

To enable improvements to medical, care, emergency, educational and youth facilities commensurate with the needs of the whole community as the town grows.

Policy CL1.1

Community Services and Facilities

Proposals for new or expanded community services and facilities in Ledbury will be supported where residential amenity is protected. Such community services and facilities include, but is not limited to, health and care services, the emergency services and educational and youth services.

Developer Contributions via Section 106, Community Infrastructure Levy and/or other mechanisms will be sought to enable the provision of these community services and facilities to ensure that growth fully mitigates the impacts that it causes in Ledbury and the surrounding area.

In all instances access and facilities for people with mobility impairment should be provided.

(1 photograph possibly that from current NDP)

10.7 Improvements to community services and facilities are needed as growth takes places in and around Ledbury from housing and other development. These improvements may include the delivery of new on-site facilities, or cumulative contributions may be required towards provision off-site or through complete relocation where this will achieve greater benefits. This will ensure the existing community of Ledbury and the surrounding area suffers no detrimental impacts upon their facilities and services as a result of development growth, whilst at the same time ensuring that new residents and occupiers are able to receive the services and facilities they need. In terms of health facilities, a new Health Partnership has recently been formed and there is pressure to provide improved or new facilities to accommodate a surgery and possibly complementary services reflecting a holistic approach to health care within the community and also population growth which has placed significant burdens upon services available within current premises. Accommodation needs for the partnership has been identified as a high priority for which a solution needs to be found. Options will need to be assessed and it is too early to be able to determine exact needs and identify a site although the public showed strong support for retaining health care facilities in the town centre if it was possible²³. Delivery of a new facility depends upon central funding channelled through Herefordshire and Worcestershire Clinical Commissioning Group.

10.8 In relation to emergency services, it is understood that no commitment can be given at the moment to delivering a new emergency services hub in Ledbury until the factors such as funding and operational benefits can be identified and comprehensively addressed. However, the services concerned are open to discussions although it is considered that the matter is unlikely to progress to a stage where sites might be considered before this NDP is reviewed following the review of Herefordshire Local Plan Core Strategy.

²³ Ledbury NDP Consultation on Issues and Options, May to July 2021 – 88% of respondents (Question 4b) – [Add link](#)

10.9 Facilities for youth have deteriorated since the previous NDP was prepared in that no temporary accommodation is now available. It is therefore even more important to provide a permanent building for non-sport related facilities. Teenagers and young adults seeking advice, guidance or a safe environment currently lack support and information, and this must be addressed to provide a balanced and inclusive community.

10.10 Should proposals providing accommodation for any of the community services covered in this policy be advanced, the impact of such development upon residential amenity and other material considerations would need to be considered and determined in accordance with other relevant policies in this NDP and the Core Strategy. All such services and facilities must be accessible by those with restricted mobility.

(2 photographs possibly that from current NDP)



Objective CL2: To protect and enhance our green and open spaces and playing fields, including the Riverside Park and the Line Bank Town Trail.

Policy CL2.1

Protection of Open and Green Spaces and Playing Fields

Important open or green spaces which contribute to the distinctive spatial character, form, pattern and green infrastructure of Ledbury, or any existing playing fields shown on the Ledbury Town Policies Map will be protected in accordance with Herefordshire Local Plan Core Strategy policies OS3 and LD3 (or any successor policies). This protection will apply to any other land which may become the subject of applications for development, where it is considered that the open nature of the site is of such importance to warrant protection when judged against the following criteria:

- a) It provides relief within an otherwise built-up frontage or within developments.
- b) It creates and maintains a well-defined edge to the settlement.
- c) It provides a buffer between incompatible uses.
- d) It provides important views into or out of settlements and of attractive buildings and their settings, or of attractive landscapes.
- e) It provides an important amenity of value to the local community.
- f) It represents a familiar or distinctive element within an attractive street scene.
- g) It represents a historic element within the origins or development of the settlement or area.
- h) It provides wildlife corridors or stepping-stones within built up areas.
- i) It contributes in other important ways to the objectives for green infrastructure set out in Appendix 2.

10.11 NPPF guidance indicates that access to high quality open spaces and opportunities for sport and physical activity is important in order to help meet diverse objectives – including recreation, amenity, environmental, nature conservation and biodiversity and climate change. This policy identifies those notable areas that should be protected and sets out criteria for other areas which are too small to be shown or have yet to be identified. The form of protection is that offered through Herefordshire Local Plan Core Strategy policies OS3 (Loss of open space, sports, or recreation facilities) and LD3 (Green infrastructure). The first does allow for its loss provided it is surplus to requirements or there is a replacement

facility. It also acknowledges the contribution such space makes to green infrastructure, which the second policy covers. Appendix 2 to this NDP indicates what green infrastructure elements are important for certain green corridors and enhancement areas. Of particular importance are the town's Riverside Walk and Town Trail. The local community expressed support for the protection, enhancement and extension of green infrastructure and, in particular the protection of open spaces identified within and surrounding the town²⁴.

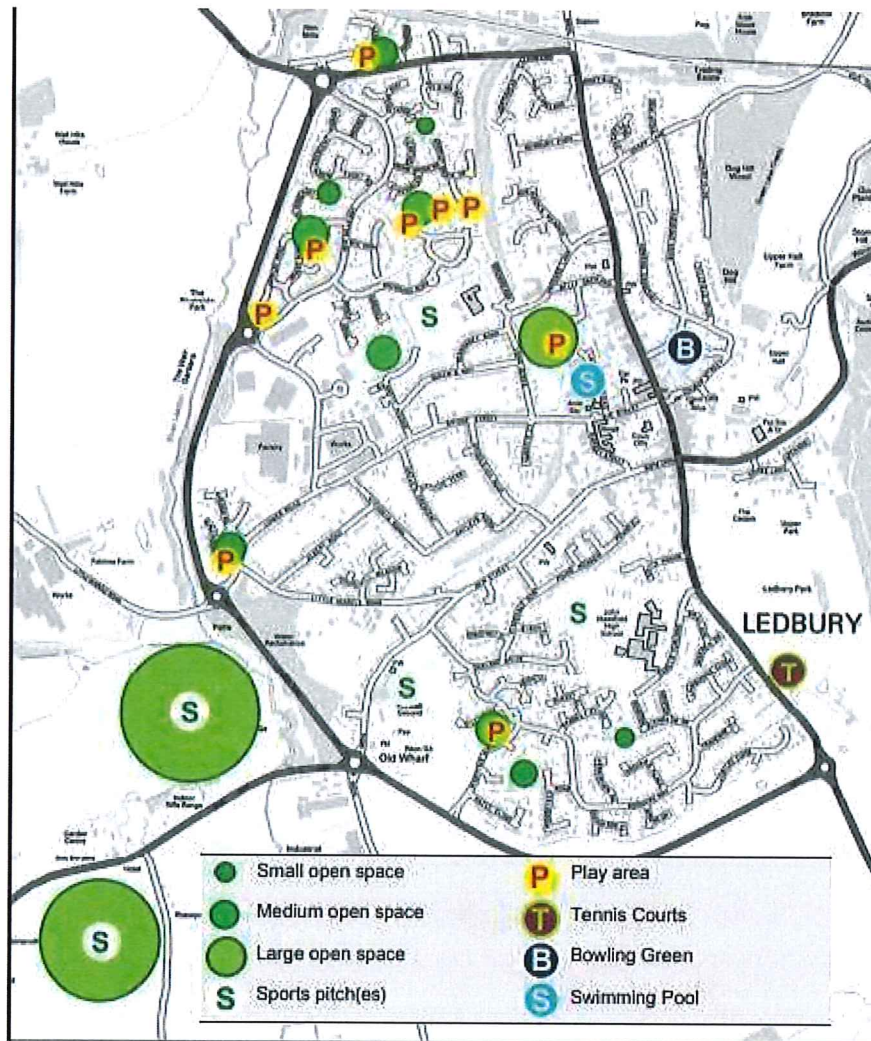
10.12 Although a number of other NDP policies address the benefits of open and green space to the conservation, wildlife and historic areas, this policy affords protection to land valued locally for recreational, health and wellbeing, and amenity purposes where it contributes to the character of the town and the quality of life for residents of all ages. Such open spaces, whether or not there is public access to them, form an important contribution to green infrastructure.

10.13 Whilst a number of parcels of land known to be valued for various purposes in contributing to green infrastructure have been identified, there may well be additional areas whose contribution to the town and its immediate surroundings is not fully appreciated. Their value may only become apparent when development is proposed. Examples include small gaps that provide relief in otherwise built-up frontage and small areas of valued amenity land or where buildings with open spaces between them are important to local character. The criteria listed in the policy should be used in considering planning applications, to judge whether open and green spaces and playing fields are of sufficient value such that they should be retained.

10.14 The planning and management for these elements of green infrastructure to meet other relevant parts of Core Strategy policy LD3 have been addressed through other policies in this NDP.

²⁴ Ibid – 93% of respondents in relation to green infrastructure generally (Question 5a[ii]) and 96% in relation to identified open spaces (Question 5b) – [Add link](#)

Map 9 – Location of Sports and Play Facilities



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Policy CL2.2

Alternative Use of Land South of Little Marcle Road as Playing Fields.

The use of land adjacent to Ledbury Rugby Club and South of Little Marcle Road amounting to around 4.6 hectares shown on the Ledbury Town Policies Map for playing fields will be supported to meet the needs of the town over the plan period.

The provision of associated facilities such as changing rooms, club house, floodlighting and vehicle parking shall be located where it will minimise the effect on views from Malvern Hills AONB. Provision should be made for biodiversity protection and enhancement as appropriate contributing towards the town's green infrastructure network. Appropriate car parking provision shall be made. In bringing forward the proposal, measures should protect footpath LR12 and bridleway LR8, should they be affected, and make the area as accessible as possible by walking and cycling.

10.15 An investment plan to deliver facilities to meet playing field needs within the town, prepared in 2016, has been pursued since that time and which sought to address deficiencies in football, rugby and cricket. The latter saw improved facilities through the relocation of the Cricket Club to a new site in 2017. The outstanding requirements for Rugby would be addressed through the Rugby Club utilising land it obtained through an asset transfer and currently rented to Ledbury Swifts Football Club, resulting in the latter losing much of its pitches. Ledbury Town FC is also under pressure to relocate, its current pitch being located adjacent to a housing development site where parking, its use of floodlights and crowd noise is not ideal in terms of protecting residential amenity. Various amounts of land and site options have been investigated through a sports partnership comprising the clubs, Herefordshire Council, Herefordshire Football Association, The Football Association, Ledbury Town Council and other relevant sporting bodies. The FA and Sports England are very clear that the best way forward is for a joint football facility housing Ledbury Swifts and Ledbury Town in order to sustain football in the future with the two clubs providing junior and senior football respectively and to enable the development of women's football. The development of a sustainable football hub for Ledbury also has wider support with 86% of respondents indicating expanding provision for sport should have a high priority when consulted²⁵. There was also a high level of support for the use of the site off Little Marcle Road as a combined facility for adult and youth football.

10.16 This policy seeks to address the shortfall in terms of football pitches by supporting the use of an appropriate area of land to the west of the town. Alternatives were investigated²⁶ and the site indicated has in principle support of the two Councils and relevant sporting bodies. The initiative will also free up land at Ledbury Rugby Club so that it can meet both existing needs and deficiencies based on future growth requirements.

10.17 Delivery of the playing pitches will be through significant financial contributions from the Football Foundation and Herefordshire Council, both of which have been involved in discussions for some time and have indicated funds are available subject to meeting their respective objectives. The two clubs are aware of these requirements and set out a framework to achieve them. The landowners (including that required for access) are aware of the proposal and indicated a willingness to release the land subject to negotiation. The site is in an area where Herefordshire Core Strategy indicates a minimum of 12 hectares of employment land is required. Other proposals in this NDP are set out to more than meet this requirement (see policy EE1.1) and the two proposals are seen as complementary, utilising a joint access.

10.18 Specific requirements in planning for the development include providing associated infrastructure, landscape and biodiversity measures, protecting existing public rights of way and, if possible, encouraging access through cycling and walking. This policy is in response to Herefordshire Local Plan Core Strategy policy LB1 (bullet 4) and its paragraph 4.5.12.

²⁵ Ibid – Questions 2a and 2b [Add link](#)

²⁶ Footnote providing the link to the Topic Paper

11. Transport

Transport - The Background

(1 photograph possibly that from current NDP)

11.1 It is national and local policy to reduce the impact of, and reliance on, car travel in order to reduce pollution and encourage better health by human effort. The town can already get congested at peak times of the day. Moreover, with over 1,000 new houses planned for the town, it can be expected that the 'car population' will increase by in excess of 2,000.

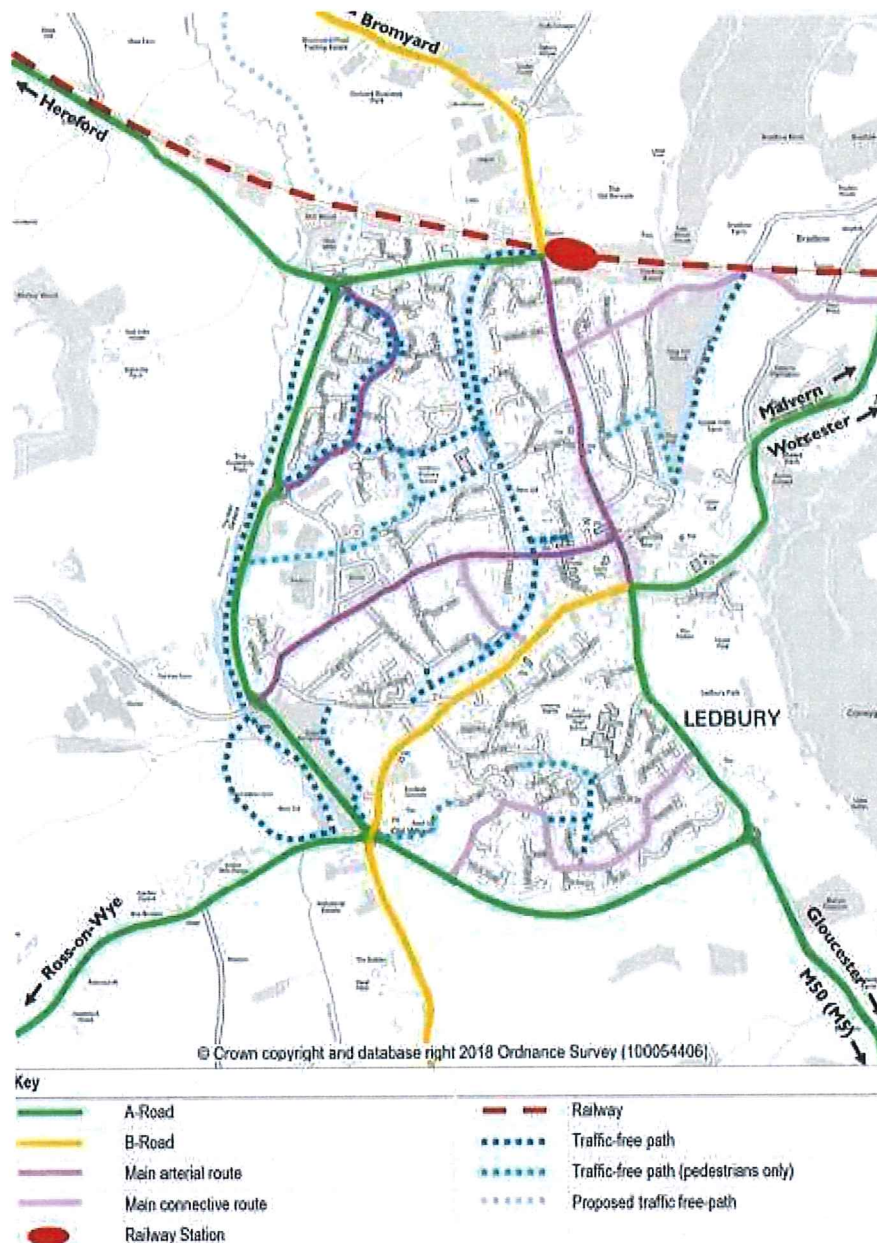
11.2 Cars will, however, continue to be used by the rural population to get into the town for work, shopping and for access to financial and medical services. In addition, Ledbury is an attraction for tourists, with a large number of viewable historic buildings, so access for cars and coaches must be maintained. By promoting vehicular tourism, we possibly add to an already congested traffic problem. There are no easy solutions to this conundrum.

11.3 Ledbury is fortunate to have a mainline railway station, which has direct services to Hereford, other regional centres and London. The limited capacity for parking at the station is exceeded daily, causing overspill parking on the adjacent main roads and in surrounding residential areas. Increasing use of train services for work, business and leisure needs to be supported by appropriate, dedicated parking provision nearby.

The Herefordshire Council Local Transport Plan (2016-2031) specifically identifies the need for improved access and car parking at Ledbury railway station.

Related statistics and comment from current NDP updated as necessary

Map 10 Transport and Connectivity



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11.4 There is currently no access, other than a footbridge, to the north side, east bound Malvern/Worcester platform. The station is unmanned so crossing on the level is impossible. People unable to use the footbridge (wheelchair users, parents with pushchairs etc.) can only travel in the Malvern/Worcester direction by first going to Hereford. This is an intolerable burden on the less mobile and needs to be addressed.

11.5 Herefordshire Local Plan Core Strategy policy SS4 indicates that Herefordshire Council will work with local communities and others to bring forward improvements to the local transport network to reduce congestion, improve air quality and road safety, and offer greater transport choices. A number of transport related issues and actions are identified in the Ledbury Public Realm and Transport Appraisal²⁷ and these might form the basis for the

²⁷ Prepared by Balfour Beatty Living Places – see [\(Add link\)](#)

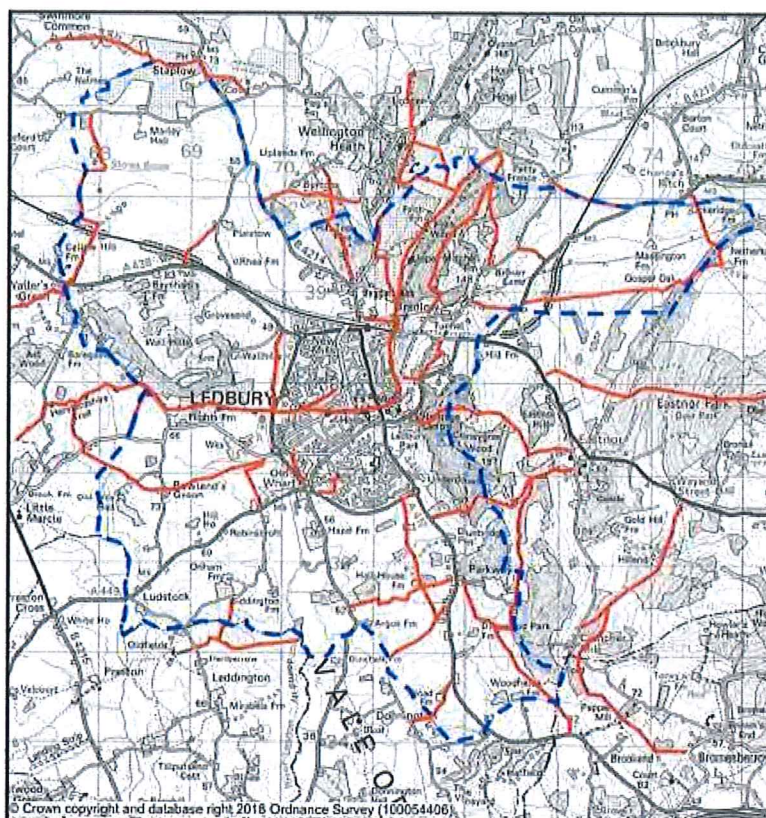
working relationship between the Town Council, Herefordshire Council and others under that Core Strategy policy. They cover measures such as traffic calming, improvements to footpaths and cycle routes, junction improvements and remodelling, upgrading public transport infrastructure, environmental enhancements involving the highway, road safety including safe routes to school, and car parking strategy including residents parking.

Transport - Objectives and Policies

Objective TR1:

To promote the use of sustainable transport methods such as cycling, walking and public transport as a primary means of getting around the Parish of Ledbury and providing connectivity to neighbouring parishes.

Map 11 Public Footpath Connectivity



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PolicyTR1.1

Footpaths & Cycleways

Improvements and/or extensions to the network of footpaths and cycling routes in the Neighbourhood Area will be supported, especially where they:

- Create appropriate crossing facilities dedicated to cycle, pedestrian and disabled access from the proposed strategic housing location north of the viaduct to give safe access to the station, schools, out of town shops and the town centre.

- Improve cycling, pedestrian and disabled access to and from the station and the town, especially where junctions create a hazard.
- Improve the Ledbury Town Trail to provide better cycling and disabled access along its whole length, including provision of street lighting and wider footbridges.
- Extend the Ledbury Town Trail at the Ross Road roundabout over Leadon Way to provide safer cycling, pedestrian and disabled access to the Rugby Club and the new Cricket Club, and the expanding business premises along the Ross Road.
- Provide an appropriate crossing facility across Leadon Way at the Little Marcle Road roundabout for cyclists, pedestrians and the disabled, going to and from the Little Marcle business, farming and planned new sports areas. At the same location, providing ramped access for cyclists and the disabled down to the Riverside Park going north in order to extend the Park and give safe and continuous off-road access for all active means of transport from the Ross Road roundabout to the Hereford Road roundabout, with access from there to New Mills and the planned Viaduct development.

11.6 Improvements to encourage cycling and walking connectivity through the provision and upgrade of crossings, footways and cycleways would help offset road congestion, limit and reduce air pollution, and provide a healthier option for short essential and recreational trips around the town. The new routes will focus on creating links between new and existing residential areas and local facilities and services; predominantly schools, community facilities and the railway station. Applications for all new development must demonstrate how account has been taken to improve the pedestrian and cycle network.

11.7 A Toucan crossing has recently been installed over the Leadon Way ring road to serve development south of Leadon Way, providing a safe route and supporting the cycling, pedestrian and disabled access priorities. A similar link to serve existing and proposed new business areas and playing fields south of Little Marcle Road and the Riverside Park will be even more important given the proposals set out in this NDP.

11.8 Other footpath and cycle way improvements the NDP will support include:

- *Improvements in maintenance and waymark signage on important paths leading out of the town and into the surrounding countryside.*
- *Provide shared use access from the viaduct site development (Ledbury SUE) to include crossing over the A438 to link to the Riverside Park and extending northwards connecting to the town's allotments and the neighbouring parish of Wellington Heath.*
- *Maintaining or improving existing or adding new connecting footpaths to the neighbouring parishes of Eastnor, Colwall, Pixley and Bosbury.*
- *Provide a crossing and shared use of path, over the bypass near the Full Pitcher roundabout linking the Town Trail with Old Wharf Industrial Estate and along the north side of the A449.*

11.9 The Town Council liaises regularly with the Ledbury Footpaths Officer on footpath improvements and maintenance to keep them safe and accessible as required.

(1 photograph possibly that from current NDP)

Policy TR1.2

Highway Requirements

Where development proposals are advanced, these should ensure:

Highway Design

- a) Proposals would not cause such an increase in traffic that would have a significant adverse effect on residential amenity.
- b) New development is designed in accordance with Herefordshire Council's Highway Design Guide for New Developments.
- c) Highway layouts within new developments minimise the impact of roads on the environment and encourage reduced speeds.
- d) Any new street furniture and signage that may be required should be minimal and consistent where this is possible.

Active Travel Measures

- e) Layouts support a pedestrian, cyclist and mobility vehicle friendly environment suitable for all users by creating convenient links to local facilities, the town centre, the public rights of way network, local and natural green space and public transport connections.
- f) Layouts should also provide for the safety of children in areas designed and located for their play.
- g) Where appropriate, travel plans are provided that include offsite measures such as supporting infrastructure to promote active travel.

Parking Arrangements

- h) Proposals will not result in indiscriminate or on-street parking, but should provide adequate off-street parking for residents, employees and visitors, as appropriate.
- i) Where appropriate, proposals address the need to reduce on-street parking problems that may exist within the vicinity.
- j) Parking and the design for vehicle use must not dominate or detract from the public realm.
- k) Provision is made for cycle parking including, where appropriate, businesses providing changing facilities, lockers and safe cycle storage.

Related Sustainable Transport Infrastructure

- l) Off-road parking spaces and appropriate public hard landscaped areas are constructed using permeable materials.
- m) All new developments with parking make provision for electric vehicle charging at an appropriate level which should suit the needs of the expected level of traffic generation.
- n) Any new street lighting is encouraged to be kept to a minimum and avoid light pollution in the immediate environment and local amenity.

11.10 With the need to accommodate further development, it is essential that the highway requirements are met through a comprehensive approach covering design requirements, promoting active travel, managing parking and ensuring associated infrastructure is incorporated. Safety of all residents, and especially children, older people and those with disabilities, is paramount and the network should be capable of coping with the traffic generated. This applies not only in the locations where growth is proposed, but also elsewhere in the plan area. It is also important that residential amenity and the wider environment are protected from the impact of traffic. Design measures should be used to

calm traffic, fit layouts into the landscape and avoid clutter. Areas where access should be provided to local or natural green space and the public rights of way network are highlighted in Appendix 2.

11.11 Encouraging residents to minimise the use of cars is becoming increasingly important and all measures to promote this should be utilised. Layouts should emphasise active travel components ensuring easy and the most direct connection to footways and cycleways that provide access to the town centre, areas of employment and other facilities. Larger sites will need to provide areas for children's play, and they should be in safe locations as well as having easy access. Travel plans are key to ensuring an integrated approach. Measures to encourage active travel, not just through making provision for cycle parking, but through a range of measures, including accommodating the needs of disabled people should be considered according to the proposed use. Measures to promote the health and wellbeing of residents should also be undertaken, for example by providing links to the Public Rights of Way network.

11.12 Vehicle parking should be sufficient for the needs of the particular proposal yet located in such ways as to avoid a range of adverse effects. Existing parking problems may need to be addressed where this would constrain a particular use or where development may exacerbate a problem, including taking into account potential intensification of activity.

11.13 Careful thought needs to be given to highway related infrastructure to assist with storm water drainage and future proof for the transition to electric cars. Tranquillity within the plan area is something that residents and visitors to the Malvern Hills appreciate. The design and layout of any new development should minimise the need for street lighting. This requirement should not restrict provision or improvements where there is an overriding safety requirement.

Objective TR2:

To encourage the use of Ledbury Railway Station as a transport hub for Ledbury and district by improving access and facilities with additional parking.

Policy TR2.1

Ledbury Railway Station

Improvements to the accessibility and facilities available at the railway station, connectivity between the station and other sustainable transport modes, additional cycle parking, car parking and step free access to the north side, east bound Malvern/ Worcester platform, will be supported. Any proposals should take account of the siting of the railway station on the boundary of the Area of Outstanding Natural Beauty, in terms of their design.

11.14 By improving the station infrastructure, it is hoped to encourage the use of the train over cars for a range of journeys. The Core Strategy recommends consideration of an underground car park to the north requiring a geological assessment and some imaginative design. Land to the north of the current railway station was assessed to determine whether development might enable an alternative access from the north and parking. However, the landscape assessment indicates many landscape features, characteristics and qualities would either be directly or indirectly adversely affected by the proposed scheme. It was clear that they would be in conflict with many policies relating to environmental protection and enhancement and doubtful whether any social or economic scheme benefits would outweigh

the permanent environmental harm that would be caused. Other alternatives might be investigated including a lift for which there was substantial support during the consultation or the redirection of railway lines to the same platform with extended car parking south of the station.

11.15 Consideration might also be given to adding a footbridge, at platform height, across the Bromyard Road to improve the connectivity and safety to the existing footpath/Town trail network. Crossing this road is tricky at busy times and road traffic will increase after completion of the north Viaduct housing development.

11.16 It is important to maintain and enhance the railway station in Ledbury to ensure it remains a key element of a sustainable transport infrastructure.

(2 photographs possibly that from current NDP)

Town Council Draft

12. Community Involvement, Implementation and Monitoring

12.1 Herefordshire Council as the local planning authority will determine planning applications for development within the Parish. Such determinations should normally be in accordance with the Development Plan which, for proposals within the Ledbury Parish, would include this NDP.

12.2 Developers and other applicants for planning permission are encouraged to consult with the Town Council, and the community more generally, in a manner consistent with the scale of the proposal. In relation to significant applications²⁸ the Town Council would encourage developers to consult with it prior to the submission of a planning application including, where appropriate, attending one of its meetings. These meetings are open to the public. Community consultations are encouraged. Herefordshire Council's Statement of Community Involvement²⁹ sets out a number of methods and techniques that it will consider undertaking and Ledbury Town Council would encourage developers to consider these for use at the pre-application stage. Developers and other applicants for planning permission should consider their duties for community consultation as set out in paragraph 10.17 of Herefordshire Council's Statement of Community Involvement and may wish to discuss the most appropriate approach to be taken with the Town Council in advance. A statement on the consultation undertaken should be submitted with any planning application.

12.3 While the local planning authority will be responsible for development management, Ledbury Town Council will also use this NDP as the basis for making its representations on planning applications. The Town Council will continue to publicise all planning applications. Where necessary, Herefordshire Council will be asked to extend the time within which responses are required so that appropriate local publicity can be given before the Town Council considers important planning applications.

12.4 Herefordshire Council is required to monitor the achievement of its targets for a range of development types including whether sites are coming forward for development to meet its strategy set out in Herefordshire Local Plan Core Strategy. The Town Council will also monitor the effectiveness of the approach it has taken to the various issues covered in the NDP policies. This will be done through its annual report. That report will indicate:

- i) The number of dwellings granted planning permission within the Town's area, including a running total covering the Plan Period.
- ii) A list of planning applications for other matters received during the year indicating whether they are covered by policies in this NDP, the Town Council's representations made, and whether it is considered that they have been determined in accordance with the NDP.

12.5 It is anticipated that a review of the NDP will be needed, most likely when Herefordshire Core Strategy is also reviewed. In the unlikely situation that the strategy and approach in relation to its key requirements, including housing and employment land, does not deliver the level required to meet the targets for the Town, discussions will take place with Herefordshire Council upon whether an early review is necessary. Regardless of external pressures, the

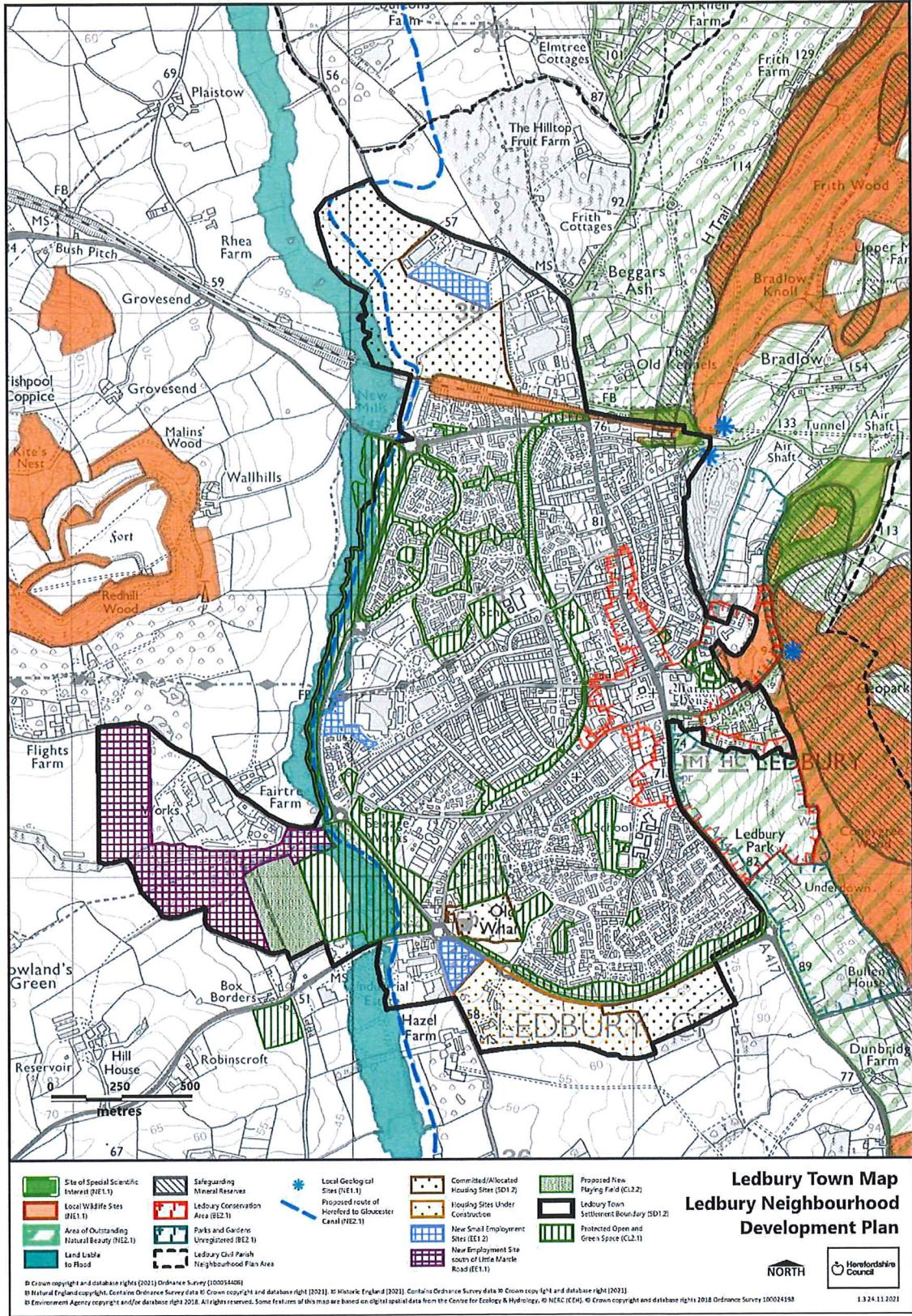
²⁸ See paragraph 10.16 in Herefordshire Council's Statement of Community Involvement at <https://www.herefordshire.gov.uk/downloads/file/1566/statement-of-community-involvement-january-2017>

²⁹ Ibid paragraph 8.4

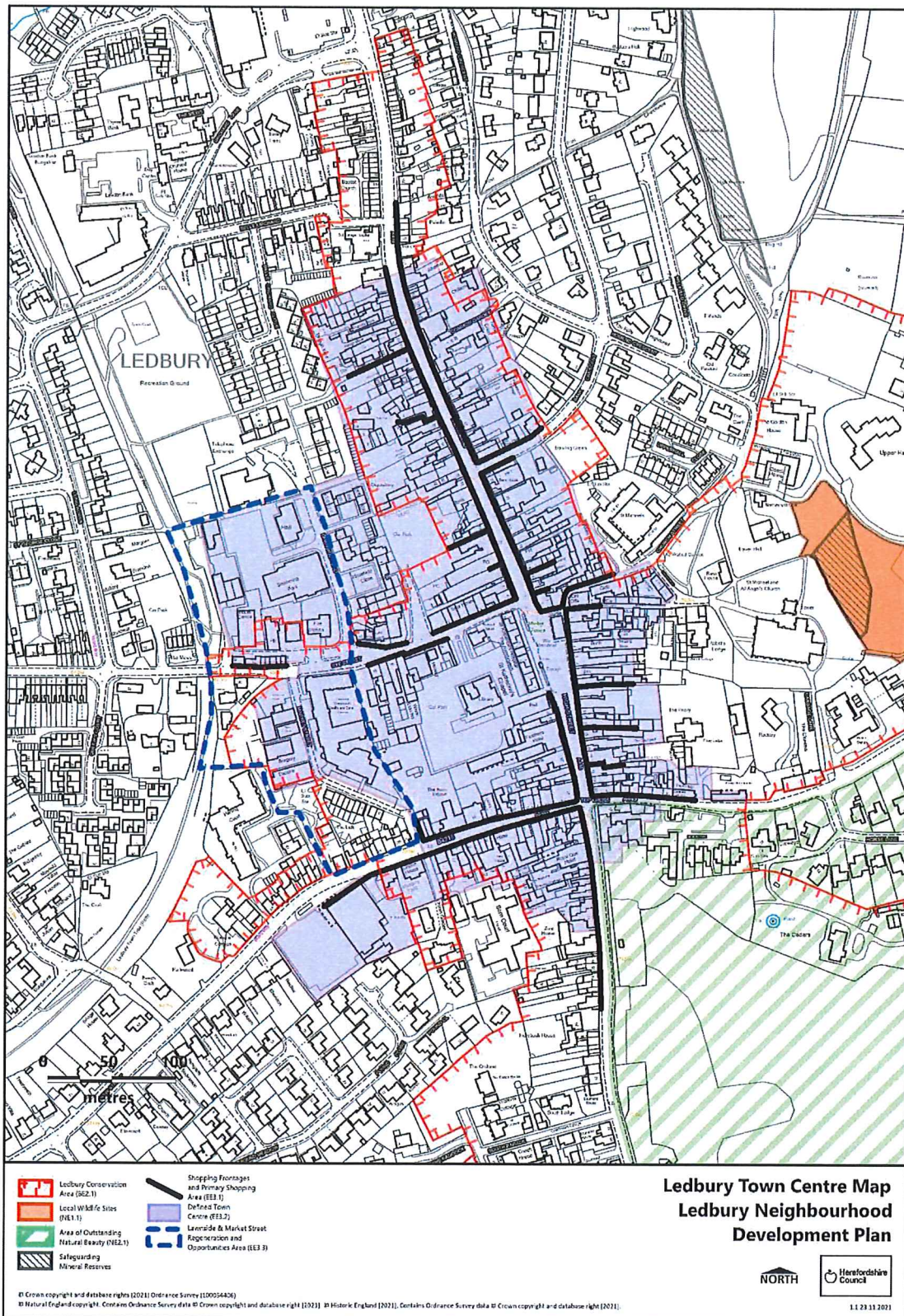
Ledbury Town Council will undertake a review of the NDP at least every 5 years to ensure that it remains current and relevant to targets and community need.

Town Council Draft

Ledbury Town Policies Map



Ledbury Town Centre Policies Map



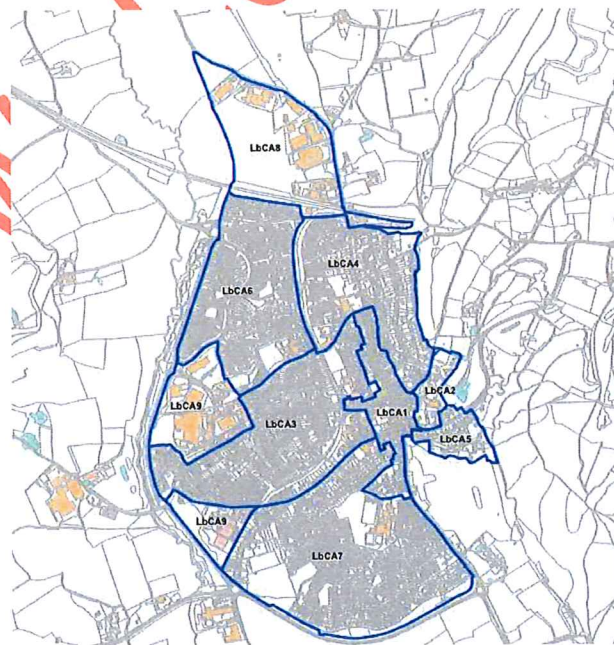
APPENDIX 1: Design Influences for Ledbury Character Areas

The following characteristics and features have been identified for various areas within the built-up area of Ledbury which should be used to inform the design and/or appearance of new development within them, including alterations and extensions. The areas comprise those defined in the Ledbury Rapid Townscape Assessment³⁰ and the characteristics distilled mainly from that document, with some limited additions where these relate to matters from the previous Ledbury Design Guide where they are considered useful.

Changes to details such as doors and windows, the creation of parking forecourts and alterations to boundary features can erode local character. However, within residential streets outside of the Ledbury Conservation Area a balance should be drawn between the importance of maintaining local distinctiveness and enabling residents to achieve their ambitions in terms of new dwellings or alterations and extensions to existing properties that meet their aspirations in terms of improvements. In these areas the aim should be to reflect the scale of development and to incorporate some locally distinctive features found within the particular residential streets so that the neighbourhood's identity is maintained or reinforced through an appropriate degree of coherence in terms of design.

Not all built-up areas of the town are included in the assessment with a number of new developments on the periphery of the town having taken place since it was prepared. Where appropriate, small or medium sized developments³¹ in peripheral areas should utilise information contained in the assessments for the immediately adjacent areas. Larger developments should set out the approach proposed in a comprehensive design statement and the use of design review is recommended.

Map 12 showing Ledbury Rapid Townscape Assessment Character Areas (Source Herefordshire Council)



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³⁰ <https://www.herefordshire.gov.uk/downloads/file/1687/ledbury-rapid-townscape-assessment>

³¹ NPPF paragraph 69 defines small and medium sized site in relation housing. Other forms of development should be assessed within the context of the particular landscape setting.

Ledbury Historic/Commercial Core Character Area (Reference LbCA1)

- This forms part of the central commercial and historic area of Ledbury and also the core of the Conservation Area where there is a requirement to preserve or enhance its character and/or appearance.
- The character area should continue to maintain a strong sense of place informed by its history, medieval plan-form, and historic buildings.
- Townscape density is high and street frontages are generally continuous. Most buildings are of two or three storeys. Building frontages are generally regular in width, based on historic burgage plots, except where plots have been amalgamated to accommodate banks and inns.
- The burgage plot frontages should maintain a regularity of scale with a variety of architectural designs and materials based upon locally distinctive precedent (e.g., timber framed buildings; Georgian brick or rendered facades), and including roofscape features (e.g., gables; parapets; pediments).
- The commercial character of this town centre and commercial area should be enhanced by reflecting traditional shopfronts (both in terms of scale and detailed design) and signage.
- The form, scale, features and nature of buildings within the area's streets is important and change should be informed by a thorough and detailed analysis of any site and its surroundings through Historic Impact Assessments where appropriate.
- The design and appearance of shop fronts, including signage, should reflect the character of the building within which they sit, and shop keepers encouraged to maintain attractive displays.
- The following street characteristics are considered relevant considerations:

High Street: The medieval wedge-shaped marketplace dominates the character of High Street with its 17th Century timber-framed Market House. Townscape density is high and street frontages are generally continuous. Most buildings are of two or three storeys, with a concentration of three-storey buildings on the east side set at the rear of the footway. The mix of buildings include those with timber-framing and jettied (oversailing) upper floors and buildings that have been re-fronted in brick or render and fitted with sash windows, shopfronts and parapets. The west side of High Street displays greater irregularity. Private alleyways giving access to the rear are important. The visual amalgamation of frontages should be avoided. Building frontages are generally regular in width, based on historic burgage plots, except where plots have been amalgamated to accommodate banks and inns. Some rendered frontages have inserted shopfronts concealing timber frames, indicated by jettied upper stories. On the west side the 19th Century two-storey and stone St Katherine's Hospital, 14th Century sandstone rubble St Katherine's Hall; and the 15th Century timber-framed Master's House form an important group that should be protected, including their settings. Although tree planting within and walling surrounding the adjacent car park offers some mitigation to the effect on their settings, further enhancement would benefit the townscape.

Church Lane: should maintain its cobbled pedestrian form and sense of enclosure through the combination of timbered framed and red brick mostly two-storey buildings. Detail is important through reflecting locally distinctive features such as jettied upper floors, occasional colour washed frontages, and fenestration, among other elements.

Church Street: built-form comprises mostly three storey buildings on the north-side and two storey on the south. Its narrow width again heightens the sense of

enclosure which should be retained. The buildings are mostly red brick with some roughcast. The footway is cobbled. Detailing is again important as in Church Lane.

Bye Street: the eastern part of the street is quite narrow, reflecting the historic sense of enclosure close to the main street. The street becomes wider as you travel westwards. In places the historic townscape has been replaced by post 1950s commercial or civic buildings, a number of which are set back further than surviving older buildings. Although brick is the predominant material, the age, scale and architectural style varies along the street as do the range of uses, including shops and similar commercial buildings, the fire station, and the former ambulance station and youth centre. Although consistency with the central areas historic form reduces as you travel westwards, the potential to strengthen this link should be taken where opportunities arise. There are gaps in the street frontage. A number of forecourts and parking areas present incongruous features.

The Homend: has a long slightly curving nature of the street with a continuous frontage comprising mainly three-storey buildings closer to the town centre with two storey buildings beyond. Commercial uses predominate for most of its length although the north end of the street is primarily residential. It exhibits a variety in terms of architectural form and roofscape. There are a number of timber-framed buildings, some of which are concealed behind later frontages. Timber-framing is an important element within the central core with variations including stucco, jettied upper floors, inserted 19th Century shopfronts, roughcast, exposed medieval cruck-trusses, symmetrical Georgian houses with individual design features, and terraces of plain houses, the latter generally located at the north end of the character area. There are some nineteenth Century Victorian red brick buildings the most prominent of which is the Barratt Browning Institute. Alleyways and carriageways give access to the rear of premises, and in some cases to shops and other commercial premises in refurbished buildings behind the main frontage. As one of the most visible parts of the town centre and Conservation Area, it is essential that any change should reflect its particular characteristics.

The Southend: is dominated by timber-framed buildings at the Lower Cross. On the south-east side of the junction is Ledbury Park, the largest and very prominent timber framed building in Ledbury. As you travel southwards Ledbury Park gardens is then enclosed by a prominent high brick wall which reduces in scale to include railings above a lower wall further to the south. This is a strong component of the Conservation Area's character in this location. Beyond a limited number of firstly timber framed then brick painted or stucco commercial buildings close to Lower Cross on the west side of Southend, the buildings present a residential character built mainly in red brick on the rear of the footway, initially as three-storey town houses then reducing to a combination of 2 and 3 storey buildings. The southern end of the Conservation Area and this character area is punctuated on the west side by an imposing three storey property, a green gap and then a strongly contrasting small single storey 'dormer' Toll Cottage, whose exceptional and idiosyncratic appearance is added to by a gothic style arched doorway. On the east side, the end of the Ledbury Park wall and Conservation Area are similarly punctuated by the three storey Bowling Green Cottage. There should be no change to the separate characters presented for the two sides of this street.

New Street: New Street extends westwards from the Lower Cross. It is narrow at the east end, becoming wider further west. The townscape scale is less regular than elsewhere in the character area, with the exception of Bye Street although the street frontage is continuous at the east end with gaps further to the west to allow access

to the rear of properties. Buildings are of two and three storeys. There is a strong sense of enclosure at the east end where the street narrows and the first floor of a timber-framed building extends over the footway supported by wooden posts, and where the jettied upper floors of several timber-framed buildings (now faced with roughcast) oversail the footway. A mixture of timber frame, white painted brick, stucco and red brick intermingle although lighter colours predominate to reduce the feeling of enclosure. The street is primarily commercial, and enhancement would be through removing the 19th or 20th Century shopfronts.

Worcester Road: This extends eastwards from the Lower Cross. The north side is lined by a very regular stuccoed or painted brick frontage of symmetrical 18th Century two storey houses set at the rear of a narrow footway. Common features include prominent doorcases with pediments, and sash windows. Some variation is introduced in the form of several shallow bay windows, several early 20th Century shop windows, and a carriage entrance. The street is primarily residential and should remain so.

Ecclesiastical Precinct Character Area (Reference LbCA2)

- This character area also forms part of Ledbury Conservation Area where character and appearance should be preserved or enhanced.
- The Parish Church of St Michael and All Angels Church sitting within a high walled churchyard of red brick and sandstone rubble dominates this space and provides a quiet green space.
- Lanes enclosed by high walls give access to the churchyard from the south and from the north.
- A dispersed arrangement of large dwellings sit in generous plots as an associated feature surrounding the churchyard on three sides.
- A heavily landscaped park sits just outside its fourth and eastern side.
- A Walled Garden, a landscaped public garden enclosed by a high redbrick wall, sits at the eastern end of Church Street and Church Road and is also a quiet sanctuary close to the town centre.
- The townscape density is low although many of the buildings have large footprints. Most buildings are of two storeys, several with wings of one storey.
- Mature planting of trees and hedgerows play a number of roles including screening and softening the effects of development.
- There is little opportunity for further development without the loss of these particular distinctive features.

Central-West Civic/Residential Character Area (Reference LbCA3)

- The area is characterised by a mixture of high density planned residential development both public sector and private, beginning in the mid-19th Century and continuing into the 21st Century.
- The area is generally fine-grained and of high density,
- The large green space comprising the public recreation ground and playground south of Orchard Lane is supported by a smaller public green space and playground at Childer Road and Lower Road, and these are important amenities.
- The Ledbury Town Trail is a green corridor extending through the character area from north to south.
- Important views include looking northeast along New Street where the spire of St Michael and All Angels Church towers above the roofscape; looking east from upper Bridge Street to views of the wooded slopes of Connigree Wood; and looking west there are more distant views of wooded hills.

- Much of the development in the area is of a standard and repetitive urban estate form and character. Locally distinctive character and features found within the particular residential streets include:

Bridge Street/Lower Road: Houses are set back behind gardens upon this long curving road, and distant views of Wall Hills together with a sense of openness are maintained. The east end is characterised by two-storey brick terraces with pitched slate roofs, set on narrow plots with front gardens and brick boundary walls. Further west the street is lined by standard designed two-storey semi-detached brick houses and short terraces on the west side, and rendered on the east side, with front gardens and hipped tile roofs. On the south side of Lower Road there are several terraces of two-storey brick houses with slate pitched roofs on narrow plots with front gardens. Infilling has taken place through detached houses and bungalows set further back from the road, again utilising brick or render and tiled roofs. Local features include stone lintels, original boundary walls and piers, some timber-framing, painted frontages and porches.

New Street is lined by large detached two-storey brick houses that formerly occupied generous plots with front gardens. Most plots have been sub-divided to accommodate recently-built houses, some of which are set further back. There are areas where density varies including smaller plots with narrow forecourts and some set directly at the back of the footway. At the east end there are several terraces of two and three storey brick houses, although some have rendered frontages. Features include slate roofs, sash windows, bay windows, and hooded doorcases, staggered frontages, and some curved frontages all of which add interest to the streetscape.

Belle Orchard comprises a linear plan. Houses are of two storeys constructed of a mixture red and yellow brick with slate roofs, and some stone dressings, bay windows, and false timber-framing. On the south side of the street most houses are detached; on the north side most are semi-detached or short terraces. There is a range of plot sizes and features include small front gardens, shrubs, hedges and redbrick boundary walls.

Woodleigh Road comprises plain two-storey brick houses, semi-detached and short terraces, with slate roofs, some with stone lintels or bay windows. They are set on narrow plots with small front gardens enclosed by brick walls. There are some later built houses and bungalows of brick or render, occupying larger plots. Most are set back further from the street behind front gardens.

Victoria Road and Albert Road are characterised by two-storey semi-detached plain brick houses and short terraces with slate roofs. They are set on narrow plots with small front gardens set directly onto the street. Later developments in this area include some larger detached houses set back further from the street in larger plots and several terraces of small two-storey brick houses on much smaller plots set perpendicular to the street.

The Queen's Way area comprises an estate of two-storey semi-detached houses and short terraces of plain brick with hipped tile roofs, with front gardens enclosed by wire and wooden fences and hedges. Occasional grass verges soften the townscape to a limited extent. A later development consists of rendered dwellings, again with hipped tiled roofs but also with door hoods, and some with advanced gables at the front elevation.

Belle Orchard Close and Lawnside Road are characterised by a number of housing types. Short terraces of two-storey brick houses and bungalows, and some two and three storey blocks of flats. Other elements include a small green space, some landscaped grounds, lock-up garages and off-street parking.

Churchill Meadow comprises detached and semi-detached brick with tiled roof bungalows, open front gardens and parking. **Childer Road** is a cul-de-sac development of brick-built semi-detached houses and short terraces on narrow plots with open front gardens, parking and a landscaped green space with playground. At **Market Street** there is a short terrace of two-storey brick houses on very small plots. Staggered frontages, dormer windows, stone dressings, door hoods and small paved open forecourts with plantings add interest to the streetscape. Several retirement or sheltered housing projects on cul-de-sacs have been undertaken on backland sites, including **Harling Court off New Street, Queens Court off Bridge Street, and Woodleigh Close off Woodleigh Street.**

Lawnside Road and Market Street area contains several civic and utilities buildings, generally brick-clad modular frame buildings of one or more storeys. Most of these buildings have adjacent surface parking areas, including a public car park off Lawnside Road.

- Development should especially try to avoid further eroding the 19th Century character through significant change which has occurred through unsympathetic development or alterations.

North-East Residential Character Area (Reference LbCA4)

- The character area includes a wide range of residential developments dating from the 17th Century although much is of mid to late 20th Century date, with its contemporary form, materials and construction methods. Of particular note are parts of The Homend, an area of large 18th Century houses and Victorian villas on generous plots with mature gardens and trees enclosed by hedges and brick walls. Part of Homend Crescent a "homes fit for heroes" 1920s local authority housing development, including crescent-shaped soft landscaping and extensive views across the Leadon valley.
- Much of the character area is of fairly high density. There is a small number of buildings with large footprints including a supermarket and three blocks of flats including sheltered housing.
- It contains evidence of historic modes of communication and transportation (canal and railway) which should be preserved as part of its character.
- Locally distinctive character and features within the parts of the character area include:

The Homend is characterised by large two-storey brick villas, detached and semi-detached, of 18th and 19th Century date, set on generous plots with front gardens and mature trees enclosed by hedges and brick or stone walls. Architectural forms include symmetrical plain-fronted Georgian houses with slate hipped or pitched roofs, prominent central doorcases with flat hoods and sash windows. Victorian houses range in style with slate or tile roofs, prominent gables, bay windows, polychrome brick dressings and false timber-framing. Several of these houses have been adapted to multiple occupancy or commercial use and front gardens have been lost to parking areas. Recent residential and commercial developments have eroded the suburban "villa and garden" character of the area.

Newbury Park, is laid out in a linear grid, mainly with detached and semi-detached two storey brick villas set on large plots with small front gardens enclosed by brick walls. Local details include dormer windows, bay windows, yellow brick dressings, balustrades and gables with false timber-framing. Variations include a short terrace and bungalows built on infill sites.

The Langland area comprises two-storey detached and semi-detached houses and bungalows of brick with tile roofs with front gardens, many now parking hardstandings, and enclosed by hedges. **Robinson's Mews** comprises short terraces of two-storey brick houses, with false timber framing. Several larger buildings are located on **Orchard Lane**. They include the symmetrical two-storey redbrick former workhouse; a residential home of three to five storeys, with balconies; and a single storey supermarket with a large surface car park at the front.

The area east of The Homend is residential. **Knapp Lane** is a narrow road with detached houses and bungalows on large plots where the lack of footways give the area a semi-rural character. On the north side are post 1950s private two-storey brick houses and bungalows in cul-de-sacs. Further north, **Masefield Avenue** consists of two-storey brick semi-detached houses and short terraces with small open gardens and parking.

Homend Terrace is a narrow road without footways developed on a piecemeal basis. On the east side are two groups of rendered houses consisting of two-storey semi-detached and short terraces with gables at the front elevation and flat door hoods, each group set behind a crescent shaped grass verge with footpath. Further south on the east side are some two-storey brick or painted brick detached houses. On the west are two-storey houses and bungalows, of various architectural styles, periods and massing, set directly on the street or behind small front gardens in the backland of medieval burgage plots. At the southern end of **Homend Crescent** are brick-built bungalows. **Upperfields** delineates the eastern boundary of the character area along the edge of Dog Hill Wood with several two-storey detached brick houses. This former rural lane has recently been subjected to suburbanisation.

Much of **Bank Crescent** is lined by detached houses and bungalows of 1920s design brick and render design with bay windows. House plots are large and front gardens on the east side. Private garages on both sides of the street are set prominently at the rear of the footway. At its the southern end are a number of large two-storey detached and semi-detached brick houses. Other design elements include render, gables with false timber-framing, bay windows and stone dressings. Most are set on large plots enclosed by brick walls or hedges.

Church Street, on the southern edge of the character area, is dominated by a large two-storey sheltered housing development of flats that present a plain brick façade to the street. Further east, retirement housing on a cul-de-sac consists of several terraces of brick two-storey houses with prominent dormer windows set on small plots.

- Important green spaces include the green corridor associated with Ledbury Town Trail; the bowling green at Bank Crescent; and a green space surrounded by trees at the rear of The Knapp. Several smaller green spaces contribute to the character of residential areas including two crescent-shaped green spaces associated with 1920s local authority housing at Homend Crescent.

Worcester Road Civic/Residential Character Area (Reference LbCA5)

- The area is suburban in character comprising residential and civic developments including detached two-storey houses and bungalows with large plots on cul-de-sacs. Limited variations comprise both larger properties and two short rows of terraces. Much of the area is of moderate density and fairly fine grained.
- The developments reflect national trends in terms of design, materials and plan-form including a variety of brick with render and hung-tiles, and with front gardens, open or enclosed by hedges, shrubs or stone walls.
- On the north side of **Worcester Road**, the magistrates' court and police station is an institutional, symmetrical neo-Georgian building of two storeys in brick with hipped tile roof and prominent central entry. It is the only building with a large footprint. It has surface parking and limited soft landscaping.
- There are no publicly accessible green spaces in the character area. A small area of woodland in the south-east is part of the Ledbury Park estate.
- There is little potential for further residential development in the character area. Encroachment of the Bishop of Hereford's medieval deer park by residential development should not be permitted.

New Mills Residential Character Area (Reference LbCA6)

- The area is characterised by intensive late 20th Century private residential development on cul-de-sacs linked by a sinuous access road screened by trees. Footpaths and cycle tracks, a number of which run through green corridors, link residential neighbourhoods. Plot sizes and architectural details are variable and housing density is high.
- Locally distinctive character and features within the parts of the character area include:

New Mills Way is a long sinuous access road, with traffic-calming measures, linking six groups of residential cul-de-sacs screened by trees. Footpaths and cycle tracks, a number of which run through green corridors, also ensure permeability between residential neighbourhoods. Plot sizes range from fairly large to small and narrow; a significant percentage are very narrow. House types include large detached two-storey houses, smaller semi-detached houses, short rows, and bungalows. Most are of brick or roughcast under tile roofs, some with dormer windows. Decorative details include brick or stone dressings, false timber-framing and bargeboards. Front gardens are open and usually small with some soft landscaping, including lawns and shrubs, and paved hardstanding.

Saxon Way is characterised by detached two-storey houses, in some cases with dormer windows and false timber-framing. Front gardens are open with lawns and shrubs, and hard-standing parking. The plan form is of cul-de-sacs with generally large or adequate house plots.

Ledbury Primary School is a modern, modular-framed one- and two-storey building with brick cladding and glazing and a hipped roof, occupying a large site with ancillary buildings, car park, playground and playing field surrounded by trees.

- Throughout the area there are several small communal green spaces, play areas and green corridors. Trees, green spaces, green corridors and road-side verges are an important local amenity in screening and softening the built environment as well as providing recreational opportunities.
- Adjacent to the character area, and linked by footpaths and cycle trails, are the Ledbury Trail; the Riverside Park; Ledbury Bypass - Leadon Way; and the Hereford-Ledbury railway line.

Deer Park Residential Character Area (Reference LbCA7)

- Residential development on cul-de-sacs linked by several sinuous access roads. Footpaths also link residential neighbourhoods.
- Plot sizes are small or very narrow.
- Architectural details are minimal with little variety in house design.
- Housing density is high and development fine-grained, particularly in the central area of smaller terraced houses on narrow plots. The secondary school building, a supermarket and a large block of flats occupy large footprints. A block of flats, off New Street, at three storeys, is also the tallest building in the character area.

Biddulph Way comprises mainly of two-storey detached houses and bungalows of brick with hung tile or wooden cladding and tile roofs. They have open front gardens, lawns and hardstandings. In the central area there are smaller brick houses and flats, in short terraces of two storeys on small or very small plots with open paved forecourts, limited soft landscaped areas and some off-street parking areas.

Oakland Drive and Elmsdale Road are long access roads with short cul-de-sacs. Dwellings comprise brick bungalows and two-storey semi-detached houses and short terraces with front gardens, open or enclosed by hedges or walls, many with parking.

Mabel's Furlong Lane is made up of two-storey semi-detached houses of plain brick, short rows and bungalows with front gardens generally enclosed by hedges or fences. Within this area John Masefield High School consists of a group of large linked buildings with several smaller ancillary buildings. The main buildings are of modular frame construction and brick. The school occupies a large site with sports field, games courts and surface car parks.

New Street is an area of a mixed townscape more variable in terms of building age, architectural design, function, massing and set-back from the street. Dwellings comprise detached brick houses on large plots, some with mature gardens, hedges and mature trees. Two short cul-de-sacs sit off this with short rows of smaller homes on narrow plots. Other uses include a modern brick and glazed church, a supermarket, and several large blocks of flats. Set-back distance from the street, building height and roofscape are variable.

- Open green spaces in the character area include a large sports ground, with adjacent football field (north side), recreational space and playground (east side) and open area, located in the western part of the character area; the school sports field; a lineal green space extending along the southern edge of the character area between the Leadon Way by-pass and the residential area; several smaller neighbourhood green spaces in the Biddulph Way area.

North Ledbury Trading/Industrial Estates (Reference LbCA8)

- The area is characterised by modular frame buildings with low profiles and large footprints, and adjacent surface parking and storage areas. The western part is open agricultural land.
- The industrial and commercial facilities are of similar character to those of any other late 20th Century trading estate.
- Cladding materials include steel and brick; roofs are generally shallow-pitched or flat.
- Most large buildings are adjacent to surface parking and storage areas.
- Surviving railway infrastructure, including the brick arched viaduct that crosses the Leadon Valley, embankment and bridge, Station House and the decorative brick

retaining wall at the station approach road, are a reminder of the history of Ledbury, and create a sense of place and an area of local interest. In addition, there is a small wooden prefabricated station and waiting room, a footbridge and a signal box.

- In the northwest, several groups of oak trees and other species are the subject of a Tree Preservation Order.

West Ledbury Trading/Industrial Estates (Reference LbCA9)

- The area occupies two sites either side of character area LbCA3. They are characterised by modular frame industrial buildings with a low profile and large footprint and adjacent surface parking and storage areas.
- Site activities and functions include a range of general and light industries, other commercial operations and, in the southern part, a sewage treatment works with extensive water treatment ponds and a household waste site is adjacent.
- Cladding materials include steel and brick, roofs are generally shallow-pitched or flat.
- Soft landscaping includes embankments and plantings. Both parts contain areas previously protected as green space in the Hereford Unitary Development Plan and they are liable to flooding, and part of one was also previously a landfill site.

Appendix 2: Green Infrastructure Objectives.

(Refer to Map 7)

Local Strategic Corridor 1 (LedLSC1) Objectives

- Retain the level of green infrastructure and enhance it where opportunities present themselves, including in association with open spaces that lie within or just outside the corridor.
- Maintain and enhance the Town Trail as a continuous green space and improve the Recreation Ground which it passes through.
- Manage the Town Trail and other green spaces in the town centre to support wildlife and biodiversity.
- Improve the surface of the trail for shared use by removing vegetation, re-surfacing and widening of the path for shared use.
- Encourage appropriate tree, shrub and other garden planting for wildlife.
- Seek replacement of and green space lost to at least equal wildlife and residential amenity value.
- Reinstate the protection offered to areas of woodland and other green space that was shown as such in the former Herefordshire UDP.

Local Strategic Corridor 2 (LedLSC2) Objectives

- Retain the ecological qualities of the water environment, linear bankside wet woodland and the transition to grassland, as appropriate.
- Create and enhance wet grassland and linear wet woodland habitats along the corridor.
- Include measures to improve water quality, support climate change mitigation and reduce flood risk by retaining good quality soils and utilising spare land for tree planting (including wet woodland), where this would reflect the character of the landscape.
- Utilise opportunities in areas ancillary to sporting and employment uses south of little Marcle Road to support landscape character and wildlife, and also for carbon offsetting.
- Maintain, improve and enhance the recreational value of the riverside walk extending it further to the north and south along the protected line for the Hereford and Gloucester Canal. This includes the potential for a cycle route along what might be considered the canal's towpath to link with other parts of the network in those directions.
- Between Walls Hill Camp with its surrounding ancient woodland and the riverbank, maintain and enhance the fields, hedgerow trees, hedgerows and open grassland.
- Protect the heritage qualities of the western slopes of the River Leadon, its contribution to the historical setting of Ledbury, and views from Malvern Hills AONB.
- Include measures to limit or reduce both existing and further light pollution to the west of this corridor.

Local Strategic Corridor 3 (LedLSC3) Objectives

- Maintain and enhance the extent and condition of the woodland, especially the irreplaceable ancient woodland.
- At the northern end in particular, enhance the areas of rich habitat and heritage comprising woodland and parkland and the connection to the traditional orchards and grasslands that lie further to the west.

- Improve the conservation status of SSSIs within the corridor.
- Community access to the area and all footpaths within it should be protected and, where possible, increased.

Local Strategic Corridor 4 (LedLSC4) Objectives

- Maintain and strengthen areas providing wildlife stepping-stones, pocket parks and larger spaces, as well as the relatively substantial planting that softens the urban environment and helps to absorb carbon and other pollutants, mitigating the effects of climate change.
- Maintain accessibility within this corridor through combining significant green spaces, footpaths, verges and tree lined avenues.

Local Strategic Corridor 5 (LedLSC5) Objectives

- To improve the ecological network by strengthening the elements within the corridor that characterise its transition role from lower hillside slopes through to parkland, then to estate-lands and finally river valley.
- In its eastern compartment, to maintain the diversity of elements comprising a mosaic of habitats, including a number of historic land enclosures, ancient and veteran trees, woodlands and dense hedgerows, and a parkland character.
- To the south, to utilise opportunities to enhance the network of hedgerows, hedgerow trees and grasslands, although maintaining the 'estate' character comprising large fields, coppice, well maintained hedgerows and small pockets of woodland planting.
- At the western end of the corridor around the connection with the River Leadon, wet grassland and woodland habitat creation and enhancement are needed.
- Increase accessibility, including links to the riverside walk along the River Leadon and to Parkway, especially those that provide views towards the Malvern Hills.
- Accessible community open space is encouraged, both in terms of natural green space and amenity areas available for such uses as allotments and community gardens.
- Both the eastern and the western ends of this corridor are sensitive landscapes, especially in terms of effect on the views from, and setting of the Malvern Hills AONB and a green buffer should be maintained and enhanced between them.
- Where the south section of LSC5 borders new housing, new green infrastructure is required, reflecting the network of hedgerows, grassland and small areas of woodland typical of this area.

Local Enhancement Zone 1 (LedLEZ1) Objectives

- Support the restoration of the canal to develop a continuous linear aquatic habitat, accompanied by pedestrian and non-motorised vehicular access, especially cycling along a reinstated tow path.
- Protect and expand wet grassland areas and associated features particularly streams, ditches and ponds, extending northwards to Storebrook Bridge.
- Maintain, restore and replant traditional orchards, predominantly to the east of the zone.
- Create new paths and access to accommodate pedestrians and cycles, including under the viaduct, to improve the existing network of public rights of way between the town and open countryside, particularly from the town trail and riverside park towards the town's northern allotments and Wellington Heath.

- Soften the transition from built form to open countryside through the introduction of new linear woodland, orchards and hedgerows around any new development.
- Maintain a green gap between Ledbury's built-up area and the settlement of Wellington Heath that complements that included in Wellington Heath NDP and improving connectivity between habitats.
- Ensure new green infrastructure is introduced, particularly trees and hedgerows, in association with new housing and employment development.
- Include measures to limit or reduce both existing and further light pollution in this zone.

Local Enhancement Zone 2 (LedLEZ2) Objectives

- Enhancement through extending the riverside habitat created as part of the riverside park, to the south of the A449, particularly the creation of linear wet woodland.
- Reinstatement of the historic pattern of field boundaries through the planting of hedgerows, particularly to the south of the ring-road.
- Introduction of linear woodland planting along the southern side of Leadon Way to mitigate the visual impact of the road and more recent residential development.
- Maintain and enhance the remaining small, informal recreational open spaces within the ring-road, compensating for those lost through development pressure, and seeking improvements to pedestrian linkages to the centre of the settlement.
- Maintain existing green infrastructure south of Hazel Farm, including its orchard and other habitats, and the floodplain habitats west of Hazel Farm.
- Introduce new green infrastructure alongside any development in the 'triangle' of land opposite the Full Pitcher roundabout including trees and utilising land where available for community open space.

Local Enhancement Zone 3 (LedLEZ3) Objectives

- Strengthen the buffer on the north side of Leadon Way, an important area of amenity open space.
- Maintain the open aspect on the higher ground on the south-west side of the Gloucester Road roundabout, through taking opportunities to integrate the area with the parkland aspect to the east through the introduction of characteristic landscape features.
- Protect ancient and veteran trees, in particular the stand on high ground south-west of the Gloucester Road roundabout.
- Create a new footpath and cycle-way between the town and Parkway along a green corridor.
- Strengthen the landscape character of the area between Ledbury Town and Parkway, maintaining it as a green gap similar to that to the north of the town.

Local Enhancement Zone 4 (LedLEZ4) Objectives

- Maintain the existing footpath network and create new Public Rights of Way and links to the existing network, especially to the Herefordshire Trail and the natural habitats and heritage assets that sit along or close to it and to the linear park along the River Leadon.
- In addition, where possible incorporate a cycleway with footpaths to create a peripheral circuit around the western edge of the town.
- Create a linear natural corridor around the western edge of the proposed development area extending to the south to connect with LedLSC2 and River Leadon and to the ancient woodland surrounding Walls Hill Camp to the north.

- Strengthen the riparian habitat along the River Leadon.
- Create areas of multifunctional greenspace within the zone that would act as an educational and recreational resource meeting the standards set for 'Accessible Natural Green Space' by Natural England.
- New development should contribute to net gains in biodiversity, contributing as appropriate to the preceding objectives. Existing development should also be encouraged to create biodiversity benefits that would make such contributions.
- Ensure new development mitigates the effect on the landscape, especially views from the Malvern Hills AONB.
- Protect the heritage qualities of the western slopes of the River Leadon on the north side of Little Marcle Road, its contribution to the historical setting of Ledbury, and views from Malvern Hills AONB.
- Include measures to limit or reduce both existing and further light pollution in this zone.

Ledbury Neighbourhood Development Plan

Regulation 14 Public consultation

Monday 17th January – Tuesday 1st March 2022 inclusive

Response sheet

You may use this sheet to submit comments.

Please give your name and address. As this is a formal statutory consultation all comments submitted will be made available to the public.

If you wish to be kept updated on future progress with the Neighbourhood Development Plan, please also give an email address (which will not be published).

Please make comments as specific as possible, relating to specific policies or paragraph numbers, and quote the relevant policy or paragraph number(s).

Send your comments to Ledbury Town Council:

✉ by post to: **Freeport LTC NDP (put in an envelope; no stamp required)**

👤 by hand to: **Ledbury Town Council Offices (letter box in Church Lane)**

📧 or by email to: clerk@ledburytowncouncil.gov.uk

All comments must be received by midnight, Tuesday 1st March 2022

Your details

Name	
Address	
Email address (if you wish to be kept updated)	
Please tick one:	<input type="checkbox"/> Resident <input type="checkbox"/> Local business <input type="checkbox"/> Local organisation <input type="checkbox"/> Statutory consultee <input type="checkbox"/> Agent

Please give your comments overleaf. If you are submitting in writing and need to continue on an additional sheet, please write your name at the top of each sheet and staple sheets together.

Comments on specific policies

Please indicate the specific policy or paragraph number.

Policy and/or Paragraph No	Comments and/or suggested changes

General comments

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Thank You

Habitats Regulations Assessment

Report for:

Ledbury Neighbourhood Area

December 2021



Habitat Regulation Assessment Screening

Contents

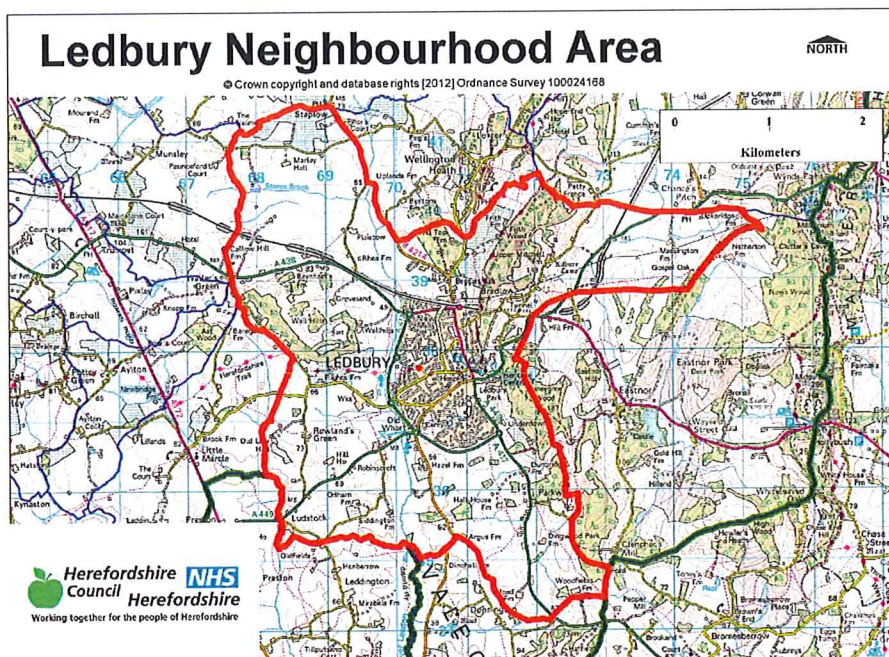
- 1. Introduction**
Figure 1: Ledbury Neighbourhood Area
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Appendix 1 – Initial Screening Report (November 2020)

1 Introduction

- 1.1 Ledbury Town Council is producing a Neighbourhood Development Plan for their administrative area, in order to set out the vision, objectives and policies for the development of the parish up to 2031.
- 1.2 The Ledbury Neighbourhood Area was designated on the 16 November 2012 and the map below (Fig1) demonstrates the extent of the area.

Figure1 –Ledbury Neighbourhood Area



2 The requirement to undertake Habitats Regulations Assessment of neighbourhood development plans

- 2.1 The requirement to undertake HRA of neighbourhood plans was confirmed by the amendments to the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. Therefore, when preparing its NDP, Herefordshire Council together with Ledbury Town Council is required by law to carry out an assessment known as “Habitats Regulations Assessment”. It is also confirmed within Regulation 32 schedule 2 of the Neighbourhood Planning Regulations 2012.
- 2.2 The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 provides that:
Any plan or project not directly connected with or necessary to the management of the [European] site but likely to have a significant

effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.

- 2.3 HRA is an impact-led assessment and refers to the assessment of the potential effects of a neighbourhood development plan on one or more sites from the National Site Network, including Special Protection Areas (SPAs) and Special Areas of Conservation (SACs):
- **SPAs** are classified under the 2019 regulations for the protection of **wild birds and their habitats** (including particularly rare and vulnerable species listed in Annex 1 of the Birds Directive, and migratory species).
 - **SACs** are designated under the Habitats Directive and target **particular habitats** (Annex 1) and/or species (Annex II) identified as being of importance.
 - **Ramsar sites** support internationally important wetlands habitats
- 2.4 For ease of reference during HRA, general practice has been that these three designations are collectively referred to as the **National Site Network**. This means that a Screening Assessment is carried out with regard to the Conservation Objectives of the above sites and with reference to other plans or projects to identify if any significant effect is likely for any sites in the National Site Network.

3 Methodology

- 3.1 The HRA of neighbourhood development plans is undertaken in stages and should conclude whether or not a proposal or policy in a neighbourhood development plan would adversely affect the integrity of any European site. This is judged in terms of the implications of the plan for a site's 'qualifying features' (i.e. those Annex I habitats, Annex II species, and Annex I bird populations for which it has been designated) and are measured with reference to the conservation objectives for those qualifying features as defined by Natural England.
- 3.2 The first process is to undertake an initial screening report to determine the need to undertake the requirement for a HRA, this initial screening identifies whether the Plan could impact upon any National Site Network that could be within the Neighbourhood Area or nearby.
- 3.3 If a National Site Network is within the Neighbourhood Area or the Neighbourhood Area could impact upon a National Site Network then

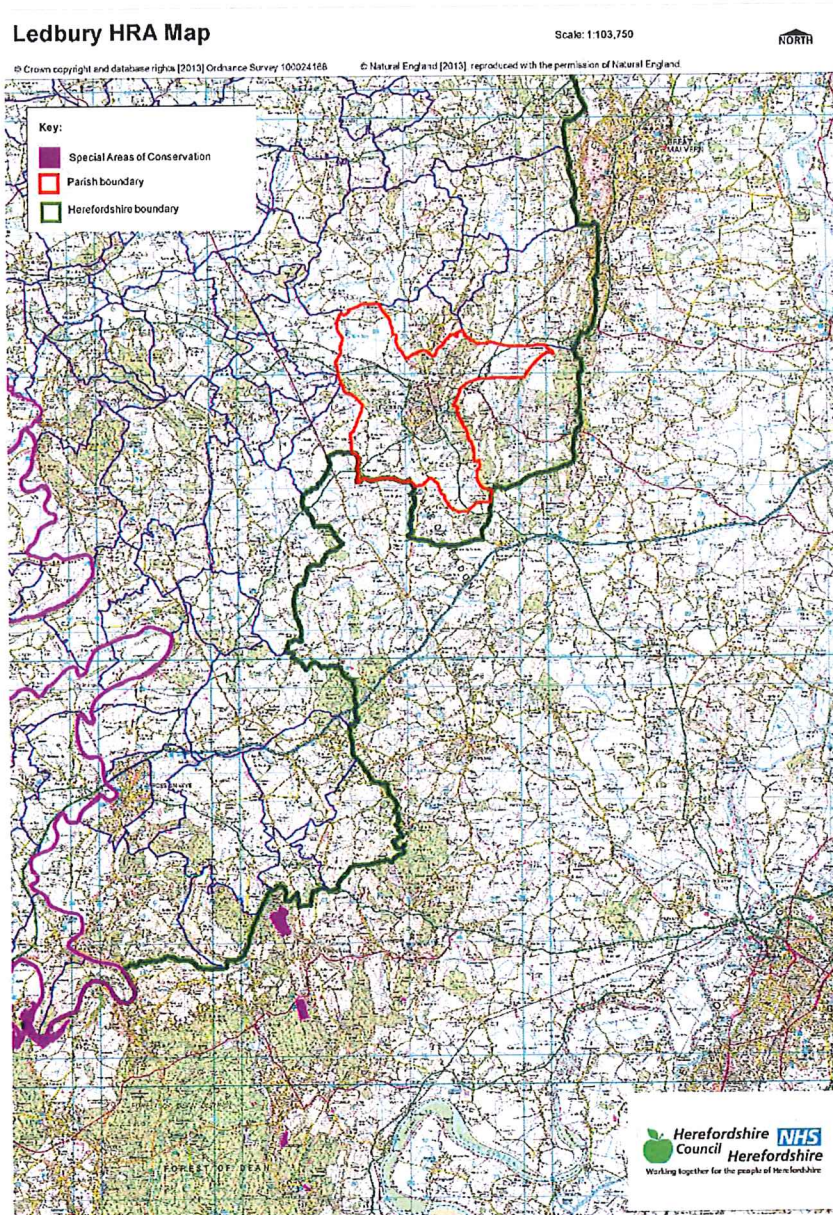
this will need to be taken into account and a full screening assessment will need to be undertaken.

- 3.4 The full screening stage consists of a description of the plan, identification of potential effects on the National Site Network, assessing the effects on the National Site Network (taking into account potential mitigation provided by other policies in the plan). For neighbourhood development plans the outcome should demonstrate there are no likely significant effects upon the National Site Network. If any likely significant effects occur then there will need to be amendments to the NDP made and be re-screened until all likely significant effects have been mitigated.

4 Results of the Initial Screening Report

- 4.1 The initial Ledbury Town Screening Report was undertaken in November 2012 and found that the neighbourhood area did not contain any National Site Network or their proximity would not be affected by policies and proposals within the proposed Ledbury Neighbourhood Plan
- 4.2 The map below shows Ledbury Neighbourhood Area and demonstrates that there are no National Site Network within the parish or in close proximity. The initial Ledbury Screening Report is attached in appendix 1.

Figure 2 –Ledbury Neighbourhood Area and National Site Network.



5 Conclusions

- 5.1 It is therefore concluded that a full Habitat Regulation Assessment **will not** be required for the Ledbury Neighbourhood Plan.