

TECHNICAL NOTE



from:	ALAN DAVIES	date:	1/12/2022
subject:	PROPOSED RESIDENTIAL DEVELOPMENT FOXHILL FARM, HALEWOOD	file ref:	J1451-TN1

Introduction and setting

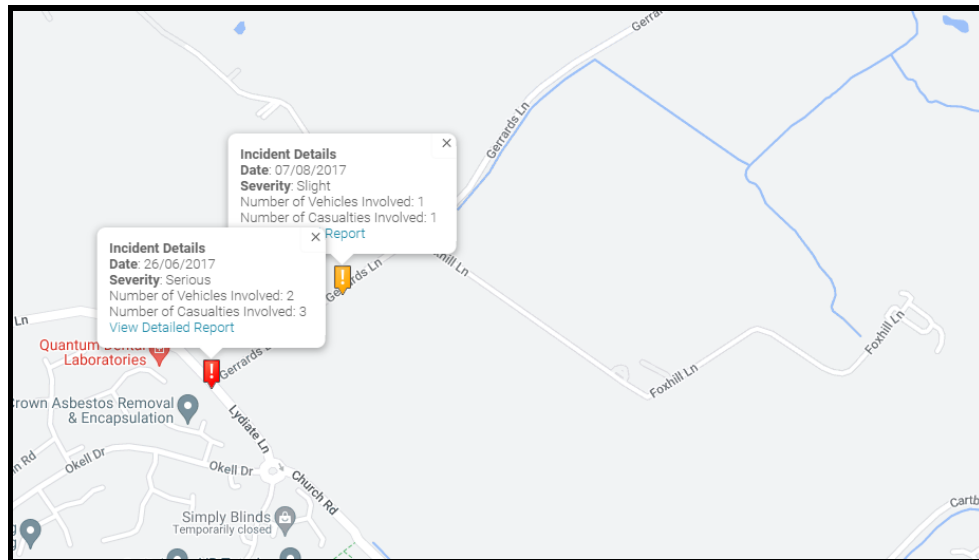
DTPC have been engaged to support a planning application for a residential development at Foxhill Farm following the previous approval in Feb 2022 for 7 number units.



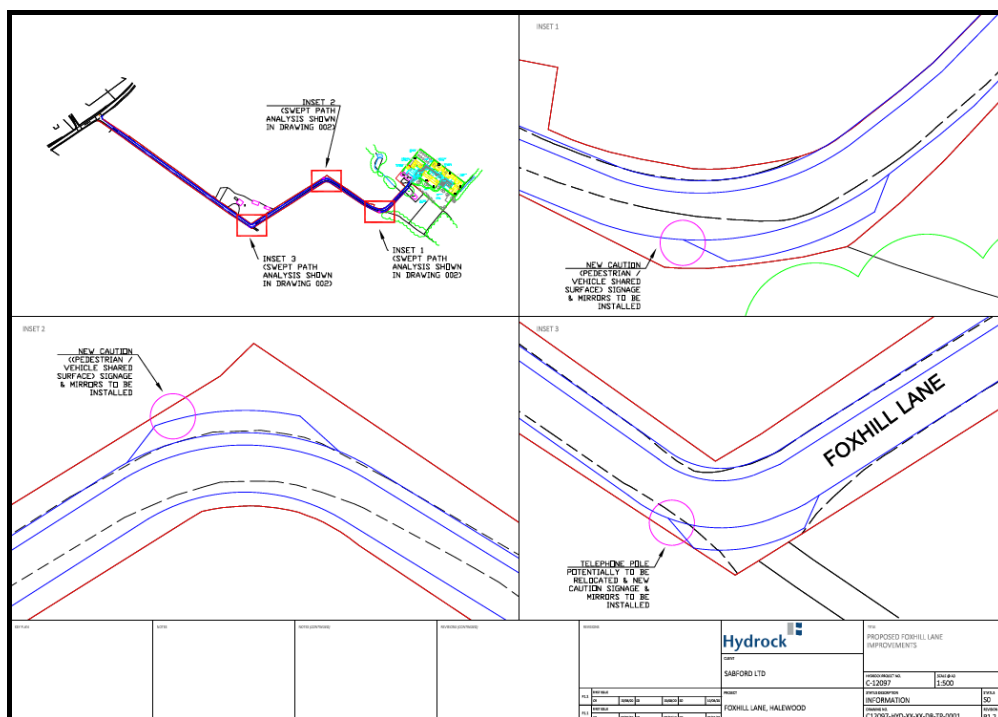
Existing and approved below



An updated review shows that the area has had no new accidents recorded since 2020.

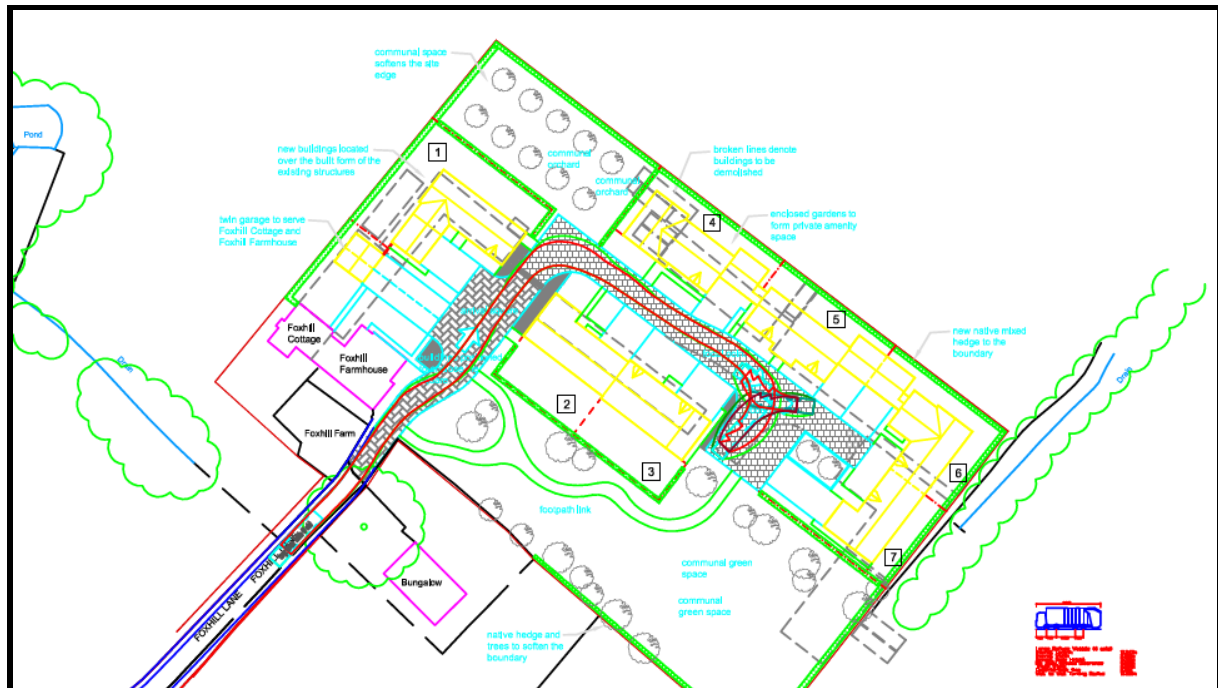


It was proposed to bring the road to standard as part of the scheme with three passing bays.



A MASA review was included and indicated it did not fully meet guidance largely based on the rural location impacts.

The layout had been tested for access by a large refuse vehicle to access in forward gear, see overleaf.



A trip review set out 1 tri per 15 minutes locally.

7 Dwellings	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	IN	OUT	IN	OUT
Vehicle Trips	1	3	2	1

It assumed all new and no fallback trip levels netted off.

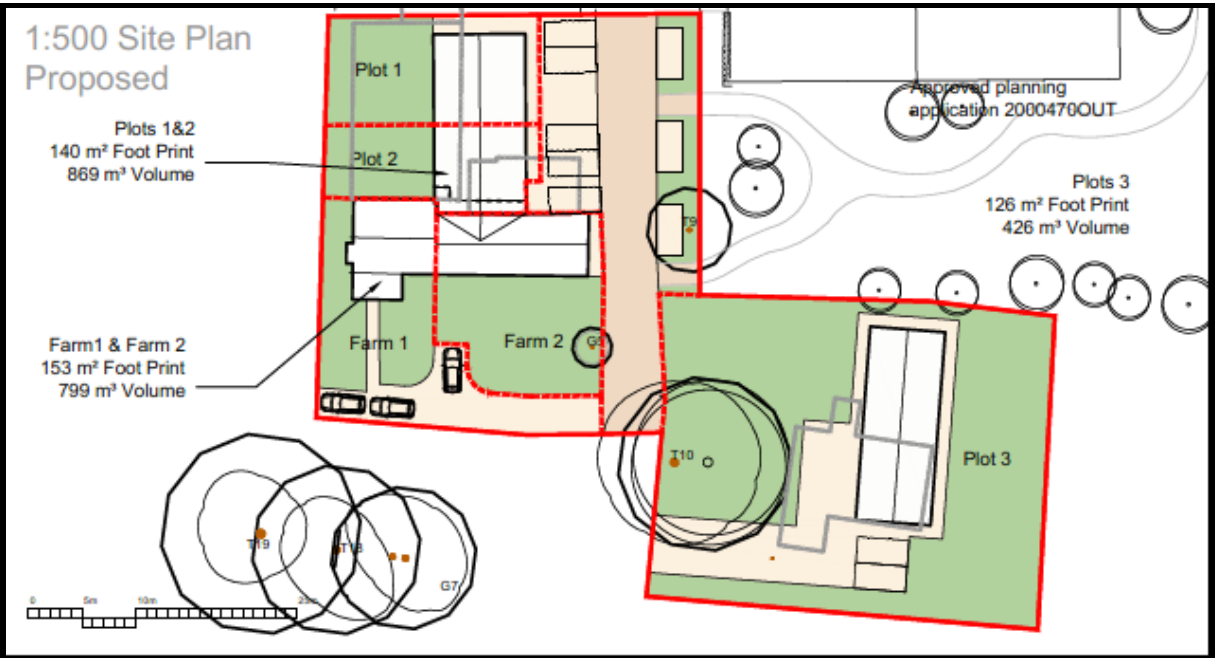
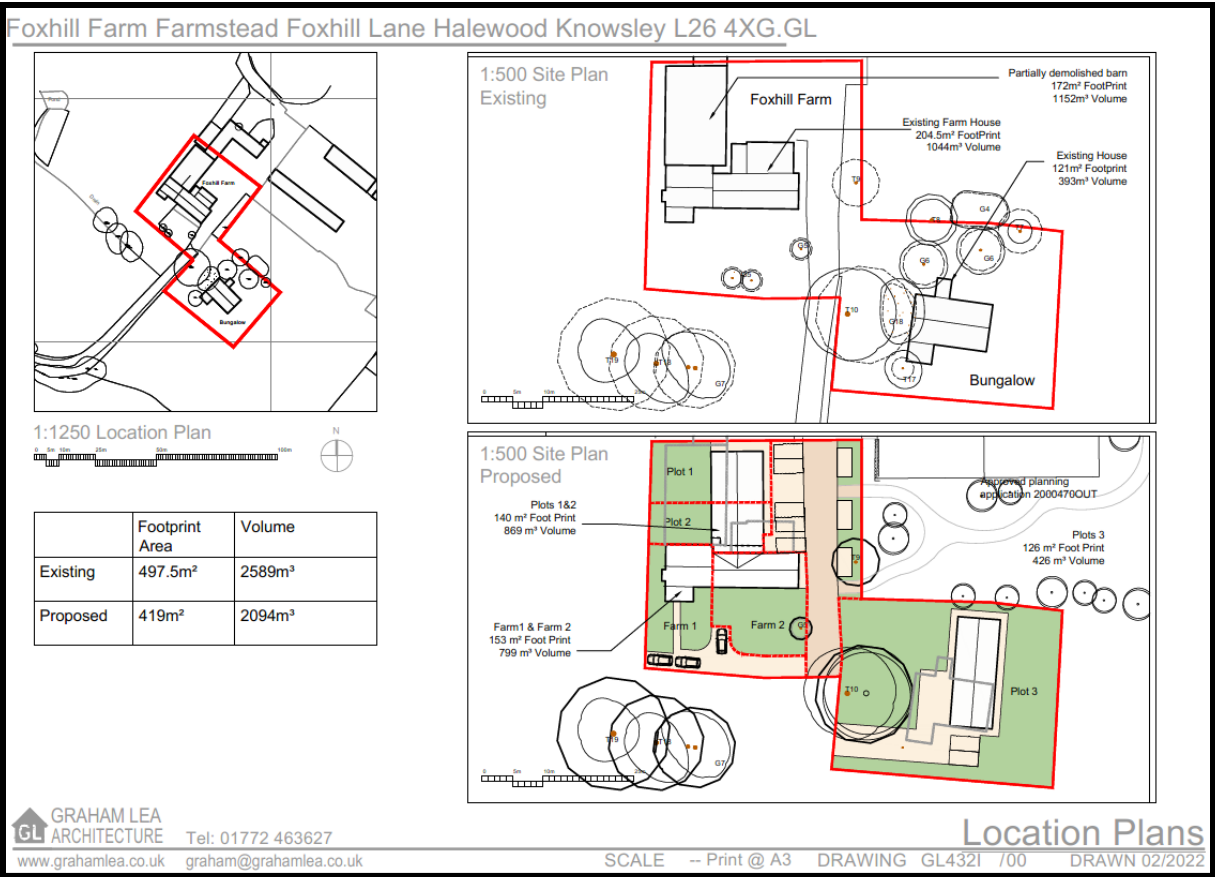
Agreement was reached o the above with highways and the decision notice set out in condition 8 the highway requirements to support the scheme.

Prior to commencement of development a plan shall be submitted to and agreed in writing by the Local Planning Authority to detail the provision of a suitable number and location of passing places along Foxhill Lane. The agreed passing places shall be in place prior to the first occupation of any dwelling and retained thereafter.

Proposals

The application sets out that the changes are related to the Farm House and Cottage with barn to the west side of the internal access and the bungalow to the east side. The Farm

House and Cottage to remain, the barn demolished and 2 new units provided, the bungalow would also be demolished and a larger unit provided.



This Technical Note sets out the support to the proposed application as a standalone scheme and in combination for completeness.

An increase of two units which combined with the existing farm use.

An increase of two units which combined with the approved scheme (7 new plus three existing) would equate to a site of 12 units in total.

Standalone

The previous approved did not take on board the daily/seasonal trips associate with the farm use, that said it would be relatively low in nature and does not have a material impact from the previous review.

The trip rates as set out:

Trip Rate per Dwellings	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	IN	OUT	IN	OUT
Vehicle Trip Rates	0.208	0.409	0.299	0.149

The 2 new units would derive 1.2 or 2 two-way trips AM and 1 trip PM. Worst case 1 trip per 30 minutes AM peak. This is considered de minimus in nature even when combined with the farm use.

Conflicts along the access route would be unlikely to occur and thus the need for off-site mitigation not required.

In combination

The approved scheme set out a worst case of 4 new two-way trips n the peak, it did not take on board the existing farm/cottage/bungalow trips that would also be accommodated as they were not part of the application.

Thus the total would be 10 units in total and 6 two way trips in the peak.

The net increase of 2 units would be 12 in total or 7 two-way trips worst case, this level of trips is de minimus in nature and this mitigation is based on local safety and operational needs.

The three passing bays would be provided by the approved scheme and no further mitigation required for the nett increase of 2 units.

Conclusions

The Farm has an approval for demolition and provision of 7 new units, it was agreed the site is accessible in nature for a rural location, no local safety issues are recoded that would prevent the scheme from gaining approval, the trips levels are considered low even if the fallback farm use is ignored.

Due to the potential increase in potential conflicts at the bends the scheme required three passing bays to ensure it operated safely.

The nett increase of 2 units in combination would not require and further changes local to mitigate the mall levels of trips generated.

If the scheme comes forward in advance of the larger approved scheme the 2 units with associated 1 or 2 two way trips in the peak would not require the passing bays to be provided.

Alan Davies

DTPC

2022