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LAND AT BRANDON RAILWAY SIDINGS, BRANDON
Lorry Management Plan – Revision B

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Lorry Management Plan

Client: Network Rail Property (Eastern Region)

Engineer: Create Consulting Engineers Limited
15 Princes Street
Norwich
Norfolk
NR3 1AF

Tel: 01603 877010
Email: enquiries@createce.co.uk
Web: www.createce.co.uk

Report By: [REDACTED] BSc (Hons), MRTPI, MCIHT

Checked By: [REDACTED], BSc (Hons), MTPS, MCIHT

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Revision B

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Registration of Amendments

Revision and Date	Amendment Details	Revision Prepared By	Revision Approved By
Rev A 23.05.24	Updated following Client Team Comments	MDA	MDA
Rev B 28.05.24	Updated following Client Team Comments	MDA	MDA

1.0 INTRODUCTION

- 1.1 Our Client, Network Rail Property (Eastern Region) has commissioned Create Consulting Engineers Ltd to prepare a “Lorry Management Plan” to enable the discharge of Condition 2 that is attached to planning permission reference: FUL/2022/0051 granted 30 April 2024 by Norfolk County Council as Minerals & Waste Authority.
- 1.2 The planning permission relates to “Retention of Replacement Rail Siding (retrospective)” located within the Brandon Railway Aggregates Depot and sidings Site, Mundford Road, Weeting. Given that the planning application was retrospective, the replacement siding (referenced as “the southern siding”) is already in place. It comprises track of 228m in length which has been laid South of an existing northern siding and North of a line of aggregate stock bays on an area of open ground which previously accommodated a siding. The wider Site is bounded to the North/North-east by a number of commercial/industrial units including a wood chip and a haulage depot (timber yard), two concrete products facilities and established residential properties; to the West by the A1065, Mundford Road and established residential properties; to the South-west by Brandon Railway Station; and to the South by the mainline Norwich – Ely railway beyond which are existing commercial/industrial units including a further concrete products facility, Lignacite Ltd and OCO Technology a carbon-capture facility and the town of Brandon.
- 1.3 The Site, and wider Rail Sidings operation at Brandon are accessed via an existing vehicular connection with the A1065, Mundford Road which is subject to a local speed limit of 40mph with street lighting. A footway is provided on the East side of the A1065 linking the Site with the town centre approximately 800m to the South and a neighbouring commercial estate to the North. Approximately 50m to the South of the existing access point, the speed limit on Mundford Road reduces to 30mph.
- 1.4 This access also provides public access to Brandon Railway Station.
- 1.5 The A1065 is identified on the Breckland Council Local Plan – Weeting Policies Plan 2020 as a “Corridor of Movement”. The A1065 continues to the north towards Mundford and to the South through Brandon towards Barton Mills, connecting to the A11.
- 1.6 The depot at Brandon dates back to the 19th century and operates as a rail-fed aggregate depot to import material in bulk by rail and export by road. Brandon sidings is a strategically important facility as it allows importation of aggregates which are not found locally to Norfolk and there would be no choice, but to otherwise have the material delivered by road. Such is its importance for rail freight, the Site at Brandon is identified by Network Rail to be a Strategic Freight Site and is, therefore, protected for rail freight use and from use by other development types. Material is exported from the Site by road to service construction projects, industrial processes and a range of other uses of which defense contracts form a major part. Vehicles delivering the material will access the highway network via the A1065

and direction of travel will be dependent on the location of the particular project or customer being served and the most viable, practicable route.

1.7 Norfolk Highway Authority, Suffolk Highway Authority, Breckland District Council and also West Suffolk District Council were formally consulted on planning application ref: FUL/2022/0051 (now approved) and none sought specific routing arrangements as part of their assessment of the proposals to retain the second siding.

1.8 Condition 2 of planning permission FUL/2022/0051 states:

Within one month of the date of this permission (permission granted on 30 April 2024) a Lorry Management Plan for the routing of HGVs to and from the Site shall be submitted to the County Planning Authority for its approval in writing, in consultation with the Highway Authority. The Plan shall make provision for:

- a) Monitoring of the approved arrangements for the duration of the development hereby permitted;*
- b) Installation and retention of appropriate sign(s) advising drivers of vehicle routes to be taken to and from the Site;*
- c) Ensuring that all drivers of vehicles under the control of the applicant/operator are made aware of the approved arrangements; and*
- d) The disciplinary steps that will be exercised in the event of a default. The approved Plan shall thereafter be implemented in full for the duration of the development hereby permitted.*

Reason:

In the interests of highway safety and safeguarding local amenity, in accordance with Policies DM10 and CS15 of the Norfolk Minerals & Waste Core Strategy DPD 2010-2026.

1.9 This Lorry Management Plan seeks to address points a - d listed above where applicable to the Site and the permission that was granted.

1.10 The Site location is illustrated in Figure 1.1 below.

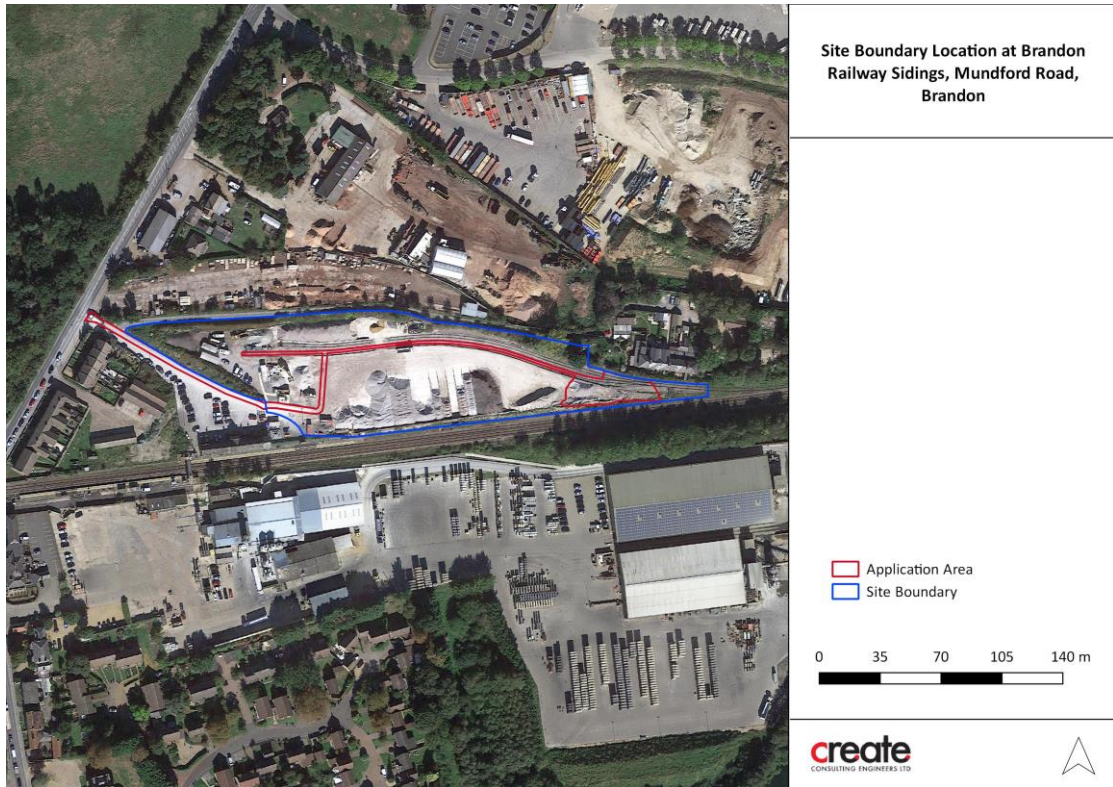


Figure 1.1: Site Location and Wider Brandon Rail Sidings Site

2.0 EXISTING CONDITIONS

- 2.1 To assess existing traffic speeds and volumes, automatic traffic counters (ATC) were specified by Create Consulting Engineers Ltd and installed by Onpoint Ltd on the A1065 to the North and South of the existing access point and within the access road connecting with the A1065 (to account for existing traffic accessing the Site and Brandon Railway Station).
- 2.2 The ATC survey equipment was installed 18 to 22 July 2022 with the results summarised in Tables 2.1 to 2.3 below:

Direction (A1065 N)	Mean Speed (mph)	85 th ile Speed (mph)	AM Peak 0800-0900 (vph)	PM Peak 1700-1800 (vph)	Daily (vpd)
Northbound	36.6	42.6	142	243	2,663 (17% HGVs)
Southbound	33.8	41.6	305	183	3,476 (17% HGVs)

Table 2.1: Traffic Survey Results (average weekday)

Direction (Access/Station)	Mean Speed (mph)	85 th ile Speed (mph)	AM Peak 0800-0900 (vph)	PM Peak 1700-1800 (vph)	Daily (vpd)
Eastbound	15.2	18.2	13	6	123 (8% HGVs)
Westbound	14.2	17.8	7	6	116 (13% HGVs)

Table 2.2: Traffic Survey Results (average weekday)

Direction (A1065 S)	Mean Speed (mph)	85 th ile Speed (mph)	AM Peak 0800-0900 (vph)	PM Peak 1700-1800 (vph)	Daily (vpd)
Northbound	30.4	36.0	146	248	2,767 (15% HGVs)
Southbound	27.1	32.7	299	187	3,609 (15% HGVs)

Table 2.3: Traffic Survey Results (average weekday)

- 2.3 While it is noted that the traffic surveys were carried out in 2022, there is little to suggest that conditions on the local road network have changed markedly in the intervening years. Consequently, the results of the surveys are likely to remain as reflective of current conditions.

Road Condition

- 2.4 From observation of the existing street scene, there are no obvious signs that the operations at Brandon have led to any significant detriment to the fabric of the carriageway or footway in the immediate vicinity of the Site above and beyond normal wear and tear.

- 2.5 It is noted that behind the line of the existing footway, there is a depression/pothole between the access serving the Site and a neighbouring timber yard, which attracts standing water, judging by historical Google Maps imagery and our own observations. This has been infilled (patched) in recent years although now appears to be opening up again and would benefit from a more substantial repair. However, this depression would not appear to directly affect the use of either access point or the footway that runs along the East side of the carriageway.

3.0 LORRY MANAGEMENT PLAN

HGV Trip Generation

- 3.1 This Lorry Management Plan should be read in conjunction with the Transport Assessment (MA/CS/P19-1747/05 – Transport Assessment) that supported the original planning application documentation.
- 3.2 The Transport Assessment report presented the following account of HGV movements associated with the scheme:

	Throughput using single (original) siding (assuming second siding is removed and current throughput maintained).	Current throughput with second siding, (assuming max of 2 trains per week)
Maximum Material throughput Per Week (Tonnes) <i>(assuming the Site is operational 50wks p.a.)</i>	3,648T (182,400Tp.a)	3,648T (182,400Tp.a)
Maximum No. of Train Deliveries Per Week	4 half-length trains	2 full-length trains
Maximum Length of Train (No. of Wagons)	12	24
Maximum Payload of Each Train (Tonnes)	912T	1,824T
HGV Load Quantity (Tonnes)	28T	28T
Maximum Loads per day (Export of material by HGV) <i>(assuming a 'worst case' scenario in highways terms of 5 day working week – Site operates on 5.5 day week).</i>	26	26
Maximum Two-Way HGV Movements per day (Export of material by HGV) <i>(assuming a 'worst case' scenario in highways terms of 5 day working week – Site operates on 5.5 day week, and that all loads delivered result in a two-way trip).</i>	52 (26 in/26 out)	52 (26 in/26 out)

Table 3.1: Operational Activity (Material throughput and HGV Movements) Utilising Single Siding and with Second Siding

- 3.3 Column 1, details how that same level of activity would be operated using the single siding if the second siding were removed and current levels of operation maintained. The Site could be lawfully operated in this way under permitted development rights. However, material would be delivered in shorter length trains (12 wagons as opposed to 24) which would require a greater number of train deliveries. It would not, however, alter the resulting HGV movements as this is dictated by the material throughput and not whether it arrives on a shorter or longer train.

- 3.4 Column 2 provides details of material throughput, train deliveries and resulting HGV movements based on the current operation of the Site making use of the two parallel sidings (retained southern siding as proposed by the application) and assuming a maximum of up to two full length trains per week.
- 3.5 Through Condition 7 of planning permission ref: FUL/2022/0051, the number of trains are restricted to a maximum of 104 trains per year (average of 2 per week) and no more than three in any one week (Monday – Sunday). The volume of material able to be managed at the Site is also restricted to a maximum of 189,696 tonnes per annum. This is the maximum level of activity which the Site is permitted to operate up to.

Management of HGV Trip Generation

- 3.6 With respect to the management of daily HGV trip generation, the Transport Assessment stated the following:

“All HGVs (i.e., vehicles having a gross weight of over 7.5 tonnes) arriving and departing the Site will do so using the existing entrance connecting with the A1065. The nature of the A1065 means that traffic can turn either left or right into or out of the Site on account of there being no turning restrictions and due to Mundford Road being designated as a Corridor of Movement in the Highway Authority’s Route Hierarchy.

Essentially, therefore, there is no requirement for a formal route plan and the movement of HGVs to/from the Site will be largely dictated by contracts and local markets. However, where possible HGVs will be encouraged to avoid the town centre and travel to/from the Site via the section of A1065 to the North.

All drivers of HGVs under the control of the Site Manager will be made aware of the “preferred” Site access/egress routing arrangements. This will be done by written instructions being handed to drivers; the arrangements being placed on Notice Boards in facilities used by drivers and by verbal communication from the Site Manager.”

- 3.7 These management arrangements remain valid and have been in place throughout the current occupier’s operation of the Site. They require HGVs to route along the A1065 to the North of the Site, wherever possible. However, in some instances where it is not practicable or commercially viable to do so (for example, to service customers to the south of Brandon e.g. existing customers RAF Lakenheath and RAF Mildenhall) HGVs will need to route along the A1065 to the South of the Site.

Responses to Condition 2 (Points a - d)

a) *Monitoring of the approved arrangements for the duration of the development hereby permitted;*

3.7 The approved arrangements as presented in this Lorry Management Plan will be monitored by the Site Manager for the duration of the development. This will involve regular liaison with staff and logging of vehicle movements in and out of the Site via a fully automated weighbridge. The Site Manager will also deal directly with any complaints made by the public, document these and take appropriate action.

b) *Installation and retention of appropriate sign(s) advising drivers of vehicle routes to be taken to and from the Site;*

3.8 A new sign will be manufactured and installed at the exit point from the Site, clearly advising drivers to avoid the town centre whenever possible. An example sign design is presented at Figure 3.1 below:

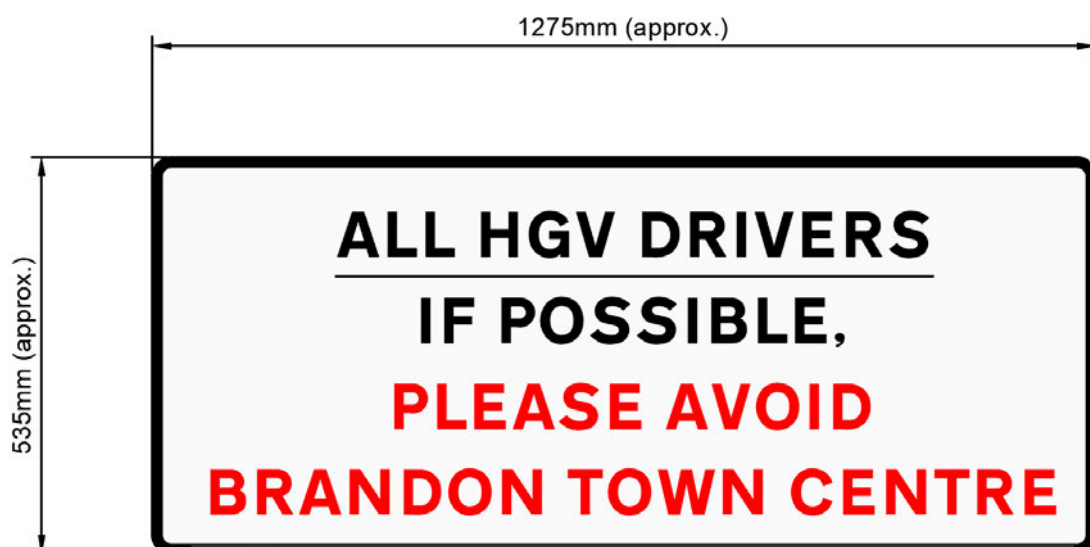


Figure 3.1: Example Sign Design for Exit Point

3.9 It is recommended that the sign be installed with a minimum 50mm “x-height” for the main text font such that it is clearly visible on the approach to the exit point which result in an overall sign size of approximately 1,275mm (l) x 535mm (h). The sign should be regularly cleaned such that it is free from dust and debris.

c) *Ensuring that all drivers of vehicles under the control of the applicant/operator are made aware of the approved arrangements; and*

3.10 This will be done by written instructions being handed to drivers; the arrangements being placed on Notice Boards in facilities used by drivers and by verbal communication from the Site Manager.

d) *The disciplinary steps that will be exercised in the event of a default. The approved Plan shall thereafter be implemented in full for the duration of the development hereby permitted.*

3.11 The date, time and frequency of any breaches of the approved arrangements, where known, will be recorded in a log. As required, this log will be made available for inspection to Monitoring and Control Officers of Norfolk County Council. Any HGV driver(s) under the control of the Site Manager found not adhering to the approved arrangements will be subject to reasonable disciplinary action to ensure future compliance with the operation's required HGV routing arrangements.

Other Measures

The following guidance is to be adhered to by all visitors to the Site and associated facilities:

1. *Obey speed limits, weight restrictions and other traffic regulation orders;*
2. *All loads must be well sheeted to prevent any part of the load escaping whilst in transit;*
3. *Be considerate to other road users and pedestrians;*
4. *Avoid clipping kerbs and verges;*
5. *Report any incidents to the Site office immediately;*
6. ALWAYS USE THE RECOMMENDED HGV ROUTE(S) WHERE PRACTICABLE.

3.12 Vehicle fuel consumption will be minimised by the use of locally sourced staff, sub-contractors and materials, where possible. Peak periods of congestion on the local highway network will be avoided, and there will be a policy of not allowing vehicles to be left on tick-over within the Site (i.e., an engines-off policy).

3.13 In addition to the above, the Site Manager will engage directly and positively with the local Parish Council with a view to limiting the impact of any HGV usage on the immediately surrounding roads within the Parish.

Recommended HGV Route Plan

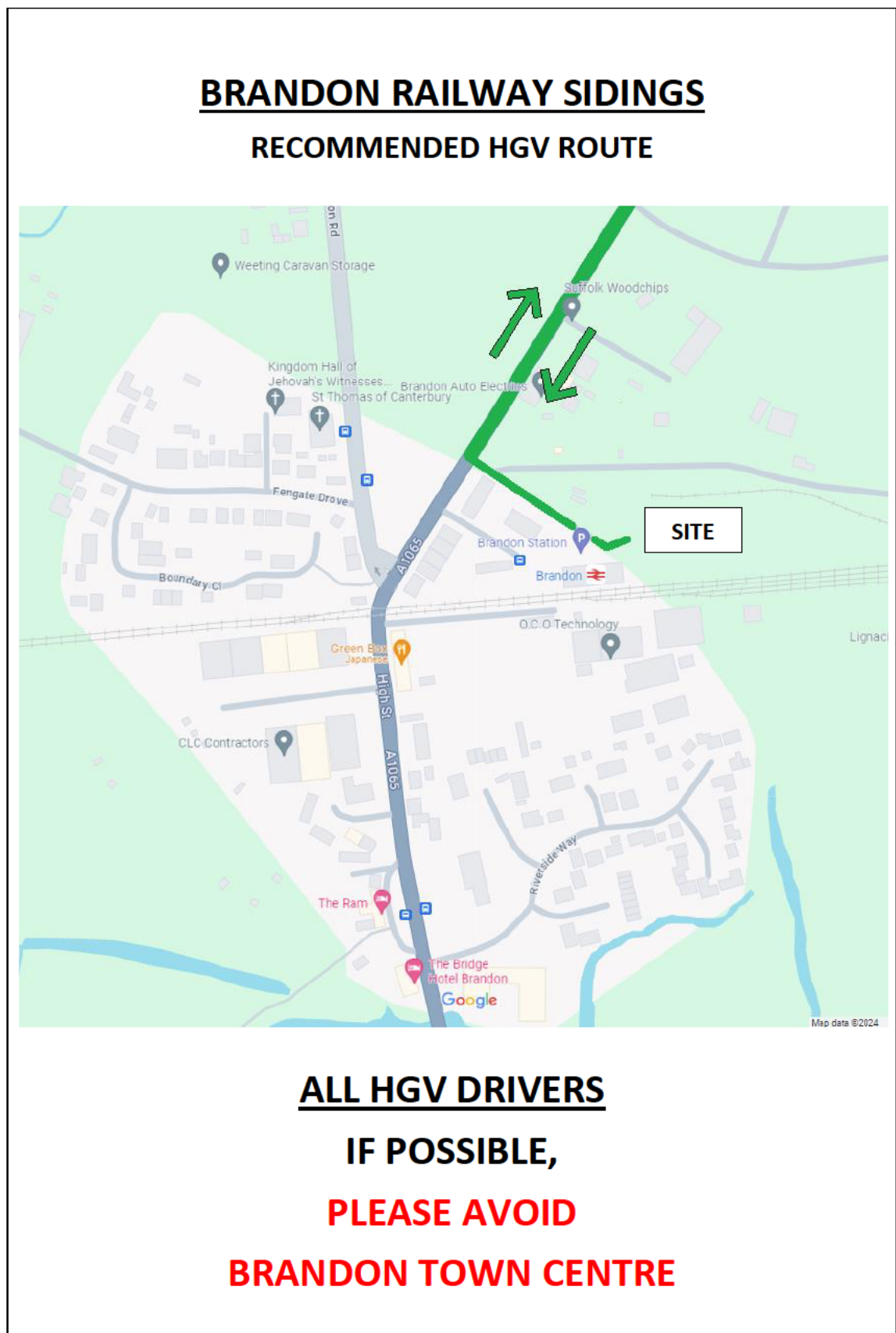


Figure 3.2: Recommended HGV Route Plan (mapping source: Google Maps)

- 3.14 The “Recommended HGV Route Plan” (Figure 3.2 above) will be printed at A3 size (minimum) and displayed on Notice Boards within reception areas and staff rooms. The plan will also be presented to HGV drivers employed on the Site as part of their induction by the Site Manager, or their representative.

4.0 DISCLAIMER

- 4.1 Create Consulting disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report.
- 4.2 The copyright of this report is vested in Create Consulting Engineers Ltd and Network Rail Property (Eastern Region). The Client, or his appointed representatives, may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without the written consent of Create Consulting Engineers Ltd or Network Rail Property (Eastern Region).
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