

PLANNING REF : 252782
PROPERTY ADDRESS : The Ramblers
:
: RG10 0UB
SUBMITTED BY : Niall MacLeod
DATE SUBMITTED : 12/12/2025

COMMENTS:

The planning application for the Speedy Fuels depot on Old Bath Road, Charvil, application 252782 refers.

Working through the applicant's Transport Assessment this evening (a PDF produced by Odyssey and dated October 2025), I have detailed a number of errors, falsehoods and ambivalent statements below.

From their Transport Assessment, paragraph numbers and quotations in italics, my comments follow.

3.2.1 "Old Bath Road operates a 40 miles per hour (mph) speed limit." - Where the site is situated, yes. However there are 30mph zones both to the west in Charvil and to the east in Twyford on Old Bath Road.

3.3.2 "A signalised pedestrian crossing is provided in Charvil in front of the 'Polehampton Primary School'"

- This shows the level of care that went into this assessment. The school is in Twyford, more than one mile away, not in Charvil as stated, and irrelevant as Speedy Fuels won't be driving through Twyford crossroads.

- There is an un-signalised pedestrian crossing in Charvil, close to Park View Drive South, in the 30mph zone. This is used by pedestrians, school children and bus passengers and is completely ignored in the assessment.

3.3.3 "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."

- From the submitted Figure 3-1, is the west/east footpath between the site's boundary and south to the lake (in the Charvil Meadows Country Park) not recognised by WBC? The north/south footpath to the east? There are footpaths in use and marked on e.g. Google Maps that are ignored in the assessment.

3.5.6 "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."

- Weekdays = 4,000 recorded movements per day. If LGVs are 5% that's 800 trucks > 3.5 tons with two axles. OGV1 is 1%, so 40 trucks of > 3.5 tons with more than two axles. There were 0% recorded OGV2, the categorisation of which would cover Speedy Fuels 15.2m (50ft) articulated truck and trailers.

4.4.2 "This visibility splay is achievable when looking west, however it is not achievable looking east"

4.4.3 "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""

4.4.4 "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."

- The Manual for Streets (MfS) referred says that a visibility splays for a 40mph road should be positioned 53.5m away. This is unachievable given the blind corner on the road so WBC "would consider a relation (sic) of the full standards". Assuming that's a 'relaxation' of the full standards, it's 50% less than it should be!

4.5.1 "all vehicles would be routed westbound from the site toward the A3 New Bath Road"

- No travel through Twyford crossroads so why is the Polehampton pedestrian crossing (see above) considered relevant?

5.5.2 "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."

- This refers to the previous use of the site (Prince Brothers). The tables that follow this statement (5-1 and 5-2) are deeply flawed as they assume that the non-staff car 'parking' spaces generated daily trips. In reality a number of these spaces were used for long term parking (i.e. cars stored, being repaired or at the panel beaters over multiple days).

4.7.1 "The proposed development would operate over a 12-hour period, six days a week."

5.5.3 "Vehicle trips have been summarised below for weekdays, where the site would operate from 5am - 2am and Saturday and Sundays"

- Which statement in the assessment is true?

5.3.8 "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"

- Between 6am and 7am there would be an HGV, potentially an OGV2, joining Old Bath Road every 2 minutes and 36 seconds and this isn't anticipated to cause any congestion. Correct?

5.4.1 "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."

- According to this assessment, there's less traffic when compared to the site's previous use (Prince Brothers). But that's only if you accept the flawed assumptions around the 72 car parking spaces detailed above and ignore that passenger vehicle movements are replaced with HGVs.