

Our response regarding the SLR after the approval of the Core Strategy in 2015

Having completed the largely unused Rotherwas Access Road some years ago, the SLR is just the next section in the whole Hereford Relief Road scheme. Herefordshire Council's plan is to have the city almost completely ringed with roads from A49 to A49.

The approved route linking the Ross and Abergavenny roads threatens large swathes of Herefordshire's green fields and will impact our heritage of historic buildings, from Haywood to Grafton. It also runs through the ancient woodland of Grafton Wood which is supposed to be protected under planning law. No mitigation measures can replace this.

There is still no business case to demonstrate that the benefits outweigh the costs and without this the Department for Transport is unlikely to release any further funds

More generally this continued threatened destruction of Herefordshire countryside would see alarming amounts of Herefordshire green fields being lost – many of these fields are Grade 1 agricultural land, which could be used for growing food. Herefordshire has amongst the highest proportion of Grade 1 & 2 land (the best for growing food) in the country.

HCPRE has long maintained that the case for this road complex has not been proven and will not bring the economic benefits its supporters suggest. Another concern is that, in order to pay for these roads, housing applications will follow for the 'infill' land. This will obviously lead to more traffic on these roads than is currently planned. CPRE's national report 'The impact of road projects in England' produced in 2017 demonstrates conclusively how major new roads induce more traffic.