



Biddlestone Orchard, Herefordshire

Appeal Statement



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1 Project Information

1.1 Project Information

Client FM, JM, and MF Green (Ditton Farm)

1.2 Project Details

Project Name Biddlestone Orchard

Location Herefordshire

Jubb Project Number 21257

1.3 Report Details

Version Appeal Statement

Status 01 v2

Date September 2021

1.4 Project Authorisation

ISSUE HISTORY:

Version	Date	Detail
1	Sep 21	1 st Draft
2	Sep 21	1st Issue

AUTHORISATION:

Prepared By	Approved By
JD	MG
JD	MG

2 Executive Summary

- 2.1.1 Jubb Consulting Engineers Ltd, was commissioned by the Applicant (FM, JM, and MF Green [Ditton Farm]) to provide transport planning advice in relation to a proposal at Biddlestone Orchard (referred to as "the Site" throughout the remainder of this Appeal Statement) in 2017.
- 2.1.2 On the 23rd November 2017 a total of 7 planning applications were validated by the Local Planning Authority (LPA) for the Site. These proposals would seek to replace some of the historic use within the site with poly tunnels, on site buildings and a new access road to facilitate strawberry production reflective of shifting market demands.
- 2.1.3 It is noted that all applications relating to the proposals received a refusal on determination. In terms of transport this Appeal Statment considers the following reason for refusal, which is included as reason 1 in relation to application 173780, and is also included as a more shortened truncated reason for refusal in relation to applications 173774, 173776, 173778, and 173780.
- 2.1.4 This reason for refusal is set out below:

"Insufficient information has been submitted with the application to demonstrate that the proposed development will not have a severe and detrimental effect on the highway safety to other users of the road and would not prevent the efficient flow of traffic on the network. The development has not demonstrated with any degree of certainty that the proposed access can be laid out to achieve a safe entrance and exit for the anticipated vehicle generation that will not cause harm to highway safety on the local highway network in the vicinity of the site. The harm identified to highway safety is not outweighed by the wider economic and social benefits from the wider scheme and therefore the proposal represent an unsustainable form of development and therefore fails to comply with the requirements of policy MT1 of the Herefordshire Local Plan Core Strategy 2015 and the requirements of the National Planning Policy Framework."

- 2.1.5 As set out in this Appeal Statement it is apparent that proposals will have limited transport impact and that this has also been agreed by the Local Highway Authority. The only outstanding point of query that the Local Highway Authority maintains is the requirement for the access road to be designed in accordance with Herefordshire's industrial road specification with specific concerns raised in relation to the overrunning of the A4137 centre line for vehicles exiting and making a left turn.
- 2.1.6 However, as set out within this Appeal Statement it is clear that this access meets these standards and that there is space to adjust the kerb line to prevent the overrunning of the centre line in any case. Thus, it is evident that these comments, which could been have dealt with simply at detailed design stage, do not represent a significant issue in this instance.
- 2.1.7 It is evident that that the proposed access can be laid out to achieve a safe entrance and exit for the anticipated vehicle generation, which will be of a low level, that will not cause harm to highway safety on the local highway network in the vicinity of the site. Thus, it is considered that the concerns as set out by the Local Highway Authority in their final highway response, and further emphasised with the aforementioned reason for refusal, to be invalid and not appropriate in this instance.

- 2.1.8 Notwithstanding this, further discussion on this is welcomed through the Statement of Common Ground process.

3 Purpose of Appeal Statement

3.1 Introduction

- 3.1.1 Jubb Consulting Engineers Ltd were commissioned by the applicant (FM, JM, and MF Green [Ditton Farm]) to provide transport planning advice in relation to a proposal at Biddlestone Orchard (referred to as “the Site” throughout the remainder of this Appeal Statement) in 2017.
- 3.1.2 On the 23rd November 2017 a total of 7 planning applications were validated by the Local Planning Authority (LPA) for the Site. The description of these proposals as considered by the LPA are set out in **Table 3.1** below.

Description of Development	LPA Ref.	Date of Determination
To erect up to 28 hectares of fixed (non-rotating) ‘Spanish’ over arable (soft fruit) crops.	173774	18/06/2021
Excavation and ground profiling to form 3 no. surface water balancing ponds.	173775	26/03/2021
The retention of 6 existing caravans/replacement residential demountable ‘pods’ and the installation of 6 demountable modular welfare (non-residential) units (toilets, mess, etc.)	173776	08/04/2021
Erection of profiled-steel-clad portal frame pumphouse building and 2 no. water tanks.	173777	18/06/2021
Erection of profiled-steel-clad portal frame general purpose agricultural building.	173778	18/06/2021
Creation (Engineering Operation) of a covered lorry-docking/loading platform.	173779	13/07/2021
Upgrading existing vehicular access/egress to/from the A4137, Garrenhill Road and laying out of upgraded access track.	173780	26/03/2021

Table 3.1 Details of each application as put forward relating to the Proposed Development

- 3.1.3 The applications as defined above will be referred to as the "Proposed Development" throughout the remainder of this Appeal Statement.
- 3.1.4 It is noted that all applications relating to the Proposed Development received a refusal on determination. In terms of transport this Appeal Statement considers the following reason for refusal, which is included as reason 1 in relation to application 173780, and is also included as a more shortened truncated reason for refusal in relation to applications 173774, 173776, 173778, and 173780.
- 3.1.5 This reason for refusal is set out below:

"Insufficient information has been submitted with the application to demonstrate that the proposed development will not have a severe and detrimental effect on the highway safety to other users of the road and would not prevent the efficient flow of traffic on the network. The development has not demonstrated with any degree of certainty that the proposed access can be laid out to achieve a safe entrance and exit for the anticipated vehicle generation that will not cause harm to highway safety on the local highway network in the vicinity of the site. The harm identified to highway safety is not outweighed by the wider economic and social benefits from the wider scheme and therefore the proposal represent an unsustainable form of development and therefore fails to comply with the requirements of policy MT1 of the Herefordshire Local Plan Core Strategy 2015 and the requirements of the National Planning Policy Framework."

3.2 Structure of Proof of Evidence

- 3.2.1 This Appeal Statement is set out as follows:

Section 4	Provides a brief description of the Site and the Proposed Development
Section 5	Provides a brief summary of the planning history of the Proposed Development and consultation in relation to transport.
Section 6	Reviews the access proposals in relation to the site.
Section 7	Outlines the key areas of policy MT1 of the Herefordshire Local Plan Core Strategy 2015 and the National Planning Policy Framework as referenced within the reason for refusal
Section 8	Summarises the key points outlined in the previous chapters

4 Description of the Site and the Proposed Development

4.1 Introduction

- 4.1.1 This section of the Appeal Statement sets out the key details of the Proposed Development including scale, location and access.

4.2 Site Location

- 4.2.1 Biddlestone Farm is located in a large agricultural area to the west of the A4137 between the villages of St Owens Cross, Llangarron and Glewstone. A site location plan in relation to the surroundings is shown in **Figure 4.1** below.



Figure 4.1 Site Location

4.2.2 The farm is 51ha (127 acres) and was previously planted as apple orchards and a small amount of cherries. However, since a change of ownership, the land has been gradually moved to arable farming with a variety of crops.

4.3 Proposed Development

4.3.1 The Proposed Development is set out within the applications outlined within **Table 3.1**. These proposals would seek to replace some of the historic use within the site with 28 hectares of poly tunnels, on site buildings and a new access road to facilitate strawberry production reflective of shifting market demands. These proposals have reduced in scale during the life of the application and now exclude the seasonal worker accommodation previously proposed and have also reduced the area of poly tunnels from 31.6ha.

4.3.2 A full Proposed Development site layout comprising all applications is set out in **Figure 4.2** below and is also included as **Appendix A** of this Appeal Statement.

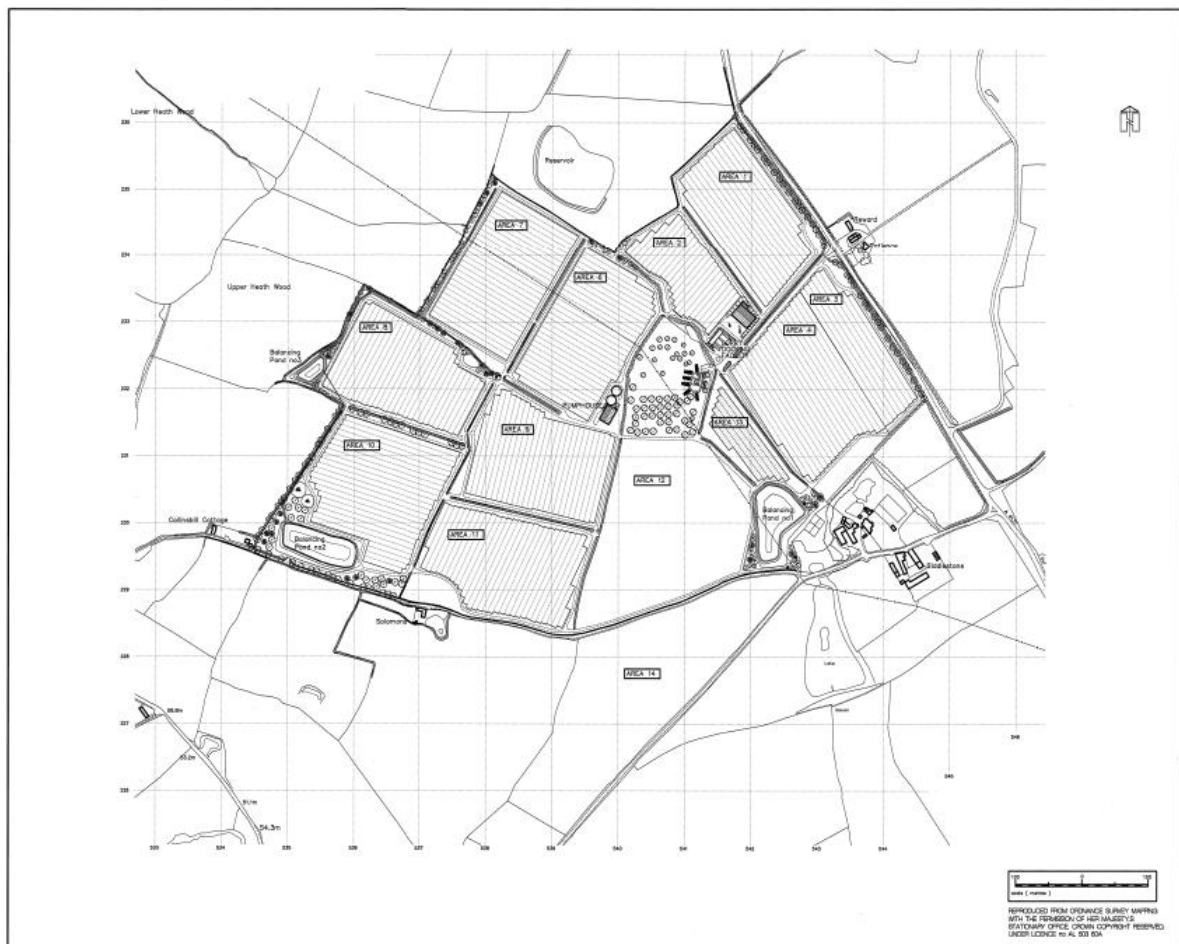


Figure 4.2 Proposed Development Layout

4.4 Operation

4.4.1 The peak months of operation will occur in the months between June and October when harvesting occurs and will also be the peak period of traffic demand which includes buses associated with seasonal workers and movements associate with farm vehicles into and out of the site.

4.5 Site Access

- 4.5.1 The proposed vehicular access to the site will be directly off the A4137. Details of proposed access was provided as drawing 137.445.C19E, produced by Paul Dunham Associates, which is shown in **Figure 4.3** and included in **Appendix B**. A full review of this access design is included as **Section 6** of this Appeal Statement.

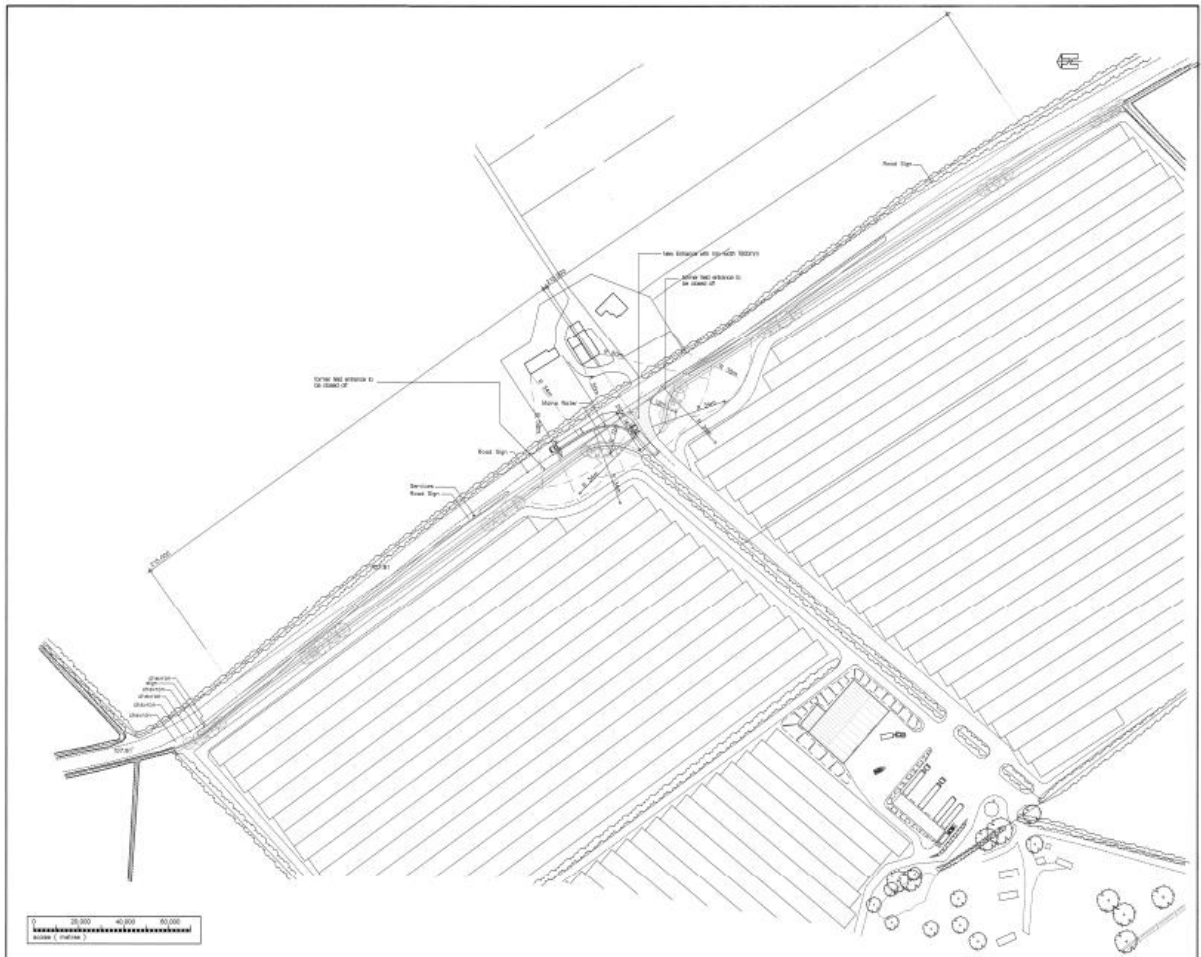


Figure 4.3 Site Access

5 Application History

5.1 Introduction

- 5.1.1 This section provides brief details of the application history which sets out details of submitted transport information. In addition, details of the most recent post application highway comments are also discussed.

5.2 Transport Submissions

- 5.2.1 In order to provide details of operation relating to the site a Transport Statement, dated April 2017, was submitted, referred to as the Jubb TS for the remainder of this Appeal Statement, which included details of how the site would operate including numbers of staff and their associated movements and details of associated farm vehicle movements to and from the site. The assessment in the Jubb TS was based on a previous larger proposal (as discussed in **Section 4** of the Appeal Statement) which included more poly tunnels and accommodation for seasonal workers.
- 5.2.2 It is noted that a subsequent Technical Note (dated 17th December 2017), referred to as the Jubb TN for the remainder of this Appeal Statement, was also submitted that included revised traffic generation that took account of the removal of accommodation on site, which would require a small number of bus journeys to transport offsite workers to the Site (albeit the requirement for transportation of on Site workers to Hereford for leisure/shopping trips was also removed). Furthermore, the reduction in poly tunnel area was also considered in terms of reduced farm vehicle movements. Details of subsequent daily vehicle demand is set out in Table 2.3 of the Jubb TN, which is also recreated as **Table 5.1** below, that shows that forecast daily traffic flows would be at very low levels (i.e. up to 5 vehicles a day) even during peak harvesting months. Moreover, the use will also in part replace some arable use that currently generates 2 HGV movements a day and therefore the impacts of the proposals are insignificant.

Harvesting Season	Peak Daily Demand (7 working days per week)		
	No. of HGV	No. of Buses	Total
June	1	4	5
July	2	3	5
August	2	3	5
September	2	3	5
October	1	2	3

Table 5.1 Forecast Daily Vehicle Movements during Peak Seasons

- 5.2.3 In addition to this, as discussed in **Section 4** of this Appeal Statement, details of proposed access were provided. Details of this access are included as **Appendix B**.

5.3 Post Application highway comment

- 5.3.1 Following receipt of all information the Local Highway Authority (LHA) issued their final set of comments dated 28th April 2020, which is included as **Appendix C** of this Appeal Statement. This note included some queries in relation to staff movements and queries in relation to the access which are outlined below.

Staff Movement Queries

- 5.3.2 The comments relating to staff movements are set out below:

"The removal of the seasonal workers caravans has reduced the impact of pedestrians on the highways network, however this has increased the number of bus movements required.

On the addition of the 6 caravans on site there are a number of points which need to be clarified

1. *How many people will be based on site at all times? Does this change during the season? What happens during the winter months?*
2. *Parking - will these people have access to their own cars or what other form of transport will be available*
3. *Is there cycle storage provided, if so where is it located?*
4. *What is the basis that this shop will be used? Who will access to it? Will it only provide items grown on the site or will other items be brought in?*
5. *With the provision of buses transporting the seasonal workers from the Pengethley site to Biddlestone, what happens if workers miss the buses to work, will there be a provision to prevent pedestrians making their own way there by foot?*
6. *Travel plan should be provided for the full site.*

The relocation of the seasonal workers and introduction transportation provision is noted and the impact regarding this matters and the highway has been reduced in terms of pedestrians walking along the A4137. However it should be noted that the principle of the 6 caravans does not raise significant concerns, however to fully understand the changes and the impact of this section of the development on the highways network further information needs to be provided."

- 5.3.3 It is noted that the submitted traffic information as included within the aforementioned Jubb TN includes an assessment of the peak periods of harvest and therefore it is unclear why further information would be required for the off season when traffic flows would be lower. In this regard it is considered that the requirement for this information is not relevant.
- 5.3.4 Furthermore, queries 2 to 6 relate to points of detail in relation to the proposals and site management that could in fact be dealt with by way of condition. For example, the Travel Plan could be included as a condition of planning consent which could include on site management measures such as parking control and management of site access to promote the private bus use only by staff. Cycle storage and parking for staff would not be required due to the provision of bus service although levels of cycle storage could also be agreed by way of planning condition if required.

- 5.3.5 It is also evident that the officer has identified that there are no principle concerns in this regard and traffic impact has not been raised as a reason for refusal or mentioned in the subsequent delegated decision report dated 26th March 2021. Thus it is evident that these comments would not require further discussion.

Access Queries

- 5.3.6 The LHA have made the following comment in relation to highway access:

"A plan submitted as part of the access proposed, shows a HGV turning out of the site, however the vehicle shown does not appear to stay on the same side of the road, therefore potentially causing an impact for oncoming vehicles. There is significant concern that the turning movements from this access cannot be accommodated on the A4137. The access should be built to HC industrial access specification, this includes the width of the carriageway into the site and the kerb radius at the access. Please supply a plan showing the correct specification of the access and vehicle tracking with these details included.

Until this information has been supplied and reviewed this application cannot be supported."

- 5.3.7 In addition, this comment is also brought forward in the subsequent conclusions of the LHA note dated 28th April 2020 as set out below

"After reviewing the submitted documentation the following comments can be provided. The reduction of the poly tunnels results in a reduction of HGV movements whilst the provision of seasonal workers being bussed in will increase the daily movements. The provision of the HGV and bus movements does not result in a level of concern which would raise the impact on the highway to severe. The visibility splay on the access can be achieved meeting DFT requirements and the forward visibility from both directions can be achieved therefore any vehicles waiting to turn into the site are visible. As mentioned in the application for the access, this should meet the HC industrial access specification. This application is reliant on the provision of a suitable access, therefore in terms of movements and impacts on the highway it is acceptable, however the site need to provide an access which meets HC guidance."

- 5.3.8 It is also noted that these highways queries are also set out in the aforementioned delegated decision report dated 26th March 2021. Thus, it is considered that this represents the outstanding area of concern for the LHA that has resulted in a reason for refusal.

5.4 Summary

- 5.4.1 It is evident that the LHA's outstanding area of concern appears to be the details of the design of the access. A review of the design of this access has therefore been undertaken, which is set out in **Section 6**.

6 Review of Site Access

6.1 Introduction

- 6.1.1 This chapter provides a review of the design of the site access in consideration of the highway comments as set out in **Section 5** of the Appeal Statement and in consideration of the local road character, proposed development and applicable local standards.

6.2 Design Guidance

- 6.2.1 The LHA have specifically stated that the proposed agricultural access would need to meet the requirements for a Herefordshire Council Industrial Use specification in their comments dated 26th March 2021. Whilst not specified it is assumed that these requirements relate to the those as outlined within the "Highways Design Guide for New Developments" dated July 2006.
- 6.2.2 This guidance states that a minimum 10m radii would be required in this instance and that the access junction would need to be no less than 6.7m in width. A review of the proposed access has shown that it would meet both these criteria.
- 6.2.3 Furthermore, a 215m visibility splay is also achievable in accordance with this standard and the signed speed of the road. This visibility can be achieved from a 2.4m setback (with some small areas of hedge removal and replant required) which is listed as the minimum requirement within the "Highways Design Guide for New Developments" and is typical of the minimum requirement agreed at development sites of this type across the country. In addition, Automatic Traffic Survey (undertaken between the dates of the 31st March 2017 and 6 April 2017) as presented within Appendix A of the Jubb TS, showed 85th percentile speeds to be lower than signed (i.e. below 60mph) and therefore visibility would be more than sufficient for the proposed access.
- 6.2.4 A review of traffic flow levels as set out in Chart 3.1 of the Jubb TA, which is based on the aforementioned 2017 Automatic Traffic Survey and is recreated as **Figure 6.1** below, also shows that traffic flows on the road are of a low level equating to, on average, approximately 4 vehicles a minute in each direction during the peak hour. Moreover, the forecast level of vehicle movements into and out of the proposed access (as set out in **Table 5.1** of the Appeal Statement), are at peak times just 5 per day. Thus, it is considered that the junction form is appropriate to cater for the proposed movements at this location.

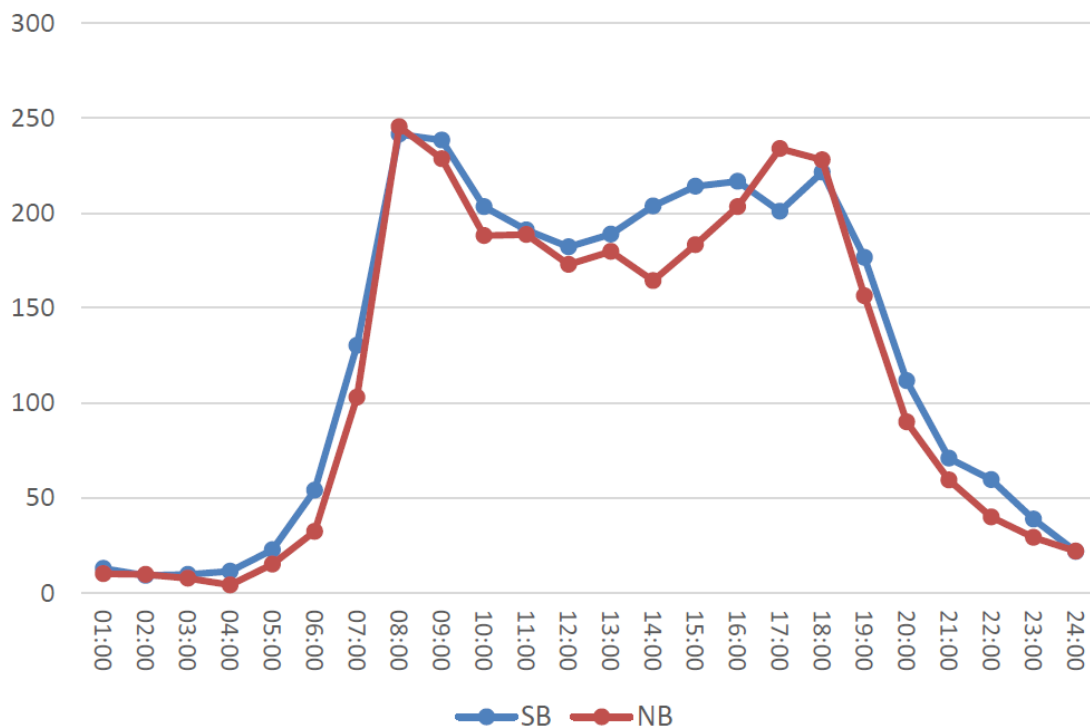


Figure 6.1 the A4317 Hourly Flow Profile – Average Weekday

- 6.2.5 A recreation of the access junction design has been undertaken by Jubb for the purpose of review and further swept path analysis. Following this review, it is confirmed that the previously proposed access was appropriate in term of dimensions and in accordance with the Herefordshire Council Industrial Use specification. Notwithstanding this, in order to address the LHAs previous concern in relation to the path of left turning heavy vehicles out of the site (i.e. that are shown to slightly overlap the centre of the road) slight adjustments have been undertaken to the northern kerb line at the mouth of the access. The resultant junction drawings (including swept path analysis) are included as **Appendix D** of this Appeal Statement.

6.3 Summary

- 6.3.1 It is evident that the access proposals have been designed to appropriate standards in accordance with local guidance; the proposed use, and the character of the road network fronting the site. Furthermore, this review has shown that swept path analysis of heavy vehicle movements can be accommodated within the access geometry and overrun of the centreline of the A4137 for left turn out vehicles (a previous concern for the LHA) can be prevented with some very minor adjustment of the northern kerblines of the junction. It is noted that such minor alterations to kerb lines could be carried out at S278 stage as part of detailed design.

7 Policy Review

7.1 Introduction

- 7.1.1 This section provides a review of the National Planning Policy Framework and Policy MT1 of the Herefordshire Local Plan Core Strategy 2015 as referenced within the reason for refusal. This review is set out below in turn.

7.2 National Planning Policy Framework

- 7.2.1 The National Planning Policy Framework (NPPF), updated 2021, includes a list of guidance relating to the consideration of development proposals which are set out in paragraph 10 as extracted below:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

- 7.2.2 As set out in information provided to the LHA proposals will include for bus transport for seasonal workers that will provide sustainable transport and reduce overall traffic levels at the site to insignificant levels that would not significantly impact the offsite transport network. As discussed in **Section 6** the access layout is designed to appropriate standards and would therefore provide safe and suitable access. Thus, the proposals are in keeping with NPPF requirements.

7.3 Local Plan Core Strategy 2015 – Policy MT1

- 7.3.1 For the purpose of review Policy MT1 has been extracted from the Local Plan Core Strategy 2015 and is outlined below:

“Policy MT1 – Traffic management, highway safety and promoting active travel Development proposals should incorporate the following principle requirements covering movement and transportation:

1. 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 [Jubb emphasis];

2. 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;

3. encourage active travel behaviour to reduce numbers of short distance car journeys through the use of travel plans and other promotional and awareness raising activities;

4. ensure that developments are designed and laid out to achieve safe entrance and exit, have appropriate operational and manoeuvring space, accommodate provision for all modes of transport, the needs of people with disabilities and provide safe access for the emergency services;

5. protect existing local and long distance footways, cycleways and bridleways unless an alternative route of at least equal utility value can be used, and facilitate improvements to existing or provide new connections to these routes, especially where such schemes have been identified in the Local Transport Plan and/or Infrastructure Delivery Plan; and

6. have regard to with 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."

7.3.2 As discussed above it is evident on review of the most recent highway comments that the LHAs only area of concern relates to the section 1 of this policy (i.e. there are specific safety concerns relating to the access geometry). However, as outlined within **Section 6** of this appeal statement it is clear that the proposed access meets appropriate standards in terms of geometry and visibility and therefore these concerns are considered unfounded.

7.3.3 The level of traffic forecast at the site access is of a level that is immaterial and therefore unlikely to have a significant impact that would affect the efficiency of traffic flow on the network.

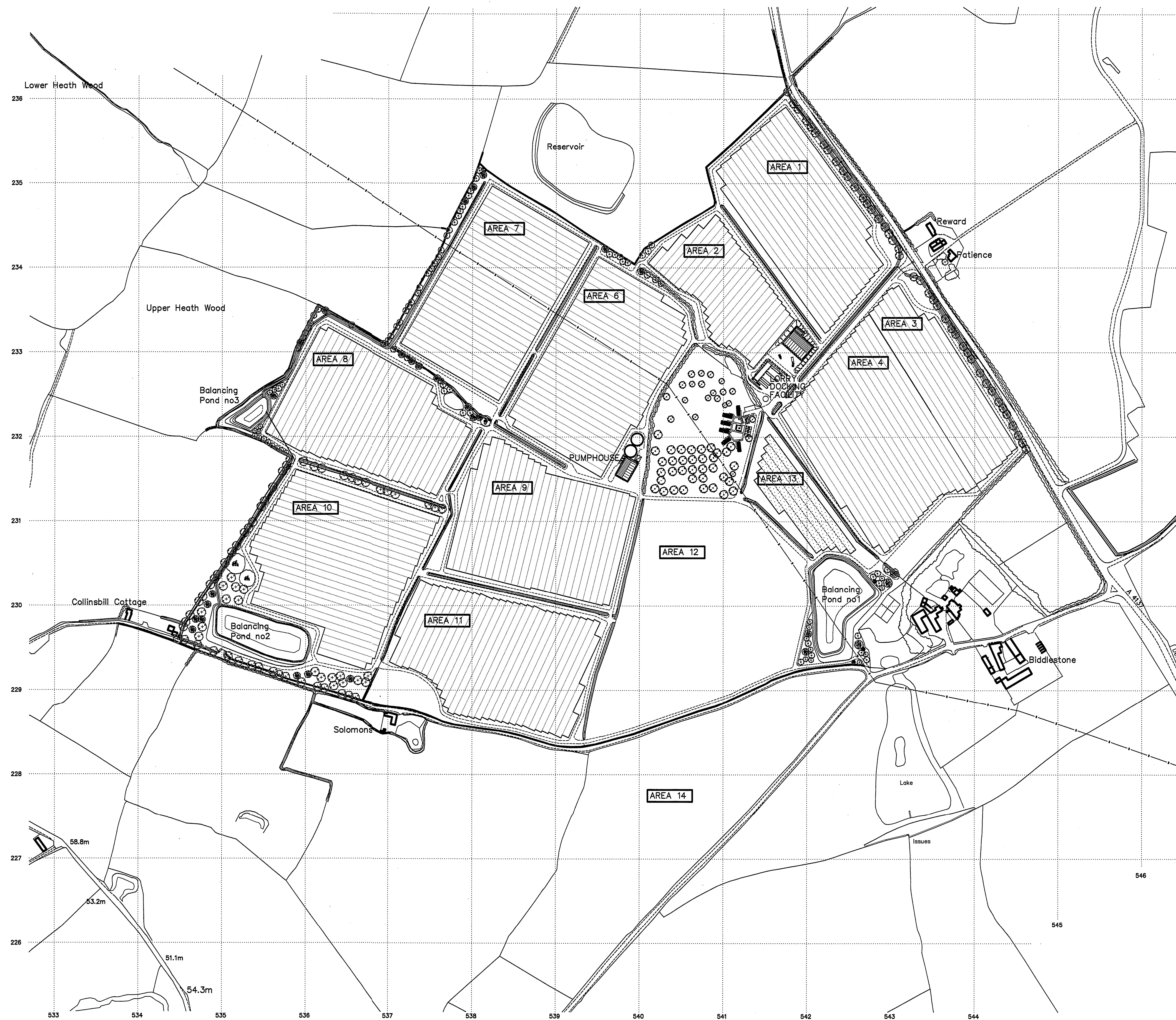
7.4 Summary

7.4.1 It is evident that the proposals are in accordance with the policies as referred to within the reasons for refusal. Thus, there are no transportation reasons why the proposals cannot be approved.

8 Conclusion

- 8.1.1 As set out within this Appeal Statement appropriate access has been set out for the Site that is in accordance with local highway standards and suitable for the uses proposed. Therefore, it is evident that that the proposed access can be laid out to achieve a safe entrance and exit for the anticipated vehicle generation (which will be of a low level) that will not cause harm to highway safety on the local highway network in the vicinity of the site. Thus, it is considered that the concerns as set out by the LHA in their final highway response, and further emphasised within the aforementioned reason for refusal, to be invalid and not appropriate in this instance.
- 8.1.2 Notwithstanding this, further discussion on this through the Statement of Common Ground process is welcomed.

Appendix A: Proposed Development Layout



notes:

1. This drawing should not be scaled.
2. The contractor should take and verify all dimensions prior to commencing works on site.
3. Refer to drawing 137.451C188 for details of the site entrance geometry and associated clear vision lines
4. Areas of polytunnels.
 - existing permanent polytunnels
 - proposed polytunnels

revisions:

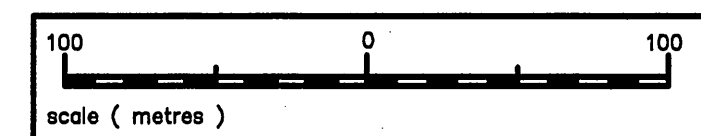
- 'A' June 2011 details added & amended
- 'B' Sept 2011 details added & amended
- 'C' Jan 2013 details added & amended
- 'D' May 2013 details added & amended
- 'E' Aug 2013 details added & amended
- 'F' Oct 2013 details added & amended
- 'G' Nov 2013 details added & amended
- 'H' Aug 2014 details added & amended
- 'J' Aug 2014 details added & amended
- 'K' May 2016 details added & amended
- 'M' Jan 2018 details added & amended
- 'P' July 2019 details added & amended

SOFT FRUIT DEVELOPMENT

SITE PLAN

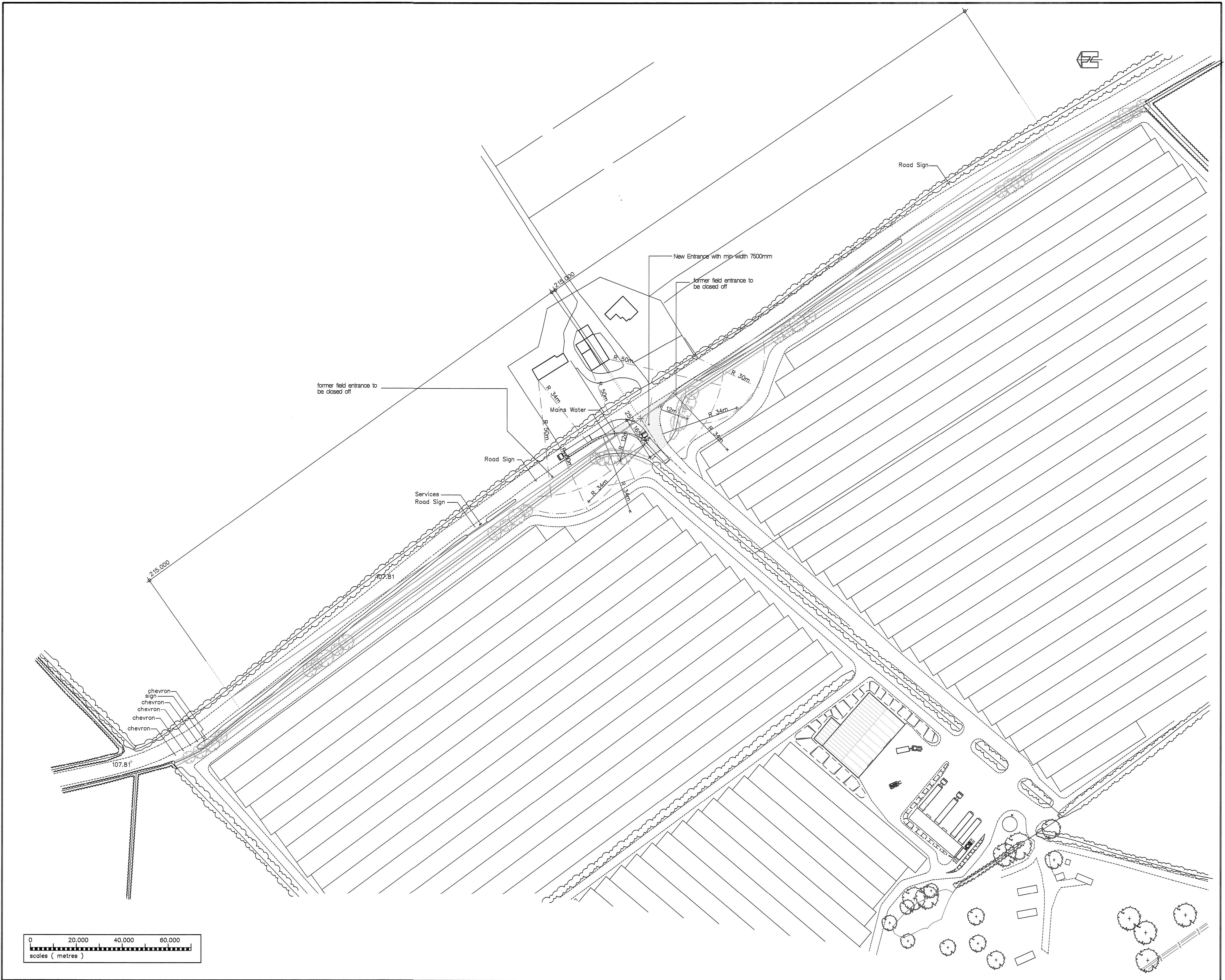
PAUL DUNHAM ASSOCIATES
19 Townsend
Soham
Cambs Tel 01353 720737

Scale:	1:2500	Date:	May 2011
		Drawn:	P.V.D
		Ref:	137.445.05.C10M



REPRODUCED FROM ORDNANCE SURVEY MAPPING
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STATIONARY OFFICE. CROWN COPYRIGHT RESERVED.
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Appendix B: Proposed Development Access



notes:	
1. This drawing should not be scaled.	
2. The contractor should take and verify all dimensions prior to commencing works on site.	
3. New Main Farm Entrance.	
3.1 The proposed New Main Farm access to the A4137 highway, is at the site of the existing field entrance.	
3.2 The boundary hedges to be set back as necessary to ensure clear vision is attained from a point on the centreline of the entrance road, set back a minimum 2500 mm off the highway, to a point a minimum 215 metres in each direction along the highway (or otherwise as directed by County Highways)	
3.3 The entrance bellmouth to be of 7.50 metres min width & with min 34-34 metre radius curves to be of bitmac construction, all to the County Highways standards, a minimum 13.0 metres back from the highway to the security gate position.	
revisions:	
'A' Nov 2013 details amended	
'B' Nov 2013 details amended	
'C' April 2013 details amended	
'D' Nov 2014 details amended	
'E' Oct 2016 details amended	
PROPOSED NEW ENTRANCE	
SITE PLAN	
PAUL DUNHAM ASSOCIATES 19 Townsend Soham Cambs Tel 01353 720737	
Scale: 1:750	Date: Aug 2011
	Drawn: P.V.D
	Ref: 137.445.C19E

Appendix C: Local Highway Authority Comment Dated 28th April 2020

MEMORANDUM

To : Consultee

From : Ms Rebecca Jenman, Planning Services, Blueschool House - H31

Tel : 01432 261961 My Ref : 173780

Date : 28 April 2020

APPLICATION NO & SITE ADDRESS: Planning Re-consultation - 173780 - Biddlestone Orchards, Llangarron, Ross-on-Wye, Herefordshire HR9 6NT

DESCRIPTION: Upgrading existing vehicular access/egress to/from the A4137 Garrenhill Road and laying out of upgraded access track

APPLICANT(S): Mr Mark Green

GRID REF: OS 354253, 223330

APPLICATION TYPE: Planning Permission

WEBSITE LINK: <http://www.herefordshire.gov.uk/searchplanningapplications>

Amended ☒ Additional ☐ Amended and Additional ☐

Plans or documents have been received for the proposal described above which are now available in Wisdom. If you have any further comments to make please respond by 19 May 2020.

Should you require further information please contact the Case Officer.

Any comments should be added below and actioned in Civica to Ms Rebecca Jenman.

Comments:

A plan submitted as part of the access proposed, shows a HGV turning out of the site, however the vehicle shown does not appear to stay on the same side of the road, therefore potentially causing an impact for oncoming vehicles. There is significant concern that the turning movements from this access cannot be accommodated on the A4137. The access should be built to HC industrial access specification.

This response will cover the applications numbers 173774, 173775, 173776 and 173780. The application individually cover a number of proposals however each application has implication on the other applications.

173780 - Upgrading existing vehicular access/egress to/from the A4137 Garrenhill Road and laying out of upgraded access track

A plan submitted as part of the access proposed, shows a HGV turning out of the site, however the vehicle shown does not appear to stay on the same side of the road, therefore potentially causing an impact for oncoming vehicles. There is significant concern that the turning movements from this access cannot be accommodated on the A4137. The access should be built to HC industrial access specification, this includes the width of the carriageway into the site and the kerb radius at the access. Please supply a plan showing the correct specification of the access and vehicle tracking with these details included.

Until this information has been supplied and reviewed this application cannot be supported

173776 - The retention of 6 existing caravans/replacement residential demountable modular 'pods' and the installation of 6 demountable modular welfare (on-residential) buildings (toilets, mess etc

The removal of the seasonal workers caravans has reduced the impact of pedestrians on the highways network, however this has increased the number of bus movements required.

On the addition of the 6 caravans on site there are a number of points which need to be clarified

1. How many people will be based on site at all times? Does this change during the season? What happens during the winter months?
2. Parking - will these people have access to their own cars or what other form of transport will be available
3. Is there cycle storage provided, if so where is it located?
4. What is the basis that this shop will be used? Who will access to it? Will it only provide items grown on the site or will other items be brought in?
5. With the provision of buses transporting the seasonal workers from the Pengethley site to Biddlestone, what happens if workers miss the buses to work, will there be a provision to prevent pedestrians making their own way there by foot?
6. Travel plan should be provided for the full site.

The relocation of the seasonal workers and introduction transportation provision is noted and the impact regarding this matters and the highway has been reduced in terms of pedestrians walking along the A4137. However it should be noted that the principle of the 6 caravans does not raise significant concerns, however to fully understand the changes and the impact of this section of the development on the highways network further information needs to be provided.

173775 - Excavation and ground profiling to form 3 no. surface water balancing ponds

This application is focused on drainage and the highways implications of the interaction between highway drainage and land drainage is commented on by the land drainage engineers as part of the site wide drainage strategy.

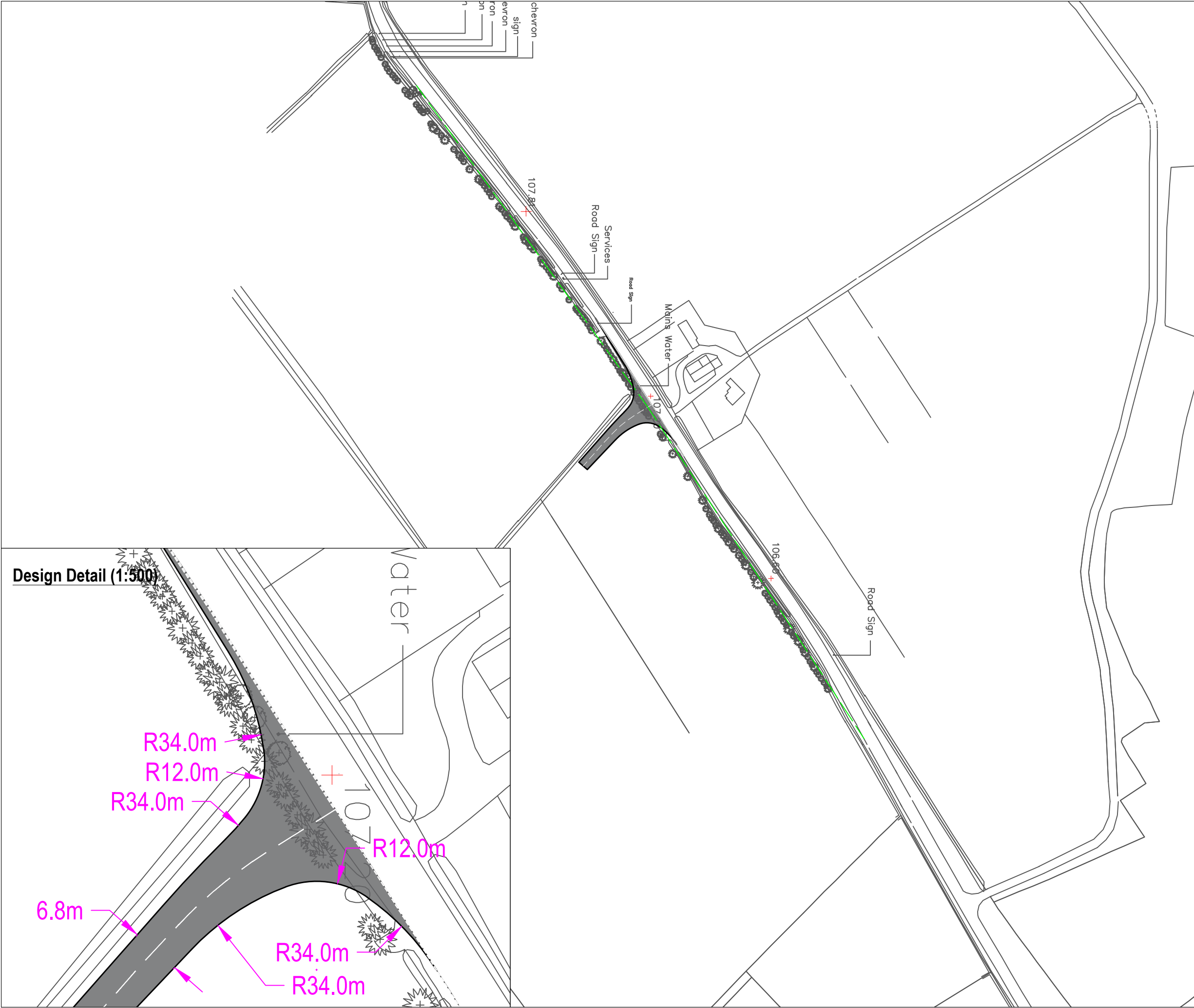
There are no highways objections to the proposal.

173774 - To erect up to 28 hectares of fixed (i.e. non-rotating) 'Spanish' polytunnels over arable (soft fruit) crops.

After reviewing the submitted documentation the following comments can be provided. The reduction of the poly tunnels results in a reduction of HGV movements whilst the provision of seasonal workers being bussed in will increase the daily movements. The provision of the HGV and bus movements does not result in a level of concern which would raise the impact on the highway to severe. The visibility splay on the access can be achieved meeting DFT requirements and the forward visibility from both directions can be achieved therefore any vehicles waiting to turn into the site are visible. As mentioned in the application for the access, this should meet the HC industrial access specification. This application is reliant on the provision of a suitable access, therefore in terms of movements and impacts on the highway it is acceptable, however the site need to provide an access which meets HC guidance.

Consultation response from: Jill Tookey-Williams, Area Engineer, Dc, Transportation
DATE RETURNED: ...09/06/2020.....

**Appendix D: Redraw of Development Access (inclusive of swept path analysis) for the
Purpose of Review**



Key

Visibility Splays (2.4m x 215m)

P2	24.09.21	Base Updated to Topo	NP	JD
P1	08.09.21	Preliminary issue	NP	JD

Rev Date Description By Apvd

PROJECT:
BIDDLESTONE ORCHARDS

TITLE:
PROPOSED SITE ACCESS

CLIENT:
ASPBURY PLANNING

SCALE@A3:
1:500 & 1:2000

PROJECT REF: 21257	REV: P2
DRAWING No: 001	

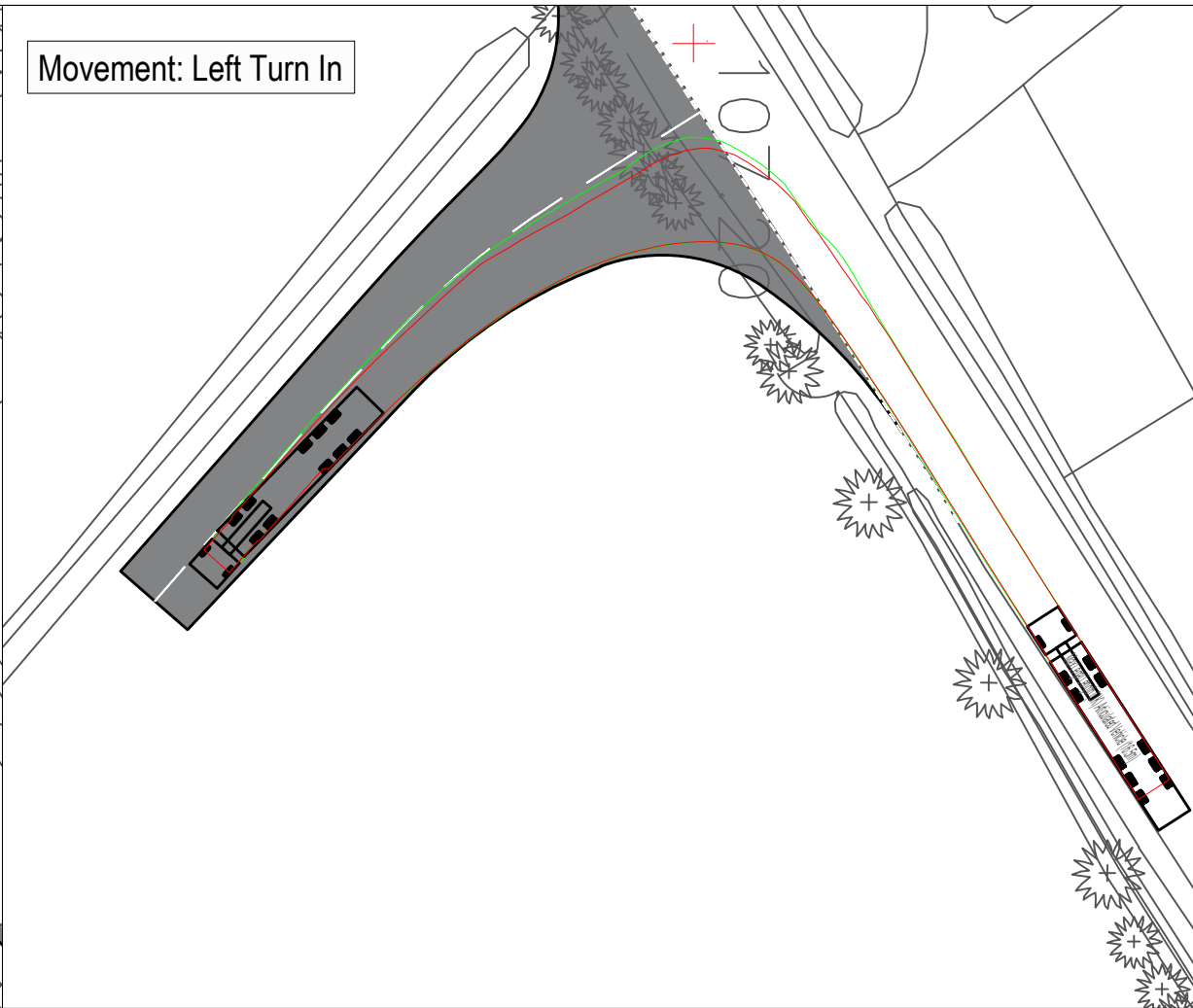
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



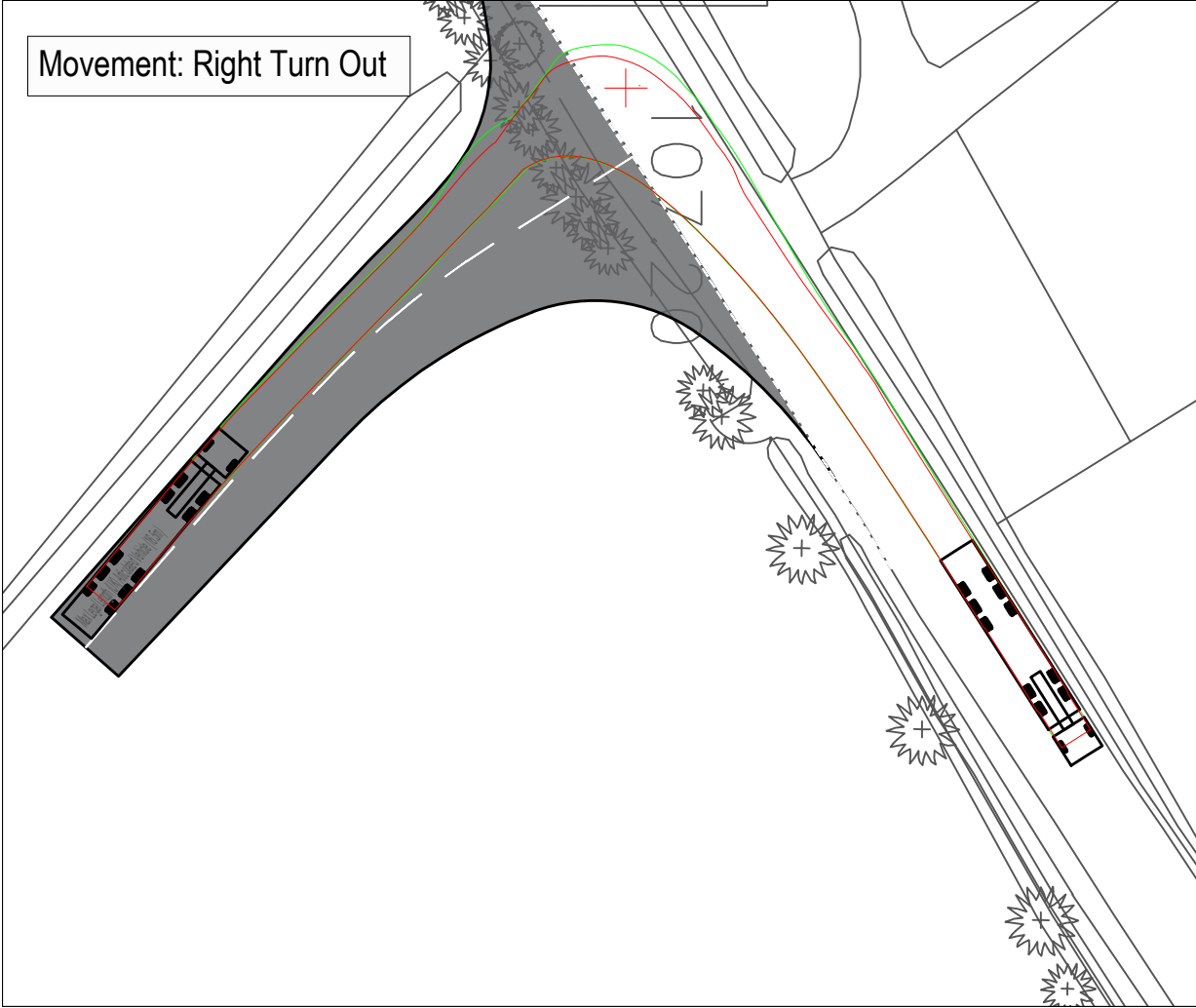
Movement: Left Turn Out



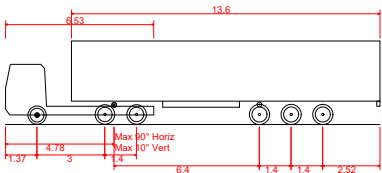
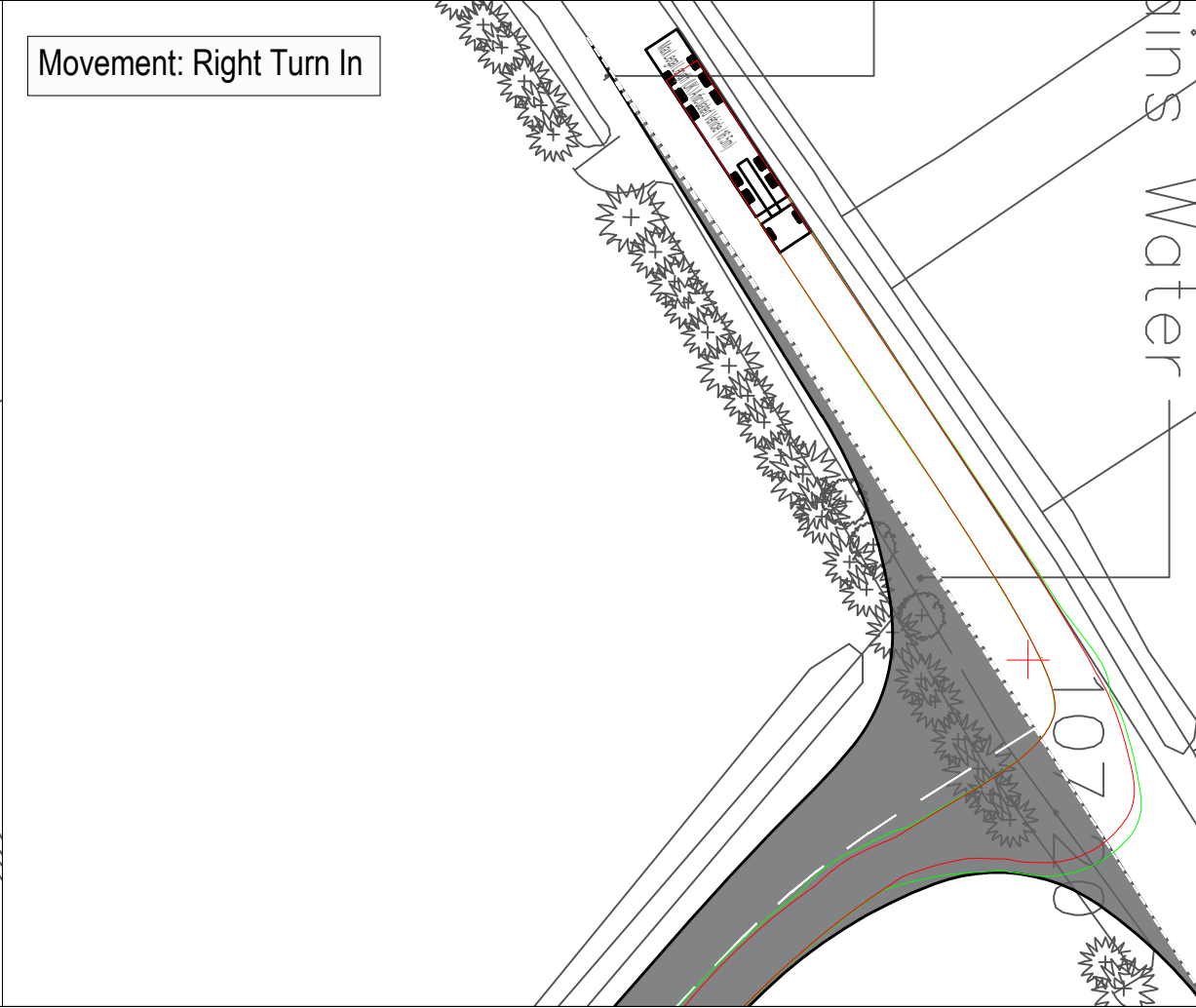
Movement: Left Turn In



Movement: Right Turn Out



Movement: Right Turn In



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

P2	24.09.21	Base Updated to Topo	NP	JD
P1	08.09.21	Preliminary issue	NP	JD

Rev Date Description By Apvd

PROJECT:
BIDDLESTONE ORCHARDS

TITLE:
SWEPT PATH ANALYSIS -
PROPOSED SITE ACCESS

CLIENT:
ASPBURY PLANNING

SCALE@A3:
1:500

PROJECT REF:
21257

DRAWING No: 002 REV: P2

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

