

From: Nick Pollock [<mailto:npollock@duchyofcornwall.org>]
Sent: 27 November 2017 16:21
To: Close, Roland <rclose@herefordshire.gov.uk>
Cc: Tookey-Williams, Jill <Jill.Tookey-Williams@herefordshire.gov.uk>; Byng, Andy <AndyB@herefordshire.gov.uk>; Peter.Matravers@awpexeter.com; Coleman, Yvonne <ycoleman@herefordshire.gov.uk>
Subject: RE: P171527/F

Dear Roland

Thank you for your note. With some reluctance, from a placemaking perspective, I enclose revised drawings specifying a 10 metre radius for the site access.

The Section 106 Agreement will provide a clause to ensure access without impediment and / or physical obstruction in perpetuity for the general public between points A and B on the enclosed plan.

We will think through an appropriate planning condition.

I look forward to hearing progress with the s106 Agreement.

Best wishes

Nick

In Confidence



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From: Close, Roland [<mailto:rclose@herefordshire.gov.uk>]
Sent: 17 November 2017 16:38
To: Nick Pollock <npollock@duchyofcornwall.org>
Cc: Tookey-Williams, Jill <Jill.Tookey-Williams@herefordshire.gov.uk>; Byng, Andy <AndyB@herefordshire.gov.uk>; Peter.Matravers@awpexeter.com; Coleman, Yvonne <ycoleman@herefordshire.gov.uk>
Subject: P171527/F

Nick,

I refer to our telephone conversation of earlier.

I understand that the view of our highway engineers are that they will recommend refusal of the application if the entrance kerb radii are not increased to 10 metres. They refer me to para. 9.4.12 of lfs2 and pint out:-

- The main road through St Weonards is an 'A' road;

- It is a rural area not an urban area;
- The narrowness of the road when one enters the proposed development;
- 85th percentile speeds are well in excess of 30mph. Furthermore whilst there are plans for village gateway features etc there is no guarantee at all that 85h percentile speeds will decrease to 30mph or below.

It is our view that the proposals as they stand would represent a severe risk to highway safety.

I would stress that I find our highway engineers to be both reasonable and flexible but their advice also reflects on the ground practical experience. I also, with due respect, never underestimate the value of local knowledge.

I therefore invite you to submit amended plans detailing the 10m wide radii.

In terms of the previously discussed important combined footway / cycleway link providing permeability through the scheme our position is that whilst we would strongly prefer that it be to adoptable standards, we are (*albeit reluctantly*) willing to accept that this 3 m route remains on private land but that within the section 106 there is a clause ensuring access without impediment and / or physical obstruction in perpetuity for the general public.

However, the requisite surface would need to be durable and suitable for all users (not just pedestrians & cyclists). It needs to be suitable for wheelchair users, mobility scooter users and those pushing prams / buggies. This invariably means a bound but permeable surface (of which there are many types). I understand, however, that you are willing that the type of surfacing be dealt with by way of a suitably worded planning condition.

I look forward to receipt of suitably amended plan(s).

Kind regards

Roland Close

Principal Planning Officer

From: Byng, Andy

Sent: 17 November 2017 13:32

To: Close, Roland <rclose@herefordshire.gov.uk>

Subject:

all of the effects before deciding to provide them. Removing unnecessary right turn lanes can also be considered, and will bring substantial benefits to non-motorised users.

9.4.9 Where right turn lanes are to be provided or retained, refuges should be provided within ghost islands to facilitate pedestrians crossing.

9.4.10 As noted in Sections 6.3 and 6.4 of MIS1, tight corner radii help pedestrians and cyclists to travel across and through junctions by reducing the speed of turning

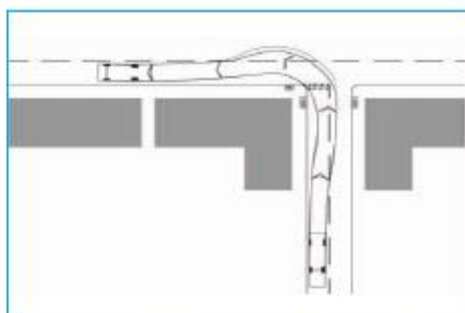


Ghost island junction with pedestrian refuge

vehicles. Advice contained in TD 42/95¹⁴, that minimum corner radii should be 6m in urban areas, should therefore not be taken as representing best practice when the needs of vulnerable road users are to be prioritised.

9.4.11 Larger vehicles can still negotiate junctions where minimal (1m or less) corner radii are used, depending on the width of the junction arms they are turning to and from. In many cases it will be better to have slightly greater carriageway widths at the junction, rather than generous corner radii, or accept that larger vehicles occasionally cross into the opposing lane. This approach allows the vehicle to take a larger radius than the junction kerb, as shown below. This can be tested by vehicle tracking software rather than relying on fixed standards.

9.4.12 Designers are sometimes reluctant to use tight corner radii on the grounds that vehicles slowing to turn into the minor arm may cause shunt collisions on the



Despite the small corner radius, with sufficient carriageway width (X) a long vehicle can still negotiate a junction.

major road. This may be the case where speeds are high, but in urban areas the overall emphasis of MIS is that speeds should be reduced to appropriate levels of 30mph or below through design and the use of tight corner radii is consistent with this approach.

9.4.13 Moreover, there are junctions on very busy routes where tight corner radii have existed for a considerable time, as shown above.



9.4.14 Footway crossovers can be used instead of more formal priority junctions, which will give further prominence to pedestrians. Footway crossovers are often used successfully at accesses to commercial premises, as illustrated below, demonstrating that they can be used at busy locations.

9.4.15 Footway crossovers should maintain the normal footway cross-fall as far as practicable from the back of the footway (900mm), as recommended in MIS1. Designs

Regards

Andy Byng

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