

Emily Hammick BSc (Hons) MRTPI
Powells Rural
Singleton Court Business Centre
Wonastow Road
Monmouth
NP25 5JA

04 September 2026
Our Ref: 9728 - Waltwood Road, Llanmartin, Newport

Dear Emily,

RE: CHURCH FARM, WALTWOOD ROAD, LLANMARTIN – TRANSPORT AND HIGHWAYS ASSESSMENT

I write with regards to the proposed for the change of use of part of the farmyard for a B8 storage and distribution use/haulage operations by PG Plant Ltd at Church Farm, Waltwood Road, Llanmartin, Newport, NP18 2EB ("the Site"). The associated site plan is attached hereto as **Appendix A**.

This statement has been prepared to provide an independent professional review of the highway and transportation implications of the proposals and to demonstrate that the development would not give rise to any material impact on highway safety or the operation of the surrounding highway network.

Professional Credentials

I am a Chartered Transport Planning Professional (CTPP) and Fellow of the Chartered Institution of Highways and Transportation (FCIHT), with over 14 years' professional experience in transport planning and highway consultancy. My professional experience includes the assessment of development proposals across a broad range of land uses, with particular expertise in development-related transport assessments and highway safety matters.

The purpose of this review is to consider the PG Plant Limited commercial operation at the site and its implications in transport and highway terms, having regard to the established agricultural use of Church Farm and the existing access arrangements.

RGP has undertaken a site visit to appraise the existing site access arrangements, the surrounding local highway network and the relationship between the site and other highway users.

Existing Site and Agricultural Use

Church Farm remains an established and operational mixed agricultural holding. The farm continues to undertake its normal agricultural activities, with the existing farm access providing access to the B4245 Magor Road which is subject to a posted speed limit of 30mph. The existing agricultural use of the wider farm is an important consideration when assessing the existing transport environment and vehicle activity associated with the site. Vehicle movements and other operational activity

associated with the agricultural use remain separate from the commercial haulage operation considered within this review.

Ongoing Commercial Operation

The ongoing commercial operation relates to PG Plant Limited, which operates from the site as an established haulage business. PG Plant Limited already holds a valid Goods Vehicle Operator's Licence (OG2061592), authorising the operation of up to 9 vehicles and 4 trailers from the site.

The operator licensing regime provides a separate statutory framework governing the operation of goods vehicles and considers, amongst other matters, the suitability of the operating centre and associated arrangements. The existence of the Operator's Licence is therefore relevant background evidence when considering the established nature of the haulage operation and the use of the existing farm access by the authorised vehicles.

The commercial operation has now been established at the site for approximately 18 months. During this period, the operation has taken place without incident and there is no identified evidence of the business having resulted in any highway safety or operational issues.

Operation of PG Plant Limited

The assessment considers the current commercial operation in the context of the established and continuing agricultural use of Church Farm. The site has historically accommodated agricultural vehicle movements associated with the operation of the farm, with the existing access providing access for agricultural vehicles, deliveries and other farm-related activity. The haulage operation utilises the existing farm access and does not require the creation of a new access onto the public highway.

The vehicle movements associated with PG Plant Limited are concentrated within the established operating period between 07:00 and 16:00. Drivers generally arrive at the site in the morning, park their private vehicles within the farm yard and subsequently depart from the site in their allocated goods vehicle. The drivers return to the site at approximately 16:00, where the goods vehicles are parked and the drivers leave the site in their private vehicles. Any vehicle movements or noise occurring outside these hours are associated with the ongoing agricultural operations at Church Farm rather than the PG Plant Limited haulage operation.

Highway Access and Safety

The current commercial operation has operated through the existing access for approximately 18 months without any identified highway safety or operational issues. Having regard to the established use of the access, the nature and timing of the haulage operation and the absence of any identified incidents or operational difficulties during the period of established use, the existing access is considered suitable to accommodate the current operation.

As noted above, PG Plant Limited holds a valid Goods Vehicle Operator's Licence (OG2061592), authorising up to 9 vehicles and 4 trailers at the Church Farm operating centre. The operator licensing regime is subject to a statutory regulatory framework, including consideration of the suitability of the operating centre by the Traffic Commissioner.

Whilst the Operator's Licence is separate from the planning process and does not itself establish planning acceptability, its existence provides relevant context regarding the established operation of the haulage business from the site and the authorised vehicle capacity associated with the operating centre.

The commercial haulage operation has now been operating from Church Farm for approximately 18 months. This provides an established evidence base against which the actual transport and highway implications of the use can be considered. Importantly, there are no identified evidence of the current operation having resulted in any highway safety incidents (PIAs), access difficulties or operational problems on the surrounding highway network during this period.

The established operation therefore provides a materially more reliable indication of the actual highway implications of the use than a purely theoretical assessment based upon forecast vehicle movements.

Summary

The principal consideration for the retrospective planning application is whether the existing commercial operation gives rise to an unacceptable impact upon highway safety or the operation of the surrounding highway network.

- i. The evidence available indicates that the current operation has been established for approximately 18 months and has operated without incident;
- ii. The operation utilises an existing farm access that has historically accommodated agricultural traffic, while the wider Church Farm holding remains an active mixed agricultural enterprise; and
- iii. The commercial haulage operation is also subject to established operating parameters, with normal operating hours of 07:00 to 16:00.

Having considered the established agricultural use of the site, the existing access arrangements, the operating characteristics of PG Plant Limited and the evidence available from the approximately 18-month period of established operation, it is my professional opinion that the ongoing commercial operation is acceptable in transport and highway terms and does not give rise to an unacceptable impact upon highway safety or the operation of the surrounding highway network.

Conclusion

Church Farm remains an established mixed agricultural holding, with the existing farm access continuing to serve the wider agricultural operation. The current PG Plant Limited haulage operation operates from within this established farm environment and utilises the existing access.

In my professional opinion, the combination of the established nature of the operation, the existing access arrangements, the regulated nature of the haulage operation and the absence of any identified highway safety or operational issues during the approximately 18-month operating period provides a robust basis upon which to conclude that the commercial operation is acceptable in transport and highway terms.

Accordingly, there are no transport or highway grounds upon which the retrospective planning application should be refused.

Please do not hesitate to contact me should you have any queries. I look forward to hearing from you in due course.

Yours sincerely,



RGP
Head Office

Encl.

APPENDIX A

Land at Church Farm, Llanmartin

