

9 DCCW2004/0063/F - PROVISION OF NEW CYCLEWAY FROM THE GREAT WESTERN WAY AND BEAUFORT AVENUE TO MARLBROOK ROAD, HEREFORD

**For: Herefordshire Council per Halcrow Group Limited,
11/12 Castle Street, Hereford, HR1 2NL**

Date Received: 14th January 2004 **Ward: St. Martins & Hinton** **Grid Ref: 50155, 37842**

Expiry Date: 10th March 2004

Local Members: Councillors Mrs. W.U. Attfield; A.C.R.Chappell and R. Preece

1. Site Description and Proposal

- 1.1 The application involves the formation and laying out of a new cycleway to serve Haywood High School as part of the "Safer Routes to School" agenda. It is intended to provide a safe, attractive and direct route for pedestrians and cyclists from the school entrance to the residential areas to the west.
- 1.2 The proposed route runs north east from the Great Western Way around the perimeter of the school, running parallel to Beaufort Avenue and Falstaff Road and terminating at the main access to the school to the western end of Marlbrook Road.
- 1.3 The surface would be 3 metres wide and extend for approximately 350 metres in length.

2. Policies

2.1 Planning Policy Guidance:

PPG1 - General Policy and Principles
PPG13 - Transport

2.2 Hereford Local Plan:

Policy ENV14 - Design
Policy ENV15 - Access for All
Policy ENV16 - Landscaping
Policy ENV18 - External Lighting
Policy T11 - Pedestrian Provision
Policy T12 - Cyclists Provision
Policy T13 - Pedestrian and Cycle Routes

2.3 Herefordshire Unitary Development Plan (Deposit Draft):

Policy S6 - Transport
Policy DR1 - Design
Policy DR3 - Movement
Policy T6 - Walking
Policy T7 - Cycling

Policy T14	-	School Travel
Policy T16	-	Access for All
Policy DR14	-	Lighting

3. Planning History

3.1 None relevant to this application.

4. Consultation Summary

Statutory Consultations

4.1 No statutory consultations were undertaken.

Internal Council Advice

4.2 Head of Engineering & Transportation recommends that the contents of the cycle audit undertaken in January 2004 be noted and incorporated into the design.

4.3 The Public Rights of Way Manager states that the proposal would not appear to affect any public rights of way and there is consequently no objection to this application.

5. Representations

5.1 Six letters of objection have been received from local residents. R.F. Barnes, 12 Falstaff Road; J. Davis, 13 Falstaff Road; Mr. & Mrs. R. Buchanan, 14 Falstaff Road; J. Carter, 16 Falstaff Road; R.K. & V. Williams, 18 Falstaff Road and Mr. B. Colley, 30 Beaufort Avenue, Hereford. The contents of the correspondence are summarised below as follows:

- There is insufficient demand to justify a scheme of this scale.
- The number of cyclists at any time is small and at night practically nil. Few pupils appear to cycle, the vast majority walk.
- The creation of the cycleway would create more hazards than exist at the moment due to a mix of users.
- The cycleway will deprive the area of existing green verges which are a particularly attractive feature of the area.
- The additional lighting is totally unjustified in terms of the likely cycle traffic using the facility at night.
- Litter and vandalism will increase, particularly if a new skateboarding facility is built in the area.
- The Local Authority should examine the potential for reinstating a route into the school via the Great Western Way and Brampton Road.
- The facility will inevitably be used by youngsters on motorcycles which is unacceptable in such close proximity to residential properties.
- Existing flooding problems may be exacerbated as a result of the new cycleway.

5.2 The full text of these letters can be inspected at Central Planning Services, Blueschool House, Blueschool Street, Hereford and prior to the Sub-Committee meeting.

6. Officers Appraisal

- 6.1 The key issues for consideration in determining this application relate to the principle of the proposed cycleway, the visual impact on the character and appearance of the area and the potential impact on the residential amenity of nearby properties.
- 6.2 Both Government Guidance and adopted Development Plan policies generally support the development of a new cycleway link as part of sustainable transport strategies and for recreational use. This scheme proposes a 350 metre long section of new cycleway which would also be used by pedestrians and is intended to provide an attractive and direct route for pedestrians and cyclists travelling between the entrance of Haywood School and the residential areas to the west. Having regard to adopted and emerging policies and the Council's Safer Routes to School Strategy, it is considered the principle of a new cycleway is acceptable subject to the issues below.
- 6.3 At present the application site forms a strong green corridor between the edge of the existing playing fields of Haywood High School and the residential boundary of a large number of properties on Beaufort Avenue, Falstaff Road and Glendower Close. The existing footpath runs tight to the residential boundaries and the proposed cycleway would in the main increase the distance between the residential and pedestrian/cyclists' movements. The cycleway would link to an existing path which crosses the Great Western Way and leads to Brampton Road to the west.
- 6.4 From the information submitted with the application, it would appear that the new cycleway would involve the loss of one tree. The detail of the scheme's alignment has been discussed with the Parks and Countryside in this respect. It is considered that the formation of a three metre wide cycleway will not visually harm the character or appearance of the area such that would justify a refusal of this proposal.
- 6.5 Arguably the most important consideration in association with this scheme is the impact of the proposal on the adjoining residents. As will be noted from the Representations Section, strong concerns have been expressed about the principle of the cycleway, the limited use which is anticipated by existing residents and the direct impact that it will have on the residential amenity of their properties. Concerns have also been expressed about potential misuse given that no preventative measures are shown which would restrict motorcycles accessing the new surface. Direct impact from new street lighting is also of concern.
- 6.6 Having discussed this matter at some length, it is acknowledged that it is extremely difficult to install preventative measures that would not allow a motorcyclist, for instance to access the new surface. Given that the surface should be open to all of the community, e.g. disabled persons and mothers with prams.
- 6.7 With regard to the flooding issue referred to, with a condition to control the disposal of surface water this matter can be adequately controlled.
- 6.8 From its use by cyclists and pedestrians, the new cycleway will not have a detrimental impact on the amenity of existing residents. As noted above, the majority of the route is set further from the residential boundary than the existing footpath and as such should not represent any harmful impact. Street lighting introduced along the length of the footpath needs careful consideration and in this respect a condition is suggested to ensure the Council's Street Lighting Manager gives a proper consideration to the exact position and detail of lighting installed. It is not however considered to be an issue which would warrant refusal of this scheme. In conclusion both the principle and detail

of this scheme are considered acceptable complying with the existing and emerging policies to encourage sustainable and safe movement of the community.

RECOMMENDATION

That planning permission be granted subject to the following conditions:

- 1. A01 (Time limit for commencement (full permission)).**

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990.

- 2. G04 (Landscaping scheme (general)).**

Reason: In order to protect the visual amenities of the area.

- 3. G05 (Implementation of landscaping scheme (general)).**

Reason: In order to protect the visual amenities of the area.

- 4. F20 (Scheme of surface water drainage).**

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal.

- 5. F32 (Details of flooding/external lighting).**

Reason: To safeguard local amenities.

Informative:

- 1. N15 - Reason(s) for the Grant of Planning Permission.**

Decision:

Notes:

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Background Papers

Internal departmental consultation replies.