

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: 24/01122/P3CR

Highway Reference Number: 2024/1122/04/H

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

Application Type: Change of Use

Description of Application: Notification to determine if Prior Approval is required for the change of use of an existing agricultural barn into a fitness facility (Class E)

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr Will 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) has been consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

'Notification to determine if Prior Approval is required for the change of use of an existing agricultural barn into a fitness facility (Class E).'

The proposals are at Osbaston House Farm, Lount Road, Osbaston, Leicestershire, CV13 0HR.

There have been two previous applications at the site detailed below:

23/00326/FUL - Change of use of land from agriculture to dog walking field (Class E) with associated fencing and car parking. The LHA advised approval in matters relating to the highway on 7 August 2023. The LPA subsequently granted approval on 17 August 2023.

22/00152/FUL - Change of use of agricultural buildings to B8 storage and distribution. The LHA advised approval in matters relating to the highway on 6 September 2022. The LPA subsequently granted approval on 5 October 2022.

The LHA have reviewed the following documents as part of this application:

- Application form; and
- Site Location Plan.

Site Access

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 the national speed limit (60mph).

It is noted that the Applicant has not provided any detailed access drawings. The LHA considers that the proposals are likely to lead to an intensification of use of the access and therefore this should be provided. Whilst there are no specific access standards for these type of access arrangements, the LHA considers Table 15 of the Leicestershire Highway Design Guide (LHDG) as the most appropriate. These standards can be found at

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/developments-served-private-drives-and-areas>

The Applicant has not provided any information regarding the achievable vehicular visibility splays at the site access. Given the road is subject to the national speed limit (60mph), visibility splays should be a minimum of 2.4m by 215m in both directions in accordance with Table 6 of the LHDG which can be found at <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays>.

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 7 which can also be found via <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays>

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 6 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 will need to apply for a permit to undertaken 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 in accordance with the National Planning Policy Framework (2024).

Trip Generation

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

- Operating hours;
- Would customers use the site via a booking system;
- Are numbers limited, if so, what is the maximum number of proposed customers on-site and how would this be enforced.
- TRICS data for facilities of a similar size and location, or a 'First Principle' approach.

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

The Applicant has stated within the 'Application Form' the following:

- Adequate parking will be provided.

Given the number of users is not known, this is not acceptable to the LHA. As previously stated above, the Applicant should provide the maximum number of customers the facility can accommodate and provided a detailed, scaled drawing demonstrating adequate off-street parking at the site. This would ensure that the off-street parking could be conditioned for use in perpetuity.

The Applicant should also ensure this would not affect the parking already in situ for the other uses at the site. The parking should be in accordance with Figure 44 found within the Section labelled 'Layouts for off-street parking areas', which can be found at <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/parking-and-making-provision-service-vehicles/design-principles-street>

Date Received
17 December 2024

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
8 January 2025