

**PROPOSED RESIDENTIAL DEVELOPMENT AT
CHASEWOOD MEADOW, FERNBANK ROAD,
ROSS-ON-WYE, HR9 5DH**

PLANNING APPLICATION P224260/F

APPEAL STATEMENT ON HIGHWAY MATTERS

December 2023

Prepared by
G. J. Ford B.Sc, C.Eng, MICE, MCIHT

Date of Report:
18th December 2023

Report No:
491/AS/1

Checked by:
S H Hastie
BEng(Hons) CEng MICE MCIHT

Client:
Villamil Properties Ltd

- 1.0 This appeal statement considers highway and traffic matters relating to a planning application (P224260/F) for the proposed erection of 5 No dwellings and associated works at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5DH.
- 2.0 The application followed on from a similar application P210305/F which was refused in 2022, full details of which can be found in the Appeal Statement of Case. This application sought planning consent for 5 No dwellings adjacent to the previously approved development of 5 No dwellings (P151189/F) on the site which had replaced an existing agricultural building. Associated works included alterations to an existing vehicular access, landscaping and other associated works.
- 3.0 Both planning applications P210305/F & P224260/F have been refused by Herefordshire Council and this statement charts and examines the dialogue that has taken place concerning highway and traffic related matters. The four stated reasons for refusal are set out in the Appendices both of which are identical and of which No 4 relates to highway issues - ***In the absence of detailed information to ensure that an acceptable means of safe and adequate vehicular and pedestrian access into and out of the site, in accordance with the Herefordshire Council's Highways Design Guide for New Development. The proposal thus represents an unacceptable risk to highway safety and is therefore considered to be in conflict with Herefordshire Local Plan – Core Strategy Policy MT1 and the National Planning Policy Framework.***
- 4.0 Herefordshire Council have concluded that notwithstanding the submission of a comprehensive body of evidence in response to their stated concerns that the development proposal for 5 additional dwellings poses an unacceptable risk to highway safety. This statement sets out the dialogue and submissions that have taken place with the Local Highway Authority (LHA) in relation to both planning applications which are inextricably linked. The email dialogue with the LHA together with the documents and the dates they were submitted have been set out in a tabular format for ease of reference (see Appendix (i)).
- 5.0 It is also of relevance to consider the first planning application for the Chasewood Meadow site for the 5 No dwellings back in 2015 which was granted consent and the responses of the LHA. The internal consultations for highways were addressed by Jill Tookey-Williams who responded to the Case Officer on 21/05/2015 (see Appendix (ii)) in which no objections were raised but recommendations were made that all works were to meet HC design criteria and appropriate agreements were to be entered into. It was however pointed out that as less than 6 houses were proposed the LHA would not consider adopting the associated highway. It was also pointed out that Fernbank Road is subject to a 30 mph limit due to the presence of street lighting columns. Attention was drawn to the level of pedestrians due to the location of local farms and a public right of way.
- 6.0 It will be noted that no reference was made to capacity or safety issues or the ability of Fernbank Road to safely accommodate the vehicular and pedestrian traffic associated with the development. The application was subsequently approved with conditions and its construction, albeit affected and slowed by Covid 19 is proceeding on the site. It

was noted that a Transport Assessment was not submitted in support of the development although a Design & Access Statement was provided. This and the planning statement both alluded to the modest impact of a development of 5 dwellings at this location upon Fernbank Road which was not disputed by the LHA.

- 7.0 A planning application for what is effectively the second and final phase for the site was submitted (P210305/F) accompanied by a Transport Assessment dated December 2020 (see Appendix (iii)) which quantified the impact of an additional 5 No dwellings adjacent to the first phase and making use of the same approved access with Fernbank Road. An internal response from the LHA to the Case Officer was provided by Jill Tookey Williams in which 4 points were raised, see Appendix (iv)). Point 1 suggested that as the proposed development added a further 5 dwellings the access would need to meet HC design guidance. Point 2 reiterated that access changes were needed and Fernbank Road needed to be widened to meet design guidance with widths of 2.8 to 4.8 m referred to in the vicinity of the access. Attention was also drawn to the need to move 2 gullies. Point 3 called for footpaths on site to be widened to 2m. Point 4 suggested that the internal carriageway width could be reduced to provided enhanced footway widths. The response concluded by stating that the above details should be submitted and approved before the LHA could fully assess the application.
- 8.0 Herefordshire Council refused the application giving 4 reasons. In highway terms reason No 4 provided reference to the absence of detailed information which were at that time in the course of preparation. An unacceptable risk to highway safety was given as the reason for refusal on highway grounds. The application was determined without this consultee response being provided to us, and thus the opportunity to address the potential concerns raised was not afforded to us.
- 9.0 The appellant elected to submit another planning application but to accompany it with additional information in the shape of an Addendum dated September 2022, see Appendix (v). This document attempted to provide the responses to the LHA concerns which would have been provided to the earlier application had time been permitted by the Case Officer.
- 10.0 Because attention had been drawn by the LHA to a perceived lack of detailed information relating to an acceptable safe site access an attempt was made to consider the entire length of Fernbank Road as an access as well as the previously approved access to the site with the public highway. The Addendum see Appendix (v) included a detailed width and verge analysis of Fernbank Road and the short length of Eastfield Road that connects it to the B4234 Walford Road. This study revealed that Fernbank Road is of sufficient width to be able to accommodate 2-way traffic for 90% of its length and has numerous passing places throughout its length. Verges flank the highway throughout which are also capable of accommodating pedestrian traffic when required. Fernbank Road is a lightly trafficked part of the highway network where vehicles speeds are low and vehicles and pedestrians and cyclists can safely co-exist and share the same surface. Photographs were taken at 20m intervals throughout the length to illustrate the open nature of Fernbank Road and excellent forward visibility throughout. The Addendum also addressed the onsite issues that had been raised by the LHA.
- 11.0 Following submission of the second planning application attempts were made without success to contact the LHA to see if any additional input was called for. Details of the application became available on the Herefordshire planning website during the consultation period and the internal response of the LHA to the Case Officer was made available and is included in Appendix (vi). The consultations were sent out on 16th

January 2023 and returned by the LHA 3 months later on 7th April 2023. Whereas previously Jill Tookey-Williams of the Transportation Department had supplied the highway response it was in this case provided by WSP a firm of external Consulting Engineers sometimes employed by LHA's to provide backup advice. The response that was provided notwithstanding the additional input of the Addendum in addition to the Transport Assessment was an exact copy of the response to the earlier refused planning application. As previously the response was not an objection but a request for additional details to enable the LHA to fully assess the application.

- 12.0 This suggested that the LHA or whoever they were employing to assist them with highway responses had not given consideration to the additional information provided and had appeared to adopt a cut and paste approach to the application. To address this situation attempts were then made to contact the LHA, see emails dated 20th June 2023, 13th and 26th July 2023 to Katy Jones to bring to their attention the duplicated response and to determine what further information was required. A response from Jill Tookey-Williams was received on 26th July 2023 (see Appendix (vii)) which stated that in order to address the highway objection responses were required to 3 questions, 1 calling for a consideration of multi-modal movements associated with the proposed site, 2 confirmation that the 5 dwellings were the final phase of any development and 3 that the access complied with design guidance.
- 13.0 This response was a deviation from those previously given and more specific questioning whether footpaths along Fernbank Road were required as a result of the 5 additional dwellings. The response to these additional queries was provided in the shape of an Addendum dated October 2023, see Appendix (viii). The dialogue with the LHA clearly suggested that the provision of additional information was a positive move and could progress matters towards a lifting of the highway objection.
- 14.0 The Addendum made use of available census data and details provided by the Office for National Statistics (ONS) in assessing the predicted number of pedestrian and cycle movements associated with the proposed 5 dwellings and all other dwellings along and served by Fernbank Road. It was predicted that the increase in numbers of both vehicles and pedestrians associated with the 5 dwellings was not at a material level and could under no circumstances justify the construction of footpaths along Fernbank Road. The Addendum also examined the sustainability of the site which could lead to the use of alternative modes of transport to the motorcar. Attention was also drawn to the various developments that have been permitted along and adjacent to Fernbank Road over the years, none of which have called for carriageway widening or strengthening or additional footpaths to be provided. The Addendum provided details of the frequency of vehicular and pedestrian traffic and how rarely they are likely to confront each other. A comprehensive response to the stated LHA concerns was provided revealing a sustainable phase of development accessing a low speed, low trafficked part of the highway network.
- 15.0 Fernbank Road is the U70729 and adopted as far south as the entrance to Okell Drive and maintained at public expense. The LHA would not have adopted the road if they had considered it to be unsuitable to accommodate the adjacent housing and the developments to which they gave their consent. Had they considered it necessary carriageway widening and reconstruction together with footpaths would have been conditions associated with both developments at Okell Drive and Woodmeadow Road. The development of Okell drive it will be noted is located south of the entrance to Chasewood Meadow and is accessed via a relatively steep single lane stretch of

Fernbank Road without verges of any useable width. Pedestrians associated with this development have to share the 2,8 m of carriageway with any vehicular traffic.

- 16.0 The Addendum also included further commentary and drawings associated with the design and detailing of the original access (phase 1). It confirmed that the principles within the Herefordshire Council design guidance were utilised while also considering the site-specific constraints and approved planning documentation. The various highway design elements were each considered individually, and detailed comments provided. The Addendum also acknowledged the approved visibility splays provided at the site access junction with Fernbank Road and confirmed the proposals for the provision of the requested widened footpath.
- 17.0 Both the Addendum and our Herefordshire Council dialogue confirmed that the applicant has no intention of carrying out any further development on this site beyond the additional 5 dwellings. We reiterated that the application for the additional 5 dwellings was made because of the site's inclusion within the settlement boundary for Ross-on-Wye. The settlement boundary runs along the Public Right of Way (PROW) which crossed the land, whereby there is no further land within the settlement boundary which might be available for development. The remaining part of the field is outside the settlement boundary.
- 18.0 Herefordshire Council have defined the proposal for the site in their refusal notice as representing an unacceptable risk to highway safety. Reference to the accident records for the area however paint a different picture. CrashMap (see Appendix (ix)) indicates that there have been no recorded incidents along Fernbank Road for the last 20 years. With low vehicular speeds and low traffic volumes the ingredients for accidents do not exist at this location. The public adopted highway is straight with a gentle slope along its length and good forward visibility. Earlier residential developments such as those at Woodmeadow Road and Okell Drive together with the 5 approved dwellings at Chasewood Meadow have all proved acceptable to the LHA suggesting that they have not deemed their presence a risk to highway safety. An increase from 43 to 48 dwellings is unlikely to transform the situation from one that is acceptable to one that is deemed unacceptable on highway safety grounds.
- 20.0 The enclosed dialogue timeline sets out our proactive approach to positively engage with the LHA regarding the potential development of this site. Furthermore, WSP who have responded on behalf of the LHA do not appear to have read the additional information submitted in support of the second planning application which was prepared to address the previously raised LHA comments.
- 21.0 Notwithstanding our endeavours to engage with the LHA both of the planning applications were determined prematurely without us being afforded the opportunity to resolve any stated highway concerns. This is considered unacceptable behaviour by the planning and highways departments of Herefordshire Council.
- 22.0 This proof of evidence together with its appendices has demonstrated the appellants willingness to engage and resolve issues at all stages in the submission of the two successive planning applications. Compelling evidence has been presented to confirm there is no risk to highway safety associated with the addition of 5 dwellings on the site. **When read together, the initial Transport Statement with Addendum 1 and Addendum 2 demonstrate that the harms alleged in RfR4 do not occur and the proposals would not give rise to unacceptable effects on highway safety.** The Inspector is respectfully requested to allow the appeal.

APPENDIX (i)

Table Charting Dialogue Timeline and copies of dialogue

Table Charting Dialogue Timeline
(Copies of the respective dialogue follows)

Date	Document	Brief Description
27 th Jan 2021	Application	Planning Application submission P210305/F, including Transport Assessment (TA).
29 th March 2021	Revised TA	Addressing PROW adjustments. See Appendix (iii).
11 th July 2022	Decision Notice (210305)	Planning Application P210305/F refused. Point 4 deals with highway matters. This included an 'Internal Consultee – Transportation Department' response dated 11 th June 2021 by J. Tookey-Williams and set out 4 points (Ref:- 210305). Prior to receipt of the decision this information had not been made available.
No opportunity was provided prior to the issue of the Decision Notice for us to engage with the Highway Authority and discuss or attempt to address any of their points raised/concerns.		
30 th September 2022	Addendum Transportation Assessment (TA) Sept 23	Following a site visit this document was prepared to address previously unseen highway comments and the reasons for refusal. See Appendix (v).
14 th October 2022	BEAL e-mail to HCC, J. Tookey-Williams	Addendum TA issued to LHA via e-mail seeking dialogue to proactively progress matters and establish if the previously raised concerns had been addressed in a satisfactory manner.
30 th November 2022	BEAL e-mail to HCC, J. Tookey-Williams	Follow up to the below e-mail following a lack of response, seeking an update and estimated timeframe of when we should anticipate a response.
No response, acknowledgment or comment was received to the below e-mails.		
20 th December 2022	Application	Planning Application submission P224260/F, including below mentioned Addendum TA and Transport Assessment (TA). Refer to Appendix (iii) and (v).
19 th /20 th June 2023	Internal Consultee – Transport Department (Ref:- 224260)	Internal dialogue following receipt of document, dated 7 th April 2023 by WSP (see Appendix (vi)). The WSP document appears to be a copy and paste of the previously provided response by J. Tookey-Williams. This response does not acknowledge or refer to the additional bundle of work contained within Addendum TA undertaken since the refusal notice and the previously provided below-mentioned Consultee response document by J. Tookey-Williams dated 11th June 2021.
20 th June 2023	BEAL e-mail to HCC, Katy Jones	Following receipt of the below document we followed up with this e-mail. It confirmed the extent of works that had been undertaken since the previously provided highways response and provided full copies of the information and dialogue to date. We pointed out that it appeared from a comparison of the two Highways responses received to date that the contents of the Addendum TA had not been reviewed or considered while preparing the below WSP response.

13 th July 2023	BEAL e-mail to HCC, Katy Jones	Follow up to the below e-mail following a lack of response. An update and estimated timeframe of when we should anticipate a response was sought.
No response, acknowledgment or comment was received to the below e-mails.		
17 th July 2023	Decision Notice (224260)	Planning Application P224260/F refused. Point 4 dealing with highway matters appeared to contain identical content to the previous application comments and included no acknowledgement of the additional works or dialogue undertaken since.
26 th July 2023	BEAL e-mail to HCC, Katy Jones	Follow up to the below e-mails. Following receipt of the below refusal we sought LHA confirmation that their comments received to date took due account of the Addendum TA. This document was prepared and submitted specifically to address the previously raised comments. Hence, to receive identical comments was surprising.
26 th July 2023	HCC e-mail to BEAL, J. Tookey-Williams	Response apologising for the delay. The content also confirmed: - 'All applications have to be looked at on a priority basis and as this is not a live application or live pre-app it's <i>not a top priority</i> , however I will look to fully respond to you by close of play on Friday. Note: - Unfortunately, as can be seen from this timeline although we tried to engage in positive dialogue with the Highway Authority while both of the respective applications were 'live' this opportunity was not afforded to us.
26 th July 2023	HCC e-mail to BEAL, J. Tookey-Williams	Acknowledgement of the information provided below and comment advising that as part of the process of removing the LHA objection further information was requested. It now appeared that the LHA was prepared to enter dialogue with us regarding this matter.
12 th October 2023	BEAL e-mail to HCC, J. Tookey-Williams	Full response to the points raised within the below mentioned e-mail dated 26 th July 2023, including the provision of a second Addendum to Transport Assessment (Oct 23) see Appendix (viii). Following this more positive response this e-mail and its enclosures sought to address and remove the previously raised Highways concerns.
30 th October 2023	BEAL e-mail to HCC, J. Tookey-Williams	Follow up following e-mail dated 12 th October 2023, seeking acknowledgement of provision of information and when we should expect a response.
14 th November 2023	BEAL e-mail to HCC, J. Tookey-Williams	Follow up e-mail seeking Highway Authority comments regarding the information submitted on 12 th October 2023. We also confirmed that although our intention has always been to resolve the queries and concerns raised positively in dialogue with the LHA that time for a potential appeal submission was now running out. We therefore requested a response by COP 20 th November 2023 to the information submitted in the hope of positively resolving matters without the need to include transport matters in the potential planning appeal.
No further response, acknowledgment or comment was received to the below e-mails.		

REFUSAL OF PLANNING PERMISSION

Applicant:

Villamil Properties Ltd
Cliff House
Ashfield Park
Ross-On-Wye
Herefordshire
HR9 5AS

Agent:

Mr Matt Tompkins
Tompkins Thomas Planning
10 Grenfell Road
Hereford
Herefordshire
HR1 2QR

Date of Application: 27 January 2021

Application No: 210305

Grid Ref:359976:222856

Proposed development:

SITE: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye,
Herefordshire, HR9 5QG
DESCRIPTION: Proposed erection of 5 no. dwellings and associated works.

THE COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL hereby gives notice in pursuance of the provisions of the above Acts that PLANNING PERMISSION has been REFUSED for the carrying out of the development described above for the following reasons:

- 1 The proposal fails to respond positively to the site's setting within the landscape, by reason of the unacceptable siting and layout of the proposed dwellings which are positioned on more elevated land, closer to the Chase Woods and Merrivale Meadows Special Wildlife Sites than other properties. The proposed site does not integrate positively with existing residential development to the northwest and as such the siting and layout of the proposed development is contrary to Herefordshire Local Plan Core Strategy Policies SD1 and LD1, Ross-on-Wye Neighbourhood Development Plan policy EN1 and the National Planning Policy Framework.
- 2 The proposal fails to conserve or enhance the landscape and scenic beauty of the Wye Valley Area of Outstanding Beauty, through its unacceptable encroachment towards the Chase Woods and Merrivale Meadows Special Wildlife Sites, layout and siting. As such, the development is considered contrary to Herefordshire Local Plan Core Strategy policies SS6 and LD1, Ross-on-Wye Neighbourhood Development Plan policy EN1 and the National Planning Policy Framework.
- 3 Due to the lack of a sufficient buffer zone between the proposed site and the Chase Wood and Merrivale Meadows Special Wildlife Sites, there is no reasonable scientific or legal certainty demonstrated or evidenced that the proposed development will not have a detrimental effect on a recognised "irreplaceable habitat" and associated impacts on biodiversity/ecological value and interests of the adjacent woodland site or wider within the local ecological mosaic of connected habitats. As such, the development is considered contrary to Herefordshire Local Plan Core Strategy, SS1, SS6 and LD1, LD2, and LD3, The Conservation of Habitats and Species Regulations 2017, as amended by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019'

(the 'Habitats Regulations'); Wildlife & Countryside Act (1981 amended); National Planning Policy Framework and the NERC Act (2006).

- 4 In the absence of detailed information to ensure that an acceptable means of safe and adequate vehicular and pedestrian access into and out of the site, in accordance with the Herefordshire Council's Highways Design Guide for New Development, the proposal represents an unacceptable risk to highway safety. It is therefore considered to be in conflict with Herefordshire Local Plan – Core Strategy Policy MT1 and the National Planning Policy Framework

Informative:

- 1 The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against planning policy and any other material considerations by identifying matters of concern with the proposal and discussing those with the Applicant. Unfortunately, it has not been possible to resolve those matters within the timescale allocated for the determination of this planning application. However, the Local Planning Authority has clearly set out, within its report, the steps necessary to remedy the harm identified within the reasons for refusal – which may lead to the submission of a more acceptable proposal in the future. The Local Planning Authority is willing to provide pre-application advice in respect of any future application for a revised development.

Planning Services
PO Box 4
Hereford
HR4 0XH



SIMON WITHERS
DEVELOPMENT MANAGER

Date: 11 July 2022

YOUR ATTENTION IS DRAWN TO THE FOLLOWING NOTES

NOTES

Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.
- If you want to appeal, then you must do so within 6 months of the date of this notice, or 12 weeks if the scheme is for that of "household" development using a form which you can get from The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

Scott Hastie

From: scott@beal-uk.com
Sent: 14 October 2022 19:30
To: 'Jill.Tookey-Williams@herefordshire.gov.uk'
Cc: 'Matt Tompkins'; 'Simon Porter'; [REDACTED]
Subject: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG - Consultee Ref 210305 and Decision Notice Application No 210305
Attachments: BEAL Addendum to Chasewood Meadow Transportation Assessment.pdf; Decision Notice.pdf; IntConsResp 2 (51).docx

Dear Jill,

Apologies in the first instance for the direct approach but we are the Consulting Engineers who have been engaged to assist with the progression of the engineering and highway matters associated with above mentioned scheme. We have been involved in the detailed design of the approved phase 1 works, and have prepared the preliminary designs to accompany the phase 2 works for which planning consent is sought.

We have reviewed matters, attended site and produced the attached Addendum Report with a view to addressing the points raised in the recently received decision notice and memorandum (further copies of these are attached for ease of reference).

We hope that following your review of the enclosed, and further consideration of this matter that your previously raised concerns have now been addressed in a satisfactory manner.

We look forward to receiving your further comments in due course and to progressing this matter positively with a mutually acceptable outcome. In the meantime if however you wish to discuss any of the aspects further then please do not hesitate to contact us directly.

Kind regards,
Scott

SCOTT HASTIE

Operations Director | B.Eng (Hons), C.Eng MICE MCIHT



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Please consider the environment before printing this email.

Scott Hastie

From: Scott Hastie <scott@beal-uk.com>
Sent: 30 November 2022 16:39
To: 'Jill.Tookey-Williams@herefordshire.gov.uk'
Cc: 'Matt Tompkins'; 'Simon Porter'; [REDACTED]
Subject: FW: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG - Consultee Ref 210305 and Decision Notice Application No 210305
Attachments: BEAL Addendum to Chasewood Meadow Transportation Assessment.pdf; Decision Notice.pdf; IntConsResp 2 (51).docx

Dear Jill,

Further to our e-mail below of the 14th October 2022 we would be most grateful if you could advise when you anticipate being in a position to be able to respond? Our Client is keen for us to progress this matter at the earliest opportunity as such any assistance that you can provide in this regard would be most appreciated. Thanks.

We look forward to hearing from you in due course. In the meantime if we can be of any further assistance then please do not hesitate to contact us.

Kind regards,
Scott

From: scott@beal-uk.com <scott@beal-uk.com>
Sent: 14 October 2022 19:30
To: 'Jill.Tookey-Williams@herefordshire.gov.uk' <Jill.Tookey-Williams@herefordshire.gov.uk>
Cc: 'Matt Tompkins' <matt@ttplanning.co.uk>; 'Simon Porter' [REDACTED] <[REDACTED]>
Subject: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG - Consultee Ref 210305 and Decision Notice Application No 210305

Dear Jill,

Apologies in the first instance for the direct approach but we are the Consulting Engineers who have been engaged to assist with the progression of the engineering and highway matters associated with above mentioned scheme. We have been involved in the detailed design of the approved phase 1 works, and have prepared the preliminary designs to accompany the phase 2 works for which planning consent is sought.

We have reviewed matters, attended site and produced the attached Addendum Report with a view to addressing the points raised in the recently received decision notice and memorandum (further copies of these are attached for ease of reference).

We hope that following your review of the enclosed, and further consideration of this matter that your previously raised concerns have now been addressed in a satisfactory manner.

We look forward to receiving your further comments in due course and to progressing this matter positively with a mutually acceptable outcome. In the meantime if however you wish to discuss any of the aspects further then please do not hesitate to contact us directly.

Kind regards,
Scott

From: Scott Hastie <scott@beal-uk.com>
Sent: 20 June 2023 16:03
To: 'katy.jones@herefordshire.gov.uk'
Subject: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG
Attachments: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9... (6.03 MB); BEAL Addendum to Chasewood Meadow Transportation Assessment.pdf; IntConsResp 5 (20).docx

Hi Katy,

We are the Consulting Engineers engaged to assist our Client with the progression of the aforementioned development.

Following receipt of the decision notice and the highway consultation memorandum during the later part of 2022 we reviewed the comments provided. We then attend the site again and its vicinity to consider matters further and obtain further information to assist with the preparation of an addendum transportation assessment document. Within it we considered in detail each of the points raised, and provided further comments and detail to address each of them respectively. We can confirm that this attached document has previously been upload to the planning website but attach a further copy for ease of reference.

Once this addendum was completed we endeavoured on several occasions (Oct & Nov 2022) to discuss this newly prepared document with the highway authority prior to its formal submission. Unfortunately, we were unable to do so, and the decision was made to formally submit it in support of the planning application process. We include a copy of this initial correspondence for reference.

We have recently been provided with the attached consultee response (IntConsResp 5 (20)). Following its review we are surprised to note that other than the change of date this document appears identical to the previously provided consultation response. It makes no mention of the addendum document or acknowledgement of the work done since the original LHA response in an attempt to address the points raised. It would appear on face value that this addendum document has not been reviewed prior to the attached additional consultation document being provided.

We remain hopeful that following due consideration of the addendum report that it can be acknowledged that the proposals have moved forward, and where applicable the points raised satisfactorily addressed.

Once you have had the opportunity to review the above and enclosed further we look forward to receiving your comments. In the meantime if you wish to discuss any aspect further then please do not hesitate to contact me directly.

Kind regards,
Scott

From: Scott Hastie <scott@beal-uk.com>
Sent: 13 July 2023 10:29
To: 'katy.jones@herefordshire.gov.uk'
Subject: FW: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG
Attachments: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9... (6.03 MB); BEAL Addendum to Chasewood Meadow Transportation Assessment.pdf; IntConsResp 5 (20).docx

Hi Katy,

Further to my e-mail below our Client is keen for us to provide them with a further update. We would therefore be most grateful in the first instance to receive an acknowledgement of receipt of our e-mail, and likewise an understanding of when we should anticipate receiving a response.

Many thanks in antcipation.

Kind regards,
Scott

From: Scott Hastie <scott@beal-uk.com>
Sent: Tuesday, June 20, 2023 4:03 PM
To: 'katy.jones@herefordshire.gov.uk' <katy.jones@herefordshire.gov.uk>
Subject: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG

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REFUSAL OF PLANNING PERMISSION

Applicant:

Villamil Properties Ltd
Cliff House
Ashfield Park
Ross-On-Wye
Herefordshire
HR9 5AS

Agent:

Mr Matt Tompkins
Tompkins Thomas Planning
Lane Cottage
Burghill
Hereford
HR4 7RL

Date of Application: 20 December 2022

Application No: 224260

Grid Ref:359977:222856

Proposed development:

SITE: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye,
Herefordshire, HR9 5QG
DESCRIPTION: Proposed erection of 5 no. dwellings and associated works

THE COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL hereby gives notice in pursuance of the provisions of the above Acts that PLANNING PERMISSION has been REFUSED for the carrying out of the development described above for the following reasons:

- 1 The proposal fails to respond positively to the site's setting within the landscape, by reason of the unacceptable siting and layout of the proposed dwellings which are positioned on more elevated land closer to the Chase Woods and Merrivale Meadows Special Wildlife Sites than other properties. The proposed site does not integrate positively with existing residential development to the northwest and as such the siting and layout of the proposed development is contrary to Herefordshire Local Plan Core Strategy Policies SD1 and LD1, Ross-on-Wye Neighbourhood Development Plan policy EN1 and the National Planning Policy Framework.
- 2 The proposal fails to conserve or enhance the landscape and scenic beauty of the Wye Valley Area of Outstanding Beauty, through its unacceptable encroachment towards the Chase Woods and Merrivale Meadows Special Wildlife Sites, layout and siting. As such, the development is considered contrary to Herefordshire Local Plan Core Strategy policies SS6 and LD1, Ross-on-Wye Neighbourhood Development Plan policy EN1 and the National Planning Policy Framework.
- 3 Due to the lack of a sufficient buffer zone between the proposed site and the Chase Wood and Merrivale Meadows Special Wildlife Sites, there is no reasonable scientific or legal certainty demonstrated or evidenced that the proposed development will not have a detrimental effect on a recognised "irreplaceable habitat" and associated impacts on biodiversity/ecological value and interests of the adjacent woodland site or wider within the local ecological mosaic of connected habitats. As such, the development is considered contrary to Herefordshire Local Plan Core Strategy, SS1, SS6 and LD1, LD2, and LD3, The Conservation of Habitats and Species Regulations 2017, as amended by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019' (the 'Habitats Regulations'); Wildlife & Countryside Act (1981 amended); National

- 4 In the absence of detailed information to ensure that an acceptable means of safe and adequate vehicular and pedestrian access into and out of the site, in accordance with the Herefordshire Council's Highways Design Guide for New Development. The proposal thus represents an unacceptable risk to highway safety and is therefore considered to be in conflict with Herefordshire Local Plan – Core Strategy Policy MT1 and the National Planning Policy Framework.

Informatives:

- 1 The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against planning policy and any other material considerations by identifying matters of concern with the proposal and discussing those with the Applicant. Unfortunately, it has not been possible to resolve those matters within the timescale allocated for the determination of this planning application. However, the Local Planning Authority has clearly set out, within its report, the steps necessary to remedy the harm identified within the reasons for refusal – which may lead to the submission of a more acceptable proposal in the future. The Local Planning Authority is willing to provide pre-application advice in respect of any future application for a revised development.

Planning Services
PO Box 4,
Hereford,
HR4 0XH



SIMON WITHERS
DEVELOPMENT MANAGER

Date: 17 July 2023

YOUR ATTENTION IS DRAWN TO THE FOLLOWING NOTES

NOTES

Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.
- If you want to appeal, then you must do so within 6 months of the date of this notice, or 12 weeks if the scheme is for that of "household" development using a form which you can get from The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

From: Scott Hastie <scott@beal-uk.com>
Sent: 26 July 2023 08:21
To: 'katy.jones@herefordshire.gov.uk'
Subject: FW: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG
Attachments: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9... (6.03 MB); BEAL Addendum to Chasewood Meadow Transportation Assessment.pdf; IntConsResp 5 (20).docx

Ki Katy,

Further to my original e-mail below and subsequent follow up e-mail of 13th July 2023, are you able to confirm safe receipt of our correspondence, and advise when we can expect a response to the queries raised within our original e-mail of the 20th June 2023.

In essence we are keen to verify whether your highways response, and the subsequently received refusal notice, has taken full account of the attached and previously submitted addendum document. As per the comments below we have endeavoured within it to review and address the points previously raised, and as such cannot understand why this information has not been acknowledged within the updated response. Your comments and further clarity in this regard would therefore be most appreciated.

Kind regards,
Scott

From: Scott Hastie <scott@beal-uk.com>
Sent: Thursday, July 13, 2023 10:29 AM
To: 'katy.jones@herefordshire.gov.uk' <katy.jones@herefordshire.gov.uk>
Subject: FW: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG

Hi Katy,

Further to my e-mail below our Client is keen for us to provide them with a further update. We would therefore be most grateful in the first instance to receive an acknowledgement of receipt of our e-mail, and likewise an understanding of when we should anticipate receiving a response.

Many thanks in anticipation.

Kind regards,
Scott

From: Scott Hastie <scott@beal-uk.com>
Sent: Tuesday, June 20, 2023 4:03 PM
To: 'katy.jones@herefordshire.gov.uk' <katy.jones@herefordshire.gov.uk>
Subject: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG

Hi Katy,

We are the Consulting Engineers engaged to assist our Client with the progression of the aforementioned development.

From: Tookey-Williams, Jill <Jill.Tookey-Williams@herefordshire.gov.uk>
Sent: 26 July 2023 08:52
To: 'scott@beal-uk.com'
Subject: FW: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG
Attachments: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9... (6.03 MB); BEAL Addendum to Chasewood Meadow Transportation Assessment.pdf; IntConsResp 5 (20).docx

Good morning Scott,

My apologies for the delay I am looking into this one. All applications have to be looked at on a priority basis and as this is not a live application or live pre app it's not a top priority, however I will look to fully respond to you by close of play on Friday.

Kind regards
Jill

Jill Tookey-Williams
Area Engineer, Development Control,
Highways and Transportation
01432 383607
Jill.Tookey-williams@Herefordshire.gov.uk

Economy and Environment Directorate
Plough Lane
Hereford
HR4 0LE

Personal pronouns – She/Her
Unison **LGBT+** officer – Herefordshire Council – Local Government Branch,



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From: Scott Hastie <scott@beal-uk.com>
Sent: 26 July 2023 08:21
To: Jones, Katy <katy.jones@herefordshire.gov.uk>
Subject: FW: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG

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From: Tookey-Williams, Jill <Jill.Tookey-Williams@herefordshire.gov.uk>
Sent: 26 July 2023 09:20
To: 'scott@beal-uk.com'
Subject: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG

Hi Scott,

Thank you for all the information you have sent in.

As part of the process of removing the LHA objection to the proposed, please can you provide the following

1. Demonstrate that the footway along Fernbank Road is not require by providing a Multi Modal assessment.
2. Are there any proposals to extend the site further than this additional 5 dwellings?
3. Can you provided details to show that the original site access meets HC design guidance.

Kind regards
Jill

Jill Tookey-Williams
Area Engineer, Development Control,
Highways and Transportation
01432 383607
Jill.Tookey-williams@Herefordshire.gov.uk

Economy and Environment Directorate
Plough Lane
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Personal pronouns – She/Her

Unison **LGBT+** officer – Herefordshire Council – Local Government Branch,



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From: scott@beal-uk.com
Sent: 12 October 2023 11:03
To: 'Tookey-Williams, Jill'
Subject: RE: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG
Attachments: BEAL Addendum to Chasewood Meadow Transportation Assessment (Oct 23).pdf

Hi Jill,

Many thanks for your comments below. We provide our further comments regarding the points raised in red below and expand upon these within the attached addendum document.

We hope that this is sufficient to address the concerns raised by the HA previously and would be grateful for conformation of such so that we may advise our client whether or not the matter is one to be examined at appeal.

Kind regards,
Scott

SCOTT HASTIE

Operations Director | B.Eng (Hons), C.Eng MICE MCIHT



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☎ +44 (0) 1844 396233

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HP17 8BY, England

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From: Tookey-Williams, Jill <Jill.Tookey-Williams@herefordshire.gov.uk>
Sent: Wednesday, July 26, 2023 9:20 AM
To: scott@beal-uk.com
Subject: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG [Filed 27 Jul 2023 16:15]

Hi Scott,

Thank you for all the information you have sent in.

As part of the process of removing the LHA objection to the proposed, please can you provide the following

1. Demonstrate that the footway along Fernbank Road is not require by providing a Multi Modal assessment.
– Please refer to attached addendum report.
2. Are there any proposals to extend the site further than this additional 5 dwellings? - The applicant has no intention of carrying out any further development which might be accessed by the road in question. This is also confirmed within the attached document. This application has been made only because of its inclusion within the settlement boundary for Ross on Wye. The settlement boundary runs along the PROW which crosses the land whereby there is no further land within the settlement boundary which

might be available for development. The remaining part of the field is outside of the settlement boundary.

3. Can you provide details to show that the original site access meets HC design guidance. – Please refer to our commentary and drawings attached addendum report.

Kind regards
Jill

Jill Tookey-Williams
Area Engineer, Development Control,
Highways and Transportation
01432 383607
Jill.Tookey-williams@Herefordshire.gov.uk

Economy and Environment Directorate
Plough Lane
Hereford
HR4 0LE

Personal pronouns – She/Her
Unison **LGBT+** officer – Herefordshire Council – Local Government Branch,



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From: Scott Hastie <scott@beal-uk.com>
Sent: 30 October 2023 10:19
To: 'Jill.Tookey-Williams@herefordshire.gov.uk'
Subject: FW: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG
Attachments: BEAL Addendum to Chasewood Meadow Transportation Assessment (Oct 23).pdf

Hi Jill,

Further to my e-mail below in the first instance we would be most grateful to confirm receipt, and also then an indication of when we should expect a response? Many thanks in anticipation.

Kind regards,
Scott

From: scott@beal-uk.com <scott@beal-uk.com>
Sent: Thursday, October 12, 2023 11:03 AM
To: 'Tookey-Williams, Jill' <Jill.Tookey-Williams@herefordshire.gov.uk>
Subject: RE: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG

Hi Jill,

Many thanks for your comments below. We provide our further comments regarding the points raised in red below and expand upon these within the attached addendum document.

We hope that this is sufficient to address the concerns raised by the HA previously and would be grateful for conformation of such so that we may advise our client whether or not the matter is one to be examined at appeal.

Kind regards,
Scott

SCOTT HASTIE

Operations Director | B.Eng (Hons), C.Eng MICE MCIHT

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HP17 8BY, England



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Please consider the environment before printing this email.

From: Tookey-Williams, Jill <Jill.Tookey-Williams@herefordshire.gov.uk>
Sent: Wednesday, July 26, 2023 9:20 AM
To: scott@beal-uk.com

From: scott@beal-uk.com
Sent: 14 November 2023 13:04
To: 'Jill.Tooley-Williams@herefordshire.gov.uk'
Subject: FW: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG
Attachments: BEAL Addendum to Chasewood Meadow Transportation Assessment (Oct 23).pdf

Hi Jill,

Further to my correspondence below we would be most grateful to receive an update and any further comments that you may have.

Our intention was to endeavour to resolve the queries and concerns raised positively in dialogue with you. That said we have been made aware that the time available for us to appeal the planning decision is running out. In light of this if we have not received a response by COP Monday 20th November 2023 we understand that the appeal will need to be made including in respect of Transport matters.

Kind regards,
Scott

From: Scott Hastie <scott@beal-uk.com>
Sent: Monday, October 30, 2023 10:19 AM
To: 'Jill.Tooley-Williams@herefordshire.gov.uk' <Jill.Tooley-Williams@herefordshire.gov.uk>
Subject: FW: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG

Hi Jill,

Further to my e-mail below in the first instance we would be most grateful to confirm receipt, and also then an indication of when we should expect a response? Many thanks in anticipation.

Kind regards,
Scott

From: scott@beal-uk.com <scott@beal-uk.com>
Sent: Thursday, October 12, 2023 11:03 AM
To: 'Tookey-Williams, Jill' <Jill.Tooley-Williams@herefordshire.gov.uk>
Subject: RE: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG

Hi Jill,

Many thanks for your comments below. We provide our further comments regarding the points raised in red below and expand upon these within the attached addendum document.

We hope that this is sufficient to address the concerns raised by the HA previously and would be grateful for conformation of such so that we may advise our client whether or not the matter is one to be examined at appeal.

Kind regards,
Scott

APPENDIX (ii)

LHA internal consultation regarding Phase 1
(date returned 21/05/15)

MEMORANDUM

To : Internal Consultee

From : Mr C Brace, Planning Services, Blueschool House - H31

Tel : 01432 261947 My Ref : 151189

Date : 1 May 2015 Your Ref :

SITE:	Land off Fernbank Road, Ross-on-Wye, Herefordshire
APPLICATION TYPE:	Planning Permission
DESCRIPTION:	Proposed demolition of existing agricultural building and erection of 5 no. four bedroom detached dwellings. Alterations to existing vehicular access, landscaping and other associated works.
APPLICATION NO:	151189
GRID REFERENCE:	OS 359975, 222908
APPLICANT:	Alan Porter Ltd
AGENT:	Mr Mark Dauncey

The application form, plans and supporting documents are available in Wisdom.

Please let me have your comments by 22/05/2015. If I have received no response by this date I shall assume that you have no objections. Should you require further information please contact the Case Officer. Any comments should be actioned in Civica to Mr C Brace.

COMMENTS: (Continue on a separate sheet if necessary)

SITE VISITED: YES

The consultee:- (delete as appropriate)

1. Recommends that any permission which this Authority may wish to give include the following conditions:-

Fernbank road is subject to 30 mph due to the road being furnished with street lighting columns. The proposed access has a street lighting column located to the right of the access, this has potential to be in the vis splay therefore relocating of the street lighting column will be required.

There is a high presents of pedestrians in the area due to location of local farms and PROW.

All works to meet HC design criteria. Gradient 1:8. 278 and 38 agreements will be required to be entered into. The submitted drawing states the highway will be built to adoptable standard, it should be noted that we would not look to adopt a highway with less than 6 houses on.

CAB - 2.4 - 51 (mfs 2 2 seconds)

CAE, CAH, CAL, CAQ, CAP, CAQ,CAS, CAZ, CB2

I11, I09, I45, I08, I07, I05, I51, I47, I35

[If the above comments include standard note HN7 (Section 278 Agreements) please notify Blueschool House of this requirement as there is a requirement from 1st July 2002 to enter all Section 278/Section 106 Agreements on the Statutory Register]

SIGNED: Jill Tookey-Williams, Area Engineer, Dc, Transportation.

DATE RETURNED: 21/05/15

APPENDIX (iii)

Transport Assessment, December 2020

**PROPOSED RESIDENTIAL DEVELOPMENT AT
CHASEWOOD MEADOW, FERNBANK ROAD,
ROSS-ON-WYE, HR9 5DH**

**TRANSPORT ASSESSMENT
DECEMBER 2020**

Prepared by
G. J. Ford B.Sc, C.Eng, MICE, MCIHT

Date of Report:
11th January 2021

Report No:
491/TA

Checked by:
S H Hastie
BEng(Hons) CEng MICE MCIHT

Client:
Villamil Properties Ltd

- 1.0 Villamil Properties Ltd are seeking planning consent to construct 5 detached dwellings on land at Chasewood Meadow in Ross-on-Wye. They will form the second phase of dwellings on the site where the first phase of 5 detached dwellings is currently under construction. Refer to the enclosed Location Plan which supported the Phase 1 planning application (Appendix (i)) and the proposed Site Layout included appendix (ii) for further details.
- 2.0 Planning consent (Ref. No. 151189) for the first phase was granted on 16th December 2015 a copy of which is included in Appendix (iii). The response of the highway authority to the application is included in Appendix (iv).
- 3.0 This Transport Assessment examines the highway and traffic impact of the proposed second phase of housing.
- 4.0 The application site sits immediately adjacent to the first phase of housing and was once part of an open area of paddock land with established residential housing to both the northeast and the north west with woodland to the south east.
- 5.0 Access to the site is gained via Fernbank Road which follows a straight alignment and links to Eastfield Road at its northwest extremity which in turn links to the B424 Walford Road. To the southeast of the site access Fernbank Road continues its climb up to Hill Farm and through a predominantly wooded area. Fernbank Road follows a gentle incline from its junction with Eastfield Road up to the site entrance after which the incline increases as the road makes its way up to Hill Farm. The road is adopted up to Okell Drive with street lighting present.
- 6.0 Hill Farm has another access apart from Fernbank Road and its landholding lies predominantly south of the farm buildings. Accordingly, it is considered that the traffic it generates along Fernbank Road is primarily associated with the farmhouse and its own stables.
- 7.0 Fernbank Road serves as an access to in the region of 46 properties and one of two accesses to Hill Farm. South of the site entrance 13 properties in Woodmeadow Road combine with 15 properties with direct frontage access before the road meets with Eastfield Road. Southeast of the site entrance Fernbank Road becomes single way with passing places and serves 13 properties at Okell Drive and Hill Farm. Including the site entrance and the 5 properties under construction Fernbank Road serves in total 46 and Hill Farm.
- 8.0 In traffic terms the above indicates that Fernbank Road generates $46 \times 6 = 276$ trips a day to which can be added typically 14 for Hill Farm giving a daily total of around 280 trips. These combine with a higher level of trips from Eastfield

Road which join the main highway network at the T junction with Walford Road. Of large dimensions and with entry and exit tapers this junction effectively accommodates the current levels of traffic.

- 9.0 The proposed development of 5 dwellings will generate 30 trips in a typical day. These at the site entrance will combine with the 30 trips from the current phase and passing movements of 92 trips associated with the existing properties at Okell Drive and Hill Farm. Northwest of the site entrance the traffic flows from Woodmeadow Road join as does in a progressive manner the traffic from the 15 properties that lie adjacent to Fernbank Road. At the junction with Eastfield Road an additional 30 trips will be added to the local highway network across a typical 12 hour day.
- 10.0 The planning application for the previous development on the site was not accompanied by a Transport Assessment but County Highways having visited the site will have noted that the site traffic would be focussed upon the two lane part of Fernbank Road rather than the single lane section up the hill to Hill Farm. It will also have been noted that there are no capacity restraints on this part of the highway network.
- 11.0 Fernbank Road is of sufficient width for two vehicles to pass each other and has excellent forward visibility along its length from the site entrance to the junction with Eastfield Road. This feature also assists in safely accommodating pedestrians and cyclists in this established residential area.
- 12.0 Whilst there are no footpaths there are frequent frontage access locations along this part of Fernbank Road interspersed with generous grassed verges which provide an appropriate surface for the walkers that frequent the road and use the public right away that lies adjacent to the site. As Fernbank Road is not a through route all traffic is primarily local and at a modest level which enables walkers and cyclists to safely share its surface.
- 13.0 The nature of Fernbank Road ensures that vehicle speeds are generally retained at levels lower than the prevailing speed limit of 30 mph. An environment exists that safely allows vehicles, pedestrians and cyclists to co-exist.
- 14.0 The infrastructure for the initial phase of the site is in place and will be used to provide access to the proposed new dwellings. The junction of the spine road with Fernbank Road has been laid out in accord with the approved drawings. As the majority of movements associated with the site are northwest along Fernbank Road the junction radii are larger in this direction.

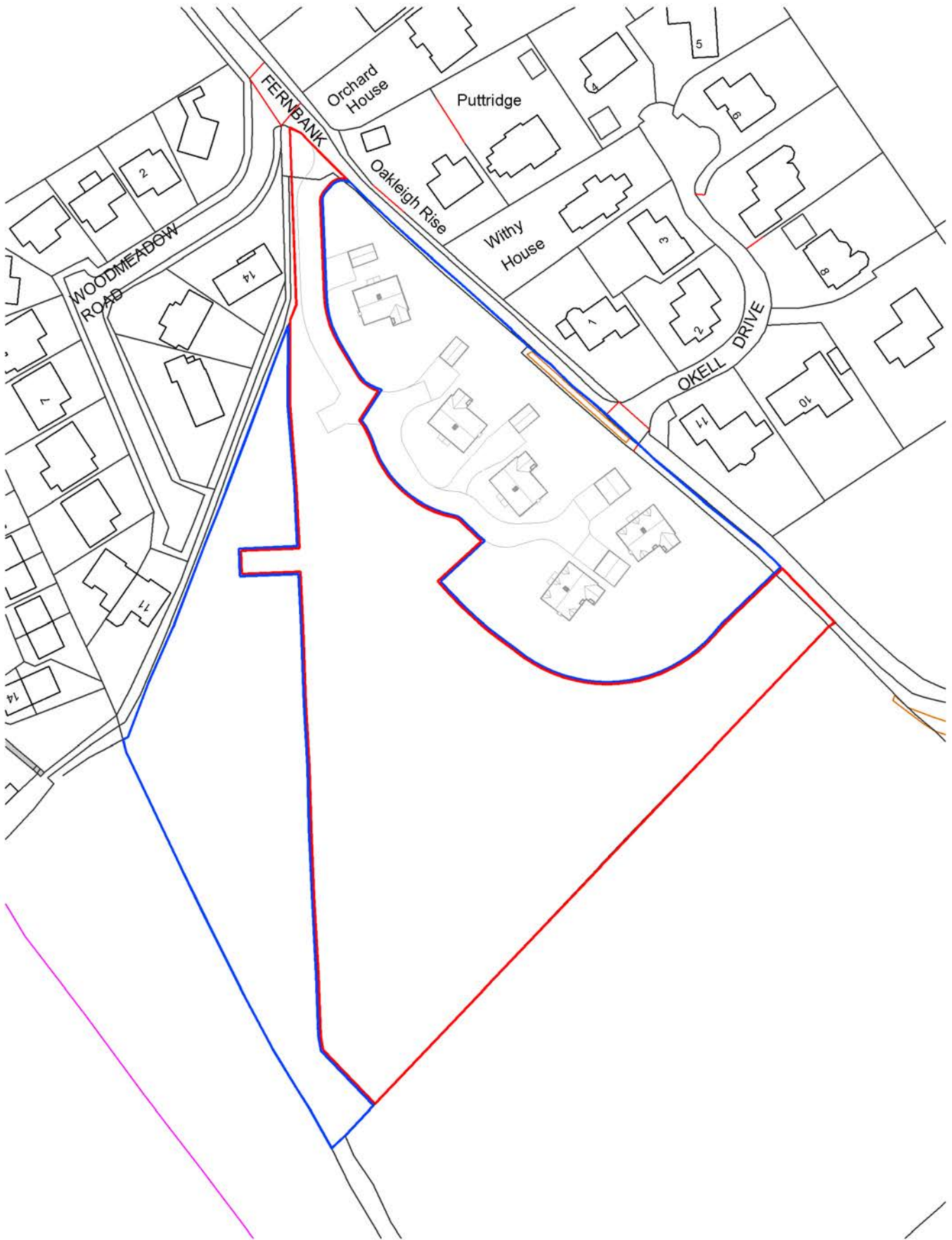
- 15.0 Visibility splays of 2.4 x 51 m have been provided in each direction as directed by the planning consent for the site. To the northwest visibility extends significantly in excess of this distance due to the straight alignment of the road. Visibility is illustrated in the photographs in Appendix (v).
- 16.0 The design of the infrastructure for the 5 dwellings under construction has followed the approved planning drawings and a similar approach has been followed for the proposed 5 dwellings.
- 17.0 A public footpath runs adjacent to the western boundary of the site and is to be retained on its current alignment flanked by new hedging on both sides.
- 18.0 The site is in a sustainable location within a convenient walking distance of the town centre. Local shops are also a relatively short walk or cycle ride away from the site. Buses provide regular services along Walford Road.
- 19.0 The proposed development of 5 dwellings will not have a material impact upon prevailing conditions or upon safety and the convenience of other road users. It is deserving of highway support.

APPENDIX (i)

Site Location Plan
Phase 1 Development Site

CDM 2015 - SIGNIFICANT RESIDUAL DESIGN RISKS ON THIS DRAWING ONLY	
Describe risk or no significant residual risk	Identify risk i.e. heavy lifting
IN ACCORDANCE WITH THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015, THE DOCUMENT CREATOR HAS UNDERTAKEN A DESIGN RISK ASSESSMENT FOR THE ELEMENTS SHOWN ON THIS DOCUMENT. THE ABOVE ARE ONLY THE KEY RISKS THAT WERE IDENTIFIED.	

Rev. No.	Amendment.	Date.
----------	------------	-------



PLANNING		Client	Drawing Title
Bedford House 76a Bedford Street Birmingham B15 CV32 5BT T: 0121 670000 E: info@espdesign.co.uk W: www.espdesign.co.uk		Villamit Properties	Location Plan
		Project	Scale
		Chasewood Meadow Fembank Road, Ross-on-Wye Project Number 20.1251.VP	1:1250 @ A4
		Drawing Number	Drawn By
		100	CM
		Checked By	Revision
		ESP	-

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APPENDIX (ii)

Site Layout Plan and
Road & Contours Layout

APPENDIX (iii)

Planning Decision Notice
(Application No. 151189)

PLANNING PERMISSION

Applicant:

Alan Porter Ltd
C/o Agent

Agent:

Mr Mark Dauncey
Pegasus Planning Group
5 The Priory
Old London Road
Canwell
Sutton Coldfield
B75 5SH

Date of Application: 20 April 2015

Application No:
151189

Grid Ref:359975:222908

Proposed development:

SITE: Land off Fernbank Road, Ross-on-Wye, Herefordshire,
DESCRIPTION: Proposed demolition of existing agricultural building and erection of 5 no. four bedroom detached dwellings. Alterations to existing vehicular access, landscaping and other associated works.

THE COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL hereby gives notice in pursuance of the provisions of the above Acts that PLANNING PERMISSION has been GRANTED for the development described above in accordance with the application and plans submitted to the authority subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby approved shall be carried out strictly in accordance with the approved plans

Drawing No. APL/15/FRROW/001/C, Received 25 November 2015
Drawing No. APL/15/FRROW/002/B, Received 25 November 2015
Drawing titled 'Side Elevation, Plot 1-3, 4-5, Received 25 November 2015

and the schedule of materials indicated thereon unless other conditions of this Decision Notice indicate otherwise.

Reason: To ensure adherence to the approved plans and to protect the general character and amenities of the area in accordance with the requirements of Policy SD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 3 The recommendations set out in Section 6 the ecologist's report from Focus Ecology dated October 2013 should be followed unless otherwise agreed in writing by the local planning authority. Prior to commencement of the development, a species mitigation and habitat enhancement scheme integrated with the landscape scheme should be submitted to and be approved in writing by the local planning authority, and the scheme shall be implemented as approved.

Reasons: To ensure that all species are protected having regard to the Wildlife and Countryside Act 1981 (as amended), the NERC Act 2006, Conservation of Habitats and Species Regulations 2010 and policies LD2 and LD3 of the Herefordshire Core Strategy.

- 4 An appropriately qualified and experienced ecological clerk of works should be appointed (or consultant engaged in that capacity) to oversee the ecological mitigation work.

Reasons: To ensure that all species are protected having regard to the Wildlife and Countryside Act 1981 (as amended), the NERC Act 2006, Conservation of Habitats and Species Regulations 2010 and policies LD2 and LD3 of the Herefordshire Core Strategy.

- 5 Foul water and surface water discharges shall be drained separately from the site.

Reason: To protect the integrity of the public sewerage system.

- 6 No surface water shall be allowed to connect, either directly or indirectly, to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no detriment to the environment.

- 7 Public footpaths RR9 and ZK33 shall not at any time during or after the construction phase be obstructed by the development.

Reason: To comply with Herefordshire Core Strategy policies LD1 and MT1.

- 8 Before any other works hereby approved are commenced, visibility splays shall be provided from a point 0.6 metres above ground level at the centre of the access to the application site and 2.4 metres back from the nearside edge of the adjoining carriageway (measured perpendicularly) for a distance of 51 metres in each direction along the nearside edge of the adjoining carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility described above.

Reason: In the interests of highway safety and to conform with the requirements of Herefordshire Core Strategy policy MT1 and the National Planning Policy Framework.

- 9 Before any other works hereby approved are commenced, the construction of the vehicular access shall be carried out in accordance with a specification to be submitted to and approved in writing by the local planning authority, at a gradient not steeper than 1 in 12.

Reason: In the interests of highway safety and to conform with the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 10 Prior to the first occupation of the dwellings hereby approved the driveway and/or vehicular turning area shall be consolidated and surfaced at a gradient not steeper than 1 in 8. Private drainage arrangements must be made to prevent run-off from the driveway discharging onto the highway. Details of the driveway, vehicular turning area and drainage arrangements shall be submitted to and approved in writing by the local planning authority prior to commencement of any works.

Reason: In the interests of highway safety and to conform with the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 11 The development hereby permitted shall not be brought into use until the access, turning area and parking facilities shown on the approved plan have been properly consolidated, surfaced, drained and otherwise constructed in accordance with details to be submitted to and approved in writing by the local planning authority and these areas shall thereafter be retained and kept available for those uses at all times.

Reason: In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway and to conform with the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 12 Development shall not begin in relation to the provision of road and drainage infrastructure until the engineering details and specification of the proposed roads and highway drains have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and completed prior to first occupation of the development hereby permitted.

Reason: To ensure an adequate and acceptable means of access is available before the dwelling or building is occupied and to conform with the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 13 All roadworks shall be completed within a period of 2 years, or other period agreed in writing with the local planning authority, from the commencement of work on the site. This will entail the making good of surfacing, grassing and landscaping in accordance with a specification submitted to and approved in writing by the local planning authority. (Nothing in this condition shall conflict with any phasing scheme, in which respect it will be interpreted as applying to the particular phase being implemented).

Reason: In the interests of highway safety and convenience and a well co-ordinated development and to conform with the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 14 Development shall not begin until parking for site operatives and visitors has been provided within the application site in accordance with details to be submitted to and approved by the local planning authority and such provision shall be retained and kept available during construction of the development.

Reason: To prevent indiscriminate parking, with immediate effect, in the interests of highway safety and to conform with the requirements of Policy MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 15 Within 8 weeks of the first occupation of the development hereby approved a scheme for the provision of covered and secure cycle parking within the curtilage of each dwelling shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. The cycle parking shall be installed and made available for use prior to first occupation of the development hereby permitted.

Reason: To ensure that there is adequate provision for secure cycle accommodation within the application site, encouraging alternative modes of transport in accordance with both local and national planning policy and to conform with the requirements of Policies SD1 and MT1 of Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 16 No development in respect of any required earthworks shall take place until details of their formation have been submitted to and approved in writing by the Local Planning Authority. These details shall include the existing contours and ground levels and the proposed grading of land areas including the contours and levels to be formed. Cross sections through the site of the existing and proposed levels must be included, to show the relationship of the proposed grading to the surrounding landform and existing vegetation. Development shall be carried out in accordance with the approved details.

Reason: in order to maintain amenity of existing adjoining dwellings, maintain the character and appearance of the Wye Valley Area of Outstanding Natural Beauty and to ensure that the development conforms with Policies SD1 and LD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 17 None of the existing trees and/or hedgerows on the site (other than those specifically shown to be removed on the approved drawings) shall be removed, destroyed or felled without the prior approval in writing of the Local Planning Authority.

Reason: To safeguard the amenity of the area, character and appearance of the Wye Valley Area of Outstanding Natural Beauty and to ensure that the development conforms with Policies SD1 and LD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 18 In this condition 'retained tree/hedgerow' means an existing tree/hedgerow that is to be retained in accordance with the approved plans and particulars.

No development, including demolition works shall be commenced on site or site huts, machinery or materials brought onto the site, before adequate measures have been taken to prevent damage to those trees/hedgerows that are to be retained. Measures to protect those trees/hedgerows must include:

a) Root Protection Areas for each hedgerow/tree/group of trees must be defined in accordance with BS3998:2010 – Tree Work - Recommendations, shown on the site layout drawing and approved by the Local Planning Authority.

b) Temporary protective fencing, of a type and form agreed in writing with the Local Planning Authority must be erected around each hedgerow, tree or group of trees. The fencing must be at least 1.25 metres high and erected to encompass the whole of the Root Protection Areas for each hedgerow/tree/group of trees.

c) No excavations, site works or trenching shall take place, no soil, waste or deleterious materials shall be deposited and no site huts, vehicles, machinery, fuel, construction materials or equipment shall be sited within the Root Protection Areas for any hedgerow/tree/group of trees without the prior written consent of the Local Planning Authority.

d) No burning of any materials shall take place within 10 metres of the furthest extent of any hedgerow or the crown spread of any tree/group of trees to be retained.

e) There shall be no alteration of soil levels within the Root Protection Areas of any hedgerow/tree/group of trees to be retained.

Reason: To safeguard the amenity of the area and to ensure that the development conforms with Policies SD1 and LD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework. The commencement of development in advance of these measures may cause irreparable damage to features of acknowledged amenity value

- 19 Pursuant to Condition 2 and 18, the plans and particulars submitted shall be in accordance with BS 3998: 2010 Tree Work - Recommendations and shall include:

a) A plan showing the location of each tree. Each tree should have a reference number.

b) A schedule that lists all the trees that require work. It should include all the trees that are to be removed and those to be retained that require remedial works.

c) A detailed specification describing each work operation.

Reason: To safeguard the amenity of the area and to ensure that the development conforms with Policies DR1 and LA5 of Herefordshire Unitary Development Plan and the National Planning Policy Framework.

- 20 No works in relation to any boundary treatments required by this condition shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, type, design and materials of any boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied (in accordance with a timetable to be agreed in writing with the local planning authority). Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity, to ensure the development has an acceptable standard of privacy and to conform to Policy SD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 21 With the exception of any site clearance and groundwork (excluding any works to retained features), no further development shall commence on site until a landscape design has been submitted to and approved in writing by the Local Planning Authority. The details submitted should include:

Soft landscaping

a) A plan(s) showing details of all existing trees and hedges on the application site. The plan should include, for each tree/hedge, the accurate position, species and canopy spread, together with an indication of which are to be retained and which are to be removed.

- b) A plan(s) at a scale of 1:200 or 1:500 showing the layout of proposed tree, hedge and shrub planting and grass areas
- c) A written specification clearly describing the species, sizes, densities and planting numbers and giving details of cultivation and other operations associated with plant and grass establishment.

Hard landscaping

- a) Existing and proposed finished levels or contours
- b) The position, design and materials of all site enclosure (e.g. fences, walls)
- c) Car parking layout and other vehicular and pedestrian areas
- d) Hard surfacing materials
- e) Minor structures (e.g. play equipment, street furniture, lighting, refuse areas, signs etc.)
- f) Any retained historic features and proposals for restoration

Reason: In order to maintain the visual amenities of the area and to conform with Policy LD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 22 The soft landscaping scheme approved under condition 21 shall be carried out concurrently with the development hereby permitted and shall be completed no later than the first planting season following the completion of the development. The landscaping shall be maintained for a period of 5 years. During this time, any trees, shrubs or other plants which are removed, die or are seriously retarded shall be replaced during the next planting season with others of similar sizes and species unless the Local Planning Authority gives written consent to any variation. If any plants fail more than once they shall continue to be replaced on an annual basis until the end of the 5-year maintenance period. The hard landscaping shall be completed prior to the first occupation of the development hereby permitted

Reason: In order to maintain the visual amenities of the area and to conform with Policy LD1 and LD3 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 23 With the exception of any site clearance and groundwork no further development shall take place until details or samples of materials to be used externally on walls and roofs have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the materials harmonise with the surroundings so as to ensure that the development complies with the requirements of Policy SD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 24 The garages hereby permitted shall be used solely for the garaging of private vehicles and for purposes incidental to the enjoyment of the dwelling house as such and not for the carrying out of any trade or business.

Reason: To ensure that the garage is used only for the purposes ancillary to the dwelling and to comply with Policy SD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework

- 25 Notwithstanding the provisions of article 3(1) and Schedule 2 of the Town and Country Planning (General Permitted Development)(England) Order 2015,(or any order revoking or re-enacting that Order with or without modification), no development which would otherwise be permitted under Classes A, B, C, D, E and H of Part 1 and of Schedule 2, shall be carried out.

Reason: In order to protect the character and amenity of the locality, to maintain the amenities of adjoining property and to comply with Policy SD1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

- 26 Prior to the commencement of development, a detailed plan, showing the levels of the existing site, the proposed slab levels of the dwellings approved and a datum point outside of the site, shall be submitted to and be approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In order to define the permission and ensure that the development is of a scale and height appropriate to the site so as to comply with Policy LD1 of the Herefordshire Core Strategy.

- 27 Prior to the first occupation of any of the residential development hereby permitted written evidence / certification demonstrating that water conservation and efficiency measures to achieve the 'Housing - Optional Technical Standards - Water efficiency standards' (i.e. currently a maximum of 110 litres per person per day) for water consumption as a minimum have been installed / implemented shall be submitted to the Local Planning Authority for their written approval. The development shall not be first occupied until the Local Planning Authority have confirmed in writing receipt of the aforementioned evidence and their satisfaction with the submitted documentation. Thereafter those water conservation and efficiency measures shall be maintained for the lifetime of the development;

Reason: To ensure water conservation and efficiency measures are secured, in accordance with policy SD3 (6) of the Herefordshire Core Strategy 2011-2031

- 28 The access to the adjoining field as edged in blue on the approved plans listed under Condition 2 of this Decision Notice shall be used for agricultural purposes only and no other trade or business. Furthermore a sign (details and placement to be agreed in writing by the Local Planning Authority) to that effect shall be displayed at the access point in accordance with those approved details and thereafter be retained in perpetuity.

Reason: In order to protect the amenity of the dwellings hereby permitted and to comply with Herefordshire Core Strategy policies SS1, RW1 and LD1 and the relevant aims and objectives of the National Planning Policy Framework.

Informatives:

- 1 The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against planning policy and any other material considerations, including any representations that have been received. It has subsequently determined to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

- 2 It is an offence under Section 148 of the Highways Act 1980 to allow mud or other debris to be transmitted onto the public highway. The attention of the applicant is drawn to the need to keep the highway free from any mud or other material emanating from the application site or any works pertaining thereto.
- 3 This permission does not authorise the laying of private apparatus within the confines of the public highway. The applicant should apply to Balfour Beatty (Managing Agent for Herefordshire Council) Highways Services, Unit 3 Thorn Business Park, Rotherwas, Hereford HR2 6JT, (Tel: 01432 261800), for consent under the New Roads and Streetworks Act 1991 to install private apparatus within the confines of the public highway. Precise details of all works within the public highway must be agreed on site with the Highway Authority. A minimum of 4 weeks notification will be required (or 3 months if a road closure is involved).

Under the Traffic Management Act 2004, Herefordshire Council operate a notice scheme to co-ordinate Streetworks. Early discussions with the Highways Services Team are advised as a minimum of 4 weeks to 3 months notification is required (dictated by type of works and the impact that it may have on the travelling public). Please note that the timescale between notification and you being able to commence your works may be longer depending on other planned works in the area and the traffic sensitivity of the site. The Highway Service can be contacted on Tel: 01432 261800.

- 4 This planning permission does not authorise the applicant to carry out works within the publicly maintained highway and Balfour Beatty (Managing Agent for Herefordshire Council) Highways Services, Unit 3 Thorn Business Park, Rotherwas, Hereford, HR2 6JT (Tel: 01432 261800), shall be given at least 28 days' notice of the applicant's intention to commence any works affecting the public highway so that the applicant can be provided with an approved specification, and supervision arranged for the works.

Under the Traffic Management Act 2004, Herefordshire Council operate a notice scheme to co-ordinate Streetworks. Early discussions with the Highways Services Team are advised as a minimum of 4 weeks to 3 months notification is required (dictated by type of works and the impact that it may have on the travelling public). Please note that the timescale between notification and you being able to commence your works may be longer depending on other planned works in the area and the traffic sensitivity of the site. The Highway Service can be contacted on Tel: 01432 261800.

- 5 The developer is required to submit details of the layout and alignment, widths and levels of the proposed roadworks, which shall comply with any plans approved under this planning consent unless otherwise agreed in writing, together with all necessary drainage arrangements and run off calculations. It is not known if the proposed roadworks can be satisfactorily drained to an adequate outfall. Adequate storm water disposal arrangements must be provided to enable Herefordshire Council, as Highway Authority, to adopt the proposed roadworks as public highways. The applicant is, therefore, advised to submit the engineering and drainage details referred to in this conditional approval at an early date to the Senior Engineer, PO Box 236, Plough Lane, Hereford HR4 0WZ for assessment and technical approval. No works on the site of the development shall be commenced until these details have been approved and an Agreement under Section 38 of the Highways Act 1980 entered into.
- 6 Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into

any highway drain or over any part of the public highway.

- 7 Any work involving the removal or disturbance of ground or structures supporting or abutting the publicly maintained highway should be carried out in accordance with details to be submitted to and approved in writing by the Highway Authority or their agent. Please contact Balfour Beatty (Managing Agent for Herefordshire Council) Highways Services, Unit 3 Thorn Business Park, Rotherwas, Hereford, HR2 6JT (Tel: 01432 261800).
- 8 It is the responsibility of the developer to arrange for a suitable outfall or discharge point. It cannot be assumed that the highway drainage system can be used for such purposes.
- 9 The applicant's attention is drawn to the requirement for design to conform to Herefordshire Council's 'Highways Design Guide for New Developments' and 'Highways Specification for New Developments'.

Planning Services
PO Box 230,
Hereford,
HR1 2ZB



Date: 16 December 2015

DEVELOPMENT MANAGER

YOUR ATTENTION IS DRAWN TO THE NOTES BELOW

Notes

This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation. In particular consent may be required under the Building Regulations.

The applicant is advised that additional Council Tax payments may be sought in the event that the Valuation Office, who routinely monitor decision notices, consider any part of the development hereby permitted to be self-contained. This assessment is particularly likely to be the case in respect of flats, basement conversions, granny annexes, studio rooms and log cabins and/or where the additional accommodation contains its own kitchen, bathroom and bedroom. Further information can be found on the Council's website at <https://www.herefordshire.gov.uk/search?q=annexes>

Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.
- If you want to appeal, then you must do so within 6 months of the date of this notice, using a form which you can get from The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Right to Challenge the Decision of the High Court

Currently there are no third party rights of appeal through the planning system against a decision of a Local Planning Authority. Therefore, if you have concerns about a planning application and permission is granted, you cannot appeal that decision. Any challenge under current legislation would have to be made outside the planning system through a process called Judicial Review (JR).

The decision may be challenged by making an application for judicial review to the High Court. The time limits for bringing such challenges are very strict, and applications need to be made as soon as possible after the issue of the decision notice. So, if you think you may have grounds to challenge a decision by Judicial Review you are advised to seek professional advice as soon as possible.

These notes are provided for guidance only and apply to challenges under the legislation specified. If you require further advice on making an application for Judicial review, you should consult a solicitor or other advisor or contact the Crown Office at the Royal Courts of Justice, Queens Bench Division, Strand, London, WC2 2LL (0207 947 6000). For further information on judicial review please go to <http://www.justice.gov.uk>

The Council has taken into account environmental information when making this decision. The decision is final unless it is successfully challenged in the Courts. The Council cannot amend or interpret the decision. It may be redetermined by the Council only if the decision is quashed by the Courts. However, if it is redetermined, it does not necessarily follow that the original decision will be reversed.

Purchase Notices

- If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

APPENDIX (iv)

Highway Authority response to
Planning Application (No. 151189)

MEMORANDUM

To : Internal Consultee

From : Mr C Brace, Planning Services, Blueschool House - H31

Tel : 01432 261947 My Ref : 151189

Date : 1 May 2015 Your Ref :

SITE:	Land off Fernbank Road, Ross-on-Wye, Herefordshire
APPLICATION TYPE:	Planning Permission
DESCRIPTION:	Proposed demolition of existing agricultural building and erection of 5 no. four bedroom detached dwellings. Alterations to existing vehicular access, landscaping and other associated works.
APPLICATION NO:	151189
GRID REFERENCE:	OS 359975, 222908
APPLICANT:	Alan Porter Ltd
AGENT:	Mr Mark Dauncey

The application form, plans and supporting documents are available in Wisdom.

Please let me have your comments by 22/05/2015. If I have received no response by this date I shall assume that you have no objections. Should you require further information please contact the Case Officer. Any comments should be actioned in Civica to Mr C Brace.

COMMENTS: (Continue on a separate sheet if necessary)

SITE VISITED: YES

The consultee:- (delete as appropriate)

1. Recommends that any permission which this Authority may wish to give include the following conditions:-

Fernbank road is subject to 30 mph due to the road being furnished with street lighting columns. The proposed access has a street lighting column located to the right of the access, this has potential to be in the vis splay therefore relocating of the street lighting column will be required.

There is a high presents of pedestrians in the area due to location of local farms and PROW.

All works to meet HC design criteria. Gradient 1:8. 278 and 38 agreements will be required to be entered into. The submitted drawing states the highway will be built to adoptable standard, it should be noted that we would not look to adopt a highway with less than 6 houses on.

CAB - 2.4 - 51 (mfs 2 2 seconds)

CAE, CAH, CAL, CAQ, CAP, CAQ,CAS, CAZ, CB2

I11, I09, I45, I08, I07, I05, I51, I47, I35

[If the above comments include standard note HN7 (Section 278 Agreements) please notify Blueschool House of this requirement as there is a requirement from 1st July 2002 to enter all Section 278/Section 106 Agreements on the Statutory Register]

SIGNED: Jill Tookey-Williams, Area Engineer, Dc, Transportation.

DATE RETURNED: 21/05/15

APPENDIX (v)

Visibility Photographs and Layout at Phase 1 Junction



VIEW SOUTHEAST WITH 2.4 M SETBACK



VIEW NORTHWEST WITH 2.4 M SETBACK



VIEW TOWARDS SITE ENTRANCE AT 51 M



VIEW ALONG SINGLE LANE SECTION SOUTHEAST OF SITE ENTRANCE

APPENDIX (iv)

LHA internal consultation, dated 11th June 2021

MEMORANDUM

To : Internal Consultee – Transportation Department

From : Mrs G Webster, Planning Services, Plough Lane Offices.

Tel : 01432 261803 My Ref : 210305

Date : 19 February 2021 Your Ref :

SITE:	Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG
APPLICATION TYPE:	Planning Permission
DESCRIPTION:	Proposed erection of 5 no. dwellings and associated works.
APPLICATION NO:	210305
GRID REFERENCE:	OS 359976, 222856
APPLICANT:	Villamil Properties Ltd
AGENT:	Mr Matt Tompkins

Please let me have your comments by 12/03/2021. If I have received no response by this date I shall assume that you have no advice to offer. Should you require further information please contact the Case Officer. Any comments should be actioned in Civica to Mrs G Webster.

1. The previous application was only for 5 dwellings therefore the site did not need to meet HC design guidance for shared surfaces, however now with the addition of 5 dwellings the access needs to meet HC design guidance.
2. The access currently needs to be changed if a greater number dwellings are to access the site. Fernbank Road at the access point ranges from 2.8 to 4.8m. Fernbank road should be widened to meet HC design guidance and allow a better wider connection to the site. This will also mean changes to the kerb line north and south of the access. It should be noted that two gulley's will need to be relocated.
3. Footways needs to be increased to 2m by increasing the originally proposed footway on the first application or provide a 2 m footway on the south western side meeting Woodmeadow road.
4. The internal carriageway for both the proposed and the original application appears to scale at 5.5m this could be reduced down to 5 or 4.5m to help with the widening for the footway.

The above details should be submitted and approved before the LHA can fully assess the application.

All applicants are reminded that attaining planning consent does not constitute permission to work in the highway. Any applicant wishing to carry out works in the highway should see the various guidance on Herefordshire Council's website:

www.herefordshire.gov.uk/directory_record/1992/street_works_licence
<https://www.herefordshire.gov.uk/info/200196/roads/707/highways>

Recommendations:

<input type="checkbox"/>	No Highways Objection – No Conditions Required
<input type="checkbox"/>	No Highways Objection – With Conditions (List Conditions Below)
<input checked="" type="checkbox"/>	Additional Information or Amendment Required
<input type="checkbox"/>	Highways Objection (List Reasons Below)

Returning Area Engineer:

<input type="checkbox"/>	M. Lewis
<input checked="" type="checkbox"/>	J. Tookey-Williams
<input type="checkbox"/>	K. Jones
<input type="checkbox"/>	A. Mukhtar
<input type="checkbox"/>	WSP
11/06/2021	Date Returned

APPENDIX (v)

Addendum to Transport Assessment, September 2022

**PROPOSED RESIDENTIAL DEVELOPMENT AT
CHASEWOOD MEADOW, FERNBANK ROAD,
ROSS-ON-WYE, HR9 5DH**

**ADDENDUM TO TRANSPORT ASSESSMENT (November 2020)
September 2022**

Prepared by
G. J. Ford B.Sc, C.Eng, MICE, MCIHT

Date of Report:
30th September 2022

Report No:
491/ATA

Checked by:
S H Hastie
BEng(Hons) CEng MICE MCIHT

Client:
Villamil Properties Ltd

- 1.0 Villamil Properties Ltd have planning consent to construct 5 detached dwellings on land at Chasewood Meadow in Ross on Wye. They will if approved form the second phase of dwellings on the site where the first phase of 5 detached dwellings is under construction.
- 2.0 Planning consent (151189) for the first phase was granted on 16th December 2015.
- 3.0 This Addendum to the Transport Assessment (November 2020) which accompanied the planning application No 210305 responds to highway comments dated 19th February 2021 and the reasons for its refusal.
- 4.0 Reason for Refusal No 4 states - In the absence of detailed information to ensure that an acceptable means of safe and adequate vehicular and pedestrian access into and out of the site, in accordance with the Herefordshire Council's Highways Design Guide for New Development, the proposal represents an unacceptable risk to highway safety. It is therefore considered to be in conflict with Herefordshire Local Plan – Core Strategy Policy MT1 and the National Planning Policy Framework
- 5.0 Access to the site is gained via Fernbank Road which follows a straight alignment and links to Eastfield Road at its northwest extremity which is turn links to the B424 Walford Road. To the southeast of the site access Fernbank Road continues its climb up to Hill Farm and through a predominantly wooded area. Fernbank Road follows a gentle incline from its junction with Eastfield Road up to the site entrance after which the incline increases as the road makes its way up to Hill Farm. The road is adopted up to Okell Drive with street lighting present. Refer to Appendix (iii) for a full copy of the Highway Adoption records confirming the extent of adopted highway.
- 6.0 This Addendum seeks to closely examine Fernbank Road and provide information relating to its widths, its accesses and vehicle speeds. With a chainage 0 starting at the junction with Eastfield Road and extending 345m south along Fernbank Road a survey has recorded carriageway and verge widths at 20 m intervals, see Appendix (i). Occupants of the site enter Eastfield Road (width 6.5m) from its junction with the B4234 Walford Road. Travelling a distance of 28 m they join Fernbank Road on a smooth bend.

Widths along Fernbank Road are as follows :-

Chainage	Eastern Verge	Carriageway	Western Verge
0	-	-	-
20	1.0	4.1	1.0
40	2.1	5.0	2.0
60	3.0	4.2	1.6
80	2.0	4.3	1.8
100	2.5	4.0	1.6
120	3.0	4.1	1.8

140	2.1	4.1	2.0
160	2.7	5.3	1.1
180	2.8	5.0	1.0
200	2.2	4.1	1.6
220	2.1	5.0	1.8
240	1.6	5.3	1.5
260	1.5	3.1	1.0
280	1.5	2.8	0.5
300	0.6	2.8	0.6
345	-	2.8	0.6

The table illustrates that up to ch 247 which coincides with the access serving the site the average width of carriageway along Fernbank Road is 4.8m beyond which point it reduces to 2.87m. Two vehicles are able to pass each other with a width of 4.1m and it is only at ch 100 where the width drops marginally below this figure. The location where the width is less than 4.1m extends from ch 90 – 120 which indicates that two way traffic is possible for 88% of its length.

- 7.0 Fernbank Road serves as an access to in the region of 43 properties and one of two separate accesses to Hill Farm. North of the site entrance 13 properties in Woodmeadow Road combine with 15 properties with direct frontage access before the road meets with Eastfield Road. South of the site entrance Fernbank Road becomes single way with no passing places and serves a close of 2 properties and a further 8 properties at Okell Drive. If the proposed 5 properties are permitted Fernbank Road will serve a total of 48 properties and Hill Farm. In recent years Okell Close has been granted planning consent served from the single way section of Fernbank Road. Similarly, Woodmeadow Road was granted planning consent using a 230 m length of Fernbank Road.
- 8.0 The accesses to properties and other features along Fernbank Road provide convenient passing places on the relatively rare occasion when a larger delivery vehicle may meet an opposing vehicle. The location of the centres of the accesses are as follows :_

Chainage	East Side Access	West Side Access	Comment
28	Car Park		Walking Trail
34	Field Access		
73		Dwelling	
77	Dwelling		
92		Dwelling	
97		Dwelling	
105	Dwelling		
111	Dwelling		
136	Dwelling		
145	Dwelling		
158		Dwelling	
165	Dwelling		

170	Dwelling		
196	Dwelling		
202	Dwelling		
219		Dwelling	
222	Dwelling		
230		Junction	Woodmeadow
238	Dwelling		
247		Junction	Site Access
268	Dwelling x 2		
345	Dwelling x 8	Junction	Okell Drive

It will be noted that within the short length where widths are less than 4.1 m there are 4 accesses which are able to operate as passing places on the infrequent occasions when they may be required. Accesses are well spaced out along the length of Fernbank Road and all with good visibility in each direction. The exceptions are the dwellings that lie south of ch 247 where single way carriageway widths exist and verges are narrow.

- 9.0 The verge widths and profiles are important as they contribute to the open aspect of Fernbank Road and combine with its straight alignment to provide a safe environment for all users of the road. The verges are level, grassed and with no kerbs present are coincident with the adjacent carriageway. This makes occasional use of the verges an easy operation for pedestrians and walkers alike of all ages without inconvenience. Forward visibility is excellent throughout as illustrated in the photographs taken at 20 m intervals throughout, see Appendix (ii).
- 10.0 Vehicle speeds were recorded of a small sample of drivers observed using Fernbank Road. The 7 vehicles recorded using a Unipar SL700 Laser Speed Gun during a survey period of 1 hour on the site varied from 18 to 25 mph with an average of 22 mph. To supplement this small sample driving trials were also carried out to determine what were comfortable speeds to drive along the road. These resulted in a similar range of speeds of 20 – 24 mph. Fernbank Road bears similarities to those of a 20 mph Home Zone where all forms of transport are able to combine safely.
- 11.0 The proposed development of 5 dwellings will generate 30 additional trips in a typical day. These will combine with those of the first phase on the site and in a progressive manner with those associated with Okell Drive, Hill Farm, Woodmeadow Road and the properties along Fernbank Road. In total they will equate to a 10% increase in traffic flows along Fernbank Road where capacity is not an issue.
- 12.0 In considering the stated reason for refusal it has been suggested that due to a lack of information the proposal may represent “an unacceptable risk to highway safety”. The aforementioned surveys and sequence of photographs of Fernbank Road provide a valuable insight into the nature of the road and how it is able to operate. Vehicles, pedestrians, cyclists and hill walkers are

able to safely combine in what is a low trafficked, low speed part of the highway network. Forward visibility is good throughout its length and drivers and walkers alike have adequate warning of each other's presence.

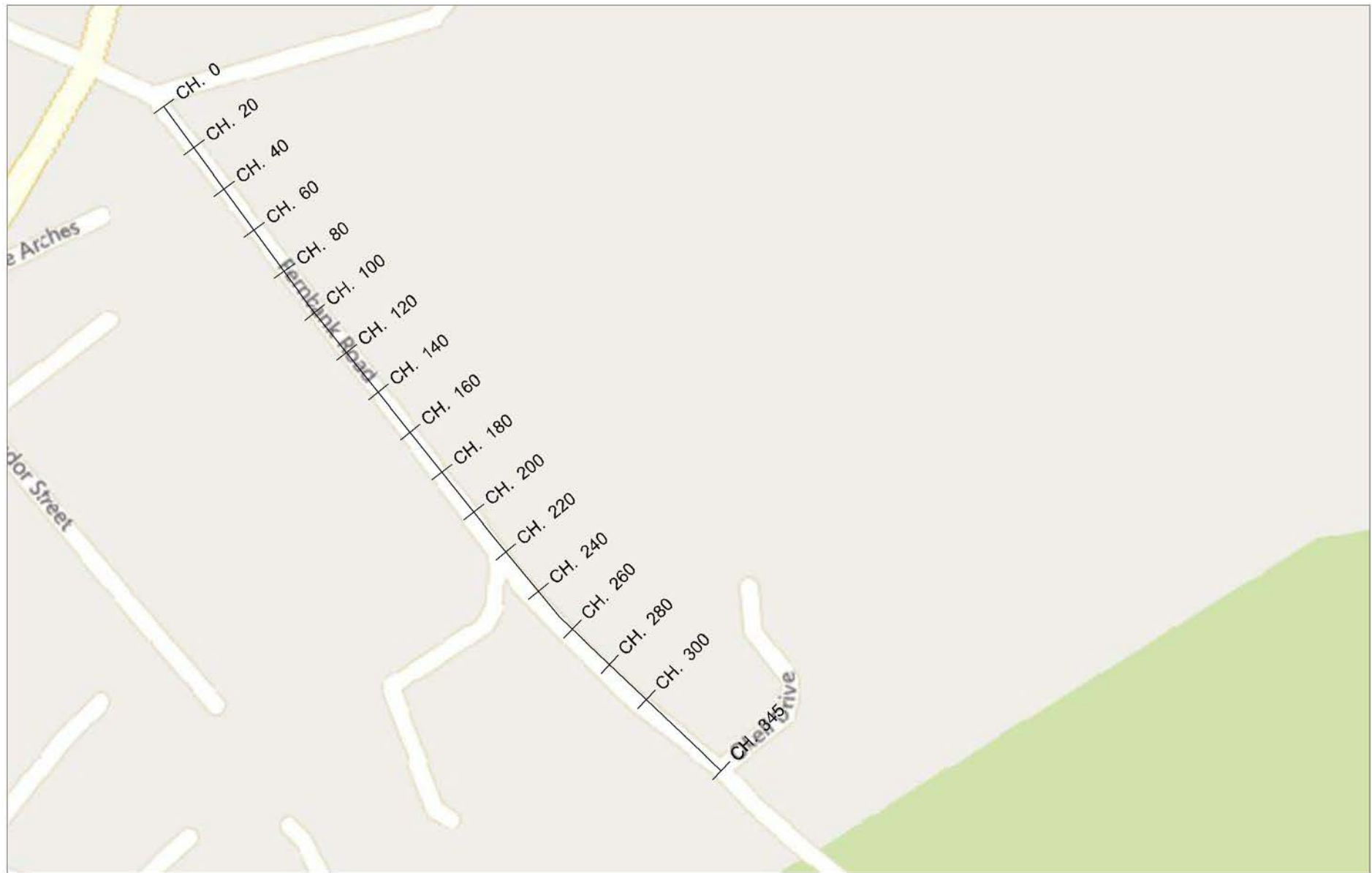
- 13.0 Fernbank Road from Eastfield Road to the site entrance is of sufficient width for almost 90% of its length for two vehicles to pass each other and also possesses numerous passing places.
- 14.0 Whilst there are no footpaths the frontage access locations along this part of Fernbank Road as highlighted above interspersed with generous level grassed verges provide an appropriate surface for the walkers that frequent the road and the public right away that lies adjacent to the site. Fernbank Road is not a through route, traffic is primarily local and at a modest level thereby enabling walkers and cyclists to safely share its surface.
- 15.0 The infrastructure for the initial phase of the site is in place and will be used to provide access to the proposed new dwellings. The junction of the spine road with Fernbank Road has been laid out in accordance with the approved highway drawings. As the majority of movements associated with the site are northwest along Fernbank Road the junction radii are larger in this direction.
- 16.0 The aforementioned phase 1 highway infrastructure proposals were subject to several planning conditions. While preparing the engineering drawings for the scheme the approved site layout, these planning conditions (i.e. max road gradient of 1:12, etc.) and, the principles for Shared Surfaces as set out in the HC Design Guide were considered and adhered to as far as possible while also considering the various site constraints and the approved planning information.
- 17.0 Visibility splays of 2.4 x 51m have been provided at the site access in each direction as directed by the planning consent for the site. To the north visibility extends significantly in excess of this distance due to the straight alignment of the road. Visibility is illustrated in the photographs in Appendix (ii).
- 18.0 The Herefordshire Council Highways consultee memorandum response to application no. 210305 included a request to provide a 2m wide footway. Having considered this matter further, and due to the progress already made on site it is proposed to widen the existing phase 1 footpath beyond its back of footpath line, from 1.2m to 2.0m, as indicated on the enclosed drawing, refer to Appendix (iv) for an indicative layout. The intention is therefore to retain the previously indicated bellmouth and kerblines providing a 5.5m wide carriageway. This should ensure that as per the approved situation the proposed vehicular access can readily accommodate the respective vehicles utilising it. Beyond the dropped kerb crossing point indicated the footpath width will then revert to 1.2m for the phase 2 development site.
- 19.0 Following further examination of the approved phase 1 highway infrastructure in conjunction with the currently proposed alterations associated with the

phase 2 proposals it is anticipated that highway proposals will operate in a safe and effective manner.

- 20.0 Additional information relating to Fernbank Road has been provided in this Addendum that paints a clearer picture of how this part of the network operates and is able to safely serve the associated residential dwellings. There are no reasons why it should not continue to do so and accommodate the 5 additional dwellings on the site. No additional works to Fernbank Road are considered necessary as the ingredients for an effective access are in place.

APPENDIX (i)

Photograph Location Plan



Appendix (i) - Photograph Location Plan (NTS)

APPENDIX (ii)

Photographs along Fernbank Road



VISIBILITY LOOKING EAST AT WALFORD ROAD JUNCTION @ 2.4 M SETBACK



VISIBILITY LOOKING WEST AT WALFORD ROAD JUNCTION @ 2.4 M SETBACK



VISIBILITY LOOKING EAST AT EASTFIELD ROAD JUNCTION @ 2.4 M SETBACK



VISIBILITY LOOKING WEST AT EASTFIELD ROAD JUNCTION @ 2.4 M SETBACK



CHAINAGE 0 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 20 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 40 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 60 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 80 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 100 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 120 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 140 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 160 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 180 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 200 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 220 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 240 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 260 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 300 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 345 – VIEW SOUTH ALONG FERNBANK

APPENDIX (iii)

Highway Adoption Records

APPENDIX (iv)

Phase 1 Indictive Footpath Widening Layout

APPENDIX (vi)

LHA internal consultation by WSP, dated 7th April 2023

MEMORANDUM

To : Internal Consultee – Transportation Department

From : Planning Services, Plough Lane Offices – H26

Tel : **My Ref** : 224260

Date : 16/01/2023 **Your Ref** :

SITE:	Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG
APPLICATION TYPE:	Planning Permission
DESCRIPTION:	Proposed erection of 5 no. dwellings and associated works
APPLICATION NO:	224260
GRID REFERENCE:	OS 359977, 222856
APPLICANT:	Villamil Properties Ltd
AGENT:	Mr Matt Tompkins

It is noted that a Transport Assessment document has been submitted with the planning application, although this seeks to justify the development proposals elements of the scheme will still be substandard and would result in an intensification of vehicular and pedestrian movements on the local network including Fernbank Road. Fernbank Road is devoid of footways and as highlighted by the Transport Assessment is substandard in width.

This application has not changed since the previous highways comments were made as below:

1. The previous application was only for 5 dwellings therefore the site did not need to meet HC design guidance for shared surfaces, however now with the addition of 5 dwellings the access needs to meet HC design guidance.
2. The access currently needs to be changed if a greater number dwellings are to access the site. Fernbank Road at the access point ranges from 2.8 to 4.8m. Fernbank road should be widened to meet HC design guidance and allow a better wider connection to the site. This will also mean changes to the kerb line north and south of the access. It should be noted that two gully's will need to be relocated.
3. Footways need to be increased to 2m by increasing the originally proposed footway on the first application or provide a 2 m footway on the south western side meeting Woodmeadow road.
4. The internal carriageway for both the proposed and the original application appears to scale at 5.5m this could be reduced down to 5 or 4.5m to help with the widening for the footway.

The Highway Authority after reconsidering the application drawings and transport assessment are still of the view that the above details should be submitted and approved before the LHA can fully assess the application.

Recommendation

<input type="checkbox"/>	No Highways Objection – No Conditions Required
<input type="checkbox"/>	No Highways Objection – With Conditions (List Conditions Below)
<input checked="" type="checkbox"/>	Additional Information or Amendment Required
<input type="checkbox"/>	Highways Objection (List Reasons Below)

All applicants are reminded that attaining planning consent does not constitute permission to work in the highway. Any applicant wishing to carry out works in the highway should see the various guidance on Herefordshire Council's website:

www.herefordshire.gov.uk/directory_record/1992/street_works_licence
<https://www.herefordshire.gov.uk/info/200196/roads/707/highways>

Returning Area Engineer:

<input type="checkbox"/>	M. Lewis
<input type="checkbox"/>	J. Tookey-Williams
<input type="checkbox"/>	K. Jones
<input type="checkbox"/>	A. Mukhtar
<input checked="" type="checkbox"/>	WSP
07/04/2023	Date Returned

APPENDIX (vii)

LHA e-mail response to BEAL dated 26th July 2023

From: Tookey-Williams, Jill <Jill.Tookey-Williams@herefordshire.gov.uk>
Sent: 26 July 2023 09:20
To: 'scott@beal-uk.com'
Subject: Land at Chasewood Meadow, Fernbank Road, Ross-on-Wye, Herefordshire, HR9 5QG

Hi Scott,

Thank you for all the information you have sent in.

As part of the process of removing the LHA objection to the proposed, please can you provide the following

1. Demonstrate that the footway along Fernbank Road is not require by providing a Multi Modal assessment.
2. Are there any proposals to extend the site further than this additional 5 dwellings?
3. Can you provided details to show that the original site access meets HC design guidance.

Kind regards
Jill

Jill Tookey-Williams
Area Engineer, Development Control,
Highways and Transportation
01432 383607
Jill.Tookey-williams@Herefordshire.gov.uk

Economy and Environment Directorate
Plough Lane
Hereford
HR4 0LE

Personal pronouns – She/Her

Unison **LGBT+** officer – Herefordshire Council – Local Government Branch,



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APPENDIX (viii)

Addendum to Transport Assessment, October 2023

**PROPOSED RESIDENTIAL DEVELOPMENT AT
CHASEWOOD MEADOW, FERNBANK ROAD,
ROSS-ON-WYE, HR9 5DH**

**ADDENDUM TO TRANSPORT ASSESSMENT (November 2020)
October 2023**

Prepared by
G. J. Ford B.Sc, C.Eng, MICE, MCIHT

Date of Report:
9th October 2023

Report No:
491/ATA/2

Checked by:
S H Hastie
BEng(Hons) CEng MICE MCIHT

Client:
Villamil Properties Ltd

- 1.0 The LHA Herefordshire County Highways have requested that it be demonstrated by the consideration of multi modal movements that a footpath along Fernbank Road is not required. As the proposed development of 5 dwellings at Chasewood Meadow Phase 2 has yet to receive planning approval any such consideration can only be via a prediction of the level of movements that it will generate and not traffic counts. The LHA have also requested further clarity regarding any future development proposals beyond the additional 5 dwellings and sought further details regarding the original site access. These matters will therefore all be addressed within the text below.
- 2.0 The multi modal movements of any site differ and comprise a mix of vehicle trips, cycling trips and walking trips, the latter of which is of prime importance in addressing the stated LHA concern. The number and distribution of movements by all modes is related to the location of the site and its proximity to local facilities.
- 3.0 In considering the need for footpaths where none are currently present, we are looking at the number of pedestrian movements that are generated, condition of the public highway and the traffic flows where they are called upon to share the available roadspace with other vehicles.
- 4.0 No counts relating to the existing and proposed occupants along Fernbank Road are available but are able to use the Office for National Statistics (ONS) and the 2021 Census Data to consider the anticipated level and type of movements by car, cycle or on foot. The Census tells us that a breakdown of Travel to Work across the country reveals the following: -

Mode of Travel	% of the Total
Travel by car	45.1
Travel as a passenger	3.9
Walk	7.1
Cycle	2.0
Bus or coach	4.2
Train	1.9

- 5.0 The site has a semi-rural location in Ross on Wye which is expected to reflect a marginally higher reliance upon the motor car than the national figure. It is also noted that the Census revealed that 7.1% walk to work.
- 6.0 The users of Fernbank Road can be described as follows: -

Location	No of Dwellings
Hill Farm south of the site	Farm
Fernbank Road along its length	15
Woodmeadow Road	13
Okell Drive	8
Access south of Okell Drive	2
Phase 1 Chasewood Meadow in course of construction	5
Existing Total	43
Phase 2 Chasewood Meadow awaiting planning consent	5
Predicted Total	48

- 7.0 It can be seen that 43 approved dwellings and Hill Farm make use of Fernbank Road which is not a through route to any location and serves only the listed properties. ONS informs us that a typical family is 43% with no children, 42% with school age children and 15% with young adults. Applying these figures to both the existing and proposed dwellings produces the following: -

Scenario	No Children	Schoolchildren	Young Adults	Total
43 dwellings	19	18	6	43
5 dwellings	2	2	1	5

Studies of residential developments have also indicated that of the occupants 10% can be retired and 10% work from home (WFH), although the 2021 Census suggested for Ross-on-Wye the figure was 20.3%. If we assume that 10% are retired and 10% WFH we have 34 existing dwellings that contribute to the travel to work picture and 4 dwellings of those proposed in Phase 2. Applying the Travel to Work breakdown in paragraph 4 to both the existing and proposed dwellings produces the following: -

Mode	Existing Dwellings	Proposed Dwellings
Travel by car	15.3	1.8
Travel as a passenger	1.3	0.2
Walk	2.4	0.3
Cycle	0.7	0.1
Bus or coach	1.4	0.2
Train	0.7	0.0

As Ross-on-Wye no longer has a train station the last item is not an option.

The above comparison would suggest that 2 dwellings in Phase 2 will have children of school age compared with 18 amongst the existing dwellings. It also indicates that 2 dwellings in Phase 2 will travel to work by car with 17 of the existing dwellings doing so. Those walking to work are at a low level which if we also combine the walk and bus or coach categories equate to 4 dwellings of those existing and less than 1 dwelling for Phase 2.

- 8.0 The breakdown of viable travel options for this location in Ross on Wye is related to the proximity to schools, surgeries and hospitals, dentists, shops etc.

Facility	Post Code	Distance	By Car	By Cycle	Walking
Pendeen Surgery	HR95AH	0.6 m	2 mins	3 mins	12 mins
Ross Hospital	HR95AD	1.0 m	5 mins	5 mins	10 mins
Dentists	HR95HB	0.7 m	3 mins	4 mins	14 mins
St Josephs Primary	HR95AW	0.5 m	2 mins	3 mins	11 mins
Ashfield Primary	HR95AU	0.5 m	3 mins	3 mins	10 mins
John Kyle High	HR97ET	1.7 m	8 mins	11 mins	34 mins
Morrisons	HT97AG	1.1 m	5 mins	6 mins	20 mins
Sainsbury	HR97YB	1.0 m	5 mins	6 mins	19 mins
Spar	HR97EA	1.0 m	5 mins	6 mins	19 mins
Aldi	HR97EE	1.0 m	5 mins	6 mins	19 mins
Fish & Chip Shop	HR95QB	0.5 m	2 mins	3 mins	9 mins
Town Centre Shops	HR95BU	1.1 m	5 mins	5 mins	16 mins

It can be seen from the above table that the site is in a sustainable location with many facilities within reach by a number of travel options. Journeys to and from the health-related facilities are however more likely to be made by car, whereas those associated with schools are more likely to consider all options, subject to appropriate weather. Journeys to and from shops will be primarily by car, due to the inconvenience of carrying a significant number of goods walking or on a bicycle.

- 9.0 In considering walking as a key element of multi modal travel we need to examine the various objectives of walking at this location. They can be broken down as follows: -
- (i) Walking to a place of work or to a nearby bus stop.
 - (ii) Walking to school.
 - (iii) Walking to shops and facilities.
 - (iv) Leisure walking.
 - (v) Hill walking.

Walking to work or a bus stop – The location of Fernbank Road would suggest that few will walk to work within the town although the availability of regular bus services along Walford Road make this a possibility for some.

Walking to school – With both primary schools within a convenient walking distance this will be an option for some although conveying children by car is quick and convenient. We will assume that 50% elect to walk. The High School lies further away and is unlikely to be an attractive walking option.

Walking to shops and facilities – The major supermarkets are within walking distance but for weekly shops the car remains the convenient option. Small purchases may be achievable for those who elect to walk to the town centre. We will assume that 10% walk to the local shops and the Town Centre.

Leisure walking – The occupants of Fernbank Road and its adjacent roads have a choice of using Fernbank Road and its link to the main highway network and the Town & Country Trail that crosses at the northern end of the road or to use the public footpath adjacent to Woodmeadow Road. This leads south into the countryside around Hill Farm. Of leisure walkers a significant number comprise dog walkers who exercise their dogs sometimes twice a day many of whom will elect to use the public footpath and the surrounding countryside. ONS informs us that 34% of UK households own a dog, which will account for a number of the leisure walking trips. It will be assumed that leisure walkers will be split 60:40 between north along Fernbank Road and south along the public footpath. ONS also informs us that 67% of us walk each day for either leisure, exercise or the aforementioned options.

Hill walking – A small but dedicated number of walkers from outside the area park their vehicles in the Town & Country Trail Car Park at the northern end of Fernbank Road and proceed south along Fernbank Road to access the public footpath and the hills beyond.

- 10.0 Using the above an assessment of walking trips along Fernbank Road can be made for the existing and proposed dwellings as follows: -

Option	Trips for 43 Existing Dwellings	Trips for 5 Phase 2 Dwellings	Comments
Walk to Work	8	2	4 existing walk to work
Walk to School	18	2	9 pupils from existing walk to school
Walk to Shops	8	2	10% of existing walk to shops
Leisure Walking	62	4	$2.4 \times 43 \times 0.67 = 69$ people walking. $69 - 17 = 52$ leisure walkers. $52 \times 2 = 104$ x 0.6 split = 62 trips.
Hill Walkers	10	-	A variable figure weather dependent
Total Trips	106	10	

A family average of 2.4 persons per dwelling has been adopted to assess the local population using Fernbank Road and the number walking each day. With a dog population of 34% there will be 15 dogs generating trips and 2 associated with Phase 2 which are included within the leisure walking total.

- 11.0 The above assessment would indicate that a typical weekday could see 106 walking trips along Fernbank Road associated with the existing properties. These will be spread across a 12 hour period with peak values occurring during the travel to work and schools period. Averaged across a 12 hour day these equate to 9 pedestrian trips an hour. Phase 2 of Chasewood Meadow is predicted to generate less than an additional 1 pedestrian trip an hour. Vehicular movements along Fernbank Road are predicted to be 258 trips a day with the existing level of development and equate to 22 trips an hour across a typical 12 hour day. These are based upon a trip rate 6 trips a dwelling which is sufficient to allow for trips associated with Hill Farm. Similarly Phase 2 of Chasewood Meadow will add 30 trips to Fernbank Road.
- 12.0 In considering pedestrians and vehicles sharing Fernbank Road we are looking at a vehicle movement every 2.72 minutes encountering a pedestrian movement every 6.8 minutes. These figures may change during the busiest periods during the day, but place into perspective the indicative levels of pedestrian and vehicle movements. They are also borne out by observed behaviour during visits to Fernbank Road when pedestrians can be seen walking along the central part of Fernbank Road and infrequently encountering a vehicle movement.
- 13.0 It is important to note the previous responses of the LHA towards Fernbank Road and residential development. Historically the road has provided a link to Hill Farm, which still remains. Residential dwellings were then introduced over time along Fernbank Road which now total 15 in number. The development of Woodmeadow Road followed at the southern extremity of Fernbank Road introducing 13 dwellings, served by an access road built to adoptable standards with footpaths on either side, which terminates when it reaches Fernbank Road. This development was constructed with LHA approval, who concluded that Fernbank Road did not require widening or the addition of footpaths along its length to accommodate the 13 dwellings and the occupants and traffic that they generated.

Okell Drive a more recent development addition and serves 8 detached dwellings from what is the narrowest part of Fernbank Road south of the Chasewood Meadows site together with a further 2 dwellings served from an access opposite the entrance to the site. There are no footpaths associated with Okell Drive and no highway verges along the adjacent length of Fernbank Road. This development was also

constructed with LHA approval, who again concluded that Fernbank Road in its current form did not require widening or the addition of footpaths along any parts of its length to accommodate the 10 dwellings and the occupants that were introduced. It will be noted that pedestrians associated with Okell Drive have to share a single width length of the lane until they reach the junction with Woodmeadow Road. Fernbank Road has been adopted by the LHA with street lighting up to the junction with Okell drive.

Consent was granted for the Phase 1 Chasewood Development of 5 dwellings, which have yet to be completed. The proposed 5 dwellings of Phase 2 will complete all development by the applicant at this location. Phase 1 of the site is being constructed with LHA approval, who concluded that Fernbank Road in its current form did not require widening or the addition of footpaths along its length to accommodate the 5 dwellings and the occupants that will be introduced.

- 14.0 An insight into the potential reasons behind the LHA approval of the aforementioned sites was provided in the Addendum to the Transport Assessment dated September 2022 and attached as Appendix (i). A comprehensive study was carried out of Fernbank Road, its widths and characteristics with photographs taken every 20 m to highlight the open nature of Fernbank Road with its generous and flat verges. The levels of the carriageway are flush with those of the adjacent grass verges, which makes walking along either surface easy as is the transition from one to the other whenever required. Fernbank Road is straight with excellent forward visibility, meaning that all users have a clear view of each other. Shared usage whether by cyclists, walkers with or without pushchairs and vehicles can safely coexist along its length. Vehicle speeds when present are low and a walker passing along Fernbank Road can frequently traverse its whole length without confronting a vehicle. If and when such an event happens there is sufficient width for each to safely pass each other. If the vehicle was a larger type of delivery vehicle there is invariably a wide verge or an access onto which a walker can readily step until it has passed.
- 15.0 Vehicle and pedestrian movements along Fernbank Road are at a low level in highway terms and will remain so if planning consent for Phase 2 of Chasewood Meadows is approved. A low speed environment exists where walkers and vehicles can safely co-exist and where there have been no accidents recorded for the last 20 years, (see CrashMap records). The level of walkers now and in the future following Phase 2 of Chasewood Meadow is not at a material level to require a dedicated footpath along Fernbank Road. The LHA reached this conclusion in association with all of the aforementioned residential developments that link to and use Fernbank Road, a situation that will not change with the addition of Chasewood Meadow Phase 2.
- 16.0 The applicant has confirmed that they have no intention of carrying out any further development beyond Phase 2, which may be accessed by the road in question. The phase 2 planning application was made because of its inclusion within the settlement boundary for Ross-on-Wye. The settlement boundary runs along the PROW, which crosses the land whereby there is no further land within the settlement boundary which may be available for development. The remaining part of the field is outside of the settlement boundary.
- 17.0 The highway infrastructure associated with the phase 1 development followed the approved planning drawings and was based on the acknowledged site constraints, such as the location of the retained and improved access, and exceptionally steep site gradients. Indeed, the later led to specific planning conditions being attached to

the decision which were adhered to as matters progressed. The existing steep site levels dictated and shaped the phase 1 and 2 proposals. Following the initial comments made within the 'Addendum to Transport Assessment, Sept 2022' contained within appendix (i) we provide our further detailed comments below associated with the highway infrastructure.

- 18.0 The site access proposals included visibility splays of 2.4m x 51m in each direction as directed by the original planning consent. A copy of the Junction Visibility Splays Layout (ref: 318:004) is enclosed within appendix (ii) for ease of reference.
- 19.0 It should be noted that the Client's preference while progressing the Phase 1 engineering proposals was for the access road to remain private and not be offered for adoption. This situation will remain, and the second phase will follow a similar approach.
- 20.0 A previous LHA request to increase the footpath width to 2m within the phase 1 development has been demonstrated on the Phase 1 Indicative Footpath Widening Layout (ref: 491:003) enclosed within appendix (ii) for ease of reference.
- 21.0 Notwithstanding that the road is to remain private the Herefordshire Highways Development Design Guide has been re-examined and the phase 1 onsite road considered further. The following comments consider the criteria and make observations associated with the as-built proposals. A 'Shared private drive' is applicable for up to 5 dwellings. The next designated road types in terms of dwelling numbers are 'Shared Surfaces' and 'Home Zones', although in this case a separate tarmac footpath is provided, and the road has a tarmac finish. It should furthermore be noted that the shared surface criteria with a design speed of 15mph is appropriate for up to 25 dwellings from a single access.
- 22.0 The reuse of the existing improved site access junction and the available land shape dictated that beyond the junction with Fernbank Road the onsite road alignment required a swift and significant change in direction. This also enabled the site access road to approach Fernbank Road at approximately 90 deg. A tight horizontal radius is therefore present beyond the junction, which will operate in a similar way to a speed control bend, assisting in keeping vehicle speeds low. The road width provided on phase 1 up to the proposed phase 2 junction access is 5.5m, beyond this point it reduces to 4.8m and 5.0m on road 1 and 1A respectively. Although while considering the 'shared surface' criteria it is acknowledged that the minimum road width can be less (i.e. min. 4.5m), due to the relatively tight nature of the road centreline a decision was made to retain the 5.5m width in this location to assist large vehicles in manoeuvring at this location. The maximum suggested straight element of 30m is adhered to, and beyond the first horizontal radius (discussed above) the remaining radii adhere to the suggested minimum centreline radius of 15m.
- 23.0 From a vertical design perspective while considering the design guide the stated minimum 'K' value for 'Minor access and below' is 2. The vertical curve has a 'K' value in excess of this value, so adheres to this requirement. The proposed gradients were dedicated by the approved layout, original ground levels and planning conditions at the time. The first ~5m has a maximum gradient of 1:20, which again referring to the design guide falls into the 'desirable' category. Beyond this a maximum gradient of 1:12 was used which falls into the category of 'but consideration may be given to gradients of up to 1:10'. This value of 1:12 was also identified in the planning conditions as the maximum gradient for the road. The presence on site of very steep

existing slopes meant that even when using the maximum gradient, a significant amount of cut and high retaining walls were still required as part of the detailed levels designs. Both the horizontal and vertical alignment criteria of the phase 1 infrastructure is detailed on the Road 1 & 1A Longitudinal Sections (ref: 318:003) enclosed within appendix (ii).

- 24.0 Following the further consideration of the design guide detailed above and the anticipated low vehicle speeds on site it remains our opinion that the as-built phase 1 proposals, if the phase 2 development is approved, do not present an unacceptable increase in risk from a highway safety or access perspective, and therefore are deserving of highway support.

APPENDIX (i)

Addendum to Transport Assessment, September 2022

**PROPOSED RESIDENTIAL DEVELOPMENT AT
CHASEWOOD MEADOW, FERNBANK ROAD,
ROSS-ON-WYE, HR9 5DH**

**ADDENDUM TO TRANSPORT ASSESSMENT (November 2020)
September 2022**

Prepared by
G. J. Ford B.Sc, C.Eng, MICE, MCIHT

Date of Report:
30th September 2022

Report No:
491/ATA

Checked by:
S H Hastie
BEng(Hons) CEng MICE MCIHT

Client:
Villamil Properties Ltd

- 1.0 Villamil Properties Ltd have planning consent to construct 5 detached dwellings on land at Chasewood Meadow in Ross on Wye. They will if approved form the second phase of dwellings on the site where the first phase of 5 detached dwellings is under construction.
- 2.0 Planning consent (151189) for the first phase was granted on 16th December 2015.
- 3.0 This Addendum to the Transport Assessment (November 2020) which accompanied the planning application No 210305 responds to highway comments dated 19th February 2021 and the reasons for its refusal.
- 4.0 Reason for Refusal No 4 states - In the absence of detailed information to ensure that an acceptable means of safe and adequate vehicular and pedestrian access into and out of the site, in accordance with the Herefordshire Council's Highways Design Guide for New Development, the proposal represents an unacceptable risk to highway safety. It is therefore considered to be in conflict with Herefordshire Local Plan – Core Strategy Policy MT1 and the National Planning Policy Framework
- 5.0 Access to the site is gained via Fernbank Road which follows a straight alignment and links to Eastfield Road at its northwest extremity which is turn links to the B424 Walford Road. To the southeast of the site access Fernbank Road continues its climb up to Hill Farm and through a predominantly wooded area. Fernbank Road follows a gentle incline from its junction with Eastfield Road up to the site entrance after which the incline increases as the road makes its way up to Hill Farm. The road is adopted up to Okell Drive with street lighting present. Refer to Appendix (iii) for a full copy of the Highway Adoption records confirming the extent of adopted highway.
- 6.0 This Addendum seeks to closely examine Fernbank Road and provide information relating to its widths, its accesses and vehicle speeds. With a chainage 0 starting at the junction with Eastfield Road and extending 345m south along Fernbank Road a survey has recorded carriageway and verge widths at 20 m intervals, see Appendix (i). Occupants of the site enter Eastfield Road (width 6.5m) from its junction with the B4234 Walford Road. Travelling a distance of 28 m they join Fernbank Road on a smooth bend.

Widths along Fernbank Road are as follows :-

Chainage	Eastern Verge	Carriageway	Western Verge
0	-	-	-
20	1.0	4.1	1.0
40	2.1	5.0	2.0
60	3.0	4.2	1.6
80	2.0	4.3	1.8
100	2.5	4.0	1.6
120	3.0	4.1	1.8

140	2.1	4.1	2.0
160	2.7	5.3	1.1
180	2.8	5.0	1.0
200	2.2	4.1	1.6
220	2.1	5.0	1.8
240	1.6	5.3	1.5
260	1.5	3.1	1.0
280	1.5	2.8	0.5
300	0.6	2.8	0.6
345	-	2.8	0.6

The table illustrates that up to ch 247 which coincides with the access serving the site the average width of carriageway along Fernbank Road is 4.8m beyond which point it reduces to 2.87m. Two vehicles are able to pass each other with a width of 4.1m and it is only at ch 100 where the width drops marginally below this figure. The location where the width is less than 4.1m extends from ch 90 – 120 which indicates that two way traffic is possible for 88% of its length.

- 7.0 Fernbank Road serves as an access to in the region of 43 properties and one of two separate accesses to Hill Farm. North of the site entrance 13 properties in Woodmeadow Road combine with 15 properties with direct frontage access before the road meets with Eastfield Road. South of the site entrance Fernbank Road becomes single way with no passing places and serves a close of 2 properties and a further 8 properties at Okell Drive. If the proposed 5 properties are permitted Fernbank Road will serve a total of 48 properties and Hill Farm. In recent years Okell Close has been granted planning consent served from the single way section of Fernbank Road. Similarly, Woodmeadow Road was granted planning consent using a 230 m length of Fernbank Road.
- 8.0 The accesses to properties and other features along Fernbank Road provide convenient passing places on the relatively rare occasion when a larger delivery vehicle may meet an opposing vehicle. The location of the centres of the accesses are as follows :_

Chainage	East Side Access	West Side Access	Comment
28	Car Park		Walking Trail
34	Field Access		
73		Dwelling	
77	Dwelling		
92		Dwelling	
97		Dwelling	
105	Dwelling		
111	Dwelling		
136	Dwelling		
145	Dwelling		
158		Dwelling	
165	Dwelling		

170	Dwelling		
196	Dwelling		
202	Dwelling		
219		Dwelling	
222	Dwelling		
230		Junction	Woodmeadow
238	Dwelling		
247		Junction	Site Access
268	Dwelling x 2		
345	Dwelling x 8	Junction	Okell Drive

It will be noted that within the short length where widths are less than 4.1 m there are 4 accesses which are able to operate as passing places on the infrequent occasions when they may be required. Accesses are well spaced out along the length of Fernbank Road and all with good visibility in each direction. The exceptions are the dwellings that lie south of ch 247 where single way carriageway widths exist and verges are narrow.

- 9.0 The verge widths and profiles are important as they contribute to the open aspect of Fernbank Road and combine with its straight alignment to provide a safe environment for all users of the road. The verges are level, grassed and with no kerbs present are coincident with the adjacent carriageway. This makes occasional use of the verges an easy operation for pedestrians and walkers alike of all ages without inconvenience. Forward visibility is excellent throughout as illustrated in the photographs taken at 20 m intervals throughout, see Appendix (ii).
- 10.0 Vehicle speeds were recorded of a small sample of drivers observed using Fernbank Road. The 7 vehicles recorded using a Unipar SL700 Laser Speed Gun during a survey period of 1 hour on the site varied from 18 to 25 mph with an average of 22 mph. To supplement this small sample driving trials were also carried out to determine what were comfortable speeds to drive along the road. These resulted in a similar range of speeds of 20 – 24 mph. Fernbank Road bears similarities to those of a 20 mph Home Zone where all forms of transport are able to combine safely.
- 11.0 The proposed development of 5 dwellings will generate 30 additional trips in a typical day. These will combine with those of the first phase on the site and in a progressive manner with those associated with Okell Drive, Hill Farm, Woodmeadow Road and the properties along Fernbank Road. In total they will equate to a 10% increase in traffic flows along Fernbank Road where capacity is not an issue.
- 12.0 In considering the stated reason for refusal it has been suggested that due to a lack of information the proposal may represent “an unacceptable risk to highway safety”. The aforementioned surveys and sequence of photographs of Fernbank Road provide a valuable insight into the nature of the road and how it is able to operate. Vehicles, pedestrians, cyclists and hill walkers are

able to safely combine in what is a low trafficked, low speed part of the highway network. Forward visibility is good throughout its length and drivers and walkers alike have adequate warning of each other's presence.

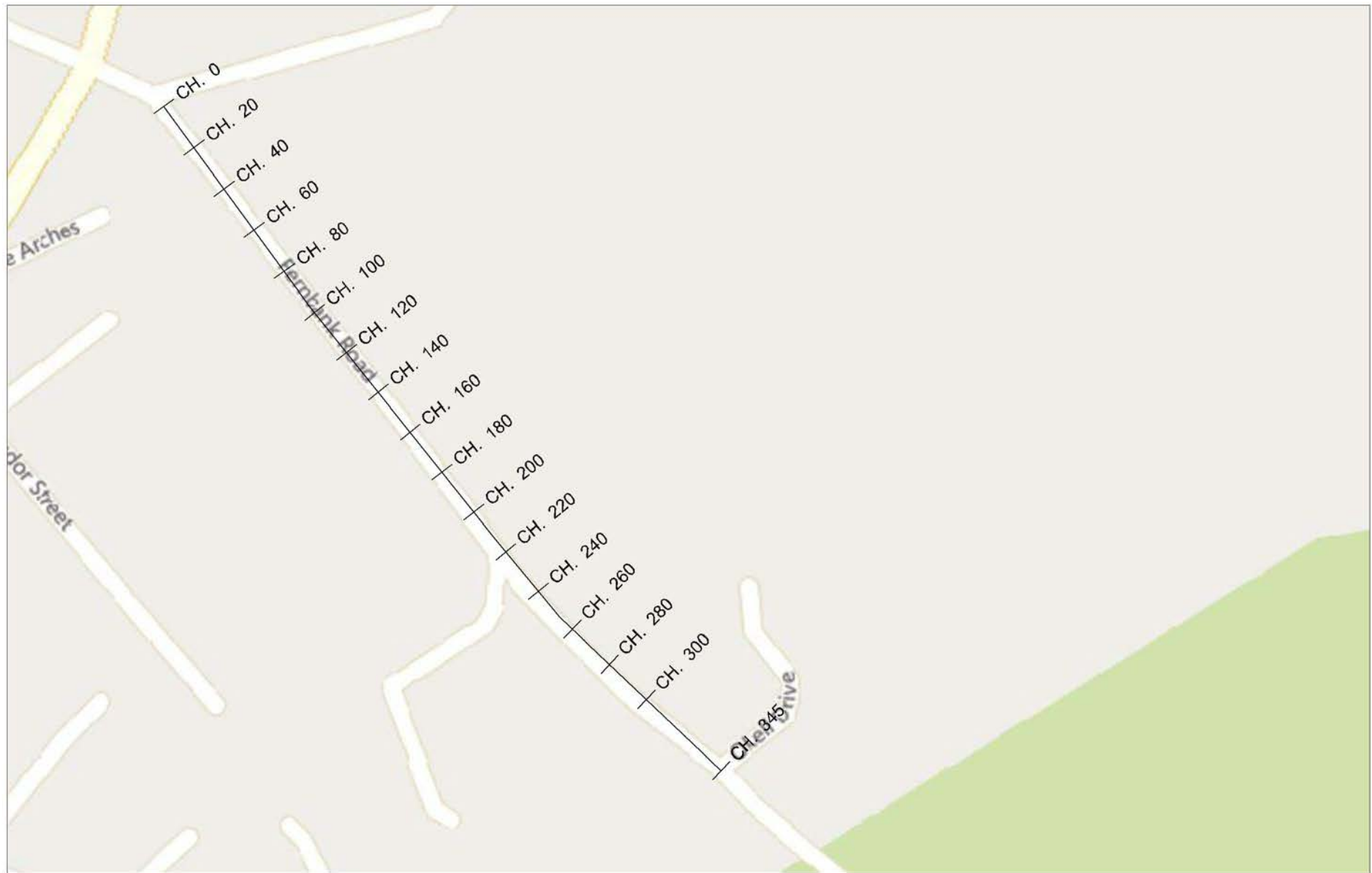
- 13.0 Fernbank Road from Eastfield Road to the site entrance is of sufficient width for almost 90% of its length for two vehicles to pass each other and also possesses numerous passing places.
- 14.0 Whilst there are no footpaths the frontage access locations along this part of Fernbank Road as highlighted above interspersed with generous level grassed verges provide an appropriate surface for the walkers that frequent the road and the public right away that lies adjacent to the site. Fernbank Road is not a through route, traffic is primarily local and at a modest level thereby enabling walkers and cyclists to safely share its surface.
- 15.0 The infrastructure for the initial phase of the site is in place and will be used to provide access to the proposed new dwellings. The junction of the spine road with Fernbank Road has been laid out in accordance with the approved highway drawings. As the majority of movements associated with the site are northwest along Fernbank Road the junction radii are larger in this direction.
- 16.0 The aforementioned phase 1 highway infrastructure proposals were subject to several planning conditions. While preparing the engineering drawings for the scheme the approved site layout, these planning conditions (i.e. max road gradient of 1:12, etc.) and, the principles for Shared Surfaces as set out in the HC Design Guide were considered and adhered to as far as possible while also considering the various site constraints and the approved planning information.
- 17.0 Visibility splays of 2.4 x 51m have been provided at the site access in each direction as directed by the planning consent for the site. To the north visibility extends significantly in excess of this distance due to the straight alignment of the road. Visibility is illustrated in the photographs in Appendix (ii).
- 18.0 The Herefordshire Council Highways consultee memorandum response to application no. 210305 included a request to provide a 2m wide footway. Having considered this matter further, and due to the progress already made on site it is proposed to widen the existing phase 1 footpath beyond its back of footpath line, from 1.2m to 2.0m, as indicated on the enclosed drawing, refer to Appendix (iv) for an indicative layout. The intention is therefore to retain the previously indicated bellmouth and kerblines providing a 5.5m wide carriageway. This should ensure that as per the approved situation the proposed vehicular access can readily accommodate the respective vehicles utilising it. Beyond the dropped kerb crossing point indicated the footpath width will then revert to 1.2m for the phase 2 development site.
- 19.0 Following further examination of the approved phase 1 highway infrastructure in conjunction with the currently proposed alterations associated with the

phase 2 proposals it is anticipated that highway proposals will operate in a safe and effective manner.

- 20.0 Additional information relating to Fernbank Road has been provided in this Addendum that paints a clearer picture of how this part of the network operates and is able to safely serve the associated residential dwellings. There are no reasons why it should not continue to do so and accommodate the 5 additional dwellings on the site. No additional works to Fernbank Road are considered necessary as the ingredients for an effective access are in place.

APPENDIX (i)

Photograph Location Plan



Appendix (i) - Photograph Location Plan (NTS)

APPENDIX (ii)

Photographs along Fernbank Road



VISIBILITY LOOKING EAST AT WALFORD ROAD JUNCTION @ 2.4 M SETBACK



VISIBILITY LOOKING WEST AT WALFORD ROAD JUNCTION @ 2.4 M SETBACK



VISIBILITY LOOKING EAST AT EASTFIELD ROAD JUNCTION @ 2.4 M SETBACK



VISIBILITY LOOKING WEST AT EASTFIELD ROAD JUNCTION @ 2.4 M SETBACK



CHAINAGE 0 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 20 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 40 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 60 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 80 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 100 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 120 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 140 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 160 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 180 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 200 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 220 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 240 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 260 – VIEW SOUTH ALONG FERNBANK



CHAINAGE 300 – VIEW SOUTH ALONG FERNBANK



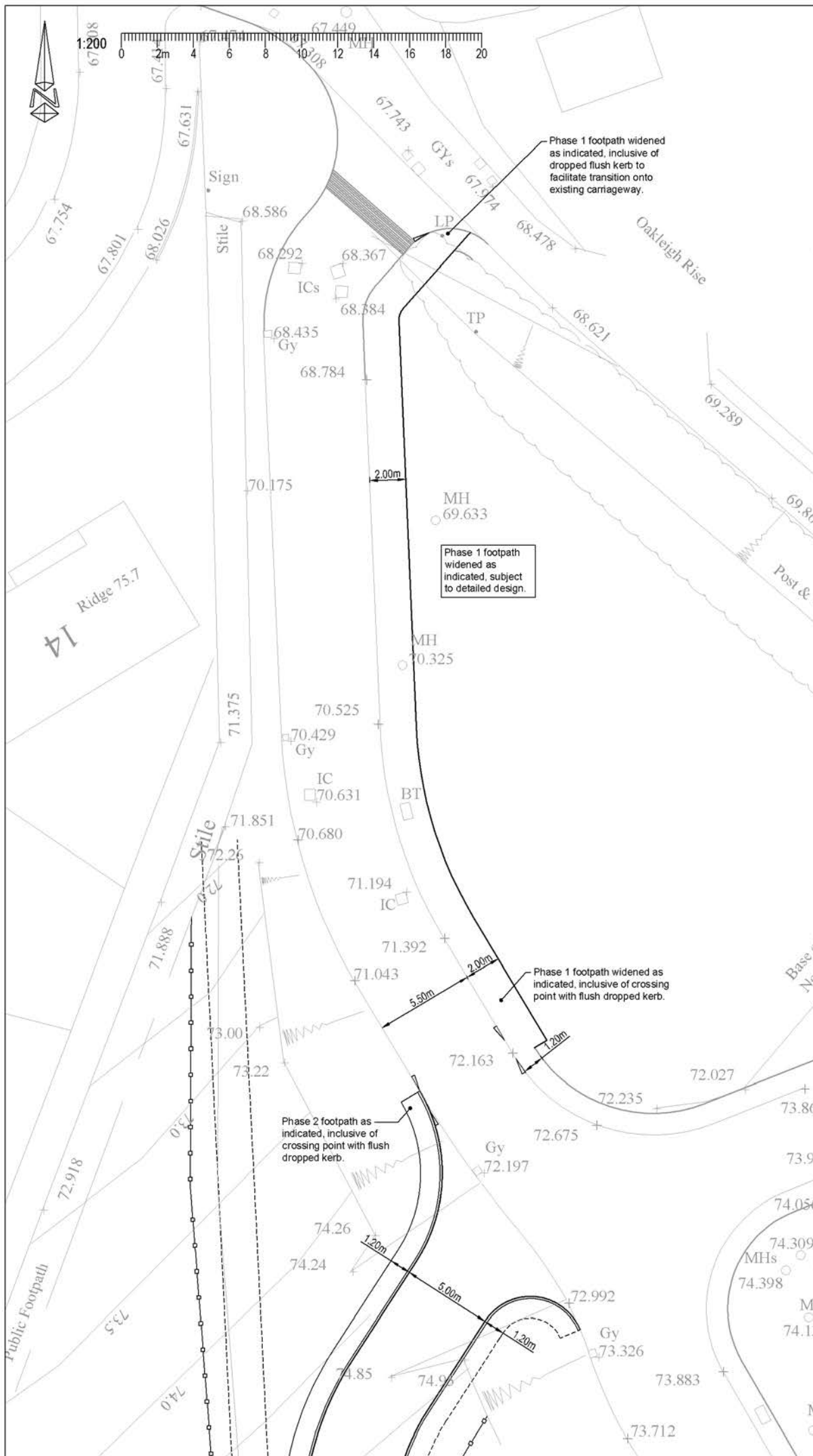
CHAINAGE 345 – VIEW SOUTH ALONG FERNBANK

APPENDIX (iii)

Highway Adoption Records

APPENDIX (iv)

Phase 1 Indicative Footpath Widening Layout



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NOTES

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2. Any discrepancies, ambiguities, or anomalies in the information provided on this, or any of the engineering design packages must be notified prior to work proceeding.
3. All accommodation work deemed necessary may be facilitated by a submittal link between the new works and the existing to be undertaken by the developer.
4. It is the contractor's responsibility to locate all existing services and verify their level and location prior to commencing any works. Should they be affected by the works then the respective utility undertaker should be contacted and any special ponded requirements agreed.
5. All highway works shall be undertaken in accordance with Herefordshire County Council Highway Design Code and Specification and strictly in accordance with the Specification for Highway Works. All drainage works shall be undertaken in accordance with 'Green to Silver' Approved (7th Edition), and as stipulated in the Interim Admissions. All works to be supervised/inspected as required by their relevant Inspector.
6. All works must comply with current Health and Safety guidance as outlined in All times during nighting to comply with Traffic Signs Manual - Chapter 8.
7. All products are to be installed and maintained strictly in accordance with manufacturer's recommendations & guidelines.

Notes
The proposals as shown are all subject to the prior approval of the Local Planning Authority. Herefordshire County Council Highways Department and Welsh Water Final details and levels may be subject to variation (+/-50mm) following receipt of completed working drawings and the completion of the detailed design phase.
No works to the adopted highway or a drainage network must be undertaken until technical approval has been granted for the respective element.

FOR PLANNING

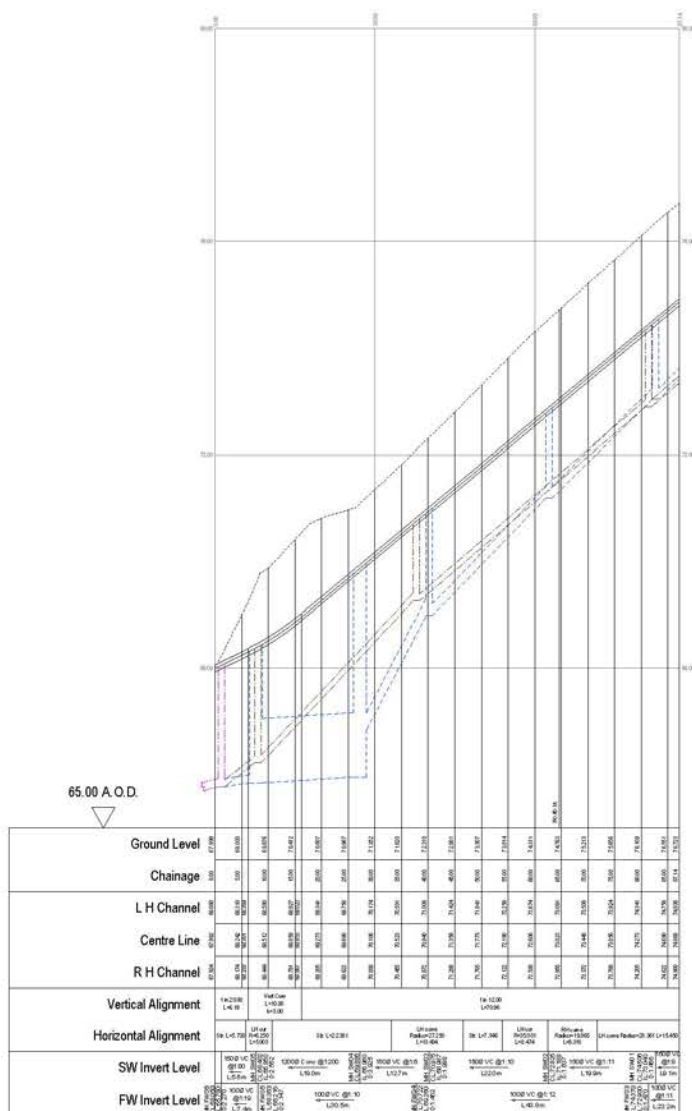
Ref No.	Date	Description
Client		
Villamir Properties		
Project		
Phase II Chasewood Meadow, Ross-on-Wye		
Drawing Title		
Phase 1 Indicative Footpath Widening Layout		
 <div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> Telephone: (01944) 396233 Fax: (0871) 186197 Address: Chelton House Thame Road Haddeston Buckinghamshire HP17 6BY Website: www.beal-uk.com </div>		
Designed	Drawn	Checked
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Scale	Date	Approved
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Drawing Number	491.003	Revision

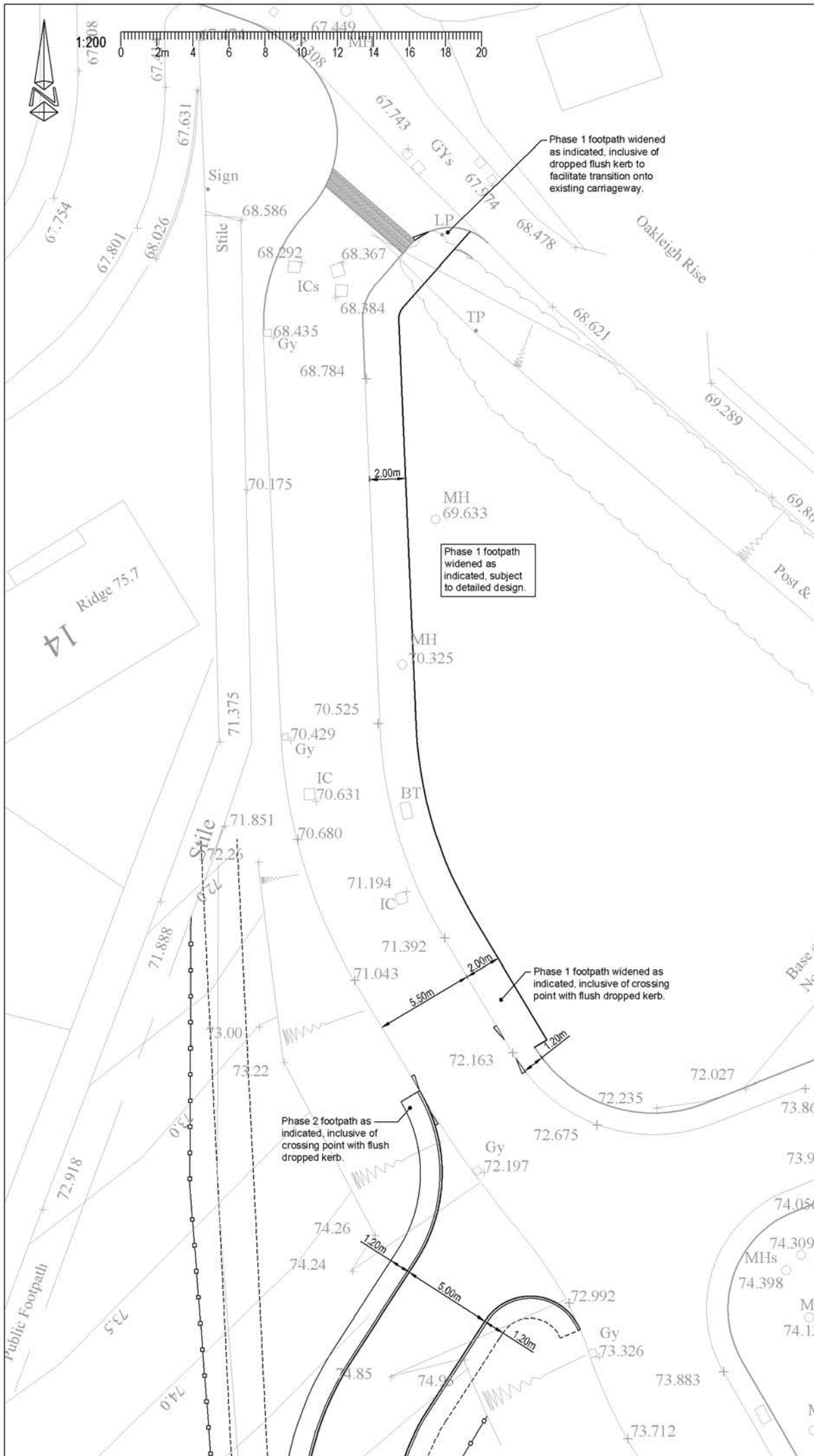
APPENDIX (ii)

Drawings

NOTES

- Do not scale from this drawing. This drawing shall be read in conjunction with all other relevant Architect's and Engineer's drawings.
- Any discrepancies, ambiguities, or anomalies in the information provided on this or any of the engineering drawings package must be reported prior to work proceeding.
- All accommodation work deemed necessary to facilitate a satisfactory link between the new works and the existing to be undertaken by the developer.
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- All works must comply with current Health and Safety guidance & standards. All temporary signing to comply with Traffic Signs Manual - Chapter 8.
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1:200
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FOR PLANNING

Rev No	Date	Description
1		

Client: Villamil Properties

Project: Phase II Chasewood Meadow, Ross-on-Wye

Drawing Title: Phase 1 Indicative Footpath Widening Layout

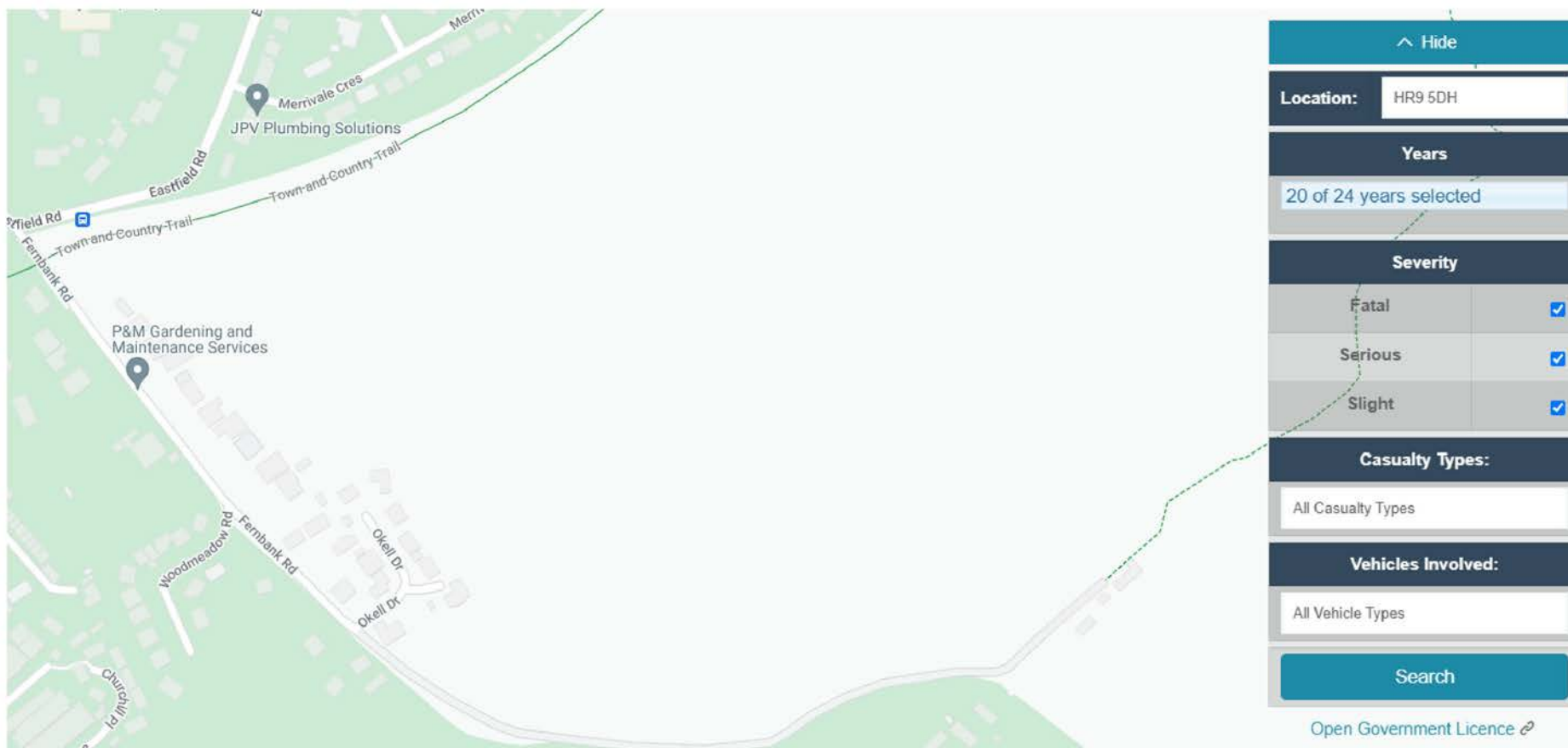
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Designed: SH
Scale: 1:200@ A3
Date: Sept 2022
Drawing Number: 491.003

Checked: SH
Approved: SH
Revision: -

APPENDIX (ix)

CrashMap Extract



[CrashMap Data Output, source Crashmap.co.uk](https://crashmap.co.uk)