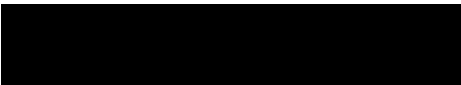


D.H. ARMITAGE TRANSPORT



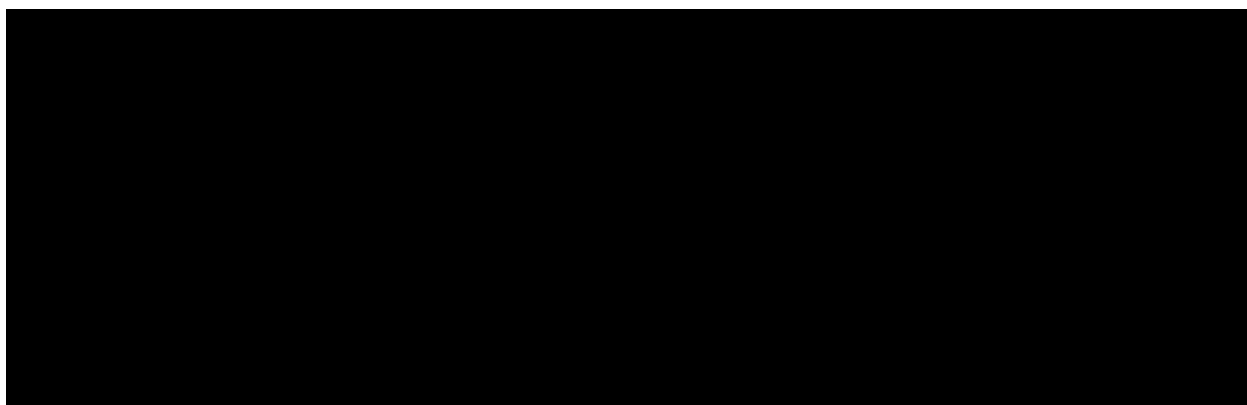
Since moving to this site at Sheffield Road, Hoyland Common in 1982 we have successfully run a general haulage company delivering goods in all shapes and sizes across the UK.

We have employed many local people during our time and in our prime we had as many as 100 employees on our books this has scaled down somewhat over time and we currently employ 10 – 15 people. Due to the current situation in the industry we are we have a fairly high turnover of staff due to drivers/mechanics moving from company to company “penny pinching” for want of a better word to slightly increase their wages.

As briefly mentioned above with staff moving from company to company to slightly increase their wages this is putting more and more pressure on us as a company as we have to try and match or better the wages offered by our competitors in our local area to try and retain experienced employees and avoid having lorries sat in our yard with no one to drive them or maintain and carry out safety inspections on them. This situation is also met with the cost of fuel doubling in the last 6-month, energy costs constantly on the rise, insurance costs rising, cost of spare parts up 7% and cost of tyres up 12%. It goes without saying the difficulties that we are facing in our industry at this moment in time.

The purpose of our site - “the depot” - is for running our lorries out of. For example, we get a call from a customer who asks us to do a load out of Wakefield to deliver to Luton at a specific time and date. We would then plan this into our schedule, send one of our lorry’s out to Wakefield at a time and date agreed with the customer. The lorry would then load the goods at the customers premises and deliver them to the location in Luton specified by the customer. We would then plan a backload for this lorry for example this backload may be loading out of Northampton to deliver at Sheffield. Depending on what time we get the backload loaded, will then depend if we make it to the backload destination within this customer working hours and if we do not make it within these working hours, we will then be asked to bring the load back to our “depot” to be stored safely and re delivered to site at a time and date to suit the customer.

20 years ago, this example would happen 15% of the time with backloads due to the number of problems that can occur as we are at the hands of the roads, traffic and customers site opening times. In the past customers would be generally open from 07:00-19:00 but nowadays this problem occurs more like 45% of the time as customers now tend to have a lot shorter working days for example this could be 09:00 – 15:00. If we refuse to take these kinds of loads back to our depot to be re booked at a later date, we will simply be refused the backload the next time and this would have a devastating impact on our company.





We have a four-lane workshop at our premises and the purpose of this workshop is to keep on top of our service and maintenance schedule. As part of the O license agreement made by our company and the traffic commissioner, we have a legal obligation to do safety inspections on all our vehicles and trailers on a 6-weekly basis. We also have an obligation to carry out brake tests at a minimum 4 times per year which is done on site in the workshop, which is also used to keep our vehicles serviced regularly and M.O.T every 12 months. At the height of our business, we would run both the lorries and the workshop 24 hour per day 7 days per week 365 days per year. This has scaled down over the years and we are currently running our workshops from 05:30 – 18:30 Monday – Friday and 06:30 – 13:00 on Saturdays. On average the lorries are running from 04:00 until 22:30 Monday to Friday and 05:00 to 15:00 on Saturdays. We understand the noise impacts the new site may or may not have on our neighbor's and with this in mind we would be willing to compromise on these hours and after careful consideration we would be able to organize the workshops to operate between the hours of 07:00 – 18:00 Monday – Friday and 07:00 – 13:00 on Saturdays and the lorry's between the hours of 05:30 – 20:00 Monday - Friday and 05:30 – 15:00 on Saturdays

The land to the south and partly west of the of the site has always been used for running the lorry's out of and storing the backloads as mentioned above. The small area also to the west of the site behind the trailer storage area was being used some time ago as a car park for driver's cars and is currently being used for more outside storage for building materials. The garage to the north of the site have always been used for our workshop and maintaining our vehicles, as mentioned above the offices also to the north east of the site are the offices where day to day running of the business has always been done.

The land to the north west of the site is the land in question that we are asking for permission to level off the existing scrub land and put hardcore down in order to tidy the scrub land up and store more trailers to help with the ongoing "backload" problems as mentioned earlier. We feel this land will not cause problems to the neighbor's as we are willing to work with them and create a bund/fence around the perimeter. We also feel that our neighbor's would remember lorry's as being old loud and have a high fume pollution, this is not the case over the last 40 years lorry's have come a long way and are now all built with a "euro 6" engine which is to reduce emissions which in turn also makes the vehicles a lot quieter than times gone by which you will see in our noise reports

We have attempted to rearrange our current site to accommodate the desperate need for more trailer storage but it is very difficult. To try and put into perspective as to why this is difficult, If you look at our pictures in this document you see the extra land behind the current trailer storage, we tried to utilize this extra land by pushing the trailers back to boundary line and storing more trailers in front. At first we thought it to be successful but soon realized if a driver wanted a trailer that was on the boundary line, he would have to move one, or possibly two trailers, to get to the one he needed and then put the trailers he has moved back again. The problem with this is that his driving and working hours are being wasted in the depot which then can cause later problems in the day as mentioned above. As a result, it is

difficult for us to store the trailers one in front of the other as we are then denying access to the trailer which is behind, instead we require a storage area that is more linear for example the same as what is set out at the south of the site which is why the land to the north west of the site would be perfect as we could mirror the same storage area as we currently have to the south of the site.



