

Mains of Dhuloch, Stranraer – Proposed Egg Production Facility

784-B067657

Transport Statement

Revision 01

December 2024

Aitken Turnbull Architects Limited



The Cube, 45 Leith Street, Edinburgh, EH1 3AT

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1.0 Introduction

1.1 Background

- 1.1.1 Tetra Tech (TT) has been appointed by Aitken Turnbull Architects Limited to provide transport advice in relation to a proposed egg production facility at Mains of Dhuloch, located on the Rhins of Galloway peninsula.
- 1.1.2 The proposed facility will be located to the south and west of the existing farmstead.
- 1.1.3 Its location is shown in **Plan 1**, in both a local and wider context.
- 1.1.4 Scoping discussions have taken place with Dumfries & Galloway Council (D&GC); correspondence is provided in **Appendix A**. Their input is gratefully acknowledged.
- 1.1.5 The purpose of this Transport Statement (TS) is to evaluate the transport impacts of the proposals on the local road network.
- 1.1.6 This TS has been prepared solely in connection with the proposed facility. While every reasonable effort has been made to ensure its accuracy, use of the information contained herein by a third party for any other purpose is entirely at their own risk.

2.0 Existing Conditions

2.1 Existing Site

- 2.1.1 The site is located approximately 9km (straight-line distance) northwest of Stranraer town centre.
- 2.1.2 The extent of the entire application site is around 70ha which is currently being used for pastoral farming.
- 2.1.3 It is bounded by farmland, to the north, east and west. An Unnamed Road that runs between the C20W and the B798 forms its southern boundary.

2.2 Local Road Network

- 2.2.1 The key roads which might be utilised to access the proposed facility are shown in **Plan 2**. They are:
 - An unnamed road – which runs along the southern boundary of the proposed site;
 - The B738;
 - The B7043; and
 - The B798.

- 2.2.2 The characteristics of each of these roads is set out below.

Unnamed Road

- 2.2.3 The Unnamed Road runs in a general northeast – southwest direction, meeting the B738 to the west and merging with the B798 to the east.
- 2.2.4 This road is single track along its length.
- 2.2.5 Within the village of Leswalt the road is subject to a posted 20mph speed limit in the vicinity of the school. Outwith this, the road is subject to a posted 30mph speed limit and has street-lit footways along both sides. The width of this section of the road is approximately 6.0m.
- 2.2.6 Outside the village of Leswalt the road is subject to the national speed limit and the road width narrows to approximately 4.0m.

B738

- 2.2.7 The B738 runs in a general north – south direction, meeting the B798 to the north and the B7043 to the south.
- 2.2.8 The B738 is single track along its length and is subject to the national speed limit.
- 2.2.9 It is approximately 4.0m wide.

B7043

- 2.2.10 The B7043 runs in a general west – east direction, meeting the B738 to the west and the B798 to the east.
- 2.2.11 The B7043 is a two-way single carriageway road, with a width of approximately 6.0m.

2.2.12 Within the village of Leswalt the road is subject to a posted 30mph speed limit and has street-lit footways along both sides.

2.2.13 Outside the village, the road is subject to the national speed limit.

B798

2.2.14 The B798 runs in a general northwest – southeast direction, meeting the B738 to the north and the A718 to the south.

2.2.15 The B798 is a two-way single carriageway road, with a width of approximately 6.0m.

2.2.16 Within the village of Leswalt the road is subject to a posted 20mph speed limit in the vicinity of the school. Outwith this, the road is subject to a posted 30mph speed limit and has a street-lit footway along its northern side.

2.2.17 Outside the village, the road is subject to the national speed limit.

2.3 Site Accessibility

2.3.1 Given the rural nature and the remoteness of the proposed facility, it is not expected that employees would walk or cycle. It is to be noted, however, that a number of staff will live onsite at the existing agricultural houses.

2.3.2 The estimated distances to the nearest villages and towns are provided below:

- Leswalt – 4.5km;
- Kirkcolm – 7.7km; and
- Stranraer – 9.9km.

2.3.3 There is a local bus service that runs between Stranraer, Leswalt and Kirkcolm, Monday – Friday. However, this bus service does not pass the proposed site and so would not be expected to be used as a means to travel for staff or visitors.

2.3.4 In summary, the accessibility of the facility by walking, cycling and public transport is limited, but this is comparable to the Rhins of Galloway peninsula, as a whole.

3.0 Proposed Development

3.1 Development Proposals

- 3.1.1 The development proposals are for two large hen houses, together with associated dung stores and supplementary infrastructure works.
- 3.1.2 Each hen house will accommodate 64,000 chickens and have a footprint of approximately 6,400m², giving a combined footprint of 12,800m².
- 3.1.3 Each dung store will have a footprint of approximately 288m², giving a combined footprint of 576m².
- 3.1.4 The proposals will only utilise approximately 12.5ha of the entire site area.
- 3.1.5 The drawings for the proposed development are shown in **Appendix B**.

3.2 Access Strategy

- 3.2.1 The existing entrance from the unnamed road, described in **Section 2.2**, currently allows for the safe and unhindered access/ egress of farm related vehicles and, following some minor upgrade works, is considered adequate for the proposals.
- 3.2.2 The existing drive will act as an internal spine road for the proposals. It will also undergo some minor upgrade works.
- 3.2.3 Two separate spurs will be constructed off the spine road to service each hen house unit. A suitably sized turning area will be provided at each unit to accommodate large HGVs.
- 3.2.4 The upgrade works to the existing entrance are shown in drawing AT3887-P108, provided in **Appendix C**. The upgraded entrance will be designed to the appropriate standards and its width will be increased to 8m, which will then taper back to the width of the existing drive. The first 11m of the entrance will be tarmacked, with the remainder of the drive being made up of suitable granular material. Vehicle tracking of the upgraded entrance was carried out and is also provided in **Appendix C**.
- 3.2.5 The achievable visibility splays are unaffected due to the proposals, as the alignment of the entrance and surrounding road are unchanged. These existing visibility splays are considered adequate for the proposals as they currently allow for the safe and unhindered access/ egress of farm related vehicles.

4.0 Route Assessment

- 4.1.1 As will be outlined in **Section 5** of this report, on average seven Heavy Goods Vehicles (HGV) are expected to visit the site on a weekly basis.
- 4.1.2 It has been assumed the journey of HGVs to the A718/ B798 roundabout, using the trunk road network, would be without issue.
- 4.1.3 Thereafter, all the routes to the site require travelling along sections of single-track road.
- 4.1.4 An assessment of the routes was therefore carried out using aerial imagery from Google Maps and Google Earth Pro.
- 4.1.5 Three routes were investigated, as shown in **Plan 3**, and are described in detail below.
- 4.1.6 All three routes were assessed from the A718/ B798 roundabout to the proposed site.

4.2 Route A

- 4.2.1 Route A has an approximate length of 5.3km, with approximately 3.7km of the route travelling along a single-track road with limited passing places. The route is described as follows:
- Depart the A718/ B798 roundabout onto the B798;
 - Travel northwest along the B798 for approximately 1km;
 - Continue straight ahead at the B798/ B7043/ Unnamed Road staggered cross-roads;
 - Travel northwest along the Unnamed Road for approximately 4.2km; and
 - Turn right into the existing entrance to Mains of Dhuloch.
- 4.2.2 From a review of aerial and street view imagery this route was not considered viable, for the following reasons:
- After leaving the village of Leswalt the road climbs steeply by 70m over 1.27km. HGVs may struggle up this slope; and
 - Outside Leswalt village the road has a steep, sharp right-hand bend. HGVs may struggle to perform this manoeuvre.

4.3 Route B

- 4.3.1 Route B has a total approximate length of 9.6km, with approximately 3.5km of the route travelling along a single-track road with limited passing places. The route is described as follows:
- Depart the A718/ B798 roundabout onto the B798;
 - Travel northwest along the B798 for approximately 1km;
 - Turn right at the B798/ B7043/ Unnamed Road staggered cross-roads;
 - Travel north along the B798 for approximately 4.5km;
 - Bear straight onto the B738 at the B798/ B738 junction;
 - Travel southwest along the B738 for approximately 3.1km;
 - Turn left at the B738/ Unnamed Road junction;

- Travel southeast along the Unnamed Road for approximately 1km; and
- Turn left into the existing entrance to Mains of Dhuloch.

4.3.2 From a review of aerial and street view imagery this route is considered a viable option, for the following reasons:

- The entire B798 and approximately the first 250m of the B738 the road is of adequate width (approximately 6.0m) to allow the two-way flow of vehicles; and
- This route generally offers gentle gradients and good sight lines.

4.4 Route C

4.4.1 Route C has a total approximate length of 10.5km, with approximately 5.2km of the route travelling along a single-track road with limited passing places. The route is described as follows:

- Depart the A718/ B798 roundabout onto the B798;
- Travel northwest along the B798 for approximately 1km;
- Turn left at the B798/ B7043/ Unnamed Road staggered cross-roads;
- Travel west along the B7043 for approximately 4.2km;
- Bear straight onto the B738 at the B7043/ B738 junction;
- Travel north along the B738 for approximately 4.3km;
- Turn right at the B738/ Unnamed Road junction;
- Travel southeast along the Unnamed Road for approximately 1km; and
- Turn left into the existing entrance to Mains of Dhuloch.

4.4.2 From a review of aerial and street view imagery this route is also considered to be a viable option for the following reasons:

- This route generally offers gentle gradients and good sight lines.

4.5 Route Summary

4.5.1 As will be expanded upon in Section 5, the proposals will generate a low number of vehicle movements in absolute terms, and the probability of two HGVs/ large vehicles (such as a tractor) meeting each other are low. The additional movements generated by the proposals would not increase the probability of this happening in any meaningful way.

4.5.2 Route B has a total length of approximately 9.6km, with the first 6.1km of the route providing road widths that allows for the two-way flow of vehicles. Route C has a total length of approximately 10.5km, with the first 5.3km of the route providing road widths that allows for the two-way flow of vehicles. The remainder of both routes are effectively single-track road with informal passing places at entrances to driveways, farms, etc. The nature of both routes are reflective of the existing traffic flows which are low in absolute terms.

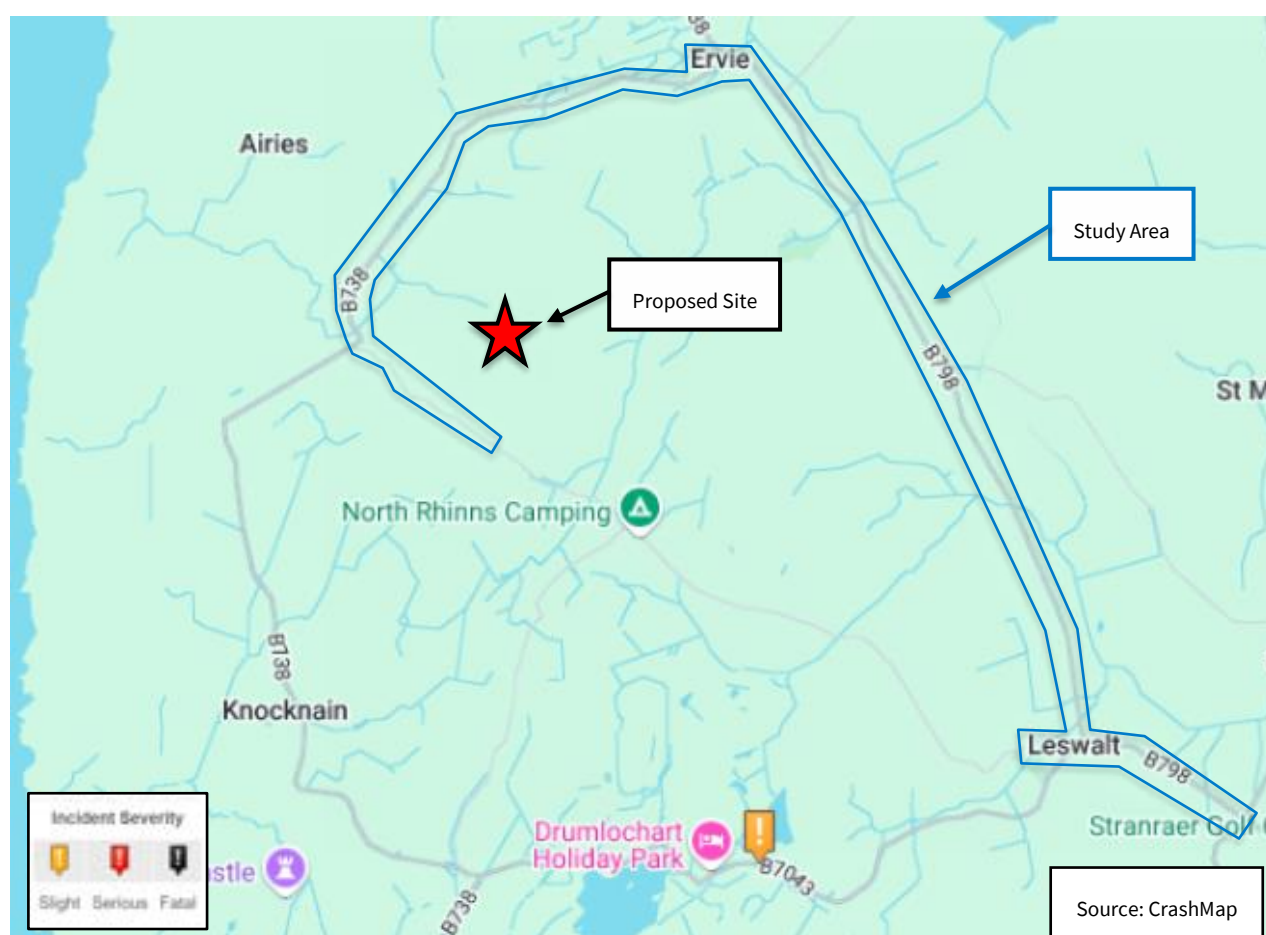
4.5.3 Route B is considered the most suitable option as it has the shortest section of that passes along single track roads. Delivery vehicles would therefore be advised to use this route when travelling to/ from the site.

- 4.5.4 Notwithstanding the above, it is considered that Route C could also be used by delivery vehicles if required for any reason.
- 4.5.5 It is considered that Route A is not appropriate given its restricted geometry, and deliveries would be advised not to use it.

4.6 Personal Injury Accident Review

- 4.6.1 After the route assessment exercise was completed Personal Injury Accident (PIA) data was obtained for the most suitable route (Route B) from the web resource CrashMap (www.crashmap.co.uk) for the most up to date 7-year period, namely 2016 to 2022, inclusive. Typically, a study period of 5-years would be used, however, given the effects of the COVID 19 pandemic 7-years has been selected to offset the reduced trips generated during the pandemic.
- 4.6.2 The location and severity of PIAs in the vicinity of the proposed site is shown in **Image 4.1**.

Image 4.1 – Review of CrashMap PIA Data (2016-2022)



- 4.6.3 **Image 4.1** shows that during the seven-year period reviewed, there were no recorded PIAs along Route B. On this basis, there are no obvious clusters of PIAs which might suggest an existing road safety problem.

- 4.6.4 Overall, the road network local along Route B has a very good safety record. It is concluded that there are no existing road safety problems which could be exacerbated by the proposed development.

5.0 Trip Assessment

5.1 Preamble

- 5.1.1 As mentioned previously the proposed site is currently being used for pastoral farming, with a farmer coming to the site daily from the local area.
- 5.1.2 Additionally, three separate rented houses utilise the existing driveway and access.
- 5.1.3 On average, due to the current use of the proposed site, vehicles comings and goings from the site equate to six two-way car trips and one two-way tractor trip per day.

5.2 Trip Generation

- 5.2.1 It is intended to re-purpose the rented houses as accommodation for the staff working at the proposed plant. The current daily tractor movement will cease due to the proposals.
- 5.2.2 **Table 5.1** estimates the number of vehicles movements generated by the proposals.

Table 5.1 – Vehicle Movements Generated by the Proposals

Product	Movement (one-way)
Staff	Three cars per day
Feed	Four HGV deliveries per week
Eggs	Two HGV pickups per week
Waste	One HGV pickup per week
Culled Chickens/ Chicken Pullets	One HGV visit every 16 months

- 5.2.3 The vehicle movement, outlined in **Table 5.1**, would only impact the local road network during the operational hours of the proposed facility, which will be Monday – Friday between 08:00 to 17:00.

5.3 Traffic Impact

- 5.3.1 As outlined above there will be no material change in the number of daily car movements, as a result of the proposals.
- 5.3.2 In total, there will be seven HGV trips per week (14 two-way), or around 1.4 HGVs per day (2.8 two-way) Monday – Friday. It is considered that this number of HGV trips will have a negligible effect on the operation of the local road network and would represent a level of daily variation that might be expected given the rural nature of the land uses in the local area.
- 5.3.3 The impact of the proposed traffic due to the facility is therefore unlikely to have any discernible impact on the operation of the local road network.

6.0 Summary and Conclusion

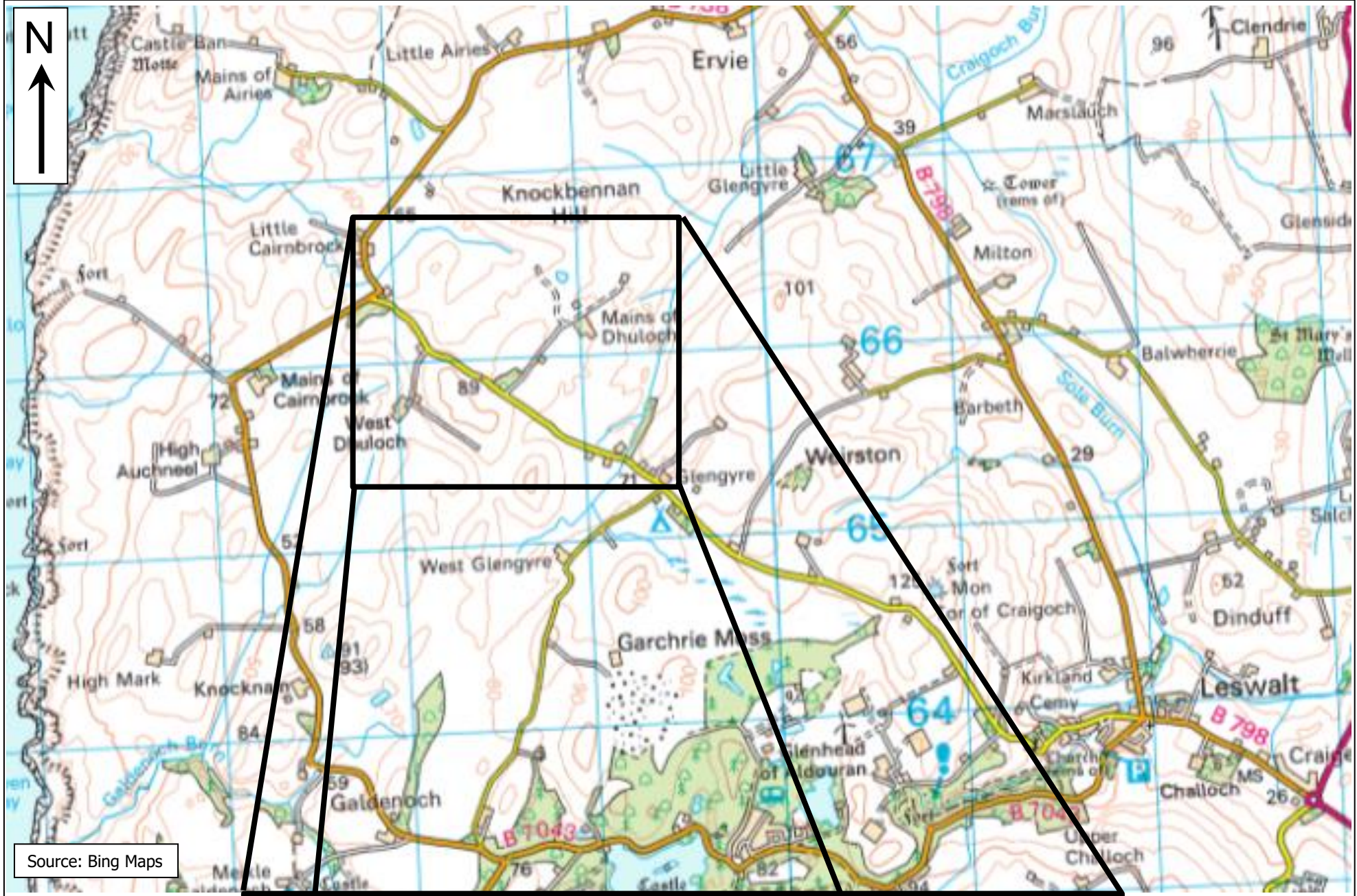
6.1 Summary

- 6.1.1 TT has been appointed by Aitken Turnbull Architects Limited to provide transport advice in relation to a proposed egg production facility at Mains of Dhuloch, located approximately 9km northwest of Stranraer.
- 6.1.2 The development proposals are for two large hen houses, together with associated dung stores and supplementary infrastructure works.
- 6.1.3 The proposals will utilise approximately 12.5ha of the 71ha site.
- 6.1.4 The proposed plant will utilise the existing entrance and internal access drive, following some minor upgrade works.
- 6.1.5 Route B, via the B798 and B 738, is considered the most suitable option for HGVs to travel to the proposed site. The nature of the route is reflective of its rural setting. Existing traffic flows are low in absolute terms and so the probability of two HGVs/ large vehicles (such as a tractor) meeting each other are also low.
- 6.1.6 There are no existing road safety problems which could be exacerbated by the proposals.
- 6.1.7 The additional vehicle movements generated by the proposals would represent a level of daily variation that might be expected given the rural nature of the land uses in the local area.

6.2 Conclusion

- 6.2.1 The additional vehicle movements generated by proposals will have a negligible effect on the operation of the local road network and the vehicle types currently using the roads are similar to the vehicles that will potentially travel to the proposed site.
- 6.2.2 On this basis there is no justifiable transport reason why permission cannot be granted for this planning application.

Plans



Proposed Plant – Mains of Dhuloch

Plan 1

Site Location



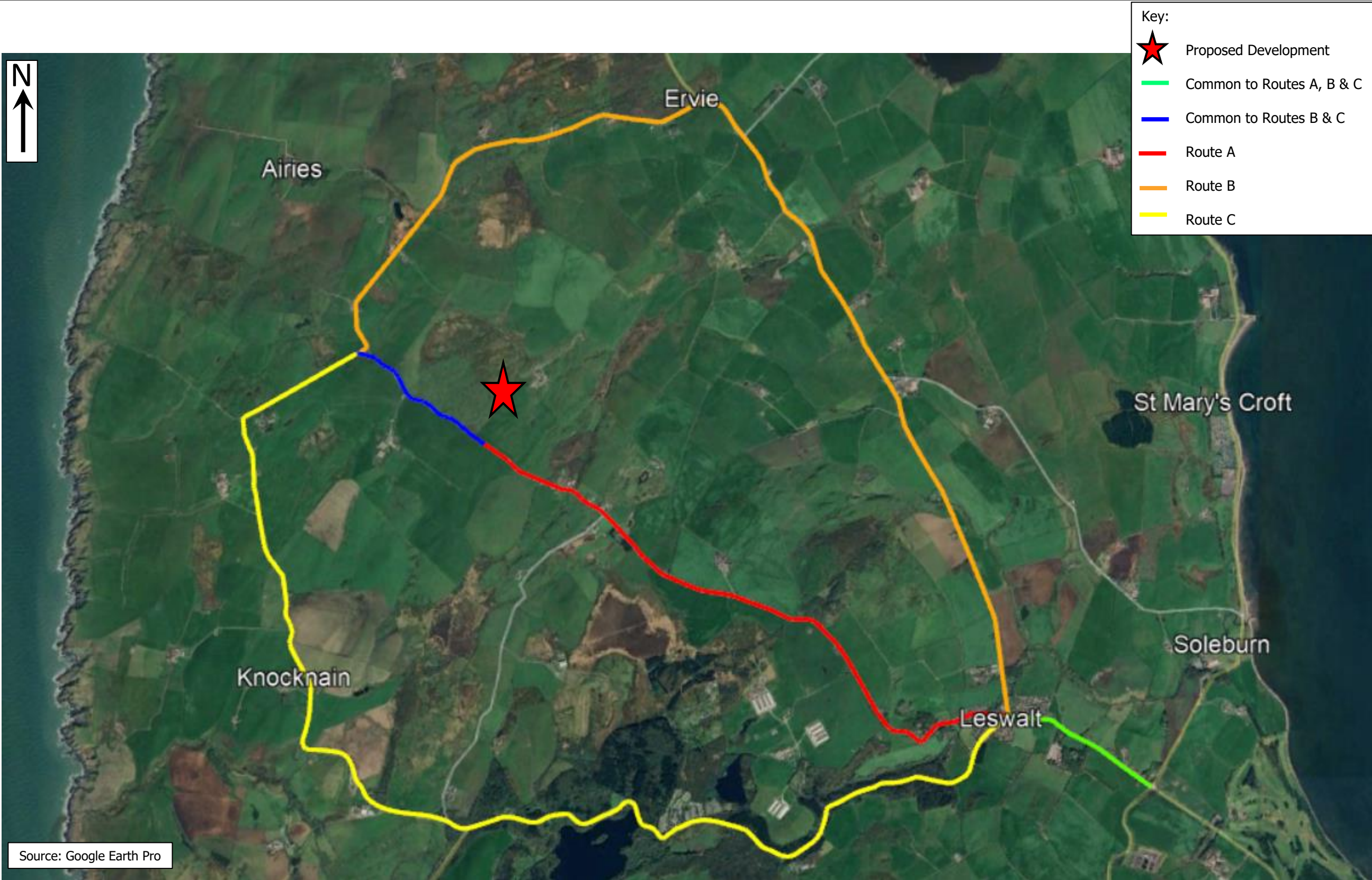


Proposed Plant – Mains of Dhuloch

Local Road Network

Plan 2





Proposed Plant – Mains of Dhuloch

Route Assessment

Plan 3



Appendices

Appendix A: D&GC Correspondence

Mulholland, Hugh

From: Roads Planning HQ <RoadsPlanningHQ@dumgal.gov.uk>
Sent: 11 November 2024 12:24
To: Mulholland, Hugh
Cc: Spence, Allan; Diamond, Julie
Subject: RE: EXTERNAL: Proposed Egg Production Plant - Mains Of Dhuloch, Stranraer

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Hugh,

I have no objection in principle to the proposed development proposal in terms of the information supplied thus far. As noted previously, the access route is locally restricted in geometry and width, and does appear locally limited in passing opportunities for larger vehicles. That remains unchanged and would be noted within any formal comment.

All informal advice is given without prejudice to any future decision of the Council. I cannot guarantee that a future planning application won't raise concerns – issues may be raised by local Council Members, by local residents, Police Scotland, etc., which we will require to consider when formally assessing any proposal and could trigger a need for further assessment.

Kind regards,

Charis

Roads Planning
Roads Services
www.dumgal.gov.uk



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From: Mulholland, Hugh <HUGH.MULHOLLAND@tetrattech.com>
Sent: Monday, November 11, 2024 11:40 AM
To: Roads Planning HQ <RoadsPlanningHQ@dumgal.gov.uk>
Cc: Spence, Allan <Allan.Spence@tetrattech.com>; Diamond, Julie <JULIE.DIAMOND@tetrattech.com>
Subject: RE: EXTERNAL: Proposed Egg Production Plant - Mains Of Dhuloch, Stranraer

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Morning Charis,

Thanks for your response.

Before we proceed with our study can I just confirm that you are content that the traffic numbers, outlined previously, will not raise any capacity or safety issues on the local road network.

Additionally, are you satisfied that the access route to the proposed plant is suitable and no further audit of the route is required to identify passing places.

Kind regards,

Hugh Mulholland, MEng MCIHT | Transport Planner

Tel: +44 131 247 5761 | hugh.mulholland@tetrattech.com

Time Zone: GMT | Work Hours: Monday – Friday, 09:00 – 17:00

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TETRA TECH

OFFICIAL


From: Roads Planning HQ <RoadsPlanningHQ@dumgal.gov.uk>

Sent: Monday, November 11, 2024 9:19 AM

To: Mulholland, Hugh <HUGH.MULHOLLAND@tetrattech.com>

Cc: Spence, Allan <Allan.Spence@tetrattech.com>; Diamond, Julie <JULIE.DIAMOND@tetrattech.com>

Subject: RE: EXTERNAL: Proposed Egg Production Plant - Mains Of Dhuloch, Stranraer

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Hugh,

I've consulted with the local depot team, and they have raised no concerns with the principle of the proposal.

Kind regards,

Charis

Roads Planning

Roads Services

www.dumgal.gov.uk

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From: Mulholland, Hugh <HUGH.MULHOLLAND@tetrattech.com>
Sent: Friday, November 8, 2024 10:15 AM
To: Roads Planning HQ <RoadsPlanningHQ@dumgal.gov.uk>
Cc: Spence, Allan <Allan.Spence@tetrattech.com>; Diamond, Julie <JULIE.DIAMOND@tetrattech.com>
Subject: RE: EXTERNAL: Proposed Egg Production Plant - Mains Of Dhuloch, Stranraer

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Charis,

Thanks for getting back to me an looking forward to hearing from you.

I hope you have an enjoyable weekend.

Kind regards,

Hugh Mulholland, MEng MCIHT | Transport Planner
Tel: +44 131 247 5761 | hugh.mulholland@tetrattech.com
Time Zone: GMT | Work Hours: Monday – Friday, 09:00 – 17:00

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From: Roads Planning HQ <RoadsPlanningHQ@dumgal.gov.uk>
Sent: Friday, November 8, 2024 10:06 AM
To: Mulholland, Hugh <HUGH.MULHOLLAND@tetrattech.com>
Cc: Spence, Allan <Allan.Spence@tetrattech.com>; Diamond, Julie <JULIE.DIAMOND@tetrattech.com>
Subject: RE: EXTERNAL: Proposed Egg Production Plant - Mains Of Dhuloch, Stranraer



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Good Morning Hugh,

Apologies for the delay in response. I'll look to discuss with my manager and colleagues in the local team early next week and return to you as soon as I have their comments.

Kind regards,

Charis

Roads Planning

Roads Services

www.dumgal.gov.uk



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From: Mulholland, Hugh <HUGH.MULHOLLAND@tetrattech.com>

Sent: Tuesday, November 5, 2024 8:59 AM

To: Coltart, Charis <Charis.Coltart@dumgal.gov.uk>; Roads Planning HQ <RoadsPlanningHQ@dumgal.gov.uk>

Cc: Spence, Allan <Allan.Spence@tetrattech.com>; Diamond, Julie <JULIE.DIAMOND@tetrattech.com>

Subject: RE: EXTERNAL: Proposed Egg Production Plant - Mains Of Dhuloch, Stranraer

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Morning Charis,

I hope you are well.

Further to my email of the 23rd of October (please see below), I'd be grateful if you could advise on when you, or the wider team, will be able to provide a response.

Thanks in advance.

Kind regards,

Hugh Mulholland, MEng MCIHT | Transport Planner

Tel: +44 131 247 5761 | hugh.mulholland@tetrattech.com

Time Zone: GMT | Work Hours: Monday – Friday, 09:00 – 17:00



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TETRA TECH

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From: Mulholland, Hugh <HUGH.MULHOLLAND@tetratech.com>

Sent: Wednesday, October 23, 2024 10:41 AM

To: Coltart, Charis <Charis.Coltart@dumgal.gov.uk>; Roads Planning HQ <RoadsPlanningHQ@dumgal.gov.uk>

Cc: Spence, Allan <Allan.Spence@tetratech.com>; Diamond, Julie <JULIE.DIAMOND@tetratech.com>

Subject: RE: EXTERNAL: Proposed Egg Production Plant - Mains Of Dhuloch, Stranraer

Morning Charis,

Apologies for the delay in getting back to you.

As requested in your email from the 3rd of October, please see information below.

Audit of Existing Farm Vehicle Movements

The farmstead at Mains of Dhuloch is currently being utilised as rented accommodation. This would equate to a maximum of around five two-way car trips per day.

The land surrounding the farmstead is still being farmed, with a single farmer coming to the site daily from the local area. This would equate to a single two-way car trip and a single two-way tractor trip per day.

Therefore, the current comings and goings from the site are six two-way car trips and one two-way tractor trip per day.

Our client intend to re-purpose these dwellings at the farmstead as accommodation for the staff working at the proposed plant. This re-purposing would still generate an estimated three two-way car trips per day.

Please see table below for a summary of the estimated vehicle movements for the proposed plant.

Product	Movement (one-way)
Staff	Three cars per day
Feed	Four HGV deliveries per week
Eggs	Two HGV pickups per week
Waste	One HGV pickup per week
Culled Chickens/ Pullets	One HGV visit every 16 months

Audit of Access Route in Terms of Passing Opportunities

From a review of all access route options the preferred route is shown in the image below.



The routes length is approximately 9.6km, in total. The first 6.1km of the route has road widths that allow for the two-way flow of vehicles. The remainder of the route is effectively single track with informal passing places at entrances to driveways, farms, etc. The nature of the road is reflective of the existing traffic flows which are low in absolute terms.

It should be noted that the proposals will roughly half the number of car trips coming/ going from the site. In total, there will be seven HGV trips per week, or around 1.4 HGVs/ day Monday-Friday. This number of HGV trips will have a negligible effect on the operation of the network, and represent the level of daily variation that might be expected on the local road network given the rural nature of the land use in the local area.

Due to the low number of vehicle movements in absolute terms, the probability of two large HGVs/ vehicles meeting each other are very slim. The additional movements would not increase the probability of this happening in any meaningful way.

Additionally, accident records show none have occurred on the route for the most up to date seven-year period (2016-2022), and there's nothing to suggest the level of traffic associated with the proposals will increase the likelihood of accidents happening.

Therefore, it is considered that the local road network is adequate to accommodate the anticipated level of trip making from the proposed development.

Site Access

The existing access into the site will be widened by around 3.5m. This is an existing junction with daily traffic movements and the only works that will affect the adopted road will be the tying in of the junction widening at the road edge.

Therefore, it is considered that no review is required to any other aspects of its design (e.g. visibility splays).

Kind regards,

Hugh Mulholland, MEng MCIHT | Transport Planner

Tel: +44 131 247 5761 | hugh.mulholland@tetrattech.com

Time Zone: GMT | Work Hours: Monday – Friday, 09:00 – 17:00

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Registered Office: 3 Sovereign Square, Sovereign Street, Leeds LS1 4ER. VAT No: 431-0326-08



TETRA TECH

From: Coltart, Charis <Charis.Coltart@dumgal.gov.uk>
Sent: Thursday, October 3, 2024 12:35 PM
To: Mulholland, Hugh <HUGH.MULHOLLAND@tetrattech.com>
Cc: Spence, Allan <Allan.Spence@tetrattech.com>; Roads Planning HQ <RoadsPlanningHQ@dumgal.gov.uk>
Subject: RE: EXTERNAL: Proposed Egg Production Plant - Mains Of Dhuloch, Stranraer

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OFFICIAL

Good afternoon Hugh,

If you could include an audit of existing farm vehicle movements (e.g. existing HGV movements / large vehicle movements) so that we can understand the proposed movements in context.

Also, when considering the routes to/from the farm – I understand the local road network is particularly constrained in some sections (locally restricted in geometry and width, locally restricted in forward visibility, etc.) and that there are limited passing opportunities to accommodate an HGV/agricultural vehicles. An audit of the route in terms of passing opportunities would also assist.

If you could send any correspondence / further enquiries on Roads related matters to Roads Planning HQ (copied to this email) as the team email address – it'll be picked up by the appropriate officer / other team members in case of absences.

Kind regards,

Charis

Charis Coltart
Principal Technician

Roads Planning
Roads Services
Mob: 07717 226034



From: Mulholland, Hugh <HUGH.MULHOLLAND@tetrattech.com>
Sent: Thursday, October 3, 2024 11:52 AM
To: Coltart, Charis <Charis.Coltart@dumgal.gov.uk>
Cc: Spence, Allan <Allan.Spence@tetrattech.com>
Subject: EXTERNAL: Proposed Egg Production Plant - Mains Of Dhuloch, Stranraer

You don't often get email from hugh.mulholland@tetrattech.com. [Learn why this is important](#)

Good morning Charis,

I hope you are well. My colleague Allan Spence passed me on your contact details.

Tetra Tech has been appointed to provide Transport Planning advice for a planning application for a proposed egg production plant at Main of Dhuloch, west of the village of Leswalt, Stranraer. Please see the site location in the link below.

<https://maps.app.goo.gl/ETcTNSLh7HaLFdjW8>

I intend to outline some of the aspects of the proposed development for your perusal and would be grateful of any comments you may have.

Proposed Development

The proposals are for two 6,400m² hen houses, a 288m² dung store and associated infrastructure works.

The proposals will be located southwest of the existing farmstead on land currently being used for pastoral farming.

The proposals will be accessed via a new link within the site, which would connect to the existing drive onto the public road. As this junction already functions as a principal access to the farm, and therefore accommodates a wide range of vehicle types related to farming, no improvements or upgrades are required to its geometry or layout.

The proposals are wholly in line with the agricultural usage of the existing site and the local area in general, which is rural in nature.

Trip Generation

The estimated traffic generation associated with the proposed site is as follows:

- One HGV delivering feed twice a week;
- One HGV transporting eggs twice a week;
- One HGV removing waste from site once every two weeks; and
- One HGV transporting culled birds and bringing pullets to site, on rotation, once every two months.

Additionally, it is estimated that the proposed site will generate 2 to 3 car journeys a day. These trips will be made by the staff at the facility, who will be living locally.

The roads in the area currently have similar vehicles transporting produce to/ from other farms, so these HGV trips do not represent a change of vehicle types using these quiet, country roads.

As set out above, the trip generation is low in absolute terms and so these additional trips would have a negligible effect on the operation of the local road network.

We are currently carrying out an assessment for the routing of the anticipated HGV trips from the A718 to the site. The finding will be outlined in our Transport Statement.

Thank you for your time and we wholly welcome any comments or questions you may have on the proposals.

Kind regards,

Hugh Mulholland, MEng MCIHT | Transport Planner

Tel: +44 131 247 5761 | hugh.mulholland@tetrattech.com

Time Zone: GMT | Work Hours: Monday – Friday, 09:00 – 17:00

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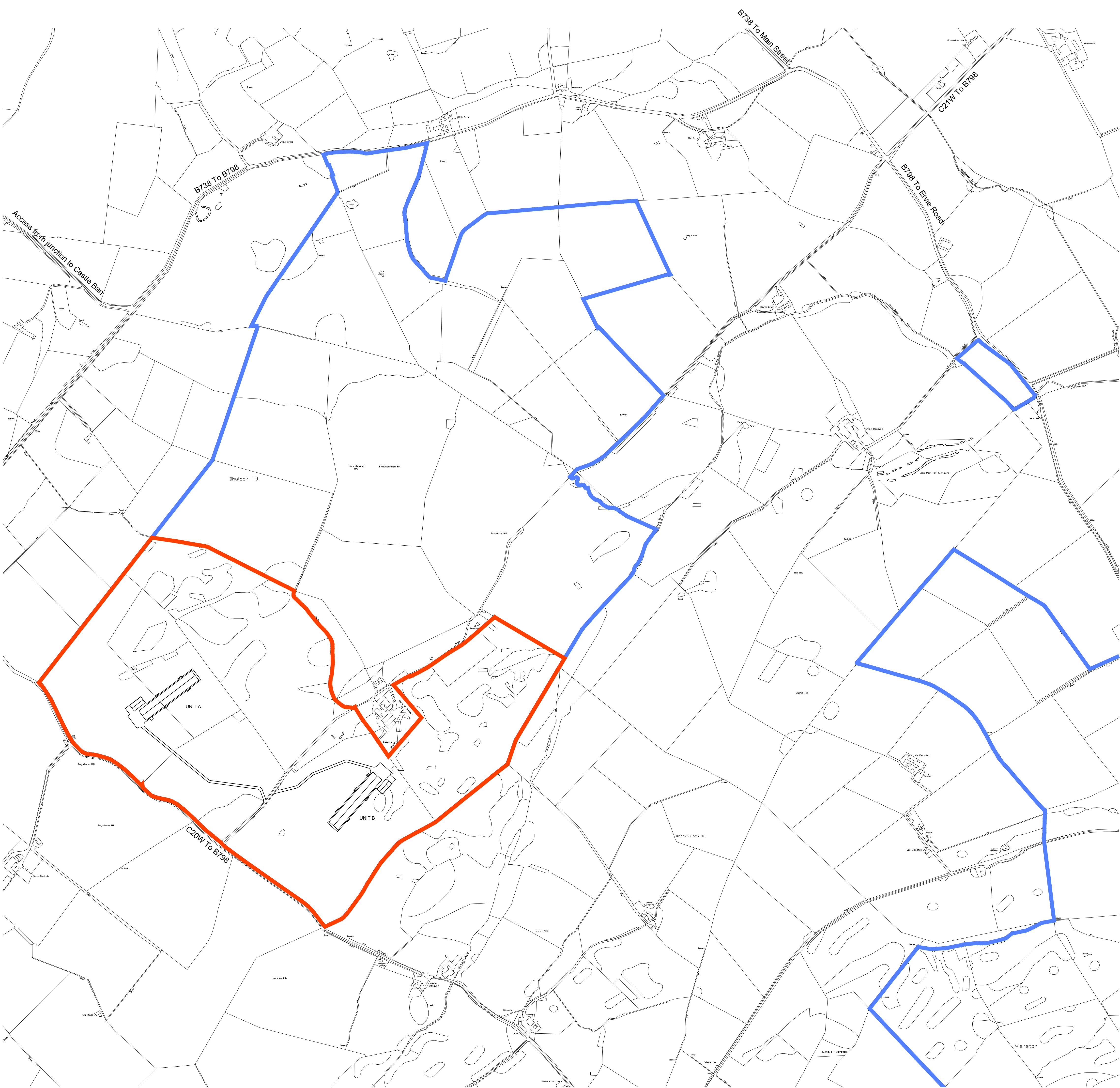
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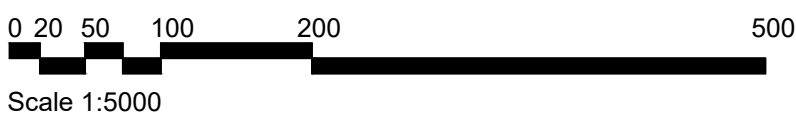
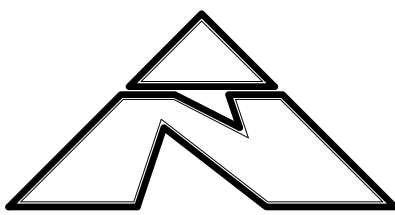
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Appendix B: Proposed Development Drawings



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Revision	Description	By	Chk
project			

Mr T Drummond
Proposed Egg Production Plant
Mains of Dhuloch
Kirkcolm
Stranraer

title
Location Plan

scale	size	date	drawn	checked
1/5000	A1	SEP 2024	SB	MB

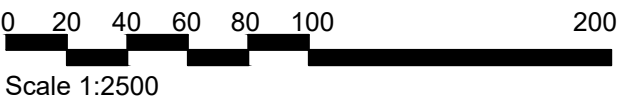
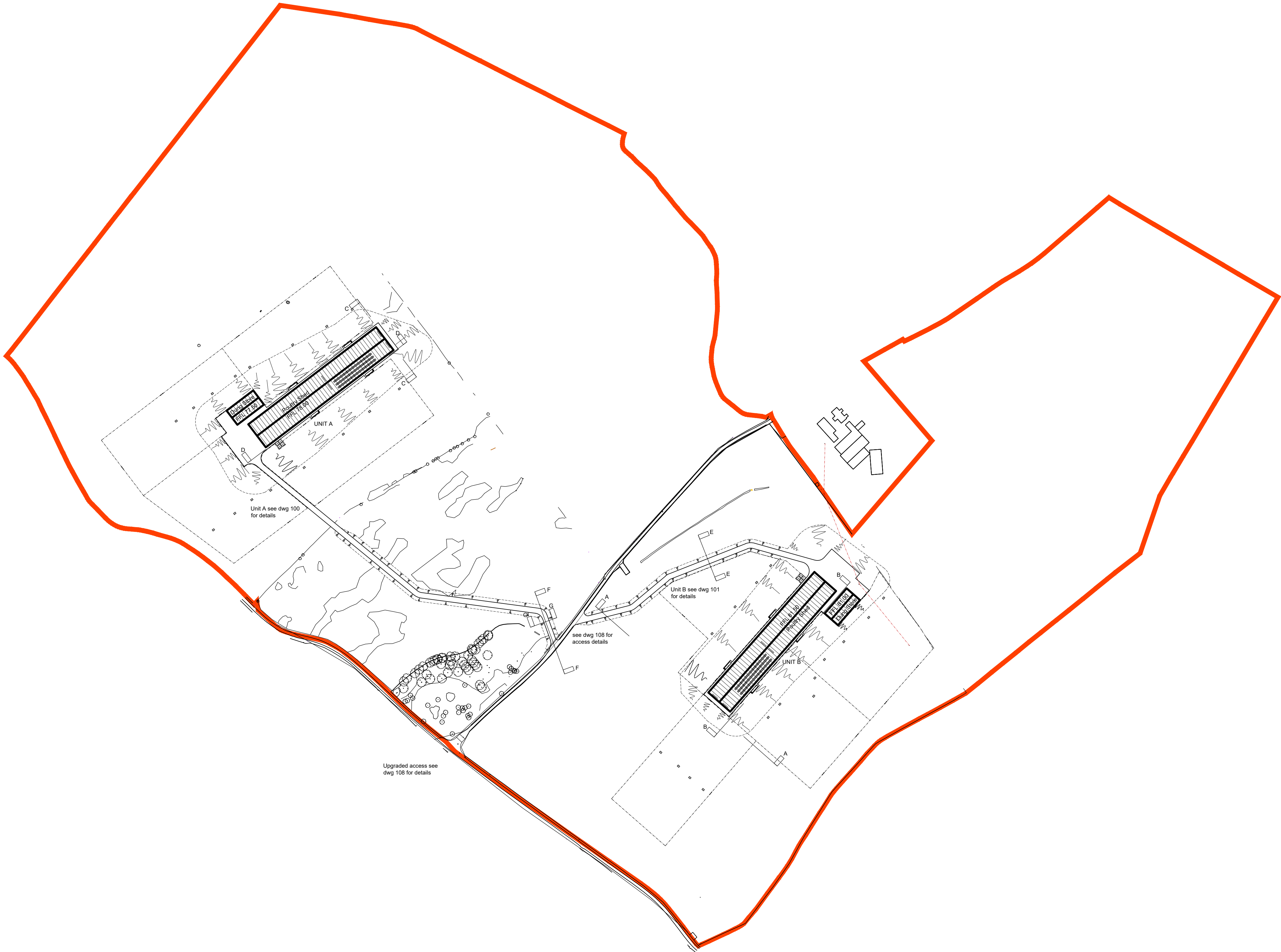
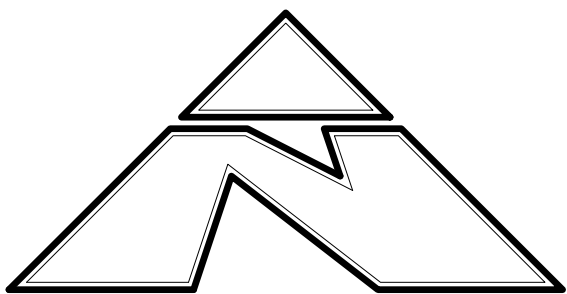
drawing status
PLANNING APPLICATION

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Also at Galashiels & Edinburgh



project no.	drawing no.	revision
AT3887	P001	

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Revision	Description	By	Chk
project			

Mr T Drummond
Proposed Egg Production Plant
Mains of Dhuloch
Kirkcolm
Stranraer

Block Plan as Proposed

scale	size	date	drawn	checked
1/2500	A1	SEP 2024	SB	MB

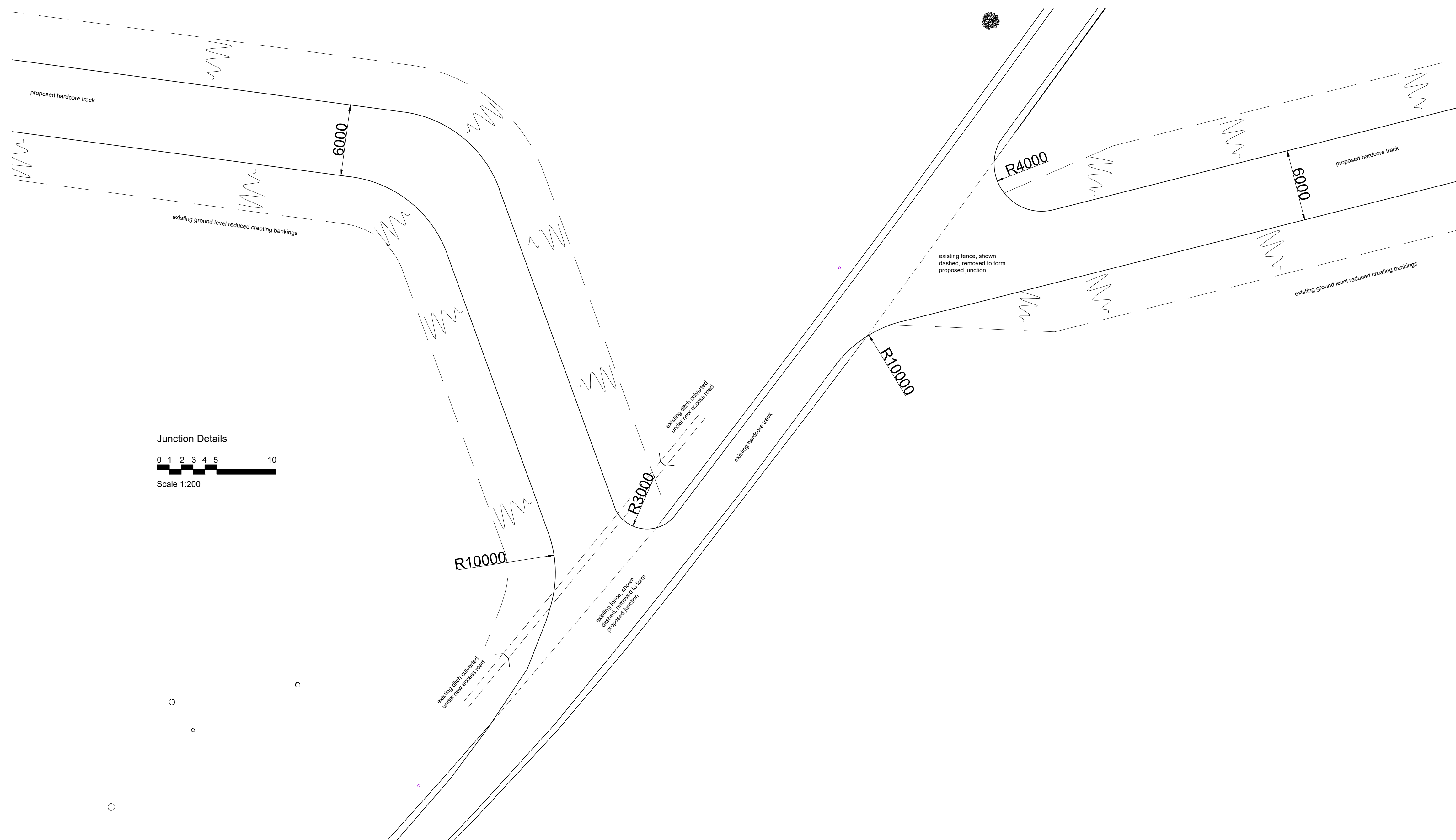
drawing status:
PLANNING APPLICATION

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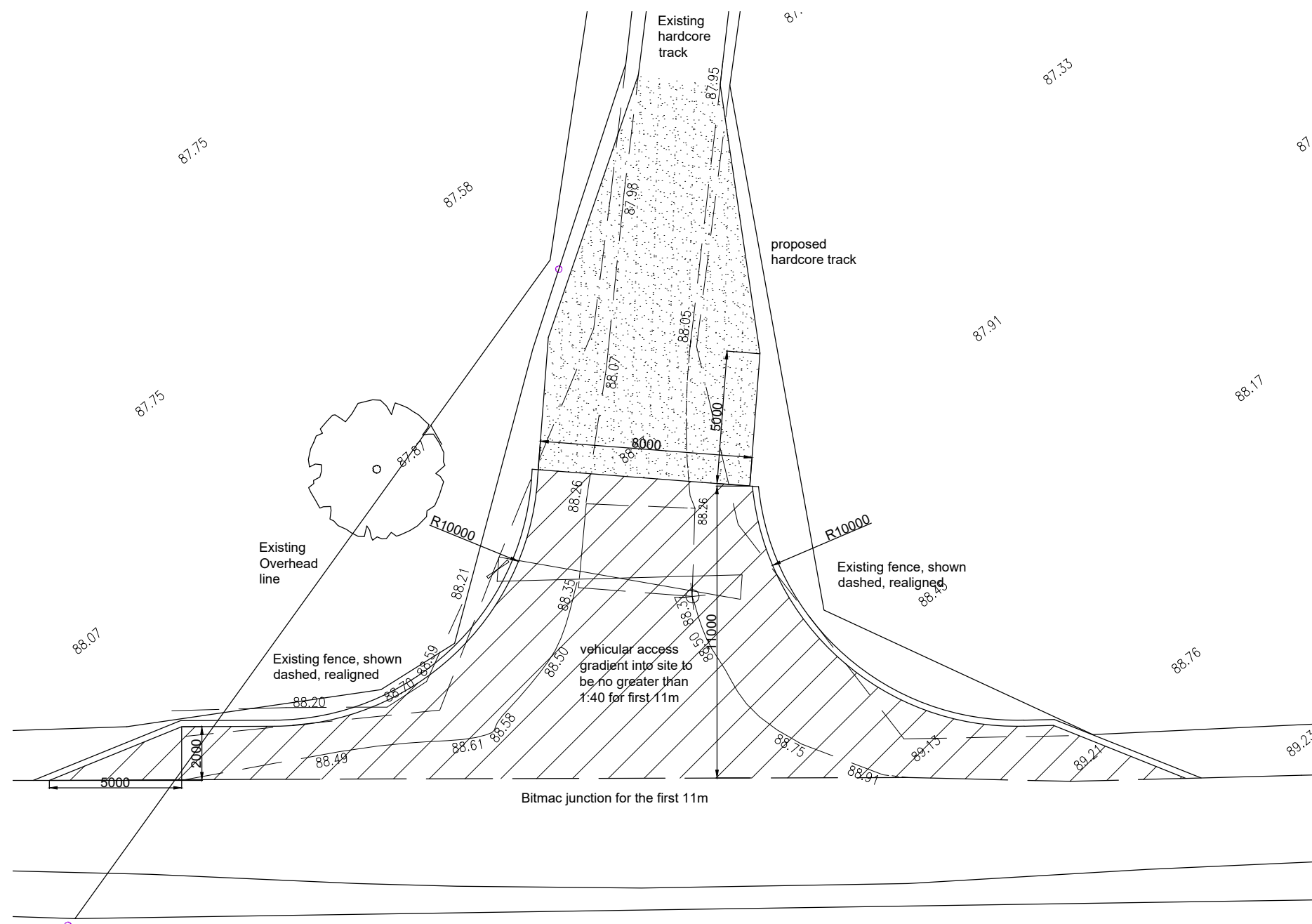
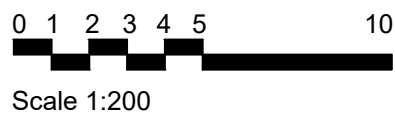


project no.	drawing no.	revision
AT3887	P002	

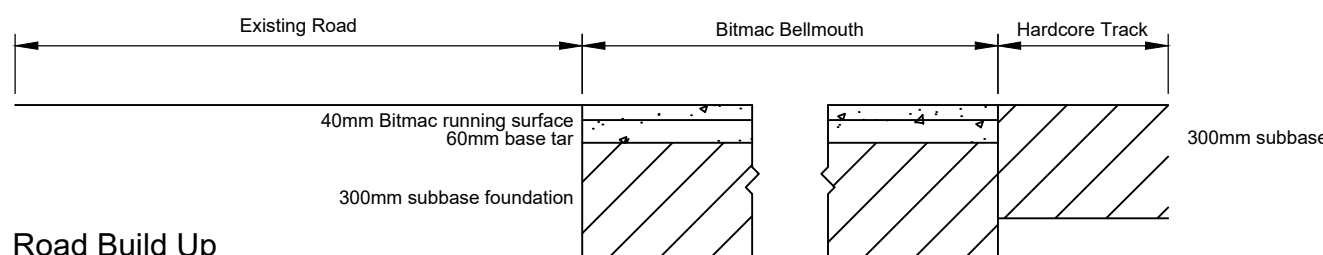
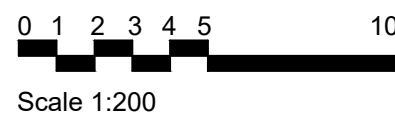
Appendix C: Proposed Site Entrance Drawings



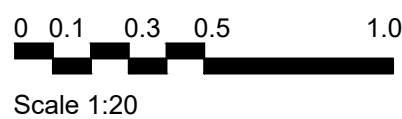
Junction Details



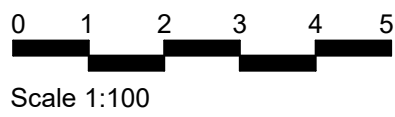
Upgraded Access Details



Road Build Up



Access Junction Section



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Revision	Description	By	Chk
project			

Mr T Drummond

Proposed Egg Production Plant

Mains of Dhuloch

Kirkcolm

Stranraer

title

Access Details as Proposed

scale	size	date	drawn	checked
1/20 100 200	A1	SEP 2024	SB	MB

drawing status

PLANNING APPLICATION

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project no.	drawing no.	revision
AT3887	P108	

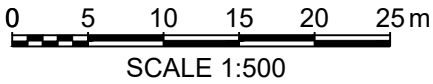


LEFT IN

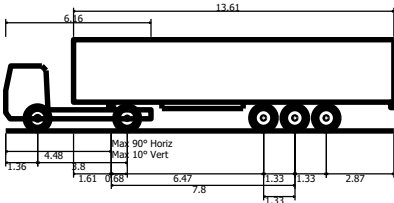
- Notes:**
- All dimensions in metres unless stated otherwise.
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 - Analysis based on drawing supplied by Client. Tetra Tech does not take responsibility for any discrepancies with the base mapping data.

Key:

- Vehicle Outline
- Wheel Outline



RIGHT IN



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

PRELIMINARY ISSUE

P01	PRELIMINARY FIRST ISSUE	11.12.2024	HM	AS	AS
Rev	Description	Date	Em	CR	App

Issuing Office

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Client

AITKEN TURNBULL ARCHITECTS LTD

Project Name

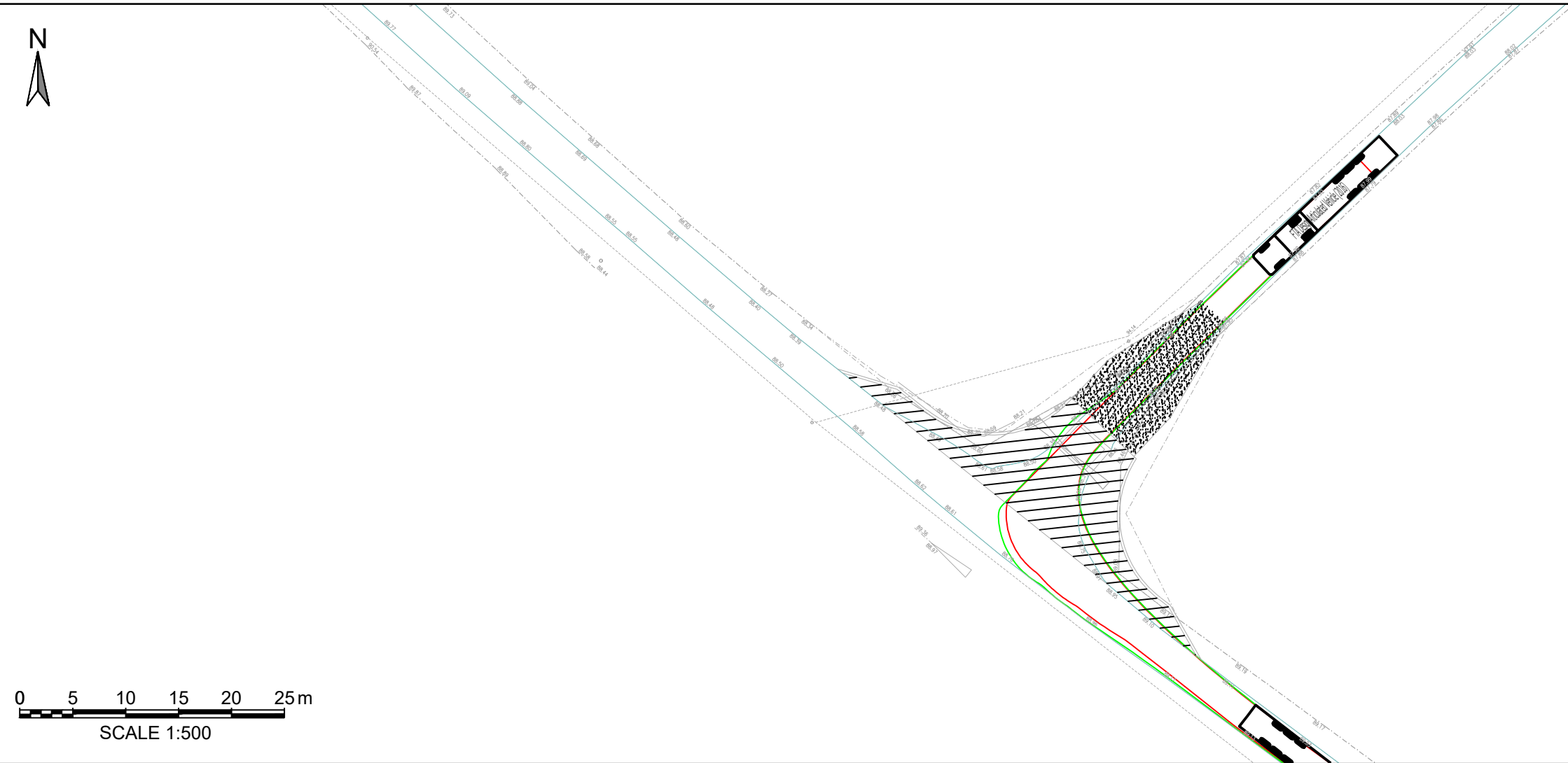
MAINS OF DHULOCK, STRANRAER - PROPOSED EGG PRODUCTION FACILITY

Sheet Title

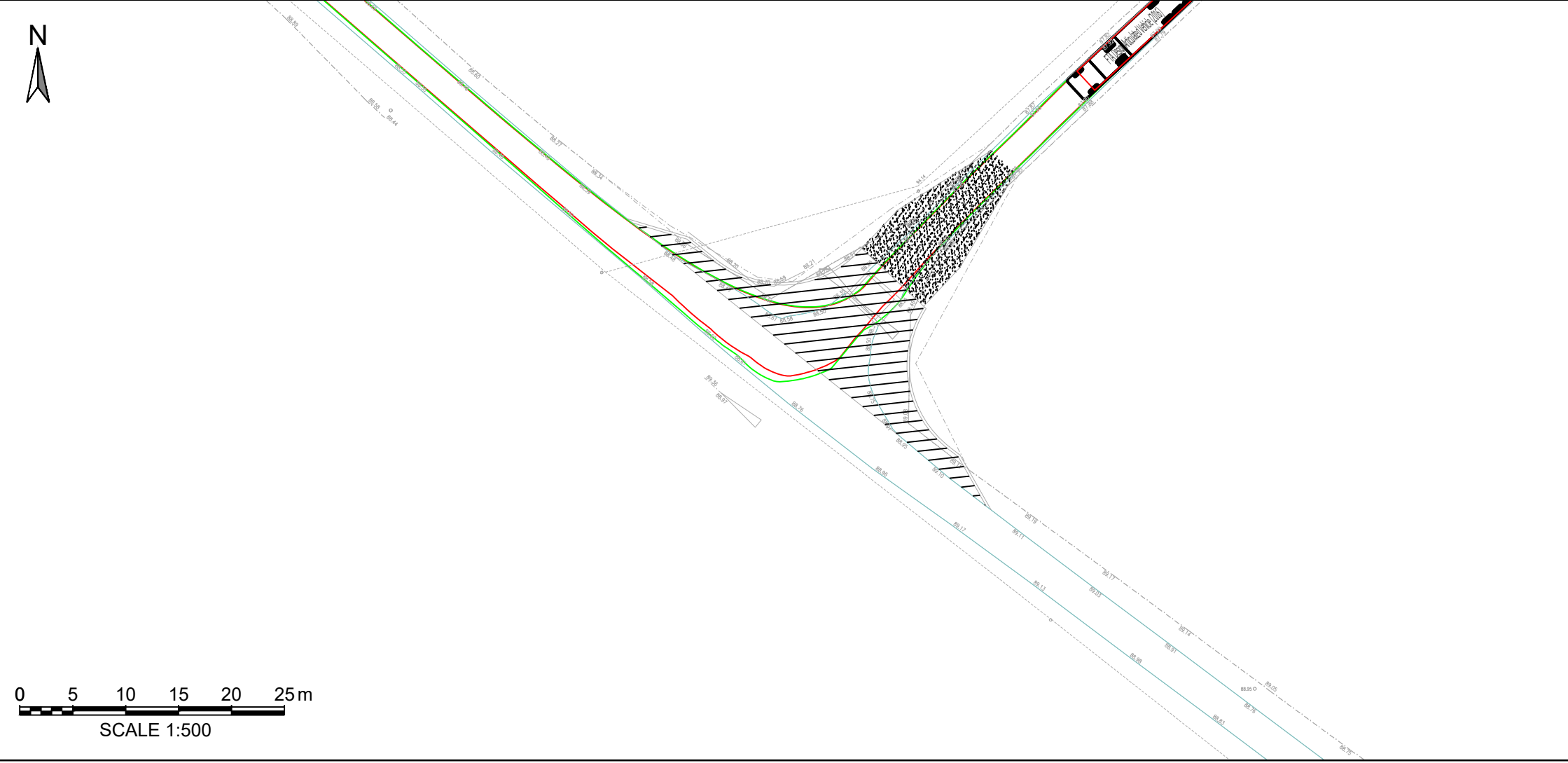
VEHICLE TRACKING - INTO SITE

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
784-B067657	HM	Dec '24	AS	Dec '24	AS	Dec '24	As Shown	S0

Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision
B067657	- TTE	- 00 - XX	- TR	- O	- 001	P01



RIGHT OUT



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SCALE 1:500