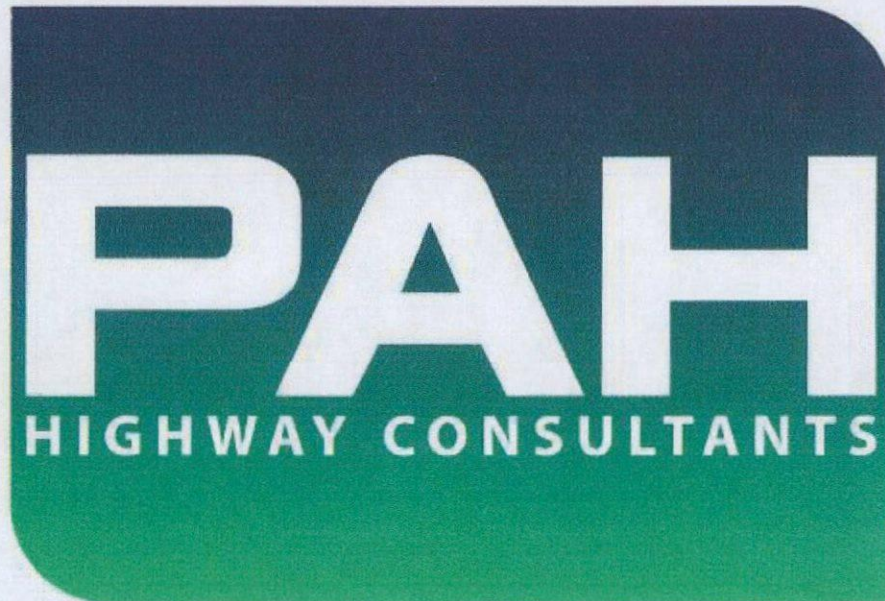




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EXTENSION TO OPERATING HOURS
EQUESTRIAN FACILITY, ALDHAM MILL FARM, BARNLEY

TRANSPORT STATEMENT

835 / March 2014

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1 INTRODUCTION

- 1.1.1 The PAH Highway Consultants Ltd has been appointed to prepare this Transport Statement to support the extension of operating hours for dressage events at an equestrian facility based at Aldham Mill Farm, Wombwell, Barnsley. A site location plan is contained at Appendix A at the rear of this report.
- 1.1.2 The existing equestrian facility has been operating since 2004, however a S106 agreement limits the holding of events to Sundays only and are limited to not more than two Sundays per calendar month.
- 1.1.3 The applicant wishes to apply for permission to hold dressage events on any Saturday or Sunday, rather than being restricted to two Sundays per calendar month.
- 1.1.4 This Transport Statement considers such matters as access, sustainability, car parking and servicing and presents the current operation of the equestrian facility. This report outlines the proposals in relation to current guidance and data.

2 EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The site lies to the north side of Wombwell, approximately 5km from the Barnsley town centre. The site location is shown at Appendix A.
- 2.1.2 Access to the site is taken via a junction with the A633 Barnsley Road approximately 200m to the south of the priority controlled junction of Aldham Crescent and Old Farm Lane with the A633 Barnsley Road.
- 2.1.3 The site is currently used as an equestrian facility with various uses including stables, riding lessons at the indoor arena and horsebox storage.
- 2.1.4 The site is regularly visited by vets and blacksmiths etc and also there are regular deliveries of feedstuffs.
- 2.1.5 The site is bounded by agricultural land to all sides with a section of the Trans Pennine Trail running along the southern site boundary.
- 2.1.6 A public right of way runs across the car park to the north of the site access.

2.2 Planning History

- 2.2.1 An application for the erection of an indoor riding centre, application reference B/02/1594/WW, was approved in February 2004. A Section 106 agreement entered into by the client states in the second schedule:

1. *Not later than a period of three months from the date on with the indoor riding centre ("The Riding Centre") which for identification purposes is shown edged red on Drawing Reference 35/15 No.2 revision D attached hereto ("Plan 2") is substantially completed in accordance with the Planning Permission referred to herein the Owners shall:-*

- (i) Cease use of the existing outdoor riding ménage which for identification purposes is shown edged pink on Plan 2 (or any part of it) for any commercial business or other related purpose(s) save and except for use for the purposes of dressage events only and **PROVIDED** such dressage events are held on Sundays only and are limited to not more than two Sundays per calendar month; and*
 - (ii) Cease use of the building which for identification purposes is shown edged blue on Plan 2 (or any part of it) for the carrying out of any riding instruction training or any other commercial or business activity associated with the use of a horse riding centre and shall thereafter confine any use of the aforesaid building to an agricultural use as defined in Section 336(1) of the Town and Country Planning Act 1990 (as amended)*
- 2 The Owners shall not use or permit the use of the Riding Centre of any part of it for the purposes of any gymkhana event or any other event whatsoever which is open or otherwise accessible to the general public save and except for use for the purposes of dressage events are held on Sundays only and are limited to not more than two Sundays per calendar month*

- 2.2.2 A copy of the Section 106 agreement is contained at Appendix B.
- 2.2.3 The owners of the site have complied with all the points set out in the Section 106 agreement, including limiting the dressage events to no more than two Sundays per calendar month.
- 2.2.4 The site has operated without any highway causes for concern since the permission was granted in 2004 and there have been no recorded accidents at the site access involving any vehicles using the equestrian facility.
- 2.2.5 There was no limit placed by the Local Authority on the number of competitors that could attend any of the dressage meetings.

2.3 Local Highway Network

- 2.3.1 The A633 Barnsley Road is a classified road running from its junction with the A61 Wakefield Road in Athersley to the north of Barnsley town centre to Rotherham to the south of the application site.
- 2.3.2 In the vicinity of the site it is a two-way single carriageway road, is subject to a 40mph speed limit, is street lit to an appropriate standard and has footways to both sides.
- 2.3.3 The A633 Barnsley Road has an average carriageway width of 6.9m. The footways on the application site side has an average width of 1.7m with 1.6m found on the opposite side.
- 2.3.4 There are no Traffic Regulation Orders in the vicinity of the site access junction.

2.4 Transport Sustainability

- 2.4.1 The site is in a sustainable location within walking distance of bus stops and existing residential areas such as Wombwell.
- 2.4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF. However, the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.
- 2.4.3 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix C. The site is well placed to allow customers of the riding school to walk to the facility either for the purposes of looking after their own horse at the stables, for riding lessons or to attend dressage events.

- 2.4.4 Street lighting and good quality footways are provided to both sides of the A633 Barnsley Road with dropped crossings provided across many of the side road accesses.
- 2.4.5 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport". The plan at Appendix C also shows the 5km cycle catchment area from the site. This demonstrates that there are significant residential areas within this catchment providing further potential for customers of the riding school to cycle from their home to the facility.
- 2.4.6 The Trans Pennine Trail passes along the southern site boundary with access available adjacent to the railway bridge on Old Farm Lane. The section of the Trans Pennine Trail past the site forms part of National Cycle Route 62 which in close proximity to the site forms a junction with the National Cycle Route 67. The presence of these cycle routes provides an excellent facility for both pedestrians and cyclists to access the site via a safe, off-road route.
- 2.4.7 It is concluded that safe and convenient access to the site is readily available for pedestrians and cyclists.

2.5 Public Transport

- 2.5.1 Bus stops serving buses in both directions are found on the A633 Barnsley Road approximately 190m to the southwest of the site access. Both stops are marked by a flag and pole and are provided with a shelter and timetable information. Pedestrian refuge islands are also provided to assist pedestrians crossing the road to access both stops.

- 2.5.2 The table below summarises the services that utilise these stops:

Service	Route	Frequency	
		Mon - Sat	Sun and late evening
22	Barnsley Interchange - Wombwell - Wath-upon-Deane - Rawmarsh - Rotherham Interchange	10 mins	60 mins
22X	Barnsley Interchange - Wombwell - Wath-upon-Deane - Rawmarsh - Rotherham Interchange	15 mins	60 mins

222	Barnsley Interchange - Wombwell - West Melton - Wath upon Dearne - Mexborough - Conisbrough - Doncaster	30 mins	60 mins
226	Barnsley Interchange - Stairfoot - Wombwell - Wath upon Dearne - Bolton on Dearne - Goldthorpe - Thurnscoe	30 mins	60 mins

2.5.3 The above table shows that there is a good quality of provision of bus services that serve this site, allowing customers of the equestrian centre to access the site by bus.

2.5.4 The closest railway station to the site is Wombwell, approximately 2.0km from the application site. The station lies on the Penistone and Hallam lines with regular services to Huddersfield, Sheffield, Leeds and Wakefield.

2.5.5 The table below summarises the service frequencies on these lines:

Route	Monday to Saturday Frequency		Sunday Frequency
	Daytime	Late evening	
Huddersfield - Denby Dale - Barnsley - Sheffield	60 mins	60 mins	60/120 mins
Leeds - Castleford - Wakefield Kirkgate - Barnsley - Sheffield	60 mins	60 mins	120 mins
Leeds - Wakefield Kirkgate - Barnsley - Sheffield	30 mins	no service	60 mins
Leeds - Wakefield Kirkgate - Barnsley - Sheffield - Chesterfield - Nottingham	60 mins	no service	60 mins

2.5.6 It is clear from the above information that the site lies in a very sustainable location with high quality transport links available on public transport.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

- 3.1.1 The application is for an extension in operating hours so that dressage events can be held on any Saturday or Sunday during a calendar month and not be restricted to only two Sundays per month.
- 3.1.2 It is not proposed to undertake any physical works on site as the site has been operating satisfactorily, without any highway causes for concern for ten years.

3.2 Vehicular Access

- 3.2.1 The access into the site is a surfaced single carriageway with passing places. It has an average width of 3.5m, widening to approximately 4.7m at the two passing places.
- 3.2.2 The existing vehicular access to the site will be maintained and will continue to be used for access to and from the site. As detailed above, the site has operated satisfactorily for over ten years without any highway causes for concern, therefore it is considered that there is no reason why it cannot continue to operate satisfactorily.
- 3.2.3 Due to the nature and timing of the activities on site, it is unlikely that two opposing vehicles will be using the access at the same time, if they are there are two passing places and forward visibility is good which will allow one vehicle to wait for the other to pass.

3.3 Parking Provision

- 3.3.1 For event days a car parking area to the north of the access road is used. There is a total of 63 car spaces and 15 horse trailer parking spaces provided. The circulation around the car park forms a one way system with vehicles entering the car park approximately 130m from the junction with the A633 Barnsley Road and exiting close to the junction with the A633 Barnsley Road. This is demonstrated on Figure 3 at Appendix D.

- 3.3.2 The use of the one way system through the car park ensures that traffic does not block back onto the A633 Barnsley Road as any waiting traffic is held either on the access road or within the circulatory area of the car park. This arrangement has worked efficiently for many years.

3.4 Traffic Impact

- 3.4.1 Information provided by the site owner indicates that when an event is held there are in the region of 70 competitors and they arrive in between 30 and 40 vehicles. There are no proposed changes to the format of the events, only the frequency, therefore it is not envisaged that there would be any change in the traffic movements associated with the events.
- 3.4.2 Traffic counts taken from the Department for Transport database for a length of the A633 Barnsley Road from its junction with the A635 to the north of the site and the B6096 to the south of the site give Average Annual Daily Traffic (AADT) traffic flows of 17,512 vehicles for 2012. Converting these AADT figures to Peak Hour Flows (PHF), using the formula $PHF = (AADT/24) * 2.63$, gives average peak hour flows of 1,919 vehicles.
- 3.4.3 Taking the maximum number of vehicles of 40, this equates to only a 2% increase over and above the peak hour flows. This amount of traffic is negligible and will not be discernible from daily fluctuations in traffic flows. Whilst the main road traffic flows will be reduced on a weekend, the increase in traffic associated with events at the equestrian centre will still only make up a small proportion of additional traffic and will not be enough to cause any highway concerns.
- 3.4.4 Due to the existing safe operation of the equestrian centre, it is considered that no analysis of the site access junction or any off site junctions is justified.
- 3.4.5 As stated previously, the equestrian centre has been operating satisfactorily for around ten years without causing any highway concerns when events are being held. It is therefore considered that there are no highway reasons why events cannot be held on any Saturday or Sunday, rather than being restricted to a maximum of two Sundays per calendar month.

4 TRANSPORT POLICY

- 4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

- 4.1.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.
- 4.1.3 Paragraph 35 of the NPPF states that *"developments should be located and designed where practical to:*
- *accommodate the efficient delivery of goods and supplies;*
 - *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - *consider the needs of people with disabilities by all modes of transport.*
- 4.1.4 Paragraph 36 of the NPPF goes on to say that *"a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."* As the proposals will not generate a significant amount of trips the submission of a Travel Plan is not considered relevant in this case.

Local Transport Plan

- 4.1.5 The current Local Transport Plan is the third South Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The primary goals of the LTP 3 include:
- *To support economic growth;*
 - *To enhance social inclusion and health;*
 - *To reduce emissions;*
 - *To maximise safety.*

Local Policies and Strategies

- 4.1.6 Local transport policy is set out in the Barnsley Unitary Development Plan adopted in December 2000. Chapter 6 Transport specifically relates to transport with a number of policies covering transport related issues.
- 4.1.7 It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good quality facilities for travel from modes other than the single occupancy private car trips.

5 CONCLUSIONS

- 5.1.1 This report presents the proposals to extend the operating hours of the existing equestrian facility to allow dressage events to be held on any Saturday or Sunday, rather than being restricted to no more than two Sundays per calendar month.
- 5.1.2 There was no limit stipulated by the Local Authority on the number of competitors that could attend the dressage events.
- 5.1.3 The report demonstrates that the equestrian facility has worked well with no highway causes for concern since permission was granted for the facility in 2004.
- 5.1.4 Competitors and visitors to the site are able to access the site by sustainable means with a number of residential areas being easily accessible on foot, on cycle and by public transport.
- 5.1.5 As the equestrian facility has operated satisfactorily since planning permission was granted in 2004, it is considered that there are no highway reasons why dressage events cannot be held more frequently at the site.

Appendix A

Location plan