



# Transport Statement

Proposed Change of Use of Agricultural Buildings to  
B2 (General Industrial) and B8 (Storage &  
Distribution)

Ridgeway Foods, Kittle Hill Poultry Farm, Kittle, Swansea, SA3 3JQ

October 2022 – SA45712\_TS1\_Issue 1.0



**BERRYS**

T: 01743 271697 | E: shrewsbury@berrys.uk.com | berrys.uk.com

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## APPLICANTS DETAILS

Ridgeway Foods

## ISSUED AND APPROVED BY

Richard Harman

IEng FIHE

Partner & Head of Engineering

## PROJECT

Transport Statement for proposed change of use of agricultural buildings to B2 (General Industrial) and B8 (Storage & Distribution)

## DOCUMENT REFERENCE AND VERSION

SA45712\_TS1\_Issue 1.0

## BERRYS

Beech House

Anchorage Avenue

Shrewsbury Business Park

Shrewsbury

SY2 6FG

01743 271697

[berrys.uk.com](http://berrys.uk.com)

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## 1. Introduction

- 1.1 This report has been prepared with respect to a planning application for a proposed change of use of existing agricultural buildings at Ridgeway Foods, Kittle, to B2 General Industrial and B8 Storage & Distribution uses. The site location is indicated in Figure 1 below.

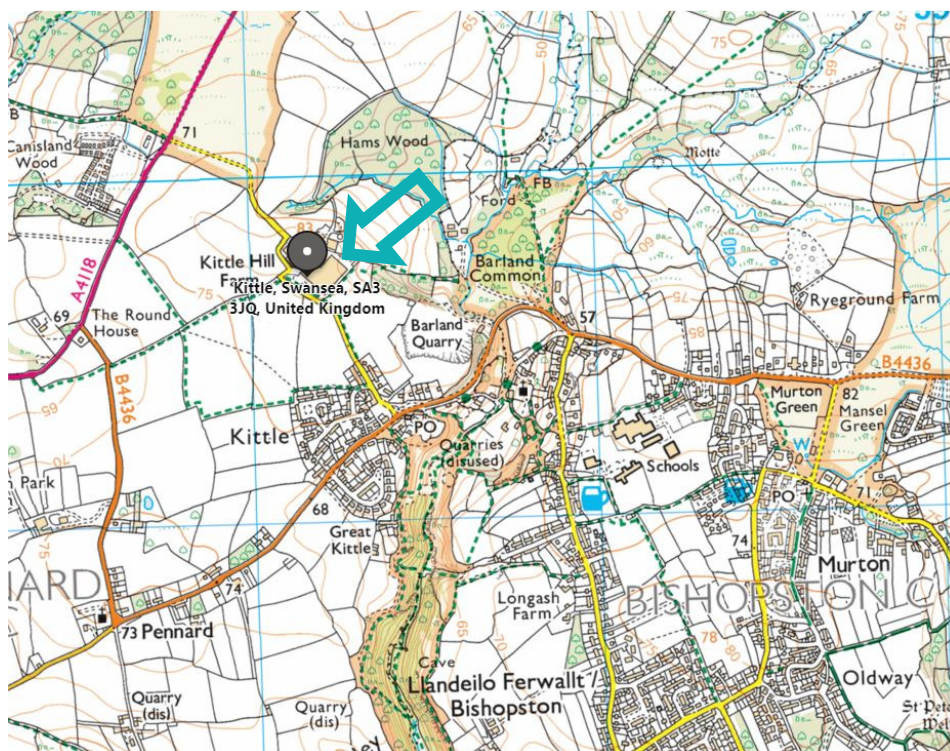


Figure 1: Location of the proposed change of use at Ridgeway Foods, Kittle Hill Poultry Farm, Kittle, SA3 3JQ (map credit: Ordnance Survey 2022).

- 1.2 The site contains a total of 4 buildings which are subject to the proposed change of use. The buildings are grouped together on the site and are surrounded on the west, north and eastern sides by operational concrete hard standings. Figure 2 shows an overview of the site layout. The existing agricultural use comprises of the production and packaging of eggs; the facility produces in the order of 2.5 million eggs per week from approximately 400,000 egg laying hens. The applicant wishes to cease the existing agricultural use in response to upcoming changes in EU legislation and is therefore seeking an alternative use for the site and buildings, which will soon be otherwise rendered as redundant for poultry uses.



Figure 2: Extract of site location plan, showing existing agricultural buildings subject to the proposed change of use.

- 1.3 This Transport Statement aims to demonstrate to the Local Planning Authority (LPA) that the proposed development is appropriately located from a transportation perspective and will provide safe and sustainable access for its future occupants/users, without impacting upon the safety of the public highway or creating wider traffic issues. This report should be read in conjunction with the other supporting planning documents and drawings submitted as part of the planning application. This Transport Statement has been produced in accordance with the Planning Policy Wales Technical Advice Note (TAN) 18: Transport, and Planning Policy Wales Chapter 4 – Active and Social Places, and also the Wales Transport Strategy 2021.
- 1.4 This Transport Statement has been prepared by Richard Harman, an Incorporated Engineer and a Fellow of the Institute of Highway Engineers, with over 20 years' industry experience of working in both the public and private sectors.

- 1.5 This report (including any attachments) has been prepared with care and due diligence in relation to the proposed change of use at Ridgeway Foods, Kittle, and solely for the purpose for which it is provided. Unless we provide express prior written consent, no part of this report should be reproduced, distributed or communicated to any third party. We do not accept any liability if this report is used for an alternative purpose from which it is intended, nor to any third party in respect of this report.

## 2. Site Access and Sustainability

### Access and the Road Network

- 2.1 The application site is located on the eastern side of Kittle Hill Lane, a lower order road linking the A4118 to the north to B4436 at Kittle. We understand that a routing agreement is in place for the existing site use and was set out in the Travel Plan submitted under the planning reference number 2016/0197. The routing agreement requires all heavy commercial traffic associated with the poultry site to travel from the junction with the A4118 at Fairwood, traveling to/from the direction of Upper Killay located to the north. This is shown in Figure 3 below. There are no proposals to alter this arrangement, so we propose that further appropriate planning controls are placed on the site should the LPA be minded to approve this application.

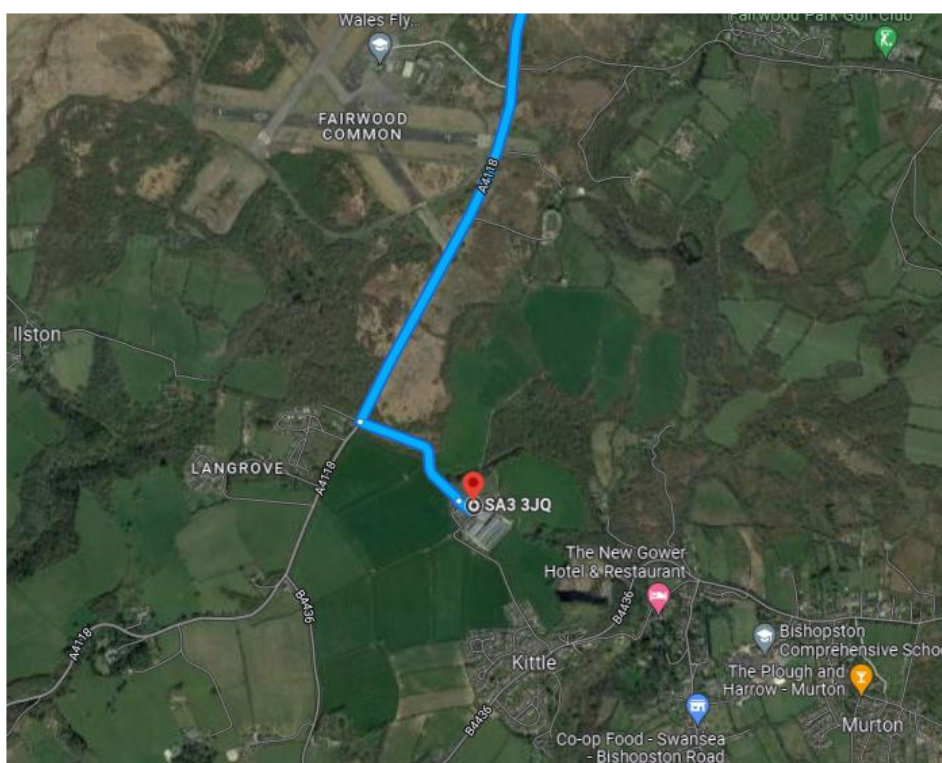


Figure 3: Routing for all commercial traffic movements accessing the site associated with the proposed change of use (map credit: Google Maps 2022).

2.2 Kittle Hill Lane to the south of the site leads to the village of Kittle and B4436. The majority of this route has constrained single-track road widths without passing places, so is not suitable for commercial traffic movements. Consequently, a 1.5T weight limit (except for access) is in force along Kittle Hill Lane to prevent commercial traffic from using this route to access the B4436.

2.3 To the north of Kittle Hill Poultry Farm Kittle Hill Lane has a nominal width of 5.5m to 6.0m. This width therefore allows two-way traffic movements between the site and the junction with the A4118, which is located just 0.6km from the site. There are a series of tight bends, snaking around the adjacent Kittle Hill Farm. Whilst two-way traffic flows are maintained around these bends, they have the effect of reducing and controlling local traffic speeds. Figure 4 below shows a typical view along Kittle Hill Lane through these bends.



Figure 4: Site image looking in a northbound direction along Kittle Hill Lane at a point north of Kittle Hill Farm.

2.4 Kittle Hill Lane meets the A4118 at a conventional priority T-junction within a 40mph speed limit. The junction has a mouth measuring approximately 7m at the kerb tangent points and is marked with two traffic lanes and therefore the junction allows two-way traffic movements. Figure 5 shows a site image of the junction. Visibility splays at this junction have been assessed to conform with the requirements of the Manual for Streets 2 for a 40mph speed limit, measuring 2.4m by 79m, as shown on the plan in Appendix A.



Figure 5: Site image looking in a northbound direction along Kittle Hill Lane towards the junction with the A4118.

- 2.5 The A4118 is a two-lane all-purpose principal road, which connects the site with the wider road network. The route connects with the A483 approximately 12km to the west at Swansea, which in turn leads to the M4 and the A465. Therefore, we consider that despite the rural site location, road network connectivity is favourable.
- 2.6 The site access is located on the outside of a bend in Kittle Hill Lane. The site access is a wide concrete access apron which runs a total distance of approximately 30m across the site frontage. This leads to a yard area and circulation space at the front of the site ahead of the access gates and allows large vehicles to pull fully off the highway and wait to access the site. Figure 6 shows a view of the site frontage. Due to the wide access apron, vehicles will leave the site at multiple locations. Inter-visibility of approaching traffic from Kittle Hill Lane is good and we estimate that traffic speeds are controlled to around 20mph due to the adjacent bends in the lane. To the west of the access, as the most westerly point vehicles leave the apron (and therefore the shortest potential splay length) a visibility splay of 2.4m x 25m is available up to the adjacent sharp bend in the lane. This distance increases to 35m at the most eastern exit point of the access apron. Looking north of the access, visibility splays measuring at least 2.4m x 55m are available. The observed visibility splay measurements are in accordance with the requirements of the Manual for Streets 2 for the prevailing traffic conditions.



Figure 6: Google Maps image looking east along Kittle Hill Lane showing the site access apron.

### **Parking**

- 2.7 The existing buildings are sited within substantial areas of existing concrete hardstanding, which have been set out for the present intensive poultry use, which involves regular daily articulated heavy goods vehicle (HGV) movements for transporting birds, feed and eggs. Therefore, the existing site layout will serve as an appropriate parking and service yard area for parking/turning and loading/unloading of vehicles suitable for a multitude of uses. The drawings in Appendix B show site images of the existing yard areas, the available parking spaces, and swept path movements.
- 2.8 As shown in Appendix B, the site has an existing car park located near the site access and existing office, plus there are other spaces around the site which are suitable for staff and visitor parking. A total of 3 visitor spaces are provided at the site frontage, plus at least 27 staff or visitor spaces are available within the gated site area. Further spaces are available throughout the site, should there be an additional need for the storage of vehicles or overflow parking. All vehicles entering and leaving the site can travel in a forward gear, as there are adequate existing turning areas located on the concrete yards. Additional yard space is available around the site for loading around the buildings.

### **Network Traffic Flows**

- 2.9 No traffic count data is available for Kittle Hill Lane, however traffic flows are considered to generally be low and two-way flow is maintained. We are not aware of any capacity issues on the nearby local road network. A Department for Transport traffic count point referenced 70060 is available on the A4118 at Fairwood Common, approximately 1.5km north of the junction with Kittle Hill Lane. The estimated traffic flow for 2021 shows a two-way figure of 6859 vehicles per day, of which 82 were HGVs (1.2%). These figures are typical of a single carriageway principal road. A copy of the traffic count data can be found in Appendix C.

### **Road Safety**

- 2.10 We have obtained the most recent available five-year road traffic personal injury collision data for the road network surrounding the site from Crashmap.co.uk. A search area has been selected which includes all of the northern section of Kittle Hill Lane between the site and the A4118, and a 0.5km radius from the junction between Kittle Hill Lane and the A4118. No collisions have been reported within the selected search area. However, we have noted that a group of three slight injury collisions have been recorded at the southern end of Kittle Hill Lane at the junction with the B4436. Whilst these are not on the agreed commercial traffic route to the site, as there is a potential for staff associated with the site to travel along the lower section of Kittle Hill Lane we have therefore obtained and reviewed the collision reports. The locations of the recorded collisions and the relevant collision reports are shown in Appendix D.
- 2.11 The recorded collisions all occurred at the simple T-junction between Kittle Hill Lane and the B4436 Pennard Road, which is subject to a 30mph speed limit and is within the street lit urban area of Kittle. In reviewing the collision reports, all three incidents involved vehicles turning right in or out of the junction. All three collisions occurred in daylight, with two in fine and dry weather conditions and one in the rain with a wet or damp road surface. One incident involved a pedal cycle casualty, and another involved a motorcycle casualty.

2.12 The junction is located at a crest of an incline on the outside of a bend in Pennard Road. Visibility of the west and east junction approaches is restricted along Pennard Road by the local road alignment and some of the adjacent boundary features, so this may have been a factor in these incidents. However, as the junction is located within the village 30mph speed limit, we consider that drivers should have sufficient forward visibility available with the Manual for Streets stopping sight distance envelope. Therefore, it may be the case that other factors such as excessive speed or driver impairment may have influenced one or more of the collisions. Given that the majority of traffic accessing the site will use the northern section of Kittle Hill Lane and the A4118, these collisions do not appear to be significant.

### **Sustainability and Transport**

2.13 Planning Policy Wales (PPW) Edition 11 supports the reuse of materials and buildings for diversification, both from the perspective of supporting the rural economy (section 5.6.), and to reduce carbon consumption through the reuse of existing resources, which is an ongoing theme through chapter 5 of the policy. The buildings therefore have the potential to meet these parts of PPW by providing opportunities for employment within the local rural area and through securing a long-term sustainable use for the existing buildings.

2.14 The site is located within a short travel distance from many villages and settlements, with the following areas being located within a 5km radius of the site: Killay, Upper Killay, Mumbles, Bishopton, Kittle, Pennard, and Southgate. Consequently, there is a reasonably significant number of people living locally to the site which may benefit from employment opportunities, or potential premises for small and/or start-up businesses.

2.15 Considering the above nearby settlements, we consider that travel to the site by bicycle may be feasible for many people. Cycle parking can be accommodated inside the buildings.

2.16 A local bus route number 14 operates along the B4436 corridor at Kittle and connects Southgate, Pennard to the west and Swansea city centre to the east. Services run at regular intervals throughout the day and a stop is available at The Beaufort Arms, which is a 7-minute walk from the site.

2.17 A further bus route numbered 117/118 operates along the A4118 corridor to the north, which connects further outlying Gower Peninsula settlements to the west with Swansea city centre to the west. Services run at approximately hourly intervals throughout the day and a stop is available at Cannisland Park, which is a 8-minute walk from the site.

- 2.18 Considering the development type and the above more sustainable forms of transportation on offer, we are of the view that the site is located sustainably for the proposed use and meets the requirements of PPW.

#### Public Rights of Way

- 2.19 There are existing public footpaths passing around the southern perimeter of the site area, as shown in Figure 7. These pass around the outside of the site perimeter fence and at no point pass through the site. These routes are therefore not affected by the proposed change of use.



Figure 7: Ordnance Survey map showing the existing public footpath routes passing around the southern perimeter of the site.

### 3. Development Traffic

#### Baseline Traffic

- 3.1 The existing buildings are used for the production and packaging of eggs, with a combined capacity of approximately 400,000 egg laying hens, producing 2.5 million eggs per week. This function would completely cease as a result of the proposals.
- 3.2 Typically, the existing poultry enterprise operates on a 6-monthly cycle, with the removal and replacement of birds taking place twice a year over a period of 2 – 3 weeks. Regular traffic movements associated with the transport of eggs, removal of waste, delivery of feed etc. are ongoing throughout each cycle. Although additional traffic movements are generated during the removal and arrival of birds at the end and beginning of each cycle, many of these movements are offset by a reduction in egg and waste production etc. It is therefore considered that the typical weekly movements are a robust representation of the peak operation of the site.
- 3.3 For the purposes of assessing the proposed use against the existing use, the peak weekly traffic movements associated with the existing operational site use are presented in Figure 8, below. A detailed breakdown of the calculations can be viewed in Appendix E. As can be seen in the figures, a total of 170 2-way vehicle movements are generated over a 7-day period, of which 30 movements per week are by HGVs. The existing use generates an average of 24 2-way movements per day.

| BASELINE - WEEKLY MOVEMENTS | Vehicle type      | 2-way movements: |
|-----------------------------|-------------------|------------------|
| Eggs out                    | Artic HGV         | 14               |
| Feed in                     | Artic HGV         | 13               |
| Manure out                  | Tractor & Trailer | 20               |
| Packaging in                | Artic HGV         | 2                |
| Waste out                   | Artic HGV         | 1                |
| Deliveries                  | Car or Van        | 15               |
| Staff                       | Car or Van        | 105              |
| <b>TOTAL</b>                |                   | <b>170</b>       |

Figure 8: Poultry Enterprise baseline peak weekly 2-way traffic movements (7 day week). 2-way movement means one combined arrival and departure from the site, or vice versa.

### Development Traffic

- 3.4 The applicant has not yet identified any potential prospective tenants for the site, but the existing steel framed buildings lend themselves to various potential uses. We consider that a site of this layout and size would be appropriate for either a single operator of a use associated with the warehousing and storage of goods, or possibly light industrial uses including assembly of products or building materials. An alternative use could be as around 5 smaller separate units providing accommodation for smaller and start-up businesses covering a multitude of different uses encompassing light industrial, vehicle repairs and automotive engineering, web sales and/or wholesale of goods, and uses associated with the building trade or agriculture. Having reviewed the availability of vacant commercial property within the Swansea locality, there does not appear to be many smaller commercial units available, suggesting there is a demand for smaller units. Considering the rural location, we consider that the site is unlikely to attract an intensive storage and distribution type company.
- 3.5 Given that the profile of the end user(s) for the site is presently unknown, we have therefore assessed two contrasting scenarios whereby the site is used by a single operator, or alternatively, the buildings are split and let separately to smaller or start-up type businesses. The predicted weekly traffic movements for both scenarios are presented in Figures 9 & 10 below and a detailed breakdown of the first-principles calculations can be viewed in Appendix E.

| PROPOSED USE (Single Site Operator) - WEEKLY MOVEMENTS | Vehicle type | 2-way movements: |
|--|--------------|------------------|
| Employees  | Car or van   | 120              |
| Goods in or out  | HGV          | 20               |
| Deliveries or collections                              | Vans         | 20               |
| <b>TOTAL</b>   |              | <b>160</b>       |

Figure 9: Proposed weekly development traffic 2-way movements (5-day week) for the proposed change of use for a single site operator.

| PROPOSED USE (Multiple Businesses) - WEEKLY MOVEMENTS | Vehicle type | 2-way movements: |
|---|--------------|------------------|
| Employees   | Car or van   | 150              |
| Goods in or out                                       | HGV          | 25               |
| Deliveries or collections                             | Vans         | 100              |
| <b>TOTAL</b>  |              | <b>275</b>       |

Figure 10: Proposed weekly development traffic 2-way movements (5-day week) for the proposed change of use for multiple individual smaller businesses.

- 3.6 As can be seen from Figure 9, the use of the site by a single operator would likely result in an overall slight reduction in total weekly traffic movements to the site compared with the existing use. However, it should be noted that the existing use is a 24-hour operation, with traffic movements spread across seven days, whereas it is expected that the proposed uses will likely operate a normal five-day working week with movements generally taking place between 08:00 and 18:00. The profile of vehicle movements is also likely to shift towards a lower number of HGV movements over a week. This assessment has been made on the basis of a single operator occupying the site for the manufacturing, storage and distribution of goods, which we consider as a typical use for buildings of this scale.
- 3.7 Should the buildings be let to multiple individual small businesses, this is likely to result in the potential for an increased peak number of weekly traffic movements if all units are occupied. We estimate that multiple occupations could generate a total of 275 weekly 2-way movements, however the number of HGV movements is likely to reduce compared with the existing use. Furthermore, the profile of HGVs is likely to shift towards smaller rigid vehicles, compared with the existing use which is reliant upon articulated HGVs.
- 3.8 Taking the multiple site operators seen in Figure 10 as a worst-case scenario, the proposed use would likely generate a generally lighter profile of vehicle movements, with an increase in vans/light goods vehicles accounting for the increased daily average traffic movements. In terms of heavy traffic movements, the daily average traffic movements will likely remain similar to existing, with 1-2 daily HGV movements anticipated, with a shift towards smaller rigid vehicles.
- 3.9 Considering the established site use and that the assessment of the road network serving the site has not raised any particular concern, we are of the opinion that the proposed change of use should not raise any particular concern. We consider that the proposed traffic movements can be accommodated on the network without leading to any highway safety or capacity issues.

## 4. Conclusions

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- 4.1 This Transport Statement has considered the proposed change of use of existing agricultural buildings at Kittle Hill Poultry Farm, Kittle, SA3 3JQ, to B2 (General Industrial) and B8 (Storage & Distribution).
- 4.2 The site is accessible by HGVs from the north via Kittle Hill Lane and the A4118, and has an existing access that has been constructed for regular use by heavy goods vehicles (HGVs) and agricultural vehicles. The site is subject to an existing HGV routing agreement, which will also be required for the proposed uses due to the constrained nature of Kittle Hill Lane to the south. Turning movements and visibility have been assessed at the site, which are considered to be satisfactory to accommodate the proposed use. Ample parking and circulation space for all vehicles is available within the site.
- 4.3 The proposed development will provide employment opportunities within the local rural area and make use of existing buildings. More sustainable transport options are available for future employees at the site in the form of cycle trips or using the local bus services which stop a short walk from the site. Overall, the development is considered to be sustainable in accordance with the requirements of the PPW.
- 4.4 We have assessed the potential development traffic on the basis of two differing potential scenarios; a single site operator, or multiple individual smaller businesses. Proceeding with the latter as a worst case scenario, these are likely to generate a total of 275 2-way traffic movements over a five day working week, with around 25 of these movements being by HGVs. The development is predicted to generate an overall lighter profile of vehicle movements to the site, with a similar level of daily heavy traffic movements to existing (up to 5 2-way movements per day), and an overall increase in light vehicle movements to the site. However, the HGV movements are likely to be made up of smaller rigid vehicles, compared with the existing reliance upon articulated HGVs. Overall, around 55 2-way vehicle movements per day are anticipated to be generated by the development once fully occupied, as a worst-case scenario. We consider that the additional light traffic movements generated by the development can be accommodated without leading to any road safety or capacity issues on the surrounding network. Furthermore, the shift towards generally lighter traffic movements will provide betterment compared with the existing situation.

## APPENDIX A – Kittle Hill Lane and A4118 Visibility Assessment

Drawing number SA45712-BRY-ST-PL-C-0001 – A4118 Junction Visibility



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| PROJECT: | Kittle Poultry Farm       |
| DRAWING: | A4118 Junction Visibility |

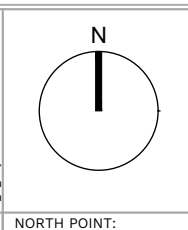
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**BERRYS**

BEECH HOUSE  
SHREWSBURY BUSINESS PARK  
SHREWSBURY  
SHROPSHIRE  
SY2 6FG

TEL: 01743 271697  
shrewsbury@berrys.uk.com  
www.berrys.uk.com

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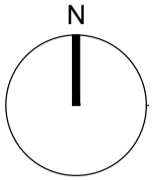
## APPENDIX B – Site Parking and Swept Path Movements

Drawing numbers SA45712-BRY-ST-PL-C-0002 and SA45712-BRY-ST-PL-C-0003 –  
Site Parking and Swept Path Movements.



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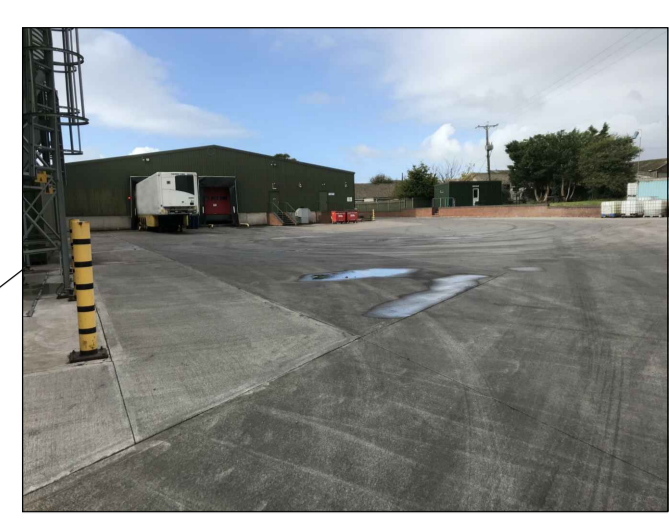
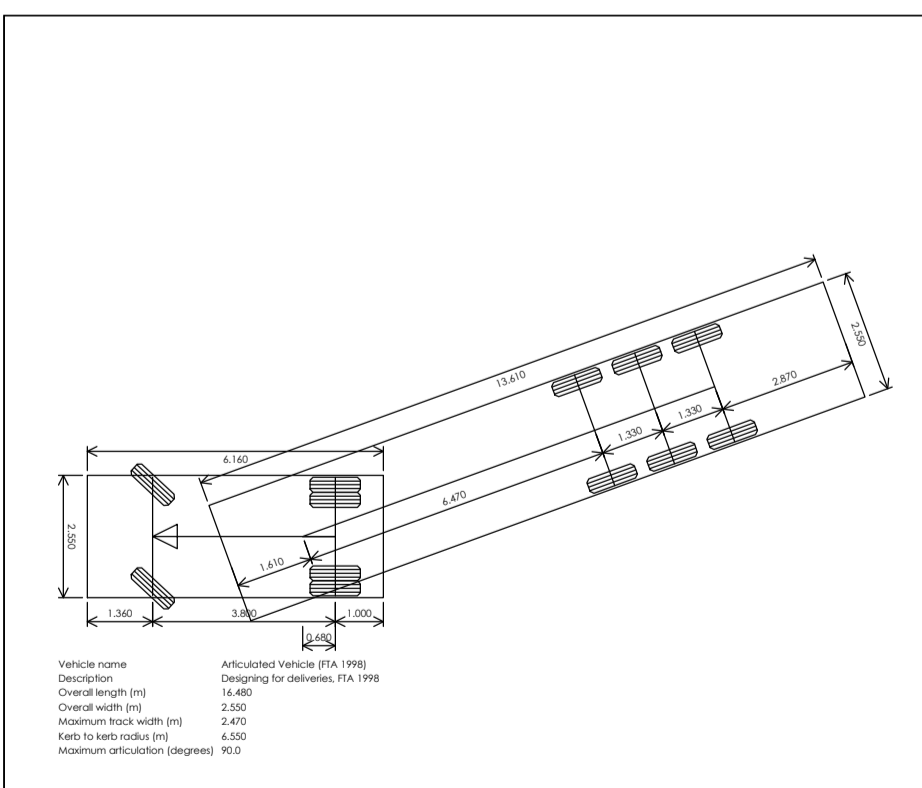
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Ridgeway Foods Limited

PROJECT:  
Kittle Hill Poultry Farm

DRAWING:  
Parking and Articulated HGV Swept Path Movements

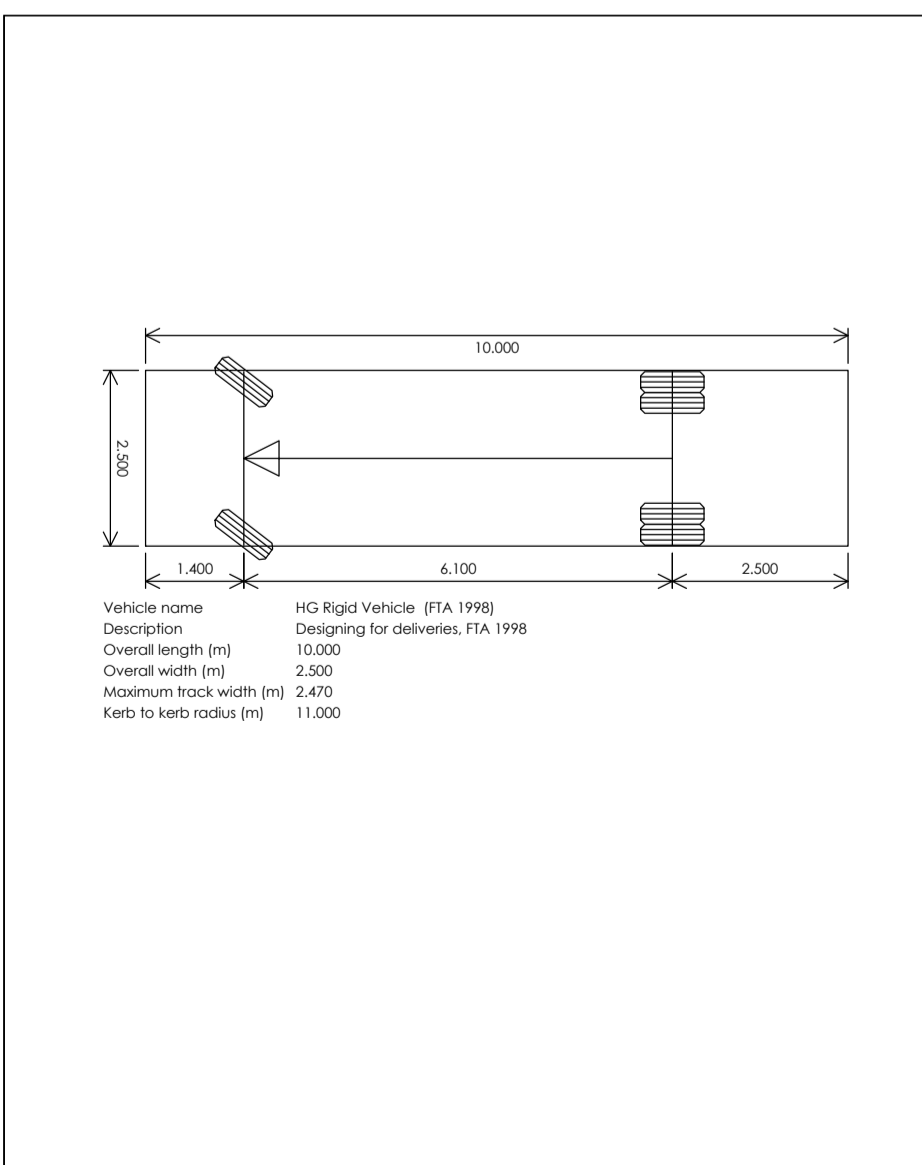
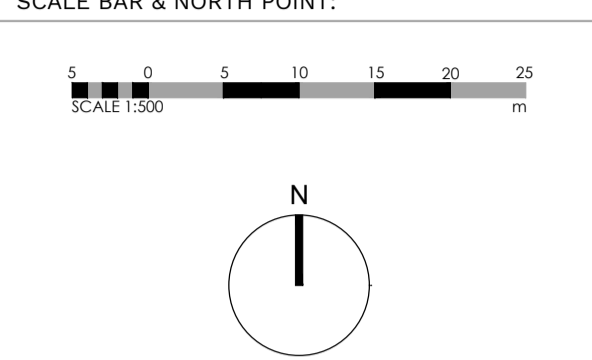
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STATUS: **PLANNING**

CLIENT:  
Ridgeway Foods Limited

PROJECT:  
Kittle Hill Poultry Farm

DRAWING:  
Parking and Rigid HGV Swept Path Movements

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## APPENDIX C – A4118 Traffic Data

[Traffic statistics](#) > [Manual count points](#) > 70060

Manual count points

**Site number: 70060**

### Site details

|                     |                          |
|---------------------|--------------------------|
| Region              | <a href="#">Wales</a>    |
| Local authority     | <a href="#">Swansea</a>  |
| Road name           | A4118                    |
| Road classification | 'A' road                 |
| Managed by          | Local authority          |
| Road type           | Major                    |
| Start junction      | B4436                    |
| End junction        | B4296                    |
| Link length         | 5.90km (3.67 miles)      |
| Easting, northing   | 257350, 191300           |
| Latitude, longitude | 51.60242100, -4.06115480 |

### Location

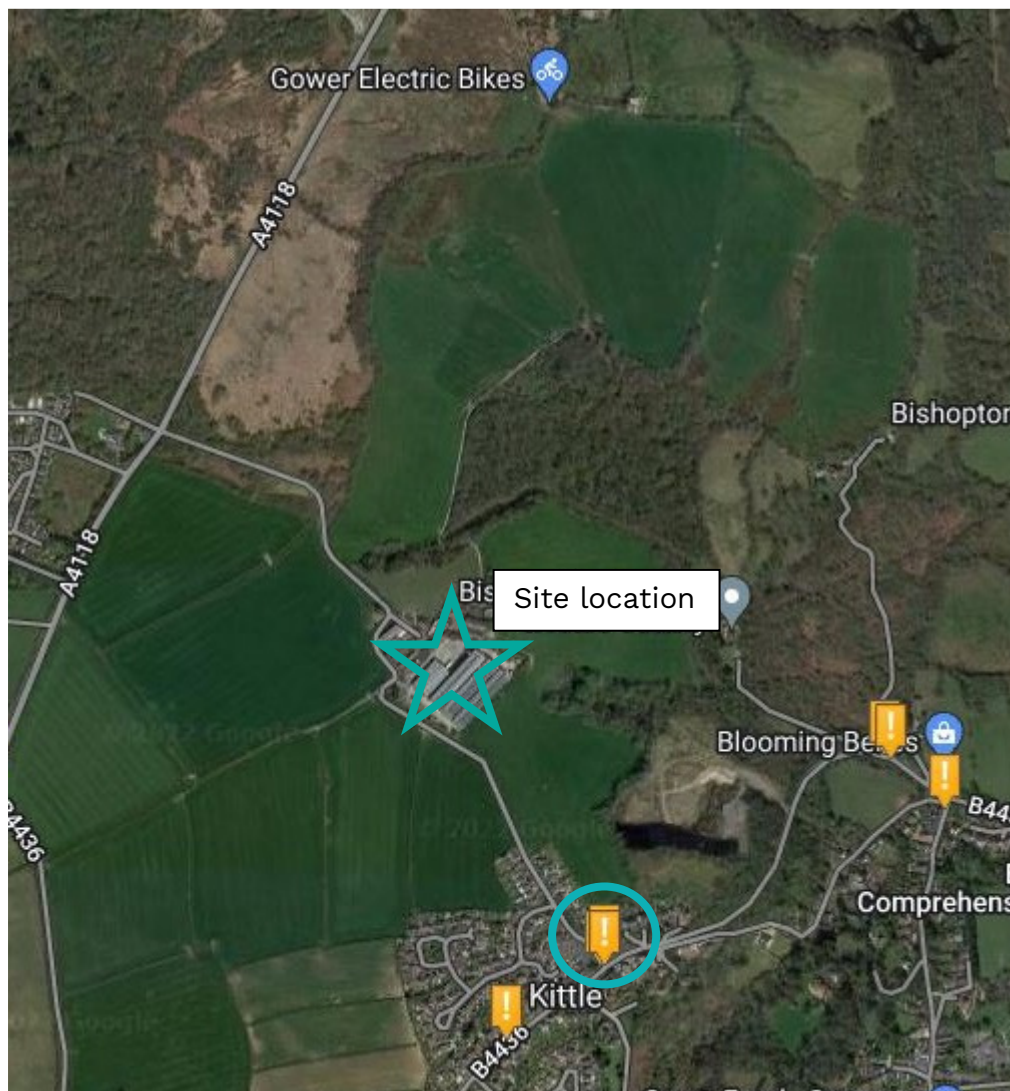


### Annual Average daily flow

| Year | Count method                                      | Pedal cycles | Two wheeled motor vehicles | Cars and taxis | Buses and coaches | Light goods vehicles | Heavy goods vehicles | All motor vehicles |
|------|---|--------------|----------------------------|----------------|-------------------|----------------------|----------------------|--------------------|
| 2021 | Estimated using previous year's AADF on this link | 50           | 33                         | 5670           | 27                | 1047                 | 82                   | 6859               |
| 2020 | Estimated using previous year's AADF on this link | 67           | 32                         | 5185           | 23                | 914                  | 76                   | 6230               |
| 2019 | Estimated using previous year's AADF on this link | 52           | 43                         | 7101           | 36                | 1068                 | 85                   | 8332               |

## APPENDIX D – Crashmap Data

Latest five-year personal injury collision data on the access route, obtained from Crashmap.co.uk.



## APPENDIX E – Proposed Traffic Movement Calculations

| CALCULATION SHEET  |   | BERRYS                         |                        |
|--|---|--------------------------------|------------------------|
| <b>Project Number:</b>   | SA45712   | <b>Site:</b>                   | Ridgeway Foods, Kittle |
| <b>Calcs by:</b>   | RSH   | <b>Status (Prelim/Final)</b>   | Final                  |
| <b>Checked by:</b>   | RSH   | <b>Date:</b>                   | Oct-22                 |
|  |   | <b>Page X of</b>               |                        |
|  |   | <b>Y:</b>                      |                        |
| Design Element: Proposed change of use traffic movements, all movements 2-way. |   |                                |                        |
| Ref  | Calculations  | Remarks/Output                 |                        |
|  | <b>Kittle - Baseline Traffic Movements</b>  |                                |                        |
|  | <b>Eggs out (HGV)</b>   |                                |                        |
|  | 2 per day, 7 days a week  | 14 HGV movements               |                        |
|  | <b>Feed In (HGV)</b>  |                                |                        |
|  | 13 per week, Mon to Fri   | 13 HGV movements               |                        |
|  | <b>Manure out (Tractor &amp; trailer)</b>   |                                |                        |
|  | 4 per day, 5 days a week  | 20 Tractor & trailer movements |                        |
|  | <b>Packaging in (HGV)</b>   |                                |                        |
|  | 2 movements a week  | 2 HGV movements                |                        |
|  | <b>Waste out (HGV)</b>  |                                |                        |
|  | 1 movement a week   | 1 HGV movement                 |                        |
|  | <b>Deliveries (Car or van)</b>  |                                |                        |
|  | 3 per day, Mon to Fri   | 15 car or van movements        |                        |
|  | <b>Staff (Car or van)</b>   |                                |                        |
|  | 15 per day, 7 days a week   | 105 car or van movements       |                        |
|  | <b>TOTAL WEEKLY PROFILE:</b><br>105 employee movements (car or van)<br>30 goods in or out (HGV)<br>20 manure out (Tractor & trailer)<br>15 deliveries or collections (vans)<br><b>Total weekly 2-way movements = 170</b><br>Daily average 2-way (7 day week) = 24 |                                |                        |

| CALCULATION SHEET  |   |                              | BERRYS |                  |  |
|--|---|------------------------------|--------|------------------|--|
| <b>Project Number:</b>   | SA45712   | <b>Site:</b>                 | Kittle |                  |  |
| <b>Calcs by:</b>   | RSH   | <b>Status (Prelim/Final)</b> | Final  | <b>Page X of</b> |  |
| <b>Checked by:</b>   | RSH   | <b>Date:</b>                 | Oct-22 | <b>Y:</b>        |  |
| Design Element: Proposed change of use traffic movements, all movements 2-way. |   |                              |        |                  |  |
| Ref  | Calculations  | Remarks/Output               |        |                  |  |
|  | <b>SINGLE SITE OPERATOR - WAREHOUSE / STORAGE</b>   |                              |        |                  |  |
|  | <b>Employee Movements (car or van)</b>  |                              |        |                  |  |
|  | 16 employees with 1.5 2-way movements each per day  | 120 employee movements       |        |                  |  |
|  | <b>Goods in or out (HGV)</b>  |                              |        |                  |  |
|  | 4 2-way HGV movements per day   | 20 HGV movements             |        |                  |  |
|  | <b>Delivery/Operational Movements (Vans)</b>  |                              |        |                  |  |
|  | 4 2-way van movements per day   | 20 van movements             |        |                  |  |
|  | <b>TOTAL WEEKLY PROFILE (SINGLE SITE OPERATOR):</b><br>120 employee movements (car or van)<br>20 goods in or out (HGV)<br>20 deliveries or collections (vans)<br><b>Total weekly movements = 160</b><br>Daily average (5 day week) = 32 |                              |        |                  |  |
|  | <b>MULTIPLE INDIVIDUAL SMALL BUSINESSES</b>   |                              |        |                  |  |
|  | (Assumed split to 5 separate buisnesses of different profiles)  |                              |        |                  |  |
|  | <b>Employee Movements (car or van)</b>  |                              |        |                  |  |
|  | 5 businesses with an average of 4 employees each (20 staff total) with 1.5 2-way movements each per day   | 150 employee movements       |        |                  |  |
|  | <b>Goods in or out (HGV)</b>  |                              |        |                  |  |
|  | 5 businesses with 1 HGV 2-way movements each per day  | 25 HGV movements             |        |                  |  |
|  | <b>Delivery/Operational/Customer Movements (car or vans)</b>  |                              |        |                  |  |
|  | 5 businesses with 4 2-way van movements each per day  | 100 van movements            |        |                  |  |
|  | <b>TOTAL WEEKLY PROFILE:</b><br>150 employee movements (car or van)<br>25 goods in or out (HGV)<br>100 deliveries or collections (vans)<br><b>Total weekly movements = 275</b><br>Daily average (5 day week) = 55                       |                              |        |                  |  |