

**Rob Royd Farm Shop Complex
Genn Lane, Worsbrough
Barnsley, South Yorkshire**

**Transport Supporting Statement –
Revised Access Arrangements**

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1. INTRODUCTION

Background

- 1.1 Travel Plan Services Ltd (TPS) has been appointed by the Rob Royd Farm Shop to produce a brief transport supporting statement in relation to the proposed enhancement of the access arrangements for the site on Genn Lane in Worsbrough, Barnsley.
- 1.2 The report will first provide a brief summary of the current use of the site, the expansion of the site over time and the current access arrangements for both visitor and staff parking and servicing.
- 1.3 The statement will then outlined the proposed enhancement of the access arrangements and assess the impact on the local highway network.
- 1.4 The revised arrangements, as will be detailed in this report, will not result in any additional trips to the site, nor will it result in an altered profile of access demands. Therein this note has been produced to supplement the Design and Access Statement for future planning applications relating to the access arrangements and ongoing development of the business at the Genn Lane site as there is no requirement for a new Transport Statement to be undertaken.

2. ROB ROYD FARM SHOP – DEVELOPMENT PROFILE AND CURRENT ACCESS ARRANGEMENTS

Site and Development Context

- 2.1 Rob Royd Farm shop complex is located on Genn Lane, some 2km from Barnsley Town Centre and 150 metres from the junction with Racecommon Road.
- 2.2 the site context is illustrated in Figure 2.1 below: -

Figure 2.1 – Site Location



- 2.3 The farm shop opened in 2007 and has rapidly expanded from a conventional farm shop to provide a range of services including, but not limited to, :-
- On site butchery;
 - Bakery;
 - Deli and kitchen;
 - Flower shop; and
 - Full service restaurant (Saturday evening only) and cafe (daytime).

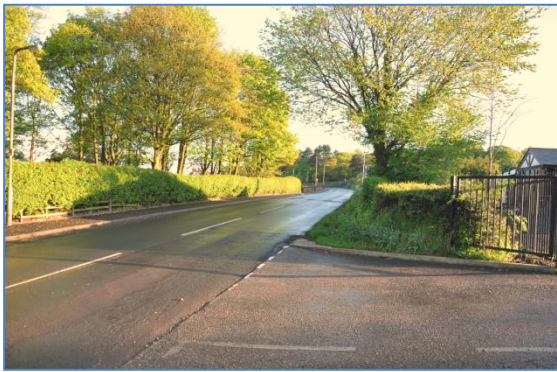
Current Access Arrangements and Highways Planning History

- 2.4 The current vehicular access to the site is via a single point onto Genn Lane to the south of the site. Visibility at the access point is unrestricted in both directions and fall wholly within the applicant's ownership ensuring they will be maintained of all obstruction above 1 metre in height. The visibility of the existing access point is illustrated in Figs. 2.2 and 2.3: -

Figure 2.2 – Visibility to the south



Figure 2.3 – Visibility to the north



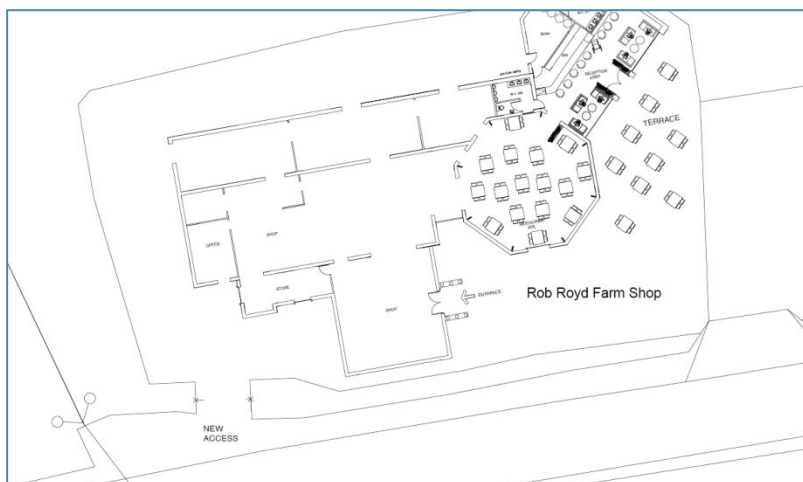
- 2.5 Initially the farm shop was supported through the provision of 16 (informal) parking spaces. When the farm shop was extended in 2009 the car parking was increased to a total of 36 spaces. As part of this application a Transport Statement was developed and submitted which outlined the full transport and traffic impact associated with the farm shop and the local highway network and illustrated how parking would be better managed through the additional parking stock.
- 2.6 The provision of additional parking has ensured the ongoing commercial viability of the farm shop, allowed for further sustainable diversification to provide additional services on site and successfully addressed previous issues with parking demand in the surrounding area.

3. PROPOSED ENHANCED ACCESS ARRANGEMENTS

Separation of Access Arrangements

- 3.1 As part of the ongoing enhancement of the site, both in terms of operational management and customer facilities, there has been an identified need to address the current arrangements for servicing and deliveries on site.
- 3.2 Currently, as outlined in the previous section, both staff, customer and servicing vehicles access the site at the same point. This results in deliveries and ancillary servicing vehicles operating in the same space used by customers and the interaction of pedestrians and vehicles is an ongoing concern to the management team at the farm shop.
- 3.3 For these reasons it is proposed to create a separate access point, to the north of the site, where all servicing and deliveries will take place. This is highlighted in the new site layout plan in Figure 3.1: -

Fig. 3.1 – Revised Access Arrangements



- 3.4 The new servicing access makes use of an existing vehicle access point onto Genn Lane used to access the adjoining agricultural land. In terms of visibility the secondary access also benefits from excellent visibility in both directions as illustrated in Figs 3.2 and 3.3: -

Figure 3.2 – Second Access Visibility to the North



Figure 3.3 – Second Access Visibility to the South



Traffic Generation and Internal Management of Vehicle Movements

- 3.5 As outlined at the beginning of this report, the proposed enhancements will not result in an increase in traffic generation to and from the site and rather will ensure the safe operation of the facility by separating the access demands as outlined.
- 3.6 Deliveries to the Farm Shop are minimal, typically around 5 – 6 deliveries per day and are all undertaken through the use of Light Goods Vehicles (LGV). Where possible deliveries are booked to take place on Monday when the Farm Shop is closed to the public and all deliveries take place outside of the peak AM and PM periods.
- 3.7 The internal arrangements will ensure that vehicles can turn within the site and thus there will be no reversing manoeuvres onto the highway. Critically the proposals will ensure there are no turning manoeuvres within the site in areas where there is interaction with pedestrians and other road users.
- 3.8 Given the above information there are no highway impacts associated with the proposed additional access point.

4. CONCLUSIONS

- 4.1 TPS has been commissioned to undertake an assessment of the likely impact of an additional access to serve the Rob Royd Farm Shop, in terms of the local highway network and internal operation of the site.
- 4.2 As outlined in the report there are clear operational benefits to be derived from a separation of the servicing vehicle movements and the day to day access and parking requirements of staff and customers. Furthermore there will be no increase in deliveries to site and these will continue to take place on an infrequent basis spread across the working day and avoiding the peak periods. The site will continue to be serviced by LGV vehicles, with no HGV movements currently taking place or proposed.
- 4.3 Furthermore given the very minimal number of vehicle trips associated with the current and future servicing of the site the proposed access arrangements can comfortably accommodate such demand.
- 4.4 Taking these factors into account the proposals offer significant benefits to the safe use of the site by all users and have no adverse impacts on the operation of the local highway network.