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# TRANSPORT STATEMENT

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Planning application for a free  
range egg production unit and  
associated works

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Prepared for DB and BE Evans

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at  
Cae Mawr  
Llanerch y Medd  
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# Transport Statement

## 1. Introduction

This transport statement has been produced on behalf of the DB and BE Evans who reside at Cae Mawr, Llanerch y Medd. This statement provides technical traffic and transport advice on the proposed free-range egg production scheme on land at Cae Mawr. To be read in conjunction with Appendix 22 – highway plan.

The proposal is for a new 32,000 free range egg production scheme.

Detailed information on the development proposal is provided in the Design and Access Statement which has been submitted with the application. Relevant traffic and transport matters are summarised in this statement, which include:

- The development proposal will require an upgraded vehicular access onto the publicly adopted highway, that is capable of safely accommodating both agricultural and HGV traffic movements.
- The scheme will operate on a 14 month crop cycle, with the birds brought to the site via articulated HGVS at the start of the cycle and removed at the end of the 14 month cycle.
- Food deliveries will take place via 6 or 8-wheeler HGVs three times a month, with the feed stored in silos.
- The egg collection will take place using 7.5 tonne vehicles three times a week

This statement confirms that the proposal will not have an adverse impact in terms of highway safety, impact, delay or inconvenience on other highway users. This review also confirm that the development proposal accords with the advice contained in the National Planning Policy Framework regarding farm diversification and traffic and transport impacts.

## 2. Response to Technical Matters

### Development Access and Visibility Splays

The development proposals show an improved access onto the county road, designed to accommodate all agricultural and HGV traffic associated with the proposed development.

The improved access has been designed to accommodate 16.5m maximum legal articulated vehicles, and delivers:

- A 5.5m wide access, with 10.5m junction radii
- Gates (if any) set back 20m, to allow for the largest HGV to wait clear of the highway
- Visibility splays which accord with the vehicle speeds on the unclassified road.

To calculate the required visibility splays at the improved access, the guidance provided in Manual for Streets has been applied. This guidance provides information on expected reaction times and deceleration rates and is used to calculate the visibility splay dimensions. The proposed development should provide the following visibility splays:

- 2.4m x 43m – for a speed of 20mph

It is shown that the splays are deliverable across land the applicant controls and the publicly adopted highway. These visibility splays will be available in perpetuity.

Based on this review of the access arrangements and visibility splays it has been demonstrated that an appropriate and deliverable vehicular access can be provided that meets design standards.

### **Development Traffic Movements**

As presented earlier in this statement, the proposed development will be an exceptionally low traffic generator. Birds will be brought to the site in one 16.5 maximum legal articulated vehicle at the start of the 14-month cycle. At the end of the cycle the birds will be taken from the site, again in one articulated vehicle. We confirm that the total two-way HGV movements to/from the site is four over a 14-month period.

With regard to feed deliveries, we confirm that there will be three deliveries a month, equating to 42 deliveries of the 14-month cycle. This is an additional 82 two-way HGV movements over the 14-month period, less than one visit a week.

Egg collection will take place three times a week, by a smaller 7.5t vehicle. Staff movements will be by car/foot/bike to and from the site. There may be the occasional veterinary visit to the site, but these will be low in nature and will take place by private car.

Cae Mawr operates as a beef and sheep unit with greater movements on the county network than the proposed free range poultry unit.

A summary of the two-way traffic movements is shown below:

	Vehicle Type	Historic Movements/Existing		Proposed Movements	
Stock to Market	Rigid commercial lorry or vehicle and trailer	2 per week to livestock market/abattoir	104 per year		
Silaging	Tractor and Trailer		40 per year		
Silaging	Forage Harvester		4 per year		
Silaging	Mower		2 per year		
Silaging	Other harvesting equipment		8 per year		
Fertiliser and Spray	Tractor and Sprayer		8 per year		
Fertiliser Delivery	Rigid commercial lorry		6 per year		
Straw Delivery	Rigid commercial lorry or HGV		6 per year		
Hay Delivery	Rigid commercial lorry or HGV		2 per year		
Checking Livestock	Bike or Bike and Trailer – Daily Basis when stock out		182 Per year		
Existing Staff Movements/Family movements	Car or 4 x 4	2 per day	730 per year		
Manure Spreading	Tractor and Manure Spreader		20 per year		
Feed Lorry	Rigid commercial lorry	2 per month	24 per year	3 per month	36 per year
Bird Delivery	Articulated lorry				2 per year
Bird Collection	Articulated lorry				2 per year
Egg Collection	Rigid commercial lorry			3 times per week	156 per year
TOTAL			1,136 per year		196 per year

In addition with the exceptionally low numbers of additional vehicle movements there will be no discernible change in conditions for pedestrians walking on the unclassified road.

A speed survey was not carried out due to the topography of the area/road not enabling anyone to build up any speed on the road.

## **Parking**

As presented earlier in this statement, there will be very limited vehicle movements to and from the site over the course of the year, meaning that the need for vehicle parking is very limited. As shown on the submitted drawings, a hardstanding is proposed adjacent to the unit.

The hardstanding has been designed to provide space for HGV's to enter, turn and leave the site in a forward gear. The hardstanding is also large enough to allow HGVs to load/unload at the start and end of the production cycle. Any private car visits to the site, such as veterinary visits, will also be able to park on this hardstanding area.

## **Conclusions**

In summary, the improved access shows that visibility splays can be delivered across land the applicant controls and the publicly adopted highway.

With regard to parking and turning the development proposal will provide a large hardstanding area to the west of the proposed building, which can accommodate all HGV access and turning requirements. This hardstanding will also be available for private car parking, which may be required for veterinary visits.

This statement confirms that the development proposal will not have a detrimental impact, is appropriately located and can be accessed so as not to have a material impact on the surrounding highway network.

