

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/R3

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

Application Type: Full

Description of Application: Re-consultation. 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 Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 115 of the National Planning Policy Framework (December 2023), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-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.

The LHA previously submitted observations requesting additional information in respect of the proposals on 12th September 2024, 4th June and 26th April 2024. Most recently, the LHA requested further clarity in respect of visibility splays.

The Applicant has now submitted the following additional information, which has been reviewed by the LHA:

- BMC drawing number 24027-BMC-24-XX-DR-C-2000 Rev. P02 (Proposed Access Visibility)

Site Access/ Highway Safety/ Trip Generation

The Applicant has revised the visibility splays as shown on BMc drawing number 24027-BMC-24-XX-DR-C-2000 Rev. P02. To the northwest, a 2.4 x 121m visibility splay is now shown. This length meets the Design Manual for Roads and Bridges (DMRB) desirable minimum standards. The LHA note that the Applicant has incorrectly measured this visibility splay on the drawing with a 0.26m drivers eye height at the access and a 1.05m height at 121m from the access. The LHA has reversed the measurement and considers that from a drivers eye height of 1.05m at the site access, visibility to 0.26m above the carriageway at a point of 121m from the access may be marginally restricted.

To the southeast of the access, the Applicant has increased the visibility splay from 100m to 121m, this is below the 145m DMRB desirable minimum standards for visibility in this direction, however it is above the 112m absolute minimum standards. It is also noted that the existing hedgerow would be removed to ensure that visibility could be achieved.

The LHA has given consideration to the proposed visibility splays, along with the anticipated level of trips the proposals could generate, as well as the presence of street lighting at the access, Personal Injury Collision (PIC) data and the presence of a pedestrian footway in the area.

The LHA concludes that on the basis the proposals could result in a 20% increase in customers to/ from the site, this could result in an additional 36 customers per week or, based on a six day week, an additional six customers to the site per day. Whilst the proposals would increase the level of traffic using an access on to an A classified road where recorded speeds are in excess of 40mph and visibility is marginally restricted, the proposals would offer an improvement to the existing available visibility splay to the southeast of the access, increasing visibility to above the DMRB absolute minimum standards. The LHA also accept that there is not a history of PIC's at the access, the access is covered by street lighting and that some customers to the farm shop may choose to walk from nearby Barlestone or Osbaston. On balance, the LHA consider the anticipated increase in daily visitor numbers to the site, which would be low, would be offset by the improvements to visibility, which would be of benefit to road users. Therefore, under the site-specific circumstances, the LHA would not seek to resist the proposals.

Conditions

1. No part of the development hereby permitted shall be first used until such time as vehicular visibility splays detailed on BMc drawing number 24027-BMC-24-XX-DR-C-2000 Rev. P02 have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (December 2023).

Informative

- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

Date Received
2 October 2024

Case Officer
Ben Dutton

Reviewer
RD

Date issued
15 October 2024