Cc: Sharon Rivers; Amanda Knowles; Byng, Andy; Tim Trotman Subject: Beattie Ave - P180694/F
Ref: 5679 Beattie Avenue, Hereford
Dear Kelly,
Please find attached meeting minutes from our site meeting of the 4th June, along with phased plan proposals as prepared by ICS Ltd, indicating a potential solution for maintaining a bus route/ service along Beattie Ave during the construction phases. We request these documents are included in the above reference planning submission.
We trust this is sufficient information to now progress the scheme through to a positive planning decision.
If you have any queries please do not hesitate to contact us.
My regards,
Richard.
Richard Stone Architect
Direct Dial: <b>01452 429135</b>
Email: richard.s@quattrodesign.co.uk

From: Richard Stone [mailto:richard.s@quattrodesign.co.uk]

**Sent:** 18 June 2018 14:11

To: Gibbons, Kelly



Matthews Warehouse, High Orchard Street Gloucester Quays, GL2 5QY

Telephone: 01452 424234

Website: www.quattrodesign.co.uk

Twitter: @Quattro\_Design

Quattro Design Architects Limited. Company No. 4767576 (England)

Registered Office. Matthews Warehouse, High Orchard Street, Gloucester Quays, GL2 5QY



Infrastruct CS Ltd
The Stables,
High Cogges Farm,
High Cogges,
Oxon,
OX29 6UN
Tel: 01993 709709

Email: info@infrastructcs.co.uk Web: www.infrastructcs.co.uk

REF: ICS2669.13.002

#### **SUMMARY OF MEETING**

**BEATTIE AVENUE, HEREFORD –** Meeting With Herefordshire Highways, Planning and Yeoman's Buses

**MEETING LOCATION –** Beattie Avenue, Hereford **MEETING DATE –** 4<sup>th</sup> June 2018 At 14.00am

Attendees: Tim Trotman – Infrastruct CS Ltd (TT)

Andy Byng – Herefordshire Highways (AB)

Richard Stone – Quattro (RS)

Sharon Rivers – Herefordshire Housing (SR) Amanda Knowles – Herefordshire Housing Allan Field - Yeomans Bus Company (AF)

Paul Williamson – Herefordshire Transport Co-Ordinator (PW)

Kelly Gibbons – Planner (KG)

1.0 Introductions were made and AB explained that although the proposed highway arrangement was acceptable from a technical point of view, they wanted to meet to seek clarification as to how the proposals could be physically implemented. Key to this was establishing the impact on the existing bus route.

### 2.0 Bus Route

- 2.1 AF confirmed that at present buses run in both directions along Beattie Avenue approximately every 30 minutes Monday to Saturday, with a reduced service (every hour) on a Sunday.
- 2.2 AF confirmed that re-routing the bus along Blackmarston Road, to the east of Beattie Avenue, would not be feasible. This was predominantly due to that fact that this route has never been used for buses and parked cars would prevent frequent access along the road.
- 2.3 AF confirmed that completely suspending the bus service would not be a feasible option as it was heavily used. After discussions over the various options, two alternatives were presented;

### 3.0 Option 1 – Alternative Service

- 3.1 AF confirmed that one option would be to divert the main bus service routes along Beattie Avenue and have a smaller dedicated replacement bus service funded by the developer over the duration of the works.
- 3.2 AF confirmed that there would be a considerable cost associated with this option, but this would be dependent on the length of time the main bus routes along Beattie Avenue were suspended for.

## 4.0 Option 2 – Maintain Bus Route through development

- 4.1 IT confirmed that although maintaining a route through the development site for all traffic was not feasible, there was potential to provide a dedicated route through the works which was solely used for the bus services.
- 4.2 AB confirmed that the width of this route would only need to be 4.1m wide and AF confirmed that this would be sufficient for their needs.







- 4.3 AF confirmed that the two central bus stops along Beattie Avenue would be suspended but the stops at either end of the road could be maintained.
- TI explained that by phasing the works further (4 phases, as opposed to the initial 2 phases) initial studies confirmed that a route could be provided. TI confirmed that between each phase there would be transitional period when the road would need to be shut to enable the new sections of road to be tied into the existing sections. TI also confirmed that the road would need to be periodically closed to facilitate drainage and service diversions.
- 4.5 AF confirmed that although the weekday service was important, they were potentially willing to limit or suspend weekend operations to provide time to undertake these works. Closure for longer durations would need to be discussed and agreed with all parties.
- 4.6 SR and AK stated that the draft planning conditions mentioned no weekend working. KG confirmed that a relaxation to this might be possible to undertake key elements of work.
- 4.7 It was agreed that TT would produce drawings showing the phasing of the works to demonstrate the feasibility to provide a constant bus route though the development proposals and issue to all.

### 5.0 Final Option

- 5.1 IT confirmed that at this stage it was important to demonstrate that there were options to enable the bus route to be maintained either in the current route, or via an alternative service funded by the developer.
- 5.2 IT suggested that until such time that a contractor was appointed, the final decision should not be made and other considerations such as material storage and handling needed to be considered.
- 5.3 AF and KG confirmed that at this stage, it was only the confirmation that there were options available to maintain the bus service whilst developing the scheme proposals.

Meeting closed

# DOCUMENT REGISTER AND ISSUE SCHEDULE

PROJECT: Beattie Avenue, Hereford

PROJECT: Beattie A
REFERENCE: 5679
PAGE: 2 of 1



Orawings	Scale	Size	Title	3.02.18	18.06.18											
				122	1 20	L	$+\!\!+\!\!\!+$	+	4	$\sqcup$	+	$\vdash$	$\dashv$	+	+	$\vdash$
1075 Bat	NTS	A4	Bat Survey Report	•	H	$\vdash$	$\dashv$	+	+	H	+	H	+	$\dashv \dashv$	+	$\vdash$
1075 Prelim	NTS	A4	Prelim Eco Assessment	•												
1075 Reptile	NTS	A4	Reptile Survey Report	•			$\perp$	$\perp$		Ш	$\perp$		$\Box$	$\Box$	$\perp$	$\perp$
BS5837 revfeb18	NTS	A4	Tree Impact & Method Statement	+	H	$\vdash$	+	+	-	Н	+	$\vdash$	++	+	+	$\vdash$
TRP Plan Feb 18	1:500	A4 A1	Tree Retention & Protection Plan	+	-	Н	$\dashv \vdash$	+	+	Н	+	H	++	$\dashv$	+	$\vdash$
THE FIGHT CD TO	1.000	/ / /	The recondition of following from	+	Н	H	$\dashv \vdash$	+	$\vdash$	Н	+	H	$\forall$	$\dashv \dashv$	+	$\vdash$
CTP 17 424	NTS	A4	Transport Statement	2												
100 0000 07 040	NITO		LI'-h Quit and	+	L	L	+	$\perp$		Н	+	Н	$\sqcup$	$\dashv$	_	Н-
ICS 2669.07.010 ICS 2669.07.001	NTS NTS	A4 A4	Highway Statement Drainage Statement	•		$\vdash$	$\dashv$	+	-	Н	+	$\vdash$	++	$\dashv$	+	$\vdash$
103 2009.07.001	INTO	A4	Dramage Statement	Ť	┢	Н	$\dashv \vdash$	+	+	Н	+	H	+	$\dashv \dashv$	+	$\vdash$
ICS2669 02	1:250	A1	Exist/ Proposed Levels Plan	3	Н	T	$\dashv$	$\top$	$\top$	Ħ	$\top$	$\vdash$	$\forall$		$\top$	$\vdash$
ICS2669 03	1:250	A1	Prop Drainage Plan 1	3						Ш						
ICS2669 04	1:250	A1	Prop Drainage Plan 2	3		╙	$\dashv$	$\perp$		Н	+	$\vdash$	+	$\dashv$	+	1
ICS2669 06.1 ICS2669 55	1:250 1:250	A1 A1	Service Diversion Plan 1 Horiz Road Alignment	6		$\vdash$	+	+	+	Н	+	$\vdash$	++	+	+	$\vdash$
ICS2669 56	1:250	A1	Refuse Tracking	5		$\vdash$	$\dashv \vdash$	+	+	H	+	$\vdash$	++	$\dashv$	+	$\vdash$
ICS2669 57	1:250	A1	Refuse/ Pump Appliance Tracking	6		T	$\dashv \vdash$	$\top$	$\top$	Ħ	$\top$	$\vdash$	$\forall$		$\top$	$\vdash$
ICS2669 58	1:250	A1	Vis Splays	5												
ICS2669 59	1:250	A1	Bus Tracking	3		╙	+	$\perp$		Н	-	$\vdash$	+	$\dashv$	+	Н-
ICS2669 60 ICS2669 61	1:500 1:500	A1 A1	Highway Extents Stopping Up Plan	2		$\vdash$	++	+	-	Н	+	$\vdash$	++	+	+	$\vdash$
.50200001	1.500	Α1	Stopping op 1 iail		$\vdash$	$\vdash$	++	+	+	$\forall$	+	+	+	+	+	$\vdash$
51933-1	1:200	A0	Exist Underground Services/ Drains	Α		İ				Ħ			$\perp$			
51933-2	1:200	A0	Exist Underground Services/ Drains	Α				$\Box$	I	П	T	П	П		T	$\Box$
ICCOCCO DD4 D00	1.050		Due Doute Dh4 Chast 4 of 4 left words	+		$\vdash$	+	+	$\perp$	$\vdash$	_	$\vdash$	$\dashv$	$\dashv$	+	$\vdash$
ICS2669-BR1-P02 ICS2669-BR2-P02	1:250 1:250	A1 A1	Bus Route Ph1 - Sheet 1 of 4_Information  Bus Route Ph2 - Sheet 2 of 4_Information	+	ŀ	-	+	+	+	Н	+	H	++	$\dashv$	+	$\vdash$
ICS2669-BR3-P02	1:250	A1	Bus Route Ph3 - Sheet 3 of 4 Information	+	ŀ	-	++	+	+	H	+	+	+	+	+	$\vdash$
ICS2669-BR4-P02	1:250	A1	Bus Route Ph4 - Sheet 4 of 4_Information		•			$\top$		П	$\top$		$\Box$			
								$\perp$		П	$\perp$		П		$\perp$	
				+	L	⊢	$\dashv$	+	_	Н	_	1	++	$\dashv$	+	$\vdash$
				+	⊬	$\vdash$	++	+	+	Н	+	$\vdash$	++	$\dashv$	+	$\vdash$
				+	H	$\vdash$	+	+	+	H	+	$\vdash$	+	-	+	$\vdash$
										Ш						
							$\perp$	$\perp$		Ш		$\perp$	$\sqcup$	$\Box$	_	
				+	⊬	H	++	+	-	Н	+	Н	++	+	+	$\vdash$
				+	⊢	$\vdash$	$\dashv$	+	+	H	+	$\vdash$	++	$\dashv$	+	$\vdash$
				+	H	$\vdash$	$\dashv \uparrow$	$\top$	$\vdash$	Н	+	$\vdash$	+	$\dashv \dashv$	+	$\vdash$
										П						
				$\perp$			$\perp$	$\perp$		П	$\perp$	П	П	$\Box$		
			<u> </u>	+	⊬	⊢	+	+	-	Н	+	$\vdash$	++	$\dashv$	+	$\vdash$
				+	⊢	$\vdash$	++	+	+	Н	+	$\vdash$	++	$\dashv$	+	$\vdash$
				+	t	$\vdash$	$\dashv \vdash$	$\top$	$\vdash$	H	+	$\vdash$	+	$\dashv \dashv$	+	$\vdash$
				+	L	$\vdash$	+	$\perp$		Н	+	1	$\sqcup$	$\dashv$	_	Н-
				+	⊢	$\vdash$	+	+	+	Н	+	$\vdash$	++	$\dashv$	+	$\vdash$
				+	H	$\vdash$	$\dashv$	+	+	H	+	$\vdash$	+		+	$\vdash$
								$\top$		П			$\Box$			
							$\perp$	$\perp$		Ш	$\perp$		$\Box$	$\perp$		
			 	+	⊬	$\vdash$	+	+	-	Н	+	$\vdash$	++	+	+	$\vdash$
				+	⊢	$\vdash$	++	+	+	Н	+	$\vdash$	++	+	+	$\vdash$
				+	H	Н	$\dashv \vdash$	+	+	Н	+	$\vdash$	+	$\dashv \dashv$	+	$\vdash$
										П			$\Box$			
										П		Ш	П			
					L	L	$\perp$	$\perp$		$\sqcup$		Ш	$\coprod$	$\perp \! \! \perp$	_	$\vdash$
	-	-		+	$\vdash$	$\vdash$	+	+	+	$\vdash$	+	$\vdash$	+	+	+	$\vdash$
	-	-		+	$\vdash$	$\vdash$	++	+	+	$\vdash$	+	$\vdash$	+	+	+	$\vdash$
Hard Copy:	-			+	$\vdash$	$\vdash$	++	+	+	$\vdash$	+	+	+	$\dashv$	+	$\vdash$
PDF	†			1.	•	$\vdash$	++	+	+	$\forall$	+	+	$\forall$	$\dashv$	+	$\vdash$
DWG					Ī	İ		j		П			$\Box$			
													П			
Issued to:				$\top$	Г	П				П	$\top$		П		Т	
Name				+	F	F	$\dashv$	+	+	Ħ	+	H	$\forall$	$\dashv$	+	H
Name	-			+	$\vdash$	$\vdash$	+	+	+	$\vdash$	+	+	+	+	+	$\vdash$
Amanda Knowles	Client		Herefordshire Housing	٠.		$\vdash$	+	+	+	$\vdash$	+	+	+	+	+	$\vdash$
Sharon Rivers	Client		-	+	ŀ	-	+	+	+	$\vdash$	+	+	+	+	+	$\vdash$
Rob Pugh	Client		Herefordshire Housing	+	ŀ	$\vdash$	++	+	+	$\vdash$	-	+	+	+	+	$\vdash$
	Emp Age	nt & PD	Herefordshire Housing DEP	+		$\vdash$	++	+	+	H	+	+	+	+	+	$\vdash$
Ray Brown	Linp Age	шаги		+	Ť	$\vdash$	++	+	+	$\vdash$	+	+	+	$\dashv$	+	$\vdash$
Ray Brown Carvn Abbott			ICS Ltd	+		$\vdash$	++	+	+	$\vdash$	+	+	+	$\dashv$	+	$\vdash$
Caryn Abbott	Fnainace			+	Ļ	$\vdash$	++	+	$\vdash$	H	+	+	+	+	+	$\vdash$
Caryn Abbott Tim Trotman	Engineer	turiet														$\vdash$
Caryn Abbott Tim Trotman Jim Unwin	Arboricul		BJ Unwin Foresty Consultancy Cotswold Transport Planning	+	⊢	$\vdash$	++	+	+	H	+	$\vdash$	+	+	$\neg$	1 1
Caryn Abbott Tim Trotman			EJ Unwin Foresty Consultancy  Cotswold Transport Planning	+	F						$^{+}$		Ħ		$\perp$	H
Caryn Abbott Tim Trotman Jim Unwin Mike Glaze	Arboricul Transpor	t	Cotswold Transport Planning													
Caryn Abbott Tim Trotman Jim Unwin Mike Glaze Kelly Gibbons	Arboricul Transpor Planning	t	Cotswold Transport Planning Herefordshire Council	•	$\vdash$	-										
Caryn Abbott Tim Trotman Jim Unwin Mike Glaze	Arboricul Transpor	t	Cotswold Transport Planning	•	•	-										
Caryn Abbott Tim Trotman Jim Unwin Mike Glaze Kelly Gibbons	Arboricul Transpor Planning	t	Cotswold Transport Planning Herefordshire Council	•	$\vdash$	-										







