

From: James Spreckley <james@jamespreckleyltd.co.uk>
Sent: 15 July 2020 17:50
To: Jenman, Rebecca <Rebecca.Jenman@herefordshire.gov.uk>
Subject: 200886 - Land At Bartestree off A438

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Dear Rebecca,

I can now respond to the comments from Transportation as follows, as provided by our highways consultants Cotswold Transport Planning:-

Trip Attraction

Whilst it is accepted that the term 'visitors centre' could be open to interpretation regarding physical facilities, it is considered that these facilities operate predominantly as 'ancillary' to the development, and are not the primary trip attractor at the proposed development.

Notwithstanding this, the TRICS assessment undertaken within the Transport Assessment, produced by Cotswold Transport Planning, accounts for sites with a greater number of facilities. Of the five sites deemed similar to that proposed, and used within the trip attraction assessment, three operate cafés / tea rooms, with two also providing a gift shop and one providing a 'visual theatre' for education purposes.

It is therefore considered that the applied trip rates, and corresponding trip attraction, present a robust assessment, far greater than how the site is likely to operate.

Vegetation Removal

Noted.

CTMP

Agreed, we accept the conditioning of a Construction Transport Management Plan to be submitted prior to works commencing, which include the relevant swept path drawing.

Swept Path Analysis

Please find attached swept path analysis demonstrating a school bus and a car passing at the access.

Cycle Parking

With respect to HC cycle parking guidance for 'open public space', and the total site hectarage of 21.7ha, it is proposed a minimum of 22 cycle parking spaces will be provided. It is noted that the development will not be classified as 'public space', however, it is believed that for the purposes of cycle parking provision, they are broadly similar in operation. A planning condition can be attached to cover this issue.

Footway

Whilst it is accepted that a footway as described would be beneficial, it is not considered that the cost / benefit of such an improvement would be sufficient to warrant it. Whilst it would provide the opportunity for guests to walk to the site, it is considered that most would still choose to drive given the nature and location of the development proposals.

I trust that this provides all the responses and further information you require to address the comments from Transportation.

In the meantime I have noted the further responses from Land Drainage, Ecology and the Tree Officer and will respond in full shortly.

Kind regards,

James

James Spreckley MRICS

Brinsop House

Brinsop

Hereford

HR4 7AS

01432 761777

07774 107427

email:

james@jamesspreckleyltd.co.uk

web:

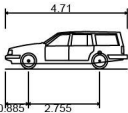
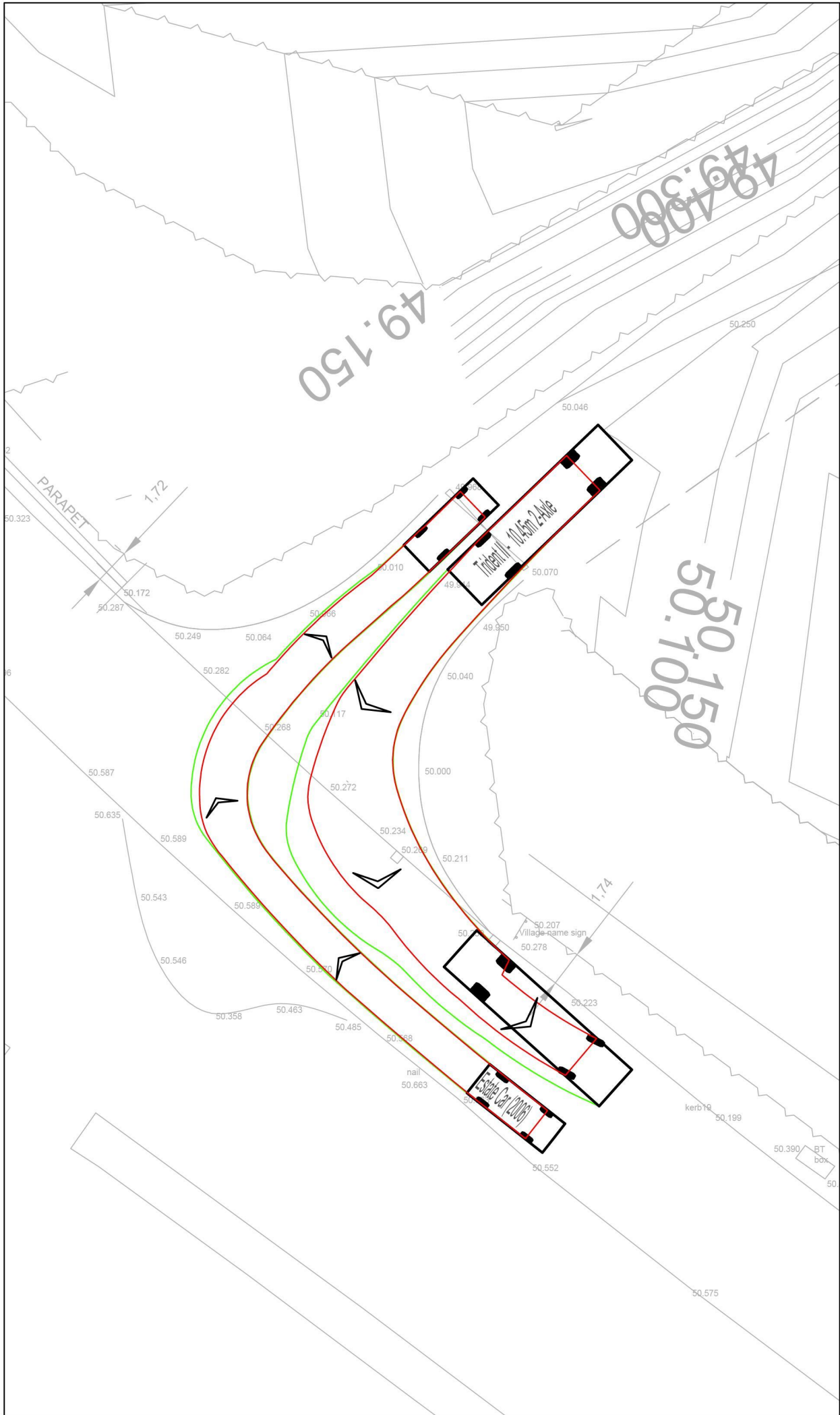
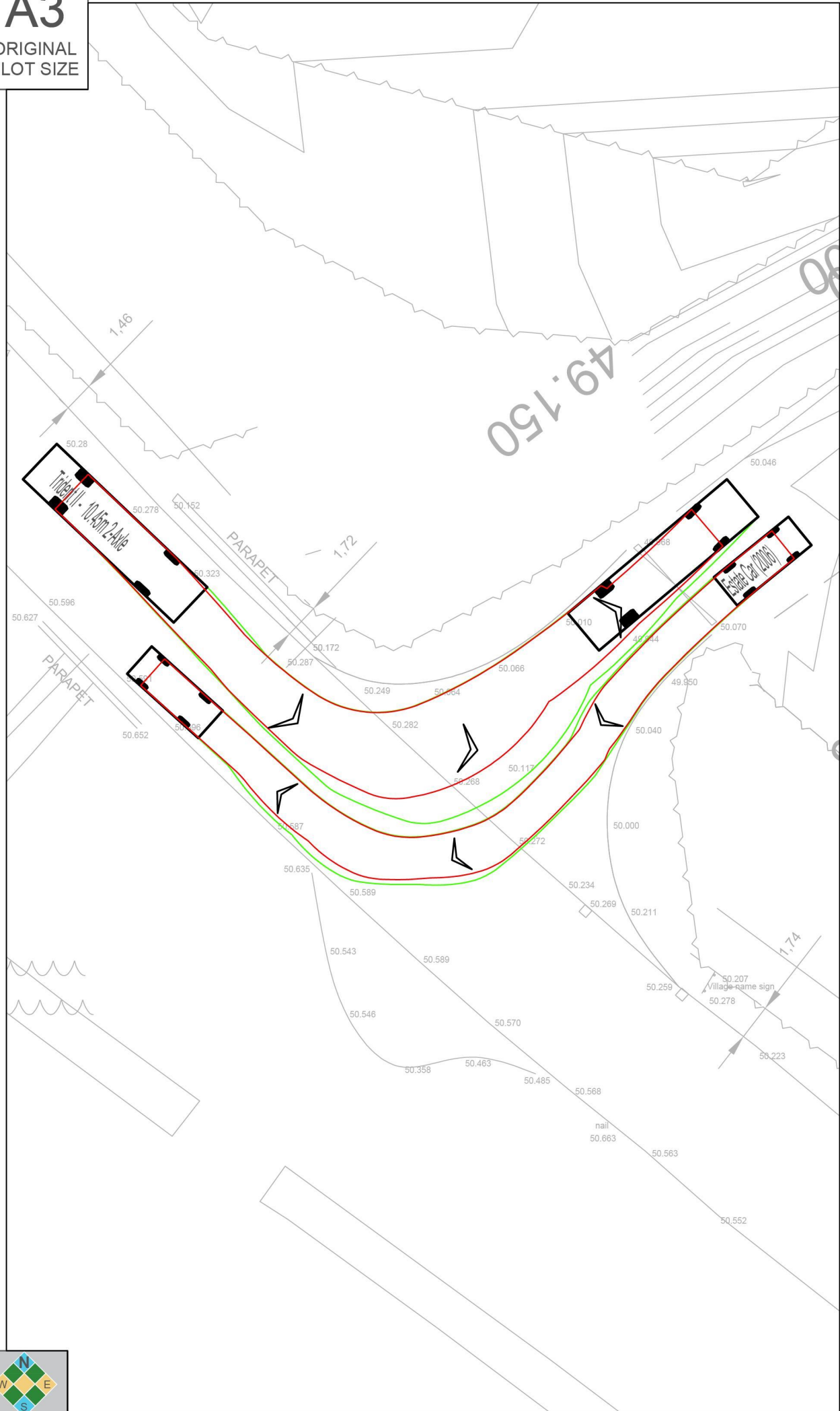
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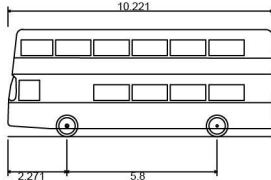
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INDICATIVE



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



Trident II - 10.45m 2-Axle
Overall Length 10.221m
Overall Width 2.400m
Overall Body Height 4.140m
Min Body Ground Clearance 0.311m
Track Width 2.363m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.958m



COTSWOLD
TRANSPORT
PLANNING

CLIENT:
Eastside 2000 Ltd

PROJECT:
Bartestree Environmental
Park, Hereford Road,
HR1 4HA

TITLE:
Swept-Path Analysis -
School Bus and Car Passing
at Access

STATUS:
PLANNING

SCALE: 1:250	DATE: 06.07.20	DRAWN: BF	CHECKED: MG	APPROVED: MG
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JOB NO: CTP-20-112	DRAWING NO: SP02	REVISION: -
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