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Herefordshire Local Plan 2021-2041

Answers from Marden Parish Council.

'If you are commenting on behalf of a group or organisation, please let us know who?

Marden Parish Council

Rank the strategic areas for Hereford in order of preference

1. Area 4 - City Centre
2. Area 5 - Potential land west of City Centre
3. Area 3 - Land to the west
4. Area 7 - Land to the south (mixed use)
5. Area 8 - Land to the south west
6. Area 2 - Land to the north west (mixed use)
7. Area 1 - Land to the north
8. Area 6 - Land to the east (mixed use)

Are there any other options or areas in or around Hereford which have not been included that should be considered?

No

Which Bromyard option do you prefer?

Option 2 - South of Bromyard

Please rank these Kington options in order of preference

1. Option 2 - Distribution to a number of smaller sites
2. Option 3 - All areas identified
3. Option 1 - Single larger site

Please rank these Ledbury options in order of preference

1. Option 3 - Land to the south east and south west
2. Option 1 - Land to the south east including small sites
3. Option 2 - Land to the south west including small sites

Which Leominster option do you prefer?

Option 1 - Sustainable Urban Extension with smaller sites

Please rank the smaller areas in order of preference

1. Area 3 - Land at Westfield Walk
2. Area 5 - Land at Broad Street Car Park and the Fire Station
3. Area 4 - Land north of the Rugg / Radnor View
4. Area 6 - Marsh Street/ Dales

Please rank these Ross-on-Wye options in order of preference

1. Area 3 - Land to the south
2. Area 2 - Land to the east
3. Area 1 - Land to the north
4. Area 5 - Land to the south west
5. Area 4 - Brownfield land

How should housing be distributed to the settlements within the county?

Option 1a - 1. The most sustainable across the whole county

Are there any settlements on list 1a or 1b which you consider should not be included?

Yes

If so, please tell us why?

Marden. The present infrastructure is not fit for purpose now in July 2022. • The water supply is inadequate in many parts of the village, and fails, as does the sewage system. • Some parishioners do not have a constant supply of water to the upper floors of their houses. This has been happening for many years with no resolution. The potential for impairment to domestic boilers, fresh water supplies and sewage disposal is very high. • Bore holes used to be used, water table has reduced. Problems using bore holes in future due to phosphates leakage. • The roads have not been maintained and are not fit for use and flood regularly. Rectification works have not taken place or are left incomplete and are a danger to the public. • The roads are damaged continually by large heavy HGV type vehicles. It is felt that the exhaust fumes and particulates from all vehicles may have contributed to noticeable damage to the ancient hedgerows and trees. • Public transport service to the parish is minimal, seasonal and patchy throughout day, in relation to the size of the parish. It is unsafe to walk on the roads and further added housing will increase the problem. • In periods of heavy rain, the village is cut off by impassable flood waters coming from the overflowing River Lugg and runoff from agricultural fields. • Drainage is inadequate. • Water extracted from the River Lugg for agriculture cannot be increased without damage to the fragile ecosystem. • Chemical laden waste & sewage flow into the River Lugg has not been controlled leading to damage to the fragile ecosystem. • Marden Academy, Marden Pre School currently at capacity with a further 90+ houses and more to come there will be no more space is available in the building for students. • Community facilities are non-existent. Only shared spaces are available. • The two Public Houses are closed with no signs of re-opening. • No facilities exist for older parishioners because of the lack of specific community centre. • Green issues and climate change are not being addressed. • The electricity supply is at near capacity. There is no extra capacity for electric vehicles and their

charging points. • No medical facilities exist in the village. Access to medical facilities in the County is severely restricted. • Lack of social housing or affordable housing. • No form of motorcar 'garage' facility exists. • Agricultural land is under extreme pressure from industrial farming practices pandering to a luxury food markets which leaves the land sterile. • The listed bridges at Leystone and Moreton on Lugg are all too frequently damaged by vehicles that are too large, long and heavy resulting in road closures lasting many weeks at significant cost to the county. • Domestic renewable energy is minimal. • No safe cycle routes to the City of Hereford or any other settlements.

Should settlements within the above areas be removed for the settlement hierarchy (Option 2a)?

No

Should there be reduced growth target for these settlements, allowing for some scale growth (Options 2b)

Yes

Should there be a second tier of settlements, with new development limited to specific circumstances e.g for affordable housing, self-build or custom built housing?

No

Should a policy be included within the Local Plan to support Neighbourhood Development Plans allocating sites for affordable housing, self-build, custom build and community led housing where robust evidence can be provided?

Yes

Which should the overall rural growth be distributed to settlements by?

Option 1 - Proportional growth

Outside of any existing employment sites, should new larger scale employment provision be directed towards those settlements named within the options above?

Yes

Are there instances where large scale employment will be situated within the 'open countryside'?

No

Are there any known long distance routes which could be safeguarded within the Local Plan?

Yes

If so, please give us details

The plan should use all bridle ways and paths to give safe passage and alternative green routes to walkers, horse riders and cyclists. For example: • The Drovers Road from Sutton Rhea to the A4103. • Public bridle way from Moreton-on-Lugg to Lyde. • Wye to the Thames, 119.7 miles • Vaughan's Way, 17.1 miles • Black & White Village Trail, 42.6 miles • Ledbury, Herefordshire Trail, 153.8 miles • Ultimate Ross Round 27.2 miles • Aymestrey, Riversides Way, 70.3 miles • Mortimer Trail 29.5 miles'

General Comments

The Parish of Marden, and in particular the main village of Marden, has been considered by Herefordshire Council as one of the more sustainable areas within the county. While this may have been the case in the past years it is difficult to see how it can currently be viewed that way. The road network, in particular, is no longer sufficient for the vehicle loads placed upon it. Floods and bridge strikes have meant that the Village and other parts of the Parish have been cut off for days at a time. Climate change and specific farming industrialisation will only make this situation worse without significant infrastructure investment. Drainage and sewerage systems are currently inadequate for current requirements let alone the future. Any enlargements of the parish and improvements to infrastructure must be considered along with likely impacts (mostly bad) on the surrounding parishes.

1. Little notice seems to have been taken to incorporate serious climate change thinking into decisions around rural expansion.
2. The calculations used to decide on which settlements are the most sustainable is deeply flawed. Infrastructure (state of current roads and rural traffic) along with flood status, drainage etc., is not weighted appropriately. While we have a daily bus service and super-fast broadband that is about all that is capable of meeting future needs.
3. Many small rural communities, deemed to not be sustainable, will die if some growth is not undertaken.
4. We think it would help to look at how to connect clusters of villages and hamlets so they can better access and share facilities. Many villages already work together to provide services and would be happy to be connected by enhanced green paths for walking and cycling.
5. Improvements to infrastructure are needed in Marden before any significant further development is undertaken. Many single lane roads into and out of the village from all sides and heritage bridges are susceptible to strikes by large agricultural tractors and trailers and HGV's. There are numerous problems with drainage and general water run off throughout the Parish.
6. There should be an assured investment in upgrading rural settlements' sewage treatment works, to strip out as much as is technically achievable of the phosphate and nitrogen that is present in treated effluent so that any settlements' planned population growth does not worsen the current situation.

