

## **Hereford Relief Road Options**

### **Highway lighting evaluations**

#### **General appraisal**

There is no statutory requirement to provide road lighting. Neither are there any statutory requirements to install a particular class of lighting if a decision is made to light a particular road. However, in England and Wales, the Highways Act 1980, Section 97 empowers a Highway Authority to provide lighting for any highway or proposed highway for which they are or will be the Highway Authority. District Councils and many Parish or Town Councils also have the power to provide lighting as local lighting authorities. This power is given by the Public Health Act 1985, or the Parish Councils Act 1957.

Where such Councils wish to provide lighting on a highway, the consent of the Highway Authority is required, under the Local Government Act 1996, Section 29.

The provision of road lighting on a previously unlit road might involve statutory requirements as indicated below.....

When lighting is provided on a previously unlit road, it is likely that certain traffic signs will have to be illuminated. The following regulations are relevant:

In England, Wales and Scotland, the Traffic Signs Regulations and General Directions 2002

The provision of road lighting on a previously unlit road can cause the imposition of speed limits. The following regulations deal with the link between speed limits and a "system of street lighting": In England, Wales and Scotland, the Road Traffic Regulation Act 1984

The main purposes of road lighting are:

- 1) To allow all road users, including operators of motor vehicles, motor cycles, pedal cycles, and animal drawn vehicles to proceed safely,
- 2) To allow pedestrians to see hazards, orientate themselves, recognize other pedestrians, and give them a sense of security,
- 3) To improve the day-time and night-time appearance of the environment

The decisions that need to be made prior to any lighting design are set out in clauses 4, 5 and 6 of BS 5489 1.

For the selection of lighting classes where lighting is deemed a requirement the following

Parameters are to be considered:

- type of road or area;
- traffic flow of vehicles per day (ADT);
- traffic flow of pedestrians and cyclists;
- presence of conflict areas;
- presence of traffic calming measures;
- crime risk;
- ambient luminance levels.

The daytime appearance of any installation in a conservation area should relate to the surroundings and so individual appearance, location and scale should all be taken into account in the design. Advice on these points should be sought from the Local Planning Authority at an early stage.

The best lighting effect may be achieved by careful blending of the various lighting measures chosen for individual features within the conservation area.

The lighting needs of all users should be identified. The area concerned should be subjected to detailed daytime and night-time site appraisal prior to detailed design work.

Conflict areas (CE) are typically junctions, intersections, roundabouts and pedestrian crossings, where significant streams of motorized traffic intersect with each other or with other road users such as pedestrians and cyclists.

Conflict areas often present difficulties in the choice of the best positions for the luminaires to reveal both the layout of a junction and the movement of traffic, particularly where the widths of the entry roads might necessitate long spacing between luminaires

Where traffic routes meet to which different classes have been applied, the higher class normally determines the lighting class at the conflict area.

Where all the approach roads to a roundabout are unlit, but a decision has been made to light the roundabout, the CE lighting class chosen can be related to the traffic demands and general environment of the roundabout.

Roundabouts are normally associated with urban areas or major roads, where the volume of traffic means they are considered to be essential. Regulation requires lighting, mandatory signs and lines to a satisfactory standard at roundabouts and this can be inappropriate in rural areas. In view of this, other junction treatments can be evaluated in accordance with relevant National Standards.

The lighting provided at a roundabout should enable the driver to see clearly any traffic to the right at the preceding entry or entries and traffic already on the gyratory system of the roundabout. The lighting should also enable the driver to have adequate forward vision, when on the roundabout, to see traffic entering from the left and to decide whether it is safe to proceed.

A roundabout presents a diversion to the direct flow of traffic and should be revealed as such. Lighting should assist in making drivers aware of the roundabout ahead and enable them to recognize it in ample time. The arrangement and character of the lighting may be distinctive, and thus assist the warning signs in providing reliable warning of the roundabout. The lighting should reveal the form, direction and edges of the carriageway all the way round the roundabout, with special emphasis on the central and other traffic islands.

The mouth of each exit road should be included in the conflict area to which the selected lighting class is applied, to assist vehicles turning out of the roundabout, and to reveal the tail of a traffic island if there is one. Consideration should be given to including small splitter islands and pedestrian refuges cycle tracks completely within the conflict area.

If there are adjacent footways or cyclepaths, consider separately the carriageway and footway or cyclepath.

The area for the carriageway is the total width of carriageway between kerbs;  
The area for the footway or cyclepath, which may include the verge,

Where there are adjacent cycle tracks, including those with joint pedestrian use, an appropriate lighting class should be selected for the cycle tracks, or the cycle tracks should be included in the relevant area of the conflict area.

Where conflict areas to be lit have unlit approach roads, determination of the extent of the conflict area will also determine the extent of any lighting on the approach roads.

In any conflict area, glare should be at least as well controlled as on the approach roads, as the conflict area situation increases the visual demands on the driver.

Lighting will not be installed on roads outside settlement boundaries unless there is a proven and overriding safety reason which cannot be addressed by other means. Where considered necessary, the highway authority will consult with landscape managers during the design stage.

An option is to install high-reflective non-illuminated signs.

Signing to be kept to a minimum and will be located with a view to minimising the impact on the landscape.

The main principle is to use the local setting and distinctiveness of the rural environment to guide design management decisions.

Signage, illuminated & non illuminated and street furniture to be kept to the minimum needed for safety.

Any intrusive and roadside clutter to be removed, where relevant.

Innovative approaches to the highway lighting system to be considered therefore full use of the flexibility in national regulations, standards and codes of practice to be implemented.

The Lighting design matrix for all options put forward will consider.....

Identify the most appropriate and acceptable methods of lighting for environmentally sensitive areas and/or conservation areas.

Environmental zone E2

CIE Technical Report 150: 2003

The general presumption is that street lighting should not be provided in Zone E2 areas unless the overseeing organisation deem it to be in the best interest of the local community for road safety.

Strategic route (Single carriageway) Traffic flow ADT <15 000

Traffic flow can vary significantly during the night, and the use of different lighting levels at some periods may be considered. For this purpose, a detailed analysis of traffic flow would need to be carried out.

Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions.

Pedestrian crossings are either segregated or controlled and parked vehicles are usually prohibited.

Where lighting is considered necessary, either on road safety or personal security grounds, then full consideration must be given to the environmental impact when designing any proposals.

Special areas in the countryside where environmental considerations will carry greater emphasis are defined by Local Planning Authorities under the following general headings:

Environmentally Sensitive Areas

Special Protection Areas

Special Areas of Conservation

Areas of Outstanding Natural Beauty

Sites of Special Scientific Interest

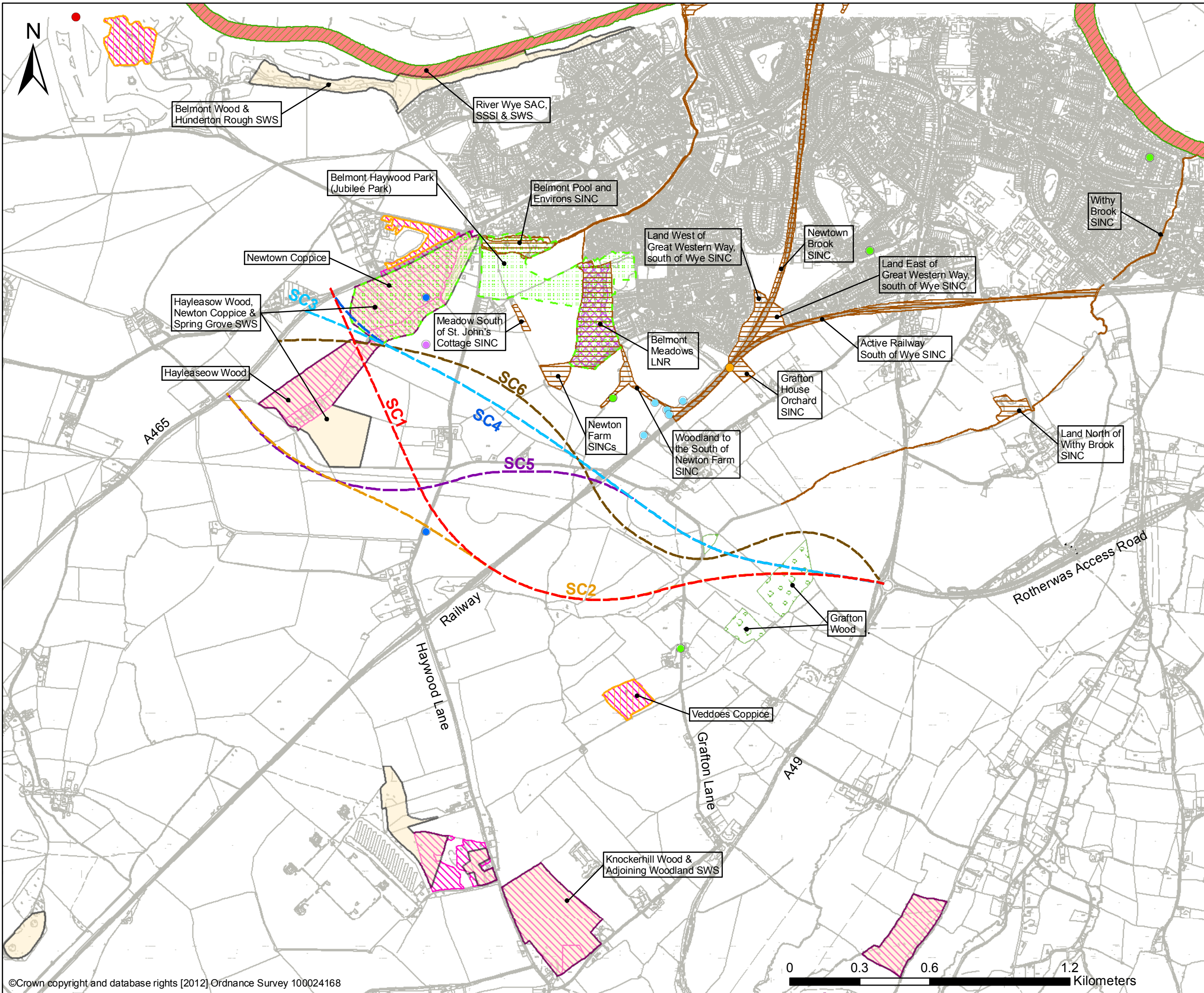
There are also certain other sensitive Rural Areas where this approach should be adopted, e.g. Large strategic gaps and parts of the urban fringe. Where a justification to light is identified, within such environmentally sensitive areas, installations designed to minimise day time and night time impact, with full horizontal cut-off and minimum lighting levels should be required.

In Rural Areas alternatives to lighting, such as improved carriageway delineation, use of reflective studs, reflective carriageway surfacing, signing and lining, should all be considered and an integral approach should be used to develop proposals which best balance safety, and environmental, considerations. Where illumination, especially of signs and bollards, is a requirement then consideration should be given to the use of solar powered equipment.

#### Passive Safety

Where speeds are low, for example, in most urban housing estates, there is little if any advantage in using passive safety lighting columns. The risk to pedestrians in such areas is much higher in using passive safety columns when compared to conventional columns.

The final determination on provision of such equipment will always be made on a site by site basis. Where passively safe lighting columns are proposed (as an alternative to providing a dedicated road restraint system), the distance from the carriageway shall be in accordance with the recommendations of Chapter 5 of TA 89 Use of Passively Safe Signposts, Lighting Columns and Traffic Signal Posts to BS EN 12767.



- ### Legend
- South Core Route 1
  - South Core Route 2
  - South Core Route 3
  - South Core Route 4
  - South Core Route 5
  - South Core Route 6

- ### Ecological Constraints
- White-clawed Crayfish
  - Schedule 1 Bird
  - Dormouse
  - Bat Roost
  - Hereford BAP Invertebrate
  - Water Vole
  - Reptile
  - Otter
  - Great Crested Newt
  - Woodland
  - Belmont Haywood Park (Jubilee Park)
  - Special Wildlife Site (SWS)
  - Biodiversity Action Plan Priority Habitat
  - Local Nature Reserve (LNR)
  - Site of Importance for Nature Conservation (SINC)
  - Ancient Woodland
  - Site of Special Scientific Interest (SSSI)
  - Special Area of Conservation (SAC)

Rev	Revision Details	Chkd	Appd	Date

Drawn : CC	Preliminary	*
Design : OF	For Comment	
Chkd : OF	For tender	
Appd : SMcK	For construction	
Date : March 2012	As constructed	
	Other	



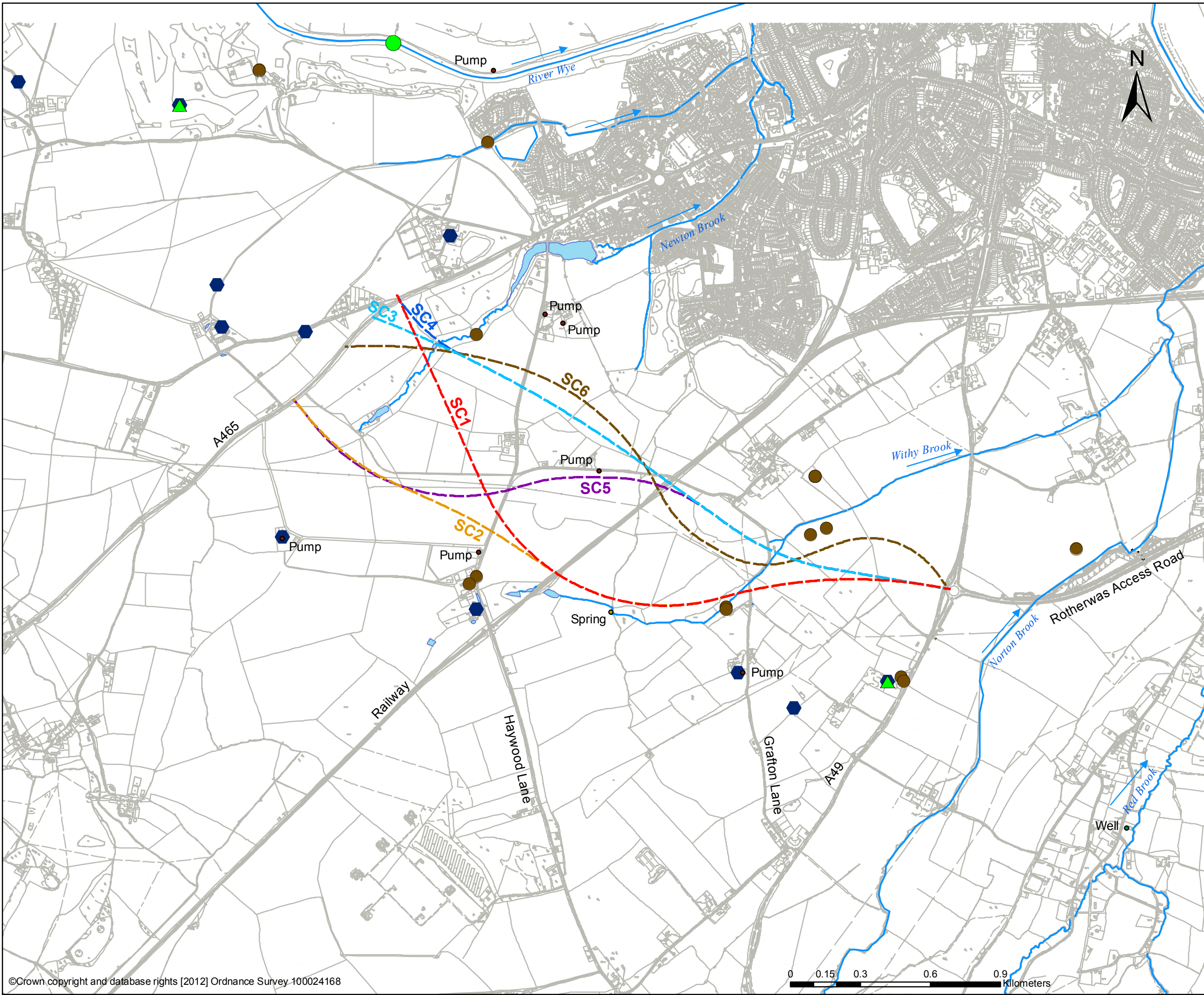
Client :  
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 DIRECTOR OF SUSTAINABLE COMMUNITIES  
 Herefordshire Council  
 Brockington, 35 Hatford Road, Hereford, HR1 1SH Tel: (01432) 260000 Fax: (01432) 260288

Project Name :  
**Hereford Relief Road Southern Corridor Study**

Drawing Title :  
**Ecological Constraints All Route Options**

Original Drawing Size : A3	
Scale : 1:15,000	Dimensions :
Drawing No Figure 6.2	Rev





**Legend**

- - - South Core Route 1
- - - South Core Route 2
- - - South Core Route 3
- - - South Core Route 4
- - - South Core Route 5
- - - South Core Route 6
- Ponds
- Rivers (With Flow Direction)
- Env Agency Pollution Incidents
- ▲ Potable Abstraction
- ◆ Groundwater Abstraction
- Discharge Consents
- Spring
- Well
- Pump

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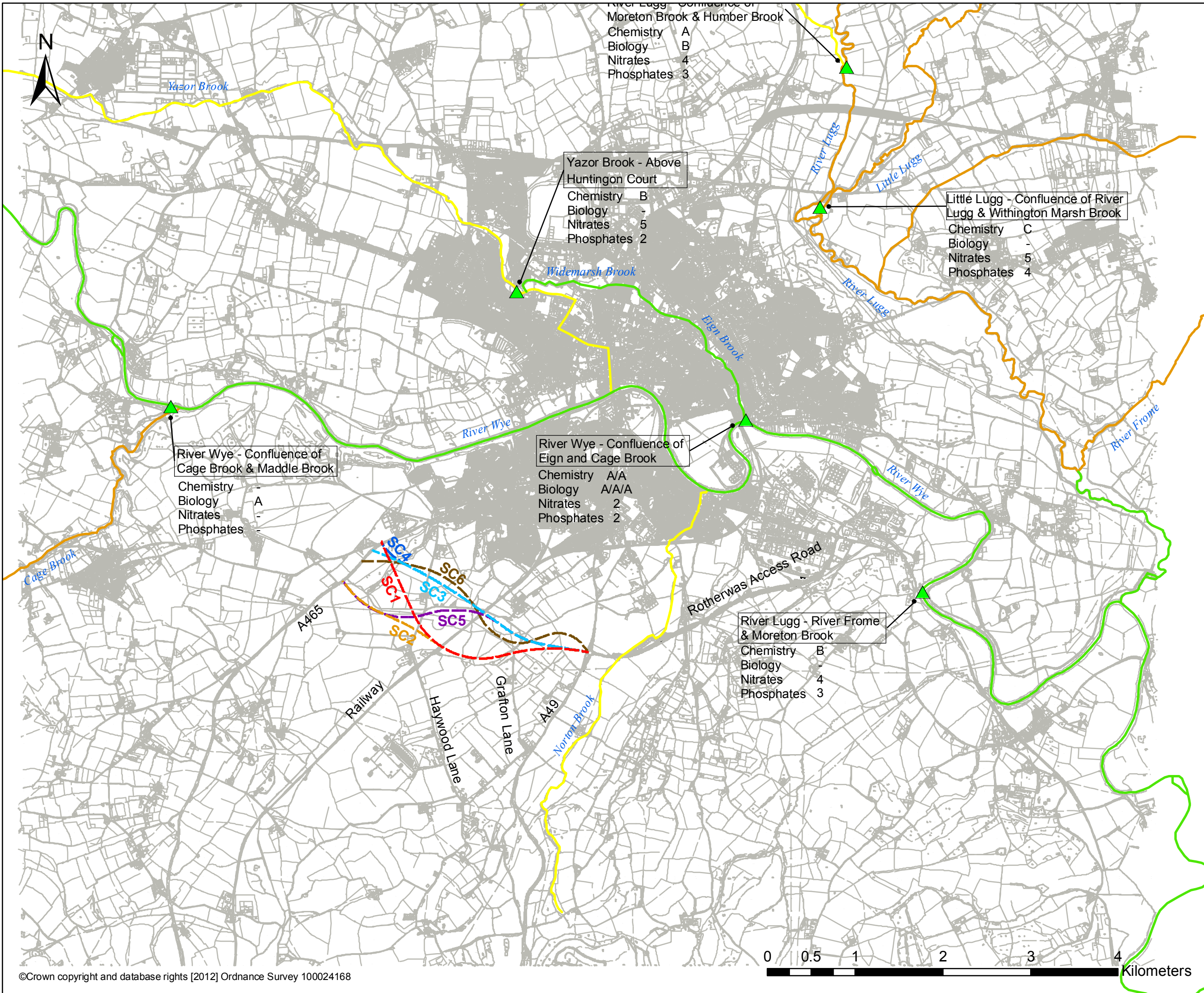


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Project Name :  
**Hereford Relief Road Southern Corridor Study**

Drawing Title :  
**Water Resource Constraints**

Original Drawing Size : A3	
Scale : 1:15,000	Dimensions :
Drawing No : Figure 7.1	Rev :



### Legend

- South Core Route 1
- South Core Route 2
- South Core Route 3
- South Core Route 4
- South Core Route 5
- South Core Route 6

▲ 2009 General Quality Assessment Results

### Current Ecological Water Quality in line with Water Framework Directive

- Good
- Moderate
- Poor

Rev	Revision Details	Chkd	Appd	Date

Drawn : CC	Preliminary	*
Design : OF	For Comment	
Chkd : OF	For tender	
Appd : SMcK	For construction	
Date : March 2012	As constructed	
	Other	



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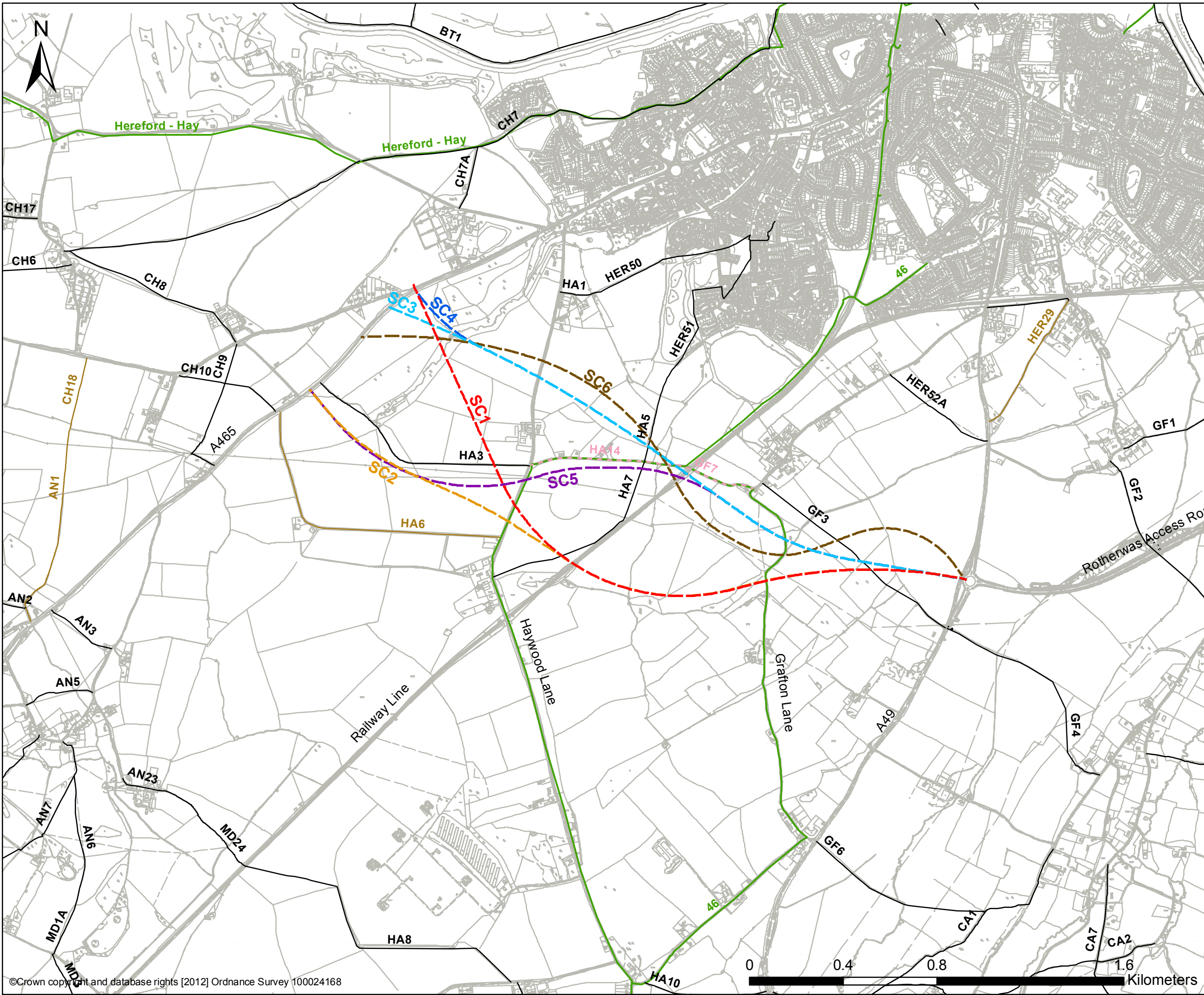
Herefordshire Council  
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Project Name :  
**Hereford Relief Road Southern Corridor Study**

Drawing Title :  
**Water Quality**

Original Drawing Size : A3	
Scale : 1:40,000	Dimensions :
Drawing No Figure 7.2	Rev





### Legend

- - - South Core Route 1
- - - South Core Route 2
- - - South Core Route 3
- - - South Core Route 4
- - - South Core Route 5
- - - South Core Route 6
- Footpath
- - - Byway
- National Cycle Network
- Bridle Way

Rev	Revision Details	Chkd	Appd	Date

Drawn : CC	Preliminary	*
Design : OF	For Comment	
Chkd : OF	For tender	
Appd : SMcK	For construction	
Date : March 2012	As constructed	
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Project Name :  
**Hereford Relief Road Southern Corridor Study**

Drawing Title :  
**Public Rights of Way**

Original Drawing Size : A3	
Scale : 1:15,000	Dimensions :
Drawing No Figure 8.1	Rev



# Appendix E

## Statutory Authority Consultation Responses



# ENGLISH HERITAGE

WEST MIDLANDS

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Your ref: 551594/AP  
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Fax 0121 625 6820

06 March 2012

Dear Mr Palmer

re: **HEREFORD RELIEF ROAD SOUTHERN CORRIDOR ASSESSMENT**

Thank you for your letter of 10 February and the invitation to comment on the series of initial technical routes in support of options for the Southern Corridor of the proposed Hereford Relief Road. In addition to the technical drawings, we also received the technical notes for each of the five routes giving the identified design constraints and the standards used.

In your letter you explain that the current consultation relates to a review of the routes assessed within the Study of Options Report (2010) and the potential issues likely to be associated with expanding the corridor to include a previously proposed route promoted by the Department of Transport in the 1990s. We acknowledge that the stated aim of the present study is to inform a definitive corridor for inclusion within the next consultation stages of the Local Development Framework and Local Transport Plan. We also acknowledge that the study is not intended to provide a preferred route alignment as these will be assessed in more detail in the next stages of the assessment.

This pre-defined scope of the study serves as the context for our comments at this stage. Although we welcome the opportunity to comment on the information provided for this element of the assessment, it should be noted that English Heritage was not consulted directly in the development of the Study of Options Report (2010), this including assessing the environmental aspects of the route corridor options. We subsequently made comments on the Report and its environmental assessment as part of our response to the Core Strategy Preferred Option (2010) and the Revised Hereford Preferred Option (2011).

A number of our previous comments remain relevant to the current study of the Southern Corridor. As a general comment on the overall process, we continue to have concerns about the complexity of the assessment process and its presentation and communication.

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Please note that English Heritage operates an access to information policy.  
Correspondence or information which you send us may therefore become publicly available



Whilst we recognise the current study was in part initiated following consultation responses to the Local Development Framework, we wish to reiterate the importance of the assessment process being fully transparent; appropriate to the nature and scale of the potential impacts and the stage of the proposal; and consistent across the entire length of the proposed corridor for the Hereford Relief Road. The latter aspect is necessary to ensure that all potential impacts are considered in a balanced, proportionate and robust way, and following from this an integrated approach can be taken to avoid and, where necessary, mitigate potential impacts.

We also previously highlighted a number of issues with respect to the environmental assessment and its treatment of the historic environment and heritage assets and their settings. From the information provided on the initial routes for the Southern Corridor, we have the following comments:

1. Associated with our general comment on the overall assessment process, the focus on a particular section of the corridor for the relief road in isolation creates potential difficulties in considering how it could impact on options for adjoining sections, especially to the west. In particular, near to the A465 is the grouping of listed buildings in the area of Belmont Abbey, and further west Belmont House and grounds and ultimately a river crossing. As such any decisions on the corridor for this Southern section will need to carefully consider any potential implications for the proposed spatial extent of the adjoining corridor.
2. The mapped information on the technical drawings appears to be confined to designated heritage assets (e.g. listed buildings, scheduled monuments, historic parks and gardens, conservation areas). Similarly the supporting technical notes under 'constraints' only include a very broad generalisation on listed buildings. This is linked to the general location of properties rather than any specific analysis of the historic environment and heritage assets. For example, this might include a description of the location, type and grade of the identified building(s) as well as clearly recognising the need to consider potential impacts on their setting in any consideration of significance. In previous responses we have already highlighted that potential impacts on the setting in this area could include the Abbey Church of St Michael (Grade II\*), and Haywood Lodge (Grade II\*) as well as the other identified listed buildings. English Heritage has published guidance on managing change within the settings of heritage assets [The Setting of Heritage Assets (2011), available at [www.english-heritage.org.uk/publications/setting-heritage-assets/](http://www.english-heritage.org.uk/publications/setting-heritage-assets/)]. The guidance offers a framework for the consideration of setting, applicable to designated and undesignated heritage assets, and for assessing the implications of development affecting the setting of a heritage asset.
3. Although the key for the technical drawings indicate more detailed information on the historic environment (e.g. HLC area; post medieval sites; prehistoric, Roman and Medieval sites), the maps do not appear to show any associated data. In our previous responses we have highlighted the need to consider undesignated heritage assets at an appropriate level of detail during the assessment process to accord with PPS 5. To this end it would be helpful to include in the technical notes confirmation that data from the local authority Historic Environment Record has been collated (and where relevant mapped). Depending on the scope of the data, it may also be appropriate to include a broad overview of the records identified, their significance and a general indication of the archaeological potential of the area.

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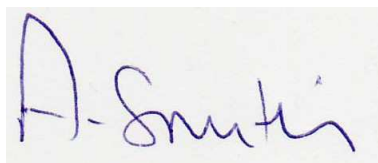
[www.english-heritage.org.uk](http://www.english-heritage.org.uk)

Please note that English Heritage operates an access to information policy.

Correspondence or information which you send us may therefore become publicly available



Yours sincerely



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19 March 2012

Dear Mr Palmer

## **HEREFORD RELIEF ROAD SOUTHERN CORRIDOR ASSESSMENT**

Thank you for your recent consultation on the above named assessment, which we received on 13th of February 2012.

We understand that Amey Herefordshire has been commissioned to undertake an assessment of the preferred options for the Hereford Relief Road Southern Corridor. The aim of the study is to inform a definitive corridor for inclusion within the next phase of the consultation.

The Highways Agency has conducted a DMRB design review for the five alignment options contained in the Hereford southern corridor assessment. Each option has been assessed separately by reviewing the drawing and accompanying textual description. We offer the following observations on each of the five options:

### SC1

#### **Drawing P-001**

The proposed clearance at Haywood Road of 6.0m would require a vertical realignment of the minor road since the level difference between existing and proposed is currently less than 5 metres.

The level differences quoted on the long section are incorrect from chainage 2500 to the A465 tie-in.

#### **Text**

Minor road clearance to be confirmed (see 1. Above)

The proposed roundabout on the A465 should be at chainage 3124

## SC2

### **Drawing P-002**

The proposed clearance at Haywood Road of 4.5m would require a vertical realignment of the minor road since the level difference between existing and proposed is currently less than 4.5 metres.

The clearance of 4.5 metres would be below standard.

The crossfall shown for the 1020 radius curve near chainage 2700 cannot be read from the .pdf copy, but should be confirmed as 3.5%.

### **Text**

Minor road clearance conflicts with that shown on the drawing. (see 1. Above)

## SC3

### **Drawing P-003**

The vertical alignment on the approach to Grafton Lane produces a stretch of road over 200 metres long which has a longitudinal gradient less than 0.5% which would result in very poor surface water drainage conditions.

The long sag curve included in the above has a radius of 43500, rather than the 10000 quoted. Again, this would provide a large flat section of road.

The alignment shows the proposed road passing under the railway line at chainage 1313. The railway is shown elevated relative to the existing ground but there is no proposal to raise the railway alignment.

The clearance of 2.8 metres quoted is below standard.

The vertical sag curve shown at chainage 2200 should have a radius of 2911 metres for the curve length given.

The level differences quoted on the long section are incorrect from chainage 2200 to the A465 tie-in.

### **Text**

The text states that substantial areas of fill are required where the alignment crosses the railway. This should be cut since the alignment passes below the railway.

The clearance to the railway quoted as 2.8 metres is below standard (see 4. Above).

The proposed clearance at Haywood Road of 6.8m does not allow for a sufficient construction depth for an overbridge since the level difference is less than 7.2 metres.

The proposed clearance at the Special Wildlife Site of 4.0m does not allow for a sufficient construction depth for an overbridge since the level difference is less than 4.5 metres.

## SC4

### **Drawing P-004**

The vertical alignment on the approach to Grafton Lane produces a stretch of road over 200 metres long which has a longitudinal gradient less than 0.5% which would result in very poor surface water drainage conditions.

The long sag curve included in the above has a radius of 43500, rather than the 10000 quoted. Again, this would provide a large flat section of road.

The alignment shows the proposed road passing under the railway line at chainage 1313. The railway is shown elevated relative to the existing ground but there are no proposal to raise the railway alignment.

The clearance of 2.8 metres quoted is below standard.

The level differences quoted on the long section are incorrect from chainage 2200 to the A465 tie-in.

### **Text**

The text states that substantial areas of fill are required where the alignment crosses the railway. This should be cut since the alignment passes below the railway.

The clearance to the railway quoted as 2.8 metres is below standard (see 4. Above).

The proposed clearance at Haywood Road of 6.8m does not allow for a sufficient construction depth for an overbridge since the level difference is less than 7.2 metres.

## SC5

### **Drawing P-005**

The vertical alignment on the approach to Grafton Lane produces a stretch of road over 200 metres long which has a longitudinal gradient less than 0.5% which would result in very poor surface water drainage conditions.

The long sag curve included in the above has a radius of 43500, rather than the 10000 quoted. Again, this would provide a large flat section of road.

The layout indicates that the alignment crosses the existing railway line at chainage 1313. On the long section the railway is shown at chainage 1700.

The clearance of 6.2 metres cannot be achieved without raising the level of the railway since the level difference between the proposed and existing is less than 5.5 metres..

### **Text**

The text states that substantial areas of fill are required where the alignment crosses the railway. This should be cut since the alignment passes below the railway.

The clearance to the railway quoted as 6.2 metres cannot be achieved at chainage 1700 (see 4. Above).

The location of the railway crossing is shown at chainage 1723 which conflicts with that given on the plan.

The location of the crossing at Haywood Road is given as chainage 2085 which conflicts with that given on the plan.

The proposed clearance at Haywood Road of 6.0m does not allow for a sufficient construction depth for an overbridge since the level difference is less than 6.6 metres.

The proposed roundabout at A465 should be at chainage 3071.

## Summary

The Agency has found a number of discrepancies in the five options set out above. We would recommend addressing these points before carrying out an assessment of the five options.

We would welcome the opportunity to review any designs revised in the light of our comments. Any such designs should be submitted in a CAD format to allow for more detailed analysis.

The Highways Agency recognises that Herefordshire Council/ Amey Herefordshire are the promoters of the report and offer the above comments on an advisory basis.

Yours sincerely



Stephen Williams  
NDD West Midlands  
Email: [stephen.williams@highways.gsi.gov.uk](mailto:stephen.williams@highways.gsi.gov.uk)



Date: 16 March 2012  
Our ref: 47292-551594\_AP-Hereford Relief Road  
Southern Corridor Assessment  
Your ref: 551594/AP



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Amey Herefordshire

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Crewe  
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Dear Mr Palmer,

### **Hereford Relief Road Southern Corridor Assessment**

Thank you for your consultation on the above, which was received by Natural England on 1 March 2012.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

We have considered the proposal against the full range of Natural England's interests in the natural environment. Based on the information provided with the application, our comments are as follows:

It is clear that all of the routes proposed pose some impacts on the natural environment. Natural England's principal concerns must be designated sites, Ancient Semi-Natural Woodland and Priority habitat. This reflects our statutory remit. This does not imply that other assets are to be ignored, and we recommend that a comprehensive mitigation and compensation package is devised for all impacts of the relief road as a whole.

Notable features along the potential routes include:

- Newton Farm – Local Wildlife Site
- Newton Coppice – Ancient Semi-Natural Woodland / Replanted ASNW
- Veddoes Coppice – Ancient Semi-Natural Woodland
- Grafton Wood – Broadleaved woodland, Priority habitat
- Areas of traditional orchard – Priority habitat
- Numerous watercourses

On balance and taking into account the environmental features outlined above, our advice is that route 5 would appear to be the least ecologically damaging as it avoids Newton Coppice ASNW and also allows a greater distance from areas of traditional orchard north of Veddoes Farm.

Of the five proposed routes, only routes 2 and 5 avoid Newton Coppice. We note that route 1 proposes a fly over across Newton Coppice. Grafton Wood is bisected by all proposed routes. We would welcome further route adjustments to avoid this woodland if at all possible.

We anticipate any decisions being based on additional evidence, including on protected species, landscape and visual impacts and the historic environment.

For any correspondence or queries relating to this consultation only, please contact Hayley Pankhurst using the details given below. For all other correspondence, please contact the address above or by email to [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

Yours sincerely,

A handwritten signature in grey ink that reads "HPankhurst". The signature is written in a cursive, slightly slanted style.

Hayley Pankhurst

Lead Adviser

Land Use Operations Team

Tel: 0300 060 1594

Email: [hayley.pankhurst@naturalengland.org.uk](mailto:hayley.pankhurst@naturalengland.org.uk)

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## Palmer, Andrew

---

**From:** Cotton, Julian <jcotton2@herefordshire.gov.uk>  
**Sent:** 12 March 2012 16:35  
**To:** Palmer, Andrew  
**Subject:** Hereford Relief Road, southern and eastern corridor options

Dear Andrew,

I enclose my initial comments on the above consultation.

My apologies for the slight delay with this, I had some significant I.T. problems at the end of last week.

### SOUTHERN CORRIDOR

*A brief early-stage assessment has been made of various suggested route options between the junction of the A 49 Ross Road / B4399 Rotherwas Access Road, and the A 465 Abergavenny Road near Hayleasow/Abbey Farm.*

**General comments** Whilst it is acknowledged that the particular assessment undertaken is not intended to be a full assessment, I am concerned about the way the historic environment 'constraint' information has been generated/depicted. The only constraints apparently indicated are the currently known and designated sites (ie the listed buildings and scheduled monuments) directly en-route. This approach neglects other known sites, which, although not designated at present, have sufficient interest and sensitivity to be considered for such. The approach does not take into account the potential for impact on further currently undiscovered sites, nor the possible impact on the 'setting' of sites generally. Issues of this kind were directly raised in the Independent Review of Hereford Relief Road Technical Studies (Parsons Brinckerhoff, July 2011)

**SC1** This option commences at a junction on the A465 Abergavenny Road, just to the south west of Belmont Abbey (HSM 9431). After passing by Spring Grove, and crossing the Hereford - Cardiff rail line, near to the find-spot of prehistoric flints (HSM 6281), the option curves round well to the south near to The Green, and through Grafton Wood to the Ross Road.

**SC2** This option is similar to SC1 over most of its alignment, but the western third is different. This third commences from a point some 400m further south west on the Abergavenny Road, and follows a more southerly course for about a kilometre. The course curves gently round the south of Hayleasow Wood and Spring Grove, and crosses the Belmont - Haywood road before re-joining the SC1 alignment as above. Little is currently known about the archaeology of the western third here.

**SC3** This option bisects the narrow join between Hayleasow Wood and Newton Coppice, before crossing fields to the Belmont - Haywood Road. Prehistoric flints and Romano-British pottery have been found in these fields, which may be indicative of a wider interest. After crossing the former alignment of the historic Hereford - Abergavenny tramway (1829AD), near to the current Cardiff line, the option passes to the south of Grafton village. At this point, the option appears to suggest a direct impact on a peculiar - but significant - archaeological site - the 'Grafton Enclosure' (HSM 10467). Further to the east, the option passes through Grafton Wood and joins the roundabout on the Ross Road, close to an area of prehistoric interest.

**SC4** This option is very similar to option 3, the only difference being the junction arrangements at the far eastern end.

**SC5** This option differs from SC3 / 4 in respect of its western half, which cuts across to the south of (the listed) Merry Hill Farm, close to Beech Grove and Spring Grove. The route is set comparatively high in the landscape here, and may impact on crop-mark features of likely archaeological origin to the north east of Beech Grove.

**SC6** This option follows a more sinuous course than SC3 / 4, thus enabling the avoidance of sensitive locations such as Grafton Wood, and the Grafton Enclosure referred to above. However, it is understood that there are a number of engineering and road standards issues relating to this option.

### EASTERN CORRIDOR

A brief early-stage assessment has been made of what appears to be a single suggested route option between the junction of the 'straight mile' Holme Lacy Road / B4399 Rotherwas Access Road, and the A 438 Ledbury Road north east of Tupsley Court.

**General Comments** Additional to the general comments made in relation to the southern corridor - which are also applicable here - I also have a concern that the lack of consideration of alternatives may represent a weakness in the

process undertaken for the eastern corridor. This is particularly so south of the River Wye, where an extensive and significant grouping of heritage assets (The scheduled former location of Rotherwas House and gardens, and Rotherwas Chapel and associated features) is present. This grouping is situated in a challenging location as regards the preferred alignment of EL3, and I do wonder whether a variant of EL12 (i.e. a route passing to the *east* of the chapel, within the suggested north west boundary of the Enterprise Zone, before swinging back towards Hampton) might be more appropriate from the historic environment point of view.

**EL3 (southern element of option)** This part of the option is constrained by the difficulty of accommodating a significant new road in the comparatively narrow gap between the Rotherwas SAM as discussed above, and the sewage works to the west. The option as depicted on available mapping suggests an alignment very close to the western boundary of the SAM. This is far from being ideal. If this option is to be pursued, I would strongly recommend that the actual alignment here be moved as far as possible to the West (ie much closer to the sewage works if possible)

**EL2 (northern element of option)** This part of the option comes up from the River Wye, close to the *Franchise Stone*, and passes through the proposed Hampton 'rugby club' site. This area has been demonstrated to have some potential for Medieval, Roman and Prehistoric Finds. Further to the north, the route option keeps slightly above the clearly sensitive floodplain. A number of finds have previously been made to the south of Tupsley Court (HSM 6500, 6501 etc).

I hope the above comments are helpful.

Regards,

*Julian*

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# Appendix F

## Street Lighting Assessment