

**From:** Peter Matravers [<mailto:Peter.Matravers@awpexeter.com>]

**Sent:** 13 October 2017 15:28

**To:** Close, Roland <[rclose@herefordshire.gov.uk](mailto:rclose@herefordshire.gov.uk)>; Nick Pollock <[npollock@duchyofcornwall.org](mailto:npollock@duchyofcornwall.org)>

**Cc:** Tookey-Williams, Jill <[Jill.Tookey-Williams@herefordshire.gov.uk](mailto:Jill.Tookey-Williams@herefordshire.gov.uk)>; Byng, Andy <[AndyB@herefordshire.gov.uk](mailto:AndyB@herefordshire.gov.uk)>; Coleman, Yvonne <[ycoleman@herefordshire.gov.uk](mailto:ycoleman@herefordshire.gov.uk)>

**Subject:** RE: 171527

Roland

Thanks for your e-mail. I have responded below to points 1 and 2 in red below. We will respond separately on point 3 in due course. On the attached plan GA-102 we have added in the bollards as discussed.

If you have any questions please do not hesitate to contact us.

Kind regards

Peter

**Peter Matravers**

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CEng MICE



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**From:** Close, Roland [<mailto:rclose@herefordshire.gov.uk>]

**Sent:** 10 October 2017 12:47

**To:** Nick Pollock <[npollock@duchyofcornwall.org](mailto:npollock@duchyofcornwall.org)>; Peter Matravers <[Peter.Matravers@awpexeter.com](mailto:Peter.Matravers@awpexeter.com)>

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**Subject:** 171527

**Importance:** High

Dear Nick & Peter,

Thank you for the meeting of earlier today. As is normally the case we have a brief post-meeting discussion. **In this instance** I think it is important that I confirm that I set out our position, as amongst other matters I am as anxious as yourself to "*get this application over the line*".

- 1) We require Peter to supply us with a refuse vehicle tracking drawing around the bends between Plots 10-12; **See the attached ATR-01 drawings which indicates the tracking around the bends.**
- 2) We consider that it is essential, in this instance, given the speeds upon this straight 'A' road, that the bell mouth radius is 10 metres. This is not an urban environment and our advice is borne out of experience and observing vehicle speeds and manoeuvres in this vicinity; **See the attached tracking drawing ATR-02. This indicates that a van and car can negotiate the access which have a 6m radi. We feel keeping the radi as tight as possible is important to reduce speeds into the development.**
- 3) We consider that it is essential that a 3 metre wide footway / cycleway of a bound surface suitable for all users (wheelchairs, prams, mobility scooters, scooters, cycles etc) is provided through the parking courtyard that we discussed. In our view the tegula blocks in the photograph that you produced may provide a suitable material sitting comfortably besides the contained gravel. In our view this route needs to be visually delineated. I attach a plan showing where this route should be provided (the loss of those visitor parking spaces is not a problem). We discussed bollards (1.8 m spacings) replacing the fencing gates shown upon the submitted plans to ensure that no more than 5 dwellings are served off any single private drive whilst encouraging pedestrian permeability and a sense of openness. Whilst we would prefer that this 3 m wide footway / cycleway is adopted we accept that its provision and future maintenance free of obstruction can be secured by way of a Section 106 Agreement.

Correspondence regarding the Section 106 Agreement is best directed to Yvonne Coleman.

I hope this clarifies our position.

Regards

Roland Close

Principal Planning Officer

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