



Proposed Re-Development of Applegarth Farm, Hampshire

Transport Statement

March 2021

PROPOSED RE-DEVELOPMENT OF
APPLEGARTH FARM
HAMPSHIRE

APPLEGARTH FARM

TRANSPORT STATEMENT

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1.0 INTRODUCTION AND BACKGROUND

1.1 This Transport Statement (TS) has been prepared by Bryan G Hall (BGH) to accompany a full planning application by Applegarth Farm for the proposed re-development of the Applegarth Farm site in Grayshott, in the East Hampshire district of Hampshire. A plan showing the site location relative to the surrounding highway network is attached at **Appendix BGH1**.

1.2 Applegarth Farm is a well established local business which includes a farm shop and a restaurant and has been in operation for over forty years. The application site comprises the existing Applegarth Farm site and is bounded by a former golf driving range site to the north-west, residential development to the north-east, Tennyson Way to the south-east and the B3002 Headley Road to the south-west.

1.3 It is proposed to re-develop the existing Applegarth Farm site to provide an expansion of the existing restaurant (E(b) Use Class) and farm shop (E(a) Use Class) with the addition of a rural enterprise centre (Use Class E) cookery school (F1(a) Use Class) and growing areas, with car parking and landscaping improvements. It is also proposed to widen the existing site access junction.

1.4 The re-development will consist of the following, as illustrated on the landscape masterplan and floor plans at **Appendix BGH2**:

- 620m² Farm Shop;
- 400m² Restaurant;
- 65m² Artisan Trader Cabins (5 x 13m²)
- 65m² Cookery School;
- 65m² Growing School;
- 487m² Greenhouse;
- 204m² Staff/Management Area (total Ground Floor + First Floor);
- 117m² Ancillary areas;
- 584m² Back of House areas;
- 227m² Plant Room; and
- 146 parking spaces.

1.5 Access to the site is currently provided from Tennyson Way in the form of a priority T-junction, located approximately 25 metres to the north-east of the Tennyson Way/B3002 Headley Road priority T-junction. Both junctions were recently constructed to serve a new residential development on land adjacent to the site to

the north-east and south east, known as Applegarth Vale. Access to Applegarth Farm was previously provided directly from the B3002 Headley Road.

The Ecopods Site

- 1.6 A separate full planning application is to be submitted for a small holiday accommodation site comprising 12 units known as “Ecopods”, which will be accessed through the Applegarth Farm site. The Ecopods site is located on currently undeveloped land to the north of the Applegarth Farm re-development site, as illustrated on the plan at **Appendix BGH3**.
- 1.7 BGH have prepared a separate Highways Technical Note to accompany the Ecopods planning application (report reference number 20-214-004.01), dated February 2021), which should be read in conjunction with this TS. Whilst the two applications are separate, there are clearly highways related aspects of the applications which need to be coordinated, including the proposed access arrangements.

TS Content

- 1.8 This TS addresses the transport issues associated with the proposed re-development of Applegarth Farm, considering the current usage of the local highway network, the accessibility of the site by sustainable modes of transport and the suitability of the local highway network to accommodate the traffic that is likely to be generated by the proposed development.
- 1.9 Following this introduction, this TS is set out as follows:
- Section 2** details the relevant planning history of the site and surrounding land;
 - Section 3** describes the site and the existing highway network;
 - Section 4** describes access to the site by sustainable modes including walking, cycling and public transport;
 - Section 5** describes the proposed development including means of access, parking provision and servicing;
 - Section 6** estimates the proposed development generated trips and assesses the impact on the local highway network; and;
 - Section 7** provides a summary of the report and sets out the conclusions which have been reached.

2.0 RELEVANT PLANNING HISTORY

2015 Outline Approval

2.1 Outline planning permission was granted on 5th June 2015 under planning application number 27202/030 for the re-development of the Applegarth Farm site, to provide:

- 240m² Farm Shop,
- 330m² Restaurant (120 seats),
- 880m² Play Barn,
- 151m² Cookery School,
- 280m² Rural Enterprise Centre and
- 116 parking spaces.

2.2 Therefore, whilst the previous outline permission was never implemented and has since expired, the principle of re-developing the application site to expand the existing Applegarth Farm facilities has previously been accepted.

2.3 Peter Brett Associates (PBA) prepared a TS dated December 2014 (PBA project reference: 32939, document reference: Final) which was submitted with the outline application. The information provided in the PBA TS is referenced in this TS for the new full planning application.

Applegarth Vale

2.4 Outline planning permission was granted in August 2016 under planning application number 27202/031 for a residential development of 80 dwellings, on land to the north-east and south-east of the Applegarth Farm application site. The residential development is known as Applegarth Vale and is now occupied.

2.5 The Applegarth Vale proposals included the provision of an improved access arrangement suitable to serve both the residential development and Applegarth Farm. The previous Applegarth Farm access priority junction with the B3002 Headley Road has been relocated and improved to provide access to the residential development site via a new access road named Tennyson Way, with a new access to Applegarth Farm provided via a priority junction with Tennyson Way. Further details on the existing site access arrangements are provided in Section 3.0 of this TS.

2.6 PBA prepared a Transport Assessment (TA) dated August 2015 (PBA project reference: 30083, document reference: 01) to assess the traffic impact of the

residential development, which took into account the previous proposals to expand Applegarth Farm as a committed development, taken from their TS for the 2015 outline approval. As with the PBA TS, the information provided in the PBA TA is also referenced in this TS for the new full planning application at Applegarth Farm.

Golf Centre Change of Use

- 2.7 The former golf driving range site to the north-west of the Applegarth Farm application site, which was also used as a childcare nursery, has recently been the subject of planning application number 27202/035, for the change of use and conversion of building from golf driving range to place of religious worship. The application was granted on appeal in October 2019, having initially been refused in January 2019.
- 2.8 The reasons for initially refusing the application included that the proposed development access and generated traffic would have an adverse impact on the local highway network. This is despite the preparation of a TS by Motion dated June 2018 (document reference 170413/sdgray), which demonstrates that the peak trip generation for the place of worship use will occur outside of the typical peak hours, and will be lower than that of the former golf driving range and nursery use. This was accepted by the Inspector on appeal.
- 2.9 Access to the former golf driving range and nursery facility was provided through the Applegarth Farm site, however a new access junction with the B3002 Headley Road is to be constructed to provide access to the new place of worship use. The new junction will be located around 150 metres to the north-west of the Tennyson Way/B3002 Headley Road junction.

3.0 THE APPLICATION SITE AND THE LOCAL HIGHWAY NETWORK

The Application Site

- 3.1 The application site is located on the outskirts of the village of Grayshott, in the East Hampshire district of Hampshire, approximately 1.5 kilometres to the north-west of the village centre. The site lies to the north-east of the B3002 Headley Road, to the north-west of Tennyson Way and is bounded by a former golf driving range site to the north-west and residential development to the north-east. The site location plan attached at **Appendix BGH1** shows the location of the site in relation to the local highway network.
- 3.2 The application site comprises the existing Applegarth Farm site. Access to the site is provided from Tennyson Way in the form of a priority T-junction at the south-eastern site boundary, located approximately 25 metres to the north-east of the Tennyson Way/B3002 Headley Road priority T-junction. The site access road is currently 5.3 metres wide, with a 2 metre wide footway to the north-eastern side and a grass verge to the south-western side.

The Local Highway Network

- 3.3 Both the Applegarth Farm access/Tennyson Way and Tennyson Way/B3002 Headley Road junctions were recently constructed to serve a new residential development on land adjacent to the site to the north-east and south east, known as Applegarth Vale. Access to Applegarth Farm was previously provided directly from the B3002 Headley Road around 15 metres to the north-west of the new Tennyson Way junction. The former Applegarth Farm access has been closed.
- 3.4 To the north-east of the Applegarth Farm access junction, Tennyson Way has a carriageway width of 5.5 metres, with 2 metre wide footways to both sides. Given that the works on the Applegarth Vale site are still being formalised, a formal speed limit on Tennyson Way is yet to be put in place. However, given the presence of street lighting, for the purpose of this TS a 30mph speed limit has been assumed.
- 3.5 Along with providing access to Applegarth Farm, Tennyson Way also provides access to the Applegarth Vale residential development via a combination of typical estate type roads and shared surface areas. Suitable pedestrian crossing points and shared surface transitions are provided throughout the Applegarth Vale development, including an uncontrolled dropped crossing point on Tennyson Way around 35 metres to the north of the Applegarth Farm access.

- 3.6 Approximately 25 metres to the south-west of the Applegarth Farm access, Tennyson Way meets the B3002 Headley Road by way of a priority junction. On approach to the junction, the Tennyson Way carriageway widens to 6.6 metres. The 2 metre wide footway on the south-eastern side continues around the junction radius to link to the footway provision on the B3002 Headley Road. A 2 metre wide footway also commences on the north-western side of Tennyson Way around 15 metres to the south-west of the Applegarth Farm access, again linking to the existing provision on the B3002 Headley Road. A pedestrian dropped crossing point with tactile paving is provided at the junction.
- 3.7 Access to the Grayshott Spa site is provided from the B3002 Headley Road opposite Tennyson Way, forming a right/left staggered crossroads type arrangement with a distance between the centre of the junctions of around 8 metres. It is understood that the Grayshott Spa has permanently closed, due to the effects of the Coronavirus pandemic.
- 3.8 In the vicinity of the application site, the B3002 Headley Road is a single carriageway road which runs in a broadly south-east to north-west direction, with a typical carriageway width of around 6 metres and a speed limit of 40mph. There is a footway provided to the north-eastern side of the carriageway with a typical width of 1.5 metres to the south-east of the Tennyson Way junction and 1.6 to 1.7 metres to the north-west. A grass verge of varying width is provided to the south-western side of the carriageway, with trees and vegetation lining both sides to the rear of the footway and the grass verge. White edge of carriageway markings are provided to both sides of the carriageway.
- 3.9 The B3002 Headley Road provides access to the village of Headley Down around 1.5 kilometres to the north-west of the site, becoming the B3002 Grayshott Road as it passes through Headley Down and then on towards the villages of Headley and Lindford. The footway on the north-eastern side of the carriageway terminates at the junction with Kiln Way approximately 500 metres to the north-west of the junction with Tennyson Way.
- 3.10 Approximately 1.5 kilometres to the south-east of the site, the B3002 Headley Road provides access to the village of Grayshott, via a reduction in speed limit to 30mph around 1 kilometre to the south-east of the site, just before Beech Hanger Road. The footway on the north-eastern side of the carriageway continues into Grayshott, providing a continuous pedestrian link between the site and Grayshott.
- 3.11 The B3002 Headley Road continues east through the centre of Grayshott, over the Hampshire/Surrey border into Surrey. From here, access is available to villages in

Surrey and the A3, via the A333 at the Hazel Grove Interchange around 2.5 kilometres to the south-east of the site.

Personal Injury Collision Data

- 3.12 A review of the CrashMap online database for the most recent five year time period available (2015-2019) shows that there has been 1 Personal Injury Collision (PIC) in the vicinity of the site. The PIC occurred on the B3002 Headley Road in the vicinity of the Grayshott Spa and Applegarth Farm access junctions in March 2016, when the Applegarth Farm access was in it's former position. The PIC was classified as slight in severity.
- 3.13 Based on the review of the CrashMap available PIC data, it is concluded that the data does not indicate any existing road safety issues on the highway network in the vicinity of the application site. Therefore, the highway network in the vicinity of the site is operating safely at present and the proposed re-development of the Applegarth Farm site will not have a significant impact on road safety.

4.0 ACCESS BY SUSTAINABLE TRANSPORT

4.1 Both national and local transport policies seek to reduce the need to travel and to promote travel by means other than private car. A review of the accessibility of the site by walking, cycling and using public transport has been undertaken as follows.

Pedestrian Accessibility

4.2 With regard to pedestrian provision at new developments, guidance is set out within the CIHT document 'Planning for Walking' (March 2015), which describes how approximately 80% of all journeys shorter than 1 mile (1.6 kilometres) are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to walk if it is safe, comfortable, and the environment is attractive.

4.3 Guidance within the earlier Institution of Highways and Transportation publication 'Guidelines for Providing for Journeys on Foot' (2000) sets out the suggested acceptable walking distances below, to and from development for commuting/school journeys and journeys elsewhere (such as retail/shopping journeys), as set out in Table 4.1.

Table 4.1: Suggested Acceptable Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable Distance	500 metres	400 metres
Acceptable Distance	1,000 metres	800 metres
Preferred Maximum Distance	2,000 metres	1,200 metres

4.4 Pedestrian access to the site will be provided via the existing footway provision on Tennyson Way and the B3002 Headley Road, as described in Section 3.0. As part of the proposed access improvements described in more detail in Section 5.0, the footway on the north-western side of Tennyson Way, which currently terminates around 15 metres to the south-west of the Applegarth Farm access, will be extended to provide pedestrian access to the site. A dropped crossing point with tactile paving is also proposed as part of the access improvements to assist pedestrians crossing over the access.

- 4.5 There are a number of dwellings in Grayshott within the preferred maximum walking distance of 1.2 kilometres for retail/shopping journeys, including those surrounding the site at Applegarth Vale, those accessed via Kiln Way to the north-west of the site and those within the western extents of Grayshott to the south-east. There is therefore the potential for local customers to walk to and from the site, using the existing footway provision along the B3002 Headley Road described in Section 3.0.
- 4.6 There is also potential for local employees to walk to site, with more dwellings in Grayshott to the south-east of the site accessible within the preferred maximum walking distance for commuting journeys of 2 kilometres.
- 4.7 There is a network of public footpaths to the north of the site which are accessible through Applegarth Vale to the north-west of the site access. These footpaths provide an alternative route to walk to and from Grayshott to the east, they provide an access route to Headley Down to the north-west and also some areas to the north. These routes will be particularly attractive to pedestrians in the summer months.

Cycle Accessibility

- 4.8 It is generally accepted that the cycle is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.
- 4.9 Cyclists can access the site from Tennyson Way via the junction with the B3002 Headley Road. There is a network of bridleways through Ludshott Common to the south of the site, accessible from the B3002 Hedley Road both around 340 metres to the north-west of the site access and 500 metres to the south-east, at the junction with Waggoners Wells Road. These bridleways facilitate access to the site from areas to the south such as Bramshott and Liphook, via routes which may be particularly attractive to cyclists during the summer months.
- 4.10 As detailed in Section 5.0 of this TS, an appropriate level of cycle parking will be provided at the site for both staff and customers who choose to cycle.
- 4.11 Within 5 kilometres of the site, cyclists can access Headley Down, Headley and Lindford to the west, all of Grayshott, Hindhead and part of Beacon Hill to the east, and Bramshott to the south via Ludshott Common. Within 8 kilometres of the site, cyclists can access Bordon to the west, Shottermill and Haslemere to the east, Liphook to the south via Ludshott Common and Churt to the north via Grayshott.

The distance to Churt and Beacon Hill can be reduced should cyclists wish to dismount for a short period and use the public footpaths to the north.

- 4.12 There are therefore a number of residential areas that staff and customers could choose to cycle for journeys to and from Applegarth Farm. Some cyclists travelling to the east of the site may need to cross the A3 Tunnel Way, which they can do so by either traveling through Hindhead via the A333 and the A287, or by dismounting and utilising a National Trust footbridge accessed from the A333 around 70 metres to the south-west of the junction with the B3002 Headley Road.

Public Transport

Bus

- 4.13 With regard to public transport provision at new developments, the CIHT publication “Buses in Urban Developments” (January 2018) refers to a maximum walking distance to bus stops of 400 metres, which is a historic recommended distance which has been applied for many years. The aforementioned “Planning for Walking” also states that 400 metres has traditionally been regarded as a cut off point for walking distance to bus stops.
- 4.14 “Buses in Urban Developments” also recognises that there are a number of other factors to consider, including that people will accept longer walks to reach bus services that are fast, direct, frequent and serve a wider range of destinations. The guidance also notes that the recommended walking distances should not be applied uniformly without regard to the specific characteristics of the particular location or route.
- 4.15 The nearest bus stop to the site is located on the north-eastern side of B3002 Headley Road around 40 metres to the south-east of the junction with Tennyson Way and around 160 metres walking distance from the centre of the site. The stop is identifiable by a flag pole and is served by the eastbound Stagecoach services 23 and 23X towards the centre of Grayshott and on to Hindhead and Haslemere.
- 4.16 For those travelling westbound on bus services 23 and 23X towards Lindford, Bordon, Kingsley and Alton, the nearest stop is located on the B3002 Headley Road approximately 420 metres walking distance to the north-west of the site. The stop is identified by a flag pole and is accessible via the footway on the north-eastern side of the B3002 Headley Road and pedestrian crossing point with dropped kerbs and tactile paving to a paved waiting area on the southern side of the carriageway.
- 4.17 A summary of the 23 and 23X bus service frequency is provided in Table 4.2. This summary is based on timetable information from December 2020, before the service was temporarily reduced in January 2021 due to the Coronavirus lockdown.

Table 4.2 - Summary of Existing Bus Services

Service	Route	Frequency		First Service (Weekday)	Last Service (Weekday)
		Mon to Fri (mins)	Saturdays (mins)		
23	Haslemere – Hindhead – Grayshott Lindford – Kingsley - Alton	120 mins	120 mins	To Alton: 06:23 To Haslemere: 07:12	To Alton: 19:12 To Haslemere: 19:19
23X	Haslemere – Hindhead – Grayshott Lindford – Kingsley – Alton- Holybourne	One morning service to Alton	One evening service to Alton	09:03	19:22 (Saturday Only)

4.18 Given the close proximity of the bus stops and the areas served, there is therefore potential for staff and customers to travel to and from the site by bus, along with the possibility of linked trips with other bus services by transferring in Grayshott and Hindhead to the east or Lindford and Bordon to the west.

Rail

4.19 The nearest railway station to the site is located in Haslemere approximately 5 kilometres to the south-east of the site, as the crow flies. It is accessible via bus services 23 and 23X, which stop outside the railway station.

4.20 Haslemere Railway Station is served by South Western Railway trains on the Portsmouth Direct Line between London Waterloo and Portsmouth, which call at various destinations such as Woking, Guildford, Godalming, Liphook, Havant and Fratton. Under normal circumstances, the train service frequency in both directions during a weekday is four trains per hour, on Saturday 3 trains per hour and on Sundays 2 trains per hour. At the time of writing this TS, the service timetable had been temporarily reduced due to the Coronavirus lockdown, as of January 2021. It is expected that the timetable will return to normal in the near future when restrictions are lifted.

Travel Planning

4.21 A Framework Travel Plan (FTP) has also been prepared by BGH for the proposed re-development of Applegarth Farm, which is attached at **Appendix BGH4**. The FTP suggests measures which could be implemented at the site to improve the uptake of travel to and from the site by sustainable modes. It also suggests appointing a Travel Plan Coordinator to implement the measures, a programme for annual surveys and review and some possible targets and objectives to reduce single occupancy car journeys.

Sustainable Transport Summary

- 4.22 There are good connections to nearby areas for staff and customers travelling to and from the site, including the footway provision along the B3002 Headley Road and bridleways for cyclists through Ludshott Common. It is also possible to access the site via public transport, with stops for services in both directions located within convenient walking distance of the site. The site is therefore in accordance with the aims of the NPPF and local transport policies.
- 4.23 The evidence provided in this section demonstrates that the site accessible by sustainable modes such as walking, cycling and public transport.

5.0 DEVELOPMENT PROPOSALS

5.1 It is proposed to re-develop the existing Applegarth Farm site with the expansion of the existing restaurant (E(b) Use Class) and farm shop (E(a) Use Class) and the addition of a rural enterprise centre (Use Class E), cookery school (F1(a) Use Class) and growing areas, with car parking and landscaping improvements. It is also proposed to widen the existing site access junction as part of the scheme.

5.2 The re-development will consist of the following, as illustrated on the landscape masterplan and floor plans at **Appendix BGH2**:

- 620m² Farm Shop;
- 400m² Restaurant;
- 65m² Artisan Trader Cabins (5 x 13m²)
- 65m² Cookery School;
- 65m² Growing School;
- 487m² Greenhouse;
- 204m² Staff/Management Area (total Ground Floor + First Floor);
- 117m² Ancillary areas;
- 584m² Back of House areas;
- 227m² Plant Room: and
- 146 parking spaces.

Access

5.3 Existing access to the Applegarth Farm site is provided from Tennyson Way in the form of a priority T-junction, as described previously. It is proposed to widen the existing access from 5.3 metres to 6.5 metres and increase the kerb radius on the south-western side of the junction to 10 metres, in order to improve vehicular access and egress. The proposed access improvement drawing is included at **Appendix BGH5**. This also includes the extension of the 2 metre wide footway on the south-western side of the junction into the site, a proposed pedestrian dropped crossing point with tactile paving and the provision of give way markings at the junction.

5.4 The access improvements drawing also demonstrates that suitable visibility will remain achievable with the widened access in place. A visibility splay of 2.4 metres x 43 metres will be achievable to the north-east, which according to Table 7.1 of Manual for Streets is sufficient for vehicle speeds of 30mph. To the south-west, a visibility splay of 2.4 metres x 24 metres to the Tennyson Way/B3002 Headley Road junction will be available, which according to Manual for Streets is sufficient for

vehicle speeds of 20mph. This is appropriate given that vehicles will be travelling slower when negotiating the junction.

- 5.5 It should be noted that access to the proposed Ecopods site is also to be provided through the re-developed Applegarth Farm site at the northern corner of the site. The Ecopods access proposals are covered in more detail as part of the Technical Note prepared for the separate planning application.

Swept Path Analysis

Cars

- 5.6 At its current width, it is difficult for two cars to pass within the Applegarth Farm access. The swept path analysis at **Appendix BGH6** shows that the proposed access improvements will allow two cars to comfortably pass at the access, reducing the likelihood of collisions between entering and exiting cars.

Servicing and Delivery Vehicles

- 5.7 Most of the servicing and delivery requirements for the re-developed Applegarth Farm site will be fulfilled using a 10 metre rigid vehicle. The swept path analysis at **Appendix BGH7** shows that a 10 metre rigid vehicle can access the site, travel through the site and access the servicing area to the northern side of the new building, then travel back through the site satisfactorily. Hence the 10 metre rigid vehicle can enter and exit the site in a forward gear.
- 5.8 There will also be a requirement for the very occasional delivery via a 16.5 metre maximum legal articulated vehicle, for which the swept path analysis is attached at **Appendix BGH8**. In a similar manner to the 10 metre rigid vehicle, the swept path analysis demonstrates that the articulated delivery vehicle can satisfactorily access the site and the servicing area, entering and exiting in a forward gear. The infrequent deliveries using the maximum legal articulated vehicle will be undertaken at quiet times to minimise the possibility of conflict with other vehicles.
- 5.9 Whilst the proposed access improvements provide more room for both sizes of servicing vehicle to access and egress the site, there will inevitably be some encroachment into the opposing side of the road at the access and through the site along the car park access roads. Given that deliveries will be infrequent, particularly infrequent using the larger articulated vehicle, and there is sufficient opportunity for cars to pass servicing vehicles along straight sections through the site, the low level of encroachment is considered to be acceptable and avoids any over design of the access.
- 5.10 The proposed site layout will also be able to accommodate refuse vehicles to service the adjacent Ecopods site, which will be similar in size to the 10m rigid

servicing vehicle. Specific swept path analysis for the Ecopods site is provided in the Technical Note submitted with the Ecopods planning application.

Parking

- 5.11 The parking standards for East Hampshire are set out in the East Hampshire District Local Plan Supplementary Planning Document (SPD), "Vehicle Parking Standards" (July 2018). It should be noted that the parking standards refer to the previous planning use class order, which has recently been updated.

Car Parking

- 5.12 The minimum car parking standards for development in East Hampshire are set out in Section 2 of the Vehicle Parking Standards SPD. For some of the proposed uses on the site, a specific parking standard is not available. Therefore, either the standard for the nearest use has been applied or, in the case of the growing school/greenhouse and the cookery school, a site specific approach has been adopted based on the anticipated number of staff.
- 5.13 It is anticipated that the greenhouse/growing school will employ a total of 6 full time and 5 part time staff, of which a total of 5 staff would be on site at any one time. Therefore, allowance is made for 5 car parking spaces which could be used by staff, along with 6 spaces to be provided close to the growing school area for participants.
- 5.14 For the cookery school, it is anticipated that there will be 2 staff members on site at any one time and the school would have up to 15 participants. Therefore 2 staff and 8 participant parking spaces will be provided, based on 2 participants per vehicle.
- 5.15 Table 5.1 provides a summary of the car parking standard applied to each area of the site and the corresponding recommended level of parking provision. The plant room and the back of house and ancillary areas for the farm shop and restaurant have been excluded from the parking calculations for the following reasons:
- Farm shop - the storage and delivery areas have been excluded from the parking calculations, as these areas will not be accessible to customers and so will not generate a specific need for car parking. This is appropriate and is consistent with the approach to the trip generation exercise presented in Section 6.0.
 - Restaurant - the kitchen, storage and toilet areas have been excluded, as the Vehicle Parking Standards SPD sets out that the standard should only be applied to dining/bar/dance areas.

Table 5.1 – Car Parking Provision

Area of Site	GFA	Car Parking Standard	Recommended Provision
Farm Shop	620m ²	Food Retail: 1 per 14m ²	44 spaces
Restaurant	400m ²	Eating & Drinking Establishment: 1 per 5m ² dining/bar/dance area	80 spaces
Trader Cabins	65m ²	Non-food Retail: 1 per 20m ² covered area	3 spaces
Cookery School	65m ²	No specific standard – 2 staff and 8 participant spaces provided, based on a total of 15 participants and 2 participants per vehicle.	10 spaces
Greenhouse/Growing School	487m ² + 65m ²	No specific standard – 6 spaces to be provided for growing school plus 5 for staff	11 spaces
Staff/Management Area	202m ²	Office 1 per 30m ²	7 spaces
Total	-	-	155 spaces

5.16 The recommended minimum level of parking provision when considering each area of the site individually is therefore 155 spaces.

5.17 As indicated on the proposed site layout plan, it is proposed to provide a total of 146 car parking spaces to serve the re-developed Applegarth Farm site. Given the varied nature of the site and considering the site as a whole rather than individual developments, there will inevitably be linked trips to the site where visitors will make use of more than one facility during their visit. For example, a visit to the farm shop or the restaurant following a class at the cookery school. It is therefore considered that the proposed 146 parking spaces will be sufficient to serve the proposed development.

- 5.18 The parking areas will be shared between all uses on the site and will be located predominantly to the south and east of the main building, with a staff parking area and growing school parking located to the north of the building.
- 5.19 There will be 10 disabled parking spaces located close to the building entrance as shown on the proposed site plan. For all of the proposed areas of the site, the Vehicle Parking Standards SPD sets out a minimum requirement for disabled parking spaces of 5% of the total provision which is included within the total provision. For the proposed 146 spaces, this equates to 7 spaces, therefore the proposed 10 disabled parking spaces are in excess of the minimum standard.
- 5.20 The Vehicle Parking Standards SPD sets out that the Council will encourage the provision of electric vehicle charging infrastructure, with further guidance provided in Section 4.6 of the SPD. The number of electric vehicle charging spaces which the Council seek within the Whitehill Bordon Regeneration Area is set out at paragraph 4.6.5 of the SPD. Whilst Applegarth Farm is not located within the Whitehill Bordon Regeneration Area, areas located outside of this area are still encouraged to provide the same level of electric vehicle charging spaces.
- 5.21 For business/retail/other development, a minimum of 2 electric vehicle charging points should be provided for the first 25 to 100 car parking spaces, plus 2 additional charging points per 100 car parking spaces thereafter. The proposed re-development will therefore include 4 electric vehicle charging points.

Cycle Parking

- 5.22 The Vehicle Parking Standards SPD also sets out minimum cycle parking standards. Table 5.2 provides a summary of the cycle parking standard applied to each area of the site and the corresponding recommended level of short stay and long stay cycle parking provision. Again, the plant room, back of house and ancillary areas are excluded and a site specific approach has been adopted for the greenhouse/growing school in the absence of an appropriate standard.

Table 5.2 – Cycle Parking Provision

Area of Site	GFA	Cycle Parking Standard		Recommended Provision	
		Short Stay	Long Stay	Short Stay	Long Stay
Farm Shop	620m ²	1 per 200m ²	1 per 300m ²	3	2
Restaurant	400m ²	1 per 20m ²	1 per 40m ²	20	10
Trader Cabins	65m ²	1 per 200m ²	1 per 300m ²	0	0
Cookery School	65m ²	No specific standard – assumed 1 long stay 2 short stay		2	1
Greenhouse/Growing School	487m ² + 65m ²	No specific standard – assumed 1 long stay 1 short stay		1	1
Staff/Management Area	202m ²	1 per 500m ²	1 per 150m ²	0	1
Total	-	-	-	26	15

5.23 The recommended minimum level of cycle parking provision when considering each area of the site individually is therefore 26 short stay and 15 long stay spaces.

5.24 It is proposed to provide 16 Sheffield type cycle parking stands adjacent to the farm shop close to the building entrance, as shown on the proposed site plan. This will provide parking for 32 cycles for both customers and visitors, which will be more than sufficient to meet demand and could also be used by staff. Specific long stay cycle parking lockers for staff will be provided in an appropriate area to the north of the building, where 3 lockers can be provided initially with the potential to expand further if demand dictates.

6.0 TRAFFIC IMPACT ASSESSMENT

Survey Data

- 6.1 The TS prepared by PBA dated December 2014 for the previously approved re-development on the Applegarth Farm site provides Friday morning and evening peak hour survey data of the former Applegarth Farm/B3002 Headley Road/Grayshott Spa junction. This was collected on Friday 9th May 2014 for the Transport Assessment for the Applegarth Vale residential site. Given that this TS has been prepared during the Coronavirus pandemic, when traffic flows across the UK have generally not been at representative levels due to varying restrictions put in place on travel movements, it is considered to be more reliable to base the traffic impact assessment on the May 2014 flows than to collect new data at this time.
- 6.2 The May 2014 Friday morning and evening peak hour survey data has previously been accepted by the Local Highway Authority to assess the traffic impact of the re-development of the site. TEMPro growth factors have been applied to the 2014 surveyed flows to project them to the application year (2021) and a future assessment year (2026), to account for background traffic growth on the network. This will therefore provide a robust base on which to assess the traffic impact of the proposed re-development generated traffic on the Tennyson Way/B3002 Headley Road/Grayshott Spa junction.
- 6.3 The 2014 surveyed traffic flows have been obtained from Figures 5.1 and 5.2 of PBA's December 2014 TS and are shown on the diagrams at **Appendix BGH9** of this TS.

2021 Existing Situation

- 6.4 The relevant NTM growth factors have been obtained using TEMPro for the middle super output area of "East Hampshire 017", in which the site is situated, to project the 2014 surveyed flows to the application year of 2021. This is to account for any growth in background traffic since the surveys were undertaken.
- 6.5 The growth factors are summarised in Table 6.1 and the resulting 2021 'growthed' traffic flows are attached at **Appendix BGH10**. The growth factors have not been applied to the Applegarth Farm flows, in order to avoid double counting as the trip generation for the proposed re-development is added in separately.

Table 6.1 – 2014 to 2021 Growth Factors

MSOA	Years	Morning Peak Hour	Evening Peak Hour
East Hampshire 017	2014 to 2021	1.1126	1.1190

- 6.6 Since the 2014 surveys were undertaken, the Applegarth Vale residential development has come forward and is now occupied. Therefore the trip generations from Figures 6.11 and 6.12 of the PBA August 2015 Transport Assessment are shown on the diagrams at **Appendix BGH11**. These have been added to the 2021 growthed flows resulting in the 2021 existing traffic flows at **Appendix BGH12**.
- 6.7 Whilst Grayshott Spa is understood to have closed recently due to the effects of the Coronavirus pandemic, for the purpose of the traffic impact assessment the traffic flows associated with Grayshott Spa have been included to be robust.
- 6.8 The 2021 existing peak hour operational assessment of the Tennyson Way/B3002 Headley Road/Grayshott Spa junction has been carried out using the PICADY element of the Junctions 8 modelling software, with the results summarised in Table 6.2 and full outputs attached at **Appendix BGH13**. The model has been created based on the junction model used by PBA for the previous approval, the output for which can be found at Appendix C of the PBA TS.
- 6.9 The results are expressed in terms of Ratio of Flow to Capacity (RFC), average delay and maximum queues. According to the guidance on page 120 of the Junctions 8 User Guide prepared by TRL Limited, an RFC value of less than 0.85 is typically considered to indicate satisfactory junction performance, depending on the context of the study and the user's own judgement. Further guidance on the TRL Software website indicates that an RFC of less than 0.85 should not be the only goal. RFCs can vary greatly throughout a peak period, and so an acceptable level of delay is an important criteria as to how a junction will operate.

**Table 6.2 – 2021 Existing Operational Assessment
Tennyson Way/B3003 Headley Road/Grayshott Spa Junction**

Arm	2021 Existing Morning Peak			2021 Existing Evening Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
Grayshott Spa	0.02	0	8	0.03	0	10
B3002 Headley Road (East)	0.05	0	5	0.11	0	5
Tennyson Way	0.11	0	9	0.10	0	8
B3002 Headley Road (West)	0.01	0	4	0.00	0	0

6.10 The results of the 2021 existing morning and evening peak hour analysis of the operation of the Tennyson Way/B3003 Headley Road/Grayshott Spa junction show that the junction is currently operating well within capacity during both peak hours. The maximum RFC of 0.11 occurs on the Tennyson Way arm during the morning peak hour and on the B3002 Headley Road (East) arm during the evening peak hour. No queuing is predicted and average modelled delays are short, at a maximum of 10 seconds on the Grayshott Spa arm during the evening peak hour.

2026 Base Year

6.11 The 2021 existing traffic flows have been projected to a future year of 2026 using the relevant RTF growth factors, which are available to apply to base years from 2015, obtained using TEMPro. Again, the growth factors have not been applied to the surveyed Applegarth Farm flows nor the Applegarth Vale flows, to avoid double counting. The growth factors are summarised in Table 6.3 and the resulting 2026 ‘growthed’ traffic flows are attached at **Appendix BGH14**.

Table 6.3 – 2021 to 2026 Growth Factors

MSOA	Years	Morning Peak Hour	Evening Peak Hour
East Hampshire 017	2021 to 2026	1.0506	1.0549

6.12 In terms of accounting for specific committed development traffic flows, the re-development of the adjacent former golf driving range and childcare nursery site to provide a place of religious worship was approved at appeal. This was on the basis that the Inspector agreed that the peak trip generation for the place of

worship use will occur outside of the typical peak hours, and will be lower than that of the former golf driving range and nursery use. Given that the traffic flows generated by the former use are accounted for in the 2014 surveyed flows and growth factors have been applied, no further account needs to be taken of the trip generation of the place of worship.

6.13 Whilst not a committed development at this stage, it is considered reasonable to include the trip generation for the proposed Ecopods site in the operational assessment, given that the Ecopods will be accessed through the Applegarth Farm site. As explained in the Technical Note for the Ecopods site, the peak hour trips generated by the Ecopods site will be very low, with around 6 two way trips generated in both peak hours. The Ecopods traffic flows are shown on the diagrams at **Appendix BGH15**, and have been added to the 2026 'growthed' traffic flows resulting in the 2026 base traffic flows at **Appendix BGH16**.

6.14 The 2026 base peak hour operational assessment of the Tennyson Way/B3002 Headley Road/Grayshott Spa junction has been carried out using the PICADY element of the Junctions 8 modelling software, with the results summarised in Table 6.4 and full outputs attached at **Appendix BGH13**.

**Table 6.4 – 2026 Base Operational Assessment
Tennyson Way/B3003 Headley Road/Grayshott Spa Junction**

Arm	2026 Base Morning Peak			2026 Base Evening Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
Grayshott Spa	0.02	0	9	0.03	0	10
B3002 Headley Road (East)	0.05	0	5	0.12	0	5
Tennyson Way	0.12	0	9	0.10	0	9
B3002 Headley Road (West)	0.01	0	4	0.00	0	0

6.15 The results of the 2026 base morning and evening peak hour analysis of the operation of the Tennyson Way/B3003 Headley Road/Grayshott Spa junction show that the junction is predicted to continue operating well within capacity during both peak hours. The maximum RFC of 0.12 occurs on the Tennyson Way arm during the morning peak hour and on the B3002 Headley Road (East) arm during the evening peak hour. No queuing is predicted and average modelled delays remain short, at a maximum of 10 seconds on the Grayshott Spa arm during the evening peak hour.

Trip Generation

6.16 The trip generation for each element of the proposed re-development has been determined using site specific methods, based on the 2014 surveyed flows, the increases in GFAs, anticipated staff numbers or trip rates from the PBA TS. This is in line with the approach taken by PBA in their TS for the previous approval.

6.17 Where the trip generation is based on GFA, only the GFA for the areas accessible to customers for the proposed re-development Farm Shop and Restaurant have been taken into account. The plant room, back of house and ancillary areas, such as the kitchen area for the Restaurant and the Farm Shop storage area, have been excluded from the calculations. The increase in GFA of areas not accessible to customers will not contribute to any increase the trip generation at the site.

Farm Shop, Trader Cabins, Restaurant and Cookery School

6.18 According to paragraph 5.5.2 of the PBA TS, at the time of the 2014 surveys the existing site consisted of a 69m² Farm Shop and a 200m² Restaurant, a total of 269m². The approach in the PBA TS was to predict the trip generation for the then proposed Farm Shop, Restaurant and Cookery School based on the uplift in GFA. A similar approach has been adopted for this TS, but also including the proposed Artisan Trader Cabins.

6.19 The combined GFA for the proposed Farm Shop, Artisan Trader Cabins, Restaurant and Cookery School elements of the proposed re-development is 1,150m², which equates to a 428% increase in GFA. The surveyed flows to and from the existing Applegarth Farm site have therefore been uplifted by 428%, as set out in Table 6.5.

Table 6.5 – Trip Generation
Farm Shop, Restaurant and Cookery School

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Two-Way	In	Out	Two-Way
2014 Surveyed Flows	18	6	24	16	23	39
428% Increase	77	26	103	68	98	166
Net Increase	59	20	79	52	75	127

6.20 The proposed Farm Shop, Restaurant and Cookery School are therefore predicted to generate an additional 79 two-way trips during the morning peak hour and 127 two-way trips during the evening peak hour.

6.21 For the Farm Shop trip generation, it should be noted that there is considerable evidence, dating back to a TRICS paper titled ‘Superstore Parking – A New Look at an Old Approach’ based on data from the 1980’s that the provision of increased floor space does not result in a pro rata increase in customer numbers. The trip generation exercise is therefore considered to be a robust approach.

Greenhouse and Growing School

6.22 The greenhouse is anticipated to have 5 members of staff on site at any one time, along with a growing school with 6 car parking spaces. It is likely that trips associated with the greenhouse will occur outside of the traditional peak hours. However, an additional 11 trips in during the morning peak hour and 11 trips out during the evening peak hour have been included in the trip generation to be robust. This assumes that all staff and 6 cars for the growing school arrive and depart within the same peak hour.

Staff/Management Area

6.23 The trip generation for the staff/management areas of the proposed re-development has been determined using the B1 Office trip rates from Table 5.2 of the PBA TS, which were determined using TRICS data and applied to the rural enterprise centre use. The trip rates and resulting trip generation for the 204m² of staff/management area are included in Table 6.6.

**Table 6.6 – Trip Generation
Staff/Management Areas**

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rates from PBA TS (per 100m ²)	2.092	0.276	2.368	0.192	1.746	1.938
Trip Generation	4	1	5	0	4	4

Total Trip Generation

6.24 The total net increase in trip generation for all elements of the proposed re-development of the Applegarth Farm site is summarised in Table 6.7.

Table 6.7 – Total Additional Re-Development Trip Generation

Trip Generation	Morning Peak Hour			Evening Peak Hour		
	In	Out	Two-Way	In	Out	Two-Way
Farm Shop, Trader Cabins, Restaurant & Cookery School	59	20	79	52	75	127
Greenhouse/Growing School	11	0	11	0	11	11
Staff/Management Areas	4	1	5	0	4	4
Total	74	21	95	52	90	142

6.25 The proposed re-development of the Applegarth Farm site is therefore predicted to generate an additional 95 two-way trips during the morning peak hour and 142 two-way trips during the evening peak hour.

6.26 As described in Section 5.0, given the nature of the different uses available on the proposed re-developed site, there will inevitably be linked trips to and from the site where customers make a trip to use more than one of the facilities. As the majority of the additional trip generation has been calculated by uplifting the existing trips to and from the site which will account for existing linked trips, an element of linked trips has been accounted for in the trip generation exercise. However, given the more varied uses which will be introduced on the site, linked trips are expected to become more common.

6.27 The total additional re-development generated trips from Table 6.7 have been distributed at the Tennyson Way/B3002 Headley Road/Grayshott Spa junction based on the surveyed turning proportions, in line with the approach in the PBA TS. The assigned development generated trips are shown on the diagrams at **Appendix BGH17**.

2026 Predicted Year

6.28 The proposed re-development generated trips have been added to the 2026 base traffic flows, resulting in the 2026 predicted traffic flows at the Tennyson Way/B3002 Headley Road/Grayshott Spa junction at **Appendix BGH18**.

6.29 The 2026 predicted peak hour operational assessment of the Tennyson Way/B3002 Headley Road/Grayshott Spa junction has been carried out using the PICADY element of the Junctions 8 modelling software, with the results summarised in Table 6.8 and full outputs attached at **Appendix BGH13**.

**Table 6.8 – 2026 Predicted Operational Assessment
Tennyson Way/B3003 Headley Road/Grayshott Spa Junction**

Arm	2026 Predicted Morning Peak			2026 Predicted Evening Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
Grayshott Spa	0.02	0	9	0.03	0	10
B3002 Headley Road (East)	0.16	0	6	0.24	1	5
Tennyson Way	0.18	0	10	0.33	0	12
B3002 Headley Road (West)	0.01	0	4	0.00	0	0

6.30 The results of the 2026 predicted morning and evening peak hour analysis of the operation of the Tennyson Way/B3003 Headley Road/Grayshott Spa junction show that the junction is predicted to continue operating well within capacity during both peak hours, with the addition of the re-development generated traffic. The maximum RFC of 0.33 and delay of 12 seconds occurs on the Tennyson Way arm during the evening peak hour, with a maximum queue of 1 vehicle on the B3002 Headley Road (East) arm.

6.31 The maximum modelled increase in delay is 3 seconds on the Tennyson Way arm during the evening peak hour, and RFC values are predicted to remain well below the 0.85 value referred to at paragraph 6.9. The additional trips which the proposed re-development of the Applegarth Farm site will generate will not have a significant impact on the operation of the Tennyson Way/B3003 Headley Road/Grayshott Spa junction.

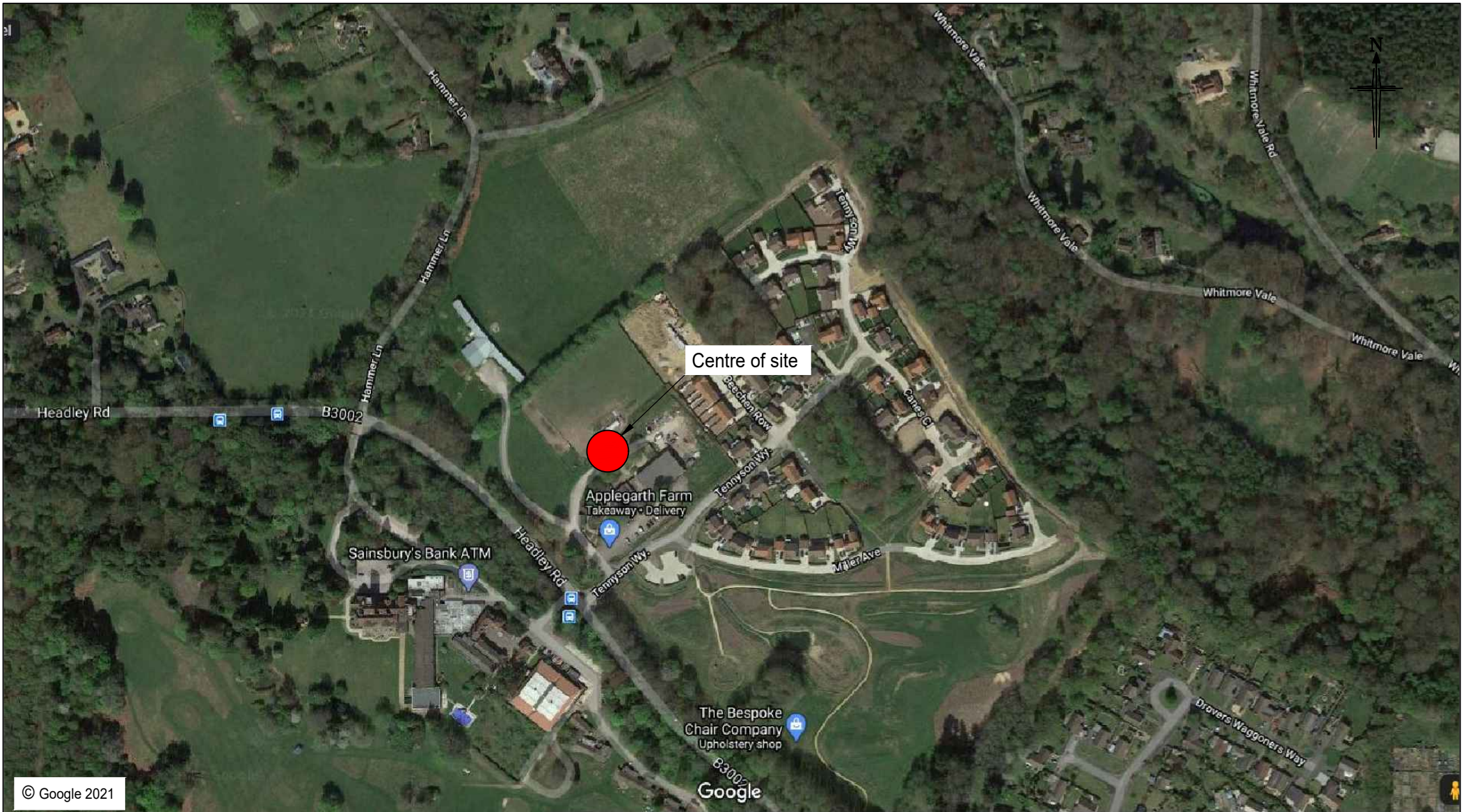
7.0 SUMMARY & CONCLUSIONS

- 7.1 This Transport Statement has been prepared by Bryan G Hall (BGH) to accompany a full planning application by Applegarth Farm for the proposed re-development of the Applegarth Farm site in Grayshott, in the East Hampshire district of Hampshire.
- 7.2 Applegarth Farm is a well established local business which includes a farm shop and a restaurant. The site is accessed from Tennyson Way and is located directly to the north-east of the B3002 Headley Road. It is proposed to re-develop the existing Applegarth Farm site to provide an expansion of the existing restaurant (E(b) Use Class) and farm shop (E(a) Use Class) with the addition of a rural enterprise centre (Use Class E) cookery school (F1(a) Use Class) and growing areas, with car parking and landscaping improvements. It is also proposed to widen the existing site access junction.
- 7.3 A separate full planning application is to be submitted for a small holiday accommodation site comprising 12 units known as “Ecopods”, which will be accessed through the Applegarth Farm site. A separate Highways Technical Note has been prepared by BGH to accompany the Ecopods planning application, which has been taken into account as appropriate within this Transport Statement.
- 7.4 Details of the relevant planning history of the site and surrounding land have been provided, including a previous approval in June 2015 to re-develop the Applegarth Farm site which has since expired but establishes the principle of re-development on the site. Information and data provided in a Transport Statement prepared by Peter Brett Associates for the previous approval is referenced in this Transport Statement for the new proposals.
- 7.5 A description of the application site and the local highway network has been provided, along with analysis of personal injury collision data using CrashMap, which concludes that the data does not indicate any existing road safety issues on the highway network in the vicinity of the application site.
- 7.6 It has been demonstrated that the site is accessible by sustainable modes such as walking, cycling and public transport.
- 7.7 The re-development will consist of the following:
- 620m² Farm Shop;
 - 400m² Restaurant;
 - 65m² Artisan Trader Cabins (5 x 13m²)

- 65m² Cookery School;
- 65m² Growing School;
- 487m² Greenhouse;
- 204m² Staff/Management Area (total Ground Floor + First Floor);
- 117m² Ancillary areas;
- 584m² Back of House areas;
- 227m² Plant Room; and
- 146 parking spaces.

- 7.8 It is also proposed to widen the existing Applegarth Farm access from 5.3 metres to 6.5 metres and increase the kerb radius on the south-western side of the junction to 10 metres, in order to improve vehicular access and egress. The 2 metre wide footway on the south-western side of the junction will be extended into the site, and a proposed pedestrian dropped crossing point with tactile paving will be provided along with give way markings at the junction.
- 7.9 Swept path analysis has been undertaken which demonstrates that with the proposed access improvements in place, suitable access to the site for cars and delivery vehicles will be provided.
- 7.10 It has been demonstrated through application of the local parking standards and site specific needs that the proposed 146 car parking spaces will be sufficient to serve the proposed development. Suitable disabled, electric vehicle charging and cycle parking will also be provided.
- 7.11 The additional trip generation as a result of the proposed re-development has been determined based on a combination of uplifts in GFA, anticipated staff numbers or trip rates from the PBA TS. It is anticipated that the proposed re-development will generate around an additional 97 two-way trips during the morning peak hour and 149 two-way trips during the evening peak hour.
- 7.12 Operational assessment of the Tennyson Way/B3002 Headley Road/Grayshott Spa junction has been undertaken, based on data presented in a Transport Statement by Peter Brett Associates for the re-development of the site which was previously approved in June 2015. This concludes that the additional trips will not have a significant impact on the operation of the Tennyson Way/B3003 Headley Road/Grayshott Spa junction.
- 7.13 It is therefore concluded that there are no highways or transport related reasons why the proposed re-development of the Applegarth Farm site should not be granted planning permission.

APPENDIX BGH 1



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Rev: Date: Amendment: DRN CHK APR

BRYAN G HALL

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Title: SITE LOCATION PLAN -
 APPELGARTH FARM

Scale: NTS Size: A4 - 297 x 210

Drawn: RD Chkd: - Appvd: -

Client: APPELGARTH FARM

Project: APPELGARTH FARM, HAMPSHIRE

Drawing No: 20/214/LOC/004

Job No: 20-214

Revision: -

Date: 08/03/2021

APPENDIX BGH 2



- **Site Boundary**
- ① **Central Courtyard**
Multi-functional area providing additional space for restaurant during summer season as well as space for specialist events with temporary structures such as marquees.
- ② **Artisan Cabins**
The proposed timber clad cabins will complement the proposed architecture and accommodate local artisan businesses.
- ③ **Market Garden**
Growing space producing food for both use in the restaurant and sales in the farm shop. This will also include an orchard and polytunnels which will produce fruit and vegetables.
- ④ **Natural Play Area**
Featuring a number of natural play features including mounds to create tunnels alongside boulders, planting and willow structures. The farm will also look to expand on its animal enclosure within the play area.
- ⑤ **Growing School**
Overlooking the Market Garden the Growing School will offer a multi-functional building used chiefly to provide horticultural training.
- ⑥ **Service Yard**
Area for composting and agricultural vehicles serving and storage.
- ⑦ **Car Park Area 1**
Permeable surface. Hedging used to screen views of the car park from both Headley Road and the proposed external spaces.
- ⑧ **Car Park Area 2**
Tarmac surfaced. Hedge planting and planted borders used to soften car park area.
- ⑩ **Accessible Car Parking**
10 no. spaces.
- ⑪ **Staff Car Park & Deliveries Access**
16 no. spaces.
- ▲ **Main Building Entrance**



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 design@urbanwilderness.co.uk
 0113 472 0030
 registered in Scotland SC371979

client
Applegarth Farm
 project
 Applegarth Farm, Grayshott

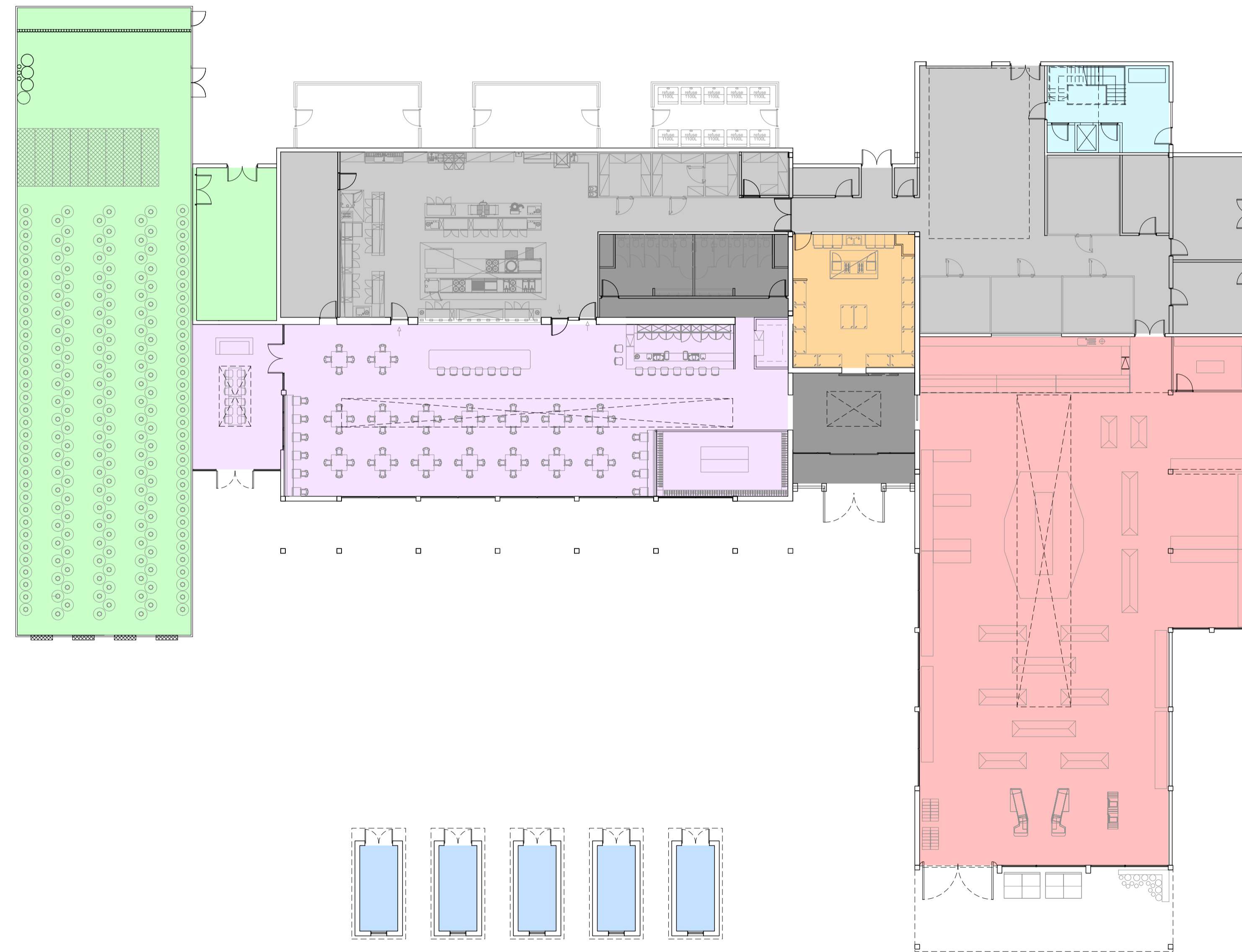
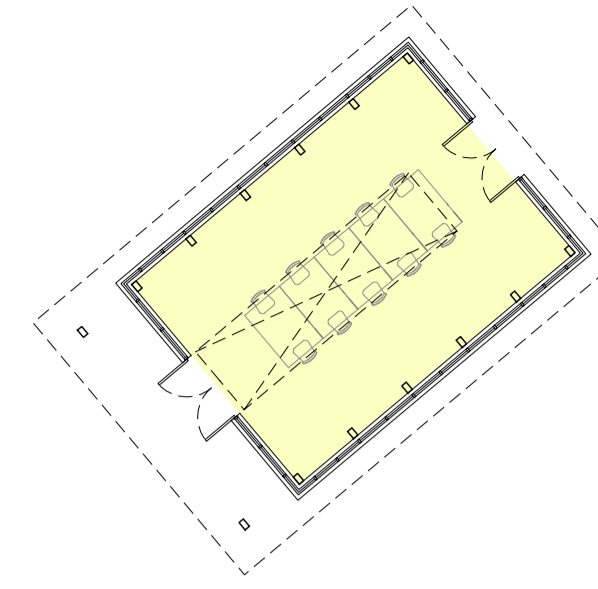
drawing title
Landscape Masterplan

drawing status		
PLANNING		
drawn by	checked by	date
SDJ	TBR	8 Dec 21
scale	paper size	
1:500	A2	
job/dwg no.	rev	
291-UW-P-003	F	

F	Bund contouring added	18 Feb 21
E	Plan Rendered	6 Feb 21
D	Entrance redesigned & south eastern boundary amended	29 Jan 21
C	Natural Play Area amended Minor revisions to entrance junction & service yard entrance	19 Jan 21
B	Plan Rendered	15 Jan 21
A	Minor change to car park 1 area	15 Dec 20
rev	details	date

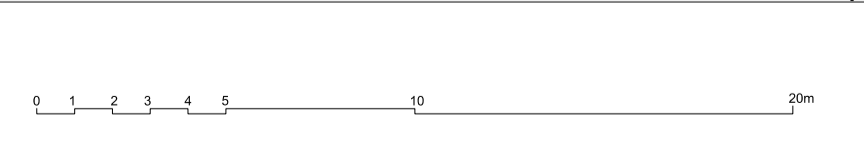
Areas Legend

Use	GIA (ground floor only)
■ Greenhouse	487m ²
■ Restaurant	400m ²
■ Retail	620m ²
■ Cookery School	65m ²
■ Growing School	65m ²
■ Artisans' cabins	65m ² (13m ² per cabin)
■ Staff areas	42m ²
■ Ancillary	117m ²
■ Back of house	584m ²



Ground floor plan full

Scale 1:200 @A1



Notes:

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Revisions

Rev.	Date	Notes	Drawn	Checked

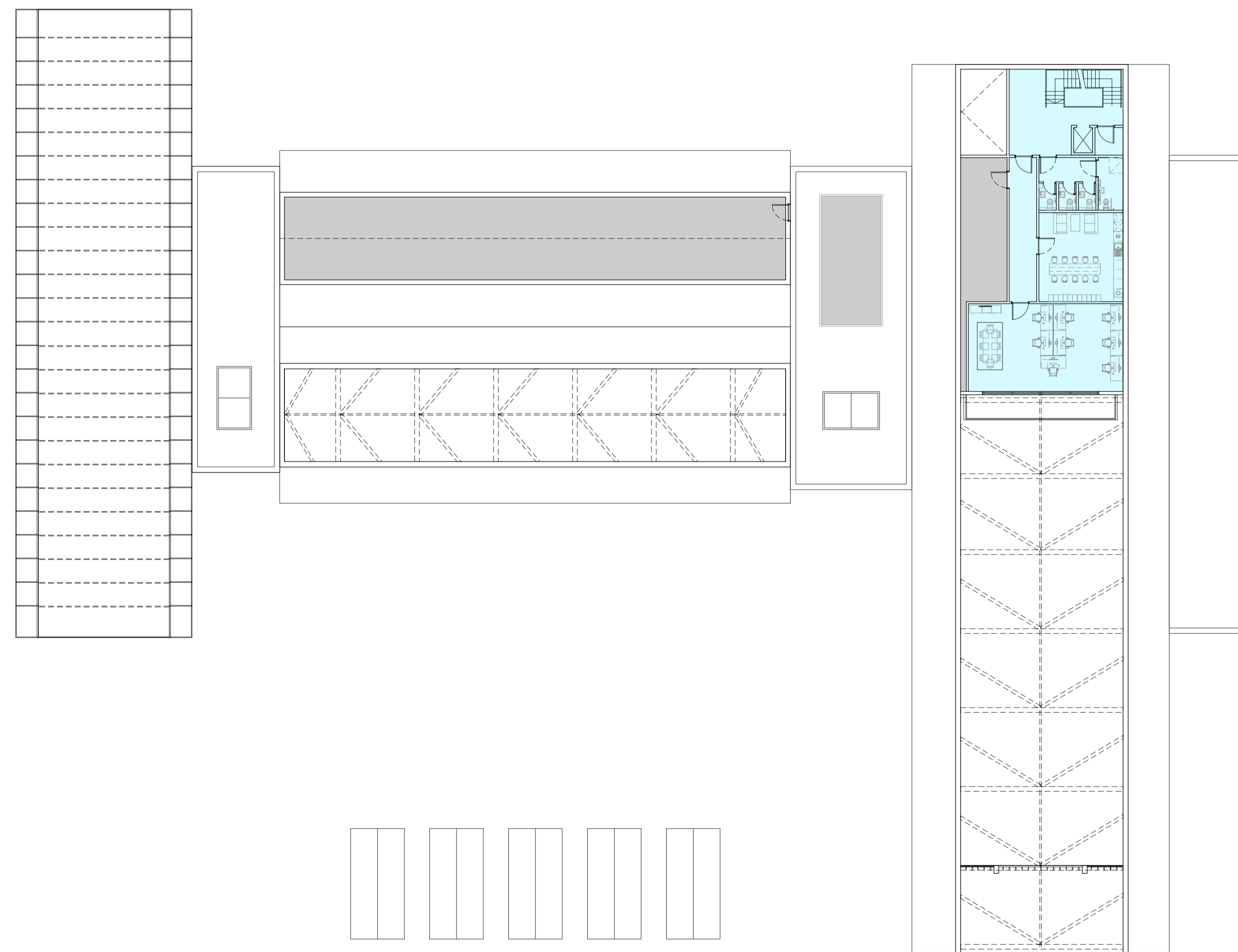
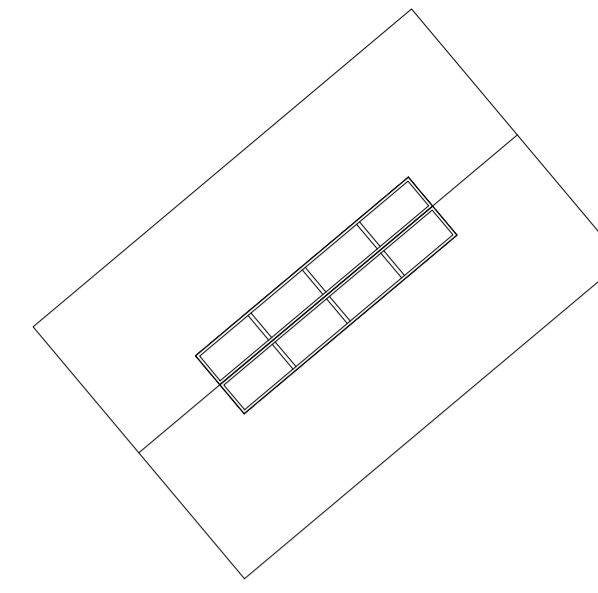
Revisions

Rev.	Date	Notes	Drawn	Checked

Notes

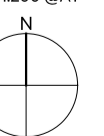
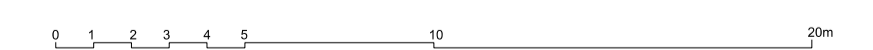
Areas Legend

Use	GIA (first floor only)
Staff areas	162m ²
Plant room	227m ²



First floor plan full

Scale 1:200 @A1



01

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Rev.	Date	Notes	Drawn	Checked

Rev.	Date	Notes	Drawn	Checked

Notes

Project:	Applegarth	Project No.:	19040
Client:	Will and Stephanie Benson	Revision:	-
Date:	January 2021	Status:	PLANNING APPLICATION ISSUE
Drawing Title:	Proposed First Floor Plan Full	Scale:	1:100@A1
Scale:	1:100@A1	Drawing No.:	AP/0702

APPENDIX BGH 3



- **Site Boundary**
- 1 Arrival Space**
Partially enclosed welcome area featuring the Reception Pod (2) and communal area (3) as well as a fire pit and herbaceous planting.
- 2 Reception Pod**
Modular Group - Pembroke Pod or similar used as a Reception for the glamping site.
- 3 Communal Area**
Paved area to provide space for gathering and activity.
- 4 Accommodation Pods**
12 x Iglucraft, Cabin Model 4 (Big Window, hand-crafted pod to provide accommodation for up to 4 guests.
- 5 Pod 'Habitat'**
Each pod to have a uniquely planted private space with external space including wood fired hot tubs, furniture and growing towers
- 6 Market Garden**
Growing space producing food for use in both the Applegarth Farm Shop and Restaurant.
- 7 Car Park Area**
Hedging and matrix style tree planting used to enclose and screen the car park. Contains 1no. DDA space and Bin Store.

- △ **Building Entrance**
- **Existing Trees**
- **Proposed Trees**
- **Proposed Landscape Bunds**

D	Boundary planting increased	22 Feb 21
C	Plan rendered	9 Feb 21
B	Key Plan Added	27 Jan 21
A	Minor change to car park 1 area	25 Jan 21
rev	details	date



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client
Applegarth Farm
 project
Applegarth Eco-Pod Site

drawing title
Illustrative Masterplan

drawing status
PLANNING

drawn by	checked by	date
SDJ	TBR	26 Jan 21
scale	paper size	
1:500	A2	
job/dwg no.	rev	
333-UW-P-001	D	

APPENDIX BGH 4

Project Name:	Proposed Re-Development of Applegarth Farm, Hampshire				
Client:	Applegarth Farm				
Subject:	Framework Travel Plan				
BGH Reference:	20-214-003.02				
Date:	8 th March 2021				
Prepared by:	K. Peel	Checked by:	G. Bowman	Overview by:	M. Crabtree

Introduction

1. This Framework Travel Plan (FTP) has been prepared by Bryan G Hall (BGH) to accompany a planning application by Applegarth Farm for a proposed mixed-use re-development of the Applegarth Farm Shop, on land currently occupied by the shop and empty grassland to the north. The site is accessed off the B3002 Headley Road, via Tennyson Way, Grayshott. A plan showing the site location relative to the surrounding highway network is attached at **Appendix TP1**.
2. Applegarth Farm is a well established local business which includes a farm shop and a restaurant and has been in operation for over forty years. The application site comprises the existing Applegarth Farm site and is bounded by a former golf driving range site to the north-west, residential development to the north-east, Tennyson Way to the south-east and the B3002 Headley Road to the south-west.
3. It is proposed to re-develop the existing Applegarth Farm site to provide an expansion of the existing restaurant (E(b) Use Class) and farm shop (E(a) Use Class) with the addition of a rural enterprise centre (Use Class E) cookery school (F1(a) Use Class) and growing areas, with car parking and landscaping improvements. It is also proposed to widen the existing site access junction.
4. The re-development will consist of the following, as illustrated on the landscape masterplan and floor plans at **Appendix TP2**:
 - 620m² Farm Shop;
 - 400m² Restaurant;
 - 65m² Artisan Trader Cabins (5 x 13m²)
 - 65m² Cookery School;
 - 65m² Growing School;
 - 487m² Greenhouse;
 - 204m² Staff/Management Area (total Ground Floor + First Floor);
 - 117m² Ancillary areas;
 - 584m² Back of House areas;
 - 227m² Plant Room; and
 - 146 parking spaces.

5. This FTP has been prepared predominantly for staff at the site, however it will benefit visitors too. The objectives for this FTP are to minimise single occupancy vehicle travel and also promote active travel for health.
6. A FTP is not a static document - it evolves over time and adapts to reflect new guidance and emerging best practice. The FTP will form the basis of a Full Travel Plan to be prepared at a later date following the grant of planning permission. The Travel Plan Coordinator (TPC) would be responsible for updating the Travel Plan to incorporate additional measures and best practice where appropriate.
7. This FTP has been prepared in line with national and local planning policy, including National Planning Policy Framework, Planning Practice Guidance and the Hampshire Local Transport Plan.

Site Accessibility

8. The site has been designed to accommodate those travelling on foot and by bike. There will be an extension of the 2 metre wide footway on the south-western side of the junction into the site, a proposed pedestrian dropped crossing point with tactile paving at the site access and a zebra type crossing within the site to assist with pedestrian movements.
9. Pedestrian access to the site will be provided by the existing footway provision along both sides of the carriageway along Tennyson Way, which links to a footway on the north-eastern side of the B3002 Headley Road. This footway has a typical width of 1.5 metres to the south-east of the Tennyson Way junction and 1.6 to 1.7 metres to the north-west. The footway continues into Grayshott village centre approximately 1.8 kilometres walking distance to the south-east of the site. To the north-west, the footway continues along the north-eastern side of the B3002 Headley Road to the junction with Kiln Way, approximately 500 metres walking distance to the north-west of the site.
10. There is also a network of public footpaths to the north of the site which are accessible through Applegarth Vale. These footpaths provide an alternative route to walk to and from Grayshott to the east and they provide an access route to Headley Down to the north-west.
11. Within 5km of the site, approximately a 20 minute leisurely cycle, employees can travel from Headley Down, Headley and Lindford to the west, all of Grayshott, Hindhead and part of Beacon Hill to the east, and Bramshott to the south via Ludshott Common. Within 8 kilometres of the site, cyclists can access Bordon to the west, Shottermill and Haslemere to the east, Liphook to the south via Ludshott Common and Churt to the north via Grayshott. The distance to Churt and Beacon Hill can be reduced should cyclists wish to dismount for a short period and use the public footpaths to the north. This provides a number of residential areas that staff could cycle to and from. Some cyclists travelling to the east of the site may need to negotiate the A3 Tunnel Way, which they can do so by either traveling through Hindhead via the A333 and the A287, or by dismounting and utilising a National

Trust footbridge accessed from the A333 around 70 metres to the south-west of the junction with the B3002 Headley Road.

12. Cycle parking will be provided on site for use by staff and customers. These will be in the form of 16 Sheffield type cycle parking stands, providing spaces for a total of 32 cycles for both customers and visitors which will be more than sufficient to meet demand. Long stay cycle parking lockers for staff will be provided in an appropriate area to the north of the building, where 3 lockers can be provided initially with the potential to expand further if demand dictates.
13. The nearest bus stop to the site is located on the north-eastern side of the B3002 Headley Road, around 40 metres to the south-east of the junction with Tennyson Way and around 160 metres walking distance from the centre of the site. The nearest westbound bus stop is located approximately 420 metres walking distance to the north-west of the site.
14. Both stops are served by the Stagecoach bus services 23 & 23X, which operate every 120 minutes from Monday to Saturday between Haslemere, Hindhead, Grayshott, Lindford, Kingsley and Alton, with the 23X continuing onto Holybourne. Given the proximity of the bus stops and the areas served, there is potential for staff and customers to travel to and from the site by bus.
15. The proposed redevelopment will include 4 electric vehicle charging points. These will be available for use by staff and customers.

Travel Plan Coordinator, Surveys and Monitoring

16. A Travel Plan Coordinator (TPC) will be appointed to implement the FTP, which could be an employee on-site who has the additional responsibility of the TPC role alongside their day to day duties.
17. The appointed TPC would be responsible for:
 - Preparing a 'Travel Notice Board' to be shown to all new employees as part of the induction process. The 'Travel Notice Board' could contain site specific sustainable travel information, including walking and cycling maps, health related publicity materials and public transport information;
 - Undertaking an annual employee travel survey in order to set out appropriate mode share targets, for example a 5% reduction in single occupancy vehicle travel could be targeted over a 5 year implementation period. This suggested target could be reviewed as part of the monitoring process;
 - Implementing a programme for monitoring the FTP, including undertaking further annual travel surveys and preparing subsequent monitoring reports;
 - Reviewing the FTP with Hampshire County Council to monitor both the progress towards meeting its targets and the effectiveness of the Travel Plan measures; and
 - Agreeing and implementing further measures, as necessary, if the agreed targets are not being met.

Measures

18. The sustainable travel measures aim to influence the travel choice of staff to achieve a positive modal shift towards sustainable travel modes and reduce the impact the development has on the local network, mainly by minimising the number of single occupancy vehicle trips to and from the site.
19. The following measures could be implemented at the site to make sustainable modes of travel from the proposed site more attractive. By introducing a variety of measures, employees and visitors can pick and choose the most appropriate for their circumstances. It is unlikely that a single measure will address the transport needs of all users, therefore having a range of measures will enable employees and visitors to choose the most appropriate.

Site Design

The site will be designed to maximise the potential for sustainable travel. The footway network around the site and proximity of residential areas provides a great opportunity for journeys on foot.

The proposed site is well located to enable employees and visitors to utilise the existing cycle network within the vicinity of the site. Cycle parking will be provided on site.

Measure 1

Sustainable Travel Board

A sustainable travel board could be prepared and agreed with Hampshire County Council, to be displayed in a location with high footfall, somewhere which is clearly visible to employees. The travel board would contain travel information, details of local initiatives, and infrastructure, and contact details for the TPC.

A map could be prepared and could include a summary of the location of appropriate local walking and cycling routes, local bus stops and their routes and services. The travel boards would also highlight the health benefits of walking and cycling. All employees would be made aware of the sustainable travel boards, being shown where the boards are located as part of their induction process. The information displayed should be updated on a regular basis to ensure all information is up to date and remains relevant.

Measure 2

Personalised Travel Planning

Each employee could be offered personalised travel planning with the TPC – this could be face to face, on the telephone or via email. Thus giving employees the ability to contact the TPC at their own convenience.

The process of personalised travel planning can help guide people through their potential travel options and alleviate some of the pressure regarding journey planning, for example identifying details of the available public transport services, and the local walking and cycle options.

Measure 3

Promote Walking Apps

Walking apps could be promoted to employees to encourage the take up walking locally and further afield. Apps can track movement, distance and offer a competitive element to increase the distance and regularity of walking. Apps can also offer great walking tips.

Measure 4

Advice on Personal Safety

Walking is the most important mode of sustainable travel, not only as a separate journey, but also as part of other journeys by public transport. Providing advice on personal safety could help relieve any safety concerns for employees choosing to walk for an entire journey or as part of a journey. If employees do have safety concerns, they can be discussed in detail with the TPC as and when requested.

Measure 5

Promote Cycling Apps

Cycling apps could be promoted to employees to encourage cycling both locally and further afield. Apps can track movement, distance and offer a competitive element to increase the distance and regularity of cycling and great cycling tips.

Measure 6

On-site cycle repair kit and pump

A cycle repair kit could be provided in a suitable location for access by employees on site, conveniently located for cyclists to use and replenished when required. By providing an on-site cycle repair kit and pump this can be helpful for cyclists if they encounter difficulties on their journey.

Measure 7

Promote Car Sharing

The TPC could promote car sharing through the notice board. Car sharing is often considered to be a relatively convenient form of sustainable travel with the associated convenience of car travel. The TPC will inform employees of the web-based scheme "Liftshare" at <https://liftshare.com/uk>

Measure 8

Promote the Use of Electric Vehicles

Electric vehicles offer a more sustainable way of travel in comparison to petrol or diesel. They are rising in popularity and are widely available. There will be 4 electric vehicle charging points available on site for employees and visitors.

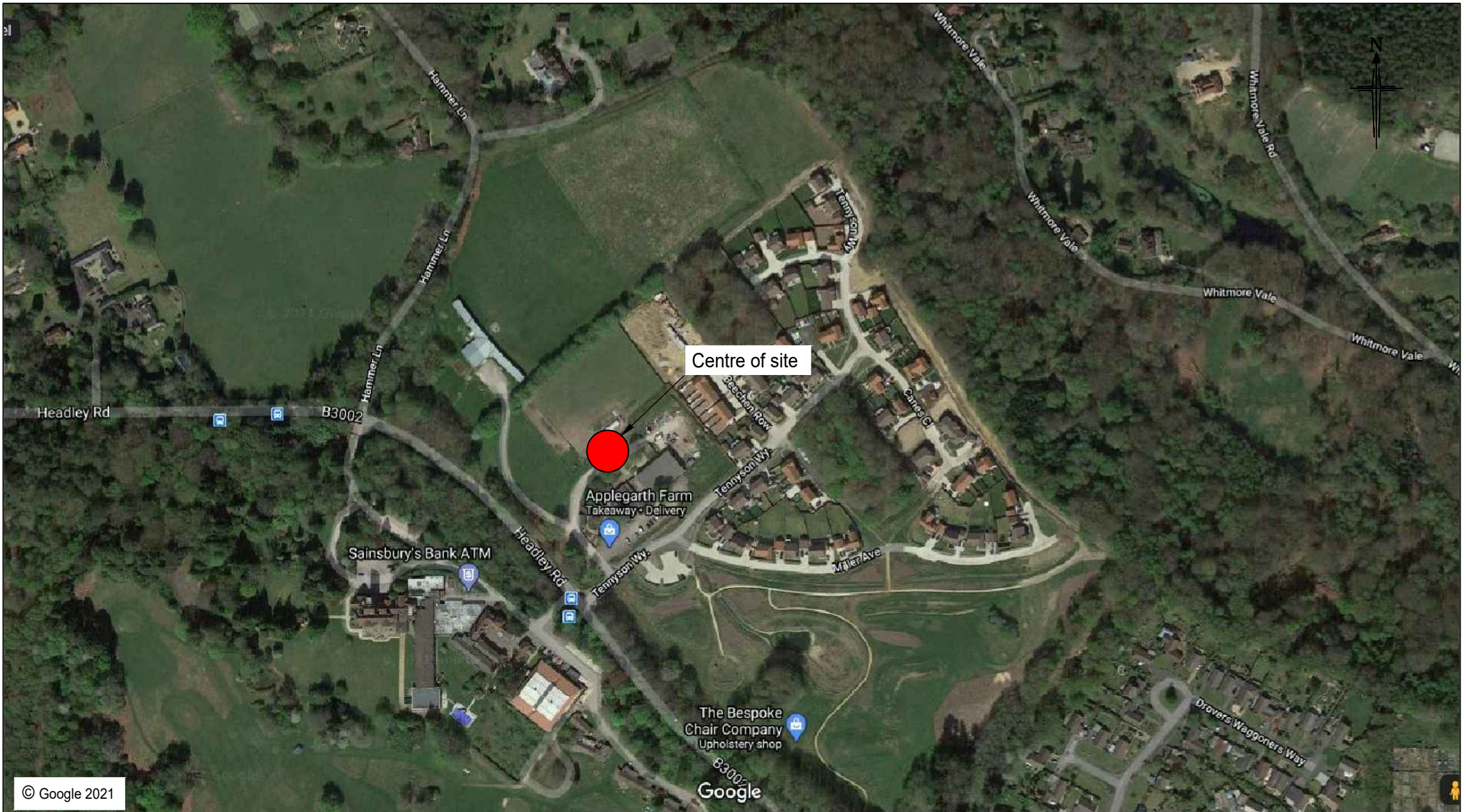
The TPC could promote the use of electric vehicles on the notice board. The TPC could also promote Zap Map to ensure that users know where to charge their vehicle when off site www.zap-map.com

Appendices

Appendix TP1 – Site Location Plan

Appendix TP2 – Proposed Site Layout Plan

APPENDIX TP 1



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Rev: Date: Amendment: DRN CHK APR

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Title: SITE LOCATION PLAN -
 APPLEGARTH FARM

Scale: NTS Size: A4 - 297 x 210

Drawn: RD Chkd: - Appvd: -

Client: APPLEGARTH FARM

Project: APPLEGARTH FARM, HAMPSHIRE

Drawing No: 20/214/LOC/004

Job No: 20-214

Revision: -

Date: 08/03/2021

APPENDIX TP 2



- Site Boundary**
- ① Central Courtyard**
Multi-functional area providing additional space for restaurant during summer season as well as space for specialist events with temporary structures such as marquees.
- ② Artisan Cabins**
The proposed timber clad cabins will complement the proposed architecture and accommodate local artisan businesses.
- ③ Market Garden**
Growing space producing food for both use in the restaurant and sales in the farm shop. This will also include an orchard and polytunnels which will produce fruit and vegetables.
- ④ Natural Play Area**
Featuring a number of natural play features including mounds to create tunnels alongside boulders, planting and willow structures. The farm will also look to expand on its animal enclosure within the play area.
- ⑤ Growing School**
Overlooking the Market Garden the Growing School will offer a multi-functional building used chiefly to provide horticultural training.
- ⑥ Service Yard**
Area for composting and agricultural vehicles serving and storage.
- ⑦ Car Park Area 1**
Permeable surface. Hedging used to screen views of the car park from both Headley Road and the proposed external spaces.
- ⑧ Car Park Area 2**
Tarmac surfaced. Hedge planting and planted borders used to soften car park area.
- ⑩ Accessible Car Parking**
10 no. spaces.
- ⑪ Staff Car Park & Deliveries Access**
16 no. spaces.
- ▲ Main Building Entrance**



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client
Applegarth Farm
 project
 Applegarth Farm, Grayshott

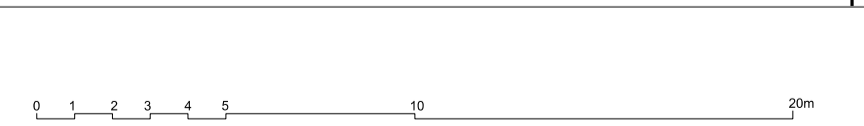
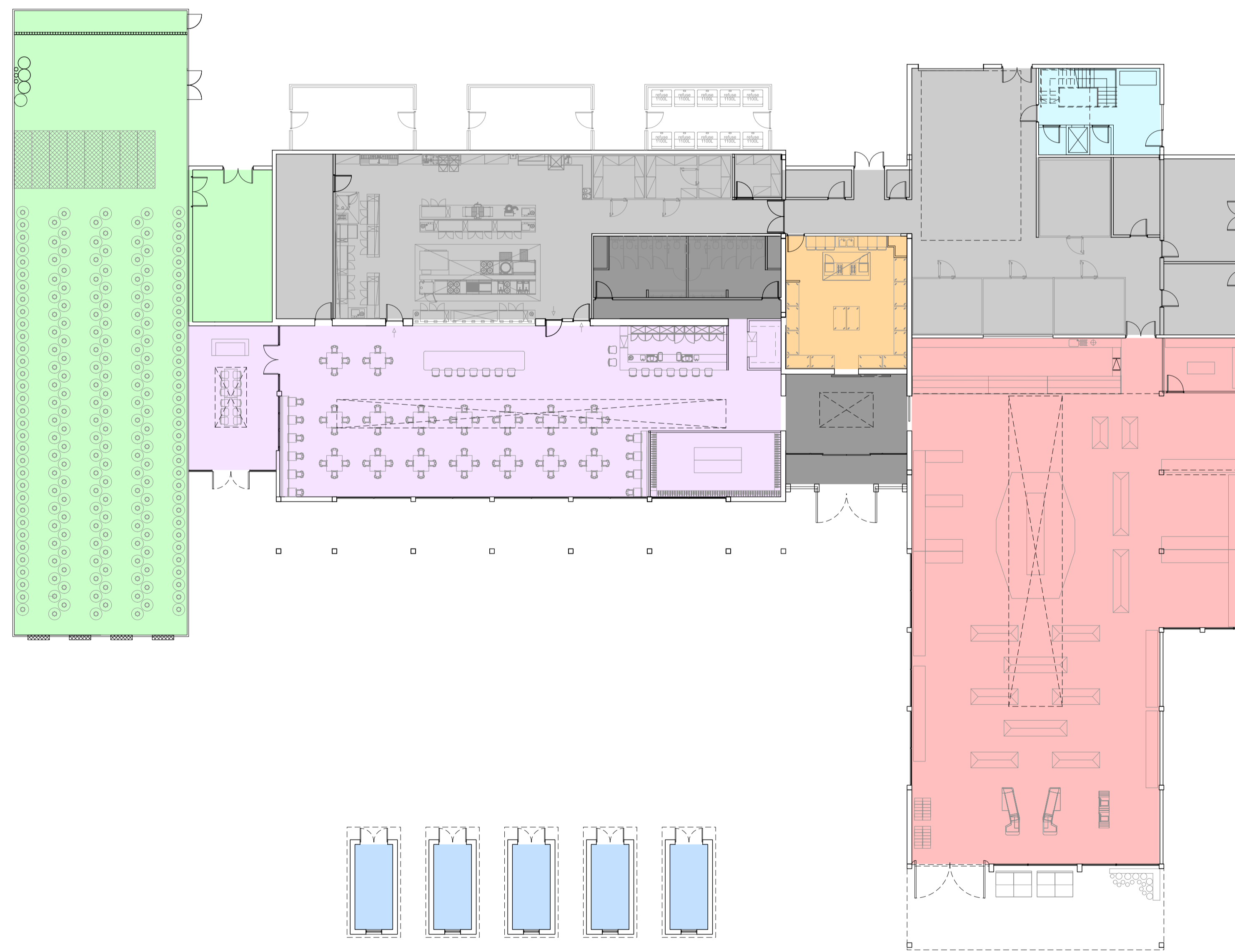
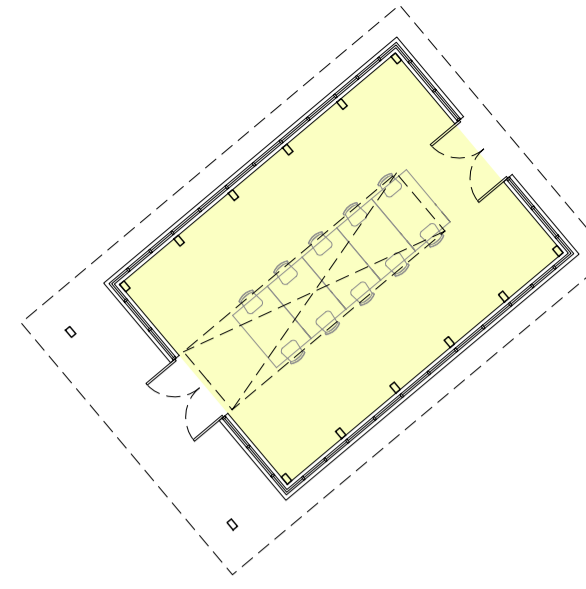
drawing title
Landscape Masterplan

drawing status PLANNING		
drawn by SDJ	checked by TBR	date 8 Dec 21
scale 1:500		paper size A2
job/dwg no. 291-UW-P-003	rev	rev F

F	Bund contouring added	18 Feb 21
E	Plan Rendered	6 Feb 21
D	Entrance redesigned & south eastern boundary amended	29 Jan 21
C	Natural Play Area amended Minor revisions to entrance junction & service yard entrance	19 Jan 21
B	Plan Rendered	15 Jan 21
A	Minor change to car park 1 area	15 Dec 20
rev	details	date

Areas Legend

Use	GIA (ground floor only)
Greenhouse	487m2
Restaurant	400m2
Retail	620m2
Cookery School	65m2
Growing School	65m2
Artisans' cabins	65m2 (13m2 per cabin)
Staff areas	42m2
Ancillary	117m2
Back of house	584m2



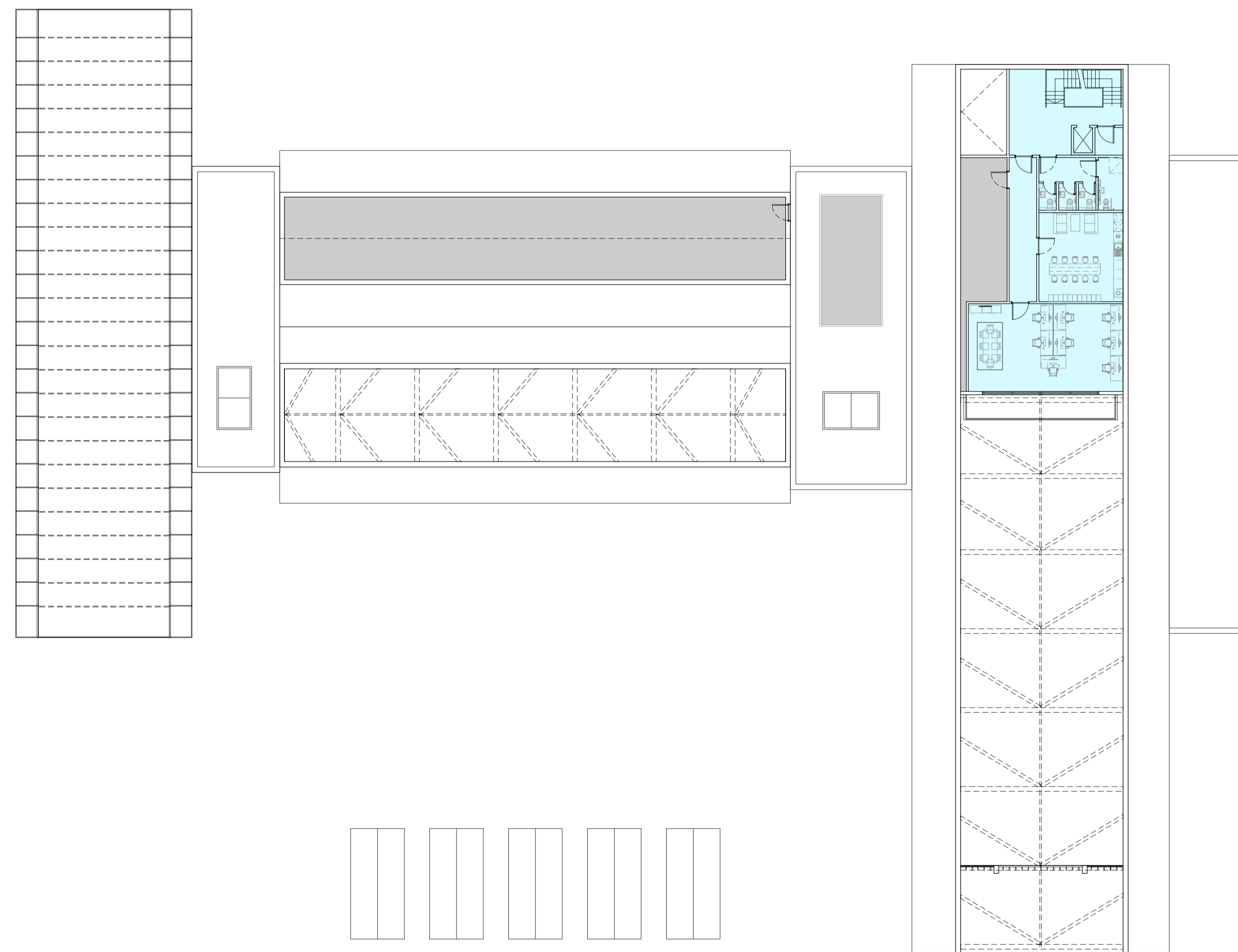
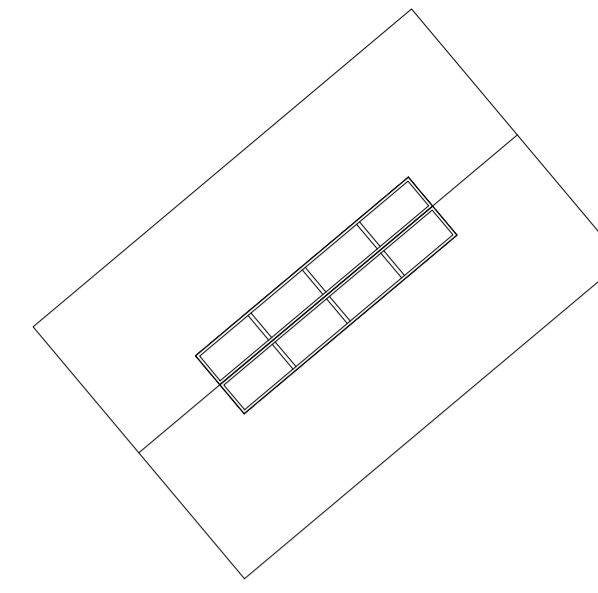
Rev.	Date	Notes	Drawn	Checked

Rev.	Date	Notes	Drawn	Checked

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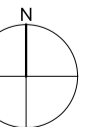
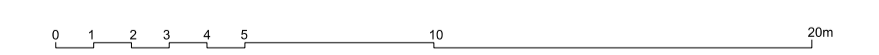
Areas Legend

Use	GIA (first floor only)
Staff areas	162m ²
Plant room	227m ²



First floor plan full

Scale 1:200 @A1



01

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Check original size: A1

Rev.	Date	Notes	Drawn	Checked

Rev.	Date	Notes	Drawn	Checked

Notes

Project:	Applegarth	Project No.:	19040
Client:	Will and Stephanie Benson	Revision:	-
Date:	January 2021	Status:	PLANNING APPLICATION ISSUE
Drawing Title:	Proposed First Floor Plan Full	Scale:	1:100@A1
Scale:	1:100@A1	Drawing No.:	AP/0702

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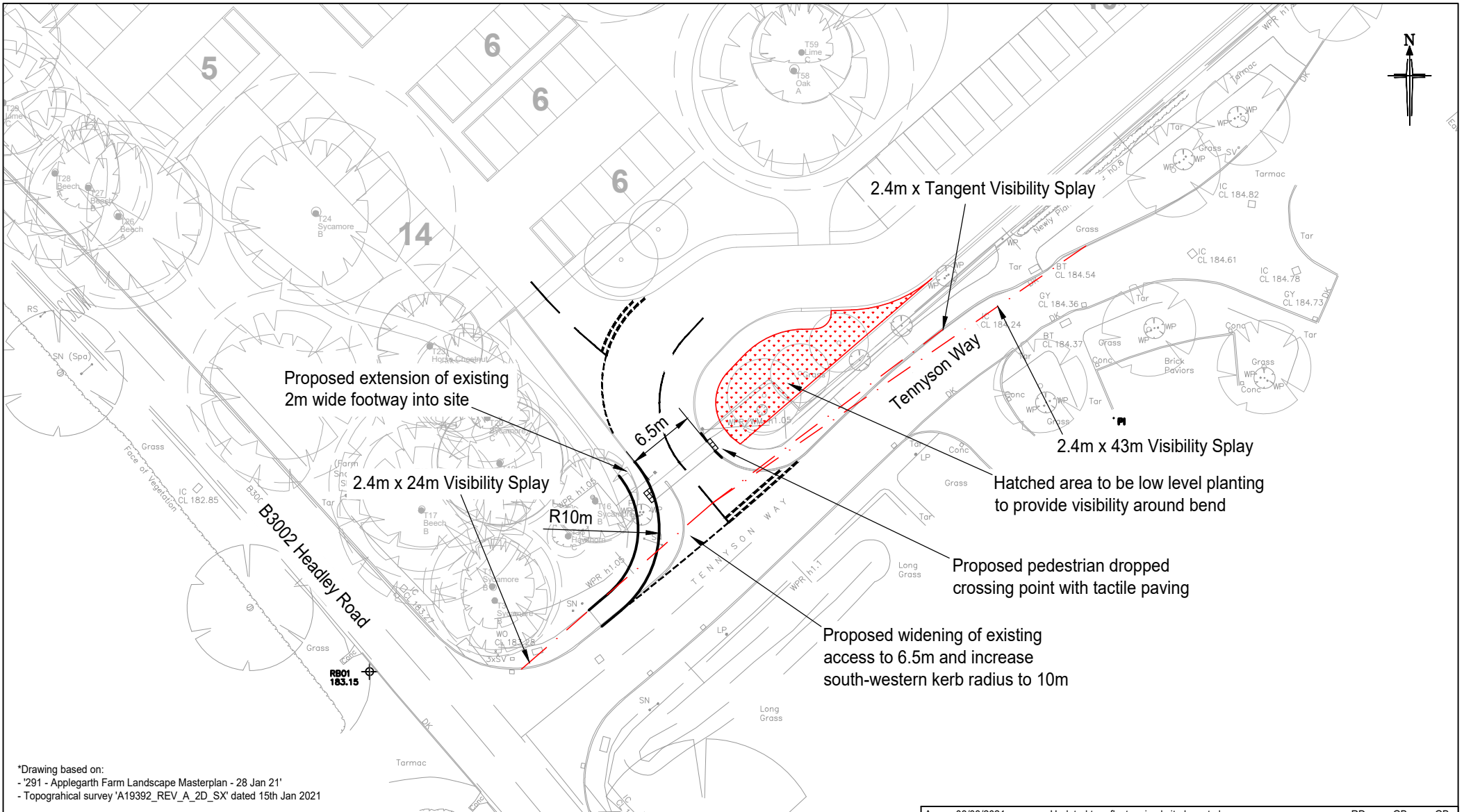
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APPENDIX BGH 5



*Drawing based on:
 - '291 - Applegarth Farm Landscape Masterplan - 28 Jan 21'
 - Topographical survey 'A19392_REV_A_2D_SX' dated 15th Jan 2021

A	08/03/2021	Updated to reflect revised site layout plan	RD	GB	GB
Rev:	Date:	Amendment:	DRN	CHK	APR

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Title: PROPOSED SITE ACCESS IMPROVEMENTS

Scale: 1:500 Size: A4 - 297 x 210

Drawn: RD Chkd: GB Appvd: JP

Client: WILLIAM BENSON

Project: APPLGARTH FARM, HAMPSHIRE

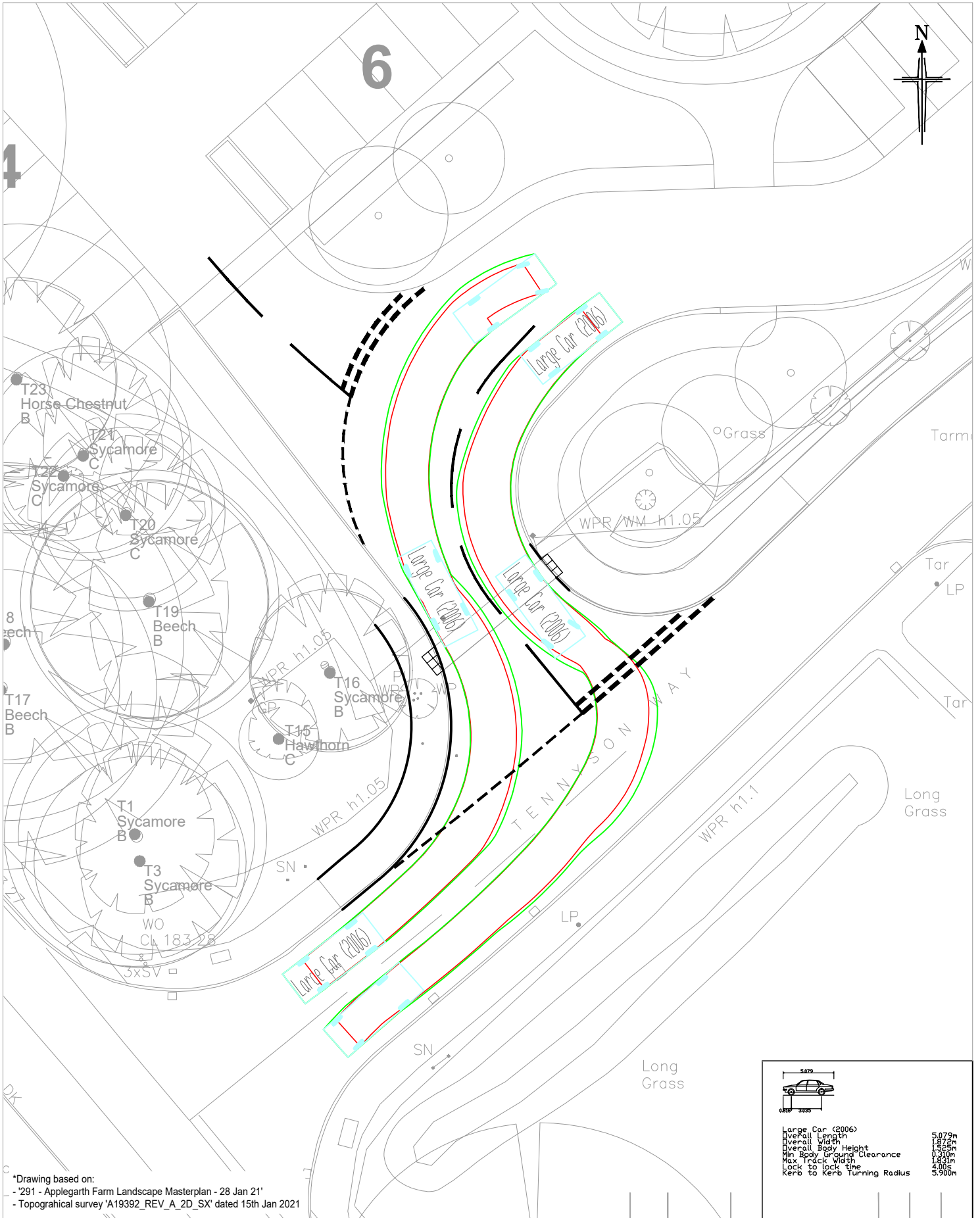
Drawing No: 20/214/TR/001

Job No: 20-214

Revision: A

Date: 26/01/2021

APPENDIX BGH 6



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Title: SWEEP PATH ANALYSIS - LARGE CAR

Scale: 1:200 Size: A4 - 210 x 297

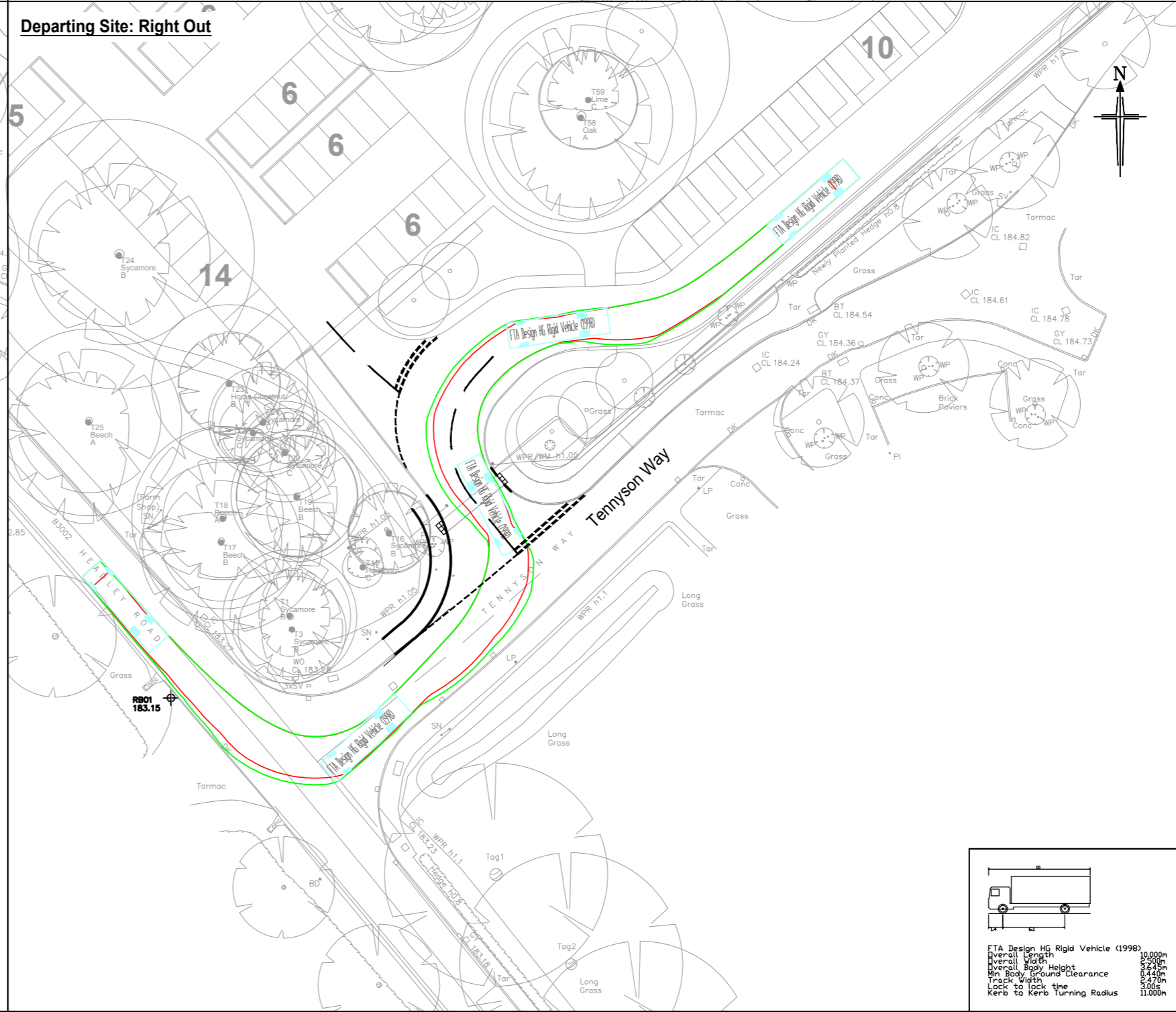
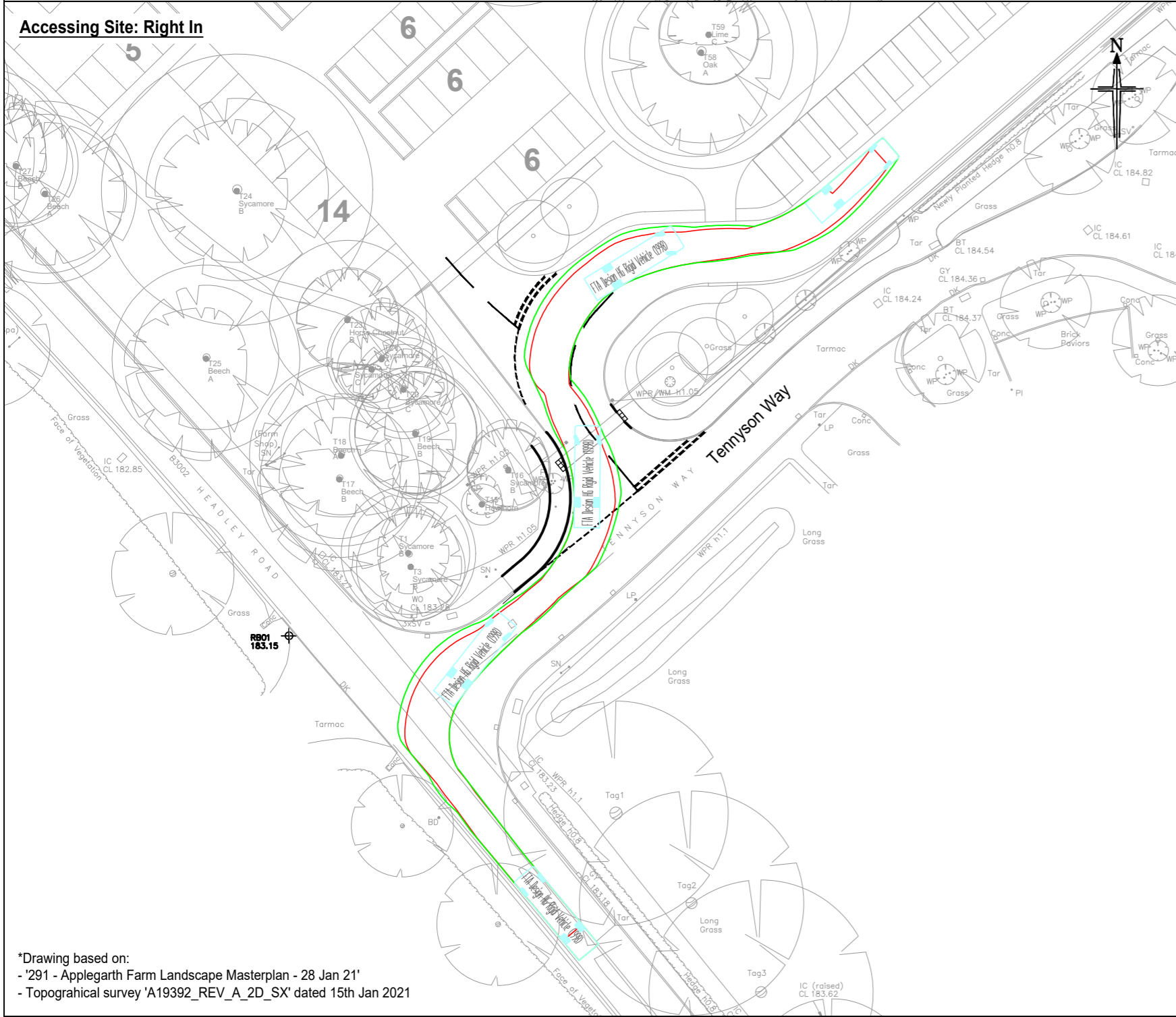
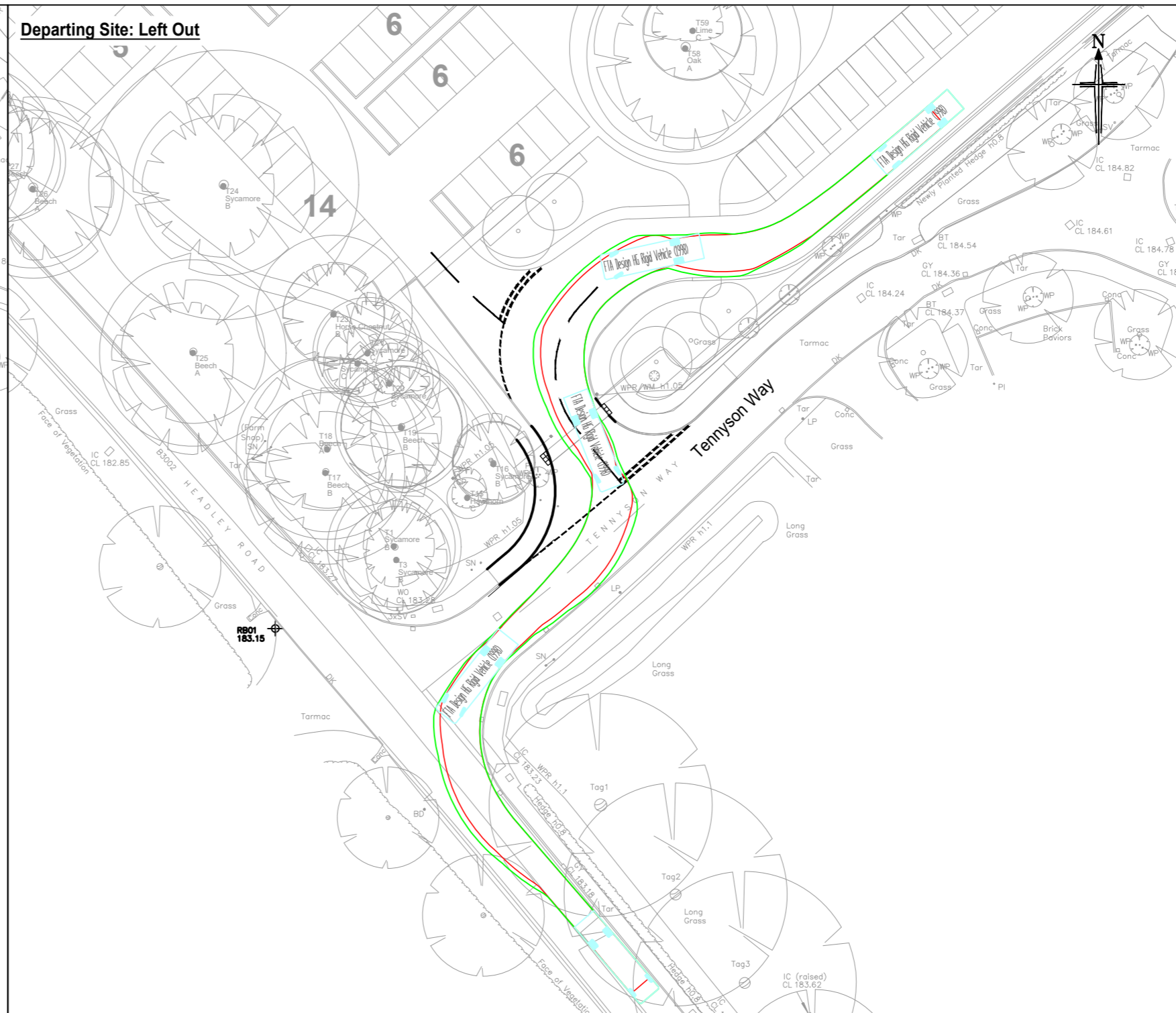
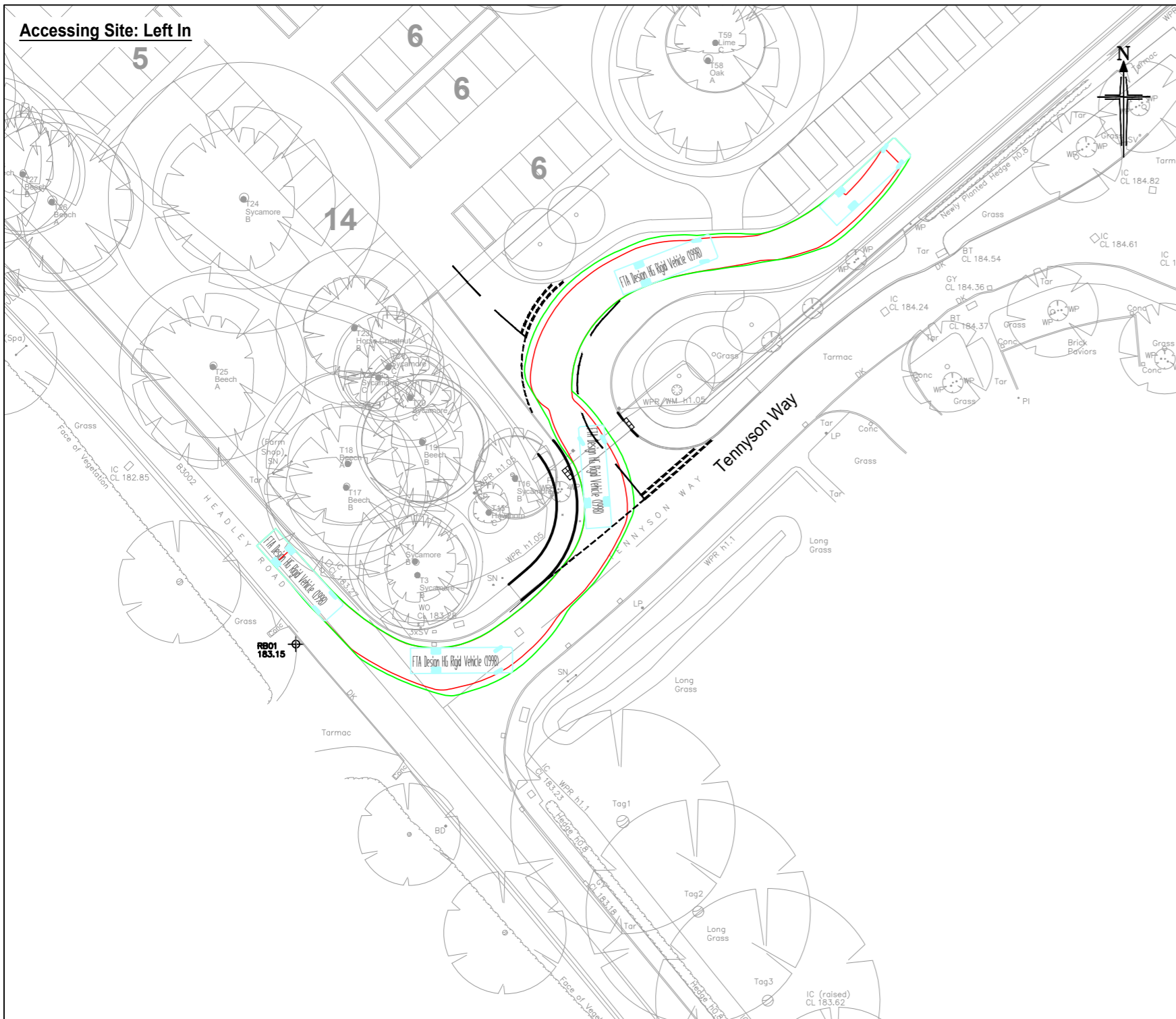
Drawn: DG Chkd: RD Appvd: GB

A	09.03.2021	Drawing amended to reflect updated layout	RD	GB	GB
Rev:	Date:	Amendment:	DRN:	CHK:	APR:

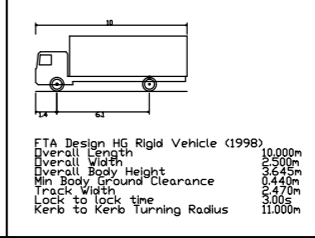
Client: APPLGARTH FARM
 Project: APPLGARTH FARM, HAMPSHIRE

Drawing No: 20/214/ATR/005 Revision: A
 Job No: 20-214 Date: 22/01/2021

APPENDIX BGH 7



*Drawing based on:
 - '291 - Applegarth Farm Landscape Masterplan - 28 Jan 21'
 - Topographical survey 'A19392_REV_A_2D_SX' dated 15th Jan 2021



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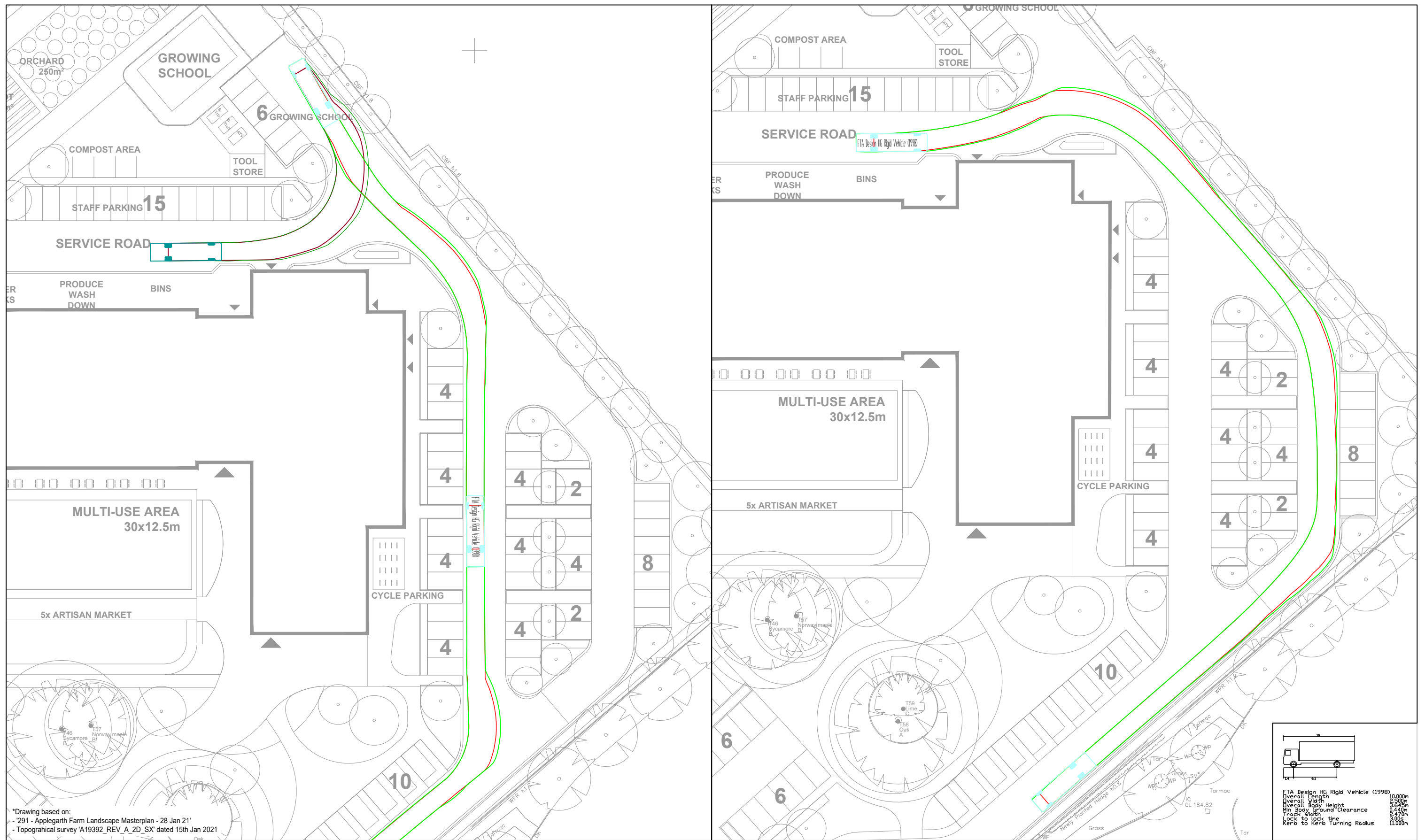
B	09.03.2021	Drawing amended to reflect updated layout	RD	GB	GB
A	22.01.2021	Drawing amended to reflect updated site plan and topographical survey	DG	RD	GB
Rev:	Date:	Amendment:	DRN	CHK	APR

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Client: WILLIAM BENSON
 Status: FOR PLANNING
 Scale: 1:500
 Size: A2 - 594 x 420 Drawn: KP Chkd: RD Appvd: GB
 Project: APPLGARTH FARM, HAMPSHIRE
 Title: SWEEP PATH ANALYSIS - MAIN ECONOMIC SITE
 10m RIGID VEHICLE
 (1 of 2)

Drawing No: 20/214/ATR/002 Revision: B
 Job No: 20-214 Date: 22/12/2020

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Title: SWEPT PATH ANALYSIS - MAIN ECONOMIC SITE
 10m RIGID VEHICLE
 (2 of 2)
 FOR PLANNING

Status: Scale: 1:500
 Size: A3 - 420 x 297 Drawn: DG Chkd: RD Appvd: GB

A	09.03.2021	Drawing amended to reflect updated layout	RD	GB	GB
Rev:	Date:	Amendment:	DRN	CHK	APR

Client: APPELGARTH FARM

Project: APPELGARTH FARM, HAMPSHIRE

Drawing No: 20/214/ATR/007
 Job No: 20-214

Revision: A
 Date: 22/01/2021

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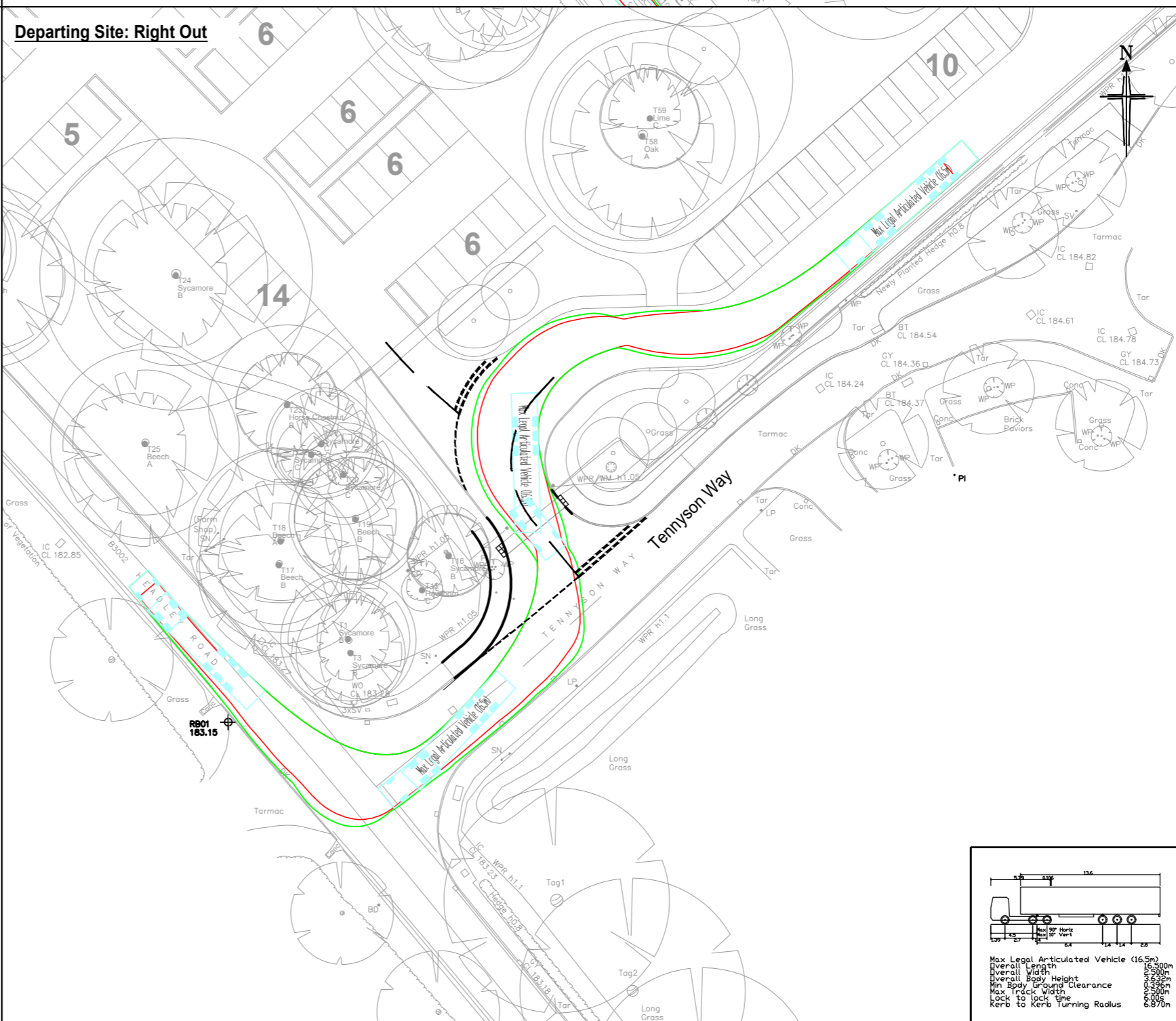
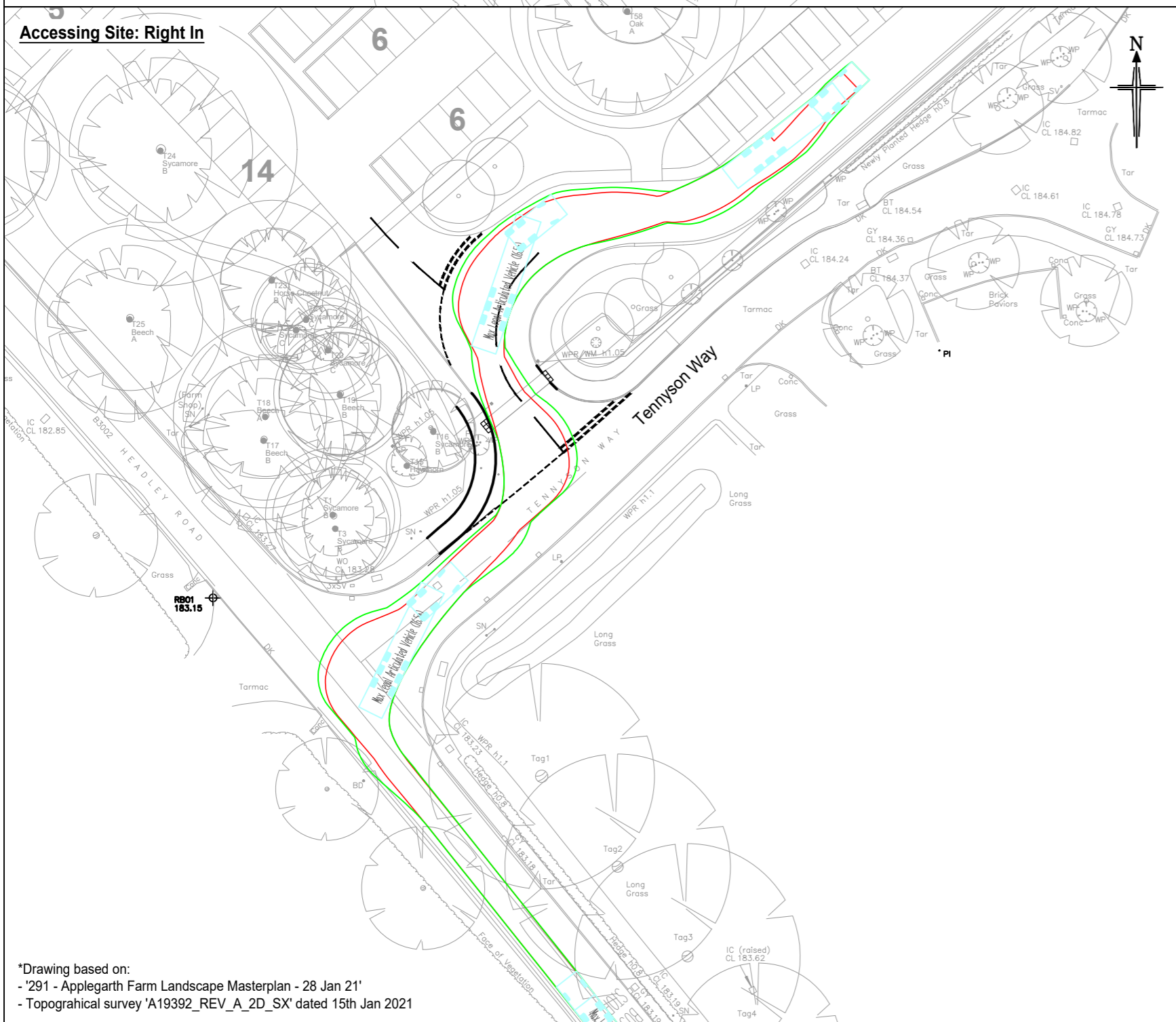
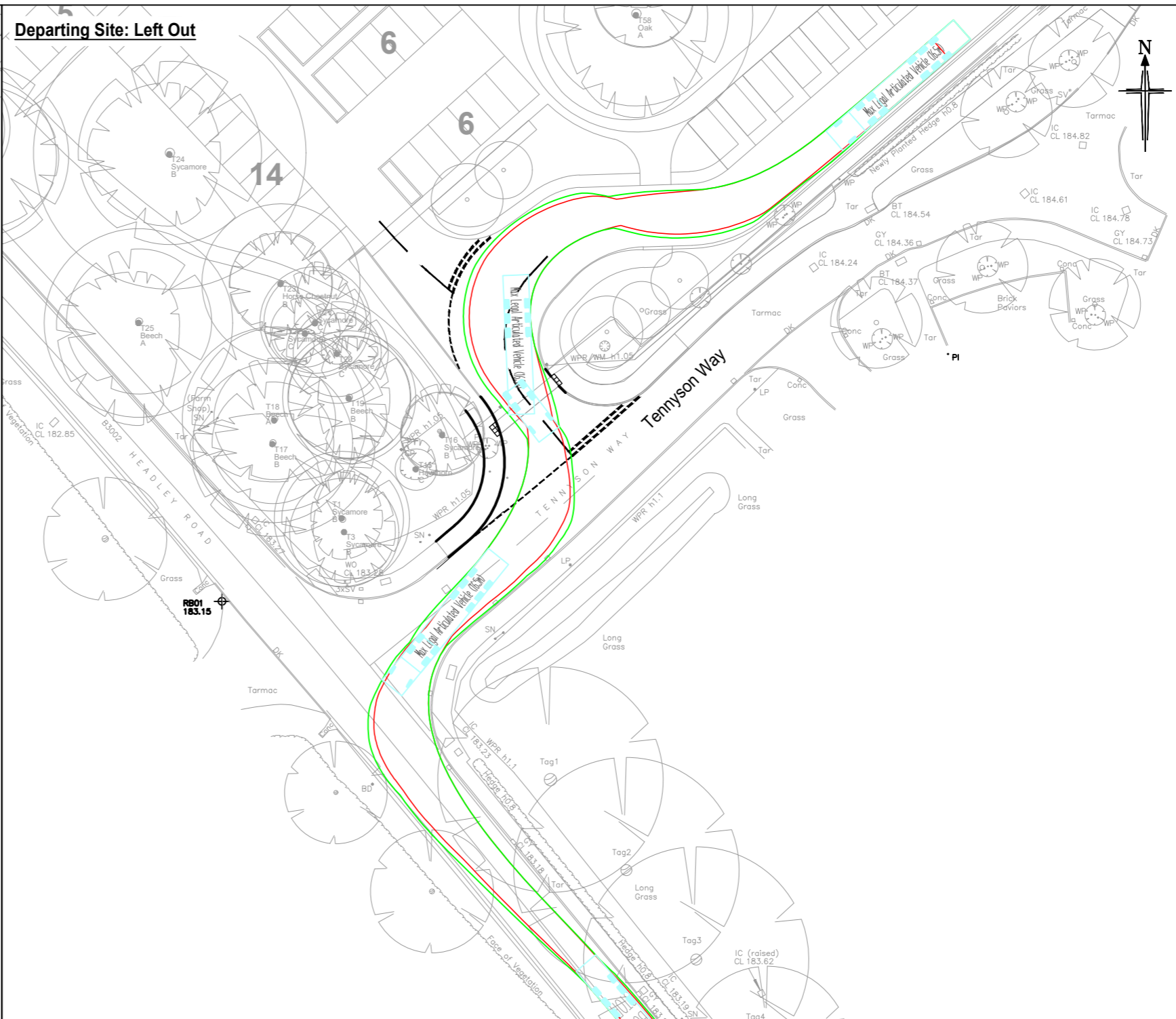
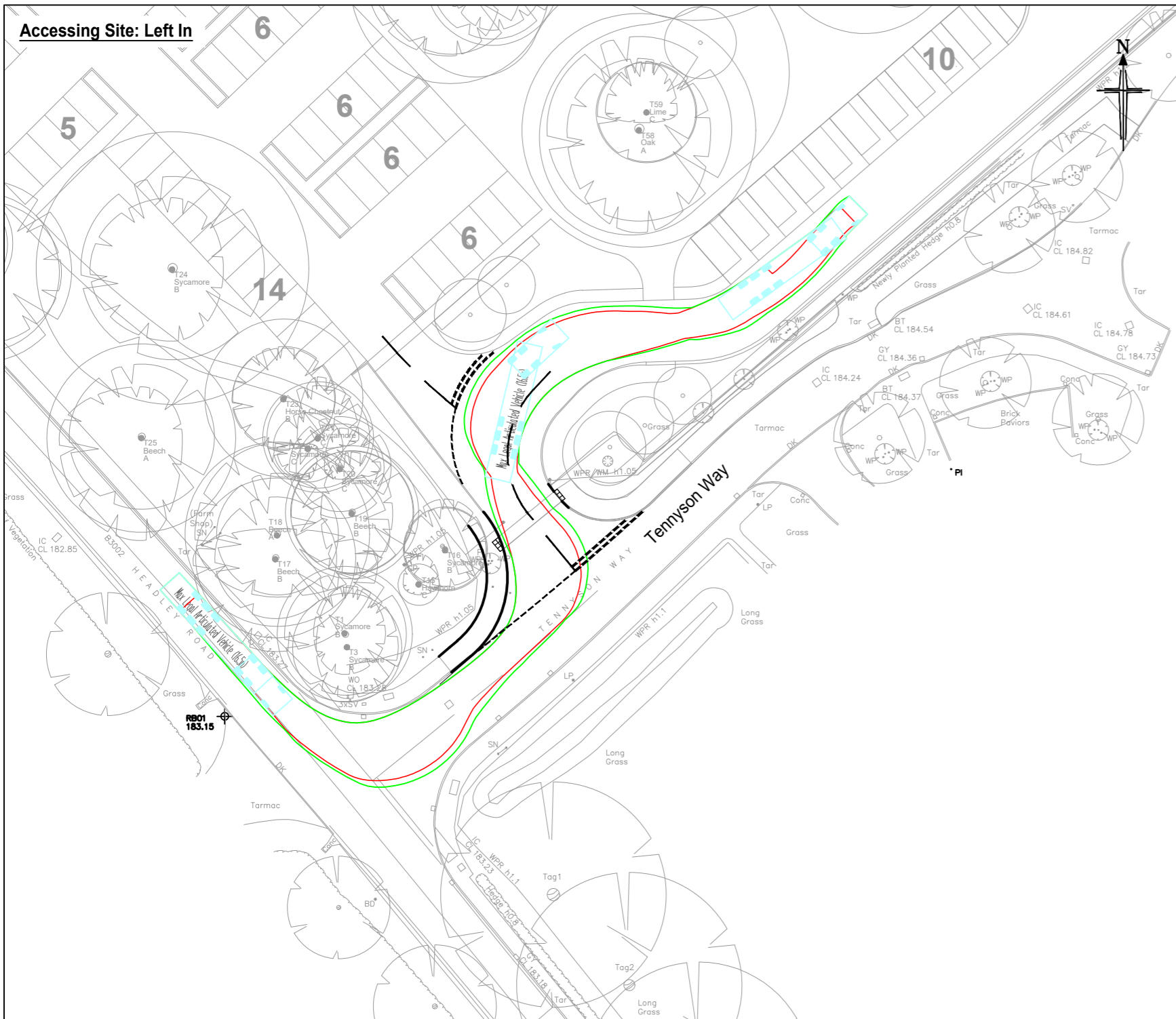
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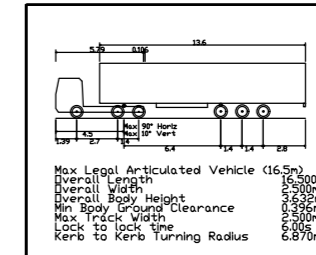


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APPENDIX BGH 8



*Drawing based on:
 - '291 - Applegarth Farm Landscape Masterplan - 28 Jan 21'
 - Topographical survey 'A19392_REV_A_2D_SX' dated 15th Jan 2021



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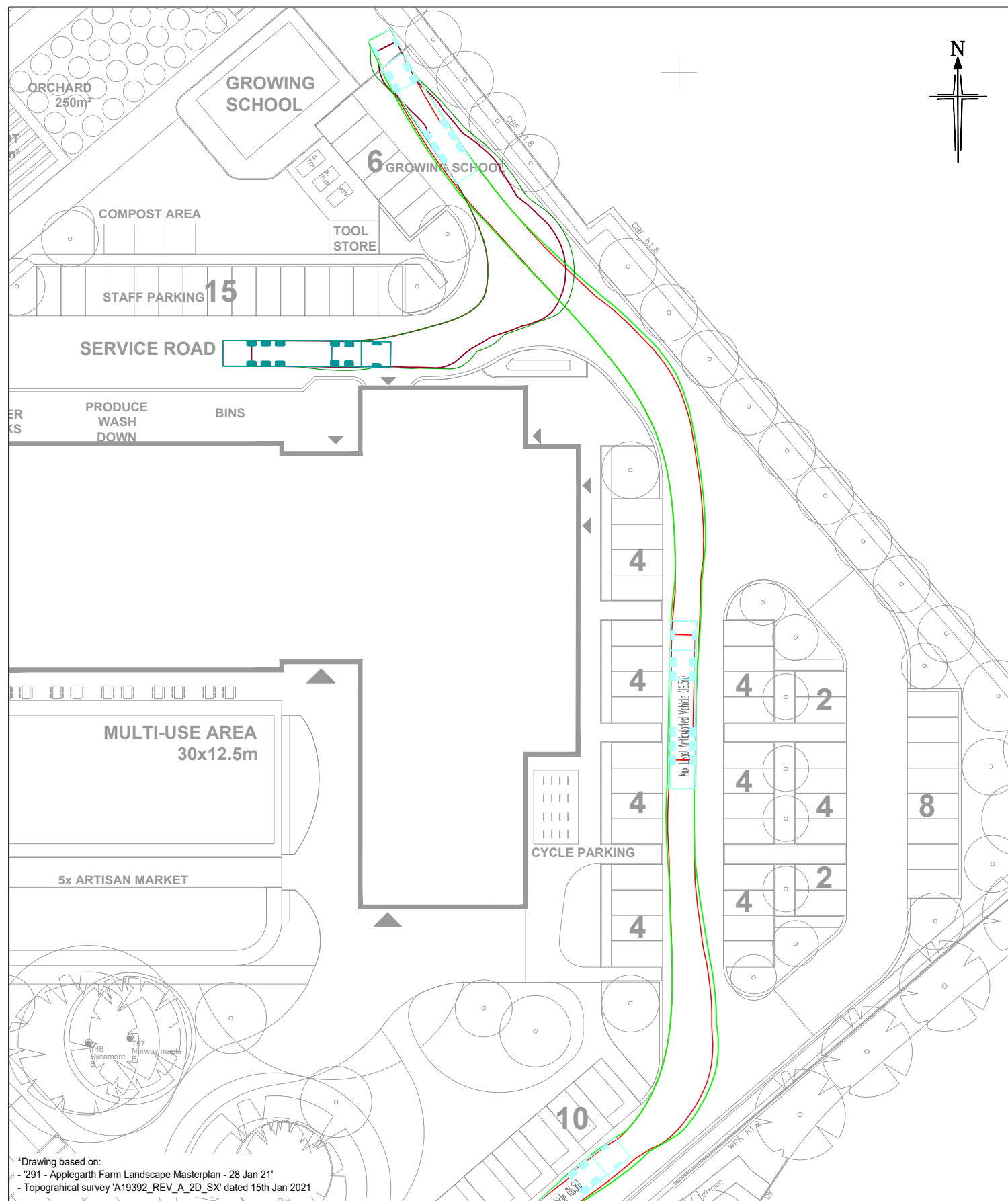
Rev:	Date:	Amendment:	DRN	CHK	APR
B	09.03.2021	Drawing amended to reflect updated layout	RD	GB	GB
A	22.01.2021	Drawing amended to reflect updated site plan and topographical survey	DG	RD	GB

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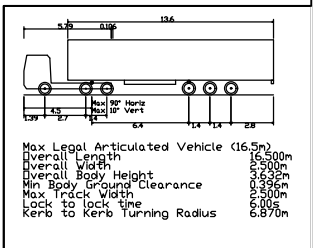
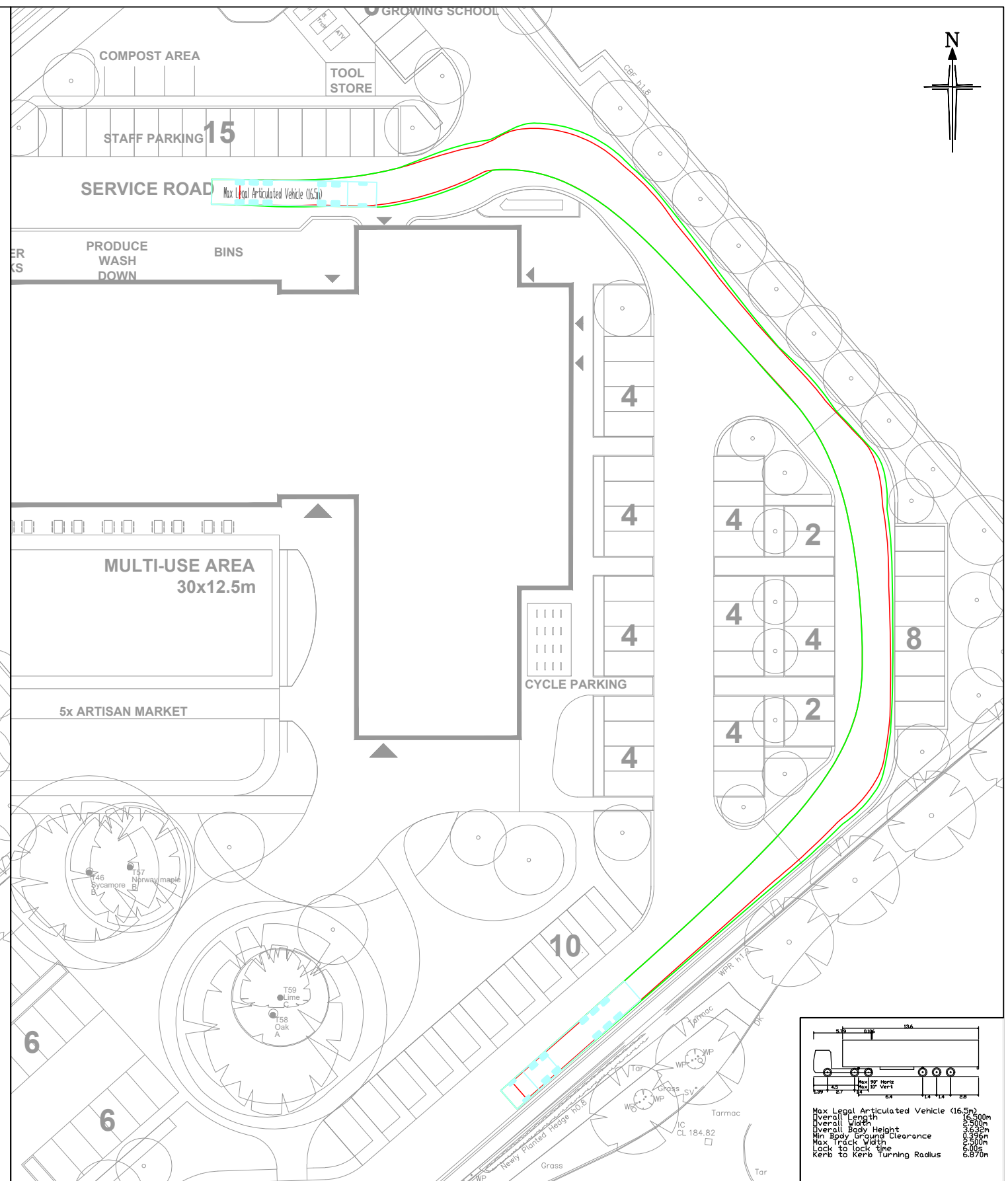
Client: WILLIAM BENSON
 Status: FOR PLANNING
 Scale: 1:500
 Size: A2 - 594 x 420 Drawn: KP Chkd: RD Appvd: GB
 Project: APPLGARTH FARM, HAMPSHIRE
 Title: SWEEP PATH ANALYSIS - MAIN ECONOMIC SITE
 MAX LEGAL ARTICULATED VEHICLE (16.5m)
 (1 of 2)

Drawing No: 20/214/ATR/001 Revision: B
 Job No: 20-214 Date: 22/12/2020

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 - '291 - Applegarth Farm Landscape Masterplan - 28 Jan 21'
 - Topographical survey 'A19392_REV_A_2D_SX' dated 15th Jan 2021



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Title: **SWEPT PATH ANALYSIS - MAIN ECONOMIC SITE
 MAX LEGAL ARTICULATED VEHICLE (16.5m)
 (2 of 2)
 FOR PLANNING**

Status: FOR PLANNING

Scale: 1:500
 Size: A3 - 420 x 297

Drawn: DG | Chkd: RD | Appvd: GB

A	09.03.2021	Drawing amended to reflect updated layout	RD	GB	GB
Rev:	Date:	Amendment:	DRN	CHK	APR
Client:	APPLEGARTH FARM				
Project:	APPLEGARTH FARM, HAMPSHIRE				
Drawing No:	20/214/ATR/006		Revision: A		
Job No:	20-214		Date: 22/01/2021		