

- 5.1.6 The contours show that the change in $L_{A10,18h}$ noise levels at existing noise sensitive receptors are likely to be below 1 dB at the majority of existing noise sensitive receptors.
- 5.1.7 This is below the proposed LOAEL and is not considered a significant increase in noise terms. It would equate to a negligible impact as defined in **Table 2.3** and therefore no specific mitigation measures are deemed necessary.

6 Summary and Conclusions

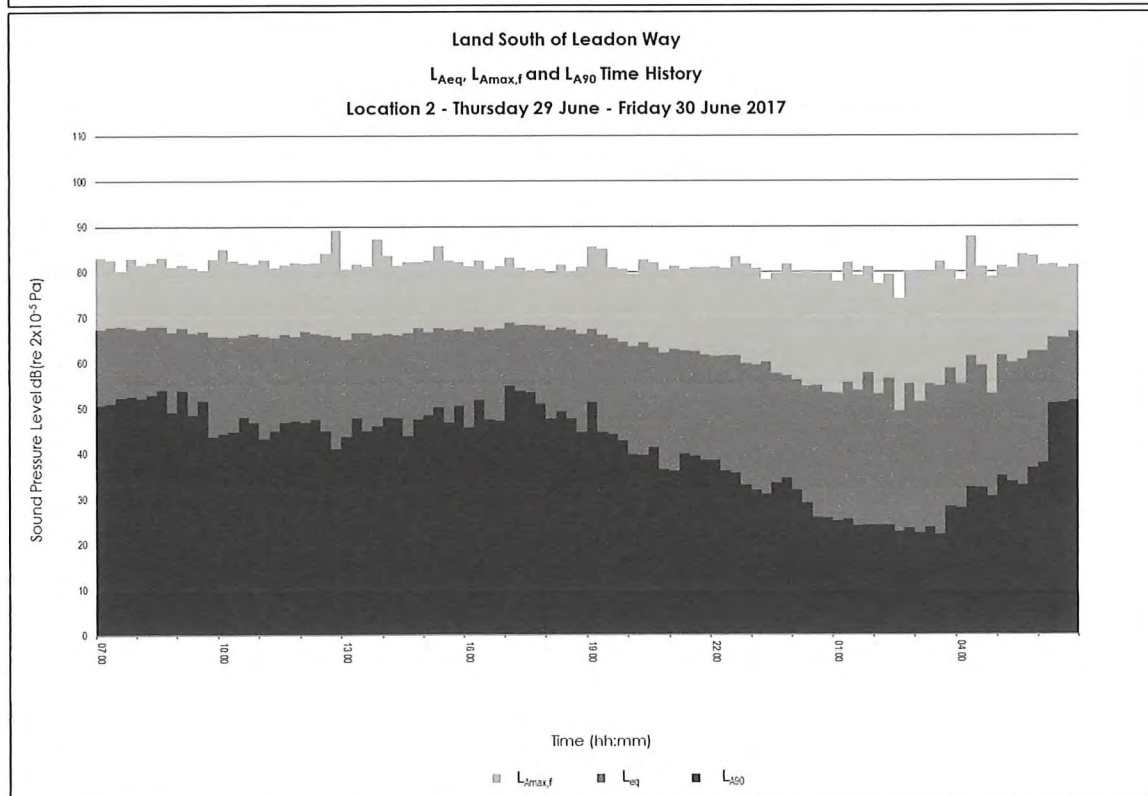
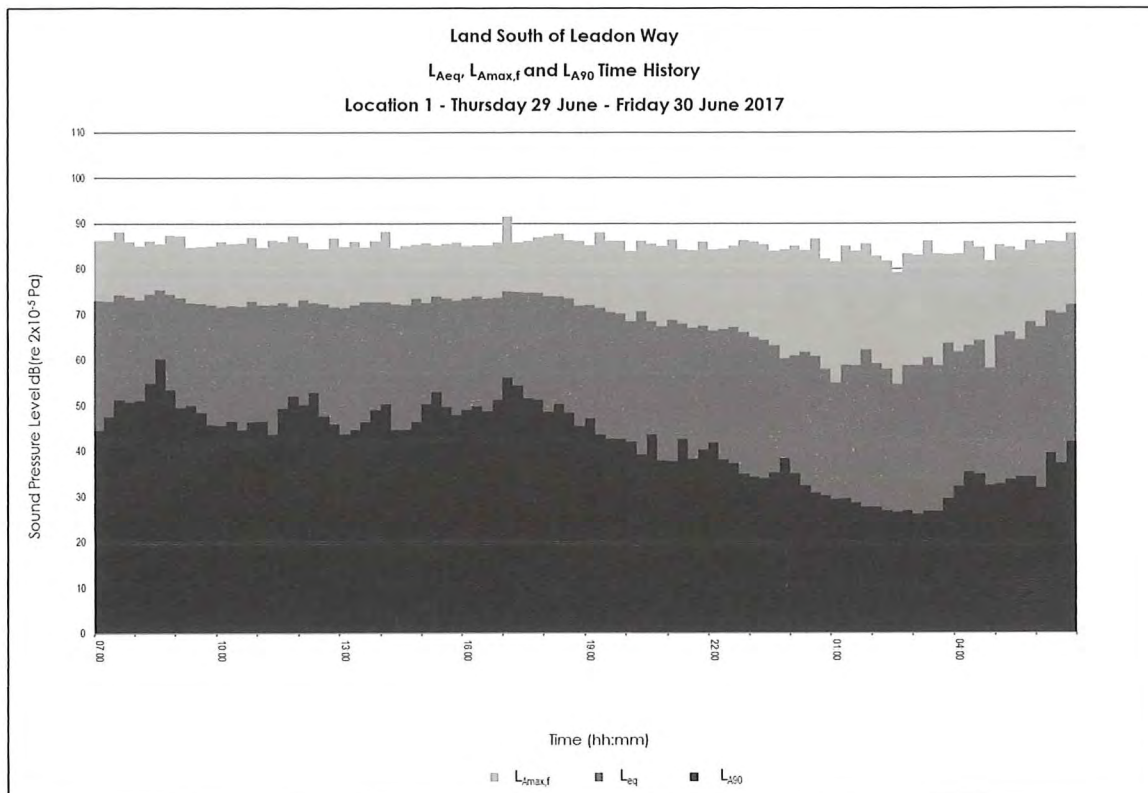
- 6.1.1 Stantec UK Ltd has been commissioned to provide a noise impact assessment to support an outline planning application for a proposed residential development at Ledbury, Herefordshire.
- 6.1.2 A fully automated environmental sound survey was undertaken from approximately 07:00 hours on Thursday 29 June to approximately 07:00 on Friday 30 June 2017 in order to determine the current sound climate at the site.
- 6.1.3 Based on the results of the sound survey and the assumed building fabric constructions, the proposed LOAELs for internal noise levels are likely to be met during both the daytime and night-time across the majority of the site.
- 6.1.4 To achieve the proposed criteria at facades directly along Leadon Way, enhanced acoustic glazing and acoustically treated ventilation methods are likely to be required.
- 6.1.5 Noise levels in external amenity areas are likely to meet the proposed LOAEL criteria for the majority of the site. For the worst affected areas along Leadon way, further mitigation measures may be required, such as barriers, building orientation and placing amenity areas away from noise sources.
- 6.1.6 An assessment of the changes in noise levels due to the changes in traffic flows associated with the proposed development has been undertaken. The assessment concluded that the change in noise level is likely to be negligible and are no specific mitigation measures are deemed necessary.
- 6.1.7 In summary, the assessment has demonstrated that, with appropriate mitigation, the site is considered suitable for residential development and in accordance with local and national policy and guidance.

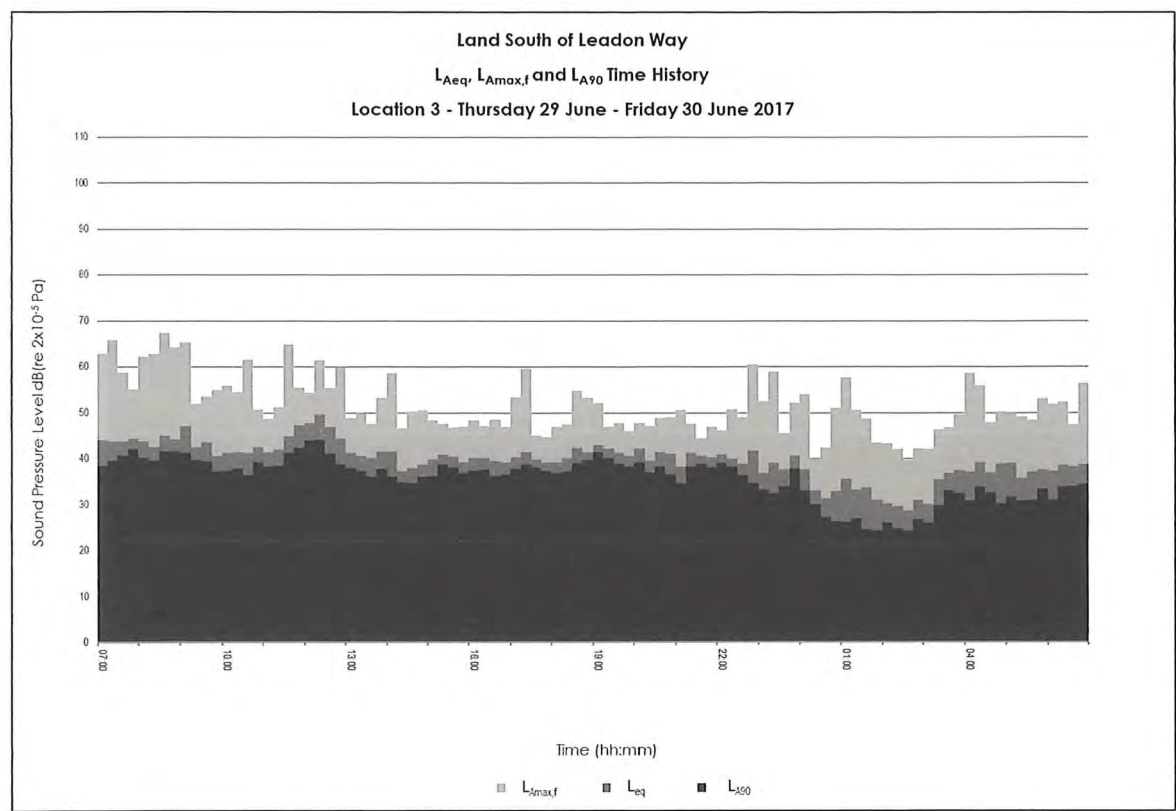
Appendix A Glossary of Acoustic Terminology

Parameter	Description
Ambient Noise Level	The totally encompassing sound in a given situation at a given time, usually composed of a sound from many sources both distant and near ($L_{Aeq,T}$).
Daytime	The period 07:00-23:00 hours.
Decibel (dB)	A scale for comparing the ratios of two quantities, including sound pressure and sound power. The difference in level between two sounds s_1 and s_2 is given by $20 \log_{10} (s_1/s_2)$. The decibel can also be used to measure absolute quantities by specifying a reference value that fixes one point on the scale. For sound pressure, the reference value is $20 \mu\text{Pa}$. The threshold of normal hearing is in the region of 0 dB and 140 dB is the threshold of pain. A change of 1 dB is only perceptible under controlled conditions.
dB(A), L_{Ax}	Decibels measured on a sound level meter incorporating a frequency weighting (A weighting) which differentiates between sounds of different frequency (pitch) in a similar way to the human ear. Measurements in dB(A) broadly agree with people's assessment of loudness. A change of 3 dB(A) is the minimum perceptible under normal conditions, and a change of 10 dB(A) corresponds roughly to halving or doubling the loudness of a sound. The background noise in a living room may be about 30 dB(A); normal conversation about 60 dB(A) at 1 metre; heavy road traffic about 80 dB(A) at 10 metres; the level near a pneumatic drill about 100 dB(A).
Fast Time Weighting	Setting on sound level meter, denoted by a subscript F, which determines the speed at which the instrument responds to changes in the amplitude of any measured signal. The fast time weighting can lead to higher values than the slow time weighting when rapidly changing signals are measured. The average time constant for the fast response setting is 0.125 (1/8) seconds.
Free-field	Sound pressure level measured outside, far away from reflecting surfaces (except the ground), usually taken to mean at least 3.5 metres
Façade	Sound pressure level measured at a distance of 1 metre in front of a large sound reflecting object such as a building façade.
Insertion Loss	Insertion loss is the difference in sound pressure level at a single fixed position before and after a noise control element (e.g. enclosure, barrier etc) is installed.
L_{AE} or SEL	A noise level which, if maintained for a period of 1 second, would cause the same A-weighted sound energy to be received as is actually received from a given noise event.
$L_{Aeq,T}$	A noise level index called the equivalent continuous noise level over the time period T. This is the level of a notional steady sound that would contain the same amount of sound energy as the actual, possibly fluctuating, sound that was recorded.
$L_{max,T}$	A noise level index defined as the maximum noise level recorded during a noise event with a period T. L_{max} is sometimes used for the

	assessment of occasional loud noises, which may have little effect on the overall L_{eq} noise level but will still affect the noise environment. Unless described otherwise, it is measured using the 'fast' sound level meter response.
$L_{10,T}$	A noise level index. The noise level exceeded for 10% of the time over the period T. L_{10} can be considered to be the "average maximum" noise level. Generally used to describe road traffic noise. $L_{A10,18h}$ is the A – weighted arithmetic average of the 18 hourly $L_{A10,1h}$ values from 06:00-24:00.
$L_{90,T}$ or Background Noise Level	A noise level index. The noise level exceeded for 90% of the time over the period T. L_{90} can be considered to be the "average minimum" noise level and is often used to describe the background noise.
LOAEL	Lowest Observed Adverse Effect Level. This is the noise level above which adverse effects on health and quality of life can be detected.
Night-time	The period 23:00-07:00 hours.
NOEL	No Observed Effect Level. This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.
Noise Indices	Noise levels usually fluctuate over time, so it is often necessary to consider an average or statistical noise level. This can be done in several ways, so a number of different noise indices have been defined, according to how the averaging or statistics are carried out.
Rating Noise Level	The specific noise source plus any adjustment for the characteristic features of the noise, denoted by $L_{Ar,T}$.
SOAEL	Significant Observed Adverse Effect Level. This is the level above which significant adverse effects on health and quality of life occur.
Sound Pressure	Sound, or sound pressure, is a fluctuation in air pressure over the static ambient pressure.
Sound Pressure Level, L_p	The sound pressure level, L_p is the sound pressure relative to a standard reference pressure of 20 μ Pa (20×10^{-6} Pascals) on a decibel scale.
Specific Noise Level	The noise source under investigation for assessing the likelihood of complaints, measured as and $L_{Aeq,T}$

Appendix B Time History Graph





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



APPLICATION DETAILS

334231 / t

Land South of Leaddon Way, Ledbury, Herefordshire
Susannah Burrage, Environmental Health Officer

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

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

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

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

Please can you respond by ..

Comments

My comments are from a noise and nuisance perspective. Our department is in receipt of a request for a variation of a condition as it relates to the noise implications of a revised plan for the location of the roundabout 160m to the west of outline application 192482 at this development.

A noise impact assessment has been supplied for application 192482 by Stantec acousticians and that this has been updated and revised to reassess the impact of resiting the roundabout.

The assessment examines the impact of changes in the road layout including the breaking up of the continuous bund acting as a shield to existing dwellings to the north and a reduction in speed along Leaddon Way. The assessment finds that the predicted increase in road traffic noise levels at the road facing facades for the existing dwellings that would be immediately facing the resited roundabout are below 1dB LA10, 18h. This equates to a negligible impact in accordance with the 'Classification of Magnitude of Noise Impacts in the Short Term' outlined in the methodology set out in the Design Manual for Roads and Bridges for assessing the reporting of road noise as it relates to traffic flow.

From a noise and nuisance perspective therefore our department has no objections to this proposal.

Signed: Susannah Burrage

Date: 22 June 2021

4300

Town and Country Planning Act 1990

LAND AT LITTLE MARCLE ROAD LEDBURY 2022 (NO.659) Tree Preservation Order

The County of Herefordshire District Council in exercise of the powers conferred on them by section 198 of the Town and Country Planning Act 1990 make the following Order:-

Citation

This Order may be cited as Land at Little Marcle Road, Ledbury (2022) (NO.659) Tree Preservation Order

Interpretation

- 1.— (1) In this Order “the authority” means the County of Herefordshire District Council
(2) In this Order any reference to a numbered section is a reference to the section so numbered in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation)(England) Regulations 2012.

Effect

- 2.— (1) Subject to article 4, this Order takes effect provisionally on the date on which it is made.
(2) Without prejudice to subsection (7) of section 198 (power to make tree preservation orders) or subsection (1) of section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in regulation 14, no person shall—
(a) cut down, top, lop, uproot, wilfully damage, or wilfully destroy; or
(b) cause or permit the cutting down, topping, lopping, uprooting, wilful damage or wilful destruction of,
any tree specified in the Schedule to this Order except with the written consent of the authority in accordance with regulations 16 and 17, or of the Secretary of State in accordance with regulation 23, and, where such consent is given subject to conditions, in accordance with those conditions.

Application to trees to be planted pursuant to a condition

3. In relation to any tree identified in the first column of the Schedule by the letter “C”, being a tree to be planted pursuant to a condition imposed under paragraph (a) of section 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated this: 13/5/2022

Signed on behalf of the County of Herefordshire District Council

... 

Authorised by the Council to sign in that behalf

4301

CONFIRMATION OF ORDER

This Order was confirmed by the County of Herefordshire District Council without modification on the 11th day of November 2022.

OR

~~This Order was confirmed by the County of Herefordshire District Council, subject to the modifications indicated by....~~

~~on the ... day of~~

Signed on behalf of the County of Herefordshire District Council


.....

Authorised by the Council to sign in that behalf

DECISION NOT TO CONFIRM ORDER

A decision not to confirm this Order was taken by The County of Herefordshire District Council on the ... day of

Signed on behalf of the County of Herefordshire District Council

.....

Authorised by the Council to sign in that behalf

VARIATION OF ORDER

This Order was varied by the Herefordshire Council on the ... day of by a variation order under reference number a copy of which is attached

Signed on behalf of the Herefordshire Council

.....

Authorised by the Council to sign in that behalf

REVOCATION OF ORDER

This Order was revoked by the Herefordshire Council on the ... day of

Signed on behalf of the Herefordshire Council

.....

Authorised by the Council to sign in that behalf

4302

SCHEDULE

Specification of trees

Trees specified individually (encircled in black on the map)

<u>Reference on map</u>	<u>Description</u>	<u>Situation</u>
<u>T1</u>	<u>English Oak</u> <u>Quercus robur</u>	<u>North East end boundary of the pitch</u> <u>adjacent to path</u> <u>Grid ref SO 69756 37073</u>
<u>T2</u>	<u>English Oak</u> <u>Quercus robur</u>	<u>North East end boundary of the pitch</u> <u>adjacent to path</u> <u>Grid ref SO 69769 37075</u>
<u>T3</u>	<u>English Oak</u> <u>Quercus robur</u>	<u>East boundary of the pitch</u> <u>Grid ref SO 69834 36983</u>

Trees specified by reference to an area (within a dotted black line on the map)

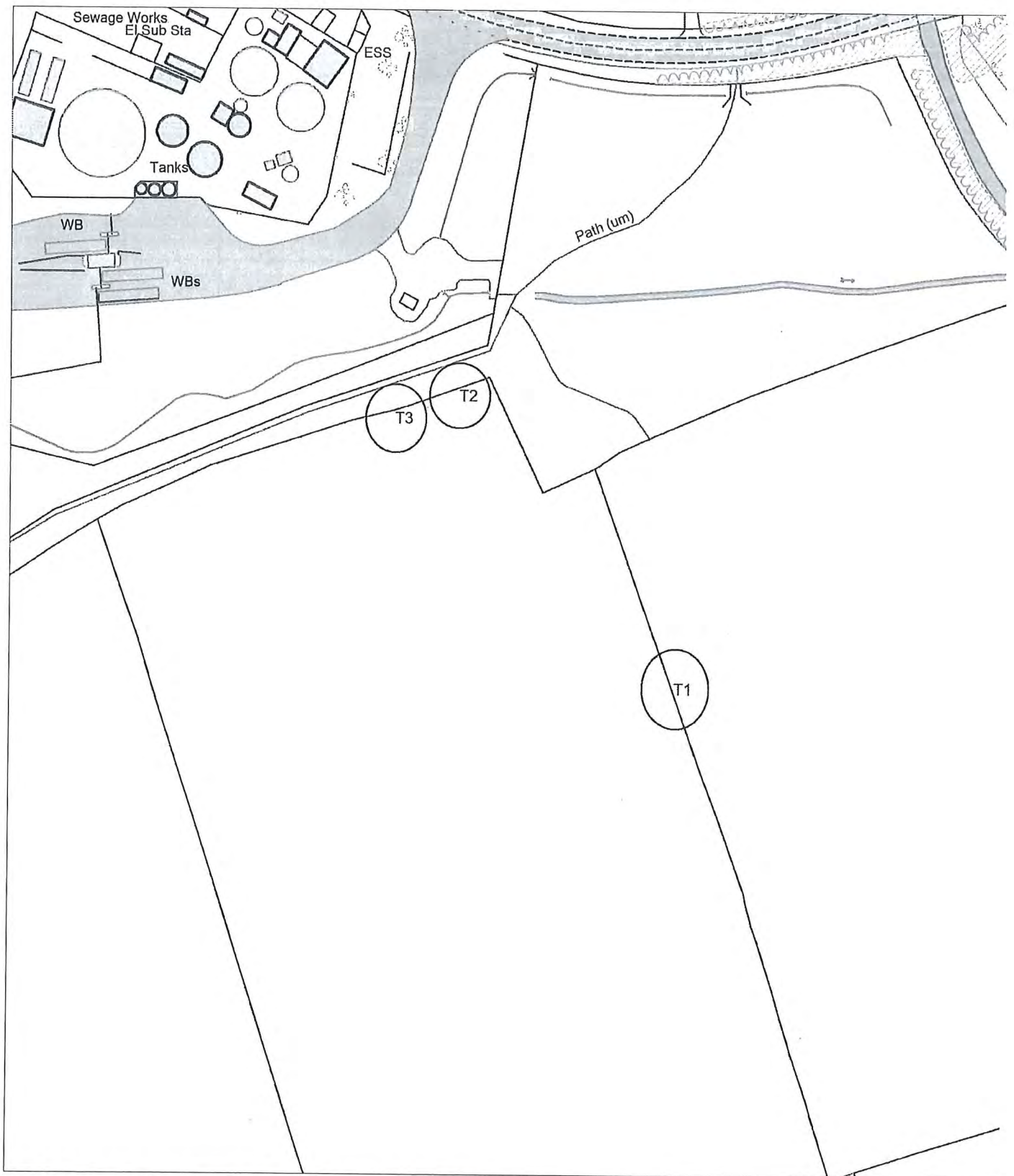
<u>Reference on map</u>	<u>Description</u>	<u>Situation</u>
None		

Groups of trees (within a broken black line on the map)

<u>Reference on map</u>	<u>Description</u>	<u>Situation</u>
None		

Woodlands (within a continuous black line on the map)

<u>Reference on map</u>	<u>Description</u>	<u>Situation</u>
None		



TREE PRESERVATION ORDER

GRID REFERENCE: 369,756 237,073

OS REFERENCE:

TPO NUMBER: TPO_659

LOCATION DESCRIPTION:
Land at Little Marcle Road,
Ledbury, Herefordshire



**Herefordshire
Council**

SCALE 1:1500

 NORTH

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4304

A305

Section 106 Portfolio of Works – Delivery Update to Members

21st/22nd November 2022
Justine Burnett – Portfolio Manager
Economy & Environment

Agenda - Section 106 Portfolio Delivery Update

1. Agreements and Policy
2. Governance, Resources and Data
3. S106 Delivery Process Overview
4. Direct Delivery Highways, Education, Off Site Play and Open Space and Sports Programmes, Projects Delivered
5. Direct Delivery Highways, Education, Off Site Play and Open Space and Sports Programmes, Projects Programmed for Delivery
- 4304 6. Delivery Professional Services – Highways, Education, Off Site Play and Open Space and Sports Programmes
7. AECOM Highways Programme
8. S106 Portfolio Delivery Overview
9. Construction
10. Stakeholder Updates and Consultation/Engagement
11. Contact Details

Section 106 – Background and Context

Agreements and Policy

- **Section 106 agreements are legally binding obligations between local authority and developers** (under the Town and Country Planning Act 1990) to ensure developers make a reasonable cash or in kind contribution to local physical and social infrastructure.
- **Linked to a specific development** and specifies what the money has been secured for - funds are already **ring fenced by gain type category**.
- **Normally specifies time period within which monies must be spent**, failing which the contribution may be required to be returned to the developer.
- **Approach set out in Supplementary Planning Document (SPD) guidance** – meets Core Strategy objectives and other relevant strategies to support significant increase in population and employment.
- **Section 106 monies are paid at key stages of development (trigger points)** in accordance with relevant terms of a particular obligation to fund projects across a range of themes, e.g highways, education, community and leisure facilities, etc.

4302

S106 Portfolio – Governance, Resources and Data

Governance Decision

- Cabinet Report November 2021 approved: -
 - “Procurement route and implementation of new delivery proposals, processes and expenditure of up to £9.3m of S106 monies, including resources required, to deliver S106 Schemes”.

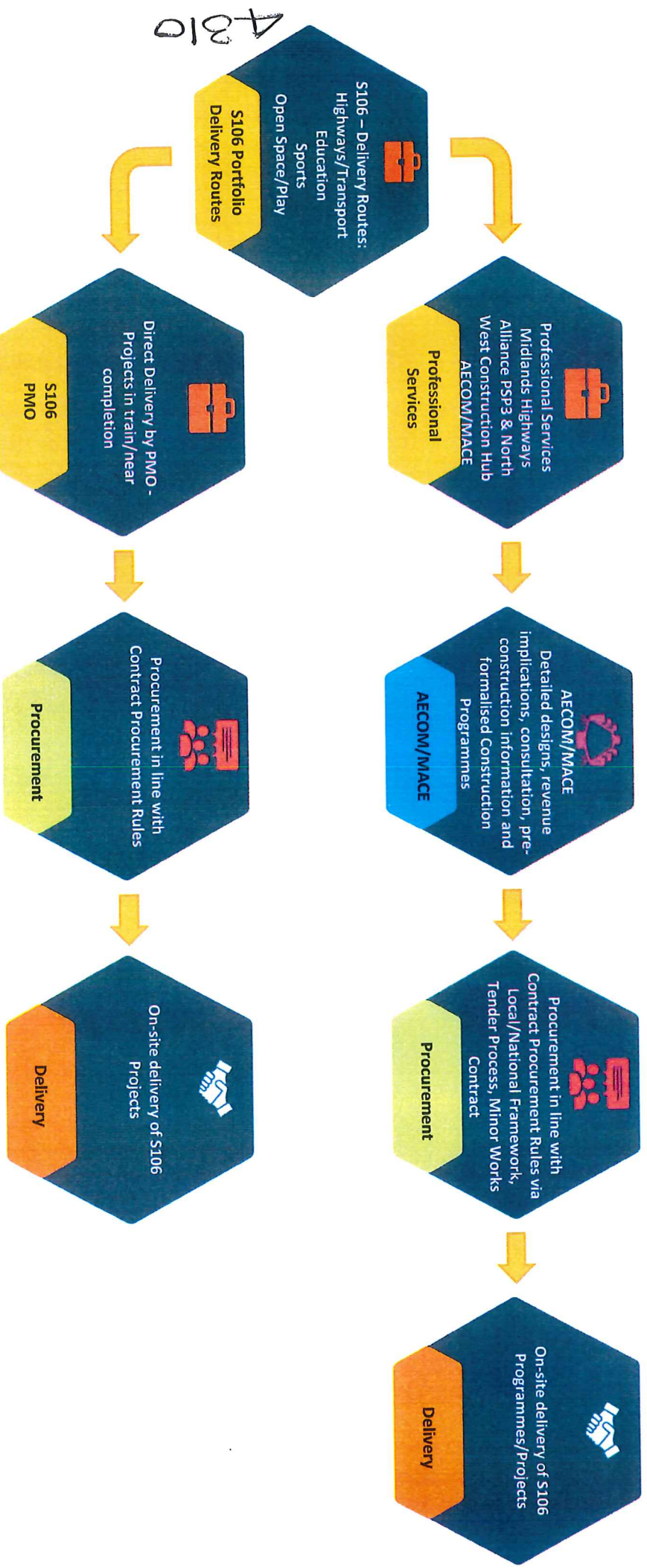
Resources

- 2 x S106 Senior Project Managers – 1 Highway and 1 Education, Off Site Play and Open Space, Sports and all other schemes/projects.
- Developing a 2/3 year Works Programme to deliver projects.
- Projects to be delivered either by Programme Management Office Direct Delivery or Professional Services.

Data

- Spreadsheets detailing Section 106 funding available by Ward provided to each Ward Member in September and November 2022 and Parish Clerks in October and November 2022. Information includes:
 - Gain type, planning reference, link to planning application, planning application title, gain description, gain amount received, balance and repayable date.

S106 Portfolio - Delivery Process Overview



Direct Delivery – Highways, Education, Off Site Play and Open Space and Sports Programmes

Quarter 1 and Quarter 2 2022/23- 13 Projects Delivered.

Gain Type	Projects Delivered - Quarter 1 and Quarter 2 2022/23	Expenditure (£)
Highways	-	-
Education	Brockhampton Primary School - Sensory Garden Installation	2,000
9 Projects	Beacon College – dropped kerbs	8,000
	Lugwardine Primary School - Hall Extension	214,000
	Credenhill Nursery - Internal remodelling	31,000
	Weobley High School - Extension of Outdoor Area	90,000
	Hereford Sixth Form - Closomat Installation	4,000
	Royal National College - Audio Media Facility	75,000
	Kingstone and Thruxton Primary School - Outdoor Play Provision / Forest School Upgrades	44,000
	Lord Scudamore Primary School - Installation of new external doors to Reception Classroom	7,000
		475,000
Off Site Play and Open Space		Total
1 Project	Canon Pyon – Play Area	18,000
Sports		Total
3 Projects	Ross Sports Centre - Flood damage reinstatement and refurbishment project	38,000
	Kingstone High School - Provision of new equipment	7,000
	Widemarsh Common - Reconfiguration of Changing Rooms	9,000
		Total
		54,000
	Total	547,000

4311

Direct Delivery – Highways, Education, Off Site Play and Open Space and Sports Programmes

Quarter 3 and Quarter 4 2022/23 - 24 Projects Programmed for Delivery.

Gain Type	Projects Programmed for Delivery - Quarter 3 and Quarter 4 2022/23	Forecast Expenditure (£)
Highways 2 Projects	Q3 Bartestree and Lugwardine Pelican Crossing Ledbury West - Bus Shelter and DDA Improvements	212,000 15,000 227,000
Education 8 Projects	Total Q3 Lord Scudamore - Early Year Upgrades and Fencing <i>Canon Pyon Academy - Additional Staff Toilet Provisions</i> Clifford Pre School - Expansion Project Goodrich Primary - Toilet Expansion Ashperton Primary School - Installation of pick up and drop off point	 1,000 53,000 2,000 3,000 29,000
	Q4 Clehonger High School - Outdoor Classroom St Peters Primary - Early Years Outdoor Provision St Peters Primary - Library and Intervention Space	146,000 13,000 109,000
	Total	356,000

4
2
2

Direct Delivery – Highways, Education, Off Site Play and Open Space and Sports Programmes

Quarter 3 and Quarter 4 2022/23 cont....

Gain Type	Projects Programmed for Delivery - Quarter 3 and Quarter 4 2022/23	Forecast Expenditure (£)
Off Site Play and Open Space 8 Projects	Q3	
	<i>Leominster – The Grange Footpath Improvements</i>	1,500
	Belmont and Haywood Country Park - Story Book Trail	34,500
	Weobley - Rose Garden	20,000
	Hagley - Fromes Park Picnic Table	700
	Q4	
	Ledbury South – Scheme tbc	2,000
	Central - Castle Green/King George Playing Fields – Scheme tbc	2,000
Sports 6 Projects	Quarry Park Gates – Installation of new ornate gates and associated works	63,000
	Credenhill -Breinton improvements to PROWs	4,000
	Total	128,000
	Q3	
	Lluctionians Rugby Club - Toilet re-arrangement and Community Room	22,000
	United in the Community - Security Fencing	2,000
	Bromyard Cricket Club - Indoor net facilities	3,000
	Hereford Cricket Club - Indoor net facilities	3,000
	Kingsstone High School - Extension to Gym	30,000
	Lady Hawkins School - Signage Upgrade	1,000
Total		61,000
Total		766,000

FIN

Professional Services (AECOM and MACE) Highways, Education, Off Site Play and Open Space and Sports Programmes

AECOM – Highways Programme

- Midlands Highways Alliance (MHA) PSP3 Framework - Client Access Agreement in place
- Inception Meeting – November 2022
- Proposal - Projects to be delivered in 3 Tranches (Design Stage)

MACE – Education, Off Site Play and Open Space and Sports Programmes

- North West Construction Hub (NWCB) Framework – Client Access Agreement in place.
- Inception Meeting – November 2022

Output: Work with PMO Project Managers to produce detailed designs including pre-construction information and produce formalised delivery programmes.
Delivery options and procurement will also be considered.

AECOM Highways Programme

- 44 Projects in 3 tranches.
- Tranche 1, 12 Projects.
- Tranches 2 and 3 to be reviewed with AECOM November 2022.

Tranche	No of Projects	Expiry Dates	S106 Agreements Total	Delivery
Tranche 1	12 Projects	Up to December 2023	£1.49m	Design / Pre-Construction Information packs completion - February 2023. Construction 2023
Tranche 2	18 Projects	Up to December 2028	£1.21m	Design/Pre-Construction Information packs completion - June 2023. Construction 2023/24
Tranche 3	14 Schemes	Up to December 2029	£1.15m	Design /Pre-Construction Information packs - October 2023 Construction 2024

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AECOM Highways Programme – Tranche 1: Priority Schemes

Project	Ward	Parish
Bodenham - Footpath Scheme	Hampton	Bodenham
Burghill – Bus Shelter and Speed Limit TRO	Queenswood	Burghill
Canon Pyon - Crossing and Footway Works	Weobley	Canon Pyon
Holmer and Shelwick (Munstone Road, Coldwells Road, Shelwick Lane, Church Road, Lyde Cross) - Traffic Calming	Holmer	Holmer and Shelwick
Holmer and Shelwick Attwood Lane - Pedestrian Improvements (Subject to Consultation)	Holmer	Holmer and Shelwick
Holmer and Shelwick Church Way and Attwood Lane - Junction Improvements (Subject to Consultation)	Holmer	Holmer and Shelwick
Kington - Zebra Crossing	Kington Wormside	Kington Kingstone
Kingstone - Village Improvements: footpath, crossings, etc.	Leominster West	Leominster
Leominster, Barons Cross - Controlled Crossing	Dindor Hill	Little Dewchurch
Little Dewchurch - Traffic Calming (Subject to scheme Changes and funding)	Weobley	Weobley
Weobley - Highway Improvements, footway and parking	Hagley	Withington
Withington - Highway Various Footway Improvements and crossing.		

4
2
8

S106 Portfolio Delivery Overview –

AECOM / MACE	Highways	Education	Off Site Play / Open Space	Sports	Total
No. of S106 Agreements	52	37	11	6	106
No. of Projects	44	17	10	6	77
Portfolio Total £	3.85m	1.04m	0.44m	0.20m	5.53m
Direct Delivery					
No. of S106 Agreements (PMO Senior Project Manager)	4	37	8	13	62
No. of Direct Delivery Projects	2	35	10	9	56
Direct Delivery Total £	0.23m	1.30m	0.13m	0.07m	1.73m
Summary					
Total no. of S106 Agreements	56	74	19	19	168
Total no. of Projects	46	52	20	15	133
Balance Total (£)	4.08m	2.34m	0.57m	0.27m	7.26m

427

S106 Construction – Professional Services Highways, Education, Sports and Off Site Play / Open Space Programmes

- 12th July 2022 – Soft Market Testing/Meet the Buyer Event.
- Confirm Procurement route -
 - Framework – local or national
 - Tender Process
 - Internal Framework/Minor Works Contract (if available by this date – working with Contracts and Procurement Team to develop)

4318

Section 106 - Stakeholder Updates and Communications/Engagement

- S106 Portfolio Delivery Programmes Update Meetings for Ward Members and Parish Councils scheduled on a quarterly basis.
- **Ward Members**
 - 21/09/22, 3.30pm – 4.30pm and 26/09/22, 6.00pm – 7.00pm
 - 21/11/22, 10.00am – 11.00am and 23/11/22, 6.00pm- 7.00pm
 - 27/03/23, 10.00am – 11.00am and 29/03/23, 6.00pm – 7.00pm
- **Parish Clerks**
 - 12/10/22, 7.00pm – 8.00pm and 18/10/22, 2.00pm – 3.00pm
 - 05/12/22, 6.00pm – 7.00pm and 06/12/22, 3.00pm- 4.00pm
 - 03/04/23, 6.00pm – 7.00pm and 05/04/23, 2.00pm – 3.00pm
- S106 individual project consultation/engagement – assigned Project Manager will liaise directly with relevant stakeholders including Parish Councils and Local Members and undertake consultation/engagement and provide updates.

4319

Section 106 Portfolio Delivery – Contact Details

Justine Burnett, Portfolio Manager, Economy and Environment,
Programme Management Office, Herefordshire Council

Justine.burnett@herefordshire.gov.uk

4320

MEMORANDUM

To : RESPONSIBLE AUTHORITIES/INTERESTED PARTIES

From : LICENSING SECTION, ENVIRONMENTAL HEALTH AND TRADING STANDARDS

Tel : 01432 261761 My Ref : PR01821

Date : 6 November 2022 Your Ref :

LICENSING ACT 2003 NOTIFICATION OF APPLICATION FOR GRANT/VARIATION OF PREMISES LICENCE

The Licensing Section has received the following applications for the grant/variation of a premises licence. A summary of each application is provided in the table below. Any responsible authority who has not already received your copy of the application please contact the Licensing Section on the above number. However if you would like to view any of the applications copies are available at the licensing section.

Should you wish to make a representation in respect of any one of the applications listed then please submit your information on the memorandum below to the licensing section before expiry of the 28 day representation period which is the date shown in column 4 of the table below. Please be aware that the licensing authority can only consider those representations that are relevant to the four licensing objectives: ***Prevention of Crime and Disorder, Prevention of Public Nuisance, Public safety and Protection of Children from Harm.***

For the Environmental Health Commercial and Environmental Protection Teams should officers wish to raise any issues in respect of any of the applications listed below please contact the Environmental Health team (licensing) in good time for the relevant representations to be co-ordinated and made to the licensing section within the 28 day period.

Premise Name	Premise address	Max Time	Consultation Dates	Current Licences
Lanark House Investments Ltd	The Shed Rear of Lanark House 17 New Street Ledbury HR8 2DX	Sale/Supply of Alcohol (consumption on and off the premises) Monday – Saturday 10:00 – 15:00 Non-Standard Timings Monday – Saturday 10:00 – 18:00 In December only (annually)	START: 07.11.2022 END: 04.12.2022	Variation <u>Sale/Supply of Alcohol</u> Monday – Saturday 10:00 – 15:00

**EMMA BOWELL
SENIOR LICENSING TECHNICAL OFFICER
ENVIRONMENTAL HEALTH AND TRADING STANDARDS**

4322

MEMORANDUM

To : LICENSING OFFICER

From :

Tel : My Ref :

Date : Your Ref :

**LICENSING ACT 2003
APPLICATION FOR NEW OR VARIATION OF PREMISES LICENCE
LANARK HOUSE INVESTMENTS**

Having assessed the above application, I would like to make the following representation:

Representation	Industry Guidance
PREVENTION OF CRIME & DISORDER	
PUBLIC SAFETY	
PREVENTION OF PUBLIC NUISANCE	
PROTECTION OF CHILDREN FROM HARM	

REFERENCES

Please Reference the industry guidance from which your representation has been sourced.

**OFFICER
POSITION
AUTHORITY**

4323

PLANNING, ECONOMY & TOURISM COMMITTEE	8 DECEMBER 2022	AGENDA ITEM: 15
---	-----------------	-----------------

UPDATE ON MCCARTHY STONE APPLICATION FOR A RETIREMENT LIVING DEVELOPMENT ON LAND OFF THE HOMEND, LEDBURY

The following correspondence has been received from McCarthy Stone

“McCarthy Stone submits detailed planning application for a Retirement Living development on land off The Homend, Ledbury

Application reference: P223248/F

I am pleased to provide you with an update on our proposals to develop new Retirement Living accommodation on land off The Homend, Ledbury.

Following a pre-application consultation in August, McCarthy Stone has now submitted a full planning application to Herefordshire Council.

The scheme would provide 53 one-and-two-bedroom apartments for local older people, set within attractive landscaped gardens with on-site car parking spaces. The proposal will make positive use of a vacant and underutilised site within easy access of town centre amenities, including local shops, restaurants, and healthcare facilities.

We are encouraged by the response to our pre-application consultation, with 72% of respondents outlining their support for the scheme. Positive comments primarily related to:

- *Improving the housing choice for older people in Ledbury*
- *The site being an ideal location, close to town centre amenities*
- *The scheme representing a positive use of a vacant site*
- *Releasing family-sized homes back onto the local market*

The provision of specialist Retirement Living accommodation in Ledbury would help to meet the diverse needs of the local ageing population, while also releasing family-sized homes back onto the market. This creates a residential shift that allows younger people the opportunity to move into their ideal home, while relieving pressure on developing greenfield sites.

With 53 apartments proposed for the site, this development would be expected to generate up to £400,000 per year of spending in local shops and businesses. This spending by older people can help maintain local outlets from the newsagents and the butchers to the bakery, pub, and local cafe – in other words the shops and community spaces which make up the heart of local communities.

Further information about our proposals can be found in the attached newsletter. This newsletter has also been issued to site neighbours and to those who expressed an interest in our proposals during the consultation.

4324

*We will make sure to keep you updated on the progress of our planning application. In the meantime, should you have any questions or need further information, please get in touch in response to this email.*²

Recommendation

That Members receive and note the foregoing information.

McCarthy Stone's proposals for land off The Homend, Ledbury

McCARTHY STONE
Life, well lived



Artist's impression of McCarthy Stone's proposals for Ledbury

OUR PROPOSALS FOR LEDBURY

Following consultation with the local community in Ledbury, McCarthy Stone has now submitted a planning application to Herefordshire Council.

The proposal would see the underutilised site, off the Homend, developed into high-quality Retirement Living apartments, set within attractive gardens with on-site car parking spaces.

The scheme would provide high-quality specialist accommodation, helping to meet the diverse needs of Ledbury's growing ageing population.

SUMMARY OF PLANS

- A high-quality scheme with 53 Retirement Living apartments, comprised of 31 one-bedroom and 22 two-bedroom units. All available for private sale, part rent-part buy and rental options.
- Tailored communal facilities, including a shared residents lounge, a mobility scooter storage room with charging points and an internal refuse store.
- High-quality, professionally landscaped gardens with new shrub and tree planting.
- Improved site boundaries and the retention of most existing trees on site.
- Ideal location in Ledbury, a short walk from the town centre and with a great range of local amenities close by.
- Provision of 40 on-site car parking spaces for residents, guests and staff, including disabled spaces and electric vehicle charging points.
- Secure pedestrian access for residents between the site and the adjacent Tesco supermarket.
- Low levels of traffic generation and car ownership.
- Support for the local economy through increased local spending. With 53 apartments proposed for the site, this development would be expected to generate up to £400,000 per year of spending in local shops and businesses.
- Release of local family-sized homes back onto the market, creating a residential shift that allows younger people the opportunity to move into their ideal home, while relieving the pressure on greenfield sites.

PUBLIC CONSULTATION - 72% OF RESPONDENTS SUPPORT THE PROPOSALS

We are committed to engaging with the community and it is important to us that local people, including neighbours, were given the opportunity to view and comment on our proposal before a planning application was submitted.

We were delighted that 72% of respondents to our public consultation outlined their support for the proposals. Feedback received outlined that the proposal represents a positive use of the site, whilst other comments outlined the importance of local people having the opportunity to stay in the town as they get older.

Respondents to the community consultation said:

"Ledbury has a large elderly population but not enough suitable accommodation for them." – The Langland

"Best use of the field – I am sure you will do it right; from the look of the initial plan, it looks well thought out. Looking forward to viewing with the potential to buy." – The Homend

"Excellent location for the purpose. Adjacent to shops, bus stops and between station and town centre."
– Browning Road

"Clear thought has gone into the design and the facilities to be provided. If this careful approach is backed up by design and build to best standards, then the facilities will be a welcome addition to the Ledbury area." – Floyds Lane

4326

OUR RETIREMENT LIVING ACCOMMODATION

Our retirement living apartments are designed to create a safe and secure environment for our customers to continue to live an active, independent lifestyle. Residents have their own front doors and privacy just as they did in their previous homes, but they are free to join in community activities within the development or to pursue their own interests as they please.

Our apartments can be occupied by people aged 60 or over and are provided for outright sale, as well as rent and part rent-part buy. The average age of residents on entry is 79, and the majority of homeowners moving into our developments already live in the local area.

The proposed development is carefully designed with the needs of older residents in mind, with step-free access throughout the apartment buildings. Communal facilities include a shared lounge, and a guest suite should friends and family wish to stay.

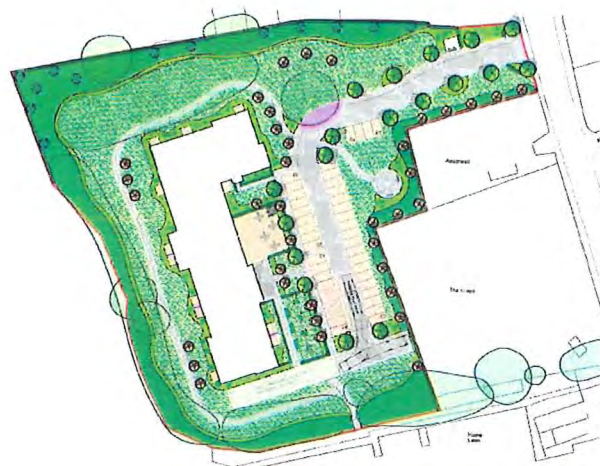
Every Retirement Living development has its own House Manager - someone to manage the day-to-day running of the development and to be on hand during office hours.

DESIGN AND ACCESS

Given Ledbury's distinctive architectural style, and the site's proximity to the historic Knapp, it has been critical to us that we design a scheme using local materials and with a character fitting for the local area. To ensure this, our team of architects spent time carefully assessing Ledbury's architecture ahead of an extensive and evolving design process, through consultation with officers at Herefordshire Council.

The height and scale of the development is similar to that of surrounding buildings and has been carefully designed to make the most of the site's natural topography, sloping towards the west.

Vehicle access to the site will be provided from The Homend through the demolition of Greenacres bungalow. The bungalow will be acquired by McCarthy Stone as part of the proposal site, and access provided through this route will meet all required safety measures. The proposed level of parking provision has been informed by Herefordshire Council's Highways Design Guide for New Developments' which sets out parking standards for developments across the County.



Proposed layout of McCarthy Stone's plans for Ledbury

ADDRESSING HOUSING NEEDS

The Office of National Statistics predicts that, by 2033, there will be an additional 3.5 million older households in England alone. This reflects a 60% increase on today, yet only 2% of current housing in the UK is specifically designed to meet the needs of older people.

We believe local older residents should have the opportunity to stay close to their hometown and their family. The provision of much-needed specialist Retirement Living accommodation increases local housing choice and also contributes to the wider housing needs of the area, as older residents move to more suitable accommodation and thereby release under-occupied family homes back onto the housing market with increased housing stock.

KEY STAGES

- **August 2022** – Community consultation period
- **September 2022**– Submission of planning application to Herefordshire Council
- **Spring 2023** – Herefordshire Council to determine the application (subject to change)
- **Summer 2023** – Expected to start construction (subject to planning)

QUESTIONS?

Our plans have now been submitted to Herefordshire Council and will be determined by this authority in the coming months.

To view the submitted plans, visit <https://tinyurl.com/mccarthystoneledbury> or you can search for the application on Herefordshire Council's website, quoting the planning reference: P223248/F

For further information:

- Visit the project's dedicated website at www.mccarthystoneconsultation.co.uk/ledbury
- Contact our freephone line on 0800 298 7040
- Email us at feedback@mccarthystoneconsultation.co.uk

McCarthy & Stone Retirement Lifestyles Limited. Registered Office 4th Floor, 100 Holdenhurst Road, Bournemouth, BH8 8AQ. No.6622231, Registered in England and Wales

LTC Clerk

From: ldf <ldf@herefordshire.gov.uk>
Sent: 28 November 2022 10:04
Subject: Agricultural Planning Supplementary Planning Document (AP SPD) is now live for consultation

We are consulting on the Agricultural Planning Supplementary Planning Document (AP SPD) between 28 November 2022 and 23 January 2023. We would welcome your views.

The SPD includes the following:

- a) **An outline the issues that may arise in relation to agricultural development. It is important that we do this because it will help developers submitting proposals for agricultural developments to improve the quality of associated information that may be required to support the planning application and therefore assist the decision making process.**
- b) **Provides a tool to determine the phosphate loading of a proposed development to inform the determination of planning applications within the River Wye Catchment. This is an innovative approach to include inform decision making.**

At this time, the SPD is produced to supplement the policies of the adopted Core Strategy 2011-2031 and it can only apply to farming developments that require planning permission.

Herefordshire Council is committed to improving the quality of the County's rivers and this SPD is one of a number of projects and policies that is seeking to address this. Despite this being an important issue to Herefordshire, it is not possible to introduce new policy approaches in SPD but there is opportunity to do this as part of the emerging Local Plan 2021-2041 and this SDP will form a useful evidence base for future policy development.

All feedback during the consultation will be carefully considered, before the final draft is put forward for formal adoption by the council.

For more information on how you can take part in the consultation, please click [here](#)

If you have any questions, please contact ldf@herefordshire.gov.uk or telephone 01432 383637

Kind regards

Tyler Mehigan
Community Engagement, Monitoring and Implementation Officer
Herefordshire Council

Email: Tyler.Mehigan2@herefordshire.gov.uk | Telephone number: 01432 261725



VACCINES



FRESH AIR



FACE
COVERING



STAY HOME
IF UNWELL



HAND
WASHING

4328¹

"Any opinion expressed in this e-mail or any attached files are those of the individual and not necessarily those of Herefordshire Council or Wye Valley NHS Trust. You should be aware that Herefordshire Council and Wye Valley NHS Trust monitors its email service. This e-mail and any attached files are confidential and intended solely for the use of the addressee. This communication may contain material protected by law from being passed on. If you are not the intended recipient and have received this e-mail in error, you are advised that any use, dissemination, forwarding, printing or copying of this e-mail is strictly prohibited. If you have received this e-mail in error please contact the sender immediately and destroy all copies of it."

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



2211-069/RTBL/02
28 November 2022

Ledbury Town Council
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Ledbury
Herefordshire
HR8 1DH

1 Giltspur Street
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For the attention of: The Town Clerk

Also sent by email to: clerk@ledburytowncouncil.gov.uk

Dear Sirs

Heineken UK Limited
Ledbury Neighbourhood Development Plan 2021-2031, Submission Draft - July 2022
Regulation 16 Consultation Response

I am instructed by Claire Hodder, Corporate Estate Manager at Heineken UK (**Heineken**) to submit this 'Holding Objection' arising from its concern about the likely impact of the following policies contained in the *Submission Draft – July 2022* your Town Council's *Ledbury Neighbourhood Development Plan* (the **Submission Draft Plan**):-

1. Policy EE1.1: New Employment Sites – Land South of Little Marcle Road;
2. Policy CL2.2: Alternative Use of Land South of Little Marcle Road as Playing Fields; and
3. Policy TR1.2: Highways Requirements,

on the operation of its cider mill, off Little Marcle Road in Ledbury (its **Ledbury Cider Mill**).

Heineken does not object to the principle of these policies, but it does consider that, if implemented as currently drafted, that there is a high probability of them having a severe adverse impact on its current commercial operations. Consequently, it has engaged my firm to set out below the scope and extent of its objections to the policies as currently drafted together with my suggestions for how those could be overcome.

Both Heineken and I would welcome the opportunity of working with the Town Council to overcome these objections in order that it can support the Submission Draft Plan in its entirety.

Policy EE1.1: New Employment Sites – Land South of Little Marcle Road

While Heineken supports the principle of the allocation of "approximately 20 hectares south of Little Marcle Road shown on the Ledbury Town Policies Map (Map 11)" for employment uses within Use Classes B2, B8 and E(g), without an understanding of the site access arrangements proposed, it is concerned that implementation of this

Page 1 of 4

Directors: Julian Clarke, James Darrall, Daniel Ekstrand, Damian Ford, Nathan Hanks, John Hopkins, Rupert Lyons
Associate Directors: Ross Clarke, Julia Justice

4330

Transport Planning Associates Limited registered in England & Wales at
3 Martinfield, Welwyn Garden City, Hertfordshire AL7 1HG
VAT Registration Number 711 2204 75 Company Number 3476060

Submission Draft Policy would result in a severe adverse impact on its existing commercial operation at its Ledbury Cider Mill. Consequently, it **objects to this Submission Draft Policy as drafted.**

Absent that understanding of the site access arrangements envisaged by your Council, and mindful of the likely need to accommodate an access in respect of Submission Draft Policy CL2.2 (see below), I believe that it will be necessary to locate a new junction – most likely a new four-arm roundabout junction – at a point approximately equidistant between the junction of its access road with Little Marcle Road and its existing weighbridge and associated gatehouse facilities. Notwithstanding the likelihood of an adverse impact of the capacity of the access road to accommodate queuing heavy goods vehicles at peak times, I understand that such a location is challenging topographically, lies in the vicinity of an existing public bridleway and public footpath, lies within a flood risk zone 3 area, and in an area of existing waste water apparatus associated with the existing treatment facilities within the Ledbury Cider Mill.

For all those reasons, Heineken considers that it is essential that a preliminary highway design exercise on a topographical base is undertaken by your Council before it can be reliably demonstrated that both this Submission Draft Policy and Submission Draft Policy CL2.2 (see below) are genuinely capable of implementation without giving rise to a severe residual cumulative impact in the context of paragraph 111 (on page 32) of the *National Planning Policy Framework*. It is also concerned with the use of the term “appropriate” in Submission Draft Policy EE1.1 a) because it introduces a degree of ambiguity that Heineken is concerned could be exploited if this site is allocated, to the detriment of its existing commercial operation.

I believe that Heineken’s objection could easily be overcome by the following action:-

1. your Council should commission a preliminary highway design based on a topographical survey of a suitable proposed site access arrangement from either the local Highway Authority (**Herefordshire Council**) or from a reputable consultant;
2. it should commission a capacity analysis of the proposed site access arrangement based upon a reasonable assessment of the likely scope and extent of the developments envisaged by Submission Draft Policies EE1.1 and CL2.2 (again, from either Herefordshire Council or from a reputable consultant);
3. it should seek the agreement of both Herefordshire Council and Heineken to the preliminary design and its associated operational performance, and propose whatever drafting amendments may be required to Submission Draft Policies EE1.1 and CL2.2 in order to ensure that development proposals are adequately restricted to those parameters that have been accepted by both Herefordshire Council and Heineken;
4. that such redrafting includes a requirement for the provision of a site access arrangement in accordance with Herefordshire Council’s *Highway Design Guide for New Developments*; and
5. a requirement that the operation of the proposed site access arrangement would not cause such an increase in traffic that would have a significant adverse impact on the commercial operations of its neighbours (in effect an adaptation of the wording of Policy TR1.1 subject to my further comments below).

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Policy CL2.2: Alternative Use of Land South of Little Marcle Road as Playing Fields

Again, while Heineken supports the allocation 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 (Map 11)" for playing fields, and notes the requirement for the "provision of associated facilities such as ... vehicle parking", it is concerned by the absence of any reference to the proposed site access arrangements.

Further, it notes the reference to: "Appropriate car parking provision shall be made" but without an understanding of the maximum extent of provision intended, it is unable to make an assessment of what that appropriate level of parking provision is likely to be, and what its likely impact on the operation of the existing access to and egress from its Ledbury Cider Mill will be.

Without being able to undertake that appraisal, it is concerned that implementation of this Submission Draft Policy would result in a severe adverse impact on its existing commercial operation. For that reason, it **objects to this Submission Draft Policy as drafted**.

I believe that Heineken's objection could easily be overcome by the following action:-

6. the Submission Draft Policy should define the maximum extent of the playing fields and associated ancillary facilities to be provided; and
7. it should specify the maximum number and type of vehicle parking spaces to be provided.

Further, and subject to your Council's consideration of Heineken's objection to Policy TR1.1 (below) and as I refer to above, its objection could be further overcome by reference to:-

8. a requirement for the provision of a site access arrangement in accordance with Herefordshire Council's *Highway Design Guide for New Developments*; and
9. a requirement that the operation of the proposed site access arrangement would not cause such an increase in traffic that would have a significant adverse impact on the commercial operations of its neighbours (in effect an adaptation of the wording of Policy TR1.1

Policy TR1.2: Highways Requirements

Clearly, Submission Draft Policies EE1.1 and CL2.2 seek to allocate land for development, and this Submission Draft Policy seeks to ensure that the "Highway Design" of proposed site access arrangements and the provision for active, sustainable and community travel, and for vehicle parking are *fit-for-purpose*.

Submission Draft Policy TR1.1 a) only makes reference to highway design proposals not giving rise to "a significant adverse effect on residential amenity and local tranquillity". Heineken **objects to this Submission Draft Policy as drafted** because it offers it no protection from the likely severe adverse impacts that I have highlighted above.

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I believe that Heineken's objection could easily be overcome by the following action:-

10. the Submission Draft Policy should be redrafted to include a requirement that the operation of proposed site access arrangements would not cause such an increase in traffic that would have a significant adverse impact on the commercial operations of its neighbours (i.e. that they are designed to provide sufficient operational capacity to accommodate the forecast traffic generation and/ or attraction of proposed development, as reasonably determined by a Transport Assessment).

At h), this Submission Draft Policy also requires that: *"Proposals will not result in indiscriminate or on-street parking"*. This is a particularly sensitive topic for Heineken because currently inappropriate car parking takes place within the visibility splays provided at its Ledbury Cider Mill access road junction with Little Marcle Road giving rise to an unnecessary (in its view) highway safety risk.

Consequently, Heineken **requests** that, in addition to the requirement to provide *"adequate off-street parking for residents, employees and visitors"* that this Submission Draft Policy be redrafted to include for a requirement for proposals to include for the provision for double yellow lines (in accordance with the necessary Traffic Regulation Order (to be obtained)) to protect visibility splays at road junctions in the interests of highway safety.

As I said in my introduction to this letter, both Heineken and I would welcome the opportunity of working with the Town Council to overcome these objections in order that it can support the Submission Draft Plan in its entirety.

Once you have had the opportunity to consider Heineken's objections, I look forward to hearing from you. In the meantime, I would be grateful for your acknowledgement of the safe receipt of this letter when you have a moment. Should you have any queries or require any clarification of the points that I have made, please do let me know.

Yours faithfully



Rupert Lyons
Director

rupert.lyons@tpa.uk.com
020 7119 1156 | 07778 503552

cc Claire Hodder – Heineken UK Limited (by email only)



LEDBURY TOWN COUNCIL

TOWN COUNCIL OFFICES . CHURCH STREET . LEDBURY

HEREFORDSHIRE HR8 1DH . Tel. (01531) 632306

e-mail: admin@ledburytowncouncil.gov.uk website: www.ledburytowncouncil.gov.uk

Your Ref:

Our Ref:

AP/NDP/2022

30 November 2022

Via email

WITHOUT PREJUDICE

Dear Sir

Thank you for your letter to the Town Council making representations upon the submission draft Neighbourhood Development Plan (NDP). We are grateful that you have indicated general support for the policies subject to a number of more detailed representations. We thought that there had been opportunities to raise your concerns and overcome objections at both the informal and formal consultation stages and could have discussed a way forward at any time, at the formal Regulation 14 stage in particular. I am now writing to address the issues raised in your letter.

In relation to the formal process at this stage, we would advise as follows:

1. Representations at the Regulation 16 stage should have been sent directly to Herefordshire Council. We have therefore forwarded it to that Council's Neighbourhood Planning team.
2. The period for receipt of representations finished on 11th November 2023. Herefordshire Council has since issued the Notice of Progression to Examination. It will be for Herefordshire Council to determine whether the late representation can be accepted.
3. Should Herefordshire Council accept the representation, it will be forwarded to the Examiner appointed to report upon the plan.
4. Ledbury Town Council will be given the opportunity to comment upon the representation.

Notwithstanding the above, we are happy to continue to work with Heineken and its consultants in order to deliver benefits for both the community and the company. This is evident through our promotion of and support for the inclusion of investment in this area through the Market Town's Investment Plan, of which the company will be a beneficiary. You will be aware that we met with representatives from UBL/Heineken and Herefordshire Council as early as December 2020 as part of a first round of consultations with the public and relevant stakeholders.

We can provide you with confirmed notes from that meeting should you need them.

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Herefordshire Council's Core Strategy (adopted October 2015) has identified the area south of Little Marcle Road to be developed, in particular for employment. It is clear that the area envisaged for this is the land to the south of UBL/Heineken's current operation and including some of its undeveloped land. We are sure that it would not have done so had there been concerns about access arrangements. Furthermore, as early as April 2016 Herefordshire Council drew up a future sports provision document showing even then the proposed new football land. This was shared with UBL/Heineken and other parties during the consultations with an indication, we suggested, of where an access might be located. It has therefore been known, including by the representatives of Herefordshire Council, that access to the proposed new football facility and employment land from the Little March Road between the bypass roundabout and your main access should be separated as represented (although not necessarily exactly as indicated) in the 2016 document (attached). Herefordshire Council has not expressed concerns about the location of development or ability to provide appropriate access to this area during informal discussions upon the NDP or at the formal regulation 14 and 16 stages. Nevertheless, the need to consider access arrangements that are both safe and also meet the concerns of Heineken are acknowledged and for this reason NDP policy EE1.1 indicates that a comprehensive proposal is required, and this will need to consider where an appropriate access point should be. The NDP, like the current Local Plan, is not a vehicle for setting out, in detail, highway design arrangements, but this is a matter for a planning application.

In relation to the actions you suggest in order to ensure the company's interests are not adversely affected, we would advise as follows:

1. The NDP, together with the Core Strategy, form the Development Plan and should be read as one plan. Hence, there is no need to duplicate provisions of general development management policies in each site-specific policy.
2. A number of your recommended actions refer to the need to comply with Herefordshire Council's Design Guide for New Development. This requirement is indicated in NDP policy TR1.2. Hence, we believe the concerns expressed in your actions 4 and 8 are covered by this provision and need not be duplicated elsewhere. That design guide also includes parking standards that need to be met and hence your action 7 is covered by that reference. From discussions with Heineken and Herefordshire Council, we know that there should be no on-street parking and because of this we have specifically referred to the need to make appropriate car parking available for the playing fields in Policy CL2.2. The amount of land required for the playing fields is indicated in NDP policy CL2.2 and has been subject to discussion over many years with Herefordshire Council, so they are aware of the extent of pitches and facilities required.
3. Your recommended actions Nos 1, 2 and 3, and also the reference to yellow lines, refer to the need for a transport or traffic impact assessment and design measures to ensure that there is sufficient capacity to accommodate the various uses. Policy TR1.2 sets out the range of traffic related requirements. It is understood that a traffic impact assessment is one method by which these are identified and planned for. This is why we have indicated in that policy that, where appropriate, developers will need to show how these requirements have

been met. The assessment should take into account all the traffic generated from the uses proposed, including the playing fields, and this should be through a masterplan approach. We would, however, suggest to the Examiner that, in order to address your concern, this be emphasised by addition to policy TR1.2 with the final sentence revised to read:

'Where appropriate, developers should indicate within their proposals how these requirements have been met, including through the preparation of a traffic impact assessment or other capacity and design study.

In addition, within paragraph 7.9, the following amendment to the 5th sentence might be made to indicate:

'A co-ordinated approach is required to enable the full area to be released and the preparation of a masterplan is suggested which should include a traffic impact assessment or alternative to identify appropriate access arrangements, car and other parking requirements, and other appropriate highway design measures.

4. Your recommended actions 5, 9, and 10 refer to the need to protect Heineken's existing operation from the effects of additional traffic. We acknowledge Heineken's concerns about this which have been expressed in the informal discussions with the company during the preparation of the plan. It is recognised that NPPF paragraph 187 highlights the need for new development to be integrated effectively with existing businesses and community facilities and that there should be no unreasonable restrictions placed on existing businesses. Consequently, we would not be averse to the Examiner being asked to amend policy TR1.2 criterion a) to read:

'Proposals would not cause such an increase in traffic that would have a significant adverse effect on residential amenity and local tranquillity, or place unreasonable restrictions on an existing business.

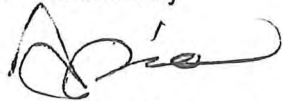
In order to emphasise the importance to the protection of Heineken's current operation, the Examiner might also be asked to amend criterion a) of policy EE1.1 to read:

'An appropriate access point and road to serve the area as a whole, and also adjoining land uses, ~~especially~~ including the land advocated for playing fields, and that will also protect the operation of the current commercial operation from the adverse effects of traffic.

We are aware also that as landowner, Heineken will have a large measure of control over how its operation is to be protected.

Can we ask whether the above would meet Heineken's requirements? It would be helpful if you could respond by Wednesday, 7 December so that we can advise Herefordshire Council who may then be in a better position to determine how your representations might be dealt with.

Yours faithfully



Angela Price PSLCC, MIWFM, AICCM
CiLCA (England & Wales)
Town Clerk

cc Cllr Phillip Howells (Town Mayor)

LEDBURY TOWN COUNCIL

**MINUTES OF A MEETING OF THE TRAFFIC MANAGEMENT WORKING PARTY
(TMWP) MEETING
HELD ON 14 NOVEMBER 2022**

PRESENT: Councillors Bannister (Chair), Bradford, Howells, Morris and Sinclair
Non-Councillors: Matthew Davis, Steve Glennie-Smith and Mr & Mrs Furlonger (Parkway residents)

ALSO PRESENT: Angela Price, Town Clerk

Councillor Sinclair agreed to take the minutes.

TMWP169 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Manns, Harvey and Hughes and Gareth Davies.

TMWP170 DECLARATIONS OF INTEREST

None received.

**TNWP171 TO APPROVE AND SIGN, AS A CORRECT RECORD, THE MINUTES
OF THE TRAFFIC MANAGEMENT WORKING PARTY MEETING
HELD ON 17 October 2022**

RESOLVED:

That the minutes of the Traffic Management Working Party meeting held on 17 October 2022 be approved and signed as a correct record.

Proposed by Matthew Davis, Seconded by Councillor Bannister, carried unanimously

TMWP172 ACTION SHEET

TMWP 165

- 1. That the Clerk investigate the moving of Town Centre signs and the removal of a misleading sign at the Top Cross.**
- 2. The Clerk write to two local companies whose drivers had been observed disregarding limits and when challenged, displaying an aggressive attitude.**
- 3. The Clerk to meet with Highways to discuss the signs.**

TMWP132 The Report on the walkaround meeting with the Locality Steward and representative of the police was deferred to the next meeting of TMWP. Councillor Howells provided a partially completed draft report and it was agreed that he would present a completed draft at the Working Party meeting scheduled for January 2023, date to be confirmed.

RESOLVED:

That Councillor Howells will provide the report on the walkaround meeting with the Locality Steward to the Clerk the week ending 6 January 2023, so that this can be included in the agenda papers for the meeting scheduled for date tbc January 2023.

TMWP145 No information has been received from Herefordshire Council or Balfour Beatty about the request for dropped kerbs in Horse Lane Orchard.

RESOLVED:

- 1. The Clerk will continue to chase a response.**

TMWP154(1) Letter sent and two residents of Parkway attended, the meeting. Further details are under Agenda Item 6.

TMWP154(2) Until actions under TMWP154(1) were complete no application would be made via the community commission model to request the installation of traffic calming gates at both entrances to Parkway.

TMWP167 RESIDENTS PARKING

This item was deferred to the next meeting.

TMWP168 SPEED INDICATOR DEVICE

- a. Consideration of style to purchase**

RESOLVED:

The Clerk research costs of a straightforward SID displaying only the speed in red or green and fitting current posts.

- b. (1) Request for SID to be sited on A449**

RESOLVED:

The Clerk to check the regulations on distances before the members consider inclusion of this position on the A449 in the rotating pattern of placing a SID.

The clerk to write to the Locality Steward, cc'd to Paul Walker, John Harrington, and Ledbury Ward Councillors in an attempt to expedite the availability and use of SIDs in Ledbury.

It was agreed that Item 6 on the Agenda be brought forward to allow discussion with the Parkway Residents.

TMWP173 PARKWAY GATES

Mr & Mrs Furlonger advised that they felt that locating the gate adjacent to the entrance to the properties where their home was located would potentially create a visibility issue when exiting the junction. The Clerk advised that she had received response from other residents who had been contacted and they had all echoed this.

It was noted that moving the Gates to a new location would be unlikely to alter the design of the gates.

The question of a Static Speed Camera being explored was raised, and Councillor Howells advised that a Speed Indicator Device (SID) had been in place in 2021/22, and that the Committee is currently investigating the cost to purchase a camera which could be rotated between three sites on a monthly basis and that this item was on the agenda for further discussion later in the meeting.

It was agreed that Speed Limits were inconsistent. Leaving Ledbury, going from 30mph to National, then 50mph to 40mph, then back to 50mph.

Councillor Bannister reported that SID Statistics were available from the SID's and that he had carried out the analysis of this data.

RESOLVED:

That the Clerk and Councillor Bannister make these available for the next meeting of the Working Party.

Mobile Speed Cameras have been positioned at Parkway for a number of years.

LTC to purchase SID to get their own statistics, there is an attachment on the email with further details.

Councillor Howells has spoken to John Harrington (HC Cabinet Member for Transport), there staff shortages, that prevent/delay progress. He also explained that certain criteria needed to be met to Change Speed Limits.

At this point the Parkway Residents left.

TMWP174 TRAFFIC MANAGEMENT

Councillor Howells presented a Partial Traffic Management Plan. He advised that various sources had provided information to populate the report pointing out that the headings were in place, and that he would add text to these. It was suggested that SID Analysis should be included in the report. The Full Report will be presented at the TMWP Meeting in January 2023, date tbc.

RESOLVED:

That Councillor Howells complete report for submission at the January TMWP Meeting.

TMWP175 SPEED INDICATOR DEVICE (SID)

Members were provided with various options in relation to SID's. It was agreed that mains electricity to run the SID should be ruled out due to infrastructure costs. A Solar Panel to charge a battery was identified as the best option. Further information in respect of costings will be presented to the next Planning Meeting. There is a budget shortfall of £900, cost the proposed SID is £2,900 and only £2,000 is allocated. Councillor Sinclair suggested real time communication via a SIM Card. It is confirmed this is possible and in the long term would be cost effective. Details will be presented by the Clerk at the January TMWP Meeting.

RESOLVED:

- 1. That the Clerk provide a report to the Economy & Planning meeting scheduled for 8 December 2022, in respect of potential costs for consideration in the 2023/24 budget or whether the additional shortfall of £900 could be found within the 2022/23 budget to purchase the SID's in the current financial year.**
- 2. That a further report be submitted to the January TMWP meeting to provide more information on SID options.**

TMWP176 NEW STREET

A report prepared by the Matt Davies, proposed preventing any vehicle over 7.5 tonnes going through town. The Clerk advised that Councillor Harvey is contacting Sat Nav Companies to ensure their data is current.

Market Street has been used as a route from Bye Street to New Street. Clerk to request CCTV Footage, to identify and contact the offending companies.

It was noted that the service offered by HC run CCTV had reduced. Vehicles

Councillor Sinclair pointed out that it was not possible to stop vehicles using New Street. Tractors take potatoes to a Processing and Storage Facility at Chances Pitch. Also, deliveries to Malvern, from ABE Ledbury had to use this route because there was no viable alternative. This would apply to Malvern deliveries coming from South Wales.

RESOLVED:

1. **That the Clerk request CCTV Footage of lorries turning into Market Street.**

Proposed by Councillor Howells, Seconded by Councillor Bradford, carried unanimously.

TMWP177 MALVERN HILLS CAR CLUB (MHCC)

An approach had been made from MHCC to LTC asking if they could assist the MHCC with Publicity, Web, FB and Newsletter etc. To further assist, Charging Points to be investigated. Clerk to obtain information from Bromyard TC.

Proposed by Councillor Howells, Seconded by Councillor Bradford, carried unanimously

RESOLVED:

1. **That the Clerk to obtain information from Bromyard Town Council in respect of how they operate the charging points in their car parks.**
2. **That a survey be carried out on how many charging bays there are in Ledbury currently.**

TMWP178 IMPACT OF DEVELOPMENT AND PROPOSED DEVELOPMENT OF TRAFFIC MANAGEMENT (STANDING ITEM)

This was not discussed because it had been covered earlier.

TMWP179 DATE OF NEXT MEETING

RESOLVED:

To note that the date of the next meeting of the Traffic Management Working Party was scheduled for 12 December 2022 at 3.00pm in the Committee Room.

