


## **Breinton Responses**

- Group 1 – freight
- Group 2 - freight light version
- Group 3 - sustainable transport
- Group 4 - sustainable transport 2
- Group 5 – environment
- Group 6 – transport
- Group 7 - congestion and transport
- Other responses

## **Breinton Responses**

- Group 1 – freight



14/05/17

Dear Sir/Madam

**Consultation Ref Hereford Transport Plan 2017**

I would like to register my vehement objection to the proposed relief road to be built through Breinton, or indeed anywhere in this vicinity. It is my opinion, and one that is shared by the vast majority of people I know in Hereford, that this county is extraordinarily beautiful and in about the only one where the countryside has managed to survive the mindless building and traffic that has been allowed to develop all over England. Herefordshire must do its best to preserve the small paradise that remains, and this is here!

The Hereford Transport Plan consultation is premature. The Hereford transport package only applies to the North of the City. There is no information about the full South Wye Transport Package and how this would coordinate with the Hereford Transport Plan and reduce congestion in Hereford.

For a transport plan the Council have also failed to provide details of:-

1. A freight strategy for the County. How can the Council claim a "bypass" would "remove the need for many heavy goods vehicles to travel through the City" when they don't know where freight is travelling?
2. A Waste and Minerals Plan for the County. This would identify how HGV movements involving waste and minerals would impact on the road network or could be moved to rail. This is relevant now that waste is being sent by Herefordshire to the Hartlebury incinerator in Worcestershire which is on the East side of the County.
3. Any evidence as to why Hereford needs a Bypass, particularly one to the West of Hereford. Since 2000, HGV traffic crossing Greyfriars Bridge in Hereford has declined steadily from 2,173 to 1,549 vehicles a day, a drop of over 28% (Dept for Transport AADF Stats 2000-2016)
4. The freight rail head at Moreton-on-Lugg has done more to move thousands of HGVs from City roads onto rail and yet no reference is made in the Hereford Transport Package about freight to rail.


Please find below several facts to support my opinion:

1. Herefordshire Council's "Destination Hereford" application 2011 states "Short trips. The 2001 Census records 67% of Hereford residents travel less than 5km to work. This is well above the national average with 56% of journeys to work are made by car we have a fantastic opportunity to deliver much greater modal shift". Numerous reports have shown that building roads increases the number of car journeys.
2. Providing infrastructure for Safe Routes to School could cut congestion connected with the school run by up to 52% at peak times on roads in Hereford. (Data from Destination Hereford application 2011).
3. £4.97 million was spent through the Destination Hereford project from 2011 to 2015. The result was that:- i. active travel (cycling and walking) trips increased from a 22% mode share in 2012 to a 27% mode share in 2015 ii. Car trips undertaken across journeys for all purposes have decreased from a 66% mode share in 2012 to 62% in 2015.
4. The Department for Transport Nov 2014 Report "Claiming the Health Dividend" concluded the benefits of walking and cycling were higher than the benefits from building new roads, were quicker to implement, and the work was more likely to be contracted to local based companies.
5. Higher levels of walking and cycling are shown to support local shops, improve communities, reduce crime, improve health and well- being and deliver better value for money than road building schemes.
6. Highways Agency Letter re the Southern Link Road (7th Aug 2014) "the building of new road infrastructure could only be justified in policy terms when other avenues such as travel planning and sustainable travel modes had been developed and shown not to address the transport needs and issues identified."


Yours sincerely

A large black rectangular redaction box covering the signature area.





14/05/17



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Yours sincerely





## **Breinton Responses**

Group 2 - freight light version



May 2017

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In anticipation of your careful consideration of these points

Particularly,





May 2017

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4. The freight rail head at Moreton-on-Lugg has done more to move thousands of HGVs from City roads onto rail and yet no reference is made in the Hereford Transport Package about freight to rail.

*We agree completely with the points listed above  
& don't think a by-pass would solve any of the  
traffic problems with new developments & extra cars.*



May 2017

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*The previous Public enquiry to the east refused to take into account that the Lugg meadows were ploughed during WWII for potatoes & flower effort. The plans came out of the secretary about 2 yrs after that enquiry and those papers are in the Nat Archives at Kew. There is only one set for 1941 which I saw. Many people remembered the potatoes growing there, yet it has a designation it should not have. The Dist. ecologist could find very few wild flowers, & the Freilittens flowers were planted in the late 1980, by a Dr friend of my father.*

*Yours sincerely,*

## **Breinton Responses**

- Group 3 - sustainable transport



Dear Sir/Madam,

May 2017

**Consultation Ref Hereford Transport Plan 2017**

What evidence is there to support that £132Million spent on a Bypass to the West of Hereford will improve transport choice and reduce short car journeys?

The Council's cost ignores the cost of demolishing at least 4 homes, blighting 166 along Kings Acre, and delaying development of new homes around the City.

The Hereford Area Plan and Transport Plan are an opportunity for the Council to provide a comprehensive sustainable transport network and improve travel choice for everyone in and around Hereford. The Bypass will not connect new homes with the majority of services in Hereford City such as shopping, health, higher education and jobs. The current proposals for a Bypass destroy what is so attractive about our City and will do nothing to support the 20% of adults who have no access to a car.

1 No access to a car or pub transport. 2. What would the cost of  
a bridge to span the <sup>River</sup> valley add to the £132 million Road +  
how many years with it be by the time the council has any  
money??  
 £132 million  $\Rightarrow$  £467 million  
 why the difference?



FREEPOST: RTHL-BBZH-JATH



Registered Charity Number 1103669

Proud to support The Gurkha Welfare Trust

Dear Sir/Madam,

10th May 2017

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THE COST IS EXCESSIVE MAINLY DUE TO THE INACCESSIBILITY  
OF THE CHOSEN CROSSING POINT WHICH WILL REQUIRE APPROPRIATE  
ROADS TO BE CONSTRUCTED BEFORE BRIDGE BUILDING CAN BE  
UNDERTAKEN. IT IS WRONG TO CHOOSE EXPENSIVE  
SOLUTIONS WHEN CHEAPER ALTERNATIVES ARE AVAILABLE

Yours faithfully,



FREEPOST: RTHL-BBZH-JATH

(Hereford Consultation)  
Balfour Beatty Living Places  
Unit 3, Thorn Business Park,  
Rotherwas  
HEREFORD  
HR2 6JT



Dear Sir/Madam,

14<sup>th</sup> May 2017

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The building of a western bypass will result in the loss of grade 1 agricultural land and destroy an area of outstanding beauty that is used by many of the residents of the city for recreational purposes ie cycling and walking.

The railway station, colleges and hospital are all to the east of the city. A western route will be of no benefit to any of these establishments.

The cost involved for a western bypass is substantially greater than for an eastern route.



## **Breinton Responses**

- Group 4 - sustainable transport 2





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May 2017

Dear Sir/Madam

**Consultation Ref Hereford Transport Plan 2017**

- ✓ The proposed bypass will fail to address congestion through Hereford as only 17% of traffic entering Hereford is through traffic, the remaining 83% is destined for Hereford itself. Many short trips start and finish within the City.

The Hereford Transport Package gives no information about what has been done to reduce congestion for traffic into Hereford by sustainable measures and whether or not these have been successful. The Destination Hereford Funding of £4.97Million reduced car trips by over 4% from 2011 to 2015 by encouraging active travel and providing supporting infrastructure. More of this could be done and would be much better value for money.

- ✗ There is no information about the sustainable transport proposals for the South Wye area and how these could become part of a comprehensive City wide network to reduce car trips within Hereford. Developing Safe Routes to school and school bus passes with extra benefits/lower cost would help reduce the impact of the school run which can increase traffic by 52% at peak times in Hereford.

- ✓ The predicted cost of this road (£132 million) should be better spent on sustainable transport measures in Hereford. In accordance with Dept for Transport road building guidelines, only when sustainable transport measures have failed should Herefordshire Council consider building new roads.

*Weil said*

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10/5 May 2017

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Any North/South Hereford City Bypass should be  
located to the East of the City to facilitate links  
to the other major English conurbations; there  
are no large conurbations to the West of  
Hereford so most traffic would still have  
to pass through Hereford City to reach its  
likely destination.

Yours faithfully



## **Breinton Responses**

- Group 5 – environment





May 2017

Dear Sir/Madam

**Consultation Ref Hereford Area Plan / Hereford Transport Plan 2017**

The proposed Bypass will destroy open countryside and high grade arable farm land.

The proposed bridge over the River Wye will have to be a wide span and high level bridge, intruding on the historic landscapes between Belmont and Breinton.

Breinton was designed by the Victorians as a "green lung" so that fresh air would blow across the City on the westerly prevailing winds and also provide fresh water for the local inhabitants from the water intake at Broomy Hill, a short distance below the proposed bridge.

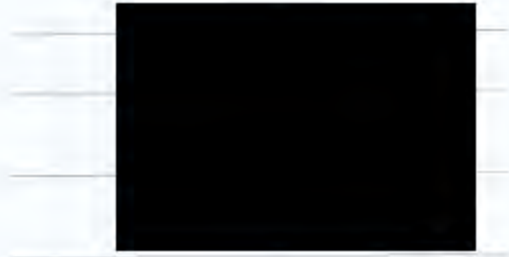
Building such a high level bridge crossing will be visible for miles around and will cause air and noise pollution to drift across the whole City. Any accident on this bridge would pose a risk to the water supplies for the entire City.

When there is so little money available it would be better for the Council to support tourism and agricultural production by promoting sustainable transport policies prior to any road building. Herefordshire's principle asset is its unspoilt countryside and once lost, it is gone forever. *How True.*

*The Royal Society of London gave a talk. "Feeding 10 Billion in 2050 - The professor who spoke 1<sup>st</sup> said it was unlikely that the world could do that unless NO more Land is ploughed, Sainsbury buyer said that if they lost all the coffee, cocoa & tea. sold this world 1/2 the price who is breeding new plants?"*

Yours sincerely,





gk

May 2017

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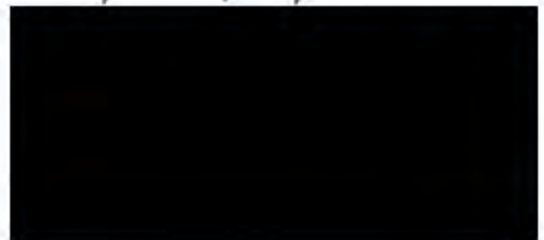
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I STRONGLY OPPOSE THE PROPOSAL TO CONSTRUCT A WYE RIVER CROSSING BETWEEN BELMONT AND BREINTON AS THIS IS ONE OF THE FEW REMAINING AREAS OF TRAFFIC FREE ACCESS TO GOOD QUALITY COUNTRYSIDE WITHIN WALKING DISTANCE OF HEREFORD CITY.

Yours faithfully.







10th May 2017

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MANY HEREFORD RESIDENTS ENJOY ACCESS  
TO THE NEAREST COUNTRYSIDE TO THE  
CITY WHICH BREINTON OFFERS, ESPECIALLY  
THE WALKERS. PLEASE DONT TAKE SUCH  
PEACE AND BEAUTY AWAY.

Yours faithfully





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87% of traffic comes into the city of Hereford  
— to work; schools; colleges; shops; the hospital and  
the railway station. A Bypass would only benefit  
13% of traffic.

An eastern route would be far more sensible as colleges, the hospital and the railway station are all on the east of Hereford.

Worcester, Leominster and Ledbury are also on the eastern side of Hereford and both the Hereford M.P. Jesse Norman and the N. Herefordshire M.P. Bill Wiggin are in favour of an eastern route, which is also the less costly option.

It may not be directly within the proposed corridor but Washam Court Farm, which is mentioned in the Domesday Book, would



certainly be blighted being so close to a bypass as would Belmont Abbey and Breinton Springs.

Breinton is the garden of Hereford where city dwellers can enjoy the open countryside a short distance away. Think of all the wild life habitats that would be affected.

I urge you to reconsider the proposed Bypass route.

Yours faithfully





9 May 2017

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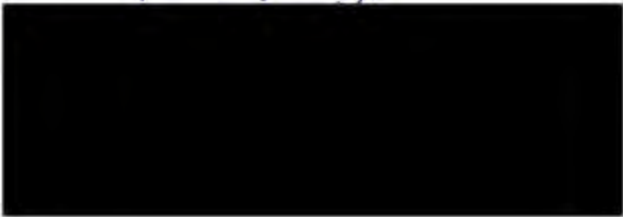
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Would it not make more sense to utilise the existing Bridge at Bridge Sollars, and improve the existing Road links to that, rather than destroy one of the most scenic areas of the city?

I appreciate that a by pass is urgently required, but do not think the chosen route is the best option.


Yours faithfully,






## **Breinton Responses**

- Group 6 – transport



14/05/17



Dear Sir/Madam

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I would like to register my vehement objection to the proposed relief road to be built through Breinton, or indeed anywhere in this vicinity. It is my opinion, and one that is shared by the vast majority of people I know in Hereford, that this county is extraordinarily beautiful and in about the only one where the countryside has managed to survive the mindless building and traffic that has been allowed to develop all over England. Herefordshire must do its best to preserve the small paradise that remains, and this is here!

What evidence is there to support that £132 Million spent on a Bypass to the West of Hereford will improve transport choice and reduce short car journeys?

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Here are some further points to support my argument:

1. What evidence is there to show that £132 Million spent on a Bypass will improve transport choice and reduce the high level of short car trips in Hereford?
2. CPRE March 2017 have demonstrated that road building schemes never deliver the net economic benefits they promise. New road projects underestimate the economic value of the environment and the landscape. The bypass has not been shown to deliver better value to the taxpayer than alternatives to road building.

3. Herefordshire Council's Local Transport Plan consultation 2015 - local people gave priority to "improving access to services for those living in rural areas – by improving the resilience of our road network and by working closely with all transport operators to deliver a range of transport options particularly for those without a car." (Responses were 40.61% 1st choice). The Council does not appear to be following the people's choice, but the lowest ranked choice of building new roads, which is the most expensive and least effective way to tackle urban congestion.

4. Road building discriminates against 17-20 year olds as 60% of these young people do not have a licence to drive. Overall 20% of adults in the UK do not have access to a car.

Let us have a healthy, beautiful county for all life!

Yours sincerely







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What evidence is there to support that £132 Million spent on a Bypass to the West of Hereford will improve transport choice and reduce short car journeys?

The Council's cost ignores the cost of demolishing at least 4 homes, blighting 166 along Kings Acre, and delaying development of new homes around the City.

The Hereford Area Plan and Transport Plan are an opportunity for the Council to provide a comprehensive sustainable transport network and improve travel choice for everyone in and around Hereford. The Bypass will not connect new homes with the majority of services in Hereford City such as shopping, health, higher education and jobs. The current proposals for a Bypass destroy what is so attractive about our City and will do nothing to support the 20% of adults who have no access to a car.

Here are some further points to support my argument:

1. What evidence is there to show that £132 Million spent on a Bypass will improve transport choice and reduce the high level of short car trips in Hereford?
2. CPRE March 2017 have demonstrated that road building schemes never deliver the net economic benefits they promise. New road projects underestimate the economic value of the environment and the landscape. The bypass has not been shown to deliver better value to the taxpayer than alternatives to road building.

3. Herefordshire Council's Local Transport Plan consultation 2015 - local people gave priority to "improving access to services for those living in rural areas – by improving the resilience of our road network and by working closely with all transport operators to deliver a range of transport options particularly for those without a car." (Responses were 40.61% 1st choice). The Council does not appear to be following the people's choice, but the lowest ranked choice of building new roads, which is the most expensive and least effective way to tackle urban congestion.

4. Road building discriminates against 17-20 year olds as 60% of these young people do not have a licence to drive. Overall 20% of adults in the UK do not have access to a car.

Let us have a healthy, beautiful county for all life!

Yours sincerely



## **Breinton Responses**

- Group 7 - congestion and transport





14/05/17

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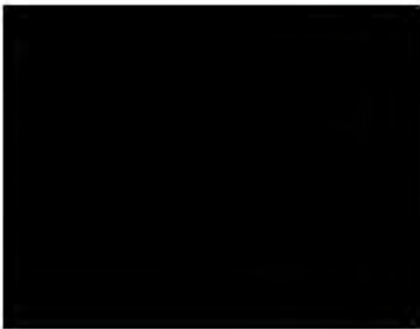
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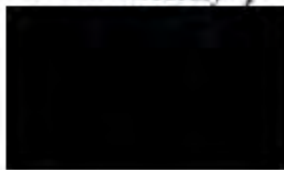
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## **Breinton Responses**

- Other responses

## REASONS TO CHALLENGE THE HEREFORD TRANSPORT PLAN

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1. What evidence is there to show that £132 Million spent on a Bypass will improve transport choice and reduce the high level of short car trips in Hereford?
2. CPRE March 2017 have demonstrated that road building schemes never deliver the net economic benefits they promise. New road projects underestimate the economic value of the environment and the landscape. The bypass has not been shown to deliver better value to the taxpayer than alternatives to road building.
3. Herefordshire Council's Local Transport Plan consultation 2015 - local people gave priority to "improving access to services for those living in rural areas – by improving the resilience of our road network and by working closely with all transport operators to deliver a range of transport options **particularly for those without a car.**" (Responses were 40.61% 1<sup>st</sup> choice). The Council does not appear to be following the people's choice, but the lowest ranked choice of building new roads, which is the most expensive and least effective way to tackle urban congestion.
4. Road building discriminates against 17-20 year olds as 60% of these young people do not have a licence to drive. Overall 20% of adults in the UK do not have access to a car.



See the m of Ag. F & Food reports of 1941 in National Archives. New  
throughout the country in 2000 markets were potatoes were  
only one set of the reports which I saw the year they were not  
of 50 yrs secrecy



Re consultation Hereford Area Plan/Hereford Transport Plan 2017

Dear Sirs,

I moved to Breinton in 1989 and since then there has been a never - ending discussion about a bypass/relief road to reduce the volume of traffic in the city.

As the vast majority of our fellow citizens live to the east or north of us, the choice of route seemed simple; like Leominster or Shrewsbury it should go east. A road was duly built from the bottom of the Callow to Rotherwas and it seemed common sense that it should carry on until it met the A4103 to Worcester. Fritilleries and Lugg Meadow were problems; but if Hereford really needed a ring road, this should not have been insoluble.

I understand that both the County's MPs favour the eastern route perhaps because of the ridiculous cost of the western alternative. In fact, the only supporter of the western route that I know of is the Herefordshire Council, which never seems to offer a justification for its choice.

One final observation: Rotherwas is already established as the main industrial area of Hereford, used to the comings and goings of heavy traffic and not the most beautiful part of our city. Why build on and spoil for good the beautiful and agriculturally valuable area to the west of the city, when some infrastructure and considerable development already exists to the east??

*Yours faithfully,*






13<sup>th</sup> May 2017

Dear Sir/Madam

**Consultation Ref Hereford Transport Plan 2017**

The Hereford Transport Plan consultation is premature. The Hereford transport package only applies to the North of the city. There is no information about the full South Wye Transport Package and how this would coordinate with the Hereford Transport Plan and reduce congestion in Hereford.

For a transport plan the Council have also failed to provide details of:

1. A freight strategy for the County. How can the Council claim a "bypass" would "remove the need for many heavy goods vehicles to travel through the city" when they don't know where the freight is travelling?
2. A Waste and Minerals Plan for the County. This would identify how HGV movements involving waste and minerals would impact on the road network or could be moved to rail. This is relevant now that waste is being sent by Herefordshire to the Hartlebury incinerator in Worcestershire which is on the East side of the County.
3. Any evidence as to why Hereford needs a bypass, particularly one to the West of the Hereford. Since 2000, HGV traffic crossing Greyfriars Bridge in Hereford has declined steadily from 2,173 to 1,549 vehicles a day, a drop of over 28% (Dept. of Transport AADF Stats 2000-2016)
4. The freight rail head at Moreton-on-Lugg has done more to move thousands of HGVs from City roads onto rail and yet no reference is made in the Hereford Transport Package about freight to rail.



What evidence is there to support that £132 million spent on a Bypass to the West of Hereford will improve transport choice and reduce short car stay?

The Council's cost ignores the cost of demolishing at least 4 homes, blighting 166 along King's Acre, and delaying development of new homes around the City.

The Hereford Area Plan and Transport Plan are an opportunity for the Council to provide a comprehensible sustainable transport network and improve travel choice for everyone in and around Hereford. The Bypass will not connect homes with the majority of services in Hereford City such as shopping, health, higher education and jobs. The current proposals for a Bypass destroy what is attractive about our City and will do nothing to support the 20% of adults who have no access to a car.

The proposed bypass will fail to address congestion through Hereford as only 17% of traffic entering Hereford is through traffic, the remaining 83% is destined for Hereford itself. Many short trips start and finish within the City.

The Hereford Transport Package gives no information about what has been done to reduce congestion for traffic into Hereford by sustainable measures and whether or not these have been successful. The Destination Hereford Funding of £4.9 Million reduced car trips by over 4% from 2011 to 2015 by encouraging active travel and providing supporting infrastructure. More of this could be done and would be much better value for money.

There is no information about the sustainable transport proposals for the South Wye area and how there could become part of a comprehensive City wide network to reduce car trips within Hereford. Developing Safe Routes to school and school bus passes with extra benefits/lower cost would help reduce the impact of the school run which can increase traffic by 52% at peak times in Hereford.

The predicted cost of the road (£132 million) should be better spent on sustainable transport measures in Hereford. In accordance with Dept for Transport road building guidelines, only when sustainable transport measures have failed should Herefordshire Council consider building new roads.

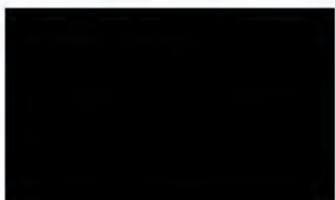
The proposed Bypass will destroy open countryside and high grade arable farm land. The proposed bridge over the River Wye will have to be a wide span and high level bridge, intruding on the historic landscapes between Belmont and Breinton.


Building such a high-level bridge crossing will be visible for miles around and will cause air and noise pollution to drift across the whole city.

When there is so little money available it would be better for the Council to support tourism and agricultural production by promoting sustainable transport policies prior to any road building. Herefordshire's principle asset is its unspoilt countryside and once lost, it is gone forever.


Please note my absolute opposition to this project.

Yours faithfully





09/05/17



Dear Sir/Madam

***Re: Proposed relief road to the West of Hereford, going through Breinton***

I would like to register my vehement objection to the proposed relief road to be built through Breinton, or indeed anywhere in this vicinity. It is my opinion, and one that is shared by the vast majority of people I know in Hereford, that this county is extraordinarily beautiful and in about the only one where the countryside has managed to survive the mindless building and traffic that has been allowed to develop all over England. Herefordshire must do its best to preserve the small paradise that remains, and this is here!

New technology is available and developing. Younger people are using cars less, and sharing them more. Drones are developing at a rapid speed. Roads will soon be old technology. We must not sacrifice our countryside to this madness!

Everywhere people, young and old, are overweight, poorly exercised and suffering from health problems as a result. The council has a duty of care to plan for our good health. A strategy that reduces road use, encouraging walking and cycling and reducing vehicle numbers and emissions is urgently required!

These are cheaper, faster, longer lasting options with added benefits for all people.

So put in proper networks to encourage us to use our physical bodies for the short journeys that we normally do. Draw down the government funding to aid this. Get superfast broadband through the county so we can work from home and use technology to aid shared car use and public transport. Put the concrete away.

Let us have a healthy, beautiful county for all life!

Yours most sincerely





14<sup>th</sup> May 2017

Dear Hereford Consultation (H.T.P.)

I have an interest in the historic value of the landscape with particular regard to the local artist Brian Hatton (1887-1916).

The home of Brian Hatton (our most celebrated artist and gold-medal winning child prodigy) was on Broomy Hill, overlooking the River Wye and adjacent to Breinton Parish. At the end of the Victorian era and throughout Edwardian times he studied and painted in the Parish of Breinton, within walking distance of his house, and, in particular, in the hamlet of Warham. Many of his studies of sheep, cattle, horses, farms and local people give their location as Warham. The landscapes are still recognisable today, 100 years after they were painted.

The main concentration of this work was on Warham Court, where farmer Jim Powell bred and worked the shire horses which the young Brian Hatton loved to study and include in his pictures. His first gold-medal, awarded by Princess Louise at Kensington Palace was for a study of working horses. Throughout the Edwardian period Hatton recorded the interaction between working horses and men in the landscape.

Thus following his untimely death in World War 1 we have been left a unique legacy of images based on the interaction between men and horses working in the Herefordshire farmland, specifically at Warham in Breinton.

This work is well known and loved by a generation of Herefordians, many of whom can recall the Hatton family and share young Brian's love of the farmland and the classic Herefordshire countryside. He painted the water meadows at Warham and studied cattle and sheep in the fields there. He painted the woods at Belmont, across the water from Warham. His brush recorded the ancient Upper Hill Farm and the fine architectural planting of landscaping trees by Warham House, together with the network of lanes linking Warham into Breinton. Much of this is still identifiable today after 100 years.

Whilst I have read and responded to the "Shaping our Place 2026" and the "Local Development Framework" and replied to your consultation, I have not had the opportunity to inform or discuss the landscape of our most famous artist and asset, Brian Hatton. *I have also visited HAP/HTP consultation exhibition at The Courtyard.*

May I ask you to make the planners aware of an Educational Resource of national interest that exists to inform teachers, schools, colleges and the interested public on Brian Hatton, at [www.herefordshire.gov.uk/brianhatton](http://www.herefordshire.gov.uk/brianhatton).

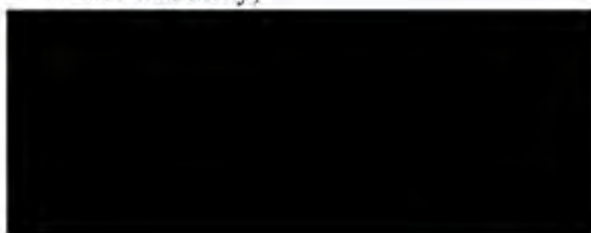
Updated with [www.philltheclick.com](http://www.philltheclick.com) *click on Wyeside - stimulated by Brian Hatton*

The public might think that Hatton's landscapes applied to Herefordshire in general, - my studies show that his home territory was Breinton and that his focus was on Warham.

My aim is to make the planners aware that Warham and Breinton Parish were as important to Brian Hatton and to our cultural legacy as Flatford Mill and Dedham Vale were to John Constable.

I would be pleased to hear from you that this letter and its contents have been read and noted, since the Western Relief Road corridor and its' river-crossing are proposed to cut right through this landscape of our cultural and artistic heritage.

Yours sincerely,





## The proposed Hereford Bypass



**Question 49:** We are in the early stages of identifying possible bypass routes. How important do you think the following factors are in choosing the bypass route?

On a scale of 1 to 5 (1 being very important and 5 being not important at all), how important do you think the following factors are in choosing the bypass route?

Factors to consider	Level of importance (please circle)				
a) Impact on homes	1	2	3	4	5
b) Impact on businesses	1	2	3	4	5
c) Impact on landscape (e.g. historic buildings)	1	2	3	4	5
d) Reducing traffic in Hereford	1	2	3	4	5
e) Less congestion in Hereford	1	2	3	4	5
f) Access for tourism	1	2	3	4	5
g) Improved facilities for walkers, cyclists, bus users	1	2	3	4	5
h) Improved access to jobs and education	1	2	3	4	5
i) Are there other constraints within the Core Strategy bypass corridor we need to be aware of? Please specify below.	1	2	3	4	5

cultural heritage

## The proposed walking, cycling, bus and public space improvements

**Question 50:** Which of the following improvements do you think are your priorities?

On a scale of 1 to 5 (1 being very important and 5 being not important at all), how important are the following factors to you?

	Level of importance (please circle)				
a) Safer and better <b>walking routes</b> (for example, the provision of wider footways, improved pedestrian crossing facilities, reduced speed limits and traffic-free routes)	1	2	3	4	5
b) Safer and better <b>cycling routes</b> (for example, the creation of dedicated cycle lanes, cycle friendly junctions, reduced speed limits and traffic-free routes)	1	2	3	4	5
c) More reliable and quicker <b>bus journeys</b> (for example, bus priority on key routes into and out of the city)	1	2	3	4	5
d) More attractive <b>public space</b> (for example, boulevard-style streets, shared space and the planting of trees to create green corridors)	1	2	3	4	5
e) More <b>reliable and quicker journeys</b> by car (for example more traffic lanes and measures that prioritise cars)	1	2	3	4	5



**Question 51:** Are there any locations where you think walking, cycling, bus and public space improvements would be beneficial? Please write up to three locations, problems and your suggested solutions.

Location	What is the problem?	How can we solve the problem?
Belmont/Ross Road A49 } Junction A465 }	Peak time traffic.	Improve access to schools other than by private car.
Steels A49 Junction Roundabout with traffic lights (A438)	Peak-time traffic + heavy-goods to Plough Lane depot	Bring fewer lorries into Plough Lane parking/depot.

**Question 52:** Are there any other options we need to consider to help manage Hereford's transport problems?

Consider the cultural heritage of the Wye Valley to the West of the city. The route proposed is to destroy the hamlet of Warham, the peace of Belmont Abbey, as well as historic orchards (Bulmers historic role) and the haunts of Brian Hutton, Hereford's most acclaimed artist. Enclosed is a brochure of The Brian Hutton Trail inaugurated in memory of his death, 100 years after 23<sup>rd</sup> April 1916, killed in action in World War I.



Self-Portrait.  
Oil. 1908



Ailsa Hatton. Red comé. 1908



Portrait of a Girl in a Red Beret (Marjorie Hatton) Oil. 1905



Alfred Hatton.  
Red comé. 1909



Amelia Hatton. Oil. 1910?

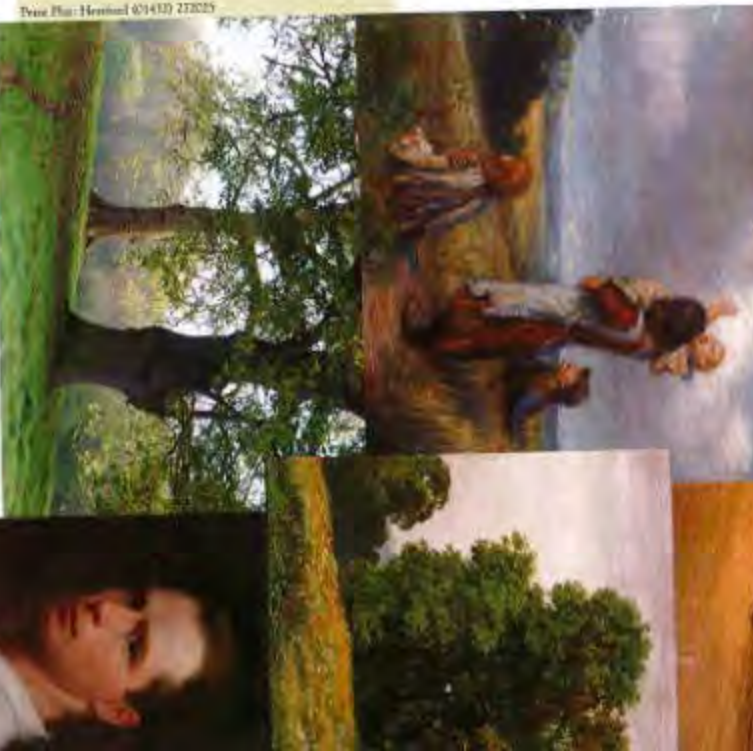


### Portraits

Brian painted and sketched numerous portraits, firstly members of his family and eventually private commissions as he began to establish himself as a professional artist.

## Hatton Country The Brian Hatton Trail

A circular walk around Breinton, near Hereford.



The full trail takes about 2½ hours to complete. Shorter options are shown.

Gypsies on a  
Road. Ink. 1906/7



Hauling Barley.  
Watercolour. 1899



Picking Stones,  
Warham. Watercolour.  
1905



George 'Nurdy'  
Saunders. Ink.  
c.1908



Cloudy Day at  
Warham. Oil. 1911



### Landscapes and agriculture

Brian had a natural affinity with the landscapes he found close to his home in Hereford. He went out into the fields and lanes, getting to know the people he found working there.

Please turn page.  
Rotate map inside.



Study of a Horse.  
Pencil. 1900



Man and Horses.  
Pastel, 1905



Rearing Horses. 1910



Sanger's Circus.  
Watercolour. 1901



Two  
Horses.  
Oil. 1910?

### Horses and animals

Brian loved horses and had a great ability to capture their spirit and movement in all kinds of situations; real and imagined. He also spent time sketching other animals he found on the farm such as sheep and cattle.

## Brian Hatton

Brian Hatton (1887-1916) is Hereford's most celebrated artist. He was born in Whitecross and later lived at Mount Craig, Broomy Hill. The family businesses in the city included glove-making, boot-making and tanning. Brian's artistic talent showed at a very early age and was nurtured by his family. He won gold medals in competitions organised by the Royal Drawing Society. Whilst still a small boy his outstanding ability led to introductions to Princess Louise, Queen Victoria's daughter, and the eminent artist G.F.Watts.

However, Brian was a boy prone to asthma and hay fever and, for the good of his health, he spent term times with friends of the family Dr. and Mrs. Lancaster in Swansa. Brian studied briefly at Oxford, and at a painting school in Arbroath. He started to work professionally at home, and later in London, mainly doing portrait commissions.

At the outbreak of the First World War he enlisted in the Worcestershire Yeomanry. He married Lydia May Bidmead of Hereford in 1914 and they had one daughter, Mary. Tragically he was killed on Easter Sunday April 23rd, 1916, at Oghnatina in Egypt.

Brian captured the countryside and rural life, the people and the fast-changing farming scene, animals, workers, Gypsies, and most of all his beloved horses.



Self-Portrait.  
Oil. 1907

Lydia May Bidmead.  
Pencil. c.1914



The Brian Hatton Trail has been devised by Robin Thornthwaite, a Brian Hatton researcher and enthusiast.

### More Information

The Hatton collection of over 1000 paintings and drawings is held by Hereford Museum and is available to view by appointment. Please contact:

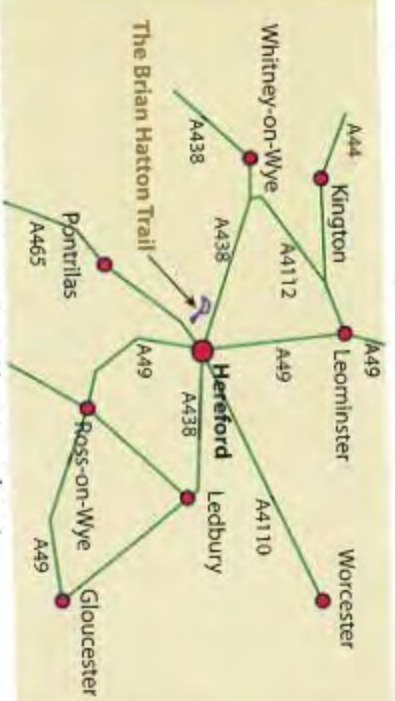
Museum Resource and Learning Centre,  
58 Friars Street, Hereford HR4 0AS

Telephone 01432 383383

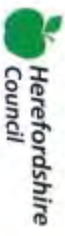
Email [herefordmuseums@herefordshire.gov.uk](mailto:herefordmuseums@herefordshire.gov.uk)  
Website <https://www.herefordshire.gov.uk/museums>

For more information about Brian Hatton visit the website **Brian Hatton: The Life and Death of a Young Artist**. <http://brianhatton.herefordshire.gov.uk/>

To see more Hatton pictures and more of the Hereford Museum's collections online see the **online catalogue** <https://www.herefordshire.gov.uk/leisure-and-culture/museums-and-galleries/museum-collections-search/>



This leaflet has been kindly funded by private donation.



Herefordshire  
Museum Service



## Hatton Trail - Breinton Springs Circular Walk

1. Start at the National Trust car park at Breinton Springs, GR: SO 473395. A track leads from the car park down to the river, but, turn left to start through the kissing gate. Cross the old orchard, passing the church yard on your left to a kissing gate in the wood with the Old Rectory lawns on your left.

### Portrait of Rev. Prebendary Lushington, 1910.

*Red conté crayon.*  
Philip Lushington was vicar of Breinton between 1909 and 1914. He was an eminent theologian and keen sportsman. He was captain of cricket at Balliol College, Oxford, and captain of golf for the University. He was also captain for a year of the Herefordshire Golf Club, where Hatton's father Alfred had been a founder member.

2. Continue with apple orchards on your left, 250 metres to a kissing gate. Go straight down the edge of the field with a high hedge on your right, 200 metres. Go through the kissing gate on your right into a pasture, turn left, continue to two tall trees on the edge of the escarpment in front of a large red brick house (Warham House).

Diversion: Information board 150 metres on the left (off route).



### The Lawns, Warham, 1908. Oil.

Three trees were planted to enhance the view from Warham House, looking towards Belmont across the river. Two of the three trees remain, a London Plane and a Turkey Oak, but the third tree is no longer there. The house and lawns are just off the view to the right, separated from this field by a ha ha. At the time that Brian painted, this meadow was a visual extension of 'the lawn' in front of the house. The family associated with the house had historic connections with Belmont Abbey across the river.

3. From beneath the trees bear right down the slope to a kissing gate at the bottom corner. Through the gate continue down the field with the hedge and a brook on your left. [After 40 metres glimpse through the field opening on the left, the location for the view 'Fields by the River Wye'] Continue with the brook on your left to reach the riverside at a kissing gate and bridge.



### Fields by the River Wye, Warham, 1908. Oil.

The artist is looking eastwards towards the river, which runs at the foot of the wooded bank in the background. He made numerous pictures which included: cattle, sheep and particularly horses, which came from the nearby farm at Warham Court.

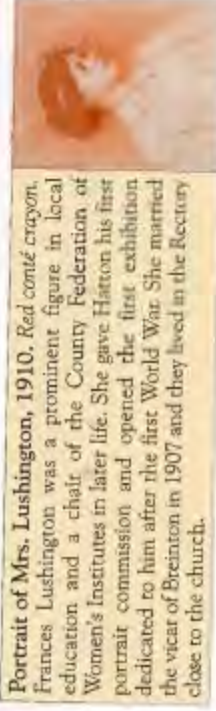
4. [To view 'The Wye, Belmont Woods' turn left through the kissing gate and over the bridge for 30 metres only. Turn around and look upstream. Now retrace your steps over the bridge.] Follow the path upstream (Wye Valley Walk) with views of Belmont House and the golf course on the opposite bank, over a bridge and continue to where the path diverges from the river.



### The Wye, Belmont Woods, 1908. Oil.

Melancholic and atmospheric; the view upstream as the winter sun sinks behind Belmont Woods. The river path from which he observed this view is still a popular walk from Hereford city to Breinton Springs.

5. Bear slightly right from the overgrown river bank, up onto a meadow. Follow the river along the length of the meadow to a gate. Once through the gate follow the rising cart track up the escarpment to the car park (start point) with St. Michael's Church to the right.



*Red conté crayon.*  
Frances Lushington was a prominent figure in local education and a chair of the County Federation of Women's Institutes in later life. She gave Hatton his first portrait commission and opened the first exhibition dedicated to him after the first World War. She married the vicar of Breinton in 1907 and they lived in the Rectory close to the church.

## Hatton Trail - Upper Breinton Loop

6. Leave the car park and walk up the access lane to the north. Pass the gates of Breinton House on the left, to a kissing gate leading to an old orchard with tennis courts. Go through the kissing gate and cross diagonally to a small gate which leads into a lane. Cross the lane and follow a gravel path left of Breinton Court Lodge to a kissing gate on the left.



### Brenda Wadworth, 1911. Oil.

Brenda was the daughter of the wealthy brewer, Henry Wadworth, of Breinton Court. Her first husband Gerald Lea was killed in WW1 six weeks before their daughter Matigold was born. Brenda remarried Robin Bailey, who spent the rest of his working life in the Sudan. Sadly, her younger sister Alice was killed when her horse fell on the Callow hill, near Hereford, when she was only 16. A memorial cottage was built in Breinton Commemorative to Alice Wadworth. To compound the tragedy, her father was killed (aged 78) at Upper Breinton, when he was thrown from his horse.

7. From the kissing gate turn right up the field (at right angles to the Wye Valley Walk) with an orchard on the right. Head for a field gate and stile. Go over the stile and straight uphill to a road gate and stile beneath an oak tree. Cross the road and through a gate. Go straight on with extensive orchards to the left via a wide gap and a gate to the corner of Green Lane Wood (Wyevale Wood). Go through the gate to join Green Lane bridle way.

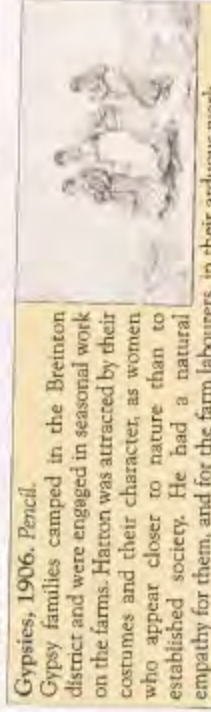
[Option: Explore the paths around the wood and the bird feeding station.]



### The Farm, Warham, 1910. Oil.

This typical Herefordshire farm-house dates back to the 17th century and this view has changed little since Brian worked here. The house appears comfortably rooted to the ground in its apple orchard. It is a breezy early autumn day with windfall apples gathered beneath the trees ready for the cider press. (Off the trail, in private grounds.)

8. Turn left (bridle way) past Green Lane Park and on past Cranstone (houses) on the right to where the lane meets the road. Go straight across the road to a gate and ascend the field with the hedge on your right to the corner. Turn left at the top to reach the edge of Upper Wood. Go down and right to a gate and path into the wood. At a stile, leave the wood and turn left into an old orchard. Go left up a grassy bank and track to cross a stile on the left into a high open field.



### Gypsies, 1906. Pencil.

Gypsy families camped in the Breinton district and were engaged in seasonal work on the farms. Hatton was attracted by their costumes and their character, as women who appear closer to nature than to established society. He had a natural empathy for them, and for the farm labourers, in their arduous work.

9. Keep the hedge on your left to cross the open field with view across the Wye Valley on the right. Cross two more stiles leading into a woodland path at the top of a steep slope. Turn left over stile into a track and immediately left again through a gate into a field where the track ends. Joining the Wye Valley Walk turn right and ascend the field with the hedge on your right to reach a gate at the top right, enjoying the views behind you.

### Harvesting Towards Morehampton, 1910. Oil.

Looking towards Wales across the Wye Valley, Hatton's interest is in the harvest scene, of corn stooks and loaded wagon, under a summer sky. Some dark brush strokes suggest a sudden shower threatens to disrupt the day's activities. Morehampton, a built on the now-closed railway line to Hay-on-Wye, is hidden from view in the valley beyond.

10. Go through the gate and bear left across the slope and down to a gate and bridle path (still Wye Valley Walk).

### Study Towards the Malverns, 1910. Oil.

Looking eastwards the familiar skyline of the Malvern Hills provides a backdrop to the orchards and meadows of rural Herefordshire.

Hatton's viewpoint for this painting is not certain, but it could possibly be from this high ground. Hereford city, in the middle-distance, is out of view.

11. Follow the stony track down to the road at Upper Breinton. [A short detour to left 100 metres along the road leads to Breinton Manor fruit farm]

### George Marshall J.P. ES.A. (1869-1950), 1912. Oil.

George Marshall lived at Breinton Manor. He was a celebrated historian and antiquarian, as well as a fruit farmer. He was Secretary to the Woolhope Club (Hereford's long-established Naturalist Field Club) for 30 years and President in 1922. He was a fund of knowledge of all things Herefordian and a friend to Henry Wadworth (see Brenda Wadworth) and the Bulmer (cider making) family who lived in the area.

12. Turn right onto the road to pass Breinton Manor cottages (South View). At the next road junction turn right for Breinton Common, look out for steps leading to a kissing gate at the top of the wooded bank on the left, 10 metres before the sharp right bend. Go up the steps and through the gate and bear right across the lower edge of the field to a kissing gate (Wye Valley Walk). Through the gate follow the right edge of the field and exit through a kissing gate to regain the gravel lane. Turn right, then turn left past Breinton Lodge, and then shortly turn right into the lane leading to the car park (start point).

### Study of a Lane and Barn, 1911. Oil.

Lower Breinton and Warham is a maze of lanes such as this one. The precise location is difficult to identify because, if the trees were elm trees, they would have been felled at the height of Dutch elm disease in the 1970's. The shed on the right hand side would have been used for storing carts and farm implements. Bold brushwork captures the scene with a few lively strokes.

The Hatton Trail is a figure-of-eight circuit. You can walk either loop by itself or combine the two to make a 5 mile total.

