

**PUBLIC QUESTIONS TO COUNCIL – 30 SEPTEMBER 2016**

**Question from Mr P McKay, Leominster**

**Question 1**

**Community representation as part of the Strategic Development Plan (SDP)**

Fathoming out why there was a lack of community input into appropriate s.106 planning obligations in recent 20+ dwelling planning decision in parish that had lodged objection, with several other housing sites in its Neighbourhood Plan, and putting this down to absence of guidance in the SDP when there has been no developer initiated pre-application consultation regarding these in-conformance with chapter 1.8 of the SDP, with the effect being that the absence of any guidance denied the community of any input, and then finding that the latest s.106 agreements contain a clause to effect that should the Community Infrastructure Levy become payable that this would replace agreed s.106 payments.

May I ask for confirmation that in absence of any developer initiated consultation that consideration of appropriate planning obligations is not closed to community but open for community representations to be made as part of consideration of the planning application within the published consultation period, and if guidance regarding this could be added to the SDP, making it clear that submitting this information should the development be approved would not prejudice any objection to the development raised by the community, or if the introduction of the Community Infrastructure Levy is so imminent that clarifying this issue would no longer serve any practical purpose and ought look forward to receipt of Community Infrastructure Guidance ?

**Question from Mr R Palgrave, How Caple**

**Question 2**

**Rail freight**

The Government published its Rail Freight Strategy on 13th September 2016.

They said: "Transporting freight by rail offers significant benefits to the UK economy:

- by reducing road congestion
- improving industry productivity
- cutting carbon emissions and air pollution"

Large lorries are up to 160,000 times more damaging to road surfaces and foundations than the average car. Road repair costs are therefore mostly attributable to freight traffic.

Reducing greenhouse gas emissions from road freight transport is a significant challenge, more so than for personal transport and local buses where electric vehicles are a viable option.

With the local road network already in a poor state and with Herefordshire lagging behind much of the rest of the country in cutting emissions arising from transport, will the council investigate ways to support the expansion of rail freight in Herefordshire?

**Question from Ms K Sharp, Hereford**

**Question 3**

**Southern link road**

A lot has been said about the need to deliver the southern link road so that it can link via the A465 into the large investment in road improvements that the Department for Transport is making in the

## **Public questions to Council – 15 July 2016**

Head of the Valleys Road from South Wales up to Abergavenny. With a single lane, traffic light controlled river crossing at Llangua, and the HGV height restriction at Pontrilas, would the cabinet member please detail the investments the council will have to make in road infrastructure to overcome these barriers so that heavy goods vehicles can actually access the substantial investment this county's taxpayers are being asked to make in new road infrastructure in and around Hereford?

### **Question from Ms D Toynbee, Hereford**

#### **Question 4**

##### **Destination Hereford**

In December I requested details of how Herefordshire Council's 'Destination Hereford' package had performed against its targets of reduced congestion and increased rural access to public transport.

Cllr Price replied that the project was being evaluated, and a report would be presented. Since the £11 million was allocated to Herefordshire Council in April 2015, and I am still unable to find any performance reports by the council, would the cabinet member now please provide a detailed update on progress made in reducing congestion, developing low carbon transport and improving public transport?

### **Question from Mrs E Morawiecka, Breinton**

#### **Question 5**

##### **South Wye transport package**

Safer walking and cycling routes around Marlbrook Primary school, along Holme Lacy Road, the A49 Ross Road and new 20mph limits in residential areas around the A49 in South Wye are just some of the proposed sustainable transport measures in the current South Wye transport package public consultation. These measures which can be implemented relatively simply and quickly would do much to improve:

1. the health of the local population;
2. air quality along the A49 Ross Road;
3. congestion on the A49 Ross Road;
4. safer active routes for parents and children around the local primary and secondary schools;
4. low cost and safe routes for employees to access the new jobs being developed at the Hereford Enterprise Zone.

At least £7million of funding is available for these sustainable transport measures through the Growth Funding Package from central Government. With traffic on the A49 Ross Road predicted to increase traffic by over 15% once the southern link road is in place, what reasons does the cabinet member have for delaying implementation of these sustainable transport measures until after the new road is built?

### **Question from Mr J Perkins, Hereford**

#### **Question 6**

##### **Investment in Rotherwas**

Following the referendum vote for the UK to leave Europe, future European funding is unlikely to be made available for projects such as making privately owned land at Rotherwas viable for development. Would the cabinet member please explain how much money is needed to make sites in private ownership viable for development and if this money is not forthcoming, how much will this constrain development of future jobs at Rotherwas?