

**Our Reference : D3332/DW**

**Your Reference :**

**26<sup>th</sup> October 2020**

**A Humphries and Son Ltd**

**Barn Hey Farm,  
Netherley Road,  
Tarbock,  
Prescot, L35 1QG**

Dear Sirs,

**Barn Hey Farm, Netherley Road, Prescot  
Proposed Conversion of Agricultural Buildings to Residential Dwellings  
Highways Note**

Further to your recent instructions, I confirm that I have undertaken a review of the proposed conversion of existing agricultural buildings at the above site to provide 5 residential dwelling in addition to the existing farmhouse.

The findings of this review are set out below with respect to the potential highway implications of the proposals.

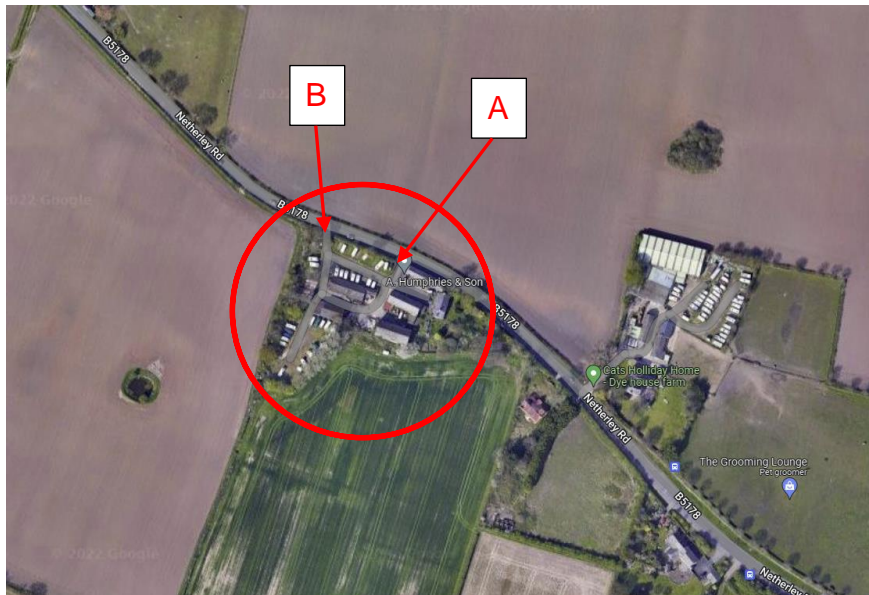
### **Existing Site**

The existing site is located immediately to the south-west of Netherley Road as illustrated below. As can be seen, the site currently comprises a farmhouse and several agricultural buildings – 3 of which are proposed to be converted to residential dwellings. In addition to the residential building, the site also has planning consent for the storage of up to 40 caravans. This is also evident from the aerial image.

The site is surrounded by circa 70-80 acres of agricultural land associated with the historical agricultural uses of the farm.

In the vicinity of the site Netherley Road is a single carriageway road subject to a 50mph speed limit. It has a footway (some 1.2m wide) along its south-westerly side across the site frontage.

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**Image 1 - Existing Site Location – Aerial View**

### **Existing Access**

The site currently has two accesses on to Netherley Road labelled 'A' and 'B' on the image above. The original access to the farm 'A' is located immediately west of the northern farm building. This serves both the existing farmhouse and the agricultural buildings on the site.

Access 'B' has been formed relatively recently and currently serves just the caravan storage operations.

The two existing accesses are considered in turn as follows.

#### Access 'A'

Access 'A' is illustrated at **Image 2** below. It is the main access serving the existing farmhouse and the adjacent agricultural buildings.

As can be seen, it is constrained on the eastern side by the existing farm building and to the west by a mature hedgerow. Both are coincident with the rear of the footway running along the south-western side of Netherley Road. These result in little intervisibility between pedestrians on the footway and vehicles egressing the site and therefore an associated risk of conflict between the two.



**Image 2 – Existing Site Access ('A') onto Netherley Road**

In terms of visibility at this access, this is illustrated in **Images 3 and 4** below. As can be seen, visibility to/from vehicles egressing the site is significantly reduced to circa 12-15m to the SE and circa 10m to the NW (both from a 2.4m set-back).

Clearly, current visibility in both directions is significantly below the recommended DMRB sightlines distance of 160m for a 50mph speed limit.



**Image 3 – Existing Site Access ('A') onto Netherley Road Looking SE**





**Image 4 – Existing Site Access ('A') onto Netherley Road Looking NW**

Access 'B'

Access 'B' is illustrated at **Image 5** below. It is the access serving the caravan storage area at the site and is accordingly sized to accommodate a vehicle and caravan combination (i.e. overall length of 10-15m). For security reasons, the gate is permanently locked with caravan owners phoning ahead to book a time for the gate to be opened for collection/drop-off of a caravan.

It is noted that there is not sufficient room for a car (with or without a caravan) to wait off the highway for the gate to be opened for arrivals before or after the allotted time. In such circumstances, vehicles/caravans would need to wait on the highway until the gate is opened with associated risk of impact on highway operation and safety.

In terms of visibility at this access, this is illustrated in **Images 6 and 7** below. As can be seen, visibility to/from vehicles egressing the site is also lower than the DMRB sightline recommendations. From site observations these are circa 40-50m to the SE and >100m to the NW (both from a 2.4m set-back). However, it should be noted that the sightline to the SE could be improved to some 80m by setting back or lowering the hedgerow (900mm max).



**Image 5 – Existing Site Access ('B') onto Netherley Road**



**Image 6 – Existing Site Access ('B') onto Netherley Road Looking SE**

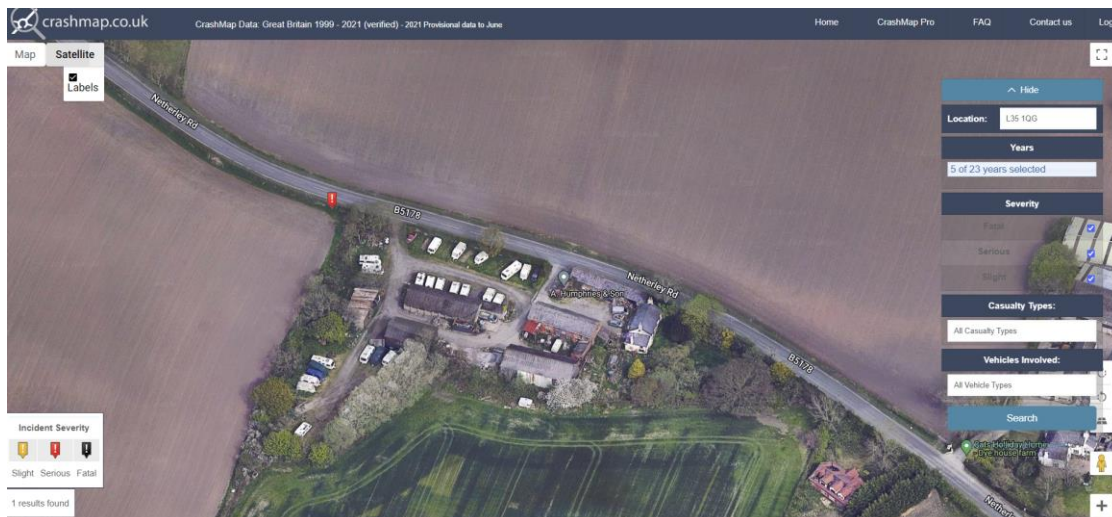




**Image 7 – Existing Site Access ('B') onto Netherley Road Looking NW**

### **Existing Safety Record at the Existing Accesses**

Reference is made to the Crashmap website in order to obtain recent road safety information for Netherley Road in the vicinity of the site. An extract is reproduced in **Image 8** below.



**Image 8 – 5 Year Accident Record Netherley Road**

The records indicate that in the last 5 Years there has been just 1 accident on Netherley Road in the vicinity of the site. This occurred in April 2021 and was classified as a 'serious' severity accident.

The provisional accident report (**Annex A**) indicates that this incident involved two vehicles but did not occur at the access to the site.

Whilst any road accident is regrettable, the accident record indicates that there is not a road safety issue in the vicinity of the site. Clearly the evidence indicates that the existing accesses, particularly the available sightlines, do not result in road safety issues. This is consistent with Manual for Streets 2 (para 10.5.9) which states that '*a reduction in visibility below recommended levels will not necessarily lead to a significant problem.*'

### **Proposed Development**

As noted above, the proposals include the redevelopment of the site to convert 3 of the current farm building to provide 5 residential dwellings in addition to the existing farmhouse. It is also proposed that the existing farm access ('A') would be permanently closed with site access taken from the current caravan storage access ('B').

In addition, it is understood that, as part of redevelopment, the existing caravan storage operations would cease.

In order to appraise the proposed redevelopment, it is first necessary to quantify the levels of trip generation associated with the current uses on the site as this will form that benchmark against which any potential impacts associated with the proposals should be assessed. Accordingly, trip generation of the current uses is as set out below.

Existing Farmhouse – a single dwelling will generally generate circa 7 two-way trips per day as a 'rule of thumb'.

Existing Agricultural Buildings – clearly this would vary depending on the time of year. For example, gathering hay from 70-80 acres of farmland for storage in the farm's barns could generate significant levels of trips in addition to the daily farming activities. A conservative estimate of 20 two-way trips has been adopted for the purposes of this appraisal.

Existing Caravan Storage Operations – during the summer months caravan collections/drop-offs tend to be greatest. During this period, it is not unreasonable to assume that 75% of caravans could be collected or returned on the same day. This would result in 60 two-way trips per day.

Clearly, the existing site uses could generate **87 two-way trips per day** (conservative estimate) which would involve 27 movements through the existing farm access ('A') and 60 movements through the caravan storage access ('B').

Proposed Redevelopment Trips – as noted above, the proposals would result in a total of 6 residential dwellings on the site – it is re-iterated that the caravan storage operations at the site would cease as part of the redevelopment. Therefore, adopting the 7 trips per dwelling rate above, would result in **42 two-way trips per day** as a result of the proposals.

### **Highway Impact Summary**

Taking cognisance of that set out above, the highways related impacts associated with the proposed redevelopment are summarised as follows:

- The proposed redevelopment should result in a significant reduction in daily trips at the site when compared to the current uses at the site (i.e. 42 compared to 87);
- The existing farm access ('A') would be closed as part of the proposals which would reduce the risk of road safety issues due to the existing significantly sub-standard sightlines at this access, notwithstanding that there is no evidence of existing road safety issues;
- All development trips (42 per day) would utilise the existing caravan storage access, however, this would still represent a less intensive use when compared to the current caravan trips (60 per day).
- The existing caravan storage access ('B') could be improved by reducing the hedgerow height (below 900mm) or relocating it within the site to increase sightlines to the south-east.
- The nature of residential trips are such that they comprise primarily car and LGV vehicles. This will provide road safety and operational benefits when compared to the larger agricultural and towed caravan vehicle units.
- Given that the existing caravan storage access ('B') currently accommodates 10m-15m long car/caravan combinations satisfactorily, it is clear that this will enable refuse collections from within the site. This is not currently possible with such collections currently taking place at the roadside.

**In light of the above, whilst there is no evidence of any existing road safety issues, the proposed redevelopment will clearly result a less intensive use and result in highway operation and safety benefits. The evidence would suggest that '*safe and suitable access to the site can be achieved for all users*' (NPPF para 110 b.); and that there would not be '*an unacceptable impact on highway safety*' or '*severe residual cumulative impacts on the road network.*' (NPPF para 111). These are the relevant policy tests with regards to highways.**

**I therefore conclude that the proposed redevelopment comprising conversion of existing agricultural buildings to provide 5 residential dwellings should not have a**



**significant detrimental impact in highways or transport terms. In my opinion, the proposals would therefore comply with the relevant policies of the NPPF and the LPA, and accordingly there should be no valid highway related reasons why the proposals should not be granted planning consent.**

I trust that the above will be sufficient for your current purposes but please let me know should you require any further assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dave Wallbank'. The signature is fluid and cursive, with a large initial 'D' and 'W'.

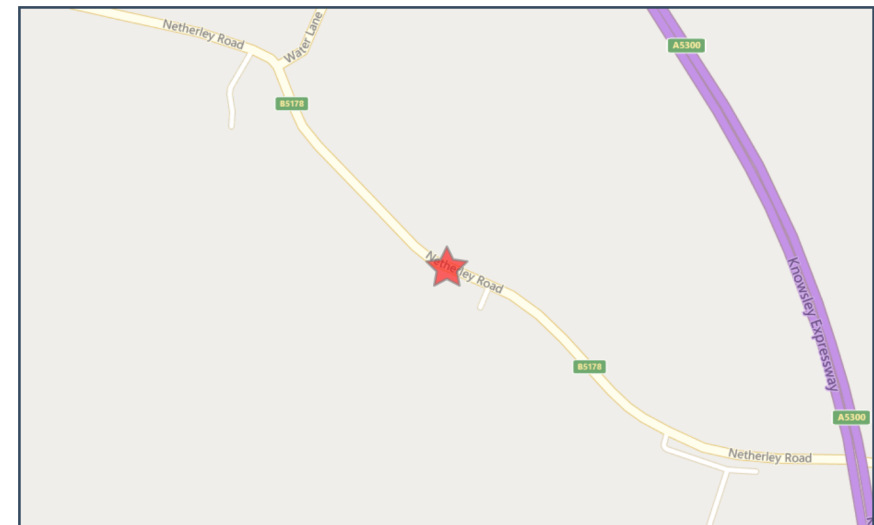
Dave Wallbank  
Director

**ANNEX A – Accident Record – April 2021**



Provisional Data does not include vehicle and casualty records

|                                      |  |                       |            |                              |               |
|--------------------------------------|--|-----------------------|------------|------------------------------|---------------|
| <b>Crash Date:</b>                   | Friday, April 09, 2021                           | <b>Time of Crash:</b> | 2:00:00 PM | <b>Crash Reference:</b>      | 2021052100815 |
| <b>Highest Injury Severity:</b>      | Serious  | <b>Road Number:</b>   | B5178      | <b>Number of Casualties:</b> | 1             |
| <b>Highway Authority:</b>            |  |                       |            | <b>Number of Vehicles:</b>   | 2             |
| <b>Local Authority:</b>              |  |                       |            | <b>OS Grid Reference:</b>    | 346651 387213 |
| <b>Weather Description:</b>          | Fine without high winds                          |                       |            |                              |               |
| <b>Road Surface Description:</b>     | Dry  |                       |            |                              |               |
| <b>Speed Limit:</b>                  | 50   |                       |            |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                       |            |                              |               |
| <b>Carriageway Hazards:</b>          | None   |                       |            |                              |               |
| <b>Junction Detail:</b>              | Not at or within 20 metres of junction           |                       |            |                              |               |
| <b>Junction Pedestrian Crossing:</b> | No physical crossing facility within 50 metres   |                       |            |                              |               |
| <b>Road Type:</b>                    | Single carriageway                               |                       |            |                              |               |
| <b>Junction Control:</b>             | Not Applicable                                   |                       |            |                              |               |



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



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**Provisional Data does not include vehicle and casualty records**

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