sports activities in the countryside instead.
81	In settlement greenspace has been lost over recent years and there is a need to identify new greenspace within the settlement core to maintain and enhance the character of Ledbury. Opportunities of increasing the size of the Ledbury town recreation field should be considered as buildings cease use on periphery. Expansion of town trail south on former railway route of the town to provide safer cycling routes out of the town to connect with minor roads. Protection of alignment of route of canal restoration extending round settlement and to the north of the proposed settlement boundary to provide an opportunity for recreational and tourism benefits of restored canal route.
82	Include and protect Ledbury Tennis club
83	Indoor sports centre. JMHS is too restricted on use
84	Informal recreation / nature areas for example wildflower meadows and traditional orchards.
85	Is it confirmed that land under 2b is not situated in an area prone to flooding? If so, alternative land should be allocated.
86	it is important to provide spade for children and young people that is not necessarily sport based. Not all children excel in or enjoy organised sport
87	It would be a missed opportunity to not consider a multi-sport facility, which could accommodate other sports in general, I think it should be considered in the design of a new football facility the future proof that it could be adapted easily to accommodate other sports such as rugby, cricket, track and field type sports, if facility existed that could accommodate other sports we may find it attracts schools and other organisations who do not have such facilities and would like to offer them to their children or persons in their organisations.
88	It would be good to have land for other sports such as netball, archery, a running track - but this may not be possible.
89	It would be great to have an athletics track for a local club and an all-weather pitch for multiple use (rugby, football, hockey)
90	Keep some green space to have something like a country park
91	Land for walking/exercise and camping
92	Ledbury has always been a great local town for hi class sport including not just football but rugby and cricket. Even though football is not my sport at all I played as a youngster, and it is a pivotal part of the community. Lucky rugby and as of a few years ago cricket now have a good home football needs it's own without problems that has ever arisen in the last few years. I don't see a

	future with sports grounds being within the bypass limits I fell it's much better for them to move just outside to gain their own facility's and slow them to grow without fear of land being sold off for housing
93	Ledbury is already very well provided for. There is no reason why the rugby and football pitch cannot be combined
94	Ledbury needs as much recreation and leisure needs as can be accommodated.
95	Ledbury needs substantial areas of informal Parkland for recreational and leisure use. One area could be south of the town to form an attractive green space between Ledbury and Parkway. Another area could be created by forming a lake area north of Ledbury in the flood plain as Waterpark and water sports and leisure amenity. Both of these will improve the ecology and attractiveness of the periphery of the town and provide more informal activities for the increasing population of Ledbury.
96	Ledbury Tennis Club
97	Ledbury trail/town walk isn't being maintained properly, so before new things are considered the facilities we have should be maintained and up kept.
98	Leisure & transit/visitor aspects of the H & G Canal Project wash, locks, amenities.
99	Leisure activity for senior community: - Men's Shed on industrial site with equipment - Crafting centre with facilities
100	Leisure centre at John Masefield is much valued by those who use it - council need to ensure that use of this facility remains available for the general community, or replace it.
101	Lido - outdoor swimming area which is safe and lifeguard present like Cheltenham/Droitwich.
102	Little Marcle Road is used by pedestrians and cyclists for recreation, being the only relatively quiet road west out of Ledbury. Until I was unable to, I used it with my mobility scooter.
103	local green space walking paths for power wheelchair users, i.e. hard surface, green trees etc as much of the town does not provide this, so needing car to access wider green space. Possibly use , say, riverside walk with better surface
104	Maintain and possibly increase cycle routes and improve existing walking areas ie Line Bank - make more enjoyable and nature friendly
105	Many people walk in Frith Wood and other areas East of the town, should these be included?
106	May be worth identifying possible interest for table tennis, netball and rounders plus hockey. More places for meetings and leisure (e.g. dancing) are required.
107	More allotments are required. The waiting list for the allotments on Burtons Lane is almost 30 people. Land to the North of the viaduct development and opposite the Burtons Lane site could be identified.
108	MORE CYCLE PATHS
109	More designated cycle only paths. The roads are too full of fast cars and HGV to be safe
110	More joined up and all-weather paths in and around the area - the Town Trail is impassable/extremely boggy for much of the year - not good for bike, wheelchair or pushchair
111	More land needed for allotments and nature-friendly public green space, spot is well-served already.
112	More sport and activities for young people and youth and community workers needed
113	Nature reserves - land adjacent to Heineken and out to Hillhouse Cherry Farm.
114	Nature walks
115	Netball and tennis for the general public not a private setup.
116	Netball court to encourage growth in the game and help promote Herefordshire by using facilities for future tournaments
117	New site (with more open space) for 1st Ledbury Scouts.
118	New sites should be available for access by all sport and recreational groups

119	Nice indoor large spaces big enough to accommodate exercise classes such as Zumba etc
120	No - needs to be in proportion with size and needs of town
121	No reason why a cycle path/track around the boundary of the rugby pitch site could not be used for cycling if this is needed? It would be safer for young people too. A cafe there would be good too.
122	No the countryside must be preserved as those motivated to exercise already use it to walk and run "free gym". Those not motivated to exercise are unlikely use formal facilities. Ledbury already has a good provision already for football, rugby, tennis, bowls and a good gym and pool in Ledbury though Halo need more classes and more during the day they get booked up very quickly I would put the funding into existing facilities
123	No. The rugby ground has scope to provide all necessary needs for this
124	No. You are already building on the old football pitch. Any future designated areas will always be at risk of development
125	None that suit the living style in Ledbury appropriate to the rural provision in the community, which is not already provided.
126	on the area between Hereford and L. Marcle Road.
127	One wonders at the deliverability and sustainability of this proposal. Part of the land was previously used by LRFC and Swifts but the farmer wanted it back! Is the landowner happy to sell and at what rates? The access would have to be off the Ross Road through the now privately owned Rugby Club I presume? I hope they are happy about that particularly as a members bar (or equivalent) would be required in any accommodation to make it financial viable. Access from Little Marcle Road is "unlikely". Sports land was fully explored in the previous plan and deliverability was always an issue so something must have changed! I am afraid, I don't believe it. What about sports such as netball, hockey and athletics. If general developer contributions are to be used, it needs to have wider scope than football.
128	Only a query. Can children easily reach the designated place for recreation fields? Is it a long way to walk?
129	Open spaces for free play, family and friend gatherings with opportunities for BBQs and picnics. Other countries successfully provide such spaces without getting into a raft of health and safety signs, restrictions or issues with litter so we should be able to too!
130	Other sports not currently provided for:- Hockey, Basketball, etc
131	Other youth groups such as Scouts, guides, cadetsand many more.
132	Outdoor concerts - outdoor theatre
133	Outdoor paddling pool for small children now summers are getting hotter with climate change.
134	Parking. We have an increasingly elderly population who will require parking in close proximity to the high street. the present situation is insufficient, and this will be further curtailed by the expanding population!
135	Parkland
136	Perhaps a larger skate park facility than currently available.
137	Pleasant quiet areas for elderly to sit/relax c/f Walled Garden
138	Possibly athletic track, similar facilities
139	Possibly but not aware of any.
140	Proper accessible paths to enable people to enjoy the riverside area
141	Protect Ledbury Tennis club
142	Provision for a Youth Club and for supporting activities for children and the under 21's
143	Provision for hockey pitches.
144	public outdoor tennis courts
145	Public tennis Athletic track - around one of secondary rugby pitches as a possibility

146	Public Tennis Courts - not everyone can afford to join the club. Nearest public courts are Malvern. Skate Park ? Outdoor swimming ? is the River Leadon deep enough?
147	Public tennis courts Public bowling green Public mini-golf Public putting green
148	Public tennis courts open to all
149	Pump track (I.e. like Evesham)
150	Ledbury is always overlooked by the FA as our facilities for both junior and adult football are completely inadequate. It means our youngsters have to travel outside of Ledbury to develop which isn't acceptable.
151	Recreational land should be easy and safe to access for all ages
152	Recreational space for senior citizens
153	Redevelop the current Ledbury Town FC site to include a Youth section and enlist the required help.
154	Route for a Park Run Dog Park - where dogs can safely be let off the lead An attractive green space or 'pocket park' with the character of the Walled Garden (with interesting planting and shady areas for people to sit) in the southern town centre (Master's House)/corner of the Rec/Lawnside More trees everywhere - appropriately sized for the location a A strategy for replacement of existing large trees when they die - eg the Lime Avenue in the Rec
155	Rugby pitch has single user, not good value for money. Either share with other sports i.e. Archery.
156	Running track
157	Safe cycling areas which do not inconvenience pedestrian adults and children.
158	Some (9-hole) golf course perhaps on land to east of Worcester Road. The Council might encourage a suitable company to invest in the project.
159	School use
160	See comment on 5b (How feasible is purchase of Ledbury Park in the Southend as a protected leisure amenity for the town?)
161	So called sports facilities only benefit a small minority of residents.
162	Some additional park areas for families would be good.
163	Space needs to be provided for dedicated off road cycle paths; we cannot keep relying on country lanes that are becoming more and more dangerous as motorists use them as rat runs.
164	Sports hall for badminton and similar. Additional parking at the old leisure centre
165	Squash Courts
166	Support the development of a new Astroturf facility at JMHS.
167	swimming pool needs to be protected
168	Swimming pool, Leisure centre Racquet sports
169	The area by the Rugby Club has been utilised well. Given that the area north of the viaduct has been approved for building, I think land within this approved area should have something similar
170	The Bloor development north of the Viaduct will include 625 dwellings I think that additional recreational and leisure facilities should be provided within this site, for example a children's recreation facility and playing fields.
171	The capacity of Little Marcle Road for extra traffic during peak fruit season is very limited. Entry to land around UBL might be better served up stream.
172	The central areas of the won are very short of dog walking areas. The Rec is unsuitable and the old cricket field, which is heavily used, is about to be lost.
173	The existing football ground, i.e. Ledbury FC should be maintained as it is not to be built on.
174	The ex-walled garden of Underdown should be within the settlement boundary. It will be an excellent addition for the town as a training space and engaging people in self- build,

	insulation, retrofit, and DIY measures for making houses work more efficiently, and advice on how to use renewables and live either off-grid or on a low energy consumption.
175	The field by The Full Pitch restaurant
176	The focus seems to be on football, which gives the impression that everyone cares about the game. However, not everybody does, so I'd like to see provisions for a whole range of other sports as well, including athletics. Green spaces need to be enjoyed by everyone, so by focusing on just one sport or activity will deter a portion of people from supporting the initiative.
177	The impact of the proposed site for the new football facility on the existing Ledbury RFC clubhouse and pitches needs to be clarified. Without this information, I can only tick "disagree" in Question 2b.
178	The nearest public tennis courts are in Hereford. If a multi surface all weather facility could be included then it could cater for tennis, hockey, 5 a side football, netball etc.
179	The provision of tennis courts and / or courts for tennis and basketball combined
180	The Rec is too small at present
181	The rec should be developed to include more garden like space, toilets, hot drinks booth at weekends, fitness trail. The basketball area should be enclosed and accommodate football and basketball in the same way that it does in cities all over England. The wider the range of people using that area, the more you will reduce antisocial behaviour.
182	The Rugby club has plenty of fields and land. Why can we not get the club to work with Ledbury Football club and Swifts and provide sufficient support for all. I believe, having seen the level of utilisation of the fields for the Rugby club there is sufficient space for this and it would make each club more economically viable. More parking space may be needed but this could be added to by using a little (I.e. very small amount!) of the land proposed for the new fields.
183	The Rugby Club should be used for football
184	The sports facilities in Ledbury are heavily weighted towards male sports, i.e. football, rugby and cricket. There is little to be offered for female sports e.g. hockey, netball, etc. Provision should be made for these traditional female sports.
185	The swimming facilities at Halo Leisure centre will be under pressure - expansion to include a children's learning pool would be a good option. The retention of footpaths and off-road walkways needs to be identified especially in areas to be further developed.
186	The swimming pool will definitely need expanding, preferably with a separate pool for learners. Footpaths and off-road walkways must be catered to, esp. north of the railway station.
187	The town is desperate for a running track. We have a running club within the town and also we are close to other running clubs. Many people are running on and off road and this can be difficult during the winter months. A proper running track facility could be used by the schools, running clubs and private individuals. Currently we have to travel to Hereford or Worcester to access decent facilities. Running provides numerous benefits and is a cheap sport that many people across a massive age range can take up. The more people encouraged to run, the healthier they will be, mentally and physically, ultimately easing the burden on the NHS and their resources. Look what running achieves: Decreases symptoms of depression. Improves your learning abilities. Sharpens your memory. Protects the brain from aging. Alleviates anxiety. Helps you sleep better. Boosts self-esteem. Increases your creativity. Decreases cravings for unhealthy foods and substances. Helps the brain heal from substance abuse. Please can you consider very seriously the advantages and let Ledbury have a very much needed running track. Thank you.
188	The town needs a reasonably priced hotel (e.g. Premier Inn / Travelodge somewhere close to the by-pass to encourage more overnight visitors who will spend more money in local restaurants, pubs, shops etc

189	There are not enough green spaces/parks in Ledbury which are usable all year round. The riverside walks are impassable for about six months of the year as too muddy and slippery, dangerous, flooded etc. A raised boardwalk or improved pathway, accessible to wheelchairs and pushchairs, is desperately needed. The Walled Garden is all we have otherwise.
190	There is a desperate need for a park with gardens, water, fully accessible to wheelchair users and the elderly, parents and children. Fenced and gated, no dogs and perhaps with space for functions and attractions, maybe a bandstand.
191	There is a need for a new Astro turf for hockey the one at JMHS is now worn and unplayable in the winter months. Is there no plans for high quality netball courts for the community there is a number of teams in the town that have to travel to play in Malvern and Gloucester.
192	There is no decent park in Ledbury (the recreation area is NOT a park! We need a space with decent walking surfaces, trees and flower beds! Could a decent path be made along the Leadon river at present it gets muddy.
193	There is no green space identified for the vast numbers of houses being constructed.
194	Trail biking particularly for our younger residents
195	Walking - could be a map drawn of all footpaths within the town ie interconnecting alleyways
196	We could do with a proper park area
197	We could do with more footpaths which are better linked.
198	We would like to see the creation of a marina on the old canal route bringing more prosperity and jobs to the town, and reducing flooding by the Leadon so that the footpath is usable all year long.
199	What means of access is planned for proposed site?
200	Wheelchair / pushchair access required at all entrances to riverside park - paths, bridges, gates, ramps.
201	Where would the access to the new site be? That part of Much Marcle Road is not suitable for walking or cycling. The road is narrow, there is poor visibility only a few places for cars to pass and lorries from Haygrove - so definitely not suitable or safe in its current state, please consider the safety of children getting to the site, the state of the road and the absence of any street lighting. Also , this would limit the opportunity for UBL to expand if they wanted to.
202	Who says the town needs another football field?/? No basis for this assumption is provided here.
203	Why is it always Football. What about other, more interesting activities like Cricket, Rugby, Hockey etc.
204	Why only football? How about tennis, badminton or space for a community garden
205	Why was Medical Centre, Nursery and Lidl turned down? We need more doctors facilities. Ross and Kington have medical centre?
206	Within the boundary there MUST b provision for: 1. Doctors surgery; 2. Dentists surgery; 3. playgroup facility; 4. primary school. Hundreds of new houses (with outline permits) yes, NO services mentioned within them.
207	Yes - Allotments would allow residents to have their own sustainable food source.
208	yes a new swimming pool and leisure centre
209	Yes sports such as archery and other sports that need the flexibility of regular land use.
210	Yes, there needs to be a more diverse range of leisure and recreational facilities in Ledbury. Mountain bike tracks, bike pump track, venue for athletics, gymnastics and martial arts or boxing. Music studio/ media studio, a Ledbury radio station involving teenagers, giving them a voice and opportunities to be heard. There needs to be a college/ training provision that helps pupils gain work related skills

Question 3b: Do you support the provision of ground level eastbound platform access, improved platform services and additional car parking at the railway station? Any other comments.

	Question 3b:	Please add any comments you have here.
1	Strongly agree	1. Toilets required urgently at station. 2. Disabled access to eastbound platform and between platforms. 3. More car parking at station. 4. Support for Network Rail to double track to Hereford to support more frequent services. 5. Joined up bus and trains, eg bus route 132 to stop at station not end at Tesco's.
2	Strongly agree	A bit if a dream (who owns the land/ would Railtrack invest?) but the station desperately needs more parking and disabled access top the eastbound platform.
3	Strongly agree	A large car park in the rough area to north and east bound track Lifts once through tracks.
4	Strongly agree	a new foot bridge with a lift onto each platform would be, perhaps a more helpful solution to the elderly
5	Strongly agree	Absolutely! Double yellow lines should be on the Homend opposite the Langlands Estate to improve visibility
6	Strongly agree	Access and parking vital to facilitate access on far side of station
7	Strongly agree	Access for all is a right now enshrined in law
8	Strongly agree	Access to eastbound platform at Ledbury station. I would say there are three alternatives to providing the above facility which are: i) Lift access from the existing platforms ii) Provision of disable ramps and steps to pedestrian bridge over the tracks iii) re-instatement of barrow crossing with access over tracks controlled by signalman Options i) and ii) would involve a huge expense in relation to probable amount of traffic involved and examples already in use occupy a disproportionate amount of space which is not readily available at this site. Examples of these structures can be seen at Leominster (lifts), Honeybourne and Moreton in the Marsh stations. Option iii) could be carried out with minimum disruption and would involve the erection of gates controlled by the signalman, re-instatement of the barrow crossing, reduction of the slopes of the platform ramps and re-siting of the up-starter signal on the eastbound platform. Both railway lines would be governed by stop signals controlled by the signalman so there is no chance of persons being on the tracks being hit by trains entering or leaving the station. Regarding the additional car parking accommodation suggested to the north of the viaduct is it known how much land Network Rail still own? According to one plan I have seen Network Rail appear to only own a narrow strip of land to the north of the existing railway line, and in any case, I would comment that owing to the topography of the ground this would involve extensive ground-works to provide additional car parking and facilities for the eastbound platform. Should a car parking area be developed on this site then access would obviously be from the Bromyard Road, and with the existing and likely large increase in traffic from the new viaduct housing development planned, would make this a bottleneck with the accompanying problems this would cause.
9	Strongly agree	Access to viaduct housing via Bromyard Road only will cause great traffic jams there

10	Strongly agree	According to British Rail - the viaduct structure cannot survive vehicular access under it
11	Strongly agree	Agreed that access to eastbound line needs improvement, but should we really be making it easier to park more cars at the station? I would like to see improved access for cyclists and walkers. To improve fitness, mental health, air quality, and reduce climate change, cycling to the train should be a favourable, safe and preferable option. But I feel, due to the current road layout it is not.
12	Strongly agree	All improvements must consider - the nature of the land and be sensitive to nearby residential areas, suitable sustainable security and protection of users/travellers
13	Strongly agree	Along with cycle path to Wellington Heath, this should be top priority
14	Strongly agree	Also inclusion of toilets is an absolute necessity
15	Strongly agree	An improved railway station is very much needed. The lack of access for disabled or pushchair users is appalling. A working ticket machine would also be a bonus.
16	Strongly agree	Any additional parking for Ledbury is welcome especially free parking. With all the additional cars from the extra housing this will upset the current provision which as it stands works perfectly well. To assume that people will walk or cycle into town is wrong people are more and more idle and want to drive everywhere. We currently enjoy free parking for a hour on the high street this needs to be preserved or it will have a severe impact on the businesses in the high street, people will shop at Aldi instead. Without adequate parking. I can see a time when residents only parking permits will be needed for the roads in the centre of town, this will kill the town centre even further.
17	Strongly agree	At present disabled and those with limited mobility cannot safely get on train for eastbound platform.
18	Strongly agree	Back to the deliverability issue. It is no good having a plan that is just a wish list that can never be made reality. Can you innovate here with some low-cost housing / flats that help finance the project? 3
19	Strongly agree	both parking and accessibility are key. Potential for more lighting and amenities for use at / around the station would be beneficial as it is some distance from the station to the nearest refreshments / services.
20	Strongly agree	British Rail removed the station buildings as a cost saving measure, therefore Network Rail should pay for their reinstatement.
21	Strongly agree	Car parking charges at the station has resulted in vehicles being continuously parked along The Homend (free) obstructing access to the houses between the station and Knapp Lane.
22	Strongly agree	The road junction under the viaduct is already busy - how will additional traffic be managed on this road to accommodate a smooth flow during rush hour?
23	Strongly agree	Consider having park and ride north of the viaduct, west of Bromyard Road, with free minibuses to Tesco, high Street, Homebase, Schools etc.
24	Strongly agree	Could a Park and Ride be fitted by the Hereford Road access to the viaduct. Also could parking perhaps for the railway station be included
25	Strongly agree	Currently it makes it impossible for my husband and I to use train services as can only use the east- west line, not vice versa. the very limited parking is very problematic as we cannot drive to the station as possibly nowhere to leave car and cannot drop husband off and find alternative parking, he is too vulnerable to be left alone... also no wheelchair accessible taxis in Ledbury to take/collect us, so cannot really use train. Husband is a train fanatic, and we wish to be environmentally as friendly as possible. Help!!

26	Strongly agree	Disabled eastbound access is key to the future of Ledbury. Eastbound should be the principle line as it is the main connection with major cities.
27	Strongly agree	Disgrace to have had previous refusal over-ruled by Westminster. Disgrace of Bloor £150k to Tories. Railway station access improvements are long overdue. Traffic considerations have been ignored.
28	Strongly agree	Do not build a road under the viaduct. The view will be lost forever
29	Strongly agree	Do not disturb the Grade II listed viaduct. It is one of the handful of structures precious to Ledbury!! Use your brains. Preserve it for future generations. The station can be improved with good design.
30	Strongly agree	Do not understand how you could have level access on the eastbound platform, bearing in mind the terrain in the orchard. Could a lift not be installed at the existing bridge more cheaply. The old house could be demolished and allow for more carparking space on western platform.
31	Strongly agree	Do we really need more car parking spaces at the train station? Can we make the station easier and more accessible to cyclists and walkers which would ease congestion in that area. A dedicated cycle path to the train station would seem the most beneficial change to make so that the public would consider cycling and train commuting an easier option than taking the car everywhere.
32	Strongly agree	Don't leave any doors open for greedy developers
33	Strongly agree	Eastbound facility will also assist DDA compliance
34	Strongly agree	Especially providing disabled access and access for prams/pushchairs
35	Strongly agree	Essential access for disabled
36	Strongly agree	Free parking - no-one uses current one since charging began & they park on road right up to garage
37	Strongly agree	Further parking essential to prevent drivers parking in residential streets
38	Strongly agree	I am disabled and think this is extremely important
39	Strongly agree	I do not agree to a car park north of the railway line owing to rise of the land and difficult junction right by the railway bridge. Lifts either side of the railway footbridge would be the best option. Consideration could be given to pedestrian/cycle access to the eastbound platform from north of the railway bridge, but the gradient is likely to be too steep.
40	Strongly agree	I do not think that the viaduct housing development should go ahead
41	Strongly agree	I find it difficult to see how you would gain level access to the eastbound platform. Would the provision of a lift not be a better and easier solution?
42	Strongly agree	I strongly disagree with the development of the land north of the viaduct to build 625 new homes as a single access re Bromyard Road is ridiculous and will cause chaos. 60 acres of permeable land will be lost and proposal for a dead-end canal is irresponsible as it will further increase the risk of flooding to existing residential properties in Saxon Way. Bloor will be selling homes to be built on arable land that floods. A dead-end canal will comprise vast quantities of stagnant water - bringing with it associated problems. My response to 3a is to strongly agree solely because if the aforementioned development does go ahead - vehicular access off the Hereford Road would at least be preferable to a dead-end canal and would ease traffic on the Bromyard Road. If Bloor plan to use access to the development site for the developers' lorries and heavy plant, it must be possible to use it for other vehicles and thus reduce pressure on Bromyard Road.
43	Strongly agree	I think the number of houses on the housing development should be at least halved!

44	Strongly agree	I would have thought this was mandatory in this day and age. Surely, it should be the primary responsibility of the railways really but that seems unlikely to be accepted.
45	Strongly agree	If 3a is too expensive, how about a pedestrian bridge over the railway tracks accessed by lifts on both platforms.
46	Strongly agree	If no ground level access is to take place transport should be provided for non-drivers to board trains at Colwall Station
47	Strongly agree	If this was implemented may encourage increased public transport travel
48	Strongly agree	If you want people to use the railway car parks instead of parking on street, you need to review the parking charges. It is of no benefit to provide parking which remains unused due to cost.
49	Strongly agree	I'm not in favour of much additional car parking provision - shuttle buses from/to the planned viaduct housing development area/Hawk Rise etc would be preferable
50	Strongly agree	I'm surprised that creating disabled access isn't mandatory
51	Strongly agree	Impossible at present to access London bound trains for people with disabilities. Strongly agree with suggestion
52	Strongly agree	Include within the settlement boundary the additional land proposed for the development of an east-bound railway platform access, carparking and employment development. I believe it is necessary to define this extension within the boundary in order to prevent future ad-hoc development. Also include the option to provide for road access to the A449 to Malvern to the East of the railway, to relieve traffic congestion on the town centre and Knapp Lane.
53	Strongly agree	It is essential to have easy access and free car parking at the railway station. The existing facilities are simply not good enough.
54	Strongly agree	It is very important that we find a way for this to happen. For groups who find travelling a challenge, e.g. mother's with a pram and those with disabilities, being told to go to Hereford to be able to access the platform is not acceptable. It makes Ledbury very unattractive in terms of public transport, and it is very frustrating, especially as the train line offers good connectivity (Birmingham and London). If additional land cannot be acquired there needs to be an alternative e.g. disabled access bridge.
55	Strongly agree	It is vital to have some way of accessing the eastbound platform on level ground.
56	Strongly agree	It should be a planning requirement to have a second vehicular access directly on to the Hereford Road BEFORE any development commences. Otherwise the traffic congestion at the station junction with the Bromyard road will be at a standstill for much of the day.
57	Strongly agree	It would also be useful to have the line to Gloucester re-instated in the future
58	Strongly agree	It would appear the 'great god' money has prevailed
59	Strongly agree	It would be a great help to have direct access to the eastbound platform and additional car parking would prevent so much parking up the Homend.
60	Strongly agree	Its essential
61	Strongly agree	Lack of provision in the 21st century (re railway platform) is a disgrace to network rail.
62	Strongly agree	Level access to the eastbound platform must be a priority.
63	Strongly agree	Level access to the eastbound platform should be a priority
64	Strongly agree	Long overdue progress
65	Strongly agree	Make station accessible (ramps vice stairs) and put a shelter like Malvern
66	Strongly agree	More car parking urgently needed at the station
67	Strongly agree	More parking is required and accessibility for all. With more housing the demand will only continue to grow.
68	Strongly agree	More parking space desperately needed

69	Strongly agree	New walks, parks, cycle ways would be great
70	Strongly agree	No car parking charges would stop parking along the Homend blocking house access
71	Strongly agree	Not being able to take my bicycle across the old barrow crossing has significantly reduced my ability to go anywhere with it. I cannot carry it up the stairs and over the bridge.
72	Strongly agree	On its own this will not help without a bridge with lifts to get from one platform to the other, or people with limited mobility will end up on the wrong platform when they make the return journey and be unable to access their vehicle
73	Strongly agree	Otherwise an up and over lift both sides of the staircase.
74	Strongly agree	Parking at the railway station is inadequate. Roads surrounding are clogged with parked cars. Picking friends and family up with luggage is very difficult. Needs improvement.
75	Strongly agree	Parking on either side should have sensible parking charges! This would enable more to use the facilities and not 'clog' the local minor roads.
76	Strongly agree	Parking on the Homend close to the railway station has increased and especially when charges were introduced in the railway carpark. Free parking for the station car park should be considered to discourage parking on the Homend and adjacent residential streets
77	Strongly agree	Please avoid the awful long steel ramps if possible
78	Strongly agree	Please, please, please leave the viaduct alone. It is a national structure worthy of heritage protection
79	Strongly agree	Priority for both
80	Strongly agree	Provided this does not lead to the complete 'automation' of the railway station
81	Strongly agree	Providing cost of transport between Ledbury and Hereford and Worcester is no greater with possibility of bus passes/rail
82	Strongly agree	provision of northern by pas to Malvern/ Hereford needs considering
83	Strongly agree	Question 3b has been talked about for years! Please, please can it be implemented sooner rather than later!
84	Strongly agree	Re access from the Hereford Road. The integrity of the viaduct must be maintained. Do we really want big lorries etc under it?
85	Strongly agree	Re.3a NO development should be embarked upon before the matter of vehicular access under the viaduct has been resolved as an iron clad condition. Until that access has been approved the development should not begin.
86	Strongly agree	Really important for disabled and elderly people
87	Strongly agree	Restrictions on parking space at the station has led to an increase in cars parking in the Homend near to the station and restricting traffic flow on one of the main routes to the town centre.
88	Strongly agree	Route too steep. Bad traffic spot. confusing two meet-up point with other folk. Two ticket office confusion/accessibility to a far-side open one in rush, A good powered lift bridge as at Leominster and Hereford is the answer
89	Strongly agree	SAFETY IS PARAMOUNT SO WE CERTAINLY NEED TO AVOID HAVING TO WALK ACROSS THE LINES TO GET TO THE OTHER SIDE
90	Strongly agree	Should also explore other options since unsure if planning permission in the AONB could be obtained. Option to have just one platform for both directions should be explored and for the current business area to become a car park with businesses asked if they would consider maybe relocating to e.g. the south of the Little Marcle road employment arear
91	Strongly agree	Should be free - as should the existing parking

92	Strongly agree	Station should be a priority, disabled or pram users difficult to access platform (east) and station is unmanned so NO assistance available.
93	Strongly agree	Surely its statutory for disabled access to platforms?
94	Strongly agree	The car parking fees must be abolished to encourage more people to use the trains & park at the station rather than along The Homend & local residential areas.
95	Strongly agree	The current situation whereby West Midlands Trains have introduced parking charges at the station also needs to be addressed. The result is that on most days the station car park remains almost empty while the main road and residential roads are lined with parked cars - madness.
96	Strongly agree	The 'get outs' offered by West Midlands Railway, namely to catch a train to Hereford and come back on it if going eastwards - and to carry on to Colwall if coming from Hereford and return on the next westbound train, are totally unacceptable. When the promised remedial works have been carried out at Worcester Shrub Hill and Abergavenny, Ledbury Station will be the only station within a 50 mile radius that doesn't have level access to all platforms. This delay in complying with the Disability Discrimination Act (which became mandatory in 2004) is disgraceful and unacceptable. I'm not so sure about car parking north of the railway since any exit to the Bromyard Road would exacerbate traffic problems here, especially when the 'Viaduct' housing estate is built. I would prefer lifts either side of the footbridge that are big enough to accommodate mobility scooters.
97	Strongly agree	The parking charges have led to a greatly reduced use of the car park and should be removed
98	Strongly agree	The railway station has fallen foul of the DDA since it became law in 2004. Not only does this impact disabled users: mothers with pushchairs and cyclists (especially those with heavy panniers) are also affected. However, the proposed access and additional car parking contradicts Fig. 8 (Green and Open Space to be Protected). A road access to the B4214 would be difficult owing to proximity of the railway bridge (which restricts the width of the B4214) and, now those who think they know better have denied a second access to the planned Viaduct housing estate, would exacerbate the traffic problems at the Hereford Road junction this housing estate will generate. So although I strongly agree level access to the eastbound platform must be provided, there should be NO access by motor vehicles or parking thereof to this area north of the railway line. While a pedestrian and cycle access to the eastbound platform is feasible, the gradient would be excessive for wheelchair users. A less expensive option, which overcomes all these issues, would be lifts either side of the footbridge.
99	Strongly agree	The railway station should be a priority, and all efforts made to encourage use of public transport to help commuters and reduce greenhouse gas emissions from cars. Herefordshire Council should be ashamed that this was not done years ago.
100	Strongly agree	The road/access should have been the first priority. The loading on the Bosbury Road by a possible 1,200 cars is absolutely ridiculous
101	Strongly agree	The roundabout access to the viaduct was made particularly for that purpose and should be used for future development. too much fuss made regarding damage to arches etc. Simple - three way arch use - i.e. a separate one for cycle and pedestrian use
102	Strongly agree	The train station could be easily improved for the benefit of all. Even someone with half a brain could draw a plan to improve it!
103	Strongly agree	The whole development was rejected by many people. Property developers have had too much influence over planning decisions in this country.

104	Strongly agree	There also needs to be good pavement access to the station from the new developments north of the viaduct.
105	Strongly agree	There has been a long-standing problem for disabled people to catch a train going East.
106	Strongly agree	There should be good disabled access!!
107	Strongly agree	There will, however, be a bottleneck by the railway bridge if all traffic from the Bromyard direction, including from the new development by the viaduct meets traffic coming from the south and west.
108	Strongly agree	This is a high priority - people with mobility problems or those with pushchairs etc must be able to use both platforms safely. Any new car parking area must be accessible from both platforms as journeys generally leave from one platform and return to the other. Perhaps a pedestrian level crossing, controlled by lights, with access restricted by automatic locked gates when trains are due could be looked at as an option.
109	Strongly agree	This is a most definite strongly agree. People won't pay the car parking charges at the station and use the side roads (Langlands estate, the Homend and Masefield Ave) to park. Plus the inability to cross the Homend is another point due to increased traffic.
110	Strongly agree	This is absolutely vital. People with mobility problems should not have to drive to Colwall to get onto a Northbound train. Also larger town, more use of public transport means more parking at station is needed.
111	Strongly agree	This is desperately needed and looks achievable. There is land adjacent to the eastbound platform and a sloping path would allow wheelchair users to travel by train. This is important as they most often can't drive! It also promotes sustainable travel by allowing rail use for disabled people and those travelling with them. A train station which can't be used by a sizable proportion of the population is unacceptable these days.
112	Strongly agree	This is desperately needed as a 73 year with cancer I cannot carry my suitcase over the bridge.....
113	Strongly agree	This should be done to enable passengers level access to eastbound traffic car parking should be improved. Both improvements should be top priority to encourage use of railway
114	Strongly agree	To encourage use of public transport parking should be preferably free or if that is not possible low price. There should be incentives to use public transport.
115	Strongly agree	Totally ridiculous that wheelchair and pram users cannot use the train station safely. Unacceptable.
116	Strongly agree	Train station car park should be free again - not encouraging people to use the train system.
117	Strongly agree	Use the area for employment by the Cheese Factory.
118	Strongly agree	Using the existing roundabout would be an opportunity to build a road towards Bromyard Rd and relieve pressure at the railway station and the suggestion above.
119	Strongly agree	Very strongly agree to the inclusion of vehicular access off the Hereford Road to the viaduct housing development be preserved for the future. I am very concerned with the current plans for a single access road to the new development and feel this will create long term traffic chaos for Ledbury which will necessitate the second road access in due course. Any East-bound platform development must be included within the settlement boundary to prevent uncontrolled development.
120	Strongly agree	Very strongly agree to the inclusion of vehicular access off the Hereford Road to the viaduct housing development be preserved for the future. I am very concerned with

		the current plans for a single access road to the new development and feel this will create long term traffic chaos for Ledbury which will necessitate the second road access in due course. Any East-bound platform development must be included within the settlement boundary to prevent uncontrolled development.
121	Strongly agree	Very strongly agree to the inclusion of vehicular access off the Hereford Road to the viaduct housing development be preserved for the future. I am very concerned with the current plans for a single access road to the new development and feel this will create long term traffic chaos for Ledbury which will necessitate the second road access in due course. Any East-bound platform development must be included within the settlement boundary to prevent uncontrolled development.
122	Strongly agree	We need to improve access to all means of public transport with an efficient integrated service.
123	Strongly agree	Who wouldn't support this?
124	Strongly agree	Why the future? Much overdue
125	Strongly agree	With the development of all the new houses the improvement of access, parking and facilities at the railway station is vital. Access into the new development is also of prime importance.
126	Strongly agree	With the huge influx of people moving to the new housing estates people will need to travel for work and or pleasure. That includes disabled people and families with buggies etc.
127	Strongly agree	Without a second access from the Hereford Road under the viaduct the development should only be 50% of what is proposed.
128	Strongly agree	Yes lifts for disabled people plus toilets, tearoom/waiting room
129	Strongly agree	Yet more congestion under the railway bridge.
130	Agree	Access from the Bromyard Road would be difficult, again permission would be required from the landowner, (cost?) Network Rail would have to be agreeable. A lift adjacent to the footbridge on the platforms would be an alternative.
131	Agree	Access to the viaduct site should be from the Hereford Road roundabout as originally planned for. The granting of the current planning permission stinks of corruption, the Times article only serves to reinforce that likelihood and traffic chaos will result if the access does not revert to the roundabout.
132	Agree	Accessing new housing developments from a roundabout directly onto the bypass will encourage the use of the new houses as dormitories allowing people to drive / commute to one of the larger cities for work or shopping putting more pressure on the rural roads. As we move away from car commuting and shopping it makes sense to make it less easy for drivers to reach the main road and easier to walk cycle into Ledbury
133	Agree	Although this improves access to eastbound trains it does not address access on the return journey. Lifts would appear to be the only feasible option to resolve access for all.
134	Agree	As to parking requirement, it remains to be seen how much commuting there will be post-covid
135	Agree	Business/employment is more important than housing!
136	Agree	Car park at railway station is little used since parking fees introduced so I see no reason for more parking to be provided as most rail users now park on the road.
137	Agree	Car parking at station should be at reasonable affordable cost
138	Agree	Carparking should be limited to westbound platform side.
139	Agree	Cars parked in Homend due to full car park at station can cause congestion

140	Agree	Comment to Q 3a: according to British Rail it seems the viaduct's structure could not take vehicular access if wanted!
141	Agree	Current agreement for housing development will result in chaos at Hereford Road - already a problem before start of development
142	Agree	Extra car parking to stop build-up of traffic parking on already congested residential roads
143	Agree	How will access to the booking office be provided if the main entrance is moved and generally, if it is not moved? Very few trains pass through Ledbury without stopping. A ground level pedestrian crossing of the tracks should be considered.
144	Agree	I agree that there needs to be disabled access to the eastbound platform but this should be via some kind of lift and bridge.
145	Agree	I can't work out from your map exactly how that would be accessed but hopefully not Knapp Lane as this is always pretty much of a nightmare
146	Agree	I think all this development is a disaster for the town which will no longer be thought of as a market town. Where are the incoming population to find surgeries or schools. Parking will be a problem and everywhere will be congested. In the 20 years I have lived here the air is no longer country air,
147	Agree	If the development of access to the eastbound platform goes ahead, please ensure the public footpath from Bromyard Road up to Frith Wood is maintained. This is important as Knapp Lane has no pavements and is dangerous for people to walk up in order to access Frith Wood. Thank you
148	Agree	Important not to turn Ledbury into extension of other towns/cities. Keep its uniqueness, tranquillity, specialness.
149	Agree	It is already a bottle neck under railway bridge, it will be even worse with new build
150	Agree	It is appalling that there is no proper disabled access for anyone who uses a wheelchair etc, and needs to use the line to Worcester etc
151	Agree	It was an extremely foolish decision not to insist on primary access to the viaduct site off the Hereford Road. This must be maintained as an option for the future otherwise congestion and worse will occur at the junction under the Railway Bridge.
152	Agree	Let it be free parking please
153	Agree	Minimising damage to features such as ancient trees and hedgerows.
154	Agree	Not if it means the loss of orchards Car park needs to be on existing land that is not agricultural. Don't want building on agricultural land
155	Agree	Ok. Ledbury is having all these houses built, and a new nursing home. What about a new doctors. The one we have cannot cope
156	Agree	Only if there is access for everyone to both platforms. Leominster has this, so should Ledbury.
157	Agree	Parking as shown, to the north, would be likely to have significant adverse landscape impacts. Site opposite (Smith coaches depot) is well located to provide parking with safe access following junction improvements to be delivered by the Bloor scheme.
158	Agree	Parking to the north of the existing railway site would be likely to have significant landscape impacts. Site opposite (Smith's Coaches depot) would provide sufficiently close parking with safe crossing achievable from the junction improvements to be delivered under the Bloor development.
159	Agree	Particularly, car parking.
160	Agree	Perhaps some sort of disabled access at train station for both sides of line.
161	Agree	Provision should be to make parking free to encourage public transport usage.

162	Agree	Question 3a must be a pipedream, as the likelihood of Bloor Homes agreeing to design the internal layout of the new development to facilitate a future access under the viaduct must be zero !
163	Agree	Retain the wonderful listed monument of viaduct
164	Agree	Should be funded by the Railway provider who will be the main beneficiary.
165	Agree	Still think this development totally inappropriate and will cause many problems! The townsfolk do not approve this site!
166	Agree	The Bromyard road should not be an access point for vehicles to the station given the already high levels of congestion at peak times
167	Agree	the question should not be here at all. This priority item should have been resolved a long time ago.
168	Agree	There has recently been more new housing in the Ledbury area, than Ledbury was asked to provide as its quota. Ledbury risks being spoilt as a market town. Development near the viaduct should not have been allowed
169	Agree	There is no doubt that more parking at the station may be needed. Whichever side of the station the parking would be would there be any ground level access for the disabled to cross the line, controlled by the one in the signal box for safety. The present ticket office is lovely, could there be a larger waiting room as well to provide shelter in all weathers?
170	Agree	There should NEVER be access under the arches of the viaduct
171	Agree	There should NEVER be access under the arches of the viaduct
172	Agree	This option does impact the footpath running up to Frith Wood from just beyond the railway bridge. There is much poorly used land leading up to the signal box which could be car-parking land, as long as signal box access was maintained. I have never seen any use being made of the "buildings" there.
173	Agree	This would make the town more appealing to people with mobility issues
174	Agree	Two access roads would be a must for any development by the viaduct - to accommodate access for emergency vehicles!!
175	Agree	Understand the demand for an upgrade of the station but it would be preferable to expand on the current side and have a lift on the bridge for accessibility
176	Agree	Until there is vehicular access from Hereford Road, The viaduct site will be remote from town and cause endless traffic jams near the station and all through town
177	Agree	Vehicular access must be allowed from the Hereford Road
178	Agree	We have strongly opposed the planning application north of the viaduct primarily on the grounds of the proposed single access on the Bromyard Road. Originally this application was rejected. how and why does it now appear to be approved?
179	Agree	WE need to have the option of at least an emergency access to development land N of the viaduct. I do not understand how you can "reinstate" a section of the canal through an area that it did not previously cross.
180	Agree	Why delay the decision to provide access to the Hereford Road? Feasibility study should be carried out by an independent agency.
181	Agree	You could put a RADAR access lift over the line. The orchard land is too steep for access. You need to discourage car use.
182	No opinion	Although I agree that eastbound platform access is needed with regard to the car park it is not clear where this would be - looks like it is in the middle of the orchard alongside the footpath
183	No opinion	Houses should never be built near viaduct in the first place.

184	No opinion	I can see the advantage of ground level access for the disabled. It depends on how and where you propose to make the access
185	No opinion	I disagree with employment land and car parking to the N of the station. This could be provided in the Bromyard Rd Industrial Estate land with access to the platform via a lift up to track level
186	No opinion	I don't know what 'ground level access' means. Is it suggested a pedestrian tunnel be built under the railway accessible from the existing industrial estate or railway yard? That might be a good proposal, need to ensure it's a safe place to be.
187	No opinion	I propose a link from the town trail following the former Ledbury-Newent branch parallel and at same level as current track and with a new crossing attached to the railway bridge over Bromyard Road. This will provide a safe and level route from the town centre to the station. I support improved platform services - a station building, tea hut/cafe and some office space in a building that echoes the former station buildings. I do not want to lose the greenspace of the field north of the station, but support a graded route to access the eastbound platform from Bromyard Road. Car parking could be provided in released industrial land immediately north of railway on west side of Bromyard Road.
188	No opinion	I strongly support ground level access to the eastbound platform, however do not support increased parking and improved platform services if these are linked to the destruction of green space/agricultural land at the spot with the red star.
189	No opinion	More political effort should be made to oppose and resist the quite unreasonable core strategy.
190	No opinion	Must limit traffic having to turn out onto Bromyard Road.
191	No opinion	No more new houses please
192	No opinion	Question 3 b is two questions i) strongly agree to level access provision to eastbound platform. ii) disagree with extra parking provision: the more car infrastructure that is provided the more it encourages car use when alternatives should be prioritised: walking, e-bikes
193	No opinion	The footpath that runs from Bromyard Road to join with the footpath that runs through Frith Wood should be preserved to maintain a route from the Town Trail to the wood.
194	No opinion	There are more pressing needs for the Council than this.
195	No opinion	This all depends on how Ledbury expands as a town. If none of the housing a industry plans go ahead why would you expand the access to the station when demand wouldn't I increase. If all housing a industrial planning goes ahead then definitely expand the train station access. It's all relative. Which people seem to forget
196	No opinion	You shouldn't ask three separate questions and allow only one answer!
197	Disagree	A lift would be much cheaper/ simpler solution
198	Disagree	install a lift to enable access to the eastbound platform - as at Leominster. Ledbury residents to be encouraged not to access station by car
199	Disagree	The Bromyard Road junction is critical feature; road improvement required, beware overload from station access. Consider other alternatives.
200	Disagree	The Viaduct land access should be off the Leadon Way Bypass roundabout. Under the Viaduct. Costs should be borne by Highways England / the residential developers. Extension of the train station access to the East will encourage future growth to the North of the town and compromise the proposed settlement boundary. A platform ramp solution would be cheaper and just as accessible.

201	Disagree	We cannot support this if the new access to the station involves the loss of the footpath and greenfield site ie the orchard.
202	Strongly disagree	A lift is a better idea for platform access
203	Strongly disagree	Access/parking north of the station would be detrimental to the footpath giving access to Frith Wood from the Bromyard Road. Could not lifts be the answer for level access?
204	Strongly disagree	Bromyard Road is already often a bottleneck at peak times the short sighted planning permission will add to the chaos and further delays and extra costs for the long standing established industries who use the route daily. Please consider alternative options with regard to platform access.
205	Strongly disagree	For mobility either integrated lift onto the bridge or a ramp at the end of the platforms. Parking can be moved to the industrial estate with the incentives for businesses to move into the new allocated areas. Leave the orchards and meadows alone
206	Strongly disagree	Given traffic chaos already in this area, and extra traffic created by development this would not be a good idea. Existing businesses already have issues with deliveries and collections in peak periods. Also water flows from tunnel overflow down to road after heavy rain.
207	Strongly disagree	I agree that there should be good access for people with disabilities to the eastbound platform but not via a green spaces corridor (Figure 8). This is not a busy station. Alternative access across the line should be created which may require a retractable pedestrian barrier. This would be less disruptive.
208	Strongly disagree	I disagree with any development by the viaduct or anywhere else in Ledbury. Please do not make Ledbury any bigger.
209	Strongly disagree	In respect to question 3b any further access to the Bromyard Road should be avoided as it is already an area of congestion at particular times of the day. Hence vehicular access to the Hereford Road should, SADLY, be preserved .
210	Strongly disagree	It would mean the removal of a beautiful orchard. A bridge with lifts would be preferable and Smith's Coaches could be used for additional car parking
211	Strongly disagree	Just more and more development - no
212	Strongly disagree	Research would have to be carried out at this small station as to how many travellers would actually use the station facilities if ground floor access was created; the disabled parking spaces are rarely used at the station.
213	Strongly disagree	The area around the railway bridge and the Bromyard Road junction is already a traffic nightmare and the reason why I strongly oppose the viaduct development without an access off the roundabout. As was seen with the recent traffic lights for work outside the former car wash it is unlikely that traffic controls on this junction will improve the situation at all. I oppose the idea of this additional station access purely on traffic and road safety issues. As it happens the current station car park is currently almost empty - ever since car park charges were introduced. Disabled access to the eastbound platform needs to be provided some other way - e.g. add ramps to footbridge or provide lifts. This is the responsibility of the railway authority.
214	Strongly disagree	The land is steep and subject to extreme surface water run off. Also access to woodland walks from town.
215	Strongly disagree	There is no need for any additional parking at station. I work beside station car park every day and it is nearly empty.

216	Strongly disagree	This would mean destroying part of the orchards and would open up the area to further development.
217	Strongly disagree	Why is there any need to develop the station? Are there going to be more trains and more cars to justify? Developing that area just removes more green space
218		Car parking should certainly be increased at the railway station which should be free
219		Too many houses are being built and no doctors!!

Question 4a: Which areas do you think should be added to the currently defined town centre (shown in red on map Figure 4 in the leaflet). (Please tick your selection(s) and add any suggestions you may have about areas to be added in the box)

No.	Only Red	and + Blue	and + Green	and + Purple	No opinion	Comment/other areas which you think should be included in the town centre and why:
1	Only Red					All options require more car parking, reduce roadside parking on The Homend
2	Only Red					Also do not change the town centre, leave as it is - a pretty little town
3	Only Red					I like the fact that housing is in between the shopping areas, doesn't need to be expanded
4	Only Red					Leave as it is!
5	Only Red					Let Ledbury stay as a 'market town'
6	Only Red					Many visitors are attracted by the independent nature of the shops.
7	Only Red					retail is likely to diminish with time, and the areas other than red could become residential
8	Only Red					The current red area is dying and shops are empty. Work on filling what we have with quality shops that enable vibrancy for locals and tourists before considering expansion. Currently shops away from the high street really struggle so get the plan and the marketing of what we have sorted before doing more
9	Only Red					The current red area is still fit for purpose and has a healthy business diversity which will last well into the future.
10	Only Red					Too many empty overpriced establishments already, fill those first at reasonable rates.
11	Only Red					Too small roads
12	Only Red					Town centre already covered. move on to more important issues
13	Only Red					Will spoil town to extend - too big

14		and + Blue	and + Green	and + Purple		Additional car parking required
15		and + Blue	and + Green	and + Purple		Additional parking needed
16		and + Blue	and + Green	and + Purple		All of the coloured areas should be included in the town centre as the developments now and in the future have moved the centre
17		and + Blue	and + Green	and + Purple		As long as it benefits town traders and the residents
18		and + Blue	and + Green	and + Purple		But no night clubs! and definitely more healthcare facilities
19		and + Blue	and + Green	and + Purple		Careful consideration to the nature of new types of shops must be maintained so as not to challenge over the value of historical buildings and detract from enhancing and increasing complimentary business. Ledbury has much to offer already!
20		and + Blue	and + Green	and + Purple		Essential to support additional health care and dental services for a growing population, given massive massive explosion in housing stock - recently and in near future.
21		and + Blue	and + Green	and + Purple		Homend Coop Lower Road too old needs new ones built
22		and + Blue	and + Green	and + Purple		I doubt there is much space available
23		and + Blue	and + Green	and + Purple		I obviously agree with Red but not 'only Red'
24		and + Blue	and + Green	and + Purple		make parking free to support business and attract shoppers
25		and + Blue	and + Green	and + Purple		Market Street should be used to build the new surgery making it the towns medical centre. It makes life easier with all medical facilities in one place. It is convenient for the buses and can make use of all the existing buildings. A pedestrian walk through could be made from St Katherines car park to make access easier.
26		and + Blue	and + Green	and + Purple		Only part of Lawnside should be included: the area immediately near Queens Walk should be kept clear. The redundant BT building should be replaced with a multi-storey car park. The town has developed very asymmetrically to its west, owing to hills to the east. This has resulted in most residents living closer to the industrial estate that contains Aldi and Homebase than any of the areas considered to be the 'town centre'.
27		and + Blue	and + Green	and + Purple		The Bye Street area containing the Fire Station looks like a tarmac wasteland. How can it be improved?
28		and + Blue	and + Green	and + Purple		The hugely increased population demands a bigger town centre. It would be expected that the unique character of Ledbury would be maintained in any new development. Consideration needs to be given to parking, maybe the

					undeveloped land just off the bypass opposite the river walk or by the station.
29		and + Blue	and + Green	and + Purple	The new surgery should be built in Market Street making it our medical centre. Having everything in one place makes it convenient for patients. It is also convenient for the buses and car parks. One improvement would be foot path from St Katherines car park through the wall.
30		and + Blue	and + Green	and + Purple	These are all well used areas
31		and + Blue	and + Green	and + Purple	We need to preserve the existing town centre (red) plus my ticked boxes to maintain the 'look' of Ledbury itself
32		and + Blue	and + Green	and + Purple	Why isn't Church and Walled Garden in this area - visitors see it?
33		and + Blue	and + Green	and + Purple	With business rates and rent in Ledbury at a silly silly higher level. Any business we can get in Ledbury is good business for the town. I don't think restricting area is a good thing. If you think. Starting a business in Ledbury retails etc wise anywhere in the town must be a good option
34		and + Blue	and + Green	and + Purple	With the proviso that retail hours do not encroach on residential areas any further than already provided for
35		and + Blue	and + Green		Disabled car parking should be provided near all these.
36		and + Blue	and + Green		I am ambivalent about adding Lawnside to the town centre. It has an atmosphere all of its own which isn't quite "town centre"
37		and + Blue	and + Green		Lawnside should NOT be included as this will inevitably impact on the recreation area.
38		and + Blue	and + Green		No others although unsure what is implied by Lawnside
39		and + Blue	and + Green		Not sure re Lawnside this area should be kept as green space
40		and + Blue	and + Green		we need to protect the swimming pool and also do not need another supermarket/shopping centre in the purple area.
41		and + Blue		and + Purple	Bye St. area needs improvement
42		and + Blue		and + Purple	Going up to include Tesco's site extends the town beyond a sensible area for footfall and retail.
43		and + Blue		and + Purple	Green area has quite a bit of housing in it - would only work as an extension if people could park at Tesco's and walk into town.
44		and + Blue		and + Purple	I do not believe green should be included
45		and + Blue		and + Purple	If you add Green to the plan the traffic levels from bypass and Bromyard Road would be excessive.
46		and + Blue		and + Purple	Parking provision needs to be improved to support any additional defined areas.
47		and + Blue		and + Purple	The area across the road from the blue area, joining with the red

48		and + Blue		and + Purple		The green area (aside from Tesco and the garage) is residential in character and I believe that should be preserved.
49		and + Blue		and + Purple		The purple area containing Halo Leisure Centre and Community Hall provides the town with two hugely valuable community assets. If designating this area as part of the "town centre" protects it against speculative development as has happened previously, then I am in favour of including this area. It would be helpful if, in your next communication, you would explain in greater detail what the pros and cons are of designating an area as being part of the "town centre"
50		and + Blue		and + Purple		The purple area needs to be tidied up.
51		and + Blue				I hope defining a town centre does not prevent some of the premises being used for purposes other than commercial activities, including residential.
52		and + Blue				Keep it small and don't let the chains in or tattoo parlours etc. It's a country market town. Don't ruin it.
53		and + Blue				New Street is beautiful and should clearly be defined as part of the town centre; making the top half near the traffic lights as pedestrian only would clearly enhance the tourism trade in the area as the cafe's reopen and new businesses move in.
54		and + Blue				There appears to be no ref. to future policy wrt. change of use in the town centre e.g. from retail/financial services to residential e.g. the former Lloyds Bank building. If so, I think this is an important omission.
55		and + Blue				there are shops and business's in blue area
56		and + Blue				Up to the oak pub on Southend as all premises there are commercial
57		and + Blue				Utilise empty shops in New Street
58			and + Green	and + Purple		New Street 9Blue) not such a good idea
59			and + Green	and + Purple		The BT building adjacent the recreation ground should be included and put forward for the area to be repurposed.
60			and + Green			Homend has lots of shops
61			and + Green			Lawnside is not town centre and remains more important as a leisure area with access to the recreation field, the town trail and Halo pool. etc.
62			and + Green			Seems to me that inclusion of the area marked in purple makes the town centre area too diffuse for practical purposes and changes the character of Lawnside in a way that I wouldn't want to see. Red, blue and green maintains the ribbon feel of things
63				and + Purple		A policy on signage would be helpful

64				and + Purple	Additional petrol station and shopping is required
65				and + Purple	Also, consider pedestrianising the former market area on the north side of High Street between Church Lane and the 'Feathers' pedestrian lights. For community activities.
66				and + Purple	both Coop and Tesco are not part of the town centre, whilst the Bye Street area definitely is and any new expanded healthcare facility should be planned there. New Street, Southend and Worcester Road should be for office type businesses
67				and + Purple	Former magistrates and current police station site could be considered 'town centre' and could also be creatively re-developed like the Old Cottage Hospital
68				and + Purple	Housing must not be compromised in any new area, especially along Bye Street and New Street. Encouraging more people to leave their cars at home and walk to the shops etc can be achieved only if they can also live bear enough to them. Also as our side of Lawnside is residential why 'develop it'. Protect the housing!
69				and + Purple	I think blue should also be included
70				and + Purple	I'm all for helping the shops in the Southend. There is a major traffic problem on the New Street corner, however, and a lot of it is through traffic. The Southend would be a treasure if the traffic could be moderated.
71				and + Purple	It is important to keep a defined area, with sufficient room for a degree of expansion given the expected rise in population from the permitted and expected further development.
72				and + Purple	Prevent failing high street brands taking over town. Support local business.
73				and + Purple	Reinvigoration of existing, sometimes unoccupied, and sometimes historic, shopfronts at the Top Cross end of the Southend and the top of New Street should be encouraged, to bring these forgotten areas back to life.
74				and + Purple	The area around the recreation ground should be made part of the town centre by encouraging walkers and cyclists to use it maybe also some infrastructure to encourage people to use the area. It is a poorly used and degraded area of Ledbury at moment.
75				and + Purple	The extra blue and green areas cover the supermarkets but are separated from the town centre by residential properties. Have you some unexplained so possibly devious reason for including the supermarkets?
76				and + Purple	The Lawnside area seems to include the expanded region of Bye Street which is an awful eyesore. I hope this area can be developed attractively.

77				and + Purple		There needs to be added to this element areas of affordable or preferably free parking (for limited times to allow for patrons to "pop into town")
78				and + Purple		this is the town retail plus limited industrial as current in my opinion
79				and + Purple		To include car parking for the hundreds of new customers living in the new developments that will have to use cars to shop as the houses are not in easy walking distance of town (esp. with children+ shopping and the elderly)
80				and + Purple		To include car parking for hundreds of new customers living in the new developments that are not within walking distance (esp. with shopping) of town.
81				and + Purple		town centre should only be developed very slowly , keeping current tasteful services and retail facilities for which Ledbury is known
82				and + Purple		Up to the railway station and around both schools.
83				and + Purple		Whilst the main street looks good, the area around Bye St /Bridge St is quite ugly and could do with improvement. The area towards Tesco also needs something to encourage visitors to explore that far and encourage businesses.
84						No one way traffic + keep existing parking + bus stop under Market House
85					No opinion	None of the above! (Not no opinion)
86						Nothing that will make traffic more difficult
87						Please leave market town Ledbury as it is. Build retail and health centres on the outskirts, let's preserve what we have and enjoy it - if people want to live in a city let them move there.
88					No opinion	Refer to the town Holt in Norfolk for successful t-own regeneration
89					No opinion	The concentration of commercial and leisure activity to a smaller area still allows for variety and scope, especially with the growth of the online sector reducing conventional transactions. The future is likely to be speciality shops and eating/drinking, for which there is enough space.
90						The continued increase in street car parking must cease. Before any further development is committed it would be preferable to challenge this problem by exploring the possibility of construction some form or multi-storey car park on the St Katherine's site, trebling/quadrupling existing space. Other parks could be considered. This, I believe would considerably reduce the dangerous effect of street parking

Question 5b: Do you agree that all green and open spaces shown in Figure 8 should generally be afforded protection as contributing to green infrastructure within and surrounding the town? Can you suggest any additional green spaces?

No.	Question 5b:	Comment/other possible green spaces:
1	Agree	Extend the green space west from the River Leadon
2	Agree	Get on your bike
3	Agree	I hope green means will not be built upon - usually you do what you want.
4	Agree	I've put that I agree as I'm anxious to keep as much green fields and natural landscape around Ledbury as possible but with the new 'corridor', Ledbury Park and stream and public right of way to south of Bovis and Hawk Rise enter it into a planning category which could be adversely tinkered with at a later date? Should it just be left as fields needing planning permission?
5	Agree	Land adjacent to Little Marcle and Dymock Roads, with easy access to town. Obviously dependent on suitable farming land becoming available.
6	Agree	Land along the Leadon opposite New Mills on other side of bypass (fields in between river and Haygrove)
7	Agree	Land to west of UBL and Little Marcle Road, land between river and Wall Hills/Haygrove
8	Agree	Ledbury Park
9	Agree	Ledbury Park does not seem to have been afforded any protection and looks potentially vulnerable.
10	Agree	Link up Coneygree Wood with Leadon Way
11	Agree	Maintenance and management of all green space must be seen to respect and support natural biodiversity as part of the protection
12	Agree	Need to protect green and open spaces as a priority
13	Agree	New to the area so not that familiar with areas that could be made available
14	Agree	No building on green spaces please
15	Agree	Poss. below viaduct it's a wet area so much more suited to green space than houses.
16	Agree	Public access to Deer Park via vets practice.
17	Agree	River Leadon floods - invest in this river to avoid flooding of homes and land
18	Agree	See above (Agree), mostly I agree except that the part of Ledbury Park close to Southend should be reclassified and included in the town boundary and available for development for housing. It is much closer to the town centre than the ongoing new building on the Bromyard Road or across the bi pass.
19	Agree	Some of the areas shown are privately owned, agreement would be required with those owners.
20	Agree	The Town Trail has worn so badly it is unusable by mobility scooter users. It needs a tarmac surface instead of constant patching up.
21	Agree	There is a need for maintenance of green spaces i.e. tree and hedge trimming
22	Agree	Use site of countryside Stores (MSF as was) for recreation or coach parking.

23	Agree	very old trees should be T.P.O. Please take a minute to consider wildlife and birds - so they do need wild areas within in town. I have even seen wild deer in the town coppice areas at night. This is true, believe me..
24	Agree	Vital need for more health facilities in town centre
25	Agree	Why not Ledbury Park? The fact that it is privately owned ? Football, rugby and cricket club are not public spaces.
26	Agree	With the new housing to East of town, an area in or adjacent to Ledbury park could be considered.
27	Disagree	The strip between the Deer Park and the bypass should be zoned for housing. Otherwise, I agree.
28	No opinion	The trees on the line bank need the tops cutting out as they are getting very tall and spreading its only matter of time before one comes down
29	Strongly agree	(Most of the green space has been built on including 'green infrastructure' land by Martin's Way, now a building site) Addition: The field adjacent to the Leadon, accessed via footbridge, west of Homebase.
30	Strongly agree	Add LEZ 1
31	Strongly agree	All existing agricultural areas should be protected from further development with the exception of the existing proposals.
32	Strongly agree	All land north of railway track should be green-protected
33	Strongly agree	Any development on the 'triangle' of land opposite the Full Pitcher roundabout should require tree planting and other green infrastructure.
34	Strongly agree	Approach to town on Hereford Road - A438, and approach on Gloucester Road A417
35	Strongly agree	Area linking Aldi, Browning Road & Barnett Avenue
36	Strongly agree	Areas north of viaduct and off Bosbury Road
37	Strongly agree	Areas towards Staplow.
38	Strongly agree	By the viaduct and Hereford Road
39	Strongly agree	Ensure all current play areas are identified and allocated as green space, consider land for more play areas
40	Strongly agree	Footpath on area adjacent to Heineken, a wonderful nature reserve
41	Strongly agree	Good to see some pockets of green space being managed for bio-diversity thanks to Sustainable Ledbury and Ledbury Naturalists. The Rec is not attractive but is useful - some of the left over spaces within it and on the edges could be made beautiful with interesting planting and provide great places for those or all ages who want to sit and socialise or just pass the time of day
42	Strongly agree	Green space linking Aldi to Browning Road & extending to children's play park at end of Barnett Avenue
43	Strongly agree	Green spaces are so important so people of all ages can have exercise and play games. So essential for mental health and friendships
44	Strongly agree	Green spaces are vital to the mental health of the community and are attractive and welcoming to visitors.

45	Strongly agree	Green spaces that include e.g. trees to help assist off-setting climate change include the now regular heavy rainfalls are to be encouraged
46	Strongly agree	Green spaces will require maintenance commitment e.g. stiles/fencing/path renewal/grass cutting - all currently neglected.
47	Strongly agree	How feasible is purchase of Ledbury Park in the Southend as a protected leisure amenity for the town?
48	Strongly agree	I cannot see any space to dedicate to this extension
49	Strongly agree	I want all green spaces in and around Ledbury protected
50	Strongly agree	I would say that the council are already struggling to maintain these areas! Yes they should be protected from further development though; they do provide much needed wild life havens!!!
51	Strongly agree	In conjunction with Wellington Heath, protect the green space between this village and the Bosbury Road. Public footpaths here are heavily used
52	Strongly agree	In layman's terms, your policy guidelines are highly ambiguous, specifically concerning green strip between Gloucester Road island by-pass down behind Deer Park (Shepherd Close etc). Fig 8 shows it as "protected" Figs 6 and 7 show it blatantly white (i.e. neither LEZ nor LSC), Prospectors have been refused once already. How is it protected, and from what? What happens once current cattle grazers retire? PROTECT THIS GREEN CORRIDOR. This anomaly has not escaped our notice.
53	Strongly agree	Include Ledbury Park
54	Strongly agree	It is vital that existing green spaces are protected from development
55	Strongly agree	It would be nice if there was a safe cycle route from town to link up with the lanes to Old Colwall, Petit France etc to the north east of Ledbury. Cut Throat Lane and the Worcester Road are dangerous to cycle on, and the only current alternative is Church Street and then the paths through Dog Wood. Make a cycle route up Church Lane then Dog Wood to connect to W Hill Road ? Perhaps that's what LSC3 aims to do - in which case - fantastic !
56	Strongly agree	Keep a green corridor in the north of Ledbury.
57	Strongly agree	Land under the Viaduct next to Hereford Road, allowed to flood and create water rich habitats
58	Strongly agree	Ledbury does have a rather lesser amount of greenspace/town parks /green walks than other towns of its size. it seems important, in the light of recent pandemic and the need for easily accessible by all, including wheelchair/powerchair users,(who may get out less easily than other people) for the town to maximize its green spaces close to the town centre. Taking husband and powerchair to get some fresh air/green space is hugely important for mental health of us both. Going by car is a huge extra effort.
59	Strongly agree	Ledbury Park
60	Strongly agree	Ledbury Park

61	Strongly agree	Ledbury Park
62	Strongly agree	Ledbury Park - Picnic areas - Footpaths - Ornamental trees
63	Strongly agree	Ledbury Park and Congrieve Wood
64	Strongly agree	Ledbury Park and Masefield Meadow
65	Strongly agree	Ledbury Park needs protecting as a green space and if possible opened to the public. Similarly the green fields to the west of the river and south of the vineyard need protection.
66	Strongly agree	Ledbury Park should be included if possible
67	Strongly agree	Ledbury Park which is in private ownership - if owner agrees.
68	Strongly agree	Ledbury Park, fields around Bradlow, fields below Frith Wood
69	Strongly agree	LEDBURY SHOULD RETAIN ALL CURRENT OPEN GREEN SPACES. EXTRA HOUSES WILL RUIN THE TOWN AND DEMOGRAPHIC CURRENTLY IN THE TOWN
70	Strongly agree	Little Marcle Road near UBL should be protected its a natural countryside boundary
71	Strongly agree	Look after the existing spaces. On the Town Trail where it goes under Woodleigh Road put the drainage right. The ditch needs clearing out for its whole length and the drain under the path from left to right sorted, all to prevent flooding in winter.
72	Strongly agree	May I add that I feel all green spaces should be maintained properly? I live on the New Mills Estate and originally, New Mills Way, which is the spine of the estate was well maintained and a credit to the town. Now it is totally neglected and sports weeds 3fet high around the traffic refuges. This is because no one actually lives on this road. Many other green areas on the estate which, presumably, would be similarly neglected are maintained by householders. The 3 times a year grass cutting policy is quite inappropriate, particularly when it cut in heavy rain by totally unsuitable machines. When the neglect started some years back, dandelions and cow parsley moved in. I visited Solihull recently and Pershore yesterday where all green spaces are well cared for. Why is Ledbury such a disgrace? I started to take on some of the weed removal some years ago but, at the age of 88, regret that I can longer do this. It amazes me that our Town and Herefordshire councillors have no civic pride. I did write to Balfour Beatty some months back when there was some cut back of overgrown shrubs on New Mills Way which considerably reduced the width of the pavement. The contractors, although having a shredder on their vehicle, when throwing the detritus at the back of the shrubs. I got an algorithm in reply! There is absolutely no point in having green spaces within the town which are not maintained. The exception, of course, is the Recreation Ground - so well looked after
73	Strongly agree	MORE LAND BEYOND THESE SPACES SHOULD BE PROTECTED
74	Strongly agree	More work required to improve paths and cut back overhanging branches and weeds over paths

75	Strongly agree	Most residents appreciate living in Ledbury precisely because it IS NOT wall to wall concrete.
76	Strongly agree	Must restrict new housing to reduce pressure on facilities, schools, water, etc, thus reducing need to use green space
77	Strongly agree	on the Southend
78	Strongly agree	Parcel of land between Browning Road, Aldi & end of Barnett Avenue
79	Strongly agree	Perhaps include Conigree Wood?
80	Strongly agree	Planning permission should be rejected and Viaduct site should remain a green space
81	Strongly agree	Playing fields should not be built on (if schools need to expand) they need to be retained next/close to the school. Expand schools upwards on the same footprint or build an additional school elsewhere.
82	Strongly agree	Please could we have a lake or large pond so we could enjoy the wildlife and ducks with plenty of seats around to enjoy
83	Strongly agree	Point out to communities dept that the core strategy's high development demands are at odds with environmental hopes.
84	Strongly agree	Present Football Club and old Cricket Ground
85	Strongly agree	Protect the fields immediately north of the station where people go sledging in winter and where you want to build a car park for the train station.
86	Strongly agree	Protection around Worcester Road close to Priory - Church - Tilley's Alley.
87	Strongly agree	Recreation Ground already protected
88	Strongly agree	Repair the steps on the Riverside Walk at the Little Marcle Road junction.
89	Strongly agree	Some, or better still all, of LSC5 should be included.
90	Strongly agree	Southfield Lane and Hollow Lane
91	Strongly agree	Suggest joining the extended LedLEZ1 with extended LSC3 to allow and support linking the new community in the viaduct development to recreational amenities. Also include and restrict within the settlement boundary.
92	Strongly agree	Suggest joining the extended LedLEZ1 with extended LSC3 to allow and support linking the new community in the viaduct development to recreational amenities. Also include and restrict within the settlement boundary.
93	Strongly agree	Suggest joining the extended LedLEZ1 with extended LSC3 to allow and support linking the new community in the viaduct development to recreational amenities. Also include and restrict within the settlement boundary.
94	Strongly agree	Suggest joining the extended LedLEZ1 with extended LSC3 to allow and support linking the new community in the viaduct development to recreational amenities. Also include and restrict within the settlement boundary.
95	Strongly agree	The addition of Ledbury Park. The NDP should act as a Green Belt to prevent any further development to the North or South of the town. Thankfully the Malvern Hills AONB protects the East.

96	Strongly agree	The area beneath and S of the viaduct to the N of Hereford Rd. Open land in Ledbury Park ie E of The Southend
97	Strongly agree	The area north of the railway line incorporates a public footpath (L19) to Frith Wood. Preserving this area contradicts any proposal for vehicular access to the station eastbound platform, level access to which would better be provided with lifts (see Q3b comments - The railway station has fallen foul of the DDA since it became law in 2004. Not only does this impact disabled users: mothers with pushchairs and cyclists (especially those with heavy panniers) are also affected. However, the proposed access and additional car parking contradicts Fig. 8 (Green and Open Space to be Protected). A road access to the B4214 would be difficult owing to proximity of the railway bridge (which restricts the width of the B4214) and, now those who think they know better have denied a second access to the planned Viaduct housing estate, would exacerbate the traffic problems at the Hereford Road junction this housing estate will generate. So although I strongly agree level access to the eastbound platform must be provided, there should be NO access by motor vehicles or parking thereof to this area north of the railway line. While a pedestrian and cycle access to the eastbound platform is feasible, the gradient would be excessive for wheelchair users. A less expensive option, which overcomes all these issues, would be lifts either side of the footbridge).
98	Strongly agree	The area to the north of the station and east of the Bromyard Road appears to be in danger from development of the access to the stations north platform.
99	Strongly agree	The current green strip between the Deer Park estate and the Leadon Way needs to be preserved, as does the green area north of the railway station.
100	Strongly agree	The farmland surrounding Ledbury MUST be protected
101	Strongly agree	The Green in Knapp Close. Ledbury Park land east of the Southend bordering to Conigree Wood
102	Strongly agree	The green space identified opposite Martins Way is currently being built on!
103	Strongly agree	The ground and wood on left hand side going out of town on Gloucester Road
104	Strongly agree	The land between the Hawk Rise estate and the Full Pitcher set aside for community green space projects to serve the residents of Hawk Rise in particular.
105	Strongly agree	The proposal seems unbalance to link to Wall Hills Camp through established vineyards and orchards which enhance the environment currently for the future
106	Strongly agree	The Recreation Ground is already protected 8
107	Strongly agree	The town trail has been invaluable during the recent lockdown however it is very tired and needs maintenance. By the Leadon the steps have been broken for months and it's dangerous.
108	Strongly agree	The triangular green space north of the bypass between the full pitcher roundabout and the new hawk rise roundabout, has already been built on!
109	Strongly agree	The upper areas of Ledbury park have some rather good grasslands where they meet the woodland edge. Being steep ground I do not think they have been ploughed. They offer some of the richest habitat the town has. Be well worth getting that area surveyed properly.

110	Strongly agree	the woods and footpaths from Ledbury to Eastnor should be included and protected as well as all areas surrounding Knapp Lane, Parkway, and Little Marcle Rd/Lilly Hall Lane/Falcon Lane, to the eastern platform of the railway which leads to trails to the old Colwall Rd, frith woods, Wellington Health etc
111	Strongly agree	There are several small green spaces within the town that currently provide only low quality of benefit - in terms of use, visual amenity, biodiversity value. They are simply mown several times a year. If the Town Council is serious in its adoption of the Climate and Ecological Emergency, these areas must be included in any 'enhancement' strategy and action.
112	Strongly agree	There is a lack of 'all year round' usable walking routes for those with a disabled family member (or friend). The Town Trail needs a better all year round surface and some management. The New Mills Footway never gets any maintenance and is wet, muddy and slippery for the winter months. The Riverside walks are unusable in the winter months after wet weather. More 'accessible Ledbury' amenities should be prioritised. The town is not currently very 'disability friendly'.
113	Strongly agree	There should be proportionately more green space provision within the new settlement boundary as new development comes forward.
114	Strongly agree	Too much green space being taken up with new build
115	Strongly agree	Town trail from Bridge Street to Little Marcle Road desperately needs attention to its surface but more vitally to the condition of the trees and understorey plants. It could be a pleasant walk but currently attracts dog walkers only.
116	Strongly agree	Triangular area on corner of Martins Way already built on
117	Strongly agree	Walled Garden. Not sure if this is covered. The pointed area below Barratts Hawk Rise (triangle off Dymock Road and Full Pitcher Roundabout)
118	Strongly agree	We feel it is very important to protect the parcel of land, running from the Dymock Road roundabout up to the Gloucester Road roundabout on the left opposite the new housing development, for the wildlife habitat
119	Strongly agree	We have a duty to protect the natural environment. Ledbury and its environs are also part of the package that makes us an attractive tourist destination, increasing revenue in the town.
120	Strongly agree	We need that gap between houses with green and open space - particularly LEZ23
121	Strongly agree	We want as many 'green' spaces as possible in the future Ledbury.
122	Strongly agree	What about using some of the land around the Full Pitcher for allotments. This would enhance the outlook of the new development, without obvious impact on the existing green infrastructure.
123	Strongly agree	What will happen to the existing football pitch if/when a new site is confirmed?
124	Strongly agree	Why was the 'Hawk Rise' development allowed? According to a farmer friend of mine, this was grade 1 agricultural land
125	Strongly agree	With all new housing to the east (Hawk Rise etc) an area in/or adjacent to Ledbury Park could be considered (if not private land)
126	Strongly agree	Within the are of the proposed Bloor Homes development

127	Strongly agree	Would like to see Ledbury Park made available to local residents as a green space, needs to be protected.
128	Strongly agree	Yes maintain the areas but leave some areas to go wild for wildlife such as hedgehogs and song birds please
129	Strongly agree	You have missed out the re-protection of Masefield's Meadow - which was protected green space in the Herefordshire UDP up until 2015. You have proposed to re-protect all other UDP green spaces, but have omitted to make it clear that you have excluded Masefield's Meadow. You have not proposed to protect Ledbury Park as green space. It sits within the Conservation Area and you haven't proposed to include the Park as protected space within the settlement boundary either. Presumably if the sporting land adjacent to the rugby club becomes football playing fields you need to protect that as green space too. The land blighted by noise on the Barratts site could be protected green space for allotments/community garden.
130		Are there any available green spaces?
131		Do not strangulate the town - housing/industry must take priority over the town's green infrastructure. also with the town's population growing as a result of new housing developments more car parking facilities will be needed in the town centre and in peripheral sites,
132		The space opposite the library. The spaces surrounding St Katherine's Car Park

Question 5c: Do you agree that allotments and/or community gardens should be encouraged? Can you suggest a suitable location for them?

No.	Question 5c:	Comment/other possible locations for allotments or community gardens:
1	Strongly agree	1. Triangle of land on Full Pitcher roundabout 2. The empty field on the bypass which has no road access only footpath access. There should be some allotment space on new developments - the gardens are small and grow your own is becoming more popular.
2	Strongly agree	A Community Garden at the heart of the community would be ideal. Start small with a small patch of a play area or within a school, if possible Alternatively, walled garden, churchyard
3	Strongly agree	A community garden or allotment area on Deer Park and Hawk Rise
4	Strongly agree	A more central location would be desirable as not everyone owns a car. Perhaps the walled garden could be locked at night.
5	Strongly agree	Adjacent the Full Pitcher as no development of the playing fields has taken place and this whole area will now have an excess of new housing
6	Strongly agree	Adjacent to the new developments at Hawks Rise and the Viaduct.
7	Strongly agree	Adjacent to the proposed Platform development? Community Gardens should be supported wherever there is very localised demand
8	Strongly agree	Again, this should be the responsibility of the developers to set aside areas for this purpose. No planning should ever be given unless these facilities are incorporated into the scheme

9	Strongly agree	Agree to community garden/allotment on site adjacent to Full Pitcher roundabout as suggested in 2dii Do not agree with reinstatement of H AND G canal or footpaths alongside it
10	Strongly agree	Allotments needed on land off the Dymock Road that Gladman have available for community use - the Barrett houses have very small gardens so those living there will desperately need such provision
11	Strongly agree	Allotments off Bromyard Road not too far beyond Beggars Ash junction.
12	Strongly agree	Allotments should be within walking distance of users, so several small sites may be better
13	Strongly agree	An area next to the developments north of the viaduct might be useful (and good soil).
14	Strongly agree	An area within the playing fields of both primary and secondary schools where readily accessible.
15	Strongly agree	Arable land on the settlement boundary e.g. west of Riverside Walk
16	Strongly agree	Area near Full Pitcher roundabout.
17	Strongly agree	As current chair of Ledbury Allotment Association, I know that demand for allotments is high and increasing. Our waiting list is growing fast. It would be great to have another area closer to the town centre and or close to the Gloucester Road roundabout.
18	Strongly agree	As there are allotments to the north of the town the ideal site would be south of the town near the Hawk Rise development
19	Strongly agree	Behind The Full Pitcher. Certainly needs to be closer to town, within walking distance
20	Strongly agree	Bromyard Road B4214
21	Strongly agree	But, if there was a suitable local location for, say, the allotments, surely it would have been used instead of the Wellington Heath site which needs a car to reach.
22	Strongly agree	By the viaduct and Hereford Road
23	Strongly agree	Close to where people live - Deer Park, New Mills, Hawk Rise or the viaduct site - they must not require a car journey for most people to use them - no policies in the NDP should encourage car trips
24	Strongly agree	Community garden next to Shane Howells (opposite) would be lovely for both children at Busy Bees and elderly folk too
25	Strongly agree	Community garden on land off Hereford Road accessed between the roundabout and the bridge over the River Leadon, also part of Underdown former kitchen garden (already privately owned). Allotments possibly to the north of the likely Bloor site up to Storesbrook Bridge to connect with existing allotments, also on the corner site opposite the Full Pitcher to serve the new developments south of the bypass
26	Strongly agree	Develop existing gardens in and around the centre of town, near the playing fields and community centre. Allotments should be easily accessible and centrally located in the town, options are limited due to density of development, Ledbury Park perhaps?

27	Strongly agree	Develop existing gardens in and around the centre of town, near the playing fields and community centre. Allotments should be easily accessible and centrally located in the town, options are limited due to density of development, Ledbury Park perhaps?
28	Strongly agree	Develop existing gardens in and around the centre of town, near the playing fields and community centre. Allotments should be easily accessible and centrally located in the town, options are limited due to density of development, Ledbury Park perhaps?
29	Strongly agree	Develop existing gardens in and around the town centre, near the playing fields and community centre. Allotments should be easily accessible and centrally located. Options are limited because of the density of town development, possibly Ledbury Park?
30	Strongly agree	Difficult. Possibly in the green space between the Deer Park and the bypass.
31	Strongly agree	Farmland other side of Riverside Park
32	Strongly agree	Find some local field or green area to make an allotment. Somewhere not given up for building. So much building going on now - too much in a small town like Ledbury. We don't want to spoil our town.
33	Strongly agree	Football ground
34	Strongly agree	Former football club land: easy walking distance for a large proportion of Ledbury residents.
35	Strongly agree	Given that allotments, in particular, are fast disappearing across England, I feel we should not be waiting for "appropriate opportunities" to arise, we should be actively seeking out appropriate and available land. There is huge evidence concerning the benefits of allotments to good mental health and community engagement.
36	Strongly agree	Gloucester Road
37	Strongly agree	Green space(s) on the New Mills Estate to be designated as allotments/community gardens thereby servicing the local population and reviving need to drive anywhere else.
38	Strongly agree	Hard landscaping needed to the south of the Masters House / Library. St Katherine's car park could be easily enhanced with soft landscaping
39	Strongly agree	Hereford Rd near viaduct
40	Strongly agree	I consider that the location of allotments and/or community gardens would be a much better use for the land north of the viaduct than the current intended development. Also, if the canal is to be improved and extended, then some form of canal basin will be essential
41	Strongly agree	I don't think I can.
42	Strongly agree	I had a fabulous allotment up on the Bromyard Road but sadly had to give it up as it's only accessible if you have a car! Town "centre" allotments would be oversubscribed very quickly
43	Strongly agree	I have an allotment on Wellington Heath and would like to keep it!!

44	Strongly agree	I have some concerns about any negative impact on the existing allotments towards Wellington Heath
45	Strongly agree	I regret I know of no suitable additional areas
46	Strongly agree	Instead of moving the station entrance, create allotments, gardens instead. Old bus depot is on the market - perfect for a park/skatepark as it's near to existing path, cycle path.
47	Strongly agree	It would be great to have allotments and/or community gardens within the town. The empty rough ground along the bypass (on the town side - behind Homebase and the industrial area) would be perfect. Is it allocated for another use?
48	Strongly agree	It would be important incorporate the current allotments in any plan, where possible. A community garden could be encouraged in any green space within the town.
49	Strongly agree	Land at rea of old Countrywide store and Benken Ornuu + Hazle Farm complex, also triangle of land opposite Ornuu
50	Strongly agree	Land by the Full Pitcher
51	Strongly agree	Land by the Hereford roundabout
52	Strongly agree	Land left undevelopable between the Barratts site and the Dymock Road could be community garden/allotments
53	Strongly agree	Land next to Ledbury station subject to sale of land
54	Strongly agree	Land north of the viaduct and railway line
55	Strongly agree	Land off Leadon way, adjacent to Childer Rd.
56	Strongly agree	Land off the bypass, backing onto Amcor Packaging. This has remained idle for some time. Owner waiting for a killing perhaps
57	Strongly agree	Leave them where they are, but provide better transport for those without transport to get there.
58	Strongly agree	Led LSC4 against (bypass)
59	Strongly agree	Ledbury does this well we are fortunate to have a good Ledbury in bloom organisation and company adoption of roundabouts which should be encouraged further with council funding. The schools must be encouraged to get their pupils involved and "adopting" areas of the town this further encourages the youth to respect and not be tempted to vandalise any planting (not that that seems to be a massive problem in Ledbury) but getting young people engaged in gardening and growing food is very important for long-term benefits in health and community spirit
60	Strongly agree	Ledbury Park
61	Strongly agree	Ledbury Park or Hawks Rise
62	Strongly agree	Ledbury Town Trail maintained, including by the river.

63	Strongly agree	LEZ 1
64	Strongly agree	Little Marcle Road Allotments
65	Strongly agree	Near the Heineken factory - down that lane Near the Gloucester roundabout Establishment of community orchard please
66	Strongly agree	Needs to be overlooked by houses to keep an eye on possible vandalism. Maybe on the far side of the park.
67	Strongly agree	Obviously, these should be as near to housing areas as possible.
68	Strongly agree	On land behind Full Pitcher (old Cricket Pitch)
69	Strongly agree	on the area between Hereford and L. Marcle Road.
70	Strongly agree	On the land north of the viaduct next to the velodrome
71	Strongly agree	On the Little Marcle Road
72	Strongly agree	Outside of town.
73	Strongly agree	Perhaps on part of the land behind the Full Pitcher, the rest there as open space with footpaths
74	Strongly agree	Perhaps reuse the Allotments Site as shown on the old 1905 OS maps off the Worcester Road behind Elms
75	Strongly agree	Plenty of space around proposed new entrance to railway station
76	Strongly agree	Possible opportunity for a Haygrove style community garden?
77	Strongly agree	Possibly a community orchard too?
78	Strongly agree	Preference a park with benches available to all/or combination of both park and allotments
79	Strongly agree	Present Football Club
80	Strongly agree	Raised beds could be installed on the public side of Ledbury primary school footpaths. Community Gardens within close to the park on new mills Estate, community garden in the green area leading from the rear of Aldi onto new Mills.
81	Strongly agree	Replace polytunnels along Bromyard Road with allotments
82	Strongly agree	Ross or Bromyard Roads - see comment on 5b (How feasible is purchase of Ledbury Park in the Southend as a protected leisure amenity for the town?)
83	Strongly agree	roundabout opposite full pitcher the triangle Dymock Road
84	Strongly agree	See above! (What about using some of the land around the Full Pitcher for allotments. This would enhance the outlook of the new development, without obvious impact on the existing green infrastructure.)

85	Strongly agree	See previous comment re allotments on Bromyard road north of the viaduct development.
86	Strongly agree	So much housing to come, smaller gardens so allotments would be in short supply.
87	Strongly agree	So much more housing, smaller gardens, eco friendship- so allotments would be in short supply
88	Strongly agree	South side of Ledbury, west of the Gloucester Road by the roundabout
89	Strongly agree	Suggest land near sewage works / waste recycling site to see how it goes. Also the land to the south of the bypass between Hawk Rise and the 'Metal Bird' roundabout.
90	Strongly agree	The current allotment Association site is fully occupied and there is a waiting list. I suggest a site is found up by the tennis courts or by the Glos. roundabout
91	Strongly agree	The Dymock road; the land on left of Leadon Vale going up Leadon Way from the Hawk Rise roundabout to the Helping Hands roundabout
92	Strongly agree	The evidence for the benefits of such facilities and projects is building and not (to?) be underestimated
93	Strongly agree	The field/grounds at the rear of The Knapp, Homend - "Masefield's Garden".
94	Strongly agree	The first priority is location. No point in putting allotments where they are outside normal walking distance of the town as this would restrict who could benefit
95	Strongly agree	The green space beside Leadon Way and just north of Childer Road.
96	Strongly agree	The grounds of Masefield House provide a large green space in a central location.
97	Strongly agree	the land between Led. Welding and the bypass - currently being advertised as 'development land' the field immediately over the New Mills Leadon bridge on the southside of:
98	Strongly agree	The land between the by-pass and the industrial units by Aldi would suit allotment use as it is accessible to the core of the town, If football provision is provided to west of River Leadon then the current pitch could provide a community garden connected to the town cemetery. I would like to see improvements to the existing garden on the site of Ledbury Town Halt station that made reference to its past and renewed elements such as railings and flower beds.
99	Strongly agree	The little plot of land below the Barratts Housing Ross Road Roundabout bordered on the other side by Dymock Road. Would be either a new wood with paths or community garden/wood and kids play area/community orchard. Also the slim field that runs up the by-pass on the left/on the outside of Deer Park - wild flower meadows/allotments.
100	Strongly agree	The Prince Rupert green space should be converted into gardens as nobody uses them at present. It could be lovely instead of a large grass area that no one uses.
101	Strongly agree	There is a green space with a public footpath running south to north on the east side to the housing estate (Mabels Furlong?). It is adjacent to the by-pass

		and runs down to the new development and would seem to be suitable for some allotments, although parking may be an issue.
102	Strongly agree	There is already space within the green areas. There should be a push/promotion to stop litter dropping! And also fine for dog fouling - please
103	Strongly agree	There is an area between the new south developments and the Gloucester rd.
104	Strongly agree	These gardens/allotments should be included in the leisure area 2(a) 2(b)
105	Strongly agree	they should be combined with all the new housing developments
106	Strongly agree	Top, northside, Albert Road west
107	Strongly agree	Under or near the viaduct
108	Strongly agree	We should be looking for opportunities NOT waiting for 'appropriate' opportunities to arise.
109	Strongly agree	We should follow the model adopted in Tewkesbury which has some rather nice community allotments bordering the local nature reserve.
110	Strongly agree	West of the river
111	Strongly agree	What about the triangle at the Full Pitcher roundabout
112	Strongly agree	Wherever placed, they need to be protected from vandals.
113	Strongly agree	Wherever you can put them stop building housing estates on potential sites
114	Strongly agree	Wild flower planting along the ring road would be good for the environment and save the Council money
115	Agree	Above roundabout on Gloucester road by The Bullen
116	Agree	Agree, though in Ledbury we have plenty of green space unlike urban cities so long as we don't keep building on it!
117	Agree	Allotments accessible by won resident by foot would be very welcome. The Bromyard Road allotments cater for those with cars and transport but not the less fit who cannot cycle or walk the distance with equipment, and now the bus services have been curtailed.
118	Agree	Any allocated space/land must be carefully selected and considerate of any challenge to existing biodiversity and access points which can be safe and maintained.
119	Agree	Are the new estates south of the town connected to the centre or do you have to get in the car to get to the town centre.
120	Agree	Area opposite the Full Pitcher roundabout (see above)
121	Agree	behind Full Pitcher
122	Agree	But not at the expense of natural green space and countryside
123	Agree	By the Hawk Rise and Viaduct developments
124	Agree	community gardens in particular. I suspect many in Ledbury do have own gardens as given the limited amount of spare green space, it needs to be used exceptionally carefully and equitable. A community garden would assist this.

125	Agree	Could be incorporated into areas within each new housing development. Small areas available on edge of site. New homes don't come with large gardens. This could be encouraged for people to grow veg.
126	Agree	Extend the existing allotment site on the Bromyard Road
127	Agree	from LCS2 to wall hills
128	Agree	Full Pitcher cricket ground.
129	Agree	How about buying back the Full Pitcher field and putting it to good use, partly by using for allotments, and with joined up thinking, further playing fields for clubs and John Masefield school.
130	Agree	include in Bromyard road development
131	Agree	Ledbury Park
132	Agree	LITTLE MARCLE ROAD AREA PLEASE
133	Agree	Maintain and encourage existing projects
134	Agree	New to the area so not that familiar with areas that could be made available
135	Agree	No to allotments - Asking for trouble - vandalism theft and drugs The walled garden is nice - people use it but it's small and the only green space in Ledbury where people can sit. If you develop sports areas why not enhance the Rec as a park
136	Agree	On the opposite side of Leadon between Little Marcle road and Hereford road
137	Agree	Opposite Full Pitcher/Little Marcle Road
138	Agree	Piece of land off Little Marcle Rd adjacent to Churchill Meadow
139	Agree	Possible by cricket club site?
140	Agree	Preferably in a central location, if that is possible!
141	Agree	The Ex-walled garden of Underdown at the end of the Southend.
142	Agree	The narrow field space on by-pass by Deer Park, road access/ water and already well manured.
143	Agree	The restoration of the line of the canal along the R. Leadon should continue to be a strong aspiration.
144	Agree	The Solar Farm along Hallow Lane should be removed and turned into allotments. To use good arable land in this manner is not green. If it was in the middle of the Sahara desert I could understand it, but to put it in a green field in an area where there is very little sun is plain stupid and it looks ugly.
145	Agree	There will be a need for more allotments as the town's population and housing grow. Ledbury Allotment Association currently owns 7.5 acres just outside the Ledbury parish boundary in Burtons Lane, Wellington Heath. All plots are currently taken and there is a waiting list of over 20. Best site for new allotments would be at the southern side of the town near new housing developments.
146	Agree	This could be in the vacant space halfway along the bypass.
147	Agree	What about all the 'council' land that is supposed to be mowed!!! (happens occasionally) Could be put to much better use.
148	Agree	Why not think of the viaduct site if not suitable green space ideal for gardens
149	Agree	Wishful thinking though. There are 7 acres of allotments already owned by LAA (a charity). Maybe land adjacent to the new sports fields could be used if purchased advantageously.
150	Disagree	Spare allotments exist at the present site.
151	No opinion	Allotments are meant to be provided but haven't, so a private allotment society sources land and is thriving.

152	No opinion	Community gardens require maintenance. I note this is currently undertaken by volunteers, thankfully. Will there be public money available if community gardens require funds for maintenance?
153	No opinion	I am not aware of the demand for additional community gardens and allotments but with all green space it requires maintenance and this should be a key consideration in these cash strapped times
154	No opinion	i think there is scope to accommodate them in current infrastructures / improve existing common gardens
155		2 modest sets within or beside the new building sites or estates
156		Along Bromyard Road close to existing allotments.
157		How about a "share a garden" idea? House gardens rented out to people who have no outside space

Question 5d: Can you suggest footpaths, cycleways or other connections that could be improved or created to benefit residents and give access to green space and wildlife?

No.	Comment
1	1) Stile by Haygrove and fishing ponds should be altered to a kissing gate. Present stile very difficult. 2) Steps from river walk to Little Marcle Road please get repaired.
2	1. Riverside Park - should become established as a PROW 2. Footpath link from Riverside Park to Hereford Road footpath
3	A crossing on the by-pass leading from the field on the south side to the public footpath to the housing estate (see above) would be helpful - it can be quite risky crossing there.
4	A cycleway/ footpath which allows residents safe, traffic -free passage between Ledbury and the parishes 3 -4 miles out towards Hereford would be a welcome start towards such benefits. It would also take vehicles off the road for short polluting journeys.
5	A dedicated bike parking zone in the car park behind the master's house with cctv would help. Why not ask beryl bikes if they will extend their scheme to Ledbury. You have nothing to lose. The bike lane on the town trail is not clearly marked and is dangerously muddy and slippery in places. It needs some investment. There should also be a zebra or pelican crossing where the town trail crosses the road by the primary school.
6	A dedicated footpath to the North of Ledbury to Wellington Heath
7	A footpath, or a better defined footpath if there is one, between The Southend and Coneygree Wood.
8	A pavement footpath should be provided up Knapp Lane to provide a safe walking route to Frith Wood and Dog Wood. The 20 mph speed limit should also be enforced to this end.
9	A pedestrian path by-passing the narrow dangerous lane as Beggar's Ash (leading towards Wellington Heath
10	A safe pedestrian crossing from Ledbury trail across to station - at present there is a pavement only on north side of Hereford Road. A pavement is needed on south side from Golding Way to the new vet practice (by bridge).
11	Access from Little Marcle Lane down to the Weir Garden should be replaced with a slope, suitable for wheelchairs and pushchairs making the riverside accessible to all.
12	Access on the west side of town to Wall Hills and to Rhea Lane directly without having to use (other than to cross) the main Hereford Road. Footpath from Rhea Lane to Burtons Lane.

	Footpath along Bromyard Road to new Viaduct development and from development to Burtons Lane
13	Access to Dog Wood from Church end needs to be improved - currently dangerous and restricts people with poor mobility in accessing the green space
14	Access to Frith Wood currently passes through the gardens of two houses. This could be avoided if the steep footpath through the woods, on the right before the houses are reached, was widened and made safer with steps
15	Access to green spaces and wildlife and being out in the fresh air, be it walking and/or cycling, should be encouraged as the evidence shows that it will be beneficial to their health and well-being.
16	Access to the town trail should be improved in the north from the station and local estates to make it easier and safer for cyclists/walkers to access. The surface of the town trail needs improving and dead trees removed to improve safety.
17	Again land adjacent to the Leadon - new greenspace here would improve water quality, biodiversity and public health.
18	All 3 of local woods barely used - but not allowed cycle trails for people who will use and care for them - daft.
19	All are adequate
20	All corridors identified above must be at least 3m wide and available to cyclists as well as pedestrians.
21	All current footpath signage needs to be upgraded and regularly maintained.
22	All foot paths and pavements should be kept in first class condition with hedges kept trimmed and no potholes or damaged slabs for the elderly to trip over. A lot of the pavements on the estates are in very poor condition.
23	All footpaths and cycleways need annual visits and all hedging kept so old, including the visually impaired, can use them
24	All for it?
25	All 'LSC' routes defined above must be wide enough and have tarmac surfaces to accommodate mobility scooters. In particular, the surface of the Town Trail (LSC1) has become so eroded I cannot use it on my mobility scooter. I would remind the council that when Hereford and Worcester County Council upgraded it from a muddy footpath, it used a grant from the EU, one condition of which was it must be open to pedestrians, disabled users and cyclists. As successor to H&WCC, Herefordshire Council is obliged to maintain it to the original standard. This legal requirement remains, despite Brexit.
26	All new developments need to be connected by safe footpaths and cycleways to the town centre area and the schools
27	All of our footpaths and cycle paths/connections need good regular maintenance and checking
28	All the 'LSC' areas identified must include/retain cycle use. In particular: LSC1: The Town Trail (TT) has been badly neglected and surface erosion has been a continual problem ever since it was opened for use by cyclists and mobility scooters, as well as pedestrians, in 1998, by the then Hereford and Worcester County Council. This was match-funded by the EU. The original width of 2m is seriously reduced by vegetation encroachment. It is now NOT FIT FOR PURPOSE. The EU funding was on condition that it must be open to all non-motorised users (except horses) - which includes pedestrians, cyclists (including e-bikes) and disabled users with their conveyances. This condition remains incumbent on H&WCC's successor (ie. Herefordshire Council), despite Brexit. The bridge across Orchard Lane is only 850mm wide, which falls foul of the DDA. A bridge that was originally proposed to carry its northern end directly into the station yard was never built, due to lack of funding. ● The surface has worn down to its substrate, such that it is uncomfortable on

	<p>a road bike. The situation is much worse for mobility scooters and pushchairs with their smaller wheels: I have not seen a mobility scooter on the TT for well over a year. Ledbury Area Cycle Forum (LACF) has advocated a tarmac surface for many years: this would cost more initially but it would remove the need for continual patching up and removal of vegetation. The surface could be beige non-slip chippings: the canal towpaths in the Dudley area were resurfaced this way a few years ago and look attractive. ● The bridge over Orchard Lane must be replaced with one that is at least 1.2m wide. The existing bearers could accommodate this: a prefabricated replacement could be installed with minimal disruption to road traffic beneath. ● Put the station bridge on the 'wish list'. The existing TT exit will become a safety issue, now those who think they know better have forced a single access to viaduct estate via the Bromyard Road. This, together with lifts by the footbridge, will provide a seamless link to the rail system for non-motorised users.</p> <p>LSC2: Must include a cycleway - particularly where the extension goes under the viaduct. There was an old PRow (LR15) under the viaduct, which was on the 1956 definitive map but was omitted from the 1968 map: thus it has been lost. It is worth noting that the Countryside and Rights of Way Act (2000) has a provision that all missing links must be claimed before 1st January 2026 - this date falls within the timeframe of this NDP. LSC3: Change status from 'footpath' to 'bridleway' of: LR13 (from southern end of Green Lane by the stile where another footpath [LR33] joins - to Homend Crescent); and LR14 (Upperfields, running south to join LR13). Currently, the south end of Green Lane (a permissive route open to pedestrians, cyclists and horse riders) is legally a dead end for cyclists and horse riders! LSC4: No path within the New Mills estate, apart from the one that leads past the back of the primary school, can legally be used by cyclists. These are only 6 feet wide. Current guidance for shared use paths is 3m width, and certainly no less than 2m. Paths defined by LSC4 must be widened to 3m and open to cyclists. LSC5: Must include cycleways, primarily for use by residents of Hawk Rise as a partially traffic-free route to the town centre.</p>
29	All three wood paths need improving, Leadon river side walk again needs paths all the way. Old line back also needs better paths
30	Allow electric disability scooters better access to pavements in and around town centre. Lower pavement height for wheelchair access, Wider pavements.
31	Although I would like to see new green footpaths, cycleways and wooded areas, the existing paths/cycleways and wooded areas need to be properly maintained, most are in a very poor condition, with metre high stinging nettles and weeds, overflowing rubbish bins and dead/decaying trees. Unless these areas are properly maintained I see no point in adding new pathways/green spaces which will in turn be left to become overgrown and at times inaccessible.
32	An interesting high level route into town for the new development around the viaduct could be built next to or part of the viaduct allowing people to reach the rail station and that area of town in an interesting and direct route
33	Ancient woodland should be protected from tarmacked surfaces which would damage wildlife habitat.
34	Any cycle ways which can be built, should be. I arrived in the town 18 years ago, coming from an urban setting where I used a bicycle every day. I rarely cycle now as Ledbury is far too dangerous. Either the roads are too narrow (Bye Street, New Street) or too fast and dangerous (the bypass).
35	Apart from town trail and New Mills/primary school, there aren't designated cycle paths, also signs are worn on New Mills so hard to see which side should be cycling on. Would like to see it made safer for cyclists through the town
36	Area linking Aldi, Browning Road & Barnett Avenue
37	As above regarding maintenance of the town trail
38	As an older resident, I am denied footpaths by having to climb styles. I can open gates without problems.

39	BEING DISABLED 1 CANNOT HELP WITH QUESTION 5D
40	Better cycle paths around town/bypass.
41	Bromyard Road (existing)
42	Browning Road to Aldi & over to Barnett Avenue
43	Cabbage Lane footpath would be improved if cyclists dismounted - someone will be seriously hurt soon. The area bordering the Worcester Road (o/s the Police Station) is a disgrace! Self seeded trees and well rooted brambles will cause future problems.
44	Can the tarmac footpath at the foot of the recreation ground be widened. This will assist elderly folk in wheelchairs go to an from Leadon Bank hoe. Also a Zebra crossing here across the road below the footbridge.
45	Canal regeneration for wildlife and recreation
46	Complete footpath from Longacres through recreation ground past Community Centre across Lawnside Road into car park and across car park to footpath to Homend, thus not having to walk on narrow footpaths of Bye Street to go into town.
47	Completing the Town Trail - i.e. Little Marcle roundabout to Homebase roundabout.
48	Completion of the restoration of the Hfds & Glos Canal will provide footpath, cycleway and access to green space.
49	Connections to town centre linking footpaths from new developments
50	Consider a footpath the directly connects Dog Hill with Conigree close to Shears Bank Provide a connection between Riverside Walk and Redhill Wood
51	Continuation of the all-weather surface wide pathway between Aldi and L2(?) along the LDA meats frontage. Upgrade all existing active travel routes to include widening, improved surfaces, eco-lighting and on-going maintenance e.g. cutting back encroaching vegetation. See DfT publication 'Cycle Infrastructure Design' for new standards covering cycling infrastructure.
52	Continue to maintain existing and improve where necessary, extend where possible.
53	Continuous paved path is required between Ledbury and Parkway. Existing path is impassable during winter months due to mud and waterlogging and is often overgrown in summer.
54	Create mountain bike /pump track within the wooded area which runs alongside the bypass from full pitcher round about to Little Marcle Road roundabout
55	Creating a walking and cycle way along the proposed route of the reinstated Hereford - Gloucester canal from Staplow through Ledbury and on to Dymock and Newent (to form the effective tow path route); create an effective cycle and walking route from the Southend in Ledbury into the centre of Parkway to connect with foot paths going on south into Gloucester to increase connectivity; improve the pavement from the bypass opposite the Full Pitcher on the Ross Road to better serve safe walking and cycling access to the Rugby Club and the Cricket Club and also the Pughs business area; reinstating/extending the original footpath from PRow LR6 from the Dymock Road west to cross the River Leadon and connect with LR6 on the other side to improve walking and cycling connectivity west into the wider Gloucestershire
56	Cut Throat Lane needs improving in total length - it is now a must.
57	Cycle and footpaths both sides of the river Leadon stretching as far north and south of the town as possible.
58	Cycle lanes should be incorporated into more roads and the quality of the roads improved to encourage cycling and prevent accidents. Footpaths and styles/gates need upkeep. Consider appointing Foot / cycle path wardens.
59	CYCLE PATH ALONG A417 TO PARKWAY ALSO MARCLE ROAD TO PRESTON
60	Cycle path along the river & better access to the riverside walk too.
61	Cycle path to Wellington Heath. Maintain the pathway to Parkway.

62	Cycle paths will only encourage cyclists if they are safe; with an ever aging population in Ledbury, we should be ensuring that the car is no longer the primary means of transport and cycle paths should be created dedicated to cyclists and pedestrians only.
63	Cycle path improvements
64	Cycleway along the bypasses
65	Cycling through the town centre is a horrible experience due to all the cars parked on the side
66	Designated and properly surfaced cycle paths from the new developments to the station and the town centre would discourage car use. Maintenance of existing footpaths and walk-ways need to be improved as many are overgrown and hazardous.
67	Develop the canal as a lot of newer residents don't know there is a canal.
68	Do not feel qualified to make suggestions.
69	Dog Wood, Frith Wood - unable to park to be able to enjoy the woods (disabled persons)!!
70	Dog Wood, the pathways need clearing - Leadon walk areas need improving
71	Ensure the two new, massive developments are integrated into the existing, excellent system of footpaths and the Town Trail. These new communities should be connected to the town without the need to use road vehicles. Also ensure there is pedestrian access to the former Countrywide site (to support it's inevitable retail development), the potential new playing fields and the massive new community to the south of the town. This new community appear isolated with limited pedestrian access.
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75	Excellent footpaths, cycleways and ecological corridors should be a condition of any new planning permissions granted in and around Ledbury
76	Existing are adequate.
77	Existing footpaths need improving as they have sunk below the existing land and therefore flood and get very muddy.
78	Existing footpaths should be better maintained. Too many have significant growths of weeds and bushes/trees to make them safely accessible. All existing footpaths should have complete bans on e-scooters to keep them safe for old and young alike
79	Extend footpath LR6 to join LR37 including a bridge over the river Leadon roughly where the old GWR railway crossed the river
80	Extend LR6 to meet LR37 by crossing the R Leadon. Create a circular cycle route around Ledbury

81	Extension of footpath from Wye Fruits to Bromyard Road trading estate. More lighting on footpath from Full Pitcher to Rugby Club.
82	Footbridge over the by-pass for the Herefordshire way. Improved signage for the Herefordshire way.
83	Footpath - I would like to see improved footpath links to NW, W and SW of the town to connect the town better with its countryside. A particular focus could be new route accessing Wall Hills Iron Age hill fort. Cycleway - I would like to see the town trail following the old railway line extended connecting the town towards Newent and avoiding the need to cycle on the dangerous B road to Dymock. This would provide good linkage between these small towns benefiting both settlements and bringing in people to use town facilities. I would like to see an accelerated programme of canal restoration to the north of Ledbury providing a recreational and tourism facility and adding character to the town.
84	Footpath (permitted access) to the ancient camp round the top of Wall Hills (surely the BEST place to see the town!). Improve off-road footpath up Knapp Lane to 'Four Ways' (significant safety issues).
85	footpath between Ledbury and Wellington Heath.
86	Footpath creation from Wellington Heath to Beggars Ash to avoid pedestrian use of a hazardous road section. Add a ramp to the steps leading to Green Lane to permit wheeling of cycles. Convert the footpath to the Lower Road Industrial Estate into a cycle path. Create cycle access to the proposed northern housing estate using the canal tunnel and viaduct.
87	Footpath from Little Marcle Road below Heineken
88	Footpath from Parkway into town along the A417
89	Footpath from the Full Pitcher roundabout to the new cricket field is too narrow and overgrown causing dangerous situations. Dedicated footpath from Hawk Rise to John Masefield school and centre of town should be promoted, clearly identified and maintained.
90	Footpath LR7 to be enhanced and protected from access through to Parkway and to include LR6
91	Footpath on side of new care home and old cricket ground to be reinstated as currently fenced off by developers
92	Footpath through woodland beside Beggars Ash. Also speed limit of 20 mph
93	Footpaths and cycleways should be encouraged everywhere
94	Footpaths are good around town but maintained regularly with overhanging trees pruned and nettles cut back. This is a hazard and potential danger to cyclists and runners especially
95	Footpaths are not kept tidy - lots of overhanging branches and hedges out of control grass verges rarely cut
96	Footpaths between new estates
97	Footpaths between Parkway and Ledbury are poorly marked and when one finds them one encounters dangerous bridges over streams. The current alternative is to follow the path alongside the A417 involving crossing the main road several times as the path is not continuous on any one side.
98	Footpaths need better signposting, footpaths need much more improvement e.g. Eastnor path off Worcester Road is very bad. Improve the pedestrian access through the town
99	Footpaths that end at the bi-pass and have paths only one side and therefore the need to cross the road, then, before long, cross back again. Many crossing points are unsighted, and traffic often sweeps round the bend too fast for safe crossing. Crossings at the various roundabouts are not always well sighted and subject to fast traffic as above. More traffic calming or slowing schemes would help. And better sited crossings.
100	Footpaths, Cycleways and Public Rights of Way do not "retain and increase biodiversity". Increased human activity destroys and reduces biodiversity. The increased human use of Frith Wood and the

	adjacent orchard during the lockdowns resulted in garbage strewn across the orchards and meadows, people digging up the 'biodiverse' Frith Wood to make their own (illegal) mountain bike paths, etc. Retaining and increasing biodiversity is best achieved by REDUCING human interaction with natural areas. Please preserve these areas for future generations.
101	For residents of New Mills, a pavement should be continued on S side of Hereford from Golding Way up to the bridge. This will allow safe pedestrian access to the new vet practice without clients and their dogs having to cross over to N side (at Golding Way) and then over to the S side again to the vets. Clients need then, not to use their cars!!
102	Forget the idea of the canal it is a waste of money unless it was fully restored all the way to Gloucester and that isn't going to happen! The footpaths around Ledbury particularly in the Leddington area are in poor condition/blocked. There should be enforcement against land owners who fail to protect rights of way.
103	From Wellington heath to Ledbury parallel to the road just the other side of hedge in current fields.
104	Goes without saying - to keep and extend as rest of town and surrounding area going to be trashed
105	Good idea but no suggestions.
106	Green space linking Aldi to Browning Road & extending to children's play park at end of Barnett Avenue
107	Have insufficient knowledge to make informed comment
108	Hawk Rise & St Catherine's Grange Developments are currently isolated from access to green spaces & wildlife. Serious consideration should be given to resolving this issue.
109	Hereford roundabout, through new development to Allotments and beyond to Wellington Heath and across the bridge towards Priors Court, possibly following the route of the canal
110	Herefordshire Way between Lower Road and by-pass
111	I believe that Ledbury already has a good footpath network
112	I can't think of any
113	I consider that many parts of the local infrastructure need improvement. Cycleways, footpaths to local communities need improvement, also many local roads will require widening.
114	I do not think any public money should be spent on the Herefordshire and Gloucestershire Canal. A better and cheaper way to develop pedestrian/cycleway linking between neighbouring parishes would be simply to build or enhance paths without the facility to tow anything!
115	I don't think cycleways are needed in a town of this size.
116	I presume that a footpath/cycleway is planned from the viaduct housing site into town.
117	I tell you what can be done to existing paths and cycleways - keep them looking tidy and attractive by cutting back all the overgrown weeds and bushes! They're an absolute mess at the moment. i can't see how we can maintain new paths when we can't even maintain the existing ones.
118	I think it is important to nurture our natural environment for both residents and visitors to the town.
119	I walk my dog around most of Ledbury and have no complaints about any of the walks
120	I would like to see better access to the train station for cyclists and pedestrians. Current access seems to have been created for cars and ignores the safety and ease required for cycling to the station. I would also like to see all of the town trail to have priority over vehicular traffic where the routes meet. For example, I would like to see a pelican crossing across bridge street and a cycle lane running along little Marcle road to connect the town trail. I would generally like to be able to cycle around Ledbury with my family and not have to worry about crossing roads and meeting cars and lorries. A lot more could be done to make cycling a better, quicker and safer option to travel in Ledbury, and I think that would be of benefit to everyone.

121	If cycle ways can safely be provided on routes where there are none, please do so
122	If not possible to obtain Ledbury Park for public use, a footpath across the park to Conigree Wood would be a great addition to network of footpaths.
123	Improve footpaths / add cycleways towards Eastnor Estate.
124	Improve safety of pedestrian access from Wellington Heath to Ledbury. Pedestrians currently using beggars ash road and no footpath. Accident waiting to happen.
125	Improve the existing cycle track and manage on a regular basis the woodland
126	improve Town Trail
127	Improved footpaths and cycleways from Wellington Heath, particularly in light of proposed new development making road busier. Cycleway along riverside but separate from footpath. Need to lower exit from town trail by station to improve visibility for both crossing pedestrians and turning traffic.
128	Improved maintenance of Town Trail Canal towpath
129	Improved surface from the Leadon Bank home over the Line Bank to train station wide enough for wheelchairs and a handrail for stroke victims please - one day it could happen to you!
130	Improvement to path between LDA - Leadon Way.
131	Improvement to paths on land by Hawkins (The Farm)
132	Intersperse them with housing developments that are being created on green areas
133	It is essential that existing footpaths be properly maintained. Currently there are NO steps providing SAFE access ON THE PUBLIC FOOTPATH TO The Full Pitcher playing field and from the River Walk at the Little Marcel Road roundabout.
134	It is vital that there is improvement to access to the cricket club and Rugby Club. It's an accident waiting to happen with the lack of a safe place to cross the roads from the town centre and housing estates.
135	It may be beyond the scope of the LDP, but safety for cycling should be promoted, not only within the town, but bringing visitors from the wider hinterland and satellite villages. The A449 in particular is, in my opinion, fast and unsafe for cycling, as well as the Ledbury bypass.
136	It would be good if the town trail (or equivalent loop) could be completely off road
137	It would be great to seek a new permissive path set up into Wall Hills. This could lead out onto Falcon lane which would then open up more circular routes onto the lanes and existing footpaths just outside of town. We really should be making more of our footpath network.
138	It would be nice if there was a safe cycle route from town to link up with the lanes to Old Colwall, Petit France etc to the north east of Ledbury. Cut Throat Lane and the Worcester Road are dangerous to cycle on, and the only current alternative is Church Street and then the paths through Dog Wood. Make a cycle route up Church Lane then Dog Wood to connect to W Hill Road ? LSC3 sesm to be a great plan !
139	It would be sensible to provide cycle routes to the surrounding villages to encourage less vehicular traffic into town.
140	It would be wonderful to have cycle paths for people who like to pootle along on a bike - but are not sports/race cyclists. I'm afraid to get on 'real' road
141	It would be wonderful to include a cycleway/footpaths into the green corridors around the town with crisscrossing interconnections.
142	Just keep those already formed litter free. Bins need to be emptied more often
143	Just tidy up what we have and make them safe. Cut back verges and hedges that impede them, get markings on the paths re-instated and added to for safety of all. Do this and we have sufficient within the town. Why add more if we cannot keep what we have in good order!
144	Keeping foot path and pavements in good repair making sure there no potholes or broken slabs to keep the elderly safe.

145	Keeping the Ledbury to Parkway footpath free from brambles and mud would be helpful.
146	Knapp Lane is used by many pedestrians to access Frith Wood. It needs to have a pavement/footpath up one side to make access safer. The 20 mph speed limit should also be made permanent and enforced.
147	Leadon Way foot path - floods in winter. Footpath on Much Marcle (?means Lane?) behind Rugby Club doesn't go in a loop. Footpath up by new housing - opposite Deer Park - busy road to get to it.
148	Ledbury is well supplied with footpaths and town trail. Developers should be required to link open spaces to the existing recreational/open spaces. Such footpaths should be incorporated in properly designed residential areas.
149	Ledbury Town Trail is one of the towns greatest assets. I suggest that this be improved and REGULARLY maintained with more notice boards relating to wildlife, etc.
150	Local footpaths are often overgrown or poorly sign posted - stiles (e.g. opposite Acrimec, Bromyard Road) are often poorly maintained - even dangerous
151	Maintain existing routes through Little Marcle Road area including lanes and the Herefordshire trail
152	Maintenance necessary
153	Maintenance of footpaths through the Deer Park development, both track and planting alongside, with minimal curb: to facilitate easier access for wheelchairs and mobility scooters.
154	Make Knapp Lane one way only
155	Manage greenery on old railway line walk through town, dirty and doesn't feel safe. Browning walk way requires cut back greenery/clear to path edges, remove rubbish empty bins feels threatening to walk. Covid does not stop o/s work!!
156	Many of our local footpaths cannot be accessed by older people such as me because they have a stile to climb. A gate would be welcome.
157	maybe walk round proposed sport and recreation areas (circular loop connecting Ross Road/ Full Pitcher roundabout & Little Marcle road roundabout.
158	More all weather paths usable for wheelchairs and pushchairs.
159	More benches or some form of folding chair system for people walking into town or out of town sites such as Aldi.
160	MORE WILDING IN LEDBURY
161	Most foot paths in the town are totally impassable to manual wheelchair users because they are not tarmacked or adequately maintained.
162	Much more could be made of Frith woods and conigree woods
163	Nearly all pavements out of town need attention, Ledbury has an elderly population who are being encouraged to walk. Most pavements are verging on dangerous
164	Need a pedestrian crossing near the station to allow access to the town trail and station for people with children, or mobility problems. More housing on the Bromyard road will make crossing impossible at busy times. You take your life in your hands with little children
165	Need more cycling paths! Enforcement of 20mph speed limit!
166	Need to ensure that ancient woodland is protected from formal/tarmacked surfaces and inappropriate lighting which would be harmful to wildlife and diminish the feeling of countryside within the town.
167	New to the area so not that familiar with areas that could be made available
168	New to the area, not sufficiently aware yet.
169	Not really
170	Not really Ledbury has great walkways and easy access to some great areas. I don't feel there need to be a change

171	Not required
172	On old plans for the area Hazle Close and Martins Way these show a walkway from the green area at the top of Hazle Close at the rear of properties down towards Martins Way. This path has been blocked by the extension of gardens.
173	On the Marcle/Ross side of the River Leadon
174	One of the most necessary improvements is the provision of vehicular routes to, through and from Ledbury
175	Paths on New Mills Estate are a great example. Its a shame there are so few green spaces on the new estates Hawk Rise etc.
176	Paths south of Ledbury - to Parkway
177	Pathway along the River Leadon off by-pass (realise flooding erodes paths) also Line Bank Path from Oatleys Road to playing fields
178	Pathway/cycleway needed from Parkway to Ledbury. Current pathway is not continuous, unlit and often unpassable due to overgrown vegetation or mud/ waterlogging. Speed of passing traffic is also dangerous to walkers and pedestrians
179	Pathways to Wellington heath
180	Pavements need improving as priority in town !
181	Pedestrian access across the by-pass i.e. from the Full Pitcher to Riverside Walk is daunting making access to the green space and Ross Road for sports facilities a problem
182	Perhaps safer access to path along riverside could be considered - crossing by-pass not easy. Otherwise Ledbury is well catered for in access to green spaces.
183	Please could the old railway line from Ledbury Station across to Bye Street be regularly maintained both on the ground and surrounding trees. It is quite muddy at times and overgrown and narrow particularly nearer the station.
184	Please put a 3 foot strip of tarmac all along the length of the Line Bank which will be better in foul weather and encourage more use of the train station for residents
185	Please remove stile and replace with a gate to allow access for disabled people up the footpath from Bromyard road to Frith woods
186	Precedence should be given to walkways and cycleways so that existing ways are well maintained for safety and other reasons. Both should be improved and increased to reflect increased and changing needs
187	Prioritising Knapp Lane for non vehicle use and safer pedestrian and cycle usage.
188	Proper signposting for all the many local walks. 20 years ago these were all wonderfully labelled and signed and gates and stiles were in good condition. The access to Eastnor from the Worcester Road is very bad.
189	Provide easy access, especially for the elderly, the disabled and for parents with small children. On footpaths remove stiles and replace with gates. The river walk foot paths have been damaged by flood water and need repairing or replacing Improve the quality of the paths, many in Ledbury are lower than the surround, and consequently fill with water when it rains. Children on the way to school often have to walk through mud at the side of the paths to avoid the puddles in them!
190	Public paths are often in need of maintenance and improvement. My OS map shows a bridleway near the Rugby FC. Unless it has been deleted from the definitive map this should be kept (I do not know any detail about this). I am afraid that officialdom is slow to react to the value of bridleways but they are an important means of separating horses and vehicles.
191	Railway trail near Woodleigh Road needs tidying up. It is very muddy!. It would be good to have a tarmac path so it could be used in winter. Bins need sorting out. Most of the winter the town trail by the Leadon is unusable. a marina would sort out the flooding problem.

192	Rather than have additional footpaths etc money would be far better spent maintaining the current infrastructure properly. The town trail is in poor repair where the stairs are falling apart and many of the footpaths around the New Mills estate are overgrown and in poor repair. When funds are tight we need to look after what we have not make more.
193	Rather than new cycleways improving the road surfaces to facilitate better cycling safety in general should be a priority.
194	Recreation facilities should be enhanced, Deer Park area facilities needed
195	Replace footpath L35 access at Leadon Way to sports and L9 field and cricket pitch to join at cemetery
196	Replace metal bridge on Line Bank to allow mobility scooters to use it.
197	Riverside needs cycleways.
198	Riverside Walk / Cycle Trail
199	Riverside walk needs a proper path. Muddy six months of the year.
200	Safe Colwall to Ledbury cycleway for high school children
201	Safe provision for walkers and cyclists up and down Knapp Lane. Access for buggies and wheelchairs along the track through Frith wood which is currently obstructed by a locked gate. The kissing gate is too small to fit a buggy through.
202	Safer crossing at bypass
203	see 5c (Perhaps on part of the land behind the Full Pitcher, the rest there as open space with footpaths)
204	See answers to previous questions (Under or near the viaduct)
205	See comments under Q 2C (Maintain and encourage existing projects)
206	Severe speed bumps on Lower Road
207	Slow way to adjacent villages would be good
208	Some form of decision about 'users' will be required. I foresee the increasing use of electric wheelchairs if the current network of footpaths is extended.
209	Some form of pedestrian pavement / safer access up Knapp Lane for people on foot would be welcome. The Town Trail, Riverside Walk and Dog Wood all badly require investment to bring them up to standard. Much of the footpath infrastructure around Ledbury is crumbling due to lack of investment, and some paths will soon become unusable (e.g. the steps up to Top Wood).
210	Some way to cross/descent from the woods at the edge of Deer Park
211	Status quo is fine.
212	Surveys consistently show that the single biggest barrier to getting people cycling is the perception that it is unsafe, and not everyone feels confident riding in traffic. If a key objective of the NDP is to mitigate the effect of climate change, then we need a seismic shift in mindset, to reduce the number of car journeys, especially those of very short duration e.g. someone living in Ledbury just popping down to the shops. An internal combustion engine (ICE) is notoriously polluting at slow speeds in low gears and before it reaches full operating temperature. Very few neighbouring parishes have safe cycling or walking routes into Ledbury. I only live 3 miles or so out of town, but what should be just a 10 to 12 minute bike ride is far too dangerous to contemplate. The risk of death or serious injury from cars and lorries on the main A438 is just too great. Even if I turn into Falcon Lane, I then still have to negotiate big lorries entering and leaving the UBL and Haygrove Redbank sites on a narrow lane. The risk of being crushed at low speed by a juggernaut driver high up in his cab not seeing me in his blind spot is not one I'm willing to take. However insurmountable it may seem, we need to develop a can do attitude to getting landowners on board with enabling the idea of completely separate cycling and walking corridors. The recent flooding in Germany and epic heatwaves in the USA and Canada must surely be a clarion call for action. Trying to put cycle lanes alongside a main road is not the answer as the physical

	<p>separation is too small to reduce risk of death and serious injury if a motor vehicle goes astray. Electric cars and vans may reduce pollution by having zero exhaust emissions but they are still relatively rare and full size electric HGVs are probably decades away. Regardless of whether a vehicle is powered by an electric or ICE engine they are all potentially fatal if they hit a cyclist or pedestrian. CHRIS Boardman, The cycling commissioner for greater Manchester and former Olympic cyclist, has painful experience of this after his own mother was killed when out cycling near her home in the Wirral. Here's a useful link to his thoughts on why we have allowed certain mindsets to develop and why now is the time to recalibrate our thinking on making cycling an attractive way to get around for more people doing normal everyday local journeys. https://www.cyclingplus.com/articles/chris-boardmans-fight-for-safer-cycling/</p>
213	Tarmac the old railway line so that cyclists can use it and wheelchair/pushchair users. Many of the public footpaths signs and stiles need attention to make them safe and visible
214	The area between the river and the bypass should be improved
215	The Bridge over the Leadon on the B4214, Bromyard road, would be safer, if it had a cycle/foot path cantilevered out from each side
216	The Bromyard Road is dangerous to cyclists, traffic travels fast and there are places where there are no verges especially the corner at Staplow near the Oak. The only option for avoiding this is a very steep detour up through Wellington Heath with a hill climb that only the very fit can manage. With the viaduct development coming this will get worse. A cycle path next to the Bromyard Road all the way from the viaduct to Bosbury would be fabulous though I can't see that being funded anytime soon. The ever increasing popularity of cycling for recreation has seen a rise of determined "mamils" (middle aged men in lycra) putting themselves and drivers at risk on this road added to fruit pickers etc sometime on unlit bikes without much road sense
217	The canal itself is wishful thinking and I can't believe it will be re-built (certainly not in my lifetime) to be anything other than a plaything for a few. But re-imagining the route (including part on the old railway line towards Dymock) as a leisure trail has great attraction. Also, a waymarked Ledbury to Malvern route, suitably publicised could bring tourists in. Walk one way - train back the other (with a meal in between!). Such a thing may exist but takes some finding. Better access into the Conigree would help - not struggling up a muddy stream! Again waymarked family trails sculpture trail etc. would make people more active. I am sure the Forestry Commission might have some ideas.
218	The canal reinstatement is about the best possible opportunity to bring both tourism, revenue and safe green space to Ledbury.
219	the current town trail is not really suitable for powerchair/wheelchair users because of its rough surface, so ideally a more suitable surface, less bumpy, and also with plenty of exit points especially when in the cutting at the south,, would make the town trail be more disabled user friendly and safer for all, a key issue.
220	The footpath just below the Co-op would be 1 metre wider if the residents were made to cut their hedges to the boundary, also on Homend Crescent.
221	The Homend, Bridge Street, Bye Street, the approach to the train station, The Langlands (where many train travellers now park and lots of lorries do a U-turn) all need to be improved, the aim to get everyone out and about on foot surely only works if the areas you walk and cycle on are safe to do so - Ledbury's roads are pot hole central, the filling of them is not of a good standard so they open up, get filled up, open up again, get filled again, open up again - look at the new JCB equipment available at a fraction of the cost of the current service and just get it done once and properly - same with pavements a lot of areas where the top layer has its own mini pothole and those just are not filled making it very dangerous for the many elderly, infirm and physically challenged to safely walk anywhere.

222	The more paths we have promoting green spaces and wildlife the better. However it is important to maintain the existing paths we have. I.e. the more the merrier as long as we can afford to maintain them to the required standard.
223	The new estate (hawk Rise) has no pedestrian or cycle access to Dymock Road. In fact, the only way out of the estate is via the new ring road roundabout - this assumes that the only place people wish to walk is into Ledbury - not so. If access to Dymock Road and other footpaths could be made it would be gratefully appreciated by the residents.
224	The old canal/railway line walkway from the bridge on Bye street heading towards Little Marcle Road is in need of serious maintenance. There is a ditch/drain that is very unsightly and requires clearing properly. The area also seems dark and dingy probably due to the tree canopy and in my opinion spoils an otherwise lovely walkway.
225	the old railway line from Woodleigh Road through to Bye Street could do with improvement.
226	The old railway line has potential from the station to Little Marcle Road. Perhaps connect with the Primary School on this.
227	The old railway track from Little Marcle Road up to the town is not maintained in any way.
228	THE RESTORATION OF THE LINE OF THE CANAL ALONG THE R LEADON SHOULD CONTINUE TO BE A STRONG ASPIRATION
229	The Riverside Park is badly in need of a massive makeover - it is largely huge clumps nettles and brambles with a tiny footpath which is kept strimmed through it from the Ross Road Car Park to Little Marcle Road - the whole section needs a massive makeover, with no nettle or brambles.
230	The riverside walk from the Leadon Valley picnic site to the Hereford road could be a wonderful "green" asset. However due to neglect and lack of maintenance it does not fulfil its potential. Damaged seats with no view. Litter bins frequently overflowing. Dog faeces left on and beside paths. Grass which has been head high. No view of the river in places due to excessive undergrowth. Debris in the river itself. Broken steps (broken for over 18 months) Shrubs planted and then ignored. Strategic corridors and enhancement zones sound wonderful on paper but are pointless without correct maintenance and skilled management. PLEASE look after what we have already first.
231	The steps on riverside Walk need repairing/replacing to provide greater access for all.
232	The town is generally well served by footpaths but the introduction of the development around Hawk Rise and soon at the Viaduct it would be easy to extend Town Trail.
233	The town seems well served with public footpaths.
234	The town trail is a huge asset. I would support the creation of footpaths and cycleways within some of the green corridors identified above, wherever possible.
235	The Town Trail is badly in need of widening (for cyclists and other users) and better maintenance.
236	The Town Trail needs urgent attention, and the footbridge near the primary school needs widening
237	The Town Trail should be extended and improved.
238	The Town Trail would benefit from better access to the railway station at its northern end. At its southern end it rather tapers out at Little Marcle Road. A better trail from there to the bypass, and over it towards Dymock would be a considerable improvement.
239	The Wellington Heath NDP asks for an safe off road walking/cycling route avoiding the Beggar's Ash junction and connecting their existing footpath which ends at Withers Fruit Farm to the station through the land to the east of the Bromyard Road. Getting a safe footpath/cycleway link from Gloucester Road Roundabout to Parkway is important. Making connection to the paths entering Connigree via The Bullen off the Gloucester Road and connecting to the Bovis/Barratts site is needed. Reinstating the canal towpath, in advance of the canal, for a safe walking/cycling route through the parish to Dymock and connecting up to the allotments on the Bromyard Road

	and beyond to the wharf at Staplow is needed. Reinstating the footpath alongside the Coop to connect to the top end of Pound Meadow. Reinstating the footpath connecting Pound Meadow to the John Masefield playing fields. Providing a high level/bridge walking cycling crossing of Leadon Way between the intersection of the Bovis/Barratts site and Shepherd's Close to connect the new unplanned southern extension safely to the town.
240	The woodland walk between Little Marcle Road and the Full Pitcher needs some kind of hardcore laid, in wet weather it is like a bog in places.
241	There are a lot of little-known "ginnels" or alleyways that should be mapped and might afford some more green space verges. I believe there is a brook running through New Mills estate down to the river.
242	There are a lot of mobility scooter users in town so good surfaces and places to manage kerbs need to be monitored.
243	There are a multitude of pathways; maintaining them is the issue. I don't observe much demand for cycle use.
244	There are a number of footpaths available but not all maintained to an adequate standard, especially after extreme weather.
245	There are many footpaths and connecting paths between roads. I hope they can be included in new developments. Developments the other side of the by-pass are more cut off to the town - not as safe for children - walking.
246	There are quite a good amount of footpaths, but need to be kept tidy. We do need more cycleways.
247	There is an overgrown path between Homend Crescent and the Homend which needs strimming please
248	There should be a cycle path/footpath between the Scout camp at Staplow and the new development on the Bromyard Road. The road is REALLY dangerous for walkers and cyclists and it is only a matter of time before a serious accident happens here. There are already walkers, cyclists, fruit pickers and scouts that are in great danger and with the increase in traffic accidents will happen.
249	There should be access along the gravel track in Frithwood for wheelchairs and pushchairs. There is a locked gate and the kissing gate beside it is too small to get through. There should be a safe route for walkers up and down Knapp Lane. Many people walk up to the woods and the road is extremely narrow and hazardous with passing cars.
250	there should be cycle paths established on all main entry routes from local villages (e.g. Bosbury) into Ledbury currently these roads are dangerous rat runs and are dangerous for cyclists.
251	This question does not tally with 5d in booklet. Assuming I am responding to definition in questionnaire, again I reiterate that a canal which stops before Hereford Road and is thus a dead end is a white elephant and endangers residential properties.
252	Through the Conigree wood towards Eastnor
253	to the existing allotments to Wellington Heath to Parkway
254	town Trail - dig tunnel out at Bridge Street + bridge or tunnel at Railway station to cross to town trail and cycle path the length of the bypass and other cycle paths in and around Ledbury. Footpath up to Wellington Heath.
255	Town trail Path from Aldi towards Primary School
256	Town trail Riverside Walk
257	Town Trail - the surface is poor in many places - make the narrow ped. bridge over Belle Orchard wider to accommodate cycle use Riverside Park - replace rotten steps down to the weir area, improve surface in many places Any/all peripheral housing developments should be required to provide proper (not token!) pedestrian and cycle links - esp. to the town centre.

258	Town Trail to be made all weather surface. The path along the river from the Homebase roundabout to UBL roundabout to be made all weather plus please mend the steps !!! The footpath to be kept clear that runs alongside G Baker depot on Ind Estate to bridge/access across the bypass
259	Tree lined streets, more green infrastructure on the rec.
260	Try to maintain what we have.
261	very important perhaps to ask a younger person
262	We are in urgent need of a footpath up and down Knapp Lane from Homend to the Track footpath which leads into Frith Wood. many pedestrians, including older people and children, walk along the side of the road which is very busy. Whilst there is a 20mph speed limit this is honoured more in its breach. Hundreds, probably thousands of cars use this road as a cut through from Homend to the Worcester Road. This makes it an accident waiting to happen. A footpath here would promote pedestrian access to Frith Wood and to Dog Hill Wood, reducing the dangerous number of cars which park along Bank Crescent. Consideration should also be given to making the Homend entrance/ exit from Knapp Lane one way.
263	We do need additional cycle paths, so it is safe for families to cycle (not designated areas on existing roads). Would be great to link these with woodland areas.
264	We have many paths but they are not maintained well so are not usable all year round or by disabled residents or visitors. More maintenance of surfaces and improved surfaces, plus maintenance of greenery alongside paths, would mean all were much more usable all year round and by those who are mobile and less mobile. Having moved here two years ago, I have noticed just how little maintenance there is of all paths and greenery around town.
265	What about the Town Trail
266	Wheelchair / pushchair access required at all entrances to riverside park - paths, bridges, gates, ramps. Path from New Mills under the viaduct to new houses. Special pedestrian crossings at Bromyard Road junction and station bridge. Improve paths to the East of Leadon Way, Homebase to The Full Pitcher
267	when I used to walk to school I would feel unsafe often as there is no lighting. The pathway between Parkway and Ledbury is not continuous so you have to cross the busy road at least twice - which is dangerous. In winter the path is impossible so you have to walk in the road which is really scary.
268	Wherever possible
269	Whilst many exist they need to be better maintained - lots of overgrowth restricting use
270	Who is paying for all this?
271	Why waste money restoring the canal when only the path is needed for connectivity ?
272	YES
273	YES
274	Yes down the river from Pughs side on all the way to Dymock and also north along the riverside

Question 5e: Do you think more or improved children's play areas are needed and if so, where?

No.	Comment
1	Need to make sure there is enough play areas and equipment and it is maintained.
2	1. more play equipment is needed in the park adjacent to the community Hall - age range 3010/ 11-18/18+ 2. toilet facilities on site. 3. shelter with seating for rainy days. 4. Possible cafe/snack bar on site - see parks in Cheltenham on this.
3	A play park skateboard area could be included in the proposed sport field extension. The main problem at present is the accessibility of the playing field by the lack of a footbridge.
4	Add new play areas in new housing developments at both ends of the town.
5	Adequate play areas should accompany all new housing developments
6	Adjacent to new housing developments. Play areas suitable for teenagers including indoor for activities such as wall climbing and trampolining
7	Again, you could use Full Pitcher oval.
8	Agree
9	All new developments should include a children play area
10	ALL open areas should be as multifunctional as much as possible for the benefit of all sections of the community, whatever their age or level of capability.
11	All play areas need to be regularly inspected and improved, with any repairs needed made urgently. Any broken equipment should be removed and replaced as soon as possible, not left covered in 'do not 'use' tape.
12	All present and future housing developments
13	All residential areas should have play areas - so some should be created south of Bridge Street and, of course, as part of any new developments
14	All the basketball hoops should have metal nets. The exercise stations in the park are terrible and could easily be replace by alternatives that are multifunctional for a variety of people. Lots of the kids parks need general maintenance.
15	Along the Hereford Road, just down from Saxon Way, there is only one swing and one slide. Previous swings were stolen and not replaced despite telephone calls to report the crime.
16	Already enough children's play areas! Please provide and maintain hand rails for dementia, Parkinson's and stroke victims. and cut trees around street lighting.
17	Any new development should include play areas
18	Are of Churchill Meadow for creative play. Encourage use of Town Trail and Green Lane area for vigorous, adventurous activity not based on mechanical devices.
19	Are these built into the new housing on the other side of the bypass?
20	Areas are needed. They need not have anything but grass but somewhere to play and run about.
21	Areas where children can learn about gardening and growing their own food
22	as 5 (d) (Ledbury is well supplied with footpaths and town trail. Developers should be required to link open spaces to the existing recreational/open spaces. Such footpaths should be incorporated in properly designed residential areas.)
23	As above (Have insufficient knowledge to make informed comment)
24	as above - i.e. play areas, skate BRDG, football pitches, soft play etc on new housing developments
25	As an older resident I don't feel I know enough to answer this question helpfully
26	As appropriate to new developments.
27	As in Q2c. Skate park for teenagers. Children's wildlife areas with growing areas. When new development starts, possible use of their temporary boundary boarding as areas for Street Art.

28	As the existing development progresses then the developers should be encouraged to provide such areas, failing to do so, then harsh penalties should be introduced.
29	At present no - a few years ago we would have said yes, but life is changing children seem to enjoy being inside more than out, electricals have taken over yes children should play outside, but it is an ever changing world.
30	Available play areas should be distributed equally over the town. All new estates MUST HAVE adequate play areas build into the original plans.
31	better co-ordination with youth club, swimming pool & Gym
32	CCTV to deter anti-social behaviour
33	CHILDRENS PLAY AREAS ARE MOST IMPORTANT
34	Children's play areas are so important. This should be a priority in each building area if new houses and lots of trees, grass as in New Mills area
35	Children's play areas must be included for any developments of housing areas, especially for the young.
36	Children's play areas should include provision for older children.
37	Children's play facilities currently more than sufficient and many used infrequently.
38	Children's safety should be a priority to and from school
39	Deer Park could have play space on the green amenity area by Newton Close. Youth/teenage meeting space facilities are needed in the town. Riverside Park could have a trim trail built along its length.
40	Deer Park estate clearly needs additional play areas for younger children
41	Definitely need more and improved children's play areas.
42	Definitely needed including the need to recognise that children's play does not end at the age of 11. Children and teenagers need spaces to meet and "be" rather than being seen as potential criminals if they gather in groups of more than 2 in an evening. We need to be a teenager friendly town and area and not taint everyone with what happens by a minority. The NDP could play a really important part in this.
43	Do not feel qualified to make suggestions.
44	Do not think there should be more play areas constructed whilst continuous wanton destruction and abuse of the Rec is allowed to continue. It costs the taxpayers of the town large sums to repair. If youngsters can't look after current recreational facilities why should money be wasted on more.
45	Enhance or improve Deer Park green space
46	Equipment such as what is on King Edward playing fields in Hereford
47	Existing equipment needs to be updated
48	Existing facilities need upgrading
49	Existing play areas could be improved. I am not familiar with all of them, but have noticed a shabby and neglected playground close to New Mills. It may well be necessary to provide more play areas, but it makes sense to improve existing ones first.
50	Existing play areas could be improved. Consider higher visibility to discourage inappropriate use by young adults.
51	Expand play area at the Rec. Improve play area at Deer park.
52	follow examples in New Mills in all new developments
53	Greater investment in equipment in present recreation area
54	Green area off little marble road next to the cycle path should have more.
55	Have no experience to comment
56	Hawk Rise development needs a play area to keep children safe
57	I am not in a position to comment
58	I believe better use of the recreational field could be achieved through expansion and improved facilities. A tea kiosk and space for adults to relax as well as children to play - could have an town

	orchard area and other facilities - public tennis court, putting course etc....that along with the tea kiosk could bring income and support a post to care for running the facilities and care for the field.
59	I believe Ledbury is well provided for in play are areas and I approve.
60	I believe that there should be more playing areas for children, but I don't know where. The current playing areas don't seem to be very exciting with few activities to fire a child's imagination.
61	I cannot comment as do not have children
62	I can't comment as I don't know what the existing facilities are.
63	I do think children's play areas need to be expanded and improved, but not having young children any more I don't feel qualified to say where.
64	I do think that this is important. Just because planned area is south of the bypass, can cycle routes / pedestrian pathways, parking be made available to make them accessible? Installation of bridges for pedestrians / cyclist only to get over the bypass?
65	I don't have children so not really qualified to comment
66	I don't know enough to comment
67	I don't think any more money should be spent until the current youths appreciate what they have and not vandalise it, ie the building by the recreation ground
68	I feel sure additional play areas will be needed but I'm not able to suggest where. Open play space and an "Adventure Playground" could be valuable assets to a wide age range of children.
69	I have already suggested the provision on the Bloor development site
70	I have been told by some parents that the quality of the equipment on the rec is very poor compared with other nearby towns
71	I have no knowledge of what's available now versus what people with children want.
72	I think it is important to have small playgrounds suitable for young children close to housing, providing opportunities for mothers to meet informally in addition to all the health benefits for children of playing outside.
73	I think one in the middle of Ledbury is much more suitable for under 12s but older children maybe. Maybe on green area riverside area if made safer close to water.
74	I think play facilities in Ledbury are superior to many towns currently
75	I think the current network of play areas is quite good. for example there are several play areas on Great Mills [? New Mills], which are used only by a limited number of children.
76	I think the Rec could do with improving
77	I think the recreational ground is a great place for parents to take their children. It just needs better policing to keep out those not using it for the purpose it is intended for i.e. drinking and drug taking.
78	I would hope that the housing developments will include small play areas with swings etc for very young children and if not this should be a condition of planning permission being granted. I would prioritise facilities for bored teenagers to do something productive consult them on what they would like to see, don't assume to know what's good for them
79	I would love to see a natural play area with trees to climb and water for frogs etc. Perhaps located close to the Leadon off the Hereford Rd access to the viaduct. Age Group 1 to 10 years
80	I would support any form of improvement to child's play areas. Young generally have a good selection however some sites (not the rec) need better maintenance/facility upgrading. I think providing more resources for our teens is really important to give them opportunities to socialise constructively.
81	If designated as CHILDREN'S areas yes, not more areas to attract teenagers please
82	If you can make then vandal proof, then yes and anywhere, but I doubt you will be able to !!
83	If you have areas such as the current recreation ground they should be for use of dog owners allowing their pets to use then as toilet areas.
84	I'm happy with the children's play areas in Ledbury. We seem to have more than other towns.
85	I'm very impressed with the recreation ground - excellent for the young families that use it so well

86	Important, but don't know enough about existing facilities to comment.
87	improve current ones
88	improve existing, the site at the end of the railway line (access from Victoria/Orchard Rd) is a total mess, long grass, dog poop with no facilities - ripe for development
89	Improved play areas the small park by Browning road is excellent however the baby park is tired and needs updating
90	Improved security on the Recreation Ground. Too many drug addicts, drinkers and broken bottles. Too much anti-social behaviour + lighting fires by skateboard park.
91	Improvement is needed but the children's play areas must be looked after.
92	Improvements to facilities at existing play area sites. More facilities for teenagers.
93	in a new park.
94	Incorporated into new developments.
95	It would be nice to have one or two tennis courts at the rec.
96	It's a shame the old cricket ground has been lost as open space especially if there is an identified need for children's play areas.
97	I've had several comments from parents that the quality of the play equipment on the rec is very poor compared with neighbouring towns
98	Land north of viaduct and railway line
99	Ledbury has quite a few little play parks. More facilities for older children and young people please!
100	Ledbury Park - Wildlife Walks - Picnic areas - Footpaths
101	Ledbury recreation ground is adequate for central Ledbury, but similar sized and equipped areas needed in north and south ends of town. Ledbury needs a combined Youth Centre/ cubs/Scouts & Girl Guides building. could more early evening use of St Katherine's Hall be utilised especially do so close to car park for parents.
102	Little play area in any new housing estates
103	Maintenance of existing areas a priority.
104	Management of the Rec to assure a safer environment for the young to play securely and safely
105	Maybe high ropes course under supervision in local area for older 10-16yrs. More football pitches.
106	More adult greens spaces/free fitness equipment should be provided. Children's play areas are not adequately policed or maintained appropriately. It should be mandatory for ALL new development areas to provide suitable green areas and facilities for both children and adults. This is currently always stated in Planning Applications but is not always followed through.
107	More and improved play areas needed.
108	more definitely
109	MORE EQUIPMENT AT REC
110	More equipment needed in play area in Martin's Way - very sparse at present. Baby park - equipment dreadful
111	More for teens / young people - to extend facilities in Town Park
112	More needed
113	more options on play areas and greater CCTV surveillance of main park area on recreation ground
114	More play areas needed, no sore where though
115	More play equipment for 8 to 13 age children
116	More please.
117	Much Marcle needs improved play equipment on the Barton Field.
118	Near or in the new housing estates. They need to be within walking distance of the houses where they live.
119	Near where most young families settle - new housing and existing developments
120	New housing will have play areas

121	New Mills area has an adequate provision, can not speak for the rest of the town. The recreation field is also a good asset.
122	New play areas in developments at either end of town
123	New play areas should be built in the areas being developed.
124	New to the area, not sufficiently aware yet.
125	no
126	No
127	No
128	No
129	No
130	No
131	No
132	No
133	No
134	No - maintain what already exists
135	no . Make the developers incorporate them in new estates. What about youth facilities though?
136	No adds to antisocial behaviour
137	No as not maintained or are subject of vandalism
138	No enough play areas are already under used
139	No just keep current ones clean and safe.
140	No knowledge to form an opinion.
141	No more children's' play areas. They have enough
142	No more needed
143	No opinion
144	no opinion
145	no opinion
146	No opinion on this as I don't have children, but anything which encourages children to take more physical exercise is welcomed given the oft reported child obesity crisis .
147	No the existing facilities should be improved
148	No view
149	No views.
150	NO! CHILDREN CAN PLAY IN THE COUNTRYSIDE. VILE PLAYGROUNDS ATTRACTING THE "WRONG-TYPE" ARE NOT NEEDED
151	No, expensive and prone to vandalism.
152	No, I think there are enough. There is enough littering already without creating more space for it!
153	No.
154	No. High cost for small benefit.
155	No. Police the idiots in the shelter so the current 'rec' play area is safe and likewise with all those around the town. Community policing to ensure what we have is safe is all that is needed.
156	None
157	Not required; sufficient area already
158	Not sure, as I've never used existing areas in Ledbury. If additional sites are constructed, make the play areas from natural materials, and also plant trees
159	Obviously any new developments should have this requirement built into any planned developments as a hard and fast option at the planning stage. Any new planning should contain this requirement. Builders should not be allowed to take the money and run leaving the onus on the local council.
160	On all housing estates

161	On the new housing developments.
162	Open parkland with benches
163	Open space as per parkland
164	Open space for children roughly 8-12 where they can build dens among trees for instance is desirable for this child development phase
165	Open space play areas.
166	Open space, playground equipment, under 12s
167	Other people will be better to answer this question.
168	Paly area on the south side of town.
169	Part of the community facilities behind the Full Pitcher
170	Perhaps, south of the town for all ages to teens.
171	Play areas - particularly near new developments.
172	Play areas as an essential part of any new development being built
173	Play areas for all age groups should be provided for all new housing developments.
174	Play areas should be included in all new residential developments
175	Play areas should reach the minimum requirement for a town of this size and the increase in housing. These should all be properly maintained
176	Play areas similar to the New Mills play areas should be included wherever planning is approved for over 500 houses
177	Play areas well distributed are definitely important.
178	Play areas with equipment are a financial and safety/legal liability. They need consistent funding and a cycle of replacement which can only come from public funds and so they often "abandoned" after installation by developers. Most under 8s do not play "out" as was done in the 1960s without parental supervision. Walking 10 minutes to a play area crossing a road is no hardship. Older kids want space and somewhere to meet. Both indoors and outdoors. The Hawk's Rise youngsters can cross the bypass via pelican onto the Deer Park playing field and to play informal football etc. They do not need molly coddling in crossing the road life skills. Ledbury is surrounded by green open space - there is plenty of outdoor space but virtually nothing for them indoors.
179	Play equipment - 1-10 year olds
180	Please ensure all the new build areas ie Hawk Rise have good children's play areas
181	Please prioritise maintaining the current facilities and keeping them open for safe use
182	Possibly enough play areas.
183	Present facilities seem adequate
184	Prevent the usage of the recreation area by drinkers. I.e. employ security, engage with the police, use the CCTV that currently exists. There should be an additional play area constructed as part of any development and planning should be rejected unless it is constructed. The area midway along the bypass could be converted into a green space/children's play.
185	Probably
186	probably more, to entice all children away from computers!!
187	Probably!
188	Provide these facilities when new developments are built. May be able to determine types of facilities by nature of resident occupation
189	Reasonable current provision. Perhaps look at the bizarre orange segment seating area by the skate park. Good to have somewhere for teenagers to gather, but it's just a haven for litter and bad language. Certainly a deterrent for younger children.
190	See paddling pool response. (Outdoor paddling pool for small children now summers are getting hotter with climate change.)

191	Should be provided as a matter of course on new Housing Developments including adequate provision for ball games
192	Skate park (10+)
193	Small playgrounds close to family housing. Swimming facilities for children are insufficient.
194	Some play areas are very poorly maintained and are therefore under used. If they are not going to be maintained, the sites should be converted to open spaces where children can play with a ball etc
195	Some review of equipment, and maintenance programme is required in designated areas to better provide safe play space
196	Something for teenage cyclists, boarders, skaters
197	Separate places for the younger ones primary and under and then more open space and places for secondary school ages
198	The area around the Full Pitcher Ages - 1 - 7
199	The area west and east of the river from Hereford Road to Ross Road should include play areas (all of the above)
200	The children's play area in the centre of the town is well-used especially in the school holidays. I hope areas are made available in the new housing developments.
201	The children's play area near the open area Browning Road needs to be re-sited. In the winter it becomes water logged - is dirty and hedges too tall. For safety reasons hedges should be removed or lowered.
202	The cricket pitch behind the Full Pitcher
203	The current play area should be improved with greater security monitoring and action to discourage its abuse by older teenagers, homeless people and drug-users.
204	The existing ones need to be improved. A trip to Upton would show what is possible
205	The existing play equipment in Deer Park is very limited, and as such encourages vandalism. If the variety were enhanced, it would discourage vandalism. This has been proved successful in Bracknell, Berkshire!
206	The Hawk Rise estate and other housing estates in the process of being built, or for which planning permission has been obtained, must all include children's play areas, public open space and interconnecting off-road routes for cyclists and pedestrians. It must be an automatic planning condition that all future estates must include these.
207	The one at Eastnor Castle is wonderful but quite small and you have to drive there. Something like that - the Recreation ground or near Lawnside or New Mills. Improve the grassy area in deer Park - Zip - lining in the Coneygree.
208	The play areas are fine - we need a youth centre.
209	The play areas near the swimming pool and town trail are lovely and well used. Perhaps they could be expanded in some way. It would be good to add more hardcore to the Town Trail to make it less muddy in Winter
210	The play facilities and equipment are abysmal in Ledbury; they are disappointed for our children and a disgrace to the town Go to Upton-upon-Severn and view the play area and equipment next to the rugby fields to see what it can and should be like.
211	The playing fields and other recreational facilities of both schools could/should be made available for public use during the school holidays.
212	The present play areas need to be properly maintained to encourage their use, as scrubby neglected play areas tend to be used for less desirable activities. With increased housing developments within this plan, provision for children's play areas should be an integral part of planning consent.
213	The problem is not providing them it is the engagement with those interacting with it to stop them vandalising it - maybe linked to the larger play areas a youth club with people actively engaged in going around the streets and parks to engage with the youth

214	The Recreation Ground is very central and needs ongoing investment bto keep it safe and with good facilities.
215	The recreational ground must be preserved
216	There are actually a few green spaces and existing children's areas that are currently underused. Perhaps more can be done to encourage the use of these areas.
217	There are fair amounts of children's play areas. Some of them are lacking upkeep. I think there is a problem for teenagers in the town, but I'm not sure a play area for them is necessary or useful.
218	There is a very good recreation ground, just make sure it is kept as a children's play area. Need more facilities there
219	There is room for improvement on present recreation ground. Perhaps more different facilities at Skate Park could be considered. Vandalism a problem here.
220	there is space at the end of the cycle path and at the end of Victoria Road where you could have more play equipment for children and fitness stuff for adults
221	There should be a designated play area on new developments paid for by the developer
222	these need to be near larger living areas.
223	These need to be WITHIN the new housing areas so safer for families to get to.
224	These need to be within the new housing estates so that they are safer for families to access and should have play equipment for pre school and primary school
225	These should be provided by developers within new housing developments
226	They are definitely needed with the expansions to the towns population
227	They clearly are needed. Some of the green space between the Deer Park and the bypass might be developed as a children's play area.
228	They need to be incorporated with building developments at the beginning of any new plan.
229	Think something needs doing to stop drunk yobs messing up what we have. The trash is an embarrassment!!
230	This need careful consideration as parks can lead to antisocial behaviour at night causing more issues than the benefits. Local policing need to be linked to this plan to ensure that they are prepared to patrol and discourage negative uses and behaviour. The skate park is a prime example of where it's not working as intended.
231	To be included in new housing areas
232	To separate places for the very young from a place for the older youths to hang out would be ideal. There is nowhere for the 15-18 year olds to go, other than the Rec.
233	Unsure
234	Upgrade for all play areas, decrepit and dirty
235	Very likely required as the recreational ground always seems to be busy.
236	Where space available adjacent to residential areas
237	Whilst I agree play areas are beneficial, they need to be monitored to prevent abuse and vandalism.
238	Why not increase the existing play area on the recreation ground? The large grassed area which used to be a football pitch seems under used so maybe a part of this could be added to the play area.
239	Without being specific, wherever housing is provided, beyond a minimal limit, then children's play areas should always be provided. This provides not only health benefit for the children but also for adults
240	Yes
241	Yes
242	YES
243	YES
244	YES
245	YES
246	Yes

247	Yes
248	Yes
249	Yes
250	Yes In any new developments and anywhere else available or appropriate
251	YEs - but a planned maintenance and renewal programme is also needed in order to avoid things being left to rot.
252	YES - Improve park or play area on Deer park
253	Yes - location adjacent to new football facilities proposed in item 2(B)
254	Yes , but not exercise - something to bring ?charm? to the life in the countryside
255	Yes absolutely, wooded/ natural play area could be built into the wooded area behind the tip/recycling centre. A park / play area could be erected at the green space at the end of the old railway line.
256	Yes and add more play areas where is close by homes areas
257	Yes as the population is increasing and with new housing there is a critical need for child friendly spaces
258	Yes but don't know where
259	Yes for the very young and with adequate seating for adults.
260	Yes in new developments
261	Yes keep sprogs in right areas on estates for families. More CT cameras on skate park to spot drug taking and vandalism
262	Yes needed
263	Yes on the Princes Regent green area. General grass cutting and seating would be a start
264	Yes -open space.
265	Yes with all new housing and in well distributed around the town.
266	Yes you need another south of bridge street
267	Yes, as central as possible - walking distance for children
268	Yes, below Saxon Way three swings have not been replaced after being stolen! All there is is one swing and a slide. There needs to be more variety. PLEASE
269	Yes, better children's play areas are needed within the town centre and in the new residential developments
270	Yes, definitely. A good place would be at Little Marcle Road end of the Line Bank - near the council dump? Children would be safe here. A clubhouse could be built for all weather use?
271	Yes, especially to service the new housing where there is likely to be a higher proportion of children locally.
272	Yes, Hawk Rise estate - all age groups
273	Yes, I think more are needed. I don't know where, but I think that it would be beneficial for new play areas to have a mixture of open space and play equipment to appeal to more age groups. Also, Basketball courts are popular within the town, so another one of these may be useful.
274	Yes, main town park is mediocre - lots of uneven surfaces are a bit of a hazard for little ones. Ground gets easily very soggy and it's not easy to get around the play area with a pushchair.
275	Yes, more needed - but unable to identify specific places.
276	Yes, more needed especially in the southern half of Ledbury for the existing Deer Park development and the new ones south of the bypass
277	Yes, near any new housing developments.
278	Yes, New Mills Estate
279	Yes, of course.
280	Yes, on the existing recreation ground. A range of equipment and for older age ranges.
281	Yes, play equipment for the under 10's and open spaces / sports pitches for older children.
282	Yes.

283	Yes. Playing fields and grass areas for children are vital to give children and families space and a sense of freedom.
284	Yes. Much better play area facilities could be provided. Not sure where though
285	Yes. Open spaces, picnic areas, etc.
286	Yes. There is certainly a lack of provision of play areas for families in the Martins Way area, and once the old cricket pitch is built on there will be less green space and more families wishing to use it. Could the existing playground on the field adjacent to Martins way be improved. Compared with the facilities near town this play area is poor. It's almost as if being further from the town centre this doesn't really matter. Not fenced off, tired looking equipment (apart form new slide) and the seating is close to the bin which is generally used for dog faeces. There is a small play area (I think owned by housing association) that is rarely in use. Again it is not inviting as a play area. Wasted space.

Question 7a: Bearing in mind that this is an NDP revision, do you have any other comments on the specific topics covered above or any other issues you wish to raise?

No.	Comment
1	Medical services must be improved and as a priority. Since practices amalgamated the service is very poor.
2	1 - 4d an expanded health centre along the by-pass with plenty of parking would be practical and could be attractive. Access for non-drivers via a local mini-bus route 2. Light pollution from trading estates could be reduced. Tesco sign a blot on the landscape - can it be softened
3	1. We need banks and atms 2. a bigger primary school 3. A visible police presence 4 a minor injuries walk in that isn't privately owned. Can you make the people who own buildings on the High Street (e.g. empty shops) maintain them
4	1. Stop the installation of uPVC windows in old buildings. This is ruining the historic fabric of Ledbury's wonderful heritage; 2. Stop the expansion of poly-tunnels around Ledbury. Ledbury's landscape is being eaten up by white plastic ruining the views;
5	1.The cutting along the Worcester Road from Coddington Lane down into town - too much overhang [of trees] any that fall on passing traffic is too serious to be ignored. 2. Cars parked along Southend - restricting traffic flow - suggest public parking (residents of Southend only) in extended parking at the vet surgery. comment at Qu.4b - please no more cafes or chip shops.
6	2d -Employment land: at end of Dymock Road industrial estate; by bypass at end of Childer Road 4d - Plan need not concern itself with whether medical facilities are on one site 5b - LSC5 should be extended to include Upper Highbridge Coppice wild daffodil wood
7	6b above is a strongly disagree because this is a Trojan horse for the green party to run riot with plans based on a single policy rather than consider the macro economic benefit of actions needed in the town. Generally. The overarching plan should be about making what we have work properly and be fully supported before trying to do more
8	A different issue perhaps but some of us could be forgiven for being a little cynical about consultations such as this. Many of us were strongly opposed to the Bromyard Road development because of inadequate access. It was rejected by the town and county councils, many townsfolk queued to sign a petition. But all this opposition was for nothing and local opinion was swept aside.
9	A general comment: - better parking facility at the schools ie - the muddy verges along 'long Acres' could be replaced with loading /parking and passing bays to allow for safe places to drop children at the Primary School and improve traffic flow.

10	A shopping retail park is needed on the edge of town. filling in pot-holes, cycle paths running alongside roads etc to Hereford, Malvern, Gloucester, Ross etc
11	Add extra pedestrian crossings in the main retail roads (opposite Market House) in particular
12	Additional schools, nurseries, doctors, dentist are just as important as protecting the green space this ultimately has an impact on the climate. If there isn't enough facilities people will be forced to drive outside the area for this.
13	All new builds should include "Green" attributes such as Solar panels, Vehicle and Bicycle charging points, Porous drives that prevent additional water runoff. Increased disabled and pedestrian access. Schools, sewage work site and enlargement.
14	All new developments should have sustainable energy requirements - solar panels as a minimum. Retrofitting green energy is costly and is much easier to do when building than afterwards. Given we are trying to achieve zero carbon surely this is the least we could ask.
15	All new houses built should be required to have solar pv panels on the roof and Air Source Heat Pump as heating. All garden fencing in new developments should be provided with hedgehog highways and residents should be informed of the importance of keeping the hedgehog highways open. Road verges should be managed for wildflowers in accordance with the guidance provided by 'Plantlife'.
16	All new houses should include car charging points for future electric cars that the government intends us to use. All developments (commercial and residential) should include future electrical requirements for heating (when gas boilers are phased out) and vehicle charging, so that roads do not need to be dug up and services replaced at a later date.
17	All new housing developments / new builds should include facilities for charging electric vehicles
18	All new housing developments should have to have solar panels on all houses/rainwater harvesting/car power points. Not just a certain size as lady said in previous presentation. It is easier to do it at build stage rather than retrofit. Larger GP practice so we do not have to stand in rain and cold and more GPs to phase in as houses are built not afterwards.
19	All new housing should be planned to allow new buildings to house a south facing roof so that solar panels are more effective.
20	All the new development is not addressing the housing needs for 1 or 2 bed houses. There is no need for 4 or 5 bed homes on any site whatsoever. The ones I see being built are making developers and Tories richer and not helping the town in any way. Very destructive - don't see any long term mitigation for climate change issues with the housing and green areas around them are a joke of just mown grass and a few miserable flower beds.
21	Although I have not got school age children or grandchildren, I was under the impression that Ledbury schools were oversubscribed. There is no mention of school provision even though a lot of new housing development is planned.
22	An emphasis on eco friendly initiatives in all ways.
23	Another fuel outlet within town limits. A large supermarket to support increased population.
24	Any developments planned for beyond the bypass boundary must consider the safe passage of pedestrians and cyclists preferably traffic-free to avoid adding to the climate emergency and provide health benefits to residents.
25	Any further expansion of housing or employment will require enhanced services and infrastructure. There should be provision for another GP practice in Ledbury since there is now only one surgery.
26	Any further housing development should be green rather than allowing loads of gas central heated boxes which may need to be retrofitted with expensive heat pumps etc. in the future. Force developers to build houses with turbines and solar tiles that will obviously be unpopular as that will cut into their profits. Ledbury must not be "bought off" with token "environmental improvements" such as Bloor with the canal which they are only doing to self serve themselves and make the houses

	more attractive to buyers. Only real sustainable homes should be allowed going forward not "token efforts" with a bit of communal garden and a few trees.
27	Any housing development should not happen until there is sufficient infrastructure - ie Drs surgeries and schools
28	any mention of new schools or doctors
29	Any public asset needs to be easily accessible by foot, buggy, etc. A park to the west of the rugby ground will be driven to by the majority - disaster for climate, public health, etc.
30	As I do not live in Ledbury (Town) it is difficult to make comments that would affect the lives of residents. It is a nice town to use for shopping locally and a good financial environment should be supported for individual businesses rather than national. Over-development would ruin the character and individuality of the town. The current level of supermarket presence is fine in my view.
31	As the planners completely ignore the wishes of residents, I only hope that this is Not a complete waste of time, effort and money
32	As the population is likely to increase we shall need more medical facilities and schooling areas
33	As with Q2 answers - there needs to be a medical services area to accommodate new GP surgeries and dentists with this massive population change. ALSO, there should be a shop/shops in these areas i.e. a pharmacy and/or general store (restricted buses and many with no car).
34	Bearing in mind the plans for new housing that will considerably increase the population of the town we urgently need to find more dedicated areas for parking.. The number of cars already blocking most of the roads around the town centre is already excessive. What is to stop unscrupulous developers completing this questionnaire several times for their own benefit?
35	Being a parent I have to travel outside Ledbury to get most things for them, that or the internet. Ledbury needs other retail areas not just the town centre.
36	Better and more cctv throughout the town and surrounding streets. More seating areas/picnic tables in parks. Events on the rec to encourage footfall in the town. A bandstand, water splash area maybe.
37	Build lots of modern and ultra-modern houses/shops.
38	Can Butcher's Row be reinstated in the town centre. Can Ledbury high street be pedestrianised with restricted access for delivery vehicles.
39	Can someone please commit new housing to be of a better design instead of the monotonous boxes of bricks covering acres of valuable housing land. Ledbury is in danger of becoming like everywhere else horrible.
40	Can the Council strongly favour proposals which include solar panels.
41	Car drivers coming from Malvern direction use Knapp Lane as a cut-through to the Hereford Road. Slow down signs are in place but MANY drivers coming down the hill do not give way to people = Don't obey highway code.
42	Car parking facilities are essential especially with increasing residential development. This is particularly important near healthcare facilities
43	Change is inevitable but slow changes are accepted more, especially to people living in the outback.
44	Circular economy principle should be considered to limit waste during and after construction. Cycle lane 'high ways' should be included in neighbourhood design to promote cycling and reduce the need for car use.
45	Collective heat pumps as individual ones are too expensive
46	Comment for Q 6b: If not taken too far.
47	Comment on 6a - as guidance not prescription - encourage originality NB the areas around UBL and the riverside playing fields are subject to flood risk. This will become more intense and often with climate change and more tarmac and concrete. PLEASE PLAN
48	Comment on 6a - cautious agreement - nothing outlandish

49	Comment on 6a above: Cannot comment as do not know what guidance to developers I know I sound like a broken record but I believe the building of 625 houses plus a dead end canal is utterly irresponsible. An independent expert opinion/report by BWBon flood risk assessment in January 2017. In section 2 Potential sources of flood risk a table shows that 'the development' will increase the area of impermeable surfaces leading to a potential increase in run off to be managed by modern drainage system. As run-off would naturally flow in a SW direction - this would be to where it is proposed to have the dead end canal. Am I reassured by Bloor managing this? I am not. 2.29 emphasises in the SW corner of the site against the railway line viaduct there is an area at high risk of flooding. how can this development be considered and approved is unbelievable.
50	Comment on 6a and 6b: Don't understand!! 7a: Make Bridge Street one way down out of town, traffic is getting silly.
51	Comment on 6a. There should be more flexibility in planning over design criteria General Comment: Last Saturday on main road traffic was heavy. The basic problem is the traffic lights, with vehicles turning right from the Southend into Worcester Road. In no more than the medium term there will be a desire to extend the by-pass northwards past Undertdown to the Malvern/Worcester Road. A number of properties will be directly affected, but it is inevitable.
52	Comment on Section 2: I would strongly support densifying the existing industrial estates - eg Leadon/Lower Road/New Mills before developing a large site on Little Marcle Road which is the only rural approach to the town remaining. Access to the site off the Ross Road should be explored.
53	Comment Q 4d. We need better (and more) health provision.
54	complete traffic by-pass joking up with Worcester road
55	Concerned that with proposed new housing developments there are no more doctors, schools etc
56	Consider the secondary effects of new developments - pressure on schools, water, power being not as anticipated in the original plans. Who pays for the 'mistakes', failed oversight of development and change - the public, and thus Ledbury has to suffer for the profits of developers. Where is plan B - what if the outcome of issues / decisions are not as anticipated.
57	Consideration must be given to the provision of health and social services. It is foolish to agree more development, particularly residential housing if there is not at least a commensurate increase in the number of GPs, dentists, etc and an impact assessment undertaken with regard to transport, schools, etc and any needs identified address prior to any development. Services need to be in place to meet the needs of new residents.
58	Could the old Countrywide store be used by adults or youth as a social club for snooker, table tennis and other social gatherings? It is healthy to have hobbies for mixed age groups
59	Cycling: to encourage cycling - provide external locked cycle storage units - near housing old and new for example in car parks, train station and included in new housing developments
60	Dear sirs ON receiving your questionnaire I am surprised by the hypocrisy of the exercise. After allowing Ledbury to be blighted by two huge developments (north and south of the town) you want to canvass the residents as to what they want to do with the scraps of land left. These developments far exceed any balanced development forced upon a town this size all because you have not the courage to reject it. Not only is the size of the development obscene but to allow up to 1200 cars on the Bromyard Road and have to negotiate a junction under the railway bridge lacks any sort of common traffic management sense. An application to develop such a large number of houses should have triggered a referendum on behalf of Ledbury residents as to whether they want it instead of it being forced upon them regardless. The whole planning process seems to be entrenched in corruption of which you councillors have played your part. It's not good regretting what you have allowed to happen but time will prove that you have spoilt one of the few market towns left. ATTACHED MEDIA STORY ABOUT BLOOR HOMES GIVING £150,000 to the CONSERVATIVE PARTY AFTER THE PLANNING APPEAL WAS WON BY BLOOR

61	Developing the green and open spaces with extended green corridors is a very good idea. This should benefit both people and wildlife. Offering greater protection to the area around the River Leadon is also good. So are the ideas of creating new community gardens and allotments. Where possible consideration should also be given to creating a wildlife pond, for example but not necessarily in the Riverside Park, where water could temporarily be diverted from the River Leadon. Diverting water from a revitalised canal could be a longer term option. These initiatives would hugely benefit wildlife, including amphibians which are greatly at risk and would cause pleasure to residents and could be used in promoting a 'Green Ledbury' image in encouraging more visitors to the town, thus benefitting the local economy.
62	Development of the area off Little Marcle Road for employment and playing fields will need a traffic/parking plan as this road is not suitable for increased volume of traffic especially heavy lorries.
63	Do not take more green belt and build on it with "affordable" housing - there are other places for this. Keep Ledbury lovely and green
64	Do you really consider the health and emergency services are adequate when we have to wait weeks for a doctor appointment and months for the dentist? I dont!!
65	Does need to explicitly address needs of teenagers living in the area in terms of access and use of space, moving into employment, becoming an adult and living in the area.
66	Does the NDP include keeping our residents safe on the streets? We need more CCTV coverage to discourage vandalism + drug crime, which is obviously on the increase.
67	Dog owners not picking up dog mess. Possible dog wardens to fine offenders. Its danger to small children, elderly and others health.
68	Dog-fouling - this is a problem throughout town
69	Don't let another Bloor homes developoement get approva!!
70	Don't over-develop Ledbury. Think about traffic - particularly Top Cross
71	Each proposed development should be considered on its own merits. I was disappointed that the developers of the viaduct housing site were given planning permission on appeal despite very strong obvious local concerns over access
72	Extend car parking facility at Ledbury station for eastbound train services maintaining and extending in general car parking at station. Retain bus stop near to the station. Consider a northern by-pass to relieve town centre traffic congestion.
73	Farm land needs to be protected for environmental and ecological reasons
74	For far too long developers for housing estates have concentrated on providing as many properties as they can into ever shrinking plots. This is detrimental to health so the layouts of properties should be considerate in allowing social privacy for the occupants
75	Further community consultation should be enabled as a result of the questionnaire, or any Core Strategy change that may impact on residents in Ledbury
76	Future development is inevitable and is a sign of progress. Ledbury should not be allowed to grow without considerable thought to ensuring suitable amenities are also provided before residential property is built. Health & Medical facilities are very poor at this current time. A new all encompassing Health Centre is a must. New developments will mean more children and therefore more education facilities will be required.
77	Given that the Sec of State for housing arbitrarily over-ruled the agreed planning decision to reject the development of the viaduct site (Bloor Homes), can safeguard be established to prevent invested interests at Government level over-riding local decisions\?
78	Given the amount of new housing, consideration needs to be given to adequacy of schools both in terms of size and position.
79	Good luck!
80	GP Surgeries

81	GP surgeries should be spaced rather than concentrated, so that everyone has one within easy walking distance.
82	Greater use of spaces above businesses in town centre for residential use. Residents parking zones - many older properties do not have parking for cars in town centre
83	Green roofs on new buildings e.g. cricket club could have had new green roof. Solar panels and solar water heating or heat pumps on new builds. No more large supermarkets. Want to support smaller retail businesses. Orchards are our local heritage and should be supported and given more prominence.
84	have the NDP considered how the "sewage" works etc are going to cope with all these new buildings? Very important
85	Having experienced a little anti-social behaviour increase along the footpaths through estates, it may be opportune to consider how additional housing might have an effect in this respect. Some footpaths may be better undeveloped, e.g. those hidden from view.
86	Having visited the GP for the 1st time today, they need a new premises (or refurbished) as the current facility is something out of the 1970s era.
87	Health Centre for increasing population of the town. There are 2 dentists, 1 private patients only, the other not enrolling new NHS patients for the last 14 years, requiring most people to go to other towns. The current surgeries struggle to cope, in non-pandemic times. A new integrated health centre, central to the town is needed urgently.
88	Health services and schools will be needed to enlarge if the town expands
89	Healthcare facilities - e.g. GP surgeries, large community hospital, primary schools
90	Healthcare provision is now very poor. although this is not the direct remit of this exercise, anything which might help its improvement would be welcome.
91	House prices/rents in Ledbury are way out of balance with local wages/salaries. Council tax is one of the highest in Herefordshire. Where are the big employers ? Why do I regularly see 4/5/6 police vehicles at the old magistrates court site but hardly ever see a "proper" police presence on the ground in and around the town ? Etc Etc Etc !
92	How can Ledbury cope with such a big increase in housing without more health or GP facilities and more school places for children? Maybe more care homes too.
93	I am a resident of Belle Orchard, which is designated as an 'Access Only' road, but the status of the road is not enforced by police or other authorities. This means that it is used as a free alternative to the town car parks, to the disadvantage and annoyance of the residents. I had mobility problems for ten years which left me in great pain when I walked, and I had a Blue Badge, but a Blue Badge is useless if people who work in the town have left their cars in the road so there is no space. I have had to walk up to half a mile to get from my car to my house at times. Councillor Liz Harvey came to our house to discuss residents' parking permits but this was years ago, and nothing has happened. My point is this: with the government telling us that petrol cars will be phased out within the next ten years, how on earth will we be able to charge electric cars if we can't get our cars anywhere near our houses? A residents' parking scheme is a necessity in Belle Orchard, and there may well be other roads which have the same problem.
94	I am at a loss by Herefordshire Council's giving the nod to the proposed housing off Bromyard Road with no access (which the town residents voted against) and yet with all the housing developments taking place now and planned, they turned down plans for more G.P facilities, a small supermarket and a Nursery, all of which are needed urgently. Do our councillors representing us on Herefordshire Council have no voice?
95	I am not asking for more CCTV but I do want the existing cameras to be USED! The littering in the recreation ground is a disgrace and a danger, because bottles are frequently broken, putting children and dogs at risk.

96	I am very concerned about the viaduct development and the significant increase in traffic that this will create. This traffic must be connected to routes out of town without having to drive through the town. Consider enforcing a 'turn right' only instruction for traffic approaching town from the Bozbury road.
97	I am very concerned that the new viaduct development will result in a significant increase in road traffic into town and definitely strongly support the provision of a second road access to the development. The additional traffic must be connected to routes out of town without having to drive through the town. Consider implementing a 'right turn only' for traffic approaching the town from the Bosbury road, to force traffic onto the by-pass.
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100	I am wondering who will take any notice of this. It all seems to be pie in the sky wishful thinking.
101	I believe there is a British Standard for the use of Developers when designing estates and this is used by Hereford County Council. There needs to be some design control - an example: the trees planted along the bypass are now very large and inappropriate for planting close to properties. Details like this need to be considered. There must be no development west of the river Leadon opposite New Mills Estate. This area floods, but in doing so stops water rising enough to flood New Mills. It was very close in summer 2007 and it was only the flooding into the fields that saved New Mills. The Bypass itself between Homebase and the viaduct got flooded on this occasion.
102	I do not feel enough residents are aware of this survey or the NDP - will opinions here really reflect the view of the whole community?
103	I don't know how you might do it but maybe we need to consider how to encourage more people to work near to where they live? Otherwise we risk building more houses which get bought by people commuting long distances to Birmingham Cheltenham Gloucester etc with all the attendant costs and pollution this produces.
104	I feel strongly that the traffic impact about the new development will increase traffic damage and use of the existing roundabout should be promoted by LTC and HCC
105	I FEEL THAT SUSTAINABLE LIVING AND THE ECOLOGICAL EMERGENCY SHOULD BE AT THE TOP OF ANY AGENDA. WE NEED TO LEARN TO LIVE IN HARMONY WITH NATURE, IT HAS TO BECOME TOP PRIORITY
106	I feel very strongly that the High St and The Homend, should not be closed to traffic. There has been a previous proposal to only allow bicycles which I would not support.
107	I have a concern that this questionnaire will not be understood by many of its readers because it does not give sufficient explanation of the planning terminology it uses. Therefore, people may not be fully aware of the implications of their answers.
108	I raise objections to the development adjacent to the Bromyard industrial centre, specifically with regards traffic modelling and potential issues around the access onto Bromyard Road. If the access is not by the viaduct, and proposal for additional car parking at the station / access to eastbound platform, may add to potential issues. I believe flood mitigations and drainage is a serious issue that needs consideration. Focus on renewables, access to charging points, cycling encouraged, etc needs consideration. Parking, and the cost thereof, is making the use of the high street more prohibitive, and

	free parking should be encouraged to ensure we can attract more people to a fading / struggling high street economy.
109	I see no reasons why housing cannot be proposed between Ledbury and Colwall. It needs to be of traditional design and of quality though. Housing developers should be forced to plant trees and bird havens.
110	I strongly agree with the emphasis on protection of the local environment, the provision of sporting and recreational spaces. The inevitable population growth requires sensitive and sustainable employment opportunities but I'm disappointed that no reference has been made for the provision of extra educational needs
111	I Strongly believe a Vehicular access road from Hereford Road to the viaduct housing development should be provided and paid for ASAP by Herefordshire County Council as they did not oppose the planning appeal. I did write to Boris Johnston about this disgraceful state of affairs as yet no reply!
112	I support this endeavour and hope it will make a difference when predatory developers come along
113	I think the website we had to find to do this survey should have had a much shorter, simpler address than the one we had to use - it would massively increase those prepared to take part - life is difficult enough without such extra hassle.
114	I would like confirmation that existing schools will cope with the influx of children as a result of 2 major and large areas approved for development. Specifics on Medical facilities as a result of this also need clarification. An email newsletter of major changes within Ledbury would be very useful on a regular basis. This could be shared with residents without email by volunteers. Although this is probably not the place to address financial concerns, I am extremely worried how my excessive Council Tax payments are being used i.e. we should not use Council Tax money for any further changes to the memorial. If there are any issues, they should be addressed by whoever did the initial repair.
115	I would like to say Ledbury main street is a death trap, you need to do something about the speed of traffic, speed camera would help or sleeping polices humps.
116	I would like to see empty properties reused before permission given for new builds. i.e. The Countrywide property!
117	If Ledbury is having all these new dwellings what about new schools, Drs surgeries, etc. Likewise, gas, electricity, sewage systems. Current services will not be able to cope with demand created by all this new development.
118	I'm concerned that there isn't enough notice being taken of Ledbury's infrastructure with the building of more housing ie: Sewage, parking, Doctors, schools etc.
119	Improve healthcare in this town - local GPs should be seeing patients again and not using Covid as an excuse for phone appts. St Katherines Surgery like a Ghost Town.
120	Improved bus service - particularly to service edge of town areas.
121	improved parking for visitors, residents and traders. Any changes to the town must benefit residents and traders to preserve our town not destroy it.
122	In improvements to access for Ledbury station, it is hoped that this will not include the immensely long ugly steel ramps which have become popular in many small towns along the rail route to London. A separate road access would be welcome.
123	Infrastructure (e.g. healthcare, schools and sewage treatment) must be improved/enlarged to accommodate developments. An opportunity for an additional healthcare centre was lost by refusing the Lidl application by the Full Pitcher roundabout: although maintaining such facilities in the town centre is important, much of the town's population lives nearer to this site than the existing facilities.
124	Infrastructure must keep up with any development. This includes schools, health facilities, sewage works and the tip. Regarding the last: 3 full days, whilst an improvement over 2.5, is not adequate

	now and certainly will not be in the future. The ludicrous booking system must be scrapped: it was brought in as a Covid measure but this has since been proved unnecessary in an outdoor setting.
125	It is disgraceful that the Government accepted a bribe to allow the appeal against the Viaduct development, and this should be pursued legally to the Supreme Court. If this development goes ahead, provision should be made in the NDP now so that if any legal action is taken by residents there in the event of flooding, it is the Government who will be held liable, not local taxpayers.
126	It is essential that health services are in town centre for ease of access. Market Street is the obvious place to extend existing facilities .
127	It is important that new developments encourage building by individuals - self build - or by small 5 to 10 house developments by smaller developers. The Hawk Rise is a terrible eyesore too many houses too close together and on such a conspicuous rise. They look jumbled and are generic large house builder national designs adding nothing to the character of the housing stock. This makes it even more important that it is balanced by well designed new developments.
128	It is said that Hereford council has no resources to resist appeals - if this is the case then what is the point of all the above?
129	It would be nice to see a lot more seats/benches in random places. Covid created a lot more walking and it would be nice for elderly people to be able to sit somewhere mid walk.
130	It would be nice to think we are trying to preserve Ledbury as a much loved and well supported market town, instead of what seems to be a constant battle of it wanting to be taken over and expanded.
131	Item 3: It is an essential that a second vehicular access to the Hereford road is a pre-condition of the northern development.
132	Lack of tree/hedge maintenance currently
133	Land Suggested for light industrial off Little Marcle Road is sometimes boggy with a brook through it. What access is proposed?
134	Land to the south of Little Marcle Road will need to be accessed from behind UBL as road does not provide suitable access. Whole plan flawed as no expansion should be made into current green areas - where will it stop??
135	Ledbury cannot support a larger population.
136	Ledbury desperately needs more modern day facilities for the youth population, we need a training provider, a media/ music studio and a more diverse range of leisure facilities.
137	Ledbury has a lot of elderly residents who need good access to medical facilities. It is difficult enough now to get a doctor's appointment what will it be like when the 600 houses (by viaduct) are built? Good parking is also needed, not everyone can walk down the town from Tesco.
138	Ledbury is also the centre for a lot of local villages and communities which have very little access to public transport. If enough reasonably priced parking is not provided these potential users of the town centre will only go to Tesco, Aldi or Amazon (and home deliveries).
139	Ledbury is full. No more housing, no more spreading make what we have better. No more population, it's too medieval and will lose its charm and visitors.
140	Ledbury is undergoing a significant increase in housing development with no apparent increase in health provision, education provision, parking and supermarket and petrol facilities.
141	Ledbury needs expansion to survive. Not just residential but retail and hospitality if retail serves the pandemic . But the entice business to Ledbury we need population and development. Its all well and gold have a great green area but if no ones comes here it's pointless. Ledbury has survived on tourism's for a good few years but I don't see that lasting, though I wish it would.
142	Ledbury's town centre and local amenities (trails etc) should be preserved and protected, to prevent it losing its identity and becoming just like every other town in the UK.

143	LEZ3: protect Green gap between Ledbury and Parkway to prevent coalescence between the two settlements.
144	Like many residents we were disgusted that (<i>Individuals name</i>) MP trampled all over local opinion to reject the viaduct housing development. We are now ex-Conservative voters.
145	Little Marcle Road is unsuitable for additional traffic. There is also conflict between the railway parking and green access areas.
146	Little Marcle Road is unsuitable for heavy vehicles that would be associated with employment land and general increased traffic. Residents of Little Marcle Road already have to contend with HGVs who are unable to reverse (or won't reverse) visiting Haygrove having to dangerously reverse themselves around blind bends in order for the HGVs to pass.
147	Main comments are need to improve access and parking at railway station Provide for housing development to East of Southend.
148	Main roads into town - Parking should be restricted on Worcester Road. Parking/speeding and use by heavy vehicles in New Street greatly increased traffic levels since developments off the by-pass.
149	Maintenance of pavements and gutters. Many pavements are getting narrower due to weeds and grass being allowed to grow across them and gutters are never cleared of weeds giving an air of neglect. As a last resort many residents, if they are physically able, do this task themselves. The useful paths, for example from the Deer Park to town, are increasingly overgrown with shrubs and low hanging branches. Can something be done?
150	Market Street is a designated " No through road" The traffic is very busy serving the hospital (Large Vehicles) There is no provision for these lorries to turn around . As this road is used by many elderly and disabled people plus school children from both schools . This problem must be addressed especially as further buildings and their vehicles are to add to the problem! Market Street is not shown as a cul de sac on Sat Navs which adds to the problem.
151	Market Street is a designated 'No through road' - the traffic is very busy. There is not provision for these large lorries to turn around. As this road is used by many elderly & disabled people plus children from both schools, this problem must be addresses! Especially as further buildings and their vehicles are to add to the problem! Market Str. is not shown as a cul-de-sac on Sat-Navs, which adds to the problem.
152	Maybe facilitator to encourage and protect wildlife, and a Farmers Market would be good.
153	More brownfield and small infill developments pursue No more large developments
154	More first time houses for shared ownership or housing association so that we keep the young people in Ledbury and don't become a giant retirement home. The new build houses so far in Ledbury are far too expensive in general and planning permission should be more low cost housing. £300,000 pound houses in Herefordshire are out of reach of most people who live and work here. On the diagram 8 I notice that the space next to the new round about and bottom of Martins way is set out as green Park area, and yet a retirement home has been built on it already. The map should have been checked and updated before being sent out.
155	More GP surgeries - very important
156	More health care services
157	More Houses, More Cars- Do we need a new car park? Where- remove Co-op to Full Pitcher area. The Co-op site be perfect for a coach/car park, nice walk into town. It be perfect for Ledbury
158	More parking spaces to free up parking on side roads. Perhaps behind shops like JMart or Boots Opticians Noisy motorbikes speeding up and down high street should be stopped.
159	More should be done to help local people stay local, as more and more 'indigenous' residents are being driven out by means of affordability.
160	More trees, discourage unnecessary travel by private car and encourage walking and cycling, including safe routes to neighbouring villages and towns.

161	Much more effort should be made to eliminate the amount of litter and dog mess.
162	My overarching concern is that Ledbury's charm is retained in all topics. The by-ass must, as far as possible, remain a strong, only slightly soft border to development. Some changes might have to be made, but keeping then within that line should be our first priority.
163	Need for specific green infrastructure objectives to be set in the NDP and then implemented.
164	Need more electric charging points built in for cars and bikes. Also more parking to service the town centre with secure parking for electric bikes. Double height parking with a landscaped top layer (eg Buxton, Derbyshire) could work well in Ledbury.
165	Need to maintain Ledbury's unique identity for future generations MANY THANKS
166	Net gain for biodiversity for any new developments. New accessible woodland/SANGs to the south near the new housing development.
167	New houses should have to have integrated solar panels and be ready for changing to heat pumps. If not passive house standard should be going in that direction. How come the recent new developments do not have this in place. Its ridiculous.
168	New planning permission should require high levels of insulation, solar panels, triple glazing, etc
169	No more housing estates in Ledbury, improve public transport links, focus on attracting day visitors to the town for shopping, culture, events, etc. this is what Ledbury should focus on. not trading estates, housing estates and businesses facilities.
170	No more housing development until such time as schools, Drs surgery can be accommodated to cater for additional population.
171	No more large scale residential building projects. New homes should be more sustainable e.g. solar panels. Houses should be designed with the older population in mind making it easier for people to stay in their homes as they get older e.g. wet rooms, easy access etc
172	No thought re infrastructure is given with any of the new developments e.g. lack of parking, schooling and doctors. Nothing ever seems to get repaired or replaced in Ledbury e.g. steps up to the Town Trail at the end (Little Marcle roundabout) litter bins falling to bits.
173	No tower blocks
174	No. Very wide ranging.
175	Nothing has been said about the planning and sites for the out of town supermarkets. If the plans for 625 new houses do go ahead, then the new residents, will undoubtedly demand that every town should look like a clone of the one they have just left. Where will the new schools, healthcare provision and supermarkets be sited and heaven forbid, the MacDonald's and Costas? Ledbury is visited and talked about so often because of the individuality and range of the shops. Customers love the personal touch and places like Ledbury are disappearing fast as 'progress' and mass consumerism takes over. I understand that new houses are needed, we must ensure that we protect the green belt once this latest Viaduct development is complete, build more cycle paths and protect the green spaces that we already enjoy in Ledbury. Keep Ledbury unique!
176	On all your plans you have failed to include the Full Pitcher site as having planning permission., What is the age profile of the inhabitants of Ledbury? I guess we are an aging community which needs more services.
177	Opinions concerning Ledbury should not be over ridden by Hereford Council - they think they know best and are used to 'back-handers'.
178	Oppose strongly the residential viaduct site development - 1, it's on valuable agricultural land 2, the land floods 3, unfair to prospective buyers of houses due to higher insurance premiums
179	Parking by Non residents on Lower Rd
180	Parking facilities should be improved
181	Pedestrian crossing needed across the Homend to the Station.
182	Personal experience would dictate that policies be kept as simple as possible.

183	Planning for expanded schools & Health services and important to support planned development. Q4d Comment: Capability more important than location.
184	Please convert the car park in Bye Street (used to be free to park) into a multi-storey car park to provide more much needed parking. Question 6b. Of course !! We are ruining our 'perfect planet'.
185	Please get it right this time!
186	Please make cycling the easiest option for travelling around Ledbury and make driving around town harder. I think it is agreed that cycling and walking is an infinite improvement of travelling compared to cars, but in order for residents to consider a commute via bike, the infrastructure needs to be more accommodating and safer for cyclists. I see Ledbury as having great potential as a cycling town, but a change in infrastructure to break people's car dependency habits, needs to happen.
187	Please, please stop skateboarder youths skating down Church Street - 16-19 age group currently a group of 5 males and 2 females. Police called occasionally
188	Policies and plans need to reflect the fact that Ledbury is at the heart of a rural community whose residents' only option is to travel to the town by car. Cheaper, easier parking should be a priority to encourage greater usage of the town centre.
189	Printing of the maps is indistinct why do we need more employment land on greenfield sites.
190	Priority must be given to new schools and doctors before any more planning applications are granted
191	Provision of youth facilities, indoor and outdoor, is urgently required and should be included in the plan.
192	Provision of facilities for teenagers in Ledbury. Keeping the 20mph speed zones. Somehow reducing car traffic through Ledbury or stopping it completely - creating a car free zone around the market house. The ridiculous state of the road from Tesco to the railway station.
193	Put it into statute that any development must pay for additional developments such as extra schools, doctors, play areas. There seems to have been a failure to do this with the currently agreed schemes.
194	Question 6B is a dangerous question as climate and ecological ideas change all the time and often driven by mis-understanding of the topic and results. Example: renewable energy = de-forestation (wood-pellets).
195	Re 4 b), Town Centre frontages.... I would strongly support as much control as can be achieved over appropriate development and occupancy of key frontages. Ledbury's success as a town is predicated on its attractive and ancient architecture and inappropriate shop usage or signage could be very detrimental to this. E.g. 'office' type usage of 'shop' buildings - e.g. accountants, legal firms etc in premises that would be better as shops. They offer no 'browsing or shopping opportunities so should ideally not be in key town centre properties. Likewise fast food outlets, often with inappropriate signage, should ideally not be in key properties. The town survives and thrives due to the attractive street-scape and independent shopping opportunities with sensitive signage that enhances rather than detracts.
196	Re primary and secondary frontages: happy to agree to the proposal to remove the distinction. However would want there to be some safeguard (I presume there is one already?) to prevent the main street (currently the primary frontages) becoming dominated by fast food outlets
197	Re recreational walking. The Town Trail footpath through the recreation ground needs attention.re-gravelling as there are areas with large muddy puddles the width of the path lasting for long periods on this shady walk.
198	Re: 4d. Although I agree health facilities should be available within the town centre, I strongly feel this should not be to the exclusion of health facilities around the periphery. Parking is very difficult close to the current facilities.
199	Redundant shops should be converted into housing and made to look like houses, not old shops. Before we build another football pitch, please remember that JMS pitch is in urgent need of repair.

200	Regarding food outlets in the town centre: Restrict the number of hot-food takeaways. They produce excess litter which is not only unsightly but also attracts street vermin.
201	Regards my comment on no further development of Ledbury this is based on many factors, too many to describe here, but generally it appears that most if not all housing is bought up by outsiders of Ledbury and so does not provide for local families because of being priced out.
202	Remember the people who love Ledbury for what it is now and that tourists love to visit. Don't change it into an extension of Hereford/Worcester/glos.
203	Review of the Health facilities and sewerage due to the increased local population
204	Road surface improvements needed to encourage tourist visitors & aid local traffic.
205	Sadly, the inclusion of Qu. 1 'Definition of Settlement Boundary' at this juncture, is rather like 'closing the stable door after the horse has bolted'
206	See 5d above (One of the most necessary improvements is the provision of vehicular routes to, through and from Ledbury)
207	Significant and well thought out provision for 11-18 year olds drastically needed within the town.
208	Significant priority should be given to extending bypass under the viaduct to the Bromyard Road
209	SINCE WE HAVE A HEREHORDSHIRE POSTCODE AND LIVE 4 MILES FROM LEDBURY, WHY CAN WE NO LONGER USE THE RECYCLING CENTRE?
210	Solar panels should be mandatory on all new developments particularly workshop area and house designs should include more interesting designs not just the cheapest box possible. The aim should be towards sustainable developments/low energy housing and small energy efficient for skilled Herefordshire labour. Greater thought should go into providing housing for managers or business owners as well as affordable housing.
211	Some green space opposite Full Pitcher roundabout and along Dymock Road is required
212	Something should be done about the empty shop between Victoria Wine and Clarks. It's a disgrace. Apart from that nothing should be touched in the High Street it is perfect and just visitors want to come to see.
213	Space needs to be allocated for doctor's surgery.
214	Speed limits to be considered, some areas such as town centre would be good to keep at 20mph
215	Spreading the town will only cause it to lose character and to destroy the landscape around it. Once gone that will never return. Please take all necessary measures to build the town within the town, and leave the countryside protected and biodiverse as a brake against climate change and a positive gift to the future.
216	State of potholes etc on the Homend and pavements from Tesco towards 'the Forgotten end'
217	Super fast broadband still not available.
218	Support ecology and environmental improvement at all times
219	Thank you for all the hard work.
220	Thank you for this revision that is quite comprehensive. It would be good to encourage more walking by making some roads safer, e.g. Knapp Lane, which is quite dangerous for pedestrians at present. The 20mph zones are a good idea but need to be enforced.
221	The absolute triumph of the Council's work in preventing Ledbury from falling victim to High Street chain brands, and uglification, is amazing. It's the source of Ledbury's attractiveness, the quality of life it offers and therefore our financial success as a community. We need to acknowledge this, not forget it, so that we understand how these things work - and keep them working into the future.
222	The amount of traffic generated by the Bromyard Road redevelopment is quite worrying. I think it will be needed to be monitored closely. Also the amount of money wasted on the war memorial upgrade needs looking at. Paying for it twice is not really on. Its my council tax money after all !!!!

223	The biggest bone of contention is, of course, the Viaduct site access at the Hereford roundabout. That the Secretary-of-State has taken the decision he has is deeply disturbing and the hope is that the will of Ledbury residents will eventually be realised.
224	The boundary of Ledbury should not be extended further and we should resist pressure from Herefordshire Council to do so
225	The concept/project of the Hfds & Glos Canal Trust to revive/restore the H & G Canal must be included in the NDP.
226	The cost of this bureaucratic exercise worries me and I am highly sceptical that our opinions will stop greedy politicians and developers doing further damage to our once-lovely town.
227	The current primary care medical provision is not fit for purpose. Maybe a larger building in a less built up area, with parking would help
228	The failure of Natural England (NE) to object to the planning application to build 320 dwellings on the grade 1 & 2 farmland currently being spoiled by the Leadon Way development was a very serious one which creates even more challenges to the nations farmers as they seek to grow food in a sustainable way. NE's definition of 'Green infrastructure' makes no mention of the one irreplaceable element, namely soil and thus they failed to protect the high quality soils of the Leadon Vale and continue to do so. This failure was compounded by both Ledbury Town and Herefordshire Councils' failure to focus on this matter at the planning appeal.
229	The infrastructure of Ledbury is inadequate to cope with the planned housing developments. It is vital that no further planning applications for new housing are approved to allow time for schools, dentists and especially medical facilities to catch up.
230	The lack of accessible quiet, relaxing, attractive areas in town.
231	The litter bins in the town need to be reviewed as some are now looking very shabby and does not set a good impression.
232	The main concern is one of safety to access the south side of the by-pass (Leadon Way).
233	The matters dealt with by 6a and 6b seem to me to need the use of a degree of common sense and practical thought. It seems to me that we have to accept that it is not always possible to achieve the ideal. Trying to achieve the ideal, in my opinion, has caused the mess Ledbury has achieved in it's relationship with developers.
234	The medical facilities are NOT adequate, or dentists, at this time
235	The medical Facilities within Ledbury at present are nowhere near adequate. therefore with further development these facilities will only get worse - Urgent action required
236	the NDP will not be possible to contain future building as was demonstrated by Bloor giving a large contribution to the Conservative Party after he got his way with the viaduct site.
237	The police station is redundant - can we consider what to do with the premises and understand where we go for emergency support
238	The poly tunnels around Ledbury are an increasing intrusion and eyesore. Initiatives to decrease, or limit, the number of poly tunnels would be good. Ledbury is in a farming area but strawberries and cherries are not essential.
239	The provision of sufficient town centre car parking. On street parking on certain roads is becoming a growing concern.
240	The state of both roads and paths the main run from the train station into town is simply awful for both car users and pedestrians, that is the access to the town so should be improved as a matter of urgency, there is an aging population who are actively encouraged to exercise but it is not safe for them to do so - the 20 is plenty does not happen so I do believe that the plan for the town should improve for all living as well as those visiting and that is infrastructure, are there enough spaces at the train station to park - No, is it safe to walk into town - No, is it safe to drive into town - No - simple as

	that really anything to improve has to surely start at the core of what drives revenue into the town and makes it the place to live.
241	The state of the roads & pavements; and very concerned about the viaduct development & access via under the and railway bridge junction !!! for deliveries to new estate.
242	The town desperately needs a hotel (maybe on the bypass) There is virtually nowhere to stay.
243	There appears to be nothing in the plan on the allocation of housing land does this mean we have now satisfied our allocation for the remainder of the plan period - if not identifying acceptable pieces of development land should be a key priority. Ideally in small developments of not more than 10-20 houses. There should also be a policy on the size of building plots towards the centre of the town and towards its edge promoting intensive use of land close to the centre reducing overall land take.
244	There are scant services for Ledbury ie doctors, fire station, hospital (now just a clinic) and yet large housing numbers are passed without any consideration. Until more doctors surgeries are built, the 'Hospital' reinstated as a hospital with full facilities and an expanded Fire Station. All building of new houses should be stopped and developers better controlled with planning applications.
245	There is a much greater need to prioritise matters. With the huge residential developments around Ledbury we desperately urgently need more nursery facilities, more school places, more health facilities as it is impossible to get doctors appointments or to find nursery places. People are going to have to commute for these facilities. Also parking in town is not tackled in any directive
246	There is no climate emergency!
247	There is no mention of infrastructure. Of particular importance are the sewage and waste (tip) sites, schools and GP surgeries. Sewage facilities could expand within the existing curtilage since much of it is grass. Herefordshire Council recently gave itself planning permission to extend operating hours of the tip to a full day on Sundays - which took effect from 2nd May 2021, and to allow expansion of the site (without specifying where to). Three full days will not be sufficient within the NDP timeframe, especially if the inconvenient booking system remains. If the tip is extended north or westwards, it would be into woodland that is a valuable wildlife habitat - and it would affect the Town Trail. If southwards, that would be into the sewage site, which will probably need all the land it currently has. Since the sewage outflow must be to a watercourse, a better solution would be to relocate the tip to make that land available for the expansion of the sewage site. A suitable site would be unused land round the back of Amcor. The short-sighted refusal of planning permission for Lidl and a new medical centre (land off the Full Pitcher roundabout) will lead to a shortfall in healthcare facilities. The increased population would certainly support - or even demand - a fourth supermarket. I am not in a position to comment about schools, but it is likely current provision will become inadequate within this NDP timeframe.
248	There seems to be a high focus on football. As much as possible the provision for all sports should be entertained.
249	There should be a new medical services area to include Drs dentists and pharmacies. Within these housing areas there should also be a small general store- there will be folks without cars (elderly, young mums). Also if not provided folks will have to 'pop' into town for everything resulting in MORE traffic.
250	There should be no more housing developments approved from Gloucester Road, Bromyard Road around Ledbury. Ledbury has lost its market won appeal
251	These surveys should be continued to ensure the best development plans are achieved.
252	This form was too complicated for my elderly neighbour, which I had to help by explaining in simpler terms the reason for this form. I'm sure she is not the only one.
253	This is a wish list, much of which conflicts with the Core Strategy and the Planning process. , so getting it approved by the Planning Inspector, may be difficult. Best of luck. More taxpayers money wasted.

254	Time is needed to assess the impact of the current new developments. If largely positive then more would be welcomed, if negative then no further allowed.
255	Time is short and it all needs addressing - get on with it!
256	To emphasise the use of existing underused/brownfield sites as a priority before considering building on established rural areas; not losing the appeal of Ledbury to visitors - and attracting income from tourism.
257	To get more people to shop in the town of Ledbury especially with the town development proposals. Parking should be free or at least the first 2 hours. This will bring shoppers into the centre of Ledbury to spend money.
258	To refuse Sainsburys and Lidl is ensuring we stay in the 1950s with mostly single shop units. Not the way forward.
259	Too much residential building going on at present.
260	Traffic !! The centre of Ledbury should be made traffic free and only deliveries and disabled allowed access. The viaduct development should have road provision to make car users go onto the bypass. The bottom section of Knapp Lane should be one way at the bottom to the Homend. I hope that the infrastructures of Ledbury like schools and sewage plants have sufficient capacity for the increased population.
261	traffic calming /speed limits/additional pedestrian crossing other side of full pitcher roundabout
262	Traffic calming measures should be introduced to reduce speeding - arbitrary unenforced speed limits are pointless
263	Traffic control especially speeding and parking.
264	Visitors from larger towns/cities always remark on how clean and tidy Ledbury is and how much they appreciate all the planting and baskets etc, The junction by the railway bridge near the station is really hard to cross - wondering if traffic lights might help if developments increase road users around town?
265	We have concerns regarding the wording on pages 8 and 9 of the NDP Revision Leaflet, specifically in regard to the proposed LSC2. Telephone communication with Cllr Howells clarified that the intention is to protect this area from future development, but we do not feel that the current wording makes this clear, instead referring to infrastructure, linking local sites and connectivity of green assets. We feel strongly that this wording suggests a proposal to create an allowable 'link' to Wall Hills Camp and the surrounding woodland, all of which is privately owned and without any public right of way, and would respectfully request that this wording is amended for the second consultation to make clear the intention of protection against future development.
266	We have exceeded our obligations re new build numbers. Even 20 years ago rail access needed improvement to properly service the increased population; after all, the existence of rail station is one of the 'pulls' to develop locally.
267	We have high hopes that this excellent document will have the desired influence on planners and will be a deterrent to unscrupulous building developers
268	We need a specific plan in the Ledbury NDP for an enhanced large medical centre, with extensive car parking, to match the current and planned population and those falling within the current surgery's patient region.
269	We need better health care provision. The current provision is not coping and we need a bigger health care centre
270	We need further more doctors, and another primary school
271	We need to preserve the town's unique and historic ambience. I have lived in Ledbury for. 60 years.
272	We originally come from Upton-on-Severn and enjoyed the integrated health facilities - GP/Dentist/Chemist all under one roof. We need to achieve this!

273	What are the chances of actually being listened to? Why is HCC still allowing cheap box-like houses everywhere which are not ecologically sound?
274	Whatever new facilities are provided or changes made, they have to be paid for, and perhaps more importantly the maintenance and upkeep has to be paid for in the future. So where does the money come from?
275	When I see all the banks, shops and businesses that have closed in Ledbury in the time I have lived here, I wonder if the future development is in the right direction. Ledbury is in the sticks and I can't see any major businesses locating here. Maybe we should just go back to being a small market town and leave it at that.
276	Where are provisions for schools and hospital facilities
277	While we wish to discourage car use, car parking provision in Ledbury is so limited that side roads close to the centre are frequently clogged up with parked cars. This is an issue that needs to be considered. Furthermore the 20 mph speed limit needs to be enforced.
278	Why can't the old football ground in the New Street be used instead of a new site further out of town for the Ledbury Swifts and Ledbury FC ?
279	Why was the existing NDP prepared so incompetently ? The introduction to Question 1 states "Ledbury would benefit from a settlement boundary as the lack of one in the current NDP has resulted in unplanned development permissions". Why was this not foreseen? If the professional consultants employed by Ledbury Town Council recommended not having a settlement boundary, has a percentage of their fees been recovered based on negligence?
280	Will the results of this survey be publicised and will they be heeded?
281	With all the building of housing going on where are the dental/medical facilities to cover the higher population going to be
282	With all the extra houses being built are there enough school places? And we need more doctors and dentists. I know that Covid has made things more difficult, but more people must make waiting times worse.
283	With talk of future green measures needing to be a thing of the future why let builders get permission to build houses unless they meet the green requirements as letting them be built and then forcing owners to comply afterwards is more costly than at the build stage.
284	With the ever increasing housing and population within Ledbury the traffic using A417 to M50 must be controlled better through Parkway. Traffic calming measures are required.
285	With the viaduct/Bromyard road development now agreed (which it shouldn't have been), this should be the last housing development built in the town. The town will need bigger schools, another doctors surgery, perhaps another supermarket, sports facilities, better road infrastructure etc just to cope with the increase in people and traffic. We need to keep the charm and appeal of Ledbury, not turn it into a rural commuter town that is just surrounded by housing estates. Herefordshire is a beautiful county and for many Ledbury is the gateway, please ensure that the NDP doesn't allow for more housing development and instead retains its green credentials and considers carefully where new employment land will be built on.
286	Worcester Road from Before the Eastnor Turn needs a speed control from 50/40 down to 20. Coach parking facilities with access to local cafes and toilets.
287	Worcester Road needs a buffer speed limit of 40 mph all the way from Eastnor turning. Car parking facilities
288	Worcester road where it meets the town junction is an absolute nightmare for powerchair/wheelchair users, especially on recycling day, totally impossible to use it then. there needs to be not only a safe crossing from Horse lane orchard, to the other side of the road, but also a wheelchair width safe to use pavement along to the high street. it is an accident waiting to happen at the moment.

289	Yes - with all the new housing there urgently needs to be additional health / GP services, nurseries and schools
290	You need more than one access point to the 625 homes at the viaduct. It's already a nightmare to access Bromyard road!
291	2a Football and safe access
292	2d This is grade I agricultural land
293	2di Keep uniqueness of Ledbury.
294	2diii Independent business.
295	2dii Lidl and Nursery
296	2b Disagree, combine at the Rugby Pitch site obviously!
297	2b Football facilities are currently highly undervalued in Ledbury.
298	3a Alternative access from Bromyard Road is needed for emergencies. Please avoid the traumas experienced when Biddulph Way was the longest cul-de-sac in the country.
299	2dii Need picture to see where you mean there are two pieces of land here!!
300	3a Referendum was ignored by planners
301	3a NO development should be embarked upon before the matter of vehicular access under the viaduct has been resolved as an iron clad condition. Until that access has been approved the development should not begin.
302	4b Restrict spillage /encroachment onto pavements
303	4b The proposals show the lower part of Worcester Road as shopping frontage. It is not, except for the non-access side of the first property and owing to narrow road, it is very unsuitable. This marking is misleading.
304	4b I agree but subject to ensuring that when applications for planning are made it is important to consider a range of shops etc i.e. we do not want numerous pubs at the expense of independent shops selling a variety of products. I also believe that applications for independent outlets should far exceed the number of chain store shops. It is the variety of independent shop businesses that attract tourists not the chain stores which can be found in every town/city centre.
305	4b Don't understand the question - what is primary and secondary frontage?
306	4c Don't understand the question - aren't we all treated equally in our needs to update?
307	4d The booklet says 'current health service... facilities meet present needs'. This is totally incorrect. 25 years ago there were 7 full-time GPs in Ledbury. Now there are 5 or 6 most of whom work part time. How much has the population grown in 25 years? I guess about doubled. Although the doctors have changed their methods of working and taken on more locums and medical staff, the service provided is far from satisfactory. It takes 2-4 weeks to see a doctor, even when the situation is acknowledged to be urgent. This does not in any way 'meet current needs'. There needs to be a substantial increase in facilities now, and more later as the population grows. There are no NHS dentists in Ledbury. This is disgraceful. It is not the fault of Ledbury Council or Herefordshire Council but surely Ledbury should be pressing for sufficient NHS dental facilities in Ledbury to serve the population. I see no reason why health facilities should be on one site or concentrated in the town centre. Nothing wrong with having facilities on the outskirts close to new large concentration of housing. This makes access easier for people who live on the outskirts and would otherwise have to drive into town and find there are no dedicated parking spaces near the medical facilities. 2. Comment on Schools In the last 25 years the population has probably doubled. How much has the number of school places increased? I'm guessing a third to a half. Now we see 800+ new houses being built. Target customers seem to be mainly young couples or families. Probably at least 800 children of school age. Where are the school places? We surely need a new large school or schools.
308	4d Locating health services on the bypass would be better
309	4d We need a new doctors surgery

310	4d By Full Pitcher roundabout with parking!!
311	4d Question 4d asks about retention of health facilities, yet the booklet mentions wanting improved and larger facilities. I can agree with the first but not the latter. Smaller new facilities could be added at the edges of town to better serve people who live away from the centre, reducing people's need to travel to them.
312	4d Many live in main town.
313	4d Health to the existing facilities is limited unless on foot. On the basis that many will approach by car the option of any new facilities should take access and parking into account.
314	4d Keep hospital, but no reason why Drs can't be on new site, nowhere to park
315	5a The maps/scale both different. No.
316	5a If I correctly interpret Figure 7 planning permission has been given on the land off the Bromyard Road. How will an LSC help now?
317	4c Waste of time.
318	5a Leave it alone.
319	6a What? Find something useful to do.
320	6b Yes, we live in a rural town.

-----End of Appendix 2-----