

COTSWOLD
TRANSPORT
PLANNING

Transportation Department
Herefordshire Council
PO Box 230
Hereford
HR1 2ZB
FAO. Bruce Evans

Date: 10th October 2018

Our ref: CTP-17-147

Dear Bruce,

Land at Old Potato Store, Mill Lane, Fownhope, Herefordshire.

Outline Planning Application ref: 181112

I am writing in response to your consultation response (dated 13th April 2018) and our subsequent meeting at Herefordshire Council's (HC) offices on the 4th July 2018. For ease of reference I have reattached your previous comments at **Appendix A** of this letter.

I note from your response that you have recommended refusal of the above application on the basis that the site does not currently have sustainable links to the services and amenities referenced in the supporting transport statement, and as required on a day to day basis to minimise travel out of Fownhope by non-car modes. The critical issue to HC being the narrowness of the existing footway link between the application site and the local shop and bus stop.

Proposals have been put forward by Cotswold Transport Planning (CTP) with the Transport Statement to upgrade the pedestrian provision along the B4224, however these to date (prior to our meeting) have been deemed by HC to be unacceptable.

We discussed at our meeting an alternative arrangement, which would allow a further widening of the proposed footway link. We argue a 1.5m wide path would be more than adequate, however you stated you would like to see if we could widen to 1.7m. Based on our discussions and meeting your expectations, I attach **Drawing SK05** to this letter at **Appendix B**, and summarise as follows:

Drawing SK05 shows the footway width being increased to a minimum of 1.7m adjacent to the wall to address your previous concerns before eventually tapering back to the existing width outside the shop. This has been achieved by introducing a priority narrowing as we previously proposed but with the build-out now being installed on the opposite side so that priority is given to vehicles leaving the village. This has the benefit of avoiding impact on the protected tree, impact on the existing BT apparatus in the verge and potential level issues. In addition, having checked the impact that widening would have created we discovered that this would have had a negative impact on visibility

Cotswold Transport Planning Ltd
www.cotswoldtp.co.uk

Cheltenham Office
121 Promenade, Cheltenham,
Gloucestershire, GL50 1NW

T 01242 523696
cheltenham@cotswoldtp.co.uk

Bristol Office
Kestrel Court, Harbour Road,
Portishead, Bristol, BS20 7AN

T 01179 595882
bristol@cotswoldtp.co.uk

Plymouth Office
Thrive Hub, Office 2, The Crescent,
Plymouth, PL1 3EX

T 01752 876734
plymouth@cotswoldtp.co.uk

Rutland Office (East Midlands)
T 01780 769296
rutland@cotswoldtp.co.uk

Stratford-upon-Avon Office
T 01608 670263
stratford@cotswoldtp.co.uk

for the access on the northern side of the road as the 'x' distance would have had to been set back further into the site. **Therefore we feel this offers the best compromise between achieving an acceptable footway width whilst minimising other adverse impacts.**

The wider benefits of this improvement to the existing highway users of Fownhope should also be acknowledged. Firstly, the new footway will supplement the footway provision for those already travelling along the B4224, but secondly and perhaps more importantly, we envisage the proposal will slow traffic entering and departing Fownhope, generally making the road safer.

Ferry Lane

At our meeting you requested an assessment of the level of traffic using Ferry Lane. Ferry Lane is a no-through route serving a small industrial unit, a handful of dwellings (approximately 10) and provides access to some farmland. A daily estimate of the traffic generation along and in and out of Ferry Lane would be approximately 10 total two-way trips combined from the residential development, plus another 5-10 for the farmland and industrial unit. Overall, this level of traffic is considered to be immaterial in real terms, and would not present a conflict with a small uplift in pedestrians using the road, in the event residents did use the PROW.

As an alternative option to **Drawing SK05**, we have reviewed the opportunity to provide some localised improvements adjacent to Ferry Lane, which we consider would enhance the attractiveness of using the existing PROW that extends from the eastern border of the site towards the facilities located further east in Fownhope. I attach **Drawing SK06** at **Appendix C**.

It is my view that either of the above strategies present a genuine opportunity to improve / maximise pedestrian travel between the site and services and amenities at Fownhope. On this basis, we consider we have conformed with the principles of the NPPF.

Summary

As you are aware, the site is allocated in the NDP and has been found by the village as being appropriate for a small amount of residential development. In the spirit of the NPPF, the applicant has explored all options for enhancing the sustainable travel credentials of the site and in this letter we have set out two options we consider provide a suitable connection to the rest of Fownhope.

In summary, CTP consider that all the points raised by HC in their consultation response have been appropriately addressed, and the layout has been amended where necessary to take account of these points.

It is therefore concluded that the development proposal provides safe and suitable access for all potential highway users, thus satisfying the NPPF.

We trust that HC are now in a position to positively support the planning application.

Yours Sincerely

Adam Padmore

Managing Director

Enclosures – **Appendices A to C**

MEMORANDUM

To : Internal Consultee – Transportation Department

From : Ms Kelly Gibbons, Planning Services, Blueschool House - H31

Tel : 01432 261781 My Ref : 181112

Date : 13 April 2018 Your Ref :

SITE:	Land at Old Potato Store, Mill Lane, Fownhope, Herefordshire
APPLICATION TYPE:	Outline
DESCRIPTION:	Proposed residential development for 10 dwellings
APPLICATION NO:	181112
GRID REFERENCE:	OS 357503, 234718
APPLICANT:	Mr David Watkins
AGENT:	Miss Julie Joseph

SITE VISITED: YES

The application form, plans and supporting documents are available in Wisdom.

Please let me have your comments by 04/05/2018. If I have received no response by this date I shall assume that you have no objections. Should you require further information please contact the Case Officer. Any comments should be actioned in Civica to Ms Kelly Gibbons.

COMMENTS:-

The internal layout is considered acceptable. The number of dwellings proposed would require an adoptable standard road with kerbed radii at the junction with B4224. If the access road is to be adopted, it will need to be constructed to the requirements of our Highways Specification for New Developments.

To support the application a speed survey was undertaken 26th April through to the 2nd May 2017, this misses peak agricultural traffic. The TS doesn't break down the type of vehicles though I assume this is available from the data collected.

Peak Hour flows are:

AM Peak
(08:00 - 09:00)
Northbound 357
Southbound 238
Total 595

PM Peak
(17:00 - 18:00)
Northbound 223
Southbound 307
Total 530

The proposed amended access is not ideal, being located within 20 metres of the access to Lower House Gardens, and a combined access for the two would be preferable. Our Design Guide standard is 100m for the spacing of junctions onto a main distributor road on the same side. However, for the number of dwellings currently proposed, with Lower House Gardens serving 5 properties and the equivalent traffic of a private drive and taking into account the traffic generation of the current B8 use of the buildings on this site, this is not considered to give grounds for refusal.

Recommend refusal on the following grounds (quoting relevant paras. From NPPF and Core Strategy):-

The TS identified the local services within the village which reinforces the safe connection required, this was taken from the access and not through the options as listed below, if the PROW were to be used then the distances would increase.

The proposed development does not currently have sustainable links to the village facilities, and the schemes in Paragraphs 6.1 to 6.3 of the Design and Access Statement involving alterations to B4224 to secure a footway along the length from the site access to the footway network by the shop are not considered acceptable.

The concern relates to the sustainable links to the village, 2 options have been put forward:

1. 6.1 to 6.3 D and A - Alterations to the B4224 – footway along the length of the site access to the footway by the shop.
 - a. Dwg SK01 proposes road narrowing to 5.05 with a footpath of 1.2m.
 - b. The width of the footpath is the concern due to the potential for the type of vehicles using the B4224 and the width of carriageway, this will give little or no comfort for pedestrians due to the potential overhang of mirrors and side of vehicles. The wall gives no flexibility or safety for pedestrians.
 - c. The impact on the traffic flows has been raised as a concern due the relatively high volumes in peak hour, the route is used to access the industrial area of Hereford.
2. 7.1 D and A - Utilise PROW from the site to Ferry lane.
 - a. All season / weather link not provided, unsurfaced, unlit and links to the B4224 with no appropriate crossing.
 - b. The application has made reference to the site at Mill Field which is opposite citing the pedestrian connectivity would be comparable. The site connects directly to the footways at Scotch Firs which provides safe onward connection.
 - c. The issue appears to be multiple issue and the capability to deliver an appropriate link taking into account the need for an all-weather, drained, safe footpath link.
3. Dwg SK03 provides road narrowing and traffic calming, the issues are similar to 1 above. The 1.2m with the wall adjacent is not deemed to be appropriate.
4. Footpath to the North of the B4224 has been put forward but dismissed due to the tree issues.

The proposal to utilise the PROW from the site to Ferry Lane described in Paragraph 7.1 Design & Access Statement would not provide a suitable all-weather commodious route, being unmade and unlit. Furthermore Ferry Lane has no footways and delivers pedestrians to B4224 at a point which is unsuitable to cross the B4224 due to lack of visibility to the south and with no ongoing footway southwards on the west side of B4224 or for a distance to the north. I would add that comparison is made in the Paragraph 7.1 of the Design & Access Statement to the appeal decision in respect of the

site at Mill Field opposite this site, citing that the pedestrian connectivity would be comparable to that situation. However that site footway connected directly to an existing surfaced pedestrian link 30m in length (carrying public footpath FWB8) which then links directly to the footways in Scotch Firs providing safe onward connectivity to the village facilities. The comparison is therefore flawed.

The development must provide a safe desirable route to the village centre, at present the applicant has failed to demonstrate that this is achievable. The options so far rely on a relatively long length of narrow footpath adjacent to the wall.

The footpath to the north has been ruled out but it might be worth investigating widening the road a metre to the North which may accommodate the footpath to the south.

Highway extents shown on plan inserted below.

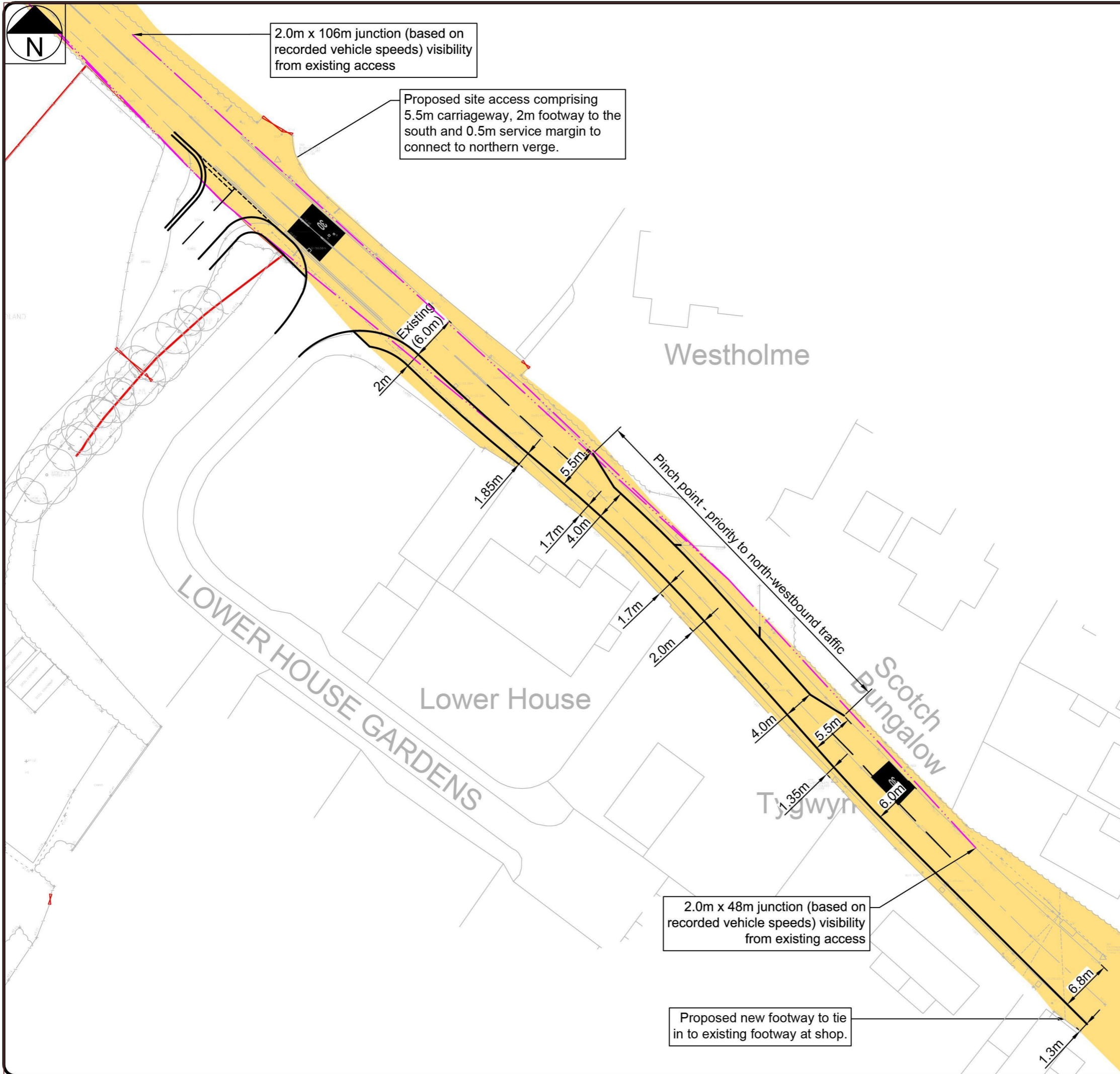


The development is therefore considered to not meet the requirements of policy MT1 and I would recommend refusal.

[If the above comments include standard note HN7 (Section 278 Agreements) please notify Blueschool House of this requirement as there is a requirement from 1st July 2002 to enter all Section 278/Section 106 Agreements on the Statutory Register]

SIGNED: Bruce Evans Area Engineer Development Control (Transportation Department)

DATE RETURNED: 29th June 2018



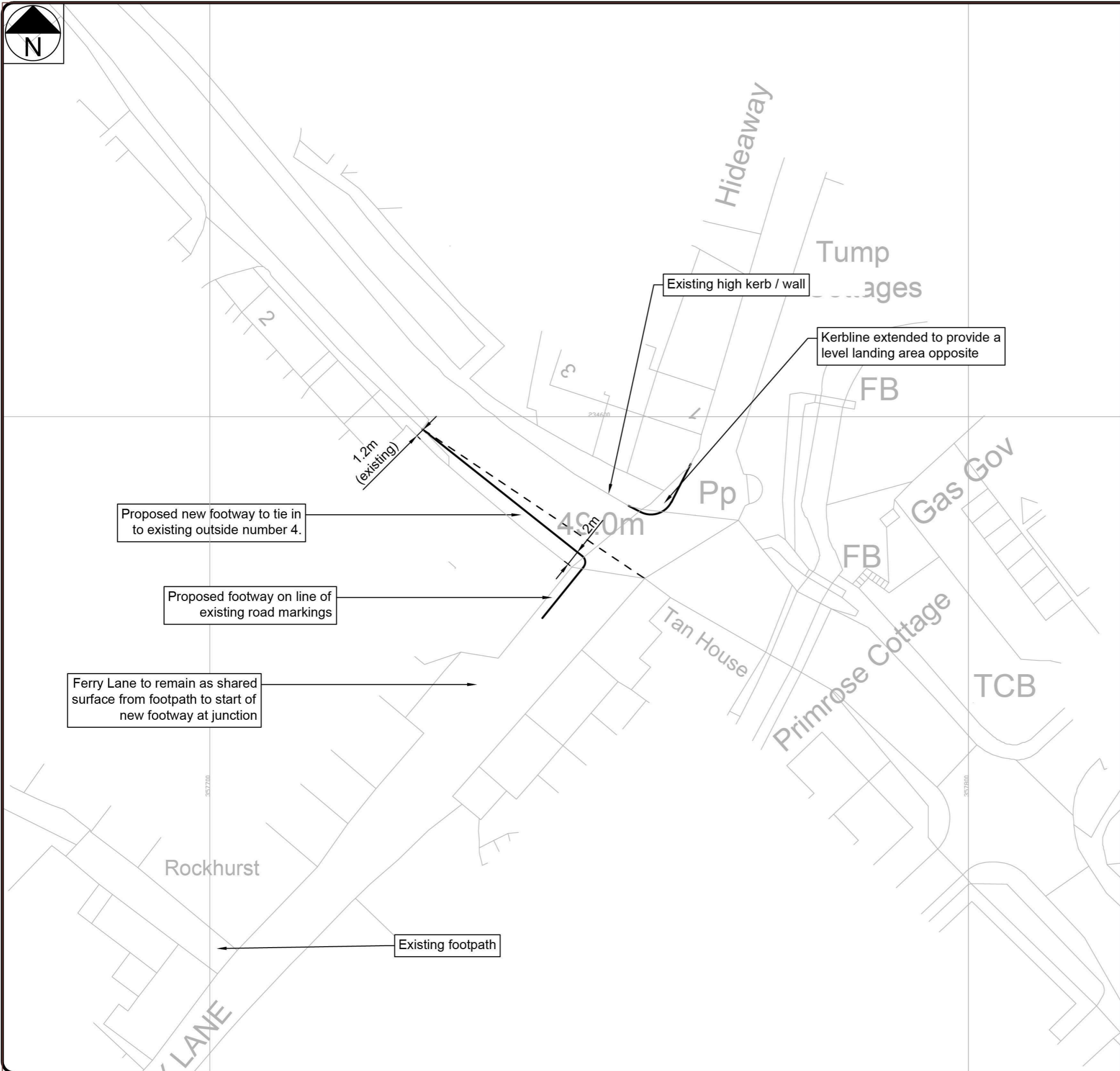
Notes:

- Approximate site boundary
- Extent of highway maintainable at public expense



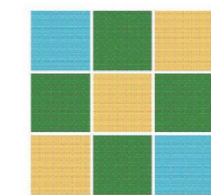
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Cotswold Transport Planning Ltd 121 Promenade Cheltenham Gloucestershire GL50 1NW		Tel: 01242 370283 cheltenham@cotswoldtp.co.uk www.cotswoldtp.co.uk	
Drawing Title: Priority Narrowing Option			
Client: JCPC Ltd			
Project: Land at Fownhope			
Drawing No: SK05		Revision:	
Date Drawn: 13.07.17		Issue Date: 13.07.18	
Drawn by: MP		Checked by: AP	
Project Code: CTP-17-147		Scale at A3: 1:500	
Drawing Status: INFORMATION			



Notes:

1. Proposals shown on OS survey base and subject to confirmation via a topographical survey.
2. Confirmation is required of the vehicles that need to be accommodated on Ferry Lane (Woolhope Road has been tracked for a 16.5m articulated vehicle turning left from the B4224).



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Cotswold Transport Planning Ltd
121 Promenade
Cheltenham Tel: 01242 370283
Gloucestershire cheltenham@cotswoldtp.co.uk
GL50 1NW www.cotswoldtp.co.uk

Drawing Title:
Pedestrian Improvements at Ferry Lane

Client:
JCPC Ltd

Project:
Land at Fownhope

Drawing No: SK06	Revision: -
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Date Drawn: 20.07.18	Issue Date: 20.07.18
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Drawn by: MP	Checked by: AP
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Project Code: CTP-17-147	Scale at A3: 1:500
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Drawing Status:
INFORMATION