

Appendix 2 – Applicant's Case

Transport Statement (Fairhurts, October 2023)

Existing Site & Proposed Development

- Balrownie Farms consists of roughly 500 acres, mainly situated between Balrownie and Lummington. The Agricultural Business grows barley at Balrownie farm but also grows barley on land rented within a 20-mile radius at various locations and changes on a yearly basis.
- Balrownie farm currently store 12,000 tons of barley at another 2 stores; 5,000 tons at Newton of Stracathro store 4 miles east of Balrownie and 7,000 tons at Pert Store about 10 miles away near North Water Bridge between Stracathro and Laurencekirk. All of the barley that is currently transported and stored at Balrownie and the other 2 stores is taken and processed locally to Baird's Malt at Arbroath where all of the produce goes towards making high end Malt whiskey.
- Everything is transported in 29-ton lorries as this results in less vehicle movements overall. All vehicles that leave Balrownie Farm transporting barley turn left from the site and head towards Brechin before continuing to Baird's Malt in Arbroath via the A933. The proposal is for the construction of a new storage facility capable of holding 18,000 tonnes. It will be used in part to store the 12,000 tons of barley that are currently stored at the 2 other store locations at Newton of Stracathro and Pert.
- With the new store as proposed it will make the farming business more efficient as they will not have the cost of moving 12,000 tons of barley to the other 2 stores after first being processed at Balrownie farm and vehicles making multiple journeys between the farm and the 2 stores.
- The current operation results in journeys to the customer at Arbroath occurring from three separate locations, when instead it could occur from just one. Overall there would be a reduction in vehicle trips and a reduction in vehicle miles when processing, storing and transporting the barley harvested in the local area. This is not considered to result in any notable increase in HGV movements between Balrownie Farm and Brechin, as HGV's currently have to route this way when travelling between Balrownie Farm and the existing stores at Newton of Stracathro and Pert.
- The farm access already facilitates the movement of HGV's and all farm vehicles and is therefore considered to be fit for purpose with good visibility in both directions.

Road Safety Review

- The accident records show that there have been no recorded accidents in the past 5 years in the vicinity of the existing Balrownie Farms site access junction or the wider rural road network adjacent to where the farming operations take place.
- It is not envisaged that the volume of traffic generated by the Balrownie Farm proposals will result in any notable safety detriment and therefore no additional safety measures on any part of the local or trunk road network is required.

Existing Vehicle Movement Overview

- Automatic Traffic Counter (ATC) surveys were undertaken at 4 locations over a 7-day period. A 24hr classified Junction Turning Count (JTC) survey was also undertaken at the Balrownie Farm access junction. The dates of the survey were planned to ensure that the peak harvest operations would be captured and that the weather forecast was good.
- To the north of the farm access road there were a total of 42 two-way HGV movements in the 24hr period. Only 4 of those HGV two-way movements were routing to / from

Balrownie Farm. To the south of the farm access road there were a total of 79 two-way HGV movements in the 24hr period. 40 of those HGV two-way movements were routing to / from Balrownie Farm.

- On average there were around 4 two-way hourly HGV movements to / from the south associated with Balrownie Farm and a further 4 already on the road network. This is not considered to be significant and typical of a rural road network serving the farming industry.
- Concerns had been raised over the existing and potential increase in HGV movements associated with Balrownie Farm through the village of Little Brechin. The volume of traffic increases significantly (80%) on the south side of Little Brechin when compared with the volume of traffic on the north side. The ATC survey at Site 3 just to the north of Little Brechin recorded 51 two-way HGVs in the same period when 40 two-way HGV's were generated to / from Balrownie Farm which would suggest that 11 two-way HGV movements were generated by other farms / development between Site 3 (north of Little Brechin) and Balrownie Farm.
- Around 78% of the existing HGV traffic that routes through Little Brechin is associated with Balrownie Farm. This is only around 5% of the total traffic that is generated through / to the south of Little Brechin. This is not considered to be significant and the 40 two-way HGVs is equivalent to around 4 two-way HGV's per hour, or 1 every half hour in both directions
- The proposed development of a new storage facility, will essentially replace 2 other existing stores. To access those existing stores, Balrownie farm traffic has to route via Little Brechin, which can result in multiple processing, storage and transporting trips between the 2 existing stores, Balrownie farm store and the Baird's Malt facility at Arbroath. The proposals for an additional storage facility at Balrownie farm will therefore not result in any additional HGV trips with the operation of processing and storing barley, and then transporting the barley to the Baird's Malt facility at Arbroath, all being via Balrownie farm and more efficient. With a new storage facility, the Balrownie farm agricultural business would be expected to reduce the number of HGV movements across the wider network in order to be more cost effective and efficient.

Transport Statement (Crawford Architecture)

- Balrownie Farms is owned and operated by the Carnegie family. The farm itself extends to some 500 acres and is mainly situated between Balrownie and Lummington, and they also have farmland further away.
- The new proposed general-purpose shed will be accessed from the existing farm entrance road which has good visibility and was upgraded several years ago. The Farm is a registered operating centre for goods vehicles, and its license allows for 4 Heavy Goods Vehicles, and 4 trailers. This is not expected to change.
- All employees of the farm are experienced and know what is expected to operate in rural areas. The Farm also trains and encourages their drivers to be kind and courteous at all times and new drivers are issued with written guidance on how to travel to and from Balrownie Farm (Driving protocol document included).
- The family are committed to future reinvestment in the agriculture sector and are keen to reduce reliance on imports from other countries which in turn should help provide food security in Scotland.

Supporting Statement (Response to Objections)

- There is currently storage space for 17,000 tons of malting barley and the proposed shed would create an additional 18,000 tons of storage space (12,000 of which would be used for barley), removing the need for this barley to be stored offsite.
- The document provides a response to matters raised in representations under the topics of landscape impact, earthworks, external lighting, and vehicle movements.

- It indicates that vehicles operate under a strict protocol when using rural roads. Vehicles are also fitted with vehicle tracking with forward facing cameras, so any potential complaint against any of the vehicles can and will be fully checked back to see actual driving speed and a video recording showing road position.