

Breinton Parish Council

Information Meeting 27th April 2024



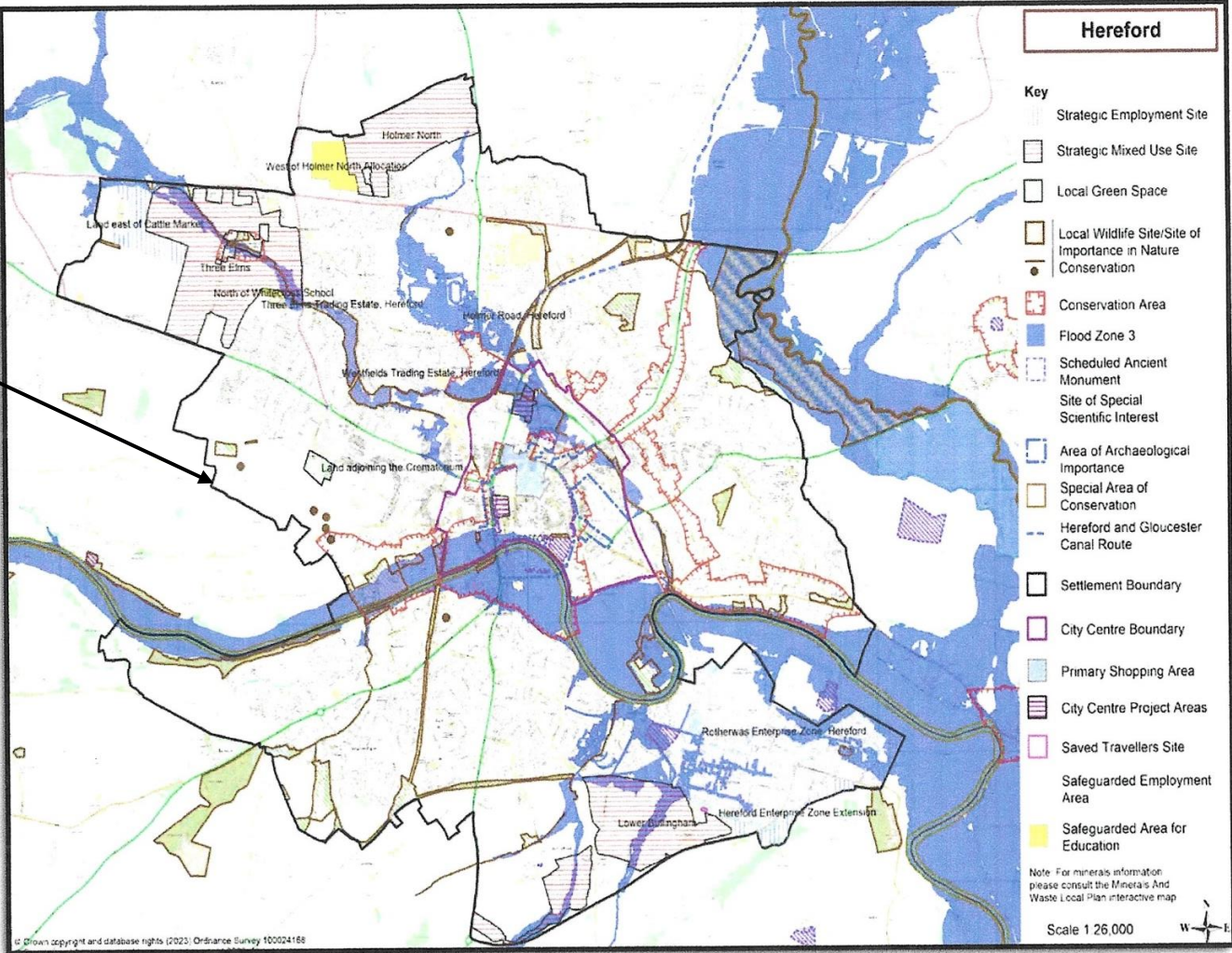
- Agenda:-
 - Herefordshire Local Plan – Core Strategy 2024-2041.
 - Local Transport Plan 2024-2041.
 - New Road Strategy for Hereford.
 - Western Bypass and Southern Link Road.
 - Rural Settlement Hierarchy.
 - What is the overall impact to Breinton Parish?
 - Breinton Parish Neighbourhood Development Plan (NDP) revision.

- Herefordshire Local Plan – Core Strategy 2024-2041
 - Covers many issues and objectives:-
 - Housing.
 - Transport and Infrastructure.
 - Economy.
 - Environment and Climate Change.
 - Hereford 5600 new homes – 4491 after committed and built in April 2023.
 - Rural Areas 5320 new homes – 2311 after committed and built in April 2023.
 - Total for County 16100 new homes – 9608 after committed and built in April 2023.

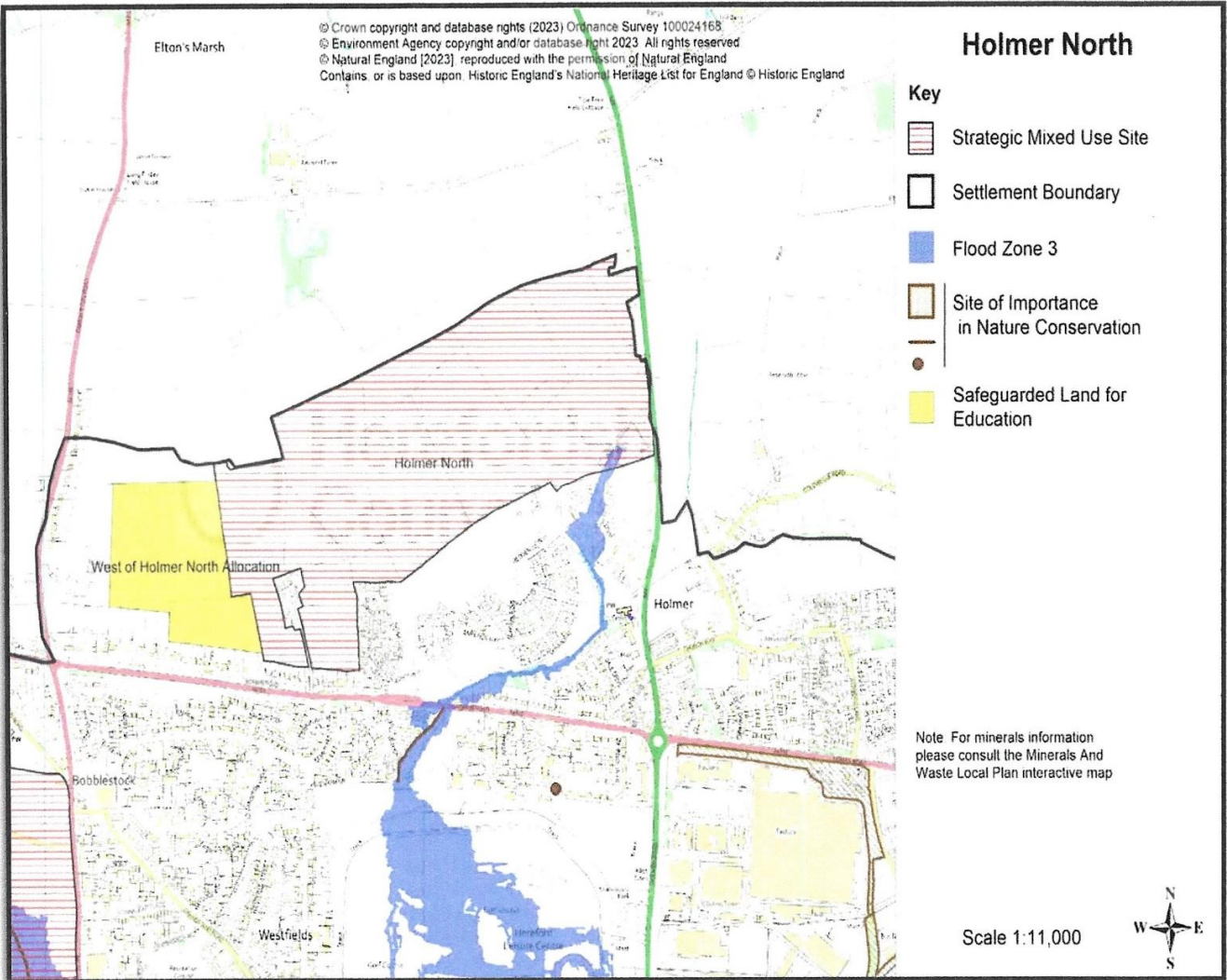
- Herefordshire Local Plan – Cont.
 - Hereford plans to deliver:-
 - 5600 new homes.
 - New City Centre Housing.
 - Merton Meadow development.
 - Three planned urban extensions:-
 - Holmer North 900 new homes including 35% affordable housing.
 - Three Elms 950 new homes including 35% affordable housing.
 - Lower Bullingham 1000 new homes including 35% affordable housing.
 - New multi-story car park at current Bus Station site.
 - New transport hub (bus station) at railway station.
 - Enterprise zone extension at Rotherwas.
 - New enterprise zone east of new cattle market adjoining new Three Elms development.

- Herefordshire Local Plan – Cont.

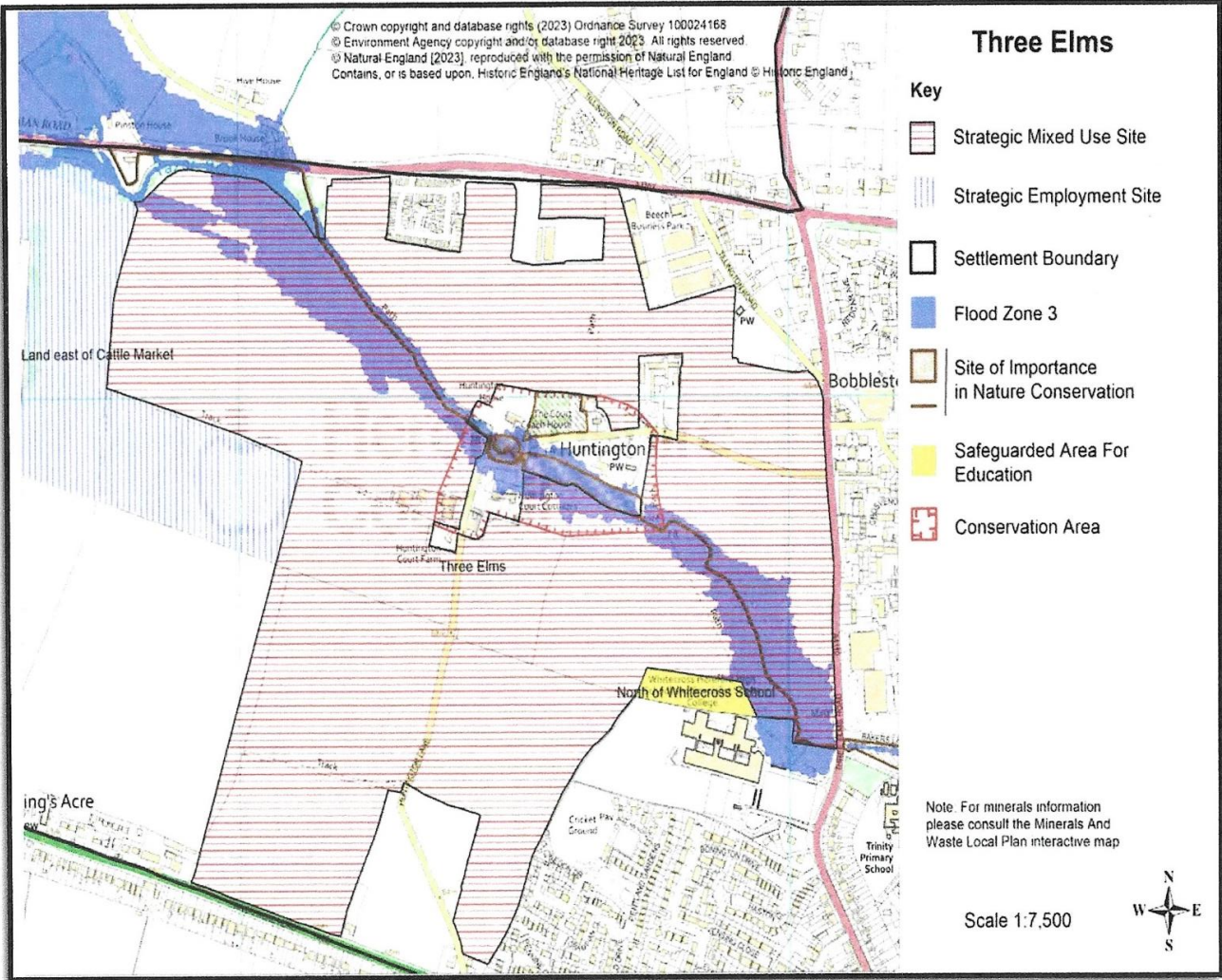
Parish Boundary Not Affected



- Herefordshire Local Plan – Cont.

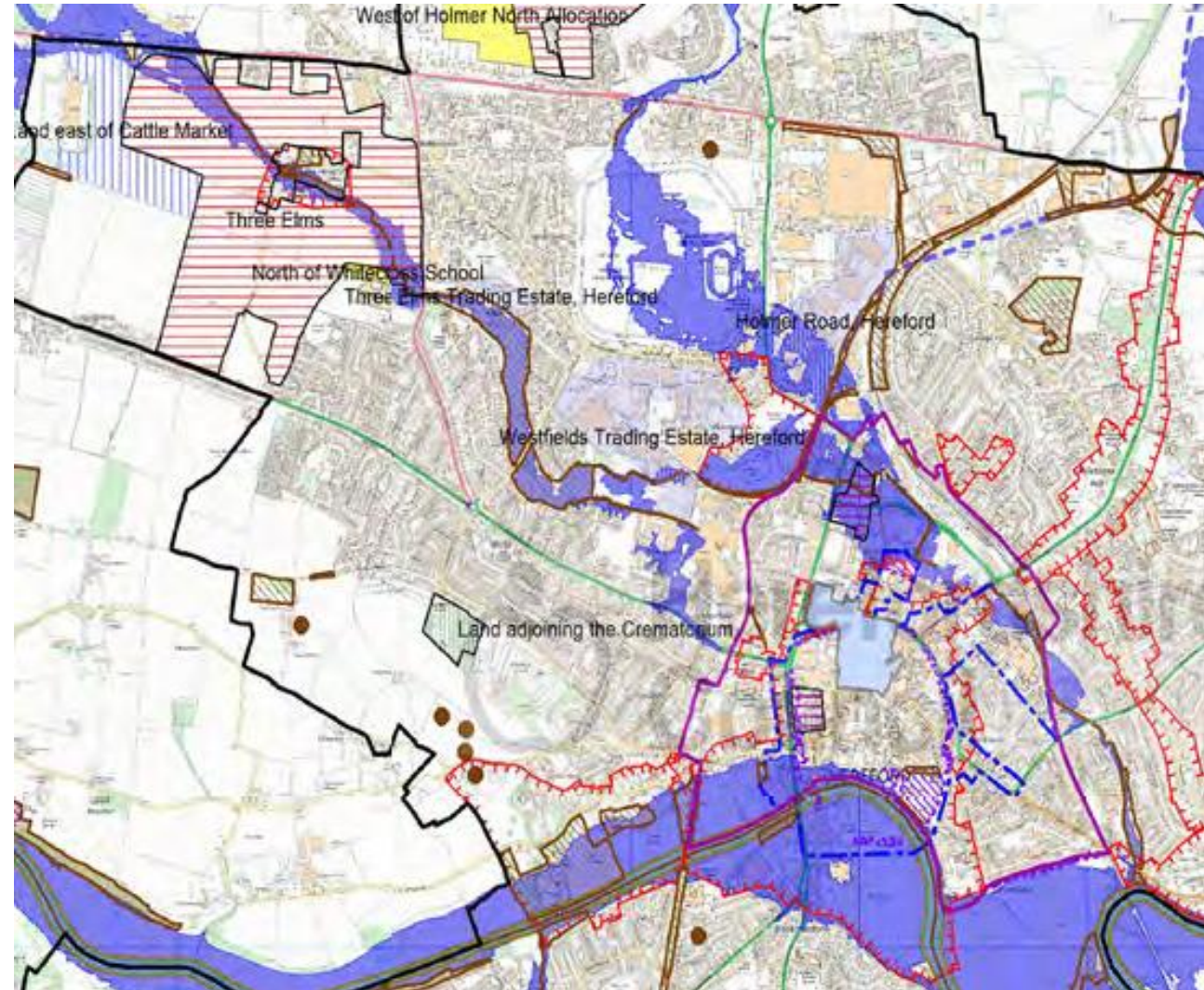


- Herefordshire Local Plan – Cont.



- Herefordshire Local Plan – Cont.

The Three Elms development including the industrial area are situated in the middle of the Yazor Brook flood zone. This will pose increased risk of flooding to Kings Acre Road and downstream in Hereford.



Herefordshire Local Plan – Cont.

- Online link to Herefordshire Local Plan – Core Strategy 2024-2041 can be found at:- <https://hlp.commonplace.is>
- <https://consultations.herefordshire.gov.uk/consultations/article/114/draft-herefordshire-local-plan-regulation-18-consultation>
- Website gives the ability to comment on all aspects of the core plan:-
 - Place Shaping: Hereford.
 - Place Shaping: Rural Areas.
 - Along with many more items.
- Provides parishioners the scope to raise issues of housing and roads at Three Elms that will have a large adverse effect on this rural parish.

Herefordshire Local Plan – Cont.

- There are many areas of concern affecting Breinton Parish:-
 - New housing developments to the west and north of Hereford will drive pressure for the Western Bypass.
 - House building will likely be initiated before any services, infrastructure and road improvements due to developer funding and pressure.
 - House building, then road building and infrastructure, before employment sites?
 - There will certainly be increased traffic congestion on Roman Road, Kings Acre Road and Three Elms Road. Will access to Hereford from Breinton become a nightmare?
 - The Western Bypass may result in the closure of through traffic on the Upper and Lower Breinton Roads where the Bypass crosses.
 - The requirements for Affordable Housing tend to be reduced or dropped due to Developer Pressure – Who will be buying the new housing?
 - National need over local need?
 - Most countries, particularly in the west, are currently going through reductions in indigenous populations due to low birth rates, including the UK.

Herefordshire Local Plan – Cont.

- Areas of concern affecting Breinton Parish cont:-
 - It is ultimately likely that a large portion of the housing will be targeted at retirees fleeing larger cities, putting pressure on local services such as GP surgeries and the county hospital.
 - Section 106 funds will be applied to new or expanded GP surgeries, but can they be staffed?
 - There is poor definition in the core plan regarding sustainable transport options and public transport which will lead to traffic congestion.
 - If public transport service is not frequent, safe, and over a wide range of operating hours they will not be used leading to continued personal transport use.
 - The building of the Three Elms development including the new employment site will likely cause flooding problems that are worse than they are today along Kings Acre Road, and Yazor Brook flooding in Hereford.
 - The Three Elms development site straddles the Yazor Brook flood plain and will lead to a risk of pollution also affecting the aquifers supplying Avara and Heineken.
 - The development is currently restricted to 350 dwellings and even this is contentious.

Local Transport Plan 2024-2041

- Herefordshire Council Local Transportation Plan 2016-2031 Strategy is the current plan:-
 - www.herefordshire.gov.uk/downloads/file/2130/ltp-strategy.pdf
- This is a plan affecting all modes of transport from rail to walking.
- A consultation is in place for updating to the Local Transportation Plan 2024-2041:-
 - <https://consultations.herefordshire.gov.uk/consultations/article/113/local-transport-plan-consultation>
 - Consultation end date 21st May 2024.
- The Local Transport Plan states the need for the Hereford Relief Road (HRR) which has led to the “New Road Strategy for Hereford report.

Local Transport Plan 2016-2031

- The current Local transport Plan 2016-2031 is a mix of transport strategies and policies.
- It is structured on de-trunking then A49 through Hereford City to reduce through traffic which is not the only available solution.
- Car traffic into the city will be discouraged by demand management through restricted parking and increased parking charges.
 - Already started?
- Increased reliance on walking and cycling with proposed increase of public transport within city.
 - Park and Share proposals for commuting from rural areas.
 - Park and Choose sites at outskirts of city, i.e. cycle or walk into town.
 - Will the public transport measures be adequate to encourage use?

Local Transport Plan 2016-2031

- The City Link Road (now built) is key to the improved transport hub at the railway station and the development of the Merton Meadow car park into an affordable housing site.
- Plan to work with schools to development active and sustainable transport solutions.
 - Pupils walking and cycling to school! Back to the 1970's?
 - Is this compatible with modern society without use of USA type (electric) school busses?
- While a primary bus network will exist from the market towns to Hereford, and a secondary bus network will exist from larger villages to Hereford, it is accepted that the low population density in rural areas will preclude commercial bus services from smaller villages.
 - Any bus services such as Breinton's will have to be subsidised.

Local Transport Plan 2016-2031

- With the demographics of rural settlements like Breinton tending to be more oriented to retirees, will access to Hereford become significantly more difficult and expensive?
 - Limited social and retail access?
- Will this lead to more use of internet shopping and a higher density of delivery vans using the country lanes?
 - White Van Man is already a peril on our narrow lanes!
- Strong arguments that improvements to rail infrastructure to support enterprise zones at Pontrilas, Rotherwas and Moreton on Lugg, sustainable public transport, cycle paths and walkways over road building are not being listened to.

Local Transport Plan 2016-2031

- Is there a Department of Transport incentive to offload the M5 motorway and push traffic to use the A49 during peak traffic periods and when accidents occur on the M5?
- A small reduction in M5 traffic will be a major increase in A49 traffic and congestion.
 - The A49 is burdened with slow moving agricultural traffic at many times of the year.

New Road Strategy for Hereford

- In support of the local Transport Plan a New Road Strategy for Hereford been generated has been generated internally by Herefordshire Council with an outside consultant (AECOM) report covering the Eastern River Crossing and link road.
- The reports form part of the agenda for the March 28th 2024 cabinet meeting.
- The link to the council agenda is:-
 - [Public reports pack Thursday 28-Mar-2024 14.30 Cabinet.pdf \(herefordshire.gov.uk\)](#)
- The report recommends progressing the Southern Link Road and Western Bypass.

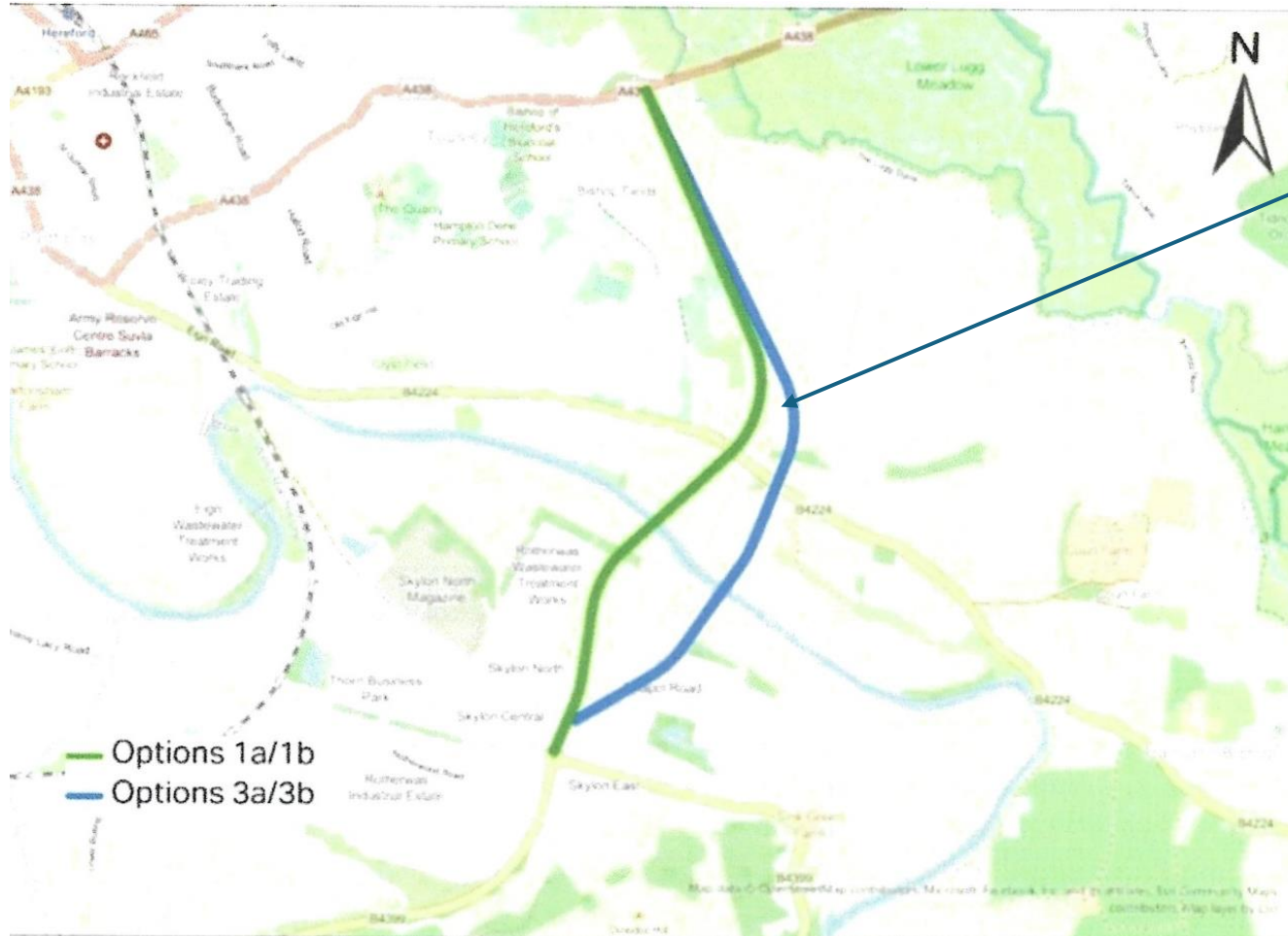
New Road Strategy for Hereford



New Road Strategy for Hereford

- A weighted assessment of all factors in the report favours the Western Bypass over the Eastern River Crossing
- A key issue is that the current Eastern River Crossing ends at Ledbury Road and does not connect the A49 north of the city.
 - Environmental concerns and SSSI status of the Lugg Flats are cited as the reason for not completing the route to the A49 north.
- The Eastern River Crossing, as proposed, does not de-trunk the A49 through the city and is made incompatible with the details of the Local Plan 2024-2041 with respect to the city centre and its public transport options.

New Road Strategy for Hereford

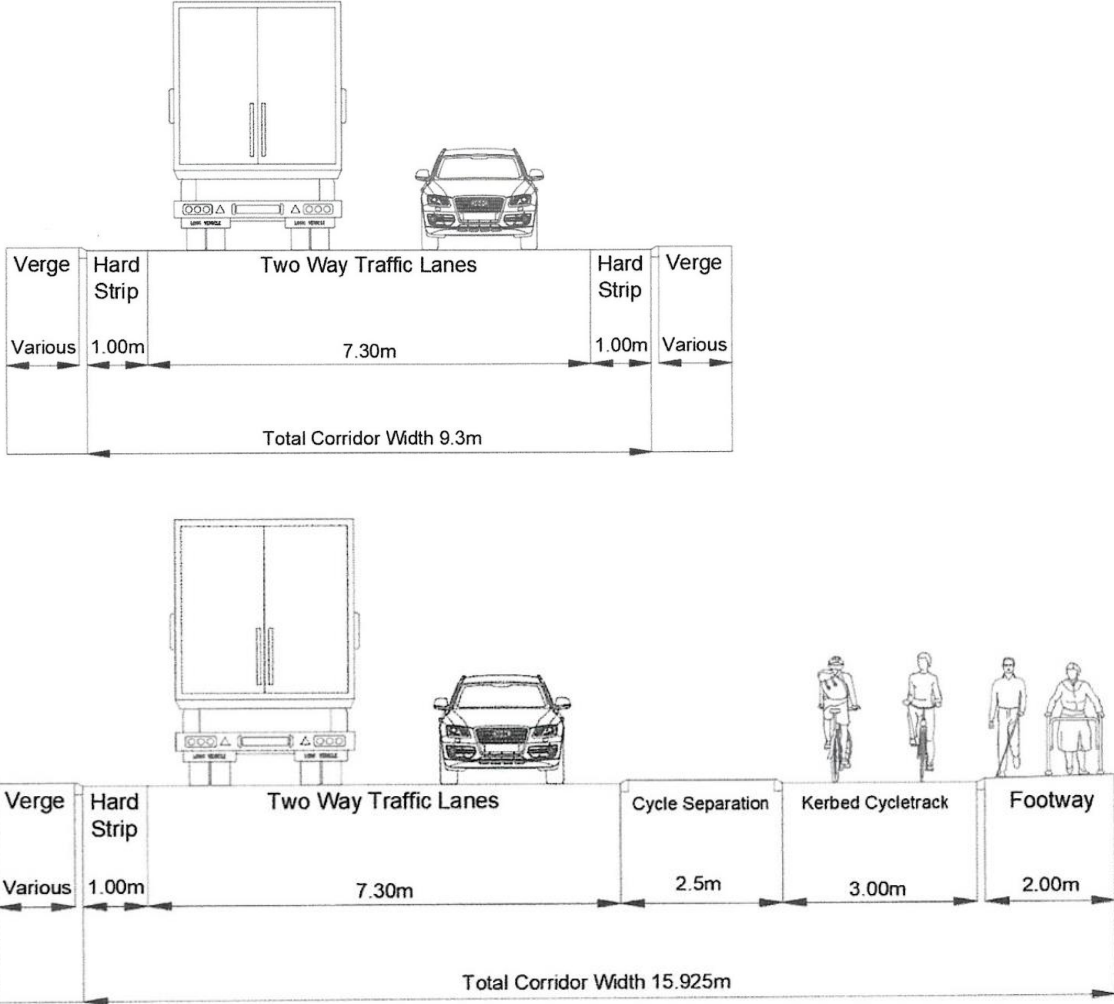


Two eastern River Crossing routes considered, both with and without active transport provisions i.e. footpaths and cycle paths.

Both 30 mph and 40 mph speed limits considered.

Eastern River Crossing Proposals

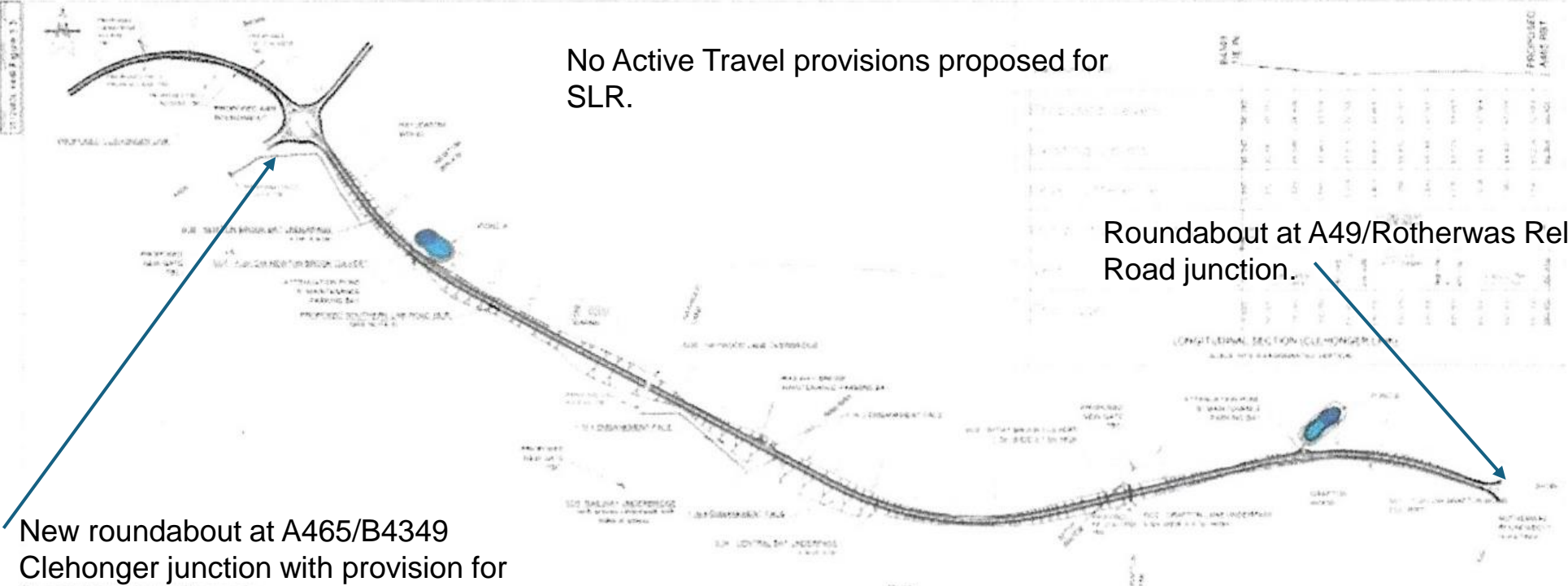
New Road Strategy for Hereford



DESIRABLE MINIMUM ACTIVE TRAVEL MEASURES

New Road Strategy for Hereford

Proposed Southern Link Road 2.2 miles long



No Active Travel provisions proposed for SLR.

Roundabout at A49/Rotherwas Relief Road junction.

New roundabout at A465/B4349 Clehonger junction with provision for Western Bypass junction.

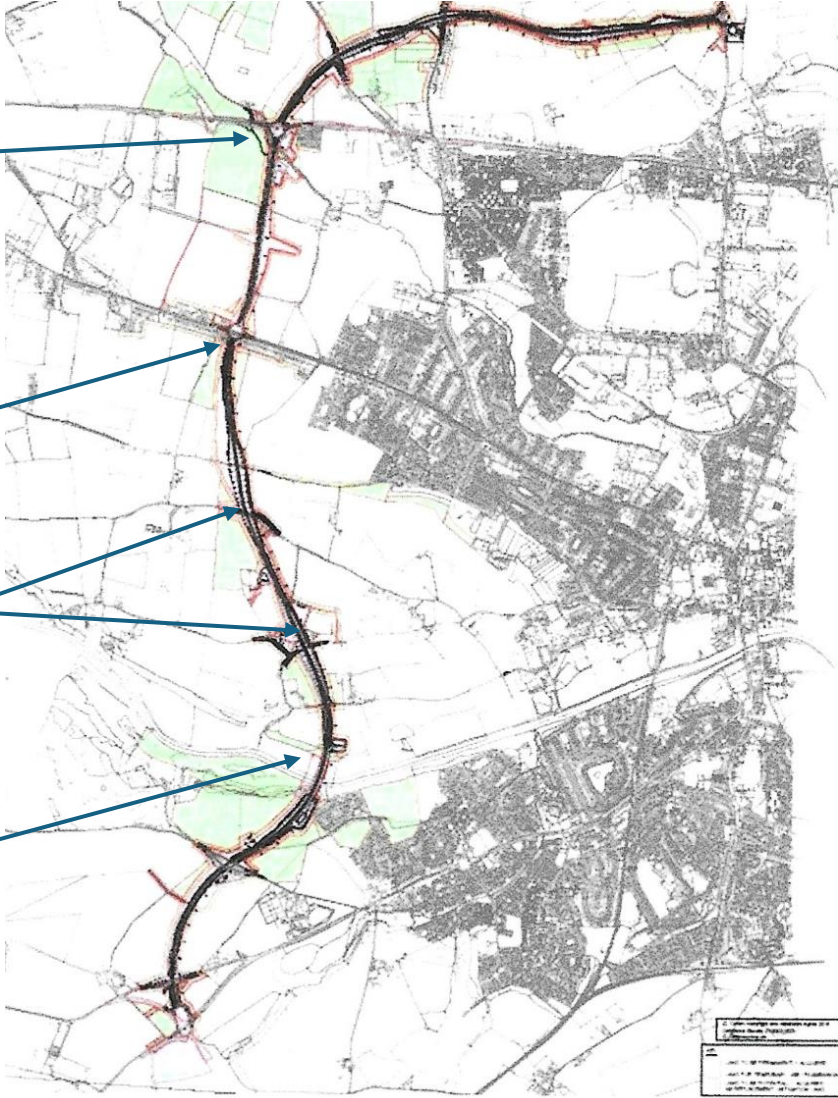
New Road Strategy for Hereford

New roundabout at A4103 Roman Road by new cattle market.

New roundabout on Kings Acre Road just east of the Bay Horse Inn.

Upper Breinton and Lower Breinton routes may be blocked?

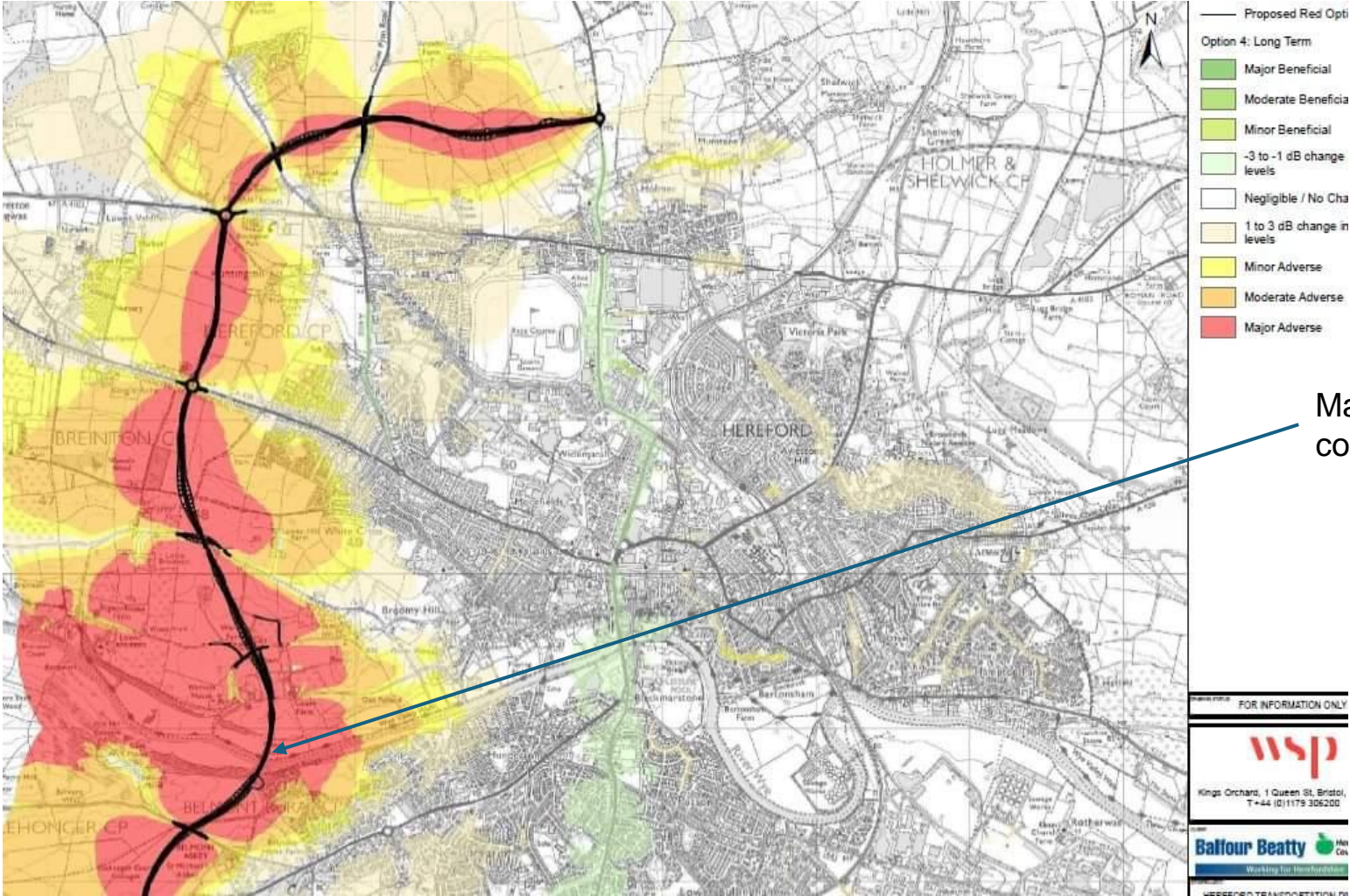
Large bridge crossing the River Wye south of Warham.



Proposed Western Bypass Route 5.1 miles long.

No Active Travel provisions proposed for Western Bypass.

New Road Strategy for Hereford



Western Bypass predicted noise impact map.

Major Adverse zone over river valley with consequential impact on wildlife.

Traffic pollution from bypass to affect areas predominantly to the east with prevailing winds.

New Road Strategy for Hereford

- A journey from the A49 south to the A49 north using the Southern Relief Road and Western Bypass would be 7.3 miles long.
- The direct route through the city would be 4.1 miles long.
- At certain times of the day would mileage sensitive HGV traffic take the shorter route through the city?
- The New Road Strategy Report has analysed traffic flows and journey times over many routes.
 - The journey on the A49 north or south through Hereford is reduced by only 3 minutes and 8 seconds as a benefit of the Southern relief road and western Bypass!

New Road Strategy for Hereford

- Report costs for road proposals are:-

Scheme	Q4 2023	Q1 2027		Q1 2031	
		-5%	+10%	-5%	+10%
Southern Link Road	£31m	£31m	£35m		
Western Bypass	£201m			£240m	£278m
ERiC Option 1b	£116m			£139m	£161m
ERiC Option 1b (no ATM)	£84m			£101m	£117m
ERiC Option 3b	£158m			£189m	£218m
ERiC Option 3b (no ATM)	£109m			£137m	£151m

New Road Strategy for Hereford

- The tabled budget numbers are considered suspect when considering previously previously quoted numbers.
- It will be necessary for then to obtain Department for Transportation, or Local Enterprise Board funding to build the Western Bypass.
 - Marches LEP now defunct.
- There is a risk that we end up with roads leading to a bridge, but no bridge, due to budget shortfalls and over-spend.
 - This would result in roads to support housing only.

Rural Settlement Hierarchy

- As part of the Herefordshire Local Plan Core Strategy update the current Rural Settlement Hierarchy document is being updated.
- This document covers the development and growth requirements for market towns and rural settlements.
- Rural settlements are broken down into:-
 - Hubs
 - Hubs with environmental constraints
 - Service Settlements
 - Service Settlements with environmental constraints
- Hubs require at least four services including A/B road access, school, public transport and 5 km proximity to employment.
- Settlements require A/B road access and at least one of the other three requirements of a Hub.

Rural Settlement Hierarchy

- Breinton Parish does not have any of the prerequisite services and is therefore considered to be open countryside.
 - It is not mentioned in the Rural Settlement Hierarchy update presentation from Herefordshire Council
- The other two ward parishes of Credenhill and Stretton Sugwas are considered as Hubs (without environmental constraints).
 - They will have significant growth targets which will have been recently revised.
- Comments can be made on the Rural Settlements Hierarchy via the Place Shaping: Rural Areas via :- <https://hlp.commonplace.is>

What does this all mean for Breinton Parish?

Observations, Risks and Conclusions

- While Breinton is never referred to in any of the covered documents, it will be heavily impacted by the housing growth at Three Elms and Holmer North.
 - Dramatically increased traffic on routes into Hereford.
 - Likely pressure on health services, particularly the County Hospital.
- The Western Bypass will have a large impact on the rural landscape through the middle of the parish.
 - The rural Breinton routes into Hereford may be severed.
 - Increased noise and pollution for parishioners living close to the road.
- The construction of the river crossing bridge at Warham will be a logistical nightmare due to its remote location and deep gorge.
- The roads from Kings Acre and the A465 will likely have to be built first to support construction traffic and concrete mixing plant.

Observations, Risks and Conclusions

- The evaluation of the Western Bypass vs the Eastern River Crossing on a scored basis is seriously flawed due to the eastern route terminating at Ledbury Road, and not de-trunking the A49. It is not an “apples to apples” comparison.
 - The previous council administration had considered the Eastern river Crossing to have a second phase connecting to the A49 north of the city.
- The environmental grounds for not crossing the Lugg Flats are no different than crossing the River Wye at Warham, this is also a Site of Special Scientific Interest (SSSI). The routing of the Bypass west and north of Hereford is over terrain sensitive to the aquifer bore holes supplying food and drink factories in Hereford.
 - The current council seem to be using this environmental anomaly to justify the Western Bypass.

Observations, Risks and Conclusions

- If both routes, east and west, de-trunked the A49 though Hereford the Eastern River Crossing would likely be the most favourable prospect.
- The current Western Bypass proposal effectively only connects the A49.
 - Traffic from the south and South Wales (A465) would likely use the A449 and A40 to reach Mid-Wales and not come via Hereford and the A438 to Brecon.
- The Eastern River Crossing, if completed as a bypass to the A49 north, would connect traffic from the south and South Wales to Ledbury, Worcester, and the industrial West Midlands, plus Bromyard.
 - Very direct transit between the two largest industrial sites at Rotherwas and Moreton on Lugg.
- The cost numbers associated with the Western Bypass and the eastern River Crossing appear to be flawed when compared to earlier numbers.
 - The river bridge for the western route is a very complex civil engineering task and would likely consume more than the allocated budget for the whole bypass.

Observations, Risks and Conclusions

- The Local Plan objective to discourage car use into Hereford by removing car parking availability and increasing charges (already started) will make life difficult for many elderly parishioners who will be car dependent.
 - Only one bus service a week with limited time in town.
- The car sharing, and park and choose locations will be unlikely to discourage people from using their cars unless there is a very frequent and reliable public transport service from those locations.
 - Would evening service exist and would it be safe?
 - The public transport service needs to be modelled on European cities that “get it right”.
 - Herefordians need to be encouraged to use public transport due to its efficiency, as an alternative to using their car, and not punished through a reduction in living standards?

Observations, Risks and Conclusions

- The funding of the Local Plan and the Local Transport Plan will likely be part funded through Section 106 funding from Developers which will, as usual, lead to house building before infrastructure and road building, with increased employment zones coming last.
 - This may lead to pressure to market new homes to retired people wanting to move from outside the county leading to health care capacity stress.
 - It will also lead to increased pressure on all services in the medium term.
- The Kings Acre area of Breinton Parish will be severely affected by increase in housing at Three Elms and the new employment site east of the new cattle market, plus increased traffic heading into the city from the Western Bypass exit.
 - A new major junction will enter Kings Acre Road from the new development area.

Observations, Risks and Conclusions

- Flooding from the Yazor Brook, and surface water flooding as a result of the Western Bypass will be a serious threat to the Kings Acre road.
- Regardless of the proposed Herefordshire Local Plan building requirements there will be an ongoing risk of expanding development encroaching on Breinton Parish, west of the city, if the Western Bypass is built.
 - The financial incentives to landowners to change land use from agricultural to residential/commercial use, the prospect of increased council tax revenues, and the prospect of improved chance of retaining unitary authority status will all be contributing risks for this.

Breinton Parish Neighbourhood Development Plan (NDP) revision



- Breinton Parish already has a very good NDP which was finalised and approved in 2016. It can be found on the parish website.
- The NDP will have to be updated for any issues revised in the Herefordshire Local Plan 2024-2041.
- The NDP will have to reflect the Western Bypass if it is embodied into the Herefordshire Local Plan.
- Breinton Parish Council is expecting to initiate an NDP revision for the parish.