



Princes Food Factory

Long Sutton

Transport Technical Note

Report for

Campbell Driver Partnership on Behalf of
Princes Foods



October 2015

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FIGURES

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APPENDICES

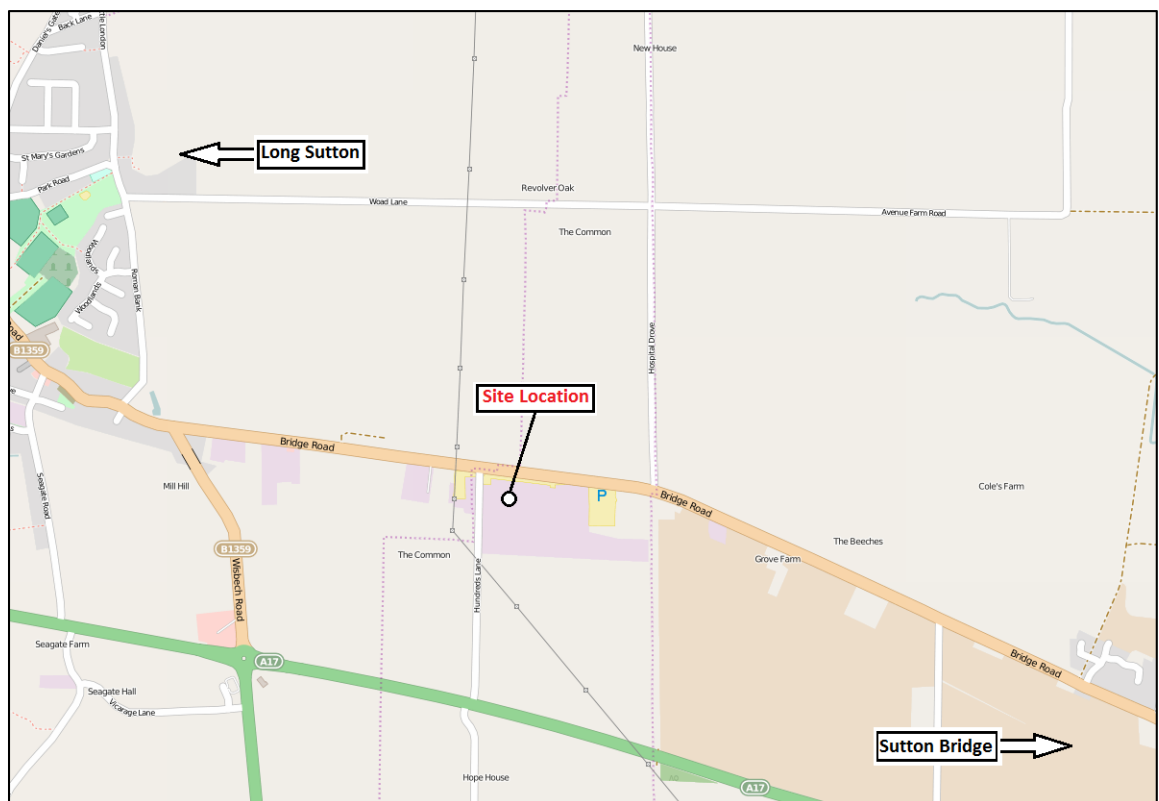
Appendix A	Existing Site Plan (Drawing Ref: 11.185-09)
Appendix B	Proposed Site Plan (Drawing Ref: 11.185-113)
Appendix C	Swept Path Analysis Plans

1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Hydrock has been commissioned by Campbell Driver Partnership Ltd on behalf of Princes Foods to prepare a short transport technical note to support the re-development of the canteen area for the Princes Foods Factory at Long Sutton, Lincolnshire. It is understood that under the re-development proposals, there will be no change to either the operational floorspace at the site or the number of employees.
- 1.1.2 The Princes Food Factory site is located on Bridge Road and is approximately 1km south-east of Long Sutton and 1km west of Sutton Bridge.
- 1.1.3 The site location is shown on **Figure 1.1**.

Figure 1.1: Site Location



1.2 Scope of the Technical Note

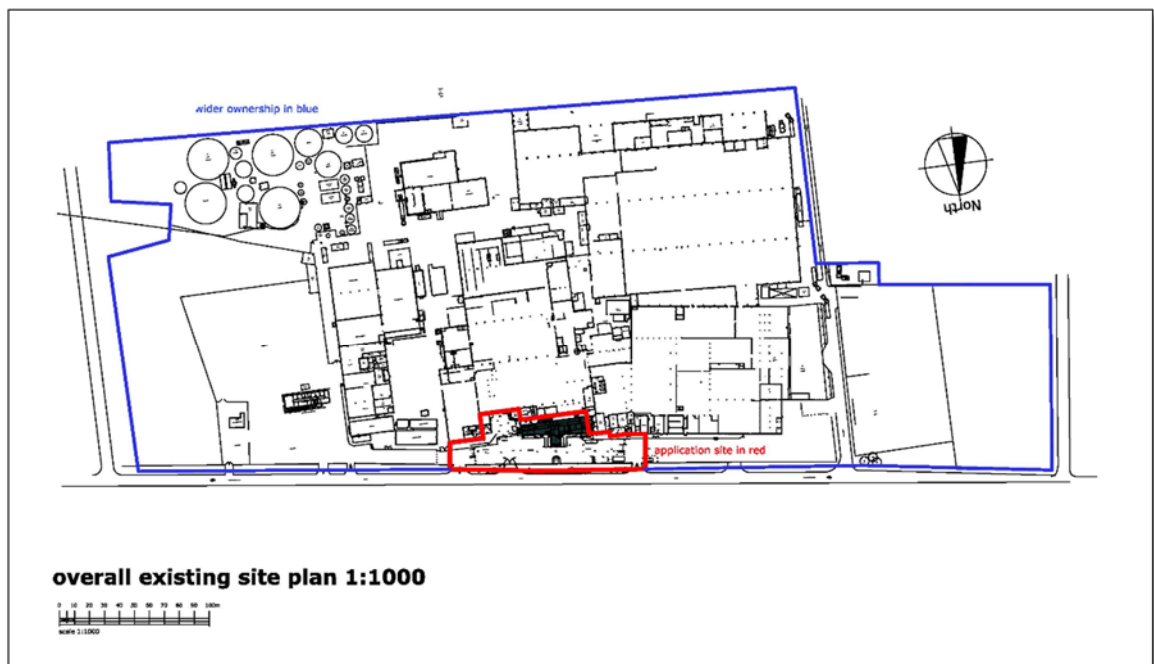
- 1.2.1 Following on from this introductory section, the transport technical covers the following:
- Section 2 provides details of the existing site layout;
 - Section 3 sets out the development proposals;
 - Section 4 covers the swept path analysis checks; and
 - Section 5 gives the summary and conclusions to the technical note.

2.0 EXISTING SITE

2.1 Existing Site Layout and Access

- 2.1.1 The Princes Food Factory takes access from Bridge Road which is a single carriageway road subject to national speed limits across the frontage of the site.
- 2.1.2 Hundreds Lane runs to the west of the site and provides a route from Bridge Road through to the A17 which provides onward access to the wider strategic road network and destinations such as Boston, Kings Lynn and Norwich.
- 2.1.3 The existing site layout (including the application red line and wider ownership boundary) is shown on the Campbell Driver Partnership **Drawing Ref: 11.185-109**. An extract of the drawing is shown at **Figure 2.1** below with a copy of the full plan provided at **Appendix A**.

Figure 2.1 – Existing Site Plan



- 2.1.4 Within the red line boundary there are 3 access points to the site from Bridge Road. The access point to the east of the site frontage is 'in only' and provides the main point of entry to the site.

Image 2.1 – Site Vehicular Entry Point (In Only)



- 2.1.5 The access point to the west of the site frontage is 'out only' and provides the main point of egress from the site.

Image 2.2 – Site Vehicular Exit Point (Egress Only)



- 2.1.6 There is a secondary access point between the main Entry and Egress points, however this is not currently used as regular means of access to the site and is controlled by temporary barriers to restrict its use.

Image 2.3 – Secondary Access Point

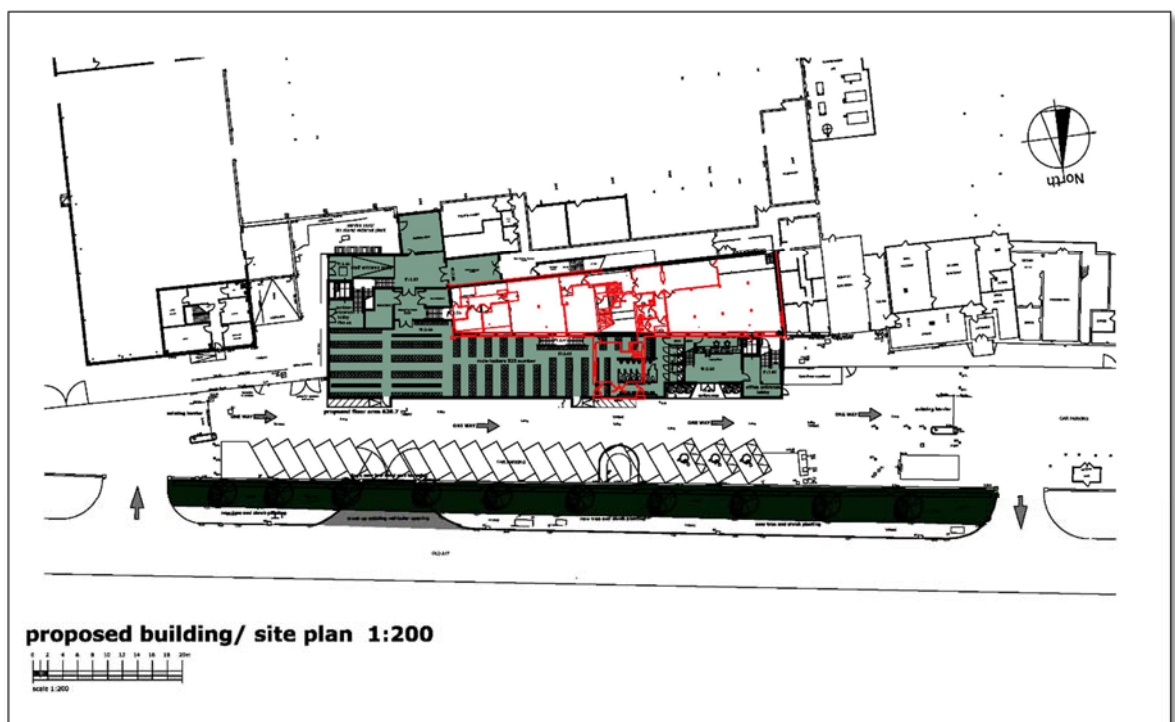


3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

- 3.1.1 The re-development proposal at the site involves the replacement of the existing canteen facilities which are currently housed within porter cabins external to the main factory building. The canteen facilities will be incorporated into the main factory building which is being refurbished.
- 3.1.2 The secondary vehicular access point will be blocked up under the development proposals with new car park bays marked out to the front of the site.
- 3.1.3 A separate bin store/service yard area is provided that can be accessed from within the curtilage of the site. A gated access point is provided to the bin store/service yard area; which is to be used by canteen delivery vehicles.
- 3.1.4 The proposed development site layout is shown on Campbell Driver Partnership **Drawing Ref: 11.185-113**. An extract of the plan is shown at **Figure 3.1** below with a copy of the full plan provided at **Appendix B**.

Figure 2.1 – Proposed Site Plan

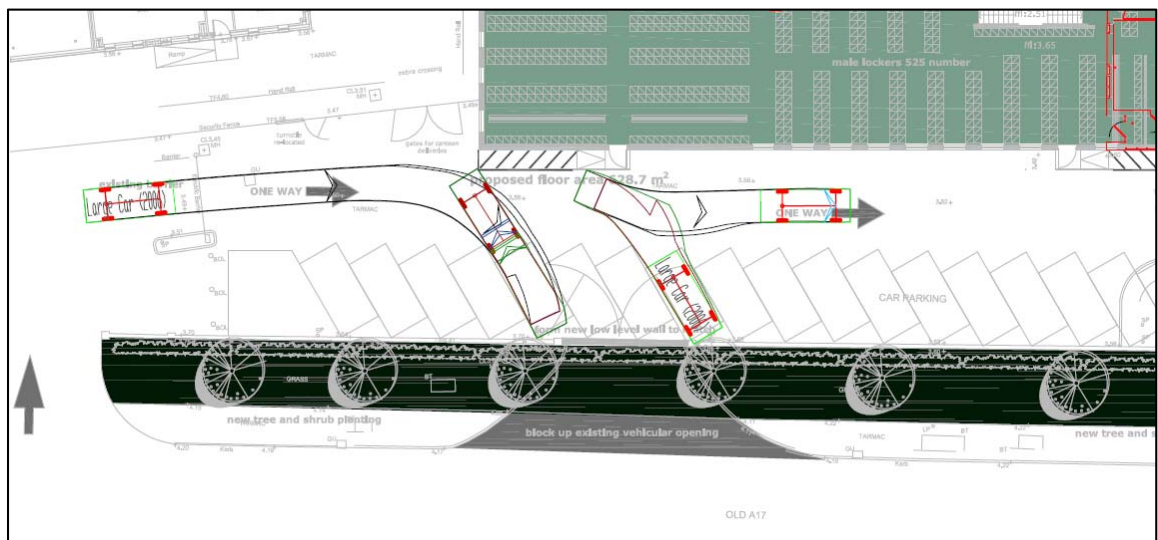


4.0 SWEPT PATHS CHECKS

4.1 Car Park Bays

- 4.1.1 Swept path analysis of the car park bays to be provide across the site frontage demonstrates that the bays are accessible, with vehicles able to manoeuvre in/out of the car park bays. **Figure 4.1** provides an extract of the vehicle swept path check with a copy of the full plan provided at **Appendix C**.

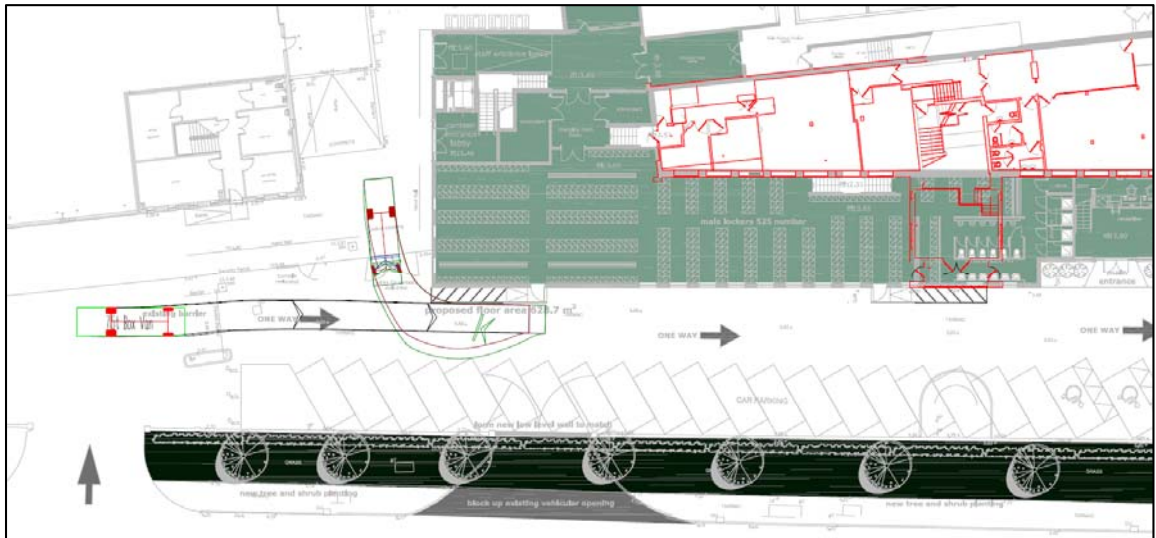
Figure 4.1 – Car Park Bays Swept Path Analysis Check



4.2 Canteen Deliveries

- 4.2.1 It has been confirmed that the largest vehicle that will be use to service the canteen will be a 7.5t Box Van.
- 4.2.2 The swept path analysis for a canteen delivery vehicle demonstrates that service area is accessible with a 7.5t Box Van. The vehicle is able to manoeuvre through the gated access point to access the service yard. To enter the service yard a 7.5t Box Van has to use a reverse gear. The vehicle can then egress the service yard area in a forward gear.
- 4.2.3 **Figure 4.2** (overleaf) provides an extract of the 7.5t Box Van swept path check with a copy of the full plan provided at **Appendix C**.

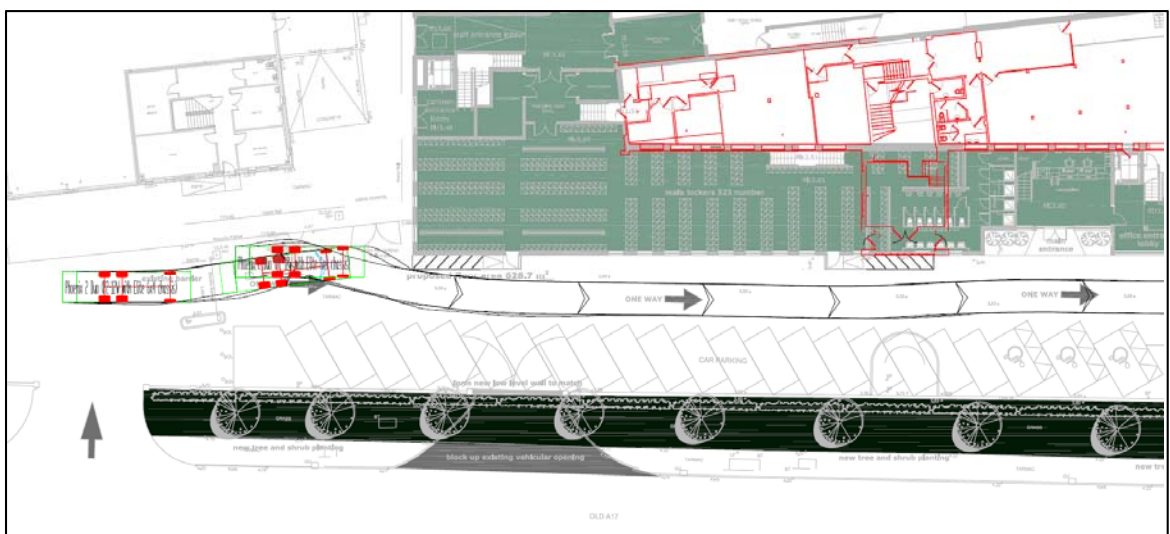
Figure 4.2 – Canteen Deliveries Swept Path Analysis Check (7.5t Box Van)



4.3 Bin Collection

- 4.3.1 The bin store/service yard area has not been designed to accommodate vehicles as large as a Bin Wagon. Given the infrequent nature of refuse collections, it is proposed that bin collections will be managed and will take place from within the curtilage of the site.
- 4.3.2 Refuse vehicles will enter the site and alight near the gates of the bin store/service yard area. The refuse bins will then be wheeled from the bin store area at times of refuse collection. Given that refuse collection will be a relatively infrequent activity, this will not pose any problems as refuse collections will be scheduled to avoid peak times of car park operation and canteen deliveries.
- 4.3.3 **Figure 4.1** provides an extract of a refuse vehicle swept path check with a copy of the full plan provided at **Appendix C**.

Figure 4.3 – Refuse Vehicle Swept Path Analysis Check





5.0 CONSLUSIONS

5.1 Summary

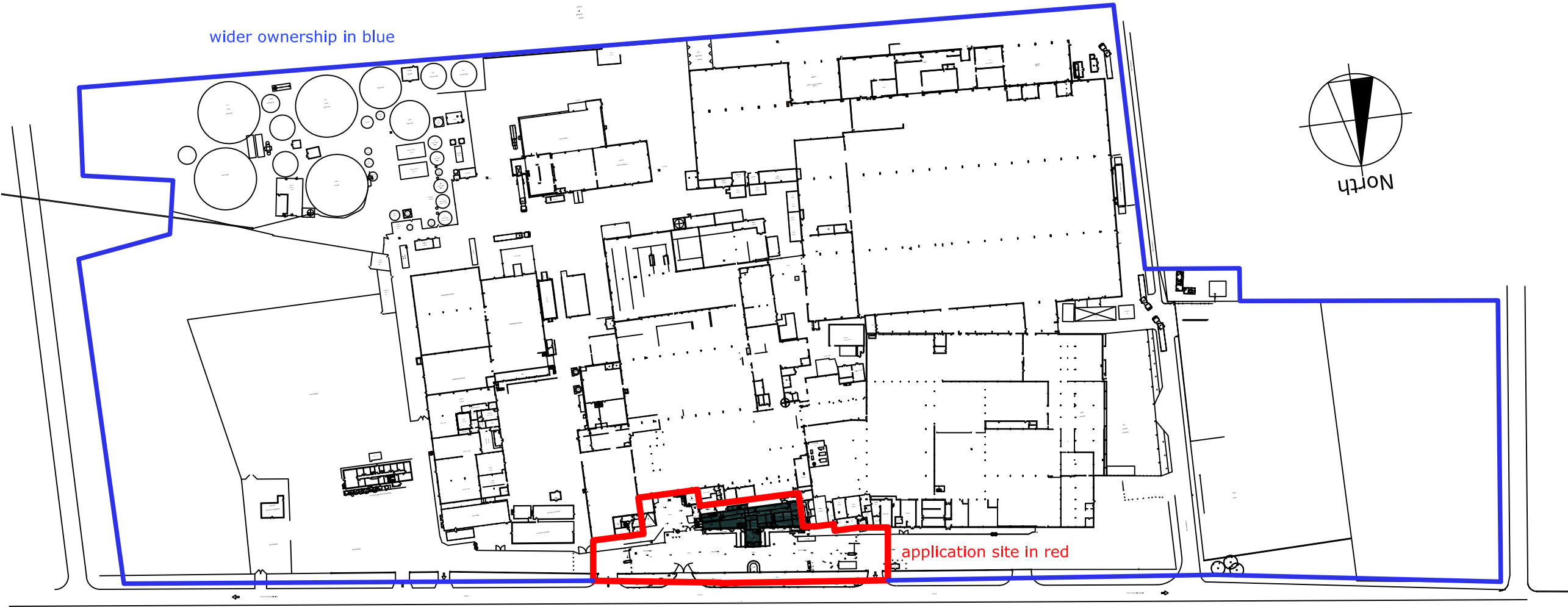
- 5.1.1 Hydrock has been commissioned by Campbell Driver Partnership Ltd on behalf of Princess Foods to prepare a short technical note to support re-development of the canteen facilities at the Princes Foods Factory, Long Sutton, Lincolnshire.
- 5.1.2 Under the re-development proposals there will be no change in the operational floorspace at the site or the number of employees.
- 5.1.3 The secondary vehicular access point from Bridge Road (which is not currently used as a regular means of access) will be blocked up under the development proposals. This will enable a new staff car park arrangement to be set out to the front of the site.
- 5.1.4 A series of swept path analysis checks have been undertaken which demonstrates that the:
 - Car park bays are accessible;
 - The new canteen delivery point is accessible by the required 7.5t Box Van vehicle; and
 - Refuse collections can be undertaken and managed from within the curtilage of the site.

5.2 Conclusion

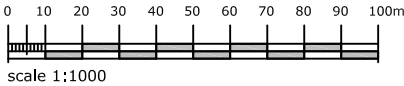
- 5.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation related reasons upon which a refusal of the planning application for the proposals would be justified.

Appendix A

Existing Site Plan (Drawing Ref: 11.185-09)



overall existing site plan 1:1000



campbell driverpartnership
architects designers surveyors

client: **princes ltd**

project: **canteen and facilities**
A17 long sutton

sheet: **existing site plan**

dwg no: 11.185	109	
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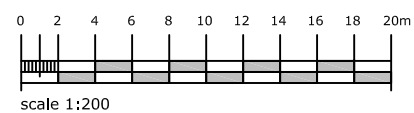
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date: _____	
drawn: _____	
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Appendix B

Proposed Site Plan (Drawing Ref: 11.185-113)



proposed building/ site plan 1:200



campbell driverpartnership
architects designers surveyors

client: **princes ltd**

project: **canteen and facilities**

A17 long sutton

sheet: proposed site plan

dwg no: 11.185

113

scale: 1:200 @ A1

date:

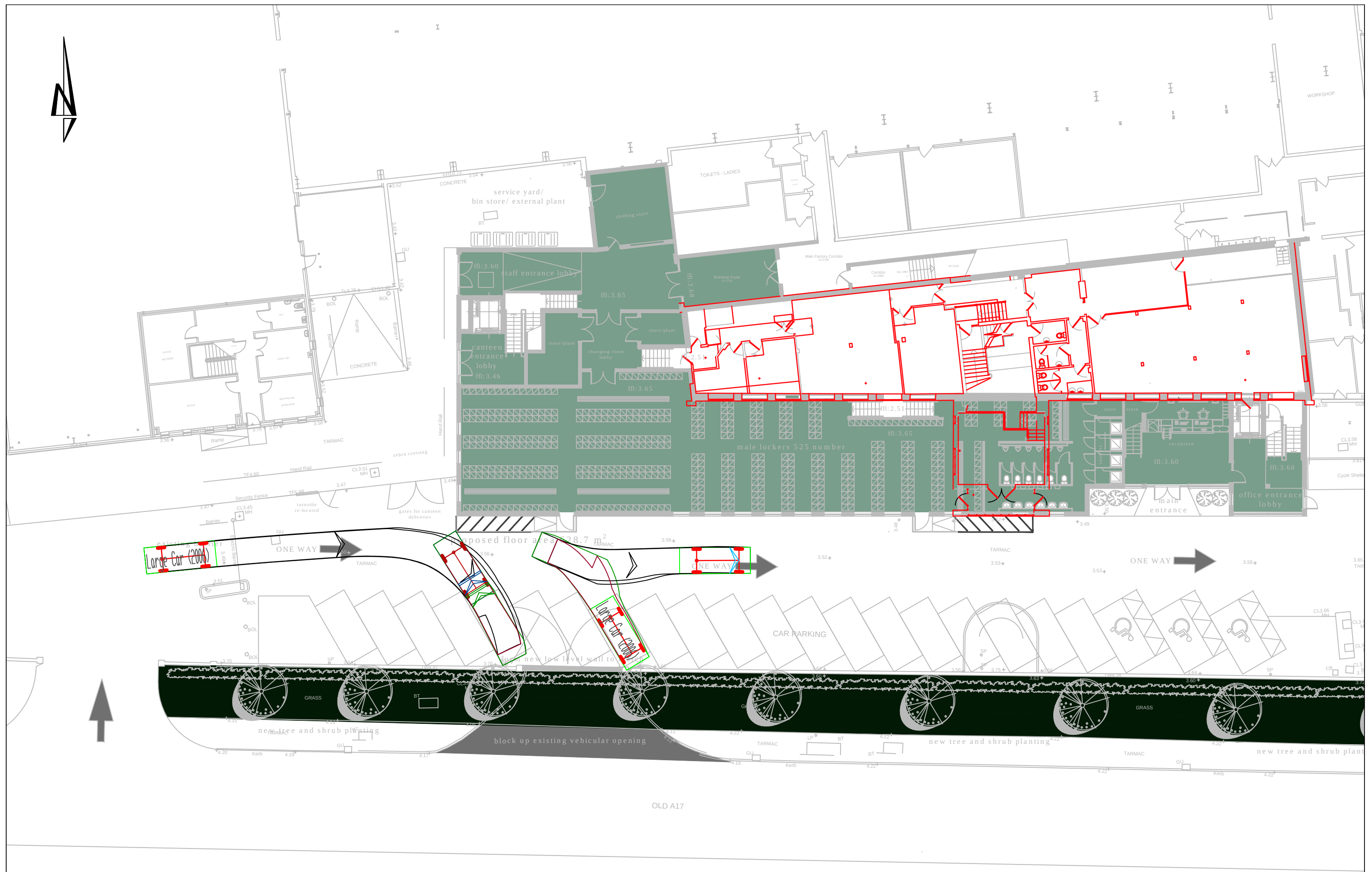
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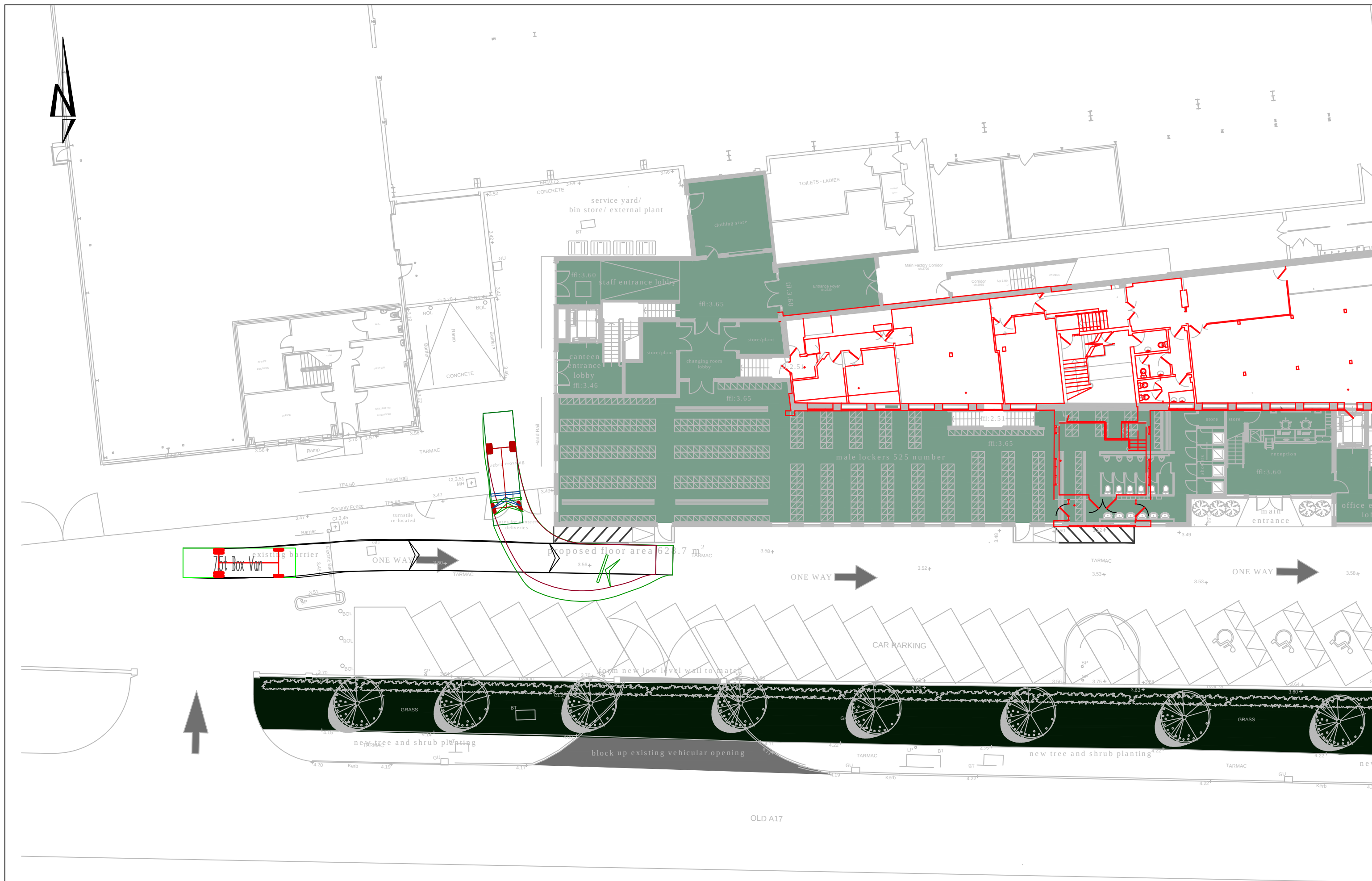
Appendix C

Swept Path Analysis Checks (Plans)



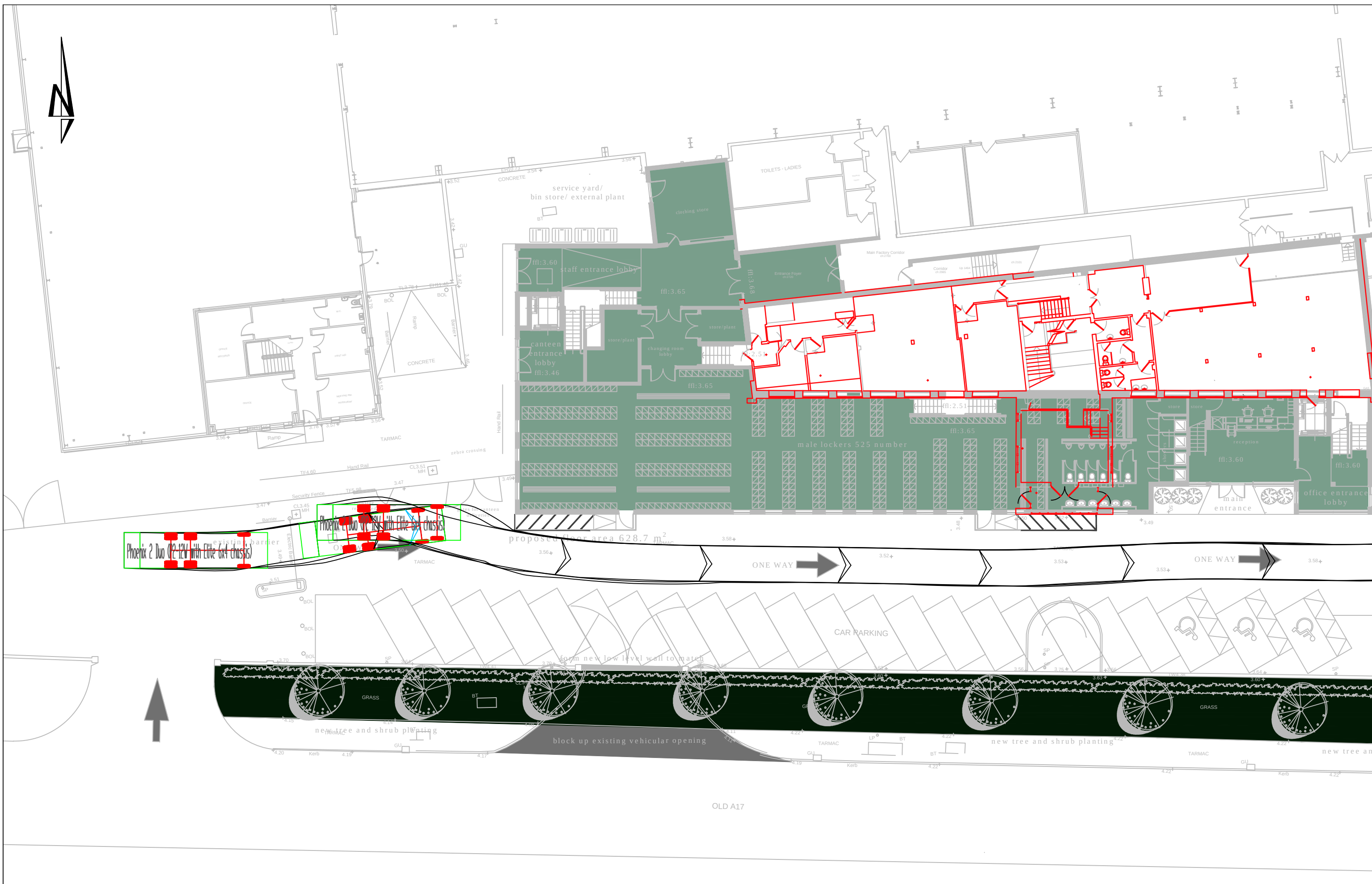
LONG SUTTON, PRINCES FOODS
VEHICLE TRACKING SIMULATIONS - Large Car. FIGURE 4.1

SCALE:1:250 @ A3



LONG SUTTON, PRINCES FOODS
VEHICLE TRACKING SIMULATIONS - 7.5t Box Van . FIGURE 4.2

SCALE:1:250 @ A3



LONG SUTTON, PRINCES FOODS
VEHICLE TRACKING SIMULATIONS - REFUSE TRUCK . FIGURE 4.3

SCALE:1:250 @ A3

