



Your ref:

My Ref: KAB/
KAB/19/BB/05

Date:
04/06/20

TRANSPORT STATEMENT (TS)

**RELATING TO THE PROPOSAL TO
REMOVE PLANNING CONDITION 15
TO MAXIMISE FEEDSTOCK THROUGHPUT
WITHIN THE LIMITS OF THE EXISTING ENVIRONMENT AGENCY PERMIT
FOR THE EXISTING ANAEROBIC DIGESTION PLANT (ADP)**

**ON LAND AT BARLEY BRIGG FARM
LAXFIELD ROAD, B1117
STRADBROKE, SUFFOLK.
IP21 5NQ**

Report of:
Keith A. Berriman



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 and Highway Considerations.

1.01 This transport statement (TS) considers the highway traffic and transport issues related to the proposal to remove planning condition 15 and maximise the feedstock throughput within the limits of the existing Environment Agency (EA) permit for the existing anaerobic digestion plant (ADP), on land at Barley Brigg Farm, Laxfield road, B1117, Stradbroke, Suffolk IP21 5NQ. The site is located to the north of Laxfield Road, as indicated at appendices KAB 1A & KAB 1B.

1.02 The site has the benefit of an existing planning consent for the ADP use (SCC application ref: MS/3892/15), for up 15,000 tonnes of externally produced feedstocks. The TS which was submitted in relation to that application was also produced by The HTTC Limited. That TS considered a proposal for 21,000 tonnes of feedstock to be used by the ADP. Of this figure, 15,000 tonnes was proposed to be provided from off-site locations and, 6000 tonnes was to be provided on-site i.e. not involving any vehicle flows on the highway network. No highway objections were raised against that proposal.

1.03 As can be seen at KAB 2A & 2B, the site has the benefit of an existing access to the B1117. As will be seen later, no collisions have been recorded at the existing access or on B1117 in the vicinity of the access, for the most recent record period of five years (see KAB 5A) i.e. when the site has been operating at the 2015 feedstock throughput. Also, as demonstrated later, in respect of this proposal, there will not be any material increase in vehicle flows at the site access, or on the adjacent highway network.



1.04 Notwithstanding this, the applicant has confirmed his willingness to provide some improvements to the existing junction visibility. As indicated above, in view of the very low levels of increased vehicle flows, and the lack of any recorded collisions at the access, these improvements are not required for the application to proceed, but, are offered to enhance highway safety at the exiting access. Therefore, this proposal will result in an overall highway safety benefit, with no material increase in vehicle flows at the access, or on the highway network. As in 2015, Laxfield Road, and other nearby roads are confirmed to be part of the Suffolk County Council (SCC) Lorry Route network (see KAB 3). As such, these routes have been considered adequate for use by hgv's, including articulated hgv's.

1.05 I have been instructed by the applicant, Graham Thorne, Director of Barley Brigg Biogas (BBB), to submit this TS in respect of this s.73 planning application. I understand from the client's Planning Consultant, as confirmed by Counsel, that the Council must consider only the question of whether condition 15 of the planning consent should be removed or amended, and not revisit the principle of development as a whole. It must determine this in accordance with the development plan and any material considerations.

1.06 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.

1.07 Hence, it could be argued that a TS is not necessary, as the proposal will not "generate significant amounts of movement". However, the Waste Planning Authority (WPA – Suffolk County Council) and the County Highway Authority (CHA – Suffolk County Council) need to be properly informed of the highway aspects of this proposal, in order that they can give proper weight to them in the overall assessment of any planning and highway assessments. Furthermore, the previous 2015 submission was of interest to the Parish Council and local residents. Hence, this TS accompanies the planning application to provide highway, traffic, and transport information for their consideration.

1.08 The 2015 submission, and the 2015 TS, considered the potential vehicle flows likely to be related to the increased use of the ADP. The assessment concluded that only an average daily flow of only an additional 8 hgv's per day might use the existing Barley Brigg Farm site access. Over a 10hrs working day, this would produce an average flow of only some 1 hgv/hr.



1.09 For this 2020 submission, the TS has the significant benefit of being able to consider the actual (rather than assessed) vehicle flows which are attending the site, based on the actual weighbridge tickets that are issued. At appendices KAB 4A & 4B are extracts from the applicant's detailed Excel tables which set out this data. The full Excel file is submitted with this application, titled *Barley Brigg Feedstock Deliveries 2019 – for WPA* i.e. the most up to date data for 2019 is submitted. These data are considered in detail later. In particular, it will be noted that, for only 3 weeks out of the whole year (52 weeks) are there peak flows recorded at the site. For the other 49 weeks of the year, average daily inbound flows are only some 2 vpd to 8 vpd at the site access (lower flows on nearby roads) i.e. only an average maximum of some 1 vph.

1.10 It is a normal function of the Highways Development Management Section of the CHA to assess proposals such as this, and properly consider the overall highway conditions which will result from any submitted planning application, taking into account the relevant planning guidance, particularly the NPPF, and, in this case, the opportunity to obtain the indicated highway improvements.

1.11 As demonstrated, this proposal will not result in any material increase* in vehicle flows along Laxfield Road, B1117, or on the wider highway network. Furthermore, as set out in a later section of this TS, the additional peak vehicle flows will be of such a low order as not to be material in any reasonable assessment of the site generated vehicle flows.



*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. Even the total future maximum hourly average of 9 vph (two way flow – say 5in + 4out) at the site access (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. NB – as demonstrated later, no collisions have been recorded at the site access, or within Stradbroke, over the most recent 5yrs record period – when the ADP has been operating to its 2015 consented levels.

1.12 Importantly, these “peak” development flows will take place only over a period of 3 weeks of the year, with 49 weeks of the year maintaining average daily vehicle flows of a low order (2vpd to 8vpd inbound) i.e. a maximum average hourly flow of only 1 vph inbound (plus 1 vph outbound), based, for simplicity, on a 10hrs working day (the actual working day during the peak periods may be longer than this).

1.13 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.

Therefore, as there will be highway benefits, in the form of the improved junction visibility at the existing access, and with 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 application should not be prevented or refused on highways grounds.



1.14 As already confirmed, this submission is supported by the lack of any relevant accident/collision data over a 5 years record period for the existing ADP access, and in Stradbroke (see KAB 5A & 5B). Hence, there are no material underlying highway safety issues which might militate against this proposal.

1.15 Therefore, it must follow that this proposal, with minimal additional vehicle flows at the site, should be acceptable to the WPA and CHA. Hence, as above, this application should not be prevented or refused on transport grounds.

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

2.01 The site has an existing consented use for the ADP with external feedstock inputs of 15,000 tonnes. The existing consent, at condition number 15, specifies particular types of feedstock and the amounts of each type of feedstock i.e.

Waste Capacity and Origins

15. Within any 12 month period only the following feedstocks shall be brought into and processed at the site:
- a) energy crops (4500 tonnes);
 - b) sugar beet pulp (4000 tonnes);
 - c) chicken litter (2000 tonnes);
 - d) apple pulp (2500 tonnes);
 - e) herbs (2000 tonnes);
 - f) on site slurry; and
 - g) on site digestate.



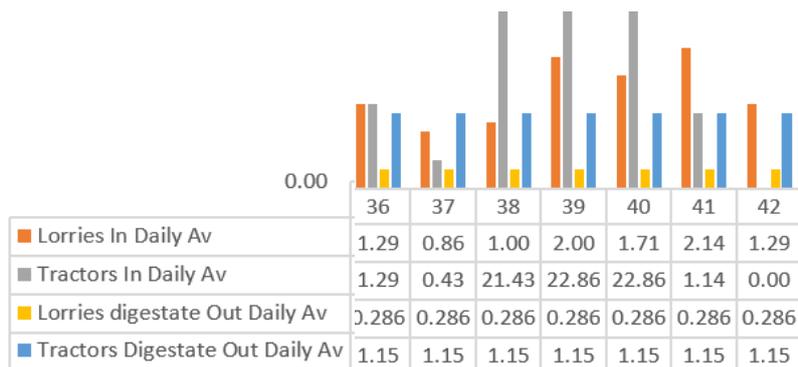
2.02 As the ADP use has progressed since 2015, it has become clear that it is not possible to forecast exactly the amount and type of feedstocks which will become available during any one year. Importantly, the Environment Agency (EA) has granted a permit for feedstock amounts being processed through the ADP of “less than 100 tonnes per day”. Condition 15 does not impose a daily limit on the amount of material that can be processed at the plant, nor does the permission restrict on which days of the year the plant can operate. NB - in this case, the main point to understand is that it is not the daily amount of feedstock which the plant can ‘digest’ that will change but the number of additional days when that ‘maximum’ can be reached i.e. an increase from some 200+ days pa to 365 days pa. As this could be 99.999 tonnes per day, for the purposes of these vehicle flow calculations, this has been taken as 100 tonnes per day. Thus, for one year, this equates to (365 x 100) 36,500 tonnes pa. Thus, this TS has assessed the likely additional vehicle flows related to an external input of 30,000 tonnes of feedstock, plus an internal input of 6500 tonnes of: pig slurry (4000 tonnes); and, pig manure (2500 tonnes). Both of these latter feedstocks are sourced within the wider farm site (hence no external vehicle flows). NB – all vehicle flow calculations are rounded up for the purpose of simplicity.

2.03 For the 2019 vehicle flow data (KAB 4A & 4B), the total annual feedstock input for 2019 was 21,131 tonnes, as confirmed in the submitted Excel data supplied by the applicant. Also as shown in the Excel tables, this total amount was made up of the feedstock types and weights, and from the particular companies, as confirmed there. This TS concentrates on the worst case, vehicle



flows which take place during the 3 weeks, peak site use, in September/October (weeks 38, 39, & 40). However, it must be emphasised, and it must not be forgotten, that for the remaining 49 weeks of the year the average daily flows fall within the range of only some 4 vpd (2 in + 2 out) to some 16 vpd (8 in + 8 out) at the site access i.e. a maximum average hourly range of only 2 vph (1 in + 1 out).

2.04 Also shown in the Excel data, and extracted at KAB 4A, is confirmation that, over the year, the number of agricultural tractor-trailer units is significantly higher than the number of hgv's (lorries). During the peak 3 weeks of the year, week 39 produced the highest level of average daily flows at 27 vpd. The daily average flow of lorries visiting the site was some 2 vpd (in), with tractor-trailer units being some 23 vpd (in). In addition (see extract below), there were combined flows for digestate removal of some 2 vpd, giving an inbound, average daily flow of vehicles into the site of some 27 vpd i.e. a peak two way daily flow at the site access of (27 x 2) 54 vpd (27 in + 27 out).



2.05 Therefore, for a 10hrs working day, this will provide an average two way flow of some (54/10) 6 vph (3 in + 3 out). These flows are not concentrated along a single route to the site but spread over the routes shown at KAB 6A. I am advised that the proportion of vehicle flows is usually some 10% per annum on



each of the five routes, with 50% being rotated every year between one of the five routes for the maize feedstock. Thus, the average maximum daily flow on any one route will be 60% of the total average daily flow, and 60% of the calculated average hourly flow during Week 39 (see KAB 6B).

2.06 So, for the worst case week of the year in 2019, week 39, at 54 vpd, two way flow at the site access (27 in + 27 out), the average hourly, two way flow will be 6 vph (as above). Hence, peak average hourly flow on one of the five identified transport routes to/from the site will (6×0.6) 4 vph (2 in + 2 out).

2.07 As already confirmed, for the 2019 vehicle flow data (KAB 4A & 4B), the total annual feedstock input for 2019 was 21,131 tonnes, as shown in the submitted Excel data supplied by the applicant. This current proposal is to remove planning condition 15, relieving the application of control over the feedstock throughput of the existing ADP, up to the EA permitted daily amount of 100 tonnes per day, 36,500 tonnes per year i.e. 30,000 tonnes of externally produced feedstocks, plus 6500 tonnes of feedstocks from within Barley Brigg Farm. Hence, the distribution of the future, worst case average hourly flows can be calculated by multiplying the assessed 2019 worst case average hourly flow at the site access (6vph – see above – based on the recorded vehicle flows onto the existing highway network) by $(30/21.131)$ 1.42 i.e. $6 \times 1.42 = 9$ vph at the site access. Hence, the maximum peak average hourly flow on any one of the five routes (60% of the at gate flows) will be (9×0.6) 6 vph, say 3vph in + 3 vph out (see KAB 6B for an example of the distribution of maximum average hourly vehicle flows during the peak three weeks of the year). This is an increase of



(6vph – 4vph) 2 vph, when considering the 2019 recorded flows at the site. Clearly this is not a material increase in vehicle flows. For a comparison with the 2015 consented 15,000 tonnes pa, this worst case flow, relating to 30,000 tonnes pa, can be halved i.e. the 2015 peak average hourly flow on any one of the five routes will (6/2) 3vph. This then equates to an increase of only (6vph – 3vph) 3vph when comparing 2015 average hourly peak flows to the maximum throughput flows as now proposed.

2.08 I fully understand that local objectors may seek to consider only the annual increase in vehicle flows, in order to maximise the size of the “number” for their objection purposes. However, this does not assist any reasonable and realistic, practical assessment of the additional vehicle flows. This is best considered as an hourly vehicle flow. This is simply because the hourly vehicle flows are those which can be practically observed and suitably considered by any member of the public. Any reasonable member of the public must agree that an increase of three vehicle movements (proposed maximum future flow v 2015 flow) during the period of an hour is such a small increase as not to be perceptible.

2.09 As indicated earlier in this TS, the applicant has agreed to institute some improvements to the existing junction visibility at the site access. As can be seen at KAB 7:

- a) the existing nearside junction visibility appears to be 9m x 120m; and,
- b) the existing offside junction visibility appears to be 9m x 70m.



2.10 For the nearside junction visibility, this can be improved to 4.5m x 160m with some minor facing back of the existing frontage hedging (160m measured to a point just within the approaching eastbound lane to minimise the impact on the existing hedging). For the offside junction visibility, this can be improved to 4.5m x 160m by reducing the height of the hedging within the splay area to a maximum of 1.05m. This will provide improved junction visibility for drivers of light vehicles, as well as those of the tractors and other hgv's (where the driver's eye height is much higher than 1.05m).

2.11 The 4.5m minor road distance is deemed appropriate to accommodate the driver's eye to bumper distance of a tractor. The 160m major road distance is deemed appropriate for the likely 85th %ile design speed of approaching vehicles, based on long term experience of actual speeds on rural derestricted, single carriageway roads of this type.

2.12 As indicated previously, this proposal, of itself, does not justify any requirement to improve the junction visibility (i.e. no material increase in vehicle flows and no collisions recorded at the existing access). However, the applicant is willing to offer these improvements, subject to them being accepted without criticism. Any improvement will enhance highway safety.

2.13 Adequate access, parking and turning facilities can be provided on site for all vehicles regularly visiting the site. N.B. it must be remembered that at present Condition 15 does not impose a daily limit on the amount of material that can be processed at the Plant, nor does the Permission restrict which days of the year



the Plant can operate on. Therefore, in this case, the main point to understand is that it is not the daily amount of feedstock which the plant can 'digest' that will change but the number of additional days when that 'maximum' can be reached.

2.14 There will not be any material increase in staffing levels.

3.00 The accident/collision data.

3.01 As already confirmed, and as will be seen at KAB 5A, no collisions have been recorded along Laxfield Road, at the existing access or in the vicinity of the site, over the most recent five years record period. Hence, the B1117 in this location has a good accident record. There are no underlying highway safety problems which can be identified, and none which have involved hgv's or tractor-trailer units.

3.02 Similarly, as will be seen at KAB 5B, the roads in Stradbroke have not seen any recorded collisions over the most recent five years record period. Hence, these roads have a good accident record. There are no underlying highway safety problems which can be identified, and none which have involved hgv's or tractor-trailer units.

3.03 These record periods include the five years since the previous planning consent, when the ADP was operating at its current higher levels of input.



4.00 Conclusions.

4.01 Additional network peak vehicle flows will be of a low order, being a maximum of only some 2 vph or 3 vph on the transport routes to the site, and only in the “peak” 3 weeks of the year. The proposed daily additional development flows will be of a low order, with many hours of most days of the rest of the year (49 weeks) having nil additional flows (and nil total flows). Hence, there will not be any material increase in vehicle flows.

4.02 The proposal includes an offer to improve junction visibility at the existing access. This will produce a highway safety benefit, for no material increase in vehicle flows due to the improved junction visibility.

4.03 Collision data confirms that no relevant collisions have taken place: at the site access; on the B1117 in the vicinity of the site; and, within Stradbroke, over the most recent 5 years record period. Hence, these locations a good accident record.

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

4.05 In view of: the low level of additional vehicle flows; the improved access visibility; 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. Indeed, there will be a benefit to highway safety as a result of this proposal being granted planning consent.

4.06 Consequently, the NPPF 2019 confirms that this development should not be prevented or refused on transport grounds. It is noted that the WPA & CHA raised no objections to the previous 2015 planning proposals where increased vehicle flows were also not at any material level and no daily limits nor number of days limits were applied to the planning permission. The addition of a small increase in vehicle flows, to an existing low level of vehicle flows, still only produces a low level of vehicle flows.

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



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APPENDICES

TRANSPORT STATEMENT (TS)

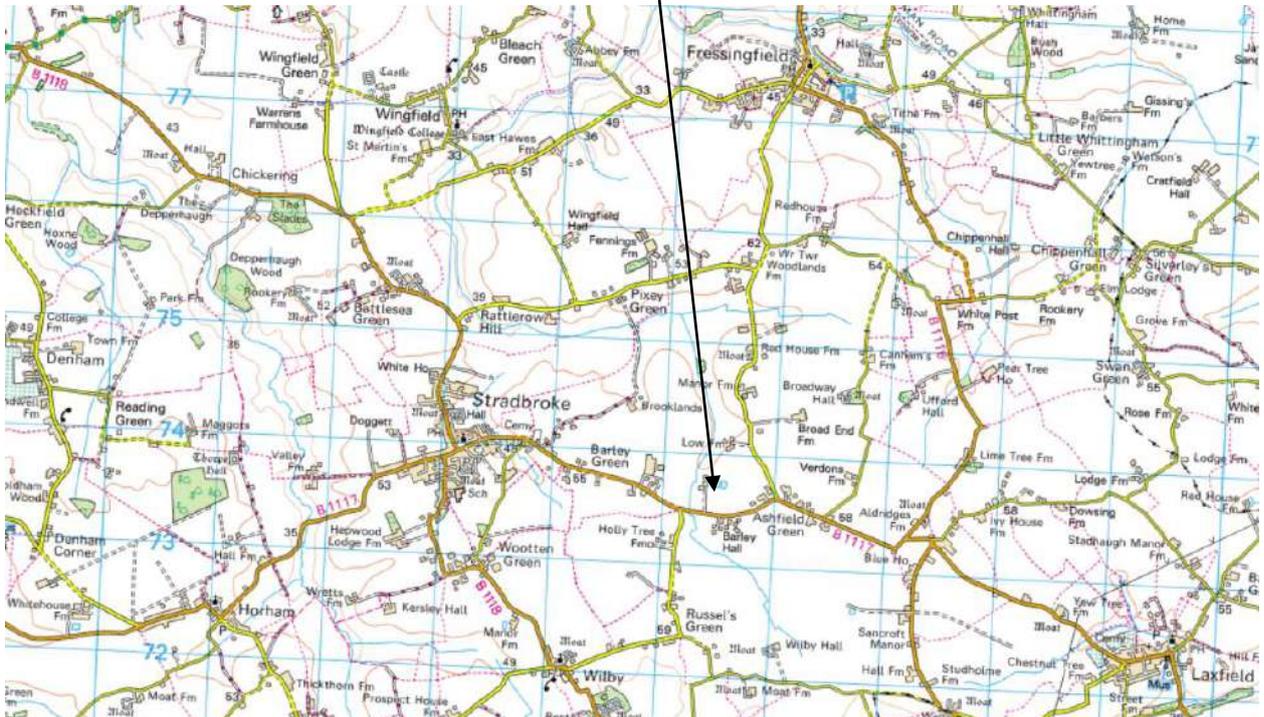
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**KAB 1A
NTS**

SITE



**KAB 1B
NTS**



site

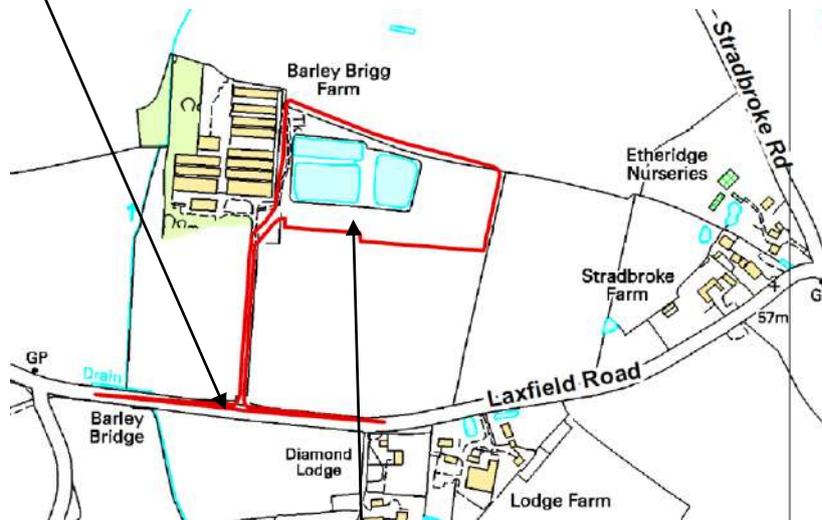
existing site access

KAB 2A
NTS

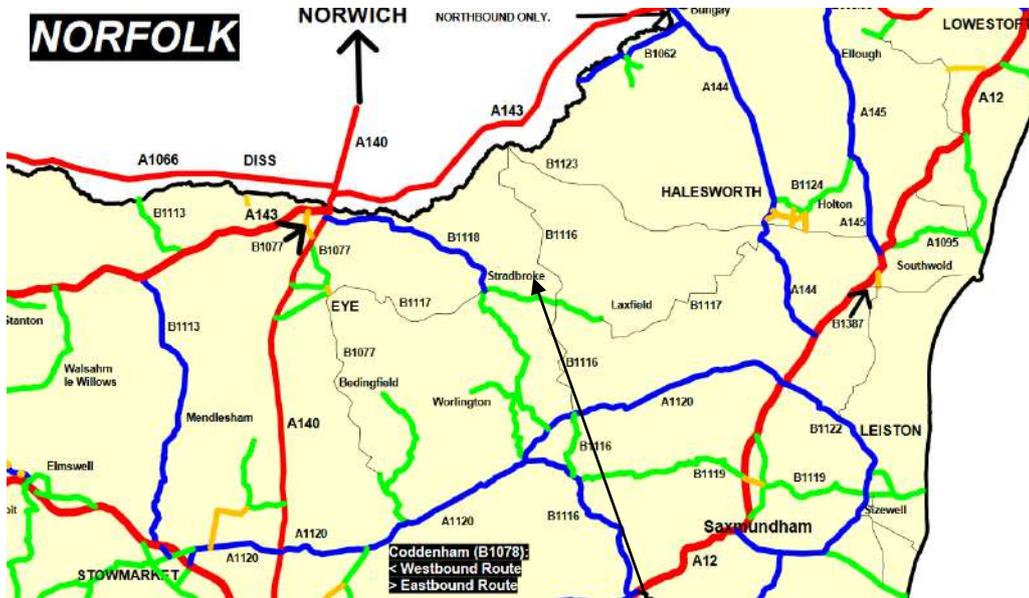


existing site access

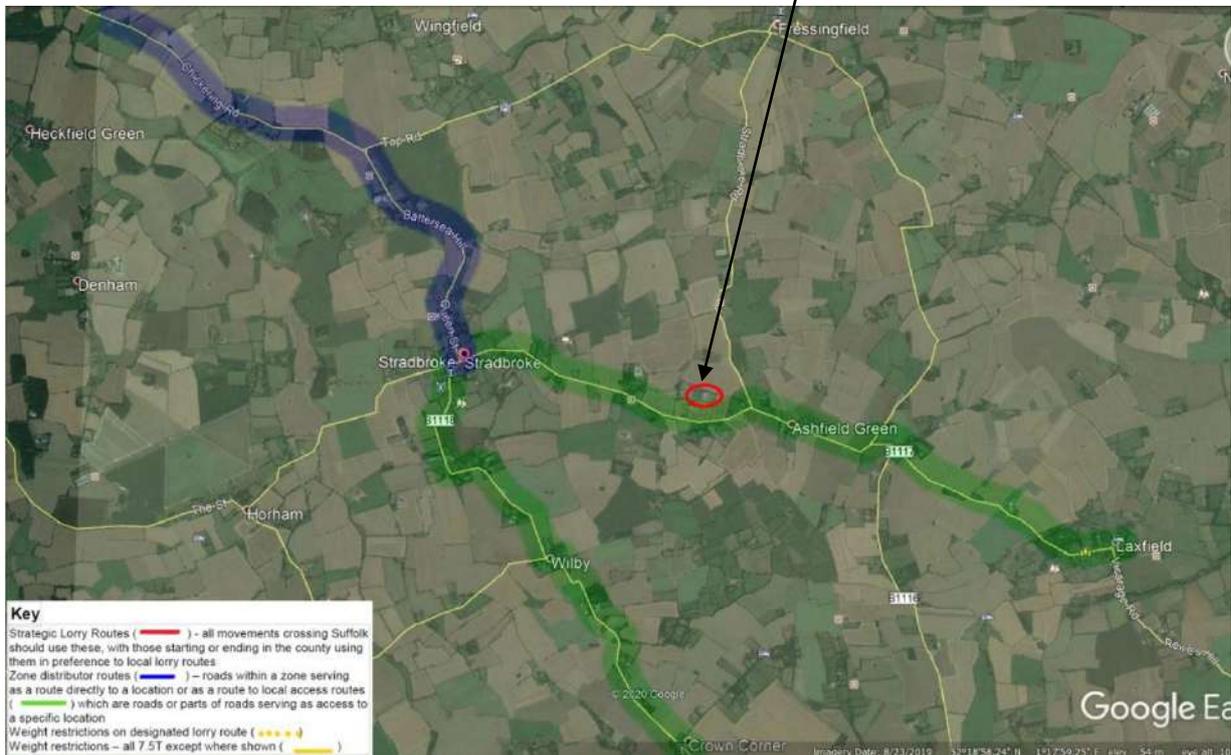
KAB 2B
NTS



APPLICATION SITE



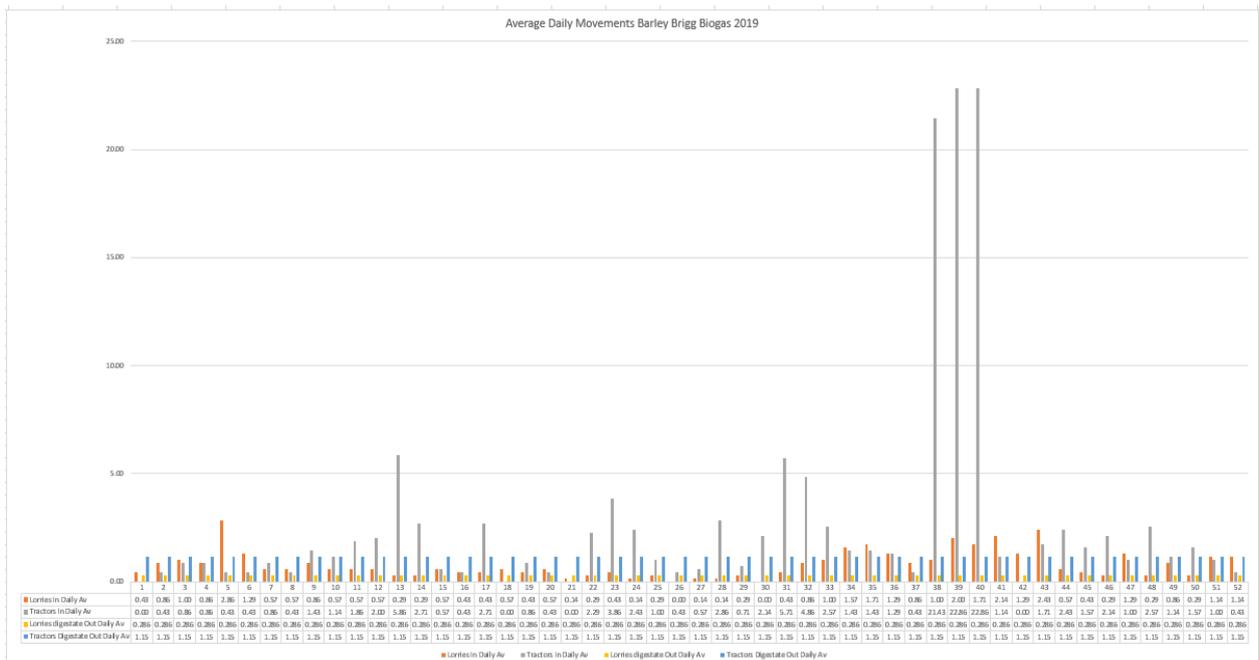
Site – approx. location

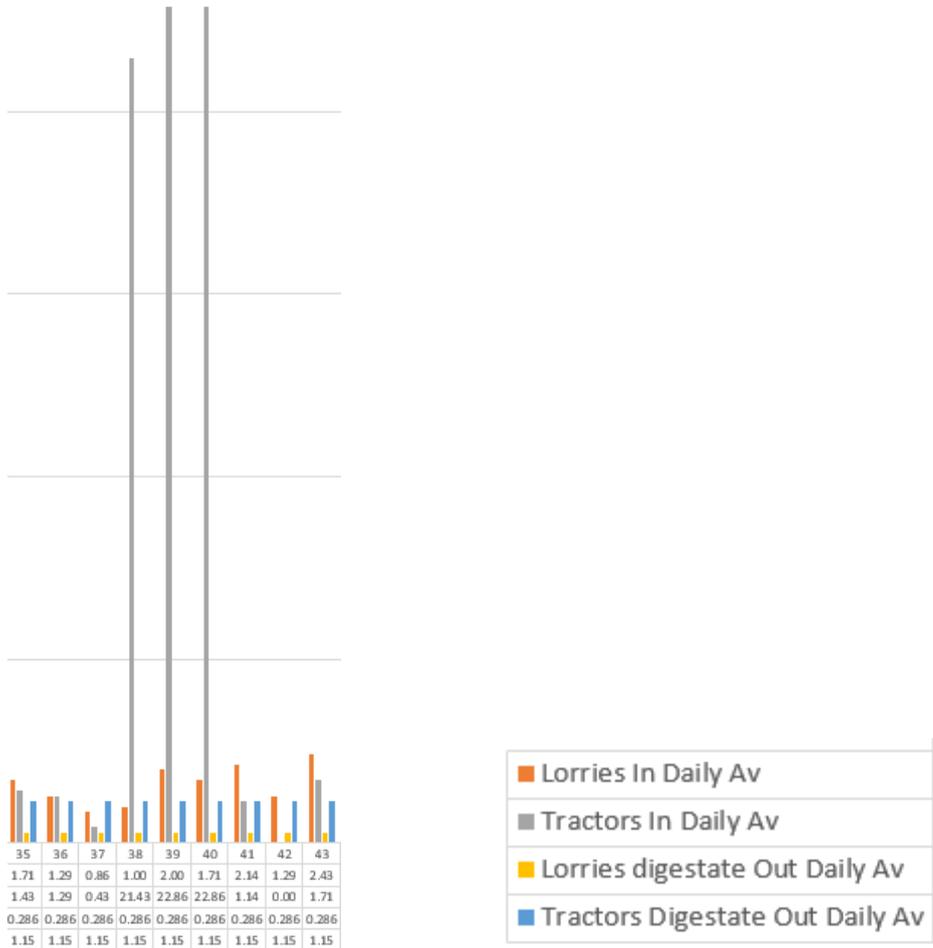




KAB 4A

Week		Input Lorries In Daily Av	Input Tractors In Daily Av	Output Lorries digestate Daily Av	Output Tractors Digestate O Daily Av	Total Daily Averages
1	07/01/2019	0.43	0.00	0.286	1.15	1.86
2	14/01/2019	0.86	0.43	0.286	1.15	2.72
3	21/01/2019	1.00	0.86	0.286	1.15	3.29
4	28/01/2019	0.86	0.86	0.286	1.15	3.15
5	04/02/2019	2.86	0.43	0.286	1.15	4.72
6	11/02/2019	1.29	0.43	0.286	1.15	3.15
7	18/02/2019	0.57	0.86	0.286	1.15	2.86
8	25/02/2019	0.57	0.43	0.286	1.15	2.44
9	04/03/2019	0.86	1.43	0.286	1.15	3.72
10	11/03/2019	0.57	1.14	0.286	1.15	3.15
11	18/03/2019	0.57	1.86	0.286	1.15	3.86
12	25/03/2019	0.57	2.00	0.286	1.15	4.01
13	01/04/2019	0.29	5.86	0.286	1.15	7.58
14	08/04/2019	0.29	2.71	0.286	1.15	4.44
15	15/04/2019	0.57	0.57	0.286	1.15	2.58
16	22/04/2019	0.43	0.43	0.286	1.15	2.29
17	29/04/2019	0.43	2.71	0.286	1.15	4.58
18	06/05/2019	0.57	0.00	0.286	1.15	2.01
19	13/05/2019	0.43	0.86	0.286	1.15	2.72
20	20/05/2019	0.57	0.43	0.286	1.15	2.44
21	27/05/2019	0.14	0.00	0.286	1.15	1.58
22	03/06/2019	0.29	2.29	0.286	1.15	4.01
23	10/06/2019	0.43	3.86	0.286	1.15	5.72
24	17/06/2019	0.14	2.43	0.286	1.15	4.01
25	24/06/2019	0.29	1.00	0.286	1.15	2.72
26	01/07/2019	0.00	0.43	0.286	1.15	1.86
27	08/07/2019	0.14	0.57	0.286	1.15	2.15
28	15/07/2019	0.14	2.86	0.286	1.15	4.44
29	22/07/2019	0.29	0.71	0.286	1.15	2.44
30	29/07/2019	0.00	2.14	0.286	1.15	3.58
31	05/08/2019	0.43	5.71	0.286	1.15	7.58
32	12/08/2019	0.86	4.86	0.286	1.15	7.15
33	19/08/2019	1.00	2.57	0.286	1.15	5.01
34	26/08/2019	1.57	1.43	0.286	1.15	4.44
35	02/09/2019	1.71	1.43	0.286	1.15	4.58
36	09/09/2019	1.29	1.29	0.286	1.15	4.01
37	16/09/2019	0.86	0.43	0.286	1.15	2.72
38	23/09/2019	1.00	21.43	0.286	1.15	23.86
39	30/09/2019	2.00	22.86	0.286	1.15	26.29
40	07/10/2019	1.71	22.86	0.286	1.15	26.01
41	14/10/2019	2.14	1.14	0.286	1.15	4.72
42	21/10/2019	1.29	0.00	0.286	1.15	2.72
43	28/10/2019	2.43	1.71	0.286	1.15	5.58
44	04/11/2019	0.57	2.43	0.286	1.15	4.44
45	11/11/2019	0.43	1.57	0.286	1.15	3.44
46	18/11/2019	0.29	2.14	0.286	1.15	3.86
47	25/11/2019	1.29	1.00	0.286	1.15	3.72
48	02/12/2019	0.29	2.57	0.286	1.15	4.29
49	09/12/2019	0.86	1.14	0.286	1.15	3.44
50	16/12/2019	0.29	1.57	0.286	1.15	3.29
51	23/12/2019	1.14	1.00	0.286	1.15	3.58
52	30/12/2019	1.14	0.43	0.286	1.15	3.01





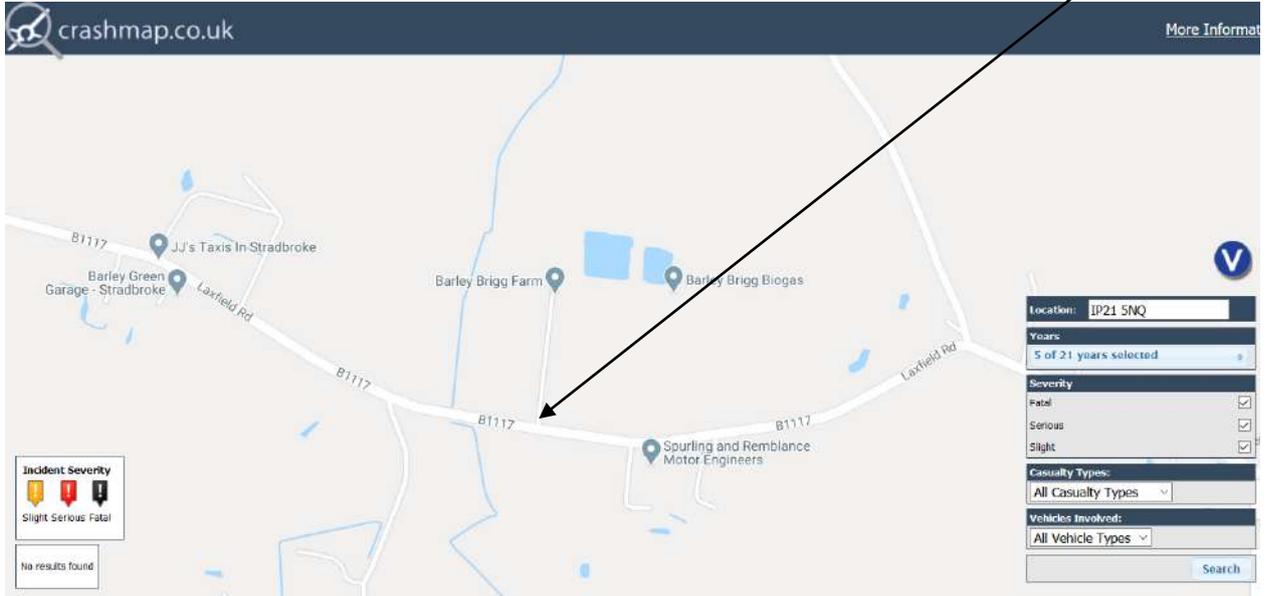
36	09/09/2019	1.29	1.29	0.286	1.15	4.01
37	16/09/2019	0.86	0.43	0.286	1.15	2.72
38	23/09/2019	1.00	21.43	0.286	1.15	23.86
39	30/09/2019	2.00	22.86	0.286	1.15	26.29
40	07/10/2019	1.71	22.86	0.286	1.15	26.01
41	14/10/2019	2.14	1.14	0.286	1.15	4.72
42	21/10/2019	1.29	0.00	0.286	1.15	2.72

Date	Ticket Number	Haulier	Material	EWC Code	Weight (Tonnes)	Source
22/09/2019	161630	Tannington Transport Ltd	Beet Tops		18.54	British Sugar, Bury St Edmunds
			Maize Harvest		2250.00	
23/09/2019	91229-91230	Chapmans	Chicken Muck		32.20	Tivetshall
23/09/2019	53212	Duynie LTD	Potatoe Puree		24.42	McCains Food, Whittlesey
24/09/2019	66138	Duynie LTD	Potatoe Puree		24.36	McCains Food, Whittlesey
24/09/2019	161657	Tannington Transport Ltd	Beet Tops		18.88	British Sugar, Bury St Edmunds
25/09/2019	33515	JP Haulage Suffolk Ltd	Apple Pomace		23.88	Aspall Cider, Debenham
25/09/2019		Barley Brigg Biogas	Herbs		19.76	Camstar, Eye
26/09/2019		Barley Brigg Biogas	Herbs		34.50	Camstar, Eye
26/09/2019	161717	Tannington Transport Ltd	Beet Tops		18.58	British Sugar, Bury St Edmunds
26/09/2019	34450	JP Haulage Suffolk Ltd	Apple Pomace		29.00	Aspall Cider, Debenham
27/09/2019	161718	Tannington Transport Ltd	Beet Tops		19.58	British Sugar, Bury St Edmunds
27/09/2019	34885	JP Haulage Suffolk Ltd	Apple Pomace		20.25	Aspall Cider, Debenham
28/09/2019		Barley Brigg Biogas	Herbs		34.68	Camstar, Eye
28/09/2019	53161	Duynie LTD	Potatoe Puree		26.00	McCains Food, Whittlesey
28/09/2019	34886	JP Haulage Suffolk Ltd	Apple Pomace		17.80	Aspall Cider, Debenham
29/09/2019	66146	Duynie LTD	Potatoe Puree		24.66	McCains Food, Whittlesey
29/09/2019	35213	JP Haulage Suffolk Ltd	Apple Pomace		18.00	Aspall Cider, Debenham
30/09/2019		Barley Brigg Biogas	Herbs		18.82	Camstar, Eye
			Maize Harvest		2250.00	
30/09/2019	53219	Duynie LTD	Potatoe Puree		25.00	McCains Food, Whittlesey
30/09/2019	33150	JP Haulage Suffolk Ltd	Apple Pomace		21.38	Aspall Cider, Debenham
			Maize Harvest		2250.00	
01/10/2019	53221	Duynie LTD	Potatoe Puree		24.66	McCains Food, Whittlesey



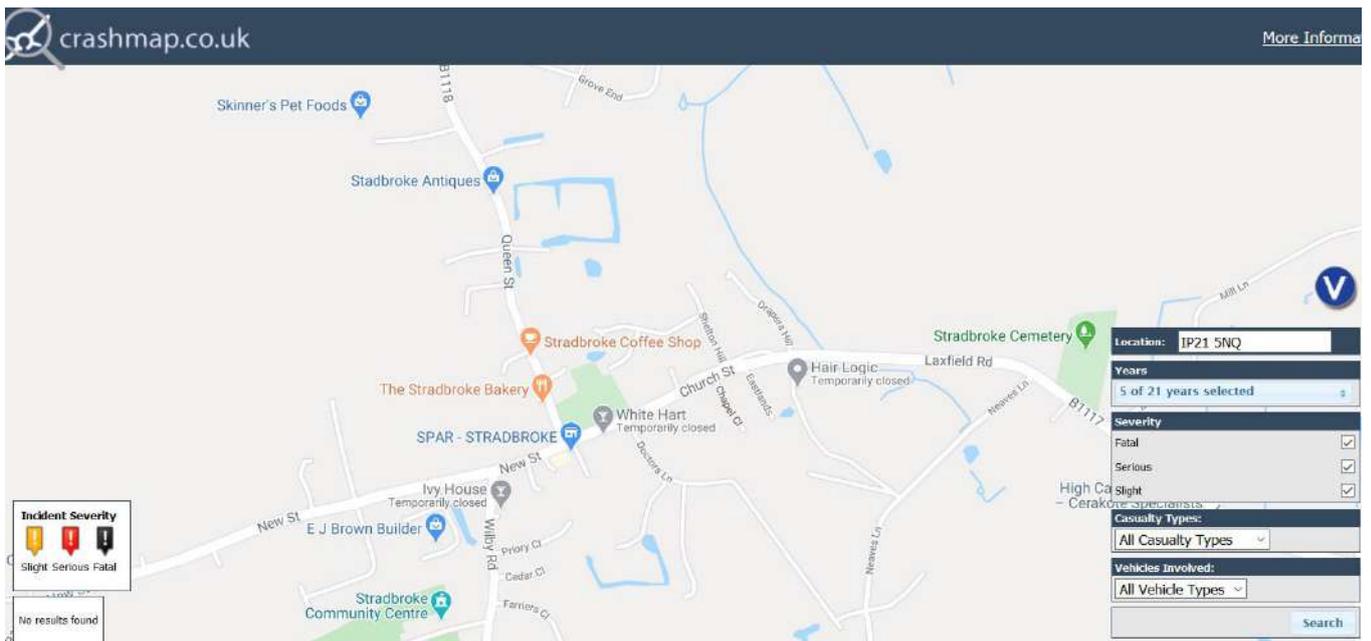
KAB 5A

5 yrs. collision data – no collisions recorded – in the vicinity of the site access.



KAB 5B

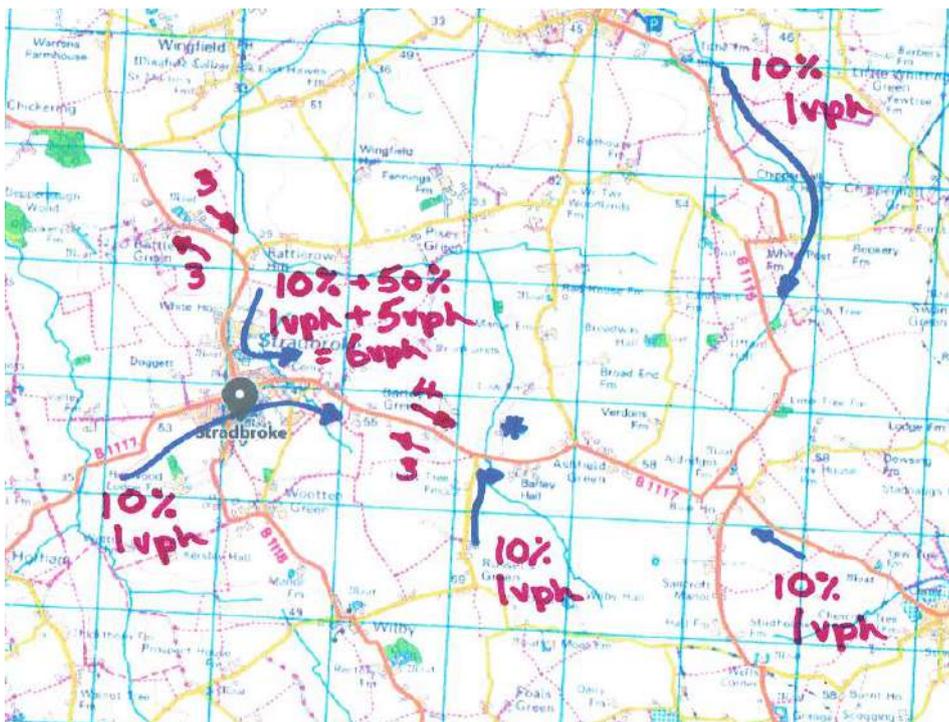
5 yrs. collision data – no collisions recorded within Stradbroke



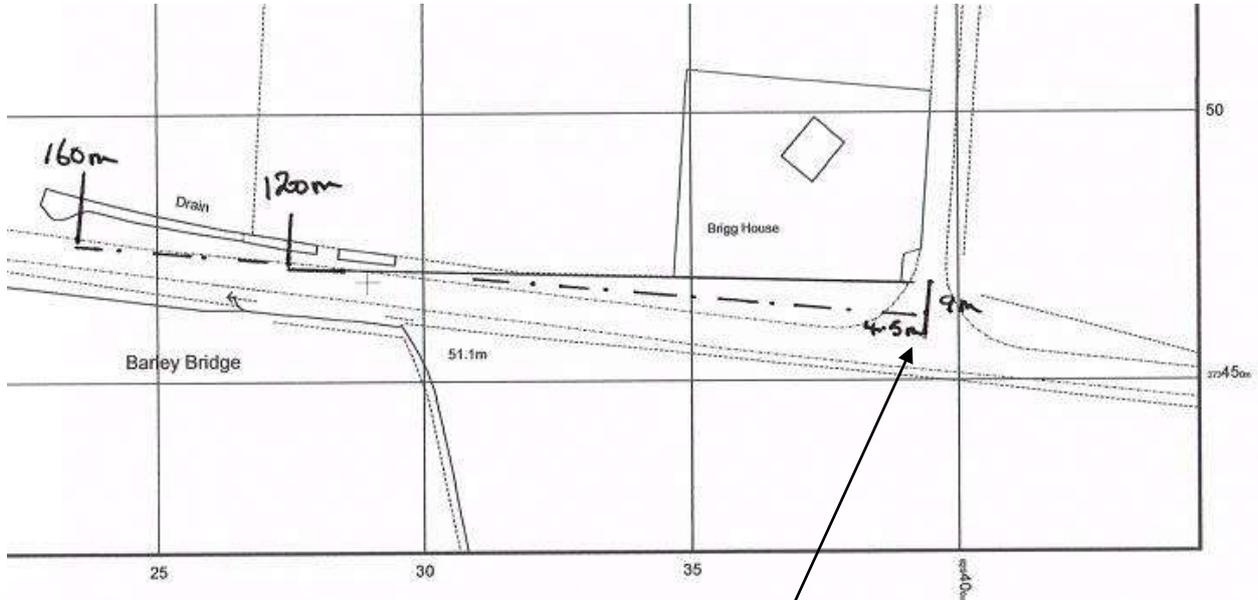
KAB 6A
NTS



KAB 6B
NTS



junction visibility – looking to the right when exiting - nearside



existing site access

junction visibility – looking to the left when exiting - offside

