Pewter Farm, Balderstone Blackburn

Technical Note

September 2022

Project number 2133

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Quality Management

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Prepared by	PAH			
Checked by	LO			

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Appendices

1.0 Introduction

1.1.1 Paragon Highway Consultants have been appointed to prepare this Technical Note relating to the proposal to change the use of an existing large barn to residential use at Pewter Farm, Balderstone in the Blackburn with Darwin Borough Council area.

1.1.2 The site currently functions as a working farm with a significant barn situated to the north east of the existing farmhouse.

1.1.3 The development will comprise of the change of use of the existing barn to 5 new dwellings together with associated car parking and servicing areas. The total number of residential dwellings to be served from the access road leading to the farm will be 6, including the existing farmhouse.

1.1.4 This Technical Note considers such matters as traffic impact and accident data associated with the existing and proposed development. This Technical Note demonstrates that the proposals should be acceptable for planning approval purposes.

2.0 Existing Situation

2.1.1 Site Description

2.1.2 The application site is situated to the north east of the centre of the small village of Balderstone and some 6.2km north west of the large town of Blackburn. The area around Balderstone, in which the site is situated, is predominantly rural in nature, with small clusters of farming and residential properties in this locality. The village also benefits from a church and a primary school.

2.1.3 The site is bounded by Carr Lane to the north, the main farm building to the west and open land to the east and south.

2.1.4 All access to the site will be via Carr Lane, a private access road, which carries the line of a public right of way giving the lane highway status on foot.

2.1.5 Local Highway Network

2.1.6 The site will be accessed via Carr Lane, a private access road carrying the line of a public right of way. Carr Lane is generally unmade, of single-track width with passing places. Carr Lane is also unlit and has no surface water drainage provision.

2.1.7 Carr Lane serves residential properties and the application site and is lightly trafficked.

2.1.8 Carr Lanes meets the public highway network, Commons Lane, approximately 580 metres to the west of the application site. Commons Lane is a two-way single carriageway and provides a route via the Higher Common Lane and Osbaldeston Lane to the major road network namely the A59.

2.1.9 Road Traffic Accidents

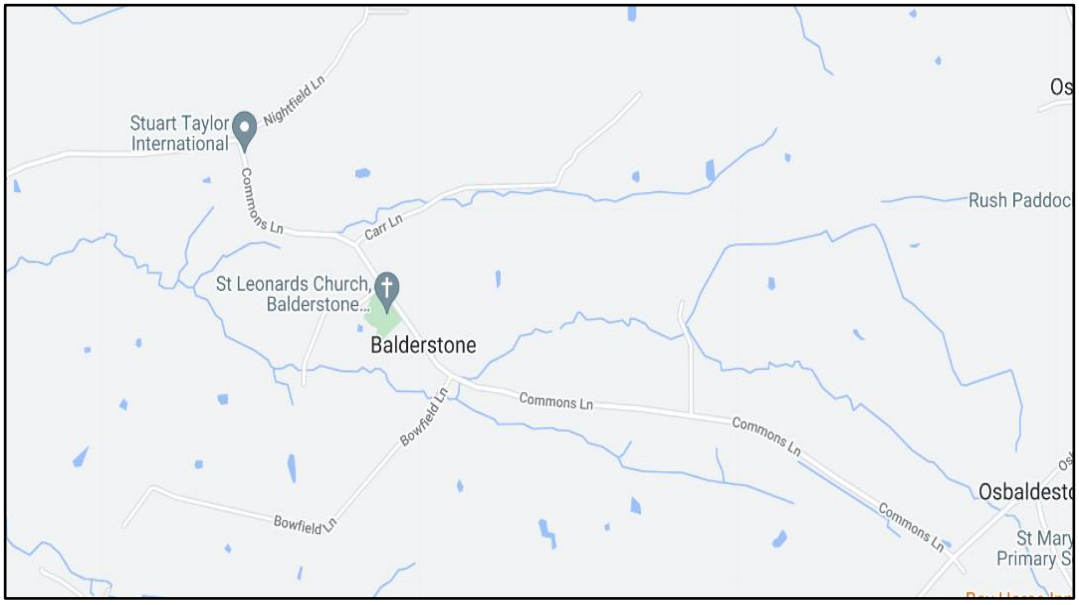


Diagram 1: Crashmap Search Area

2.1.10 The personal injury accident records for the 5-year period up to July 2021 have been obtained from the Crashmap website which includes both Carr Lane, Common Lane and a significant part of the highway network in the local area.

2.1.11 There have been no recorded injury accidents recorded within the search area highlighted above and as such the injury accident record in the vicinity of the site access and nearby junctions does not indicate a road safety problem or trends of significance which would warrant treatment or be a cause for concern as a result of the development proposals.

3.0 Development Proposals

3.1.1 Proposed Development

3.1.2 The proposals are to change the use of the existing large barn to create 5 residential dwellings on land off the Carr Lane, Balderstone. The existing farm dwelling will also be retained. The development proposals can be found at *Appendix A.*

3.1.3 The dwellings will vary in size from 2 – 4 bedroomed properties.

3.1.4 Access

3.1.5 Access to the site will be via Commons Lane and then via Carr Lane for both residents, their visitors and for servicing.

4.0 Traffic Impact

4.1.1 Existing Traffic

4.1.2 The large barn, the subject of this planning application, is currently used as part of a farming operation. This has the potential to generate traffic movements including large farming vehicles, tractors, livestock transportation, importation of animal feed, and veterinary surgeon visitations in its own right. These vehicles will often travel to the site during the morning and evening peak hours and would create regular daily movements to and from the site.

4.1.3 The new dwellings will replace the trips generated by the current farming use associated with the large barn when the barn is converted to residential dwellings.

4.1.4 A true representation of the trips the barn could generate cannot be provided; however approximate weekly trips provided by the farmer can be found in Table 1 below:

Vehicle Type	Weekly Trips
Pickup Trucks	40 - 55
Tractor and Trailer	15 – 20
Vets	2
Feed Deliveries	2
Other Goods Deliveries	2
Fuel Delivery	0.5
Maintenance (Contractors)	3
Livestock Deliveries	2
Telehandler	8 - 10
Farm Workers	6

Table 1: Approximate existing weekly trips

4.1.5 Potential Residential Traffic

4.1.6 To determine the anticipated traffic generation of 5 residential dwellings, a typical dwelling trip rate has been used based on the national TRICs database.

4.1.7 Table 4 provides the typical peak hour trip rates (morning peak 0800 – 0900 and evening peak 1700 – 1800) and likely traffic generation of the proposed development of 5 additional dwellings in a village type location.

	Morning Peak			Evening Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.153	0.362	0.515	0.326	0.168	0.494
Generated Trips	1	2	3	2	1	3

Table 2: Predicted development trip rates and generations

4.1.8 As can be seen from Table 2 above the proposed dwellings are anticipated to generate approximately 3no. trips during the morning and evening peak hours, with around 20 - 24 trips per day.

4.1.9 The development is in a location where there have been no recorded injury accidents over a considerable proportion of the immediate highway network including Carr Lane and Commons Lane. The development proposals would remove large slow-moving towing vehicle movements along the Carr Lane, a public right of way, which can only be a benefit to road safety on this section of the network.

4.1.10 It is considered that the level of traffic generated by the proposed development can easily be accommodated and will have no material impact on the safe operation of the local highway network. The development will remove slow moving large vehicles traveling along the local network with their potential conflict with pedestrians and other road users. On balance the development should be acceptable to the Local Highway Authority on highway safety terms.

5.0 Conclusion

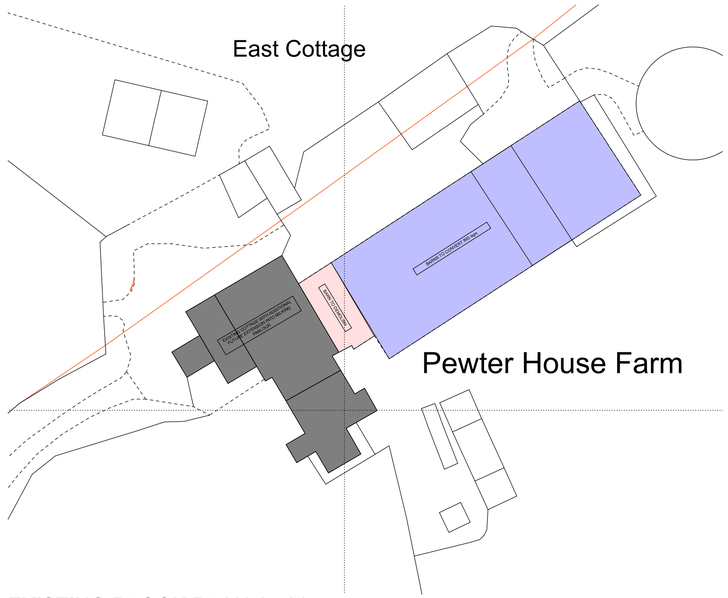
5.1.1 This Technical Note presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of 5no. residential dwellings is also assessed and compares the traffic generations and highway safety proposals within the existing situation.

5.1.2 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected along Carr Lane and on the highway network and would only be a benefit to road safety due to the removal of the farm related vehicle movements associated with the use of the barn. Therefore, the level of traffic generated by the proposals can be accommodated and will have no material impact on the safe operation of the local highway network and associated public right of way.

5.1.3 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

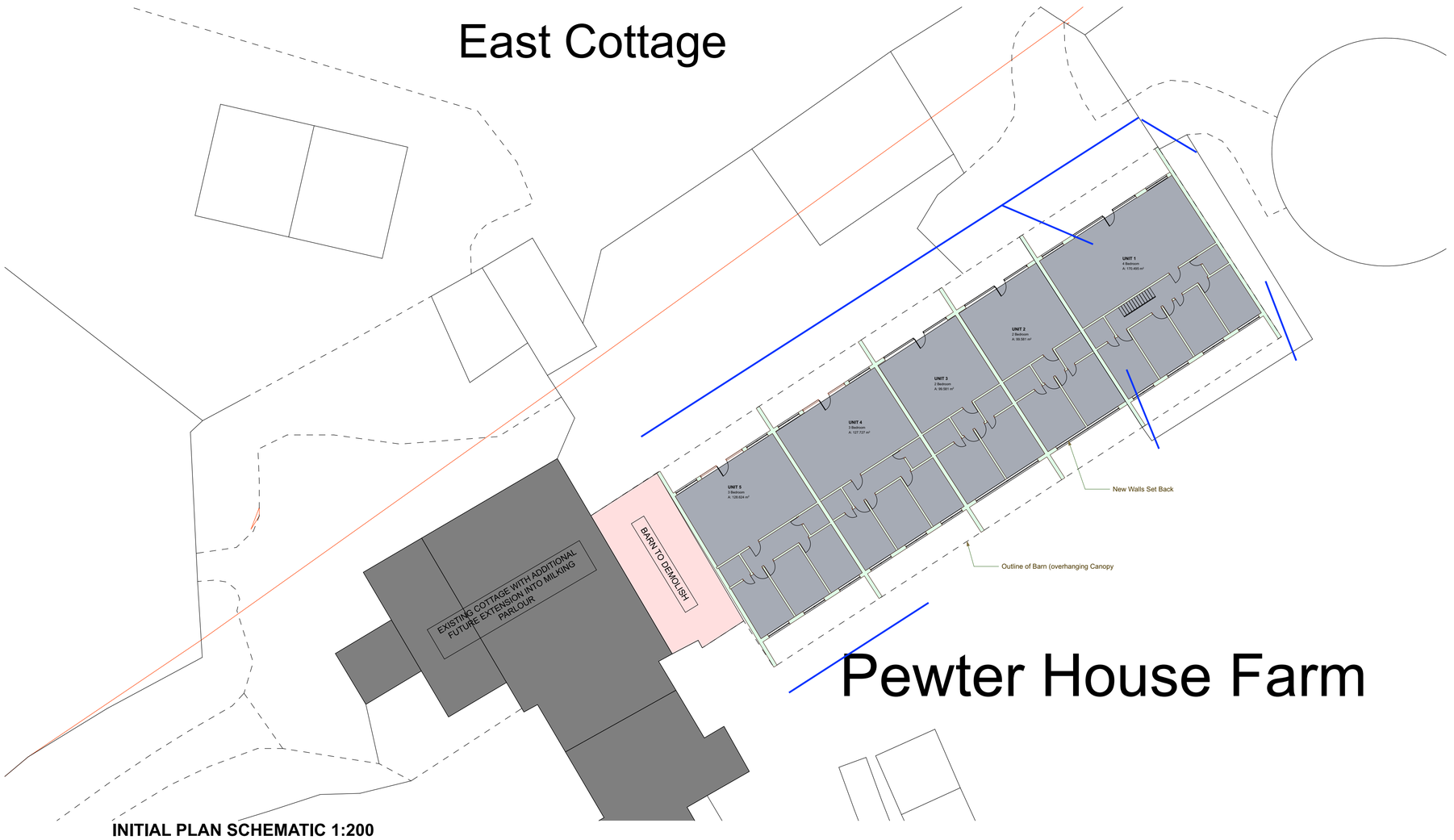
Appendix A
Proposed Layout Plan

EXISTING LOCATION PLAN 1:1250



EXISTING BLOCK PLAN 1:500

East Cottage



Pewter House Farm

INITIAL PLAN SCHEMATIC 1:200

REVISION	DATE	COMMENT

ACCOMODATION

PART Q FOR 3 LARGER AND TWO SMALLER

3 Larger Houses not to Exceed 465 Square Meters cumulative

2 Smaller Houses not to Exceed 100 Square Meters Each

ACCOMMODATION SCHEDULE

Unit 1 (Larger Home) 170 sqm
Unit 4 (Larger Home) 128 sqm
Unit 5 (Larger Home) 128 sqm

Larger Homes Total 426 Sqm

Unit 2 (Smaller Home) 99sqm
Unit 3 (smaller Home) 99sqm

www.C49-Architecture.co.uk
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CLIENT DETAILS
CARR LANE
RIBBLE VALLEY

DRAWING No
RBV-001

REVISION

DRAWING INFO
Site Plan

SCALE
1:200

DATE
19/07/22

DRAWN BY
JH

Appendix B
TRICs Data

Calculation Reference: AUDIT-742101-220922-0938

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 32 to 1882 (units:)
Range Selected by User: 5 to 1882 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	8

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Village	8

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	4 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

2 CA-03-A-07 MIXED HOUSES CAMBRIDGESHIRE
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY *27/05/21* *Survey Type: MANUAL*

3 CH-03-A-12 SEMI DETACHED HOUSES CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 33
Survey date: FRIDAY *30/04/21* *Survey Type: MANUAL*

4 NF-03-A-21 MIXED HOUSES & FLATS NORFOLK
SIR ALFRED MUNNINGS RD
NEAR NORWICH
COSTESSEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 1882
Survey date: TUESDAY *13/10/20* *Survey Type: DIRECTIONAL ATC COUNT*

5 NF-03-A-27 MIXED HOUSES & FLATS NORFOLK
YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 93
Survey date: THURSDAY *16/09/21* *Survey Type: MANUAL*

6 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

7 SF-03-A-08 MIXED HOUSES SUFFOLK
STANNINGFIELD ROAD
NEAR BURY ST EDMUNDS
GREAT WHELNETHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 34
Survey date: WEDNESDAY *16/09/20* *Survey Type: MANUAL*

8 TW-03-A-03 MIXED HOUSES TYNE & WEAR
STATION ROAD
NEAR NEWCASTLE
BACKWORTH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 33
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	67	0.077	7	67	0.302	7	67	0.379
08:00 - 09:00	7	67	0.153	7	67	0.362	7	67	0.515
09:00 - 10:00	7	67	0.138	7	67	0.240	7	67	0.378
10:00 - 11:00	7	67	0.143	7	67	0.174	7	67	0.317
11:00 - 12:00	7	67	0.189	7	67	0.181	7	67	0.370
12:00 - 13:00	7	67	0.177	7	67	0.181	7	67	0.358
13:00 - 14:00	7	67	0.153	7	67	0.162	7	67	0.315
14:00 - 15:00	7	67	0.185	7	67	0.181	7	67	0.366
15:00 - 16:00	7	67	0.264	7	67	0.213	7	67	0.477
16:00 - 17:00	7	67	0.311	7	67	0.147	7	67	0.458
17:00 - 18:00	7	67	0.326	7	67	0.168	7	67	0.494
18:00 - 19:00	7	67	0.281	7	67	0.123	7	67	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.397			2.434			4.831

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	32 - 1882 (units:)
Survey date date range:	01/01/14 - 23/09/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.