



TRANSPORT NOTE

ADDRESS: Haverhill Service Station, Sturmer Road

OUR REF: MT/6026/TN.4

LPA REF: DC/23/0735/FUL

DATE: 12th April 2024

1 Introduction

1.1 Bellamy Roberts has been instructed by Motor Fuel Group (MFG) to prepare a Transport Note to address the consultation comments received by the Highway Authority, dated 14th February 2024. The Highway Authority comments are presented at [Appendix 1](#).

1.2 The Highway Authority has issued a holding objection and has requested additional swept path analysis and to consider a separate access from the site to Coupals Close, to address concerns regarding the intensified use of the existing access arrangements.

1.3 At present, the site comprises a petrol filling station (8 pumps) in the eastern half of the site and a used car showroom and jet wash facility in the western half. Vehicular access to the site is achieved from the A143 Sturmer Road via a dedicated in and out arrangement.

1.4 The scheme proposes to redevelop the western half of the site to provide 8 EV charging bays, two jet wash bays and a food to go 'pod'. Improvements to widen the site exit to better accommodate refuelling tankers are proposed and this is reflected on the plans submitted with this Technical Note.

1.5 The matters raised by the Highway Authority have been addressed in this Note and additional information provided, where necessary.



2. Swept Path Analysis

- 2.1 The Highway Authority has commented on evidence of vehicles overrunning the highway verge, south of pump 8. It is suggested by the Highway Authority that this overrunning is a result of vehicles trying to pass one another.
- 2.2 The Highway Authority has stated that *“if the agent can provide tracking plans (for a van size as a worst-case scenario) so that they can leave the site safely, then I can remove my holding objection on this matter”*.
- 2.3 Swept path analysis has been undertaken which demonstrates that sufficient space exists to allow a vehicle to exit the site when passing a stationary vehicle at pump 8. As requested, this analysis has considered a van passing a van (i.e. worst-case scenario) and a van passing a car. In both instances, these vehicles are able to pass one another. The analysis is presented at [Appendix 2](#).
- 2.4 The swept path analysis demonstrates that sufficient space exists to allow vehicles to pass one another and thus exit the site without waiting for the leave the pump. It is therefore considered that the Highway Authority’s holding objection can be removed.
- 2.5 The overrunning of the highway verge is likely the result of the refuelling tanker exiting the site, rather than cars or vans. The improvements to widen the site access will improve matters in this regard. This is demonstrated by the swept path analysis presented at [Appendix 3](#).



3. Separate Access to Coupals Close

- 3.1** The Highway Authority has raised concerns regarding the potential for conflicting vehicle movements within the site between those vehicles exiting the EV charging area / food to go pod and users of the petrol filling station.
- 3.2** To address these concerns, the Highway Authority has suggested that a separate access be provided along the western boundary of the site onto Coupals Close.
- 3.3** Such an alternative access is not considered necessary because vehicles exiting this part of the site can access the A143 via the existing vehicle exit, as currently takes place without incident.
- 3.4** Whilst the proposal will increase the volume of traffic entering and exiting this part of the site, the existing arrangements are suitable to serve the proposal.
- 3.5** Appropriate signage will be installed within the site so users are fully aware of the egress arrangements.



4. Conclusion

- 4.1 This Transport Note has demonstrated that suitable access can be achieved to the proposal and no internal alterations are necessary to allow vehicles to exit the site in a satisfactory manner.
- 4.2 This Note has also demonstrated that a separate access onto Coupals Close is not necessary.

APPENDICES

APPENDIX 1

HA Comments

From: Beighton, Dave <dave.beighton@westsuffolk.gov.uk>
Sent: 14 Feb 2024 05:22:42
To: DMS.Planning@westsuffolk.gov.uk
Cc:
Subject: FW: Planning Application No. DC/23/0735/FUL
Attachments:

From: GHI Highways Development Control <Highways.DevelopmentControl@suffolk.gov.uk>
Sent: Wednesday, February 14, 2024 1:14 PM
To: Beighton, Dave <dave.beighton@westsuffolk.gov.uk>
Cc: Peter Bradfield <Peter.Bradfield@suffolk.gov.uk>
Subject: RE: Planning Application No. DC/23/0735/FUL

[THIS IS AN EXTERNAL EMAIL]

Good Morning Dave,

Thank you for your email.

While I appreciate the agent's comments on the matter, the submitted plans do not reflect what is happening in reality. In fact, Google Maps' street view (dated April 2023) provides evidence that the verge area has been used to get past stationary vehicles using the refuelling station pump 8. Furthermore, cones are put in place to deter departing customers from going over the verge area, which does not belong to the applicant. In addition, in front of the P1 pump, there are trollies positioned, which would cause an obstruction for vehicles to exit the site safely. If the agent can provide vehicle tracking plans (for a van size as a worst-case scenario) so that they can certainly leave the site safely, then I can remove my holding objection on this matter.

I'm afraid I have to disagree that there will not be an intensifying use of the accesses. The proposal entails a different type of user attending the site compared to the existing permitted use (car sales area), as the proposal of an EV charging station and food-to-go pod will increase the number of vehicle movements into and out of the site.

I want to ask the applicant whether they have considered a separate exit access onto Coupals Close, as this would address our concerns and reduce potential conflict between public highway users.

Peter and I are happy to discuss this further over a Microsoft Teams meeting, so please get in touch with me if you think it is necessary before determining the planning application.

Many thanks.

Kind Regards,

Mo Miah, BA (Hons)
Transport Planning Engineer
Suffolk County Council - Transport Strategy
Growth, Highways and Infrastructure
Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX

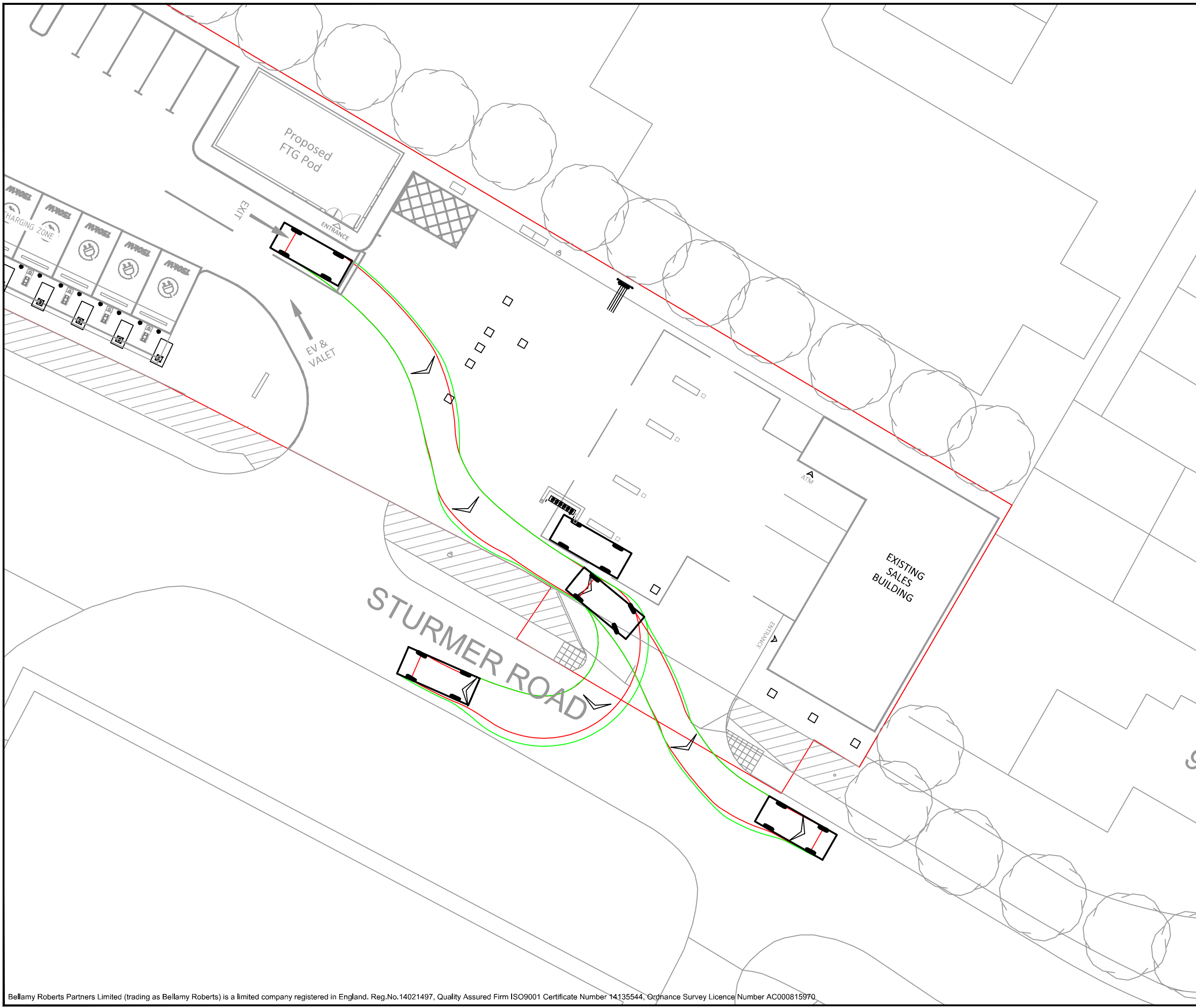
Website: www.suffolk.gov.uk

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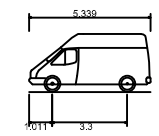
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APPENDIX 2

Pump Tracking



Notes



3.5t Panel Van
 Overall Length 5.339m
 Overall Width 1.986m
 Overall Body Height 2.565m
 Min Body Ground Clearance 0.338m
 Track Width 1.986m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.400m

REVISION	A	Site and tracking updated	DRN	DATE	CHK
		AMENDMENT	MB	11/04/24	MT



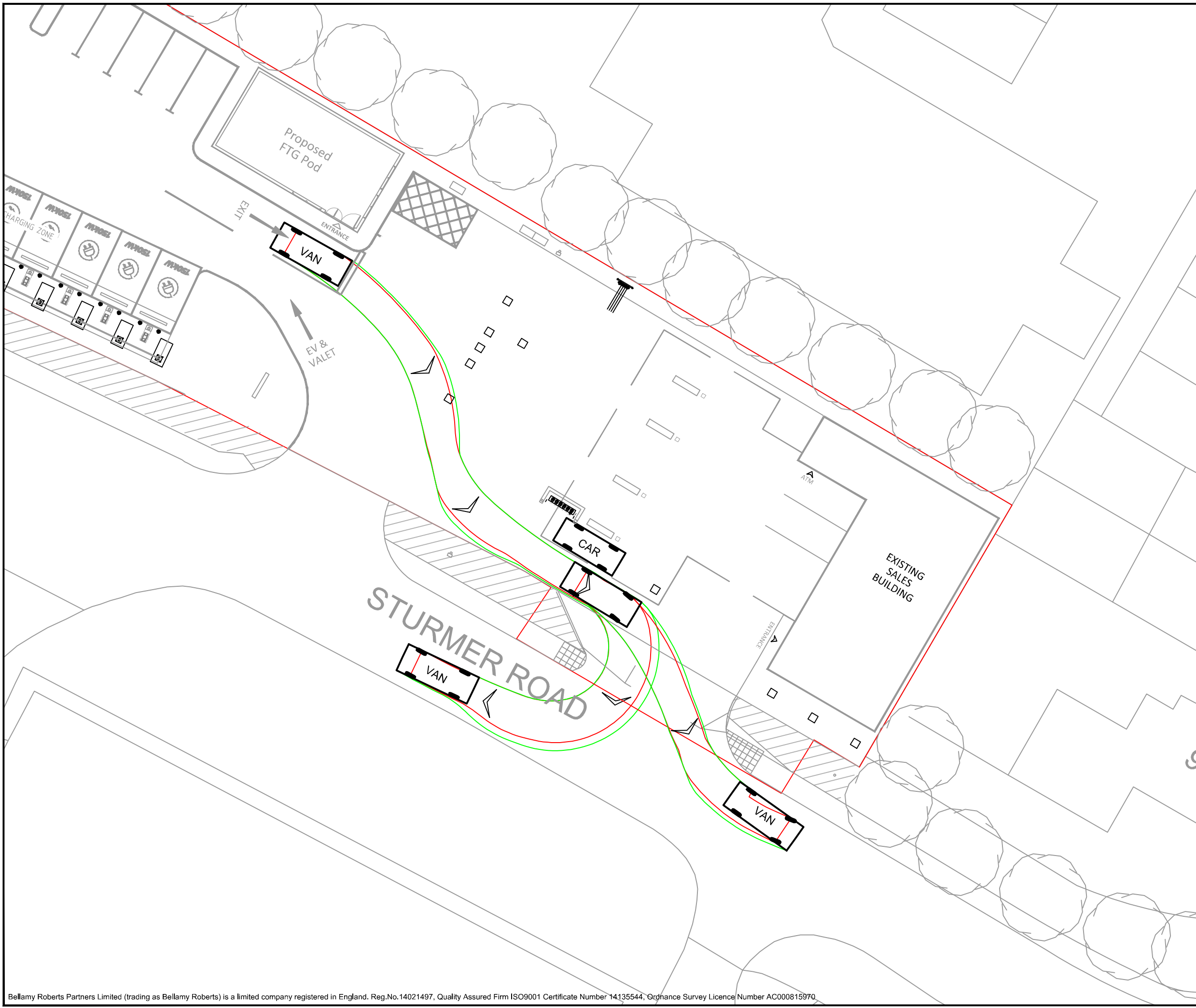
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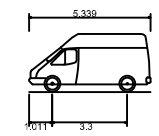
PROJECT
 Haverhill Crossover Works

TITLE
 Pump Tracking

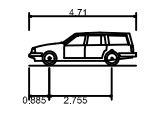
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DATE	26/03/24	DRAWING No.	6026 / 201	REV No.	A
SCALE	1:250 @ A3				



Notes



3.5t Panel Van
 Overall Length 5.339m
 Overall Width 1.986m
 Overall Body Height 2.565m
 Min Body Ground Clearance 0.338m
 Track Width 1.986m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.400m



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.756m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.950m

A	Site and tracking updated	MB	MT
REVISION	AMENDMENT	DRN	CHK



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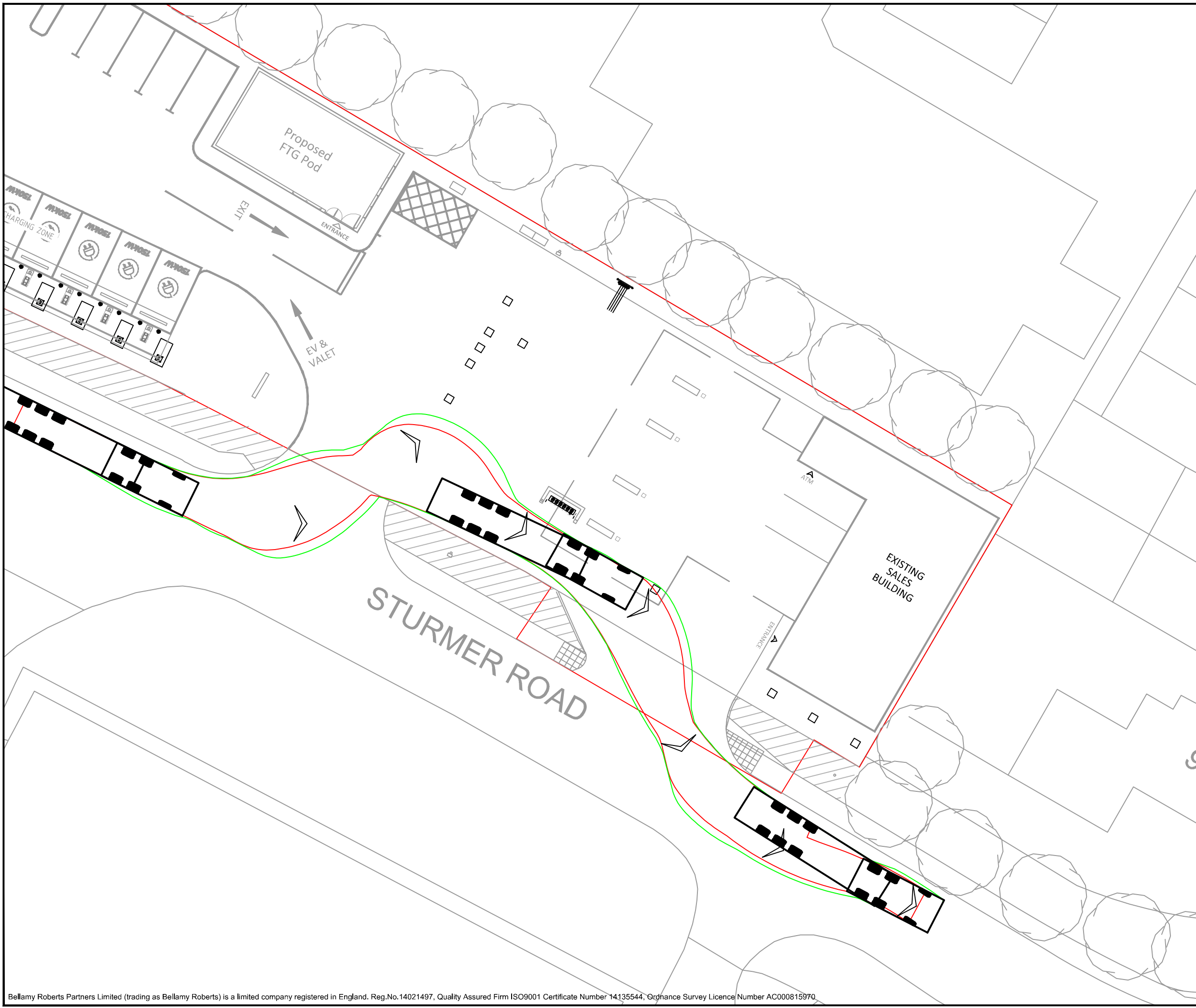
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TITLE
 Pump Tracking with Car

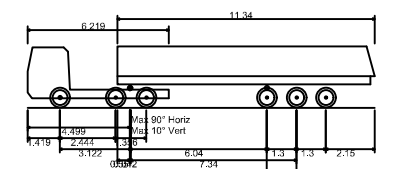
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APPENDIX 3

Tanker Tracking



Notes



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

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TITLE
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