



# LOWER BULLINGHAM NEIGHBOURHOOD PLAN

2011-2031

**REGULATION 16  
SUBMISSION DRAFT**

**August 2016**

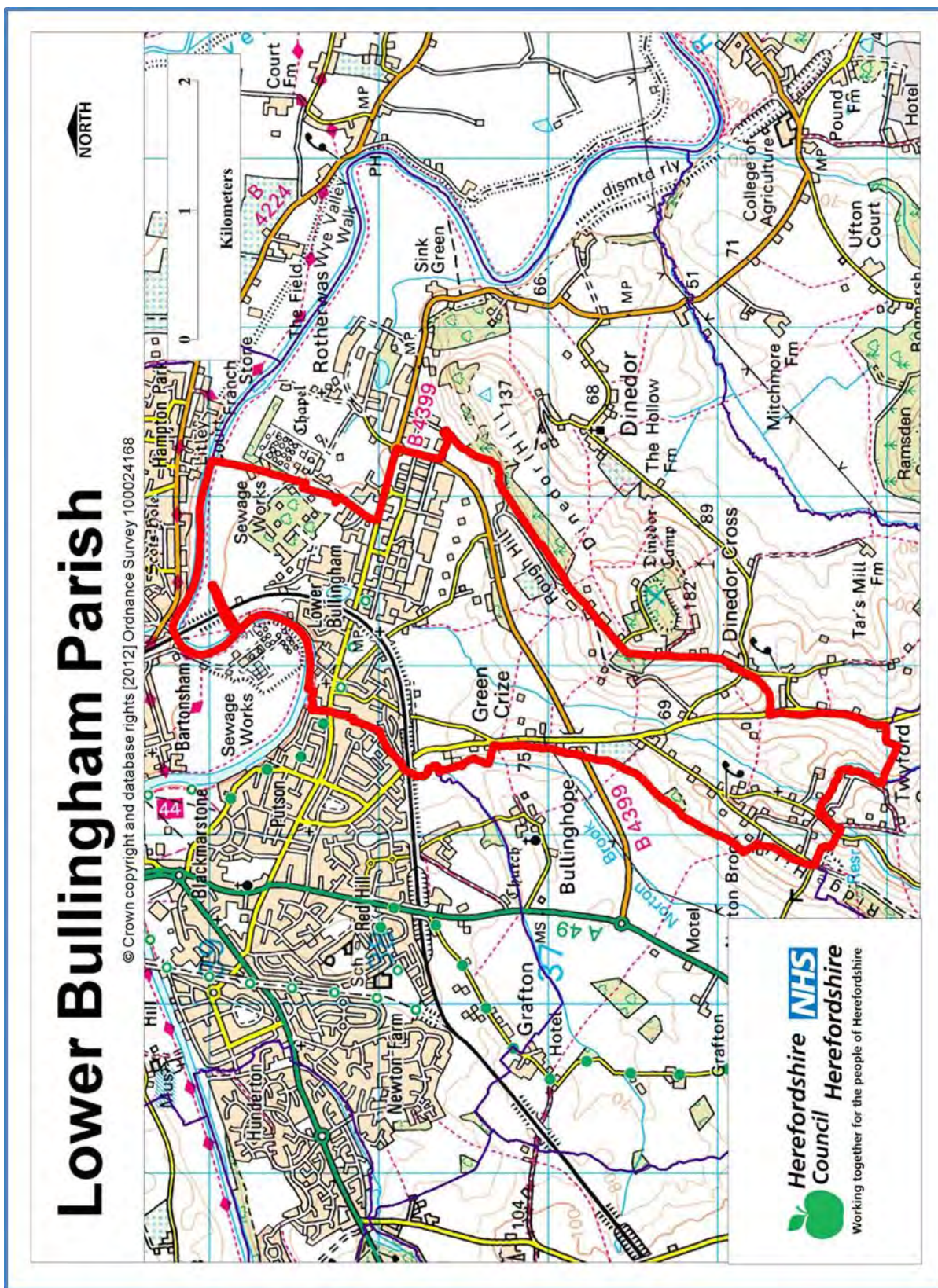




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Figure 1 - Lower Bullingham Neighbourhood Plan Area



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## 1.0 Introduction and Background

- 1.1 Lower Bullingham (Figure 1) is a diverse parish located south of the City of Hereford. Running broadly north to south the parish is bounded to the north by the River Wye. Moving south land uses and development density show significant variation. East of the railway line is the Rotherwas Industrial Estate; to the west, suburban style housing that forms part of the wider built-up area of the City. Beyond this more built-up form of development the parish is open land with isolated hamlets and farms. The eastern boundary of the parish being formed by Dinedor Hill; and to the west and south are the gentle, rolling hills of Aconbury and Callow and Haywood.
- 1.2 The population of the Parish is 1,876 residents living in 805 households (2011 Census)<sup>1</sup>. The Parish has a relatively young population profile 22.3% of residents are under 16; compared with 18.4% in Herefordshire county, and 20.1% in England and Wales: only 10.6% of residents are aged over 65 years compared to 21.3% in Herefordshire and 16.4% nationally.
- 1.3 Perhaps, unsurprisingly, given this relatively young population economic activity rates are high. Over 80% of 16-74 year olds are economically active in Lower Bullingham compared with 71.3% in the County and 69.9% nationally. Relatively fewer residents in Lower Bullingham have no formal qualifications 17.6%; compared to 22.9% in Herefordshire and 22.5% in England. But relatively fewer, 22.4%, have higher level (degree) qualifications than in the County (27.5%) and nationally (27.4%).
- 1.4 Unlike other parts of Herefordshire this is not a rural economy, 2.3% work in agriculture compared to 5.4% in Herefordshire and 0.8% in England. Over a third of residents in employment work in manufacturing (16.2%) and repair of motor vehicles (18.6%). Comparative figures for Herefordshire are 12.6% and 16.7% and for England 8.8% and 15.9%. These figures come as no surprise given that the Rotherwas Industrial Estate is located in the parish. Other significant forms of employment for those living in the parish are public administration 8.2% and health and social work 15.4%.
- 1.5 Residents in Lower Bullingham are more likely to live in owner occupied housing (68.6%) than the rest of the County (67.7%) and private rented

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<sup>1</sup> 2011 Census, Office for National Statistics  
<http://neighbourhood.statistics.gov.uk/dissemination/>

accommodation (19.1%; County 13.6%). Consequently, there is less social housing (5.8%) in Lower Bullingham compared with Herefordshire (10.5%).

- 1.6 Car ownership levels are high. Over 81% of households have a car, compared with 72% in Herefordshire, and 68.9% nationally. Lack of off street parking and traffic impacts is one of the key issues for our neighbourhood plan.



- 1.6 Lower Bullingham has a number of open green spaces:

- The Pastures
- Warwick Road children's play area
- Goodwin way Play area

There is also a small area of publicly accessible woodland and a privately owned allotment site at Green Crize.

- 1.7 There are three small cafés at Rotherwas, a garage selling fuel with a small shop, a caravan and camping site at Ridgehill, and one public house – The Wye Inn.
- 1.8 Figures 2 and 3 from the *Strategic Environmental Assessment Scoping Report for Lower Bullingham* (Herefordshire Council, October 2014) shows the various environmental assets in the Parish. This includes the River Wye Special Area of

Conservation along the northern boundary of the Parish (Figure 3). The Draft Neighbourhood Plan has been screened for the purposes of Strategic Environmental Assessment (SEA). A full SEA has been undertaken and has been consulted on alongside the Regulation 14 Draft Plan.



*Wye Inn*

Figure 2 - Strategic Environmental Assessment for Lower Bullingham

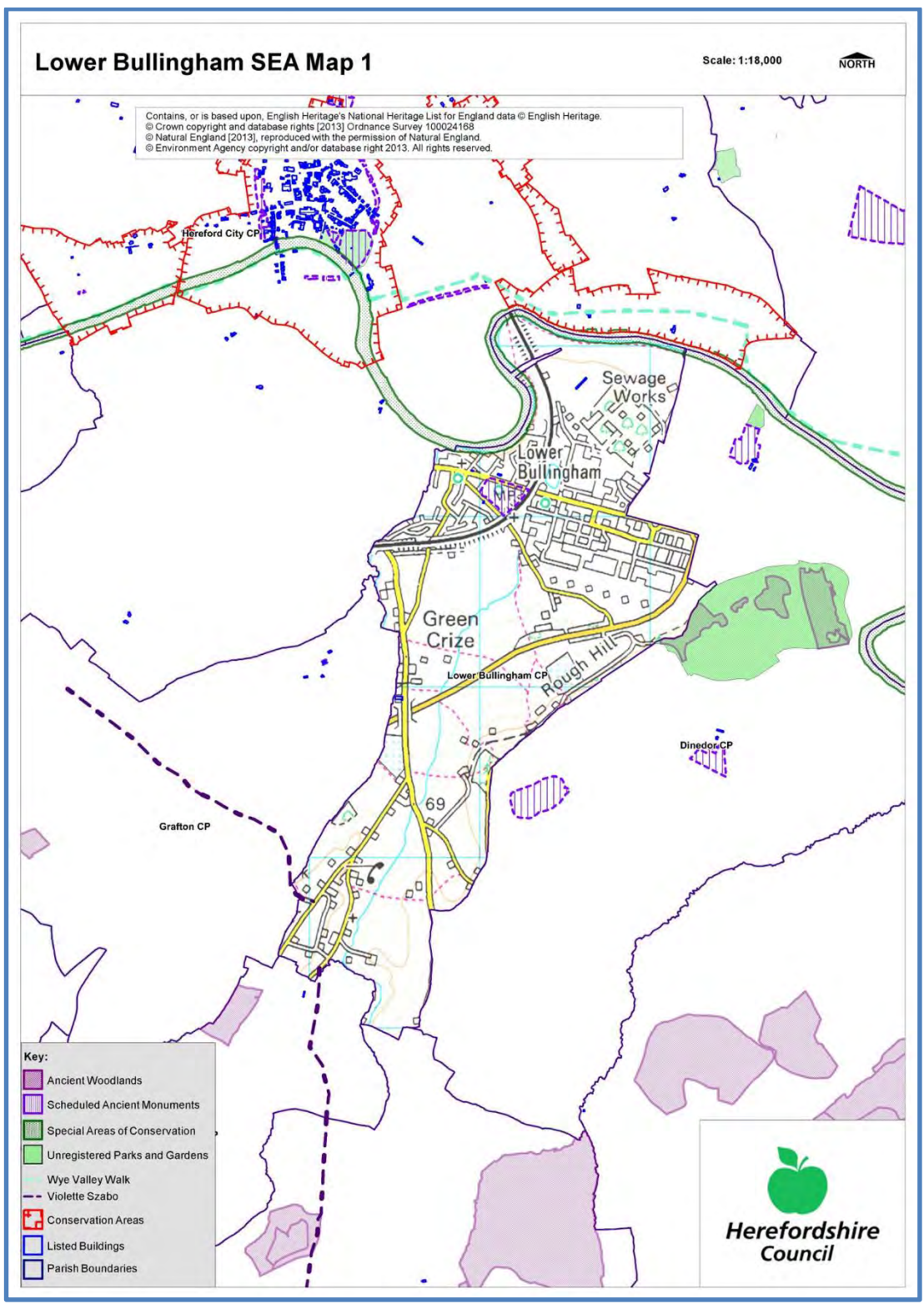
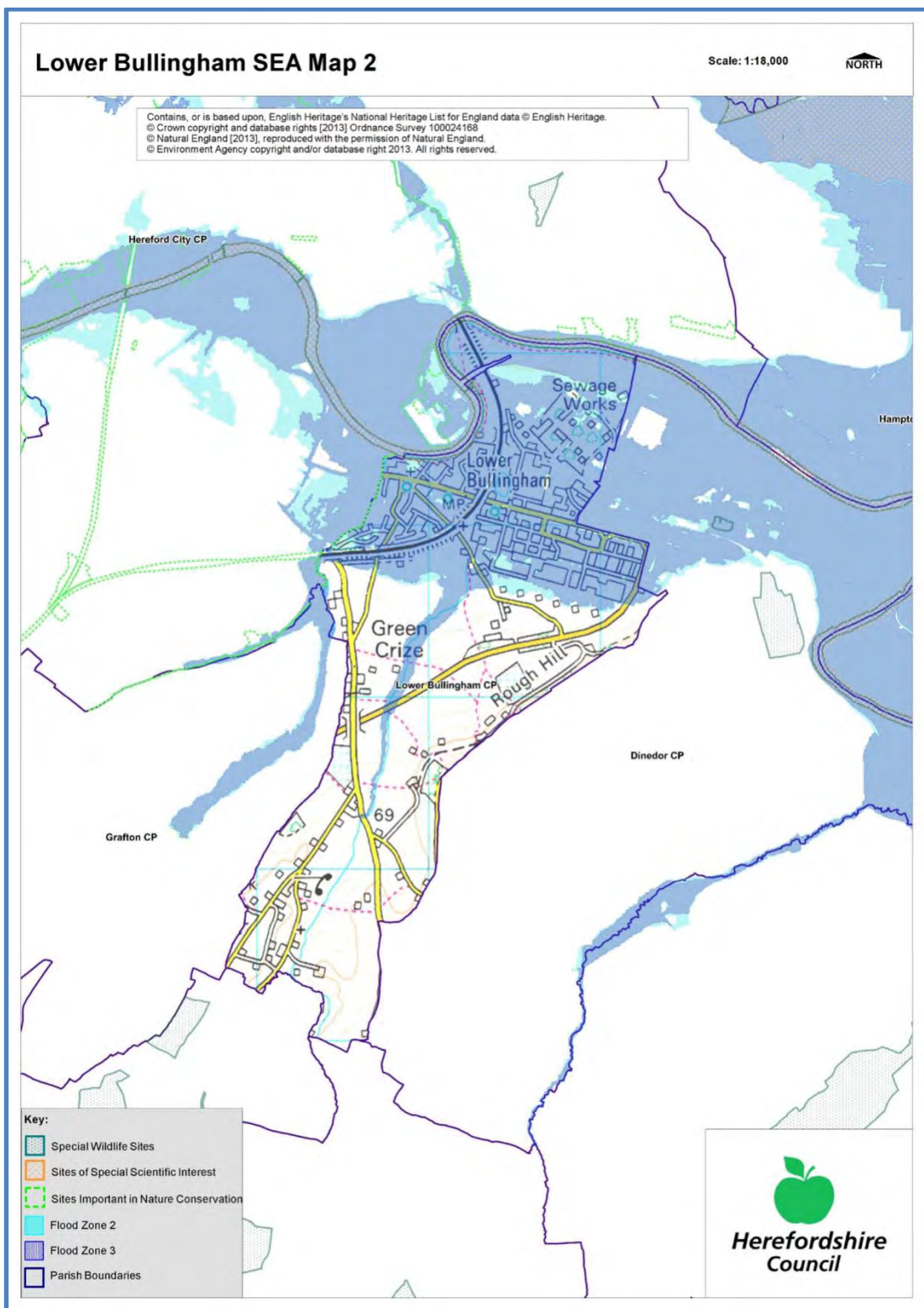




Figure 3 – River Flood Risk



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- 1.9 Lower Bullingham lies within two national Landscape Character Areas – Herefordshire Lowlands (NCA100) and South Herefordshire and Over Severn (NCA104). The Character Areas are guidance documents and provide information and evidence to assist plan and decision making.
- 1.10 The built environment of the parish is dominated by the urban development to the north. East of the railway line this is characterised by post 1950s residential development, consisting of family homes, with gardens on *cul-de-sacs*<sup>2</sup>. To the east of this area is the large, modern industrial and commercial area of the Rotherwas Industrial Estate.
- 1.11 To the south, away from the built-up area Lower Bullingham still retains a semi-rural character of historic farms and agricultural buildings, timber framed structures, a Victorian neo-Gothic convent and Georgian and Victorian houses and cottages.



*View towards Dinedor Hill*

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<sup>2</sup> Hereford Rapid Townscape Assessment 2010.

## 2.0 A Neighbourhood Plan for Lower Bullingham

- 2.1 The Localism Act 2011 gives Parish Councils the power to prepare a statutory Neighbourhood Development Plan. Such a plan will be used to help promote, guide and control development in the local area.
- 2.2 These new powers give local people the opportunity to shape new development, as planning applications are determined in accordance with national planning policy and the local development plan, and neighbourhood plans form part of this framework.
- 2.3 In June 2013, Lower Bullingham Parish Council applied to Herefordshire Council for designation as a Neighbourhood Planning Area. This designation was approved on 22 of August 2013 for the whole of the parish, see Map 1.
- 2.4 The Draft Neighbourhood Plan has been prepared by a Steering Group of Parish Councillor and local residents. The Plan identifies a number of key themes which are considered significant to Lower Bullingham, and these have been used to inform the content of the Draft Neighbourhood Plan.
- 2.5 To prepare our Neighbourhood Plan we must follow a set process. This is important if we want a plan that can be used to help determine planning applications. The process also gives people who live, work and do business in the area plenty of opportunities to help shape the plan. Figure 4 shows the process and where we are now.

Figure 4 – Neighbourhood Plan Preparation Process



## 3.0 National and Local Planning Policy Context

3.1 Neighbourhood Plans are required to sit within the framework of national and local planning policies, and to be in general conformity with those policies. This section summarises the principle national and local planning policies which provide the planning framework for Lower Bullingham Draft Neighbourhood Plan.

### **National Planning Policy Framework (NPPF)<sup>3</sup> and National Planning Practice Guidance<sup>4</sup>**

- 3.2 The NPPF sets out the national planning framework for England. The purpose of the planning system is to contribute towards sustainable development and to perform an economic, social and environmental role.
- 3.3 Our neighbourhood plan takes full account of the NPPF. As well as the NPPF, the government has also produced National Planning Practice Guidance and the Lower Bullingham Neighbourhood Plan has been prepared taking full account of this Guidance.
- 3.4 The key areas of NPPF relevant to the Lower Bullingham Neighbourhood Plan include the need to deliver sustainable development. Para 7 of NPPF states that there are three dimensions to sustainable development: economic, social and environmental. To deliver such development plans should:
1. Building a strong, competitive economy.
  2. Ensuring the vitality of town centres
  3. Supporting a prosperous rural economy
  4. Promoting sustainable transport
  5. Supporting high quality communications infrastructure
  6. Delivering a wide choice of high quality homes
  7. Requiring Good Design
  8. Promoting healthy communities
  9. Protecting green belt land
  10. Meeting the challenge of climate change, flooding and coastal change

<sup>3</sup><https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>4</sup><http://planningguidance.planningportal.gov.uk/>

11. Conserving and enhancing the natural environment
12. Conserving and enhancing the historic environment
13. Facilitating the sustainable use of minerals

3.5 When it comes to neighbourhood plans NPPF advises that:

*“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes and neighbourhood forums can use neighbourhood planning to:*

- *set planning policies through neighbourhood plans to determine decisions on planning applications; and*
- *grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order.* (NPPF, para. 183).

3.6 And in para 184 goes on to state that:

*“Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.”*

3.7 But outside of these strategic elements set out in Herefordshire’s Core Strategy neighbourhood plans will be:

*“able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes*

*for non-strategic policies where a neighbourhood plan is in preparation.* (NPPF, para. 185).

- 3.8 Significantly, paragraph 198 of NPPF states that **“where a planning application conflicts with a neighbourhood plan that has been brought into force, planning permission should not normally be granted”**.

### **Strategic Planning Policy: Herefordshire Local Plan Core Strategy, 2011-2031**

- 3.9 The Herefordshire Local Plan Core Strategy, 2011-2031 adopted in October 2015 sets out the strategic planning policy context for the Lower Bullingham Neighbourhood Plan. The neighbourhood plan must be in general conformity with these strategic planning policies. The main policies affecting the neighbourhood plan are:

#### **SS1 - Presumption in favour of sustainable development**

#### **SS2 – Delivering new homes**

A supply of deliverable and developable land will be identified to secure the delivery of a minimum of 16,500 homes in Herefordshire between 2011 and 2031 to meet market and affordable housing need. 6,500 of these homes will be in the city of Hereford

In the rural areas of the parish outside of the city new housing development will be strictly limited under policy *RA3 – Herefordshire’s countryside*.

#### **SS3 – Delivering new homes**

#### **SS4 – Movement and transportation**

#### **SS5 – Employment provision**

#### **SS6 – Environmental quality and local distinctiveness**

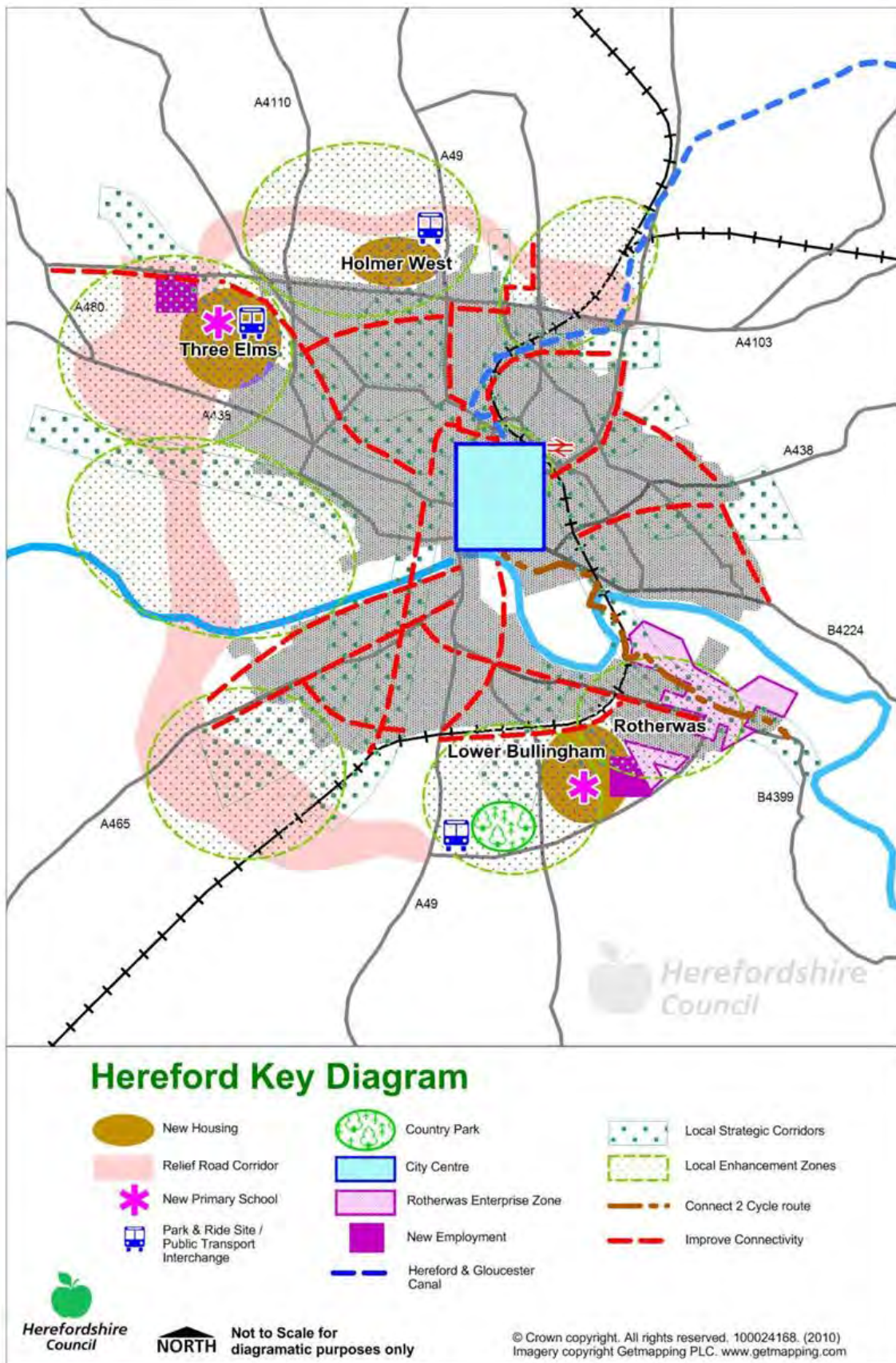
#### **SS7 -Addressing climate change**

### **The Core Strategy’s Place Shaping Policies**

- 3.10 The key Core Strategy policy affecting Lower Bullingham parish is Policy HD1. This policy sets out key locations where large-scale development is proposed. The Core Strategy identifies strategic sites around Hereford. One of these, centred on Lower Bullingham, is the Southern Urban Expansion Area, Figure 6. The Core Strategy sets out future planning policy for this area in Core Strategy Policy HD6, reproduced in full below.

**Figure 6 - Hereford Key Diagram.**

(Source: Herefordshire Council)





**Policy HD6 - Southern Urban Expansion (Lower Bullingham)**

Land at Lower Bullingham will deliver a comprehensively planned sustainable urban expansion. The new development will be sensitively integrated into both the existing urban fabric of Hereford, and the wider landscape, through high design and sustainability standards. The development will be expected to provide:

- a minimum of 1,000 new homes, at an average density of up to 35 dwellings per hectare, comprising a mix of market and affordable house sizes and types that meet the requirements of policy H3 and the needs identified in the latest version of the Herefordshire Local Housing Market Assessment;
- a target of 35% of the total number of dwellings shall be affordable housing;
- around 5 hectares of employment land comprising a mixture of use class B1, B2 and B8 to complement Hereford Enterprise Zone;
- suitable vehicular access to the site principally from the B4399;
- Park and Choose site (land and infrastructure) adjacent to the A49/ Rotherwas Access Road roundabout;
- green infrastructure corridors through the area to include strategic greenways along Red Brook and Norton Brook and links with Withy Brook;
- creation of a country park to incorporate new footpaths linking with the existing public right of way network in the locality, woodland and orchard planting;
- development of bespoke, high quality and inclusive design, including accommodation that will meet the needs of older persons and contributes to the distinctiveness of the site and surrounding environment;
- the provision on site of appropriate sports and play facilities, open space, community orchards and allotments;
- 210 primary school places and where appropriate contributions towards new
- additional pre-school facilities;
- a neighbourhood community hub, including small scale convenience retail and provision of and/or contributions towards any identified need for other community infrastructure/facilities, including community meeting space and health provision, indoor and outdoor sports, where appropriate;

- **sustainable urban drainage and flood mitigation solutions to form an integral part of the green infrastructure network;**
- **new direct walking, cycling and bus links from the urban extension to the Park and Choose to the west, Hereford Enterprise Zone to the east and existing communities and the city centre to the north;**
- **sustainable standards of design and construction; and**
- **the protection, conservation and, where possible, enhancement of the heritage assets, their significance and setting. An evaluation of the archaeological importance of the area should be provided to ensure appropriate protection of heritage assets and inform the detailed development proposals.**

**The area will be planned in a comprehensive manner to show the layout of development and the required infrastructure. Appendix 5 sets out the relationship between the development of urban expansion area and the provision of key new infrastructure.**

## 4.0 Key Issues for Lower Bullingham

4.1 The key planning issues which have been identified for Lower Bullingham are:

### **TRAFFIC FLOWS AND CONGESTION**

4.2 Traffic flows and congestion through the parish have been identified as a particular issue. At certain times of the day, many roads are at full capacity, for example the B4399 from Rotherwas Industrial Estate up to the A49 at the junction with Broadleys Pub. These problems could become even more severe when all units are taken up at Skylon Park and with the proposed urban extension.

4.3 Other hot spots include Holme Lacy Road, where the Parish Council consider improvements to incorporate a pedestrian crossing at the Wye Inn and improved signage of the 7 ½ tonne weight limit at the railway bridge along Holme Lacy Road would improve matters.

4.4 Significant change will be introduced in to the area over the next fifteen years with the proposed urban extension. Some control over the direction (Rotherwas Relief Road) and content (heavy goods, light traffic cycles etc.) of the traffic should be implemented before any further development (housing) takes place.

### **CAR PARKING – STANDARDS/LOSS OF/DESIGN**

4.5 Over time the growth in car ownership, parking standards, and loss of off-street parking, such as the conversion of garages has resulted in more and more on-street parking. The neighbourhood plan will look at a range of measures to stop this situation getting worse, and to increase the amount of off-street parking.

### **HOUSING DENSITY**

4.6 Parts of the parish have relatively high housing densities. In these areas our plan includes measures to create a greener, cleaner and higher quality environment. By doing this we will improve the quality of life and visual appearance of these areas.

### **HOUSING DESIGN**

- 4.7 Over time housing design, or the lack of it, has changed the character of the area. The neighbourhood plan will seek to improve design and quality, particularly in terms of environmental performance and running costs.

### **GREENSPACE**

- 4.8 The parish has a small number of important greenspaces. These provide breaks in the urban environment and important areas for play and recreation.

### **INTEGRATING AND MINIMISING IMPACT FROM THE SOUTHERN URBAN EXTENSION**

- 4.9 The Southern Urban Extension should be planned and developed in way that it is integrated with existing communities and minimises impacts on areas such as Lower Bullingham

### **COMMUNITY INFRASTRUCTURE LEVY**

- 4.10 Significant Community Infrastructure Levy could be collected in the area over the next twenty years. Where these become available to the parish this neighbourhood plan will identify the type and range of activity that the levy could be spent on.

### **FLOODING AND THE POTENTIAL FOR NEW DEVELOPMENT TO MAKE EXISTING PROBLEMS WORSE**

- 4.11 There are existing flooding issues in the area, see Figure 3. The proposed urban extension site also has surface water drainage issues at times of heavy rainfall. This then create problems on the lower parts of Bullingham Lane and Watery Lane.

### **RIDGE HILL**

- 4.12 Ridgehill is a quiet hamlet at the southern end of the parish. The elevated area of Ridgehill is a locally valued and sensitive landscape. The area offers elevated views of the city, Dinedor hill and west across to the Black Mountains. Public footpaths also give access to surrounding wooded areas and open fields.



View towards the Black Mountains from Ridgehill

## 5.0 Vision and Objectives

### Vision

5.1 Our Vision for Lower Bullingham is that:

*By 2031 we will have protected the quality of life in Lower Bullingham and ensured that any future development within the parish maintains and improves the quality of life of existing and future residents.*

### Objectives

5.2 To achieve this vision our neighbourhood plan will work to the following objectives:

***Objective 1 – TO IMPROVE TRAFFIC FLOWS AND REDUCE CONGESTION***

***Objective 2 – TO INCREASE THE LEVEL OF OFF-STREET CAR PARKING***

***Objective 3 – TO IMPROVE THE STANDARD OF DESIGN***

***Objective 4 – TO IMPROVE AND PROTECT OPEN GREEN SPACES***

***Objective 5 – TO INTEGRATE THE SOUTHERN URBAN EXTENSION WITH THE EXISTING COMMUNITIES IN THE PARISH AND TO MINIMISE THE IMPACT ARISING FROM THIS SIGNIFICANT DEVELOPMENT***

***Objective 6 - TO MAXIMISE THE BENEFIT OF ANY COMMUNITY INFRASTRUCTURE RAISED IN THE PARISH***

***Objective 7 – TO REDUCE THE RISK OF FLOODING***

## 6.0 Neighbourhood Plan Policies

This section sets out the planning policies of the Lower Bullingham Draft Neighbourhood Plan. These will be used to help determine planning applications in the Parish and to help shape the future of the Parish as a place to live, work and visit. Each policy is listed under the appropriate objective so that you can see how the Neighbourhood Plan will deliver the change we want.

### **Objective 1 – TO IMPROVE TRAFFIC FLOWS AND REDUCE CONGESTION**

#### **Policy LB1 –Traffic and Congestion**

**To improve traffic flows and to reduce congestion all new development will be assessed against the following:**

- a) **Provision of suitable access;**
- b) **Incorporation of measures to use transport modes other than the private car;**
- c) **Suitable measures to allow for movement of public service vehicles, refuse collection and emergency vehicles;**
- d) **Provision of footpaths and cycle storage, where appropriate, within the site; and**
- e) **For development generating significant car based trips provision of a developer funded Green Travel Plan.**

**In particular, the following are identified for improvement:**

- **New pedestrian crossing on B4399 at Wye Inn, Holme Lacy Road;**
- **Footpath/cycleway on Hoarwithy Road towards Green Crize and beyond; and**
- **Improvement to Holme Lacy Road cycle paths to provide connectivity to Sustrans cycleway and any new river crossing.**

#### **Background/Justification**

There are already significant traffic and congestion issues in the parish, particularly associated with the Industrial Estate. This policy seeks to ensure that any new development does not make these worse by encouraging walking, cycling and the use of public transport.

The proposed urban extension should have suitable measures in place to ensure that traffic and congestion are not made worse. This includes the

concern that existing “rat runs” need careful traffic management and new access roads/entrances should be planned after considering the impact on existing residential areas.

In designing proposals the advice contained in Herefordshire Council’s [Design Guide for New Developments](#) should be used.

To implement the improvements identified in Policy LB1 they will be put forward, initially, for consideration in the South Wye Package active measures.

### **Objective 2 – TO INCREASE THE LEVEL OF OFF-STREET CAR PARKING**

## **Policy LB2 – Car Parking Standards**

**To improve highway safety, reduce congestion and ease traffic flows the following off-street car parking standards will apply in residential areas:**

- **Units with 1 bedroom where individual or grouped parking provided maximum 1 space per unit.**
- **Units with 2 bedrooms where individual or grouped parking provided maximum 2 spaces per unit.**
- **Units with 3 or more bedrooms where individual or grouped parking provided maximum 3 spaces per unit.**

**All developments should also incorporate additional car parking spaces for visitors and households with larger levels of car ownership.**

### **Background/Justification**

Car ownership levels in the parish are high. On street car parking is an issue in the parish. This leads to a cluttered street scene with parking on pavements and verges, congestion and potential dangers. This policy seeks to ensure that new development in residential areas provides a sufficient level of off-street car parking. This will ensure that existing problems are not made worse and will help to improve the street scene and help to produce more pedestrian friendly streets.

## **Policy LB3 – Loss of off-street Car Parking Provision**

**Development resulting in the loss of off-street car parking spaces will only be permitted when:**



- a) It can be clearly demonstrated that the existing space(s) are no longer needed and their loss would not lead to an existing problem becoming worse; or
- b) The spaces to be lost are to be adequately re-provided in an adjacent area; or
- c) The proposal is for a use that would lead to less need for off-street car parking provision than the existing use.

### **Background/Justification**

Car ownership levels in the parish are high. On street car parking is an issue in the parish. This leads to a cluttered street scene with parking on pavements and verges, congestion and potential dangers. This policy seeks to ensure that new development in residential areas does not lead to the loss of existing off-street car parking spaces. Loss of such spaces will only be permitted if they are no longer needed; they can be adequately replaced elsewhere; or the proposed use would lead to a lower level of patronage by private cars and, therefore, result in less need for off-street car parking.

### **Objective 3 – TO IMPROVE THE STANDARD OF DESIGN**

#### **Policy LB4 –Design**

**All new development proposals will have to be of good quality design. Proposals will be expected to demonstrate that they have taken account of the following:**

- a) **designed to take account of site characteristics and surroundings, including:**
  - i. **layout**
  - ii. **siting**
  - iii. **scale**
  - iv. **height**
  - v. **proportions and massing**
  - vi. **orientation**
  - vii. **architectural detailing**
  - viii. **landscaping and**

#### ix. materials

- b) no significant adverse impact on residential amenity for existing and future residents;
- c) the development does not contribute to, or suffer from, adverse impacts arising from noise, light or air contamination, land instability or cause ground water pollution;
- d) the development utilises sustainable construction methods, minimises the use of non-renewable resources and maximises the use of recycled and sustainably sourced materials;
- e) minimal resource use and low or zero carbon dioxide emissions;
- f) easy access for all members of the community that improves permeability and integration with the local active travel network;
- g) safe environments that minimise opportunities for crime; and
- h) designs that can be easily adapted to accommodate changing lifestyles and technologies.

#### **Background/Justification**

The parish has no one identifiable standard of design. Most development is typical of its time and is a mix of suburban styles and materials. Similarly, most of the employment related development is fairly standard in its appearance. This policy seeks to ensure that in the future any new development in Lower Bullingham is of good quality design. What has taken place in the past should not set the benchmark for future development. This policy will allow us to raise the bar and seeking good quality design in line with national planning policy.

#### **Objective 4 – TO IMPROVE AND PROTECT OPEN SPACES**

### **Policy LB5 – Protecting Open Spaces**

The open spaces, listed below and shown on Figures 7, 8 and 9, are protected from development.

- Warwick Road children’s play area
- Goodwin Way play area
- Land known as Martin’s Wood

**New built development on these green spaces will only be permitted when it is:**

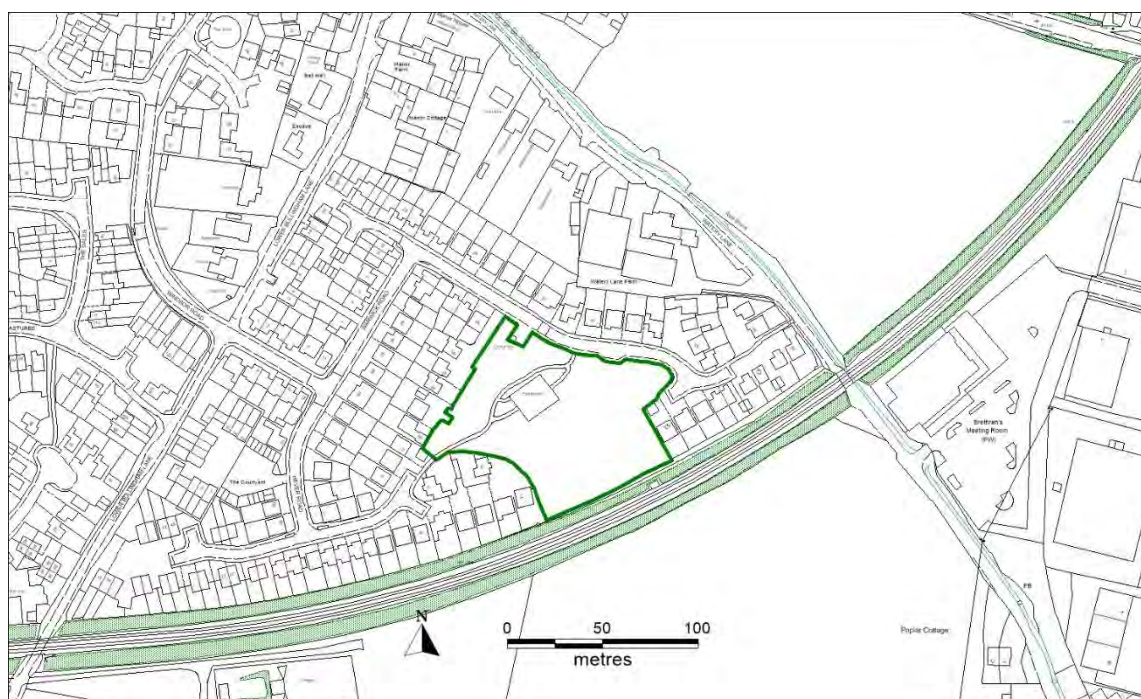
- a) for informal or formal outdoor recreation; or**
- b) Part of a development proposal that would lead to the loss of the space but where the open space is to be re-provided to an equivalent, or better standard, in a suitably accessible location in the parish.**

**Background/Justification**

Lower Bullingham has a limited number of open spaces. This policy seeks to protect these spaces for outdoor recreation. The loss of these spaces will only be permitted when an equivalent or better space is to be provided at a suitably accessible location within the parish.

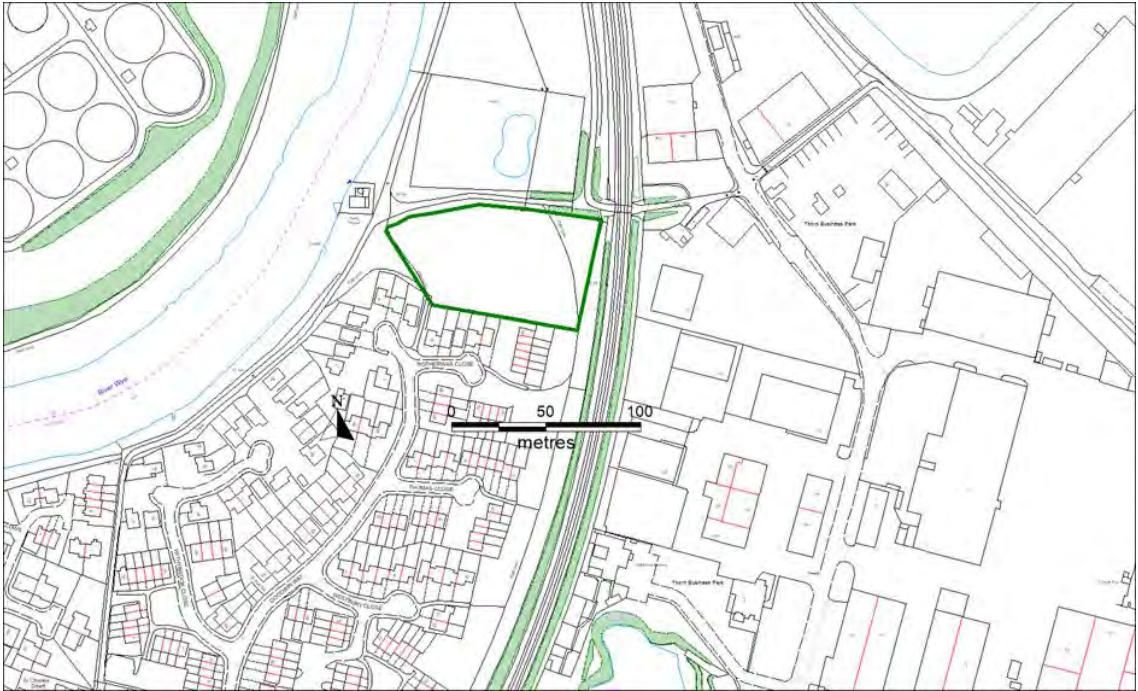
**Figure 7 – Warwick Road Play Area**

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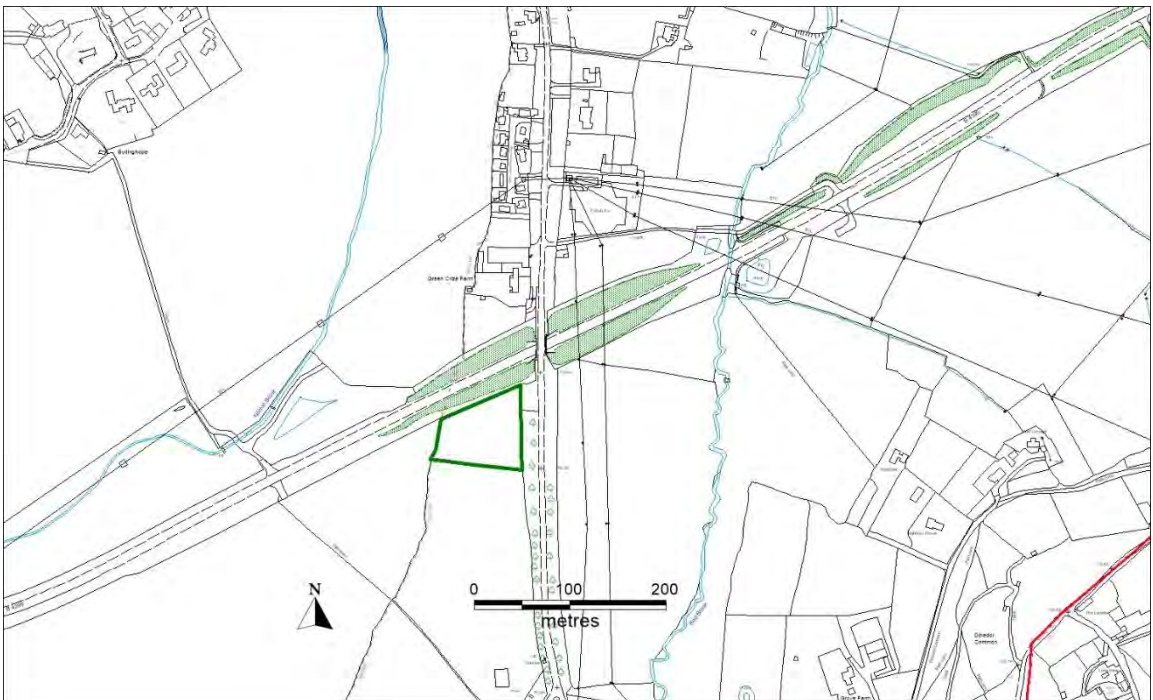
**Figure 8 – Goodwin Way Play Area**

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**Figure 9 – Land known as Martin's Wood**

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## Policy LB6 – Improving Open Spaces

Proposals to improve and enhance the open spaces listed below will be supported:

- The Pastures
- Warwick Road children’s play area
- Goodwin Way Play area
- Cycle path at Rotherwas
- Green space behind 1 St Clare’s Court

### Background/Justification

Proposals to improve and enhance the open spaces listed in Policy LB6 will be supported -such measures could include new planting, play equipment, links to surrounding areas and other open spaces, and other suitable improvements where appropriate. Lower Bullingham has a limited number of open spaces. This makes it even more important that the ones we do have are of good quality.

## Policy LB7 – Incidental Open Spaces and Street Trees

Small incidental open spaces, including grass verges, and street trees will be protected. Proposals that introduce additional, or improved, incidental open spaces and street trees will be encouraged.

### Background/Justification

Much of the suburban environment of the parish has small incidental open spaces and street trees. These should be protected to maintain a greener and more varied environment. New development should seek to incorporate such features.

**Objective 5 – TO INTEGRATE THE SOUTHERN URBAN EXTENSION WITH THE EXISTING COMMUNITIES IN THE PARISH AND TO MINIMISE THE IMPACT ARISING FROM THIS SIGNIFICANT DEVELOPMENT**

## Policy LB8 – Integrating the Southern Urban Extension (SUE) with Existing Communities

To ensure that the new Southern Urban Extension integrates with, and does not have a detrimental impact on existing communities in Lower Bullingham the following should be taken in to account in the overall planning of the site, and in individual development phases of the site:

- a) Infrastructure improvements to mitigate any identified impacts on the existing community are addressed;
- b) Informed by an up to date housing needs survey a set percentage of the 35% target for affordable housing provision on site should be to meet those housing needs arising in Lower Bullingham parish. In particular, this provision should seek to address these needs by providing social and affordable rented properties ;
- c) Green infrastructure corridors are provided from the site to Lower Bullingham, in particular along Norton Brook, Withy Brook and Red Brook. These should be used to provide natural help to flood defences, through the use of Sustainable Urban Drainage features;
- d) Improved links from Lower Bullingham to the proposed Country Park, Primary School and Community Hub;
- e) Sustainable urban drainage and flood mitigation measures that take in to account impacts on existing communities; and
- f) A flood alleviation scheme with improvements to reduce flooding within the parish at Lower Bullingham Lane and Watery Lane.

### **Background/Justification**

Lower Bullingham will see significant new development over the next fifteen years. This development should not be at the expense of the quality of life of existing and future residents. In conjunction with Policy HD6 in the Herefordshire Core Strategy, Policy LB8 of the neighbourhood plan will be used to ensure that new infrastructure is in place to support the needs arising from the new community that will grow in the parish and that any impacts such as flooding are fully taken in to account in the planning of the urban extension.

**Objective 6 - TO MAXIMISE THE BENEFIT OF ANY COMMUNITY INFRASTRUCTURE RAISED IN THE PARISH**

**Policy LB9 – Community Infrastructure Levy**

**Any Community Infrastructure Levy payable to Lower Bullingham Parish Council will be used for the following:**

- **A new community hall and shop;**
- **Local community services;**
- **Community play areas;**
- **Improvements to roads and cycleways, footpaths ; and**
- **Other measures that can help bring existing and new communities together.**

**Background/Justification**

The Community Infrastructure Levy (CIL) is a charge that can be placed on new development. CIL is intended to be used to help towards funding a range of infrastructure that is needed as a result of development, for example road schemes, schools and community facilities.

In order to charge a CIL, Herefordshire must produce a charging schedule setting out the charge rates for the area which must be based upon evidence.

Herefordshire Council has developed a preliminary draft charging schedule which introduces charge variations by geographical zone within its area, by land use, or both.

In preparing the Lower Bullingham Neighbourhood Plan 25 per cent of the revenues from the Community Infrastructure Levy payable within the parish will be made available to the Parish Council. This policy sets out the items that the Parish Council will seek to spend this money on.

**Objective 7 – TO REDUCE THE RISK OF FLOODING**

**Policy LB10 – Reducing the Risk of Flooding**

**All new development in the Neighbourhood Plan Area is required to include adequate surface water drainage measures to protect existing and new development from flooding.**

**Development should be designed to reduce the consequences of flooding and to facilitate recovery from the effects of flooding.**

**Particular regard, and where required mitigation put in place, to any development that may lead to an increased risk to flooding of areas subject to existing flooding problems. These include:**

- **Rotherwas Industrial Estate;**
- **Watery Lane;**
- **Lower Bullingham Lane; and**
- **Any other flash flooding points within the parish.**

### **Background/Justification**

This policy seeks to ensure that any new development includes appropriate surface water drainage measures and design features that reduce the consequences of flooding and measures that facilitate recovery from the effects of flooding.



## 7.0 Next Steps

- 7.1 The Lower Bullingham Draft Neighbourhood Plan has been published for formal Regulation 14 consultation from XXXX 2015 to the XXXX of November 2015. Copies of the Draft Plan are available on the Parish Council web site and in the following places:

**[Insert list of places copies of plan can be seen]**

- 7.2 Comments on the Draft Plan must be made in writing using one of the comment forms also available on the Parish Council web site and the locations listed above. Comments must be made no later than XXXX 2015 by sending them to the Parish Clerk at:

**[insert contact details]**

- 7.3 The Draft Plan has been informed by the results of various informal public consultations including questionnaires, a drop in and the research and hard work of the Steering Group.
- 7.4 The results of the consultation on the Draft Plan will be considered very carefully and used to finalise and amend the Neighbourhood Plan. A Consultation Statement will be published alongside the amended version of the Plan setting out how the representations received have been considered and used to influence and inform the content of the Plan.
- 7.5 It is proposed that the amended Neighbourhood Plan, together with all supporting documentation will be submitted to Herefordshire Council in January 2016. Following this, the Plan will be subjected to an Independent Examination by a jointly appointed Examiner, to consider whether the Plan meets the basic conditions, and also any outstanding objections.
- 7.6 It is likely that the Examiner will recommend further (hopefully minor) changes, before the Plan is subjected to a local Referendum. We aim for this to take place in summer 2016. A straight majority vote (50% of turnout +1) of those on the Electoral Register will be required, before Herefordshire Council "make" the Plan. The Neighbourhood Plan will then be used to help determine planning decisions in Lower Bullingham alongside Herefordshire and national planning policies.



**For further information on this document contact:**  
**[to be inserted]**

