

LAND AT THE FORMER STOCKTON DAIRY, STOCKTON

TECHNICAL NOTE 2: RESPONSE TO PARISH COUNCIL COMMENTS

1 Introduction

- 1.1 This Technical Note has been prepared by Condon Transport Ltd (CT) in response to the transport-related matters raised by Stockton Parish Council in respect of planning application PL/2026/00946.
- 1.2 The Parish Council's comments focus on three principal areas:
- The interaction of site traffic with the A36 Strategic Road Network;
 - The routing of HGVs and potential impacts on Stockton village; and
 - The routing of light vehicles (cars and vans), including third-party deliveries.
- 1.3 This response follows the approach set out in the submitted CT Transport Statement, dated February 2026, which is based on observed traffic conditions and the real-world operation of the site over several years, rather than theoretical forecasts.

2 Assessment Approach

- 2.1 The application is retrospective in nature and seeks to regularise an established use that has been operating in its current form for several years.
- 2.2 Accordingly, the Transport Statement adopts an evidence-led approach, based on:
- Observed traffic surveys;
 - Observation of junction operation and queuing; and
 - A review of the local road collision records.
- 2.3 This approach provides a robust assessment of how the highway network is performing in practice, which is the most appropriate basis for assessing an established use.
- 2.4 The evidence demonstrates that the surrounding highway network is accommodating existing traffic safely and efficiently, with no indication of capacity or safety concerns.
- 2.5 The Parish Council raises concern that the traffic surveys were undertaken in November and may not reflect seasonal variation in activity associated with the Site. This is acknowledged. However, the application is retrospective, and the Site has been operating in its current form for several years, including during peak seasonal periods.
- 2.6 The assessment is therefore based on observed traffic conditions and the real-world performance of the surrounding highway network over time, rather than reliance on a single survey period. The evidence demonstrates that the network is safely and efficiently accommodating site-related traffic in practice, with no indication of capacity or highway safety concerns. In this context, there is no evidence to suggest that seasonal variations in activity have a material impact on the highway network.

3 A36 Strategic Road Network

- 3.1 The Parish Council raises concern regarding the impact of site traffic on the A36.
- 3.2 This matter has been directly assessed within the Transport Statement through:
- Manual Classified Counts at the A36 / Giggan Street junction;
 - Queue length surveys; and
 - A review of personal injury collision data.
- 3.3 The results demonstrate that:
- The junction operates comfortably within capacity;
 - There is no material or sustained queuing; and
 - There is no pattern of highway safety concern, nor any collisions attributable to site traffic.
- 3.4 Importantly, the site has been operating for several years, and the surveys therefore reflect actual interaction with the Strategic Road Network in practice.
- 3.5 On this basis, there is no evidence to suggest any adverse impact on the A36, and the proposals do not approach any threshold that could reasonably be described as severe.

4 Routing of HGVs

- 4.1 The Parish Council suggests that HGVs may pass through Stockton village to reach the A303.
- 4.2 However, the site benefits from an established and approved routing arrangement via Giggan Street and the A36, which continues to be implemented by the operator.
- 4.3 The Transport Statement demonstrates that:
- HGV movements are low in absolute terms;
 - Movements are spread throughout the day, with no peak-hour concentration; and
 - The network is accommodating these movements safely and efficiently in practice.
- 4.4 The site also benefits from a direct and convenient connection to the A36, reducing any reliance on routes through the village.
- 4.5 No evidence has been provided to demonstrate:
- A material level of HGV routing through Stockton village; or
 - Any associated highway safety or capacity impact.
- 4.6 Accordingly, there is no technical basis to conclude that HGV traffic associated with the development is adversely affecting the village.

5 Cars and Vans (Including Deliveries)

- 5.1 The Parish Council raises concern regarding light vehicle movements, including staff and delivery vehicles.

5.2 It is acknowledged that:

- The operator can influence staff travel patterns; and
- Third-party deliveries (e.g. courier services) are less directly controllable.

5.3 However, the key consideration is the actual impact of these movements on the highway network.

5.4 The Transport Statement demonstrates that:

- Traffic volumes in the vicinity of the site are modest;
- Vehicle movements associated with the site are low in absolute terms; and
- There is no evidence of congestion, queuing, or safety concerns on the surrounding network

5.5 As the application is retrospective, any light vehicle movements associated with the use, including those that may pass through Stockton village, are already reflected in existing traffic conditions. The continued operation of the Site over several years demonstrates that the local highway network is accommodating these movements safely and efficiently in practice.

5.6 To further review the Parish Council's concerns, a check of the available personal injury collision data has been undertaken along the route between the Site and the A303, including through Stockton village. This identifies only two recorded incidents over the most recent five-year period. One occurred in July 2020 and therefore pre-dates the extended use of the Site, whilst the second (April 2022) involved a pedestrian and a cyclist and is not attributable to vehicular traffic associated with the development.

5.7 The limited number and nature of recorded incidents do not indicate any existing highway safety issue, nor do they suggest any relationship with traffic associated with the Site.

5.8 Accordingly, there is no evidence to suggest that light vehicle movements, whether staff or delivery-related, are giving rise to any material highway impact within Stockton village or the wider network.

6 Need for Additional Surveys within the Village

6.1 The Parish Council suggests that further traffic surveys should be undertaken within Stockton village.

6.2 In this instance, such surveys are not considered necessary or proportionate.

6.3 The site has been operating for several years, and the assessment is therefore based on observed traffic conditions across the network as a whole. This provides a more robust and reliable basis for assessment than additional, localised survey data.

6.4 The evidence demonstrates that:

- The highway network is operating effectively; and
- There are no capacity or safety concerns associated with the development.

6.5 In the absence of any identified issues, there is no transport justification for further survey work within the village.

7 Stockton Park / Public Right of Way

- 7.1 The Parish Council also raises concern regarding the interaction between site traffic and users of Stockton Park.
- 7.2 It is noted that:
- Stockton Park has recently been re-fenced; and
 - This has improved separation between vehicles and pedestrians.
- 7.3 As a result, conditions for users of the Public Right of Way have been enhanced, making the route both safer and more pleasant.

8 Planning Balance (National Policy Context)

- 8.1 Paragraph 116 of the National Planning Policy Framework (December 2024) is clear that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 8.2 In this instance, the application relates to an established use which has been operating for several years. The Transport Statement demonstrates, through observed evidence, that the associated vehicle movements are being accommodated safely and efficiently in practice, with no evidence of material highway safety or capacity concerns.
- 8.3 The assessment confirms that:
- The A36 / Giggan Street junction operates well within capacity, with no material or sustained queuing;
 - HGV movements associated with the site are low in absolute terms and appropriately routed to the strategic road network; and
 - Light vehicle movements, including staff and delivery traffic, are modest and do not give rise to any identifiable highway impact.
- 8.4 There is no evidence to suggest that the development results in an unacceptable impact on highway safety, nor that the residual cumulative impacts on the road network approach any reasonable threshold of severity.
- 8.5 On this basis, the proposals associated with planning application PL/2026/00946 are fully compliant with national planning policy, and there are no transport or highways grounds upon which the development could reasonably be resisted.

9 Summary and Conclusions

- 9.1 This Technical Note has been prepared in response to the transport-related matters raised by Stockton Parish Council in respect of planning application PL/2026/00946.
- 9.2 The application relates to the continuation and regularisation of an established use which has been operating for several years. The assessment has therefore been based on observed traffic conditions and the real-world performance of the surrounding highway network.

9.3 The evidence demonstrates that:

- The surrounding highway network is operating effectively and is accommodating site-related traffic without capacity or safety concerns;
- The A36 / Giggan Street junction is performing well within its operational capacity, with no evidence of congestion or highway safety issues;
- HGV movements are low in absolute terms and continue to be directed towards the strategic road network, avoiding the need to pass through Stockton village;
- Light vehicle movements, including third-party deliveries, are modest and are not giving rise to any material impact on the local highway network;
- A review of available collision data within Stockton village does not identify any pattern of incidents that would suggest an existing highway safety concern associated with traffic related to the Site; and
- The retrospective nature of the application confirms that these movements are already reflected in existing traffic conditions.

9.4 Accordingly, having regard to both the observed evidence and the requirements of national planning policy, it is concluded that the development gives rise to no material highway safety or capacity concerns.

9.5 There are therefore no transport or highways grounds upon which planning application PL/2026/00946 could reasonably be refused.