

Technical Note



Project: Land S. of A48, Bonvilston
Job No: 1508
Date: 27 September 2022

Proposed siting of a workshop, storage unit and polytunnels

1 Introduction

This Technical Note relates to the proposed construction of polytunnels for growing fruit and crops and associated storage units and workshop on land to the south of the A48, Bonvilston.

The proposal was the subject of a pre-application enquiry to the Local Planning Authority and Highway Authority (2022/057/PRE). The Highway Authority considered that there is a likelihood that the development will lead to an intensification in the use of the access that serves the site, necessitating improvements to the access. The access is shared with two dwellings and also serves a Welsh Water asset.

This Technical Note provides an estimate of the likely traffic generation of the existing and proposed uses of the application site and demonstrates that the proposed development will, in fact, result in a reduction in traffic generation. The development will be beneficial in terms of the reduction in use of the access and therefore no improvement to the access is necessary or justified.

2 Traffic Generation

The land is already used to grow fruit and crops and this already generates trips to and from the site associated with deliveries of seed and other materials to the site, harvesting produce and delivering produce to customers or to market. Machinery, equipment and materials used in the growing of crops must be brought to and taken from site on a regular basis due to the lack of a workshop and secure storage facilities on site, generating many trips that will cease to occur if planning permission for the development is granted.

The applicant has undertaken an estimate of the number of trips currently generated by the land and how this will change following the construction of the polytunnels, workshop and storage units. These are presented in the following graphs.

In total it is estimated that the land, without the proposed facilities, will generate some 853 vehicle movements per annum. Following the construction of the planned facilities this will reduce significantly (by approximately 70%) to 261 vehicle movements per annum.

Figure 1 Plant and Seed Delivery Journeys per month

No change predicted following approval of Planning

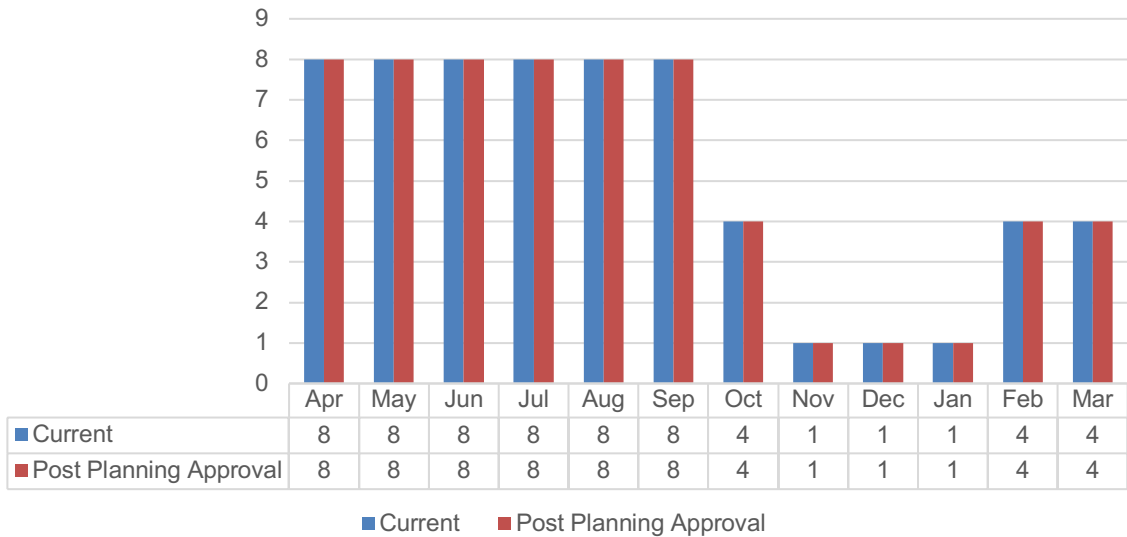
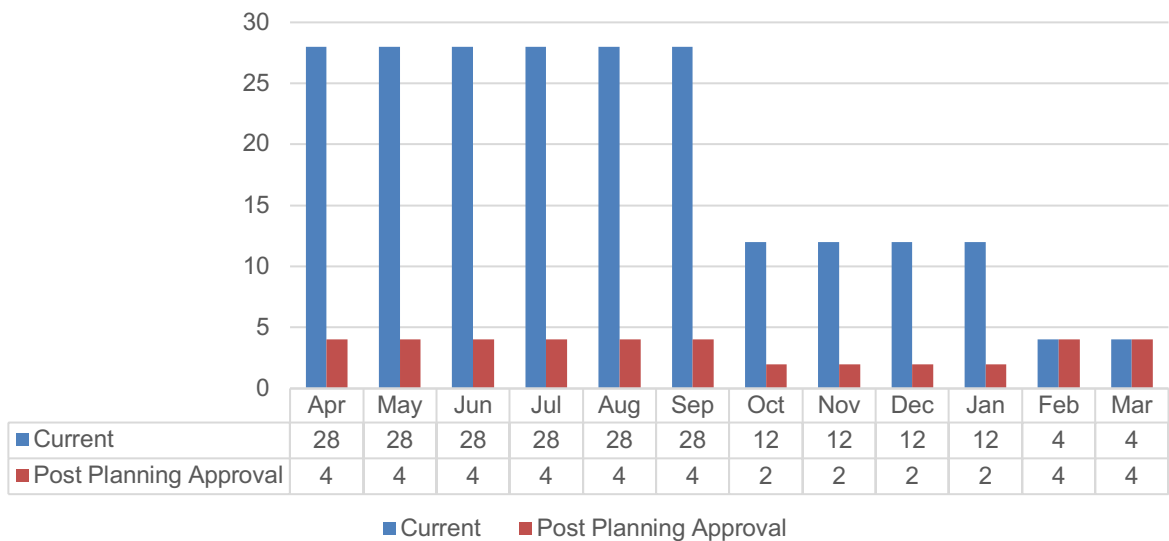
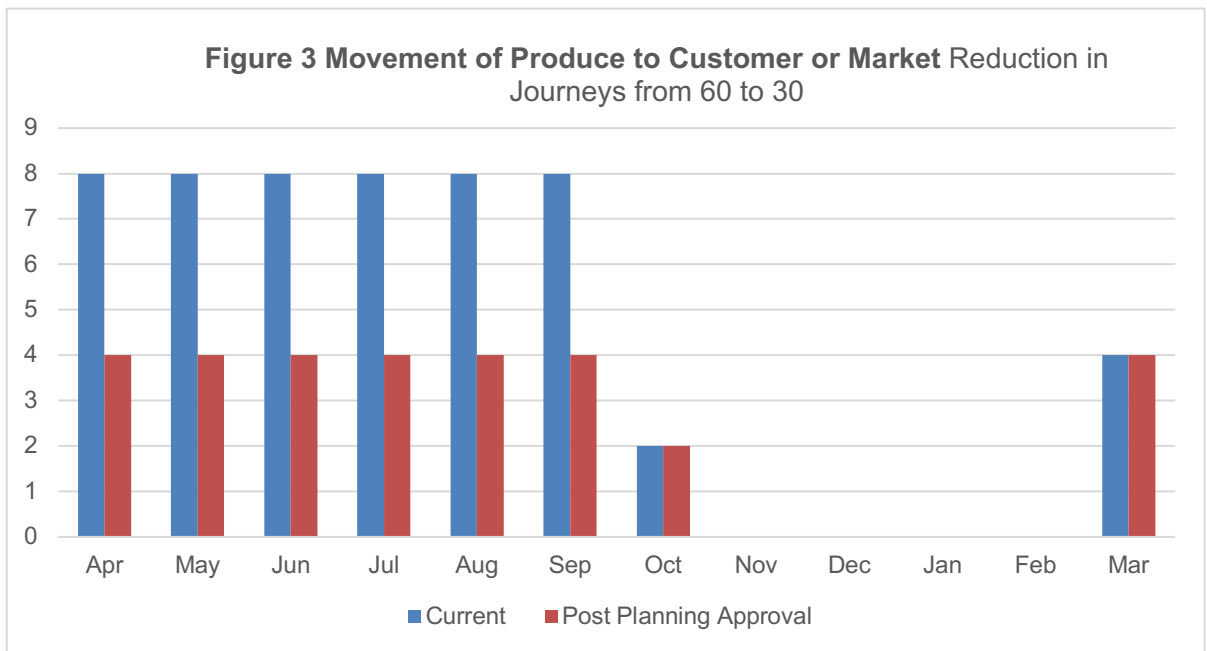


Figure 2 Maintenance of Equipment and Machinery

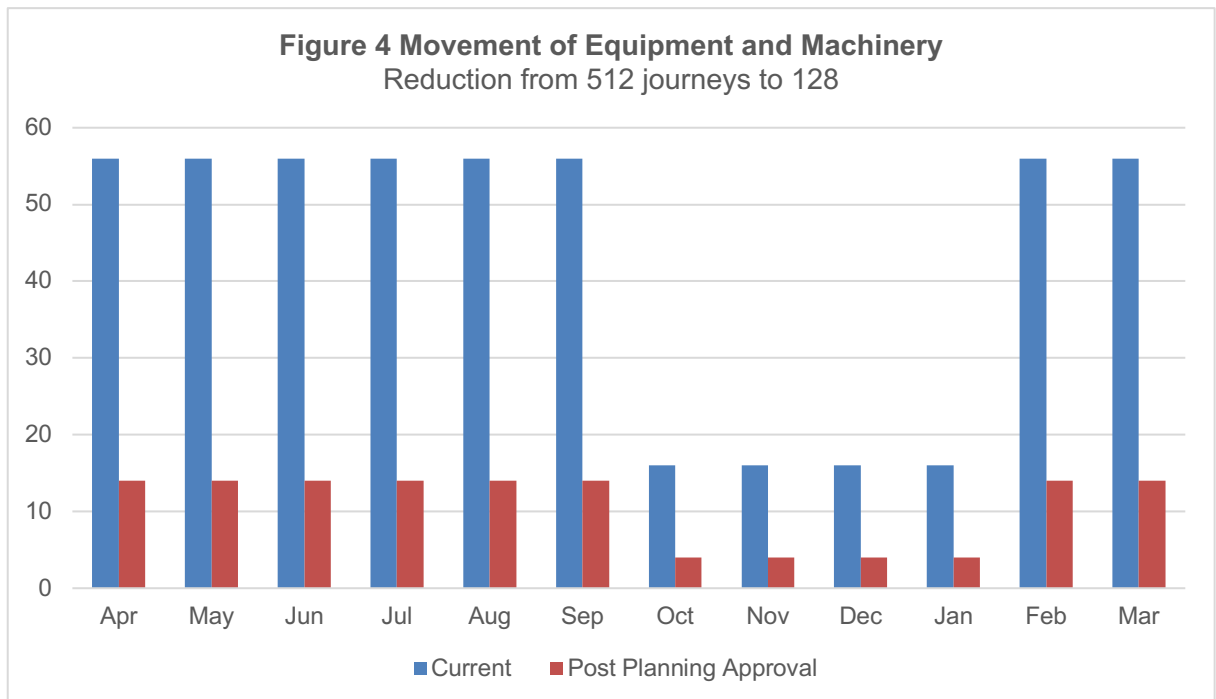
Reduction from 272 to 40 Journeys per annum



The journeys spent maintaining equipment and machinery will also reduce with the introduction of a workshop. Parts, oil, petrol and equipment will be stored in the new storage facility and transferred to the workshop for repair and servicing. There are currently 4 journeys per day and from the field per day to pick up parts, fuel etc. The workshop will also be used to propagate seeds so that they can be transferred to either the polytunnels or field which would further reduce journeys to and from the site. Improved facilities for propagation on site will lead to further reductions in traffic, avoiding the need for purchasing seeds and plants

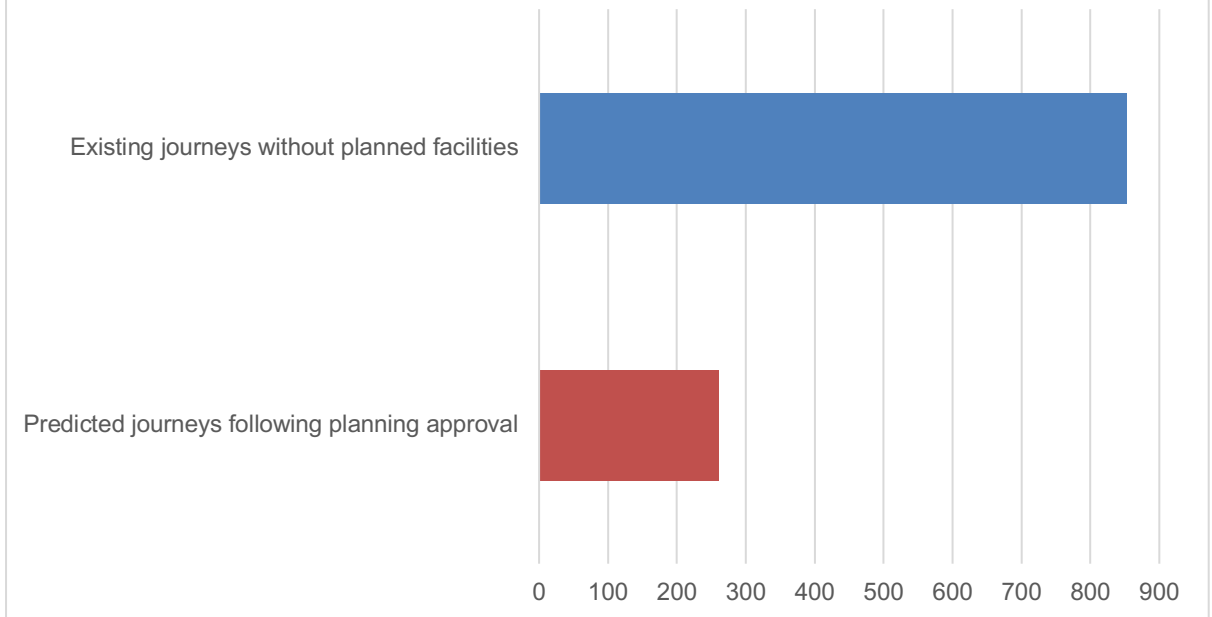


The transfer of produce will reduce as the produce will be stored in the wooden storage area meaning one journey to customer or market rather than transfer of produce to off-site storage and then to market.



The movement of equipment and machinery will drastically reduce the number of journeys, currently there are 8 one way journeys from home to the field and vice versa per day would be reduced to 2. This will be achieved by securely storing equipment and machinery within the new storage facility so that its easily accessed thereby saving journeys, fuel, environmental impact and time.

Figure 5 Overall Reduction of journeys as a result of planning approval



3 Conclusion

It is evident that the construction of the proposed facilities on site will result in a significant reduction in vehicle trip generation and reduction in the use of the shared access that serves the site.

As such the proposed development will deliver positive impacts in terms of traffic generation. No improvement to the access is necessary or justified.