

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS:

Planning Application Number: 23/00514/FUL

Highway Reference Number: 2023/0514/04/H

Application Address: Burbage Road Service Station Burbage Road Burbage Hinckley
Leicestershire LE10 2TP

Application Type: Full

Description of Application:

Demolition of car wash and the erection of charging zone to include EV chargers and canopy, two jet wash bays, substation and associated forecourt works.

GENERAL DETAILS

Planning Case Officer: Satbir Jandu

Applicant: C/o Agent

County Councillor: Cllr Stuart Bray

Parish: Burbage

Road Classification: Class B

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on full application 23/00514/FUL for the demolition of the car wash and the erection of charging zone to include EV chargers and canopy, two jet wash bays, substation and associated forecourt works. The proposals are at Burbage Road Service Station, Burbage Road (4669), Burbage, Leicestershire, LE10 2TP.

Site Access

The site is on the southern extent of Burbage Road (B4669), approximately 50m to the northwest of the signalised crossroads where Burbage Road (B4669)/Brookside/Elm Tree Drive meet. Burbage Road (B4669) at the access location is an adopted, classified B road subject to a 30mph speed limit. It is noted that immediately to the southeast of the access the southeast carriageway splits into two lanes with a straight on and left lane, and a right turn only lane.

The Applicant is not proposing any access amendments and as such has not provided any detailed access drawings. However, the LHA are satisfied the access broadly accords with Figure DG20 of Part 3 of the Leicestershire Highway Design Guide (LHDG).

The Applicant has not submitted any detailed scaled drawings demonstrating the vehicular visibility splays, the LHA have undertaken its own assessment and find that 2.4m x 43m is achievable in both directions. This accords with Table DG4 of Part 3 of the LHDG for the posted speed.

Whilst the LHA acknowledge Burbage Road (B4669) is a classified B road subject to a 30mph speed limit, the LHA hold on record, evidence that vehicles travel in excess of 40mph in both directions.

The LHA may normally have concerns regarding development that could lead to an intensification of use of an access onto highly trafficked, classified B roads where 85th percentile speeds above 40mph have been demonstrated. In certain instances it is deemed necessary to request a speed survey to ascertain the 85th percentile speeds of the passing traffic at the site access location. This is to determine if the proposals should be considered against Policy IN5 of Part 1 of the LHDG. Policy IN5 is used to maintain safety and the free flow of traffic, discouraging new accesses and avoiding increasing the use of existing accesses onto A and B-class roads where 85th percentile speeds above 40mph can be demonstrated. However, given the accesses close proximity to the signalised junction to the southeast, in these site specific circumstances the LHA consider the request of a speed survey unreasonable.

Highway Safety

There has been five Personal Injury Collisions (PIC's) recorded within 500m in either direction of the site access, these all occurred to the northwest of the access. One was classed as serious and involved a pedestrian and a vehicle. Four were classed as slight, these involved the following:

- Vehicle colliding with pedestrian;
- Vehicle colliding with a stationary vehicle;
- Driver suffered medical episode; and
- No data received from the Police.

The acceptability of the proposals would, however, be contingent on the delivery of a safe and suitable access as required by the National Planning Policy Framework (2021).

Trip Generation

The LHA would expect a trip generation exercise, utilising the TRICS® database or the Applicant could undertake a first principals approach from a comparable site the Applicant may be able reference from a comparable site, that details the likely two-way trips during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours. Given the site usage as a petrol station, the LHA would expect a percentage to be considered 'pass-by' trips.

Following the provision of this information, the LHA will then be able to assess the impact of the proposed development on the highway and advise the Applicant in detail.

The LHA reserves the right to ask for junctions to be modelled once the full impact of the development is known.

Internal Layout

Whilst the LHA raise no comments or concerns in respect of the proposed site layout, the site does not provide any customer parking in its current form nor are any proposed. The site continues demonstrates adequate turning provision to enable vehicles to continue to utilise the existing site access arrangements. However, the LHA request information as to how the Applicant intends to manage any queues that may form within the site. This is requested in order for the LHA to be satisfied queues of vehicles would extend into the carriageway onto what is a highly trafficked part of the highway network carrying over 12,000 two-way trips a day.

Date Received
1 June 2023

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
20 June 2023