

Haul Road and Footpath Mitigation Strategy

Planning Application 11/02499/FULL

Woodland Environmental
October 2011



Cherry Lodge Golf Club
Jail Ln
Biggin Hill,
Westerham
Kent
TN16 3AX

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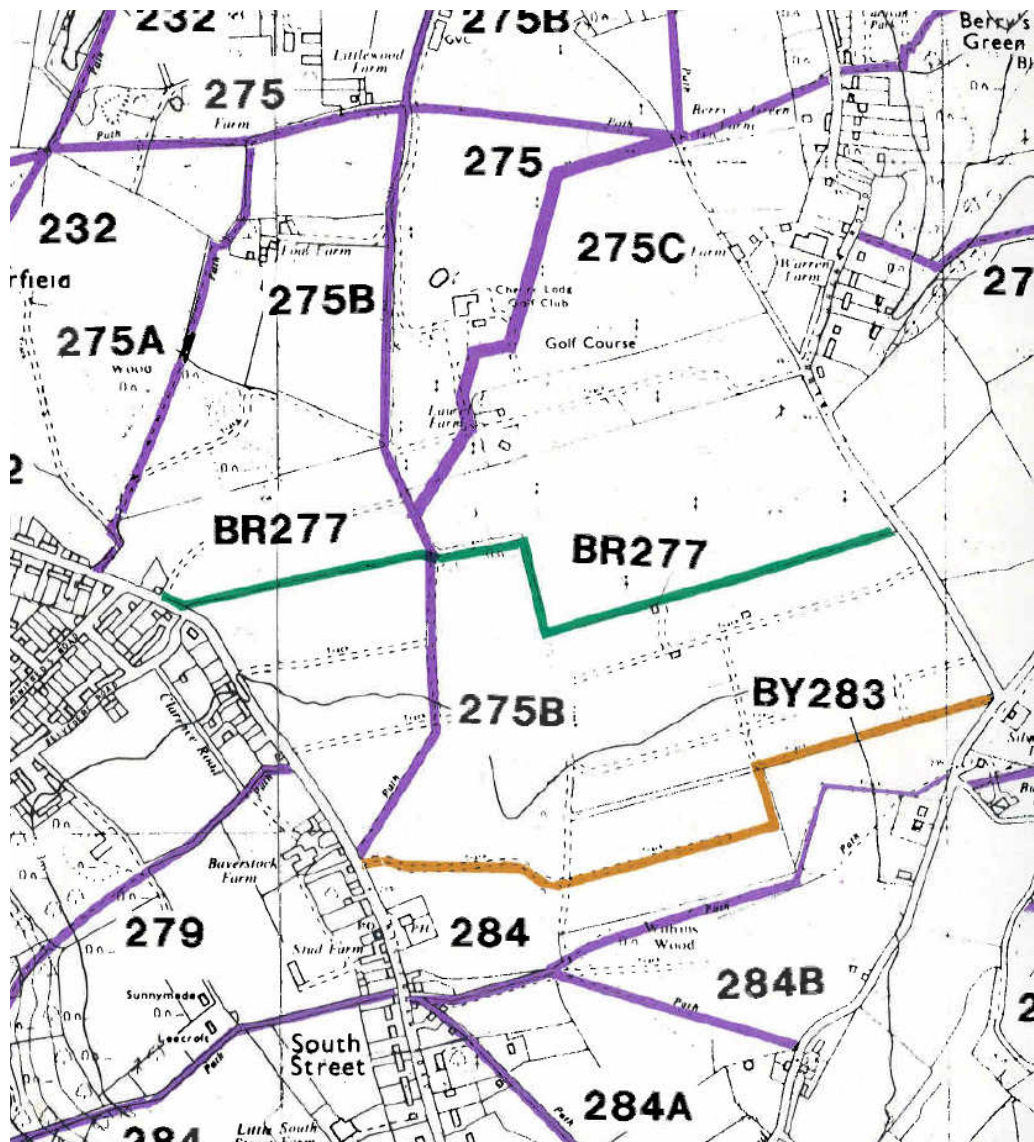
1.0 INTRODUCTION

- 1.1 Woodland Environmental is currently in the process of seeking planning permission under reference 11/02499/FULL1 for the following:

Improvement of golf club course including deposit of inert materials to remodel 2nd, 3rd, 4th, 5th, 7th, 8th, 10th, 11th, 12th, 13th and 14th holes and provide multi-shot driving range (on existing practice ground outfield), chipping academy and putting green. Replacement single storey driving range building. Laying out of hard surface on existing informal car parking area to provide 93 spaces. Drainage and landscaping works. Alteration of vehicular access to Main Road and construction of temporary haul roads and compound for import of soil, including wheel washing facility, site office and related buildings | Cherry Lodge Golf Club Jail Lane Biggin Hill TN16 3AX

- 1.2 Following submission of the planning application, it has become apparent that objections have been raised to the proposed haul road route and the impact this has on rights of way. This document sets out how Woodland Environmental intend to address these comments.

2.0 EXISTING RIGHTS OF WAY



This extract from the Definitive Map shows the Footpaths in purple, the Bridleways in Green and the Byway in yellow.

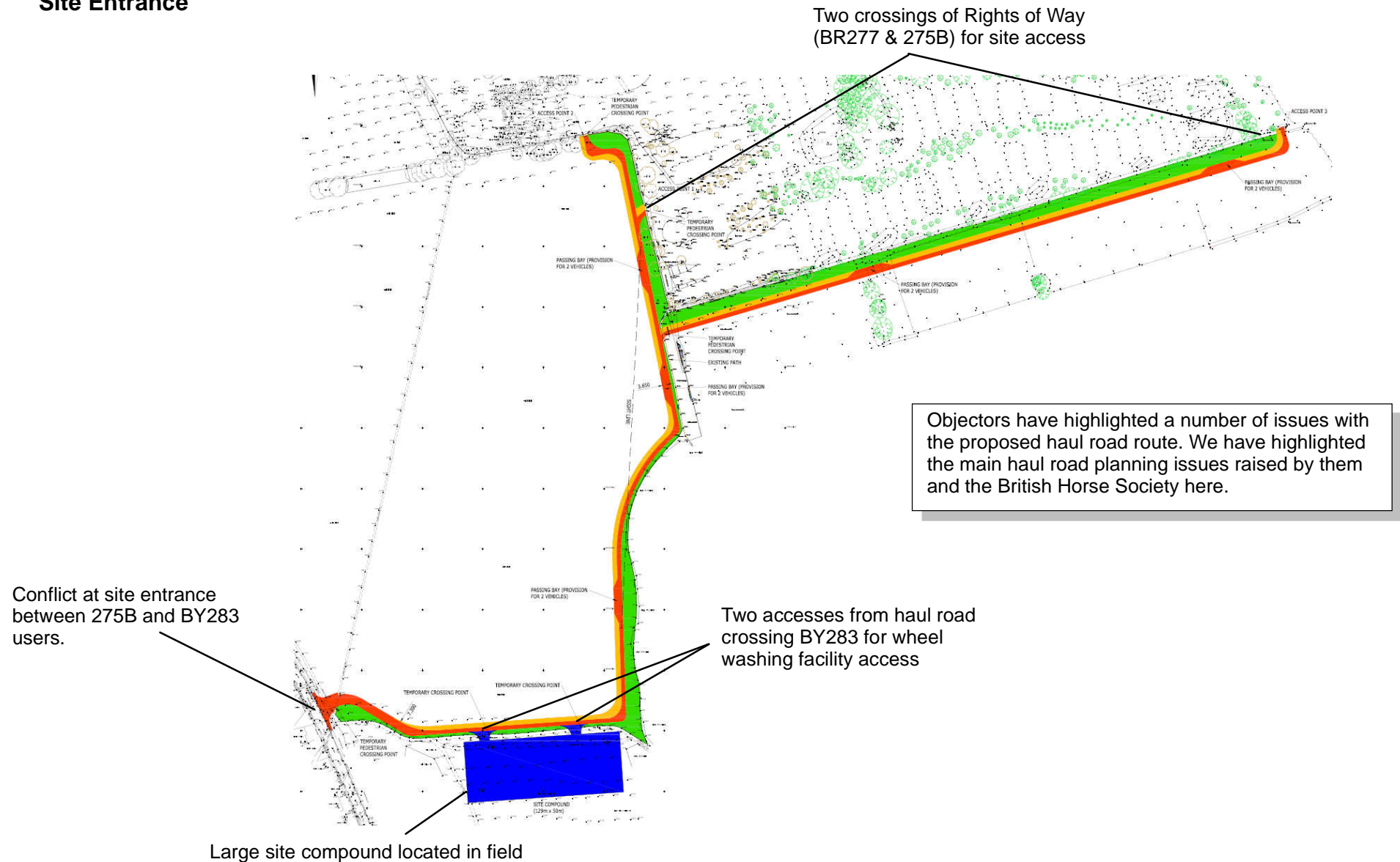
As can be seen Byway 283 provides access from Main Road to Berrys Green Road.

Bridleway BR277 runs across the southern boundary of the site adjacent to the proposed haul route.

Footpath 275B has recently been upgraded to Bridleway Status, though the Map has yet to show this. Furthermore, the actual route of 275B taken by users, is in a straight diagonal line from Main Road to BR277, and not in the concave path as shown on the Map. We have plotted the real terms route on the amended drawings as this reflects the situation on site.

3.0 ISSUES WITH PREVIOUS PROPOSED ROUTE

Site Entrance

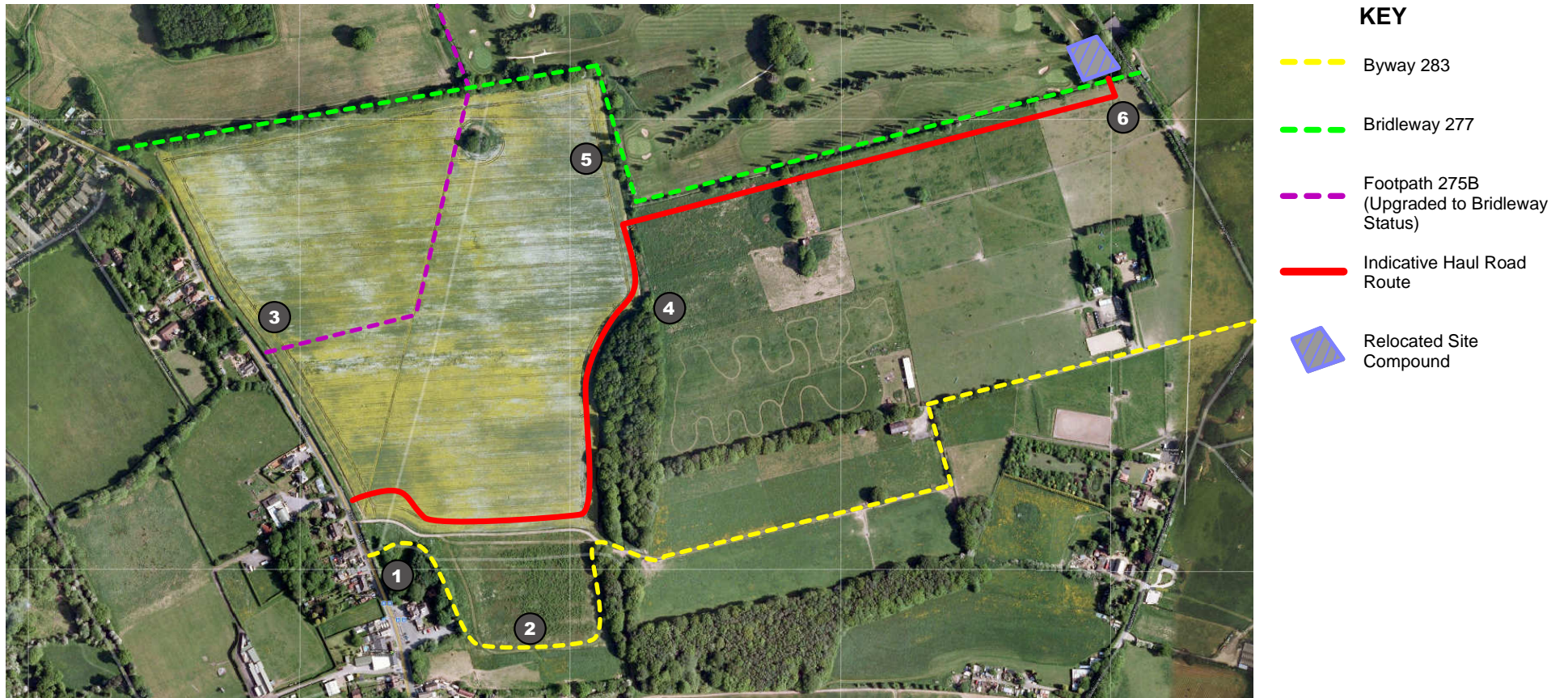


4.0 KEY ISSUES

4.1 In formulating the revised alterations to the haul road and site compound, we have been mindful of the following key issues:

- 1. Ensure all registered Rights of Way remain open and unfettered, with alternative routes made available to public**
- 2. Explore possibility of removing compound from field and reducing in size**
- 3. Address conflict at site entrance between 275B and BY283**
- 4. Avoid HGVs crossing the Byway for access to the wheel washing facility**
- 5. Reduce crossings of BR277 into site**

5.0 PROPOSED SOLUTION



Annotations

1. Alternative access for BY283 away from site access. Exact location to be agreed with Bromley Council.
2. Alternative suggested route for BY283 users, away from haul road. Route to be publicised and signed for walkers and horse riders on site.
3. Alternative suggested route for 275B users, access through existing gap in hedgerow.
4. Permissive path through woods to BR277 maintained, Heras fencing to be erected where permissive route enters into field. Haul road crossing to be adequately signed and publicised to users.
5. Western access into site removed from scheme, shortening haul road and avoiding unnecessary crossings of BR277.
6. Crossing of BR277 to be adequately publicised for bridleway users, with banksman stationed at access during importation operating hours (9.30am - 4.30pm weekdays only).

6.0 PROPOSED AMENDMENTS - Site Compound

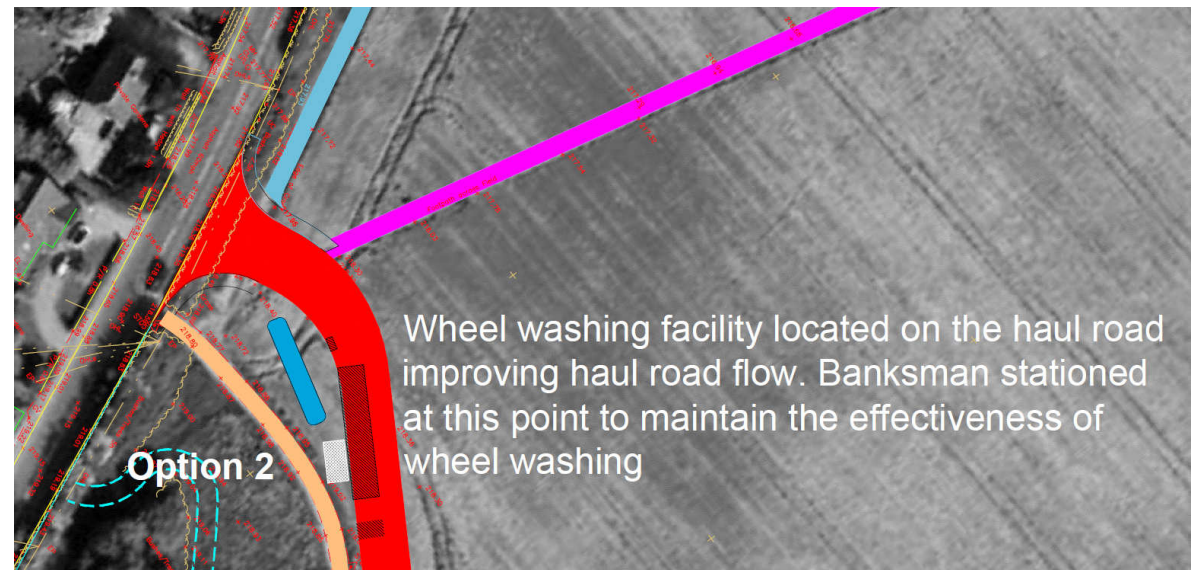
- 6.1 Following comments from objectors to the scheme, it was evident that the site compound formed a main body of contention.
- 6.2 In order to address these comments we have undertaken studies that have shown that the compound can be substantially reduced in size from its former footprint by 5500sqm to just 30sqm in area.
- 6.3 It should be noted that the operation proposed at Cherry Lodge will require far less plant and specialised equipment than normally required in respect of residential or office development, as the majority of works will comprise moving earth with a tracked bulldozer, 360 excavator and dumper truck with no actual cranes, scaffolding, cementing, brickwork or other normally encountered plant required. All machinery for the actual construction works will be stationed on the course itself.
- 6.4 The compound at its minimum specification as shown on the revised plans requires a toilet, site office, parking spaces and area for plant and machinery storage. It is noted that in the British Horse Societies objection to the scheme it is stated that loud machinery would scare horses; however, in the majority of circumstances, no plant of such nature will actually be operated in the site compound.

7.0 PROPOSED AMENDMENTS - Site Entrance

- 7.1 An visibility splay of 2.4m x 53m and 57m is proposed looking left (south) and right (north) respectively along Main Road for drivers egressing the site.
- 7.2 Both Byway 283 and Bridleway 275B connect to Main Road at the site entrance. It is recognised that objectors found the original plans submitted in respect of this area difficult to understand, and concerns were henceforth raised in respect how the site entrance would be compatible with these crossing points.
- 7.3 Given the above, we have clarified the situation on plan CLGC - Proposed ROW Access - 100.23 (Rev C) submitted with this statement and made further amendments to reduce the impact on the existing rights of way as also shown on plan CLGC - Crossing Point BW277 - 100.24 (Rev C).
- 7.4 As can be seen, we offer a suggested alternative route for both ROWs around the site entrance. These will be signed on site and give walkers and riders the option of taking these routes in order to avoid conflict with the construction ingress.
- 7.5 The alternative entrance to Byway 283 will be located 53 metres to the south of the access at the tip of the proposed visibility splay. It is envisaged that a small section of hedgerow will need to be cleared to permit access, though this would not be more than 0.5 - 1m in width. An informal route of around 0.5m in width will then be provided through the existing scrub land prior to entrance into the field located to the south of the site compound. The route will not involve the felling of trees due to the nature of the scrubland being fairly open underneath the woodland canopy. The route will also not be hardstanded or gravelled in a similar vein to the other paths used by riders and walkers in the vicinity, in order to minimise any ecological impact.
- 7.6 The alternative entrance to Bridleway 275B will be provided around 165 metres to the north of the construction ingress, through an existing gap in the hedgerow and via an existing permissive route shown on the Definitive Map. This route will then be signed to link up with the north eastern running ROW through the field towards the southern boundary of Cherry Lodge.
- 7.7 In both instances, it is assumed that these are distances that will ensure that riders and walkers are unimpeded by construction ingress and egress, and that, in comparison to a horse rider riding down Main Road itself as is currently the case, the buffer is far in excess of what would normally be viewed as acceptable.
- 7.8 Following construction works, the hedgerows will be reinstated at a height, species and whip size acceptable to Bromley Council, and Woodland Environmental are happy to accept planning conditions demanding this.

8.0 PROPOSED AMENDMENTS - Wheel Washing Facility

- 8.1 Objectors have raised the issue that HGVs will need to cross Byway 283 at two points to ingress and egress the wheel washing facility.
- 8.2 We have listened to these concerns and concede that this was indeed the case in the former plans.
- 8.3 The amended plans show the wheel washing facility located on the haul road itself. This will negate the need for any crossing points, as the wheel wash is a drive on drive off design so vehicles egressing the site will not need to alter course.
- 8.4 The wheel wash will be supervised by the Woodland Environmental operative stationed in the site office during importation hours of 9.30am - 4.30pm. Outside of these hours, the haul road entrance will be securely gated and locked shut to prevent any unauthorised vehicles accessing this area.



9.0 PROPOSED AMENDMENTS - Site Access

- 9.1 The previous plans indicated two accesses into the site with Phases 1 to 3 utilising the easternmost access. The westernmost access was to be used in Phase 4.
- 9.2 Following a review of the plans we have found it possible to remove the westernmost access from the scheme and only utilise the eastern access for the entire development.
- 9.3 This removes the need for ingress and egress at two points on the plans, instead restricting all the activity to just one entrance. This entrance will be attended by a banksman during importation operating hours, and appropriately signed to warn bridleway users of the entrance.
- 9.4 The removal of the access also shortens the length of the haul road, further minimising the impact on BR277.

10.0 UPGRADE OF RIGHTS OF WAY

10.1 With the types of plant and materials being utilised in the construction works on site, it would not be difficult for Woodland Environmental to undertake improvements to the Rights of Way and other permissive routes if the Local Authority sees fit.

10.2 This could include:

Cutting back of vegetation to horse rider head height along Bridleway BR277

Cutting back vegetation along footpath 275B and other permissive routes

Resurfacing the bridleway and other routes with loose aggregate and crushed materials

Taking on costs for providing new signage alongside registered Rights of Way

10.3 Woodland Environmental are happy to accept planning conditions requiring the submission of a footpath upgrade strategy if this is desirable.

11.0 RESPONSE TO BRITISH HORSE SOCIETY

- 11.1 *'From the plans it would seem that the BOAT will be hemmed in by the haul road and the lorries will have to cross the BOAT at two points to enter and leave the wheel washing facility'*

With the relocation of the wheel washing facility onto the haul road egress route, no HGVs will need to cross Byway 283.

- 11.2 *All these off road paths will become unusable, especially by equestrians*

We have proposed alternative routes for walkers and equestrians as shown on the revised plans. These will be signed and publicised to users on site. The alternative route for equestrians wishing to travel West along Byway 283 will run alongside the boundary of the field to the south of the haul road, around 100m away from it. Equestrians will also have the option of accessing Bridleway 275B a full 165m away from the haul road if they wish to travel north and link with Bridleway 277.

- 11.3 *'The haul road will impinge on the Bridleway to the southern border of the golf course'*

The haul road has been shortened and the western access into the site deleted from the scheme. The haul road will not therefore cross or impinge upon the bridleway as shown on plan CLGC - Crossing Point BW277 - 100.24 (Rev C) until the site entrance. In this location a banksman will be stationed during operating hours to supervise ingress and egress. The haul road maintains a buffer distance of around 13 - 14m from the bridleway, which is a distance far in excess of that experienced by horse riders if they are for instance traversing formal road routes.

- 11.4 *The sheer height and breadth of these vehicles and the constant use of air brakes as they leave Main Road... will make riding along the BOAT or any path near the haul route impossible for riders*

In the revised plans we have shown two options for users wishing to access the Byway, with Option 1 being located 54m from the site entrance, and Option 2 accessing the field 30m from the site entrance. This negates any immediate conflict with HGVs at the site entrance.