

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: 24/00296/FUL

Highway Reference Number: 2024/0296/04/H

Application Address: Gnarley Farm Ashby Road Osbaston Nuneaton Leicestershire CV13 0HP

Application Type: Full

Description of Application: Demolition of existing barn and existing farm shop to be extended

GENERAL DETAILS

Planning Case Officer: David Spring

Applicant: Mr Gavin Ingham

County Councillor: Bertie Harrison-Rushton

Parish: Osbaston

Road Classification: Class A

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 by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the demolition of an existing barn and the extension of an existing farm shop at Gnarley Farm, Ashby Road, Osbaston. Based on the submitted application form, the additional floorspace within the proposed building would be 48sqm, with the additional tradable floor area being 39.6sqm.

Site Access

The site is accessed off Ashby Road, an A classified road (A447) subject to a 50mph speed limit. The Applicant is not proposing any amendments to the existing access arrangements. Given the access is on to an A classified road, the LHA advise that Part 1, Section IN5 of the Leicestershire Highway Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>) must be considered as part of the proposals.

Part 1, Section IN5 states the following in respect of accesses on to A and B classified roads:

'We will normally apply restrictions on new accesses for vehicles and the increased use of existing accesses on:

- roads with a speed limit above 40 mph (that is 50mph, 60mph or 70mph) or where measured vehicle speeds are in excess of 40mph;*
- roads with a speed limit of 40mph or less which are essentially rural in nature;*

- *routes where the access would affect bus-corridor or bus-priority measures being put in place;*
- *roads that are at or near capacity (cannot carry more traffic); and*
- *roads where there is an existing problem with road safety.'*

The LHA consider the proposals could result in an intensification in the use of the site access and given the speed limit of Ashby Road, along with the potential for visibility splays at the access to be below the 160m stated within Part 3, Table DG4 of the LHDG, advise that additional information is required in respect of the site access.

The LHA request that the Applicant provides a drawing which shows the visibility splays at the access. The splays should also be evidenced by means of a speed survey in order to demonstrate whether appropriate visibility could be achieved. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk

Highway Safety

Based on available records to the LHA, there has been one Personal Injury Collision (PIC) recorded within 500m either side of the site access within the last five years. This occurred at the Ashby Road/ Barton Road/ Lount Road crossroads in February 2023 and was recorded as slight. The PIC involved two vehicles, one of which was undertaking a turning manoeuvre.

Trip Generation

Given the site is accessed off the A447, the LHA request clarity as to the level of traffic, which is currently generated by the farm shop during both the AM and PM peaks (08:00 – 09:00 and 17:00 – 18:00) as well as throughout the day.

In addition, whilst it is noted the submitted Design, Access & Planning Statement details that the Applicant considers there would be no appreciable impact relating to traffic. The LHA request the Applicant gives further consideration to the level of additional traffic which could be generated by a larger, improved farm shop as the type of use is considered to potentially be traffic intensive by the LHA.

Internal Layout

Based on the submitted application form, 18 car parking spaces are currently available within the site. The Applicant is proposing no changes to the level of parking.

Based on the Highway Requirements for Development document available within the LHDG, the proposed development would require a minimum of two parking spaces. On this basis, the LHA is satisfied the proposals would have an acceptable level of parking and would not lead to inappropriate parking within the highway. In addition, the LHA are satisfied there is sufficient turning space within the highway to enable vehicles to ingress and egress in a forward gear.

Transport Sustainability

The site is located in a remote, rural location however, it is accepted that a farm shop which sells produce grown/ reared on-site would by its very nature likely be situated in such a location.

Closing

The LHA advises that further consideration will be given to the proposals following details of the available visibility splays at the site access, along with further clarification in respect of the existing level of vehicle trips as well as the anticipated level of trips.

Date Received
10 April 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
26 April 2024