



DTPC

Report No. J251/TSrevA
May 2013

**Proposed Equestrian development at
Swalcliffe Park Equestrian,
Swalcliffe, Banbury
TRANSPORT STATEMENT**



**Proposed Equestrian development at
Swalcliffe Park Equestrian,
Swalcliffe, Banbury**

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J251/TSrevA	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	14 May 2013

<i>Revision Record</i>		
<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A	10/7/2013	<i>Updated layout</i>

Proposed Equestrian development at Swalcliffe Park Equestrian, Swalcliffe, Banbury

C O N T E N T S

	Page
1. INTRODUCTION.....	1
2. NATIONAL AND LOCAL POLICY GUIDANCE.....	2
Future of Transport 2004	2
National Planning Policy Framework	2
Development Plan : Cherwell Local Plan (1996)	3
Summary	4
3. SITE DESCRIPTION.....	5
Site location context	5
Local Highway Provision	6
Grange Lane access route	9
Park Lane route.....	10
Main Street secondary access route.....	11
Safety review along frontage.....	12
Summary	14
4. EXISTING EVENT AND TRAINING OPERATION.....	15
Day to Day training.....	15
5. THE PROPOSALS AND LAYOUT.....	20
Development Proposals	20
Layout.....	21
Access and car parking.....	22
Impact during Construction	22
6. LARGER EVENTS.....	23
7. SUMMARY	25

1. INTRODUCTION

DTPC has been appointed on behalf of Swalcliffe Park Equestrian Ltd to progress a planning application for the continued use of land at Grange Farm for equestrian training and competition purposes and for the construction of two all-weather sand arenas, together with associated access improvements, vehicle parking and site landscaping.

The proposals provide an improved area/warm up areas with associated parking adjacent to them to reflect the existing use on site but to provide a surface that can be used over the full season and be less weather dependant.

In order to advise the application, this report provides information on the scope of traffic and transport planning aspects of the development proposals, to assist in the determination of the planning application.

It deals solely with the proposals as provided.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- History
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Outline of the larger events management plan
- Summary & Conclusions.

The findings from the surveys indicate that the majority of users come and have training over the cross country course. These riders are largely eventers, therefore will be going to other venues to train in Show Jumping and Dressage. By introducing the new arena's those riders would be able to train at Swalcliffe in all three disciplines for eventing thus reducing trips to other sites.

The report shows that development in effect makes no material change to the way the site operates now but offers a less weather dependent service there are no reasons why the scheme should not be approved from a transportation point of view, the residual impacts are not considered severe as per policy but low level/minor in nature.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and ***support its health, social and cultural well-being;*** and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and ***deliver sufficient community and cultural facilities and services to meet local needs.***

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise **sustainable transport solutions will vary from urban to rural areas**.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- **the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;**
- **safe and suitable access to the site can be achieved for all people;** and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. **Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.**

Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 **Local planning authorities should look for solutions rather than problems**, and decision-takers at every level should seek to approve applications for sustainable development where possible. **Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.**

It is clear that based on the level of day to day activity proposed in the application, the impact on the surrounding highway network will be limited and certainly would not give rise to highway issues that would justify refusal of the application. In this respect it is informative that NPPF paragraph 32 indicates quite clearly that “*development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*”.

It is clear that the proposed development would not result in severe residual impacts. Indeed on the contrary the proposed improvements to the access, egress and vehicle parking arrangements would appear to indicate a net benefit in comparison to the existing situation, even accounting for a modest increase in trips resulting from the increased use of the improved facilities.

Development Plan : Cherwell Local Plan (1996)

Policy TR7 ‘Development attracting traffic on minor roads’

DEVELOPMENT THAT WOULD REGULARLY ATTRACT LARGE COMMERCIAL VEHICLES OR LARGE NUMBERS OF CARS ONTO UNSUITABLE MINOR ROADS WILL NOT NORMALLY BE PERMITTED.

In order to protect the amenities of the plan area, and in the interests of highway safety, development likely to create significant traffic flows will normally, subject to consideration of the other policies in this Plan, be expected to have good access to the major through routes or County inter-town routes identified in the Structure Plan or other principal roads.

Policy TR7 is intended to safeguard against an adverse impact from excessive or inappropriate vehicles using minor country roads as a result of new development proposals.

The transport statement considers the traffic impact of the day to day activities of the development and concludes that, given the safeguards related to the limit on daily numbers attending the site, there would be no such adverse impact resulting from the development.

In this respect the transport statement confirms that controlling the number of riders per day to a figure of 50 will produce an average maximum number of trips of around 15 / hour, which is at such a low level that it will have no material adverse impact on the highway network. The 150 capped figure would equate to 20/hr split between the two routes, again below the threshold criteria and would have minimal impact on the local network.

In terms of the larger events, which are limited in frequency by the operation of the GPDO, these are the subject of appropriate event management by the operators; this includes signage and the use of overspill parking and alternative access points, so as to limit as far as possible the incidence of problems arising with traffic or noise. This use is not being applied for as part of the application.

Summary

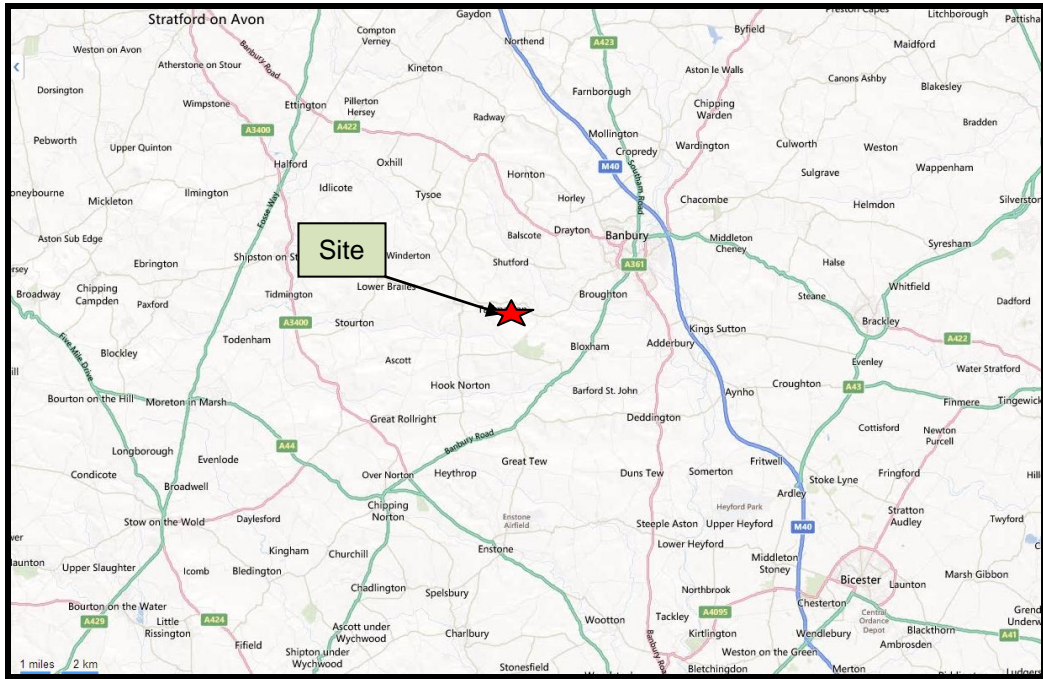
The overriding theme of national policy is that developments should be accessible by sustainable means of transport and accessible to all members of the **local community relative to the location** of the attraction.

The proposed development will promote sustainability by shared trips or multi occupancy vehicle use to help reducing the number of car trips to the site.

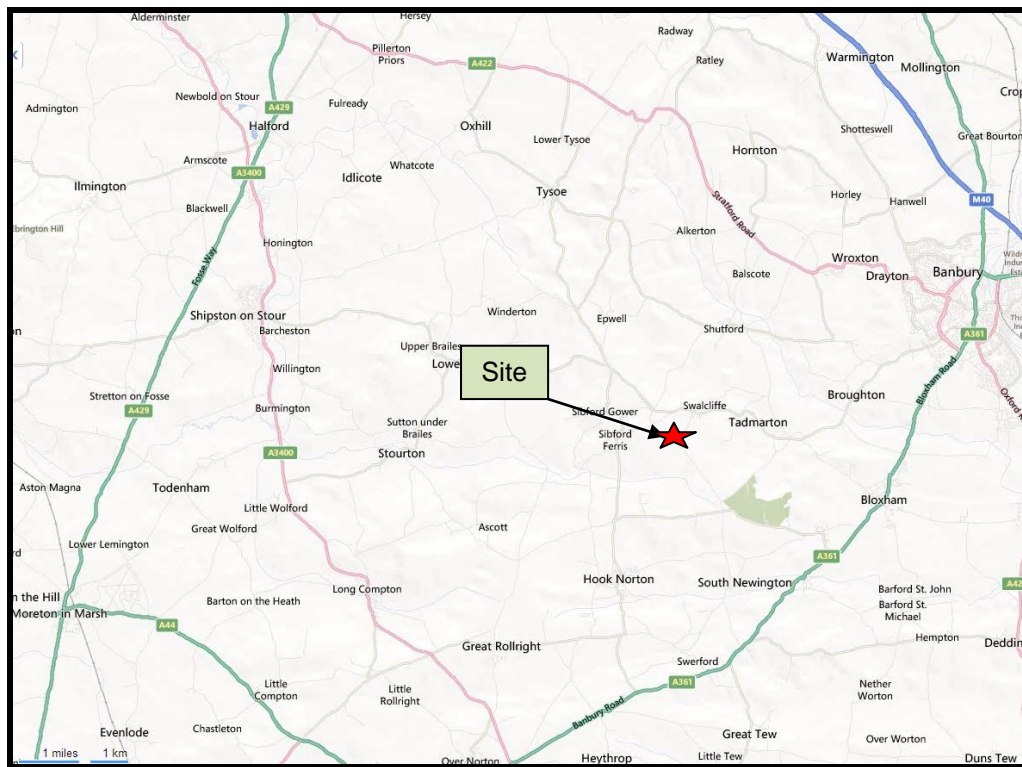
3. SITE DESCRIPTION

Site location context

The proposed development site is located to the west of Banbury (approximately 5 miles from the town centre). The site is located to the north east of the A361, east of the A3400 and south of the A422 which links the area to the wider network.



Wider and local area context



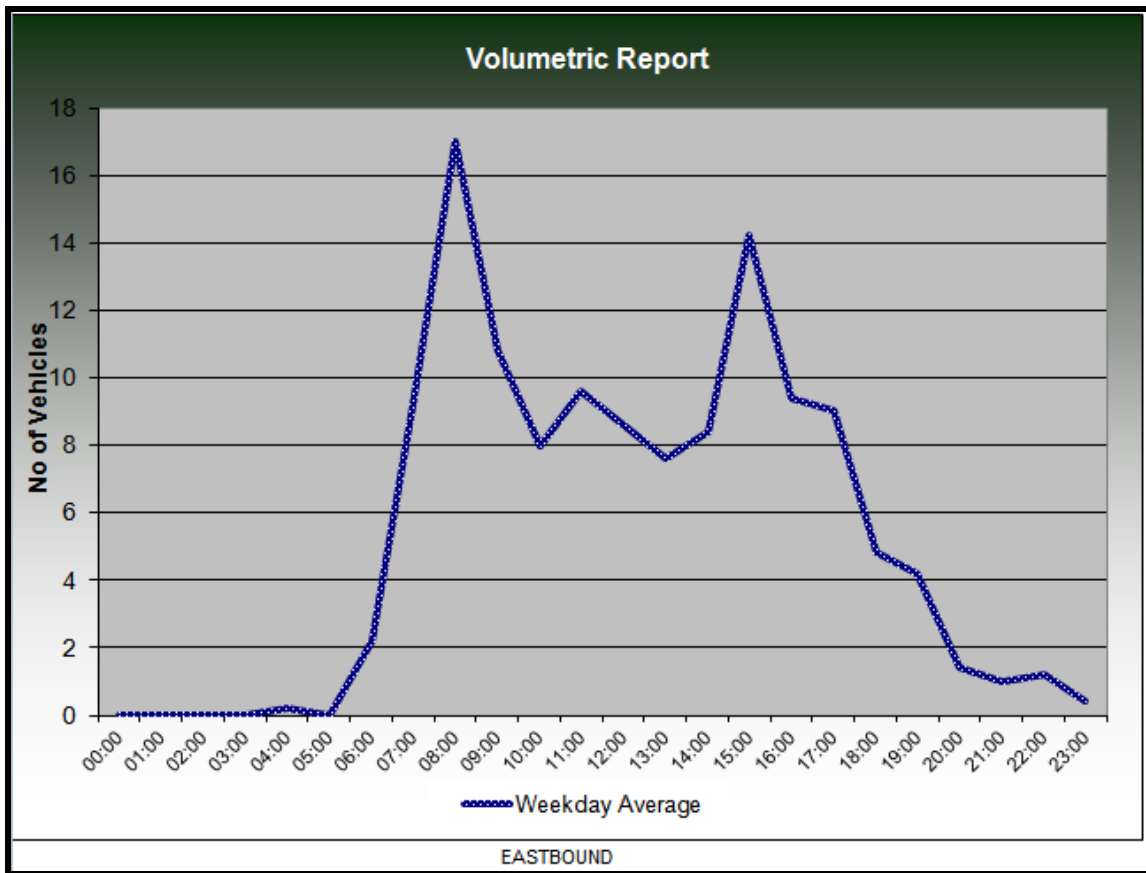


The site forms the existing grassed area arena offer for shows and day to day training activities. It sits within a wider agricultural offer owned by the Park.

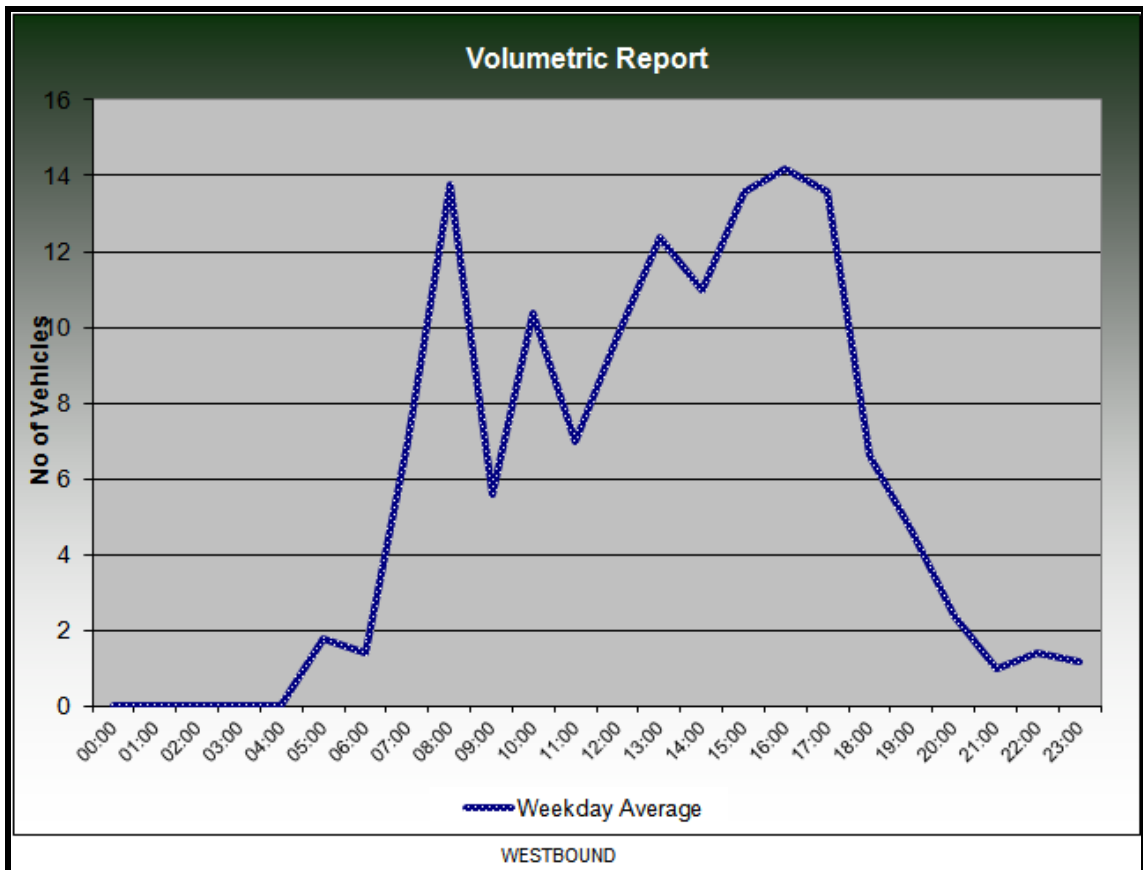
Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their limited usage/access provision and locally all are national limit applies i.e. 60mph.

The area based on an ATC survey on Grange Lane and from observation has a typical traffic flow and speed characteristic associated with an uncongested rural area i.e. distinct AM and PM flow periods.



TIME PERIOD	85TH PERCENTILE						
	Wednesday 20/02/2013	Thursday 21/02/2013	Friday 22/02/2013	Saturday 23/02/2013	Sunday 24/02/2013	Monday 25/02/2013	Tuesday 26/02/2013
0:00 - 1:00	-	-	-	35.0	28.0	-	-
1:00 - 2:00	-	-	-	-	-	-	-
2:00 - 3:00	-	-	-	-	-	-	-
3:00 - 4:00	-	-	-	-	-	-	-
4:00 - 5:00	-	-	-	-	-	-	18.0
5:00 - 6:00	-	-	-	34.0	-	-	-
6:00 - 7:00	35.5	31.3	15.0	29.2	28.7	33.2	23.0
7:00 - 8:00	34.7	39.3	30.4	34.4	24.0	38.8	34.4
8:00 - 9:00	29.0	32.1	37.6	28.6	29.9	35.5	34.2
9:00 - 10:00	27.8	33.1	38.4	38.7	32.4	34.3	30.8
10:00 - 11:00	32.0	36.5	36.8	34.0	40.8	30.6	28.7
11:00 - 12:00	34.2	30.9	27.0	34.5	31.4	27.6	27.2
12:00 - 13:00	33.9	24.4	34.1	31.3	28.3	37.1	25.8
13:00 - 14:00	36.0	26.9	30.4	27.6	28.2	25.3	30.5
14:00 - 15:00	35.3	24.5	28.0	26.6	34.3	34.6	30.4
15:00 - 16:00	32.3	28.6	31.1	30.4	29.6	30.6	27.5
16:00 - 17:00	32.2	35.9	30.9	27.3	32.8	29.7	30.7
17:00 - 18:00	33.5	30.4	31.4	30.7	30.8	32.6	31.0
18:00 - 19:00	29.2	35.7	38.3	38.1	41.6	46.0	35.5
19:00 - 20:00	25.1	50.1	43.1	36.4	41.5	39.8	42.7
20:00 - 21:00	26.4	22.0	43.4	43.1	-	34.0	30.4
21:00 - 22:00	-	35.0	34.0	-	-	21.0	32.1
22:00 - 23:00	-	-	32.0	34.4	-	29.0	43.2
23:00 - 0:00	-	30.0	33.0	36.9	-	-	-
10-12	34.1	33.8	33.6	34.1	35.6	28.5	28.1
14-16	34.7	29.3	30.6	28.9	32.6	33.3	28.9
0-24	32.3	33.4	34.3	32.8	33.5	34.7	32.1
7 DAY AVERAGE SPEED			26.4				
7 DAY AVERAGE 85th PERCENTILE			33.3				



TIME PERIOD	85TH PERCENTILE						
	Wednesday 20/02/2013	Thursday 21/02/2013	Friday 22/02/2013	Saturday 23/02/2013	Sunday 24/02/2013	Monday 25/02/2013	Tuesday 26/02/2013
0:00 - 1:00	-	-	-	33.5	31.4	-	-
1:00 - 2:00	-	-	-	-	37.2	-	-
2:00 - 3:00	-	-	-	-	-	-	-
3:00 - 4:00	-	-	-	-	-	-	-
4:00 - 5:00	-	-	-	-	-	-	-
5:00 - 6:00	39.7	39.0	37.8	-	-	42.2	39.0
6:00 - 7:00	-	36.4	29.0	-	-	22.0	35.0
7:00 - 8:00	39.2	40.6	34.2	30.8	33.5	39.5	26.1
8:00 - 9:00	33.8	32.5	32.1	23.6	31.5	36.0	29.9
9:00 - 10:00	30.4	27.0	34.8	33.1	25.9	33.2	31.7
10:00 - 11:00	37.1	26.4	37.6	32.2	32.3	37.8	25.7
11:00 - 12:00	32.6	30.4	29.5	27.8	25.0	33.8	24.7
12:00 - 13:00	28.4	34.4	27.9	29.7	21.5	39.8	25.5
13:00 - 14:00	30.7	27.2	29.5	29.9	27.6	35.9	28.3
14:00 - 15:00	35.5	28.3	29.5	26.5	30.5	30.7	27.6
15:00 - 16:00	34.5	26.4	24.5	24.6	27.9	30.9	33.4
16:00 - 17:00	41.6	29.1	33.4	29.5	30.7	32.8	34.0
17:00 - 18:00	28.8	31.9	30.0	39.4	29.4	33.4	32.5
18:00 - 19:00	35.3	37.4	44.9	33.6	47.3	40.8	38.3
19:00 - 20:00	39.1	35.0	42.1	46.2	41.5	37.2	45.0
20:00 - 21:00	30.6	21.6	34.0	31.0	46.3	39.2	44.0
21:00 - 22:00	27.0	35.0	32.0	30.0	33.5	38.0	-
22:00 - 23:00	-	-	49.4	23.0	-	38.0	27.4
23:00 - 0:00	-	39.3	44.8	30.0	-	-	37.0
10-12	35.4	27.8	35.0	29.9	29.0	36.1	25.7
14-16	34.6	27.6	27.2	25.8	29.7	30.0	33.0
0-24	35.3	31.4	34.5	31.9	31.3	36.7	33.4
7 DAY AVERAGE SPEED			25.8				
7 DAY AVERAGE 85th PERCENTILE			33.7				

Clearly the flows are low and the speeds significantly less than the posted speed limit.

Grange Lane access route



View to left and right of the junction with Main Street



View to and from the junction with Main Street.



View left and right from current field access.

The route has evidence of haunch over run into the verge, there are significant areas that have been strengthened by stone and during the summer months the overrun is lessened as the weather has an impact on the effects of overrunning.



View to and from the junction with Park Lane.

The Grange Road route connects to Park Lane via a gated access with stables to the north side and the farm buildings to the south side.



View left and right from junction with Park Lane.

The route north from the Park towards the village is narrow and limited passing bays, it is signed as unsuitable for large vehicles and the Park set out that it should not be used.

Park Lane route

This route extends from the Park south eastwards to the Wigginton Heath junction where the connecting route runs east west from the A361 in the east to the A3400 in the west.

It is again a narrow route with widened areas and passing bays. It has a 7.5t weight limit order on it restricting the size of vehicle to the road layout.



View from south away from junction towards the Park



View left and right from Park Lane



View left and right Park Lane and Wigginton junction

This is the longest route from the main road network towards the park catering for access from the west/south/eastern areas.

Main Street secondary access route

Main Street along the north of the land ownership has a field access that gives access to the top fields for secondary parking needs using a matt strengthen track.



View left and right from field gate area.



Field access and internal track

Safety review along frontage

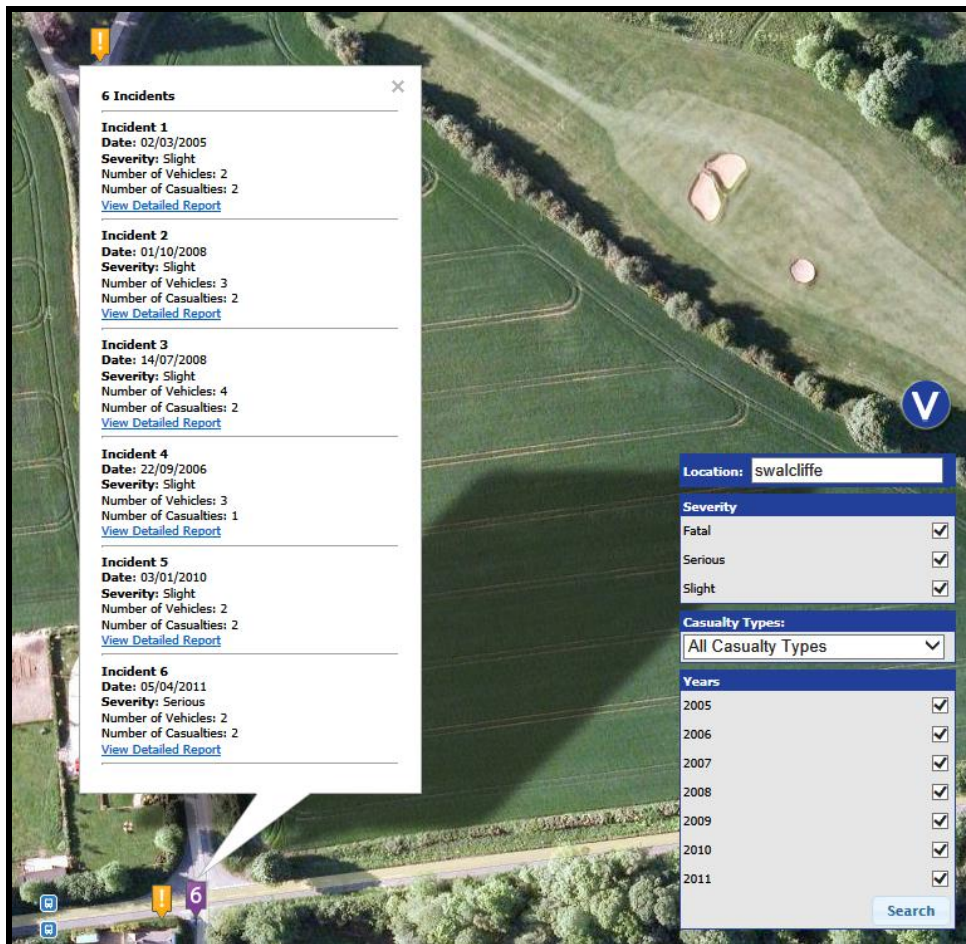
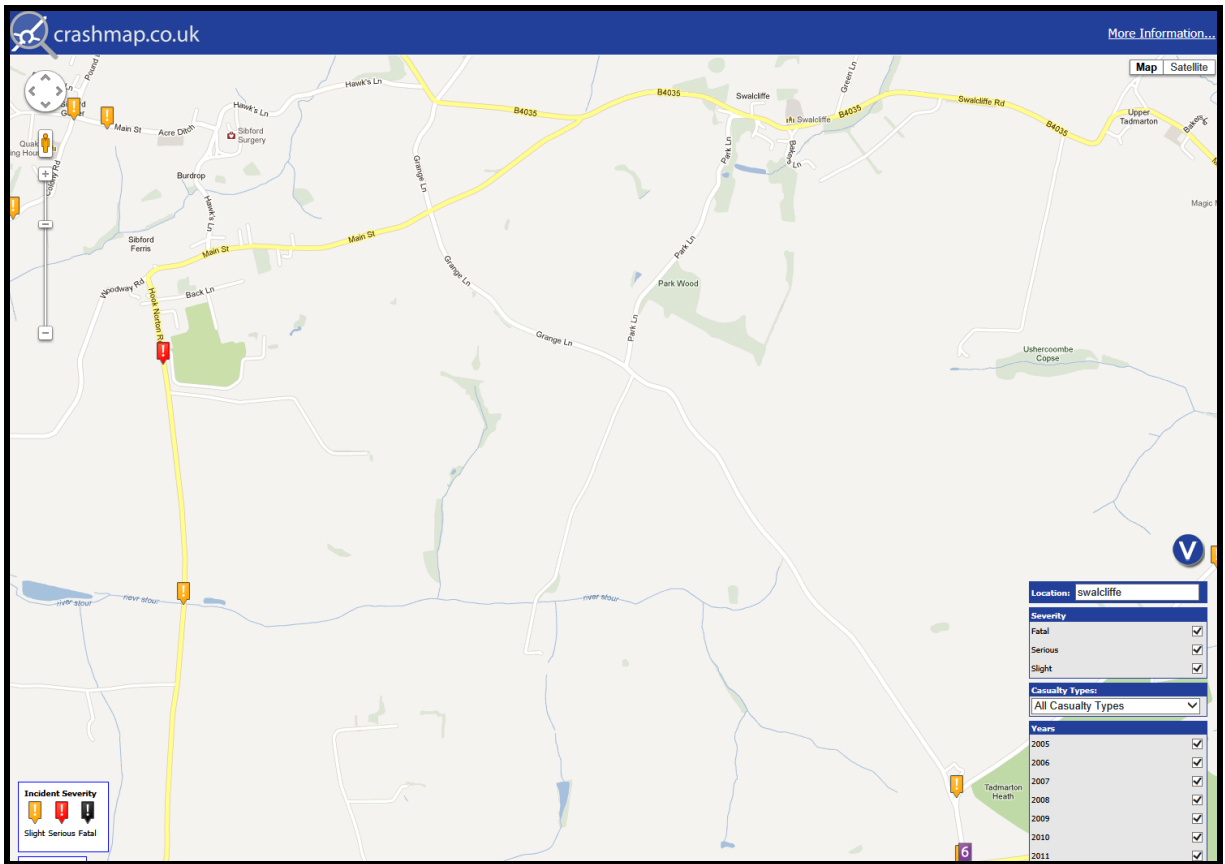
Access to the national data base has been undertaken for verified records and the resultant mapping shown below.

The results show that over the past 5 years the area along the local site frontage has had no accidents recorded.

The only junction locally that has a recorded accident that the park would utilise on a regular basis is the Wigginton route, this in the past 5 years has had 4 recorded accidents i.e. less than 1 per year.

Records of this level would not normally raise a major concern.

Whilst any accident is regrettable incidents of this nature would not indicate a safety issue arising from the operation of the network along the site frontage.



The accidents occur over different parts of the year, overall the accidents would not be seen as a trend that would enable actions to be undertaken.

Summary

The local network is rural in nature, has few recorded accidents but none in the area of the site access and speeds observed much less than the posted limit. There are no link capacity issues.

4. EXISTING EVENT AND TRAINING OPERATION

Swalcliffe Park Equestrian (SPE) is a family run business offering cross country equestrian training facilities, clinics and competition and operates from Grange Farm, a large 300+ hectare arable farm.

Equestrian activities first began at Grange Farm and the crosscountry course was built in 1997.

In its initial stages, SPE was seen as a diversification away from the more traditional agricultural activities at Grange Farm, utilising a keen interest in equestrianism and the availability of good areas of relatively free draining land in close proximity to the Grange Farm complex. In its initial stages, the equestrian use of the site was relatively modest and co-existed with the ongoing agricultural use of the farmland.

Over time the business evolved, with the installation of semi-permanent, grass-based, training facilities such that by the early to mid-2000s, there were a number of recognisable areas of land which had been given over, almost exclusively to equestrian use.

The business continued to be successful and equestrian training, competitions and horse trials formed the core of the operations and since the early part of the last decade, these activities have been taking place on a more or less continuous basis, using fairly well established areas of former agricultural land.

The current facility at SPE consists of the cross country course comprising of a number of portable jumps, two separate water complexes, an 80m x 80m grass 'arena' as well as a number of grass dressage arenas. The site is also able to provide a modest area of car parking on land immediately to the north of the Grange Farm complex and for any larger events / rallies, overspill temporary car parking is provided on the free draining grass. The grassland is able to host cross country courses up to 2,500m in length.

SPE currently hosts Pony Club and Riding Club competitions, camps, rallies and monthly combined training sessions. SPE has also run three very successful British Eventing (BE) affiliated Horse Trials and have recently secured the British Riding Club National Championships for 2013-2015.

As is common with seasonal based businesses, there are peaks in activity; the largest peak in 2012 was during March when the British Eventing Horse Trials took place over two days, with up to 500 riders taking part in the event over the two days.

There is also a peak in training usage in August, which is linked directly to school holidays and pony club camps, something SPE is looking promote further in the future. SPE is also looking forward to hosting the British Riding Club National Championships in 2013, which will bring up to 600 riders to the venue to use all the facilities spread over 4 separate days.

The larger events and horse trials, involving up to several hundred riders, are relatively small in number and often necessitate the use of other parts of Grange Farm, where these are not being actively farmed.

Day to Day training

To aid in the appreciation of the existing approved uses of the number of attendees over the 2012 period has been recorded and provided overleaf.

2012				
Month	Date	Event	No of Entries	Notes
January		XC Schooling	6	
February	16th	Grafton PC Eventer Team training	18	
		XC Schooling	77	
	18th	Eventer Challenge	57	
	23rd	BE Training (A.M.T)	10	
	26th	Knaphill RC	10	
	26th	XC Clinic (Dag Albert)	9	
	28th	BE Training (A.M.T)	11	
		TOTAL		
				24.75
March		XC Schooling	63	Note: XC course has to be shut for 2 weeks before the BE Event
	4th	XC Clinic (Bill Levett)	12	
	17th/18th	British Eventing Horse Trials		
	31st	Riding Club Eventer Challenge		
		TOTAL		
				12.00
April		XC Schooling	68	
	2nd	Grafton PC Rally	20	
	2nd	Bicester PC Rally	17	
		FEI Pony training day (Dressage)	6	
	4th	BE Junior training day	6	
	4th	WHPC Rally	20	
	6th	Eventer Challenge	65	
	7th	WPC Training	19	
	15th	WPC Hunter Trial		
	20th	Evening Combined training (SJ/Dressage)	12	
	21st	Heythrop PC Rally	12	
	24th	Turpins Lodge Riding School rally	5	
	24th	Bloxham School	8	
	28th	Grafton ODE		Cancelled due to adverse weather
		TOTAL		Closed for 4 days due to set up for ODE & H/T
				21.50
May		XC Schooling	33	
	1st	Turpins Lodge Riding School Rally	6	
	4th	Combined Training (Evening)	16	
	4th	Heythrop Training	12	
	11th	Heythrop Training	20	
	12th	FEI Pony Training day	8	
	18th	Heythrop PC Rally	12	
	18th	Combined Training (Evening)	15	
	22nd	Bloxham School	11	
	26th	Warwickshire PC	12	
	29th	Bloxham School	12	
		TOTAL		
				14.27

June		XC Schooling	38	Closed on 29th & 30th June due to an event
	5th	Evenlode RC Rally	9	
	5th	Turpins Lodge Riding School Rally	5	
	6th	Clifton on Teem PC Rally	12	
	8th	Heythrop PC Diamond Jubilee Rally	60	Cancelled due to adverse weather
	10th	Cotswold PC Rally	13	
	10th	Cotswold Farms PC Rally	13	
	11th	West Warks PC Rally (with Bill Levett)	10	
	12th	Turpins Lodge Riding School Rally	5	
	14th	BE Training (AMT)	6	
	15th	HHPC	12	
	15th	Combined Training	23	
	16th	Cotswold Vale PC Rally	20	
	16th	Old Berks PC	6	
	17th	Eventer Challenge	72	
	19th	Bloxham School	9	
	21st	North Cotswold PC Rally	35	
	22nd	HHPC Rally	12	
	26th	WWPC Rally	12	
	30th	Area 18 ODE		
		TOTAL		19.58
July		XC Schooling	54	
	4th	FEI Pony training	12	
	6th	ORC Rally	4	
	10th	Turpins Lodge Riding School Rally	9	
	15th	HH PC ODE		
	17th	BE Training day (Simon Lawrence)	5	
	19th	BE Training day (A.M.T)	12	
	19th	Liz Leck training	12	
	20th	Combined training	16	
	20th	Heddington School SJ team training	6	
	23rd	HH PC Rally	16	
	24th	HH PC Rally	20	
	25th	HH PC Rally	20	
	26th	HH PC Rally	20	
	29th	Eventer Challenge	53	
	31st	HH PC Rally	5	
		TOTAL		17.60
August		XC Schooling	15	
	3rd	Competition Coaching	3	
	4th	West Warks PC Rally (mini's)	20	
	8th	Warks PC Area Qualifiers		
	12th	Fun ride		
	20th-24th	North Cotswold Camp		
	23rd	BE Training (A.M.T)	12	
	27th	Blyth Tait Clinic	16	
	30th	Competition Coaching	3	
		TOTAL		11.50
September		XC Schooling	25	
	8th	Warks PC Rally	20	
	13th	BE Training (A.M.T)	12	
	18th	Bloxham School	18	
	23rd	Fun ride		
	29th	Claire Deuten XC Clinic	9	
		TOTAL		16.80

October		XC Schooling	26	
	2nd	Bloxham School	8	
	13th	BE Training (A.M.T)	7	
	20th	Warks PC Rally	20	
	21st	Bicester PC Rally	12	
	22nd	NW PC Rally	20	
	24th	Grafton PC Rally	16	
	28th	Oxford RC Hunter trial		
	29th	Competition Coaching	2	
	30th	Turpins Lodge Riding School Rally	3	
		TOTAL		12.67
November		XC Schooling	10	
	1st	Turpins Lodge Riding School	4	
	1st	Claire Deuten XC Clinic	9	
	3rd	HH PC Rally	12	
	4th	Show Jumping Competition	12	
	11th	BE Training (A.M.T)	5	
		TOTAL		8.67
December		XC Schooling	0	
			min 2 max 77	15.93

During a normal month the area has an average of 16 attendees per event with a minimum of 2 and maximum of 77.

The day to day schooling activities across the same time period had some 338 attendees over 11 months averaging 30 per month or 1 per day with a maximum of 68 in one month.

The activities are accessed by the two designated routes, assuming a 50/50 split for direction the busiest day would be 77/2 or 38 attendees per route and the average 16/2 or 8 per route. Most attendees are via a horse box or trailer which can accommodate more than one pony/horse however to be robust they are treated as individuals.

These flows are over a day period for in/out and across an AM period for the actual movements in a peak.

All these activities, including all necessary vehicle parking occurs within the core area used by SPE to the north of Grange Farm.

March 2007 GTA sets out that: "*For the avoidance of doubt, the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism....*".

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network. It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The two way trips from the existing use are on average well below the threshold and only occasionally at the threshold.

The proposal would therefore have little or no discernible impact on the local network other than the roads are single track roads with passing bays

In addition to the normal events and training the school also host a number of larger events across the year, details discussed in chapter 6.

All events use the two routes described and capacity of such routes is given below but focussed on the approved day to day normal activities.

Reference to Manual for Streets (MFS), Traffic Advisory Leaflet 2/04 and homezone guidance for narrow sections with passing bays is provided below.

G6. Home Zone streets should have traffic flows of no more than about 100 vehicles in the afternoon peak hour. This is usually the time of day when there is most conflict between vehicles and people, including children playing.

IHIE Homezone guidance

CONSIDERATIONS WHEN PLANNING A SINGLE TRACK WITH PASSING PLACES SCHEME

- To prevent excessive delay to vehicles, it is recommended that maximum two-way flow should not exceed 300 vehicles per hour. A certain equality of flow is important in order to achieve speed reductions and help prevent vehicles travelling in one direction forcing all others to give way.
- Passing places should have a minimum length of 3 cars. Ideally each passing place should be clearly visible from the last, with spacing no greater than 60m (research shows this is sufficient for vehicle flows of up to 300 vehicles per hour).

TAL abstract

There is anecdotal evidence that similar routes can achieve 500 two way flow per day without causing undue stress where there are intermittent passing bays. Furthermore, TAL guidance suggests that 300 vehicles per hour are acceptable with a well designed system.

The layout of routes and flows they accommodate suggests they are capable of safely accommodating much higher flows of traffic than might be generated by the existing flows.

Clearly the day to day flows are significantly less than the above i.e. maximum in peak of 38 per hour 13% of the possible capacity for a single track road or 38% using the homezone assessment.

It is considered that there are no capacity issues arising from the volume of vehicles surveyed.

5. THE PROPOSALS AND LAYOUT

Development Proposals

Despite the apparent success of the business and the excellent facilities now offered by SPE to the equestrian community of north Oxfordshire, the business is currently restricted by the inconsistent ground conditions which vary considerably throughout the year.

Riders / owners are less willing to compete their horses on ground which is inconsistent, too hard, too soft or uneven, and with new surfaces available, riders often choose not to compete if the facilities are not deemed acceptable. All-weather surfaces are now key, if equestrian centres want to maintain their business

In terms of the day to day training, the vast majority of users of facilities at SPE are training over the cross country course. These riders are largely eventers, therefore will need to be travelling to other venues to train in show jumping and dressage.

At present the grass arena is not favoured by show jumpers or for dressage, due to its inconsistent surface and potential injuries to horses and rider. By introducing new sand-based riding arenas, those riders would be able to train at Swalcliffe in all three disciplines. Moreover due to the wet weather in 2012 a lot of equestrian sports taking place on grass (predominately eventing) were cancelled due to flooding and poor ground conditions.

SPE Ltd continued to offer schooling, however as the events needed to be cancelled people were not going schooling. The provision of the sand based all-weather arenas will enable SPE to continue to compete with other recognised facilities and to offer customers the ability to train in all weathers and for extended periods of the season.

To this end, SPE is looking to improve their existing facilities by installing two all-weather arenas, sized 80m x 65m and 65m x 25m. The arenas would be provided close to the core of Grange Farm and within the lowest part of the land and farthest from other residential property.

In addition a new access to the site with additional temporary parking is proposed to ensure that all day to day activities are contained close to Grange Farm.

This facility would allow SPE to provide good consistent 'going' all year round, which will enable SPE to maintain its position as a premier facility and retaining existing clients. The strategy for the business is to offer equestrian training facilities for the varying disciplines (dressage, show jumping, eventing) and be able to host training and smaller events throughout an extended part of the year and with fewer cancellations due to weather.

This will help to secure the business' long term future and ensure that the facility remains available as a vital resource to the equestrian community in this part of north Oxfordshire and beyond

The planning application does **not** seek consent for the use of any land outside of the application boundary, nor does it seek consent for any of the limited larger events, where the maximum number of riders exceed 150 in any one day. It is seeking to accommodate the existing use and the anticipated increase in use by providing a wider offer on an all weather basis. In this respect, the records kept by the business demonstrate that the 75 riders/day cut off point covers the vast majority of the activities at SPE and the application site covers the land required to cater for the day to day usage.

However to provide an element of control on the day to day operation a cap of 50 is set out for the day to day events, less than the recorded max set out. This level of usage, contained within the

application site, will help to ensure that the impact of the development is limited and in fact though the changes now proposed, is reduced from the present.

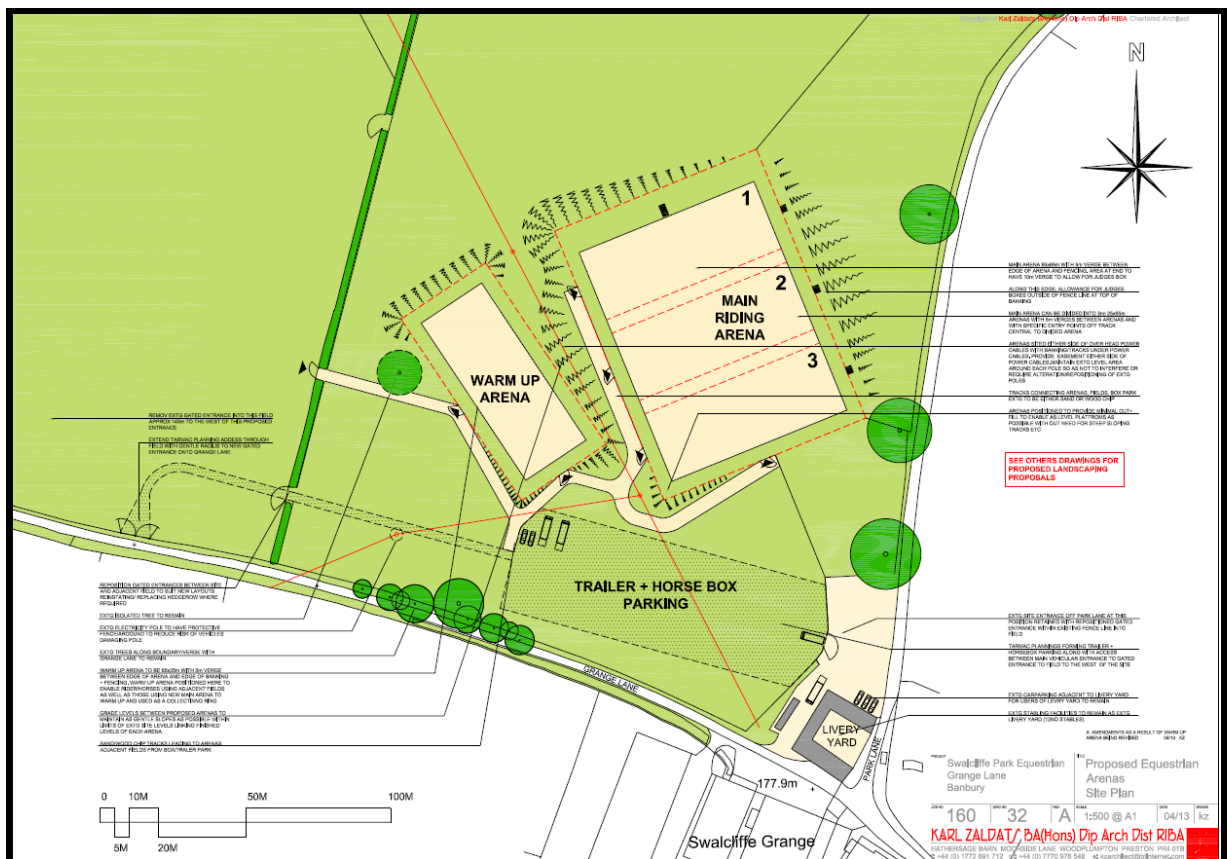
It is proposed to provide a cap of 40 days on which events that exceed the 50 day to day and upto 150 in number can take place. This level has clearly been accommodated on site with the large scale of events undertaken.

For the very large events, where areas outside of the application boundary are to be used for equestrian purposes and/or where the number of riders exceeds 150 in any single day, the applicants / operators will rely upon the rights afforded by the *Town and Country Planning (General Permitted Development) Order 1995 Schedule 2 Part 4 Class B* which permits the use of the land for any purpose for up to 28 days in any calendar year.

The surveys indicate that the majority of users come and have training over the cross country course. These riders are largely eventers, therefore will be going to other venues to train in Show Jumping and Dressage. By introducing the new arena's those riders would be able to train at Swalcliffe in all three disciplines for eventing.

Layout

The layout is illustrated on below (see architect drawing for full details) and included in the figures section.



The layout is focussed around the existing surfaced car park and the farm complex at the Grange Road/Park Lane junction.

Access and car parking

Vehicle Parking : For the daily training needs the existing car park to the side of the livery yard will be utilised as now to cater for the smaller number of horse boxes etc. For the minor events held across the year which do not need the 28 day rule process i.e. the current event situation an additional area of parking is proposed the south of the new arenas to provide increased semi-permanent parking which can be utilised during the larger events, thereby limiting the need for overspill grass parking.

The extended parking areas will be surfaced in blinded road planings, a common method of providing a permeable hard surface in countryside locations. The proposed parking area is of a scale consistent with the anticipated maximum parking demand for the larger regular events (up to 150 entries / day) taking into account the size of the vehicles involved and the need for adequate space to open doors / ramps and manoeuvre horses within the area.

Internal Access Road : in order to ensure the free movement of vehicles onto and off the site for riders attending events and training schools, it is proposed to construct a new single 'track' running from the junction of Park Lane and Grange Lane (the access to the existing car parking) through the new car park and continuing through the hedgerow, leading to a new access onto Grange Lane. This will ensure that vehicle movements are contained close to the existing Grange Farm complex and further away from other third party residential properties.

In particular this will enable the existing access in the south west corner of the site to be closed. It is proposed that the road will operate as a one-way system with vehicles entering the site in the south east corner and exiting further to the west along Grange Lane once they have completed their activities at the site.

The daily training at low levels will not need to use the new internal road and can exit from the car park or the route alongside the livery stables.

Impact during Construction

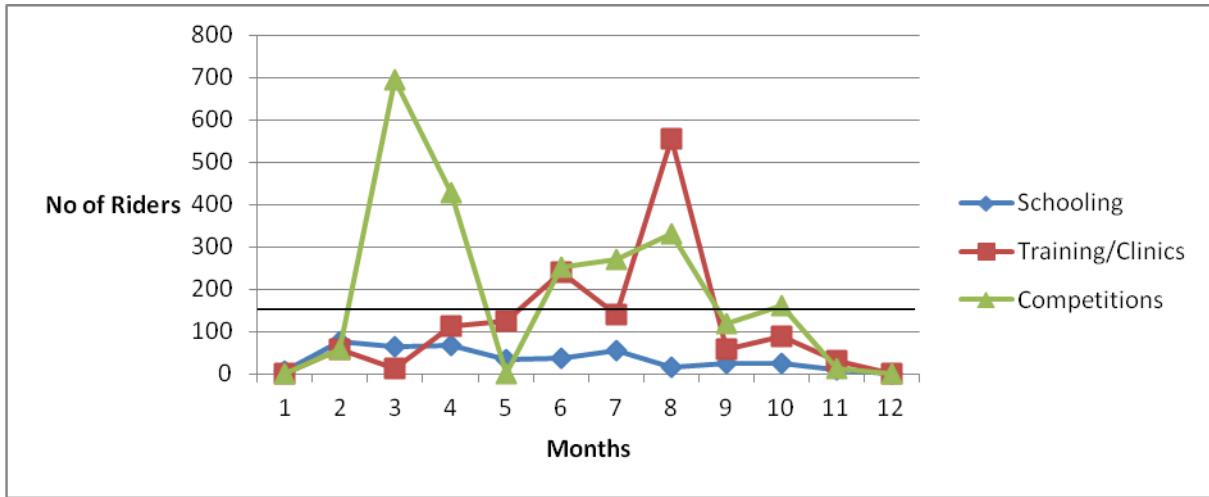
The delivery of materials to and from the site will form a large component of the traffic generated by the construction process. A routeing strategy will be developed closer to the time of construction, based upon the principle of using appropriate roads.

These can be detailed and agreed as part of the Construction Management plan.

6. LARGER EVENTS

In addition to the normal events and training the school also hold a smaller number of larger shows and events. These occur across a wider area of the land owned by the applicants and as such are restricted by the operation of the planning system and the “28 day rule”.

Details are shown below of the 2012 events along with commentary on the control of the event for information purposes.



The chart above details the usage of the facilities in 2012. The large peak in March is due to the British Eventing Horse Trials which sees 500 riders taking part in the event over two days. These occur relatively infrequently and on fewer days than is permitted by the ‘28 day rule’

The large peak in training in August is linked to school holidays and pony club camps.

The findings from the chart indicate that the majority of users come and have training over the cross country course. These riders are largely eventers, therefore will be going to other venues to train in Show Jumping and Dressage. By introducing the new arena’s those riders would be able to train at Swalcliffe in all three disciplines for eventing.

The larger events are undertaken using the 28 day planning allowance for acceptable uses. The larger events are dealt with by an events management plan.

All events use the two routes and capacity of such routes has been undertaken in a similar manner to the approved day to day normal activities.

Reference to Manual for Streets (MFS), Traffic Advisory Leaflet 2/04 and homezone guidance for narrow sections with passing bays is provided below.

G6. Home Zone streets should have traffic flows of no more than about 100 vehicles in the afternoon peak hour. This is usually the time of day when there is most conflict between vehicles and people, including children playing.

IHIE Homezone guidance

CONSIDERATIONS WHEN PLANNING A SINGLE TRACK WITH PASSING PLACES SCHEME

- To prevent excessive delay to vehicles, it is recommended that maximum two-way flow should not exceed 300 vehicles per hour. A certain equality of flow is important in order to achieve speed reductions and help prevent vehicles travelling in one direction forcing all others to give way.
- Passing places should have a minimum length of 3 cars. Ideally each passing place should be clearly visible from the last, with spacing no greater than 60m (research shows this is sufficient for vehicle flows of up to 300 vehicles per hour).

TAL abstract

There is anecdotal evidence that similar routes can achieve 500 two way flow per day without causing undue stress where there are passing bays. Furthermore, TAL guidance suggests that 300 vehicles per hour are acceptable.

These flows are accommodated by two routes i.e. assuming 500 per day as a worst case divided by 2 give 250 per direction. These are below the capacity levels assuming they occur in one peak hour, they are spread across the morning period and are thus reduced.

The above are based on uncontrolled flows however the attendees are managed by the organisers for attendance before the set out and the routes are managed locally by temporary signage.

In addition to reduce impact on the local area for those arriving from the northerly side the field access along B4035 to Grange Lane route a temporary car park is used.



7. SUMMARY

The scheme accords with local and national policy to ensure safe access is provided and that any residual impacts are not deemed severe following the use of the events management plan.

The layout accords with good practice.

Traffic flows have been assessed for up to date levels, the location has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise.

As such the scheme would have little or no impact on the local network for the day to day approved uses

As such it is considered that there are no reasons why the scheme should not be approved from a transportation point of view, the residual impacts are not considered severe as per policy but low level/minor in nature.

(Note for full site plan refer to Architects layout)

