

**From:** Close, Roland  
**Sent:** 13 September 2018 16:39  
**To:** 'Marcin Koszyczarek' <[marcin.k@rapleys.com](mailto:marcin.k@rapleys.com)>  
**Cc:** Richard Huteson <[Richard.Huteson@rapleys.com](mailto:Richard.Huteson@rapleys.com)>  
**Subject:** P182387/O  
**Importance:** High

Dear Marcin,

I refer to our recent meeting.

As I understand it the existing employment floorspace amounts to circa. 6,000 sq m. **Is that correct?**

The proposed employment (including “building 3” on your Site Location Plan) amount to 3,366 sq m. **Is that correct?**

***Is it correct that the current “building 3” has a floorspace of 604 sq m?***

***What is the current use class split in that existing building 3? I assume that 302 sq m occupied by Wolseley Ltd. is “sui generis” but what is the use class within the other unit within that “building 3”.?***

As such, there would be a loss of 2,634 sq m of employment (non – retail) floorspace (amounting to 43.9%). **Is that correct?**

I think that at our meeting we agreed that the site represent good employment land (in terms of location) but you argue that the buildings / premises are poor. That is a matter I am currently considering and have asked your some further questions re: the asbestos issue (my e-mail of 12 September 2018 15:52). I thank you again for the information to date re: the asbestos.

At that meeting to assist in informing many aspects of the scheme (including the Transport Assessment re: vehicle movements and parking provision etc) we mutually agreed that it would be useful to agree an employment use mix in terms of the use classes (including sub-classes) in relation to the proposed new employment buildings.

The mix we would recommend at this location in Ross-on-Wye would be:-

- B1(a) - offices – 15% - 414 sq m
- B1(b) research & development – 5 % - 138 sq m
- B1(c) - light industrial - 35% - 967 sq m
- B2 - general industrial - 30% - 829 sq m
- B8 – storage or distribution - 15% - 414 sq m

Total:- 2,762 sq m

Perhaps you could liaise with the agents advising the Wolf family and see whether we can mutually agree on this mix as being a realistic assessment of the Ross market (specific to this site)?

Presumably if we can agree on that mix one can ascertain the vehicular (& other modes) movements associated with such a mix? The requisite car parking standards can be found within the Council's Highways Design Guide for New Developments (July 2006):-

[https://www.herefordshire.gov.uk/downloads/download/585/highways\\_and\\_new\\_development](https://www.herefordshire.gov.uk/downloads/download/585/highways_and_new_development)

The relevant car parking standards extract is attached above.

I urge you again to re-examine the entire layout placing the proposed retail store to the south of the site (facing Alton Road to the west) and the employment units to the north of the site. If carefully designed with a single more central vehicle access along the Alton Road frontage this should be achievable but it requires imaginative quality master planning / architecture working together with the

highways consultant and Arboricultural Consultant. It is unfortunate that at our recent meeting your client (not yourself) stated that they were unwilling to explore such alternative layouts primarily, it appeared, due to their contractual agreements. It appeared that this restricted the land available to Lidl to the north of the site and was preventing a holistic view / approach being taken with flexibility.

I trust you find the above useful.

Regards

Roland Close

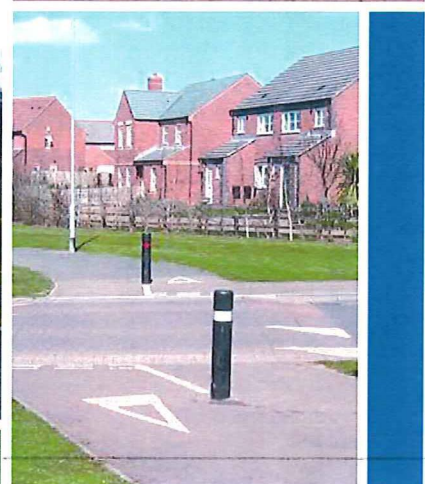
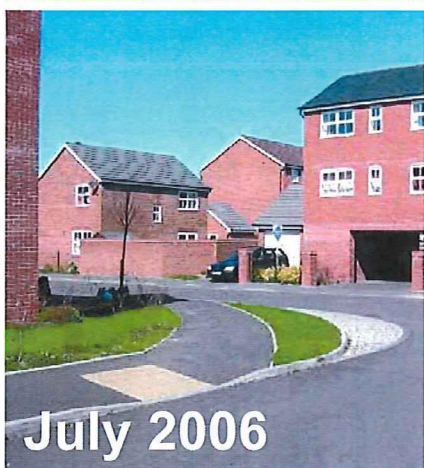
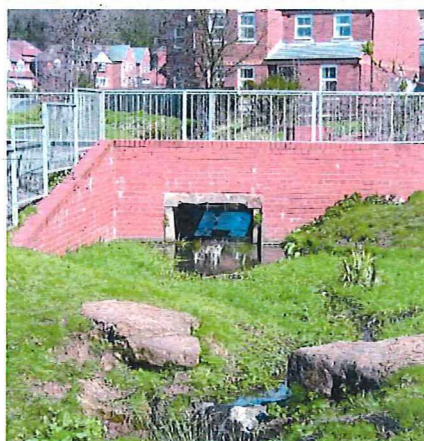
Principal Planning Officer



# Herefordshire Council Environment Directorate

## Highways Design Guide for New Developments

# Design Guide



July 2006



Class	CAR PARKING STANDARDS			CYCLE PARKING STANDARDS	
	Description	Standard	Operational Space	Long Stay	Short Stay
<b>A1 Shops and Retail Outlets continued</b>	Garages and motor car showrooms	Add together the number of spaces required for each category. Appropriate parking to be allowed for retail use (A1).			
	Repair Garages	<p>1 Space for each disabled employee (if disabled numbers are known) and 1 space for disabled users for every 15 other spaces</p> <p>Spare part store: 1 car space/25sq.m of gross floor area if a main distributor</p> <p>Workshop: 4 car spaces/bay or 2 lorry spaces plus 1 car space if a lorry repairs shop.</p> <p>MOT bays: minimum 4 car spaces/bay</p>	<p>1 lorry space unless provided under another category</p> <p>Ancillary vehicles: Minimum 3 lorry spaces</p>		
	Car sales area	<p>Offices: 1 car space/25 sq.m of gross floor area</p> <p>1 space for each disabled employee (if numbers are known) and 1 disabled space for every 10 other spaces</p> <p>Sales - main distributor: 1 car space/50 sq.m of sales area.</p> <p>Other: 1 car space/100 sq.m of sales area. Minimum of 2 spaces</p>	Space for car transporter		
	Petrol filling station	2 car spaces/pump plus minimum of 1 lorry space overall	Space for petrol tanker		
	Car wash	5 spaces for waiting	1 lorry space unless provided another category		
	Tyre and exhaust centre	4 car spaces/repair bay 2 lorry spaces/lorry repair bay			

## 2. DESIGN CRITERIA

Class	CAR PARKING STANDARDS			CYCLE PARKING STANDARDS	
	Description	Standard	Operational Space	Long Stay	Short Stay
<b>B1 Business</b> (Threshold 1000 sq.m)	Office, research and Development	1 car space/25 sq.m of gross floor area	1 lorry space/250sq.m of gross floor area. Minimum of 1 space	Greater of 1 space per six staff or 1 space per 150 sq.m GFA	1 space per 500sq.m of GFA
	Light Industry, 'Hi Tech' Park			Greater of 1 space per six staff or 1 space per 250 sq.m GFA	On merit
<b>B2 General Industry</b> (Threshold 1000 sq.m)		1 car space/25 sq.m of gross floor area up to 250 sq.m per individual unit. Over 250 sq.m 1 additional car space/50 sq.m of gross floor area	1 lorry space/250 sq.m of gross floor area. Minimum 1 space	Greater of 1 space per six staff or 1 space per 500 sq.m GFA	On merit
<b>B8 Storage and Distribution</b> (Threshold 1000 sq.m)	Warehouse	1 lorry space minimum  1 space for each disabled employee (if numbers are known) or disabled space for every other 10 spaces.		Greater of 1 space per six staff or 1 space per 500 sq.m GFA	On merit
	Transport Depot	To be assessed on individual merit			