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Date: 13th April 2020
Our Ref: 20016GU

Dear Sir/Madam

Proposed conversion of existing agricultural barn to create a single dwelling at West Wyke Farm, Wyke Lane, Ash GU12 6EE

This statement has been prepared by Vision Transport Planning on behalf of the Applicant in respect to development proposals for the conversion of an existing agricultural barn to create a single detached residential dwelling at West Wyke Farm, Wyke Lane.

Existing Conditions

The site includes a large agricultural barn that has previously been used in connection with agriculture.

The site benefits from an existing vehicular access to Wyke Lane. The existing access is positioned on the west side of Wyke Lane opposite the junction with Pound Farm Lane. Wyke Lane is a rural lane in nature and is an unclassified Road (D66) that is subject to a 60 mph speed limit (derestricted). However, the nature of Wyke Lane, within the vicinity of the site, is such that speeds are restrained within the proximity of the site access.

The existing vehicular access is circa 4.5 metres to 5 metres wide and is provided with turning radii (across the adjacent verge). It has been designed to accommodate the level of traffic and type of traffic (HGVs, tractors/trailers etc.) associated with the established agricultural land use.

Wyke Lane, including the wide verge on the development side of Wyke Lane, forms part of the publicly maintained highway. A copy of the public highway plan (obtained from Surrey County Council) has been attached as **Appendix A**.

Proposed Development

It is proposed to convert the large existing agricultural barn to create a five-bedroom residential dwelling. The redeveloped site will be provided with areas of hardstanding to accommodate access, parking and on-site turning.

The development proposals will result in a single five-bedroom dwelling (with ample off-street parking and manoeuvring space), which will replace the established agricultural land use.

Access to the redeveloped site will be via the existing access, which will be retained in its current format. The access provides a wide vehicular access that can comfortably accommodate the transport movements associated with a single dwelling.

The existing access benefits from wide verge margins (that are contained within the public highway) either side of the access that accommodate a degree of visibility (in both directions). It is important to note that (as set out below) the development proposals will result in a reduction in traffic attraction associated with the site when compared to the level of traffic that could be reasonably attracted by the established agricultural land use.

The proposed site layout includes generous areas of hardstanding that can comfortably accommodate the on-site turning movements associated with private cars and delivery vehicles etc.

Traffic Impact

An assessment has been carried out of the likely traffic impact consequences of the development proposals. The development seeks to re-use an existing agricultural building for residential purposes. The proposed residential land use will, therefore, replace the established agricultural land use.

To quantify the net traffic impact implications of the proposed change of use an assessment of the existing (agricultural) and proposed (residential) land use scenarios has been carried out.

It is difficult to precisely quantify agricultural trips associated with farm buildings as vehicular trip attraction is a function of the land as well as the available buildings. However, in terms of agricultural uses it is recognised that the buildings themselves may influence overall trip generation. This is particularly true as farms seek to diversify to replace potentially non-viable agricultural activities with alternative sources of revenue.

The barn has an established agricultural use and consideration has been given to what level of traffic an agricultural use of the barn may result in. To inform this the TRICS database has been interrogated to enable an assessment of an agricultural use that could reasonably occur within the barn (without reliance on the surrounding agricultural land).

The TRICS database is an industry standard computer software package that is used to quantify the trip generation properties of various land uses. However, there are only a limited number of farm/agricultural sites included within the database. Having interrogated the database a single suitable site, described as an 'egg farm' has been found, which has been examined in greater detail.

The site has similar location characteristics to the application site. Furthermore the egg farm site appears to be a particularly low traffic attractor when compared to other available farm sites within the TRICS database, and represents a use that could occur within the barn under the existing agricultural use. In this respect it is considered that the available TRICS 'egg farm' site provides a realistic indication of the level of traffic that the established agricultural use of the barn could reasonably attract.

As such the TRICS site reference WB-16-A-01 (egg farm) has been utilised for the purpose of quantifying the level of traffic associated with the agricultural use of the barn. A copy of the TRICS outputs has been provided as **Appendix B**. A summary of the daily trips associated with the established agricultural use of the barn is set out within the table below.

Land Use	Arrivals	Departures	Total
Agricultural	7	7	14

Estimated vehicular trips associated with the established agricultural land use of the barn

As can be seen the TRICS database estimates 7 arrivals and 7 departures across the course of the day associated with an agricultural use. As such it is concluded that the barn could reasonably attract up to 14 vehicular movements per day if it were to be utilised for an agricultural use.

A TRICS assessment has been carried out to quantify the vehicular trips that are likely to be generated by the proposed residential land use. The TRICS database has been interrogated and sites have been selected based on the following search criteria:

- Houses Privately Owned (C3)
- Regions – South East and South West
- Site Locations – Edge of Town
- Parameter Range – Up to 100 units
- Data Range – January 2011 onwards.

A copy of the TRICS outputs has been provided as **Appendix B**. A summary of the residential trip rates and predicted trip generation has been set out within the table below.

	Arrivals	Departures	Total
Daily Trip Rate (per dwelling)	2.634	2.683	5.317
Total Daily Trips (One Dwelling)	3	3	5-6

Residential trip rates and predicted daily traffic generation for one dwelling

To consider the net impact of the development proposals the above trip predictions, for the established agricultural land use and the proposed residential (C3) land use, have been compared. This comparison and the overall net impact has been set out within the table below.

Land Use	Arrivals	Departures	Total
Agricultural	7	7	14
Residential (One dwelling)	3	3	6
Net Impact	-4	-4	-8

Net Traffic Impact

It can be seen from the table above that the conversion of the existing agricultural barn to create a single residential dwelling will result in a decrease in vehicular trips to and from the site, on a daily basis, when compared to the level of traffic that could be attracted to the site as a result of the established agricultural land use.

Furthermore the established agricultural land use would be expected to attract a number of HGV trips to and from the site. Given the above it is concluded that the development proposals will result in an overall reduction in vehicular traffic attracted to the site. As a result the development proposals will result in an overall betterment (reduction) in terms of transport impacts, both within the adjacent highway network and in respect to the site access.

Parking

Parking standards for development sites within Guildford Borough are set out within Guildford Borough Council’s Vehicle Parking Standards (September 2006). The standards set out the maximum level of car parking that will normally be expected for new developments in Guildford.

In respect to residential development Guildford’s Parking Standards set out standards for sites ‘within Guildford town centre’ and sites ‘outside of Guildford town centre’. The site falls outside of the defined town centre boundary (for Guildford) and as such reference has been made to the parking standards for areas ‘outside of Guildford town centre’.

Having regard to the location of the development site, the following table summarises the car parking standards that are relevant to the development proposals.

Dwelling Size	Maximum Car Parking Standard
3 or more bedrooms	2 spaces per unit

Guildford Borough Council’s Car Parking Standards

The standards set the maximum level of car parking that will usually be allowed, whilst it is acknowledged that in appropriate circumstances a higher provision may be acceptable. The supporting text provides clarification on the application of the parking standards and sets out that:

"The maximum residential standard should be applied to development proposals above a threshold of fifteen dwellings or more, given the public transport accessibility, high car ownership and residential characteristics of the Borough. Below the fifteen dwelling threshold the standard would be advisory, although for such developments, applicants will be expected to demonstrate that there will be no adverse impact on the surrounding area."

The development proposals are provided with ample on-site car parking (minimum three spaces) plus manoeuvring/turning space. Given the nature of the proposed residential unit (five-bedroom detached dwelling), the location of the site and the advisory nature of the adopted parking standards (for development below 15 dwellings) it is concluded that the development proposals are provided with an appropriate level of car parking.

Secure cycle parking will be provided in accordance with the minimum adopted cycle parking standards.

Servicing

Refuse collection for the proposed dwelling will take place from Wyke Lane in accordance with the existing refuse collection strategy (for Wyke Lane) and can be carried out in compliance with the maximum refuse carry distances set out within the Department for Transport’s ‘Manual for Streets’.

Summary

In summary, it is concluded that the development proposals will result in an overall reduction in vehicular traffic attracted to the site and will result in an overall betterment in terms of transport impacts, both within the adjacent highway network and in respect to the site access.

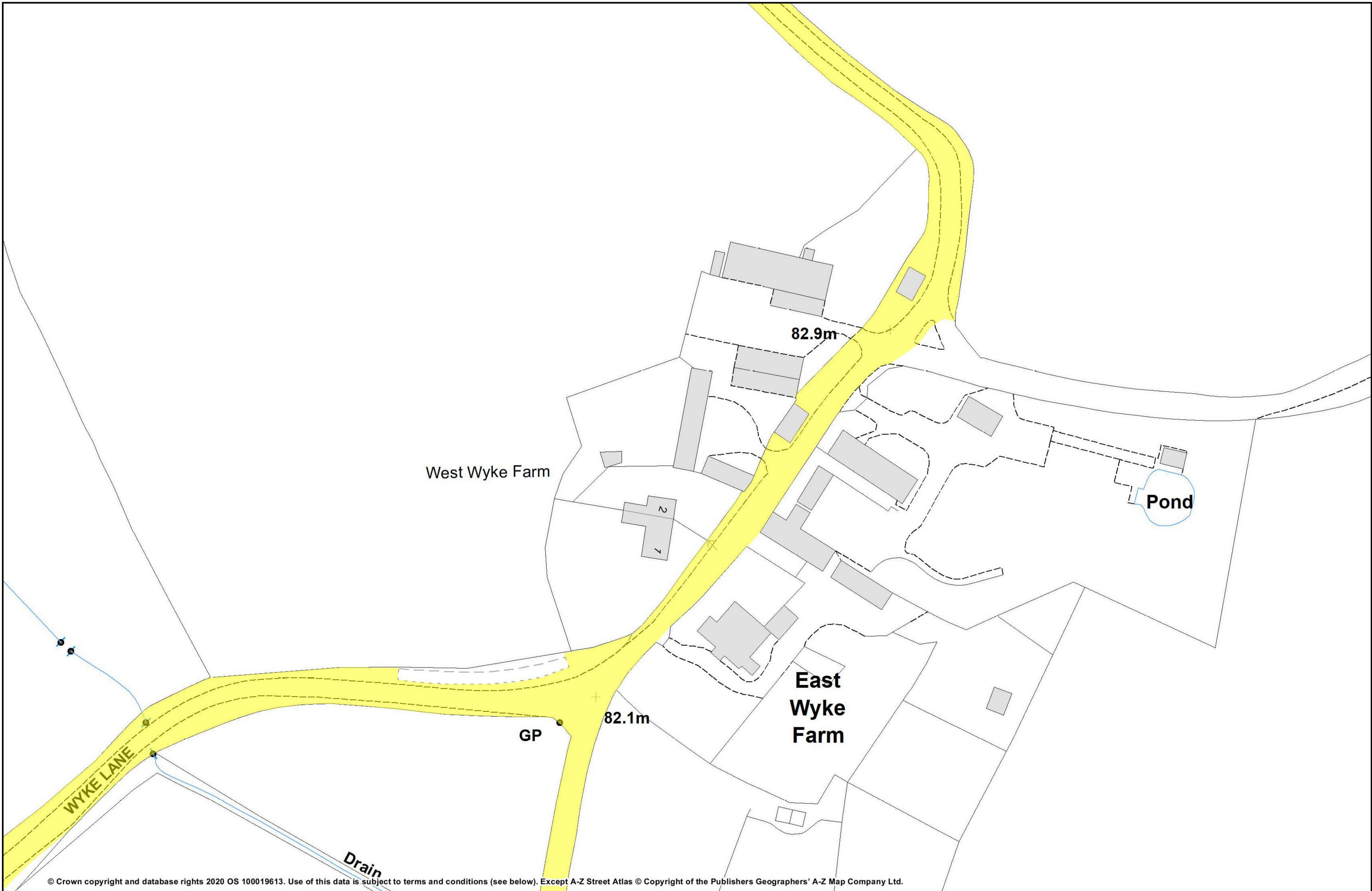
It is concluded that the development proposals are provided with an appropriate access, parking and servicing strategy, which satisfy local plan policies and accord with the guiding principles of the NPPF. It is concluded that there is no reason why the development proposals should be resisted for reasons relating to highways or transport.

Yours sincerely




Steve Parsons
Director

Appendix A



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Extent of Publicly Maintainable Highway



Appendix B

Site Reference: WB-16-A-01
Latitude/Longitude: 51.3682453345254, -1.4239212723641
Land Use Type: 16 - MIXED/A - MISCELLANEOUS
Region/Area: SOUTH EASTWEST BERKSHIRE

Description: EGG FARM
Street:
District:
Town: NEAR NEWBURY
Post Code:

Location: Free Standing (PPS6 Out of Town)
Location Sub Category: Out of Town
Use Class: Not Known

Population within 500m: -1
Population within 1 Mile: 1,000 or Less
Population within 5 Miles: 50,001 to 75,000
Car ownership within 5 Miles: 1.1 to 1.5
Buses/Trains per day (both directions): <20 per day
Is site associated with a travel plan:
Is the location of the site hilly or flat:
Urban Regeneration:

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments

The population figures shown were from the 1991 Census.

Site reference: WB-16-A-01 Survey date: 14/12/93 Day of week: Tuesday

Survey type: Manual Count

AM weather:

PM weather:

Initial car park occupancy: 0 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

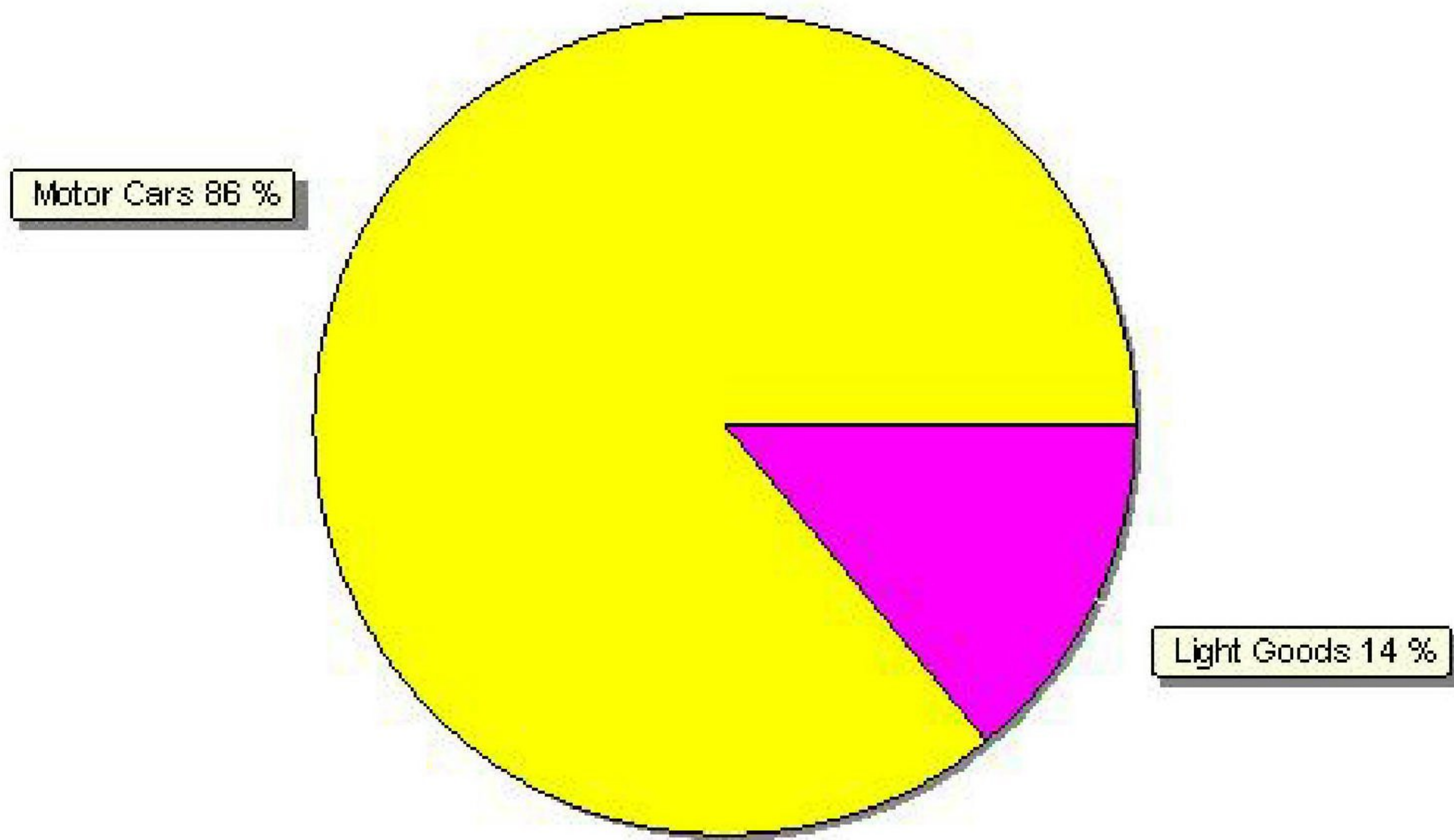
Data proportions in %

Motor cars	86	Motor cycles	0	Public service	0
Light goods	14	OGV (1)	0	OGV (2)	0

Taxis are included as cars in this survey

Time	Arr 7	Dep 7	Totals	Parking Accum
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	2	1	3	1
08:00-09:00	0	1	1	0
09:00-10:00	1	1	2	0
10:00-11:00	1	1	2	0
11:00-12:00	1	0	1	1
12:00-13:00	0	1	1	0
13:00-14:00	0	0	0	0
14:00-15:00	1	0	1	1
15:00-16:00	0	0	0	1
16:00-17:00	1	2	3	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Vehicle Percentages for WB-16-A-01 Surveyed: 14/12/93 Tuesday



TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02 SOUTH EAST
 ES EAST SUSSEX 1 days
 SC SURREY 1 days

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

Secondary 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: Number of dwellings
 Actual Range: 71 to 99 (units:)
 Range Selected by User: 8 to 100 (units:)

Parking Spaces 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: 01/01/11 to 25/06/19

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:

Wednesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 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 undertaken using machines.

Selected Locations:

Edge of Town 2

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:

Residential Zone 2

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 2 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®.

Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
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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:

No	2 days
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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	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD		
	NEAR EASTBOURNE		
	STONE CROSS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
2	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	85	0.112	2	85	0.371	2	85	0.483
08:00 - 09:00	2	85	0.135	2	85	0.435	2	85	0.570
09:00 - 10:00	2	85	0.182	2	85	0.200	2	85	0.382
10:00 - 11:00	2	85	0.141	2	85	0.253	2	85	0.394
11:00 - 12:00	2	85	0.212	2	85	0.165	2	85	0.377
12:00 - 13:00	2	85	0.182	2	85	0.194	2	85	0.376
13:00 - 14:00	2	85	0.253	2	85	0.235	2	85	0.488
14:00 - 15:00	2	85	0.188	2	85	0.200	2	85	0.388
15:00 - 16:00	2	85	0.300	2	85	0.206	2	85	0.506
16:00 - 17:00	2	85	0.282	2	85	0.171	2	85	0.453
17:00 - 18:00	2	85	0.376	2	85	0.118	2	85	0.494
18:00 - 19:00	2	85	0.271	2	85	0.135	2	85	0.406
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.634			2.683			5.317

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.

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Parameter summary

Trip rate parameter range selected:	71 - 99 (units:)
Survey date date range:	01/01/11 - 25/06/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.