

Brookers Farm, Luddesdown,
Gravesend

Logistics Management Plan

Final Report
LS/OM/37249



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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 This Logistics Management Plan (LMP) has been prepared by DHA on behalf of Vineyard Farms Ltd in relation to a planning condition attached to an application to Gravesham Borough Council (GBC) for the "*Retention/installation of 59 wine tanks and grape presses*" (Planning Application Ref: 20250840) at Brookers Farm, Luddesdown, Gravesham.

1.1.2 The LMP responds to Planning Condition 3 within the Decision Notice, and is as follows:

"Within three months of the date of this decision, a Logistics Management Plan in respect of the wine tanks hereby approved (only) shall be submitted to and approved in writing by the Local Planning Authority to help limit the impact of HGV use on the grounds of safety and amenity. The Logistics Management Plan shall include the following:

- A commitment to no HGV movements during school arrival and departure hours (8:15 to 9:15 and 15:00 to 16:00)*
- Delivery management (timings to ensuring HGVs do not meet along Warren Road and Bush Road)*
- Vehicle types used*
- Details of expected deliveries and movements generated by the site within the reasonable control of the site operator*
- Details on how driver awareness of rural roads, school presence and speed limits will be communicated*
- Details of HGV routing*

Thereafter, the operation of the business shall continue in accordance with this approved plan unless otherwise varied and agreed with the Council."

1.1.3 It should be noted that 52 tanks have been in situ for three years with the now consented application seeking permission for an additional seven new tanks, which are on-site but are not yet in use. The full construction traffic impact on the site will therefore already be present on the local highway network and there will be no further trips relating to tank installation or delivery.

1.1.4 Vineyard Farms Ltd therefore operates with established delivery, storage and handling arrangements with a logistics plan already in place and functioning

effectively. This LMP formalises those arrangements and provides a clear framework for ongoing compliance.

1.2 SITE CONTEXT

- 1.1.1 The site is located in the hamlet of Luddesdown, which is situated in the North Downs, approximately 2.6km to the east of the village of Meopham. Its location is shown in a local context in Figure 1-1 and Figure 1-2.
- 1.1.2 The site is accessed from Luddesdown Road, next to the Golden Lion public house. There is also a village hall, a church, Court Lodge and a cricket ground nearby.



FIGURE 1-1: APPROXIMATE SITE LOCATION (COURTESY OF OPENSTREETMAP.ORG)

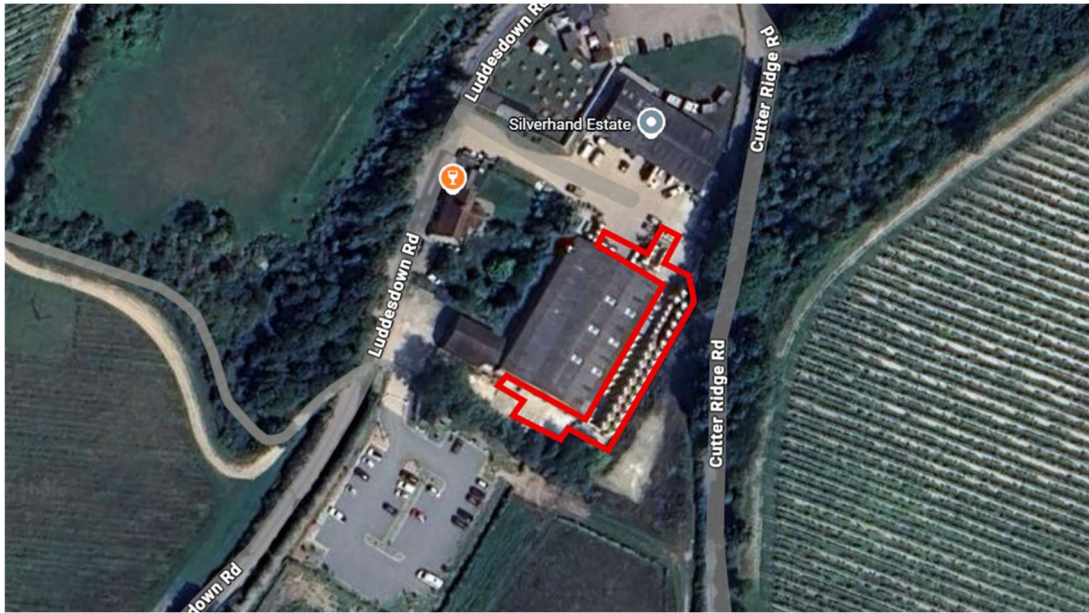


FIGURE 1-2: SITE LOCATION – LOCAL AREA (COURTESY OF GOOGLE MAPS)

1.3 LOCAL HIGHWAY NETWORK

- 1.3.1 Brookers Farm is situated on Luddesdown Road, just south of its junction with Henley Street. The local road network consists of mainly single-track rural lanes with a mix of banked and hedged verges and open fields. These lanes are subject to the national speed limit and have little or no street lighting provided on them.
- 1.3.2 The main route to the farm from the strategic road network is via the A2 Cobham Junction and along Halfpence Lane, Cobhambury Road and Luddesdown Road. Halfpence Lane and Cobhambury Road both have a two-lane carriageway and centre line and are generally subject to the national speed limit, but with sections of 20mph and 30mph on the approaches to the junction with The Street at Cobham. Luddesdown Road is a single-lane carriageway, though the verges generally allow for two vehicles to pass.
- 1.3.3 The main route to the M20 corridor to the south is along Luddesdown Road, Oakenden Road, Foxendown Lane and The Street to meet the A227 at Meopham which connects with the M20 at junction 2.

2 LOGISTICS MANAGEMENT PLAN

2.1 PROPOSED HGV ACTIVITY

Heavy Goods Vehicle (HGV) Movements

- 2.1.1 Grapes harvested from the surrounding land at Luddesdown are transported to Brookers Farm exclusively by tractors and trailers. They are taken directly from the vineyards to the on-site grape presses, typically during the August–September harvest period, generating no HGV movements. This is an existing lawful agricultural operation that is not subject to planning control.

Wine making

- 2.1.2 The grapes are pressed on site and distilled as required into the various wine vats. The wines are 'made' over various periods of time depending on the targeted vintage and what is being made i.e. wine, sparkling wine, champagne etc.
- 2.1.3 There will be a low number of HGV visits to the site to deliver bottles, labels, yeast and other products over the course of a year. These movements are incorporated into the total movement figures set out under 'Distribution of wine' below.

Distribution of wine

- 2.1.4 Once the wines are 'made' they are bottled and labelled in the adjacent building and packed onto crates for onward distribution (unless being sold in the on-site shop or the Lion pub) via 26-tonne rigid body HGVs.
- 2.1.5 Following Medway Council's request for updated servicing information, the HGV movement figures set out within the previously submitted Logistics Management Plan have been updated based on the most recent 12 months of recorded data. This confirms a total of 122 HGV movements over this period (61 arrivals and 61 departures, or an average of approximately 10 HGV trips per month (five arrivals and five departures). These figures are considered comparable with the previous assumptions of 104 HGV movements per year, or eight trips per month. The vehicle count data is summarised in Figure 2-1 overleaf. The raw data as provided by the client is included in **Appendix A**.
- 2.1.6 There were 30 weeks within the 52-week monitoring period in which HGV movements were recorded. Across these weeks, the average number of HGV arrivals was two per week for the latest 12-month period, with a maximum of six arrivals recorded in a single week, occurring in April 2026. This average reflects only those weeks in which HGV activity occurred and does not include weeks where no HGV movements were recorded. As such, the reported average is considered a robust representation of typical operational activity.

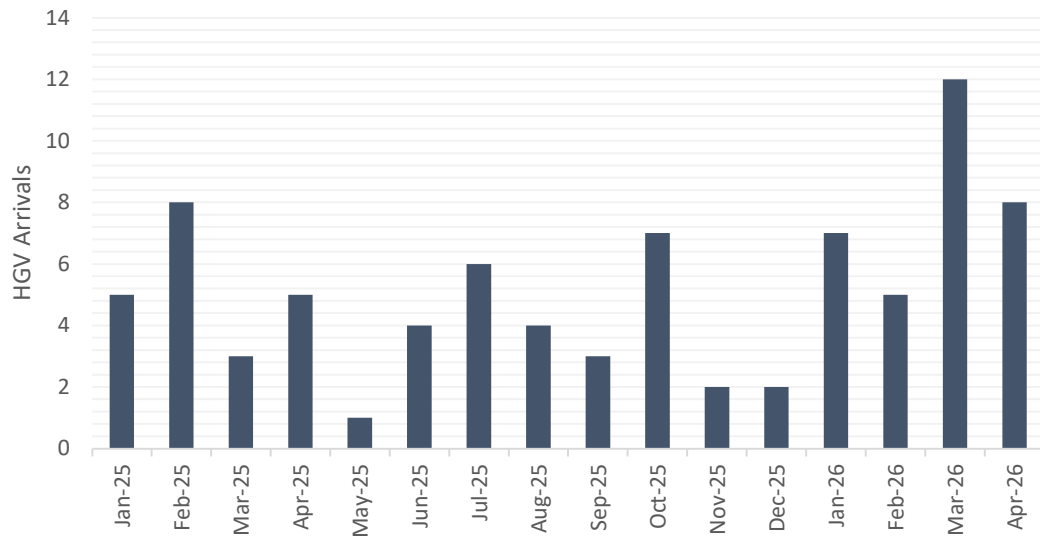


FIGURE 2-1: HGV ARRIVAL DATA FROM JANUARY 2025 – APRIL 2026

- 2.1.7 The recorded data indicates that peak delivery activity occurs in late winter and early spring, where HGV arrivals are higher than the typical monthly average of five HGV arrivals per month.
- 2.1.8 The recorded data confirms that HGV activity remains modest in scale and is broadly consistent with the original assumption of approximately two HGV arrivals per week on average.

2.2 DELIVERY MANAGEMENT STRATEGY

School Peak Hours

- 2.2.1 In accordance with the planning condition, no HGV movements will be permitted to take place between the hours of 08:15–09:15 and 15:00–16:00. These periods coincide with the local school arrival and departure times and are intended to ensure that operational HGV movements do not coincide with the busiest times for pedestrian, cycle, and vehicle activity in the area.

Delivery Management

- 2.2.2 HGV deliveries are undertaken by third-party suppliers. The Winery will issue a Purchase Order (PO) that identifies the intended delivery date, with a specific time slot agreed closer to the delivery period to ensure arrivals occur within the permitted window. No bookings will be permitted within the restrictive periods outlined above.

- 2.2.1 A delivery booking system will be operated to ensure that no two HGVs arrive or depart at the same time. This will provide a record of all scheduled deliveries and enable the Winery to manage activity in advance, avoiding overlap between suppliers. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle.
- 2.2.2 Deliveries will be staggered where necessary with adequate buffer time built into the schedule for late and early arrivals.

Vehicle types

- 2.2.3 Only small 26 tonne rigid body lorries are used by the Vineyard, with no articulated lorries used.

Drive Awareness and Safety

- 2.2.4 Driver briefings and instructions will be attached to each Purchase Order and passed on by the supplier to the drivers.
- 2.2.5 Drivers will be briefed on the characteristics of the local rural road network, including the presence of narrow carriageways, limited verges and restricted forward visibility and the potential for pedestrians, cyclists, and horse riders to be present in the carriageway. Drivers will follow a cautious driving approach and be prepared to yield at passing places when required.
- 2.2.6 Drivers will be required to adhere to posted speed limits and adjust to the road conditions. Reduced speeds are expected on bends and narrow sections of carriageway to minimise disturbance to local residents and to provide safe interaction with other road users.
- 2.2.7 The drivers of HGVs and agricultural vehicles will be expected to have undertaken the appropriate cycle awareness training.

Site Access Procedure

- 2.2.8 All delivery and distribution vehicles will be accommodated within the designated on-site vehicle holding and waiting areas. Deliveries will be scheduled to ensure that vehicles can be received without causing an obstruction on the public highway. Vehicles will manoeuvre within the designated turning and loading area, ensuring that reversing and positioning can be undertaken safely and within the site boundary.
- 2.2.9 Designated members of staff on site have been given the required training to undertake traffic marshalling if necessary and will be present to oversee vehicle arrivals, maintain safe pedestrian and staff movements, and coordinate entry and

exit from the site. However, due to the size of the delivery lorries, traffic marshalling is not typically required.

- 2.2.10 Dedicated members of the Vineyard team will ensure that materials are safely transported from the vehicle to the appropriate destination on site. Members of the on-site team will also be present to direct and safeguard pedestrians from any potential conflicts with vehicles.
- 2.2.11 Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition, briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.
- 2.2.12 In the event an unauthorised vehicle arrives at the site, the driver will be asked to wait at an appropriate alternative location whilst the loading bay is in use. Persistent unauthorised deliveries will be dealt with via a 'three-strike' policy, and their delivery contract with the site will be reviewed. If no space is available at the site for unauthorised deliveries, the driver will be instructed to exit the area and re-schedule a delivery time with the main contractor.

2.3 HGV ROUTING STRATEGY

- 2.3.1 All HGV vehicles associated with the tanks will use the existing vehicle routing strategy when entering or leaving the site. Vehicles can utilise Luddesdown Road leading east to Warren Road and the A228 as shown in Figure 2-2.

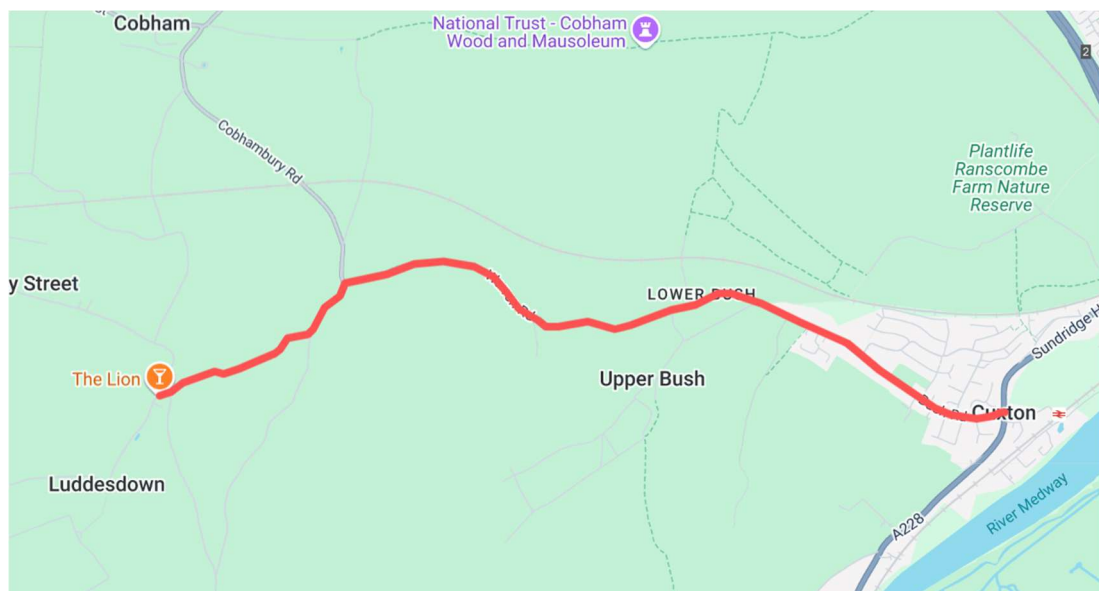


FIGURE 2-2: PROPOSED CONSTRUCTION VEHICLE ROUTING STRATEGY

- 2.3.2 There are several established passing points along Luddesdown Road and Warren Road to allow delivery vehicles to pass light vehicles, and there is suitable forward visibility due to the generally straight alignment of the route. The A228 is located just 1km from the Merralls Shaw Interchange which provides access to the M2.
- 2.3.3 Measures have already been put in place to limit the impact of the existing HGV traffic on the network, including sign installation at the top of Henley Street, Gold Street, and The Street (Meopham), stating no access to Vineyard Farms Limited by HGVs.
- 2.3.4 HGVs already use Luddesdown Road for farm access and based on the absence of restrictions, the above route is considered suitable for HGV traffic. Arrival and departures to the farm will be managed to prevent the unlikely event of HGVs meeting on this route from opposite directions.
- 2.3.5 A copy of the route plan will be given to all suppliers when orders are placed, to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times, unless agreed otherwise, or alternate diversions are in place.
- 2.3.6 Furthermore, only small 26 tonne rigid body lorries are used by the Vineyard, with no articulated lorries used.

2.4 MONITORING AND COMPLIANCE

- 2.4.1 To ensure full compliance with this condition, the following measures will be implemented.
- 2.4.2 All contractors, suppliers and delivery companies will be briefed on the restricted hours as part of the site induction. Delivery instructions will explicitly state that no arrivals or departures are permitted during the restricted periods. Persistent non-compliance by any operator will result in removal from the approved supply chain.
- 2.4.3 A delivery booking / scheduling system will be used by the site manager to control and coordinate HGV arrivals. Bookings will only be allocated outside the school peak periods, preventing accidental scheduling within prohibited times.
- 2.4.4 The Project Manager will implement KPIs to monitor vehicle movements as follows:
- Zero unplanned vehicles;
 - Zero non-compliant vehicles; and
 - Zero instances of project-related vehicles involved in a collision.

APPENDIX

A



Posting Date	No.	Buy-from Vendor No.	Buy-from Vendor Name	Location Code	Vehicle Count
2026-04-29 00:00:00	PR-V004053	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-04-27 00:00:00	PR-V004041	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2026-04-27 00:00:00	PR-V004040	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-04-24 00:00:00	PR-V004038	S01856	Laffort	LDW/1	1
2026-04-22 00:00:00	PR-V004027	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-04-22 00:00:00	PR-V004026	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-04-16 00:00:00	PR-V003897	S01856	Laffort	LDW/1	1
2026-04-13 00:00:00	PR-V003992	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2026-03-31 00:00:00	PR-V003949	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-03-31 00:00:00	PR-V003942	S01653	Treasure Transport Services Limited	LDW/1	1
2026-03-31 00:00:00	PR-V003935	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-03-17 00:00:00	PR-V003902	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-03-12 00:00:00	PR-V003889	S00745	TIMOTHY SCOTT PIPER T/A M A PIPER & SON FARMS	LDW/2	1
2026-03-12 00:00:00	PR-V003888	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-03-12 00:00:00	PR-V003887	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-03-12 00:00:00	PR-V003886	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-03-12 00:00:00	PR-V003885	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-03-12 00:00:00	PR-V003884	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-03-06 00:00:00	PR-V003867	S00745	TIMOTHY SCOTT PIPER T/A M A PIPER & SON FARMS	LDW/2	1
2026-03-06 00:00:00	PR-V003866	S01653	Treasure Transport Services Limited	LDW/1	1
2026-02-11 00:00:00	PR-V003797	S01856	Laffort	LDW/1	1
2026-02-09 00:00:00	PR-V003808	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-02-09 00:00:00	PR-V003785	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-02-05 00:00:00	PR-V003777	S01856	Laffort	LDW/1	1
2026-02-05 00:00:00	PR-V003717	S00318	Litmus Trading Ltd	LDW/1	1
2026-01-30 00:00:00	PR-V003763	S01653	Treasure Transport Services Limited	LDW/1	1
2026-01-27 00:00:00	PR-V003756	S01653	Treasure Transport Services Limited	LDW/2	1
2026-01-19 00:00:00	PR-V003726	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-01-19 00:00:00	PR-V003725	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-01-19 00:00:00	PR-V003724	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2026-01-12 00:00:00	PR-V003708	S01306	Airpack 2000 Installations Limited	LDW/1	1
2026-01-09 00:00:00	PR-V003704	S01005	Itasca Wines Ltd	LDW/1	1
2025-12-17 00:00:00	PR-V003705	S01653	Treasure Transport Services Limited	LDW/2	1
2025-12-04 00:00:00	PR-V003667	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2025-11-24 00:00:00	PR-V003641	S01306	Airpack 2000 Installations Limited	LDW/1	1
2025-11-18 00:00:00	PR-V003616	S01005	Itasca Wines Ltd	LDW/1	1
2025-10-28 00:00:00	PR-V003564	S01515	Crows Lane Estate C/O Meadows Nursery	LDW/1	1
2025-10-28 00:00:00	PR-V003563	S01515	Crows Lane Estate C/O Meadows Nursery	LDW/1	1
2025-10-28 00:00:00	PR-V003555	S01599	Flextech Hose Solutions Ltd	LDW/1	1
2025-10-28 00:00:00	PR-V003554	S01170	Laboratoires Dujardin-Salleron	LDW/1	1
2025-10-24 00:00:00	PR-V003634	S01856	Laffort	LDW/1	1
2025-10-24 00:00:00	PR-V003547	S01005	Itasca Wines Ltd	LDW/1	1
2025-10-07 00:00:00	PR-V003456	S01658	Hillebrand Gori UK Ltd	LDW/1	1
2025-09-30 00:00:00	PR-V003776	S01856	Laffort	LDW/1	1
2025-09-30 00:00:00	PR-V003775	S01856	Laffort	LDW/1	1
2025-09-05 00:00:00	PR-V003377	S01005	Itasca Wines Ltd	LDW/1	1
2025-08-18 00:00:00	PR-V003331	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2025-08-12 00:00:00	PR-V003318	S00318	Litmus Wines Ltd	LDW/1	1
2025-08-06 00:00:00	PR-V003301	S01764	Gusbourne Estate Ltd	LDW/1	1
2025-08-01 00:00:00	PR-V003276	S01460	Highweald Wines Limited	LDW/1	1
2025-07-24 00:00:00	PR-V003253	S01658	Hillebrand Gori UK Ltd	LDW/1	1
2025-07-24 00:00:00	PR-V003252	S01658	Hillebrand Gori UK Ltd	LDW/1	1
2025-07-23 00:00:00	PR-V003317	S00318	Litmus Wines Ltd	LDW/1	1
2025-07-15 00:00:00	PR-V003214	S01485	A E Chapman & Son Ltd	LDW/1	1
2025-07-04 00:00:00	PR-V003184	S01653	Treasure Transport Services Limited	LDW/1	1
2025-07-04 00:00:00	PR-V003183	S01653	Treasure Transport Services Limited	LDW/1	1
2025-06-06 00:00:00	PR-V003124	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2025-06-04 00:00:00	PR-V003100	S01485	A E Chapman & Son Ltd	LDW/1	1
2025-06-04 00:00:00	PR-V003099	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2025-06-04 00:00:00	PR-V003098	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2025-05-16 00:00:00	PR-V003054	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2025-04-15 00:00:00	PR-V002956	S01542	Bourne Engineering	LDW/YARD	1
2025-04-08 00:00:00	PR-V002918	S01764	Gusbourne Estate Ltd	LDW/2	1
2025-04-07 00:00:00	PR-V002924	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2025-04-07 00:00:00	PR-V002923	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2025-04-01 00:00:00	PR-V002954	S01743	Niab Trading Ltd	LDW/YARD	1
2025-03-27 00:00:00	PR-V002910	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2025-03-24 00:00:00	PR-V002897	S01524	Arlington Packaging (Rental) Limited	LDW/1	1
2025-03-13 00:00:00	PR-V002859	S01653	Treasure Transport Services Limited	LDW/1	1
2025-02-28 00:00:00	PR-V002831	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2025-02-28 00:00:00	PR-V002829	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2025-02-28 00:00:00	PR-V002827	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2025-02-13 00:00:00	PR-V002815	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2025-02-11 00:00:00	PR-V002801	S00796	AVE Technologies Srl	LDW/1	1
2025-02-07 00:00:00	PR-V002828	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2025-02-04 00:00:00	PR-V002800	S01091	Campden BRI (Chipping Campden) Ltd	LDW/1	1
2025-02-01 00:00:00	PR-V002804	S00429	Sandhurst Vineyards	LDW/YARD	1
2025-01-22 00:00:00	PR-V002796	S01306	Airpack 2000 Installations Limited	LDW/1	1
2025-01-22 00:00:00	PR-V002747	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1
2025-01-20 00:00:00	PR-V002713	S01485	A E Chapman & Son Ltd	LDW/1	1
2025-01-02 00:00:00	PR-V002735	S01485	A E Chapman & Son Ltd	LDW/1	1
2025-01-02 00:00:00	PR-V002732	S00719	Omnia Technologies (AVE UK LTD)	LDW/1	1

Year-Month	movements	vehicles	unique_vendors	unique_locations	first_date	last_date
2025-01	5	5	3	1	02/01/2025	22/01/2025
2025-02	8	8	4	2	01/02/2025	28/02/2025
2025-03	3	3	3	1	13/03/2025	27/03/2025
2025-04	5	5	4	3	01/04/2025	15/04/2025
2025-05	1	1	1	1	16/05/2025	16/05/2025
2025-06	4	4	3	1	04/06/2025	06/06/2025
2025-07	6	6	4	1	04/07/2025	24/07/2025
2025-08	4	4	4	1	01/08/2025	18/08/2025
2025-09	3	3	2	1	05/09/2025	30/09/2025
2025-10	7	7	6	1	07/10/2025	28/10/2025
2025-11	2	2	2	1	18/11/2025	24/11/2025
2025-12	2	2	2	2	04/12/2025	17/12/2025
2026-01	7	7	4	2	09/01/2026	30/01/2026
2026-02	5	5	3	1	05/02/2026	11/02/2026
2026-03	12	12	3	2	06/03/2026	31/03/2026
2026-04	8	8	3	1	13/04/2026	29/04/2026

Year-Month	LDW/1	LDW/2	LDW/YARD	Total vehicles (all locations)
2025-01	5	0	0	5
2025-02	7	0	1	8
2025-03	3	0	0	3
2025-04	2	1	2	5
2025-05	1	0	0	1
2025-06	4	0	0	4
2025-07	6	0	0	6
2025-08	4	0	0	4
2025-09	3	0	0	3
2025-10	7	0	0	7
2025-11	2	0	0	2
2025-12	1	1	0	2
2026-01	6	1	0	7
2026-02	5	0	0	5
2026-03	10	2	0	12
2026-04	8	0	0	8
TOTAL	74	5	3	82