

## Burghill Neighbourhood Plan

### Responses to examiner's further questions – 31 October 2018

This should be read in conjunction with Burghill Parish Council responses and only those question specific directed to Herefordshire Council have been addressed.

#### *Question 1:*

Core Strategy policy MT1 requires proposals to demonstrate that the strategic and local highway network can absorb the traffic impacts of the development without adversely affecting the safe and efficient flow of traffic on the network or that traffic impacts can be managed to acceptable levels to reduce and mitigate any adverse impacts from the development. Schemes should promote and, where possible, incorporate integrated transport connections and supporting infrastructure (depending on the nature and location of the site), including access to services by means other than private motorised transport. They should be designed and laid out to achieve safe entrance and exit, have appropriate operational and manoeuvring space and have regard to both the council's Highways Development Design Guide and cycle and vehicle parking standards as prescribed in the Local Transport Plan - having regard to the location of the site and need to promote sustainable travel choices.

Where traffic management measures are introduced they should be designed in a way which respects the character of the surrounding area including its landscape character. Where appropriate, the principle of shared spaces will be encouraged.

The visibility issues will need to be overcome and connectivity and sustainability addressed prior to the Transportation Manager not objecting to the proposal. The volume of proposed housing is unclear at this stage, so further more detailed advice cannot be provided. Attention should be drawn to the Herefordshire Design Guide to ensure connectivity and sustainability of any development. Presently there is no footway along the C1095 from the site to either the public house or the Business Park/village shop but this could be resolved by 180985.

#### *Question 2:*

During the application process the Transportation section made the following comments:

**'The stated west visibility splay (2.4 m x 90m) does not appear to be achievable in horizontal or vertical alignment. There is also significant concern in regards to the forward visibility to the site from this direction'**



This was based on the above layout though and the 90m required was not based on speed surveys.

Their comments in full are: <https://myaccount.herefordshire.gov.uk/documents?id=8d6fa80c-2e7d-11e8-bd50-0050569f00ae>

Having discussed this further we are not convinced that this can be readily overcome due to the road alignment (brow of a hill). If they moved this access towards that brow, then they may not own the land to the west to get the vis splays in either.

The applicant withdrew the application in April 2018.

#### *Question 5*

National Grid, during the Regulation 16 consultation, provide comments to confirm that there was no record of high pressure apparatus or high voltage electricity assets within the neighbourhood area but made no specific comment on the solar farm proposal. The LPA have has no direct discussions within the National Grid regarding connectivity to the network.

#### *Question 6*

The advice from Herefordshire Council is that site allocations will enable greater certainty and at the time the Ministerial Statement was indicating that plans with site allocations would have weight if the local authority could not demonstrate a five year housing land supply.

Therefore site allocations were recommended as preferable option to only relying on windfalls