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Sent: 04 June 2019 13:36

To: Tookey-Williams, Jill

Cc: Lewis, Mark; matthew.anderson@corun.uk.com; Marcin Koszyczarek

Subject: RE: 190114 - Lidl's

Dear Jill,

Further to the email below, please find attached an RSA for the proposed highway works associated with the Wolf Business Park application.

During my recent meeting with Mark, I was unaware that an RSA had been commissioned by my colleague just prior to the previous site application being withdrawn. However, the proposed highway works remain identical for the new application and therefore the RSA remains valid.

You will note that the attached RSA does not identify any road safety concerns. However, the RSA does make some additional comment outside the scope of the RSA, which have been considered and addressed in the attached designer's response.

Also attached is the information sent to the RSA team on instruction, which includes the proposed highway works drawing (HW02), the submitted TA and the LHA comments of 20/08/18. Whilst the TA has been subject to minor amendments for the new planning application and the LHA consultation response having now been updated, the proposed highways works are unchanged.

Please can you confirm acceptance of the above at your earliest convenience so that we can finalise our response to the outstanding highway issues described below.

Kind regards

Joseph Cassinelli

Associate

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From: joseph.cassinelli@corun.uk.com <joseph.cassinelli@corun.uk.com>

Sent: 03 May 2019 17:15

To: 'mark.lewis@herefordshire.gov.uk' <mark.lewis@herefordshire.gov.uk>

Cc: 'Jill.Tookey-Williams@herefordshire.gov.uk' <Jill.Tookey-Williams@herefordshire.gov.uk>; 'matthew.anderson@corun.uk.com' <matthew.anderson@corun.uk.com>; 'Marcin Koszyczarek' <marcin.k@rapleys.com>

Subject: RE: 190114 - Lidl's

Good afternoon Mark,

Further to Tuesday's meeting, I write to confirm what was discussed and the agreed approach to address the LHA's residual concerns.

Firstly, thank you for your input during the meeting. Your feedback and advice on a number of points were extremely useful and there appears to be a reasonable way forward to progress towards a positive resolution on all outstanding items discussed in recent correspondence.

Using the same numbering as per our Transport Note '17-00529/TN03', a summary is provided below of what was discussed and the next steps. Please note that all outstanding information will be provided shortly by way of a further Transport Note.

Item 1

Corun will issue revised drawings with redundant layers hidden to improved clarity.

Item 2

As discussed, standard practice is to use OS mapping for capacity modelling parameters, and indeed preliminary design. An OS based approach was also accepted by the LHA for nearby committed developments.

However, we do have topographical survey data for Alton Road and so many of the parameters can be verified. Corun will review and confirm if the parameters used are sufficiently representative. All highways works will be subject to detailed design.

Item 3

As discussed, Corun has rechecked the visibility splay to the left on exit at the Alton Road/Gloucester Road junction and the required SSD of 50 metres (based on an observed 85th percentile speed of 33.5mph) is achievable.

Revised plans confirming the splay will be issued shortly.

Item 4

As discussed, the ATC on Alton Road was placed to the south of the proposed Lidl access junction. The speeds obtained from this ATC are robust and appropriate for the splay to the left, but to the right, due to the junction curtailing vehicular speeds, professional judgement was used to forecast a 20mph approach speed for visibility splay calculations which was agreed to be appropriate. This requires a SSD of 25 metres which is readily achievable and will be demonstrated in the revised plans to be issued shortly.

Item 5

As discussed, delivery vehicles will turn left onto Alton Road without any encroachments into the opposing lane. This was also confirmed in the LHA swept path analysis. However, at the site access, a delivery vehicle will indeed require full use of the access bellmouth (inclusive of the opposing lane). However, as identified in our recent Transport Note (TN03), this is not considered a significant issue due to the extremely infrequent nature of the movements (1-2 deliveries per day) and is reinforced by Manual for Streets which confirms that designs need not cater for infrequent movements as this will increase pedestrian crossing distances and encourage higher vehicular speeds on entry and exit.

It was also noted that the extant site consent is capable of generating a higher number of HGV movements than the proposed. Also, as discussed, it is in the applicant's own commercial interest to avoid deliveries occurring during busy periods as minimal disruption will inevitably be sought.

On balance, it was therefore agreed that such information is to be made clear in a Delivery Management Statement (DMS) to confirm the low number of vehicular movements associated with the store and confirm that the store will seek, where feasible, to avoid highway network and store peak periods. A revised DMS will be issued to the LHA shortly.

It should also be noted that the TA capacity analysis results show that vehicles exiting the site would have an average delay of 15 seconds on egress. Therefore, in the worst-case scenario of a delivery vehicle arriving at the store during the peak period, it would have to wait approximately 15 seconds for any residual vehicle to clear the junction before being able to access the site. This would cause a negligible level of delay on the adopted highway network. The DMS will also minimise potential conflict between HGV's and customer traffic. In addition, and as stated previously, there are only likely to be 1-2 delivery movements per day; the effect on existing traffic flow will therefore be negligible.

Item 6

As per standard practice and as agreed, the mitigation requirements will be based on the 2019 scenario results. All junctions are shown in the TA to operate within the recommended 0.85 RFC threshold during this scenario; it has therefore been demonstrated that there is sufficient capacity on the highway network to accommodate development traffic. Notwithstanding the above, it should be noted that an RFC of >0.85 does not mean the junction is over capacity which is applicable to an RFC>1.

Please also note that the results are based on the existing highway network and do not make allowance for the proposed Alton Road/Gloucester Road improvements, which will further improve the operation of the junction.

Item 7

As agreed, isochrone mapping will be included in the full travel plan, which can be secured by an appropriately worded planning condition.

Item 8

Corun will discuss usage data associated with the bus stops on Gloucester Road with HC public transport department with a view to establishing existing and future usage and ultimately whether improvement works are necessary given the sustainable location of the site. Please could you provide contact details so that we can liaise accordingly?

Item 9

A Road Safety Audit (RSA) will be provided, which will assess the proposed access, Alton Road/Gloucester Road improvements and the proposed pedestrian crossing on Gloucester Road.

As discussed, the former slip road adjacent to the proposed crossing, which is now used for occasional parking, will still have capacity for at least two vehicles.

Forward visibility drawings onto the crossing will also be produced and provided to the RSA team as part of the audit.

The audit brief will be sent to the LHA for approval prior to commission.

Item 10

The shared use cycle/pedestrian link will join with the proposed link to the east. On entry to the site, cyclists will be required to dismount and appropriate signage will be provided to this effect as part of the S278 process.

Item 11

The submitted Travel Plan can be amended or the requested revisions can be secured by an appropriately worded planning condition. Our preference would be for the latter, to reduce the risk of abortive work should the site not be granted planning consent and we would be grateful if you could confirm that this is an acceptable approach.

I trust the above is reasonable, and will be in touch in due course. If you have any further queries or comments, please do not hesitate to get in touch.

Kind regards

Joseph Cassinelli

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