ODYSSEY

DEVELOPING JOURNEYS

GROVE SERVICE STATION

TRANSPORT ASSESSMENT

GROVE SERVICE STATION, OLD BATH ROAD, CHARVIL, RG10 9QJ

TRANSPORT ASSESSMENT

ON BEHALF OF SPEEDY FUELS LTD

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October 2025

DOCUMENT CONTROL SHEET

Project Name Grove Service Station

Project No. 24-210

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Issue	AM	RJH	AM	RJH	20/03/25

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Transport Assessment (TA) has been prepared by Odyssey on behalf of the applicant, Speedy Fuels Ltd (hereafter referred to as '*The Applicant'*), in respect of a forthcoming planning application proposing the construction of a HGV fuelling facility at the former Grove Service Station, on the Old Bath Road, Charvil, Twyford.

1.1.2 The proposed planning description of the development would be as follows: *"Demolition of two existing buildings and a garage and the change of use from service station to a fuel oil storage and distribution facility including the installation of 8no. fuel oil storage tanks, refurbishment of hardstanding, car parking and other associated works".*

1.1.3 The development site is located between the villages of Charvil and Twyford, approximately 900m from either. Accordingly, Wokingham Borough Council (WBC) act as the local highway authority and local planning authority. The site is located on the A3032 Old Bath Road, which is an A Road connecting the surrounding area to the larger A4 Bath Road to the south.

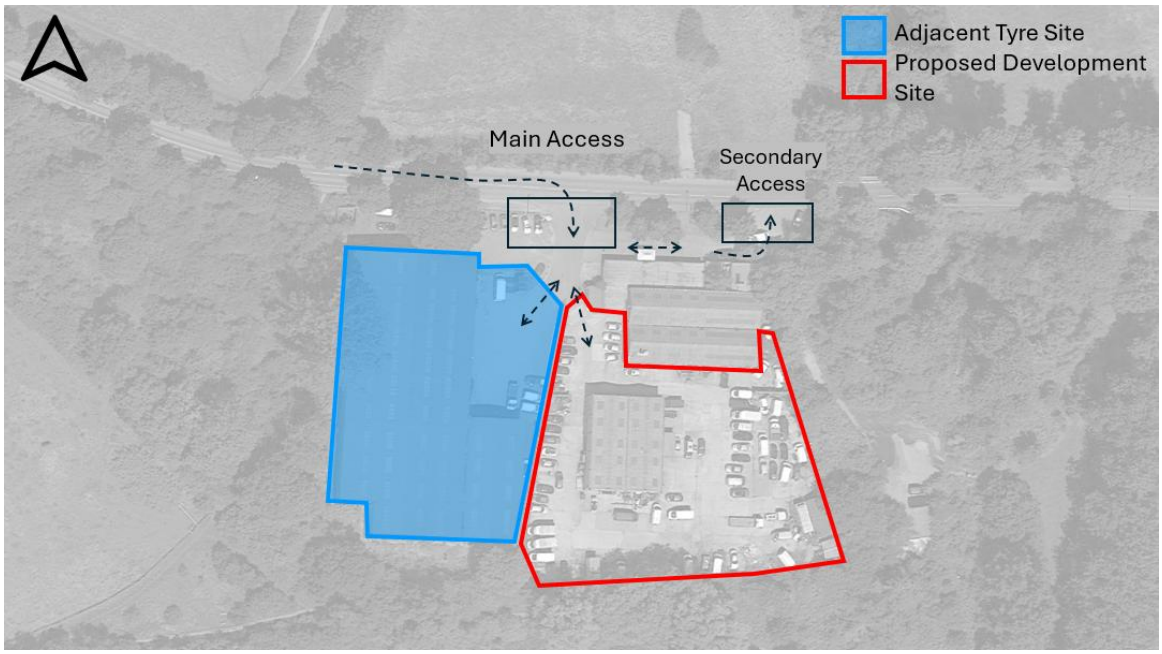
1.1.4 The proposed development would provide re-fuelling and overnight storage for HGV fuel tankers, and would be solely used by the applicant to service their existing fleet of vehicles. Vehicles would depart the site before the AM peak, and return to the site throughout the day. Importantly, the routeing of all vehicles would be controlled by the operator, as described within the accompanying Delivery and Servicing Plan, and detailed in **Section 4** of this report.

1.2 General

1.2.1 The site is located on the A3032 Old Bath Road, and currently shares a access with the existing *'Prince Brothers'* site, and adjacent *'Total Tyre Company'.* Currently, two vehicle accesses are provided across the front of the site, with the wider eastern access providing the main vehicle access to the site, and the narrower western access providing a secondary facility.

1.2.2 **Figure 1-1** below provides an overview of the existing accesses to the site, demonstrating the eastern main access, western secondary access and the internal access routes within the site and adjacent site.

Figure 1-1: Existing Access Plan



1.2.3 The site location is shown in **Figure 1-2.**

Figure 1-2: Site Location

1.3 Pre-application Scoping

1.3.1 Prior to the preparation of this TA, a Transport Pre-application Scoping Note was prepared and sent to WBC and for review and comment. A pre-app meeting with WBC officers (including transport officers) on the 8th of November 2024, with the feedback response contained **Appendix A** within and summarised below.

Vehicle Access

- Officers requested that ATC's were installed on the Old Bath Road to gather vehicle flow data to quantify the percentage impact of the proposed development on peak hour flows;
- Officers requested that the western access should be used for all vehicle movements associated with the proposed development, and that swept path analysis should be provided to demonstrate that vehicles can enter and exit in a forward gear;
- Officers recognised that full visibility splays (according to DMRB/ MfS standards) were unachievable for the wider western access due to the road alignment, but stated that '*WBC would consider the relaxation of full standards due to this being an existing access'.*

Vehicle Routing/ Parking

- WBC officers also requested that vehicles were routed to avoid Twyford Town Centre, and kept to the strategic road network for the majority of their route.
- Officers asked that justification was provided for the proposed level of parking within the development site, including parking for tankers, staff and visitors, along with parking for the retained uses.

Proposed Assessment

- Officers agreed that a first principles approach to trip generation would be acceptable in this situation, due to the lack of similar sites on TRICS. Information from the applicants current site in Ivor would be used to inform the assessment.
- WBC officers confirmed that a transport statement would be sufficient to accompany the planning application, inline with the terms of assessment set out in the transport scoping note.

1.4 Report Structure

1.4.1 The content of this TA is as follows:

- **Section 2.0** considers national and local planning policy.
- **Section 3.0** includes a description of the site, review of the existing conditions in the vicinity of the site as well as a summary of access to sustainable travel.
- **Section 4.0** provides a description of the development proposals, including access to the site and operation thereof.
- **Section 5.0** provides the methodology and results of the trip generation assessment.
- **Section 6.0** concludes the report, summarising each section.

2.0 POLICY REVIEW

2.1 Overview

2.1.1 This section of the report sets out the relevant national, regional, and local policy relevant to the proposed development.

2.2 National Planning Policy Framework (December 2024)

2.2.1 The National Planning Policy Framework (NPPF), first published in March 2012 and most recently updated in December 2024, provides a structure for development within the UK, with a presumption in favour of sustainable development and the promotion of economic growth.

2.2.2 The NPPF sets out in paragraph 115 that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.*
b) *safe and suitable access to the site can be achieved for all users.*
c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.2.3 Paragraphs 115 to 117 of the NPPF state that:

116. "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

117. "Within this context, applications for development should:

i) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high

quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

i) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

ii) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

iii) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

iv) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

118. "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

2.3 National Planning Practice Guidance (NPPG)

2.3.1 The NPPG was established in March 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the NPPG includes a section titled 'Travel Plans, Transport Assessments and Statements in Decision-Taking'. This provides general guidance on the process of producing these documents, from which the following key points are expressed:

> *"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."*

2.4 Planning Policy Summary

2.4.1 Based on the review of national and local planning policy, it is concluded from this TS that the site, its land use and the design proposals, are all compliant with the relevant planning policies. It is demonstrated within this report that the proposed development would positively contribute towards the shift of the industrial and distribution sector in the area, to a cleaner and greener operation, in line with the above policy aspirations.

3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The development site is located broadly between the villages of Charvil and Twyford, approximately 900m from either. Accordingly, Wokingham Borough Council (WBC) act as the local highway authority and local planning authority. The site is located on the A3032 Old Bath Road, which is an A Road connecting the surrounding area to the larger A4 Bath Road to the south.

3.1.2 The site currently comprises of industrial outbuildings, as well as hardstanding currently used for the storage of containers and HGV trailers. Adjacent to the site are other commercial uses, including a tyre garage to the east of the site and a gym use to the north of the site. Beyond these immediate uses the site is surrounded by agricultural land, and Charvil Meadows Country Park.

3.2 Highway Network Summary

Old Bath Road

3.2.1 Old Bath Road is orientated on an east-west alignment and provides a link between Twyford in the north and Charvil in the south. Old Bath Road includes one lane operating in either direction and intermittent footways along its length. Old Bath Road connects to the New Bath Road at either end, which forms part of the strategic road network and provides a link to Reading. Old Bath Road operates a 40 miles per hour (mph) speed limit. No waiting or loading restrictions are present on the Old Bath Road in the immediate vicinity of the site.

3.3 Sustainable Travel Options

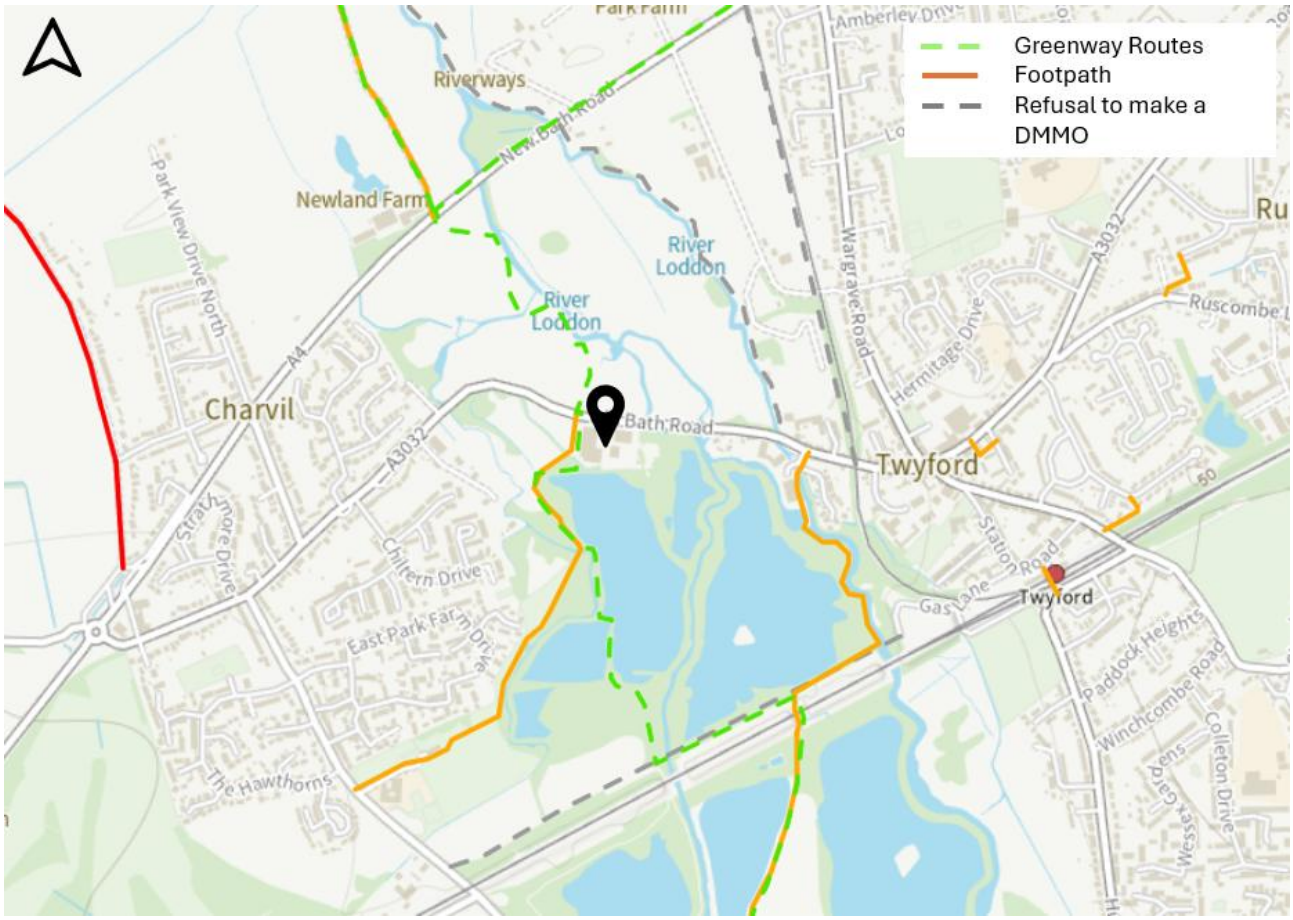
3.3.1 Due to the nature of the proposed development as a HGV refuelling station, it is not expected that the development would generate any public transport, walking or cycling trips. Nonetheless, a brief overview of sustainable transport modes has been included further within this report.

Walking

3.3.2 A pedestrian footway is provided along the length of the Old Bath road, providing pedestrian access into the villages of Twyford and Charvil. A signalised pedestrian crossing is provided in Charvil in front of the 'Polehampton Primary School', with an additional signalised crossing provided in Twyford village.

3.3.3 **Figure 3-1** a number of greenway routes and footpaths in the immediate vicinity of the site, which shows pedestrian routes running in a north/ south direction near to the site.

Figure 3-1: Public Right of Way Network



Bus

3.3.4 The nearest bus stops to the site are the Waggon and Horses stops, located approximately 150m to the east of the site. These stops are served by the 127, 128, 129, 850 and F30 bus services operated by Carousel, Reading and Thames Valley busses. These bus services provide services to destinations such as High Wycombe and Wokingham.

Rail

3.3.5 The nearest railway station to the site is Twyford Railway Station and is located approximately 1km cycling distance to the southeast of the site. The station as well as its rail services are operated by Greater Western Rail and TfL. Typical destinations from the station include includes services to London Paddington, Henley on Thames, Didcot Parkway and east bound Elizabth Line services through London to Abbey Wood and west bound services to Reading.

3.4 Highway Safety

3.4.1 Road Traffic Collision (RTC) data has been obtained from *Crashmap* for the most recently available five-year period at the time of request, between 2019 and 2023. Data was analysed to establish if there had been any slight, serious or fatal accidents in the vicinity of the site.

3.4.2 The RTC study area included the extent of the Old Bath Road within 300m of the development site, in both eastern and western directions. Within the survey area, a total of two collisions occurred within the period, which are set out below in **Table 3-1.**

Table 3-1: Collision Data Review

Crash Reference	Date/ Time	Light Condition	Severity	Description
Collision 1 201943018 8923	22nd June 2019 11:43 pm	Darkness, streetlights present and lit	Serious	Two cars were involved in the collision, with drivers aged between 66-75 in Vehicle 1 and 16-20 in Vehicle 2. Vehicle 1 was turning right and collided with Vehicle 2 which was proceeding normally along the carriageway (not on a bend).
Collision 2 202143019 1779	5th May 2021 1:32 pm	Daylight	Slight	Two motorcycles were involved in the collision, both of which had drivers aged between 16-20. Vehicle 2 was in the act of turning right, when Vehicle 1 was overtaking another moving vehicle.

3.4.3 Collision 1 – this collision occurred near to 'The Waggon and Horses' pub, whilst one vehicle was turning right and one was proceeding normally along the carriageway. The collision occurred during the hours of darkness, late at night. As such, there could have been a higher likelihood of driver error being involved in the causes for the collision.

3.4.4 Collision 2 - this collision occurred near to the site access, with a young motorcycle rider colliding with another vehicle whilst overtaking another. This collision occurred during daylight hours, on a broadly straight section of road. This collision occurred during day light hours, on a straight section of road, reducing the likelihood of a lack of visibility or the road layout impacting the drivers ability to drive carefully.

3.4.5 The above review of collisions in the area surrounding the site demonstrated that there were two collisions within the immediate vicinity, within the survey period. No clusters of collisions were observed, and there were no fatal collisions near the site within the survey period. As such, no change is proposed to the existing road layout near to the site.

3.5 Traffic Surveys

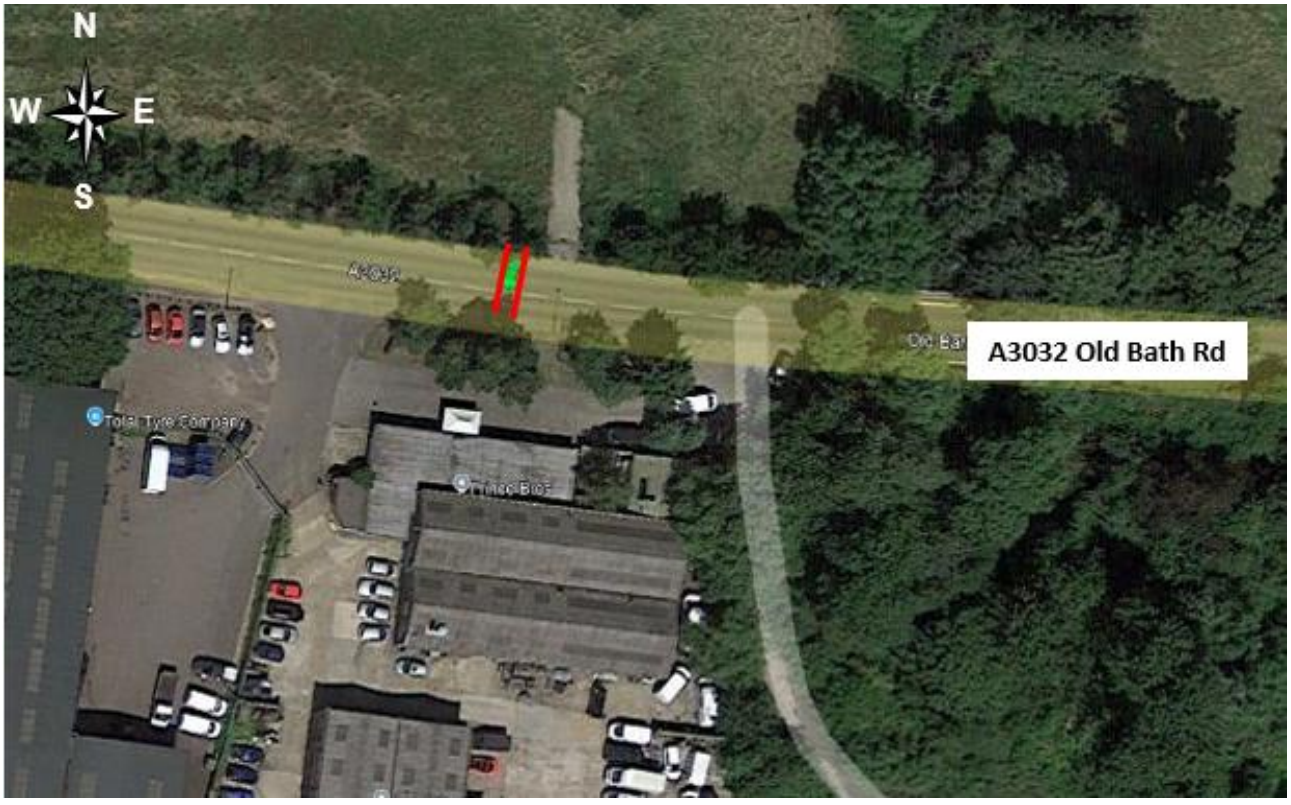
3.5.1 Traffic surveys were undertaken on the Old Bath Road in early December 2024 upon the request of WBC transport officers. Automatic traffic counter (ATC) surveys were placed on the Old Bath Road to capture the volume, direction and speed of traffic on the road for a period of seven days.

3.5.2 Additionally, a camera survey was undertaken to quantify the volume of traffic entering and exiting the vehicle accesses associated with the site (including the proposed development site, existing gym and adjacent tyre garage).

ATC Surveys

3.5.3 The location of the ATC surveys is shown below in **Figure 3-2**, which provides an accurate representation of the volume of traffic passing the site across a seven day period. Survey data was split by vehicle type and direction and also provided speed data.

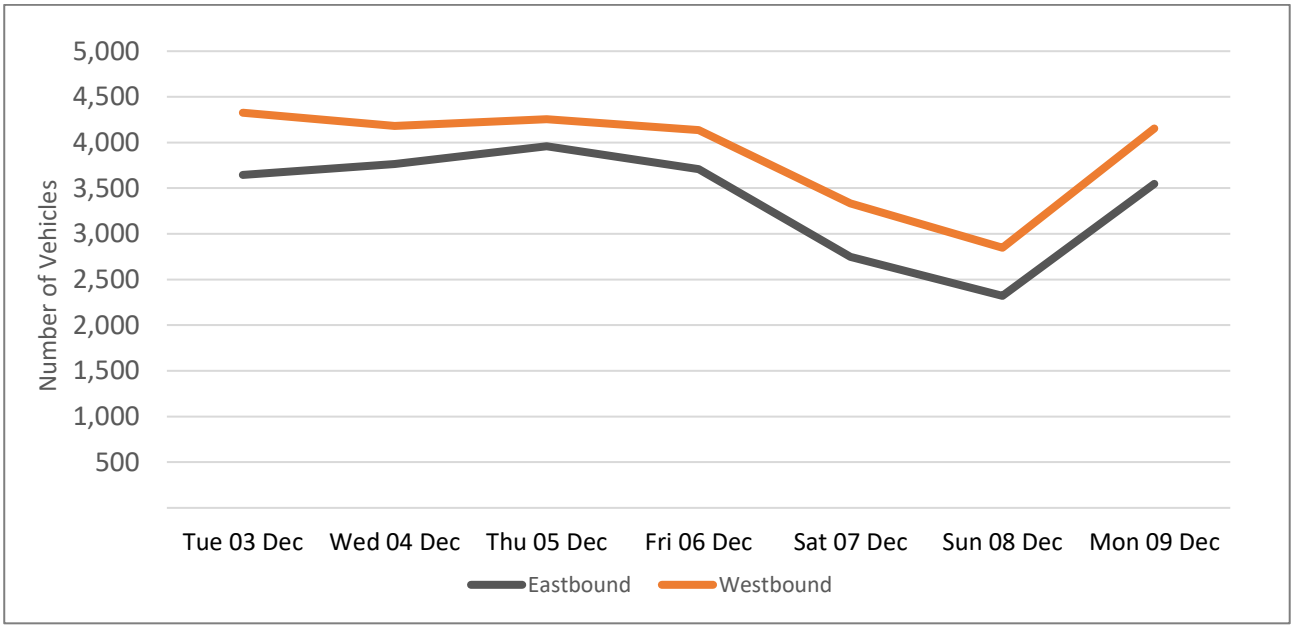
Figure 3-2: ATC Survey Location



3.5.4 **Figure 3-3** below demonstrates the vehicle flow profile for the Old Bath Road over the survey period, which shows that westbound traffic flows are consistently greater than eastbound flows across the week.

3.5.5 Weekday traffic flows (Monday- Friday) are consistently greater than weekend flows, averaging circa 4,000 during the weekday, and circa 3,000 during the weekend.

Figure 3-3: ATC Survey Vehicle Flows



3.5.6 **Table 3-2** shows a weekday average of vehicle flow classification of east and westbound vehicles travelling along Old Bath Road. This demonstrates that the vast majority of vehicles travelling on the road are cars (on average 92%). A small proportion of vehicles travelling on the road were shown to be LGV's (on average 5% of vehicles), with a negligible amount of motorcycle and OGV1 vehicles observed.

Table 3-2: Vehicle Flow Classification

Weekday Average			
Vehicle Type	**Eastbound**	**Westbound**	**Average**
M/C	2%	1%	2%
Car	93%	91%	92%
LGV	4%	5%	5%
OGV1	1%	2%	2%
OGV2	0%	0%	0%

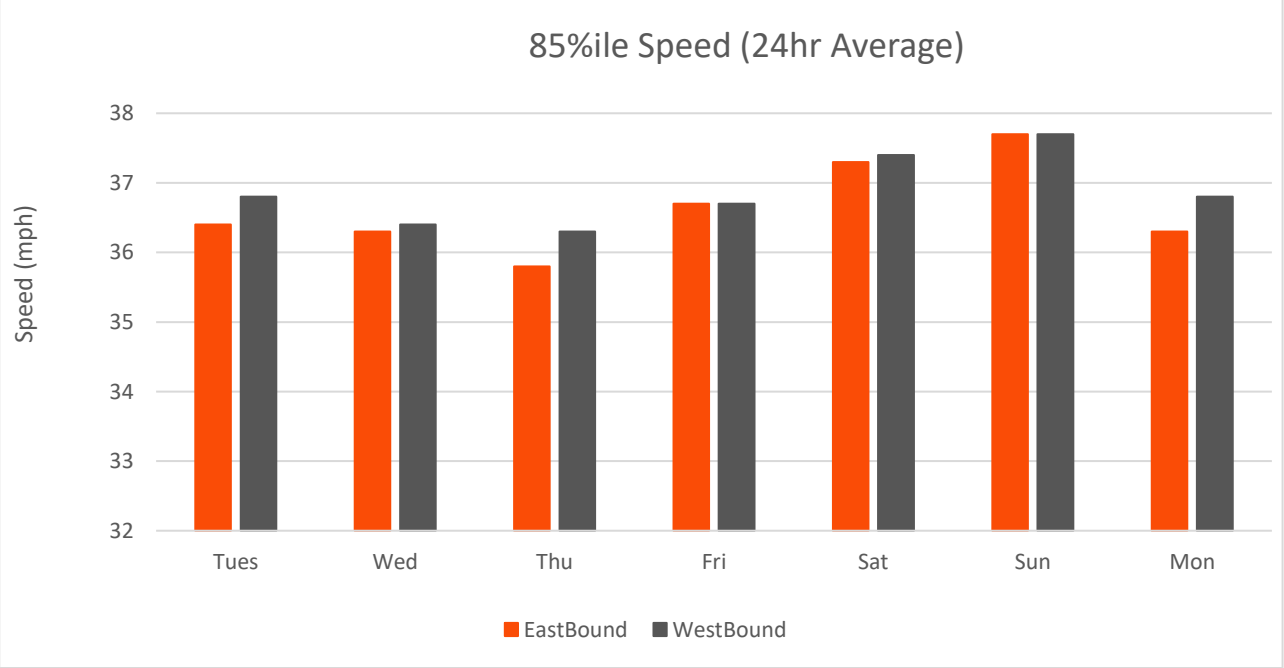
3.5.7 The survey data demonstrates that the Old Bath Road is largely trafficked by cars, with more vehicles travelling westbound than eastbound.

3.5.8 A speed survey was also undertaken on the Old Bath Road, which has a posted speed limit of 40 miles per hour. **Figure 3-4** below shows the 85th percentile speed for vehicles travelling east and westbound on the Old Bath Road (averaged over the 24hr period).

3.5.9 **Figure 3-4** below that on average, vehicles travel below the speed limit on all days. Vehicles were observed to travel at the greatest speeds on the weekend, with the peak speeds (37.5 mph) observed on Saturday and Sunday.

3.5.10 During the week vehicles were observed to travel more slowly, with the average speed recorded of 36.6mph in the westbound direction and 36.3 mph in the eastbound direction.

Figure 3-4: 85%ile Speed Survey



4.0 PROPOSED DEVELOPMENT

4.1 Overview

4.1.1 The proposed development would provide a new HGV refuelling site with four fuel pumps and associated parking and infrastructure. The site would be used to service the clients fleet of fuel tankers, which would be split between this site and the clients other sites across the country. Access to the site would be provided from the Old Bath Road, with no significant change made to the vehicle access compared to the existing arrangement.

4.2 Vehicle Parking

4.2.1 The site layout includes three HGV bays within the site, 17 rigid vehicle bays, four van bays and seven staff car parking bays (of which one bay is marked as a disabled bay), which would accommodate the clients expected fleet of vehicles. As the site would service the clients fleet of vehicles only, the client would ensure that there is sufficient space to accommodate the number of vehicles operating out of the site at any one time.

Cycle Parking

4.2.2 Cycle parking would be provided on site for staff members employed on site, in line with Wokingham Parking guidance. As such, twenty cycle parking spaces would be provided within an external store to ensure that drivers and office staff on site have access to cycle parking facilities. Full details of the proposed cycle store would be secured by use of a planning condition.

4.3 Access and On-site Arrangements

4.3.1 During the pre-application meeting that was held with WBC, officers stated that *"WBC Highways would prefer the use of the western access for both in/ out movements, providing swept paths can be demonstrated and turning area can be achieved within the site.* As such, it is proposed that the site would be accessed from the existing access road via the Old Bath Road. All vehicle access would be provided using the existing western access to the site, which is shared with the existing gym and tyre garage**.** All vehicles would enter the proposed development from this access and enter and exit in a forward gear.

4.3.2 The junction arrangement has been re-designed such that it can accommodate full two-way movements of 15.2m HGVs, as this is the largest vehicle operational within the clients fleet. This approach has been taken to ensure that any HGV accessing the site would be able to access the

site whilst another vehicle is waiting at the give way markings to exit the site, as such minimising the amount of time vehicles are required to wait on the Old Bath Road. Two vehicles are also able to pass through the site access gate at one time, to ensure that vehicles do not block the adjacent accesses to the gym or tyre garage. The proposed arrangement of the site, along with vehicle tracking is shown in drawing **24-210-002.**

4.4 Visibility Splays

4.4.1 Given the road geometry, it was concluded that Manual for Streets (MfS) visibility splays for a 40mph road were unachievable from the existing western vehicle access (when looking east), that is proposed to accommodate all vehicle traffic associated with the proposed development.

4.4.2 WBC Highways Design Guide (2019) states that *"designers should follow guidance in MfS2 for residential streets with a speed limit of 40mph (to be more precise 85th percentile speeds up to 37mph). (WBC, 2019, para 2.19).* Using the calculations set out in MfS2, the required SSD visibility splay for the road based on the average surveyed 85th percentile speed of 36mph, would be 53.5m. This visibility splay is achievable when looking west, however it is not achievable looking east due to the bridge on the Old Bath road and a privately owned wooded area.

4.4.3 Additionally, during the pre-application meeting WBC stated that "*if there were to be comparable movements from the proposed use (to the existing use), WBC would consider a relation of the full standards (MfS standards for visibility splays) due to this being an existing access".* A trip generation assessment has been undertaken which is provided within Section 5, which demonstrates that trip generation associated with the development would be similar to that of the extant use. Therefore, given that the proposed and extant uses are similar in their industrial nature, and trip generation, and given that there was no cluster of collusions observed surrounding the existing access, the visibility splays that would be retained as part of this development are considered appropriate.

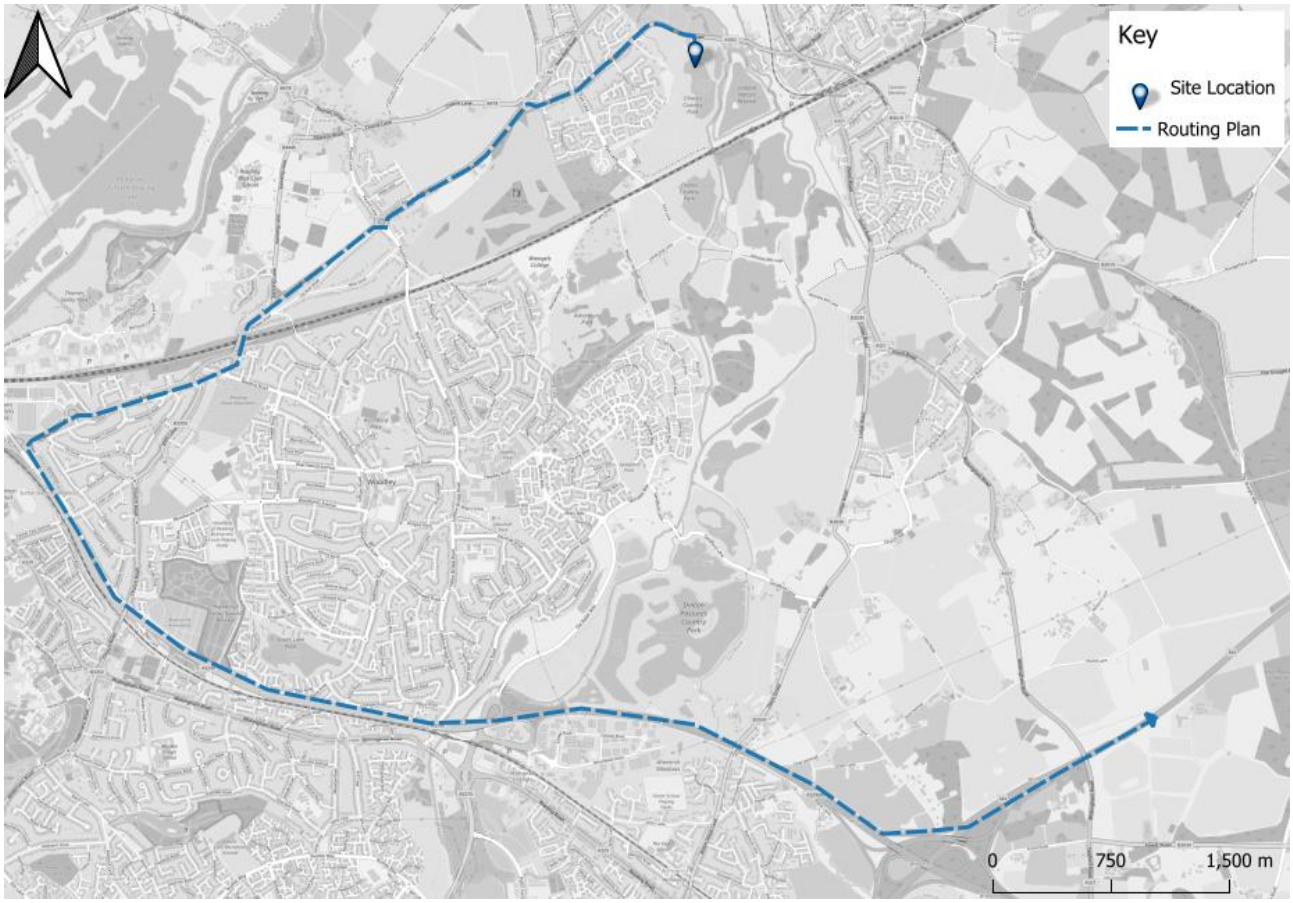
4.4.4 **Drawing 24-210-001** shows visibility splays of 4.5m x 53.5m to the west and 27m to the east, which are MfS compliant and the maximum achievable splay to the west and east respectively.

4.5 Vehicle Routing

4.5.1 Inline with WBC officers request at the pre-application stage, all vehicles would be routed westbound from the site toward the A3 New Bath Road, from where vehicles would likely travel Southbound toward Reading or use the Sutton Seeds Roundabout to access the A3290. The A3290 provides access to the M4, providing a route toward London.

4.5.2 **Figure 4-1** below shows the proposed vehicle routing plan for vehicles heading toward London, however the same route in reverse would be followed for vehicles returning to the site.

Figure 4-1: Vehicle Routing Plan



4.6 Internal Access

4.6.1 Vehicles accessing the site from the Old Bath Road would approach from the west and make a right turn into the proposed development site. Vehicle tracking has been undertaken to demonstrate that an HGV can make a right turn into the site, whilst another waits to exit onto the Old Bath Road. Additionally, vehicle tracking demonstrates that two HGV's can enter the developments access gates at one time.

4.6.2 Vehicles would enter the site and follow a one way system through the site in an anti-clockwise direction. Vehicles would likely use the fuel pumps upon arrival at the site at the end of the day, before being parked in a parking bay overnight. Due to the nature of delivering fuel to locations across London and the south-east, vehicles would arrive at the site periodically across the

afternoon from 3pm to 6pm. This would ensure that there are no queueing vehicles to refuel, however should this occur, staff management would direct vehicles to wait in parking bays to ensure that no vehicle queue out of the site at any time.

4.6.3 Parking bays would be allocated to drivers and staff to ensure that parking across the site is managed, no parking would be allowed outside of marked bays. It is envisioned that a proportion of drivers arriving at the site in the morning would travel by private car. As such, additional car/ van bays have been provided which would provide parking space for private vehicles. Drivers would then move their tanker to the refuelling bay and park their car in the bay vacated by their tanker, the reverse of this movement would be undertaken at the end of the working day.

4.6.4 Vehicle tracking has been undertaken to demonstrate that all vehicle parking bays can be accessed by the appropriate vehicle and that HGV's can enter and exit the site in a forward gear, which is shown in Drawing **24-210-005B.**

4.6.5 Gates are provided on the access of the site to control access to the proposed development, these would be operated by on site staff who would ensure they are opened before any staff arrive on site.

4.7 Operational Management

4.7.1 The proposed development would operate over a 12-hour period, six days a week. It has been demonstrated through swept path analysis that the site layout can safely accommodate multiple HGV's using the pumps.

4.7.2 It is not anticipated that there would be any vehicle conflicts on site. As shown in the site layout and swept path analysis drawings within this TA, the proposed site allows for sufficient space for stop/start/reversing manoeuvres. Should a vehicle be manoeuvring on site, such as reversing into the maintenance bays while another HGV wishes to access the site, there is sufficient space within the proposed site for the HGV to wait without causing any queueing outside of the site.

5.0 TRIP GENERATION ASSESSMENT

5.1.1 As a result of the unique nature of the proposed re-fuelling facility, vehicle trips from the development have been estimated based on a “first principles” assessment using existing data from a number of former fuelling facilities operated by the client. The methodology is similar in process to a TRICS assessment although this approach is seen as a more accurate representation of the developments impact than a purely theoretical approach due to the limited lack of refuelling facilities in the TRICS database.

5.1.2 The first principles methodology was agreed with WBC following the pre-application meeting and is considered to provide the most accurate and robust assessment of the potential trip attraction for the proposed development.

5.2 Existing Use

5.2.1 Trip generation for the extant use has been estimated using documents submitted as part of the planning application for the extant use, which was granted at appeal in 2008 under the reference APP/X0360/A/08/2088706 (for the Planning Inspectorate) and F/2008/1269 for WBC.

5.2.2 This proposed the continued use of the site for activities related to motor vehicles, including MOT’s, accident repairs, mechanical repairs, and a car rental business. The permitted development contained 72 car parking spaces. The business was stated as employing 15 staff.

5.2.3 Based on the above information, a first principals assessment has been undertaken to establish an existing trip generation assessment for the extant use, which has not been operational for some time.

5.2.4 **Table 5-1** below shows a trip distribution profile that has been formulated based on the consented number of vehicle parking spaces and staff members. Assumptions have been made that of the 57 visitor parking spaces, that 33% of these would be used during the AM and PM peak hours. Furthermore, it was assumed that 95% of staff would arrive during the AM peak hour and leave within the PM peak hour.

Table 5-1: First Principles Trip Distribution

Car Parking Spaces		AM (09:00-10:00)		PM (17:00-18:00)	
		Arrivals	Departures	Arrivals	Departures
Visitor	57	33%	33%	33%	33%
Staff	15	95%	5%	5%	95%
Total	72				

5.2.5 As such, the resultant trip generation profile for the AM and PM peak hour is shown below in **Table 5-2.** Which demonstrates that the site would be expected to generate 53 vehicle movements in the AM and PM peak hours.

Table 5-2: First Principles Trip Generation (Existing)

Car Parking Spaces	AM (09:00-10:00)		PM (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Visitor	19	19	19	19
Staff	14	1	1	14
Total	33	20	20	33

5.3 Proposed Use

5.3.1 The 'first principles' trip assessment uses existing operational site arrival data to derive the potential trips that could arise from the proposed development. On this basis, data has been provided by the proposed operator from their former site. This data has been factored up to reflect the proposed fleet of vehicles at the development, and is summarised in **Table 5-3 and 5-4.**

5.3.2 Vehicle trip data has been summarised below for three periods, as set out below;

- AM – staff arrival and the majority of HGV's exit the site for the day;
- PM – HGV's begin to arrive back to the site, and the majority of staff leave the site; and
- Late AM – a small amount of HGV's return to site, and the final remaining staff leave.

5.3.3 Vehicle trips have been summarised below for weekdays, where the site would operate from 5am – 2am and Saturday and Sundays where vehicle flows would be significantly reduced.

Table 5-3: Proposed Vehicle Trip Generation (Weekday)

Period	AM (06:00-07:00)		PM (17:00-18:00)		Late AM 00:00-01:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Monday - Friday	21	17	11	5	0	2

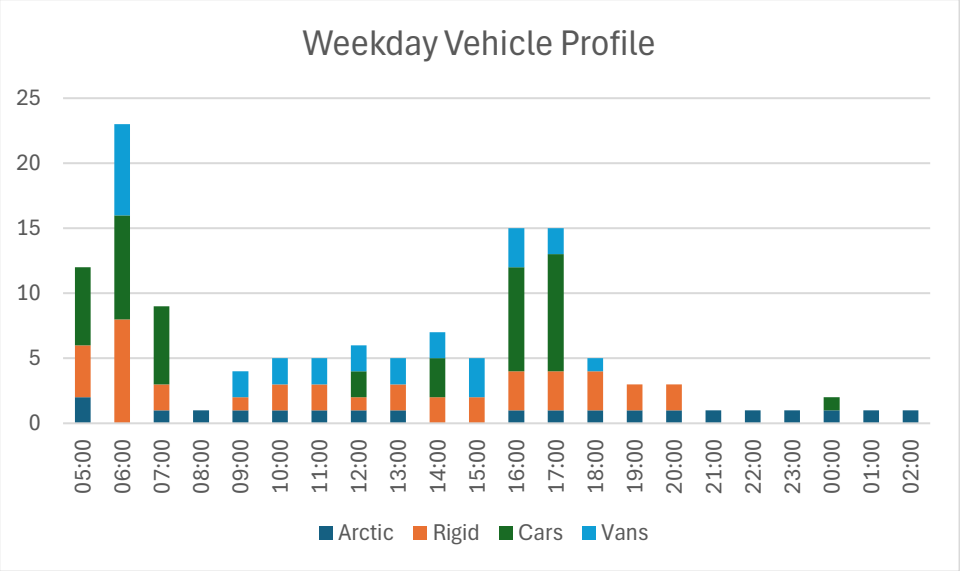
Table 5-4: Proposed Vehicle Trip Generation (Weekend)

Period	AM (05:00-12:00)		PM (13:00-16:00)	
	Arrivals	Departures	Arrivals	Departures
Saturdays	5	5	4	2
Saturdays	5	5	2	1

5.3.4 **Tables 5-3 and 5-4** above demonstrate that vehicle movements at the proposed development are highly tidal, with the vast majority of vehicles arriving in the AM and immediately departing, as drivers arrive at the site before picking up their HGV and again departing. As the majority of staff would arrive, and HGV's would depart within the morning peak hour, it is the busiest hour of the sites operation. Vehicles would return to the site across a broader period in the PM peak, as they would be returning from a variety of destinations.

5.3.5 **Figure 5-1** provides a vehicle profile for the site, which shows that the AM peak hour (06:00-07:00) would be the busiest hour with 23 vehicle movements. The PM peak hours of 16:00-17:00 and 17:00-18:00 are second busiest with 15 vehicle movements per hour each.

Figure 5-1: Weekday Vehicle Profile (two-way)



5.3.6 Vehicle flows would be significantly reduced on Saturday and Sunday, as shown in **Figure 5-2 and 5-3** below. With a maximum of 6 vehicles per hour expected on Saturday and 2 per hour on Sunday.

Figure 5-2: Saturday Vehicle Profile (two-way)

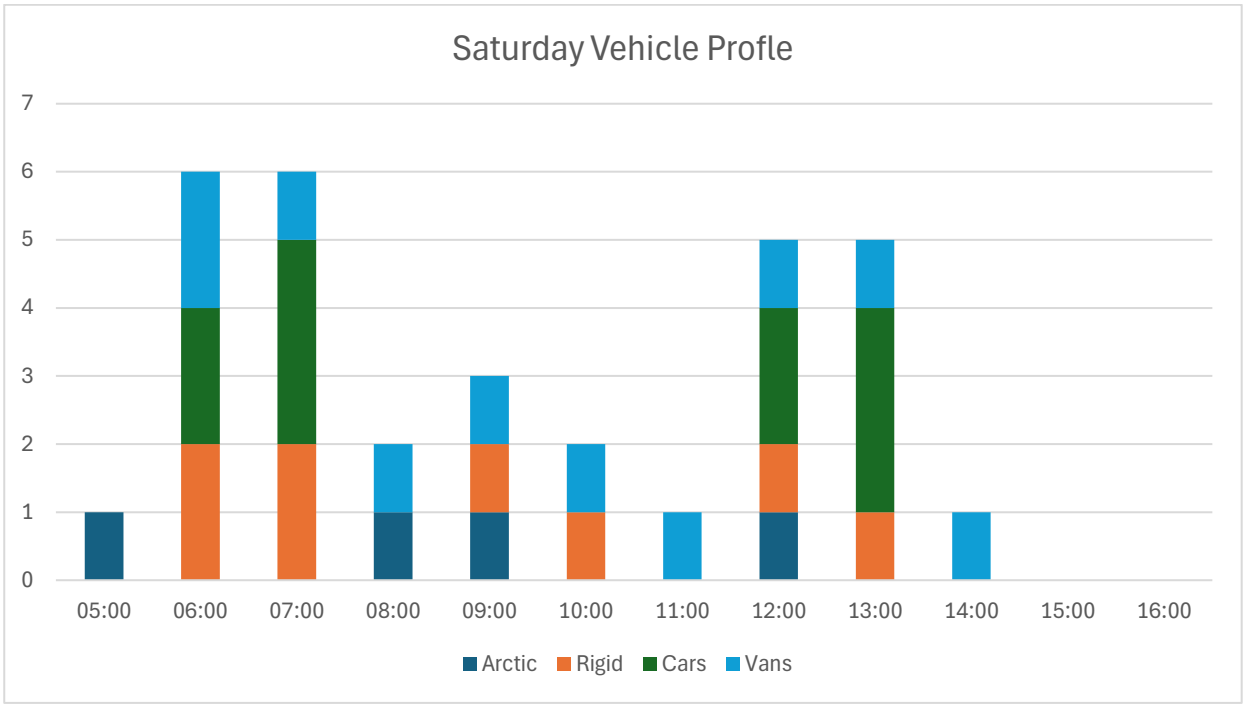
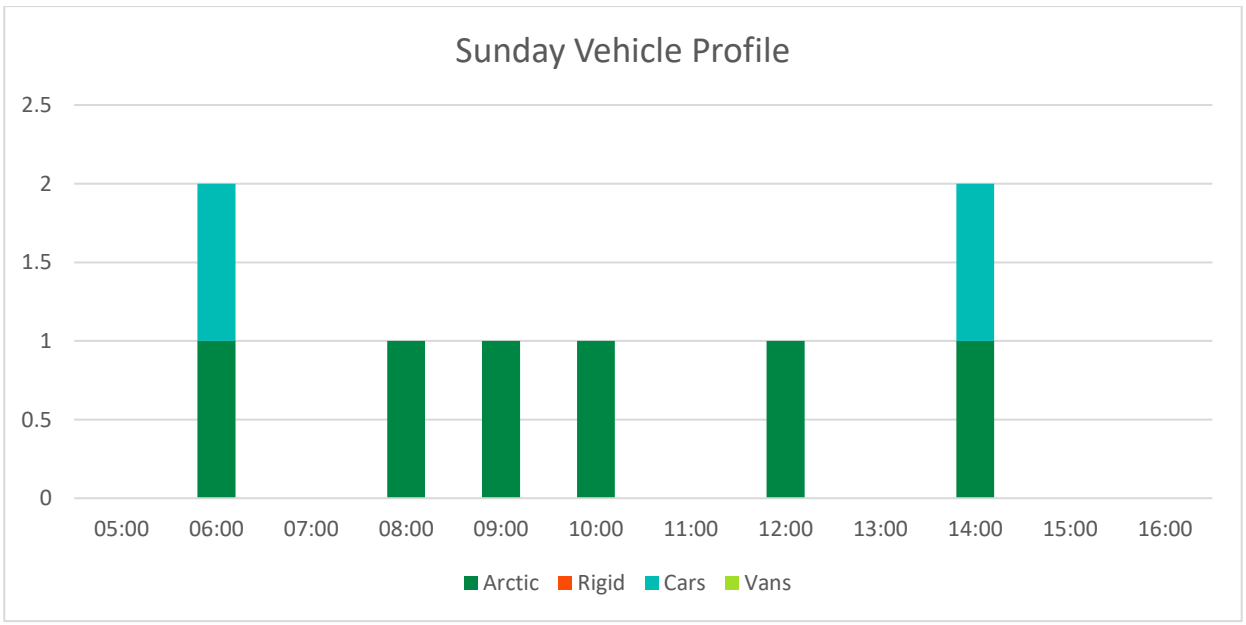


Figure 5-3: Sunday Vehicle Profile (two-way)



5.3.7 It is demonstrated within **Figure 5-3** that the proposed development would generate a maximum of 23 vehicle movements within the AM peak hour, and 15 within the PM peak hour. This number of trips is not expected to cause any material impact on the surrounding highway network.

5.3.8 Additionally, the peak hourly arrival figure of 23 vehicles. equates to around one HGV every three minutes (2.6 minutes). It is therefore not anticipated that there would be any queuing within the site or back onto the access road or Old Bath Road due capacity provided within the site. As such, it is considered that the above trip estimates could be accommodated on the local highway network without detriment.

5.4 Net Impact Assessment

5.4.1 A net impact calculation has been undertaken to establish the change in the number of vehicle movements generated by the extant and consented developments, which is shown in **Table 5-5** below. This demonstrates that the proposed development would result in a de-intensification in the use of the site during the AM and PM peak hours.

Table 5-5: Net Impact Assessment

AM (06:00-07:00)		PM (17:00-18:00)	
Arrivals	**Departures**	**Arrivals**	**Departures**
-12	-2	-8	-29

6.0 CONCLUSION

6.1.1 This Transport Assessment (TA) has been prepared by Odyssey on behalf of the applicant, Speedy Fuels Ltd (hereafter referred to as '*The Applicant'*), in respect of a forthcoming planning application proposing the construction of a HGV fuelling facility at the former Grove Service Station, on the Old Bath Road, Charvil, Twyford.

6.1.2 The site is located on the A3032 Old Bath Road, which is an A Road connecting the surrounding area to the larger A4 Bath Road to the south. The proposed development would provide re-fuelling and overnight storage for HGV fuel tankers, and would be solely used by the applicant to service their existing fleet of vehicles. Vehicles would depart the site before the AM peak, and return to the site throughout the day. The proposed site location is considered to be appropriate for this type of land use given the close proximity of the site to the A4 (Bath Road) and the A329 (M) which provide access to the strategic road network.

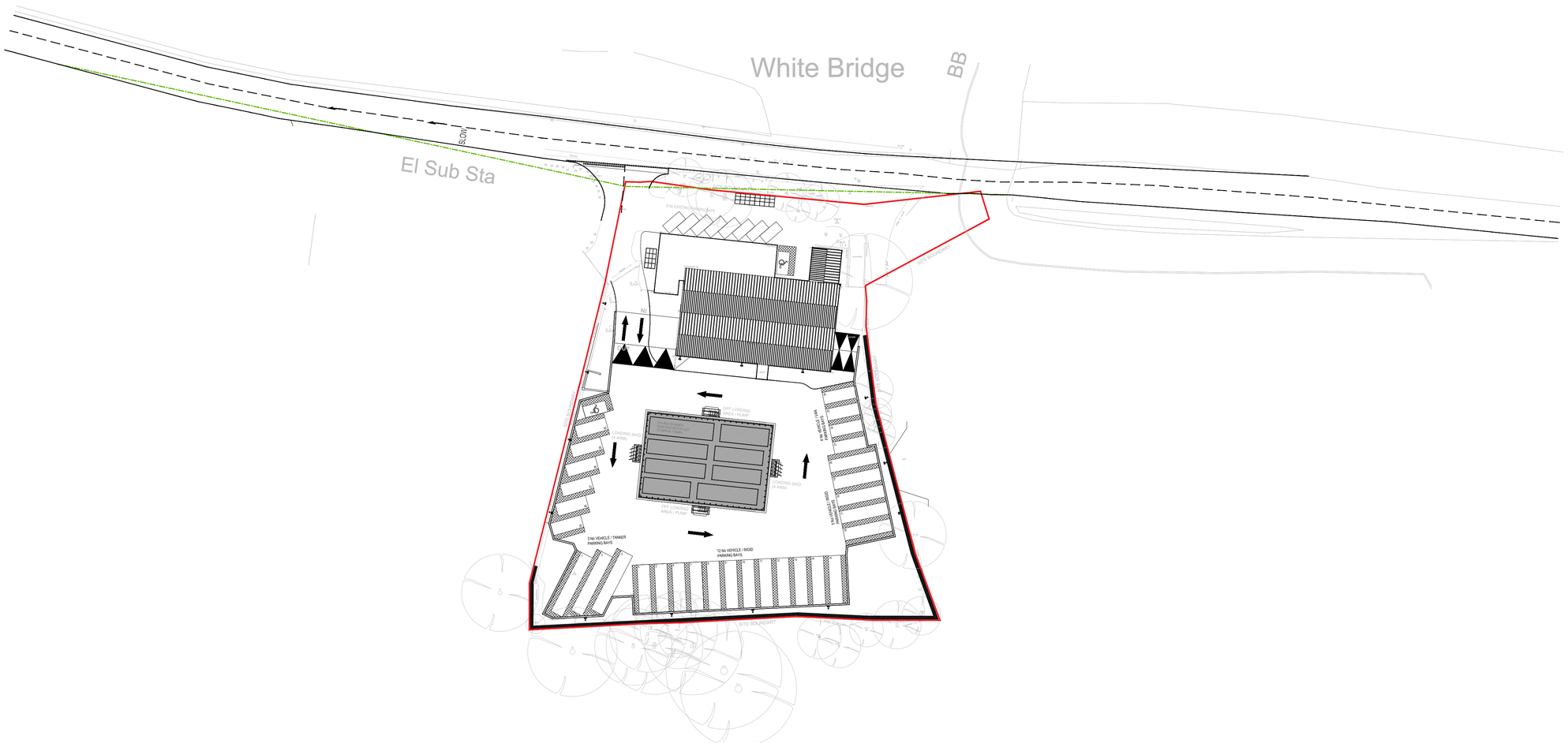
6.1.3 The trip generation assessment demonstrates that the proposed development would generate a maximum of 23 vehicle movements within the AM peak hour, and 15 within the PM peak hour. This number of trips is not expected to cause any material impact on the surrounding highway network. Additionally, the peak hourly arrival figure of 23 vehicles. equates to around one HGV every three minutes (2.6 minutes). It is therefore not anticipated that there would be any queuing within the site or back onto the access road or Old Bath Road due capacity provided within the site. As such, it is considered that the above trip estimates could be accommodated on the local highway network without detriment.

6.1.4 Based on the above and a review of national and local transport policy, it is considered that the development proposals would not result in a material impact to the operation of the local highway network. Importantly, the NPPF states that development should only be refused on highways grounds if *"if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe…", which is not considered to be applicable in this case.*

DRAWINGS

Appendix A

Pre-Application Feedback



P:\24-210 - Grove Service Station, Old Bath Road, Charvil, Twyford\Tech\Acad\Drawings\24-210-001 Vehicular Visibility Splay.dwg

NOTES

KEY:

🟥 APPLICATION BOUNDARY

🟩 4.5M X 120M VISIBILITY SPLAY (UP TO 44MPH DMRB)

Rev	Amendments	Drn	Chk	App	Date
C	UPDATED TO SUIT REVISED LAYOUT	BJ	AM	MB	13.10.25
B	MINOR UPDATES	BJ	AM	MB	12.02.25
A	MINOR UPDATES	BJ	AM	MB	13.12.24

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Job Title
GROVE SERVICE STATION, OLD BATH ROAD, CHARVIL, TWYFORD

Drawing Title
PROPOSED SITE ACCESS ARRANGEMENTS

Client
SPEEDY FUELS LTD

Scale	Date	Designed
1:250 @A1	SEPT 24	MN
Drawn	**Checked**	**Approved**
MN	AM	MJB

Job No	Drawing No	Rev
24-210	24-210/001	C

N

OLD BATH ROAD

SITE BOUNDARY

8 No EXISTING PARKING BAYS

SITE BOUNDARY

OUT

IN

SITE BOUNDARY

SITE BOUNDARY

OFF LOADING AREA / PUMP

LOADING SKID (4 ARM)

DOUBLE BUNDED SURFACE INSTALLED STORAGE TANKS

LOADING SKID (4 ARM)

OFF LOADING AREA / PUMP

4 No VEHICLE / VAN PARKING BAYS

5 No VEHICLE / RIGID PARKING BAYS

3 No VEHICLE / TANKER PARKING BAYS

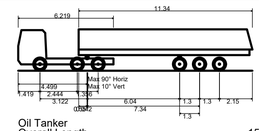
SCALE 1:200

NOTES

KEY

REDLINE BOUNDARY

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE:



Oil Tanker

Overall Length	15.289m
Overall Width	2.500m
Overall Body Height	2.704m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.670m

Rev	Amendments	Drn	Chk	App	Date
C	UPDATED TO SUIT REVISED LAYOUT	BJ	AM	MB	13.10.25
B	MINOR UPDATES	BJ	AM	MB	12.02.25
A	MINOR UPDATES	BJ	AM	MB	13.12.24

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Job Title

GROVE SERVICE STATION, OLD BATH ROAD, CHARVIL, TWYFORD

Drawing Title

15.2M OIL TANKER ACCESS SWEPT PATH ANALYSIS

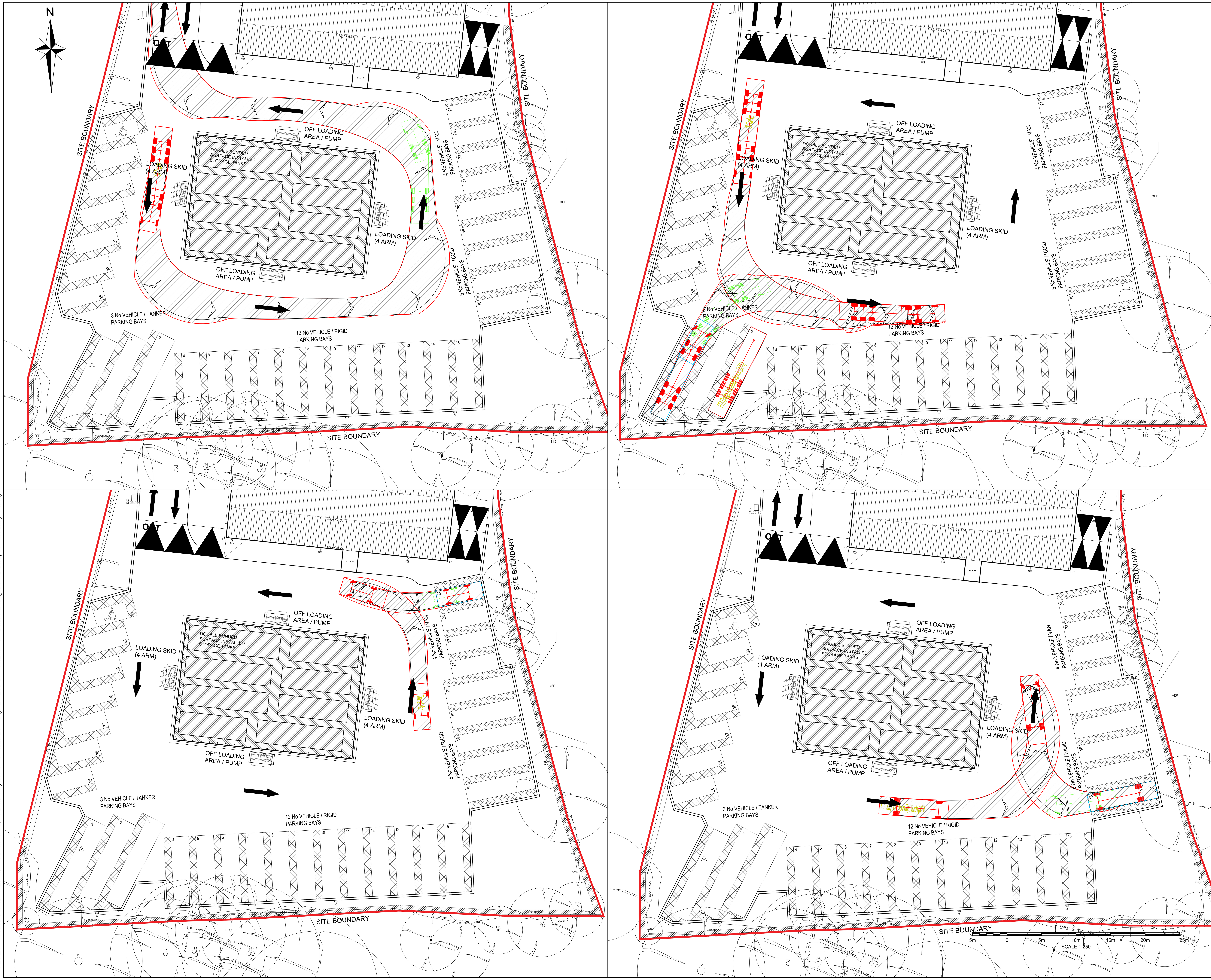
Client

SPEEDY FUELS LTD

Scale	Date	Designed
1:200 @A1	SEP 24	MN
Drawn	**Checked**	**Approved**
MN	AM	MJB
Job No	**Drawing No**	**Rev.**
24-210	24-210-002	C

P:\24-210 - Grove Service Station, Old Bath Road, Charvil, Twyford\Tech\Acad\Drawings\24-210-002 15.2m Oil Tanker Access Swept Path Analysis.dwg

P:\24-210 - Grove Service Station, Old Bath Road, Charvil, Twyford\Tech\Acad\Drawings\24-210-005 15.2m Oil Tanker Parking Space Swept Path Analysis.dwg

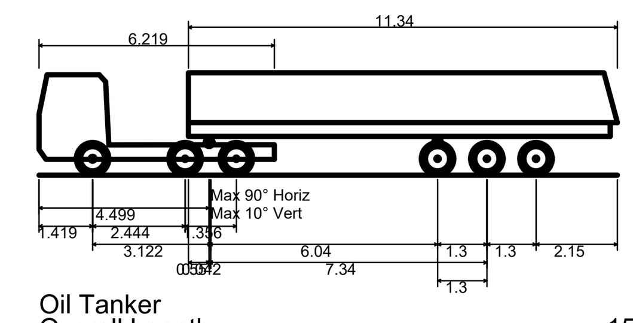


NOTES

KEY

REDLINE BOUNDARY

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE:



Oil Tanker	
Overall Length	15.289m
Overall Width	2.500m
Overall Body Height	2.704m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.670m

Rev	Amendments	Drn	Chk	App	Date
B	UPDATED TO SUIT REVISED LAYOUT	BJ	AM	MB	13.10.25
A	MINOR UPDATES	BJ	AM	MB	07.02.25

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Job Title

GROVE SERVICE STATION, OLD BATH ROAD, CHARVIL, TWYFORD

Drawing Title

15.2M OIL TANKER PARKING SWEPT PATH ANALYSIS

Client

SPEEDY FUELS LTD

Scale	Date	Designed
1:250 @A1	SEP 24	MN
Drawn	**Checked**	**Approved**
MN	AM	MJB

Job No	Drawing No	Rev
24-210	24-210-005	B

N

SLOW

SITE BOUNDARY

8 No EXISTING PARKING BAYS

IN

OUT

SITE BOUNDARY

SITE BOUNDARY

SITE BOUNDARY

OFF LOADING AREA / PUMP

LOADING SKID (4 ARM)

4 No VEHICLE / VAN PARKING BAYS

LOADING SKID (4 ARM)

OFF LOADING AREA / PUMP

5 No VEHICLE / RIGID PARKING BAYS

3 No VEHICLE / TANKER PARKING BAYS

12 No VEHICLE / RIGID PARKING BAYS

SITE BOUNDARY

5m 0 5m 10m 15m 20m 25m

SCALE 1:250

P:\24-210 - Grove Service Station, Old Bath Road, Charvil, Twyford\Tech\Acad\Drawings\24-210-012 Internal Parking Layout.dwg

NOTES

KEY

REDLINE BOUNDARY

Rev	Amendments	Drn	Chk	App	Date
B	UPDATED TO SUIT REVISED LAYOUT	BJ	AM	MB	13.10.25
A	MINOR UPDATES	BJ	AM	MB	12.02.25

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Job Title

GROVE SERVICE STATION, OLD BATH ROAD, CHARVIL, TWYFORD

Drawing Title

INTERNAL PARKING LAYOUT

Client

SPEEDY FUELS LTD

Scale	Date	Designed
1:250 @A1	JAN 25	BJ
Drawn	Checked	Approved
BJ	AM	MJB
Job No	Drawing No	Rev
24-210	24-210-012	B