

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: 23/00326/FUL

Highway Reference Number: 2023/0326/04/H

Application Address: Osbaston House Farm Lount Road Osbaston Nuneaton Leicestershire CV13 0HR

Application Type: Full

Description of Application:

Change of use of land to from agriculture to dog walking field (Class E) with associated fencing and car parking

GENERAL DETAILS

Planning Case Officer: David Spring

Applicant: Mr William Oliver

County Councillor: Bertie Harrison-Rushton

Parish: Osbaston

Road Classification: Adopted Unclassified

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) have been consulted on full application 23/00326/FUL which is for the change of use of land from agriculture to dog walking field (Class E) with associated fencing and car parking. The proposals are at Osbaston House Farm, Lount Road, Osbaston, Leicestershire, CV13 0HR.

Site Access/Trip Rates

The Applicant is proposing to utilise the existing farm access onto Lount Road. The site is on the southern extent of Lount Road, approximately 354m to the west of the junction of Lount Road/Ashby Road (A447)/Barton Road. Lount Road is an adopted, classified C road subject to a 60mph speed limit.

The Applicant has not provided any detailed access drawings. Given the proposals are likely to lead to an increase of trips to the site these should be provided.

The Access should accord with Figure DG20 of Part 3 of the Leicestershire Highway Design Guide (LHDG).

The Applicant has not provided any information regarding the achievable vehicular visibility splays at the site access. Given the road is a 60mph road, visibility splays should be a minimum of 2.4m by 215m in both directions in accordance with Table DG4 of Part 3 of the LHDG. Whilst the LHA appreciate this is an existing access, given the proposals are for a change of use and there is likely to be an intensification of use, the Applicant should provide by way of scaled drawing, visibility splays in both directions. These should be drawn in accordance with figure DG2a of Part 3 of the LHDG. It should also be pointed out that visibility splays should be over the Applicants or highway land, and not over any third party land to a point 1m into the highway.

If the Applicant believes vehicles are not travelling at these speeds in the location of the access, they can if they so wish undertake a speed survey in order to demonstrate that visibility can be achieved in accordance with the speed of passing traffic. This should be done at the site access and the 85th percentile speeds used to inform the visibility splays required in line with Table DG4 of Part 3 of the LHDG. Leicestershire County Councils Network Data & Intelligence Team may already hold speed survey data on record which the Applicant can purchase, or alternatively can undertake a speed survey on the Applicants behalf. If they so wish, the Applicant can employ the services of a third party to undertake a speed survey, however, the Applicant would need to apply for a permit to undertake this on the public highway. In any instance the Applicant should please contact NDI@leics.gov.uk for further information.

Highway Safety

The LHA have reviewed its Personal Injury Collision (PIC) data for the most recent 5-year period. This shows there have been no recorded PIC's within approximately 350m to the east of the access to the junction of Lount Road/Ashby Road/Barton Road, and 500m to the west of the access

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 Applicant should provide trip generation information, which shall include existing and anticipated vehicular trips to the site. This should include the following:

- Operating hours;
- Booking management (every hour/1/2 hour);
- Will there be an overlap of customers/vehicles during changeovers;
- The amount of dogs/owners on-site at any one time (individual/group bookings).

This is required by the LHA to assess if there is likely to be a significant intensification of trips on the public highway network given the application sites location on a rural, high speed part of the highway network.

Internal Layout

Until the above information has been provided the LHA can not assess the internal layout. Once the Applicant has provided the level of proposed use the appropriate level of car parking should be demonstrated within the red line.

Car parking should be in accordance with Paragraph 3.165 (Dimensions) Figure DG13 (Turning). This states the minimum off street car parking bay should be 2.4m x 5.5m, add 0.5m if bounded by a wall, fence, hedge, line of trees or other similar obstructions on 1 side, 1m if bounded on both sides. With minimum aisle widths of 6m.

A copy of the LHDG can be found at <https://resources.leicestershire.gov.uk/lhdg>.

Date Received
18 May 2023

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
5 June 2023