

**BROADWAYS FARM, DRAYTON PARSLOW, BUCKINGHAMSHIRE****OUR REF: 26782-08-TN-01****TRANSPORT TECHNICAL NOTE – OCTOBER 2021****Introduction**

Mewies Engineering Consultants Ltd (M-EC) has been commissioned by Broadways Farm to undertake supporting transportation and highway work in relation to the retrospective conversion of an agricultural store to 'Light Industrial' use at Broadways Farm, Drayton Parslow. A red line plan is attached within Appendix A with a contextual site plan provided within Figure 1.

**Figure 1: Contextual Site Plan**

Image Source: Google Maps

The building in question, which is situated within Broadways Farm, was granted planning permission in May 2020 for use as an agricultural store (planning reference (20/00218/APP)). The applicant has moved away from agricultural use for the building as this was no longer viable, with the use changed to 'Light Industrial'. The Gross Floor Area of the building measures 393.6sq.m with the building split into two separate units for business users. It is important to note that the application proposals are retrospective.

Access to the site is achieved via a gated access which serves Broadways Farm directly off of Main Road. The gates associated with the access are setback approximately 12m from Main Road, with the access width into the site measuring circa 4m. Given the access has been designed to cater for agricultural vehicles, it is considered the access is of suitable specification to cater for the change in land use.

**Existing Highway Network**Main Road

Main Road, from which the site takes access, acts as a distributor road for vehicle movements between Drayton Road and the B4032. The carriageway, which measures circa 5.5m in width, has a national speed limit (60mph) past the site access before the speed limit reduces down to 30mph upon entry to

Drayton Parslow. A Vehicle Activated Sign (VAS) is located to the west of the site access, warning eastbound drivers of the upcoming junction with Drayton Road.

### Road Safety

Personal Injury Collision (PIC) data has been obtained from Crashmap.co.uk for collisions recorded by local police forces using the STATS19 form. The results have been obtained for the most recently available five-year period (01/06/2015 to 01/06/2020) and indicate that five 'slight' collisions occurred within the study area identified within Figure 2.

**Figure 2: Collision Map**

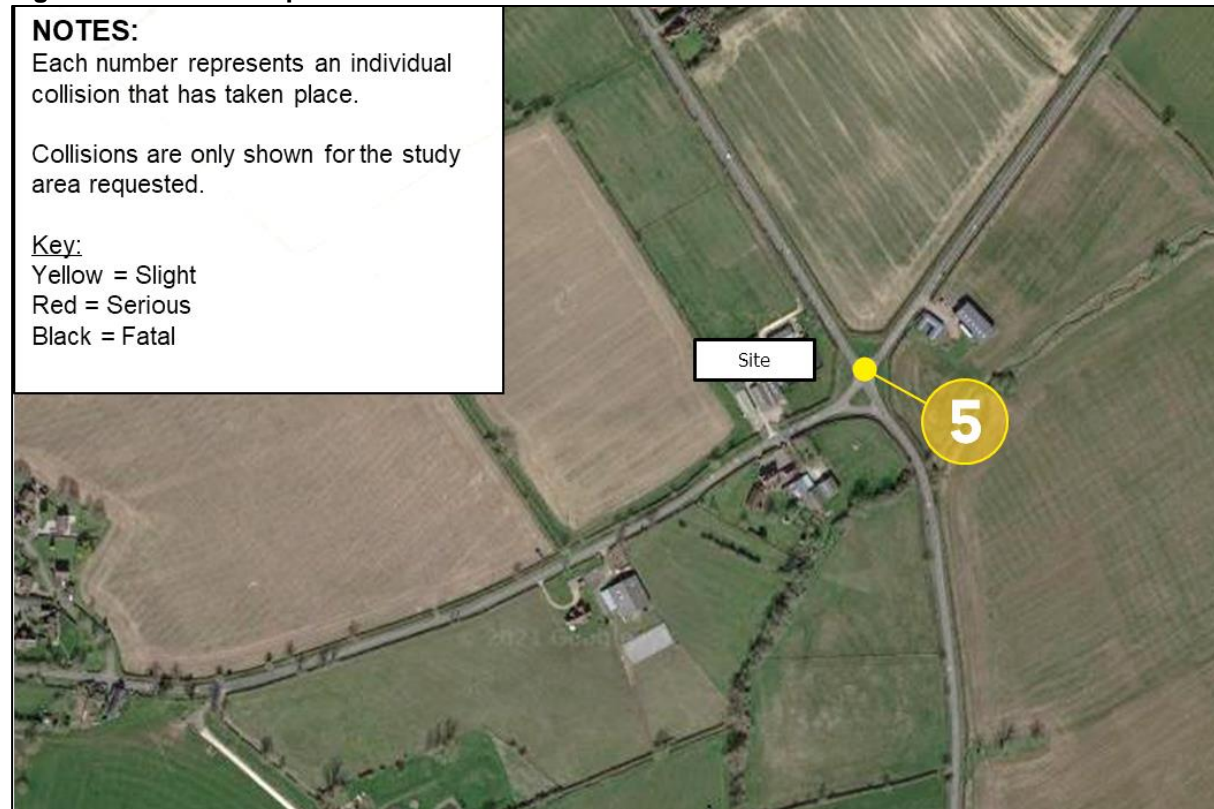


Image Source: Google Maps

As outlined within Figure 2, all of the collisions within the study area occurred at the Main Road/Drayton Road/Bletchley Road set of priority junctions. All of the collisions recorded were classified as being 'slight' in severity, with the collisions occurring over different years.

Given that only five 'slight' collisions were recorded within the study area over the most recently available five-year period, it is considered that there are no highway safety issues within the study area which will be exacerbated by the change in land use, especially given the application is retrospective.

### **Highway Impact**

#### Existing Land Use

Given the bespoke nature of the existing land use, the TRICS database does not include any sites that are comparable to the operations therefore, the trip generation for the existing use has been calculated on a "first principles" basis using information provided by the applicant.

It was confirmed by the applicant that the previous agricultural use was regularly accessed by the general public to purchase hay and straw, most frequently by local horse and stable owners. It was estimated that approximately 70 two-way movements occurred as part of this operation by the general public per week, resulting in circa 10 two-way movements per day during its opening hours seven-days per week.

The proposed change in use of the agricultural store to Light Industrial use will result in operational days being reduced from a seven-day operational week to a five-day operational week, in keeping with

business operations. Given the application is retrospective, actual vehicle movements from each of the industrial units within the site has been provided by the applicant, with a summary of these found within Table 1.

**Table 1: Weekly Vehicle Movements for Application**

Occupier	Vehicle Trips	
	Daily	Weekly
Cebisco Studio	2	10
Mavic Ltd	6	30

It is understood that none of the units require access by HGVs, with the occupiers only using car movements as part of business operations. It is also important to note that the above movements are over a five-day week rather than a seven-day week which the previous land use was operational. Table 2 outlines the comparison in vehicle trip rates from the existing land use against the retrospective uses.

**Table 2: Trip Comparison for Five-Day Week**

Use/Occupier	Vehicle Trips	
	Daily	Weekly
Agricultural Store (Land Use)	10	50
Cebisco Studio (Retrospective)	2	10
Mavic Ltd (Retrospective)	6	30
Net (+/-)	-2	-10

The above trip comparison outlines how the retrospective land use at the site have reduced vehicle movements in comparison to the previous agricultural use. It is considered the above table is conservative given the agricultural store generated up to 70 two-way vehicle movements over a seven-day week.

Taking this information into consideration, the application should not be refused on highway grounds given the retrospective use of the site has resulted in fewer vehicle movements, according with key policies within the NPPF.

### Conclusions

This Transport Technical Note has been prepared in relation to a retrospective planning application which has seen the change in land use of a building at Broadways Farm from an agricultural store to Light Industrial use. A summary of the key findings are as follows:

- Personal Injury Collision (PIC) data obtained over the most recently available five-year period outlines that there are no existing collision trends which would be exacerbated by the change in land use.
- The retrospective change in land use has resulted in a reduction of vehicle movements to and from the site over an average week, according with key policies within the NPPF.

Based on the information provided above and attached, it is considered that there are no highways or transportation reasons why the Local Highway Authority cannot provide an 'in principle' support for the proposed planning application.

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**Registration of Amendments**

Revision	Comments	Prepared By:	Checked By:
- October 2021	Initial submission	SM	AR

**Appendices**

A – PROPOSED SITE PLAN

## **APPENDIX A**



