



Pewter Farm, Balderstone Blackburn

Technical Note

November 2022

Project number 2133/B

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Quality Management

| | First Issue | Revision 1 | Revision 2 | Revision 3 |
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1.0 Introduction

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this additional Technical Note (TN) relating to the planning submission for the change of 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 LHA have made comment on the application ref: 3/2022/0909 on the 21st of October 2022 and have raised concerns in respect of a) intensification of use, b) visibility at the junction of Carr Lane with Common Lane together with the inadequate number of passing places along Carr Lane.
- 1.1.3 This Technical Note considers the matter raised by the LHA in their consultation response mentioned above and this additional Technical Note demonstrates that the proposals should be acceptable for planning approval purposes and the details provided within this TN should provide sufficient comfort for the LHA that the development will not intensify the use of the immediate highway network.

2.0 Local Highway Authority Response

2.1.1 Consultation Response Dated the 21st of October 2022

2.1.2 The Local Highway Authority advised the Planning Authority to refuse the application for two reasons as follows:

- 1) *The proposal, if permitted, would lead to an intensification of use of an access which lacks the adequate visibility deemed safe and suitable for such a proposal.*
- 2) *The proposal, if permitted, would lead to an intensification of use of an access track which lacks adequate width with a lack of passing facilities deemed safe and suitable for such a proposal.*

2.1.3 The main point raised in both reasons for refusal relates to an intensification of use of the access and an increase in movements at the Carr Lane / Common Lane junction. The additional information provided below should alleviate the main concern (intensification of use) of the LHA and allow subsequent support for the proposals.

3.0 Traffic Count

3.1.1 Existing Traffic

3.1.2 To determine the traffic generated by the *current farm operations* a traffic count was undertaken by Abacus Traffic Surveys on the 9th of November 2022. Please note that due to retirement of the current owner of the farm, the farm operations are substantially reduced from when the farm was working to full capacity.

3.1.3 As can be noted from the data provided within Appendix B, over the 12-hour count period the farm, even with substantially reduced operations, generated some 60 trips during this period.

3.1.4 There were in total 31 inbound trips and 29 outbound trips including 12 trips by hgv / or tractor. Some of the cars associated with the site were also towing trailers. Cognisance must be given to the fact that the farm is not fully operational and that the traffic generated could be significantly higher than the farm currently generates if working to full capacity.

3.1.5 Any increase in farm operations would, also see an increase in the number of trips to and from the site made by hgv and farm vehicles like tractors and trailers.

3.1.6 Potential Residential Traffic

3.1.7 As mentioned in the original Technical Note the anticipated traffic generation of 5 residential dwellings has been assessed based on the information found in the nationally accepted TRICs database.

3.1.8 The Table below 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 1: Predicted development trip rates and generations

-
- 3.1.9 As can be noted from the information provided within the above Table, the proposed dwellings are anticipated to generate approximately 3no. trips during the morning and evening peak hours, with around 20 - 24 trips per day.
- 3.1.10 The LHA base their assessment and reasons for refusal on the issue of intensification of use, however, our survey evidence would suggest that traffic movements, should the proposed development be approved, would reduce by circa 60% along the Carr Lane and at its junction with Common Lane compared to the farms existing low-capacity farm operations.
- 3.1.11 The LHA are of the opinion that due to the intensification of use that there would be an increase in vehicle movements at the Carr Lane / Common Lane junction and a subsequent increase in the potential for accidents at this location. Based upon the survey data the development would see a decrease of some 60% of traffic movements at the aforementioned junction and by association a significant reduction in the potential accidents should the application be approved. It should also be acknowledged that there have been no reported injury accidents at this junction or along the local network associated with the farms current farming operations and associated vehicle trips.
- 3.1.12 The development proposals would remove large slow-moving towing vehicle movements and associated farm vehicles trips along the Carr Lane, a public right of way, which can only be a benefit to highway and pedestrian safety on this section of the network.
- 3.1.13 The intensification of use of the access, Carr Lane, was mentioned in the suggested reason for refusal – Reason 2. As determined by the traffic count data, it must be acknowledged that the proposed development will not result in any intensification of use and will, in fact, see a significant reduction in traffic movements therefore the evidence provided within this TN should also alleviate the concerns of the LHA with regards to this matter.
- 3.1.14 Overall, the reasons suggested by the LHA for refusal of the application based upon an intensification of use have not been justified and no evidence has been provided by the LHA to support their stance that the cumulative impact of the development can be classified as severe.

4.0 Other Highway Issues

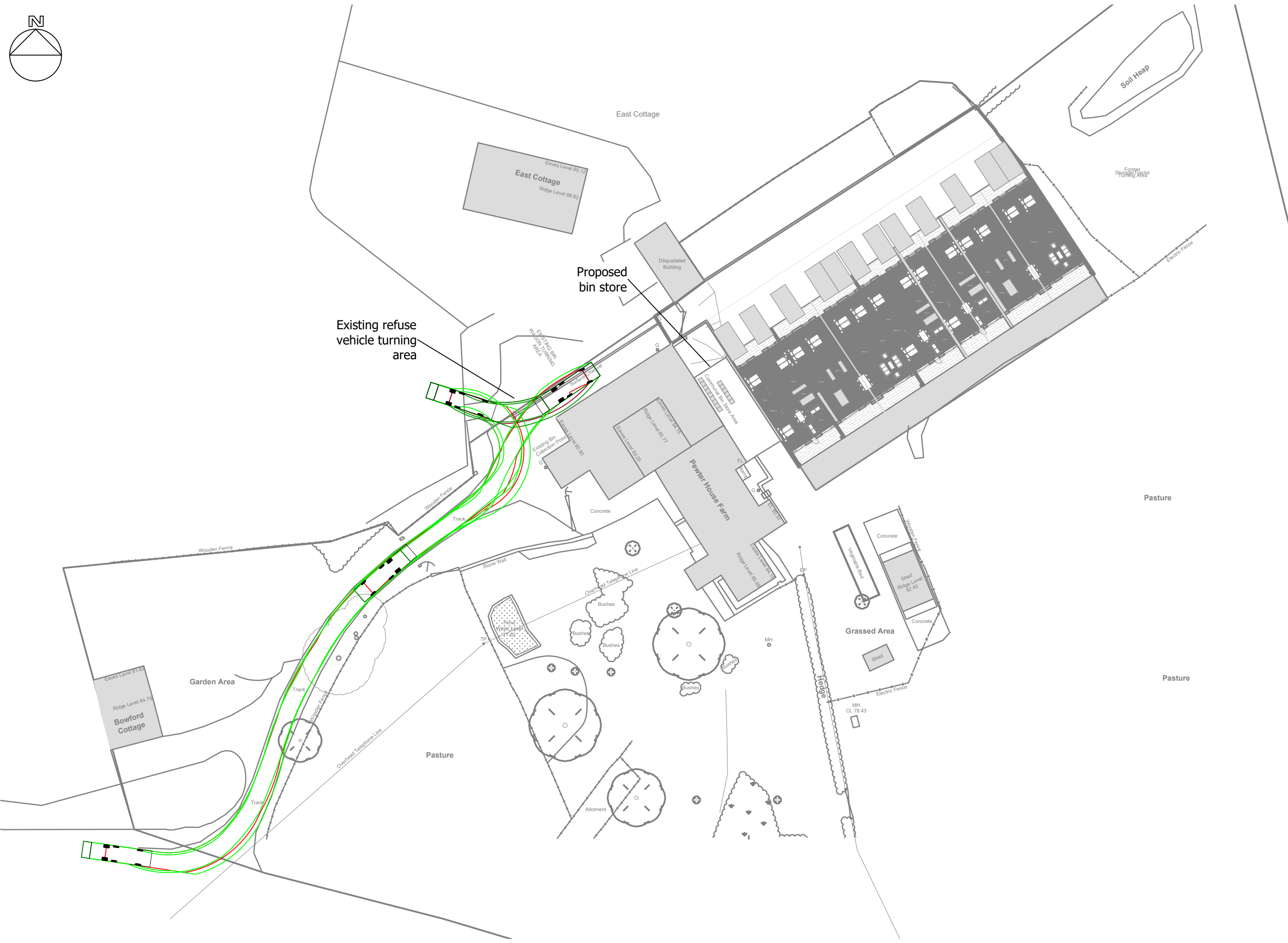
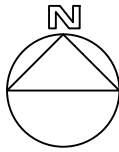
- 4.1.1 The farm is already serviced by the Councils refuse service which confirms that access along Carr Lane for large vehicles is achievable in a safe and efficient manner. The hgv mentioned within the traffic count data accessing and leaving the farm between 10.00 and 10.30 hrs was a Council refuse vehicle.
- 4.1.2 Close to the point where the Carr Lane narrows adjacent to a building there are 2no. speed reducing features which assist in reducing traffic speeds at this point and thereby aiding road safety.
- 4.1.3 The swept path of a refuse vehicle has been shown on the drawing attached to Appendix A. It can be clearly seen that access to the farm for this large vehicle can be achieved satisfactorily and that the existing turning area can accommodate these vehicles to enable them to re-enter Carr Lane in a forward gear. The development proposes a communal bin store within close proximity to the existing refuse vehicle turning facility.

5.0 Conclusion

- 5.1.1 The Local Highway Authority have raised concerns that the development will result in an intensification of use of Carr Lane and its junction with Common Lane. Evidence provided in the form of a traffic count survey and the nationally accepted TRICs database would confirm that the proposed development would see a circa 60% reduction in traffic on the local network should the development be approved.
- 5.1.2 Overall, the reasons suggested by the LHA for refusal of the application based upon an intensification of use have not been justified and no evidence has been provided by the LHA to support their stance that the cumulative impact of the development can be classified as severe.
- 5.1.3 It is therefore concluded that the development is considered acceptable, and that the scheme will not lead to an intensification of use and that there are no highway safety or efficiency reasons why planning consent cannot be granted.

Appendix A

Refuse Vehicle Swept Path



GENERAL NOTES
This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

A 15.11.2022 ADDITIONAL TRACKING

PROJECT
PEWTER FARM, BALDERSTONES, BLACKBURN

TITLE
REFUSE VEHICLE TRACKING

SCALE
1:500 @ A3

DRAWING
2133-101A

DATE
15.11.2022

Appendix B

Traffic Count Data

| | |
|-----------|--|
| Location: | Pewter Farm, Carr Lane (Farm traffic Only) |
| Date: | 09.11.2022 |

| | |
|---|-----|
| A | In |
| B | Out |

| Time Start | A | | B | |
|---------------|--------------------------------------|---------------|-------------------------------------|---------------|
| | Cars | HGV | Cars | HGVs |
| 07:00 - 07:30 | 1 CAR | | 2 CARS | |
| 07:30 - 08:00 | | | 1 CAR | |
| 08:00 - 08:30 | | | | |
| 08:30 - 09:00 | 2 CARS | | | |
| 09:00 - 09:30 | | | 1 CAR | |
| 09:30 - 10:00 | 2 CARS / 1 QUAD / 1 CAR WITH TRAILER | 1 TRACTOR | 1 QUAD / 1 CAR WITH TRAILER | 1 TRACTOR |
| 10:00 - 10:30 | 1 CAR WITH TRAILER | 1 HGV / 1 LGV | | 1 HGV |
| 10:30 - 11:00 | 2 CAR / 1 CAR WITH TRAILER / 1 QUAD | 1 CAR | 2 CARS/ 1 CAR WITH TRAILER / 1 QUAD | 1 HGV / 1 LGV |
| 11:00 - 11:30 | 1 CAR | | 1 CAR | |
| 11:30 - 12:00 | | | 1 CAR WITH TRAILER | |
| 12:00 - 12:30 | 1 CAR WITH TRAILER | | | |
| 12:30 - 13:00 | 1 CAR | | 1 CAR | |
| Total | 15 | 4 | 13 | 4 |

| Time Start | A | | B | |
|---------------|----------------|-----------|--------|-----------|
| | Cars | HGV | Cars | HGV |
| 13:00 - 13:30 | | 1 LGV | | 1 LGV |
| 13:30 - 14:00 | 1 CAR | | 1 CAR | |
| 14:00 - 14:30 | | | | |
| 14:30 - 15:00 | 1 CAR | | 2 CARS | |
| 15:00 - 15:30 | 1 CAR / 1 QUAD | | 1 QUAD | 1 TRACTOR |
| 15:30 - 16:00 | | 1 TRACTOR | 1 CAR | |
| 16:00 - 16:30 | 1 CAR | | 1 CAR | |
| 16:30 - 17:00 | 2 CARS | | 2 CARS | |
| 17:00 - 17:30 | | | 1 CAR | |
| 17:30 - 18:00 | 1 CAR | | | |
| 18:00 - 18:30 | 2 CARS | | | |
| 18:30 - 19:00 | | | 1 CAR | |
| Total | 10 | 2 | 10 | 2 |

| | | | | |
|---------------|----|---|----|---|
| Total Overall | 25 | 6 | 23 | 6 |
|---------------|----|---|----|---|