

Transport Statement

**In support of a Planning Application for the Change of
Use of Agricultural Building to B2 Business Use**

**Venn View Barn, Chains Road, Sampford Peverell, EX16
7EB**

1.0 Introduction

- 1.1 This Transport Statement has been prepared in support of a planning application for the change of use of land and buildings at Chains Road, Sampford Peverell.
- 1.2 The site previously functioned as a poultry unit; this use has ceased and the owner of the redundant building is looking to bring it back into a viable use.
- 1.3 The previous use generated vehicular movements for deliveries, collection, waste removal and for employees.
- 1.4 The proposed end user has provided information of the level of traffic activities will generate at this location and these have informed this Statement.
- 1.5 It is considered that the site is in a location that can accommodate the development due to it generating an appropriate level of traffic movements for the highway network. There is no need to create a new access and the existing shared junction will continue to serve the site.

2.0 The Site and its Setting

2.1 The site is located on the south side of Sampford Peverell on Chains Road, postcode area EX16 7EB. The Grid Reference is X303331 Y113503, What Three Words “*lively.landscape.impaled.*”

2.2 The site houses an agricultural building which is currently redundant and fallen into disrepair, but was previously used for poultry production.

2.3 The vehicular access to the site is in its northwest corner. It shares its junction with the highway/Chains Road with Venn Farm, whose buildings lies approximately 136m to the east of the site. The route of Halberton Footpath 1 runs down this access track to Venn Farm and beyond over the train line and the M5 motorway. Visibility to the north is available to 145m; the alignment of the road – there is a corner almost immediately to the south – means visibility to the south is limited.

2.4 The existing access is used by a range of vehicles from private cars to HGVs, serving both the farm and the poultry unit. The access is sufficiently wide to allow larger vehicles to swing out safely when turning left/south.



2.5 There is no evidence of any vehicle collisions in close proximity to the site (source: crashmap.co.uk).

3.0 The Development Proposal

- 3.1 The proposal is to convert the building and adjacent areas of hardstanding to a B2 business use, focusing on converting and manufacturing commercial vehicle bodies. The submitted Planning Statement provides further details, as do the submitted plans.
- 3.2 The Planning Statement sets out that the site’s agricultural/poultry use has ceased and the building has been left redundant. There is demand for employment space and this building, following investment to improve it, will help service this demand.

Parking

- 3.3 Policy DM5 of the adopted Mid Devon Local Plan sets out the requirements (the relevant section is pasted below). There is also a Supplementary Planning Document, “Provision of Parking in New Development”, adopted in 2013, to consider.

B1, B2	Business and general industry	General	1 per 30	1 per 300	2 charging points per 200
B8	Warehousing and distribution	General	1 per 46.5	1 per 46.5	2 charging points per 10 parking spaces (employees/visitors)

- 3.4 There is sufficient space available to provide parking in accordance with the Council’s requirements as set out in both documents referred to in Paragraph 3.3. There is sufficient hardstanding/land within the site for that level of parking to be provided.
- 3.5 However, the end user (Trucksmith) does not require that level of parking; the business has four employees, and beyond their parking needs the requirement is limited. The site plan submitted therefore reflects this need; however, as noted above there is sufficient space for additional parking if required.

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Car parking – 1 space per employee plus one visitor space = 5 spaces

Cycle parking = 3 covered spaces

EV charging points = 1 EV charging point/space

Motorcycle parking = 2 spaces

In addition it is proposed that the following is provided:

Van/LGV – 1 space

- 3.8 The Site Plan is submitted to reflect these requirements; it also shows that there is sufficient space available for all vehicles to manoeuvre in and out of parking spaces so they can leave the site in forward gear.

Access

- 3.9 As noted above the site benefits from an existing access which is shared with Venn Farm. It is wide and allows vehicles to manoeuvre effectively when turning left (as all vehicles attracted to the site will do). The highway itself is of a width and alignment which will reduce vehicle speeds effectively.

Traffic Movements

- 3.10 The following vehicle movements would typically be generated for the poultry use (this use was not subject to any restrictions upon movements, etc):
- Visiting the building to provide care/good animal husbandry – 8 movements per day;
 - Chicken feed – every 6 to 7 days (one movement undertaken by articulated lorry);
 - Egg collection – twice per week (one movement undertaken by articulated lorry);
 - Delivery of hens – start of the crop cycle every 15 months (three movements undertaken by articulated lorry);

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- Collection of hens – end of the crop cycle every 15 months (four movements undertaken by articulated lorry).
- Waste bedding and wash down water – collected at end of crop and transported off site by tractor/trailer (bedding) and tanker (waste water) for spreading on third party owned agricultural land.

3.11 In terms of the use of access and other relevant traffic, Venn Farm will also generate vehicular movements that are generally expected from agricultural use (lorry-based deliveries, tractor and trailer movements, etc).

3.10 It is important to note that the site operated without restriction in terms of movements and operating hours. Activity could commence any time and any day during peak operating times, and continue to the late hours. A planning application affords the Council the opportunity to consider what appropriate operating hours are during weekdays and weekends (also see Planning Statement paragraph 4.6 with expected operating hours/days).

Traffic Movements of the proposed development

3.11 The end user has provided details of expected traffic movements, and types of vehicles, that will visit the site when the business is in operation. TRICS data was accessed to review the expected movements against B1, B2 and B8 uses within a building of this scale; they indicate more movements than that which this business will generate (for example, a vehicle movement every 15 minutes during AM and PM peak would be expected along with other movements during the working day).

3.12 The following movements will be generated by the business:

- Employee movements to the site – up to 4 movements between 0630-0700 on Monday to Friday. None on Saturday, Sunday or Bank Holidays.

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- Employee movements from the site - up to 4 movements between 1630-1700 on Monday to Thursday, between 1300-1330 on Friday. None on Saturday, Sunday or Bank Holidays.
- Metal Deliveries – two per week, usually by 26 tonne/6 wheel lorries.
- Other equipment, fixings, sundries – three per week, usually by light/transit van.
- Waste – collected once a week.
- Scrap metal – removed once a month.

3.13 Paragraph 115 of the NPPF states that “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”.

3.14 It is not considered that the levels of traffic that the development will generate reaches this threshold within the NPPF.

Transport Routes and Sustainability

3.15 The route south, to Willand Road, is the preferred route, as shown in Appendix A of this Statement. Management of the building will ensure that the end user is informed that this is the route to use when visiting the site.

4.0 Conclusion

4.1 Given the data available of previous traffic movements generated by the site, and the levels the identified business will generate, the change of use is not considered to generate levels of traffic that have a significant impact upon the local highway network. The proposal will not generate a level of traffic that is unacceptable upon the local highway network.

4.2 The National Planning Policy Framework (as revised) includes Section 9, “Promoting Sustainable Transport”. Paragraph 115 states:

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

4.3 It is submitted that the proposed development will not generate impacts upon the highway network that would be judged as severe, and as such from a transport/highways perspective the development is acceptable.

Appendices:

Appendix A – Traffic Route to be used to gain access to the site

End – February 2024