

MEMORANDUM

To : Consultee

From : Mr Ollie Jones, Planning Services, Blueschool House - H31

Tel : 01432 260504 My Ref : 163932

Date : 15/09/2023

**APPLICATION NO &
SITE ADDRESS:
DESCRIPTION:** Planning Re-consultation - 163932 - Land at Hardwick Bank,
Bromyard, Herefordshire,
Outline planning application for a sustainable urban extension
comprising: up-to 250 dwellings; open space, allotments and
landscaping; school expansion land; areas of children's play;
sustainable urban drainage infrastructure; internal roads; and
associated infrastructure. Detailed approval is sought for principal
means of access and layout with all other matters reserved.

APPLICANT(S): The Owner and/or Occupier

GRID REF: OS 364358, 254665

APPLICATION TYPE: Outline

WEBSITE LINK: <http://www.herefordshire.gov.uk/searchplanningapplications>

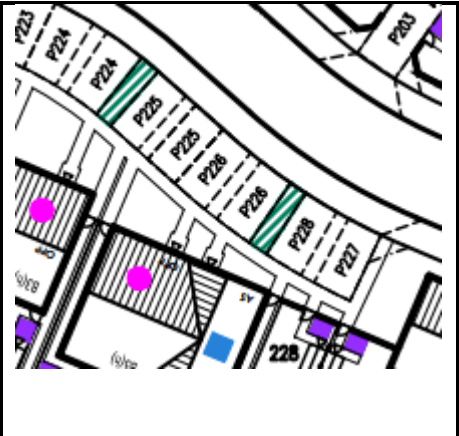
Amended Additional Amended and Additional New or Re-Consultation

The local highway authority (LHA) has the following comments to make on the updated scheme, albeit it should be noted that these comments are made prior to sight of the Stage 1 RSA which is understood to be in progress:

LHA Original Comment	Applicant's Response	LHA Final Response
<p>It is assumed the layby on the access road just north of the proposed site access is for servicing the gas governor, however, the LHA would not wish to adopt the layby therefore it should be placed behind the footway.</p>	<p>Correct the layby is for servicing the gas governor and will only be used intermittently. The layby has been changed to a perpendicular parking space and placed behind the footway. It will be surfaced in grasscrete to integrate with the landscape. A demountable bollard and signage will be installed to prevent incidental use.</p>	<p>Accepted</p>
<p>The LHA will not adopt visitor spaces therefore the footway should run in front of the spaces not behind, for example, adjacent to plots 96/97.</p>	<p>All visitor spaces have been paced behind the footway and are not intended to be adoptable.</p>	<p>Accepted</p>
<p>The 3m cycleway should continue through the school expansion land to Cherry Tree Close. This should be shown on a plan, including the S38 plan as the LHA would wish to adopt it.</p>	<p>This has been shown on all plans including the S38 plan.</p>	<p>Accepted, however, a 2m x 2m pedestrian vision splay should be provided on the northern side where it meets Cherry Tree Close, at present it is bordered by a high fence right up to the footway.</p>
<p>The (presumably) school drop-off laybys by the expansion area should be one long bay rather than broken up and the northern corner should be tightened up/remove excess space with a conventional radius. However, ideally the school drop-off area should be within the expansion land so that the school can control it and residents won't park in it.</p>	<p>The road to the school expansion land has been revised with visitor parking placed to the south of the hedgerow to avoid conflict with residential parking. It is proposed that the street will be one way to reduce potential conflicts at pick up and drop off times. The design of the school expansion will come forward as a separate planning application and it is appropriate that any drop off area that may be required within the school expansion land is considered as part of that application.</p>	<p>There is nothing to force the school to include a drop-off area in the expansion land and an application may not be forthcoming for a number of years but if parents drop-off at this location residents may complain and it will be the schools/Council's responsibility to address the issue. A one-way system is not enforceable without a TRO and the road is too wide to encourage its operation as a one-way system. In addition, it is likely that the two 4 bed dwellings opposite the visitor spaces will occupy at least 2 of the visitor spaces as they have three tandem spaces so the third space is unlikely to be used.</p>
<p>Access for pedestrians/cyclists to the school via the school expansion land should be provided during Phase 1 of the development to ensure good travel habits are formed from the start and walking and cycling is encourage/enabled.</p>	<p>An initial phase has been proposed that will allow access for pedestrians/cyclist to the school via the school expansion land to be delivered as part of that phase.</p>	<p>The Phasing Plan shows the link to the school to be provided in Phase 2. This is not acceptable as travel habits will be established prior to its construction. It should form a condition of planning that the link is provided prior to first occupation of any dwelling. The applicant should also confirm their commitment to provide the link in full (e.g. surfacing, lighting) as part of this application.</p>

<p>Link through hedge/trees should be a cycleway and we would want to adopt it.</p>	<p>The link through the hedge/trees has been removed for sound arboricultural and ecological reasons, which outweigh the limited benefit of providing a cut through in this location.</p>	<p>Accepted</p>
<p>Footway along the A44 between the proposed site access road off the A44 and Upper Hardwick Lane should be removed and the link from the access road onto Upper Hardwick Lane should be included in the S38 plan as the LHA would wish to adopt it. The link towards Stonehouse Farm should also be adopted. Upper Hardwick Lane should be provided with lighting as it will be the main pedestrian access route to this part of the site.</p>	<p>The removed footway along the A44 between the proposed site access road and Upper Hardwick Lane has been removed. To better accommodate pedestrians along Upper Hardwick Lane to the A44, forward visibility around the bend has been improved, as shown on the revised A44 site access drawing, as Stantec drawing 332310017/6001/001 P02. Lighting and resurfacing of Upper Hardwick Lane is proposed, subject to technical review.</p> <p>The link from the access road to Upper Hardwick Lane and the link to Stonehouse Farm are included within the S38 plans, refer to Stantec drawings 332310017-STN-HML-XX-DR-CH-0011 0013.</p>	<p>Accepted. However, the link to Stonehouse Farm is not shown on the S38 plans. In addition, a second link onto Upper Hardwick Lane is shown on the S38 plans and the paths around the western/north-western edge of the development are included. Following our last meeting, these paths were understood to just be mown 'leisure routes' and therefore not adoptable and so should not be included on the S38 plan. Clarification is sought on this point.</p> <p>The improvements to Upper Hardwick Lane and the link from the access road to Upper Hardwick Lane will need to be conditioned as being required to be provided in full prior to occupation of the first dwelling.</p>
<p>The cycleway from the access onto Upper Hardwick Lane to the proposed site access junction with the A44 should be removed but the land reserved so that if the site to the south comes forward then it can be added and a link between the two sites provided.</p>	<p>This has been shown on the revised A44 site access drawing, as Stantec drawing 332310017/6001/001 P02.</p>	<p>Accepted. However, a 3m service strip along the access road between the link to Upper Hardwick Lane and the proposed A44 access should be provided to 'reserve' the land for future cycleway development.</p>
<p>The proposed footway between Upper Hardwick Lane and Winslow Road should be included within the red line and S278 plans.</p>	<p>This has been shown on plans see drawing number 332310017-STN-HML-XX-DR-CH-0011 TO 0014.</p>	<p>This is not included on the S278 plans, only the off-site works plans. It should be included on the S278 plan and the developer is required to fund the works, not S106.</p>
<p>The 30mph speed limit should be relocated to the west of the proposed junction for the Stonehouse Farm access on the A44.</p>	<p>This has been shown on the revised A44 site access drawing, as Stantec drawing 332310017/6001/001 P02.</p> <p>The relocation of the 30mph speed limit change is supported by the development but will be subject to a successful TRO. However, it is</p>	<p>Whilst it is accepted that the outcome of a TRO cannot be guaranteed we would require the developer to fund the TRO process.</p>

	<p>considered that the relocation of speed limit change is not required to provide the site access junction.</p> <p>Should the TRO not be successful, the sight stopping distance of 160m to the signal heads at the site access junction is shown to be achievable, in accordance with the recorded 85th percentile speed, for a design speed of 50mph.</p>	
The LHA would prefer to adopt the outer cycle route which skirts the development to the west from the pond to southern extent of dwellings as it is considered that this would be in the best interests of the public.	As previously agreed with the LHA, the primary cycle route is via the spine road. The paths shown within the public open space are not intended as cycle routes. The paths are not to be provided to adoptable standards as this would conflict with informal landscape character of the areas and ecological enhancements.	Accepted but paths are shown on the S38 plans so will need to be removed from the plans.
A link through from the site onto Damson Tree Close should be provided if the hedge ownership allows.	This is not deliverable due to land ownership reasons.	As agreed during our last meeting the PROW is to be provided with a tarmacked surface to allow for all weather use, albeit it is recognised that it wouldn't be considered a primary access route due to its narrow width.
Grass verges will not be adopted therefore visibility splays should be demarked by footway rather than verge.	All grass verges and areas of public realm planting have been placed behind footways.	There are a number of places where the grass verge is within the splay areas, for example by plot 143. In addition the planning layout (dwg 0687-102 A) does not show the footway following the forward visibility splay line and the splay is blocked by the parking space for plot 144.
Forward visibility should be 33m and should be shown on plans.	This has been shown on the planning layout see 0687-102 A	Footway does not define/follow the splay line by plots 19, 21, 59, 60, 83 and 143.
Minimum centreline radii should be 25m. This should be demonstrated on a plan.	This has been shown on the planning layout see 0687-102 A	Could this be demonstrated on a larger scale plan (1:500).
Visibility splays should be 2.4m x 33m and be demonstrated on a plan.	This has been shown on the planning layout see 0687-102 A	Visibility splay has not been provide for the junction of Upper Hardwick Lane with the new spine road.
2m x 2m pedestrian vision splays should be provided at all driveways to ensure visibility of pedestrians when vehicles are reversing on/off driveways/parking spaces. These should be provided as per the extract from our Highway Design Guide below. As per visibility splays, nothing over 0.6m in height should be placed within the splay.	This has been shown on the planning layout see 0687-102 A	It is not clear from the key what the green hatched areas are but they should not include planting over 0.6m in height.

		
<p>The footway provision along some roads throughout the site appears to be broken up in places, for example, as shown below. A continuous footway should be provided along adoptable roads.</p>	<p>Continuous footways have now been provided along all adoptable roads.</p>	<p>Accepted</p>
<p>How Upper Hardwick Lane to the north of the spine road is accessed is not clear. Swept paths of a large tractor and a fire tender turning into and out of the lane should be provided, as should visibility splays at the junction with the spine road. Visibility splays for the section of Upper Hardwick Lane to the south of the spine road should also be provided.</p>	<p>Stantec have provided the swept path analysis for a tractor and trailer and a fire tender accessing Upper Hardwick Lane from the spine road. This is shown in drawing 332310017-STN-HML-XX-DR-CH-0153.</p>	<p>The swept path of a fire tender has difficulty turning into the northern part of Upper Hardwick Lane and whilst it is recognised that it would be unusual for a fire tender to turn up there and therefore using both sides of the carriageway would be acceptable there may be regular instances when an HGV may have to turn up there and this would be an issue if it was a regular occurrence. Could an HGV be tracked to see if there is an issue and if so would providing some widening help. In addition, visibility splays for the junction of the southern part of Upper Hardwick Lane with the new spine road should be provided in case the TRO to stop up the lane fails.</p>
<p>Raised tables should not be required as roads should be designed to keep speeds down.</p>	<p>The main spine road has been designed to keep speeds down. An assessment has shown that there is one straight section which might encourage higher speeds and so a build out is proposed close to the central open space to mitigate this.</p>	<p>Raised table will not be adopted and the planning layout shows number rumble strips which will also not be adopted.</p>
<p>Block paving will not be adopted. Only standard materials such as black top should be used.</p>	<p>Block paving has been removed from adoptable roads.</p>	<p>Accepted.</p>

<p>All shared private drives under 25m in length should be provided with a turning head capable of turning a large estate car around via a three point turn with all of the car parking spaces occupied. Shared private drives over 25m in length should be provided with a turning head capable of turning a LWB Transit type van around via a three point turn with all of the car parking spaces occupied IF Waste have confirmed that a refuse vehicle would not have to travel down it. Vehicle swept paths of these manoeuvres should be provided for all shared private drives.</p>	<p>Tracking has been demonstrated across the site for the points raised. This is shown in drawings 332310017-STN-HML-XX-DR-CH-0151 TO 0153.</p>	<p>Shared private drives have not been tracked.</p>
<p>Car parking should be provided as follows:</p> <ul style="list-style-type: none"> • One bedroom dwelling – One space • Two/Three bedroom dwellings – Two spaces • Four bedroom plus dwellings – Three spaces <p>Ideally three tandem spaces in a row should not be provided as this is likely to result in at least one vehicle parking on-street for ease of movement.</p>	<p>As set out in the TA, the development proposes a total of 525 car parking spaces for residents and 47 visitor parking spaces. The car parking provision is provided in accordance with HC requirements of:</p> <ul style="list-style-type: none"> • One bedroom dwelling – One space • Two/Three bedroom dwellings – Two spaces • Four bedroom plus dwellings – Three spaces <p>Where possible, three tandem spaces have been removed, however there are a few locations where two tandem spaces and a garage are required.</p>	<p>Accepted</p>
<p>Parking courts should be avoided where possible, for example, plots 74 – 81.</p>	<p>There are just two locations where small parking courts are provided, which are directly linked to the proposed apartment blocks. These are secure and benefit from good surveillance. Accommodating this parking on street frontages would be detrimental to the proposed streetscene.</p>	<p>Accepted</p>
<p>Cycle storage should be provided for all dwellings, for example plots 74 – 81. Facilities to charge e-bikes should also be provided, particularly in communal stores.</p>	<p>Details of cycle storage to be provided as part of reserved matters of landscape.</p>	<p>It will have to be conditioned as part of this application as it is part of accessing the development and encouraging travel by sustainable modes.</p>
<p>The proposed bus stops on Winslow Road should be positioned closer to an access into the site, i.e. Cherry Tree Close if possible.</p>	<p>The eastbound and westbound bus stop locations as shown on Stantec Drawing 332310017/6001/002 (as submitted with TA), are the preferred locations in the vicinity of Cherry Tree Close and Flaggoner's Close, based on a technical review, which included;</p> <ul style="list-style-type: none"> • Location of private drives – to consider that a bus does not block access. • Location along Winslow Road – consider location due to steep gradient along Winslow Road, to the east of Cherry Tree Close. • Visibility splay – consider location which has least impact on junction visibility splays. <p>Alternative locations closer to the access were considered but discounted due to issues with gradient, visibility and or blocking private drives.</p>	<p>The location details can be discussed further during the S278 process. The bus stops will need to be added to the S278 plans.</p>
<p>A Stage 1 Road Safety Audit (RSA) should be provided once the above amendments have been incorporated. The RSA should include the proposed footway improvements along the A44 between Upper Hardwick Lane and Winslow Road. The LHA would wish to have sight of the Audit Brief prior to the commissioning of the RSA.</p>	<p>An Audit Brief for a Stage 1 Road Safety Audit RSA brief has been provided to the LHA for their comment and approval.</p>	<p>Comments on the Brief have been provided. Awaiting completed Audit.</p>

Consultation response from: K Jones
DATE RETURNED: 06/10/2023

