

Durty Brewing- Transport Statement

CONTENTS

SECTION

1. INTRODUCTION
2. SITE INFORMATION
3. EXISTING TRAFFIC FLOWS ON THE LOCAL HIGHWAY NETWORK
4. PROPOSED DEVELOPMENT
5. PROPOSED TRAFFIC NUMBERS
6. SUSTAINABLE TRANSPORT
7. PROPOSED CONSTRUCTION TRAFFIC
8. SUMMARY AND CONCLUSIONS

1. INTRODUCTION

This report has been prepared to provide supporting information in relation to a planning application for a small craft beer brew kitchen with tap room at the property of 4 Traquair Road, Innerleithen.

2. SITE INFORMATION

Figure 1 contained below show the location of the development:



FIGURE 1 – Site Location Plan

Figure 2 below shows an aerial view of the current site location and indicates the existing access/egress to the property, which comprises a drive/hardstanding that runs down the left side of the property permitting access to its side and rear, and which is proposed to be utilised for access for both operational deliveries and uplifts, and for visitors by foot. Safe means of control of operations shall be implemented to ensure that all visitors are safely segregated from any operational traffic movements.



Figure 2 – Site Access/Egress as Existing and Proposed

3. EXISTING TRAFFIC FLOWS ON LOCAL HIGHWAY NETWORK

For the purposes of this planning application, no traffic counts have been made on the B709 which runs past the frontage of the property. The road links with the A72 to the north, and A708 to the south, serving the southern half of Innerleithen and linking to Traquair.

Observations of existing traffic flows on the B709 indicates that flows on these roads to be relatively low and appears to operate well within its capacity for majority of the time.

4. PROPOSED DEVELOPMENT

As outlined above, the small craft beer brew kitchen with tap room will occupy the ground floor of the existing building on this site with existing residential accommodation over.

The maximum anticipated occupancy of employees and visitors shall be circa 25 persons, of which 20 would be visitors.

No visitor or staff parking is planned for the site due to the spatial constraints, however on street parking is available in close proximity, along with the nearby Hall Street carpark.

Public transport bus stops are located closeby in the town centre.

5. PROPOSED TRAFFIC NUMBERS

SERVICE & PRODUCTION VEHICLE TRAFFIC NUMBERS

The following table gives an indication of likely traffic volumes associated with the production operations on the site.

It is worth highlighting that circa 90% of what is brewed on site is anticipated to be consumed onsite, and therefore the offsite movements are low.

Operation	Operation Vehicle Movements	
	Per Week	Per Day
Goods in	1-2	0.2
Goods Out	2	0.3
Employees (7 Day and worst case assumes all require to travel by car)	42	7
TOTAL	44	7.5

The traffic numbers equate to approximately 0.5 HGV (or potentially also through smaller vans depending on delivery operator) and 7 cars per day for facility operations.

VISITOR VEHICLE TRAFFIC NUMBERS

The following table gives an indication of likely traffic volumes associated with visitors attending the site. These are based on peak operations which are anticipated likely through the summer holiday period.

The tap room is designed to cater for peak visitors of 20no at a given time.

Visitors	Visitor Vehicle Movements	
	Per Week	Per Day
Normal 4 day working week	120	30
Festival/event week	210	70
TOTAL (peak)	210	70

The traffic numbers equate to approximately 70 car movements per day over a festival or event week, but out with these reducing to 30 per day.

6. SUSTAINABLE TRANSPORT

The use of public transport is readily available to both staff and visitors, with bus links available close by in the town centre. The development also has close links with cycle groups and would see to develop upon this. The rear of the site will offer a safe place for cyclists to park bikes whilst visiting.

7. PROPOSED CONSTRUCTION TRAFFIC

The exact construction programme is yet to be determined and the volume of construction vehicles will depend on the yet to be appointed contractor's working practices. Given the road links available to the site, the construction traffic numbers will have negligible impact to the road network.

Abnormal construction loads are considered unlikely for the scale of works, but would be scheduled in consultation with both the local authorities and Police Scotland and will be advertised well in advance in order to minimise possible disruption.

8. SUMMARY AND CONCLUSIONS

- It is estimated that the maximum traffic generated by the site operations will be under 8 vehicles per day (Including 1 HGVs). It is not considered that this number of vehicles would have a detrimental effect on the operation of the local roads network.
- It is estimated that the maximum traffic generated by the visitors will be approximately 46 vehicles per day. It is not considered that this number of vehicles would have a detrimental effect on the operation of the local roads network.
- There are good links for public transport to the site.
- There are good parking facilities, both on street and public car park in close proximity to the site to serve for visitors.