

MEMORANDUM

To : Consultee Transportation
From : Mr Philip Mullineux, Planning Services, Blueschool House - H31
Tel : 01432 261808 **My Ref** : P142215/O
Date : 24 November 2014

SITE: Land off Rosemary Lane, Leintwardine, Herefordshire,
APPLICATION TYPE: Outline
DESCRIPTION: Residential development of up to 45 dwellings (Use Class C3) means of access and associated works (with all other matters relating to appearance, landscaping, layout and scale reserved).
APPLICATION NO: P142215/O
GRID REFERENCE: OS 340722, 273989
APPLICANT: L W D Developments LLP

Amended ☒ Additional ☐ Amended and Additional ☒

Plans or documents have been received for the proposal described above which are now available in Wisdom. If you have any further comments to make please respond by 18 December 2014.

Should you require further information please contact the Case Officer.

Any comments should be added below and actioned in Civica to Mr Philip Mullineux.

Comments:

I continue to support the application. I note comments regarding the width of Rosemary Lane and its suitability for accommodating the traffic generated by the development. I comment further on these objections below, in two parts, to explain why the proposal is acceptable as far as Transportation is concerned.

1. I respectfully point out that all the submitted drawings show the lane along the site frontage as at least 5m wide. As the drawings reflect the proposed development, I expect that the road will be widened to comply. The existing bank to the north will have to be shaped to accommodate the proposed footway, and the carriageway edge will be re-aligned as shown. A carriageway width of 4.8m is adequate to allow a car and HGV to pass, and HGV traffic volumes on Rosemary Lane are low. If necessary, there is sufficient highway land on the south side to further widen the carriageway.
2. Even if the road remained as existing, it would be capable of accommodating the development traffic. It is straight, with the proposed access and western boundary intervisible once the footway is built. The length of narrow lane is short, and vehicles will be able to negotiate the lane, albeit having to wait their turn occasionally. The rural charm of the lane would be largely maintained, speeds would be kept low, and safety maintained. It would comply with the philosophies and guidance within the Manual for Streets.

Note also that the NPPF states that applications can only be refused “*if the residual cumulative impacts (sic) of development are severe.*” Having to wait to pass opposing traffic is a common experience on roads in rural area and villages, with plenty of examples within a mile radius of the development site. It would not be regarded as a severe impediment to the movement of vehicles. Besides, the proposed road widening shown would result in a two-way section of the lane in any case.

Previous recommended conditions and informatives still apply.

Consultation response from: David Davies. Area Engineer (Development Control)

DATE RETURNED: 18/12/14