

W Dring and Sons Limited

**Proposed Free Range Egg Production Unit
Land at Delgate Bank, Spalding
Transport Statement**

May 2026

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W Dring and Sons Limited

Proposed Free Range Egg Production Unit Land at Delgate Bank, Spalding Transport Statement

May 2026

Client Commission			
Client:	W Dring and Sons Limited	Date Commissioned:	April 2026

LTP Quality Control					
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Issue	Revision	Description	Author	Checked	Date
1	-	Final issue for planning	RB	MR	28/05/2026
Authorised for Issue:				SW	

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Steven Windass	Technical Director	BSc(Hons) MSc (Eng) CEng FIHE MCIHT
Mike Raynor	Associate	BSc (Hons) MIHE
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PROPOSED FREE RANGE EGG PRODUCTION UNIT LAND AT DELGATE BANK, SPALDING TRANSPORT STATEMENT

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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Statement (TS) in support of proposals for a free-range egg production unit on land to the east of Delgate Bank near Spalding, Lincolnshire. This TS provides an assessment of the traffic impact and road safety implications of the proposals. A plan of the proposed site layout is attached as Appendix 1.
- 1.1.2 The local planning authority for the site is South Holland District Council (SHDC), and the local highway authority is Lincolnshire County Council (LCC).

I.2 Scope

- 1.2.1 This report has been written in accordance with the Government's 'National Planning Policy Framework' (MHCLG, 2024) and 'Planning Practice Guidance' (MHCLG, 2014), with the scope summarised below:

- **Introduction & Description of Proposals:**
 - Description of the development site, including location and any existing access arrangements;
 - Summary of relevant planning and allocation history for the site;
 - Description of the proposed development including site layout and proposed access arrangements.
- **Site Assessment:** Site assessments to determine existing traffic conditions, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area.
- **Road Casualty Appraisal:** Examination of road collision records (5-year study period) and assessment of the road safety impact of the development on the local highway network.
- **Traffic Impact:**
 - Calculation of the projected construction and operational trip generation for the proposed development;
 - Assessment of the likely traffic impact of the proposed development on the operation of the local highway network.
- **Access, Parking & Internal Layout:** Assessment of the suitability of the proposed access arrangements and internal layout of the site, including parking and based on swept path analysis of the largest vehicles expected to visit the site.
- **Conclusions:** Conclusions summarising the outcomes of the TS, including a commentary on the suitability of the proposals in terms of road safety and traffic impact.

1.2.2 This TS report has been prepared in accordance with the above scope and reference has been made to the following documents where appropriate:

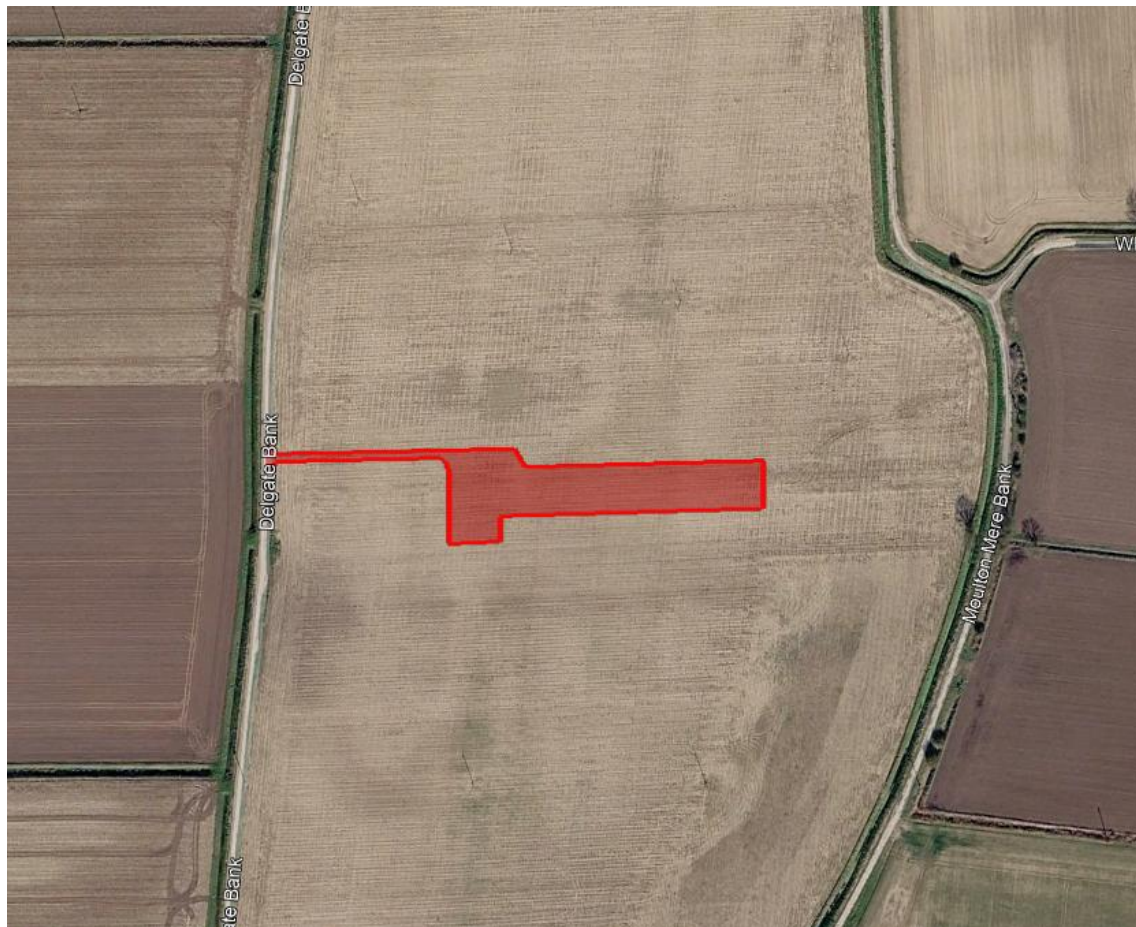
- National Planning Policy Framework (MHCLG, 2024);
- South East Lincolnshire Local Plan 2011-2036 Adopted 2019 (SELJSPC, 2019);
- Planning Practice Guidance (MHCLG, 2014);
- Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
- Guidance on Transport Assessment (DfT, 2007a); and
- Manual for Streets (DfT, 2007b).

2. SITE BACKGROUND

2.1 Site Location, Existing Use & Planning History

- 2.1.1 The application site comprises agricultural land to the east of Delgate Bank near Spalding, Lincolnshire. The site is bound by agricultural land to the north, east and south, with a combination of Delgate Bank and agricultural land forming the western boundary. The approximate location and boundary of the site is highlighted in red within Figure 1 below.

Figure 1: Site Location



Map Data: Google, Airbus © 2026.

- 2.1.2 It is understood that there have been no recent or pertinent planning applications relating to the development site.

2.2 Development Proposals & Access Arrangements

- 2.2.1 This TS is based upon the proposals outlined on the site layout plan attached as Appendix 1. The proposals involve the construction of one free-range egg production unit to house 32,000 free range laying hens, together with an egg packing facility, a manure elevator and feed silos. There are expected to be two full time staff based at the facility.

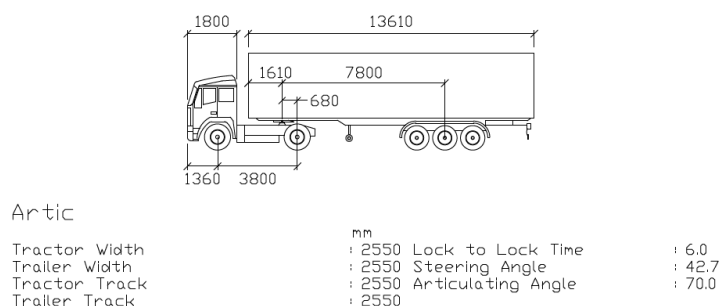
- 2.2.2 The development is to be accessed by all modes via a new simple priority T-junction with Delgate Bank to the west of the site. Adequate visibility splays appear to be achievable either within the extents of land under the control of the Applicant or the adopted highway from the proposed access location. There is some existing low level vegetation in the verge on Delgate Bank which may need to be trimmed back and appropriately maintained, which is within the extents of the adopted highway.

Photo 1: Delgate Bank (Looking North)



- 2.2.3 Swept path analysis for the site has been undertaken to establish whether the largest vehicle expected to access/egress the site can adequately navigate the proposed access junction on Delgate Bank, with the results provided as Appendix 2. A standard articulated HGV has been tested, with the profile of the vehicle shown in Figure 2.

Figure 2: Swept Path Analysis Test Vehicle



- 2.2.4 The results of the swept path analysis demonstrate that a standard articulated HGV can adequately access/egress the site via the proposed access junction on Delgate Bank.
- 2.2.5 Vehicle parking for workers during all stages of the construction and operation will be accommodated on-site, with no vehicles allowed to park or wait on the adjoining road network during any stage of the proposals.

3. SITE ASSESSMENT

3.1 Local Highway Network

- 3.1.1 As previously mentioned in Section 2.2, the site is to be accessed via a proposed simple priority T-junction with Delgate Bank to the west of the site. Delgate Bank is a single track road measuring approximately 3.7m in width and is subject to a derestricted (60mph) speed limit in the vicinity of the site. The road is expected to be lightly trafficked with vehicles likely travelling at speeds below the posted speed limit .

Photo 2: Delgate Bank



- 3.1.2 Delgate Bank connects with West Gate via a priority junction approximately 650m to the south of the proposed site access before continuing for approximately 2.1km connecting with the B1357 via a priority junction. The B1357 is a two-way single carriageway measuring approximately 5.8m in width and is subject to a derestricted (60mph) speed limit in the vicinity of the Delgate Bank junction, providing access to the A17 to the north-east and the A16 to the west.

Photo 3: West Gate

- 3.1.3 Approximately 1.1km to the north of the proposed access, Delgate Bank connects with the B1165 via a priority crossroads junction, with the road continuing north for approximately 3.5km where it connects with the A151 via a simple priority T-junction. The B1165 is a two-way single carriageway measuring approximately 5.5m in width and is subject to a derestricted (60mph) speed limit in the vicinity of the Delgate Bank junction. The road runs between the eastern extents of Spalding and terminates to the north of Wisbech.

Photo 4: B1165

3.2 Access Via Sustainable Modes

- 3.2.1 Due to the rural nature of the site, sustainable transport provision (e.g. walking, cycling and public transport) is limited. There are no existing footways on Delgate Bank or Public Rights of Way (PRoW) within the vicinity of the site.

4. ROAD CASUALTY APPRAISAL

4.1 Collision Record

- 4.1.1 Personal Injury Collision (PIC) data for the highway network local to the site for the most recent available five-year study period (01/01/2020 to 31/12/2024) was obtained via a search of the Department for Transport's (DfT) road safety data (DfT, 2025).
- 4.1.2 Over the five-year study period there were three collisions recorded in the study area which includes sections of Delgate Bank, Westgate, the B1165 and several local junctions. The collision plot is attached as Appendix 3, which shows the extent of the study area and the location of collisions. Table 1 below outlines the collision history of the study area.

Table 1: Collision History

Factors	Collision Data		
Date	29 th September 2021 (Wednesday)	6 th December 2023 (Wednesday)	31 st May 2024 (Friday)
Time	08:58	13:30	17:53
Lighting	Darkness	Daylight	Daylight
Weather	Fine	Fine	Fine
Road Surface	Dry	Wet or damp	Dry
Casualty	SLIGHT – Car Driver (16-20 years)	SLIGHT – Car Driver 65+ years)	SLIGHT – Car Driver (65+ years)
Location	On the B1165 (not at a junction)	B1165/Long Lane Junction	Circa 30m from the B1165/Long Lane Junction

4.2 Road Safety Impact

- 4.2.1 A total of three collisions, resulting in three casualties, have occurred within the study area during the five-year study period. Analysis of the study collisions has not revealed any identifiable existing collision issues associated with the movements of the proposed development. Therefore, it is considered that there are no existing road safety issues pertinent to the development of the site.
- 4.2.2 If the proposed access arrangements and internal site layout is designed with due consideration to road safety, with appropriate highway design features incorporated into the detailed design, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.

5. VEHICLE TRIP GENERATION

5.1 Introduction

- 5.1.1 This section outlines the number of vehicle trips that the proposed development is expected to generate. Due to the bespoke nature of the proposals, the level of vehicle trips expected to be generated by the proposed development has been 'built up' from a first principles approach.
- 5.1.2 The use of a first principles approach accords with previous DfT guidance which recommended that *"unless there is a clear valid comparable situation, the assessment trips should be constructed from first principles based on a detailed analysis of the daily operation of the proposed development"* (DfT, 2007a).
- 5.1.3 The traffic generation of the proposed development is likely to consist of two main elements:
- Construction phase traffic; and
 - Operational traffic.

5.2 Construction Phase Traffic Generation

- 5.2.1 During the construction period, there would be trips associated with the arrival and departure of construction staff as well as the delivery of parts and construction materials.
- 5.2.2 The frequency of construction vehicle movements will depend on the individual activities undertaken; however, it is not anticipated that this would have a significant impact on the local highway network.
- 5.2.3 It is expected that the maximum number of construction staff on-site will vary subject to the construction schedule. Staff trips will be made by cars, minibuses, or vans/small LGVs. Staff vehicle movements would typically occur at the start and end of the working day and generally not coincide with the movement of large vehicles, which are expected to occur during the weekday daytime.
- 5.2.4 It is also noted that vehicle trips generated during the construction phase are temporary and would cease upon completion of the works at the site.

5.3 Operational Phase Traffic Generation

- 5.3.1 During typical operation of the free range-egg laying unit, access is required by HGV and other commercial non-HGV traffic. Table 2 provides a breakdown of the type and frequency of vehicles that are expected to access the site.

Table 2: Operational Traffic Generation (per Flock)

Activity	Vehicle Type	Total Vehicles
Hen Delivery	16.5m Articulated HGV	4 lorries per flock (every 60 weeks)
Feed Delivery	16.5m Articulated HGV	1 per week
Egg Collection	16.5m Articulated HGV	2 per week
Manure Removal	Tractor and trailer	2 per week
Carcass Collection	7.5 tonne lorry	1 per week
Hen Removal	16.5m Articulated HGV	4 lorries per flock (every 60 weeks)
Dirty Water Removal	Tanker	2 per flock (every 60 weeks)
Hen Delivery	16.5m Articulated HGV	4 lorries per flock (every 60 weeks)

Information provided by the Applicant.

- 5.3.2 During the typical operation of the site, there will be six commercial vehicles accessing the site per week (12 two-way vehicle movements), relating to the delivery of feed, egg collections, carcass and manure removal.
- 5.3.3 Peak traffic movements occur when the hens are delivered, at the beginning of each flock cycle. As highlighted above, four HGVs are expected to deliver the hens to the site (8 two-way movements).
- 5.3.4 The site will also generate vehicle movements associated with staff and visitors, although these are expected to be minimal. It is understood that the site will have two full-time workers who would be expected to travel to the site by car and therefore generate two arrival and two departure movements per day.
- 5.3.5 A limited number of visitors are expected to travel to the site, primarily vets and farm assurance inspectors. These trips are likely to occur every three months, generating a negligible number of two-way movements.

5.4 Traffic Impact

- 5.4.1 DfT guidance states that the assessment of transport impacts could be based on a threshold of *“30 two-way peak hour vehicle trips”* or *“100 or more two-way vehicle movements per day”*. This guidance acknowledged that this threshold was not to be applied rigidly, but rather that it provided a *“useful point of reference from which to commence discussions.”*
- 5.4.2 This national DfT guidance has now been superseded and replaced with the *‘National Planning Policy Framework’* (NPPF) (MHCLG, 2024) and its accompanying *‘Planning Practice Guidance’* (PPG) (MHCLG, 2014). NPPF and PPG require that transport assessment is undertaken for *“developments that generate significant amounts of movement,”* although this is not defined. It is therefore acknowledged that there is no set threshold for assessment within the current national planning policy, so the proposals have been tested with reference to the previous and current guidance.

- 5.4.3 It is considered that the projected vehicle trip generation associated with the proposed development does not represent a significant amount of movement, with six commercial vehicles accessing the site per week (12 two-way vehicle movements), relating to the delivery of feed, egg collections, carcass collection, manure removal, and up to two arrival and two departure movements per day associated with staff. A limited number of visitors are expected to travel to the site, primarily vets and farm assurance inspectors. These trips are likely to occur every three months, generating a negligible number of two-way movements.
- 5.4.4 The proposed development should therefore only have a negligible impact on the operation of the local highway network. Therefore, as the impact of the proposals is not expected to be severe, the proposals are considered to be in accordance with the NPPF (MHCLG, 2024), which states that *“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, following mitigation, would be severe, taking into account all reasonable future scenarios”* (MHCLG, 2024).

6. CONCLUSIONS

- 6.1.1 This Transport Statement (TS) provides an appraisal of the likely transport impacts and road safety implications associated with the proposed free-range egg production unit on land to the east of Delgate Bank near Spalding, Lincolnshire.
- 6.1.2 The development is to be accessed by all modes via a new simple priority T-junction with Delgate Bank to the west of the site. Adequate visibility splays appear to be achievable either within the extents of land under the control of the Applicant or the adopted highway from the proposed access location. There is some existing low level vegetation in the verge on Delgate Bank which may need to be trimmed back and appropriately maintained, which is within the extents of the adopted highway. The access is expected to be utilised during the construction and operational periods.
- 6.1.3 Vehicle parking for workers during all stages of the construction and operation will be accommodated on-site, with no vehicles allowed to park or wait on the adjoining road network during any stage of the proposals. The proposed internal access road will extend up to the egg laying unit with sufficient space for manoeuvring within the site so that the largest vehicles can enter and exit in a forward gear.
- 6.1.4 A road casualty study has identified that three Personal Injury Collisions (PICs) occurred within the study area during the five-year study period covering 01/01/2020 to 31/12/2024. Analysis of the study collisions has not revealed any identifiable existing collision issues associated with the movements of the proposed development. Therefore, it is considered that there are no existing road safety issues pertinent to the development of the site. If the proposed site access junction and internal layout is designed with consideration to road safety, with appropriate highway design features incorporated into the detailed design, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.
- 6.1.5 During the normal phase of operation, there will be six commercial vehicles accessing the site per week (12 two-way vehicle movements), relating to the delivery of feed, egg collections, carcass collection, and manure removal. The peak vehicle movements occur when the hens are delivered and removed, at the beginning and end of each flock cycle. Four Heavy Goods Vehicles (HGVs) are expected to deliver hens to the site (eight two-way movements), and four HGVs (eight two-way movements) visit the site 60 weeks later associated with the removal of spent hens.
- 6.1.6 The site will also generate vehicle movements associated with staff and visitors, although these are expected to be minimal. It is understood that the site will have two full-time staff based at the site who would be expected to travel to the site by car and therefore generate up to two arrival and departure movements per day. A limited number of visitors are expected to travel to the site, primarily vets and farm assurance inspectors. These trips are likely to occur every three months, generating a negligible number of two-way movements.

- 6.1.7 The proposed development should therefore only have a negligible impact on the operation of the local highway network. Therefore, as the impact of the proposals is not expected to be severe, the proposals are considered to be in accordance with the NPPF (MHCLG, 2024), which states that *“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, following mitigation, would be severe, taking into account all reasonable future scenarios”* (MHCLG, 2024).
- 6.1.8 It is concluded from the assessments within this TS that the proposed development would not be expected to have a severe impact in terms of road safety and traffic impact.

7. REFERENCES

CIHT (Chartered Institute of Highways and Transportation), 2010. Manual for Streets 2: Wider Application of the Principles.

DfT (Department for Transport), 2025. Road Safety Data [online: <http://data.gov.uk/dataset/road-accidents-safety-data>] (accessed May 2026).

DfT, 2007a. Guidance on Transport Assessment.

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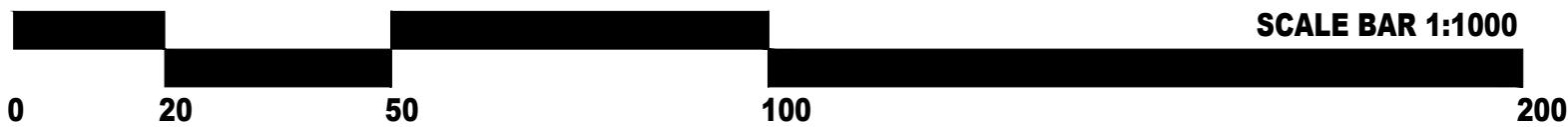
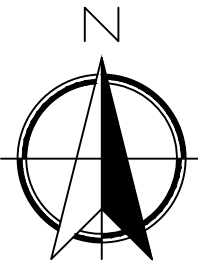
MHCLG (Ministry of Housing, Communities and Local Government), 2024. National Planning Policy Framework.

MHCLG, 2014. Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in Decision-Taking (ID: 42-06/03/2014) [online: <http://planningguidance.planningportal.gov.uk>].

NH (National Highways), 2021. CD 123 Geometric Design of at-grade priority and signal-controlled junctions. Design Manual for Roads and Bridges.

SELJSPC (South East Lincolnshire Joint Strategic Planning Committee), 2019. South East Lincolnshire Local Plan 2011-2036 Adopted 2019.

Appendix I – Proposed Site Layout Plan





Harrison Pick^{Ltd}
PLANNING CONSULTANTS

Drawing
Proposed Site Plan A1

Station Farm Offices, Wansford Road, Nafferton,
Driffeld, East Yorkshire, YO25 8NJ

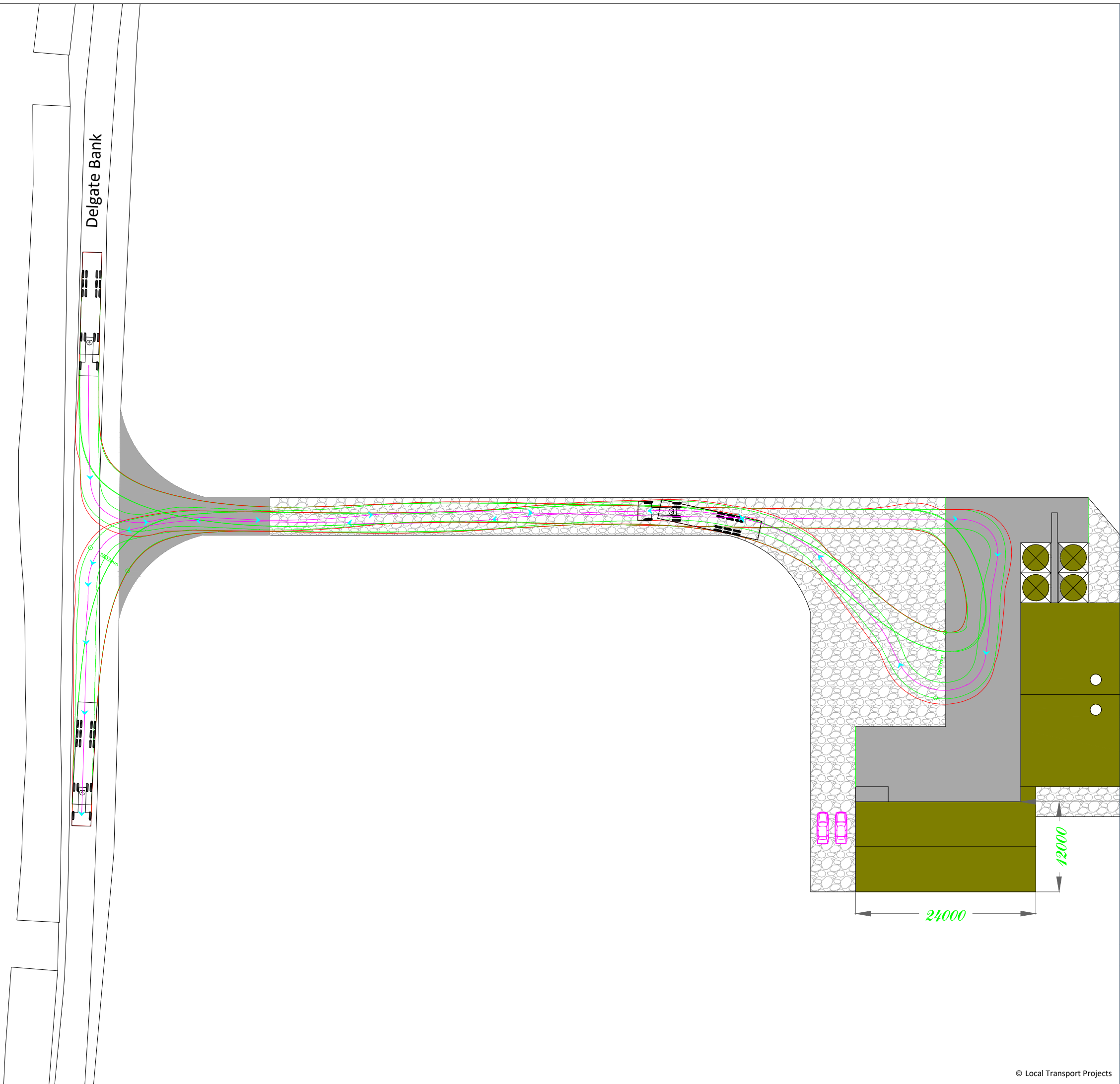
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Project
W Dring and Sons Ltd - Proposed Free Range Egg
Unit

Scale	1:1000	@ A1
Drw No.	IP/26/FD/02	Rev: -
Drawn by:	IP	Date: Jan 26

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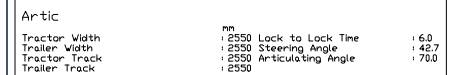
Appendix 2 – Swept Path Analysis



A3

	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

1. Simulated speed - not more than 5 mph
2. Actual vehicle dimensions and track may vary.



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- vi. Based on Drawing 2 Site Plan provided by the client.

Rev.	Date	By	Chk	Description

Project	Proposed free Range Egg Production Unit, Land at Delgate Bank, Spalding
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Title

16.5m Standard Artic HGV
Swept Path Analysis



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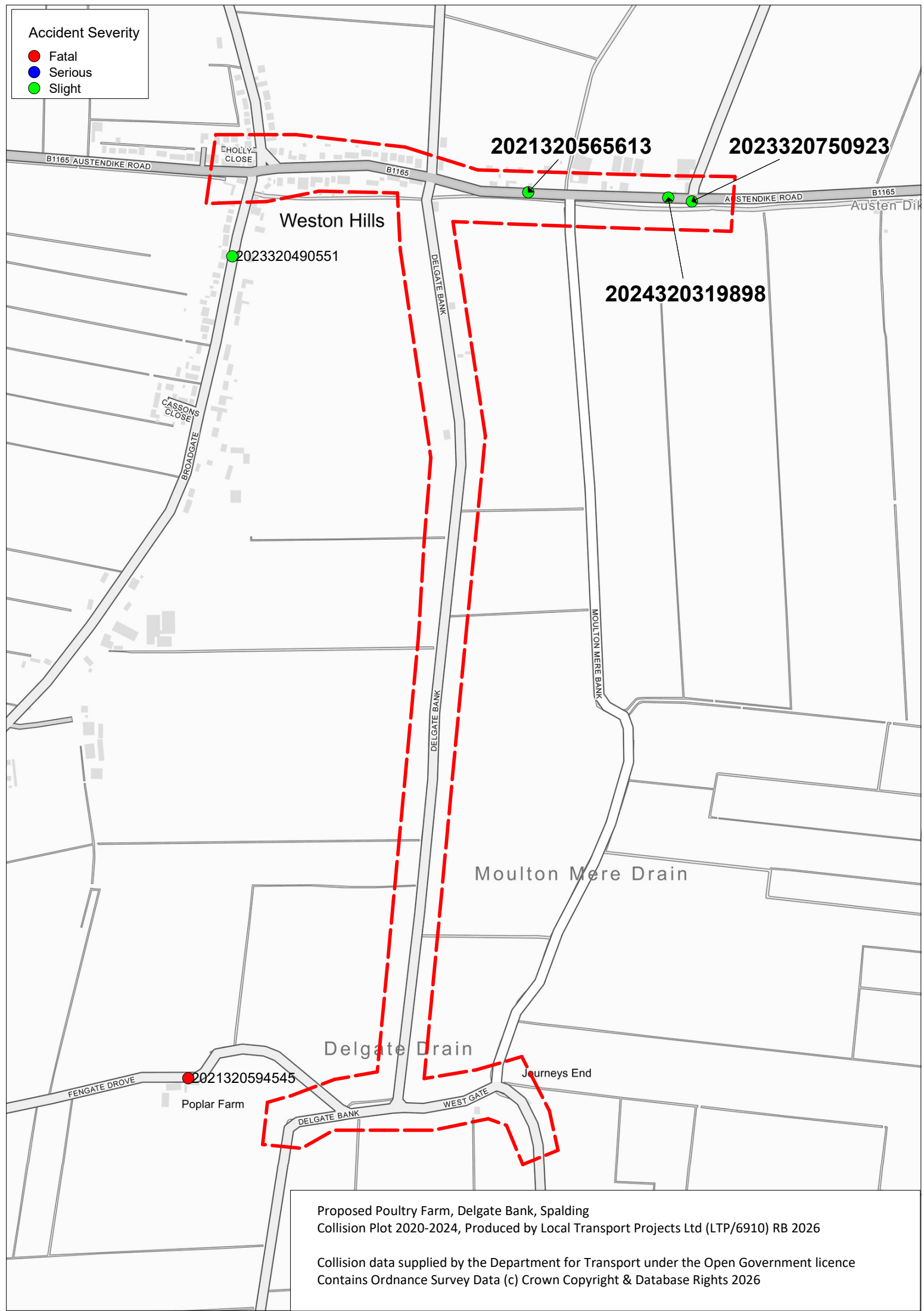
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Drawing number					
Project	Job	Drawing	Sheet	Revision	
LTP/6910/	T1/	01	.01	0	

Appendix 3 – Collision Plot

Accident Severity

- Fatal
- Serious
- Slight



Proposed Poultry Farm, Delgate Bank, Spalding

Collision Plot 2020-2024, Produced by Local Transport Projects Ltd (LTP/6910) RB 2026

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