



DTPC

Report No. J251/TS addendum
July 2014

**CHANGE OF USE OF LAND AT GRANGE FARM FOR MIXED USE COMPRISING
EQUESTRIAN TRAINING (USE CLASS D2) AND AGRICULTURE, TOGETHER WITH
EXTENSION OF EXISTING VEHICLE PARKING AREA,
SWALCLIFFE, BANBURY**

HIGHWAY NOTE



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CONTROLLED DOCUMENT

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<i>Approved:</i>	Alan Davies	AD	9 th July 2014

<i>Revision Record</i>		
<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
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**CHANGE OF USE OF LAND AT GRANGE FARM FOR MIXED USE
COMPRISING EQUESTRIAN TRAINING (USE CLASS D2) AND
AGRICULTURE, TOGETHER WITH EXTENSION OF EXISTING VEHICLE
PARKING AREA,
SWALCLIFFE, BANBURY**

HIGHWAY NOTE

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1. INTRODUCTION AND HISTORY OF SUPPORT FROM HIGHWAYS

DTPC has been appointed on behalf of Swalcliffe Park Equestrian Ltd to progress a planning application for the change of use of land at Grange Farm for mixed use comprising equestrian training (Use Class D2) and agriculture, together with extension of existing vehicle parking area.

The application is a revised submission for the use submitted in 2013 which had a higher limit of 150 riders per day envisaged and the following supportive reply received from highways to the application.

Planning Application No	13/01295/f & 13/01128/f	OCC Officer	Geoffrey Arnold
Date:	23.x.2013	Comments	Conditions
<p>Proposal: Part retrospective change of use of land at Grange Farm for equestrian training and competition purposes and construction of two all-weather sand arenas, together with associated access improvements, vehicle parking and site landscaping.</p> <p>&</p> <p>Proposed steel portal building</p>			
<p>Location: Swalcliffe Park Equestrian Grange Lane Swalcliffe Banbury OX15 5EX</p>			
<p>Please find my comments on the above planning application consultation as follows:</p> <p>I have visited the site and considered the submitted documents. The rural location depends on access from narrow country lanes, which amongst other things have limited opportunity for passing, no separate pedestrian provision and are unlit. Therefore, I consider any increase in traffic would have an adverse impact upon the safety and convenience of highway users.</p> <p>Having considered the submitted documents, I consider day-to-day traffic generation would not increase significantly, although movements would not be reduced during times of poor weather as can be expected now. However, my attention is drawn to events that attract higher numbers of visitors and associated traffic. I note a discrete number of such events are permitted without any need for a specific planning permission. With the proposed development I consider it inevitable that more events will occur, whether they are of greater or smaller nature, and this would have a negative impact upon the local highway network.</p> <p>The submitted transport statement attempts to describe the impact of associated traffic and, in general, I agree with most of its conclusions. However to ensure there is not any significant detriment to highway safety or convenience during busier days I recommend an event travel plan is provided, which should include inter alia, signage towards preferred routes, warning signs and other traffic management measures as are deemed necessary.</p> <p>I do not wish to object to the applications for planning permission subject to the following conditions:</p> <ol style="list-style-type: none"> 1. Standard condition re Access 2. Standard condition re Parking provision as plan 3. Prior to development an event travel plan shall be submitted to and approved by the Local Planning Authority and shall be operated on days where traffic generation can reasonably be expected to exceed X number of trips per day. <p>Signed: Geoffrey Arnold For Oxfordshire County Council as Local Highway Authority</p>			

The above was withdrawn but had no highway concerns and the new application submitted in May 2014 with a transport statement to support the application and the following reply received from highways:

Recommendation:

Objection

Key issues:

- The submitted Transport Statement lacks detail to make an informed judgment.
- The application fails to demonstrate appropriate provision for parking.
- The application fails to provide a reasonable assessment of traffic impact.

Detailed Comments

It is noted that large events are removed from the application and will be covered by the General Permitted Development Order, in addition to other events with over 50 'entries'. However, smaller events are included in the description but the Transport Statement, noticeably at page 15, makes no differentiation between 'day-to-day training' and 'events'.

The application seeks consent for activities with less than 50 riders (entries?) per day; presumably this may generate additional trips e.g. spectators. Also I assume these events generate trips with defined peaks but there is inadequate detail in the TS to understand this. Therefore I am unable to make a reasonable appraisal of the expected traffic impact on the local highway network.

Car parking proposals allow space for an extra 20 horseboxes, in addition to the existing spaces for 10 horseboxes. However, there are a number of days (events) when the number of horseboxes parked may be more than 30. Without justification or further provision being demonstrated, I am concerned of the impact on local highway network if, for example, there were 50 entries and only 30 spaces available. In addition I question the parking provision for other vehicles without horseboxes.

For the reasons set out above I recommend the application for planning permission is refused in the interests of the safety and convenience of highway users.

Given that the previous much larger application in terms of daily trips was supported and no major concerns raised a refusal for the latest application on a much smaller scale is unexpected despite this the report has been prepared in response to the concerns raised.

It is provided 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

National Planning Policy Framework

It is considered 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 over time.

3. ADDITIONAL TRAFFIC MOVEMENT AND USE INFORMATION

2013 data

The following data sets out the 2013 use of the application site.

Month	Date	Event	No of Entries	Notes
January		<u>XC Schooling</u>	2	
February				
		<u>XC Schooling</u>	156	
	9th	<u>Anne-Marie Taylor (BE Training)</u>	5	
	18th	<u>Warwickshire PC Rally</u>	25	
			0	
			0	
		TOTAL	186	
March				
		<u>XC Schooling</u>	110	
	2nd	<u>Anne-Marie Taylor (BE Training)</u>	5	
	19th	<u>Bloxham School training</u>	15	
		TOTAL	130	
April				
		<u>XC Schooling</u>	110	
	2nd	<u>North Cotswold Pony Club Rally</u>	10	
	3rd	<u>West Warwickshire Pony Club Rally</u>	12	
	4th	<u>North Warwickshire Pony Club Rally</u>	20	
	8th	<u>Anne-Marie Taylor (BE Training)</u>	8	
	9th	<u>Heythrop Pony Club Rally</u>	8	
	9th	<u>Bicester Pony Club Rally</u>	22	
	10th	<u>Kingsley School</u>	7	
	18th	<u>Anne-Marie Taylor (BE Training)</u>	8	
	23rd	<u>Bloxham School training</u>	15	
	27th	<u>Warwickshire Hunt Pony Club Rally</u>	10	
		TOTAL	230	
May				
		<u>XC Schooling</u>	40	
	6th	<u>Warwickshire Int' School of Riding</u>	12	
	7th	<u>Petplan Masterclass Filming</u>	12	
	8th	<u>Petplan Masterclass Filming</u>	12	
	12th	<u>Warwickshire Int' School of Riding</u>	10	
	21st	<u>Bloxham School Training</u>	10	
	24th	<u>Radway Riding School training</u>	3	
	25th	<u>Warwickshire Pony Club Rally</u>	8	
	27th	<u>Blyth Tait Clinic</u>	12	
		TOTAL	110	

June		<u>XC Schooling</u>	65	
	2nd	North Oxford Riding Club Clinic	5	
	6th	Anne-Marie Taylor Training (BE)	4	
	8th	Heart of England Pony Club Rally	4	
	11th	<u>Bloxham School training</u>	10	
	14th	<u>Richard Waygood clinic</u>	3	
	18th	<u>Bloxham School training</u>	11	
	22nd	Heart of England Pony Club Rally	12	
	23rd	High Wycombe Riding Club Clinic	7	
	25th	<u>Warriner School training</u>	6	
		TOTAL	127	
July		<u>XC Schooling</u>	54	
	11th	Anne-Marie Taylor	5	
	13th	North Oxford Riding Club clinic	3	
	13th	<u>Heythrop Mini's (under 8's) Pony Club Rally</u>	8	
	20th	<u>Heythrop Mini's (under 8's) Pony Club Rally</u>	8	
	21st	Chiltern and Thames Riding Club Rally	5	
	22nd	<u>Heythrop Pony Club Rally (Part of camp)</u>	20	They do not stay here but ride over daily from their camp.
	23rd	<u>Heythrop Pony Club Rally (Part of camp)</u>	20	
	24th	<u>Heythrop Pony Club Rally (Part of camp)</u>	20	
	25th	<u>Heythrop Pony Club Rally (Part of camp)</u>	20	
	25th	<u>Turpins Lodge Riding School</u>	5	
		TOTAL	168	
August		<u>XC Schooling</u>	79	
	7th	<u>Warriner School training</u>	7	
	8th	<u>Turpins Lodge Riding School</u>	5	
	12th	Anne Marie Taylor (BE training)	9	
	19th	<u>Trizone Training with Sam Griffiths</u>	12	
	19th	Warwickshire Hunt Pony Club	8	
	27th	Willow Farm Riding School	10	
	29th	Grafton Pony Club Rally	16	
		TOTAL	146	
September		<u>XC Schooling</u>	66	
	14th	Warwickshire Hunt Pony Club Rally	12	
	17th	<u>Bloxham School Training</u>	16	
	24th	<u>Bloxham School Training</u>	13	
		TOTAL	107	
October		<u>XC Schooling</u>	34	
	1st	<u>Bloxham School training</u>	9	
	8th	<u>Bloxham School training</u>	11	
	12th	Warwickshire Hunt PC Rally	8	
	15th	<u>Bloxham School training</u>	11	
	19th	<u>Warriner School Training</u>	4	
	30th	<u>Bicester Pony Club Rally</u>	3	
		TOTAL	80	

November		<u>XC Schooling</u>	6
	1st	Warwickshire Hunt Pony Club Rally	8
	1st	<u>Bicester Pony Club</u>	5
	2nd	Thames Valley Riding Club	4
	23rd	Cherwell Valley Riding Club	10
	26th	<u>Bloxham School Training</u>	4
	30th	Cherwell Valley Riding Club	8
		TOTAL	45
December		<u>XC Schooling</u>	0
	1st	<u>Bill Levett Clinic</u>	8
	15th	<u>Bicester Pony Club</u>	20
	18th	<u>Bill Levett Clinic</u>	8
		TOTAL	36
		TOTAL USAGE THROUGHOUT 2013	1370

2013 Monthly Break down

2013 figures					
Month	Schooling	Month Ave	Training/Clinics	Average/max/day used	Day ave/max
Jan	2	0.06	0	0/0	0.06/0.133
Feb	156	6	30	15/25	21/30.4
Mar	110	3.5	20	10/15	13.5/22.33
Apr	110	3.67	120	12/22	15.67/29.33
May	40	1.33	70	8.75/12	10.08/14.67
Jun	65	2.17	62	7.11/12	9.28/16.33
Jul	54	1.74	114	11.4/20	13.14/23.6
Aug	79	2.55	70	10/16	12.55/21.27
Sep	66	2.2	41	13.7/16	15.9/20.4
Oct	34	1.1	46	7.67/11	8.77/13.27
Nov	6	0.2	39	6.5/10	6.7/10.4
Dec	0	0/0	36	12/20	12/20
TOTAL	722/ave60/m		648/ave54/m		

In February the month average is 21 for schooling and club/clinics (school month ave and the training/clinics average using the days actually used) and a max of 31 using the highest clinic day and ave schooling day. Using the Feb daily profile later in the chapter the max horses per day was 27 which equates well to the max 31 riders from the above table.

For comparison the table below shows the monthly figures for the 2012 period

2012 Figures		
Month	Schooling	Training/Clinics
Jan	6	0
Feb	77	58
Mar	63	12
Apr	68	113
May	33	124
Jun	38	239
Jul	54	141
Aug	15	224
Sep	25	59
Oct	26	88
Nov	10	30
Dec	0	0
TOTAL	415	1088

2012 had a total of 1503 against a total of 1370 for 2013. The derived average and max figures above are increased to be robust and to reflect the higher 2012 usage i.e. $1503/1370 = 1.097$ thus $21/30.3$ daily ave and maximum would increase to $23/33.5$.

In addition the 2013 February month has been reviewed in detail to provide a daily profile of use for the highest month.

Monthly Break down: February 2013			
Date	Time	No of Horses	per day
1st	0	0	0
2nd	0	0	0
3rd	10:00	2	2
4th	1200	1	1
5th	1100	2	2
6th	1100	2	
6th	1200	1	
6th	1300	2	5
7th	1100	3	3
8th	900	1	
8th	900	1	
8th	1030	2	
8th	1030	1	
8th	1230	2	7
9th	1300	2	2
10th	900	1	
10th	1030	3	
10th	1130	1	
10th	1330	2	7
11th	0	0	0
12th	1230	1	1
13th	0	0	0
14th	0	0	0
15th	900	3	
15th	1000	2	
15th	1000	1	
15th	1100	2	
15th	1230	2	
15th	1400	2	12
16th	1100	1	
16th	1130	3	
16th	1430	1	5
17th	930	3	
17th	900	2	
17th	1000	1	
17th	1030	6	Clinic
17th	1030	1	
17th	1100	1	
17th	1200	2	
17th	1200	2	
17th	1330	4	
17th	1400	1	
17th	1400	1	
17th	1430	1	25
18th	830	7	
			Clinic run in 2 groups of 3-0930-1130 am & 1230-1430 pm
18th	930	6	
18th	1000	4	
18th	1400	2	19

Monthly Break down: February 2013			
Date	Time	No of Horses	per day
19th	900	6	
19th	930	2	
19th	1000	3	
19th	1030	1	
19th	1100	5	
19th	1100	2	
19th	1300	1	
19th	1315	1	
19th	1415	1	
19th	1430	1	
19th	1500	2	
19th	1500	2	27
20th	1000	1	
20th	1000	2	
20th	1100	2	
20th	1130	1	
20th	1330	2	
20th	1400	3	
20th	1430	1	12
21st	930	1	
21st	1000	2	
21st	1100	1	
21st	1400	1	5
22nd	900	3	
22nd	930	2	
22nd	1200	1	
22nd	1200	2	
22nd	1300	1	
22nd	1500	1	
22nd	1500	1	11
23rd	1500	2	
23rd	1500	2	4
24th	0	0	0
25th	1000	7	
25th	1200	1	
25th	1530	1	9
26th	1100	10	Brought 2 lorries
26th	1100	2	
26th	1630	1	13
27th	1000	5	
27th	900	1	
27th	1000	1	
27th	1330	1	
27th	1530	2	
27th	1530	1	
27th	1600	1	12
28th	1100	1	1
28 days		185 horses	6.61 per day average
			27 max day, 7 max in peak hour

On the 19th there was a maximum of 27 in the day with a peak of 7 against an average of 7 per day.

The daily profiles can start at 8.30 but most likely 9.00 to 10.00 with a finish around 15.30.

No finishes past the evening peaks.

From observations for training groups/clinics it is on rare occasions only where all members of a group would arrive together. For example, a 'pony club rally' of 12 riders may come in groups of 4, 4 arriving at 9.30 and leaving by 11.30 before the next group of 4 arrive for training and so on. Moreover it would not be appropriate nor desirable to the users to have a large group of more than 10-15 using the course for training/clinics at one time

It should also be noted that the figures are for horses i.e. 1 ride may bring 2 or more horses in one vehicle.

Most people will school for 1-1.5 hours per horse. The professionals with up to 10 horses will do about 40 minutes per horse and will also have staff with them for tacking up/washing down and riding. The 10 horses may only have 3 vehicles to accommodate the staff and riders needs.

4. CAPACITY REVIEW AND REVISED LAYOUT

Capacity review

The data provided above sets out a historical max per day in Feb of 27 with a peak of 7 or the combined clinic and schooling activities. It also shows a max of 33 per day based on the annual figures.

The course capacity for riders is 15 for safety reasons as such the max use when it occurs would be spread over 2 to 3 hours. It should be noted that the cap of 50 per day would mean the course could not be used for the rest of the day if a 3 hour peak demand occurred.

As stated the figures are for horses i.e. 1 ride may bring 2 horses in one vehicle. The numbers are not therefore directly comparable to vehicles which would be lower in number.

Using an average of 1.25 horse per vehicle the 33 would equate to 26 in and 26 out across the day for 1.5 horses per vehicle this reduces the in/out to 22/22 respectively across the day.

The key to the above is also based on the use of the course been booked i.e., can't use the course without approval either prior to arrival or on arrival.

The previous application which was supported by highways included events and competitions where larger numbers were accommodated on site, these are no longer part of the application and thus the daily use is of a much lower scale.

The maximum pony club/rally was 25 horses, the clubs are known and pre book, again using the 1.25 figure this would equate to 20 vehicles per day.

The local network would thus accommodate 20/22 vehicles per day or a worst case 15 per hour, these are low flows and reflect the rural nature of the location.

Other objections have been made but these are based on the competitions flows/surveys they have relied on and thus are not representative of the application itself.

Updated parking proposals

The above review sets out a max on site per hour however the course can accommodate peaks of 15 as such the car parking has been designed to accommodate the 15 figure.

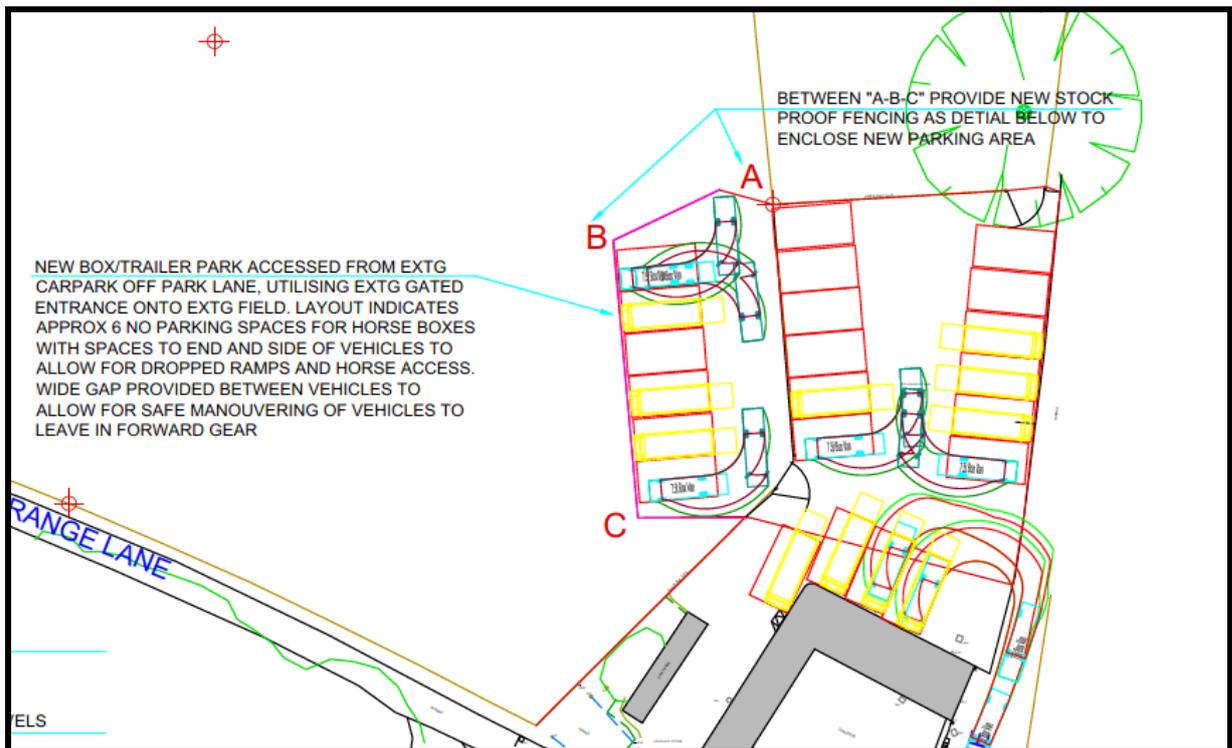
The attached overleaf and the abstract below shows this for horse boxes with ramps down and space to the side to tie up horses.

This shows 16 in the existing hard surfaced area alongside the road/stables. There is a need to provide some turnover spaces for the change over in riders to remove the possible waiting on the highway.

The new overspill area would on a daily average not be used by to accommodate the peak demand there are 6 spaces proposed i.e. approx 40% spare capacity. The total on site would be 22 and this can accommodate the max rally as recorded with 2 spare paces, this is considered acceptable as it minimises the need to take a larger section of the field for parking and thus reduces its visual impact.

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 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.



The use of cars or utility vehicles does occur on occasion and these are accommodated along the west side of the stables.

In effect the review has shown that the site can accommodate the 50 cap and the daily/monthly known profile, in reality it already does as this application is to support the use which has occurred on site for some time and has no recorded safety issues.

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.

5. 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)

