

09/995

FARRELL TRANSPORT LIMITED

**APPLICATION TO NEWARK & SHERWOOD DISTRICT COUNCIL
FOR CHANGE OF USE RELATING TO STAUNTON WORKS
NEWARK ROAD, STAUNTON-IN-THE-VALE, NOTTINGHAMSHIRE**

TRANSPORT STATEMENT

1. Farrell Transport Limited have lodged a Planning Application with Newark & Sherwood District Council for the grant of Planning Consent for change of use of part of the Staunton Works, Staunton-in-the-Vale, Nottinghamshire from B1 and B2 general industrial purposes to storage and associated haulage. At the request of the Highways Authority the District Council has requested that a Transport Statement be submitted. A full Transport Assessment is not required. However there is a history of local opposition to HGV movements in the area and therefore, due to the sensitive nature of the site, a Transport Statement is required. The Highways Authority has requested that the Statement concentrate on a comparison between the HGV movements for the former Bullock & Drifill Limited operation on the site and the HGV movements that would be generated by Farrell Transport Limited relating to their operations from the site if Planning Consent were to be granted.
2. Bullock & Drifill Limited are currently in administration and it has been difficult to determine with any degree of precision the number of vehicles used by the company, the number of vehicle movements and the routes to and from the site that were used. The following information on the Bullock & Drifill operation has been distilled from conversations with two of the company's former drivers and probably represents the number of vehicles and trips generated at the height of the Bullock & Drifill operation.
3. The comparative figures are as follows:-

	Bullock & Drifill	Farrell Transport
Number of Articulated Tractor Units	8	7
Number of Trailers	20+	12
Rigid Vehicles	2/3	14
Third Party Deliveries	2 (at least) per day	2 per day
Daily Vehicle Movements	20+	20

Note:

1. The number of trailers used by Bullock & Drifill is disproportionate to their number of tractor units. This is because Bullock & Drifill employed three or four companies on a sub-contracting basis to run their trailers.
2. The figures given for daily vehicle movements are an average. In the case of Bullock & Drifill it is thought that movements would have been very much the same day by day. In the case of Farrell Transport there will be a larger percentage of vehicle movements out early on Monday mornings and vehicle movements in late on Friday afternoons with less movements taking place during the week than was the case for the Bullock & Drifill operation.

3. It is thought that third party deliveries for Bullock & Drifill (i.e. not by way of the company's own vehicles or by their sub-contractors) will have largely comprised timber deliveries from the ports. In the case of Farrell Transport third party deliveries will relate to loads being brought in for storage purposes.
4. Routes
 - 4.1 Little is known of the routes taken in and out of the site for the Bullock & Drifill operation. It is thought however that very little control would have been exercised.
 - 4.2 Vehicle movements for Farrell Transport would be roughly 20% to and from Newark and the A1 north and 80% through Alverton to and from the A1 south and Nottingham.

EDWARDS CLEGG

8 September 2009