From: Vernon Harris <vernon.harris@westfaliafruit.com>
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To: _planningadvice
Subject: H14-1095-24 Parking and Traffic Movements V2
Attachments: Parking and Traffic Movements Clarification 24.4.2025.pdf

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Hi,

After the Parking and Traffic Movements we previously submitted, Dean Whitehead at Lincolnshire County Council has asked for further clarification regarding the timings of vehicular movements on site and how vehicular movements are managed. We have therefore updated the Parking and Traffic Movements Clarification v2, attached, which hopefully addresses these concerns. Please let us know if any further details are required.

Best Regards
Vernon

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Westfalia Fruit Ltd Parking and Traffic Movements Clarification for H14-1095-24 v2

Personnel Numbers

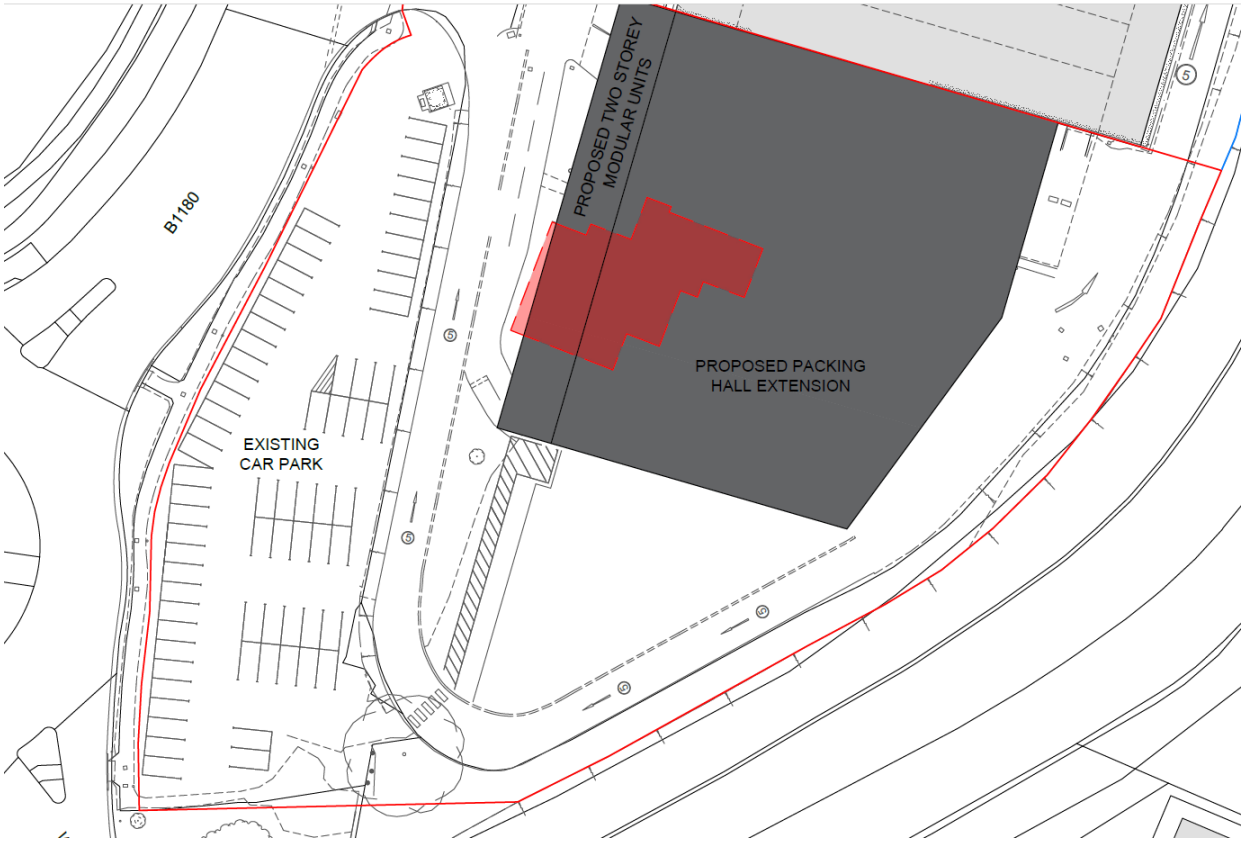
The current Westfalia Fruit site employs approximately 182 existing employees, although this number fluctuates on a seasonal and demand basis, supplemented by agency staff. This number is based upon a 24-hour, 7 day per week operation with staggered shift patterns which mean the maximum number of employees on site at a single time is approximately 140 persons.

The proposal will likely reduce employee numbers with the introduction of automation, however, the exact impact of this is currently being defined by Westfalia Fruit. It is anticipated that employee numbers may reduce to approximately 130 employees based upon the same 24-hour, 7 day per week operational period. This means the maximum number of employees on site at a single time is likely to reduce to nearer 70 persons.

The intention is to reduce Westfalia Fruit's reliance on agency staff.

Staff and Visitor Movements and Parking

The existing site layout provides approximately 72 parking spaces. With the formation of a new car park to the front of the site (as approved under Application Ref: H14-0743-22) the new car park caters for 69no. spaces as per the submitted Site Block Plan 8973.CDG.XX.XX.DR.A.0101 S4.P02 (see extract below).



Employees arrive independently at the site by a combination of walking, bicycles, motorcyles and cars. This means that employees will utilise approximately 60no. spaces, with the remaining 9no. spaces being allocated to visitors.

The existing site also currently has 2-3 minibuses per day bring agency staff to the site. Automation will flatten out the peaks of staff demands currently supplemented by agency staff, meaning that the site will be less reliant on agency staff which will create a reduction in minibus movements to the site.

Visitor movements predominantly occur Monday to Friday from 8am – 4pm and are staggered throughout this period. Staff vehicle movements predominantly occur between 5.30am-6.30am and 5.30pm-6.30pm, during two-shift change periods per day. The timing of these shift patterns avoids adding to rush-hour traffic which helps alleviate congestion on the local road network. This is the existing shift pattern and this arrangement will continue once the expansion project is completed so there will be no changes in this regard.

HGV and Waste Collection Movements

Existing HGV movements are approximately 22no. HGV vehicles entering/exiting the site within a typical 24-hour period. Proposed HGV movements are anticipated to increase to approximately 30no. vehicles entering/exiting the site within a typical 24-hour period. Again, this will be subject to a seasonal and demand variation but this represents the typical level of anticipated HGV movements.

However, this will be offset by changes to the site's existing waste disposal arrangements. Currently, approximately 8no. waste disposal vehicle movements are conducted on the site each day. However, part of the expansion plans will include increased waste recycling and compaction of waste on site, this means that waste collections will reduce to approximately 2no. movements per day.

HGV and waste collection movements are generally staggered throughout a 24-hour period to suit operational needs, meaning there are no peak-times for HGV vehicle movements.

Management of Vehicle Movements

All vehicles enter the site in forward gear from West Marsh Road.

HGV and waste collections then turn left into the site and given the ample space are stacked internally within the site along the western boundary; HGVs are not allowed to back-up onto West Marsh Road. Vehicles then circulate clockwise around the perimeter of the site and the main building, operating through a one-way system. Vehicle movements are also controlled internally with traffic lights and a barrier system within the site to help control vehicle movements. All HGV and waste collection vehicles exit the site in a forward gear.

Staff cars and smaller vehicle movements enter the site and turn right into the Staff and Visitor Car Park to the west of the site. The car park has allocated parking bays and a clockwise one-way system around the car park. This means that all cars and smaller vehicles also exit the car park and site in a forward gear.

Conclusion

Overall, it is considered that the proposed reduction in employee traffic movements, reduced minibus movements for agency staff and reduction in waste collections, will more than offset the minimal increase in proposed HGV movements on the B1180 and local highway network. We hope this clarifies the proposals.