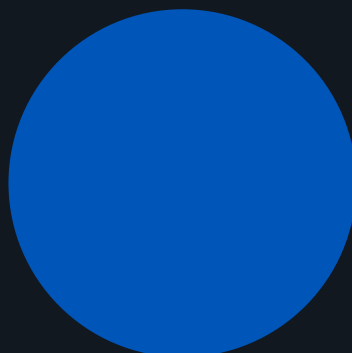
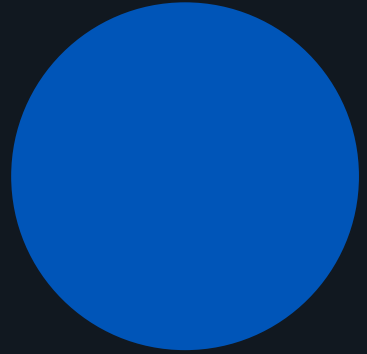
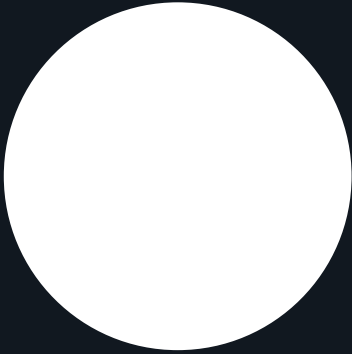




Land south of A5 Watling Street & West of Petrol Filling Station, Hinckley LE10 3ED

Design and Access Statement

LPA Ref: Planning Portal: 12111532

Firstplan Ref: 22271/TW/cb

Date: June 2023

Design and Access Statement

i) Use

- 7.1 The application proposals entail the development of open greenfield land on the edge of the designated countryside, with the settlement boundary running along the north of the A5 according to Hinckley and Bosworth Borough Council's (HBBC) adopted Local Plan 2006-2026.
- 7.2 The proposed scheme comprises the installation of a new Bio-CNG gas vehicle fuelling facility to serve haulage, logistics and distribution uses within the local area, providing HGV fleet operators with specialist ancillary refuelling infrastructure. The full description of development for which planning permission is sought is as follows:

“Development of a Bio-CNG vehicle fuelling station comprising fuel dispenser islands, plant compound, landscaping, access, associated highway works and development”

- 7.3 As confirmed through pre-application advice received from HBBC (**LPA Ref: 22/10155/PREMO**) as set out within the accompany Planning Statement, the proposed development of the site is considered acceptable in principle land use terms.

ii) Scale

- 7.4 This Bio-CNG fuelling station proposes the installation of 12no. fuel dispenser islands, a plant compound comprising gas and electricity management plant, alongside 1no. power substation immediately adjacent and 1no. inlet gas meter to the west. These are bound by security fencing, with interspersed soft landscaping and planting. **Figure 1** below shows an example existing CNG Station at Warrington.



Figure 1. Example aerial photograph of existing CNG Fuelling Station at Warrington

- 7.5 The proposed plant structures are all low level in terms of height and scale including gas storage modules (3.8m), switch room transformer housing (2.8m), and backup generator (2.4m). The tallest equipment proposed are the 3no. roof mounted air cooler units above the gas compressors (4.6m to roof mounted air cooler/7.1m to the top of the gas flue vent).
- 7.6 All elements of plant equipment will be contained within the 2.4m high palisade security fencing, alongside 2.4m V mesh boundary fencing, with a 2.4 high close board timber boundary fencing along the southern and western boundaries. Soft landscaping within the non-operational areas is maximised as far as it has been feasible. Please refer to the Landscape Proposals Plan (Dwg No. D333.L.001.EXT.REV C) for further details.
- 7.7 The size and scale of the facility has also been designed in direct response to the future anticipated demand from local operators.

iii) Appearance and Layout

- 7.8 In terms of appearance, the proposals comprise discrete functional structures entirely appropriate to the local area as confirmed in HBBC's pre-application response:

"Although the application site is classified as open countryside, it is bound on two sides by the A5 and a fuel filling station. The proposed development will fit in the

existing building line along the A5 and is of a similar nature to the surrounding commercial development.”

7.9 The layout of the site has been designed in specific reference to the land available and the new access proposed to serve the Bio-CNG station off the A5. No buildings are proposed at the site, and the principal elements comprise low level operational plant and fuel dispensers. The refuelling forecourt, inclusive of fuel dispenser islands, within the centre of the site. The proposed site layout has been fully identified on the Proposed Site Plan (Dwg No. 042-01-CNG-104 REV F).

7.10 The proposals will sit comfortably within this setting as detailed below and confirmed by the Landscape Proposals Plan (Dwg No. D333.L.001.EXT.REVC) and Landscape Visual Impact Assessment, that accompanying this application.

iv) Landscaping & Trees

7.11 In response to HBBC’s pre-application feedback, and informed by specialist input from landscape, ecology, arboriculture, and highways, existing vegetation and soft landscaping and planting have been incorporated where it has been feasible within non-operational areas.

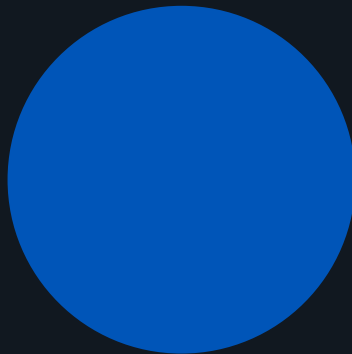
7.12 A detailed soft landscape scheme is proposed which include 3no. new trees, flowering lawn mix grass seed (690 sqm), hedgerow mix (400sqm), hedgerow mix grass seed (400 sqm). Alongside this, a Tree Survey and Arboricultural Impact Assessment supports the application, setting out a number of tree protection measures recommended to be implemented for tree removal/retention.

v) Access

7.13 The new Bio-CNG station will be served by a new priority junction on the A5 to the north, with separate ingress and egress lanes. Eastbound vehicles shall access the site via a ghost-island right-turn lane arrangement, with through traffic on the A5 being unimpeded by CNG vehicles. This arrangement requires some minor lane widening on the southern, site-side of the A5 only. The access will tie into the existing kerbs to the east and west of the site.

7.14 Vehicles will enter the Bio-CNG fuelling station from the north-west of the site, proceed to the fuel dispensers to re-fuel and the exit via the new egress back onto A5 Watling Street through a clockwise one-way system in forward gear. There will be no entry gates or barriers and therefore no vehicles queuing on the public highway to enter the site.

7.15 All access / egress points and internal routing have been subject to swept path analysis by Odyssey Transport Consultants, as demonstrated within the accompanying Transport Statement which has been scoped with the relevant highway authorities – in this case, National Highways and LCC.



Firstplan Ltd
Broadwall House
21 Broadwall
London
SE1 9PL

T: 020 3096 7000
www.firstplan.co.uk

COPYRIGHT
The contents of this document must not be copied or reproduced in whole or in part without the written consent of Firstplan Ltd