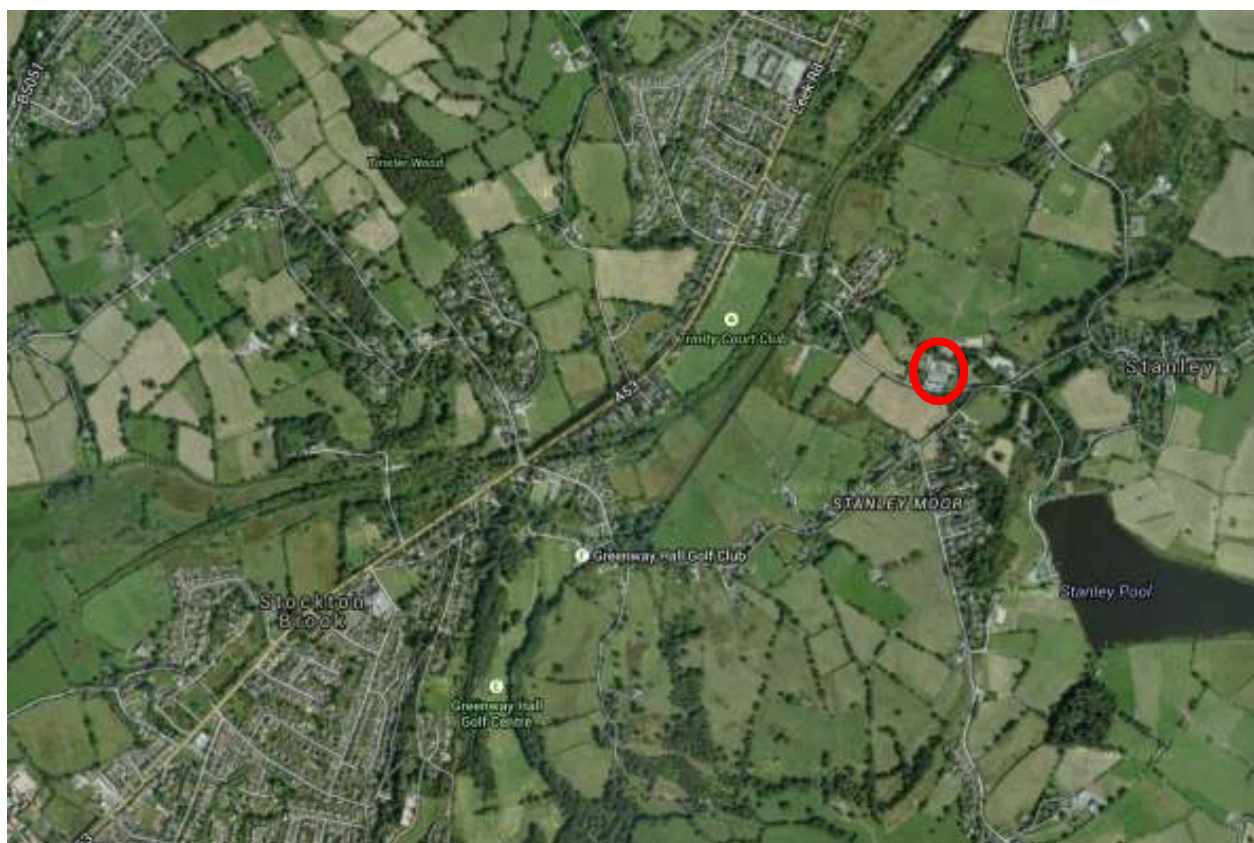


Proposed Redevelopment of Endon Riding School

Stanley Moss Lane, Stockton Brook,

DR/14164/TN01 - 26 November 2014

1. We are instructed to provide highway, traffic and transport advice in connection with the proposal to redevelop the Endon Riding School site on Stanley Moss Lane at Stockton Brook, with a residential development of 12 dwellings.
2. The site currently consists of a 40 x 20mtr indoor arena, 40 x 20m outdoor menage (floodlit), cross country course, horse walker and large paddock areas and an indoor ménage, along with a detached house and annex that is occupied by the owners of the site. Over 50 horses and ponies are present on the site. The location of the site is shown on the aerial photograph below:



3. The site has 25 DIY liveries that are managed daily by the horse owners. Each of the horses is typically visited 2-3 times per day and in addition the ménage area attracts visitors for classes on a daily basis. The owner has confirmed that there are over 150 vehicle movements per day

(inbound and outbound combined) and over 1,000 vehicle movements per week in connection with the current use of the site.

4. An assessment of the likely change in traffic movements has been undertaken with reference to the TRICS database of previously surveyed sites. Unfortunately there are very few equestrian centres that have been surveyed for the TRICS database, and those that have been surveyed (4 in total) are all very different in terms of the facilities that they have and offer.
5. For private housing the TRICS database is more helpful. The following selection criteria has been used to find suitably robust trip rates:
 - Privately owned housing
 - Weekday surveys only
 - Sites with a population of less than 50,000 within 5 miles (to account for sites within the countryside)
6. The TRICS output using the above criteria is included as Appendix 1 and a summary of the data is provided below:

	Inbound	Outbound	Total
AM Peak Hour	0.266	0.485	0.751
PM Peak Hour	0.498	0.347	0.845
Daily	3.609	3.634	7.243

Note:- trip rates are per household

7. When these trip rates are applied to the proposed development of 12 houses, the following vehicle movements can be expected at the site access:

	Inbound	Outbound	Total
AM Peak Hour	3	6	9
PM Peak Hour	6	4	10
Daily	43	44	87

8. It can be seen from the above vehicle movements that there would be around a 50% reduction in vehicle movements to and from the site on a daily basis with the replacement of the Riding School with a development of 12 houses. There can therefore be no objections to the proposals on traffic generation grounds.
9. In terms of highway safety for drivers and pedestrians, we have undertaken a sample speed survey of traffic along Stanley Moss Road approaching the site and along the site frontage. This has indicated that speeds do not exceed 25mph at any point within 50m of the site. This restraint on vehicle speeds is a combination of the width of the road, the proximity of the junction with Stanley Road to the east and the general alignment of the road.
10. It should be noted that the level of traffic along Stanley Moss Road is very low, with perhaps less than 5 vehicle per hour travelling along the road, and not connected with the riding school, at most times of the day.
11. These low flows and low speeds result in a safe environment for pedestrians, and indeed the horses from the Riding School are frequent observed along the road network and do not encounter any problems.
12. At the site access, visibility is currently a little restricted by the presence of the adjoining property boundary and the need to view over that boundary, as shown in the photograph below:



13. The proposal therefore seeks a relocation of the site access to a position more centrally located within the site frontage. From this position visibility in excess of 2.4 x 33m can be achieved in both directions. This level of visibility meets the requirements set out in Manual for Streets, which is appropriate for quiet country lanes. The plan extract below shows the visibility splays:



14. As part of the proposals, the existing accesses for the Riding School and the existing dwelling will be permanently closed. The closure of these lower standard accesses will add to the benefits of the redevelopment scheme.
15. Based upon the above, there can be no objections to the proposals from a highway safety point of view.
16. An accessibility review of the site has previously been carried out using the DfT recommended software, Accession. The Accession output plans are included in Appendix 2 for pedestrians, cyclists and public transport users.
17. For pedestrians a 2km walk distance is accepted by technical guidance as providing an opportunity to replace a car journey with a walking journey. Pedestrians can use the road network and the network of public footpaths in the area to reach their destinations.
18. The pedestrian Accession plan confirms that within the 2km walk distance there is a good range of services available including many everyday services such as a post office, convenience store, GP surgery, dentist, pharmacy, children's nursery and primary school. Other facilities include pubs, hairdressers, village hall, a selection of shops and leisure facilities including a golf club, tennis club and outdoor pursuits centre. There are also bus stops within 800m of the site and further bus stops on the A53, Leek Road.

19. For cyclists a distance of 5km is accepted by technical guidance to represent a distance that offers an opportunity to replace a car journey with a cycle journey. Within this 5km distance there are further services and facilities within the many villages towards Burslem in the west and Leek in the east.
20. A 45 minutes journey time is generally regarded as representing a reasonable journey length for most people. Within more dense urban areas a 45 minutes journey time can be a relatively short distance, but within the more rural areas such as this, a significant distance can be covered within 45 minutes. In this instance a 45 minutes journey, including the walk time to the bus stop, takes in the more urban areas of Hanley, Tunstall and Leek, where there are employment, shopping and leisure opportunities.
21. Overall the Accession plans confirm that this semi-rural site is accessible to an excellent range of everyday services and facilities without the need for the use of a private car journey. The range of services available within the travel distance/time thresholds far exceeds the level that has been found to be acceptable by the Planning Inspectorate in recent public inquiries and therefore there should be no objections to this site from an accessibility point of view.
22. For the reasons set out above, it should be concluded that there are no highway, traffic or transport grounds to resist the development as proposed.