

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/R2

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 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 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 4th June 2024 and 26th April 2024. Most recently, the LHA requested a speed survey is undertaken at the site access and visibility splays are shown on the vertical and horizontal plane to clarify whether visibility is in accordance with Part 3, Figure DG2b of the Leicestershire Highway Design Guide (LHDG).

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

- Speed survey data – undertaken between 12th and 19th June 2024; and
- BMC drawing number 24027-BMC-24-XX-DR-C-2000 Rev. P01 (Proposed Access Visibility)

Site Access

The Applicant has undertaken an automatic speed survey approximately 35m northwest of the site access between Wednesday 12th and Wednesday 19th June 2024. This has indicated 85th percentile vehicle speeds of 49.2mph for northwestbound traffic and 48.2mph for southeastbound traffic. Based on LHDG guidance, a visibility splay of 2.4 x 160m would therefore be required in each direction.

BMc drawing number 24027-BMC-24-XX-DR-C-2000 Rev. P01 details visibility splays of 2.4 x 160m to the northwest of the access and 2.4 x 100m to the southeast of the access. It is noted that the Applicant intends to remove hedgerow to the southeast of the access to achieve the 100m visibility splay.

The LHA has used Design Manual for Roads and Bridges guidance to calculate visibility splays at the access. For the northwestbound visibility splay with 85th percentile speeds of 48.2mph, a desirable minimum visibility splay of 121m would be required. This considers a longitudinal gradient of 6.25%, a deceleration rate of 0.25g and a driver perception time of 2 seconds. The LHA previously asked the Applicant to demonstrate the visibility splay in this direction on both the vertical and horizontal planes. Whilst the Applicant has done this, it is unclear on the horizontal splay drawing what the drivers eye height has been measured to, or the height above the carriageway where the visibility splay has been measured to. The LHA therefore requests this is clarified on the drawing. The splay could be measured to a point no less than 121m from the site access. The LHA are concerned that appropriate visibility could not be achieved in this direction due to the gradient of the road.

The southeastbound visibility splay is shown to be 100m in length, requiring the removal of a section of hedgerow within land under the Applicant's control. It is also noted the existing promotional board at the access would be removed to improve the available visibility in this direction. Based on the submitted drawing, it appears that the visibility splay could be extended further, subject to additional hedgerow being removed. Currently the visibility is of considerable concern to the LHA in this direction as it is below the DMRB desirable minimum requirements. The LHA suggests the Applicant details the maximum achievable visibility splay available in this direction on the drawing.

Following provision of additional information in respect of the visibility splays to the LPA, the LHA will consider the proposals.

Date Received
16 August 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
12 September 2024