

Planning application comment was submitted on the **11 April 2024 16:16 PM**

The following is a comment on application **P240422/F** by **Steve Genner**

### **Nature of feedback: Objecting to the application**

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**Comment:** Main objections are around the following points found in the Council's Local Plan Core Strategy :

1. MT1 - provision of Traffic management, highway safety and promoting active travel
2. LD1 & LD2 - Landscape; Biodiversity and geodiversity
3. SD3 & SD4 - Sustainable water management and water resources; Wastewater treatment and river water quality

1. MT1 - the current traffic levels on the A438 from traffic lights at Folly Lane through to Lugwardine are very high, particularly at peak times around school opening and closing times. The additional number of vehicles leaving the development will obviously add to this level of traffic. Options to reduce this can only be much improved public transport through regular, cheap, prioritized bus services and off-road segregated cycle lanes. Also, wider, safer footpaths. The cycle paths should go from Mantella Drive estate to St Mary's school and on to Bartestree Village Hall. There should be a toucan crossing from Mantelle Drive to the opposite side of the road at Hampton Dene.

Without these improvements, there can be no reduction in traffic levels.

Cycling to Lugwardine schools without any change is virtually impossible due to the speed of traffic (national speed limit along Lugg Flats) and the narrowness of the bridge over the River Lugg. Speed across the Lugg Flats should be greatly reduced. The bridge needs a safe crossing for pedestrians.

Historically , Section 106 money has not led to any non-vehicular infratructure. Examples - Mantella Drive - where is the infrastructure to aid pedestrians/cyclists to get to Hampton Dene, St. Pauls and Bishops schools. Hereford Point - the Section 106 money has led to a short distance of painted green tarmac with no segregation and no joining up to existing cycle infrastructure on the Roman Rd and the shared path east of A49. So what hope this time?

Just because a new primary school is being built does not mean every child on that estate will go to it. If the school has poor Ofsted, the parents will take their children to other schools. If they have an outstanding Ofsted, other parents will drive their children to the new development. This will add loads of journeys above the assumed amount.

2. LD1 & LD2 - during the months/years of construction, there will be huge amounts of disturbance which can in no way "conserve, restore and enhance biodiversity and geodiversity of SSSI. How will this concrete/tarmac/brick development possible integrate with the existing SSSI which will both abut to the new development and be 'downstream' of it. It is impossible to negate the noise, light, chemical pollution will occur during construction and the future life of the development with all the movement of traffic etc. How important is the beauty and significance of the Lugg Flats SSSI to the people of Herefordshire and to this current Council administration? All points of LD1 and LD2 taken as they stand would preclude this development going ahead.

3 SD3 & SD4 - hard-standing infrastructure for roads/houses has to have a hugely negative effect on waterflow into the SSSI as water usually flows downhill. All the particulates and chemicals from the development will find their way into the Lugg. How can that improve the water quality?

All points of SD3 and SD4 taken as they stand would preclude this development going ahead.

### **Attachment:**

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**Infrastructure from section 106 to consider:** Segregated, off-road cycling and pedestrian infrastructure from development to existing secondary schools - St Mary's, Lugwardine and Bishop's Bluecoat. This would avoid using the ultra busy Ledbury Rd which is fast and narrow along the Lugg Flats, plus the extremely busy junction with Hampton Dene Rd. It would appear to be sensible to route it with Mantella Drive. It would require a safe crossing to Bishop's school at that point. The ridiculously narrow footpath along the Lugg Flats is only on one side (the other side of the road from the development). No push chair can get down there. The pavement stops at the bridge. The segregated path has to go along the newly built raised road across the SSSI into Lugwardine.

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Link ID: [https://www.herefordshire.gov.uk/info/200142/planning\\_services/planning\\_application\\_search/details?id=240422](https://www.herefordshire.gov.uk/info/200142/planning_services/planning_application_search/details?id=240422)

Form reference: FS-Case-604964627