

Mr. J. Worley,
Head of Regulatory Services,
Melton Borough Council,
Council Offices,
Nottingham Road,
Melton Mowbray,
Leicestershire. LE13 0UL

Your ref: 10/00055/FUL

Our ref: AGC/JW/MBC13

16th April, 2010

Dear Mr. Worley,

PROPOSED ABATTOIR - BAY TREE FARM, PICKWELL - MELTON MEAT LIMITED

I refer to your letter dated 18th March, 2010 together with enclosures requesting my comments regarding traffic movements and other issues relating to the above application. I also acknowledge receipt of your letter dated 22nd March, 2010 with an email from the Applicants regarding their previous farming activities and traffic movements from Bay Tree Farm.

I now comment on the application as follows:-

1. An abattoir including offices, chilling rooms etc., would clearly not be an agricultural use of the building and therefore should not normally be situated in an agricultural building on an agricultural holding.
2. Most abattoirs, slaughter houses, etc. are situated in urban areas either adjacent to existing livestock markets or adjacent to sites where the livestock markets were situated, or on industrial areas of towns/cities.
3. With regard to the current traffic movements carrying sheep to Bay Tree Farm, I consider that if they kill 1850 sheep per week, and all the animals are held at Bay Tree Farm prior to being transported to the abattoir for killing this number of movements would be acceptable. However, a large number of the sheep killed by Melton Meats at the current abattoir are brought straight from the farm of origin into the abattoir at present rather than going to Bay Tree Farm first.

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4. Again if all 1850 sheep were to be taken to Bay Tree Farm, and then transported to Melton Meat in Melton Mowbray there would be a significant number of journeys with either Land Rover and trailer or tractor and trailer. However I consider the suggested 35 Land Rover and trailer journeys and five tractor and trailer journeys would be excessive as the 35 Land Rover and trailer journeys would transport all the 1850 sheep. I also consider it would be excessive for Messrs. Gale and Lane to do two extra journeys each per day. I therefore consider the 80 journeys per week is excessive and should be reduced to approximately 55 journeys per week.
5. I consider on the information submitted that the proposed transport movements to the new abattoir would be reasonable with the following exceptions. I do not consider the 10 slaughter men will necessarily always arrive in four vehicles and the three gut room workers will arrive in one vehicle, even if this is the case at present. The potential must be for 13 vehicles per day rather than the five suggested for these members of staff. i.e. an increase of eight per day for the four working days that the abattoir would be killing. i.e. an extra 32 vehicles per week. There are also no journeys in the tables for any office staff, or for Mr. Gale or Mr. Lane who will clearly be coming to and from the site on numerous occasions i.e. apparently four journeys per day to Melton at present.
6. I would expect the visitors to the site to be in excess of 10 per week as these numbers will include private kill customers etc.
7. I consider the four straw/hay journeys to Melton and the transport movements at present are excessive as only a small amount of straw is used in the abattoir in the lairage pens, this should be reduced to one journey per week.
8. With regard to Mr. Lane's letter dated 18th March, 2010 to Mr. Clarke regarding the pre 1998 use of the buildings and Mr. Lane's farming activities at that time which involved 15 journeys through Pickwell village six days per week. This was 12 years ago when Mr. Lane was farming 135 hectares (333 acres) of bare land at Newbold between Somerby and Owston. He no longer farms that block of land, and therefore the 90 journeys through Pickwell village would clearly not be made. I therefore, do not consider that the traffic movements through Pickwell village would necessarily increase if the farm buildings were to remain in agricultural use as they are at present.

In conclusion, I ADVISE that the proposed conversion, and extension of the existing buildings including a change of use from agriculture to an abattoir and associated

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facilities, should be assessed under the appropriate planning and highway policies of the Borough and County Councils, taking into account the higher number of vehicle movements than those predicted in the supporting information as I have set out above. I also advise that if the buildings remain in agricultural use as they are at present it would not increase the vehicle movements through Pickwell village more than the existing use this will be unchanged.

If you and/or your Committee are minded to approve the application I consider any consent should be subject to a 106 Agreement preventing the owner or occupier now or in the future, or any person associated with Bay Tree Farm from applying for the construction of any additional agricultural buildings in the future, unless the current buildings the subject of this application are first returned to agricultural use.

I trust the above will assist you and/or your Committee to determine this application however should you require any further information on the agricultural aspects of the farm and other associated vehicle movements would you please contact me on *****.

Thank you for your instructions in this matter.

Yours sincerely,

A G Coombe MRICS FAAV
Sanham Agricultural Planning Limited