Eddisons

340 Deansgate
Manchester, M3 4LY

T. 0161 837 7350
F. 0161 837 7351

PROPOSED HAND CAR WASH, BOSTON ROAD SOUTH, HOLBEACH, SPALDING

HIGHWAYS NOTE v1 - DECEMBER 2024 [4665]

Introduction

Eddisons have been instructed by Nada Architects to assist with the highways and transport matters relating to a change of use application from Retail (Class E) to (Sui Generis) Hand Car Wash on the former Jewson's Builders Merchants premises on Boston Road South in Holbeach, Spalding,

A comprehensive Design and Access Statement (DAS) was submitted with the planning application (App ref no. H09-0590-24).

Following submission of the application however, comments were received from the highway officer at Lincolnshire County Council (LCC). The comments are contained within **Appendix 1**.

Scope of Note

The highway officer requested that additional information be provided and confirmed that:

'Although the applicant has provided some information in the covering Design and Access Statement, we would ask that a simple Transport Assessment is submitted specifically outlining the expected number vehicle trips generated during a typical working day, on a weekly basis and the number of staff for the Highway Authority to fully consider and assess the potential cumulative impact of this proposal upon the existing highway network'.

The response goes on to say that;

'Additionally, the applicant needs to advise and provide a detailed site layout drawing showing how safe and suitable access arrangements will be provided from Boston Road to the proposed development site. Currently there are multiple access locations (dropped accesses), one of which is directly in front of the pedestrian crossing on Boston Road and will therefore, be unsuitable being in conflict with pedestrian movements and, the other access is located where the frontage parking provision is proposed'.

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eddisons.com

This note has been prepared to address the matters raised to demonstrate the proposals are acceptable in traffic and highways terms.

Site Location

An approximate red line boundary for the site is shown in **Figure 1** below.

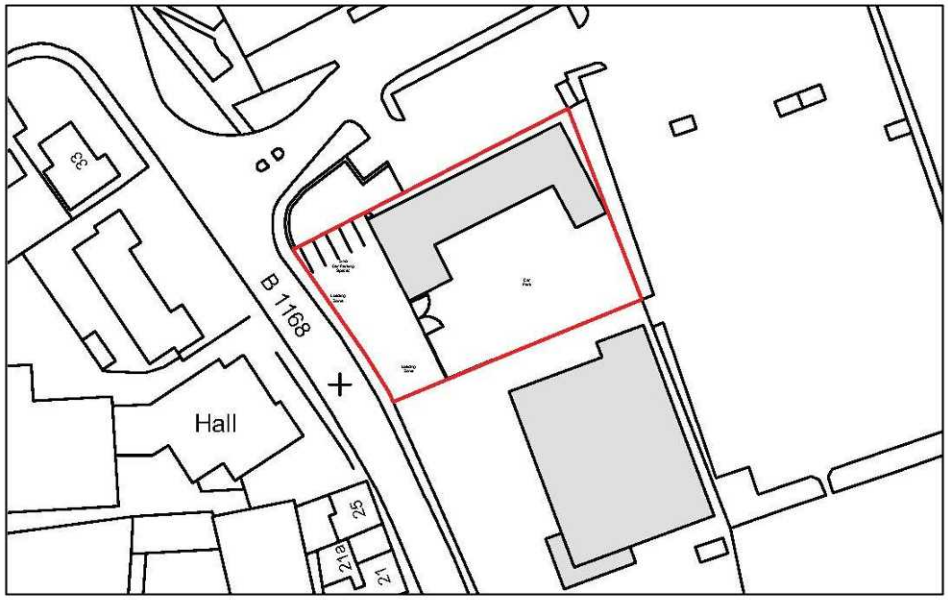


Figure 1 – Approximate red Line Boundary

As can be seen above, the site is located in a well-established area, surrounded by various commercial premises, as well as some residential uses.

The application site was the former Jewson's Builders Merchants, although has been vacant, since it ceased trading a number of years ago.

The Proposals

The application relates to a planning application for change of use of the previous retail business from Class E to Sui Generis (Hand Car Wash). A plan to show the proposed site layout is provided at **Plan 1**.

There are 5no. existing off street parking spaces to the front, but these will be removed to facilitate the entrance/exit. A total of 8no. parking spaces will be provided within the curtilage of the site.

Within the site, there is a customer waiting area, whilst the remainder of the internal space will be used for extended car valeting space, although most of the valeting will take place within the flow of traffic as shown on the proposed site plan.

Vehicular Access Arrangements

In order to formalise the access, the existing dropped kerb located there will be extended to allow two vehicles to enter and exit the site at the same time, as shown in **Drawing ref no. 4665-F01** and shown in **Figure 2** below.



Figure 2 – Existing Dropped Kerbs

Bollards will be set out across the other existing access point to prevent this being used by vehicular traffic. It will also prevent vehicles interfering with the operation of the zebra crossing located there. The existing crossing facilities are identified in **Figure 3** below.



Figure 2 – Existing Pedestrian Crossing

The access plan includes a swept path analyses of two cars entering and exiting the site and demonstrates that the above arrangements will allow the site to operate in a safe and efficient manner without giving rise to any highway or road safety issues.

Site Operation and Traffic Impact

In terms of how the business will operate, it is envisaged that the development will be a typical drive thru car wash, but with no additional offering, except for interior cleaning for all vehicles.

On that basis, an estimate of likely throughput would be approximately 12 vehicles per hour, equating to approximately 120 vehicles across the day. This figure, however, could be seen as particularly robust as the number of customer visits will fluctuate during the day, so the true figure is likely to be much less than this.

In regard to the peak hours, consideration has been given to the TRICS database based on the 'Vehicle Services – Car Wash' category. A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development based on the TRICS database comprising 4no. car wash bays is provided in **Table 1**, below, with the TRICS output being provided at **Appendix 2**.

Period	Trip Rate		Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.733	0.500	3	2
PM Peak Hour	1.100	1.600	4	6

Table 1 Proposed Development Trip Rates and Trips

The assessments show that the forecast trip generation for the AM peak hour is approximately 5 two-way trips, whilst 10 two-way trips could be generated during the PM peak.

Notwithstanding this, it is reasonable to assume, given the nature of the proposals that not all trips will be new to the network i.e. customers would be unlikely to undertake a trip to the car wash as a sole purpose journey. It is considered more likely that the majority of customers would visit the car wash, when already making another trip, such as to the large Tesco store nearby, so there will be a high proportion of linked and pass-by trips. There is also potential for some trips to be diverted from other similar car wash facilities.

It should also be noted that the movement of traffic flow within the car wash is relatively quick, so it is highly unlikely that queuing will be an issue or that the proposals will give rise to any road safety issues.

Hours of Operation and Staff Requirements

The opening hours are proposed as follows:

- 8.30am to 6.00pm Monday to Saturday
- 9.00am to 5.00pm on Sunday and Bank Holidays

It is understood that the car wash will employ around 4 staff, which includes the washing of vehicles and interior cleaning.

No parking for staff will be provided on site. Staff will be arriving by public transport, by cycle or simply walking to work, as they will reside in the local area where the potential for using sustainable modes of travel is high.

Conclusions

This note has considered the comments provided by the highway officer at LCC. It can be confirmed that:

- The traffic impact of the proposals will be minimal and will not have a material impact on the adjoining highway network
- The proposed access arrangements are acceptable and will not give rise to any road safety issues.
- Vehicles can be contained within the site without resulting in any queuing issues outside of the site.

In conclusion, it is Eddisons' view that this Note addresses all matters raised by LCC and that the proposals should be deemed acceptable in highway terms.

DRAWINGS
Drawing ref no 24-1263 (03) 001 PL1 - Proposed Site Plan
Drawing ref no. 4665-F01 – Proposed Site Access

APPENDICES
Appendix 1 – LCC Highway Comments
Appendix 2 - TRICS Output for Car Wash

DRAWINGS



notes

This drawing is subject to a detailed building and site survey, therefore no guarantee of its accuracy can be given.
This drawing has been draughted in accordance with the clients design requirements.
All areas are approximate and are subject to a detailed building and site survey and further design development.
All dimensions should be checked prior to commencement of construction on site. Measurements should not be taken off the drawing.

All dimensions shown are in millimetres (mm).

N

SITE BOUNDARY LINE

PL1	Planning Updates	28.11.24
PL0	Planning Issue	27.06.24

revisions

NADA Architects Ltd
169 Kingsway
Burnage
Manchester
M19 2ND
Mob: 07974 735527
E: ahmed@nadaarchitects.com
W: www.nadaarchitects.com

PLANNING

D - design PL - planning PT - pre-tender
T - tender P - preliminary
C - construction R - record

AMIR ALI

FORMER JEWSONS MERCHANTS, BOSTON ROAD SOUTH, SPALDING, PE12 7LR

PROPOSED GA SITE PLAN

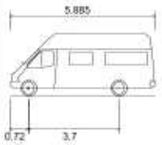
scale	date	drawn	checked
1:500 @ A3	27.06.24	MI	AC

job no	(category) dwg no	revision
24- 1263	(03)001	PL1

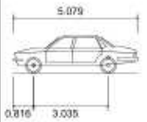
Drawing measurements shall not be obtained by scaling. Verify all dims prior to construction. Immediately report any discrepancies on this drawing to Draughtsman. This drawing shall be read in conjunction with associated specifications and related consultant's documents.



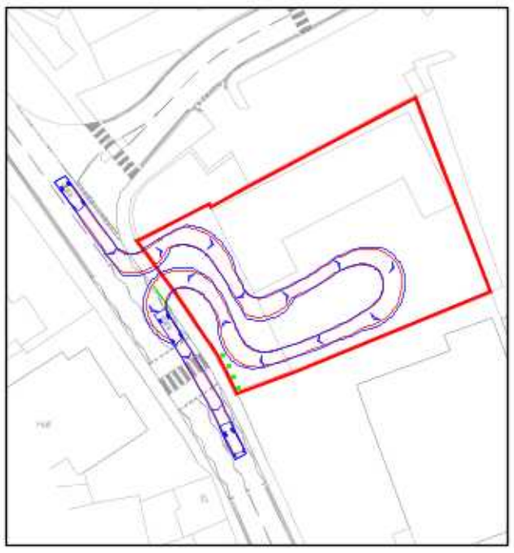
NORTH SOUTH AERIAL VIEW (NTS)



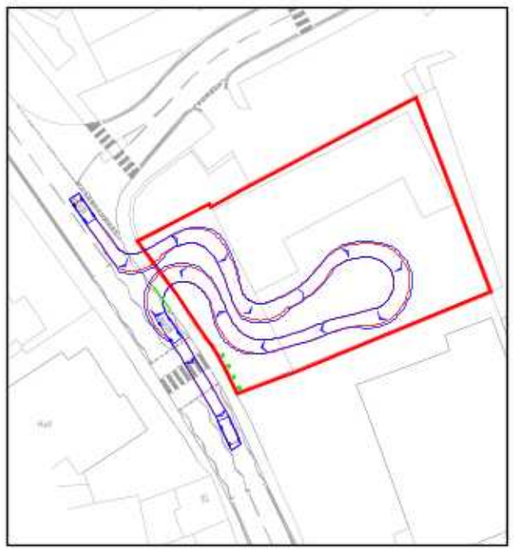
4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



6.4t LIGHT VAN TRACKING (1:1000)



LARGE CAR TRACKING (1:1000)

N
E
S

NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

INDICATIVE SITE BOUNDARY
DENOTES NEW KERBS

LOCAL AUTHORITY: SOUTH HOLLAND
TOTAL AREA OF SITE: 0.15 HECTARES



SITE LAYOUT (NTS)

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
-

PROJECT:
BOSTON ROAD SOUTH, HOLBEACH

DRAWING TITLE:
PROPOSED SITE ACCESS

SCALES:
1:500 @ A3

DRAWN:	CHECKED:	DATE:
SL	MR	DEC 2024

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4665-F01
REVISION: -

Eddisons

Z:\projects\4665 Boston Road South, Holbeach\CAD\EDDISONS DRAWINGS\4665-F01 (Proposed Site Access).dwg

APPENDICES

APPENDIX 1

LCC Highway Comments

Development Management
Lincolnshire County Council
County Offices
Newland
Lincoln LN1 1YL
Tel: 01522 782070
developmentmanagement@lincolnshire.gov.uk

To: South Holland District Council Application Ref: H09-0590-24

Proposal: **Change of use from Retail (Class E) to (Sui Generis) Hand Car Wash with elevation alterations to existing building**

Location: **Jewson Ltd, Boston Road, South Holbeach, Spalding, PE12 7LR**

With reference to the above application received 4 November 2024

Please note that this interim response does not confirm Lincolnshire County Council's final position regarding the development proposals, as further information, as requested below, is required to enable a full assessment of the proposals. Lincolnshire County Council's final position on any development will only be established following formal consultation (via the local planning authority) of the planning application once this information has been received.

Notice is hereby given that the County Council as Local Highway and Lead Local Flood Authority:

Requests that the Local Planning Authority request the applicants to provide additional information as set out below.

ADDITIONAL INFORMATION REQUIRED

Although the applicant has provided some information in the covering Design and Access Statement, we would ask that a simple Transport Assessment is submitted specifically outlining the expected number vehicle trips generated during a typical working day, on a weekly basis and the number of staff for the Highway Authority to fully consider and assess the potential cumulative impact of this proposal upon the existing highway network.

Additionally, the applicant needs to advise and provide a detailed site layout drawing showing how safe and suitable access arrangements will be provided from Boston Road to the proposed development site. Currently there are multiple access locations (dropped accesses), one of which is directly in front of the pedestrian crossing on Boston Road and will therefore, be unsuitable being in conflict with pedestrian movements and, the other access is located where the frontage parking provision is proposed.

Case Officer:
Dean Whitehead

Date: 21st November 2024

APPENDIX 2

TRICS Output

Calculation Reference: AUDIT-851401-241120-1152

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : D - CAR WASH
TOTAL VEHICLES

Selected regions and areas:

05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of bays
Actual Range:	2 to 6 (units:)
Range Selected by User:	1 to 6 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 22/10/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3
Village	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

n/a	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **GM-15-D-02** **HAND CAR WASH** **GREATER MANCHESTER**
TEMPLETON ROAD
NEAR WIGAN
PLATT BRIDGE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of bays: 4
Survey date: FRIDAY *22/04/22* *Survey Type: MANUAL*

2 **LN-15-D-01** **HAND CAR WASH** **LINCOLNSHIRE**
DIXON WAY
LINCOLN

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Number of bays: 6
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

3 **MS-15-D-01** **HAND CAR WASH** **MERSEYSIDE**
KENSINGTON
LIVERPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bays: 4
Survey date: WEDNESDAY *28/04/21* *Survey Type: MANUAL*

4 **NY-15-D-01** **HAND CAR WASH** **NORTH YORKSHIRE**
BAWTRY ROAD
SELBY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bays: 5
Survey date: TUESDAY *10/05/22* *Survey Type: MANUAL*

5 **TW-15-D-02** **IMO CAR WASH** **TYNE & WEAR**
WASHINGTON ROAD
SUNDERLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bays: 2
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

6 **WK-15-D-01** **IMO CAR WASH** **WARWICKSHIRE**
CROFT ROAD
NUNEATON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bays: 6
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

7 **WM-15-D-01** **HAND CAR WASH** **WEST MIDLANDS**
GREEN LANE
BIRMINGHAM
SMALL HEATH
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Number of bays: 3
Survey date: THURSDAY *18/11/21* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	4	0.167	7	4	0.033	7	4	0.200
08:00 - 09:00	7	4	0.733	7	4	0.500	7	4	1.233
09:00 - 10:00	7	4	2.000	7	4	1.700	7	4	3.700
10:00 - 11:00	7	4	2.667	7	4	2.467	7	4	5.134
11:00 - 12:00	7	4	2.433	7	4	2.533	7	4	4.966
12:00 - 13:00	**7**	**4**	**3.133**	7	4	2.933	7	4	6.066
13:00 - 14:00	7	4	2.467	7	4	2.667	7	4	5.134
14:00 - 15:00	7	4	3.133	**7**	**4**	**3.400**	**7**	**4**	**6.533**
15:00 - 16:00	7	4	2.267	7	4	2.067	7	4	4.334
16:00 - 17:00	7	4	2.467	7	4	2.333	7	4	4.800
17:00 - 18:00	7	4	1.100	7	4	1.600	7	4	2.700
18:00 - 19:00	7	4	0.467	7	4	0.700	7	4	1.167
19:00 - 20:00	3	3	0.111	3	3	0.444	3	3	0.555
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.145			23.377			46.522

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	2 - 6 (units:)
Survey date date range:	01/01/16 - 22/10/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350

www.eddisons.com

eddisons.com

Eddisons