



Your ref:

My Ref: KAB/  
19/O/12

Date:  
21/04/20

**TRANSPORT STATEMENT**

**IN RESPECT OF A PROPOSAL**

**TO ERECT FOUR POULTRY HOUSES**

**WITH A CAPACITY OF UP TO 188,000 BIRDS**

**ON LAND AT CASTLE HILL FARM**

**OCCOLD, SUFFOLK IP23 7PU**

**Director**

**Keith A. Berriman I.Eng., FIET, FIHE, FCIHT, CMILT**

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## **KEITH ANTHONY BERRIMAN - EXPERIENCE & QUALIFICATIONS.**

I am an Incorporated Engineer, a Fellow of the Institution of Engineering & Technology, a Fellow of the Institute of Highway Engineers, a Fellow of the Chartered Institution of Highways & Transportation, and a Chartered Member of the Institute of Logistics and Transport.

I have been engaged in the practise of highway and traffic engineering for over forty years, specifically in relation to considering and advising upon development proposals.

I have worked in both the public and private sector since 1975 and have been an independent consulting engineer since 1988.

I provide specialist highway, traffic and transport advice to developers, Local Authorities, planning consultants, architects, and engineering consultants, on the highway, traffic and transport aspects of all development proposals.

I have advised on all types of development proposals including, residential, commercial, leisure, education, retail, and roadside services developments: having advised on small and large examples of such projects.

Over the years, I have given highway and traffic evidence at many public inquiries, including Section 78 inquiries. Local Plan Inquiries, and Roads Inquiries.

Formerly, I was Head of Highways Development Control at Essex County Council. I am now Director of The Highway Traffic & Transport Consultancy Ltd (The HTTC Ltd).

I have carried out investigations and visited the site to carry out observations, for the purposes of providing this transport statement.

Keith A. Berriman  
I.Eng., FIET, FIHE FCIHT, CMILT.



## **1.00 Introduction.**

1.01 This transport statement (TS) considers the highway traffic and transport issues related to the proposal to build four poultry houses, to house up to 188,000 birds, at Castle Hill Farm, running up to seven growing cycles per year. The existing access onto the B1077 already serves three poultry units which are to be demolished as part of this proposal. The existing access to those units is proposed to be significantly improved, in line with SCC standard design DM04 (see appendix KAB 6), with significantly improved junction visibility (see KAB 11 and compare to photos at KAB 16 & 17).

1.02 Additionally, there is the further important highway benefit of the closure of an existing substandard, unmade access (see KAB 3). The site is located generally as shown at appendix KAB 1, and in more detail at KAB 2. The specific application site and site layout plan is shown at KAB 3, as is the location of the two significant access improvements. The proposed DM04 access design is included at KAB 4, as an initial sketch.

1.03 I have been instructed by the applicant, Richard Owen, of Castle Hill Chicken, to submit this TS in respect of this planning application.

1.04 A Transport Statement (TS) is considered appropriate for this proposal as it is a development with "anticipated limited impacts" (PPG 06/03/2014 - Paragraph: 004 Reference ID: 42-004-20140306). Indeed, as will be seen from this TS, the likely transport implications of this proposal are demonstrated not to be at any material level. In that regard, the NPPF 2019 states.



*111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

Hence, it could be argued that a TS is not necessary, as the proposal will not "generate significant amounts of movement". However, the LPA has requested that transport information be submitted and, hence, this TS accompanies the planning application. The TS also deals with the issues raised by the County Highway Authority (CHA) at KAB 5.

1.05 It is a normal function of the Highways Development Management Section to assess proposals such as this, and properly consider the overall highway conditions which will result from any submitted planning application, taking into the relevant planning guidance, particularly the NPPF, and historic site uses.

1.06 As demonstrated, this development proposal will not result in any material increase\* in vehicle flows along Castle Hill, B1077, or on the wider highway network, including through Eye. Furthermore, as set out in a later section of this TS, the peak vehicle flows take place only over a period of a couple of days, during each chicken production "cycle", with only some seven cycles each year i.e. peak vehicle flows on only some fourteen days of the year, and at a level of only some 30 vehicles per day (15 vehs in + 15 vehs out – see KAB 7 & 8).

\*A material increase is one which will have an adverse effect on the junction capacity, or link capacity of the highway network, or highway safety. The addition of a few vehicles per hour (as with this proposal) cannot have any noticeable effect on the results of junction capacity calculations, nor can it have any perceptible effect on link flow capacity. Additionally, flows at such levels cannot have any potential adverse effects on highway safety.



1.07 As regards the NPPF 2019 reference to the need to provide a Travel Plan (TP), I similarly take the view that the proposal does not *generate significant amounts of movement*. Hence, a TP is not required for this proposal. However, I am advised that the maximum number of employees on the site will be only one full time member of staff who will attend the poultry units on a daily basis. Thus, the vehicle movements related to staff are only some 2 vpd (1 in + 1 out).

1.08 Hence, these staff related vehicle flows are not at a material level, which could not be perceptibly reduced by the provision of a TP in any event. Hence, the NPPF 2018 does not support the need for a formal TP in respect of this proposal.

1.09 The NPPF 2019 makes it clear that...

*109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

1.10 Therefore, as there will be:

- a) significant highway improvements, in the form of:
  - i) the proposed DM 04 access design and construction replacing the existing substandard commercial access (KAB 6);
  - ii) the significantly improved junction visibility in line with a recent vehicle speed survey (see KAB 9, 10 & 11);



- iii) the closure of an existing substandard access, with inadequate junction visibility, and no hard surface, such that mud and detritus might be carried on the B1077;
- b) the removal of vehicle flows related to the existing poultry houses including the potential reversing of hgv's onto/off the B1077;
- c) the provision of cycle parking (if deemed necessary by the CHA); and,
- c) no material increase in vehicle flows,

then, there will not be any residual severe cumulative impacts on the road network or on road safety. Hence, this development should not be prevented or refused on highways grounds

1.11 This position is supported by the lack of any relevant accident/collision data over a significant 20 years record period for the existing substandard commercial access to the B1077, and the wider local highway network (see KAB 12).

1.12 It is noted that, nearby, is the large and significant, development of the Huntingdon Lifesciences, research centre with access off Barric Lane (see KAB 2). Additionally, also served by Barric Lane, is the recently consented Plinth site. This proposal was considered by the CHA, and no highway objections were raised. Neither of these industrial/commercial developments appears to have been required to improve the highway junction of Barric Lane with Castle Hill, which is to the north of the application site. It was noted that the Plinth application confirmed that 46 full time employees would be present on site. That compares with a single full time employee on this poultry application site.



1.13 The proposed improved private access to this application proposal seems to be larger in terms of the overall geometry and seems to be provided with larger visibility splays than the Barric Lane junction. The improved application site access also will be used by significantly fewer vehicles, including very few articulated hgv's. Hence, it follows that the application site access should be acceptable to the CHA.

1.14 This is particularly so as the articulated hgv flows will be to and from the recently approved and constructed Cranswick site at Eye Airfield. It is noted that the CHA made no adverse comments about the movement of articulated hgv's through Eye in relation to that very large development. The proposal was for a B2 building with a floor area of 20,450sq.m. that was to be used for chicken processing. The CHA did not require any mitigation within Eye, or on road routes to the south of Eye, including the B1077. Therefore, it cannot be reasonable or realistic for the CHA to try and require any such mitigation for this extremely minor (in actual and in comparative vehicle flows) development proposal. I note that the same officer dealt with the Eye Airfield site, as has now commented on this significantly smaller proposal (KAB 5). Hence, the CHA should have no difficulty accepting this point.

1.15 Therefore, it must follow that this minor development, with minimal vehicle flows (see KAB 7) at the site, and through Eye, should be acceptable to the LPA and CHA. Hence, as above, this development should not be prevented or refused on transport grounds. It should be noted that this TS, and the vehicle flow data within this TS, is based on a recent submission in Shadingfield, where Crown Chickens is also supporting a similar but smaller proposal.



1.16 As will be seen at KAB 7 & 8, the vehicle flow data for that site was accepted by the CHA. As that proposal was for 3 poultry units (141,000 birds), and this is for 4 poultry units (188,000) birds, the previously accepted vehicle flow data has simply been increased by a factor of (4/3) 1.333.

1.17 The previous Crown Chicken advice was as follows.

**Use**

The proposed buildings will be for the growing of broiler chickens (i.e chickens for human consumption). The chicks will come in at a day old straight from the hatchery, they are then caught using a professional catching team at just over 6 weeks old depending on desired weights.

The site will be managed by Crown Chicken Ltd, a leading Chicken producer in East Anglia. They are an established, professional and highly organised company with strict bio security policies and procedures. The company's dedication to these policies and procedures will prevent any contamination to or from surrounding areas whilst keeping the site clean and tidy will also aid productivity and efficiency.

**Amount**

It is proposed to construct three new poultry buildings housing up to 141,000 birds.

The buildings measure approximately 22.86 x 97.536 metres.

5 x 20 tonne feed bins.

1 admin block

Roughly 7.2 cycles per year and the sheds being empty 7-10 days between cycles.

1.18 This application was submitted to the County Highway Authority (CHA) for its preliminary comments (see KAB 5). The CHA has not raised any objections to the proposal but asked for various items, in simple terms as follows.

- a) appropriate junction visibility;
- b) industrial style access design;
- c) advice on the number of hgv's to be related to this proposal;
- d) advice on staff numbers;



- e) provision of cycle parking; and,
- e) a Construction Management Plan.

As will be seen, this TS provides all that information.

NB – the CHA EIA comments were related to a proposal for a 288,000 bird proposal i.e. a proposal for 6 poultry units. As can be seen from the submission this has now been reduced to 4 poultry units and 188,000 birds.

1.19 This TS provides the necessary information and, as indicated previously, this TS demonstrates that there will not be any material\* increase in vehicle flows at the access or along Castle Hill. Hence it also follows that there will not be any material\* increase in vehicle flows along the wider highway network, including through Eye and surrounding villages (CHA comments at KAB 5).

\* For a basic explanation of “materiality” see para 1.06 above.

## **2.00 The existing and the proposed development, and related vehicle flows.**

2.01 The site has an existing use for poultry production within the existing three poultry units. These current three poultry units are used by Free Range Chicken who are renting the present site. It has advised that the traffic in and out at present is as follows (per month).

- 1 litter lorry for bedding
- 2 chick lorries
- 6 feed lorries
- 3 gas deliveries
- 3 lorries to take the birds away
- 1 lorry for waste
- 6 tractor and trailers for manure.



2.02 These birds are removed on a monthly basis (more often than the current proposal) as they are then put outside as free range chickens, to mature to harvesting time. Hence the removal of these three existing units will lead to the removal of these existing vehicle flows at the site. As such there will be a reduction in the net increase in vehicle flows at the farm and on the highway network. Notwithstanding this, the increase in vehicle flows remains at such a low level as not be material in any proper highways development assessment.

2.03 As already indicated, the government's 20 years Crashmap data (KAB 12) confirms that, even with the existing commercial poultry use, and the substandard access, and substandard junction visibility, there were no collisions recorded at the existing accesses over a 20 years record period. This is an excellent accident record at this “substandard” junction.

2.04 The proposed development is to build four poultry houses, to house up to 188,000 birds, at Castle Hill Farm, Castle Hill, B1077, Occold and running up to seven growing cycles per year.

2.05 As can be seen at KAB 8, I contacted Cranswick (formerly Crown Chicken Ltd.) to find out more about the logistics operations associated with a similar proposed use at Shadingfield. Cranswick will provide the chickens and take away the fully grown birds for processing to its facility at Eye Airfield.



2.06 The upshot of the discussion is that the worst case vehicle flows that will take place will be when the grown birds are caught and removed from the site. At KAB 8, Cranswick confirms...

*What are the maximum number of vehicles per day and for how many days?*

*The most intense activity could be the catching of the birds which for a farm of this size could be 6-10 loads in one day. This could occur twice in the seven weeks typically the 32<sup>nd</sup>/33<sup>rd</sup> day and again at 38/39 days. This representing the two different weight ranges.*

These figures are increased by the indicated factor of x 1.333 to give the worst case daily inbound flow and doubled to provide the daily two way flow (in + out). Thus, the maximum articulated hgv flows on only two days per growing cycle will be 15 hgv's/day in + 15 hgv's/day out i.e. a two way flow of only 30 hgv's/day.

2.07 Furthermore, these flows will take place outside of peak hours, and likely to be outside of the normal working day. This is because the fully grown birds must be caught in the evening in order to get them to them to the chicken processing site at Eye Airfield in the early morning for the start of processing in the early morning. Furthermore, I have been advised that there is a move in the industry to grow the birds more slowly. As such, the 7 growing cycles will be reduced to 6 cycles per year, thereby further reducing the very small net increase in vehicle flows.



2.08 As can also be seen at KAB 8...

*Can you tell me how many farms you visit (plus total birds) and within what geographical area? Crown operate from about 50 locations in East Anglia*

*Are you able to confirm roughly what proportion are down similar, narrow (single track) country lanes?*

*Most of them.*

*As regards the above, will you please explain how your hgv drivers keep in touch, to ensure that they do not meet on these lanes. And, is this a standard procedure for your company and its drivers?*

*All vehicles have trackers and transport manager schedules the collection. This is only an issue on Live Bird collection. Feed delivery for example would never be more than one load per day.*

Hence, this same information can be applied to the potential for two hgv's meeting at the site access, which has been designed to accommodate only a single entry, or exit. movement of an articulated hgv (see KAB 4A, 4B & 4C). It is confirmed that Cranswick (formerly Crown) is an experienced and important long term chicken producer within East Anglia. In that regard, it has developed a practical and well operated logistics procedure to preclude any likelihood of two hgv's meeting. Of course, this control will be necessary only on the two days of live bird collection during each of the seven cycles i.e. for only fourteen days of the year. However, it should be noted that two hgv's can pass simultaneously within the site, beyond the entrance gate, as the initial length of access road will be 6m wide (see KAB 4).



2.09 As indicated previously, it appears that that the nearby, Plinth proposal has added vehicle flows (including artic hgv's) to the large and significant, development of the Huntingdon Lifesciences research centre. The Plinth proposal was not required to improve the junction of Barric Road with Castle Hill. That junction, and the available visibility splays at that junction, appear to be inferior to those now being offered for this much more minor vehicle use proposal.

2.10 Nevertheless, the applicant has confirmed to me his willingness to consider providing the DM04 access as shown in the sketch at KAB 4A. The two subsequent plans (KAB 4B & 4C) show that the access can accommodate an articulated hgv turning left into the site, and right out of the site i.e. to and from Cranswick site at Eye Airfield, and through Eye.

2.11 As indicated previously, the CHA has requested other information at KAB 6.

*As there will be an increase in staff, to promote sustainable access, it will be beneficial to include a covered secure cycle parking and shower facilities to encourage cycling.*

When comparing the current free range chicken units, there may even be a decrease in the number of staff. However, as set out previously, there will only be a single full time staff member for the proposed four poultry units. Therefore, it does not seem appropriate to include a standard request such as this, which is more properly applied to a proposal with much larger staff numbers e.g. the Plinth proposal. NB – it appears that the CHA comments on this proposal, with 46 full time staff, did not include any requirement for secure cycle parking.



2.12 In terms of the access design, this is shown at KAB 4. As shown the access is proposed to be 6m wide, with 2no. x 10m radii, and gates set back 20m from the nearside edge of the Castle Hill carriageway. The access will be hard surfaced along its full length and will be adequately drained to prevent run off onto the highway. It is clear that the proposed, hard surfaced DM04 access will be a significant improvement over the current access arrangements (see photos at KAB 16).

2.13 The site has a frontage to the B1077 of some 260m, with the access located some 80m (centreline) from the southern flank boundary, and some 180m (centreline) from the northern flank boundary. The access centreline, and the proposed junction visibility splays are shown at KAB 11B & 11C.

2.14 At appendices KAB 9 & KAB 10, is included the speed survey data (the full Excel files can be submitted on request), as referenced by the CHA in its consultation reply at KAB 5. The speed survey data shows that the average 12hrs weekday 85<sup>th</sup> %ile spot speeds are some 50 mph southbound, and some 40 mph northbound, on the B1077 approaches to the proposed access. Previously, a factor of 2.5 mph was removed from this figure to provide a journey speed which was then used to determine the SSD (stopping sight distance) and then the major road junction visibility dimension. DMRB document CD109 is the appropriate document for determining the SSD, and hence the major road, junction visibility, for locations such as here. See table at KAB 11A.



2.15 Unfortunately, this simple calculation appears to have been removed from the recently introduced guidance *CA 185 Vehicle speed measurement* (the CHA notes at KAB 3 refer to the previous guidance - TA22/81). This simple journey speed calculation appears to have been replaced by a potentially costly and onerous method of matching registration numbers as a vehicle passes two predetermined locations i.e. **Other scheme types**

2.3 When design parameters for anything other than speed limits and traffic signal installations are to be determined based on speed measurement, journey speeds of all motor vehicle types shall be used. *NOTE Journey speed measurements are used for highway schemes such as new priority junctions/direct access and minor improvements to existing roads etc.*

2.4 Measurements for journey speed shall be taken on the approaches to the scheme extents. *NOTE Measuring journey speeds on the approaches to the scheme extents can be achieved by matching registration numbers at the time of passing the two points.*

2.16 Such a potentially expensive and difficult procedure is not appropriate for this minor proposal off this B class road. Fortunately, the CA185 guidance is clear in that it relates to *existing all-purpose trunk roads* i.e. the guidance says,

**Aspects covered**

*1.1 This document shall be used for the measurement of vehicle speeds and for determining 85<sup>th</sup> percentile speeds on existing all-purpose trunk roads.*

Clearly, Castle Hill is not such a road.

2.17 In that regard, I propose that it is reasonable to use the average 12hrs weekday 85<sup>th</sup> %ile spot speeds of some 40 mph northbound, and 50 mph southbound, as shown at KAB 9 & KAB 10, and round them up to the next design speed bands of 43.5 mph and 53 mph as shown in the extract from CD 109 at KAB 11. For these design speeds, the required SSD's, and hence the required major road junction visibility dimensions will be:

a) 160m when looking to the right (to see southbound vehicles); and,



b) 120m when looking to the left (to see northbound vehicles). NB – this would have been 90m based on the previous guidance.

Both of these major road distances can be provided at a minor road distance of 2.4m. Appendices KAB 11B & 11C show the imposition of the 120m x 2.4m x 160m junction visibility splays from the centre line of the proposed access. These are set out as indicated in the recent guidance, CD 123.

2.18 As the CHA's access design requirements have been met, it should follow that this development should be acceptable to the LPA and CHA. Hence, as above, this development should not be prevented or refused on transport grounds.

2.19 Additionally, as set out previously, the applicant is willing to offer the closure of an existing unmade, field access (see KAB 3 and photos at KAB 19). This access has restricted junction visibility and has the potential for its vehicular use to lead to mud and debris being dragged onto the highway. This offer will produce a significant highway safety improvement which will accrue from the granting of consent for this proposal. Furthermore, the removal of frontage hedging will enable junction visibility to be improved to the access to the adjacent Thorndon Groundwater Site, within land controlled by the applicant.

2.20 Furthermore, the similarly important improvement to the existing access geometry and construction, as well the significant improvement to junction visibility at that existing access location (see photos at KAB 17) are also highway safety benefits which will accrue from the granting of consent for this proposal –



and without any material increase in vehicle flows at that access, or on the adjacent highway network.

2.21 It is noted that the existing field access crosses the line of Public Footpath No. 24 (FP 24). The closure of the field access will remove the movement of vehicles (including large agricultural vehicles) across the footpath at this location. However, these flows, plus the low vehicle flows associated with the new poultry units will then take place via the new hard surfaced access route. It is noted that FP 24 appears to be rarely used (see photo of fingerpost at KAB 13 & 14). It should also be noted that, as landowner, the applicant has rights to drive vehicles along and across the footpath. These rights override those of the footpath use. See examples of County Councils' advice at KAB 15.

2.22 Adequate access, parking and turning facilities can be provided on site for all vehicles regularly visiting the site. See KAB 18 for articulated hgv turning geometry within the site.

2.23 The applicant agrees to accept a planning condition requiring the provision of a Construction Management Plan.

### **3.00 The accident/collision data.**

3.01 As already confirmed, and as will be seen at KAB 12, no collisions have been recorded along Castle Hill, at the existing site access, or on the nearby highway network, over a twenty years record period. Hence, these roads have an excellent accident/collision record. Hence, there are no underlying highway safety problems which can be identified.



#### **4.00 Conclusions.**

**4.01 Additional network peak hourly vehicle flows are likely to be nil, or of a low order. The proposed daily additional development flows will be of a low order, with most hours of most days having nil flows. Only on fourteen days of the year will the maximum hgv flows be achieved, and outside network peak hours. These maximum flows will be only some 30 vpd two way flow (15 in + 15 out), on only two days every seven weeks, which is also a flow of a low order. Thus, there will not be any material increase in vehicle flows along Castle Hill, B1077, or on the wider highway network, including roads through Eye, and local villages.**

**4.02 It is noted that the CHA did not ask for any mitigation measures in Eye, or on other routes to Eye, in respect of the large Cranswick development at Eye Airfield. It was clear to the CHA that there would be likely to be poultry units to the south, and east of Eye which would produce hgv traffic to and from such poultry units. Hence, the suggestion that mitigation measures might be required in Eye, in respect of this minor proposal is without any reasonable justification.**

**4.03 The applicant has offered to significantly improve the existing access as required by the CHA, including the provision of much improved junction visibility. The application access will be constructed to a significantly greater standard than the nearby Barric Road/B1077 junction, which appears to be used by significantly greater levels of traffic. The applicant has also offered to close an existing substandard field access to the B1077 and improve junction visibility to the adjacent groundwater station access, within land under his control.**



**4.04** Collision data confirms that no relevant collisions have taken place on Castle Hill, at the existing access, or on the nearby highway network over the most recent 20 years record period. Hence, the B1077 in this vicinity has an excellent accident record.

**4.05** Adequate access, parking and turning facilities can be provided on site for all vehicles regularly visiting the site.

**4.06** The applicant agrees to a planning condition requiring the provision of a Construction Management Plan.

**4.07** In view of: the low level of additional vehicle flows, the significantly improved access design, plus other highway safety benefits, and, the lack of any identified, high accident areas, there will not be any severe residual transport impacts or any material adverse impact on highway safety and highway capacity conditions. Hence, the NPPF 2019 confirms that this development should not be prevented or refused on transport grounds.

**4.08** Therefore, as regards the information submitted within this TS, this development proposal is acceptable in highway, traffic, and transport terms.



Your ref:

My Ref: KAB/  
19/O/12

Date:  
21/04/20

## **APPENDICES**

### **TRANSPORT STATEMENT**

**IN RESPECT OF A PROPOSAL**

**TO ERECT FOUR POULTRY HOUSES**

**WITH A CAPACITY OF UP TO 188,000 BIRDS**

**ON LAND AT CASTLE HILL FARM**

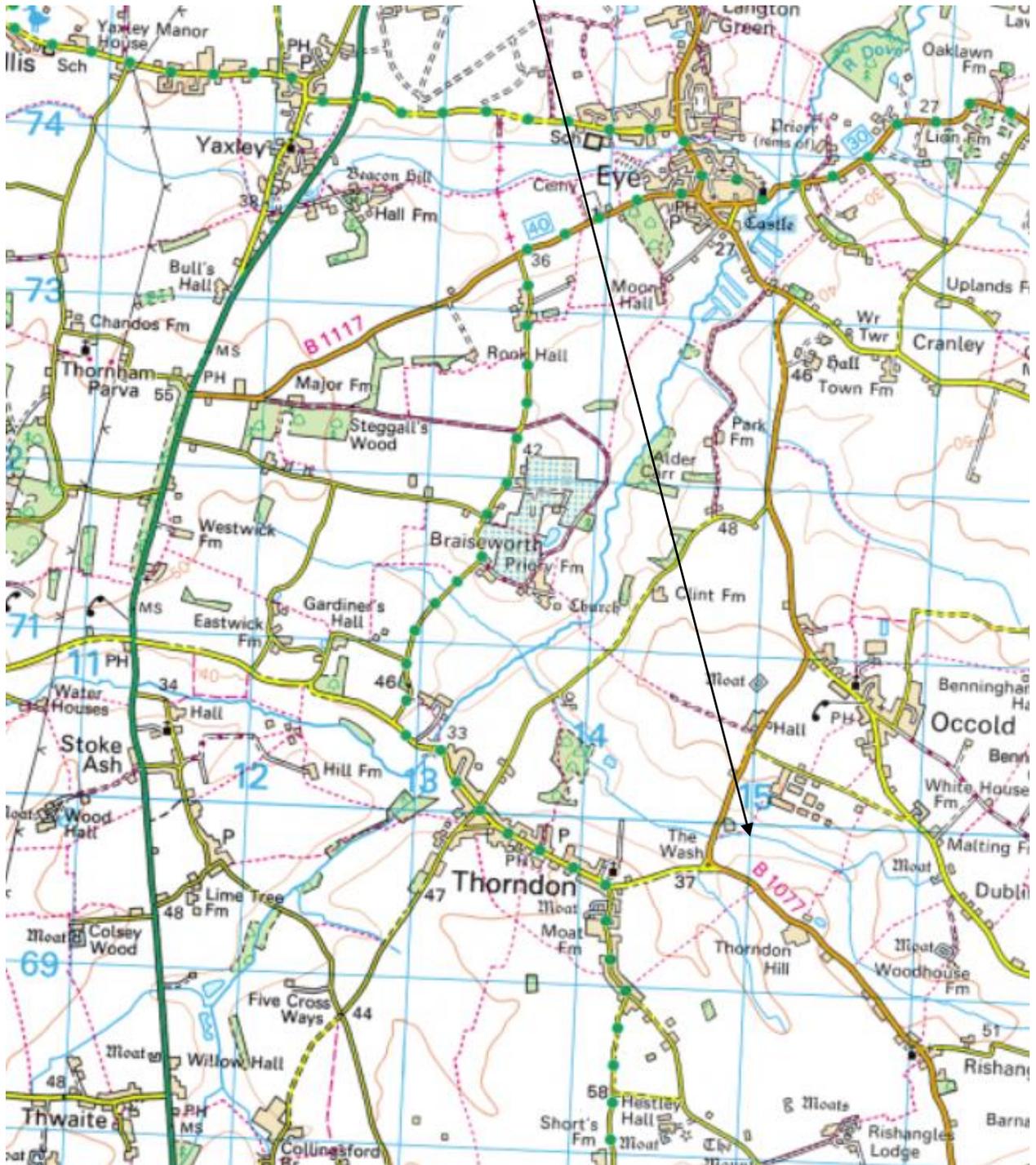
**OCCOLD, SUFFOLK IP23 7PU**

**Director**

**Keith A. Berriman I.Eng., FIET, FIHE, FCIHT, CMILT**

[www.the-httc.co.uk](http://www.the-httc.co.uk)

application site



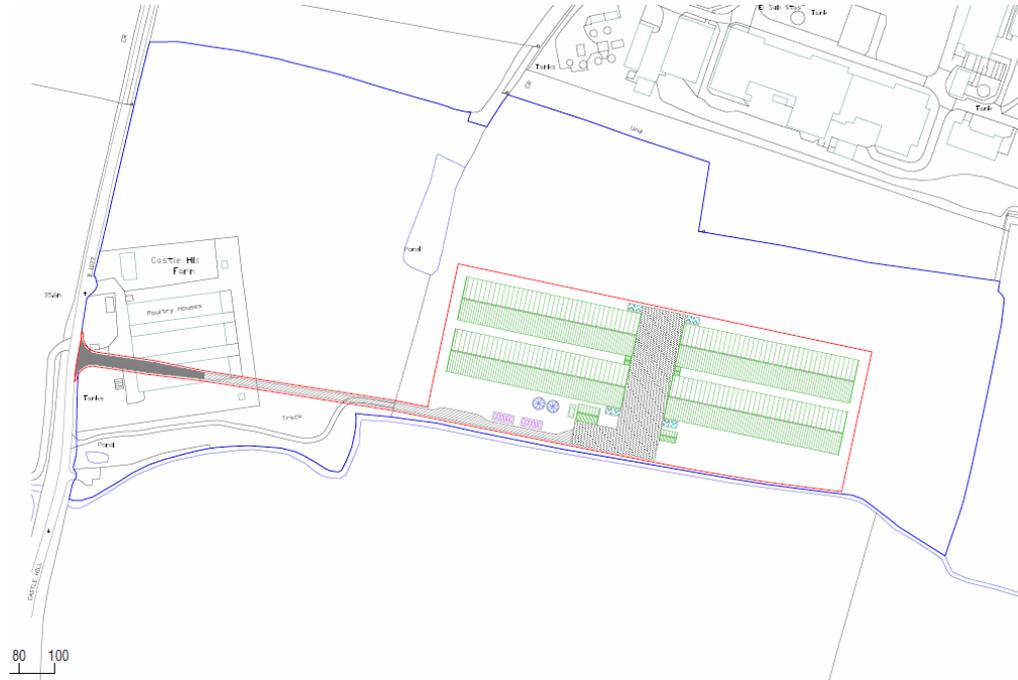
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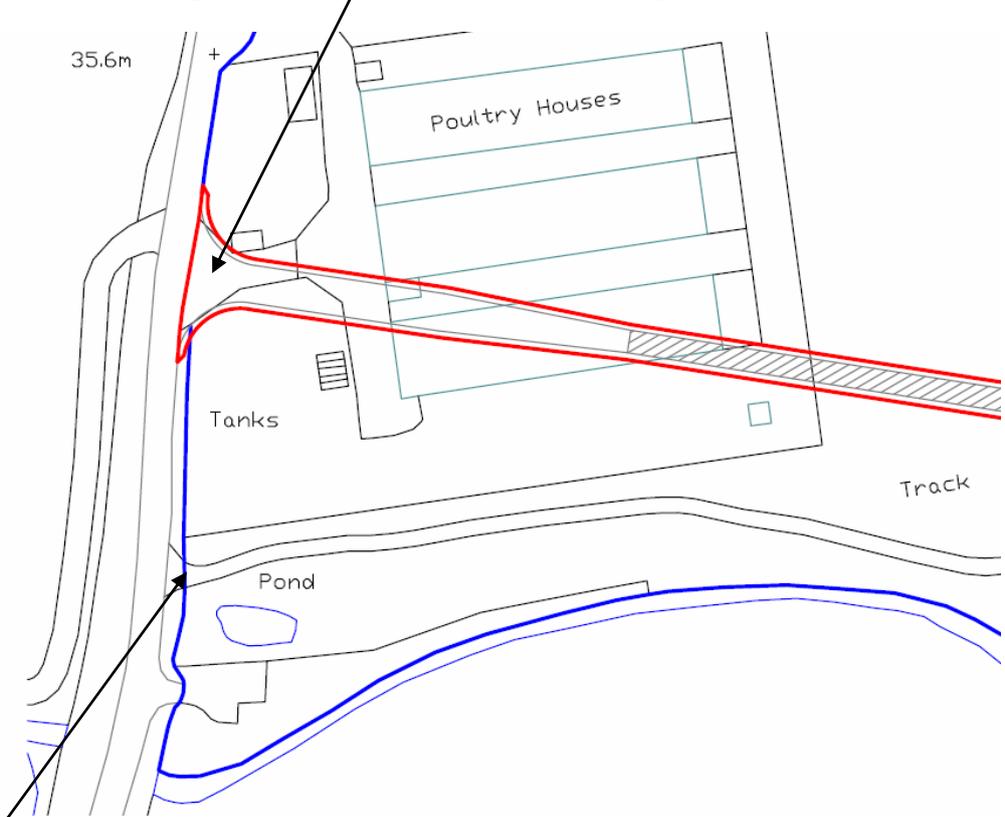
site

Huntingdon Life Sciences & Plinth sites

**GENERAL LAYOUT & LAND CONTROL**



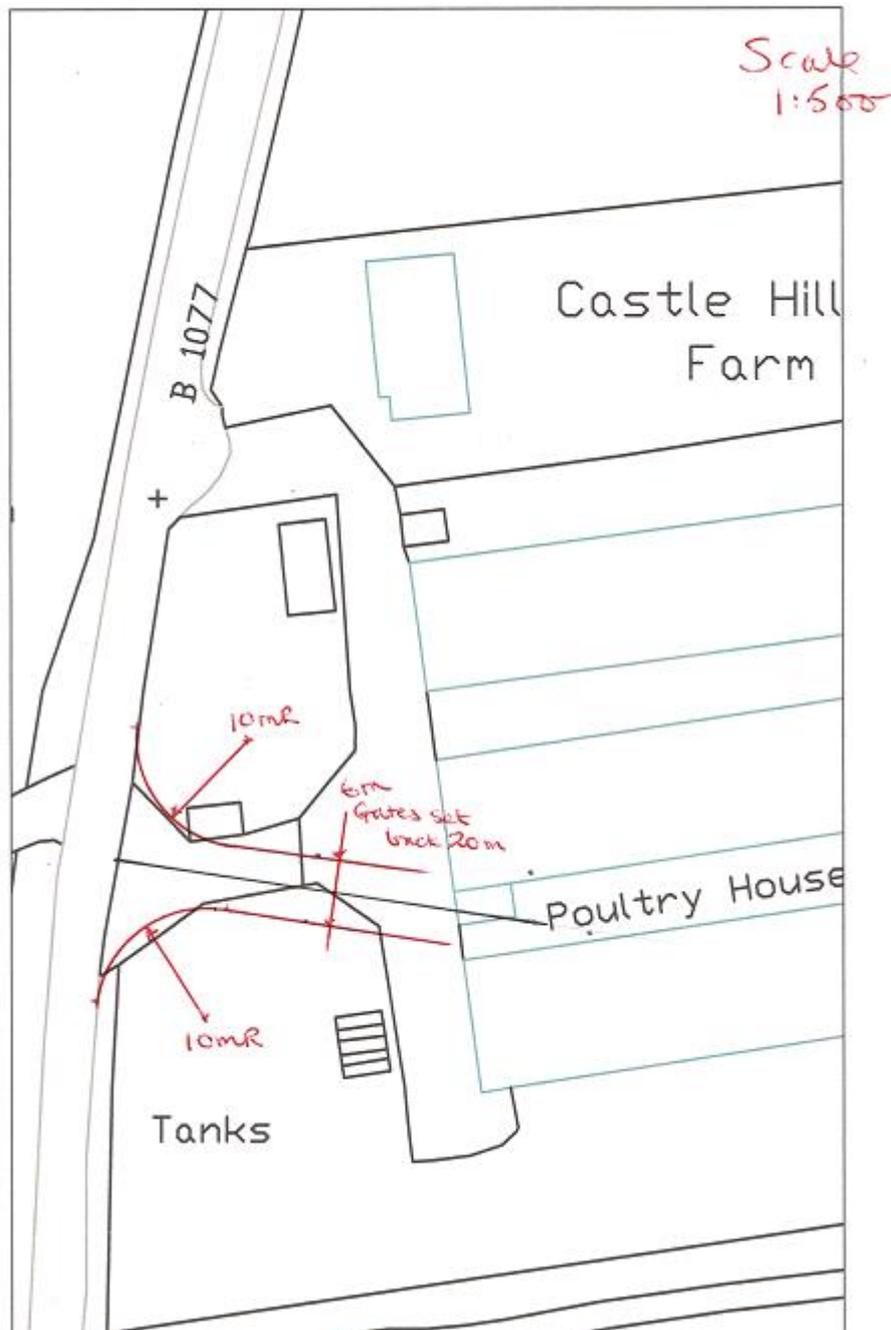
**existing substandard access to be improved**



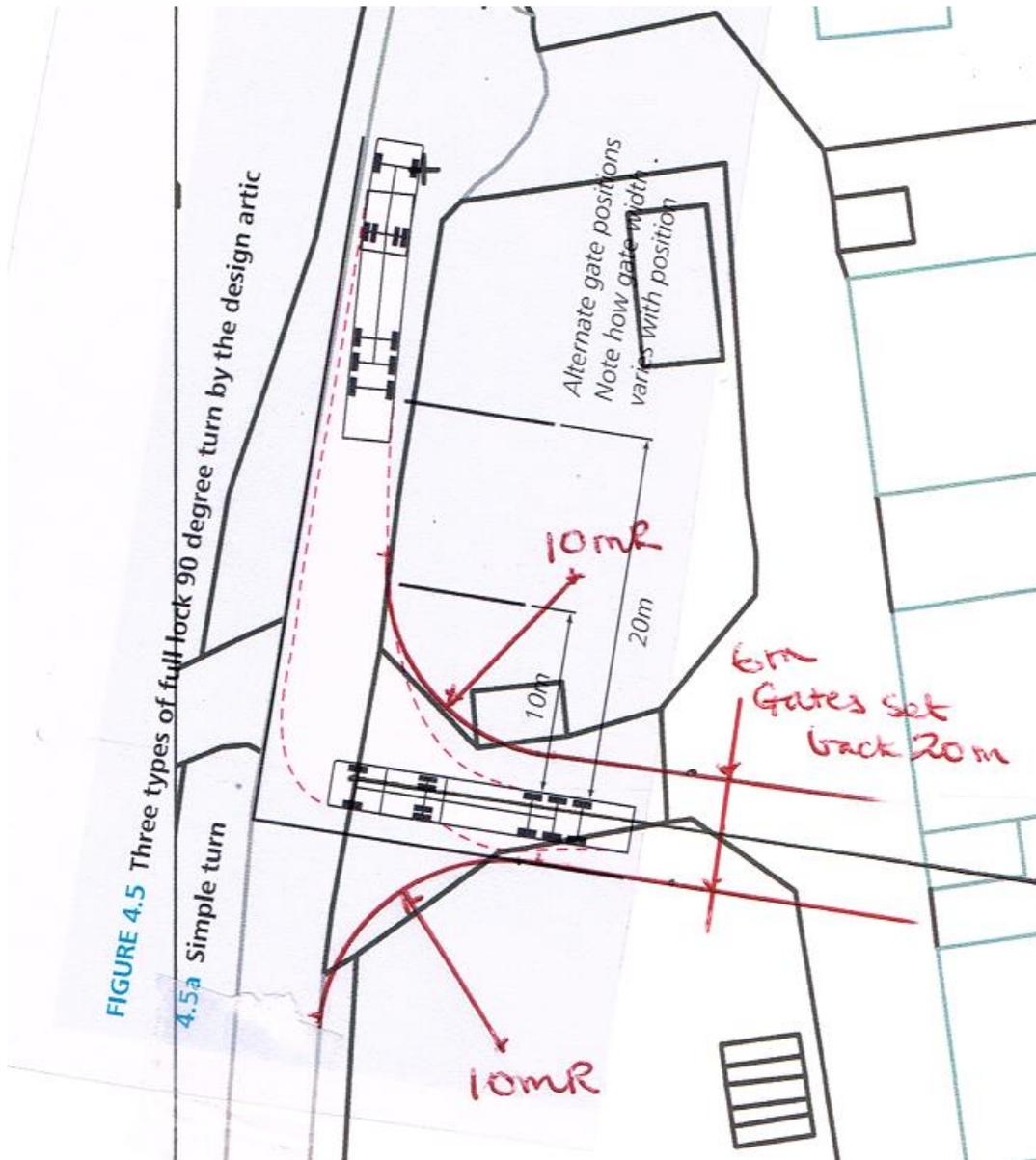
**existing substandard access to be permanently and physically closed**

KAB 4A  
NTS

DM04 improved access to Castle Hill, B1077.  
initial sketch (see provided PDF file for "to scale" sketch).

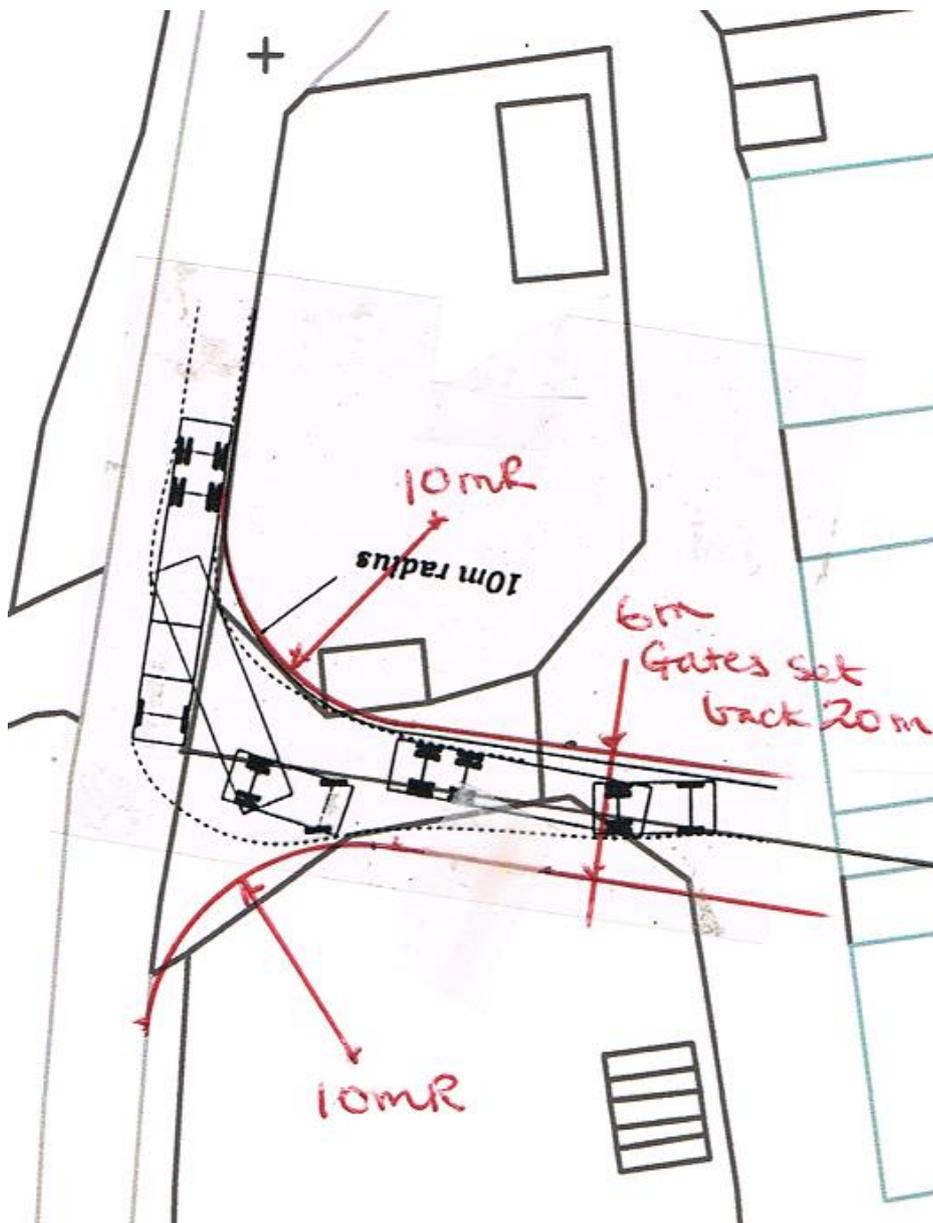


**ARTIC HGV – RIGHT TURN OUT**  
**DM04 improved access to Castle Hill, B1077.**  
 initial sketch (see provided PDF file for “to scale” sketch).



KAB 4C  
NTS

**ARTIC HGV – LEFT TURN IN  
DM04 improved access to Castle Hill, B1077.  
initial sketch (see provided PDF file for “to scale” sketch).**





Your Ref:DC/19/03606  
Our Ref: SCC/CON/3193/19  
Date: 22 August 2019  
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



Dear Bronwen Curtis

**TOWN AND COUNTRY PLANNING ACT 1990  
CONSULTATION RETURN:**

DC/19/03606

**PROPOSAL:** Environmental Impact Assessment Scoping Opinion Request for the development of a Poultry Production Unit with capacity to house 288,000 Birds

**LOCATION:** Castle Hill Occold

Notice is hereby given that the County Council as Highway Authority make the following comments:

The proposed vehicular access onto the highway is on the B1077 and within a derestricted speed limit. To allow safe entry onto the public highway, if they are to Design Manual for Roads and Bridges (DMRB) the required minimum visibility splays are 215m (y distance) from a setback of 2.4m (x distance). If these dimensions cannot be achieved to get the required visibility, a speed survey may provide acceptable evidence of actual vehicle speeds which may enable a lower standard of visibility to be accepted.

The access dimensions and construction is to be to Drawing No DM04 (see following link - <https://www.suffolk.gov.uk/assets/planning-waste-and-environment/planning-and-development-advice/Standard-Drawings-for-Vehicular-Access/DM04-B-SCC-SCD.pdf>)

**Transport impact**

The applicant must adequately consider any impacts the additional HGV traffic generated by the development will have on the highway network, therefore this will need be included in the Transport Assessment highlighting the envisaged number and type of vehicles for deliveries and removal of goods, waste etc. Once the details are supplied, mitigation may be required on the existing highway within surrounding villages; including Eye Town centre.

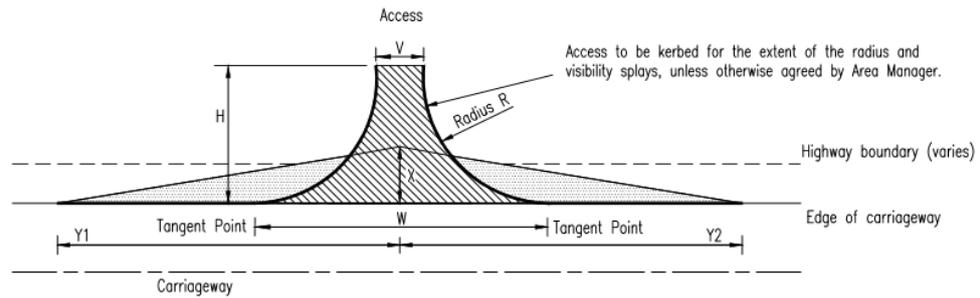
As there will be an increase in staff, to promote sustainable access, it will be beneficial to include a covered secure cycle parking and shower facilities to encourage cycling.

The Construction Management Plan is required to ensure safe working, minimal disturbance to the existing residents in the area and adverse impact on the public highway during the construction phase.

Yours sincerely,

**Samantha Harvey**  
Senior Development Management Engineer  
Growth, Highways and Infrastructure

## DM04 access



LAYOUT DM04

**NOTES**

1. It is an offence to carry out any works within the public highway without permission of the Highway Authority.
2. Any conditions which the Local Planning Authority may give involving the use of this drawing do NOT give the applicant permission to carry out works within the Public Highway.
3. Unless otherwise agreed in writing all works within the Highway will be carried out by the County Council at the applicant's expense.
4. To gain permission to construct, Suffolk Highways must be contacted. Information is shown opposite.
5. Area to be constructed to the satisfaction of the Local Planning Authority in consultation with the County Council as Highway Authority.
6. Visibility Splay areas to be free from all obstructions to visibility exceeding h above carriageway level.
7. Sufficient sustainable drainage will be required to prevent surface water entering the Highway.
8. Gate should be set back a minimum of 20m (or dimension to suit regular use) and open inwards.

Dimensions in Metres (min):	
Entrance Position	H 15.0
Visibility Height	h 0.6
Visibility Splay	X 2.4**
Set Back	
Radius	R
Entrance Width	V
Access Width	W

\*\* Unless conditioned otherwise  
Specify min dimensions in planning response.

Speed limit:	30mph (M5)*	30mph (where M5* does not apply)	40mph	50mph	60mph
	Visibility Splay	Y1 & Y2 43/59#	90	120	160

\* M5 Manual for Streets - SCC can advise where these standards apply.  
# 43m is appropriate where actual speeds are considered to be within the 30mph speed limit.  
59m includes an allowance of a small margin for speeds in excess of the speed limit.

**CONTACT INFORMATION**

Contact Suffolk Highways via:  
customer.service@suffolk.gov.uk or  
tel: 0345 606 6067



Growth, Highways and Infrastructure  
Suffolk County Council  
Endeavour House,  
8 Russell Road  
Ipswich  
IP1 2BX

INDUSTRIAL AND FARM ACCESS LAYOUT

REV.	DESCRIPTION	CHECKED	DATE
A	Drawing Revision	SDB	10/14
B	Contact information changed	SM	08/17

ORIGINATOR	INIT.	DATE	PROJECT TITLE
REH	JN	08/12	DEVELOPMENT MANAGEMENT DRAWINGS
CHECKER	JN	08/12	SCALE
DESIGNER	SD8	08/12	Not to Scale
REVIEWER	CAG	08/12	DATE
			Sect 2012
			DRAWING NO.
			DM04



Estimated vehicle flow numbers (inbound)  
 related to four poultry units housing 188,000 birds  
 i.e. for two way flow at the access - the figures below x 2

Estimated Vehicle Movements for Proposed Chicken Rearing Sheds  
 Castle Hill Farm, Occold – assessed from previous CHA agreed data at a ratio of 4/3  
 (see Mill Lane, Shadingfield – table below – three poultry units)

a) Movement	b) Vehicle Type	c) Vehicles per crop- over a 7 wk. period	d) Vehicles non crop time
Gas & shavings	HGV	6	
Feed in	HGV	20	
Chicks in	HGV	3	
Birds out	HGV	30 over 2 days 15 vpd for only 2 days	
Litter out	HGV	12	
Fallen stock out	LGV	7	
Dirty water out	HGV	4	
Staff	Light van/car	49 (1x7x7) Only 1 vpd every day	say, 126
Extl management	Light van/car	8	20
<b>TOTALS over 7 wks</b>		<b>139</b>	<b>146</b>
Ave per 7 day week		20	21
Ave per day		3	3
FOR MOST HRS OF MOST DAYS		0	0

Estimated Vehicle Movements for Proposed Chicken Rearing Sheds - Mill Lane Shadingfield

Movement Type	Vehicle Type	Vehicles per Crop	Vehicles Non-Crop Time	Vehicles per Year
Gas & Shavings	HGV	4		29
Feed In	HGV	14		96
Chicks In	HGV	2		15
Birds Out	HGV	20		145
Litter Out	HGV	9		65
Fallen Stock Out	LGV	5		36
Dirty Water Out	HGV	3		22
Staff *	Light Van/Car	76	91	638
External Management	Light Van/Car	Average 5.4	13	52
<b>Totals</b>		<b>138.4</b>	<b>104</b>	<b>1098</b>

\* Staff will be travelling from West End Farm

Total number of movements (in and out) from main A145 - 920

Total number of movements (in and out) from West End Farm - 1276



Email exchange with Cranswick (formerly Crown Chicken Ltd.)  
Regarding tabulated data below -

Estimated Vehicle Movements for Proposed Chicken Rearing Sheds - Mill Lane Shadingfield

Movement Type	Vehicle Type	Vehicles per Crop	Vehicles Non-Crop Time	Vehicles per Year
Gas & Shavings	HGV	4		29
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\* Staff will be travelling from West End Farm

Total number of movements (in and out) from main A145 - 920

Total number of movements (in and out) from West End Farm - 1276

Does this number of vehicles visit the site during a single day, or over what period?

Shavings – One day

Gas – Spread over the crop.

Feed – Over 5/6 weeks

Chicks One/Two days at start.

Birds all in week 5/6.

Litter (Out) week 6/7

Carcass week 2-6

Dirty water week 6/7.

Are these all articulated hgv's?

90% Artic 10% Rigid (Chick wagons)

What are the maximum number of vehicles per day and for how many days?

The most intense activity could be the catching of the birds which for a farm of this size could be 6-10 loads in one day. This could occur twice in the seven weeks typically the 32<sup>nd</sup>/33<sup>rd</sup> day and again at 38/39 days. This representing the two different weight ranges.

Can you tell me how many farms you visit (plus total birds) and within what geographical area. Crown operate from about 50 locations in East Anglia

Are you able to confirm roughly what proportion are down similar, narrow (single track) country lanes. Most of them.

As regards the above, will you please explain how your hgv drivers keep in touch, to ensure that they do not meet on these lanes. And, is this a standard procedure for your company and its drivers?

All vehicles have trackers and transport manager schedules the collection. This is only an issue on Live Bird collection. Feed delivery for example would never be more than one load per day.



# ATC SUMMARY REPORT



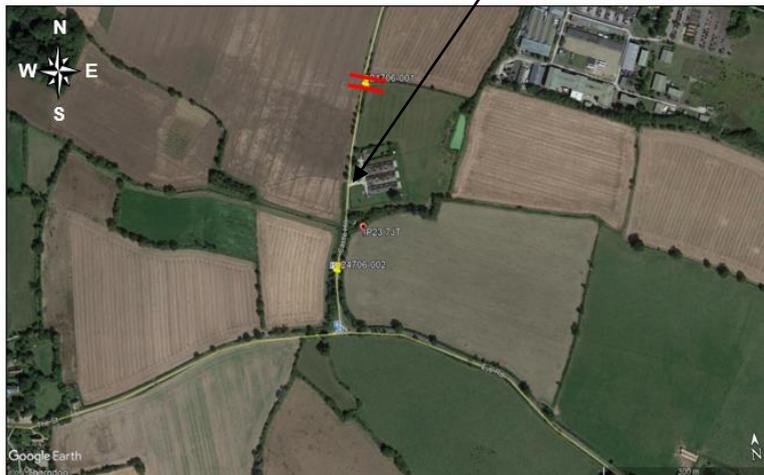
<b>PROJECT</b>	24706 Castle Hill Farm
<b>LOCATION</b>	24706-001 - Castle Hill North
<b>LOC. DESC.</b>	Castle Hill North
<b>START DATE</b>	Tue 04 Feb, 2020
<b>END DATE</b>	Mon 10 Feb, 2020
<b>SPEED LIMIT</b>	60mph
<b>SURVEY TYPE</b>	7-day ATC, 15min periods, 6 veh. classes

**OVERVIEW**

A 7-day automatic traffic count on Castle Hill North, commencing Tue 04 Feb 2020, recorded a total of 11,750 vehicles. The posted speed limit of 60mph was exceeded by 1.9% of vehicles, and the seasonally adjusted, combined AADT value is 1,812 (see Equipment & Methodology below).

## SITE LOCATION

site access



<b>Location</b>	Castle Hill North
<b>Desc.</b>	Castle Hill North
<b>Lat, lng.</b>	52°17'14.71"N, 1°
<b>Project &amp; site</b>	24706-001
<b>PSL</b>	60mph
<b>Bus route</b>	Yes
<b>Direction 1</b>	Southbound↓
<b>Direction 2</b>	Northbound↑

### SOUTHBOUND ↓

<b>Total recorded volume</b>	<b>5,931</b>
Avg daily volume (based on 7 days)	847.3
Average daily speed (7 days)	43.0mph
Average daily 85%ile (7 days)	49.5mph
% of vehicles exceeding 60mph	1.5%
<b>Avg weekday volume (Mon-Fri, 24hrs)</b>	<b>1,008.4</b>
<b>Avg weekday speed (Mon-Fri, 24hrs)</b>	<b>43.0mph</b>
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	891.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	42.9mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	49.5mph



# ATC SUMMARY REPORT



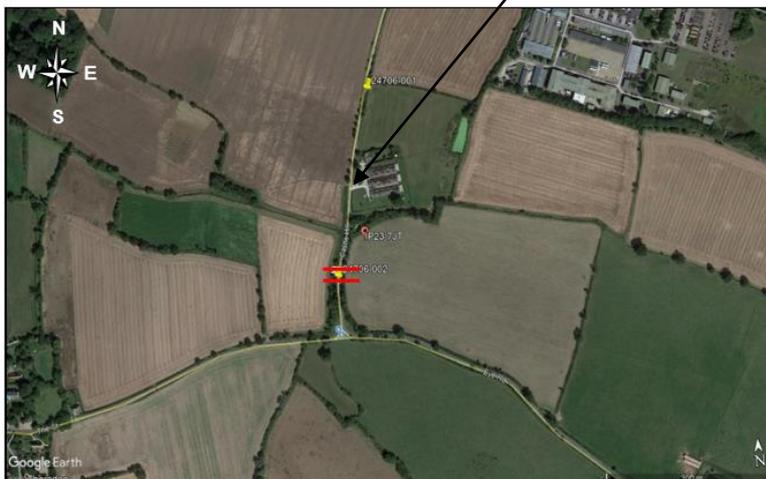
<b>PROJECT</b>	24706 Castle Hill Farm
<b>LOCATION</b>	24706-002 - Castle Hill (north)
<b>LOC. DESC.</b>	Castle Hill (north)
<b>START DATE</b>	Tue 04 Feb, 2020
<b>END DATE</b>	Mon 10 Feb, 2020
<b>SPEED LIMIT</b>	60mph
<b>SURVEY TYPE</b>	7-day ATC, 15min periods, 6 veh. classes

### OVERVIEW

A 7-day automatic traffic count on Castle Hill (north), commencing Tue 04 Feb 2020, recorded a total of 11,394 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 1,754 (see Equipment & Methodology below).

## SITE LOCATION

site access



**Location** Castle Hill (north)

**Desc.** Castle Hill (north)

<b>Lat, lng.</b>	52°17'4.55"N, 1° 8'50.55"E
<b>Project &amp; site</b>	24706-002
<b>PSL</b>	60mph
<b>Bus route</b>	Yes
<b>Direction 1</b>	Southbound↓
<b>Direction 2</b>	Northbound↑

### NORTHBOUND ↑

<b>Total recorded volume</b>	<b>5,797</b>
Avg daily volume (based on 7 days)	828.1
Average daily speed (7 days)	34.3mph
Average daily 85%ile (7 days)	39.4mph
% of vehicles exceeding 60mph	0.0%
<b>Avg weekday volume (Mon-Fri, 24hrs)</b>	<b>999.4</b>
<b>Avg weekday speed (Mon-Fri, 24hrs)</b>	<b>34.2mph</b>
<b>Avg 12hr weekday volume (Mon-Fri, 0700-1900)</b>	<b>853.6</b>
<b>Avg 12hr weekday speed (Mon-Fri, 0700-1900)</b>	<b>34.1mph</b>
<b>Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)</b>	<b>39.0mph</b>

KAB 11A

**JUNCTION VISIBILITY & SSD DIMENSIONS**  
**SSD from CD 109 Highway Link Design**  
 Major road distance (y distance) taken as equal to SSD  
 based on Avg 12hr weekday 85<sup>th</sup> %ile spot speed shown at KAB 8 & 9  
 (CA 185 guidance is not appropriate for non Trunk Roads)  
 (see submitted PDF file for scaled drawing)

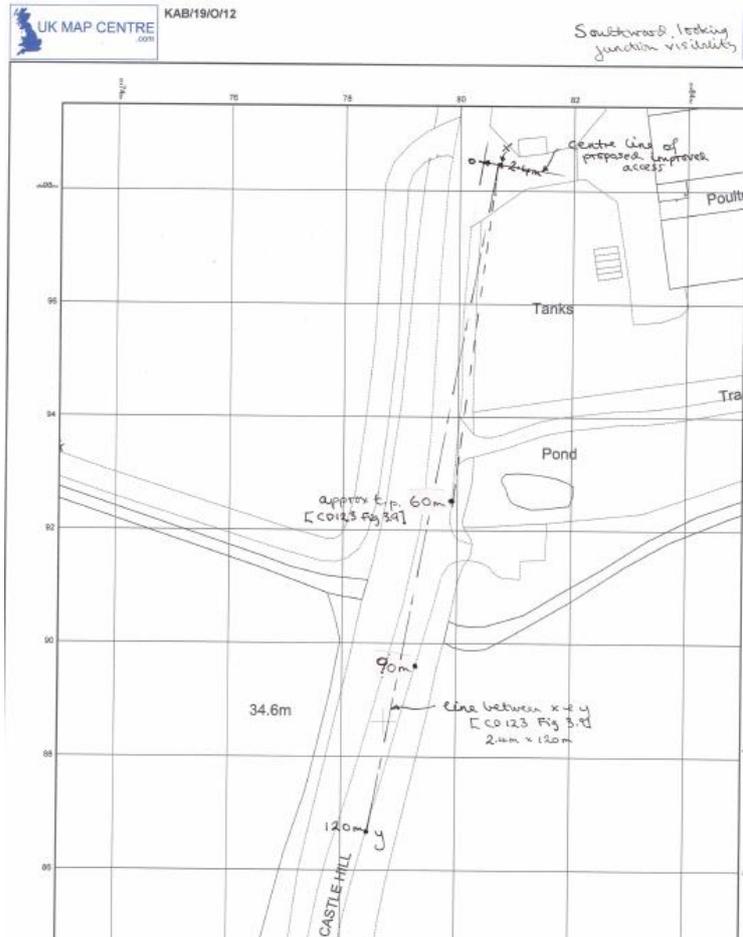
mph (km x 0.6214)

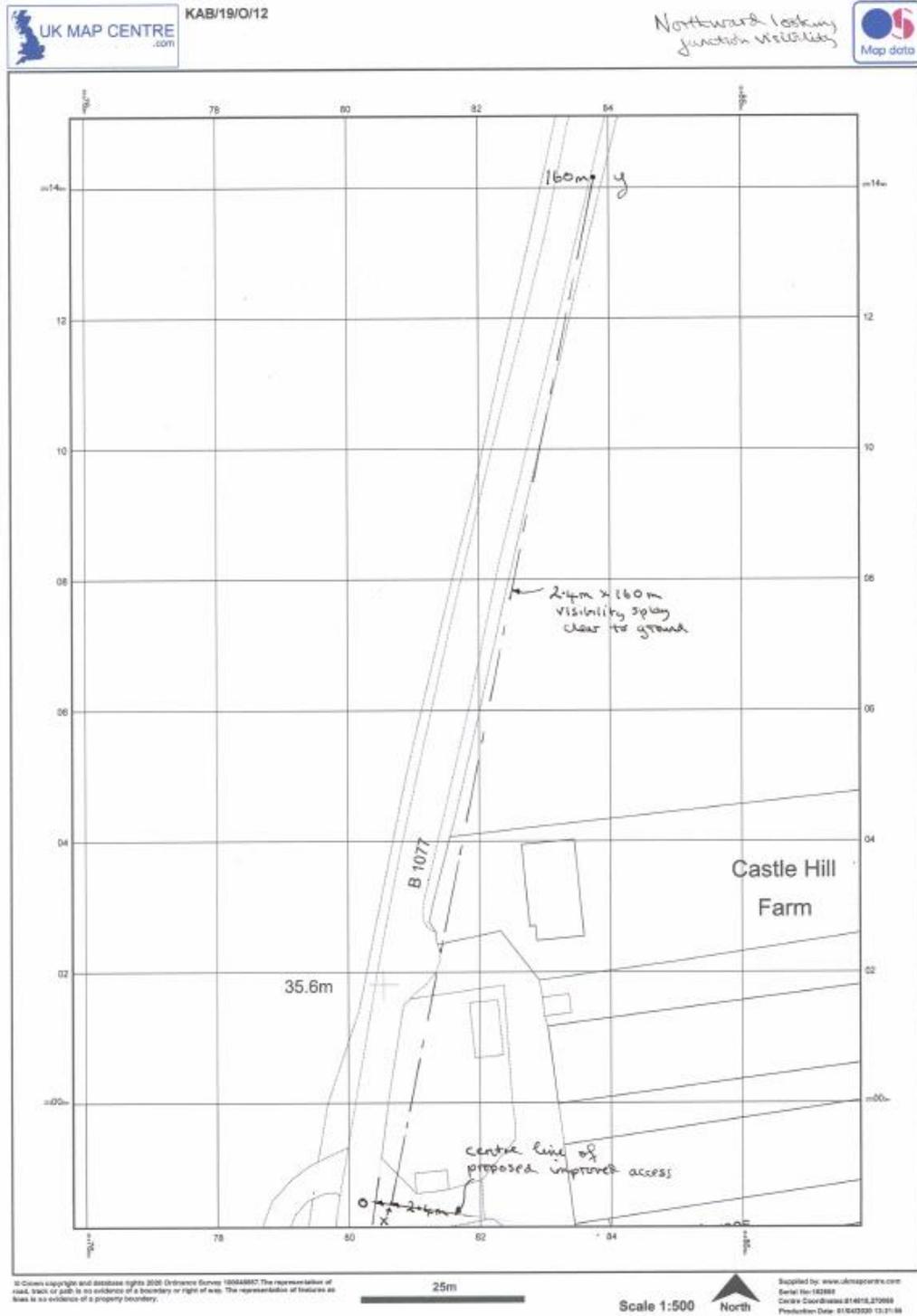
75	62	53	43.5	37	31
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Table 2.10 Design speed related parameters

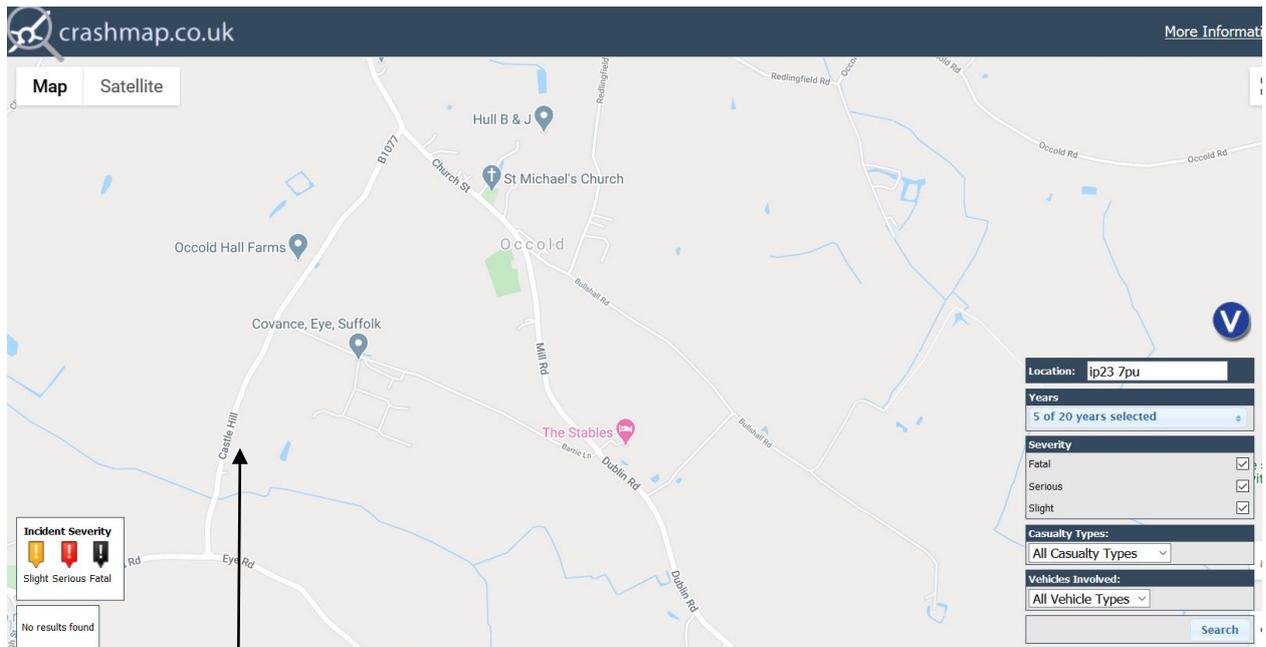
Design speed kph	120	100	85	70	60	50	V2/R
<b>Stopping sight distance (metres)</b>							
Desirable minimum	295	215	160	120	90	70	-
One step below desirable minimum	215	160	120	90	70	50	-

KAB 11B  
 NTS

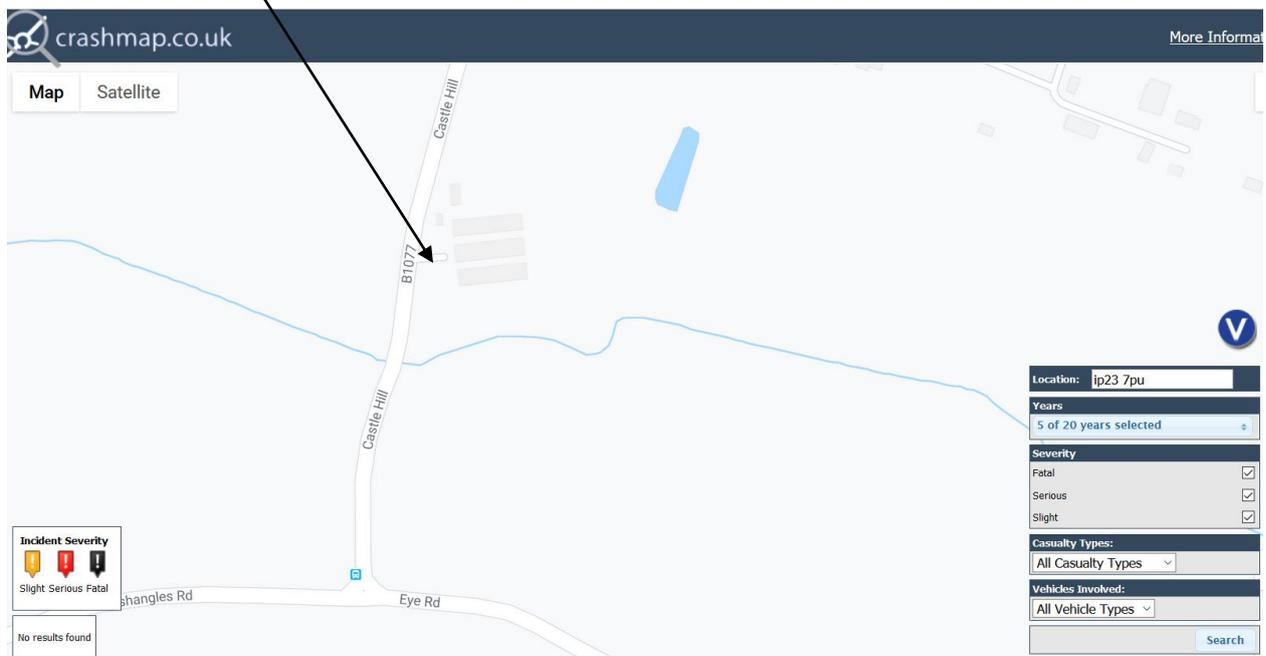




**Five years collision record.**  
**No collisions recorded along B1077 in the vicinity of the existing site access**  
**or on nearby highway network**



site access



**UNUSED FOOTPATH – FINGER POST**



**UNUSED FOOTPATH - FINGER POST**



## Landowner's Rights regarding Public Footpaths

### Essex CC advice.

Public Rights of Way are protected and maintained by us as the Highway Authority in order to ensure that the general public has access to them. However, there is also a responsibility on the part of the user to ensure that they do so safely and responsibly.

Although the right of way itself is protected and accessible to all, in most cases the surrounding land will be privately owned, and often working farmland. The landowner may have private access rights, such as the right to use a tractor or car on a route. It is important to stick to the right of way, which will be clearly marked.

### West Sussex CC advice.

#### Public and private access

There is a distinction between public and private access rights, and these may coexist on the same route. The County Council does not hold a record of private access rights; you should seek your own legal advice to clarify if such rights exist.

It is an offence to drive unauthorised on a public footpath, public bridleway or restricted byway.

Private access rights can exist or be exercised in the following ways:

- Private rights are often to allow individuals access to property or to undertake land management duties.
- The mode of private access may be greater than the public right. For example, vehicles allowed over a footpath where only walkers have legitimate public right of access.
- Landowners may give permission to allow a greater level of access along a public right of way, such as horse riding on a footpath.

**Existing access**



**Existing access junction visibility – looking north**



**Existing access junction visibility – looking south**



Articulated HGV turning on site



**Existing unmade field access with substandard junction visibility – to be closed.**

