

**LIDL GREAT BRITAIN LTD**

**LEADON WAY, LEDBURY**

**TRANSPORT NOTE:**

**Response to HC comments in relation to  
transport matters**

23-00942/TN/01

April 2025

## 1) Introduction

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This Transport Note (TN) has been prepared in response to comments received from Herefordshire Council (HC) regarding a proposed mixed-use development along Leadon Way, in the south of Ledbury.

The proposed development site (herein referred to as the 'site') is located in the south of Ledbury, in a parcel of greenfield land approximately 1.6 Ha in size.

The development proposals on the site are as follows:

- Lidl foodstore unit (1,861m<sup>2</sup> GEA, 1,779m<sup>2</sup> GIA);
- Nursery unit (362m<sup>2</sup> GEA, 669m<sup>2</sup> GIA); and
- Medical centre unit (865m<sup>2</sup> GEA, 1,650m<sup>2</sup> GIA).

An end occupier for the nursery unit is yet to be confirmed. Anticipated staffing and pupil numbers are therefore unknown at this stage.

The medical centre unit is outline only, with the final unit offering and end occupier to be confirmed under a reserved matters application.

A Transport Assessment (TA) supporting the application was prepared by Corun Associates Ltd in July 2024.

An accompanying Framework Travel Plan (FTP) to cover the mixed-use development was also prepared by Corun Associates Ltd in October 2024.

Herefordshire Council (HC) have reviewed the submitted TA and FTP and provided comments in a memorandum dated 13<sup>th</sup> December 2024. A copy of this memorandum is contained at **Appendix A**.

This TN has been prepared to address the comments received from HC.

Each HC comment is identified in **red text**, and addressed separately in the following section.

Since submission of the TA, updated site layout plans have been produced in response to HC comments received. The updated layout plans and all other associated drawings are contained at **Appendix B**.

## 2) Response to HC Comments

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### **Comment 1 – Access**

*The proposed access arrangement requires modification. As shown in the submitted plans, the HGV manoeuvre does not maintain a consistent alignment when negotiating the junction and internal carriageway. To address this, potential adjustments may include relocating the junction further northwest, closer to the Lidl sign, or widening the junction to better accommodate HGV turning movements. Tracking needs to be provided for the altered access.*

The proposed development would be anticipated to generate only a very small volume of HGV trips into the site, with no more than a couple of HGV trips anticipated over any individual day.

As identified in the tracking drawings contained at **Appendix B** of this TN, the updated layout provides sufficient capacity and visibility to accommodate HGV movements through the proposed site access and internal layout.

### **Comment 2a – Pedestrian and Cyclist Access (access links)**

*The pedestrian and cyclist access into the site requires modification. The proposed access currently accommodates only pedestrians, with widths designed exclusively for pedestrian use. The non-motorised accesses into the site appear to be narrow and not very welcoming, one of the aims of the site should be to increase connectivity to the site via means other than a private vehicle. To ensure adequate provision for cyclists, these access routes should be widened to a minimum of 3 metres. The access adjacent to the nursery should also be widened to at least 3 metres to facilitate shared use by pedestrians and cyclists. Links should be provided from the Hawk Rise development into the site to allow Hawk Rise residents to access the site without going via Leaddon Way.*

In line with the above comments, the identified internal access links have been increased in width to 3m, as identified on the revised layout drawings at **Appendix B** of this TN.

Third party land ownership prevents a direct link into the Hawk Rise development. However, the site is still very well connected to the Hawk Rise development. A direct link between the sites would only provide benefit to a small proportion of Hawk Rise units located in the south west of the site only.

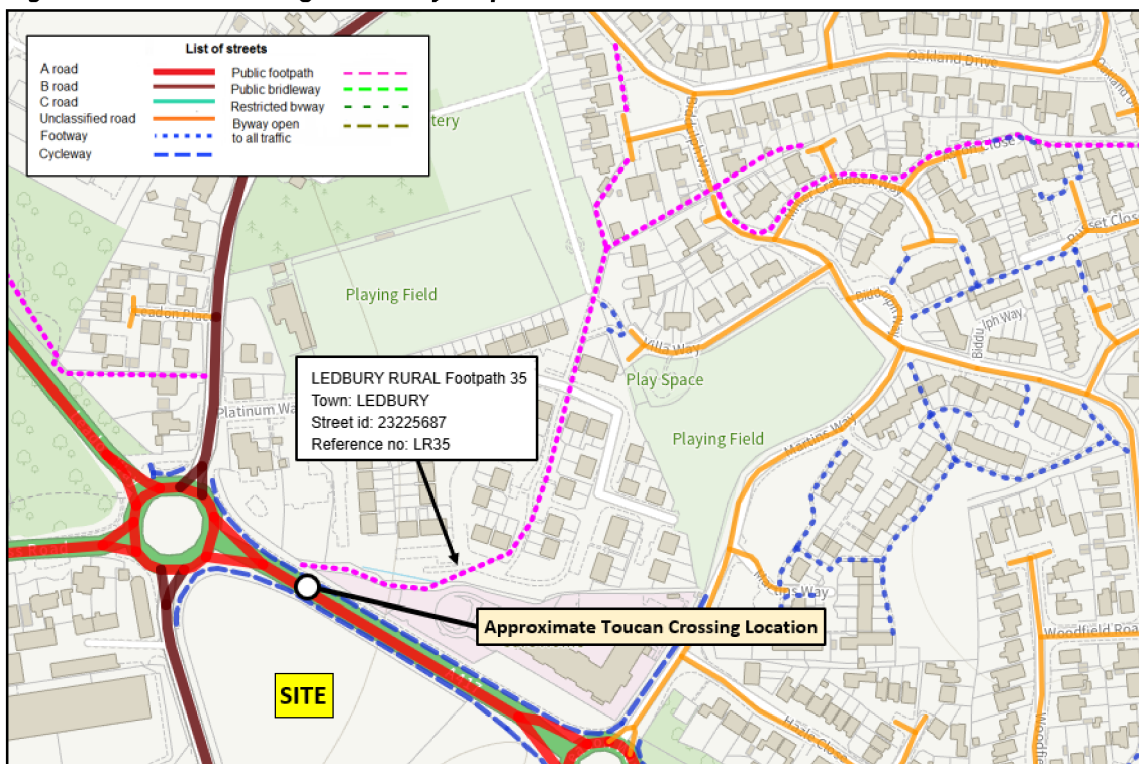
## Comment 2b – Pedestrian and Cyclist Access (toucan crossing)

*Additionally, the proposed Toucan crossing should be relocated further east to align with the existing and improved Public Right of Way (PROW), enhancing connectivity and providing a more direct route into the site.*

As identified in the drawings contained at **Appendix B** of this TN, the proposed new Toucan crossing has been re-located to a position 60m east from the Full Pitcher roundabout (CD 116 requires it to be a minimum of 60m from the roundabout give-way).

As shown in **Figure 2.1**, this revised Toucan crossing position is in alignment with the PROW route to the north of Leadon Way, which in turn provides an onward pedestrian route into and through the residential area of Ledbury directly to the north of the site.

**Figure 2.1: HC Public Rights of Way map extract for site area**



Source: herefordshire.gov.uk



## **Comment 2c – Pedestrian and Cyclist Access (Full Pitcher roundabout)**

*Connections should be provided around the western side of the Full Pitcher roundabout to connect Dymock Road to Ross Road.*

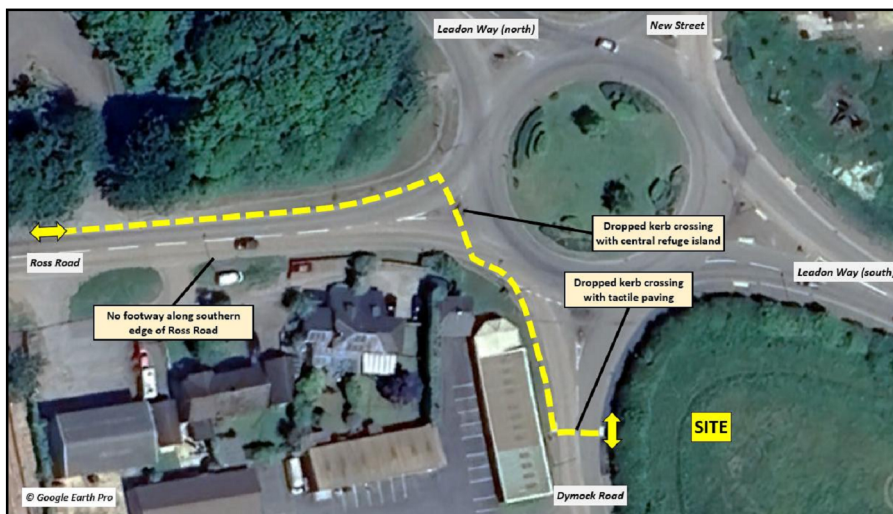
### Full Pitcher Roundabout - Existing Conditions

The Full Pitcher roundabout is a 5-arm roundabout junction between Leadon Way (A449 north and south arms), Ross Road (A449 west arm), New Street (B4216 north arm), and Dymock Road (B4216 south arm).

Under current conditions, pedestrian movements across all arms of the junction are accommodated via dropped kerb arrangements. As outlined within the July 2024 TA, there are no existing highway safety issues at this junction, with no pedestrian accidents identified within the latest 5-year study period analysed.

Existing pedestrian connections at the roundabout between Dymock Road and Ross Road are identified on **Figure 2.2**. This identifies that Ross Road includes a narrow footway along the northern side of the carriageway, with no footway along the southern edge of the carriageway. A dropped kerb arrangement (including central refuge island) connects to a footway along the western edge of the B4216 Dymock Road arm of the junction. Onward movements into the site are then accommodated via a further dropped kerb crossing connecting between footways along either side of the Dymock Road carriageway.

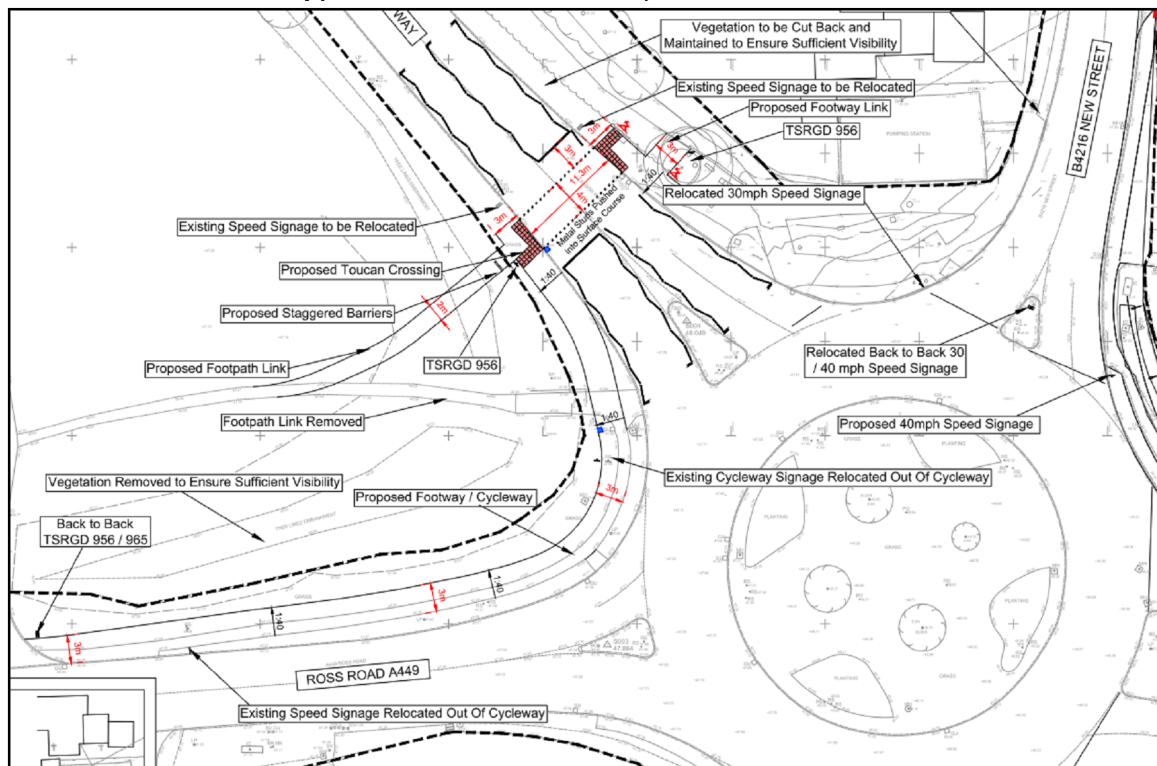
**Figure 2.2: Existing pedestrian connections provided at Full Pitcher roundabout between Dymock Road and Ross Road**



## Full Pitcher Roundabout – Proposed Improvement Works

As identified in the July 2024 TA, it is noted that improvement works are anticipated at the Full Pitcher roundabout, in line with the ongoing Full Pitcher residential development to be developed on land to the rear of the Full Pitcher pub (93 dwellings, as per application ref: 194182). This application was granted under conditions in January 2021. Conditions 8 and 16 of this application relate to the Full Pitcher roundabout works, outlining that the development shall not be occupied until details of the Full Pitcher roundabout works have been submitted and agreed with the LPA. A non-material amendment to the application was consented in June 2024 for a variation of the wording of Conditions 8 and 16 (application ref: 240803). This consented application was in conjunction with drawings submitted which identified the proposed Full Pitcher roundabout improvement works. **Extract 2.1** shows the outlined Full Pitcher roundabout improvement proposals.

### **Extract 2.1: Proposed Full Pitcher active travel improvement works (as per extract from drawing 410G submitted within application reference 240803)**



These improvements include provision of a Toucan crossing along the Leadon Way (north) arm of the roundabout, as well as widening works (up to 3m) to the existing footway along the northern edge of the Ross Road arm. These works would therefore provide an improved route for west / east pedestrian movements across the roundabout, especially for movements between Ross Road and Leadon Way (south arm).

### *Proposed Development Pedestrian Trip Origins*

The proposed development is located in the south west of the Ledbury settlement area. The majority of pedestrian trips generated at the site will originate from within the wider Ledbury settlement area to the north and east of the site respectively, and will therefore access the site along pedestrian routes in these directions. The proposed new Toucan crossing to be provided directly north of the site along Leadon Way, and the proposed active travel links into the north of the site will therefore provide excellent accessibility to accommodate these pedestrian movements.

There are only a limited number of developments located immediately to the south and west of the Full Pitcher roundabout. These include the industrial units located directly west of the site along Dymock Road. Any pedestrian movements to the site generated from these existing industrial units can be accommodated via the existing dropped kerb arrangement along Dymock Road.

Only a few residential units and the sites of Leadbury RFC, Leadon House hotel, Leadon cricket club, and an auction centre are located further west along Ross Road in the vicinity of the Full Pitcher roundabout. Any pedestrian movements to the site generated from these developments would be minimal.

As such, the proposed development would be anticipated to generate a negligible volume of pedestrian movements utilising the footway along the northern edge of Ross Road. Any such pedestrian movements generated along this route would be able to access the site via the existing dropped kerb arrangements across Ross Road and Dymock Road (as previously identified in **Figure 2.2**), or alternatively and via only a short diversion, would be able to access the site via the (to be) improved pedestrian route across the north of the full pitcher roundabout, which in turn would then connect into the proposed new Toucan crossing to be provided directly north of the site along Ledbury Way.

## Comment 2c Summary

Good active travel route options will therefore be in place to accommodate any pedestrian trips generated to the site from Ross Road, and it is not therefore considered necessary to provide any further pedestrian improvements at the Full Pitcher roundabout to accommodate these minimal movements.

## **Comment 2d – Pedestrian and Cyclist Access (hedgerow)**

*Furthermore, the hedgerow along the eastern pedestrian access, which extends past the nursery, should either be removed or reduced in height to maintain visibility and prevent the route from becoming hidden. Good natural surveillance will encourage use.*

The landscaping and hedgerow management proposals for the site are outlined on the relevant drawings contained at **Appendix B** of this TN.

In line with the above comment, the landscaping team have confirmed that the hedgerow in question past the nursery unit is to be 'laid'. This means the width of the hedge will be reduced back to the stem line of the hedge, and the stems bent and laid back and held in place by stakes (as per below image examples). This will reduce the height of the hedge in the proposals to 1.5m structure.





The hedge will be managed by incremental trimming to an eventual height of maximum 3.0m. The sides will also be trimmed incrementally, ensuring visibility splay requirements along the roadside of the hedge (along Leadon Way) are maintained, while allowing the site side of the hedge to grow wider.

**Comment 2e – Pedestrian and Cyclist Access (LTN 1/20)**

*It is noted that LTN 1/20 has not been used as part of the assessment submitted in the Transport Assessment. Details should be provided on how the proposals align with LTN 1/20*

**LTN 1/20**

The DfT document 'Local Transport Note 1/20, Cycle Infrastructure Design (July 2020)' provides guidance and good practice for the design of cycle infrastructure at developments. The guidance identifies five core design principles which represent the essential requirements to achieve more people travelling by cycle or on foot. These are that networks and routes should be Coherent, Direct, Safe, Comfortable, and Attractive. Inclusive design and accessibility should run through all five of these core design principles, and the guidance states that designers should always aim to provide infrastructure that meets these principles and therefore caters for the broadest range of people.



The five design principles can be briefly described as follows:

- **Coherent:** Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.
- **Direct:** Directness is measured in both distance and time, and so routes should provide the shortest and fastest way of travelling from place to place.
- **Safe:** Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle. Cycle parking should be sited where people using the facilities can feel safe from traffic and crime, and away from pedestrian paths.
- **Comfortable:** Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting, avoiding steep gradients, excessive or uneven crossfall and adverse camber. The need to interact with high speed or high-volume motor traffic also decreases user comfort by increasing the level of stress and the mental effort required to cycle.
- **Attractive:** Cycling and walking provide a more sensory experience than driving. People are more directly exposed to the environment they are moving through and value attractive routes through parks, waterfront locations, and well-designed streets and squares. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings, but this also intensifies concerns about personal security and traffic danger. The attractiveness of the route will therefore affect whether users choose cycling as a means of transport

### Proposed Cycle Infrastructure

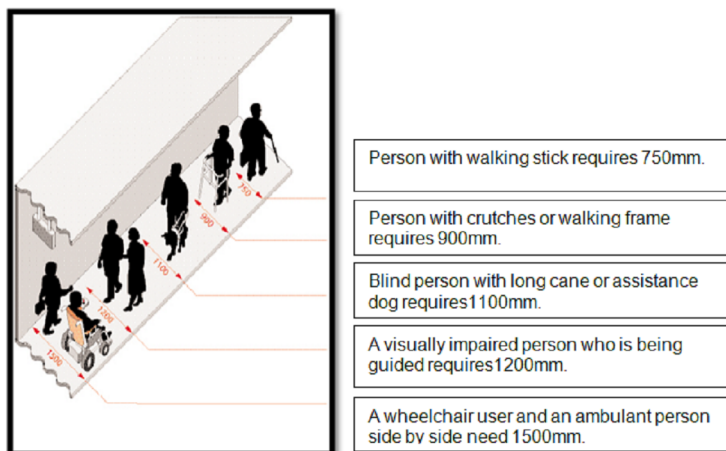
The proposed development includes two pedestrian and cycle access links to be provided into the north of the site, via direct connections into the existing shared use pedestrian and cycle route along the southern edge of the Leadon Way carriageway. These links will be clearly defined, flat, and provide direct desire line routes for cyclists to all units within the site. These links are segregated from internal motor vehicle routes, and where the links are required to cross the internal access road (for continuation to the outline medical centre unit), priority crossing is provided for cyclists and pedestrians. Give way markings will be

identified at the northern end of each link route, where they connect with the existing route along Leadon Way (providing priority movement to Leadon Way cyclists and pedestrians).

As identified under **Comment 2a** of this TN, the internal pedestrian and cyclist access links into the site will be widened to 3.0m, which will ensure adequate provision for cyclists, and improve comfort for all users.

LTN 1/20 identifies that the terms pedestrian and walking include people using mobility aids such as wheelchairs and mobility scooters designed for use on the footway, and people with physical, sensory or cognitive impairments who are travelling on foot. As also shown in **Extract 2.2** below from DfT's 'Inclusive Mobility' document (2002), a minimum of 1.5m is required to comfortably accommodate a range of users from a person with a walking stick, up to a wheelchair user and an ambulant person side by side.

**Extract 2.2: Footway widths (DfT 'Inclusive Mobility' 2002)**



Further to this, paragraph 5.2.3 of LTN 1/20 identifies that '*Cyclists travelling side by side (on a level surface) require a minimum space of 1.0m each plus 0.5m separation between them*'. This therefore equates to a minimum width of 2.5m. Table 5-2 of LTN 1/20 also states that for a 2-way cycle route (including light segregation) on a route with less than 300 cycles per hour (as anticipated at the site), a desirable minimum width of 3.0m is required, with an absolute minimum width of 2.0m.

The proposed internal pedestrian and cycle access link widths of 3m are therefore more than suitable for a variety of users, and conform with LTN 1/20 requirements.

As shown on Corun Drawing PL03 at **Appendix B** of this TN, visibility splays for the two links onto the existing footway / cycleway along Leadon Way achieve the required 2.4m x 31m visibility (based on a 30kph design speed) in accordance with LTN 1/20 Tables 5-4 and 5-5.

To further enhance pedestrian and cyclist accessibility into the site, a 4m wide Toucan crossing is proposed on the A449 Leadon Way (eastern) roundabout arm of the Full Pitcher roundabout junction, directly north of the site. This will provide a safe and convenient crossing point across Leadon Way, and also provide an onward connection into a PROW route continuing north into the wider Ledbury area. As identified under **Comment 2b** of this TN, the final location and design of this crossing is to be agreed with HC, and will be compliant with LTN 1/20.

### [Proposed Cycle Parking](#)

With regards cycle parking, LTN 1/20 states that secure parking at workplaces should be close to the main entrances, and easy to access from the local cycle route network, and that small clusters of stands close to main attractors are preferable to one central 'hub'.

Cycle parking will be accommodated separately at each unit on the site, provided at a level in line with HC minimum standards.

As identified under **Comment 2h** of this TN, the cycle parking stands at the foodstore unit are conveniently located directly at the end of the pedestrian and cycle access link into the unit, while also providing good surveillance from the checkout area. These Sheffield stand spaces will be provided so that sufficient space is also available to accommodate larger style bikes (tricycles etc).

The nursery unit will provide secured long-stay cycle parking within the curtilage of the unit. This secure parking area will also be able to accommodate child bikes / scooters, which would assist in storage for any nursery children which may cycle / scooter to and from the site with a parent / guardian. Additional short stay cycle parking is also provided in Sheffield type stands at the unit frontage.

Cycle parking provision for the proposed medical centre unit will be confirmed at the reserved matters stage.



Each unit on the site will include their own Travel Plan, managed by a Travel Plan Co-ordinator. To ensure the internal cycle links and cycle parking facilities are well maintained across the site, the Travel Plan Co-ordinators will undertake regular audits of all routes and facilities, and organise / report any required maintenance with land owners and HC.

#### Comment 2e Summary

As identified above, cycle accessibility at the proposed development complies with the LTN 1/20 design principles of being Coherent, Direct, Safe, Comfortable, and Attractive.

#### **Comment 2f – Pedestrian and Cyclist Access (disabled parking)**

*In accordance with Herefordshire Council (HC) policy, a minimum of 10% of parking spaces must be allocated for disabled users. It is essential that the parking provision across all individual sites complies with this requirement.*

Parking standards for Herefordshire are set out in the HC document 'Highways Design Guide for New Developments (July 2006)'.

#### Parking Provision – Foodstore Unit

In line with the HC comments received, parking provision for the foodstore unit has been amended slightly, with the associated car park area now containing 101 car parking spaces, to include 10 disabled spaces, 8 parent and child spaces, and 2 EV charging spaces. This equates to a disabled provision of approximately 10%, which is in line with HC policy.

The revised parking layout at the foodstore unit is identified on the drawings contained at **Appendix B** of this TN.

The proposed foodstore unit has a GEA of 1,861m<sup>2</sup>. In the parking standards however, there is no category for supermarkets under 2,000m<sup>2</sup>. On this basis the 'Standalone supermarket over 2,000m<sup>2</sup> GFA in an out of centre location' would be most appropriate to use. This category has therefore been applied in calculating the parking requirements for the proposed foodstore unit.

HC standards require 1 car parking space per 20m<sup>2</sup> of GFA for the identified supermarket category. For the proposed foodstore unit, this equates to approximately 93 car parking spaces.

Although the proposed provision of 101 spaces is slightly over the HC standards, with the accessibility of the site to non-car mode of travel, this level of car parking is not anticipated to deter from active travel modes of travel at the site.

As also identified under **Comment 2g** of this TN, the spaces provided within the foodstore unit parking area will also be available to accommodate short stay parking requirements during drop-off and pick-up periods at the neighbouring nursery unit. A parking accumulation (**Table 2.1**) has identified this parking arrangement provides sufficient space to accommodate all anticipated parking demand at the site, while also ensuring the nursery unit is not dominated by an overly large parking area.

#### Disabled Parking Provision – Nursery Unit

Parking at the nursery unit is discussed in **Comment 2g**.

#### Disabled Parking Provision – Medical Centre

The medical centre unit is outline only, with the final unit offering and end occupier to be confirmed under a reserved matters application. The layout plans contained at **Appendix B** of this TN identify that the medical centre unit will provide a total of 53 car parking, with 6 enhanced spaces allocated for disabled users. This equates to a disabled provision of approximately 11%.

There is scope to amend the precise parking requirement at the medical centre at reserved matters stage when end user requirements are confirmed. Should parking at the unit be amended, a minimum of 10% provision of enhanced spaces for disabled users will be maintained.

#### **Comment 2g – Pedestrian and Cyclist Access (nursery parking)**

*The proposed parking for the nursery does not meet the standards set out in the HC Design Guide, which bases its calculations on Gross Floor Space (GFS). The guidance stipulates the need for 45 parking spaces, including 5 designated disabled bays. However, the current proposal provides only 24 spaces, with just 1 allocated for disabled users.*

*To address this shortfall, the parking provision should be revised to meet the HC Design Guide requirements. Alternatively, further details should be provided on how the nursery intends to manage drop-off and pick-up*

*times to ensure safe and efficient access, minimise congestion, prevent adverse impacts on the local highway network, and avoid additional pressure on existing parking facilities during peak periods.*

*The submitted documents reference a looped area intended to facilitate drop-off and pick-up. However, given the limited number of parking spaces, there is concern that during peak times this could lead to vehicle stacking, potentially obstructing the other site accesses and affecting the adopted highway.*

*Further clarification is requested on the operational aspects of the nursery, including whether there are standardised drop-off and pick-up times and how many children are expected to be accommodated during these periods as well as staffing numbers. This information is essential to accurately assess the impact on traffic flow and parking demand.*

For a nursery use, the HC standards require 1 car parking space per member of staff, or per 15m<sup>2</sup> of GFA (whichever is greater). This provision is based on a standalone unit, and would accommodate all parking requirements at the site. The guidance makes no reference to any difference between long-stay parking demands (staff parking etc) and short-stay parking demands (pick-up / drop-off parking) at these uses.

The proposed nursery unit has a GEA of 362m<sup>2</sup>, and total GFA of 669m<sup>2</sup>. An end occupier for the nursery unit is yet to be confirmed. Anticipated staffing and pupil numbers are therefore unknown at this stage.

Based on total GFA therefore, the proposed nursery unit would require approximately 45 car parking spaces.

The layout plans contained at **Appendix B** of this TN identify that the nursery unit will provide a total of 24 car parking spaces, including 1 enhanced space allocated for disabled users. These spaces will primarily be utilised to accommodate long-stay staff and operational parking requirements at the nursery unit, and is deemed sufficient for these requirements.

The nursery unit however will also generate short-stay parking demand during pupil drop-off and pick-up periods.

Any un-utilised parking spaces at the nursery car park would be available to accommodate some pupil drop-off and pick-up parking requirements. Additionally, spaces located within the adjoining foodstore unit car park will also be available to accommodate pupil drop-off and pick-up parking requirements at the nursery unit.

A direct pedestrian link is provided between the nursery unit and foodstore car park to accommodate pedestrian movements, and the parents / guardians will be informed that drop-off / pick-up parking can be undertaken within the foodstore unit car park.

Providing parking for drop-off and pick-up requirements via this arrangement will both ensure that sufficient parking spaces are provided on the site as a whole (preventing overspill onto the surrounding highway network), while also ensuring that the nursery unit is not dominated by an overly large parking area, where spaces would be un-occupied for the majority of the time.

Nursery staff members will be visible and present during drop-off and pick-up periods, to manage parking as required, and ensure the free flow of traffic through the car park areas. The end user of the nursery unit is not yet known. A parking management strategy setting out how drop-off and pick up parking will be managed at the nursery will however be prepared by the confirmed end user, prior to opening of the nursery unit.

To ensure sufficient space is provided to accommodate parking needs across both the nursery and foodstore units, a weekday parking accumulation is set out in **Table 2.1** of this TN. This parking accumulation has been developed using the anticipated trip generations for each unit, as outlined within the July 2024 TA (TA Tables 6.1 and 6.4).

*Note: Within the July 2024 TA, trip generation for the nursery unit was based on a unit GEA of 362m<sup>2</sup>. The layout plans contained at **Appendix B** of this TN identify GFA for both the first and second floors of the nursery unit, with a total unit GFA of 669m<sup>2</sup>. As such, the trip generation for the nursery unit within the parking accumulation has been amended to reference this larger total GFA value.*

*With regards the impact assessment work outlined in the July 2024 TA, these also used the GEA calculated trip generation values. **Section 3** of this TN provides a breakdown on how the GEA and total GFA trip generations for the nursery unit compare.*

**Table 2.1: Weekday parking accumulation for proposed foodstore and nursery units**

| Time Period   | Arrival Trips  |              |                   | Departure Trips |              |                     | Total Parking Accumulation* |
|---------------|----------------|--------------|-------------------|-----------------|--------------|---------------------|-----------------------------|
|               | Foodstore Unit | Nursery Unit | Combined Arrivals | Foodstore Unit  | Nursery Unit | Combined Departures |                             |
| 07:00 - 08:00 | 11             | 16           | 27                | 4               | 5            | 9                   | 18                          |
| 08:00 - 09:00 | 56             | 20           | 76                | 38              | 17           | 55                  | 39                          |
| 09:00 - 10:00 | 67             | 7            | 74                | 63              | 6            | 69                  | 44                          |
| 10:00 - 11:00 | 85             | 4            | 89                | 77              | 2            | 79                  | 54                          |
| 11:00 - 12:00 | 91             | 3            | 94                | 87              | 2            | 89                  | 59                          |
| 12:00 - 13:00 | 96             | 5            | 101               | 94              | 8            | 102                 | 58                          |
| 13:00 - 14:00 | 97             | 5            | 102               | 99              | 8            | 107                 | 53                          |
| 14:00 - 15:00 | 97             | 2            | 99                | 101             | 3            | 104                 | 48                          |
| 15:00 - 16:00 | 101            | 4            | 105               | 101             | 5            | 106                 | 47                          |
| 16:00 - 17:00 | 94             | 6            | 100               | 93              | 7            | 100                 | 47                          |
| 17:00 - 18:00 | 92             | 16           | 108               | 93              | 21           | 114                 | 41                          |
| 18:00 - 19:00 | 67             | 1            | 68                | 77              | 6            | 83                  | 26                          |

\* Assumes both car park areas are empty at the start of the accumulation period

**Table 2.1** identifies that the maximum weekday parking accumulation for both the foodstore and nursery units would be approximately just 59 spaces. A total of 125 spaces are to be provided between these units, which would therefore be more than sufficient to accommodate total parking demand.

Although it is agreed that parking provided within the associated nursery unit car park is below the HC stated requirements for an individual unit of this type, the above provides clarity on how short-stay parking for the nursery unit can also be accommodated within additional available parking spaces across the wider site. This parking arrangement provides sufficient space to accommodate all anticipated parking demand at the site, while also ensuring the nursery unit is not dominated by an overly large parking area.

### **Comment 2h – Pedestrian and Cyclist Access (foodstore cycle parking)**

*The cycle parking should be relocated nearer the front of the store to allow for better security and convenience for customers while ensuring easier surveillance and accessibility. The proposed location is located too near the pedestrian access and bikes could easily be removed without noticing. Cycle electric chargers should also look to be provided.*

Cycle parking at the foodstore unit will be provided in Sheffield stands located along the north of the western edge of the unit. This position is under the store canopy, overlooked by the checkout area (allowing good

surveillance of spaces), and also located directly at the end of the western pedestrian and cycle access link into the site. This position is therefore considered the most appropriate and in line with LTN 1/20.

Additional electric cycle charging for staff can be accommodated within the foodstore unit if required. It would be assumed the responsibility for any customers accessing the site by electric cycle to ensure their bike is sufficiently charged prior to making a visit to the store. No external cycle charging facilities are therefore deemed necessary.

### **Comment 2i – Pedestrian and Cyclist Access (bus services)**

*Bus services - To promote sustainable transport and encourage the use of public transport for the site, it is essential to provide well-placed bus stops in close proximity. While existing bus stop facilities serve the area, an additional stop nearer to the site would enhance accessibility and improve service. Engaging with the Public Transport department and local bus providers to provide an extension of the 600 service, which operates around Ledbury, would ensure better connectivity for the site. An assessment of bus stop provision on Leadon way should be undertaken.*

This comment is similar to that raised during a previous application for a similar scheme on the site, which was previously referred to within Section 3 of the July 2024 TA to support this application.

This previous application was submitted in 2020 (HC application reference: 201718), and was supported by a TA prepared by 'PJA' in May 2020. The application was refused, but this was not a result of transport matters, which were resolved with HC Highways during the application period.

Following submission of the May 2020 TA for the previous application on the site, HC similarly requested that local providers be approached to explore potential for a stop and / or accessibility onto the site for busses.

A follow up TN to the application (prepared by 'PJA' in November 2020) however identified that the site was already adequately served by existing bus services, and that no further action was required on this matter. This was agreed with HC.

Bus service accessibility to the site has been summarised in Section 2 of the July 2024 TA to support the current application on the site. The level of services available at the site are in line with those identified to be available in the 2020 TA and TN.

As such, no further action is again deemed to be required on this matter. The applicant however is willing to enter into discussion with HC over a potential delivery of a new bus stop along Leadon Way, as it has potential to benefit the proposals.

### **Comment 2j – Pedestrian and Cyclist Access (medical centre)**

*Medical centre – As this is an outline application, the specific details regarding the provision and nature of the proposed medical centre have not been defined. The only element under consideration at this stage is access. This site access is shared with the wider development and is therefore addressed alongside the associated applications. However, no details have been provided in regard to the highway impact of the development which is a consideration under access and therefore part of the application.*

*This issue is further compounded by the lack of detailed information on the intended services within the medical centre—whether it will function as a general practitioner's surgery, dental practice, or a diagnostic facility similar to the recently proposed centre in Hereford.*

*Each of these uses would generate varying levels of traffic and associated vehicle movements. Could the applicant provide further clarification on the intended scope and function of the medical centre to enable a more accurate assessment of its potential impact?*

The medical centre unit is outline only, with the final unit offering and end occupier to be confirmed under a reserved matters application.

Section 6.4 of the July 2024 TA sets out an anticipated trip generation for the medical centre unit. This was developed using the TRICS 'GP Surgery' category, and total unit GIA of 1,650m<sup>2</sup>. This identified trip generation was carried forward into all assessment work set out in the TA.

Of the potential uses at the proposed medical centre unit, it could be considered that a GP surgery or dentist use would be those which would generate the greatest traffic impact (i.e. greatest vehicle trip generators). The trip generation identified for the medical centre unit within the July 2024 TA could therefore be considered robust for the unit.

Other potential more specialist uses (i.e. a diagnostic facility), would be unlikely to generate trips at a greater volume than that identified within the July 2024 TA.

More information on the anticipated trip generation for the outline medical centre unit can be provided to HC during reserved matter stages, once an end occupier is confirmed.

### **Comment 3 – Travel Plan Comments**

*Upon reviewing the Mixed-Use Site Framework Travel Plan (23-00942/TP/01, October 2024), I note the comment 10.1.3: " This FTP has been prepared to set out the general objectives and methodologies to be implement across the wider mixed-use site. Separate site-specific TPs however will be prepared which the end user of each occupied unit on the site will manage." This will provide a clearer understanding of what will occur at each business, and I look forward to reviewing each individual plan.*

*I would request that the site Travel Plan Coordinator join Herefordshire Council's Travel to Work network. It would also be helpful to include how the newsletter will be distributed to staff, ensuring it is available both in hard copy and electronically.*

Individual site TP's will be developed and submitted to HC prior to occupation of each unit.

The Travel Plan Co-ordinator (TPC) at each unit will be encouraged to sign up to the HC Travel to Work network.

Newsletters will be distributed by either hard copy (mail drop, handed out personally etc) or electronic format (email, intranet etc) as deemed most appropriate at the time by each unit TP.



### 3) Nursery Unit Trip Generation

As outlined under **Comment 2g** in **Section 2** of this TN, within the July 2024 TA, trip generation for the nursery unit was based on a unit GEA of 362m<sup>2</sup>. The layout plans contained at **Appendix B** of this TN identify GFA for both the first and second floors of the nursery unit, with a total unit GIA of 669m<sup>2</sup>. As such this section provides an update on the anticipated trip generation of this unit based on the larger total GIA figure.

The trip generation set out in the July 2024 for both the proposed foodstore and medical centre units on the site were correctly developed against the total GEA and GIA of each unit respectively.

#### Nursery Unit Trip Generation Based on GEA

**Table 3.1** sets out the previously calculated trip generation for the nursery unit based on the 362m<sup>2</sup> GEA value.

**Table 3.1: Proposed nursery unit, anticipated weekday vehicular trip generation, based on 362m<sup>2</sup> GEA as set out in July 2024 TA**

| Time Period    | Trip Rates (per 100m <sup>2</sup> GFA) |       |       | Total Trips (all vehicles) |      |       |
|----------------|--|-------|-------|----------------------------|------|-------|
|                | Arr.                                   | Dep.  | Total | Arr.                       | Dep. | Total |
| 07:00 - 08:00  | 2.455                                  | 0.778 | 3.233 | 9                          | 3    | 12    |
| 08:00 - 09:00  | 3.024                                  | 2.515 | 5.539 | 11                         | 9    | 20    |
| 09:00 - 10:00  | 1.048                                  | 0.928 | 1.976 | 4                          | 3    | 7     |
| 10:00 - 11:00  | 0.659                                  | 0.359 | 1.018 | 2                          | 1    | 3     |
| 11:00 - 12:00  | 0.449                                  | 0.299 | 0.748 | 2                          | 1    | 3     |
| 12:00 - 13:00  | 0.749                                  | 1.228 | 1.977 | 3                          | 4    | 7     |
| 13:00 - 14:00  | 0.778                                  | 1.138 | 1.916 | 3                          | 4    | 7     |
| 14:00 - 15:00  | 0.269                                  | 0.449 | 0.718 | 1                          | 2    | 3     |
| 15:00 - 16:00  | 0.659                                  | 0.689 | 1.348 | 2                          | 2    | 4     |
| 16:00 - 17:00  | 0.898                                  | 0.988 | 1.886 | 3                          | 4    | 7     |
| 17:00 - 18:00  | 2.395                                  | 3.174 | 5.569 | 9                          | 11   | 20    |
| 18:00 - 19:00  | 0.125                                  | 0.878 | 1.003 | 0                          | 3    | 3     |
| 12-Hour Period | -                                      | -     | -     | 49                         | 47   | 96    |

*Note: highlight identifies weekday peak hour in two-way vehicle trips*

Based on the GEA value, **Table 3.1** identifies that the nursery unit would be anticipated to generate a total of 96 total two-way vehicular trips over the 12-hour weekday period. The peak hours in trips over the weekday period would be anticipated to occur between both 08:00 to 09:00 and 17:00 to 18:00 with 20 total two-way trips during each respectively.

### **Nursery Unit Trip Generation Based on Total GIA**

**Table 3.2** of this TN sets out the anticipated trip generation for the nursery unit based on the 669m<sup>2</sup> total GIA value.

**Table 3.2: Proposed nursery unit, anticipated weekday vehicular trip generation, based on 669m<sup>2</sup> total GIA**

| Time Period    | Trip Rates (per 100m <sup>2</sup> GFA) |       |       | Total Trips (all vehicles) |      |       | Difference from GEA calculated trips |      |       |
|----------------|--|-------|-------|----------------------------|------|-------|--------------------------------------|------|-------|
|                | Arr.                                   | Dep.  | Total | Arr.                       | Dep. | Total | Arr.                                 | Dep. | Total |
| 07:00 - 08:00  | 2.455                                  | 0.778 | 3.233 | 16                         | 5    | 21    | +7                                   | +2   | +9    |
| 08:00 - 09:00  | 3.024                                  | 2.515 | 5.539 | 20                         | 17   | 37    | +9                                   | +8   | +17   |
| 09:00 - 10:00  | 1.048                                  | 0.928 | 1.976 | 7                          | 6    | 13    | +3                                   | +3   | +6    |
| 10:00 - 11:00  | 0.659                                  | 0.359 | 1.018 | 4                          | 2    | 6     | +2                                   | +1   | +3    |
| 11:00 - 12:00  | 0.449                                  | 0.299 | 0.748 | 3                          | 2    | 5     | +1                                   | +1   | +2    |
| 12:00 - 13:00  | 0.749                                  | 1.228 | 1.977 | 5                          | 8    | 13    | +2                                   | +4   | +6    |
| 13:00 - 14:00  | 0.778                                  | 1.138 | 1.916 | 5                          | 8    | 13    | +2                                   | +4   | +6    |
| 14:00 - 15:00  | 0.269                                  | 0.449 | 0.718 | 2                          | 3    | 5     | +1                                   | +1   | +2    |
| 15:00 - 16:00  | 0.659                                  | 0.689 | 1.348 | 4                          | 5    | 9     | +2                                   | +3   | +5    |
| 16:00 - 17:00  | 0.898                                  | 0.988 | 1.886 | 6                          | 7    | 13    | +3                                   | +3   | +6    |
| 17:00 - 18:00  | 2.395                                  | 3.174 | 5.569 | 16                         | 21   | 37    | +7                                   | +10  | +17   |
| 18:00 - 19:00  | 0.125                                  | 0.878 | 1.003 | 1                          | 6    | 7     | +1                                   | +3   | +4    |
| 12-Hour Period | -                                      | -     | -     | 89                         | 90   | 179   | +40                                  | +43  | +83   |

*Note: highlight identifies weekday peak hour in two-way vehicle trips*

Based on the total GIA value, **Table 3.2** identifies that the nursery unit would be anticipated to generate a total of 179 total two-way vehicular trips over the 12-hour weekday period. The peak hours in trips over the weekday period would be anticipated to occur between both 08:00 to 09:00 and 17:00 to 18:00 with 37 total two-way trips during each respectively.

In comparison to the GEA calculated trips, this equates to an increase across the 12-hour weekday period of approximately +83 two-way vehicle trips, and a maximum increase of approximately +17 two-way vehicle trips over any hour period.

## **Nursery Unit Trip Generation Summary**

Applying a vehicle trip generation on the total proposed GIA of the nursery unit has a minimal change in trips when compared to that generated against the unit GEA. This minimal volume of additional vehicle trips would have a negligible additional impact on capacity across the study network set out in the TA.

The impact assessment work within the July 2024 TA concluded the following:

*8.8.1 In summary, the modelling has identified that the proposed new access junction would be expected to operate well within theoretical capacity with the proposed development in operation.*

*8.8.2 The impact of the proposed development has been shown to be negligible on the junctions surrounding the site deemed most sensitive to traffic increases. Junction modelling has identified that even when including for robust levels of anticipated development traffic, all assessment junctions are anticipated to operate within theoretical capacity in future year scenarios up to 2030.*

*8.8.3 It is evident therefore, that the proposed development would not be anticipated to cause any significant capacity issues on the surrounding highway network to the site.*

The minimal change in anticipated trip generation for the nursery unit as outlined within this TN, would not therefore significantly change the anticipated vehicle impact of the development proposals from that previously assessed in the July 2024 TA, and as the assessment network was concluded to have more than sufficient capacity to accommodate the additional development traffic, the conclusions made within the July 2024 would remain the same, even if considering for trips generated against total GIA at the nursery unit.

## ***4) Summary and Conclusion***

---

This TN has provided a response to all of the HC comments raised within their review of the originally submitted TA to support the proposed mixed-use development within Ledbury.

This TN has set out how all HC comments have been addressed, with an updated site layout plan developed in response to these comments.

As was originally concluded in the TA, this TN has identified that the proposed development is compliant with local and national planning policy, and will not have any significant negative impact on either the local or wider highway network. As such, there is no reason in highway and transportation terms why the proposed development should not be granted consent.

## **Appendix A**

HC Memorandum

## MEMORANDUM

To : Internal Consultee – Transportation Department

From : Mr Ollie Jones, Planning Services, Plough Lane Offices – H26

Tel : 01432 260504 My Ref : 242783

Date : 13/12/2024 Your Ref :

---

|                          |   |
|--------------------------|---|
| <b>SITE:</b>             | Land South of Leadon Way (A417) and East of Dymock Road (B4216), Ledbury, Herefordshire   |
| <b>APPLICATION TYPE:</b> | Outline   |
| <b>DESCRIPTION:</b>      | A hybrid planning application comprising: An application for full planning permission for the erection of a Day Nursery (Use Class E (f)) and Foodstore (Use Class E (a)) including access, car parking landscaping and associated work; & an application for outline planning permission for the erection of a medical centre (Use Class E(e)), with access to be determined and all other matters reserved. |
| <b>APPLICATION NO:</b>   | 242783  |
| <b>GRID REFERENCE:</b>   | OS 370392, 236681   |

Please let me have your comments by 06/01/2025. If I have received no response by this date I shall assume that you have no advice to offer. Any comments should be added below and actioned in Civica to the case officer **Mr Ollie Jones**. Should you require further information please contact the Case Officer

The previous application has agreed many issues, however there are several concerns which need to be changed to be acceptable.

### Access

The proposed access arrangement requires modification. As shown in the submitted plans, the HGV manoeuvre does not maintain a consistent alignment when negotiating the junction and internal carriageway. To address this, potential adjustments may include relocating the junction further northwest, closer to the Lidl sign, or widening the junction to better accommodate HGV turning movements. Tracking needs to be provided for the altered access.

### Pedestrian and cyclist access

The pedestrian and cyclist access into the site requires modification. The proposed access currently accommodates only pedestrians, with widths designed exclusively for pedestrian use. The non motorised accesses into the site appear to be narrow and not very welcoming, one of the aims of the site should be to increase connectivity to the site via means other than a private vehicle. To ensure adequate provision for cyclists, these access routes should be widened to a minimum of 3 metres. The access adjacent to the nursery should also be widened to at least 3 metres to facilitate shared use by pedestrians and cyclists. Links should be provided from the Hawk Rise development into the site to allow Hawk Rise residents to access the site without going via Leadon Way.

Additionally, the proposed Toucan crossing should be relocated further east to align with the existing and improved Public Right of Way (PROW), enhancing connectivity and providing a more direct route into the site. Connections should be provided around the western side of the Full Pitcher roundabout to connect Dymock Road to Ross Road.

Furthermore, the hedgerow along the eastern pedestrian access, which extends past the nursery, should either be removed or reduced in height to maintain visibility and prevent the route from becoming hidden. Good natural surveillance will encourage use.

It is noted that LTN 1/20 has not been used as part of the assessment submitted in the Transport Assessment. Details should be provided on how the proposals align with LTN 1/20.

In accordance with Herefordshire Council (HC) policy, a minimum of 10% of parking spaces must be allocated for disabled users. It is essential that the parking provision across all individual sites complies with this requirement.

The proposed parking for the nursery does not meet the standards set out in the HC Design Guide, which bases its calculations on Gross Floor Space (GFS). The guidance stipulates the need for 45 parking spaces, including 5 designated disabled bays. However, the current proposal provides only 24 spaces, with just 1 allocated for disabled users.

To address this shortfall, the parking provision should be revised to meet the HC Design Guide requirements. Alternatively, further details should be provided on how the nursery intends to manage drop-off and pick-up times to ensure safe and efficient access, minimise congestion, prevent adverse impacts on the local highway network, and avoid additional pressure on existing parking facilities during peak periods.

The submitted documents reference a looped area intended to facilitate drop-off and pick-up. However, given the limited number of parking spaces, there is concern that during peak times this could lead to vehicle stacking, potentially obstructing the other site accesses and affecting the adopted highway.

Further clarification is requested on the operational aspects of the nursery, including whether there are standardised drop-off and pick-up times and how many children are expected to be accommodated during these periods as well as staffing numbers. This information is essential to accurately assess the impact on traffic flow and parking demand.

The cycle parking should be relocated nearer the front of the store to allow for better security and convenience for customers while ensuring easier surveillance and accessibility. The proposed location is located too near the pedestrian access and bikes could easily be removed without noticing. Cycle electric chargers should also look to be provided.

Bus services - To promote sustainable transport and encourage the use of public transport for the site, it is essential to provide well-placed bus stops in close proximity. While existing bus stop facilities serve the area, an additional stop nearer to the site would enhance accessibility and improve service. Engaging with the Public Transport department and local bus providers to provide an extension of the 600 service, which operates around Ledbury, would ensure better connectivity for the site. An assessment of bus stop provision on Leadon way should be undertaken.

**Medical centre** – As this is an outline application, the specific details regarding the provision and nature of the proposed medical centre have not been defined. The only element under consideration at this stage is access. This site access is shared with the wider development and is therefore addressed alongside the associated applications. However, no details have been provided in regard to the highway impact of the development which is a consideration under access and therefore part of the application.

This issue is further compounded by the lack of detailed information on the intended services within the medical centre—whether it will function as a general practitioner's surgery, dental practice, or a diagnostic facility similar to the recently proposed centre in Hereford.

Each of these uses would generate varying levels of traffic and associated vehicle movements. Could the applicant provide further clarification on the intended scope and function of the medical centre to enable a more accurate assessment of its potential impact?

**Travel plan comments from - Naomi Hailing, Travel Plan Officer.**

**Number: - P242783/O**

**Location: - Land South of Leadon Way (A417) and East of Dymock Road (B4216) Ledbury Herefordshire**

**Proposal : - A hybrid planning application comprising: An application for full planning permission for the erection of a Day Nursery (Use Class E (f)) and Foodstore (Use Class E (a)) including access, car parking landscaping and associated work; & an application for outline planning permission for the erection of a medical centre (Use Class E(e)), with access to be determined and all other matters reserved.**

Upon reviewing the Mixed-Use Site Framework Travel Plan (23-00942/TP/01, October 2024), I note the comment 10.1.3: " This FTP has been prepared to set out the general objectives and methodologies to be implement across the wider mixed-use site. Separate site-specific TPs however will be prepared which the end user of each occupied unit on the site will manage." This will provide a clearer understanding of what will occur at each business, and I look forward to reviewing each individual plan.

I would request that the site Travel Plan Coordinator join Herefordshire Council's Travel to Work network. It would also be helpful to include how the newsletter will be distributed to staff, ensuring it is available both in hard copy and electronically.

All applicants are reminded that attaining planning consent does not constitute permission to work in the highway. Any applicant wishing to carry out works in the highway should see the various guidance on Herefordshire Council's website:

[www.herefordshire.gov.uk/directory\\_record/1992/street\\_works\\_licence](http://www.herefordshire.gov.uk/directory_record/1992/street_works_licence)  
<https://www.herefordshire.gov.uk/info/200196/roads/707/highways>

**Recommendations:**

|                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/>            | No Highways Objection – No Conditions Required                  |
| <input type="checkbox"/>            | No Highways Objection – With Conditions (List Conditions Below) |
| <input checked="" type="checkbox"/> | Additional Information or Amendment Required                    |
| <input type="checkbox"/>            | Highways Objection (List Reasons Below)                         |

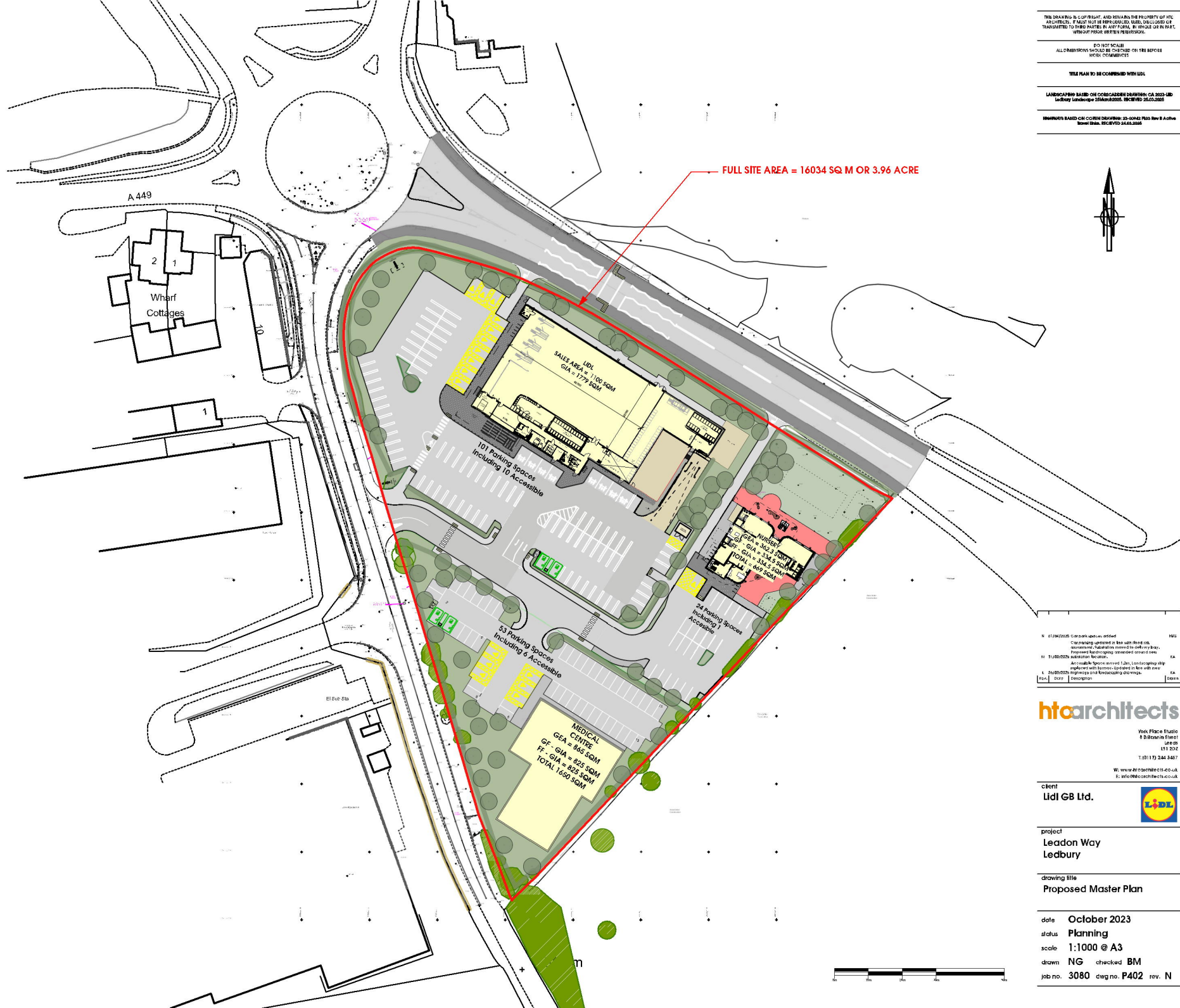
**Returning Area Engineer:**

|                                     |                                  |
|-------------------------------------|----------------------------------|
| <input type="checkbox"/>            | M. Lewis                         |
| <input checked="" type="checkbox"/> | J. Tookey-Williams               |
| <input type="checkbox"/>            | K. Jones                         |
| <input type="checkbox"/>            | A. Mukhtar                       |
| <input checked="" type="checkbox"/> | N. Hailing – Travel Plan officer |
| 26/02/25                            | Date Returned                    |



## **Appendix B**

Updated Site Layout Plans



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DO NOT SCALE  
ALL DIMENSIONS SHOULD BE CHECKED ON THE BEFORE WORK COMMENCEMENT

**TITLE PLAN TO BE COMBINED WITH LID**

LANDSCAPING BASED ON CONCEPTUAL DRAWINGS: CA 2023 LID  
Landscape Architecture: 05/06/2023, RECEIVED: 26/03/2023


HIGHWAYS BASED ON CORIN DRAWINGS: 23-0042 P402 Rev B Active  
Signal Plans: RECEIVED 24.03.2023

|    |            |   |     |
|----|------------|---|-----|
| 1  | 01/04/2023 | Client brief updated  | 140 |
| 2  | 01/04/2023 | Client brief updated in line with third visit, reviewed, submitted to the client for review | 140 |
| 3  | 01/04/2023 | Client brief updated in line with third visit, reviewed, submitted to the client for review | 140 |
| 4  | 01/04/2023 | Client brief updated in line with third visit, reviewed, submitted to the client for review | 140 |
| 5  | 01/04/2023 | Client brief updated in line with third visit, reviewed, submitted to the client for review | 140 |
| 6  | 01/04/2023 | Client brief updated in line with third visit, reviewed, submitted to the client for review | 140 |
| 7  | 01/04/2023 | Client brief updated in line with third visit, reviewed, submitted to the client for review | 140 |
| 8  | 01/04/2023 | Client brief updated in line with third visit, reviewed, submitted to the client for review | 140 |
| 9  | 01/04/2023 | Client brief updated in line with third visit, reviewed, submitted to the client for review | 140 |
| 10 | 01/04/2023 | Client brief updated in line with third visit, reviewed, submitted to the client for review | 140 |

**htcarchitects**

York Place Studio  
8 Billingham Street  
LE11 2DZ  
T: 0115 244 3457  
W: www.htcarchitects.co.uk  
E: info@htcarchitects.co.uk

Client  
**Lidl GB Ltd.**



Project  
**Leadon Way  
Ledbury**

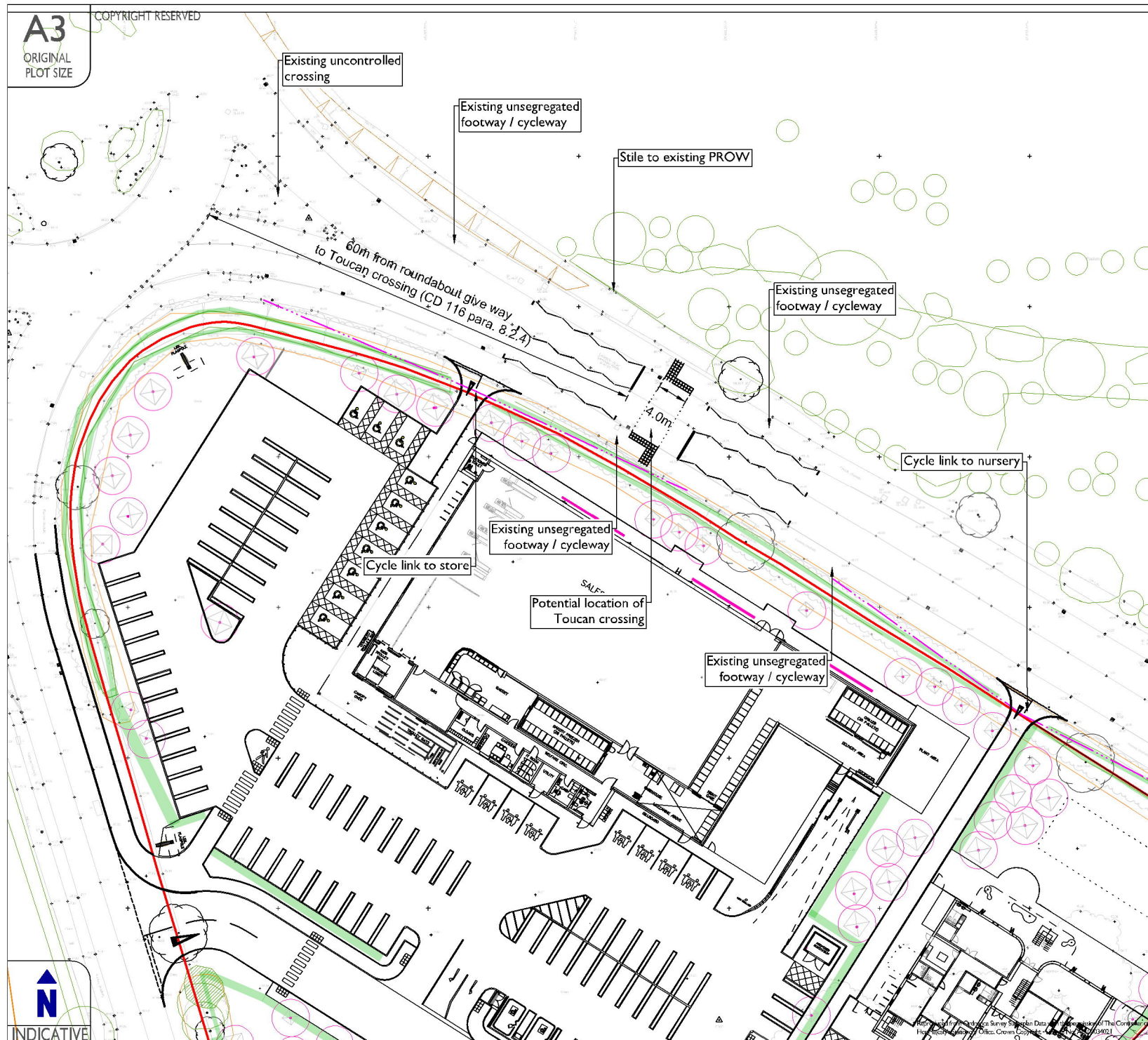
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**Proposed Master Plan**

date **October 2023**  
status **Planning**  
scale **1:1000 @ A3**  
drawn **NG** checked **BM**  
job no. **3080** dwg no. **P402** rev. **N**

A3

ORIGINAL  
PLOT SIZE

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## NOTES:

- I. All works shown are indicative only and subject to confirmation of land ownership / rights of access to undertake works.

| Rev | Date     | Description  | Drawn by | Checked by |
|-----|----------|--|----------|------------|
| D   | 04/04/25 | Landscape plan updated                                 | MP       | MA         |
| C   | 02/04/25 | Masterplan updated to revision N                       | MP       | MA         |
| B   | 25/03/25 | Masterplan updated to revision L                       | MP       | MA         |
| A   | 17/03/25 | Crossing relocated 60m from roundabout to be near PROW | MP       | MA         |

**CORUN**  
Transport and Highway Engineering

Corun Associates Ltd  
Swansea  
E: swansea@corun.co.uk  
W: www.corun.co.uk

CLIENT:

Lidl UK Ltd

PROJECT:

Leadon Way,  
Ledbury

TITLE:

Potential Toucan Crossing

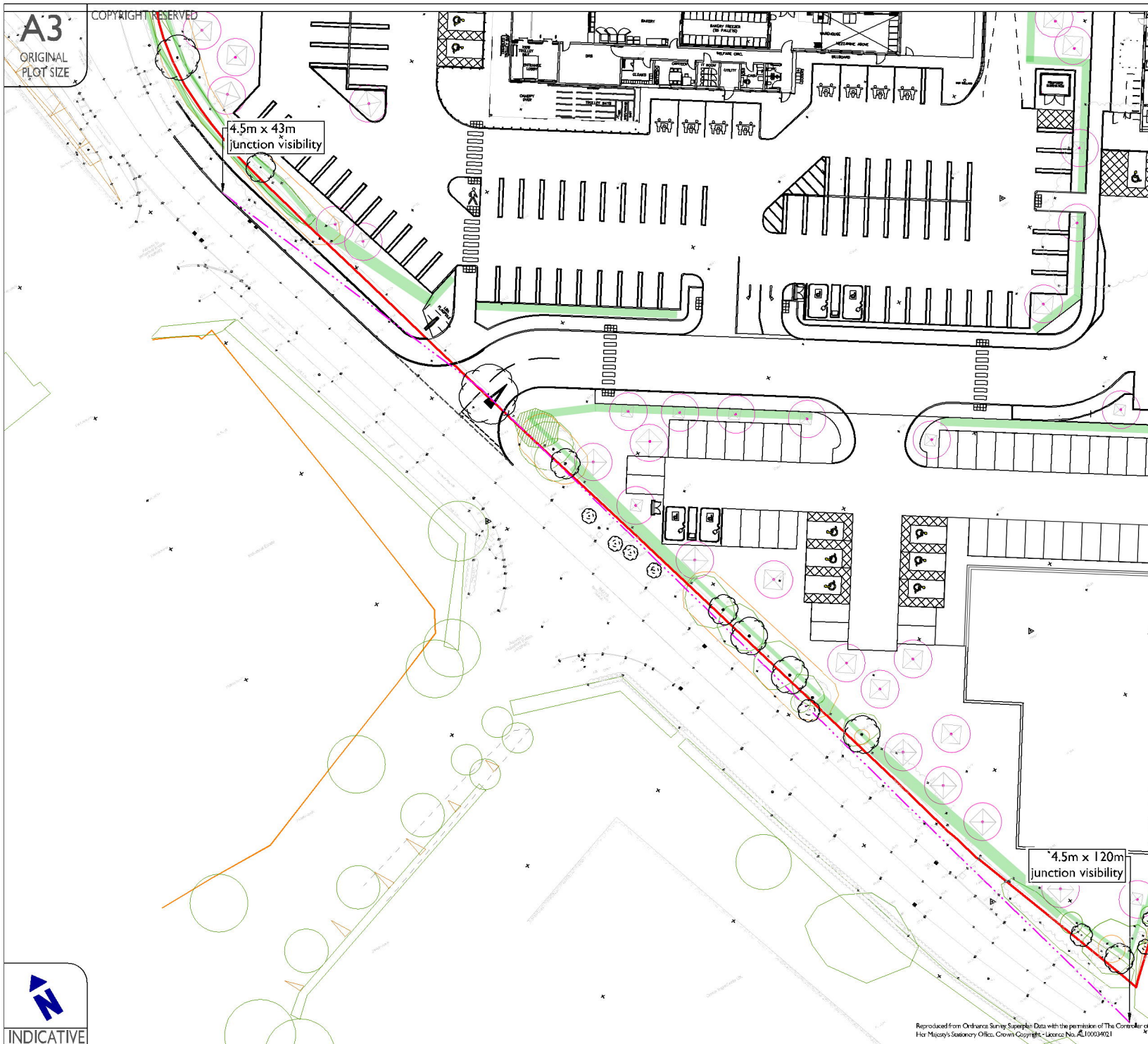
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| JOB NO:  | DRAWING NO: | REVISION: |
|----------|-------------|-----------|
| 23-00942 | PL01        | D         |





A3

ORIGINAL  
PLOT SIZE

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4.5m x 43m  
junction visibility

4.5m x 120m  
junction visibility

NOTES:

- All works shown are indicative only and subject to confirmation of land ownership / rights of access to undertake works.

| Rev | Date     | Details                             | Drawn by | Checked by |
|-----|----------|-------------------------------------|----------|------------|
| D   | 04/04/25 | Landscape landscaping plan inserted | MP       | MA         |
| C   | 01/04/25 | Masterplan updated to revision N    | MP       | MA         |
| B   | 26/03/25 | Masterplan updated to revision L    | MP       | MA         |
| A   | 17/03/25 | Amended to show updated master plan | MP       | MA         |

**CORUN**  
Transport and Highway Engineering

Corun Associates Ltd  
Swansea  
E: [swansea@corunul.com](mailto:swansea@corunul.com)  
W: [www.corunul.com](http://www.corunul.com)

CLIENT:

Lidl UK Ltd

PROJECT:

Leadon Way,  
Ledbury

TITLE:

Access Junction  
Visibility Splays

STATUS:

PRELIMINARY

| SCALE: | DATE:    | DRAWN: | CHECKED: |
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|----------|-------------|-----------|
| 23-00942 | PL02        | D         |

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INDICATIVE

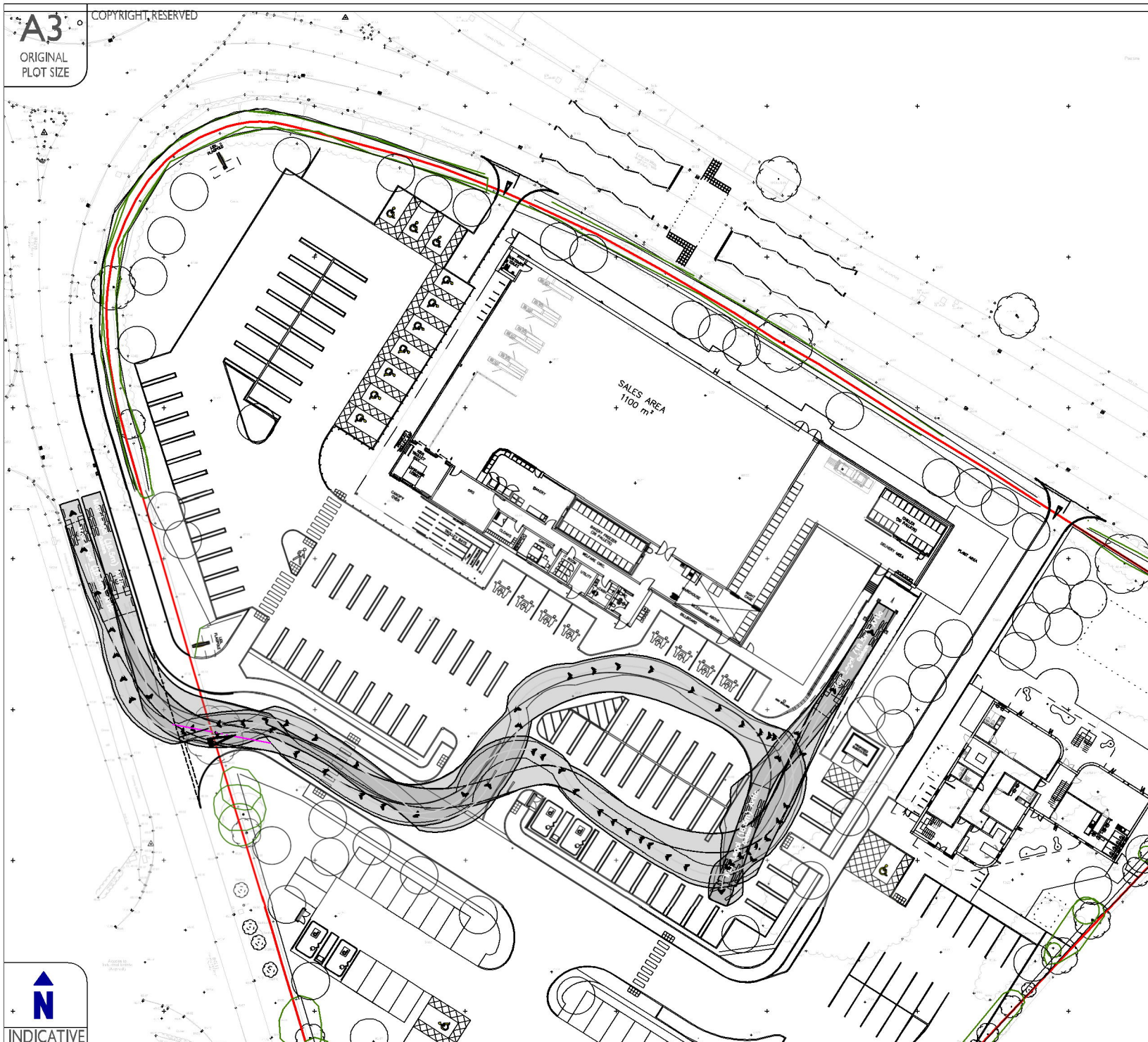
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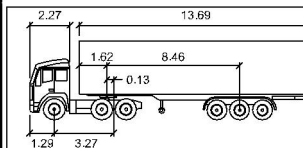
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PLOT SIZE

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## NOTES:



## Max Legal (16.5m) Artic

|                    |        |
|--------------------|--------|
| meters             |        |
| Tractor Width      | : 2.55 |
| Trailer Width      | : 2.55 |
| Tractor Track      | : 2.55 |
| Trailer Track      | : 2.55 |
| Lock to Lock Time  | : 6.0  |
| Steering Angle     | : 25.5 |
| Articulating Angle | : 70.0 |

|     |          |   |          |            |
|-----|----------|---|----------|------------|
| Rev | Date     | Detail  | Drawn by | Checked by |
| E   | 01.04.15 | Amended bridge plan inserted                            | MP       | MA         |
| D   | 01.04.15 | Masterplan updated to revision N1                       | MP       | MA         |
| C   | 23.03.15 | Masterplan updated to revision L                        | MP       | MA         |
| B   | 18.07.15 | Amended to show updated masterplan                      | MP       | MA         |
| A   | 13.01.15 | Trucking amended to suit adjusted access road alignment | MP       | MA         |

**CORUN**  
Transport and Highway Engineering

Corun Associates Ltd  
Swansea  
E.swain@corun.co.uk  
W. www.corun.co.uk

CLIENT:

E

PROJECT:

Leadon Way,  
Ledbury

TITLE:

Swept Path Analysis  
Of 16.5m Articulated HGV

STATUS:

PRELIMINARY

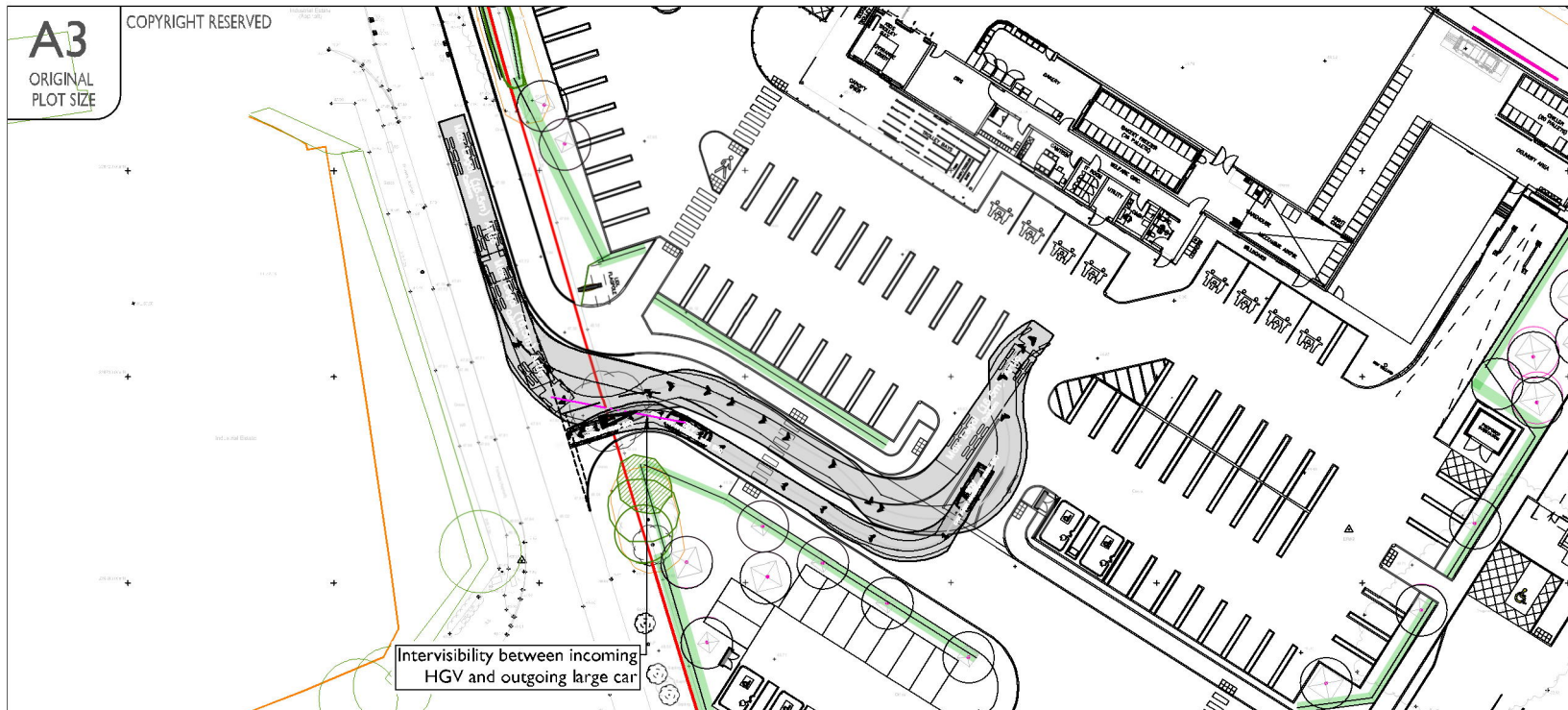
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| 23-00942 | SP01        | D         |

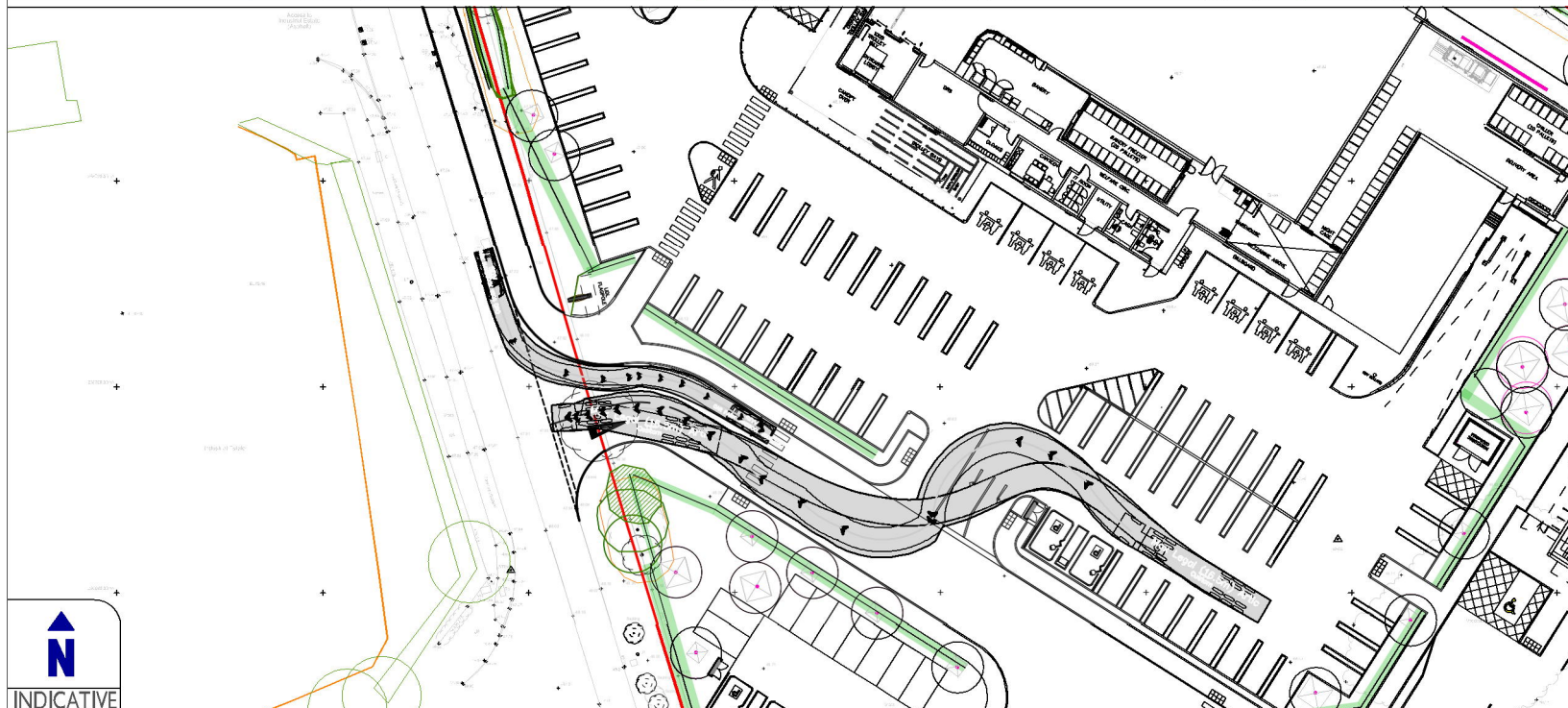


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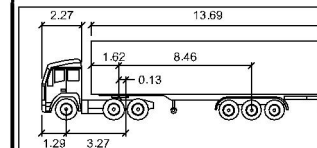




Intervisibility between incoming  
HGV and outgoing large car



NOTES:



Max Legal (16.5m) Artic

|               |        |                    |        |
|---------------|--------|--------------------|--------|
| Tractor Width | : 2.55 | Lock to Lock Time  | : 6.0  |
| Trailer Width | : 2.55 | Steering Angle     | : 25.5 |
| Tractor Track | : 2.55 | Articulating Angle | : 70.0 |
| Trailer Track | : 2.55 |                    |        |

|     |          |                                  |          |            |
|-----|----------|----------------------------------|----------|------------|
| C   | 01/04/25 | Approved bridge plan inserted    | MP       | MS         |
| B   | 02/04/25 | Masterplan amended to revision N | MP       | MS         |
| A   | 25/01/25 | Masterplan amended to revision L | MP       | MS         |
| Rev | Date     | Details                          | Drawn by | Checked by |

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W: www.corun.co.uk

CLIENT:

Lidl UK Ltd

PROJECT:

Leadon Way,  
Ledbury

TITLE:

Swept Path Analysis  
Of 16.5m Articulated HGV  
Passing Large Car

STATUS:

PRELIMINARY

|          |             |           |          |
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| 23-00942 | SP02        | C         |          |







