

Transport Statement

PREPARED FOR

Land at Pear Tree Hill Road

532615,317390

Grid Ref TF32611738

Whaplode Drove

Spalding

PE12 0SL

26th June 2025



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acorus.co.uk

PREPARED BY:

James Whilding

MRICS FBIAC

Managing Director

ADDRESS:

Acorus

Addlepool Business Centre

Woodbury Road

Clyst St George

Exeter

Devon

EX3 0NR

DIRECT LINE:

01392 873900

EMAIL:

planning@acorus.co.uk

Transport Statement

1. Introduction

- 1.1 This Transport Statement has been prepared to provide a proportionate assessment of the transport implications associated with the proposed development, taking into account its nature and scale.
- 1.2 The statement outlines the development proposals, including the design layout, access arrangements, and scale of operation. It also provides an assessment of anticipated vehicular trip generation and the resultant impact on the local highway network.

2. Baseline Conditions

- 2.1 Access to the site is proposed via Pear Tree Hill Road Lane, which lies to the east of the development site. Travelling north from the site, this road connects with Jekils Bank, providing further connectivity to Moulton Chapel and the A16, with Spalding to the north and Peterborough to the south.
- 2.2 There is currently no existing field access from Pear Tree Hill Road. A new site entrance will therefore be constructed onto this unclassified highway. This access point will offer adequate forward visibility for safe stopping, in line with the Manual for Streets standards. As the road has a national speed limit of 60mph, visibility splays of 215 metres in both directions will be achievable.
- 2.3 Crashmap data indicates there have been no road traffic incidents along Peartree Hill Road and the junction with Chapel Hill in the last 5 year. In July 2017, incident details indicate an accident of slight severity involving one vehicle.
- 2.3 Within the development, sufficient hardstanding and concrete surfacing will be provided to facilitate on-site parking, manoeuvring, and the ability for all vehicles to exit in a forward gear.
- 2.4 A bridleway exists to the south of the site; however, this route will remain unaffected by the proposed development.

3. Assessment of Traffic Impact

3.1 The development proposal comprises 12 poultry houses with capacity for approximately 552,120 birds. Based on a 7-week crop cycle, it is anticipated that seven crop cycles will be completed per year, yielding an annual output of approximately 3.87 million birds.

3.2 Traffic generation from such a facility is relatively predictable due to the regularity of the crop cycle. Anticipated movements include:

- Delivery of day-old chicks
- Delivery of feed, bedding, and gas
- Collection of birds at the end of each cycle
- Removal of spent litter
- Staff and operational worker travel

3.3 The facility will generate approximately 206 HGV or tractor/trailer movements per crop, equivalent to 412 two-way movements. A typical weekly breakdown is as follows. Due to the operational characteristics of the poultry enterprise, it is not feasible to provide an accurate daily average, as movements are clustered around specific activities within the production cycle.

	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7
Gas	1	1	0	0	0	0	1
Bedding	0	0	0	0	0	0	16
Chicks in	11	0	0	0	0	0	0
Feed	8	16	16	20	12	8	0
Birds out	0	0	0	0	14	55	0
Waste Litter	0	0	0	0	0	0	26

3.4 On average, the site will generate 2–3 trips per day. Week 6 represents the peak period for HGV activity due to bird collection and site cleanout operations, with a maximum of 9 trips per day (equivalent to 18 two-way vehicle movements).

3.5 While the development will result in additional HGV traffic, the overall volume is relatively low and spread over a defined cycle. As such, the development is not expected to have a material impact on the safety or efficiency of the local highway network.

4. Mitigation Measures

- 4.1 Other than the formation and maintenance of the new site access and associated visibility splays, no highway mitigation measures are deemed necessary. The proposal does not raise any road safety concerns that would warrant further intervention.

5. Impact Significance and Conclusion

- 5.1 The transport impacts of the proposed development are not considered severe. Therefore, it is concluded that there are no highway grounds on which to object to the development.

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