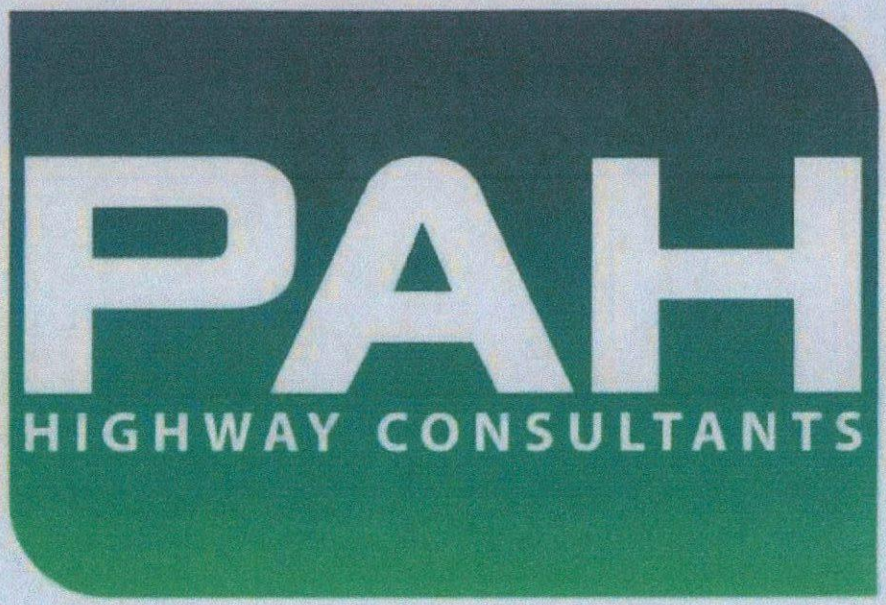


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EXTENSION TO OPERATING HOURS
EQUESTRIAN FACILITY, ALDHAM MILL FARM, BARNSLEY

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-Dearne - Rawmarsh - Rotherham Interchange	10 mins	60 mins
22X	Barnsley Interchange - Wombwell - Wath-upon-Dearne - Rawmarsh - Rotherham Interchange	15 mins	60 mins