

MEMORANDUM

To : Consultee

From : Mr Roland Close, Planning Services, Blueschool House - H31

Tel : 01432 261803 My Ref : 182387

Date : 31 August 2018

APPLICATION NO & SITE ADDRESS: Planning Re-consultation - 182387 - Wolf Business Park, Ross-on-Wye, Herefordshire,

DESCRIPTION: The proposal is for a hybrid planning application comprising: An application for full planning permission for the demolition of the existing Wolf Business Park buildings and the erection of a new Lidl food store (Use Class A1) with associated car park, landscaping and a new access to the proposed and retained employment land with associated works. An application for outline planning permission for the erection of new employment premises (Use Class B1, B2 and/or B8) on the retained employment land (total floorspace c. 3,366 sq. m) and associated works.

APPLICANT(S): C/O Agent

GRID REF: OS 360804, 224056

APPLICATION TYPE: Outline

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

Amended ☐ Additional ☒ Amended and Additional ☐

Plans or documents have been received for the proposal described above which are now available in Wisdom. If you have any further comments to make please respond by 14 September 2018.

Should you require further information please contact the Case Officer.

Any comments should be added below and actioned in Civica to Mr Roland Close.

Comments:

Previous comments submitted recommended refusal, the comments from the Highways officer have been responded to and as such the comments below relate to the outstanding issues and comment as to the acceptability of the proposal.

Trip Generation

HC reported the TA only assessed the Lidl store and not the proposed B1, B2 B8 site. Corun have responded and have assumed that the existing use is to be moved and the traffic generation and use is to be similar. The proposals are to increase the number of buildings to 5 buildings of which will hold 13 units. It is unknown what in the B planning classification these units will be used as, therefore there is a significant different between office users and warehouses which have the potential to have HGV use. Therefore if it is the case that the units will remain the same then the info is appropriate, if any deviation on the existing unit use, then further assessment is required with details to be provided.

Site Access

The access is an issue for HC, the HGV turning movements are a safety and congestion concern. Corun have responded that the safety issues are not significant and a RSA will be provided. HC welcomes the RSA 1 however a brief needs to be agreed with HC. The RSA 1 appears to have been commissioned without agreement with HC.

HC are still concerned about the access arrangements for the two entrances and potential for safety concerns for the HGV movements and cars mix. The tracking which has been provided in the Corun response shows the vehicle coming out of the site however other vehicle tracked goes past the access, therefore not showing the full access and egress of the site. It's noted that it is common practise that vehicles sometimes require the use of the full width of the carriageway to negotiate an access, however with the updated vehicle tracking provided, it still shows that the HGV is not achieving to sit 90 degrees to the carriageway on Gloucester Road and now slightly over hangs on the southbound carriageway. The tracking does not show which line is the overhang of the vehicle or which is the wheel line as both tracked vehicle appear to hug the kerb line very closely to achieve the manoeuvre. Full detailed tracking needs to be provided.

The relocation of the access or reducing the number of access here may provide solutions to remove any conflict and potential for congestion. Congestion in the area has been observed at a number of occasions and concerns have been raised in discussing with local representatives. The route from Walford Road, Alton Street and Alton Road is used a route for HGV and especially agricultural vehicles from the south of Ross. Seasonal vehicles haven't been included in the assessment of the routes.

Speed and volume data has been provided; however information should be provided showing the speeds outside of peak times to show a true representation of the speeds within the area.

The TA states that the modelling extents were determined with reference to the traffic distribution. As the turning flow diagram provided in Appendix F of the TA are not clear enough to be easily read, it cannot be verify whether the development vehicle volume at any other junction are expected to be high enough to need additional assessment.

Visibility and junction type concerns

Improvements were recommended in the form of 2 mini roundabouts, this had been previously proposed by Tesco's for their development in the town. This has been dismissed by Corun. The concerns still remain; in regards to the implications on the immediate junctions to the site and the potential increase in volume.

Visibility splays shown on the submitted plan are agreed for Gloucester Road with the actual visibility on site achieving a greater distance, however the submitted plan showing the visibility splays shows the visibility splays from the site access recorded as 20mph, after reviewing the recently submitted speed survey, the 85thile speeds along Alton Road is recorded as 31.2 mph – Northbound and 31.4 mph Southbound, these speeds equate to as 45m Northbound and 45.4m Southbound therefore the plans should reflect the actual recorded speeds. The observed vehicle and pedestrian movements remain a concern and there appears to be no proposal to mitigate pedestrian, cycle and vehicle movements.

The TA states (para 6.3.5) that the applicant received pre application consultation advice to only asses the opening year (2019). This is not the case, the following comments were provided during the pre app "Assessment years – Opening year of Development (assuming full build-out and occupation). This scenario will be used for the determination of impact mitigation needs; and either ten years after registration of the planning application or the end of the Local Plan period, whichever is greater. The draft Local Plan is proposed to cover the period 2011-2031 and therefore the assessment year would be 2031. This scenario would be considered as a sensitivity test and would not be used inform mitigation proposals. The 2019 modelling suggests that tested junctions will operates within capacity,

while the 2031 modelling suggests there will be problems at the assessed junctions if traffic grows as expected.

The other sites which Corun have been asked to treat as committed didn't have a look at mitigation for their applications was because the impact wasn't high enough them but with the cumulative impact of the site on top, it might be required now for further development.

Accident Data.

The accident analysis is a concern which has been dismissed by Corun, the accidents identified are an indication of right turn issues that can and should be mitigated as part of the application. Whilst it's not been an accident cluster site to HC specific criteria, it has had 4 collisions (2 right turns out across the path of westbound traffic) over the last 10 years so if the junction is compared against a similar junction with none, it probably wouldn't be classed as a cluster site however it does show that there's already evidence of a level of "failing to cope".

The trip generation in the TA is 179 (PM peak) and 238 (Saturday) two-way trips (not 500+). The PM peak appears to combine the busiest hour on the network (which looks like 1530-1630 from matching the observed flows in Appendix E with the link flows in Table 6.2) with the busiest hour at Lidl (1300-1400) to produce a worst-case hybrid peak hour.

The modelling presented is not designed for the assessment of any potential change in the risk of accidents occurring at either an existing or proposed junction.

The modelling suggests the Gloucester Road junctions with Alton Road and Ashburton Road will be operating over capacity by 2031. This should be mitigated against.

Parking and Servicing

Further details required, the section of parking to the west of the store is not shown on the plan submitted as part of the Corun response to HC concerns. Motorbike parking to be located on site, cycle parking - the cycle parking is shown on the update landscape plan, however the section of parking to the west of the store is not shown on the plan submitted as part of the Corun response.

The comments regarding the parking along Gloucester Road, are not about the parking associated with the site, but are to do with the domestic parking for the dwellings along Gloucester Road, therefore this requires further review.

Sustainable Active Travel

Further works required in connecting cycle and footway to the Town and Country trail and provide a reasonable connect to/from the site.

The comments regarding the parking along Gloucester Road, are not about the parking associated with the site, but are to do with the domestic parking for the dwellings along Gloucester Road, therefore this requires further review.

As it has been informed by the Corun response that any connection directly to the Town and Country trail would require 3rd party land. The shared cycle footway should connect to the proposed improvements from Hildersley roundabout. The current proposals for these improvements are to provide a shared cycle footway which runs along the kerb line; therefore the submitted documents should be altered to accommodate this provision. The shared cycleway/footway should connect through the site; this can be done a couple of ways by providing a link from Gloucester road through the site, or extending the proposed cycle/footway to come into the site with the vehicular access. The NMU implications should be included in the RSA.

The Isochrones should be provided and drawn in line with the roads, footways etc which will dictate the full accessibility of the site.

Public Transport

New infrastructure is required for Gloucester Road, kerbing, shelter, markings etc to provide for the Ross district wider area. The local transport within Ross needs to be improved which will mitigate some of the impacts of the development, with the provision of the improvements to the bus stop on Alton Road will help mitigate the Ross town impact.

Travel plan –

Awaiting further comments

Modelling 9, 10, 11

The methodology employed for the link capacity analysis is sensible, although the lowest capacity road from the available options has been chosen. Alton Street is less than 6.1m wide in places and could be expected to have a lower capacity than the value selected from the TA 79/99 table (reproduced as Table 7.7 in the TA) even with a further reduction in the capacity for the narrow sections, the stated two way opening year flows of 813 vehicles (Para 7.3.5) should fit.

The turning flow diagrams provided in Appendix F of the TA are not clear enough to easily read so the stated flows on the affected roads could not be verified during this review.

Corun have undertaken significant work in the TA, there has been some question over what has been provided is over and above that provided by other developers in the area. There are differences but this is due to the varying types of development. Model Farm has been put forward as an example, the required modelling for the Model Farm was appropriate at the time of the application which was nearly 10 years ago. The location and concerns have developed as with better knowledge of the impact traffic has on the area. The modelling has been reviewed by HC consultants, the observations are that the information has been provided and as such a concern. The modelling appears not to of been calibrated with observations or queue length surveys. Observations from officers and locals are that the junctions including the Hildersley Roundabout are congested and that Alton Street is a 'rat run'. Data from Corun's survey need to be supported to ensure robust modelling of the area have been undertaken.

Concern around the traffic and the impact on the locality remains, the above will go some way to address the concerns, the NMU assessment should also inform and confirm acceptability.

The main issue is the mitigation of the impact and ensuring the site can be accessed by all modes of transport and that the additional traffic does not adversely impact on the locality. A scheme to mitigate the impact of Gloucester Road providing safe crossing and managing traffic congestion is required.

The impact on Alton Street is a concern as the additional traffic flows have a negative impact for pedestrian and cyclists, it is reported that this is an overflow for traffic on Walford Road. There is limited footpath in this location. Improvements are required.

S106 is required to support the application; this is to improve the Active Travel measures and infrastructure in the area. This should include bus stop improvements and pump priming of the service. A review of provision of street lighting along the Town and Country trail should be undertaken; this should include consultation with the Town Council. Connections to cycle/footways outside of the immediate areas should be reviewed. Other works within in the area adjacent to the site of crossing provisions, junction improvements and immediate connections to cycle/footways would come under the S278 works.

Point 10

The Saturday background flows are lower and the Lidl traffic is higher, so the proportion of the development trips (labelled 'impact' in tables 6.3 & 6.4) is natural higher. The modelling suggests there

are no capacity problems with the Saturday flows. The presented conclusions are based on assessment of the busier peaks, in this case the weekday PM peak hour. This is a reasonable method.

Point 11

It is agreed with the Corun conclusion; the use of the 'negligible' to describe the traffic impacts is perhaps misleading. The modelling does show an impact, but it is not sufficient to cause an unacceptable problem with the junction operation in the forecast year tested (2019)

The only scenarios shown to cause junction to operate over capacity are the 2031 local plan horizon year models. The TA states (in Para 6.2.5) that the applicant received pre application consultation advice to only access the opening year – Once again please see previous statement.

Point 12

The revised TRICS search and associated trip generation for the will not change the conclusion drawing in the original TA

The TA isn't clear about how the trips/to and from the existing commercial buildings are handled. If the applicant assumes the same mix in the future as now (which seems they seem to be doing), then taking off the existing use and adding on the proposed use will make no overall change to the modelled traffic volumes, therefore no change to the results/conclusion.

Conclusion

The key understanding this development is in the modelling, therefore it should be understood how the current network works and the implication of both the proposed development of the Lidl store and the outline application for the industrial units. The adjacent junctions have been previously been assessed under an application for Tesco and have resulted in different outcomes for the junctions in question.

Without full conclusion to the points raised in this response the application cannot look to be supported.

response from: Jill Tookey-Williams, Area Engineer, Dc, Transportation

DATE RETURNED: ...16/10/18.....