

Ledbury NDP

Landscape and Visual Sensitivity Assessment

SELECTED SITES

September 2021

1. Introduction

- 1.1 This report forms part of a series of studies which have been / are being carried out to provide the evidence-base for the current revision of Ledbury's Neighbourhood Development Plan (NDP).
- 1.2 The background to the studies including that which is the subject of this note is set out in the Landscape and Visual Baseline Assessment (LVBA) report, which should be referred to for more information about the various aspects of the commission, including the aims, objectives, methods and processes. The informal consultation draft of the LVBA report is likely to be published in the autumn of 2021.
- 1.3 In summary, the original plan was to carry out a full Landscape Sensitivity and Capacity Assessment (LSCA) of land around the settlement, to inform judgements about the line of the settlement boundary; the locations of any future land allocations for residential development, employment use west of the town, and / or designated Local Green Spaces (LGSs); and the creation of strategic green infrastructure (GI). It would also to inform, guide and support proposed NDP policies.
- 1.4 For various reasons, however, it was agreed not to progress the full LSCA for the time-being, but to produce a stand-alone LVBA report that captured and set out the findings of the various landscape and visual baseline studies. This information would form the starting point for any future assessments (being updated to reflect changes to the baseline situation if necessary).
- 1.5 At the same time, preliminary Landscape and Visual Sensitivity Assessments (LVSAs) would be carried out on a number of sites selected by Ledbury Town Council (LTC), the aim being to establish their suitability or otherwise to accommodate a variety of uses other than residential, including employment / commercial and sport.

2. Method and Process

- 2.1 The LVBA report explains the methods used and processes followed in landscape and visual sensitivity, capacity and effects assessments generally, and in Ledbury's assessments specifically, with reference to the relevant guidance and other documents.
- 2.2 In all such assessments, the baseline landscape and visual studies are carried out first. The findings are then analysed, and are used to inform judgements about levels of landscape and visual value and susceptibility to change. From this information, levels of sensitivity and capacity can be determined.

- 2.3 It is important to note that the nature of the proposed change which is being assessed much be clearly specified, for example, residential / industrial / agricultural, as different types of development give rise to different types of effects. Some areas may be highly sensitive to change in the form of built development of any kind, such development being highly likely to give rise to unacceptable levels of adverse environmental / other effects; however, they may have the capacity to accommodate change in the form of forestry, or informal recreation.
- 2.4 Another important point of note is that whilst it is usually possible to assess the types of effects that are likely to arise from the proposed development / change (for example 'residential'), LSCAs are usually carried out at an early stage in the strategic planning process, so no decisions about scale and form are likely to have been made. Indeed, LSCAs are used to determine these matters, along with others such as access, siting, density, layout and design.
- 2.5 Thus, if the assessment is considering the sensitivity of the landscape in question to 'alternative energy production', or 'residential development', it may conclude that it is highly sensitive to the introduction of tall wind turbines or tower blocks, but could potentially accommodate low solar panels or bungalows. It may also conclude that the latter could only be accommodated without giving rise to adverse effects if certain mitigating and / or compensatory measures were put in place; for example, the requirement for the development's form, style, colours and materials to respect and reflect the receiving area's character and local distinctiveness, such choices having been informed by evidence-based studies carried out in accordance with published guidance.
- 2.6 Recommendations for the protection and enhancement of features / factors of value are also made in LSCAs, where appropriate.
- 2.7 In Ledbury's case, the LVSA's considered the selected sites in the context of proposals to protect the existing GI assets and functions within the wider landscape, and establish a robust, healthy, multi-functional GI network for the future.
- 2.8 The original (2020) brief was to assess the levels of sensitivity to specific changes on three sites west and south west of the town:
- 1) Land west of Ledbury (sport / recreation / employment and commercial uses).
 - 2) Full Pitcher roundabout (employment / commercial).
 - 3) Land south west / south of Ledbury (sport / recreation).
- 2.9 The studies' and assessments' findings were analysed, the baseline information was updated where necessary, and additional desktop studies, field surveys and informal consultation were carried out. Sketch plans showing i) options for the line of the settlement boundary and ii) mixed-use development (mainly sport and employment) and strategic GI / structural landscaping west, south west and south of the town were drawn up, with associated schedules/ notes.
- 2.10 The LVSA's were completed in September 2020, and the information was shared with the NDP groups, HC and other parties who were working on the NDP revisions.
- 2.11 In August 2021, LTC commissioned an additional LVSA on land north of the railway station. They also asked for a note setting out the findings of the preliminary, high-level sensitivity assessments previously carried out on LSCA areas west and south west / south of the town.
- 2.12 The results of the selected sites' LVSA's are summarised below. It was agreed with LTC that due to time and budget constraints, the results would not be published in a formal report, but would be written up in note form, accompanied by hand-drawn plans, and would be shared / discussed with those responsible for revising the NDP.
- 2.13 In this iteration of the NDP, it is understood that areas proposed for future allocation / designation would simply be shown as indicative zones on a map: however, they would be based on granular, evidence-based studies most of which were carried out at an individual land parcel scale.

3. Ledbury West

- 3.1 HC's core strategy identifies land west of Leadon Way (south of Little Marcle Road, north of the A449 Ross road) as '*an area in which new employment uses will be supported*'; the area's boundaries are not defined, it is simply shown on a plan as an oval-shaped zone (the plan is included in the current version of the NDP).
- 3.2 As well as employment use, it was agreed with LTC and HC that the LVSA for this area would consider its landscape and visual capacity to accommodate a) associated commercial uses, and perhaps a 'local' university, and b) sport / recreational use with associated built form (potentially relatively large-scale).
- 3.3 The first part of the LVSA involved analysis of the wider landscape character and GI context within which any future development / change would need to fit, both present and future. This was followed by a more in-depth assessment of the landscapes west of Ledbury (covering a belt south of the A438 Hereford Road and west of the B4216 Dymock Road), factoring in the various constraints and opportunities which had been identified in the baseline studies.
- 3.4 The final stage of the exercise involved drawing up an illustrative zoning plan to show the preferred locations of the various proposed landuses (see plan and notes in Appendix A).
- 3.5 The LVSA concluded that levels of sensitivity / capacity to the specified forms of change varied considerably across the area.
- 3.6 Generally, west of Ledbury, levels of landscape and visual sensitivity to change in the form of employment / commercial use increase incrementally from east (nearest to the settlement) to west (with some exceptions - see below).
- 3.7 This means that a) the density of development should be lower in the west than in the east, and b) the western extent of any future development / change must be restricted.
- 3.8 The LVSA strongly recommends that well in advance of any development, a wide belt of very high quality, multi-functional and publicly-accessible GI is established west of the allocated areas (the future aim is for the GI belt to encircle the whole town). The design of the belt must respect and reflect local landscape character. Potentially, the belt could accommodate some sensitively-located and well-designed built form that was associated with nature conservation / recreation / education / community use only.
- 3.9 The most highly sensitive elements and features are usually those which perform important GI functions such as habitat provision and access to nature, for example watercourses, woodlands, and footpath / bridleway corridors. All should be conserved, protected and enhanced, and development sensitively integrated into the areas which are not part of the protected structural GI / landscape framework.
- 3.10 Levels of sensitivity to change in the form of employment / commercial use tend to be lower, and levels of capacity higher, in areas which are some distance from the settlement but are in close proximity to existing employment / commercial uses (mainly the UBL complex and the industrial estate south west of the Full Pitcher roundabout).
- 3.11 In terms of use of land for sport / recreation, the LVSA concluded that the whole of the area had a high level of capacity to accommodate both formal and informal recreational facilities including buildings so long as the latter were carefully sited, ideally in close association with existing / proposed buildings.
- 3.12 The LVSA's conclusions were based on the assumption that adverse effects arising from new development would be avoided / minimised through sustainable high-quality design based on thorough assessment and sound principles, and that significant long-term environmental enhancements would be delivered as part of the proposals.

4. Full Pitcher Roundabout Site

- 4.1 This area is a small (c. 1.5ha) triangular parcel of land south east of the Full Pitcher roundabout, south of Leadon Way and east of Dymock Road.
- 4.2 The LVSA concluded that the site is in a highly important and visible location at an historic gateway to the town, with high levels of sensitivity to development / change which is not in keeping with the more positive aspects of the area's character.
- 4.3 The site does, however, have relatively high levels of capacity to accommodate well-designed and high-quality built form which associates well with the other buildings / features which characterise the land in the vicinity of the roundabout.
- 4.4 The LVSA recommends that consideration is given to development that is complementary to the recreational / commercial uses of the future canal, such as a hotel and / or visitor centre.

5. Ledbury South West / South

- 5.1 This area lies south of the Barratt development site, east of Dymock Road, and extends southwards as far as Highbridge Farm. It is part of an area which was the subject of a high-level study carried out in association with HC in 2018 to establish what if any form of future development / change could potentially be accommodated in the landscapes south of Leadon Way, between Dymock Road and the A417 (plans sent to LTC).
- 5.2 It does not lie within the AONB, but makes a highly important contribution to its setting. New development / change could potentially give rise to high levels of adverse effects on the AONB's special qualities.
- 5.3 The LVSA for the south west Ledbury area considered its sensitivity to change in the form of outdoor sport / recreation, assuming grassed pitches, landscaping / GI, and the provision of associated small-scale facilities such as changing rooms, and car parking. Also, the facilities would need to be very well-designed, of high quality and sustainable, incorporating areas of strategic, publicly-accessible multi-functional GI, and managed in the long-term to enhance biodiversity.
- 5.4 The LVSA concluded that the area had a high level of capacity to accommodate both formal and informal sport / recreation, but that the effects of any lighting would need to be assessed at an early stage in the feasibility study process, as floodlighting / other lights could give rise to significant adverse effects on biodiversity, landscape character and visual amenity.

6. Land North of Railway Station

SCOPE OF STUDY

- 6.1 The brief from LTC for this LVSA included specific requests for consideration of matters that would help to inform the NDP:
 - i. *Assess sensitivity of area north of the railway station. A small site (south-west section of that assessed by HC Employment Land study) is being considered for access, car parking and 2-3 small business units (such as a farm shop). See tentative scheme submitted by landowner (3 documents attached). Can you assess whether this is an area where development could go ahead and any mitigation strategy needed in terms of impact on the AONB.*
 - ii. *HC's assessment is that this is very sensitive. However, that assessment looked at a much larger area. Is there a smaller part of the area to the north of the station that would be less sensitive such that, with appropriate mitigation, it might be developed in line (or otherwise) with the landowner's suggestion? Carly has information about the landowner's suggestion in a previous email I sent to her. If yes to some development, what landscape mitigation measures should be asked for?*

PROPOSED DEVELOPMENT

- 6.2 From the documents and plans which have been provided, it is understood that the aim of the proposed development is to resolve a number of issues, namely a) limited access (via a stepped bridge) between the east-bound platform on the northern side of the railway, and the west-bound on the southern side; b) insufficient parking at the station; c) resultant lack of investment in the station / its former facilities; d) the owner of the land north of the railway who runs a farm business there not having the associated retail facilities to promote his products; and e) a shortage of affordable start-up office units in the Ledbury area.
- 6.3 Other stated benefits of the scheme include a) *'Enhance the Area of Outstanding Beauty by promoting walking and cycling in the local area and the Malvern Hills and surrounding countryside. A centre from which to embark on woodland walks utilising the existing footpath would be created and promoted. (CL1)'*; and b) the creation of a *'new hub for the cycle hire business currently operated from the existing Old Kennels Farmhouse. This would result in an increase in the availability of cycles for hire including the potential for electric bikes and a potential hook up with other local businesses, e.g Eastnor Castle, Westons Visitor Centre and hopefully, eventually the canal basin/dock and cycle routes. (TR1.1)'*.
- 6.4 The area's southern boundary is along the northern edge of the railway line, its western boundary is along the B4214 Bromyard Road, its northern boundary is an arbitrary line c. 200m north of the railway, and its eastern boundary is not determined.
- 6.5 The 'core' area is c. 0.6ha in extent, but additional land to the east would also be developed - the amount of land required for that is undefined.
- 6.6 The proposals comprise four business units; a farm shop with associated café, meeting room and other facilities; and a ticket office and waiting room. The plan shows these arranged around a central car park (50 spaces), with access to a 'bus park' indicated on land to the east.
- 6.7 Vehicular access would be off the Bromyard Road, c. 50m north of the railway bridge.
- 6.8 The sketch plan in Appendix B to this report shows the proposed development superimposed onto Google Earth, along with some of the key features and factors described in the following section.

LANDSCAPE AND VISUAL SENSITIVITY / CAPACITY

- 6.9 The assessment identified several important landscape features, characteristics and qualities on / associated with the site and within the surrounding area. It concluded that many of these are major constraints to development as they would, or could, be significantly adversely affected by the proposed development, whether directly or indirectly.
- 6.10 Most importantly, the site lies wholly within the Malvern Hills AONB, the western boundary of which runs north - south along the Bromyard Road, returning eastwards along the top of the embankment on the northern side of the railway station and continuing along Cut Throat Lane.
- 6.11 The AONB designation does not preclude development *per se*, but it does confer a Very High level of landscape and visual value. The LVSA concluded that due to the presence of existing detractors in the vicinity, the site's level of susceptibility to this type of change was High.
- 6.12 Several other features / areas of Very High or High landscape and visual value / susceptibility to change are present on the site / in the vicinity, many of which are designated, and other environmental / physical constraints to development of the type proposed were identified. A summary is provided below:
- i. The eastern side of the 'core' of the site lies c. 90m west of the Ledbury Cutting Site of Special Scientific Interest (SSSI). It is not clear how far east the bus parking area would extend, but it would be even closer to the SSSI. Adverse effects on the SSSI include noise / disturbance, lighting and air / soil / water pollution (for example from vehicle exhaust pipes / oil leaks).

- ii. The site lies within a number of SSSI Impact Risk Zones (IRZs), including that associated with the Upper Hall Farm Quarry and Grassland SSSI which lies c. 700m to the south east.
- iii. The railway corridor itself is designated as a Local Wildlife Site (LWS), although it is separated from the site by the eastbound railway platform. There is likely to be a close association between species of flora and fauna in the LWS, SSSI and PHI sites, so changes to one would almost certainly affect the others.
- iv. The majority of the landcover within the Ledbury Cutting SSSI is mature native deciduous woodland which has colonised the embankments which were formed when the railway was built. A c. 28m wide belt of woodland extends westwards from the edge of the SSSI for c. 155m, as far as the Bromyard Road: this section is designated as a Priority Habitat Inventory (PHI) site (Deciduous Woodland).
- v. Between the woodland and Old Kennels Farm (which lies north west of the site) there is an orchard, the whole of which is designated as a PHI Traditional Orchard site.
- vi. Both features make highly important contributions to local landscape (and townscape) character, visual and social amenity, and biodiversity (both are highly likely to support protected species).
- vii. Traditional orchards in particular are an important part of Herefordshire's natural and cultural heritage and a vital component of the landscape which need to be protected - this is recognised in both HC's Core Strategy and the AONB Management Plan. However, they are disappearing fast (unfortunately, they are often removed just before a planning application for a proposed development is made).
- viii. The proposed development would entail the removal of the whole of the western half of the PHI woodland, and the south-western part of the orchard, with resultant permanent, direct, and potentially significant adverse environmental effects which could not be mitigated.
- ix. Due to their high value, HC's 2015 *Strategic Housing Land Availability Assessment - Rural Report* categorises PHI sites as having 'no potential' for residential development, and the same principles would apply to light industrial / commercial development.
- x. The site lies within a Nitrate Vulnerable Zone (NVZ); NVZs are areas designated as being at risk from agricultural nitrate pollution: if fertiliser and / or organic manure is being stored on the land, certain rules must be followed in order to prevent water pollution.
- xi. The archaeological potential of the site is unknown and would require further investigation to determine whether any archaeology exists / could potentially be affected; however, the Sites and Monuments Record (SMR) lists medieval lynchets and ridge-and-furrow in the fields east of The Old Kennels (SMR no. 3767). The features include two irregularly-shaped terraces of on average 15.5m width and 128m in length which run east to west across the field, with a second series of terraces in Frith Wood.
- xii. Little Frith cottage, which lies at the edge of Frith Wood, north east of Old Kennels Farm, is 17th century. Ledbury Hunt's hounds were kennelled at the farm between 1884 and 1938.
- xiii. The Station House on the south side of the railway is a Grade II listed building: there is the potential for development on land north of the railway to give rise to adverse effects on it and / or its setting.
- xiv. A line of electricity pylons with overhead cables crosses the land just north of the proposed development site. There will be an associated defined corridor / easement within which certain restrictions to development / uses activities will apply.
- xv. The Bromyard Road is one of the main approaches into Ledbury.
- xvi. Access off the Bromyard Road would entail the removal of part of what appears to be a good quality, old native hedge, which could potentially be categorised as Important under the

Hedgerows Regulations 1997. The loss of part of the hedge could give rise to adverse ecological effects.

- xvii. The new access would urbanise this section of the road, which currently has a rural character due to the hedge, and would give rise to adverse effects on landscape character and visual amenity.
- xviii. The site lies within LSCA Area 2. The LSCA Area schedule for the public and social amenity topic states that *'The whole area slopes down from east to west, providing panoramic views to Marcle Ridge and beyond along the entire length of public footpaths LR21 and LR21A'* (the footpaths run along the west side of Frith Wood, and are part of the Herefordshire Trail). The is likely to be visible from the southern end of the footpath, where it joins footpath ZB19 which crosses the site (see below).
- xix. The photograph below is taken from footpath LR21A at GR713388 looking south west.



- xx. Public footpath ZB19 crosses the site, running east - west along the northern edge of the woodland between the Bromyard Road and its connection to the wider footpath network (it joins the Herefordshire Trail at its eastern end), and the Open Access land at Bradlow (also LWS and semi-natural ancient woodland (ASNW)).
- xxi. The proposed development would give rise to high levels of adverse visual and other sensory effects on footpath users due to the loss of the existing natural / semi-natural vegetation and habitats, and their replacement with built form and hard surfacing. The plan of the proposed development does not show the line of the existing footpath, nor are any alternative routes shown if the path had to be diverted (a process which can take several years).
- xxii. Many of the above features / factors make important contributions to both the local and wider areas' GI assets and functions: these are summarised in the GI schedule for LSCA Area 2, within which the site lies, as follows:

LSCA AREA 2: Beggars Ash

Herefordshire GI Strategy Categories

Fringe Zone Z5 – orchards and grassland

Enhancement Zone Z1

County / Regional Strategic Zone: Malvern Hills AONB

Key Features / Factors

Within AONB

Slopes steeply up to ridge from W

Modern orchards and arable

Beggars Ash Lane to W border - characteristic rural road / lane

Amenity

Footpaths: Herefordshire Trail on E border

Another footpath crosses from mid-way on E to midway on N

Water

Springs on W edge of hills

In area around Beggars Ash, small streams / pond

Heritage

Old Kennels, Little Frith cottage C17 and remnants of medieval farming

Assets	Functions
Whole area	Backdrop to town Local and historic character – food production
AONB protection	Enhanced management for habitat, character, wildlife Public access Flood mitigation
Footpaths: S – N through Frith Wood Herefordshire Trail to SW border	Amenity / leisure / recreation Connectivity to countryside beyond Access to nature
Arable	Food production Water management / flood mitigation
Modern orchards	Food production Connection to heritage - traditional landuse Water management / flood mitigation
Springs	Water management / natural drainage
Archaeology – signs of medieval farming	Historic context Education Local character / sense of place
Topography: slope W-E	AONB setting Views from town
Beggars Ash Lane	Rural local character Biodiversity / wildlife corridor and habitats
Historic buildings	Context Education Local character

- 6.13 The combination of the above features and factors resulted in the site's overall level of sensitivity being assessed as Very High, and its level of capacity to accommodate the proposed change, Very Low.

CONCLUSIONS

- 6.14 The assessment identified several important landscape features, characteristics and qualities on / associated with the site and within the surrounding area which are significant constraints to development. Many of these would either be directly or indirectly adversely affected by the proposed scheme. The effects are potentially 'significant', and the majority could not be adequately mitigated or compensated for.
- 6.15 In fact, there appears to be little or no capacity for any form of development / engineered change on the land north of the railway station. I very much doubt that any social or economic scheme benefits would outweigh the permanent environmental harm that would be caused.
- 6.16 Although an assessment of whether / how the proposals would comply with relevant planning policy / guidance was beyond the scope of this commission, it is clear that they would be in conflict with many policies relating to environmental protection and enhancement.

RECOMMENDATIONS

- 6.17 Explore alternative solutions to the problems of accessing the eastbound platform and improving the current parking provision that would not involve development on land to the north. The landowner could develop a scheme for business units / retail / café etc separately / elsewhere, perhaps within the existing farm complex, and apply for planning permission in the usual way.
- 6.18 Could the tracking arrangements be adjusted so that both westbound and eastbound trains use the westbound platform only? Or could a lift mechanism be installed?
- 6.19 Consider relocating the existing business units south of the railway / east of the station to an alternative location (for example the Ledbury west site - see below), and creating a new car park that would serve not only railway users but also people visiting the landscapes north and east of the town - it should be possible to create a footpath link between the eastern end of the business unit complex and the Herefordshire Trail which lies c. 100m to the east.
- 6.20 In fact, if the units were moved, as well as a car park, the area could potentially accommodate a variety of recreational / educational / community / commercial buildings / uses (including the landowner's proposals for *a centre from which to embark on woodland walks utilising the existing footpath would be created and promoted* and *a new hub for the cycle hire business currently operated from the existing Old Kennels Farmhouse*).
- 6.21 This initiative could be the subject of further study and included in a future iteration of the NDP if considered appropriate.

7. Preliminary Sensitivity Studies (Residential Development): Various Sites

LAND SOUTH OF GLOUCESTER ROAD ROUNDABOUT

- 7.1 This is a field lying between the A417 and Leadon Way, south of the roundabout.
- 7.2 The LVBA identified many landscape and visual features and factors that contribute towards its Very Low to Low capacity to accommodate residential development, including a) it lying adjacent to the AONB boundary and forming an important and integral part of its setting; b) being highly visually prominent at one of the main gateways into the town (Gateway A1); c) being of very good landscape quality and in good condition; and d) the presence of an historically-important eye-catching tree clump on the crest of the hill.

LAND EAST OF DYMOCK ROAD

- 7.3 This area was the subject of the LVSA for sport and recreational use - see above.

- 7.4 It has also been the subject of planning applications for residential development, and subsequent appeals when the applications were refused.
- 7.5 The appeal documents and the LVBA should be referred to for more information about the area and the reasons for the judgements / decisions made about its unsuitability for residential development of the type proposed, but in summary, the evidence clearly indicates that its level of capacity is Low (and Very Low to Low for high-density of development such as that on the Barratt and Bovis sites to the north).
- 7.6 It is important to note that the above capacity levels were calibrated to ensure consistency in judgements made about sensitivity / capacity in the wider area.

LAND WEST & NORTH WEST OF LEDBURY

- 7.7 The area in question comprises Wall Hills to the west, the A438 Hereford Road to the north, Leadon Way to the east, and Little Marcle Road to the south.
- 7.8 The western half's level of capacity to accommodate residential development is judged to be Very Low, and the level on the eastern half, Very Low to Low. This is mainly due to the presence of the scheduled monument (Walls Hill Camp), but many other very high- and high-value landscape and visual features and factors were identified, including the important contribution which the area makes to GI generally.

Carly Tinkler BA CMLI FRSA MIALE September 2021

Appendix A

Ledbury West Zoning Plan & Notes
(September 2020)

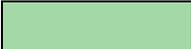
Ledbury NDP / LSCA / Vision for 2060

Ledbury West Zoning Plan Option 1:

Key & Notes

V2 30.09.20

Key to Zoning Plan

	Future canal route
	Flood zone
	Green Infrastructure / green space (existing / approved / future, public / private land)
	Green Infrastructure improvement zone
	Footpath / cycleway routes & links (existing / proposed / future)

Notes (Zoning Plan numbering)

Ref.	Comment
1	RESIDENTIAL DEVELOPMENT (APPROVED) Former cricket ground / Full Pitcher. Existing footpath runs through - important link from town centre to south and west.
1A	EXISTING PLAYING FIELDS (N) & SCRUB (S)
2	RESIDENTIAL DEVELOPMENT (APPROVED - Bovis) Scheme shows some peripheral Green Infrastructure with footpath / cycleway. Also shows potential crossing over Leadon Way to join potential new footpath / cycleway a) to west alongside Leadon Way, and b) to north east across fields on southern edge of town.
2A	PUBLIC OPEN SPACE (APPROVED - Bovis) Need to ascertain how HC proposes to safeguard POS in perpetuity. Also note masterplan shows footpath exiting POS to south, but no link to public fp. See Area 3A.
3	PUBLIC OPEN SPACE (APPROVED - Bovis & Barratt) Not sure why Barratt are proposing a pond here, given topography. Need to create footpath / cycleway link between Bovis & Barratt through POS, as this would allow Bovis site residents to walk / cycle west if new links created over Dymock Road (see Area 6). POS is ideally located for FUTURE GREEN BRIDGE across Leadon Way.

3A	FUTURE GREEN INFRASTRUCTURE IMPROVEMENT ZONE Probably low in biodiversity. Potential for future east / west footpath / cycle links as part of future 'peripheral' circuit around the town. Will look at in more detail when move on to 'Ledbury South 2060' zoning plans.
4	RESIDENTIAL DEVELOPMENT (APPROVED - Barratt) Scheme shows peripheral Green Infrastructure with footpath / cycleway, but limited in width. However, will provide useful link between southern parts of town centre and west if new links created over Dymock Road (see Area 6).
5	FUTURE HOTEL SITE (c. 1.5ha) Highly important and visible location at gateway to town, so locally-appropriate & distinctive, high quality built form required.
5A	EXISTING EMPLOYMENT / COMMERCIAL SITE Former Countrywide Stores etc.
6	FUTURE CANAL WHARF (c. 3.2ha) Future 'peripheral' footpath / cycleway runs through. Facilities for canal users, car parking, visitor centre, cafes, shops, cycle hire. NB includes small parcel of unbuilt land in industrial estate to north.
6A	EXISTING GREEN INFRASTRUCTURE Valuable orchard / other habitats. Part of 'biodiversity belt' and southern outer buffer zone. Key link between 'impoverished but to be improved' landscapes in Area 3A to east, and future green infrastructure / improved habitats to west.
6B	EXISTING GREEN INFRASTRUCTURE Valuable riparian / floodplain habitats. Part of 'biodiversity belt' and southern outer buffer zone.
7	EXISTING EMPLOYMENT / COMMERCIAL SITE Auctioneers: large modern unit and extensive external grassed parking / display areas.
7A	FUTURE GREEN INFRASTRUCTURE Part of 'biodiversity belt' and western outer buffer zone. 'Peripheral' footpath / cycleway runs through, across future canal from future canal wharf area (Area 6).
8	FUTURE GREEN INFRASTRUCTURE Part of 'biodiversity belt' and western outer buffer zone. Future 'peripheral' footpath / cycleway runs through, linking Ledbury South to Ledbury West via canal wharf area (Area 6).
9	EXISTING RESIDENTIAL PROPERTIES
10	FUTURE GREEN INFRASTRUCTURE Part of 'biodiversity belt' and western outer buffer zone. Future 'peripheral' footpath / cycleway runs through. Potential for recreational / educational use.
11	EXISTING CRICKET GROUND Part of 'biodiversity belt' and western outer buffer zone.
12	EXISTING RESIDENTIAL PROPERTIES / EXISTING GREEN INFRASTRUCTURE Set in large gardens / wooded grounds which are likely to be locally-valuable habitats.
13	EXISTING RUGBY CLUB Clubhouse and car park etc. May need to create access through car park to Sports Hub (Area 15A) and University Campus (Area 16), and possibly to employment land to north, unless access to that feasible from north.

14	EXISTING SPORTS PITCHES (RUGBY)
15	FUTURE SPORTS PITCHES (FOOTBALL) (c. 3.2ha)
15A	FUTURE SPORTS HUB (c. 1ha) Mainly for football - check if 4.2ha sufficient & see 2017 doc 3ha requirements. If enough room, the Sports Hub could accommodate other uses e.g. different sports, café, shops, youth / scout group HQs, Ledbury cycling centre, classrooms, meeting rooms etc etc. Could be linked to the University Campus (Area 16).
16	FUTURE UNIVERSITY CAMPUS (c. 4.5ha) Is this area sufficient? If permanent student 'hostel' accommodation required, it could double-up for sports / scouts / youth camp use in holidays. NB unless the uni / sports hub can count towards employment land, consider looking for alternative location for uni (or make work!).
17	FUTURE MULTI-FUNCTIONAL GREENSPACE South of Area 18. Part of 'biodiversity belt' and western outer buffer zone. Could be wooded. Future 'peripheral' footpath / cycleway runs through. Potential for variety of recreational / educational uses.
18	FUTURE MULTI-FUNCTIONAL GREENSPACE Links Areas 17 to north and 23 to south. Part of 'biodiversity belt' and western outer buffer zone. Could be wooded. Future 'peripheral' footpath / cycleway runs through. Potential for variety of recreational / educational uses.
19	FUTURE EMPLOYMENT LAND (c. 7.5ha) Note important GI assets to be protected / retained / enhanced (watercourses & associated vegetation, footpath, bridleway) = constraints.
20	FUTURE EMPLOYMENT LAND (c. 2.5ha) Note important GI assets to be protected / retained / enhanced (watercourses & associated vegetation, footpath, bridleway) = constraints.
21	EXISTING UBL FACTORY COMPLEX Access to future employment land?
22	FUTURE EMPLOYMENT LAND (c. 2.5ha) May be ecological constraints (habitats created as part of UBL planning permission), but shouldn't be a show-stopper so long as there is mitigation & compensation by way of providing even better habitats in buffer zone to west.
23	FUTURE MULTI-FUNCTIONAL GREENSPACE North of and linked to Area 18. Part of 'biodiversity belt' and western outer buffer zone. Important screen to west side of future employment land. Could be wooded. Future 'peripheral' footpath / cycleway runs through. Potential for variety of recreational / educational uses.
24	FUTURE LINK to Herefordshire Trail Would complete Future 'peripheral' footpath / cycleway circuit around south west edge of town, and give good access to wider footpath network to west. Area probably has relatively high biodiversity value already, but aim should be to link new habitats in Area 23 through Area 24 and northwards to high value Local Wildlife Sites on Wall Hills.

Appendix B

Land north of railway station: landscape baseline plan
(September 2021)

The Old Kennels Farm
Holiday Cottages

PYLONS / O.H CABLES

UNITS

PH1 TRAD ORCH

CAR PARKING

FARM SHOP & CAFE

PH1 TRAD ORCH

BUS PARKING

EXISTING PUBLIC FOOTPATH

PH1 DW

TICKET OFFICE
WAITING ROOM

ZB19

PH1 DECIDUOUS WOODLAND

SSSI

LOCAL

WILDLIFE SITE

SITE

B4214

Ledbury

Ledbury Station Car Park

Screwfix
Delivery

Google

A438

motors Ledbury

The Home

