

TRANSPORT STATEMENT ADDENDUM

The application site is a dairy farm complex formerly with a bottling plant on the north side. The farm was producing milk on site, as well as bringing in milk which was then bottled and sold direct to consumers.

The farm itself had an HGV operator's licence from 2003 and retained it until 2020. The historic vehicle movements are detailed below:

		Traffic movements	Total per day
Employees (milk vans)	10 employees	10 out / 10 in	20
Milk Vans		10 out / 10 in	20
Employees (HGV drivers)	10 employees	10 out / 10 in	20
HGV		10 out /10 in	20
Maintenance		1 in /out	2
Milk In		8 (HGV) in /out	16
Produce In		4 (HGV) in/out	8
Raw materials in		6 (HGV) in /out	6
Tractor Work		25 out /in	50
		TOTAL	162

The intention of the development proposals is to repurpose a former agricultural farm yard into an industrial site.

The total area of existing buildings is circa 34,000 square feet (3,198 square metres). At 1,500 square feet per employee, it is anticipated that, as proposed, there will be a maximum of 18 employees on site at any one time, there is adequate parking on site.

In addition, there will be a flow of materials and good entering and exiting the site. These cannot be predicted accurately as the number of vehicle movements will be determined by the nature of the occupiers.

		Traffic movements	TOTAL
Employees	18 employees	2 each	36
Goods in/out	9 units	6	54
			90

It is anticipated that the number of vehicle movements will be significantly less than the historic levels. The operators licence provided for 10 HGVs. It is anticipated that the level of HGV traffic and agricultural machinery with trailed implements will be significantly lower than previous levels; indeed, it is quite likely that HGV movements will reduce to zero given the limited size of each proposed unit.

The NPPF states in paragraph 111 states that:

"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or residual cumulative impacts on the road network would be severe."

The analysis undertaken demonstrates that the proposed development will not have a 'severe' impact on the road network in NPPF terms, and that the means of access is safe for all road users.

In conclusion the proposed redevelopment of the site is compatible with and supports national and local transport policies and would not give rise to any adverse transport impact. It is therefore considered that there is no highway related reason why the development proposal should not be granted planning consent, especially given the significant local betterment.