

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: 23/00925/FUL

Highway Reference Number: 2023/0925/04/H

Application Address: Crown Farm Bagworth Road Nailstone Nuneaton Leicestershire CV13 0QL

Application Type: Full

Description of Application:

Change use of six agricultural buildings to a storage and distribution use (Class B8) and associated landscaping and boundary treatment

GENERAL DETAILS

Planning Case Officer: David Spring

Applicant: Mr Tom Helliwell

County Councillor: Bertie Harrison-Rushton

Parish: Nailstone

Road Classification: Class B

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) is in receipt of a consultation for a full application for the change of use of six agricultural buildings to storage and distribution use (Class B8) and associated landscaping and boundary treatment at Crown Farm, Bagworth Road, Nailstone.

Based on the submitted application form, the proposed internal floorspace subject to the change of use is 2,581sqm. Therefore the Applicant has submitted a Transport Statement (TS) authored by ClassQ and dated September 2023 in support of the proposals.

The LHA is aware of application 21/00664/FUL which was for similar proposals, to which it advised no objection subject to conditions. The TS details that due to the intended occupier failing to conclude on an agreed deal to purchase the land, the application was withdrawn prior to the Section 106 agreement being completed.

Site Access

The Applicant is proposing to undertake improvements to the existing access on to Bagworth Road, a B classified road (B585) subject to the national speed limit.

Based on the submitted TS, improvements consist of widening the access to 7.3m, installation of a hard bound surface and a gate setback distance of 30m from the highway. The Applicant also makes reference to the handheld radar speed survey undertaken on 23 April 2021 as part of the previous application and states vehicular visibility splays of 2.4m x 156m to the southeast and 2.4m x 213m to the northwest are achievable and can be secured by condition. In addition the Applicant refers to the Stage 1 Road Safety Audit undertaken as part of that application, which raised no issues.

After reviewing the TS and Class Q drawing numbers P003 Rev B (Site Plan) and P004 Rev B (Proposed Site Plan With Vehicle Tracking), the LHA advises that there appear to be discrepancies between the access arrangements accepted by the LHA as part of application 21/00664/FUL (The Drawing Room drawing number 3525-01 Rev I) and the current proposals. Notably the junction radii, which do not appear to be amended on the proposed drawings.

Furthermore, the swept path analysis of the HGV using the site access is unclear as it does not show the vehicle or full extents of the tracking and lacks detail of the vehicle dimensions. As part of the previous application, the LHA initially had significant highway safety concerns in respect of HGV swept path analysis due to the HGV egressing the site to the south turning fully into the opposing lane, close to a sharp bend in the road.

The LHA advise that the submitted drawings do not show a comparable access to that accepted as part of the previous application, therefore the Applicant is advised to provide access drawings comparable to those previously accepted by the LHA. In addition, it should be noted the LHA conditioned visibility splays of 2.4 x 160 metres to the southeast and 2.4 x 200 metres to the northwest.

Highway Safety

Based on available records to the LHA, there have been no Personal Injury Collisions recorded between the junction of Bagworth Road and 500m south of the site access within the last five years.

Trip Generation

As part of the previous application, the LHA requested the Applicant give consideration to the level of trips that a generic B8 development could generate, not just the level of trips the proposed end user identified as part of that application could generate. The Applicant used the TRICS database in order to undertake an assessment of the level of vehicular trips the proposals could generate during the AM and PM peaks as detailed in Table 1 below.

	Arrive	Depart	Total
AM	11	7	18
PM	8	4	12
Daily total	91	91	182

Table 1: TRICS trip rates for B8 warehouse.

The LHA considered under the site specific circumstances, it would not seek to resist the proposals on the grounds of Part 1, Section IN5 of the LHDG (Access to Network Policy).

Internal Layout

Details of the internal layout for the development are provided on Class Q drawing number P003 Rev B.

Based on Part 3 of the LHDG, for an 'out of any town' location, the proposed development would require 22 car parking spaces and seven HGV spaces. 22 car parking spaces, including six electric vehicle parking spaces have been detailed on the drawing. While the Applicant has not provided any disabled spaces within the site, it is considered that there would be sufficient space to make provisions for such spaces, should they be required by the end user and it is considered this would not be a reason to resist the proposals.

Five HGV spaces have been shown on the drawing. The LHA consider there would be sufficient space for an additional two HGVs to park within the site, should this be necessary.

While the submitted swept path analysis drawings do not detail the dimensions of the HGV turning within the site, the LHA previously considered turning provision to be acceptable and given the layout of the site has not changed, this is therefore considered to be acceptable.

Overall, the LHA conclude that the proposals are unlikely to result in inappropriate parking within the highway, or vehicles reversing on to the highway.

Transport Sustainability

The LHA are of the view that the site is in a remote rural location and not in a sustainable location in transport terms for B8 use. There is no public transport provision such as bus stops with regular bus services in close proximity to the site, no pedestrian footways, street lighting or nearby shops/ local amenities for employees. On this basis, the LHA considers that employees would be heavily dependant on the private car to access the site. Nevertheless, the LHA welcomes the provision of cycle parking, which could be beneficial for confident cyclists.

Closing

The LHA advises that should the Applicant give further consideration to the site access arrangements and provide revised drawings to the Local Planning Authority, the LHA may be in a position to issue its final response.

Date Received
4 October 2023

Case Officer
Ben Dutton

Reviewer
DH

Date issued
3 November 2023