

Supplement to the agenda for

Council

Friday 13 July 2018

10.00 am

**The Council Chamber - The Shire Hall, St. Peter's Square,
Hereford, HR1 2HX**

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Agenda item no. 5 - Questions from members of the public

Question Number	Questioner	Question	Question to
PQ 1	Mr Jeremy Milln, Hereford	The Department of Transport provides a support package to local authorities like Herefordshire Council to assist the development of Local Cycling and Walking Infrastructure Plans. Given the relative lack of provision in Hereford, highlighted by the public event at the University Centre on 17 th May and the Declaration from Hereford Civic Society which followed, what is the Council doing to engage with Hereford Transport Alliance and other involved third sector organisations to ensure these plans are properly progressed so the 'sustainable urban expansions' proposed in Local Plan for Bobblestock, Three Elms and Holmer West are genuinely sustainable in transport terms?	Cabinet member infrastructure
<p>Response:</p> <p>We have ambitious plans to increase walking and cycling provision in the city building on the extensive cycle network that includes over 20 miles of off-road cycle routes, advanced stop lines at signalised junctions, and excellent cycle parking at key destinations. Cycle levels in the city are well above the national average and this is reflected in census data and travel surveys. Something Hereford should be proud of.</p> <p>There has been extensive consultation and opportunities to engage on policies and proposals relating to new development and cycle infrastructure including in relation to the Local Transport Plan and the stage 2 consultation on the Hereford Transport Package. Consultation has been open to local residents, groups and council members.</p> <p>Our positive approach to supporting cycling is reflected in the success of our bid to take part in the government's local cycling and walking infrastructure plans (LCWIP) programme. We are one of only 36 local transport authorities to be selected from a total of 78 applicants. We are working closely with the government's appointed consultants, WSP, to progress the technical stages of the LCWIP process which takes into account current and future demand for cycling and walking including that resulting from planned development such as the sustainable urban extensions. We will be consulting on draft LCWIP proposals, and there will be further consultation in respect of any housing developments as part of the planning process. I would encourage all interested parties to engage in these consultations.</p>			

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PQ 2	Mr Norman Baker, Ledbury	Why did the Council introduce street parking charges to deter people from shopping in Hereford?	Cabinet member transport and regulatory services
<p>Response:</p> <p>In accordance with our Local Transport Plan, street parking charges help mitigate traffic growth, relieve congestion and promote sustainable travel in the city centre. On street parking provides shorter term opportunities whilst longer term parking remains available off street. Our parking charges are set at a level that remains competitive with neighbouring cities, but also encourages people to use alternative active travel options. Businesses and residents are consulted on all on street parking schemes to ensure that schemes are effective in both managing traffic flows and supporting vibrant town centres. We also want to encourage people to make use of public transport networks, or to walk or cycle as an alternative to using their car and, as demonstrated in the answer to question 1 above continue to develop sustainable transport opportunities in the city.</p>			
PQ 3	Mrs Victoria Wegg-Prosser, Breinton	Reference budgets for the capital programme, Local Transport Plan, total allocation is £23,880,000 including an additional sum this year of £3,198,000. £1,253,000 of this is earmarked to rectify potholes which have increased five-fold this year, apparently. How can Council evaluate the benefits of this expenditure when there has been no published analysis of the efficacy of the current Local Transport Plan since March 2016? The promised amalgamated Report for 2016/17 and 2017/18 is still awaited.	Cabinet member for infrastructure
<p>Response:</p> <p>The council does not wait for the publication of the annual progress report to evaluate effectiveness of its investments; I am advised this report will be published in August. Performance information relating to both strategic transport indicators (such as road traffic casualties and highway condition) and operational indicators (such as responding to defects and customer complaints) is monitored and reported throughout the year through the normal corporate reporting processes; and the public realm annual plan takes into account this performance. The total allocation within the current capital programme reflects the normal annual government grant of around £10m for each of two years, payable annually, and some additional funding secured for the current year.</p>			
PQ 4	Mrs Clare Palgrave, How Caple	What is the Council planning to do to increase recycling rates for domestic waste (41.2% in 2017) to at least achieve the current Government target of 50%?	Cabinet member contracts and assets
<p>Response:</p> <p>Herefordshire Council is committed to contributing to the 2020 UK national target of 50% recycling and composting. Improving our recycling and composting rates requires a whole community response and the council provides information and support to residents and businesses to achieve</p>			

this improvement both on our website and through specific initiatives, to help reduce waste, improve performance and reduce costs. Current initiatives include:

- Encouraging communal developments to recycle. The council's waste management team is encouraging residents in flats, traveller sites and houses of multiple occupancy to make the best use of the recycling services available. This not only helps improve the county's recycling performance but helps reduce waste collection problems at these premises.
- Targeted campaigns to promote recycling at Christmas, during recycling week and in association with national and events such as the football world cup, with videos, press releases, and social media advertising. The aim of these campaigns is to help people to make best use of our recycling services, improving both the quantity and quality of materials recycled.
- Promoting composting at home by providing information, guidance and low cost home compost bins. This helps encourage people to deal with organic garden waste and compostable kitchen waste in the most environmentally sustainable way.
- Increasing waste awareness in schools by providing information, guidance, school assemblies, visits by the lorry and crews, and free tours and activities at our recycling facility.

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PQ 5	Mr Robert Palgrave, How Caple	<p>The notes taken by DfT at a meeting with Herefordshire Council in October 2017 record that Council had bid for £95m from the Housing Infrastructure Fund for the Hereford Bypass, against an estimated total cost of £177m (assuming a dual carriageway road). The note also states that "the gap of £82m will be narrowed with capital receipts from land assets, developer contributions" and that the "Remaining gap of £65m would need to be found locally or borrowed (with future additional council tax payers paying this back), or further money obtained from government."</p> <p>If the HIF bid is unsuccessful, will local residents fund the missing £95m as well as the 'remaining gap' of £65m?</p>	Cabinet member infrastructure
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Response:

I expect central government to make a substantial contribution to delivery of this vital scheme and we are working actively with the DfT and other government departments to this end. As identified in the quote provided by the questioner any gap in a final scheme package would need to be either found locally, borrowed or further funding obtained from government. The council continues to pursue all funding opportunities for the project.

PQ 6	Mr Andrew Morawiecki, Brienton	Herefordshire Council's bid for financial support from the Housing Infrastructure Fund stated "The Hereford and Herefordshire community are supportive of the proposals within this bid as they are fully in line with the adopted Local Plan, the Herefordshire Core Strategy 2011-31. This includes the proposed housing delivery and the requirement for a bypass to the west of the city." Can the Cabinet member explain this statement given the considerable opposition to the Bypass raised by a large number of residents during the recent HTP consultation, in questions to Cabinet, and in local newspaper coverage?	Cabinet member infrastructure
<p>Response:</p> <p>The statement is taken from a supporting document submitted with Herefordshire Council's Housing Infrastructure Fund (HIF) application that explained the consultation undertaken as part of the Herefordshire Core Strategy 2011-2031 development process. Responses to this consultation at the Developing Options stage, demonstrated overwhelming support for a transport package including an "outer distributor road" (as the new road was known at the time).</p> <p>Subsequent to the submission of the HIF application, the Hereford Transport Package consultation was undertaken with 59% of respondents supportive of a western bypass being included as part of the Transport Package.</p> <p>There are those who either do not support the building of any new roads, or would prefer the route to be different; however the weight of opinion remains in support not only of a by-pass, but a western route for that by-pass.</p>			
PQ 7	Mrs Liz Morawiecka, Breinton	In answer to a public question in November 2017 about the Western Relief Road the Cabinet member for Infrastructure said "to the end of October 2017 £2.6m has been spent on the project, funded by annual revenue budgets, reserve funding of £0.6m and external funding contributions of £0.7m." By the end of this financial year over £5.4Million will have been spent on this project. Why is the expenditure of £2.6Million in 2017/18 previously spent on this capital project not reflected in the Capital programme presented to Herefordshire Councillors today?	Cabinet member finance and corporate services
<p>Response:</p> <p>There is no reported spend on the Hereford Transport Package Capital Project because, as identified by the questioner in the quote from the response given previously by my cabinet colleague, expenditure to date has been funded and reported through revenue budgets.</p>			

PQ 8	Ms Jaqui Tonge, Hereford	The Southern Link road, if it is to be the first part of the proposed "bypass" and to be adopted as the new A49 trunk road, has to be built to standards set down in the Design Manual for Roads & Bridges. Would the Cabinet member please confirm that the Southern Link road will comply with these design Standards?	Cabinet member infrastructure
Response: Yes; I can confirm that the Southern Link Road is being designed using the Design Manual for Roads & Bridges highway design standards.			
PQ 9	Mrs Melanie Iron, Kimbolton	As a new resident I would like to ask what the Council propose to do to control the excess speeding through the village of Kimbolton. Despite the 30mph speed restriction signposting and road signage, drivers continually abuse this, causing danger, excessive noise and additional pollution. As a driver, I and other residents are fully aware of drivers who continually abuse the speed limit in fact during the early evening and weekends it is obvious that cars are being driven at twice the limit imposed. It is very apparent that more traffic calming needs to be put in place. The local police advised me to contact you regarding this matter.	Cabinet member transport and regulatory services
Response: Through the Herefordshire Community Safety Partnership we work closely with the Safer Roads Partnership for West Mercia and local policing teams to identify areas where speeding is considered a particular problem for local residents, with a view to making Herefordshire's roads safer. While West Mercia Police are responsible for the actual enforcement of speed limits, I have asked officers to work with your ward member Councillor Stone and the parish council to find alternative ways of influencing driver behaviour and help reduce speeds in Kimbolton.			
PQ 10	Ms Kate Sharp, Hereford	The Hereford Transport Package relies on the Southern Link Road being approved at the public inquiry which will take place for 7 days from 30 th October 2018. What is the risk to the Hereford Transport Package, in particular the proposed "bypass", should the Council be unsuccessful at the public inquiry?	Cabinet member infrastructure
Response:			

The public inquiry you refer to will consider the council's reasons for the acquisition of land needed for the Southern Link Road scheme. It will not consider the planning case for the scheme – which has already been determined. I do not believe this represents a significant risk to the bypass.

PQ 11	Mr Emil Morfett, Breinton	<p>From the notes dated 3 October 2017 of a meeting with Herefordshire Council, the Department for Transport recorded that “Herefordshire Council suggest that most people consulted are not concerned whether an eastern or western route is adopted. Apparently most of those favouring the eastern route have been easily persuaded of the greater merits of the adopted western corridor when the arguments are explained to them. They claimed that less than 10 properties are affected whichever alignment is chosen, and it is those handful of individuals who form the bulk of objectors”.</p> <p>Given that a 38 degrees petition asking Herefordshire Council to scrap plans for the bypass now has over 1600 signatures, can the Cabinet member explain the comment that there is only a handful of objectors?</p>	Cabinet member infrastructure
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Response:
I refer to the response give to question 6 above.

PQ 12	Mrs Carole Protherough, Birch Hill	<p>Cabinet report 16th June 2016 on the Hereford Relief Road (Hereford Bypass) notes in para 26 and 27 that the bypass will enable the delivery of new homes and communities in the western urban expansion (Three Elms) and in the northern urban expansion (Holmer West) There is no mention of the third urban extension at Lower Bullingham. Can the Cabinet member clarify that it is now accepted that the Bypass is not a prerequisite for house building at Lower Bullingham?</p>	Cabinet member infrastructure
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Response:
I cannot. The proposed urban extension at Lower Bullingham can't be fully developed without the provision of the bypass. Policy HD6 of the Herefordshire Local Plan Core Strategy sets out the adopted policy for the development of the Lower Bullingham urban extension. As with the other policies for the strategic urban extensions in the Core Strategy, there is an explicit link in the policy to Appendix 5 of the document which sets out the relationship between the development of the urban extensions and the provision of key infrastructure, including the bypass. Appendix 5 of the plan indicates that around 50% of the housing on the urban extension (as a proportionate share) can be delivered prior to the provision of the critical infrastructure and this would be the basis of any negotiation on a planning application for a proposal on this site.

PQ 13	Ms Helen Powers, Brienton	Every route of the proposed Hereford Bypass has significant adverse impact on the countryside, environment, historic buildings, historic parkland, landscapes and visually to the West of Hereford. How will the environmental damage that this road will cause be mitigated to provide the net environmental gain?	Cabinet member infrastructure
<p>Response:</p> <p>Cabinet is shortly due to consider a report setting out the recommended route for the bypass. A suite of technical documents informs the recommended route and this includes a Stage 2 Environmental Assessment Report (EAR). These reports are all available to view on the council's website. It is not accurate to say that all routes have significant adverse impact on all the elements you state in your question. The EAR report sets out the assessment of the environmental impact of each route. This will vary depending on the route and the results of this assessment are used to compare all routes and to ensure that the preferred route recommended is that route which has the least impact across a range of criteria. Subject to cabinet approval the red route is recommended as the preferred route for further development. The detailed design of the scheme will include mitigation proposals to compensate for the impact of the road. The design of these mitigation measures will be in accordance with the Net Positive impact guidance / approach to ensure that the mitigation measures outweigh the impacts of the scheme.</p>			
PQ 14	Dr Nicola Geeson, Hereford	In the Hereford Times of 21 June Mr Box, Head Teacher of Lord Scudamore Academy, is very concerned about air pollution near schools, but mistakenly asserts that "the new bypass will solve many of Hereford's traffic problems and provide all Hereford residents with cleaner air to breathe". Please can you confirm, as has been admitted publicly recently by Council Officers, that this particular bypass will do no such thing? It must be clear to most people that large new housing developments to be built along the "bypass" will generate much more traffic in the centre of Hereford than there is now.	Cabinet member infrastructure
<p>Response:</p> <p>The delivery of the bypass will help improve air quality in Hereford city. The bypass will provide an alternative route for through traffic including HGVs that does not need to travel into the city. The removal of these vehicles from city routes close to homes, schools and leisure facilities will contribute to lower air and noise pollution in the city centre. Without a bypass growth in traffic will continue on city roads with no alternative routes for through traffic with associated air quality impacts across the city and in particular in the current air quality management area. Delivery of the bypass and accompanying active travel measures including those associated with new housing developments will help to address Hereford's traffic problems.</p>			

PQ 15	Ms Julie Orton-Davies, Moreton on Lugg	<p>Historic England's Urban Design Panel's report following their visit to Hereford contains many recommendations regarding the state of the city and the effects of the development of the University and the urgent actions needed by both University and Council if this 'ground breaking project' is to be successful and be of benefit rather than harmful to the city.</p> <p>They particularly emphasize the need for a Masterplan for the city but also:</p> <ul style="list-style-type: none"> [1] A joint Design Code for the new University buildings [2] Obtaining independent design review advice [3] A strategic review of car parking [4] Archaeological studies [5] Improvement of the environment around the station and city walls <p>What has the Council done, or is it doing, to implement the Panel's recommendations and to set up the necessary cooperation with the University?</p>	Cabinet member infrastructure
<p>Response:</p> <p>A central Hereford design guide is in the process of being commissioned, with funding from both the Council and University. In addition, a Historic Area Appraisal of the central Hereford has been undertaken and will be published shortly, detailed archaeological studies will be undertaken as required in key areas of development interest. These documents will provide key evidence to guide the preparation of the Hereford Area Plan (HAP) and they will address a number of the recommendations included within the Urban Panel report.</p> <p>The council continues to work closely with NMiTE (the university) to enable the development of a university within Hereford. The university are fully engaged members of the HAP reference group which is helping to progress the preparation and delivery of the plan. In terms of other areas of collaboration, a Joint University Development Board operates to support the University's establishment in Hereford; Herefordshire Council both supported NMiTE in the development of the Green Book Business Case which secured significant government funding and acts as accountable body for that funding.</p>			

<p>The current Local Transport Plan (LTP) recognises the need for a reduction and rationalisation of the parking supply, a review has been commissioned to consider the redistribution of public parking based on future needs, this will in turn inform redevelopment opportunities.</p> <p>The council is currently developing plans for a transport hub in the station area which will see further regeneration following the opening of the city link road. Delivery of this hub will include the provision of good quality hard landscaping and planting. We will be consulting on this later this year to ensure users of the station and bus users and others have an input into the design. We are also working with the Hereford BID team to implement wayfinding signing throughout the city and this will include signing to city destinations from the train station.</p> <p>The council has this year invested in removing potentially damaging vegetation and making good those elements of the city's historic walls which the council is responsible for maintaining.</p>			
PQ 16	Mrs Alison Wright, Kingstone	In drawing comparisons between the summer of 1976 and the current drought situation, I have a question regarding the long term water supply provision given the water demands to be met by the extensive house building program currently underway in Herefordshire. How do the planning authority and their partners aim to continue to serve the water requirement needs of all existing and new households with bore holes and rivers running dry and water being brought in by tankers to supplement supply in some areas already?	Cabinet member infrastructure
<p>Response:</p> <p>The council and the water companies actively engaged throughout the development plan process, in particular with regard to proposed housing trajectories and targets with a view to overcoming infrastructure constraints which might delay or prevent development. The council paid regard to the representations of the water industry, as well as those of other statutory consultees, in preparing our local plan.</p> <p>The water companies capital investment programme is undertaken through a rolling asset management programme (AMP) which seeks to fund large scale utility (water/sewerage/wastewater treatment works) infrastructure works. Currently the water companies are implementing AMP6 (2015-2020) and some settlements within Herefordshire have seen/are seeing investment as part of this. For example, there are significant capital works currently being implemented by Welsh Water in Hereford to reinforce supplies to the city. In addition, the water companies are preparing for AMP7 covering the period 2020-2025 in order to safeguard both the quality and quantity of water in the longer term.</p>			
PQ 17	Dr Patricia Ronan, Hereford	If Herefordshire Council are serious about improving air quality in Leominster and Hereford, how much did they request from the £40million Government grant scheme to fund the provision of electric buses in Herefordshire?	Cabinet member transport and regulatory services
<p>Response:</p>			

There are a number of government grant schemes to support clean air technologies and I am unsure which particular scheme is referred to. A bid for £10m was submitted to the “Go Ultra Low Cities Fund” to establish a number of exemplar cities for electric vehicles; regrettably our bid was unsuccessful.

We have however had a number of successful funding applications for both electric vehicle and air quality funds. For example

- Last month (June 2018) we secured funding to develop a network to rapid electric vehicle charging points along the A49. This will complement the existing network of EV charging points across the county and will enable residents to fully charge in 30mins.
- In 2016 we secured £2m for our active travel programme “Destination Hereford” which runs until 2020. This behavioural change programme seeks to improve air quality through increasing levels of walking and cycling.
- In May 2018 the council committed to investing in a fleet of fully electric and hybrid pool cars which will soon be in operation.

We will continue to pursue funding opportunities to support improvements in air quality.

PQ 18	Ms Jane Jackson, Hereford	As the Herefordshire Women’s Equality Group we welcome the passing at the Council meeting in May 2018 of Amendment 3 to Registrable interests for councillors. In connection with this we would like to know how many councillors have declared additional interests as a result of those constitutional changes and which organisations they have declared membership of.	Chairman of Audit and Governance Committee
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I am advised by the Monitoring Officer that, as of 10 July, 21 members have amended their register of interests since the Council meeting in May 2018 to include the organisations listed below. It is not possible to say whether all the amendments were as a result of the constitutional change; all members are required to update their register to reflect any changes in the interests that they may have at any one time. All councillors’ registers’ of interest are published together with declarations made during meetings and can be viewed on the [Your Councillors](#) pages of the council’s website.

Organisations

- Badger Faced Welsh Mountain Sheep Society
- Bobblestock and Westfield Community Association
- British Academy of Composers Songwriters and Authors
- British Association for Shooter and Conservation
- Campaign for the Preservation of Rural England
- Camping and Caravan Club
- Caravan and Motorhome Club
- Chartered Institute of Environmental Health.
- Chartered Institute of Marketing
- Conservative Councillors Association

Conservative Party
Coppett Hill Trust
Countryside Alliance
English Heritage
Friends of Coppett Hill
Friends Of Leominster Library
Goodrich Afternoon Club
Halo
Hereford and South Herefordshire Conservative Association
Hereford City Council
Hereford Civic Society
Hereford Community Land Trust
Herefordshire Conservative Business Forum
Herefordshire Independents
Herefordshire Tree Forum
Institute of Chartered Secretaries and Administrators (The Governance Institute)
Institution of Mechanical Engineers
It's Our County Party
Kololi Beach Club (The Gambia) Time Share
Leominster Civic Society
Leominster in Bloom
Leominster Town Council
Lugg Drainage Board
Magistrates Association.
Masonic Charitable Foundation Trust & Vellum & Palladian Lodges.
National Association of Retired Police Officers
National Farmers Union
National Trust
North Herefordshire Conservative Association
North Herefordshire Green Party
Orleton Village Hall Management Trust
Redditch Conservative Association
River Wye Preservation Trust
Ross Betzdorf Twinning Association
Ross Conservative Club

Ross-on-Wye Civic Society Royal British Legion Royal Edward Lodge South Herefordshire Conservative Association Transition Leominster Tregate Anglers Club United Grand Lodge of England Vitruvian Lodge Whitchurch History Society			
PQ 19	Ms Diana Toynbee, Hereford	<p>In 2016 The Local Transport Plan report to full council presented the results of the last public consultation.</p> <p>The public's top priority for revenue spending was buses, followed by maintenance. The public's top priorities for capital spending were maintenance, walking and cycling.</p> <p>Would the Cabinet member please describe what our current capital programme is doing to respect the people's priorities of investing in safe, segregated walking and cycling across the County?</p>	Cabinet member infrastructure
<p>Response:</p> <p>The current capital programme includes significant investment in cycling and walking including schemes within the Hereford, South Wye and city centre transport packages. The Highway Asset Management and Local Transport Plan provision will also support footpath and cycling improvements across the county during the year.</p>			
PQ 20	Mr Phil Chapman, Breinton Common	<p>Guidance in 'The Design Manual for Road Building' calls for an Agricultural Impact Assessment (AIA) where more than 20ha of "best or most versatile land" (defined as Grades 1,2 and 3a) is to be lost. It has been noted that planning for other road schemes elsewhere have properly followed this Guidance and have included an AIA – eg Cornwall A30 Temple to Higher Carblake Improvement (where only 12ha of lower grade land was to be lost), and Port of Immingham (20ha of land permanently lost). The intended Southern Link Road and Western Relief Road both cross the highest grades of agricultural land, deemed nationally to be a scarce resource of great importance, where can the Agricultural Impact Assessments be found for these road proposals?</p>	Cabinet member infrastructure
<p>Response:</p> <p>The published planning application documents for the Southern Link Road set out the assessment of agricultural impact associated with that scheme and detailed negotiations with landowners have taken place over recent years to assess impacts and compensation. Subject to further</p>			

design of the Hereford bypass and approval to submit a planning application the planning application documents for the bypass project will include the appropriate agricultural impacts assessments and will also be published on the council's website when available.			
PQ 21	Ms Julia Lagoutte, Hereford	Many people in our county rely on buses, but I can find very little about them in the council's transport plans. What are the council's plans to improve bus services this year?	Cabinet member transport and regulatory services
<p>Response:</p> <p>The council's priority, as set out in the local transport plan, is to continue to support a core bus network which serves the rural areas and provides access to Hereford and the market towns and I am happy to confirm that we are continuing to maintain this commitment in spite of the continuing pressures on the council's revenue budgets. Bus services across the county are operated by private companies on a commercial footing; the council is investing £1.3m subsidising service provision where key routes are not commercially viable and a further £1.3m supporting concessionary travel.</p> <p>In addition the council is supporting a further roll out of real time public transport information which will take place through the remainder of this year. This includes real time displays in Ross and Hereford and inclusion of wider range of services during. In addition, real time information will also be available by smart phone application meaning that it will be much widely accessible by the end of the year.</p>			

Agenda item no. 6 - Questions from members of the council

Question Number	Questioner	Question	Question to
MQ 1	Councillor Matthews, Credenhill	In 2012, this administration brought into being a system for the development of NDP. Each Parish Council was allocated a relevant number of houses to be constructed within their parish boundaries by 2031. They were clearly given the impression that having met their allocated targets, no further development expectations would be enforced upon them. Quite a few parishes, with early approved NDP's, have more or less already met their full quotas, and I understand they are soon to be reviewed, obviously with the intention of increasing greatly the development in their areas. Did the Cabinet Member for Development and Infrastructure at the time totally mislead members and the public, when he assured us all that the initially allocated figures would be strictly adhered to?	Cabinet member infrastructure
<p>Response: Neighbourhood plans have been successfully applied throughout Herefordshire and have provided the additional local planning policies to ensure that the growth required in the Core Strategy meets local aspirations.</p> <p>Each parish council undertaking a Neighbourhood Development Plan was given a proportional growth housing requirement to ensure that their plan contributed and supported the growth within the Core Strategy. This was based on the overall housing requirements within the Core Strategy. All neighbourhood plans are adjudged against their conformity with the Core Strategy at examination and therefore it is important that the housing growth numbers can be achieved and neighbourhood plans are seen to positively promote growth. These growth housing requirements are being adhered to.</p> <p>Government has recently consulted on a revised National Planning Policy Framework and we await the publication of the outcome of that consultation and a new framework. Any future review of Herefordshire's Core Strategy may require an adjustment to current housing figures to ensure continued compliance with evolving national policy; this is a normal part of the national development plan process. At this stage, there is no specific indication of any housing numbers or future settlements/parishes to which this will apply.</p>			

MQ 2	Councillor Bartlett, Leominster East	On 3 rd July following General Scrutiny decision on 2 nd July to call the Hereford Transport Package Route decision in for pre scrutiny, a 'Partners and Businesses HTP Route decision' letter was sent out by recorded delivery. The final paragraph reads: <i>The Cabinet papers, including a proposed response to any recommendations made by General Scrutiny Committee will be published on or before 19 July.</i> This suggests there will be very little consideration of General Scrutiny's responses, or none at all if papers are published before 19 th July as stated in the letter. All together how much money was spent on these first class 'one day delivery and signed for' recorded delivery letters?	Cabinet member infrastructure
<p>Response:</p> <p>Cabinet will, as it always does, give full and due consideration to any recommendations determined by General Scrutiny Committee. The cost of letters informing potentially affected residents and businesses of when information will be made available was £1,598. The tone of the question seems to suggest this was wasted money; I hope that was not the intention but if so I can only wholeheartedly disagree. The by-pass is something this county has been calling for for many years and the benefits of building it have been well-rehearsed. However those whose home or business may be directly impacted may understandably have different views and will above all want certainty about their future. To ensure that they are kept informed of the process is, to me, an essential and therefore worth the small cost.</p>			
MQ 3	Councillor Crockett, Queenswood	Now that it has been decided that the Council owned property Hillside, is to be refurbished and an amount of £1.5million has been reserved for this project, can the Cabinet member ensure Council, that work quotations will meet this target and not become another 'Blueschool House' fiasco?	Cabinet Member Health and Wellbeing
<p>Response:</p> <p>Council is being asked to make provision in the capital programme for this exciting opportunity to explore the development of nursing home provision at Hillside that meets the need of Herefordshire's ageing population, particularly those with complex Elderly Mental Illness needs, that delivers quality care and is financially sustainable. However a decision to implement the scheme has not been taken and will be informed by the feasibility work currently underway, and a developed business case which will include refined cost estimates.</p> <p>I don't accept the description of the customer services hub at Blueschool House being a fiasco given the benefits it is bringing to our residents in terms of improved access to essential services in a quality environment. Whilst there were indeed failures in reporting of cost increases which have been fully recognised, the revised business case remains sound. Lessons have been learnt from that experience and there are more robust controls in place to prevent unauthorised expenditure once a capital project has been approved for implementation.</p>			



