


TECHNICAL NOTE			
from:	ALAN DAVIES	date:	11/6/2021
subject:	<b>PROPOSED CONVERSION OF EXISTING BARN EIGHT DWELLINGS, BROCKHALL FARM GLENEAGLES DRIVE, BROCKHALL VILLAGE</b>	file ref:	J1194-TN1

## Introduction

A detailed application has been submitted for conversion of farm buildings to residential units.

This Technical Note sets out the response to the highway feedback.

## Feedback and responses

The feedback set out the following concerns in *italics*, responses shown in **bold**:

*With respect to this application, we would not raise any objections to the application.*

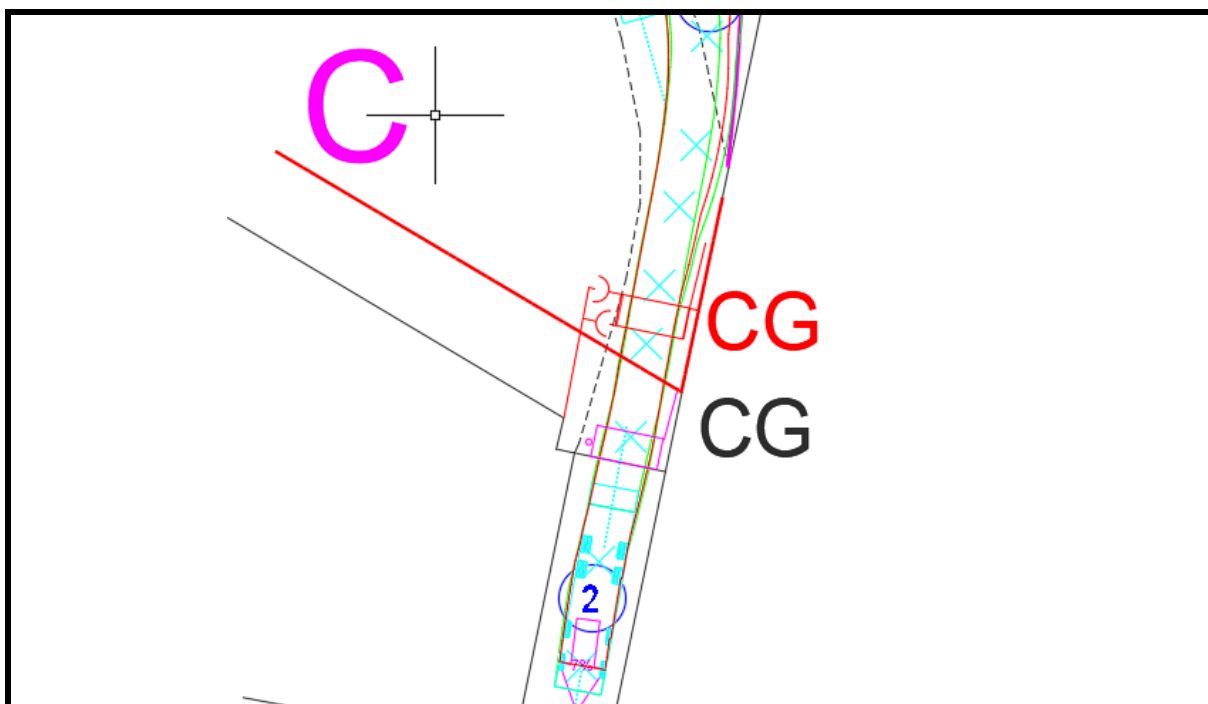
## Supportive conclusion appreciated.

*There are however concerns regarding the access along the track to the rear of Larkhill including the lack of pedestrian facilities at the cattle grid to the rear of Bradyll Court .....*

**The cattle grid is not in the applicant ownership from the image there is a gap to the westerly side that would allow walkers etc to pass the cattle grid. However, this is blocked by wire as the field is perceived to have livestock in it. As such cannot deliver the suggested improvements.**



**However, it is possible to provide a cattle grid with pedestrian gate to the site and a stock fence to ensure no livestock could get around as per drawing J1194 access fig 3 A, details to be conditioned.**



.....and the lack of general maintenance contributions from the applicant to the upkeep of track.

*It is recommended that a pre commencement survey of the access should be undertaken by the applicant and the Larkhill Residents Group with a view to repairing any damaged that could be attributed to the construction phase of the development. Additionally, a plan for the future maintenance of the access should be made including the section of track that is not in the ownership of the applicant.*

**The site has access rights and agreed responsibilities included in the land titles as such the query raised is covered and no further action needed as part of the planning process. In addition, the suggested condition/agreement lies outside the scope of planning as it requires third party agreement beyond the landowners themselves. The group can, if necessary, liaise with the villages management company.**

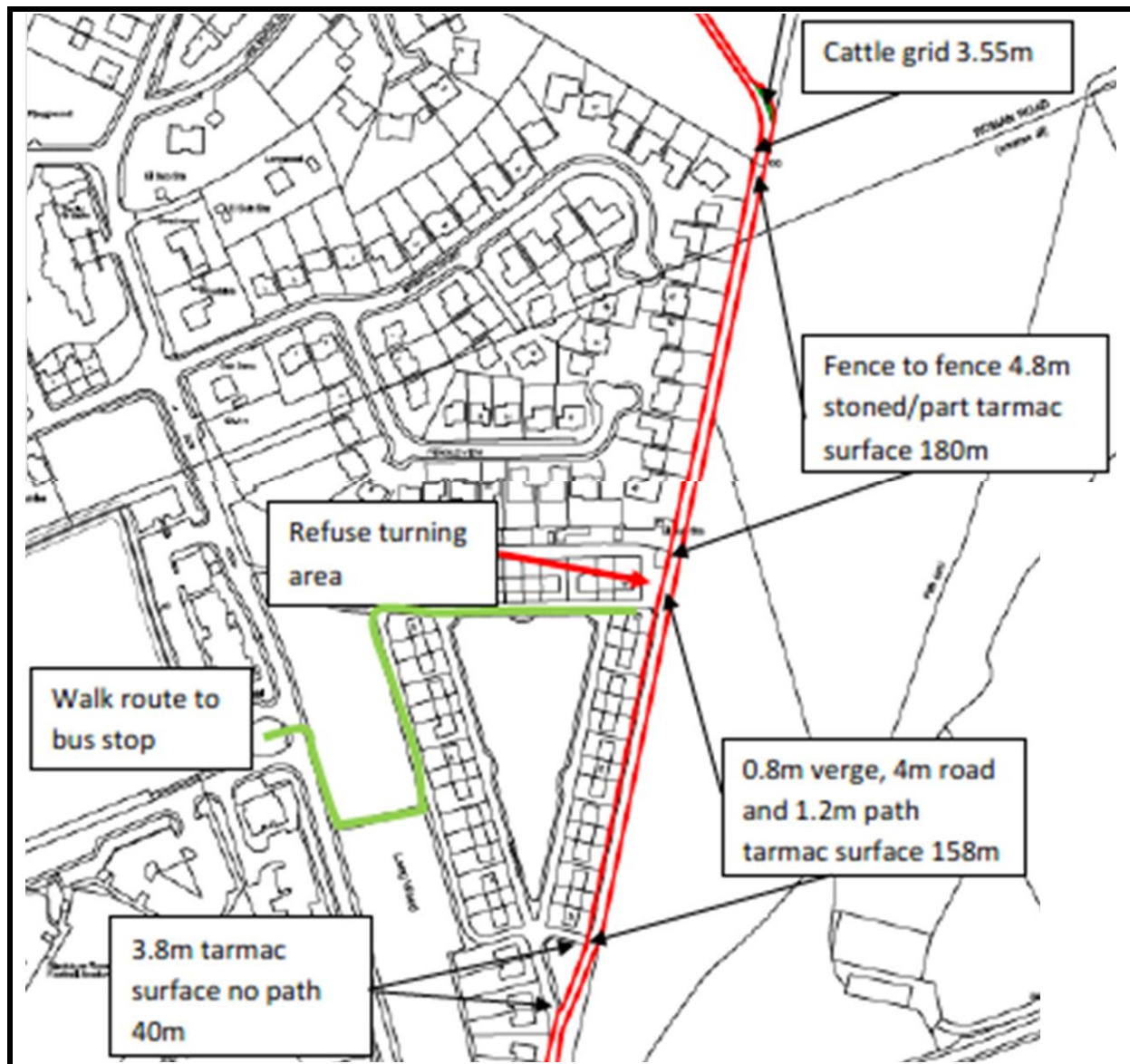
*Whilst a swept path analysis has been undertaken for a refuse collection vehicle for the passing places, there is no indication as to if the rest of the land is to be farmed. It is advised that the passing places should be of sufficiently large enough to accommodate the passing of tractor with trailer and the refuse vehicle.*

**The laybys accommodate the proposed road-based users of the new buildings i.e., cars/vans/refuse. Farm vehicles can and do, if necessary, drive on or across the filed if required as such do not need to be accommodated in the lay by.**

*An additional passing place should be considered at the start of access track adjacent to 25 Larkhill.*

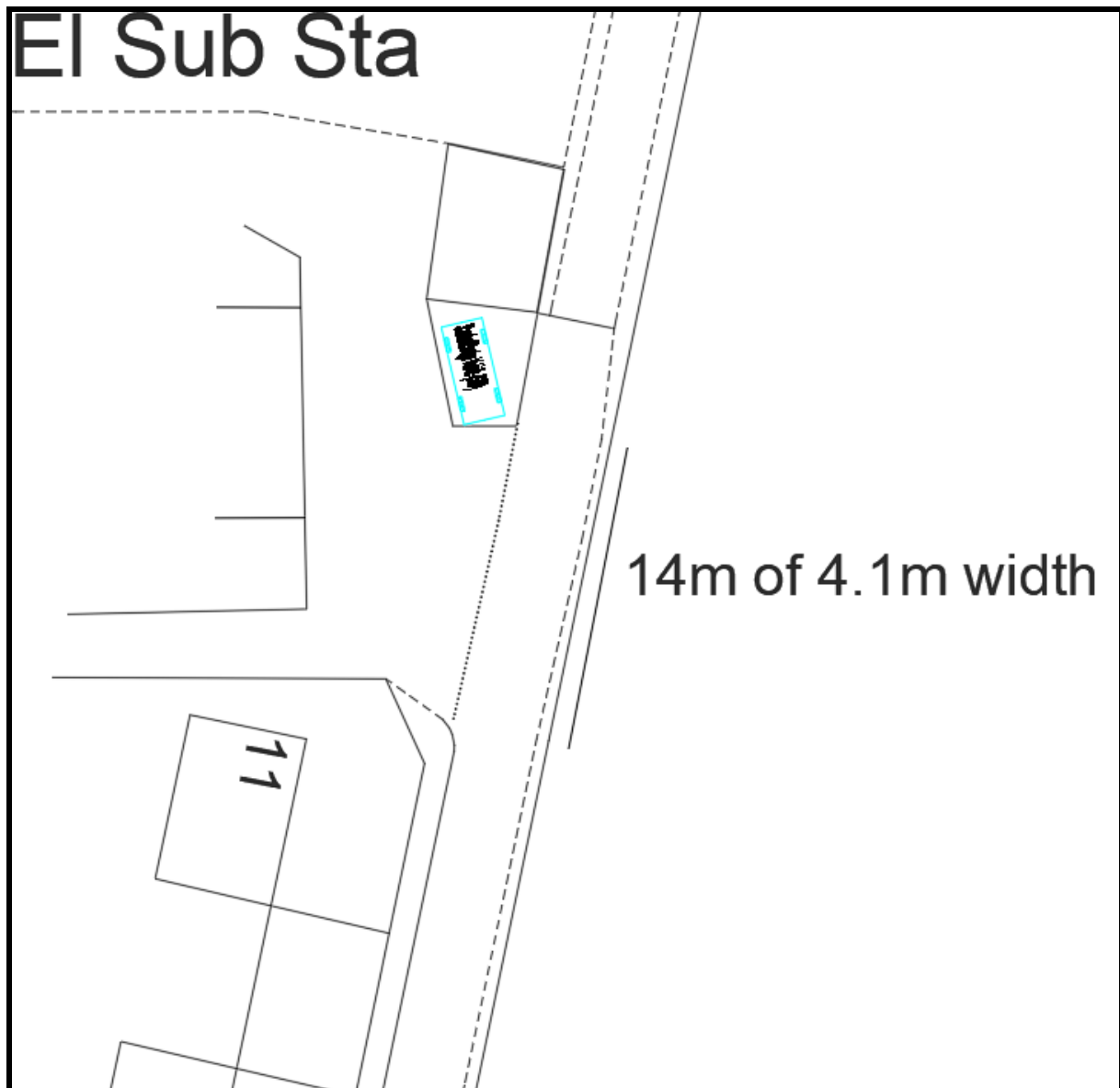
**The access to the farm/development is alongside existing residential units and via a route that is private and not adopted. Access rights are part of the land deeds as is a level of shared maintenance.**

The following map shows the central area where access to drives/refuse turning for existing uses takes place.



The plan overleaf shows the central area in more detail and a 4.1m width in a dotted line.

The refuse could also be picking up the village needs as well as the farm, alternatively a separate waste pick up may be required if LCC do not wish to provide the service.



The route already accommodates the farms needs in terms of delivery etc as such the key area is the likelihood of conflict from the additional flows.

The report set out a robust 0.7 two way trips rate thus 4 out 2 in AM and 4 in 2 out PM.

Thus 1 per 30 minutes opposed by 1 per 15 minutes, the potential for conflict is low and highly unlikely.

Although not to full adoptable standards it is considered the route can accommodate the increase in flows with little or no additional conflict locally.

#### **Condition request**

1 this relates to upkeep pf the route etc and that is a private matter contained within the land titles etc, the village is private in nature and all roads are maintained by service charge, non are to adoptable standards and even if offered to the council these are outside the ownership of the applicant. **The condition cannot be applied.**

2 CMP, these are standard and can be applied.

3 Peak hour deliveries, this is often used near schools to reduce conflicts at peak times, the most direct route from the A59 which can be conditioned in the CMP does not have any schools nearby as such the condition is not considered required.

4 Condition survey seeks to add third parties to a condition survey of the adopted highway, this is not considered necessary. The Old Lango Route can form part of a condition to be agreed with the highway authority.

5 This is considered to be badly worded; the condition can say no commencement until the passing bays are delivered as detailed on drawings etc etc. No further detail needed.

6 Drawing fig 3 rev A sets out the pedestrian access, cyclists can pass over the cattle grids.

7 EVC – agreed to charging points however it is considered unreasonable to require every space to be provided for, the condition should say each unit would have an EVC point, this can either be in the garage or parking bay as required.

Alan Davies  
DTPC

2021