JMIPlanning
Town Planning Consultants
+44 (0) 1889 566107
enquiries@jmiplanning.com
jmiplanning.com

Construction Traffic Management Plan in relation to the erection of high welfare cattle housing with robot milking facilities

Norrington Gate Farm, Broughton Gifford, Melksham, Wiltshire

October 2023

Project	Norrington Gate Farm
Client	D Mortimer & Sons
Reference	1787
Project Team	Jon Imber
Version	1.0

Document Produced by:

JMI Planning Limited
62 Carter Street
Uttoxeter
Staffs
ST14 8EU

Phone: 01889 566107
Email: enquiries@jmiplanning.com

www.jmiplanning.com

Contents

1 Introduction 3

2 The Local Highway Network 4

3 Site Access and Parking/Storage 4

4 Construction Traffic Routing 5

5 Construction Traffic Movements 7

6 Mitigation Measures 9

7 Conclusions 11

1 Introduction

1.1 This Construction Traffic Management Plan has been prepared in support of a planning application submitted on behalf of D Mortimer and Sons for high welfare cattle housing with robot milking facilities at Norrington Gate Farm, Broughton Gifford, Melksham.

1.2 Norrington Gate Farm is a 300-acre dairy unit operated by the applicant. The farmyard sits within a rural area approximately two kilometres west of the town of Melksham.

1.3 It is proposed to erect high welfare cattle housing with robot milking facilities on agricultural land to the north of the existing farmyard and to the south of a consented battery storage facility associated with the adjacent solar farm.

1.4 The site and surroundings are shown on the aerial image below.



Figure 1 - Aerial Image of Site

2 The Local Highway Network

2.1 The application site is accessed off Norrington Lane via the entrance to the existing farmyard.

2.2 Norrington Lane is a single track road with informal passing places. It is subject to the national speed limit but in practice due to the width and alignment of the carriageway vehicle speeds tend to be considerably lower. Norrington Lane is subject to a weight restriction of 7.5 tons except for access.

2.3 The access to the farmyard lies towards the southern end of Norrington Lane, approximately 45 metres north of its junction with Melksham Lane. The access is visible from the junction of Melksham Lane.

2.4 Melksham Lane is approximately 5.5 metres wide, and is also subject to the national speed limit. It connects the village of Broughton to the B3107 approximately 1.5 kilometres to the east of the application site. The B3107 connects to the strategic highway network at a roundabout with the A350 approximately 0.7 kilometres north-east of its junction with Melksham Lane.

3 Site Access and Parking/Storage

3.1 Construction vehicles will enter the site using the existing farmyard access onto Norrington Lane. The farmyard access caters for tractors and trailers and milk tankers. Whilst visibility from the access falls short of the 215 metres associated with a road subject to the national speed limit, vehicle speeds are far lower given the width and alignment of Norrington Lane and the proximity of the junction to the south. Crucially, large vehicles exiting the site will have visibility of vehicles turning onto Norrington

Lane from Melksham Road and vice versa. There would only be a very short wait to avoid conflict on the short section of Norrington Lane between the junction and the site access.

3.2 Visibility at the junction of Melksham Lane is adequate in both directions.

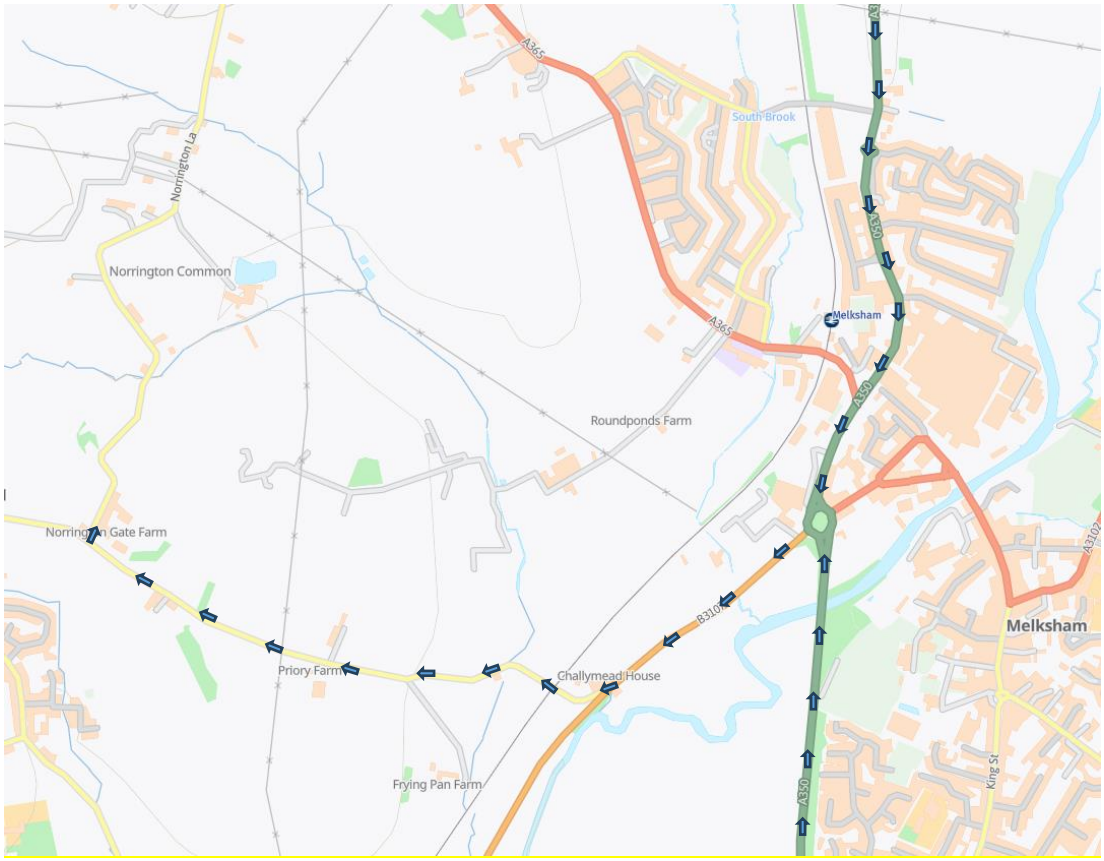
3.3 Parking for contractor's vehicles and storage of plant and materials will be provided within the compound shown hatched in green on the plan below. Once operational there will be no increase in demand for parking, which can comfortably be accommodated within the existing farmyard.



4 Construction Traffic Routing

4.1 The proposed HGV route from the strategic highway network is shown on the map

below:-



4.2 All HGVs would arrive from the A350 and turn onto the B3107 via Farmers Roundabout. They would travel approximately 0.7 kilometre before turning right onto Melksham Lane. Approximately 1.5 kilometres later they would turn right onto Norrington Lane, proceeding approximately 45 metres before turning right into the farmyard. HGVs would return to the A350 using the same route upon leaving the site.

4.3 The above route avoids any town centres and villages, and avoids using the rural road network to the north and west of the application site. The route to the A350 is currently well used by HGVs travelling to the haulage depot just to the south of the application site, and as such this routing will not materially change the character of traffic using the road network. There are no schools on the route.

4.4 No HGVs will be permitted to turn right from the site access along Norrington Lane,

which is subject to a 7.5 ton weight restriction.

5 Construction Traffic Movements

5.1 At present the farm generates the following vehicle movements:-

- Milk tanker every other day
- 2 feed lorries per month
- Herdsman in car 2 x day
- Farmer in car 2 x day
- AI van once/day
- Vet car 2x/month
- Tractor and trailer movements – over 90% of the silage trailers travel internally across farm fields and tracks. A small number of movements travel along the Melksham Lane.

5.2 It is anticipated that the construction period will take approximately six months. Construction traffic will be scheduled to avoid peak morning and evening times, and will consist of the following movements:-

- 6 construction workers daily. One works van per day
- 100 concrete loads in total over the construction phase.
- 50 loads of scalpings in total delivered during the construction phase.
- 20 loads of building materials, steel work, timber, roof materials etc in total
- Electrician and sub contractors – 2 vans a day for the last 6 weeks of the project.

5.3 Each load equates to one two-way HGV movement. In terms of HGV movements therefore, on average there will be less than one additional movement per day. These should not include any abnormal loads. There will therefore be no need for temporary road closures.

5.4 The neighbouring transport depot generates approximately 60 HGV movements per day Mondays to Fridays, 25 HGVs per day on Saturdays and 10 HGVs on Sundays. An additional movement per day on average throughout the construction phase will not therefore materially increase HGV traffic along Melksham Lane.

5.5 Once operational, the unit will generate the following movements:-

- Herdsman in car 2 x day (no change)
- AI van once/day (no change)
- Vet car 2x/month (no change)
- Milk tanker every other day (no change)
- 3 feed lorries per month (one more per month than at present)
- Tractor and trailer movements – over 90% of the silage trailers travel internally across farm fields and tracks. A small number of movements travel along the Melksham Lane (no change in the traffic along Melksham Lane, a small increase in the silage traffic across farm tracks and fields, for the extra feed required)

5.6 In summary, the proposals will not result in a material increase in traffic, especially once operational. The proposals will not prejudice the safe or efficient use of the highway network. In accordance with Paragraph 111 of the NPPF refusal on highway grounds is unwarranted.

6 Mitigation Measures

6.1 Hours of work.

Construction shall not take place outside 08:00 to 18:00 hours Mondays to Fridays, and 08:00 to 13:00 hours on Saturdays, nor at any time on Sundays or Bank Holiday.

6.2 Access for deliveries

There would be no need to accept any deliveries on the road, they can all be made directly on site via the existing access and the applicant is willing to avoid peak times, only accepting deliveries between 9:30am and 4:30pm.

6.3 Highway Safety

All deliveries will only be accepted when there is a supervisor on site. In which case, the supervisor will act as a banksman to ensure that the road is clear and to control the traffic when vehicles are entering and leaving the site.

6.4 Site Rules

A sign shall be erected at the site entrance, prior to any construction, stating a commencement date and important contact details to give a point of contact for any issues or complaints.

- Site speed limit – 10mph.
- All delivery vehicles must follow site signage
- All visitors and material delivery drivers must report to site office.
- Please follow on-site signs for access and exit

6.5 Pollution Control

Dirt/Dust

- All vehicles entering and exiting the site must remain on the designated areas to avoid the movement and transfer of site debris/mud.
- Any mud transferred to the public highway will be taken on as the developer's responsibility and be cleaned as soon as possible.
- During dry spells the site will be dampened down with water to control dust pollution.
- Dust suppression water bottles will be used on any appropriate tools/machinery.

Noise Pollution

- All work involving plant or power tools to take place strictly during site operational hours.

Vibration

- Local residents are to be notified prior to any works which may cause abnormal amounts of vibration.

6.6 Site Waste

Site waste is to be diverted from landfill and recycled where possible.

6.7 Storage

Plant and materials are to be stored within a secure compound (as shown in Paragraph 3.3 of this CTMP).

6.8 All works shall be carried out in accordance with the approved details. Any alteration to this Plan shall be approved in writing by the Local Planning Authority prior to commencement of the alteration.

7 Conclusions

7.1 The proposals would involve a minimal increase in traffic during both the construction and operational phases.

7.2 A safe and suitable route to the strategic highway network has been identified.

7.3 The mitigation measures identified in Section 5 of this CTMP will further reduce the impacts associated with the construction phase.

7.4 The proposals will not therefore prejudice the safe or efficient use of the highway network.