PARSONS BRINCKERHOFF

April 2015

SOUTH WYE TRANSPORT PACKAGE

SOUTHERN LINK ROAD, HEREFORD

PLANNING STATEMENT

Herefordshire Council

3512983L-HHR

Final

South Wye Transport Package

Southern Link Road, Hereford

Planning Statement

3512983L-HHR

Prepared for
Herefordshire Council
Plough Lane
Hereford
HR4 0LE

Prepared by
Parsons Brinckerhoff
The Forum
Barnfield Road
Exeter
EX1 1QR

01392 229 700 www.pbworld.com

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CONTENTS

ABBREVIATIONS

AOD	Above Ordnance Datum
BS	British Standard
CO_2	Carbon Dioxide
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
dB(A)	Decibel level
DAS	Design and Access Statement
DMRB	Design Manual for Roads and Bridges
HGV	Heavy Goods Vehicle
HC	Herefordshire Council
EIA	Environmental Impact Assessment
ES	Environmental Statement
FRA	Flood Risk Assessment
HEZ	Hereford Enterprise Zone
HCD	Highway Construction Details
Leq	Sound pressure level in decibels
LEP	Local Enterprise Partnership
LGF	Local Growth Fund
LTB	Local Transport Body
NCA	National Character Area
NCN	National Cycle Network
NPPF	National Planning Policy Framework
NOx	Nitrous Oxide
PB	Parsons Brinckerhoff
PM10	Particulate Matter
PAH	Polycyclic Aromatic Hydrocarbon
PRoW	Public Right of Way
SSSI	Site of Special Scientific Interest
SWMP	Site Waste Management Plan
SWTP	South Wye Transport Package
SLR	Southern Link Road
SAC	Special Area of Conservation
SWS	Special Wildlife Site
SEP	Strategic Economic Plan

TRO	Traffic Regulation Order
TA	Transport Assessment
UDP	Unitary Development Plan

1 INTRODUCTION

1.1 Overview

1.1.1 This Planning Statement has been prepared by Parsons Brinckerhoff (PB) on behalf of Herefordshire Council (HC) in support of a full planning application for the Southern Link Road (SLR). The SLR comprises a new road between the A49/B4399 and A465/B4349 junctions, to the south of Hereford.

1.1.2 The Local Transport Plan 2013-2015 (LTP) outlines a strategy which aims to support economic growth and social inclusion within the County by providing an efficient transport network and improving accessibility to services. The LTP identifies the need for significant investment in infrastructure and specifically mentions the South Wye Transport Package (SWTP, under its earlier title of Belmont Transport Package) as a priority to address transport issues in the area and support the development of the Hereford Enterprise Zone. These aims are reiterated in the Herefordshire Local Plan Core Strategy (May 2014) which is currently under Examination by an independent Inspector.

1.1.3 Detailed work has been undertaken in developing a SWTP which has included identification of a SLR proposal. The aim of the SLR, also referred to as the 'proposed Scheme', is to support the Council's aspirations for the sustainable growth of Hereford while tackling the various issues associated with congestion within the South Wye area. The level of congestion along the A465 has resulted in poor levels of air quality, noise, and low public transport usage. Due to the issues with public transport and severance caused by the A465, a high proportion of short distance trips in the area are made by car. This in turn has led to less physical activity, resulting in increased levels of obesity and greater health problems. These problems are expected to increase if no action is taken.

1.1.4 Whilst this planning application is for a SLR, the Council is committed to delivering this scheme as part of an overall package of transport improvements, known as the SWTP.

1.2 The Planning Application

1.2.1 The Planning Application comprises the following documents:

- Planning Statement, which summarises the planning policies relevant to the Scheme and provides an analysis of how the Scheme responds to those policies;
- Design and Access Statement (DAS), which describes the Scheme and how the design has evolved;
- Consultation Report, which describes the consultation process undertaken by the Applicant and how this has informed the Scheme;
- Environmental Statement (ES), which presents the findings of the Environmental Impact Assessment (EIA). It considers the impacts on air quality, noise, ecology, cultural heritage and archaeology, the community and private assets, landscape, travellers who will use the Scheme and water resources;
- Transport Assessment (TA), which assesses the impact of the Scheme on the surrounding road network;
- Flood Risk Assessment (FRA), which assesses the impact of the Scheme in relation to flood risk;

- Outline Construction Environmental Management Plan (CEMP), which describes the mitigation to be implemented by the Contractor during construction;
- Outline Site Waste Management Plan (SWMP), which describes how waste for both construction and operation of the Scheme will be dealt with; and
- Habitats Regulations Assessment (HRA), which assesses the impact of the Scheme on sites of international ecological value.

1.2.2 The following Drawings are also submitted to illustrate the planning application.

- Figure 1.2: Site Location Plan and Key Plan;
- Figure 2.2 and 2.3: Cross Sections of the proposed Scheme;
- Figure 7.4 of the ES: Landscape Mitigation Proposals.

1.2.3 An EIA has been carried out for the Scheme, the results of which are set out in the ES submitted with the Planning Application. The results of the assessment and the mitigation proposed have informed this Statement.

1.2.4 The proposed Scheme lies within the administrative area of Herefordshire Council, a unitary authority, and it is therefore the determining authority.

1.3 Structure of Statement

1.3.1 Section 1 of this Statement provides an overview of the planning application. Section 2 provides a description of the proposed Scheme. Section 3 provides a description of the site and surroundings. Section 4 provides an analysis of the scheme's goals and their compliance with national and local planning policy. Section 5 concludes the Statement, and demonstrates the case for the proposed Scheme.

1.4 Community Involvement

1.4.1 Comprehensive efforts have been made to engage with the public and a variety of stakeholders during the key stages of the development of the SWTP. Public consultation on the SWTP was held for a six-week period from 1 July 2014 to 8 August 2014 which included route options for the SLR.

1.4.2 A total of 199 people attended the public exhibition at the Three Counties Hotel, Hereford, between 30 June and 3 July 2014. Additional exhibitions were held at Belmont Library on 15 July 2014 and Hereford City Library on 18 July 2014.

1.4.3 230 questionnaires were received in response to the consultation, and one 73-name petition was received in support of Options SC2 and SC2A.

1.4.4 In general, the responses to questions relating to the solutions for solving the transportation problems in the area demonstrated that the public felt that a SLR would be the best solution.

1.4.5 A further public exhibition was held on 29th January 2015 in order to inform the public regarding this planning application. It was held at the Three Counties Hotel again. Approximately 145 people attended the exhibition and 35 comments forms in total were completed.

1.4.6 The details of the public consultation are set out in the Consultation Report accompanying the application.

1.5 Other Consents

1.5.1 In addition to the assumptions on committed developments and background traffic the modelling used in the TA has assumed that a weight restriction Traffic Regulation Order (TRO) will be made by HC to restrict HGVs using Belmont Road. TROs are made by a separate legal process. The TRO is not required as mitigation for the proposed Scheme and the Scheme is considered to be acceptable in planning terms without it. However, it would ensure that HGVs use the new road in preference to Belmont Road and would help to fully achieve the SWTP objectives. Without the TRO, fewer vehicles would re-route onto the SLR and the changes in traffic flows would be less substantial than the forecasts outlined in the TA.

1.5.2 The process undertaken to date to identify the most appropriate schemes is set out in the SWTP Sustainable Transport Package Assembly Report, in Appendix A of the TA. Many of the potential schemes will be subject to further consultation and some require the completion of other statutory procedures (e.g. TROs) before they can be confirmed. There is likely to be a phased delivery of schemes.

2 THE PROPOSED SCHEME

2.1 Southern Link Road

2.1.1 The proposed Scheme comprises the construction of a new road between the A49 Ross Road and B4399 junction to the A465 Abergavenny Road and the B4349 Clehonger Road. The link to Clehonger Road has been included to overcome the current poor visibility of the existing junction with the A465. The road passes through part of Grafton Wood and continues westwards over Grafton Lane and Withy Brook. It passes above the railway line, then crossing under Haywood Lane and passes south of Hayleasow Wood. Thereafter, it straightens up, heading in a north-west direction to a new roundabout on the A465. A new roundabout will be constructed on the A465.

2.2 Scheme Alignment

2.2.1 The alignment of proposed SLR and Clehonger Link have been designed in accordance with TD9/93 'Highway Link Design' (Volume 6, Section 1, Part 1, DMRB, Highways Agency, February 2002) to ensure that standards of curvature, visibility and super-elevation are suitable for the anticipated vehicle speeds on the road. The Site Location Plan and General Design Arrangements for the SLR can be seen in Figure 1.2.

2.2.2 The SLR has been designed to a 100kph/62mph design speed. The SLR will have a 60mph speed limit in accordance with the national maximum for a single carriageway road. The Clehonger Link has been designed for a 70kph/40mph design speed although the speed limit should take into account its proximity to the new roundabout on the A465.

2.3 Cross Section

2.3.1 The Scheme design is in full compliance with current design standards set out in the Design Manual for Roads and Bridges (DMRB).

2.3.2 The SLR will be a standard two lane single, all-purpose rural carriageway in accordance with Figure 4-3a of TD27/05 'Cross-sections and Headrooms' (see ES). The standard cross-section is a 7.3m carriageway with two 1m wide hard strips to assist with carriageway surface water thus giving an overall hard surfacing width of 9.3m (refer to Figure 3.4 of the ES).

2.3.3 The standard width of the grassed verges is 2.5m, which will be widened in places to take into account forward visibility considerations on bends, side road junctions/accesses and crossings. On the Clehonger Link the hard strips are omitted thus giving an overall hard surfacing width of 7.3m.

2.3.4 The primary function of the verges is to provide an area in which to locate highway features such as road signs, safety barriers, drainage pipes/chambers and ducting for communication devices/electronics.

2.3.5 All items of street furniture will be restricted to those that are required in current design standards in the interest of road safety. Their use, location and size will be reduced in size and number, as far as reasonably possible, in order to minimise their visual impact.

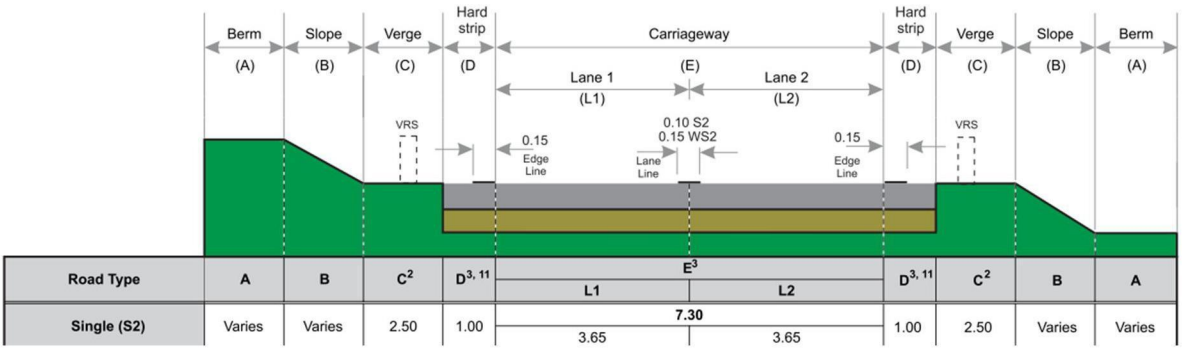

Figure 2.1 Illustrative Cross-Section of the proposed Southern Link Road

2.4 Surfacing

2.4.1 The type of surfacing proposed for the proposed Scheme is predominately a thin macadam based material. High friction surfacing will be provided in locations at higher risk of accidents.

2.5 Junctions

2.5.1 Roundabouts are proposed at both ends of the proposed Scheme. The existing three-arm roundabout on the A49 will be modified to include a fourth arm. The new four-arm roundabout on the A465 will have two-lane entry and exit arms.

2.6 Lay-bys

2.6.1 Maintenance hardstandings will be provided on the eastbound carriageway at three locations along the proposed Scheme. These will be adjacent to the two attenuation ponds and adjacent to the railway crossing.

2.7 Lighting

2.7.1 On rural roads of this nature, lighting is not required along the main carriageway but will be provided at both A465 and A49 roundabouts on all approaches. At the roundabout on A49, lighting is already provided.

2.8 Signage and Safety Barriers

Direction signs will be provided and kept to a minimum to reduce environmental impacts. Safety barriers are proposed at various locations across the route.

2.9 Field Access Locations

2.9.1 There will be a new gateway provided just north of The Green in order to access the Morgan Family's land, in particular the 30 Acre field, which is HC-owned land under the tenancy of Veddoes Farm.

2.9.2 Provision will be made in the railway bridge design to accommodate a 4m wide (and 6-7 m vertical clearance) access track to allow for future maintenance requirements of the bridge structure from the eastern side of the railway. Similar provision will be made on the western side of the railway that allows the diversion of the Public Right of Way (PRoW) Ref HA7 underneath the proposed Scheme.

2.9.3 The field south of the Merryhill Farm barn buildings will be severed by the scheme. A new access will be provided to the southern access directly off Haywood Lane.

2.9.4 There will be a new field access for the land directly off the A465 Abergavenny Road. The location is diagonally opposite Golden Post Cottage near an existing access to Merryhill Barn (and beyond to Haywood Lane). The existing field access is off the A465 but at the location of the new roundabout so this will require removal and relocation. The unregistered field immediately north of the proposed roundabout will be land-locked. A new access directly off the Clehonger link will be provided. A new access gate will be provided near Pykeways off the unregistered lane currently linking the A465 with the B4349.

2.10 Highway Boundaries

2.10.1 A post and wire stock-proof fence will be erected along the highway boundary where it interfaces with surrounding farmland. In some areas the fencing will be supplemented/replaced with special ecological fencing such as deer fencing and amphibian fencing.

2.11 Earthworks

2.11.1 The embankments (see Figures 2.2 and 2.3) will have a 1 in 2 (26°) slope which will be slackened to 1 in 4 (14°) on the southern slopes adjacent to the railway crossing in order to reduce the impact of the route from the existing properties on Haywood Lane. Cut slopes (see Figures 2.2 and 2.3) will have a 1 in 3 (18°) slope. Slopes will be grass seeded and planted for landscape integration in terms of tying into existing hedgerows, visual screening and for ecological mitigation. Wherever possible existing vegetation and boundary features such as hedges will be retained. The Landscaping Mitigation Proposals for the proposed Scheme is presented in Figure 3.5 of the ES.

2.12 Structures

2.12.1 There are eight structures identified on the proposed Scheme consisting of two bridge structures, one vehicle underpass, two bat underpasses and three culverts carrying water courses.

Culverts (refer to Drawing No's. 3512983L-HHB/S01, S03 & S07 in the ES)

2.12.2 The culverts comprise standard precast concrete units. Withy Brook and Newton Brooks culverts (S03 & S07) have a skewed arrangement beneath the road embankment.

2.12.3 There is a risk of the public or wildlife entering the culverts during or after construction. Consideration will be made to secure and lockable headwall gratings at detailed design stage to prevent persons or wildlife entering the culverts.

Grafton Lane Underpass (refer to Drawing No's. 3512983L-HHB/S02, S04 & S08 in the ES)

2.12.4 Grafton Lane Underpass (Figure 2.2) has an internal cross section of 5m x 5.3m and has been designed to allow Grafton Lane to pass under the proposed Scheme therefore maintaining vehicular and cycle access. The underpass has also been designed to allow bats to pass under the proposed Scheme and for the diversion of utilities to be accommodated.

2.12.5 Central Underpass (S04) and Newton Brook Underpass (S08) have an internal cross section of 4m x 4m to allow bats to pass beneath the proposed Scheme. No allowance has been made for farm vehicle access.

Railway Underbridge (refer to Drawing No's. 3512983L-HHB/S05 in the ES)

2.12.6 The depth of the Railway Underbridge (S05) superstructure (Figure 2.2) has been minimised to ensure that there is sufficient headroom requirements for the railway and to minimise the approach embankment heights. The superstructure will comprise steel beams with a composite concrete deck.

2.12.7 Provision has been made to accommodate 4.5m access/maintenance tracks either side of the Network Rail land boundary.

2.12.8 The concept design shows provision for reinforced soil abutments with sleeved piles. Reinforced soil abutments may offer programme advantages. Voided tubes could be installed whilst abutments are constructed to facilitate the piles being constructed for the bridge. Reinforced soil walls are more flexible to movements. Sleeving the piles will remove the need for the abutments to withstand the structure expansion/contraction effects but will be more flexible and not offer as greater fixity at the abutments. As such, the structure will suffer more sagging and deflections over the railway that will need detailed consideration.

2.12.9 Provision has been made for a high containment parapet over the railway which will be a Network Rail requirement.

2.12.10 Weathering steel is an option that could be used to minimise future painting works to the steel beams, particularly over the railway.

Haywood Lane Overbridge (refer to Drawing No's. 3512983L-HHB/S06 in the ES)

2.12.11 For Haywood lane Overbridge (S06) a similar structural form to the Railway Underbridge has been selected to unify the appearance of the structures i.e. steel beams with a composite concrete deck. An open structure has been adopted to provide the maximum line of site for drivers using the proposed Scheme, as well as increasing the aesthetic appeal of the structure. It also leaves provision for any future widening of the road and provides safer access to the abutments for future maintenance and inspection.

2.12.12 It may be possible, to reduce the span of the structure at detailed design stage. However, the cost of additional deck construction is offset by the savings in cost of large abutments and wing walls.

2.12.13 Weathering steel is an option that could be used to minimise future painting works to the steel beams.

2.13 Drainage Design

2.13.1 The drainage layout for the proposed Scheme is illustrated in Drawing No's. 3512983L-HHB-501 to 505 in the ES.

Surface Water Runoff Management

2.13.1 The proposed Scheme increases the impermeable area in the scheme area by approximately 3.2 Ha. Proposed cuttings discharging into highway carrier/filter pipes

contribute an additional equivalent impermeable area (plan area of cuttings x 0.16) of approximately 1.4 Ha, bringing the total increase in impermeable area to approximately 4.6 Ha.

2.13.2 The surface water runoff management strategy for the proposed Scheme is illustrated in Figure 3.6 of the ES.

2.13.3 The ponds are designed in such a way that they will not be flooded.

Sub-surface Drainage Management

2.13.4 Gullies will collect water from the carriageway along the length of the scheme and discharge into carrier and filter drains. Fin/Narrow Filter drains are also proposed, which are not shown on the drainage layout plans.

2.13.5 Outflows from Fin/Narrow Filter drains shall be connected into the proposed manholes along the road verges. No Fin/Narrow Filter drains shall run for more than 100m without outflow into a manhole or catchpit.

2.13.6 The drainage strategy is illustrated in Figure 3.6 of the ES.

Water Quality and Pollution Prevention

2.13.7 Due to the provision of catchpits, oil interceptors and ponds for the capture of sediment/silt, sumpless gullies will be used throughout the proposed Scheme. Normal gullies to (Highway Construction Details (HCD) F13 store sediment with heavy metals and Polycyclic aromatic Hydrocarbons (PAHs) for long periods, resulting in highly contaminated effluent flowing to the watercourses when it rains. Use of sumpless gullies to HCD F14 will dissolve this flush pollution problem and also reduce traffic disruptions during maintenance operations.

2.14 Landscape Design

2.14.1 The proposed Scheme has been developed to help retain existing vegetation wherever possible.

Embankment Side Slopes

2.14.2 Some of the proposed Scheme will be elevated above adjacent ground levels in what is generally an open undulating landscape. Where appropriate, the embankment slopes will be eased to 1:4 slopes instead of the standard 1:2 engineered slope to merge better with the surrounding landform and minimise intrusion into views, some of which are in close vantage.

Design Features

2.14.3 In keeping with, and to strengthen, the landscape character (typically open undulating landform with scattered small woodlands and copses) new woodland is proposed of the size of the existing Grafton Wood. Tree and shrub planting will more than offset those lost as part of the scheme and create new valuable landscape features and wildlife habitats.

2.14.4 To minimise the impacts of the proposed Scheme on the landscape, hedges will be planted alongside parts of the route to tie into existing hedgerows and maintain wildlife corridors.

2.14.5 To avoid 'over emphasising' the route in the landscape, native tree and shrub planting will be carefully located in areas of visual sensitivity and areas identified as less visually sensitive where the route passes through more open character landscape; cutting slopes will be designed with species rich grassland with intermittent scrub planting to blend with the grassed fields either side.

2.14.6 To aid the proposed Scheme drainage, shallow balancing ponds and linear swales will be created, which will form new features in the landscape.

2.14.7 The landscape mitigation strategy is illustrated in Figure 7.4 of the ES.

2.15 Construction Phasing and Programme

Construction Phases

2.15.1 The proposed Scheme is due to be completed by late 2017/early 2018 and construction will start in mid-2016. An outline programme has been prepared with the rail bridge structure being on the critical path. This is for two main reasons:

- Work to crane the deck into place will require to be fitted into a tight timeframe to accord with the agreed railway possession (yet to be agreed with Network Rail).
- The railway line effectively splits the scheme in two and therefore will dictate use of Haywood Lane temporarily for construction vehicles until the deck is in place

Construction Compounds

2.15.2 The extent of the temporary footprint of the Scheme is included within the Site Location Plan in Figure 1.2.

2.15.3 Construction compounds are required to enable materials and machinery to be stored safely and securely near the construction works, so they can be accessed and delivered easily. They also house site staff facilities. Land for the proposed Western and Eastern Compounds will be temporarily acquired to allow the proposed Scheme to be constructed. Land for the Eastern Compound will be permanently acquired as post construction this area will be planted as woodland to mitigate the loss of trees throughout the scheme, particularly Grafton Wood which is situated nearby.

2.15.4 Soil will be temporarily stored within areas located along the scheme trace within the temporary and permanent footprint of the scheme, adjacent to the areas of soil and turf strip. These temporary storage areas will be located in the areas that will avoid an impact on features identified for retention in environmentally sensitive areas or which have been acquired for landscape or ecological mitigation measures. Soils will be returned to their source area, to help minimise transportation and for landscape and/or ecological measures.

2.15.5 Land required for the construction compound and essential working space that is necessary to build the proposed Scheme has been included as temporary land take within the Red Line Boundary. If the Contractor requires any additional land take then they will need to liaise with Herefordshire Council and make any necessary planning application.

2.15.6 It is intended that construction work will commence from both the eastern and western ends of the scheme. The main construction compound will be located off the A49 to the south west of the Rotherwas Access Road. A construction compound will also be required with access off the A465 located to the south of the proposed roundabout. It

is likely that a further site compound may be required in order to construct both the western abutment of the Railway Underbridge (S05) as well as the proposed Haywood Lane Overbridge (S06). This will be located to the west of Haywood Lane to the north of the proposed Haywood Lane Overbridge. The location of the site compounds can be seen in Figure 1.2.

2.15.7 There is no known buried archaeology within the location of the compounds. However, there is a high potential for archaeology within the eastern compound as suggested by previous investigations undertaken during the construction of the Rotherwas Road. There will be a scheme of archaeological field evaluation, both geophysics and evaluation trenching, that will inform the potential for archaeology along both the proposed SLR and within the compound areas, so that a scheme of suitable mitigation can be devised.

Eastern Compound

2.15.8 The Eastern Compound will be the main site compound and will deal with the following:

- Overall site management
- Realignment of the existing A49 roundabout
- Grafton Wood Culvert (S01)
- Grafton Lane Underpass (S02)
- Withy Brook Culvert (S03)
- Central Underpass (S04)

2.15.9 Approaches to the above structures for construction access will be from the east along the proposed highway trace.

Western Compound

2.15.10 In order to facilitate the movement of surplus fill in an eastwards direction, the Western Compound will be responsible for:

- The Clehonger Link;
- The A465 roundabout;
- Newton Brook Underpass (S08);
- Newton Brook Culvert (S07); and
- the route up to Haywood Lane.

2.15.11 Approaches to the above structures for construction access will be from the west along the proposed highway trace.

Central Compound

2.15.12 The Central Compound will progress the temporary realignment of Haywood Lane and the construction of the Haywood Lane Overbridge (S06) as well as the construction of the western and eastern railway bridge abutments and railway bridge deck placing of the Railway Underbridge (S05).

Materials and Construction Traffic Movements

2.15.13 The provisional design for the Scheme had a relative cut and fill balance. However, the current Scheme design includes environment mitigation measures (primarily bat tunnels and slackened embankments around the railway crossing) which requires additional fill.

2.15.14 The approximate quantity of materials required to construct the proposed Scheme, material won on site and material to be imported are set out in detail in Chapter 10 of the ES and the Outline SWMP (see Appendix 3.2 of the ES).

Construction Traffic

2.15.15 A Construction Traffic Management Plan (CTMP) will be developed in detail once a contractor is appointed to construct the road. An overview of the likely content of this strategy is included within the TA. Through the use of haul roads and designated access points off the A465 and A49, the movement of construction traffic through Hereford will be limited to the setting up of the works and delivery of materials.

2.15.16 A CEMP will be prepared which will include measures to reduce the environmental impact of construction traffic including wheel washing, restricted hours of operation and consolidated deliveries. An outline CEMP is submitted in support of the Planning Application (see Appendix 3.1 of the ES).

3 SITE AND SURROUNDINGS

3.1 Hereford

3.1.1 Hereford is located in the west of England and is the main settlement in the county of Herefordshire. It lies on the River Wye, approximately 26 km east of the border with Wales, 39 km south west of Worcester, and 37 km northwest of Gloucester. Hereford is well linked by several A-roads including A49 (T), A438, A465, A417 and A4103.

3.2 Application Site

3.2.1 The setting of the proposed Scheme is shown on the Aerial Photograph in Figure 3.1 in the ES and on the Main Environmental Constraints plan in Figure 3.2 in the ES.

3.2.2 The proposed Scheme is located within the county of Herefordshire in open countryside and passes to the south west of Hereford between the A49(T) Ross Road and B4399 Rotherwas Access Road roundabout in the east and the A465 Abergavenny Road and B4349 Clehonger Road in the west.

3.2.3 From its eastern end at the A49 and B4399 roundabout, the proposed Scheme passes through Grafton Wood and continues due west over Grafton Lane, Withy Brook and then begins to curve north, going up over the railway line. It continues to head northwest, crossing under Haywood Lane and passes south of Hayleasow Wood. The route then joins a new roundabout at A465 and links to the B4349.

3.2.4 The landscape is rural and largely comprises of arable fields, small woodlands and coppices, small settlements, working farms, and individual residential properties. The closest settlements are Grafton (properties along Grafton Lane to the north east of the proposed Scheme), Clehonger (to the west of the proposed Scheme), and Hereford (to the north of the proposed Scheme).

3.2.5 The A465 passes through the western part of the study area with the A49 passing through the eastern part, both in a roughly north-south-southwest direction. The Hereford to Newport railway line passes north-southwest through the centre of the study area, between the A465 and the A49. Between these two main roads two smaller lanes, Grafton Lane and Haywood Lane, which connect many of the residential properties and farms in the area, are orientated in a north-south direction.

3.2.6 The B4349 Clehonger Road is situated at the northwestern end of the route corridor. It runs on an east-west alignment and connects onto the A465 north-east of the study area. An unclassified road (reference U73200) connects the A465 and B4349 to and emerges on the B4349 opposite Clehonger Court. At the eastern end of the route corridor, the B4399 leads eastwards away from the A49 roundabout.

Landform

3.2.7 The proposed Scheme lies south of the River Wye. The topography through which the Scheme passes has a distinctly undulating landform, rising gradually from approximately 85m Above Ordnance Datum (AOD) in the north of the study area to approximately 105mAOD in the south near to Haywood Lodge Farm. Withy Brook and Newton Brook pass through the study area in a south west/north easterly direction.

Land Cover and Land Use

3.2.8 The proposed Scheme lies to the south of the City of Hereford. Between the main transport routes of the A49, the Hereford to Newport railway line and the A465, that traverse the area in a north-southwest direction, the land use is primarily arable agricultural land characterised by small copses and woodlands, low well maintained hedges and the occasional orchard.

3.2.9 Scattered residential properties are typically clustered along or close to Grafton Lane, Haywood Land and the B4349.

Environmental Designations

3.2.10 The proposed Scheme is located within an area with a number of statutory and non-statutory designations and constraints (refer to Figure 3.2) which include:

- Listed buildings and structures including a milestone on the A465 (Grade II), agricultural structures at Clehonger Court (Grade II), Haywood Hall Lodge complex (one Grade II* and three Grade II structures) and buildings in Merryhill (Grade II);
- Sites of archaeological importance located throughout the area;
- Belmont Haywood Park (Jubilee Park) unregistered Historic Park & Garden (located 500m north east of the proposed Scheme);
- Registered Historic Park and Garden (Visual Envelope) - Foxley
- Ancient Woodlands including Hayleasow Wood and Newton Coppice, Grafton Wood and a small number of unnamed woodlands;
- River Wye Special Area of Conservation and Site of Special Scientific Interest (located 1.3km north of the proposed Scheme);
- Belmont Meadow Local Nature Reserve (located 900m north of the proposed Scheme);
- Hayleasow Wood, Newton Coppice and Spring Grove Special Wildlife Sites; and
- Withy Brook, Belmont pools and Newton Brook Sites of Importance for Nature Conservation (located 280m north, 1.2 km north and 1.3 km north of the proposed Scheme respectively).

3.3 Facilities for Pedestrians and Cyclists

3.3.1 National Cycle Network (NCN) Route 46 runs between Hereford and Abergavenny and mostly makes use of quieter rural lanes. At the point where NCN 46 crosses the application site boundary, it runs north-south on Grafton Lane. It then continues along part of Merry Hill Lane and towards Hereford adjacent to the operational Abergavenny to Hereford railway line and continues along the former railway line, now known as Great Western Way.

3.3.2 No dedicated facilities currently exist for non-motorised users (pedestrians, cyclists, horse-riders) on the sections of the A49(T), A465 and B4349 affected by the proposed Scheme.

3.4 Public Rights of Way

3.4.1 The proposed Scheme will affect the existing routes of four PRoW (see Figures 3.1 and 5.2 in the TA). These PRoW are as follows:

- Public footpath reference GF3, running from Grafton hamlet south-east to the A49(T);
- Public footpath HA7, running roughly parallel to the railway line south-east of Merry Hill;
- Public footpath HA3, running from Merry Hill to the A465; and
- Public footpath CH9, running from Clehonger Court on the B4349 south-westwards to the A465.

3.5 Public Transport – Bus

3.5.1 A number of bus services into Hereford from the surrounding towns and villages operate on the A49(T), A465 and B4349, the three radial routes affected by the application development. Hourly services run along each corridor, along with a variety of less frequent services.

3.6 Planning History

3.6.1 A review of the planning application history for the site on Herefordshire Council's online records database was undertaken in late 2014. The following recent planning applications for the site were found:

- S120849/AM Non-material amendment to CW/100755/FH to reduce width of approved garage;
- S113233/F Erection of polytunnel (retrospective);
- P130234/S Proposed barn to house agricultural machinery, fertilisers, hay, etc; and
- P132220/FH Proposed alterations and extension and pitched roof to garage.

3.6.2 None of these developments will be directly affected by, or will directly affect, the proposed Scheme.

History of the Scheme

3.6.3 The Marches Local Enterprise Partnership (LEP) has identified Hereford as an Urban Powerhouse which will play a vital part in the accelerated growth for the LEP area. To enable this development, including land at the Hereford Enterprise Zone (HEZ), will require the unlocking of land for both housing and employment growth. This is currently being constrained by high levels of congestion across the city.

3.6.4 Specific problems identified within the South Wye area have predominantly been caused by the level of congestion along the A465. This has resulted in poor levels of air quality, noise, and public transport usage, which has resulted in large numbers of short distance trips being made by car. This in turn has led to less physical activity, resulting in increased levels of obesity and greater health problems. These problems are expected to increase if no action is taken.

3.6.5 The aim of the SWTP is to promote the council's aspirations for Hereford and the wider region while tackling the specific problems identified within the South Wye area. The objectives of the package, of which the SLR forms a part, aim to improve the following:

Economic

- Reduce congestion and delay
- Enable access, particularly to developments such as the HEZ

Environmental

- Reduce the growth in emissions such as CO2, NOx and PM10s
- Reduce traffic noise

Health

- Encourage physical activity
- Reduce accidents

3.6.6 The Planning Application for which this Planning Statement has been produced is for the SLR element of the SWTP only. The Sustainable Transport Max options do not form part of the Planning Application and will be delivered as permitted development by HC.

Southern Link Road

3.6.7 The 'Hereford Relief Road' was identified as a key strategic transport proposal to relieve the city of its current congestion levels. Potential corridors orbiting Hereford have been identified across a number of studies, one of these being the 'Southern Corridor' study.

3.6.8 The Hereford Relief Road Southern Core Corridor Assessment (2012) undertaken by Amey included six variations for a southern link road, which will be a new single carriageway road connecting the B4349, the A465 and the A49. This was further refined in the Belmont Transport Package to eight different options in December 2012.

3.6.9 Further assessment and refinement of these options was undertaken by Parsons Brinckerhoff in 2013 in preparation for a 2015 planning application. The remaining four route options for the SLR were presented at a public consultation exhibition during July/August 2014. These options were:

- SC2: a route located at the southern end of the previously identified SLR route corridor. The road crosses over the railway line and underneath Haywood Lane.
- SC2A: a variation on SC2 whereby the road crosses underneath the railway line.
- SC5: a route located further north of SC2/SC2A within the SLR Route Corridor and south of Merryhill Lane. The road crosses underneath the railway line and Haywood Lane.
- SC7: roughly similar to SC5 but more twisted in nature thereby avoiding a number of existing environmental constraints.

3.6.10 The results of the preferred option appraisal demonstrated that all of the options provide many benefits to the economy, reduce congestion, and improve journey

times. All of the options cross greenfield land and have an adverse impact on the environment, including increasing traffic noise, reducing air quality, and impacts to the landscape and heritage assets. The appraisal work has demonstrated that Option SC2 is the best performing option within the technical appraisal. This option also received the highest level of support as a proportion of feedback received of the four that were taken to public consultation. Therefore, it was recommended to HC's Cabinet that Option SC2 is the preferred option for the SLR. The Cabinet accepted this recommendation at its meeting on 13th November 2014. The decision was then scrutinised by the Council's Scrutiny Committee which ratified the decision to take SC2 forward through the planning application process at its meeting on 2nd December 2014.

4 PLANNING POLICY AND ANALYSIS

4.1 Introduction

4.1.1 This section reviews relevant national and local spatial planning policy for the proposed Scheme and examines how the statutory Development Plan and other policy guidance have been taken into account in developing the project.

4.1.2 It is not the intention of this assessment to address every document that could have some bearing on the proposed project, but rather to identify those matters that are particularly relevant to assessing the compatibility of the principle of the proposed Scheme with key elements of policy or guidance.

4.2 National Planning Policy

National Planning Policy Framework

4.2.1 The NPPF (March 2012) sets out the Government's principles for economic, environmental and social planning policy for England. The Framework articulates the national strategy for sustainable development. The Government intends that this vision should be interpreted and applied to meet local aspirations.

4.2.2 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development (para 6) and it is underpinned by a presumption in favour of sustainable development (para 14). The proposed Scheme will support the sustainable growth of the Hereford.

4.2.3 The NPPF upholds the importance of transport in contributing to sustainable development and wider sustainable and health objectives (para 29). Transport solutions should support reductions in greenhouse gas emissions and congestion (para 30). The proposed Scheme seeks to meet these objectives in combination with SWTP.

4.2.4 It states that the transport network needs to be balanced in favour of sustainable modes to give people a real choice about how they travel (para 29). The planning system should, where reasonable to do so, support a pattern of development which facilitates sustainable transport (para 30).

4.2.5 It recognises that the opportunities to maximise sustainable transport solutions will vary from urban to rural areas and different communities will require different policies and measures (para 29).

4.2.6 Developments that generate significant amounts of movement (a term not defined NPPF) should:

- be supported by a transport statement or transport assessment (para 32); and
- have a travel plan prepared (para 36).

4.2.7 A TA has been carried out for the Scheme, and is submitted as part of this application. The assessment of various alternatives which have been considered is described in the TA. This approach to design supported the development of a preferred design solution for the proposed Scheme. It is not appropriate to prepare a Travel Plan as the Scheme will not generate road users in itself.

4.2.8 Paragraph 36 requires that all development which generates significant amounts of movements should provide a travel plan. Measures to manage the impacts associated with construction traffic will be set out in the CTMP. Once operational, the proposed Scheme will not generate movements itself, and will improve the flow of traffic around Hereford.

4.2.9 Paragraph 56 emphasises the great importance of design to the built environment, and that good design is a key aspect of sustainable development and good planning. There is a requirement for high quality and visually attractive development, as stated in paragraphs 58 and 59. The proposed development seeks to ensure that good quality design will be incorporated and materials used will compliment that of surrounding development. The design is described in more detail in the accompanying DAS.

4.2.10 Paragraph 109 seeks that development should contribute to and enhance the natural and local environment including minimising impacts on biodiversity. This is further reiterated in paragraph 117 which requires the preservation of biodiversity at the landscape scale and priority habitats. Appropriate soft landscaping is proposed as part of the scheme including grass embankments and planting of hedges. Tree and hedgerow planting along with the proposed grass embankments have the potential to provide habitats for a range of species.

4.2.11 Paragraph 118 seeks the protection of Ancient Woodland and states: 'planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.' The alignment of the proposed Scheme has been selected to minimise effects on existing trees and hedgerows and to avoid any impacts on Hayleasow Wood Ancient Woodland (less than 1% of the woodland will be lost). The Scheme will provide considerably more trees and hedgerows than lost.

4.2.12 Paragraph 112 states: 'Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.' The anticipated effects on soils are assessed are predicted to be significant. The proposed alignment will occupy agricultural land currently classified as Grade 2 (very good) and therefore the loss of this land must be balanced against the benefits of the Scheme.

4.2.13 Paragraph 132 states: 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.' The proposed Scheme will not have any direct impact on a Listed building. Therefore, the main consideration in regard to the Scheme is the impact on the setting of a number of listed buildings/structures.

4.2.14 All the relevant national planning policy has been considered in the submission of this planning application and appropriate environmental appraisal work carried out where required. These issues are explored further in the ES.

4.3 Local Planning Policy

Herefordshire Unitary Development Plan (2007)

4.3.1 The Herefordshire Unitary Development Plan (UDP) was adopted in March 2007. It sets out detailed policies and specific proposals for the development and use of land. The Planning & Compulsory Purchase Act, 2004 allowed local planning authorities to "save" local planning policies for an initial three-year period until replaced by new policies in the emerging Local Plan.

4.3.2 Table 4.1 below provides a summary of the relevant Herefordshire UDP policies.

Table 4.1 Herefordshire Unitary Development Plan – Saved Policies

Policy	Content	Analysis
S1 Sustainable Development	The Plan will promote development and land use change which in terms of its level, location, form and design contributes to the achievement of sustainable development. This means avoiding or minimising adverse impacts on the environment whilst providing necessary dwellings and employment together with appropriate infrastructure, services, transport and amenities. Sustainable development will be promoted by: 1. protecting and enhancing the natural environment and historic heritage, especially irreplaceable assets; 2. respecting patterns of local distinctiveness and landscape character in both town and country, and safeguarding landscape quality and visual amenity; 3. conserving and minimising use of natural resources - particularly non-renewables - and encouraging resource enhancement and alternatives to the use of non-renewable resources; 4. regenerating or recycling previously-used resources – including previously-developed land, buildings and infrastructure – and perpetuating the use of existing infrastructure and facilities wherever possible; 5. increasing energy conservation, energy-efficiency, and energy generation from renewable sources; 6. minimising waste and pollution and adopting sustainable treatment systems; 7. directing necessary new development to locations, settlements and sites that best meet the appropriate sustainable development criteria; 8. requiring more sustainable design in all	The proposed Scheme is a preferred option for delivering improvements to the highways network south of Hereford. The route was selected after a lengthy optioneering and consultation process. The proposed Scheme will deliver environmental improvements to other areas, as traffic will divert to use the proposed Scheme. Traffic congestion on routes elsewhere in Hereford will be reduced following the implementation of the proposed Scheme. It is expected that this will reduce air pollution in these areas, having a beneficial effect on human health. The reductions in congestion are also expected to free up space for public transport and cyclists on the roads. The proposed Scheme incorporates various features that will ensure that the impact on the natural and historic environment are minimised. Methods to reduce materials use and waste will be specified in a SWMP (see Appendix 3.2).

Policy	Content	Analysis
	aspects of new development, redevelopment and regeneration; 9. ensuring that development respects the needs of local communities and encouraging greater self-sufficiency within local communities; 10. seeking more equitable access for all sectors of the community to opportunities for homes and livelihoods, natural and historic resources, health, recreation, amenity, education, and facilities and services; 11. supporting sustainable economic activity and high and stable levels of employment; 12. supporting more sustainable approaches to land use and land management in rural areas; 13. reducing the need to travel, securing safe and convenient accessibility between different land uses and maintaining, improving and integrating opportunities to move safely and conveniently by modes other than personal motor transport; 14. improving health and safety through reduced pollution and safer design of the built environment and landscaping; 15. avoiding or minimising adverse impacts of human activities, land uses and development on the physical environment.	
S2 Development Requirements	The contribution that developments can make to a sustainable pattern of land use and development which respects the County's environmental resources will be secured by: 1) ensuring that new development achieves a high standard of design and layout which respects the townscape, landscape, ecological and historic character of the area; is sustainable in terms of its construction materials and methods, use of energy, water and other resources; and includes positive environmental benefits including landscaping schemes and provision of wildlife habitats; 2) promoting land use patterns and developments which favour mixed uses subject to amenity considerations, which respect the development potential of adjoining land, and which wherever possible secure the reclamation and beneficial use of degraded or contaminated land, environmental improvements and the reduction or removal of environmental conflicts;	The proposed Scheme is consistent with item 8 of Policy S2 as it will deliver improvements to the capacity of the highways network, and reduce the impacts of congestion on the network on people and the environment. The proposed Scheme will be designed to a high standard. Ecological and landscape mitigation are described in the Landscape and Ecology Management Plan. Dust from construction on people and ecological receptors will be mitigated through good practice measures set out in the CEMP (see Appendix 3.1 of the ES). There will therefore be a negligible impact on air quality.

Policy	Content	Analysis
	3) ensuring that developments include suitable provision for public transport, cycling and walking, and that their likely effect in relation to the capacity and safety of both the trunk road and local highway network is taken fully into account; 4) ensuring that development is designed having full regard to and within environmental constraints, including groundwater protection, land stability, contamination, and the location of hazardous uses; 5) taking a risk-based precautionary approach to flood risk and the effects of flooding elsewhere, having regard to indicative flood risk in the major flood plains of the Rivers Wye and Lugg and their tributaries. Where development is proposed in locations at risk of flooding, it should be demonstrated that there are no reasonable options available in a lower risk category, consistent with other sustainable development objectives; 6) ensuring that development does not lead to an unacceptable risk to human health and safety, and that risks of pollution of water, air, or land, or in terms of noise or lighting, are minimised; 7) ensuring that development which would result in significant negative effects is avoided, but where environmental impact is unavoidable, requiring mitigation or compensation measures which provide benefits at least equal to any environmental loss; 8) taking proper account of the ability of existing and proposed infrastructure including foul drainage, water supply and water resources, and the highway network to serve the development proposed without undue environmental impact; and 9) making use of planning conditions and planning obligations to further the strategy of the Plan.	There will not be any significant impacts on the landscape character during construction, which will be secured through protection of existing vegetation where possible and re-use of soils on site. Design measures and planting will be used to minimise the impact during operation. There are no land contamination-related constraints anticipated on the Scheme. The proposed Scheme will adversely affect the setting of Haywood Lodge and associated buildings/structures. Whilst the Scheme design has sought to reduce the impact, through landscape design and use of materials sympathetic to the landscape setting, there will be a residual adverse impact. There is potential for buried archaeology and a programme of field investigation works has been agreed with the County Archaeologist. There will be a significant beneficial effect resulting from the creation of woodland, species rich hedgerow (approximately 4.5 km) and aquatic habitats. The only significant residual impact on ecological receptors during operation will be road-related traffic mortality and displacement of barn owls. However, the landscape mitigation has been designed to encourage barn owls to fly up and over the road in key areas. Measures are set out in the CEMP (see Appendix 3.1 of the ES) which will ensure that there is no impact on flood risk

Policy	Content	Analysis
		during construction. During operation, a maintenance regime will ensure that there is no flood risk from surface water management features. The proposed Scheme itself does not include any dedicated cyclist or pedestrian access.
S7 Natural and historic heritage	The following assets comprising the County's historic and natural heritage will be protected, restored or enhanced: 1. Areas of Outstanding Natural Beauty; 2. sites and features of international, national and local nature conservation interest, species of biodiversity interest and areas of geodiversity; 3. the historic heritage including archaeology, buildings and areas of historic or architectural importance, and natural landscapes; and 4. landscape features that contribute positively to local distinctiveness and quality of the local environment.	The Scheme is located within Herefordshire Lowlands and South Herefordshire and Over Severn National Character Areas (NCAs) and the Principal Settled Farmlands and Wooded Estatelands local Landscape Types. While sensitive to change the area through which the Scheme passes is affected by the presence of the A49, A465 and B4349 roads and the Hereford to Newport rail line that exert a strong influence on the inherent quality of the landscape character. The overall impact of the Scheme will be localised having a minor impact on the Herefordshire Lowlands NCA and Wooded Estatelands Landscape Type and a negligible impact on the South Herefordshire and Over Severn NCA and Principal Settled Farmlands Landscape Type. The alignment of the Scheme has been selected to minimise impacts on existing trees and hedgerows and to avoid direct impacts on Hayleasow Wood. While the Scheme will replace considerably more trees and hedgerows than lost, some residual effects will remain from lost patterns of hedgerows and the loss of a small number of mature individual trees along the route. Overall, the Scheme will have a minor impact on

Policy	Content	Analysis
		landscape features. The Landscape Mitigation Plan (Figure 7.4 in the ES) shows the proposed strategy to mitigate the impacts on the landscape. The proposed Scheme will adversely affect the setting of Haywood Lodge and associated buildings/structures. Whilst the Scheme design has sought to reduce the impact, through landscape design and use of materials sympathetic to the landscape setting, there will be a residual adverse impact. A Written Scheme of Investigation (WSI) has been discussed and agreed with the Archaeological Advisor at Herefordshire Council and is included as part of the planning application.
DR1 Design	Where relevant to the proposal, all development will be required to: 1) promote or reinforce the distinctive character and appearance of the locality in terms of layout, density, means of access and enclosure, scale, mass, height, design and materials; 2) retain and where possible incorporate existing site features contributing to the quality of the local environment, including landscape, historic and natural elements such as wildlife habitats and species; 3) respect the context of the site, taking into account townscape and landscape character and topography, including the impact of the proposal on urban vistas, longer distance views and ridgelines; 4) include measures that address health and safety, the conservation of energy and water, and avoids nuisance and pollution; and 5) submit a design statement with the application for planning permission which sets out how proposals relate to issues of design quality, environmental conservation and sustainability. Development which does not adequately address	The alignment of the Scheme has been selected to minimise impacts on existing trees and hedgerows and to avoid direct impacts on Hayleasow Wood. While the Scheme will replace considerably more trees and hedgerows than lost, some residual effects will remain from lost patterns of hedgerows and the loss of a small number of mature individual trees along the route. The location of the Scheme in cutting for parts of its alignment and the screening and integration of the proposed landscape mitigation planting reduces the overall impact of the Scheme. The Landscape Mitigation Plan (Figure 7.4 in the ES) shows the proposed strategy to mitigate the impacts on the landscape. Overall, the Scheme will have a minor

Policy	Content	Analysis
	design principles or is of poor design, including schemes which are out of scale or character with their surroundings, will not be permitted. Within major development proposals, the provision of public art will be expected as a integral part of the overall design to enhance identity and local distinctiveness.	impact on landscape features. The planning application is supported by a DAS. The DAS provides further details on the design rationale for the proposed Scheme.
DR2 Land use and Activity	Where relevant to the proposal, all development will be required to: 1) be located and designed so as to facilitate a genuine choice of modes of travel, including public transport, cycling and walking as alternatives to the private car; 2) incorporate wherever possible a mix of compatible land uses and activities; 3) be designed to deter crime and increase personal safety; 4) not prejudice the amenity or continued use of adjoining land and buildings; and 5) not constrain the future development of adjoining sites or prejudice the implementation of comprehensive development.	The proposed Scheme does not include any dedicated cyclist or pedestrian access. However, HC is committed to the Scheme as part of an overall package of sustainable transport measures set out in Appendix 1 of the TA. Access arrangements for neighbouring development and land has been considered and addressed in the design in consultation with landowners through face to face discussions by maintaining access to all surrounding land and providing new field accesses where required. No future committed development will be prejudiced by the development of the proposed Scheme.
DR3 Movement	Where relevant to the proposal, all development will be required to: 1) provide a safe, convenient and attractive pattern of movement into, out of and across the site, particularly for pedestrians, people with disabilities and cyclists, incorporating pedestrian seating and cycle parking as required; 2) include good links to public transport, incorporating wherever appropriate suitable access for public transport vehicles into the site and associated passenger facilities 3) include a travel plan as part of the planning application in the case of proposals for major employment, retail, leisure and service development, proposals for such uses in Hereford and the market towns generating significant travel, or where particular local traffic problems require to be addressed; 4) be designed to secure access and mobility for all;	The proposed Scheme does not include any dedicated cyclist or pedestrian access. However, HC is committed to the Scheme as part of an overall package of sustainable transport measures set out in Appendix 1 of the TA. Vehicular access onto the proposed Scheme will be provided via two new roundabouts, one at each end of the SLR. Signage and safety barriers are proposed at various locations on both sides of the proposed Scheme in accordance with design and safety standards for the road users. The proposed Scheme will be

Policy	Content	Analysis
	5) incorporate adequate provision for vehicular access from the highway network without detriment to highway safety or to pedestrians, cyclists or public transport; and 6) incorporate cycle and vehicle parking to the required standards having regard to the need to promote sustainable transport choices, together with suitable turning and loading facilities in the case of development proposals with significant transport implications, include a transport assessment. Taking account of any proposed measures to improve access by public transport, walking and cycling and to reduce motorised journeys, additional traffic arising from development should be capable of being accommodated on the local road network without undue environmental, operational or safety consequences, or the existing road system should be capable of improvement to meet those consequences. Planning obligations will be used as required to secure high quality accessibility to sites with an emphasis on maximising access by public transport, walking and cycling.	suitable for use by public transport provision such as buses and coaches, although no new bus route is proposed as part of the Scheme.
DR4 Environment	1) be capable of being served by existing services or demonstrate that adequate services are reasonably accessible or can be readily provided without significant environmental impact; 2) minimise resource use, including water and energy, and maximise resource efficiency including passive energy absorption; 3) safeguard the availability and quality of surface and groundwater supplies, avoid creating or exacerbating problems of flooding and pollution, and utilise sustainable drainage techniques in respect of surface water wherever possible, with alternatives being considered only where sustainable techniques cannot demonstrably be provided; 4) demonstrate that where the potential for causing pollution and general nuisance exists by emitting odour, dust, smoke, chemicals or fumes, that the chosen location, site layout and proposed operation together with any necessary mitigation or protection measures avoids adverse effects to other land uses, residential amenity and the environment; 5) contribute to local open space provision and safeguard and where appropriate protect,	The proposed Scheme will connect to the existing road network (A49 and A465) and will provide better access to existing services. A Surface Water Drainage Strategy for the scheme has been developed as part of this application in order to mitigate surface water contamination and flood risk through the delivery of the proposed cuttings and appropriate landscaping. Dust from construction on people and ecological receptors will be mitigated through good practice measures set out in the CEMP (see Appendix 3.1 of the ES). There will therefore be a negligible impact on air quality. Appropriate soft landscaping is proposed as part of the scheme including grass embankments and planting of hedges.

Policy	Content	Analysis
	restore and enhance biodiversity, features of geological interest and landscape character; and 6) maximise opportunities to enhance the local environment, to include the appropriate provision of public art, external lighting, and hard and soft landscaping.	
DR5 Planning Obligations	To further the strategy of the Plan planning obligations will be sought to achieve community, transport and environmental benefits where these benefits are reasonable, necessary, relevant, and directly, fairly and reasonably related to the proposed development. The circumstances in which such benefits will be sought will be identified in relevant Plan policies and may be further detailed in Supplementary Planning Documents.	There is no requirement for a Planning Obligation for this Scheme. HC is committed to the delivery of this Scheme as part of an overall package of sustainable transport improvements set out in Appendix A of the TA.
DR8 Culverting	Development proposals should wherever possible retain open watercourses with an open corridor on both banks. Any culverting proposals should: 1. include appropriate mitigating enhancements; 2. be for the minimum length necessary; 3. demonstrate that the need for the development outweighs the objections to culverting in principle and that all other options have been explored and rejected; and 4. where development proposals are made for land containing a culverted watercourse, restore this to open channel as part of the overall scheme.	Withy Brook, Newton Brook and a ditch in Grafton Wood that drain into other nearby watercourses, will be crossed by the proposed Scheme. Details of the culvert designs are included in the planning application. The design is sized to reduce and minimise any significant adverse effects on flood risk up stream. An otter ledge is included in the design for the Withy Brook culvert to allow for otter movement.
DR9 Air quality	Development proposals which could contribute to the deterioration of air quality below acceptable levels, either locally or on a more widespread basis will not be permitted unless adequate air quality enhancements or mitigation measures can be accommodated and demonstrated as part of the development. In assessing schemes regard will be had to both their operational impacts and to associated traffic generation. Where developments sensitive to air quality are proposed, regard will be had to local air quality as a material consideration.	The proposed Scheme seeks to reduce congestion in the local area and therefore improve air quality. Air quality impacts during construction will be mitigated via the implementation of the CEMP (see Appendix 3.1 of the ES). Appropriate mitigation measures for Air Quality are detailed in Chapter 5 of the ES.
DR11 Soil Quality	Development which requires the excavation or disturbance of soils and sub–soils on a significant scale must provide for their separate stripping and storage, and wherever possible for their	The proposed Scheme will seek to reuse soils and subsoil's to form the proposed embankments.

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	reuse and respreading within the site in an acceptable manner. The use of surplus soil mounds to form landscaping or noise barriers will only be permitted where such mounds are both necessary and appropriate to the townscape and landscape character of the locality.	Landscape mitigation measures for the reuse of soils and subsoil resources are detailed in Chapter 7 of the ES.
DR13 Noise	Development with the potential for generating significant levels of noise or for exposing a noise sensitive use to an existing noise source will be required to include appropriate measures within the proposal to mitigate the noise impact to an acceptable level. Development which, after taking account of mitigation measures proposed, would still have an unacceptable noise impact or result in unacceptable exposure to noise will not be permitted. Development which would adversely affect the quiet enjoyment or the special interest of designated areas will not be permitted. The quiet enjoyment and tranquillity of the wider countryside, landscape and wildlife areas and historic features will also be considered.	15 years after opening 165 dwellings will experience a negligible increase in noise levels, 34 dwellings will experience a minor increase in noise levels and 7 dwellings will experience a moderate increase in noise and 1 dwelling (The Green, Grafton Lane) will experience a major increase in noise levels. 9 dwellings will experience no change at all and 559 dwellings will experience a decrease in noise levels. In order to reduce noise levels during the construction phase of the proposed Scheme, best practice measures will be followed, as described in BS5228:2009-1:+A1:2014 to reduce noise levels at receptors such that the average $L_{eq,12h}$ dB(A) noise levels do not exceed the construction noise thresholds. Noise impacts during construction will be managed through the implementation of the CEMP (see Appendix 3.1 of the ES).
DR14 Lighting	Development requiring or likely to require external lighting should include details of the lighting scheme proposed. The scheme should meet the following requirements: 1) demonstrate that external lighting is necessary for the development, and that the proposed lighting scheme is no more than the minimum needed to achieve the necessary purpose; 2) minimise light spillage into adjoining areas and the sky; 3) have appropriate regard to the immediate surroundings taking into account residential amenity, environmental and landscape	A lighting scheme for the proposed junctions will be implemented to reduce the risk of accidents. The lighting scheme will be designed to minimise light spill to the surrounding area. The lighting will be active during conventional hours associated with road lighting (dusk till dawn).

Policy	Content	Analysis
	character, particularly in edge of settlement or rural locations; and 4) where necessary include suitable mitigation measures. Development which includes unnecessary, excessive or obtrusive lighting proposals will not be permitted. Lighting proposals should maximise the security, safety and crime prevention benefits of external lighting in relation to buildings, open spaces and walking and cycling routes.	
S6 Transport	The safe, efficient and sustainable movement of people and goods will be promoted within the context of reducing the need to travel by: 1) Locating developments wherever possible within the County's existing urban areas or at locations reasonably accessible by means other than the private car, in order to reduce growth in the length and number of motorised journeys and reliance on the motor vehicle, and promote modal choice according to a hierarchy of modes and solutions to demand for travel in order of their sustainability; 2) encouraging alternatives to the motor vehicle which through reducing energy consumption and pollution have less environmental impact; 3) promoting integration between transport modes so that the network is used to best effect; 4) assessing development and transport infrastructure proposals in terms of their traffic and transportation, economic development and environmental impacts and benefits, including implications for the whole road network including trunk roads, road safety, access to development areas, and assistance given to non-motorised modes of travel and to reducing the need to travel; and 5) safeguarding appropriate opportunities for rail transport and the routes of new walking, cycle and highway schemes from development that would prejudice their implementation.	The proposed Scheme will connect to the existing road network, seeking to reduce localised congestion. The proposed Scheme will be suitable for the use of public transport, although it is not currently proposed as a bus route.
T1 Public Transport Facilities	Proposals for new or improved facilities and infrastructure for public transport will be permitted where their design takes into account the need for: 1) safe and readily-accessed interchange between all modes, including good facilities	The design of the proposed Scheme means that it is suitable for the use by public transport infrastructure and vehicles such as buses and coaches.

Policy	Content	Analysis
	for the less able, and with direct walking and cycling access having priority over other modes and buses having priority over cars, in accordance with the hierarchy of transport modes; 2) good quality, well-equipped waiting areas and efficient service information systems; 3) safe and effective circulatory arrangements for all modes; and 4) appropriate ancillary services such as catering, accommodation, and travel and visitor information. Land will be safeguarded for the potential re-opening of rail stations at Withington, Moreton on Lugg and Pontrilas. All existing and new rail stations will be promoted as transport interchanges, with new or improved infrastructure as appropriate.	The proposed Scheme will be suitable for all forms of vehicular transport including HGV's.
T8 Road Hierarchy	Access to the road network will be controlled in accordance with the road hierarchy. New accesses on the strategic highway network will not be encouraged and should not inhibit the strategic function of these routes. Development proposals that require access to the road network should have regard to the need to: 1) ensure the efficient movement of goods and people; 2) maximise road safety; 3) promote sustainable and integrated transport, including access to development by means other than the private car; 4) secure the development of previously developed land, 5) safeguard or enhance the local environment and amenity; and 6) where appropriate, explore the potential for providing access by means other than the private car and include the results in any transport assessment, if required.	The design of the proposed Scheme includes the use of safety measures which include lighting at the junctions and safety barriers. The proposed Scheme will provide better access and movement through the strategic road network and seeks to reduce congestion. The ES provides comprehensive detail of the environmental mitigation measures which will be implemented as part of this Scheme.
T13 Traffic Management Schemes	Traffic management schemes will be developed as appropriate within Hereford, the market towns, villages and the wider rural areas. Such schemes will be designed to limit the impact of traffic, improve access, safety and the local environment, enhance use of public transport and improve facilities for cycling and walking. Schemes will be required to audit existing use by walkers and cyclists and, where necessary, provide for appropriate improvements. They will also be required to meet the design guidance	The main objective of the Scheme is to reduce congestion and therefore providing freer movement and access to the local area. The traffic and transport impacts are assessed in the TA. The SLR itself is not a trip destination in its own right.

Policy	Content	Analysis
	associated with the Plan. Individual development proposals will be expected to include design elements which consider and contribute to such schemes wherever necessary.	However, existing trips on the existing road network will redistribute onto the new road. The traffic modelling indicates that, on completion, the average daily two-way traffic flow on the SLR is forecast to be 5,750 vehicles. This is forecast to rise to an average of 10,800 vehicles in 2032. Traffic flows on Clehonger Road east of Clehonger Court will substantially reduce as this section will become a cul-de-sac as part of the proposed Scheme.
LA2 Landscape character and areas least resilient to change	Proposals for new development that would adversely affect either the overall character of the landscape, as defined by the Landscape Character Assessment and the Historic Landscape Characterisation or its key attributes or features, will not be permitted. Proposals should demonstrate that landscape character has influenced their design, scale, nature and site selection. Where appropriate, developers will be encouraged to restore degraded or despoiled landscapes to their inherent character.	The proposed Scheme is not located within any areas of landscape that are designated, or provided statutory protection. However, the Scheme is located within the several national and local character areas that are considered sensitive. Due to the mitigation that is proposed, the overall impact on the Landscape Character Areas will be localised and not affect the wider landscape character of the affected areas, having at most a minor impact.
LA4 Protection of historic parks and gardens	Development which would destroy, damage or otherwise adversely affect the historic structure, character, appearance, features or setting (including the designed visual envelope) of a registered park or garden will not be permitted. Development proposals that would affect an historic park or garden should be accompanied by an historic landscape appraisal report and a restoration scheme, which may include or comprise a management plan, commensurate to the scale of the proposal that affects them. Unregistered parks and gardens recognised and identified by the Council as currently of local importance will be afforded similar protection.	The proposed Scheme does not affect the setting of any registered park and garden. Belmont House Landscape Park is identified by HC as an unregistered Park or Garden, and is located approximately 500m north west of the proposed roundabout on the A465. There will be no direct impact on the park or adverse impact on the setting of the park. The proposed Scheme is within the registered Foxley Historic Park and Garden visual envelope. However, due to the distance from the

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		Scheme (7km) there will be no landscape and visual impacts.
LA5 Protection of trees, woodlands and Hedgerows	The enhancement and protection of individual trees, tree groups, woodlands and hedgerows will be secured by: 2) …resisting proposals that would cause loss or damage to trees (including veteran trees), hedgerows, mature traditional orchards or woodlands which are worthy of retention. In particular, proposals affecting protected trees and Ancient and Semi-Natural Woodlands will be subject to rigorous examination. Where the felling of protected trees is accepted replacement planting will be sought; 3) requiring development proposals to include an acceptable landscaping scheme submitted in accordance with policy LA6, the retention of those trees and hedgerows considered important to local amenity, together with measures to ensure their protection during development, and the replacement of trees and woodland lost to development with an equivalent area of planting; and 4) where appropriate taking into account as a material consideration the Woodland Management Guidelines produced for the Malvern Hills and Wye Valley AONBs and the Government's England Forestry Strategy together with Forestry Commission guidance on Ancient and Semi-Natural Woodlands. Management agreements to enable new or increased public access to woodlands may be entered into, particularly where there is a shortage of such opportunities within the particular locality.	The alignment of the proposed Scheme has been selected to minimise effects on existing trees and hedgerows and to minimise the impact on ancient woodlands. Direct impact on Hayleasow Wood Ancient Woodland has been avoided through Scheme design and alignment. Some loss of ancient woodland from Grafton Wood and Woodland 2 is unavoidable. Appropriate mitigation, contiguous with Grafton Wood is provided as part of the proposed Scheme. The Scheme will replace considerably more trees (approx. 3.8 ha) and hedgerows (4.5 km) than lost. Appropriate soft landscaping is proposed as part of the scheme including grass embankments and planting of hedges.
LA6 Landscaping Schemes	Landscaping schemes will be required to be submitted as an integral part of any development proposals that will affect the visual amenity or character of the location. Landscaping schemes will be required to: 1) assess the existing character and features of the particular site and its wider landscape character in accordance with policy LA2, indicating how these have contributed to the overall design approach and which features, including trees, will be removed; 2) indicate and make arrangements to protect	The proposed Scheme will provide appropriate landscaping including grass embankments and planting. The Scheme will replace considerably more tree and hedgerows than lost. The landscaping proposed for the Scheme is shown on the Landscape Mitigation Plan. The landscaping will be carried

Policy	Content	Analysis
	and retain existing trees and hedgerows, in accordance with policy LA5 and also other landscape features worthy of retention; and 3) include new landscape works to ensure development integrates appropriately into its surroundings in terms of scale, enhances any existing character and features and especially takes the opportunity to remove eyesores and improve disfigured or despoiled land. Landscaping works should be undertaken during development or as soon as practicable thereafter. In the case of major proposals, consideration should be given to advanced landscaping works being carried out before building or enabling works are commenced.	out during the development of the Scheme.
NC1 Biodiversity and Development	In determining all development proposals, the effects upon biodiversity and features of geological interest will be taken fully into consideration. Prior to determination of applications for development on sites where there is reason to believe that such features of importance exist, a field evaluation may be required. Proposals should: 1) seek to retain existing semi-natural habitat, wildlife corridors, species or geological features within their layouts and design; and 2) demonstrate that the proposal will have no adverse effects on any adjacent biodiversity and features of geological interest, or lead to the fragmentation, increase isolation, or damage to protected or priority habitats and / or priority or protected species.	Effects on Biodiversity and Geology are assessed in Chapter 8 and 9 of the ES.
NC3 Sites of national importance	Development in or likely to affect Sites of Special Scientific Interest or National Nature Reserves will be subject to special scrutiny. Where such development may have an adverse effect, directly or indirectly on the special interest of the site it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the network of such sites. Where development is permitted proposals should make provision for the enhancement of such sites in order to improve their nature conservation status.	The proposed Scheme is within 30 km of two Sites of Special Scientific Interest (SSSI). The River Wye is valued at an internationally significant, as it is designated as both a Special Area of Conservation (SAC) and a SSSI. Implementation of measures set out in the CEMP (see Appendix 3.1 of the ES) will negate any construction impacts associated with hydrological change (water quality and quantity) to the River Wye, and thus will result

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		in no significant effect on its qualifying interests or the features that support them. Any operational hydrological impacts will be mitigated by the drainage strategy.
NC4 Sites of Local Importance	Development proposals which could directly or indirectly affect a Special Wildlife Site, Site of Importance to Nature Conservation, Local Nature Reserve, a Regionally Important Geological/Geomorphological Site or a site subject to an agreement under section 39 of the Wildlife and Countryside Act will not be permitted unless it can be demonstrated that there would be no harm to the substantive nature conservation value of the site, or that appropriate mitigation and compensatory measures can be taken in accordance with policy NC7, or that the reasons for the development clearly outweigh the need to safeguard the nature conservation value of the site.	The Scheme indirectly affects Hayleasow Wood, Newton Coppice and Spring Grove Special Wildlife Site (SWS) and Ancient Woodland due to potential damage from adjacent construction activities: dust, vehicle emissions and hydrological change. Protective measures to minimise potential hydrological and air quality impacts included in the CEMP (see Appendix 3.1 of the ES) will result in there being no residual impact on these designations. The Scheme will directly result in loss of approximately 10% of Grafton Wood and the loss of a number of trees from an unnamed woodland (referenced in the ES as Woodland 2). Both are designated Ancient Woodland. Habitat compensation area of approx. 3.8 ha of woodland is included within the Scheme design.
NC7 Compensation for loss of biodiversity	Where development is permitted, the use of conditions and/or planning obligation be considered in order to provide appropriate mitigation and compensatory measures to avoid, minimise or offset the loss of or damage to any biodiversity feature covered by policies NC2 to NC6. Such measures will be at least proportionate to the scale of the loss or impact	Grass embankments, areas of scrub, woodland and hedgerows will be planted as part of the Scheme which have the potential to be used as habitats by a number of species. Wildlife underpasses and culverts to be used by bats and otters.
HBA4 Setting of Listed Buildings	Development proposals which would adversely affect the setting of a listed building will not be permitted. The impact of the proposal will be judged in terms of scale, massing, location, detailed design and the effects of its uses and	An assessment of cultural heritage assets is detailed in Chapter 6 of the ES. The proposed Scheme will adversely affect the setting of

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	operations.	Haywood Lodge and associated buildings/structures. Whilst the Scheme design has sought to reduce the impact, through landscape design and use of materials sympathetic to the landscape setting, there will be a residual adverse impact.
ARCH1 Archaeological Assessment and Field Evaluation	Prior to the determination of applications for development on sites where there is reason to believe there are remains of archaeological importance, an archaeological field evaluation may be required. In addition where proposals are put forward within AIUA's that may affect the integrity of the historic character of such settlements a historic landscape appraisal will be expected.	An assessment of cultural heritage assets is detailed in Chapter 6 of the ES. The proposed Scheme is likely to have a physical impact upon buried archaeological remains that include adverse impacts on known and unknown below ground remains. A WSI has been discussed and agreed with the Archaeological Advisor at Herefordshire Council and is included as part of the planning application.
W3 Waste Transportation and Handling	Development that is likely to give rise to the transportation and handling of waste materials will only be permitted where appropriate measures to protect the public and the environment can be implemented and enforced.	Re-use of soils and subsoil's will be done where appropriate. Transportation and handling of waste will be implemented through the SWMP (see Appendix 3.2).
W11 Development – Waste Implications	Proposals which could generate significant volumes of waste will be required to submit a Waste Audit detailing: 1) the types and volumes of waste the development will generate during the course of construction, occupation, use, decommissioning and for the after use of the site; 2) the steps to be taken to ensure that the maximum amount of waste arising is incorporated within the development or through its use; 3) the steps to be taken to manage, recycle, or treat waste that cannot be so incorporated; and 4) If disposed of elsewhere, the means of transport and distance to be travelled. This policy will apply to:	Re-use of soils and subsoil's will be done where appropriate. Waste related mitigation will be implemented through the SWMP and CEMP (see Appendix 3.1 and 3.2 of the ES).

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	• developments of more than 50 dwellings, even where these are developed piecemeal; or • the development, redevelopment or refurbishment of sites where the floor space of the existing or proposed development amounts to 500 m2 or more; or • major transport, leisure, recreation, tourist or community facilities; or • developments which could attract a significant increase in the number of people visiting a site.	

Emerging Herefordshire Core Strategy (Pre-Submission Publication)

4.3.3 The pre-submission consultation on the Draft Local Plan – Core Strategy closed on 3 July 2014. At the time of writing an independent Inspector is in the process of examining the Core Strategy in order to determine its soundness. The majority of the Core Strategy policies were subject to objection and, as the examination in public is not yet complete, can be afforded only limited weight for the purposes of decision making. It is the case, however, that within the draft Local Plan, Hereford, as the main population centre, remains the principal focus for housing and related growth over the plan period (2011-2031).

4.3.4 Table 3.2 below provides the relevant emerging Herefordshire Core Strategy policies to the scheme.

Table 3.2 Relevant Emerging Herefordshire Core Strategy Policies

Policy	Content	Analysis
SS1 Presumption in favour of sustainable development	When considering development proposals Herefordshire Council will take a positive approach that reflects the presumption in favour of sustainable development contained within national policy. It will always work proactively to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the social, economic and environmental conditions in Herefordshire. Planning applications that accord with the policies in this Core Strategy (and, where relevant with policies in other Development Plan Documents and Neighbourhood Development Plans) will be approved, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the council will grant permission unless material	Any significant residual environmental impacts of the proposed Scheme will be outweighed by the social and economic benefits outlined in this Statement (see Chapter 5).

Policy	Content	Analysis
	considerations indicate otherwise - taking into account whether: a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in national policy taken as a whole; or b) specific elements of national policy indicate that development should be restricted.	
SS4 Movement and Transportation	Herefordshire Council will work with the Highways Agency, national organisations, developers and local communities to bring forward improvements to the local and strategic transport network to reduce congestion, improve air quality and road safety and offer greater transport choices, including the provision of the following major schemes: • ESG Link Road (safeguarded route) and Transport Hub; • Hereford Relief Road; • Southern Leominster Relief Road; • Connect 2 Cycleway in Hereford; • Park and Ride schemes; and • other schemes identified in the Local Transport Plan and Infrastructure Delivery Plan.	The SLR will be constructed as a standalone Scheme. However, it will be designed in such a way that it will be easily integrated with any route chosen for the Western Relief Road identified in this policy.
HD3 Hereford	Herefordshire Council will maintain and improve Hereford's connectivity to the national and local transport networks by reducing congestion and improving journey time reliability using a range of funding mechanisms including council funding, public funding, European funding, developer contributions and/or community infrastructure levy monies to fund the following: 1. Packages of transport improvements focussing on key routes into the city delivering a range of public realm improvements and improving access and connectivity for pedestrians, cyclists and bus users; 2. reduced reliance on car use by incorporating walking, cycling and bus routes within new developments and connecting them with existing networks; 3. Improvements to public transport infrastructure enabling improved access and integration between bus and to rail services; 4. car parking facilities which attract shoppers and visitors and deter commuter parking in the city centre, through the development of Park and Ride, Park and Share and Park	The main objective of the Scheme is to reduce congestion and therefore providing freer movement and access to the local area. The proposed Scheme will be suitable for the use of most types of vehicle and public transport schemes. The SLR will be constructed as a standalone Scheme. However, it will be designed in such a way that it will be easily integrated with any route chosen for the Western Relief Road.

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	and Cycle sites; and 5. a western relief road to reduce the volume of traffic from the city centre and enable the delivery of walking, cycling and bus improvements on the existing highway network. The road will be designed and developed in such a way which avoids and mitigates adverse impacts or physical damage to or loss of habitats, noise pollution and vibration, light pollution, air pollution, flood risk and water quality on the River Wye SAC, as well as residential amenity and business interests. Consideration of the impact of the road on heritage assets as well as the historic character of the wider landscape will also be required.	
HD6 Southern Urban Expansion (Lower Bullingham)	Land located south west of Rotherwas Enterprise Zone and north of the B4399 (Rotherwas Access Road) is identified for a sustainable mixed use urban expansion… …This location is also dependent on the expanded capacity of the A49, by the provision of sustainable transport measures and the construction of future phases of the Hereford Relief Road.	The construction of the proposed Scheme will support the delivery of the Southern Urban Expansion.
MT1 Traffic Management, Highway Safety and Promoting Active Travel	Development proposals should incorporate the following principle requirements covering movement and transportation: 1) demonstrate that the strategic and local highway network can absorb the traffic impacts of the development without adversely affecting the safe and efficient flow of traffic on the network or that traffic impacts can be environmentally managed to acceptable levels to reduce and mitigate any adverse impacts from the development; 2) promote and, where possible, incorporate integrated transport connections and supporting infrastructure (depending on the nature and location of the site), including access to services by means other than private motorised transport; 3) ensure that developments are designed and laid out to achieve safe entrance and exit, have appropriate operational and manoeuvring space, accommodate provision for all modes of transport, the needs of people with disabilities and provide safe access for the emergency services; 4) protect existing local and strategic footways, cycleways and bridleways unless an	The main objective of the Scheme is to reduce congestion and therefore providing freer movement and access to the local area. The assessment of impacts of traffic and transport are covered in Chapter 12 of the ES and the TA, where appropriate mitigated is detailed.

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	alternative route of at least equal utility value can be used, and facilitate improvements to existing or provide new connections to these routes, especially where such schemes have been identified in the Local Transport Plan and/or Infrastructure Delivery Plan; and 5) comply with both the council's Highways Development Design Guide and cycle and vehicle parking standards as prescribed in the Local Transport Plan -having regard to the location of the site and need to promote sustainable travel choices Where traffic management measures are introduced they should be designed in a way which respects the character of the surrounding area including its landscape character. Where appropriate, the principle of shared spaces will be encouraged.	
LD1 Landscape and Townscape	Development proposals should be in accordance with landscape management objectives and townscape assessments and achieve all the following objectives: • demonstrate that character of the landscape and townscape has positively influenced the design, scale, nature and site selection, including protection and enhancement of the setting of settlements and designated areas; • conserve and enhance the natural, historic and scenic beauty of important landscapes and features, including Areas of Outstanding Natural Beauty, nationally and locally designated parks and gardens and conservation areas; through the protection of the area's character and by enabling appropriate uses, design and management; • incorporate new landscape schemes and their management to ensure development integrates appropriately into its surroundings; and • maintain and extend tree cover where important to amenity, through the retention of important trees, appropriate replacement of trees lost through development and new planting to support green infrastructure.	The Scheme is located within Herefordshire Lowlands and South Herefordshire and Over Severn NCAs and the Principal Settled Farmlands and Wooded Estatelands local Landscape Types. While sensitive to change the area through which the Scheme passes is affected by the presence of the A49, A465 and B4349 roads and the Hereford to Newport rail line that exert a strong influence on the inherent quality of the landscape character. The overall impact of the Scheme will be localised having a minor impact on the Herefordshire Lowlands NCA and Wooded Estatelands Landscape Type and a negligible impact on the South Herefordshire and Over Severn NCA and Principal Settled Farmlands Landscape Type. The alignment of the Scheme has been selected to minimise impacts on existing trees and hedgerows and to avoid direct impacts on Hayleasow Wood. While the Scheme will replace considerably more trees and

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		hedgerows than lost, some residual effects will remain from lost patterns of hedgerows and the loss of a small number of mature individual trees along the route. Overall, the Scheme will have a minor impact on landscape features. The Landscape Mitigation Plan (Figure 7.4 in the ES) shows the proposed strategy to mitigate the impacts on the landscape.
LD2 – Biodiversity and Geodiversity	Development proposals should conserve, restore and enhance the biodiversity and geodiversity assets of Herefordshire, incorporating the following objectives: 1) retention and protection of sites, habitats, networks and species of European, national and local importance and those identified within biodiversity and geodiversity action plans; 2) restoration and enhancement of existing biodiversity and geodiversity features on site and connectivity to wider ecological networks; and 3) creation of new biodiversity features and wildlife habitats. Where appropriate the council will work with developers to agree a management strategy to ensure the protection of, and prevention of adverse impacts on, biodiversity and geodiversity features.	The proposed Scheme will not result in the loss of any sites designated for their nature conservation value. There will be a loss of Ancient Woodland (approximately 1.4 ha) but this will be replaced by a significantly larger area of woodland (approximately 3.8 ha). Effects on Biodiversity and Geology are assessed in Chapter 8 of the ES.
LD4 – Historic Environment and Heritage Assets	Development proposals affecting heritage assets and the wider historic environment should achieve the following objectives: 1. the conservation, and where appropriate enhancement, of heritage assets and their settings that positively contribute to the character of a site, townscape and/or wider environment, including conservation areas; 2. the conservation and enhancement of heritage assets and their settings through appropriate management, uses and sympathetic design; 3. the retention, repair and sustainable use of heritage assets as a focus for wider regeneration schemes; 4. the appropriate recording of heritage assets in mitigation of development impact, in cases where agreed loss occurs.	An assessment of cultural heritage assets is detailed in Chapter 6 of the ES. The proposed Scheme will adversely affect the setting of Haywood Lodge and associated buildings/structures. Whilst the Scheme design has sought to reduce the impact, through landscape design and use of materials sympathetic to the landscape setting, there will be a residual adverse impact. The proposed Scheme is likely to have a physical impact upon buried archaeological remains that include adverse impacts on known and unknown below

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	The scope of the works required to protect, conserve and enhance heritage assets and their settings should be proportionate to their significance. Development schemes should emphasise the original form and function of any asset and, where appropriate, improve the understanding of and public access to them.	ground remains. A WSI has been discussed and agreed with the Archaeological Advisor at Herefordshire Council and is included as part of the planning application.
SD1 – Sustainable Design and Energy Efficiency	Development proposals should include high quality sustainable design that also creates a safe, accessible, well integrated environment for all members of the community. In conjunction with this, all development proposals should incorporate the following requirements:… … ensure new development does not contribute to, or suffer from, adverse impacts arising from noise, light, air, contamination and land instability or cause ground water pollution.	In order to reduce noise levels during the construction phase of the proposed Scheme, best practice measures will be followed, as described in BS5228:2009-1:+A1:2014 to reduce noise levels at receptors such that the average $L_{eq,12h}$ dB(A) noise levels do not exceed the construction noise thresholds. Noise impacts during construction will be mitigation through the implementation of the CEMP (see Appendix 3.1 of the ES). The proposed Scheme is predicted to have a major increase in noise levels at five receptors within the study area in the short-term. One receptor is predicted to experience a major increase in the long-term. The majority of NSRs are predicted to experience a decrease in noise levels. Low noise surfacing will be incorporated into the Scheme to mitigate operational impacts. The proposed Scheme seeks to reduce congestion in the local area and therefore improve air quality. Air quality impacts during construction will be mitigated via the implementation of the CEMP (see Appendix 3.1 of the ES).
SD3 – Sustainable Water Management and Water Resources	Measures for sustainable water management will be required to be an integral element of new development in order to reduce flood risk; to avoid an adverse impact on water quantity; to protect and enhance groundwater resources and to provide opportunities to enhance biodiversity, health and recreation. This will be	Many of the potential impacts during operation have been mitigated through the design process. For example flood risk has been mitigated through the provision of a robust surface water drainage system and

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	achieved by ensuring that: 4. development will not result in the loss of open watercourse, and culverts should be opened up where possible to improve drainage and flood flows. Proposals involving the creation of new culverts (unless essential to the provision of access) will not be permitted; 5. development includes appropriate sustainable drainage systems (SuDS) to manage surface water appropriate to the hydrological setting of the site. Development should not result in an increase in runoff and should aim to achieve a reduction in the existing runoff rate and volumes, where possible;	pollution of water bodies has been mitigated through the implementation of oil separators and the use of SUDS techniques. New and existing surface water management features will be maintained to remove any debris, blockages or overgrown vegetation. Maintenance of onsite drainage systems will be the responsibility of HC as part of on-going asset management duties.
W5 – Waste Minimisation and Management in New Developments	All development proposals shall include measures to deal with waste arising in accordance with the principles of the waste hierarchy. This will apply to both the construction phase (where physical development is involved) and subsequent use of the development. Major proposals which could generate significant volumes of waste will be required to submit a waste management plan before development begins, detailing: the likely waste arisings from the development during construction and use, a strategy for waste minimisation and management, commitment to recycling and recovery wherever possible, and how and where any final residue would be disposed of.	An assessment of Materials and Waste is detailed in Chapter 10 of the ES. A SWMP has been submitted as part of this application.Waste will generally either be retained for re-use on-site or taken off-site for reuse elsewhere or recycling. The project aims to ensure that all the topsoil arising from stripping or subsoil arising from excavation is reinstated or used to fill areas of embankment. The site compounds for the scheme will have adequate space for onsite storage of materials.
ID1 – Infrastructure Delivery	Provision for new, and the enhancement of existing infrastructure, services and facilities to support development and sustainable communities, will be achieved through a co-ordinated approach. This will include, in addition to planning conditions for essential on-site design requirements and critical infrastructure: 1) contributing towards strategic infrastructure from new development through a mandatory tariff system; 2) s106 contributions for specific infrastructure from all types of development directly required in order for the development to be considered acceptable in accordance with national and local planning policies and relevant legislation; 3) utilising government funding sources; 4) linking with other public investment programmes; 5) co-ordinating with the capital investment	The construction of the proposed road will improve capacity on existing highways whilst providing new highway provision, which will reduce local congestion. The proposed Scheme should improve movement and journey times both for the local community and wide users.

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	programmes of the gas, electric, telecommunications and water industries (utilities); 6) other new funding or innovative investment approaches. Tariff contributions will be used to service the following community infrastructure: a) physical infrastructure including; improved pedestrian, cycle and bus routes, the construction of the Hereford western relief road; the city link road, park and ride sites and transport hub; strategic sewerage; strategic flood defence, projects arising from the Nutrient Management Plan; renewable energy generation; and broadband provision; b) social infrastructure including; education, healthcare, emergency services, community facilities, built sports facilities, cultural facilities including improvements to the built environment and public realm; and c) green infrastructure including; play areas, parks, allotments and green spaces, sporting and recreation facilities, heritage assets and habitat creation. Section 106 contributions will be used to service specific on and off site infrastructure requirements to include; affordable housing, water management including sustainable drainage, safe and sustainable access and transport links, essential utilities (including sustainable alternatives), play, sport and recreation facilities, landscaping and associated maintenance payments.	

Herefordshire Local Transport Plan 2013-2015

4.3.5 The Herefordshire Local Transport Plan (LTP) covering the period 2013-2015 was formally adopted on 8 March 2013. This LTP sets out the council's strategy for supporting economic growth, social inclusion and reducing environmental impacts of transport.

4.3.6 The LTP is a statutory requirement of the authority, setting out its policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area, and proposals for the implementation of the policies. The authority's current transport strategy document (entitled Herefordshire Local Transport Plan (2013/14 - 2014/15 Strategy and Delivery explains that during the two-year period to 2015 the longer-term strategy will be developed. The Belmont Transport Package (as the SWTP was previously known) is named as one of the major schemes which the authority will look to receive priority funding from the Marches Local Enterprise Partnership (LEP) for its implementation.

4.3.7 Table 4.2 below provides the relevant Herefordshire Local Transport Plan policies to the Scheme.

Table 4.2 Relevant Herefordshire Local Transport Plan Policies

Policy	Content	Analysis
LTP Objectives	• Support economic growth within Herefordshire by reducing congestion and improving journey time reliability; • Ensure suitable access to housing and employment sites including the Rotherwas Enterprise Zone.	The proposed Scheme will contribute to the reduction of congestion and improvement of journey times in Hereford, as well as improving access to the Enterprise Zone.
LTP HN1 Network Capacity Management Hierarchy	Where recurring congestion is an issue we will use our Network Capacity Management Hierarchy to address the problem. Step 1 - Demand Management Use smarter choices to promote alternatives to solo car use. For more information see our Health and Wellbeing Travel Strategy. Step 2 - Network Management Specific local congestion issues which can often be improved through improvement, monitoring or enforcement of highway restrictions. See Policy LTP HN2. Step 3 - Targeted engineering improvements Engineering improvements at specific junctions to improve their operational capacity. Step 4 - Road Widening Widening the existing highway thereby increasing the capacity of individual highway links. Step 5 – New Road Building Construction of new road links.	The history of the scheme is set out in Chapter 2 of this Statement. Three initial scenarios were developed, fully in accordance with Policy HN1 and HN2 (below). The sequential test requirements of policy HN1 were further re-enforced with an additional step to ensure the selected option will best address the identified problems and deliver our transport policies, particularly in respect of environment and health. This was done by adding the components of the sustainability max option to the southern link option. This combined option then became the recommended preferred option. This approach is also consistent with the Option Assessment process contained in WebTAG (Transport Assessment Guidance) which helps scheme promoters identify an option to take into an outline business case. The principle of the preferred option was tested by the LEP when it prioritised the SWTP strategic outline business case against their adopted Assurance Framework (which is based on WebTAG case criteria) which includes local and national policy in the strategic case element of the business case. The outcomes of that test and the award of funding is evidence that the LEP has accepted the merits of the Scheme and that they are well founded.
LTP HN2 Network Management	We will improve the management of the highway network to reduce and prevent recurring congestion. This will be achieved by considering a range of specific local congestion management tools to improve the operation of the highway network. This will be achieved by: • Using existing and new Traffic Regulation Orders to better target enforcement to prevent parking that restricts traffic flows resulting in unacceptable traffic delays or safety concerns. • Reviewing the existing hierarchy of priority routes for key modes of travel to ensure the classification, management and maintenance	

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	of the local highway network reflect their existing function. • Developing driver information systems using variable messaging systems and internet based software including information on car parking availability, planned events and the occurrence of congestion that might impact journey time reliability. • Considering the enforcement of moving traffic offences where it causes congestion or impacts road safety including enforcement of yellow boxes.	
LTP PRW1 Policy B3 Managing Public Rights of Way	We will develop, promote, manage and maintain our public rights of way network. This will involve:… …Working with landowners, developers and designers to ensure that developments (including roads) do not fragment the rights of way network and that every opportunity is taken to introduce enhancements.	All PRoW affected by the proposed Scheme will be retained and diversions will implemented where required.
LTP AM5 Reducing Our Environmental Impact and Responding Climate Change	Whenever possible, we will adopt practices which reduce demands for natural resources and which minimise negative local environmental impacts. We will also take advantage of any suitable opportunity to deliver environmental improvements as part of our maintenance activities. We will also adapt our maintenance planning to take account of the likely impacts of climate change. This will include: • Use early interventions, such as surface dressing, to preserve assets and avoid having to take more resource-intensive intervention. • Use recycled materials where possible to reduce resource and energy demands • Dispose of waste with regard to environmental impacts and the potential to enable environmental improvements. • Investigate new and innovative approaches to maintenance. • Reduce the energy consumption of street lighting, illuminated signs and traffic signals through the use of LED technology and appropriate 'trimming and dimming' approaches. • Actively review the resilience of our assets and networks in the light of climate change and adjust the	The proposed Scheme will include the use of SuDs and appropriate landscaping to reduce the risk of flooding and surface water run-off issues. Re-use of materials will be carried out where appropriate. Use of road lighting will be between dusk till dawn for the safety of highway users at the two junctions. On-going landscape maintenance will be provided as part of this scheme to ensure continuation of environmental improvements.

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	maintenance regimes to meet these challenges. • Ensure that the needs of sustainable travel modes are given sufficient priority to help encourage their use. • Consider the potential for environmental improvements to be linked to our maintenance activities.	
Policy LTP DC2 – Developer Contributions to Mitigate the Impacts of new and re-developments on the transport network	We will ensure that the impact of development on the transport services and network are fully considered when planning new land use developments and appropriate transport infrastructure and services are delivered to ensure accessible, sustainable safe, environmentally friendly and maintainable developments. This will be achieved by: • Ensuring that the appropriate levels of financial contributions are provided by developers towards the capital and on-going maintenance costs of on and off-site transport infrastructure and services considered necessary to mitigate their impacts to the transport network's achieved by: For more information on developer contributions please refer to Herefordshire Council's Planning Obligations Supplementary Planning Document.	The proposed Scheme seeks to reduce congestion and increase movement and accessibility to the local highways network, whilst also reducing growth emissions.
LTP FR1 Managing Freight Movements	We will plan for and enable the efficient movement of freight to, from, through and within Herefordshire whilst, where possible, reducing the negative impacts of freight movements on the environment and our communities. This will involve: • Developing a freight strategy to support the Marches LEP and local businesses which takes account of Herefordshire's connections with the West Midlands and Wales.	The proposed Scheme will improve access to the Rotherwas Enterprise Zone.
LTP AQ1 – Improving Air Quality	We will aim to reduce air pollution from traffic through measures to manage traffic and emissions levels. This will be achieved by: • Developing and prioritising transport schemes which encourage the use of less-polluting transport modes, including walking, cycling and passenger transport within urban environments and in particular for journeys to, from or through Air Quality Management Areas. • Developing Air Quality Management	The proposed Scheme seeks to reduce congestion in the local area and therefore improve air quality. Air quality impacts during construction will be mitigated via the implementation of the CEMP (see Appendix 3.1 of the ES). Appropriate mitigation measures for Air Quality are detailed in Chapter 5 of the ES.

Policy	Content	Analysis
	Plans, as appropriate; to mitigate the transport related causes of poor air quality • Working in partnership, particularly with the Highways Agency, developers and Town Councils to implement the mitigation measures identified in Air Quality Management Plans to ensure that air quality does not further deteriorate. • Ensuring that Transport Assessments provided in support of planning applications for new developments take account of the impact on air quality of traffic generated by new developments. • Monitoring air quality, particularly on traffic sensitive streets, to identify at an early stage, potential air quality deterioration, and understand the transport related causes of the air quality determination and designate as appropriate Air Quality Management Area.	

Neighbourhood Plans

4.3.8 Neighbourhood Plans (NP) are prepared in response to the Localism Act 2011, which intends to provide parish councils and other relevant bodies with new powers to prepare statutory plans to help guide development in their local areas. They must be in general conformity with the strategic policies of the local planning authority's Development Plan and form part of it on adoption of the NP. The application site is covered by two neighbourhood areas:

- Belmont Rural area, covering the parish of the same name; and
- Callow & Haywood Group area, covering the four parishes of Callow, Haywood, Grafton and Dewsall.

Belmont Rural draft Development Neighbourhood Plan

4.3.9 The Belmont Rural draft Development NP has been published for public consultation. The consultation period runs from 9th March to 23rd March 2015.

4.3.10 Page 35 of the Belmont Rural NP states that walking and cycling will be encouraged by the enhancement of existing routes (the national cycle path 46 and Great Western Way Link) through the Belmont rural. The proposed Scheme does not include any dedicated cyclist or pedestrian access. Grafton Lane Underpass is designed to allow Grafton Lane to pass under the proposed Scheme therefore maintaining cycle access. Hereford Council is committed to the Scheme as part of an overall package of sustainable transport measures set out in Appendix 1 of the Transport Assessment.

4.3.11 The Belmont NP requires new development to provide natural surveillance of public spaces, safe footpaths and cycleways as well as satisfactory lighting. No dedicated

facilities currently exist for non-motorised users (pedestrians, cyclists, horse-riders) on the sections of the A49(T), A465 and B4349 or are proposed as part of this scheme. Lighting is not required along the main carriageway but will be provided at both A465 and A49 roundabouts on all approaches. At the roundabout on A49, lighting is already provided.

Callow and Haywood draft Neighbourhood Development Plan 2011-31

4.3.12 The Callow and Haywood draft Neighbourhood Development Plan has now been submitted to Herefordshire Council for examination.

4.3.13 Table 4.3 below provides the relevant Callow and Haywood draft Neighbourhood Development Plan policies to the Scheme.

Table 4.3 Relevant Callow and Haywood Neighbourhood Development Plan Policies

Policy	Content	Analysis
CH1 – Protecting and Enhancing the Rural Landscape	Proposals will be required to maintain the area's sense of tranquillity, through careful and sympathetic design of access and consideration of traffic impacts on local roads and networks currently heavily over used. Development proposals should seek to preserve or enhance the character of the villages and rural settlements. Sustainable drainage systems should be provided as these deliver benefits for people and for wildlife and make a valuable contribution to the local green infrastructure network. Schemes should be sympathetically designed with these multiple objectives in mind. Actions such as re-naturalising watercourses are also encouraged as these bring multifunctional benefits, including benefiting flood attenuation. Development should include designs which support habitats for local species such as dormice, hares and barn owls. Developments must demonstrate that they will not have an adverse impact on the natural environment, and in particular on the River Wye Special Area of Conservation (SAC). Mature and established trees and hedgerows should be protected and incorporated into landscaping schemes wherever possible encouraging the support and protection of wildlife.	The overall impact of the Scheme will be localised having a minor impact on the Herefordshire Lowlands NCA and Wooded Estatelands Landscape Type and a negligible impact on the South Herefordshire and Over Severn NCA and Principal Settled Farmlands Landscape Type. The proposed Scheme will include the use of SuDs and appropriate landscaping to reduce the risk of flooding and surface water run-off issues. The alignment of the Scheme has been selected to minimise impacts on existing trees and hedgerows and to avoid direct impacts on Hayleasow Wood. While the Scheme will replace considerably more trees and hedgerows than lost, some residual effects will remain from lost patterns of hedgerows and the loss of a small number of mature individual trees along the route. Overall, the Scheme will have a minor impact on landscape features. The Landscape Mitigation Plan (Figure 7.4 in the ES) shows the proposed strategy to mitigate the impacts on the landscape. The proposed Scheme will not

Policy	Content	Analysis
		result in the loss of any sites designated for their nature conservation value. There will be a loss of Ancient Woodland (approximately 1.4 ha) but this will be replaced by a significantly larger area of woodland (approximately 3.8 ha). Effects on Biodiversity and Geology are assessed in Chapter 8 of the ES.
CH2 – Building and Transport Design Principles	new development should enhance and reinforce the local distinctiveness of the area and proposals should show clearly how the general character, scale, mass, and layout of the site, building or extension fits in with or enhances the "grain" of the surrounding area within design and access statements. New development should be of a scale, mass and built form which responds to the characteristics of the site and its surroundings. Proposals should display how they take account of the locally distinctive character of the area in which they are to be sited within design and access statements. New development should include measures to support and enhance local biodiversity. Developers should demonstrate consideration of the Bat Conservation Trust Interim Guidance for Artificial Lighting and Wildlife - recommendations to help minimise the impact of artificial lighting and bats and lighting in the UK. Development proposals should give careful consideration to noise, odour and light. Light pollution should be minimised wherever possible and security lighting should be appropriate, unobtrusive and energy efficient. Any development should be sustainable and use low carbon technology and not produce adverse pressure on the road network in the area, which in some areas cannot take further traffic without danger to users and adverse noise impact to residents. Proposals for new roads and in particular the	The alignment of the Scheme has been selected to minimise impacts on existing trees and hedgerows and to avoid direct impacts on Hayleasow Wood. While the Scheme will replace considerably more trees and hedgerows than lost, some residual effects will remain from lost patterns of hedgerows and the loss of a small number of mature individual trees along the route. The location of the Scheme in cutting for parts of its alignment and the screening and integration of the proposed landscape mitigation planting reduces the overall impact of the Scheme. The Landscape Mitigation Plan (Figure 7.4 in the ES) shows the proposed strategy to mitigate the impacts on the landscape. Overall, the Scheme will have a minor impact on landscape features. The proposed Scheme will include the use of SuDs and appropriate landscaping to reduce the risk of flooding and surface water run-off issues. Re-use of materials will be carried out where appropriate. Use of road lighting will be between dusk till dawn for the safety of highway users at the two junctions. On-going landscape maintenance

Policy	Content	Analysis
	new Southern Link Road will be required to incorporate the following to reduce adverse impacts on local landscape character, wildlife and local quality of life: I. New roads should be routed carefully to integrate sympathetically with the natural landscape, and designed and sited to avoid encouragement of "rat running". II. Any artificial lighting should be minimised; where provision of highway lighting is considered essential, lighting should be designed through use of appropriate luminosity and direction of light flow to have a low impact on the surrounding landscape and housing, and should not leak unnecessary light into the night sky. III. Any new roads should be part of a high quality landscaping scheme involving short term and long term planting using indigenous and locally appropriate tree and shrub species to provide screening and sound and visual barriers. IV. Suitable road surface materials should be used to reduce noise impacts. Use of concrete should be avoided. Use of artificial earth bunding is encouraged to reduce noise and improve visual amenity. V. access for wildlife should be provided where wildlife corridors are truncated or severed such as use of under passes, bridges etc VI. roads should include provision of appropriate water management and storage to minimise run off into neighbouring fields and properties. VII. Roads should have continued access for public footpaths, cylcleways (such as the sustrans National Cycle Network Route 46) and bridleways via foot bridges which are of a high quality	will be provided as part of this scheme to ensure continuation of environmental improvements The proposed Scheme does not include any dedicated cyclist or pedestrian access. Grafton Lane Underpass been designed to allow Grafton Lane to pass under the proposed Scheme therefore maintaining cycle access. Hereford Council is committed to the Scheme as part of an overall package of sustainable transport measures set out in Appendix 1 of the Transport Assessment. The planning application is supported by a DAS. The DAS provides further details on the design rationale for the proposed Scheme.

Policy	Content	Analysis
	design and sited appropriately. VIII. Continued access for landowners and farmers is a priority particularly where land holdings are affected by severance. IX. Existing local lanes should not be severed by the link road if at all possible.	
CH4 – Protecting the sensitivity landscape assets in the urban fringe	Development proposals which impact on the landscape assets and areas of high-medium and high landscape sensitivity to provide detailed landscape impact analysis and to demonstrate how proposals have been designed to enhance local landscape character and reduce potential urbanisation of the rural area. Development should demonstrate consideration of the river wye sac and include appropriate landscape designs to ensure that any potential impacts on local wildlife habitats are minimised. Development should be designed to take account of local topography and should not break the skyline.	The alignment of the Scheme has been selected to minimise impacts on existing trees and hedgerows and to avoid direct impacts on Hayleasow Wood. While the Scheme will replace considerably more trees and hedgerows than lost, some residual effects will remain from lost patterns of hedgerows and the loss of a small number of mature individual trees along the route. The location of the Scheme in cutting for parts of its alignment and the screening and integration of the proposed landscape mitigation planting reduces the overall impact of the Scheme. The Landscape Mitigation Plan (Figure 7.4 in the ES) shows the proposed strategy to mitigate the impacts on the landscape. Overall, the Scheme will have a minor impact on landscape features. The proposed Scheme will not result in the loss of any sites designated for their nature conservation value. There will be a loss of Ancient Woodland (approximately 1.4 ha) but this will be replaced by a significantly larger area of woodland (approximately 3.8 ha).

The Marches LEP Strategic Economic Plan (SEP) 2014

4.3.14 The Marches LEP covers the local transport authority areas of Herefordshire, Shropshire and Telford & The Wrekin. Each LEP is required to prepare a SEP as a way of identifying local growth priorities and to form a basis for applying for the government's Local Growth Fund monies. The Marches LEP SEP focuses on the three 'urban powerhouses', including Hereford, where development and economic growth can be concentrated and sets out a prioritised list of schemes which are

considered to have the greatest impact on economic performance in terms of geographical scope and duration of benefit, to overcome existing barriers to growth. The prioritised schemes aim to accelerate the creation of high levels of jobs and new homes, and offer the best value for money.

4.3.15 Linking all these projects, and the focus for SEP investment, is the requirement for transport infrastructure to alleviate congestion, provide swift access to markets and enable the movement of people around the city. These interventions, in particular the Hereford Relief Road, will enable the development of 6,500 new houses and the creation of over 7,000 new jobs at the Enterprise Zone and across the city.

The Marches LEP Local Transport Body Initial Major Scheme Priorities

4.3.16 As part of the Local Growth Fund (LGF) each LEP is required to identify a prioritised major transport scheme programme for the four-year period from April 2015 – March2019 within the available budget. The funds must be distributed to its respective transport authorities on the basis of the merits of specific major transport schemes submitted. The Marches LEP Local Transport Body (LTB) has published its list of initial major scheme priorities. The SWTP (of which the SLR is a constituent part) is currently 9th priority within the LEP area and £27.6m has been requested from the LGF for its implementation, with match funding of £7.1m from the LEP.

5 CONCLUSION

5.1.1 The proposed Scheme adheres to national, local and emerging planning policy whilst contributing towards the overarching objective of sustainable development by supporting the sustainable growth of the Hereford area as demonstrated in Chapter 4 of this Statement. The SLR is a standalone scheme, but is designed to integrate with the Hereford Relief Road, which is named in the list of major schemes in the emerging Core Strategy, which draft policy SS4 states will be brought forward by Herefordshire Council in partnership with other organisations. The Scheme also meets the development management policies in the Unitary Development Plan and there are supporting references to the road in the air quality management plan, the LTP and the SEP. The LEP identifies it as a priority scheme.

5.1.2 The SLR will be part of the SWTP which will support the Council's aspirations for the sustainable growth of Hereford by providing a new highway, which seeks to tackle various issues associated with congestion within the South Wye area. The proposed Scheme will reduce the current poor levels of environmental impact from air quality and noise in some areas.

5.1.3 The Marches LEP has identified the road network as a key barrier to future growth in the South Wye area. Improvements to the network will enable the development of 6,500 new houses and the creation of over 7,000 new jobs at the Enterprise Zone and across the city. Development currently constrained by traffic congestion also includes land that is identified by the LEP as the HEZ. The proposed Scheme will increase the capacity of the strategic road network in turn increasing economic prosperity in the area by reducing congestion and delay and providing better access to developments such as the HEZ.

5.1.4 The proposed Scheme will increase the capacity of the strategic road network in turn increasing economic prosperity in the area by reducing congestion and delay and providing better access to developments such as the HEZ.

5.1.5 Structures will be provided as part of the proposed road to cross watercourses and to ensure routes are retained to enable the movement of vehicles and protected bat species. One of these structures will also be used to enable a public footpath to pass under the SLR. Appropriate mitigation measures at the construction stage have been considered and will be implemented as part of the scheme in order to minimise impacts on the environmental, humans and local transport network.

5.1.6 The following permanent significant residual adverse impacts have been identified in the ES:

- A significant adverse impact on three Listed Buildings/structures within 1 km of the Scheme.
- A significant adverse visual impact on residential property 'The Green' due to its close proximity to a proposed embankment. There will also be significant visual impacts on 'Pykeways', 'Forest View' and 'Copper Beeches', 'Haywood Lodge Cottages' and 'The Granary' due to their proximity to the Scheme. These properties are shown on Figure 1.2.
- The anticipated effects on soils are assessed are predicted to be significant. These effects primarily relate to the proposed alignment occupying agricultural land currently classified as Grade 2 (very good), and the conservative assessment of potential contaminant linkages to controlled

water receptors (groundwater and surface water) and ground gas accumulation due to an absence of ground investigation data.

- The only significant residual impact on ecological receptors during operation will be road-related traffic mortality and displacement of barn owls. However, the landscape mitigation has been designed to encourage barn owls to fly up and over the road in key areas.

5.1.7 Evidence identified during the EIA indicates a high potential for buried archaeology within the proposed route. A programme of fieldwork to inform a mitigation strategy has been agreed with the HC Archaeological Advisor.

5.1.8 All other residual impacts will be not significant following the implementation of mitigation as set out in the ES. The impacts identified above as being significant should be balanced against the benefits of the Scheme as identified in this Statement and the TA i.e. to the economy, health, reduction in congestion, and improved journey times.