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Sent: 31 October 2022 19:30
To: Planning
Subject: Planning Application Comments - 3/2022/0909 FS-Case-462241813

[REDACTED]

Planning Application Reference No.: 3/2022/0909

Address of Development: Pewter House Farm, Carr Lane, Balderstone BB27LN

Comments: I write to raise concerns regarding the application to convert 3 agricultural buildings into 5 residential properties at Pewter House Farm.

1. **Appearance.** Existing residential properties and the 3 holiday cottage lets in the immediate vicinity of Pewter House Farm proposal, are constructed of stone with blue slate roof. The proposed development would use a black metal roof, black stained timber wall cladding and black aluminum window frames. The resulting appearance is not in keeping with local residential properties and would look more like prison accommodation in an area of open countryside.
2. **Wildlife.** At present the buildings are open fronted allowing easy access for resident bats which can be seen swooping in and out at dusk in the summer months. House martins and swallows, nest and raise their young in the buildings during the summer. Owls also live and breed in the area. There does not appear to be any provision for these evicted animals with this proposal.
3. **Access along Carr Lane.** Having read the Local Highway Authority report and recommendation for refusal, it is clear to everyone, especially the current Carr Lane Residents, that the proposal, if permitted would lead to the intensification of use of an access track which lacks the adequate width with a lack of passing facilities deemed safe and suitable, contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021). The LHA report states that there are two passing places along the 540m single track lane, with the use of Mapzone and site visit, but fails to realise that the area past Beacon Cottage is privately owned land, NOT a passing place, and has a planning application for 2 holiday let log cabins on going, Application 3/2022/0842, on this area of ground.

The Paragon Highways Technical Note, states that Paragon Highway Consultants have been "appointed to prepare this Technical Note for the proposal at Pewter Farm, Balderstone in the Blackburn with Darwin Borough Council area". The proposed site is at Pewter House Farm, Balderstone, within Ribble Valley Borough Council, or so I believe. Carr Lane runs in an East to West direction and then turns approximately 80 degrees to the left to access the site from the South, not the North as stated in the Note.

The Technical Note considers traffic impact and uses tables to show existing and predicted traffic movements. I consider these numbers to be false and incorrect for the following reasons.

[REDACTED] The farm business is run on a low input, low output business model which generates minimal traffic movements along Carr Lane. The farm does not employ farm workers, so NO farm worker traffic (6). There are no pickup trucks involved with the farm, so NO pickup truck traffic (40 - 55). Tractor and trailer movements associated with the farm do vary from week to week, some weeks being zero, on average no more than 2, NOT (15 - 20). The Telehandler rarely travels down Carr Lane if ever at all, so NOT (8 - 10). [REDACTED] local moderate sized farm, with over 600 head of cattle and 1200 head of sheep and lambs. This farm has a vet visit once a fortnight, 0.5 per week. Pewter House Farm has 2 vet visits a week as stated in Table 1, for a lot fewer head of livestock, putting into question the farmers competence as a stockman.

I would suggest that there has been some miscommunication between the farmer and Paragon Highways, regarding the number of traffic movements used to create Table 1, as 80 - 102 trips per week is incorrect and misleading. In the 16 years that I have lived on Carr Lane, Pewter House Farm has been a low traffic generating business.

Paragon Highways Technical Note Crashmap website data, fails to mention the number of times HGVs have driven off the side of Carr Lane and become totally stuck, with wheels in the ditch, blocking the lane until a tractor or large loading shovel can be brought in to pull them out. It doesn't mention the number of times that delivery van drivers have driven into the ditch and become stuck, needing to be towed out before any other traffic can use the lane again. Five additional dwellings at the end of Carr Lane would increase the number of van deliveries, ie groceries, DPD, Amazon etc. Goods vehicle drivers who are unfamiliar with driving along the lane, drive too fast and increase the chance of accidents.

Paragon Highways Technical Note fails to mention or consider the number of traffic movements associated with conversion/construction of the 3 barns to 5 dwellings, should RVBC be minded to approve this development. During the potential conversion/construction of the project, large slow moving lorries would be used to bring in concrete, sand, building blocks, timber, metal roof and other materials associated with a major building project. Workman vehicles would intensify the peak flow movements at the start and end of the day. Vans delivering kitchens, bathrooms and other associated household items would put more strain on Carr Lane.

Paragon Highways Technical Note Appendix B uses TRICs Data sourced from Cambridgeshire, Norfolk, Suffolk, Cheshire and Tyne and Wear, which might look impressive and bulks out their report, but has little relevance in predicting traffic movements at this proposed site.

Standard TRICs Data for a development of this size and location, estimates between 8 - 10 vehicle movements per dwelling per day, creating 280 - 350 additional movements per week.

There is no mains gas supply to the proposed development, so it would be fair to say that large slow moving lorries would be used to deliver heating oil, LPG or Calor gas for heating and cooking at the new properties.

If this proposal is approved, the [REDACTED] farmer would have no suitable buildings to operate his business from and one could assume he would let or sell off the farmland to third parties who would continue to farm the land. It is likely that these third parties would use Carr Lane to access the farmland, using larger modern tractors and machinery.

Paragon Highways Conclusions in Paragraph 5.1.2, stating that the proposal would be a benefit to road safety due to the removal of the farm related vehicle movements is unfounded. The remaining farmland at Pewter House Farm if rented out or sold to third party local farmers would create additional farm traffic movements. The additional 5 dwellings would create between 280 to 350 trips, ie 560 to 700 additional journeys a week, along Carr Lane.

4. Equine Activities. Two of the properties on Carr Lane have horse stables, an activity deemed acceptable by planning within the countryside. Equine activities include hacking out of horses on a regular basis down Carr Lane. An increase of an additional 700 journeys a week down Carr Lane would only increase the risk of accident to horse and rider. The new Highway Code encourages drivers to be more mindful of horses on the road giving them a wide berth of at least 2 meters. Horses and horse drawn carriages do in fact have right of way over vehicles on a road.

I agree entirely with the LHA's advice to refuse the proposal on the grounds of safety, as Carr Lane is not suitable to provide safe access to an additional 5 dwellings due to its singletrack nature, lack of suitable passing places and unacceptable line of sight at the junction with Commons Lane. The incorrect estimate of present farm related journeys along Carr Lane, does give credibility to theory of minimal traffic movement increase associated with 5 additional dwellings. The use of realistic farm related traffic movements in the calculation would show a significant increase in traffic movements associated with 5 additional dwellings, contrary to Paragon Highways Conclusions.

As an alternative the applicant could look to access the proposed development via the farm track to the north which gains access on to Nightfield Lane.