

I remain concerned by The applicants failure within the traffic management plan to address the significant increase in non HGV traffic movements across the site and surrounding areas.

Such traffic arising from non HGVs eg general materials deliveries , the arrival and departure of workers and other on site service providers could exceed the capacity of the local rural road network and by doing so increase the probability of and likelihood of traffic flow issues , accident and injury safety issues in general but specifically for other users of these roads such as pedestrians , schoolchildren, cyclists and horse riders.

Neither does the plan provide for the alternative routing of HGVs when, as is often the case that traffic flow on the local motorway network is disrupted.

HGV.s are often travelling outside normal working hours and so will arrive outside the established operating hours for the site. I see no reference to designated parking/ holding areas for these vehicles without which these large vehicles may be obliged to find ad hoc parking in the surrounding area and create an issue on the surrounding roads