A. Wainwright & Son

Change of Use of Farm Buildings to Mixed Use Venue and Events Barns at Sproxton Hall, Sproxton

Transport Statement

sanderson associates
consulting engineers

Control Sheet

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Acknowledgements

www.crashmap.co.uk has been reviewed to identify accident history.

Google imagery has been used within this report for illustration purposes only. Full accreditation to the image and data providers is included within each image.

Contents

List of Tables

List of Figures

List of Appendices

1. Introduction

1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by A. Wainwright & Son Limited to prepare a Transport Statement in support of a planning application for the change of use of farm buildings to mixed use wedding venue and events barn at Sproxton Hall, Sproxton.

1.2 In order to address the concerns raised by the Council and support the planning application, this Transport Statement will provide an assessment of the following key issues;

- → The safety and suitability of the site access road and measures to stop guests and staff accessing the site via Sproxton Village Street.
- → The internal layout of the site and its ability to accommodate vehicle turning manoeuvres.
- → The trip generation potential of the proposed development and its anticipated impact on the operation of the local highway network.
- → The accessibility of the site by sustainable travel modes, and the measures that could be implemented by the site to reduce the need to travel by car.

1.3 For the benefit of this assessment, the site was visited in order to observe the prevailing highway conditions and take critical measurements along the local highway network.

1.4 During the planning application process various consultations and agreements with NYCC have been made and these are reflected in this report.

2. Planning Policy

2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

2.2 In considering development proposals NPPF paragraph 108 states that;

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.3 NPPF paragraph 109 states:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

3. Existing Situation

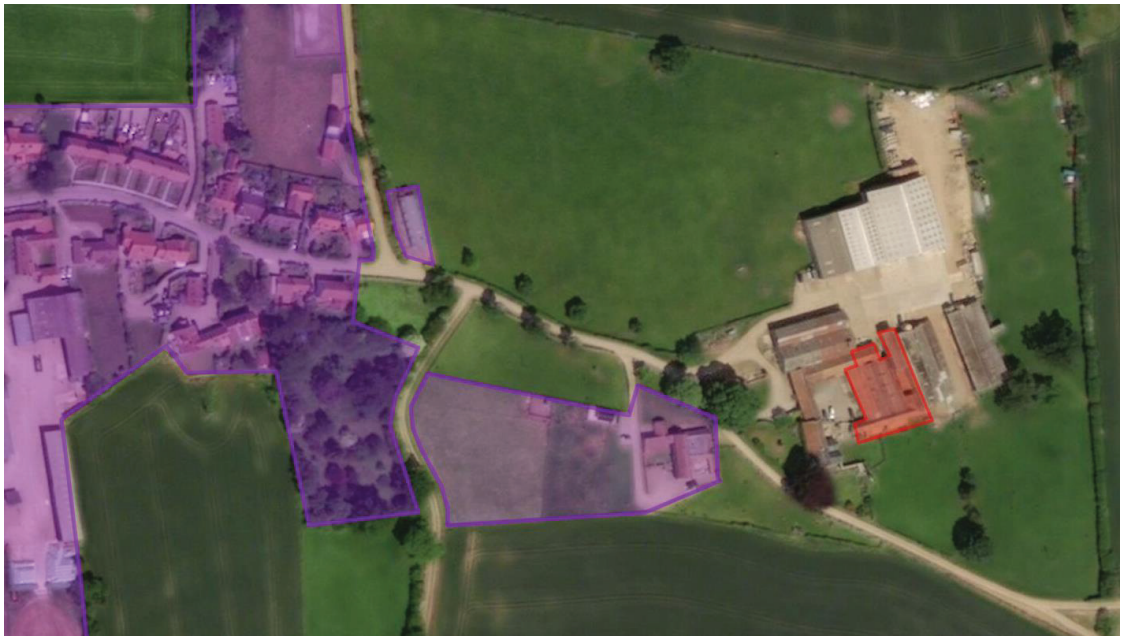
3.1 The Site and Surrounding Area

3.1.1 Sproxton Hall is an existing farm which lies on the eastern periphery of Sproxton village. The site lies at the lower end of the village where the publicly maintained highway ceases. Beyond this, the road continues around the south side of the farm and provides access to two further farms (Low Parks and Throstle Nest) as well as additional land within the client's ownership.

3.1.2 Sproxton Hall is accessed via the main village thoroughfare (Sproxton Village Street, hereafter) which is a no through road. However, the proposed site will take access from the A170 and no access will be permitted by guest or staff from Sproxton Village Street.

3.1.3 The house and traditional outbuildings are set within a courtyard accessed via a stone archway. It is the buildings on the east side of the courtyard that are subject to this proposal (outlined in red within Figure 1). Figure 1 also shows the general extent of surrounding land within (unhatched) and outside (hatched purple) the clients ownership.

Figure 1 – Site Location



3.1.4 In a wider context Sproxton is located on the fringe of the North Yorkshire Moors and is within 700m of the A170 which provides access to the local towns of Helmsley, Thirsk and Pickering as well as access to the A19 and A1(M). Sproxton is classed as an 'Other Village' in the District of Ryedale.

3.2 Local Highway Network and Access

3.2.1 There is an existing field access located approximately 250m north of the A170 / B1257 junction and the entrance leads to a stone track which joins up to the village at its eastern end, next to the village hall. The access features crushed stone for a distance of approximately 7m from the edge of carriageway.

3.2.2 The existing access location and arrangement are depicted in the photographs below:-

3.2.3 Within the vicinity of the existing access point the A170 has a carriageway width of approximately 6.5m with grass verges on either flank. It is subject to the national speed limit and bar markings are present on approach to the B1278 junction as well as 'SLOW' road markings on it southern approach

3.2.4 In order to establish actual vehicle speeds in relation to the existing access, Nationwide Data Collection were commissioned to undertake 2 Nº 7-day Automatic Traffic Counts (ATCs); located approximately 160m to the north and south of the access, respectively.

3.2.5 A full copy of the ATC data is included at **Appendix A** and a summary of the results is provided in Table 1. The table also identifies the commensurate stopping sight distance requirements based on guidance contained within Manual for Streets 2 (MfS2), with parameters adjusted to accord with Design Manual for Roads and Bridges (DMRB) standards.

Table 1 – Summary of Speeds and Visibility

Direction of Travel	Direction of Visibility	85th Percentile Speed (mph)	Stopping Sight Distance (m)
Northbound	Left	43.6mph / 70.2kph	118.9
Southbound	Right	52.1mph / 83.8kph	159.7

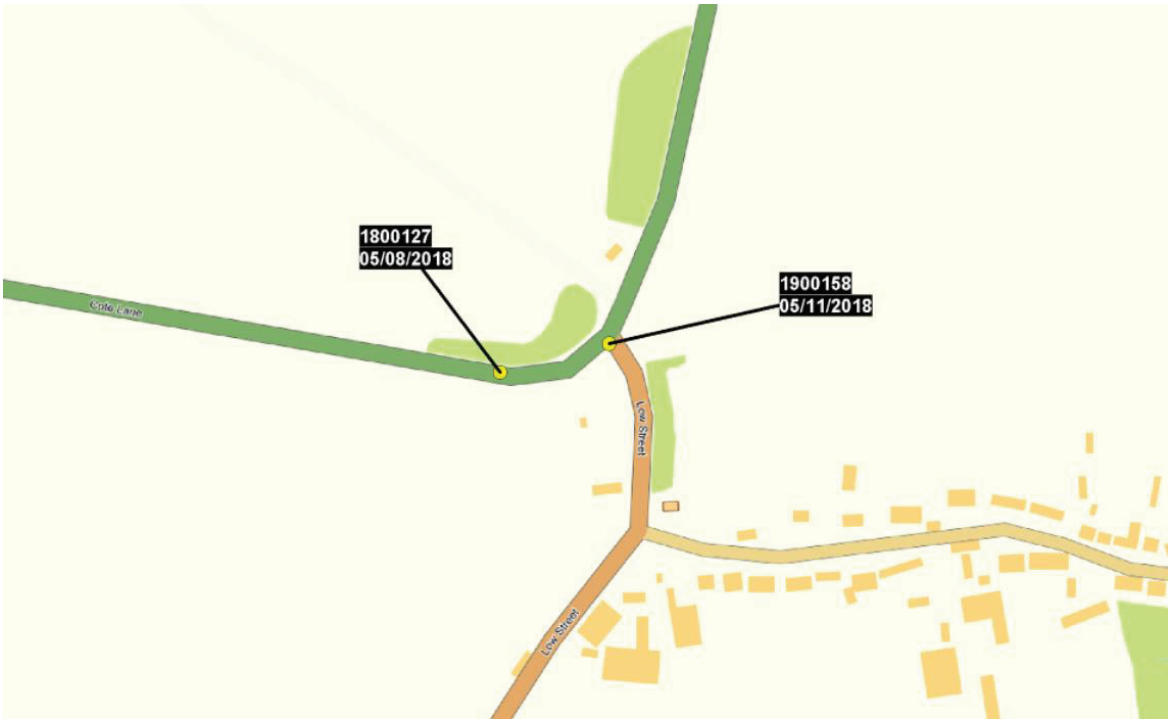
3.2.6 For reference, the full DMRB standards are presented below and would require 120m visibility to the south (left) and 160m to the north (right).

3.3 Highway Accident Data

3.3.1 National guidance states that Transport Statements should include, "an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."

3.3.2 In order to suitably investigate any underlying causes, personal injury collision data has been obtained from NYCC providing details of all recorded incidents in proximity to the junction between 01/01/2016 – 31/03/2022 (75 months). The full data is included at **Appendix B** and a summary of the data is provided below.

Figure 2 – NYCC Accident Plot



3.3.3 From the information provided identifies that within the latest 5 year period there have been just two recorded incidents in relative proximity to the junction in question, both of which were classified as being 'slight' in severity.

3.3.4 Accident ref: 1800127 occurred on 05 August 2018 at 19:41hrs along the A170 approximately 80m to the west of the B1257 junction. The weather conditions at the time of the incident were described as 'fine without high winds' and the road surface was 'dry'.

3.3.5 The incident is described as follows;

"V1 travels westbound along A170 round a right hand bend loses control and clips the nearside verge before veering across the road and leaving the carriageway to the offside through a wall and down an embankment into trees"

3.3.6 The listed causation factors were 'impaired by alcohol', 'travelling too fast for conditions' and 'loss of control'.

3.3.7 Accident ref: 1900158 occurred on 05 November 2018 at 18:15hrs along the A170 in close proximity to the B1257 junction. The weather conditions at the time of the incident were described as 'Fog or mist', the road surface was 'wet / damp' and the road was in darkness with no street lighting.

3.3.8 The incident is described as follows;

"V1 travelling towards Sutton Bank in foggy weather. V1 fails to see and negotiate sharp right bend and carries straight on onto verge and collides with tree"

3.3.9 The listed causation factors were ‘slippery road (due to weather’, ‘road layout (e.g. bend, hill etc.)’, ‘Defective brakes’, ‘failed to look properly’ and ‘rain, sleet, snow, or fog’.

3.3.10 It is considered that the two incidents recorded in relative proximity to the A170 / B1257 junction have no common causalities and that they do not indicate any recurring accident trends at this location. Furthermore, there is no evidence to suggest any extant issues relating to right-turn movements in or out of this junction.

3.3.11 The accidents which have occurred are as a result of driver error, rather than deficiencies in the highway network. Therefore, the proposed developed would not have an unduly effect on the highway safety.

4. Development Proposals

4.1 Overview

4.1.1 The proposals are to convert some of the existing buildings at Sproxton Hall into a mixed use events barn; such events are expected include “low-key" weddings and small conferences. The venue will operate alongside the existing farming enterprise.

4.1.2 The venue will cater for a maximum of 180 guests per day. Guests will arrive from noon on the day of the event and those not staying for the evening will depart by 6pm. A total of 15 staff are proposed; 3 of which live on site.

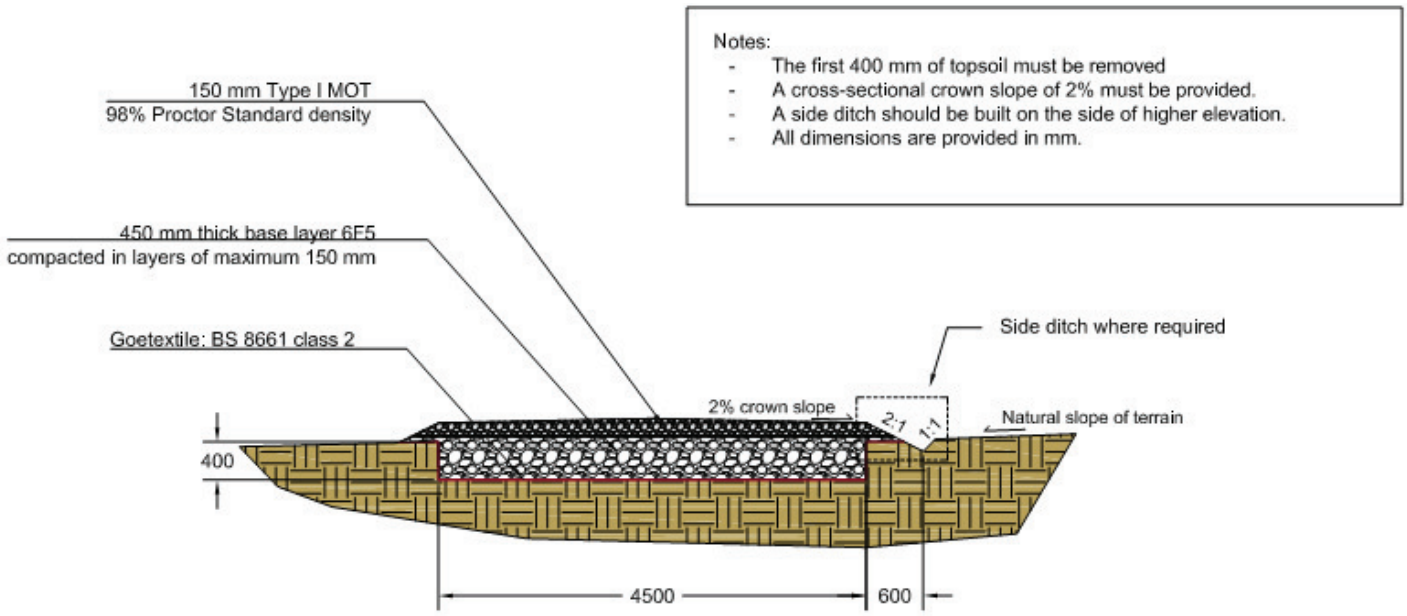
4.2 Access and Highway Improvements

4.2.1 Access for guests and staff is proposed via the existing access point from the A170 (referred to in section 3.2) The access will be improved and drawing **300373-005 Rev C** at **Appendix C** illustrates the proposed access arrangement and route between the site and the A170, with vehicle swept paths shown on drawing **300373-007**. Drawing **300373-006** illustrates visibility splays of 4.5m x 160m to the north and 4.5m x 120m to the south, as requested by NYCC.

4.2.2 The client has confirmed that any land affected by the visibility envelope which does not form part of the adopted highway falls within their land ownership and is therefore under their control.

4.2.3 The existing advance direction sign for the B1257 junction located ~15m south of the proposed access shall be raised in order to maintain the required visibility envelope. Details subject to agreement with NYCC.

4.2.4 The proposed access provides 10.5m junction radii and a tarmac / concrete paved apron for the first 30m. The remainder of the unpaved access road shall have the following specification:



4.2.5 The access road will be a minimum of 4.5m wide and venue related traffic is likely to mainly comprise standard cars and minibuses. The movement of arrivals and departures shall also be predominantly tidal as guests arrive before the event and depart afterwards. The frequency of opposing vehicle movements is, therefore, likely to be negligible. Notwithstanding, the access road features a number of passing places with sufficient inter-visibility between them so that vehicle traffic is able to identify oncoming vehicles and react accordingly. The passing places are provided with a width of 6.0m and can comfortably accommodate the passing of two large cars.

4.2.6 The following extract from Manual for Streets illustrates a 5.5m carriageway width and the vehicles that such road can accommodate.

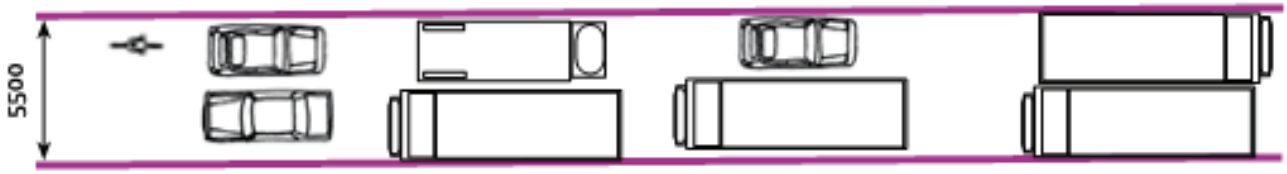


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

4.2.7 The access road can also comfortably accommodate the swept path of a tractor passing a large car, although, the owner of Sproxton Hall Farm, will restrict agricultural vehicle movements in the two hours before a wedding reception and the two hours before the evening reception. This will minimise the potential conflict between agricultural vehicles and those attending events at Sproxton Hall.

4.2.8 In order to ensure that the access road remains in adequate condition, the applicant shall undertake quarterly inspection of the road including more frequent inspections in the winter, if required and shall repair/make good any signs of material deterioration.

4.2.9 With regards to potential hesitancy to use the route in darkness. The client proposes to install wayfinding markers at 30m intervals along the access road. These would be low-level timber bollards. Due to the site's location within an Area of Outstanding Natural Beauty (AONB) no lighting is permitted.

4.2.10 It is acknowledged that there is an existing Public Right of Way within the vicinity of the site and the proposed access road. NYCC's Public Rights of Way (PRoW) map (see extract below) shows the route of the PRoW in question (ref: 25.90/1/1) (purple line). The proposed access route has been indicated on the PRoW map (red dashed line) and it is demonstrated that the PRoW would not be affected by the proposals.

4.2.11 The venue will benefit from its own postcode for Sat-Nav users, which will help ensure guests access the site from the A170 and do not travel along Sproxton Village Street. Google Pin and What Three Words (marathon.campfires.driveways) details will also be provided to guests. All information will be given out in an information pack in connection with the booking process. All guests will be furnished with this information well in advance of the arrival date.

4.2.12 To further reduce guests inadvertently accessing Sproxton Village is it proposed to provide additional signage / upgrade the 'No Through Road' traffic signs close to the B1257 junction and details of the signage to be provide is to be agreed with NYCC. The applicant is willing to accept a condition for a simple, grey hinged supplementary plate as suggest by the LHA. It is suggested that the wording will display: 'NO ACCESS TO EVENTS VENUE'.

4.2.13 Signage will also be provided at and in advance of the proposed site access on the A170, the details and location of these are to be agreed with NYCC.

4.3 Parking

4.3.1 The proposed car parking area to the south of the buildings will provide a capacity for 60 cars, including 4 electric vehicle charging spaces with an overspill parking area capable of accommodating 30 additional parking spaces. The overspill parking area has been provided following discussions with North Yorkshire County Council so the site has appropriate parking facilities to avoid any overspill of parking into the nearby village. An indicative parking Layout is provided on drawing **300373-005 Rev C** at **Appendix C.**

4.3.2 The layout of the car parking area provides sufficient space to allow a minibus to navigate.

4.4 Servicing

4.4.1 It is understood that the site will be serviced by a large refuse vehicle (for waste collection) and a 3.5t standard van (for deliveries). Servicing will take place to the north of the buildings via the new access road. This area affords sufficient space to allow the large refuse and delivery vehicles to turn within the site, allowing them to enter and exit in forward gear. The swept path of a large refuse vehicle is shown on drawing **300373-008** at **Appendix C**.

5. Accessibility by Sustainable Travel Modes

5.1 Policy SP8 set out in Ryedale's Local Plan Strategy (2013) states that *"attractions that will attract large numbers of visitors should be accessible by a choice of means of transport"*.

5.2 Notwithstanding the above, the National Planning Policy Framework (NPPF) acknowledges in paragraph 103 that *"opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".*

5.3 Given the rural location of the site, it is considered that practicable options to utilise traditional sustainable modes of travel such as walking, cycling and public transport, are limited. As such, the principle of NPPF para. 103 should be applied when considering the 'accessibility' of the site.

5.4 It should also be noted that Policy SP8 goes on to state that the following types of tourist accommodation will be supported in the following locations:

Figure 3 - Extract from Rydale Local Plan Strategy (2013); Page 93

Location	Type/ Source of Accommodation
Market Towns, Service Villages and other settlements	• New hotel, bed and breakfast, self-catering or other serviced accommodation within the towns through new building or the conversion of existing buildings • Refurbishment and extension of existing buildings • Touring caravan and camping sites and static caravan and chalet self-catering accommodation of an appropriate scale and in appropriate locations on the edges of the settlements
The wider open countryside	• Appropriate expansion of an existing hotel, guest house, public house, farm house, holiday cottage or similar establishment • Re-use of traditional rural buildings • New touring caravan and camping sites and static caravan and chalet self-catering accommodation and extensions to existing facilities that can be accommodated without an unacceptable visual intrusion and impact on the character of the locality

5.5 It is considered that the proposed conversion and re-use of existing farm house buildings satisfies the criteria outlined above and therefore the principle of the development, in spite of limited opportunities to uptake sustainable travel modes, is acceptable.

5.6 Nevertheless, it is acknowledged that the developer has a responsibility to be mindful of the environmental impact of the proposed development and should implement reasonable measures to reduce the need for both staff and guests to travel by car.

5.7 To encourage staff and guests to travel to and from the site using sustainable travel modes other than single occupancy car journeys, it is particularly important that they are made aware of the sustainable transport alternatives that are available. To this end, the site management will inform staff and guests on the following:

Car Sharing

5.8 The site management will develop an informal car sharing database for the site's staff and identify where practicable car sharing opportunities exist.

5.9 If possible, staff shift patterns will be reviewed and tailored so that staff living in proximity to each other can start / finish at the same time.

5.10 The benefits of car sharing will also be relayed to guests during the booking stage.

Organised Transport

5.11 The site management will contact local taxi firms and minibus operators to negotiate potential discount for staff guests. Details of the service providers and any such discounts will be highlighted to staff and passed on to the lead guests for circulation amongst their party.

6. Travel Plan

6.1 The Travel Plan is likely to be a planning obligation related to the planning consent for the development. The primary objective of the site's Travel Plan will be to reduce the number of single occupancy vehicle trips generated by the site. This will be achieved via a combination of providing information, incentive and persuasion.

6.2 The proposed operator is keen to minimise the carbon footprint and traffic to the site. It is expected that guests will be staying locally and it is envisaged that 70-80 people will stay after an event. Up to 18 can stay at the adjacent holiday cottage business, requiring no off-site vehicle movements. Up to 60 will stay at one of the venues preferred suppliers accommodation; Studford Lodges, Ampleforth and The Fairfax Arms, Gilling, who supply a courtesy mini bus.

6.3 It is expected that this will reduce vehicle movements to/from the venue and reduce carbon emissions. For other guests staying at alternative accommodation providers, the venue will recommend the use of taxi services which offer electric/hybrid vehicles. In the future it is a possibility that the venue will offer its own courtesy electric mini bus service for guests, should demand dictate.

6.4 Travel Plan Co-ordinator

6.4.1 Prior to the site becoming operational, a member of the site management team will be appointed as Travel Plan Co-ordinator (TPC). Given the scale of the development, this will only be a part-time role, however their duties will include:

- → Leading on the delivery of the Travel Plan.
- → Representing the 'human face' of the Travel Plan – explaining its purpose and the opportunities on offer to both staff and guests.
- → Promoting the individual measures in the Travel Plan (e.g. car sharing).
- → Liaising with private transport operators (i.e. taxis / minibuses) with a view to providing guests with reduced fares for travel to / from the site.
- → Ensuring the approved Travel Plan and its component parts are being actioned.
- → Monitoring the Travel Plan implementation.
- → Taking a key role in review of the Travel Plan

6.5 Measures

6.5.1 To encourage staff and guests to travel to and from the site using sustainable travel modes other than single occupancy car journeys, it is particularly important that they are made aware of the sustainable transport alternatives that are available.

Car Sharing

6.5.2 Some of the many benefits derived from car share schemes include:

- → Provide a cheap way to get around
- → Reduce levels of traffic and congestion
- → Reduce C02 emissions and pollution
- → Reduce parking problems
- → Create opportunities for business and the local community to work together
- → Create opportunities to meet other people from the local area
- → Improve relations with the local community

6.5.3 The TPC will develop an informal car sharing database for the site's staff and identify where practicable car sharing opportunities exist.

6.5.4 If possible, staff shift patterns will be reviewed and tailored so that staff living in proximity to each other can start / finish at the same time.

6.5.5 The benefits of car sharing will also be relayed to guests during the booking stage.

Organised Transport

6.5.6 The TPC will contact local taxi firms and minibus operators to negotiate potential discount for staff and guests. Details of the service providers and any such discounts will be highlighted to staff and passed on to the lead guests for circulation amongst their party.

6.6 Targets

6.6.1 An initial Travel Plan target will be to limit staff related single occupancy car journeys to 60%.

6.6.2 With regards to guests, it is considered that single occupancy car journeys will be uncommon as it is usual for wedding events to be attended by families and groups of friends. As such, a more appropriate target for guests would be to achieve and average vehicle occupancy of 3 persons per car.

6.7 Monitoring and Review

6.7.1 The Travel Plan targets will be reviewed once the site becomes operational and baseline travel surveys have been undertaken. If appropriate new targets will be set, subject to agreement with the Local Planning Authority.

6.7.2 If the targets identified are not met, the Travel Plan Co-ordinator will review the Travel Plan with assistance from the Council and an Action Plan will be prepared and agreed.

6.7.3 The Action Plan will contain a program of measures designed to help achieve the Travel Plan targets. It will clearly set out the tasks involved, the persons responsible, and will identify timescales within which the measures will be achieved.

6.7.4 With further regards to monitoring, discussions have been held with NYCC. Due to complications and potential inaccuracies associated with automatic monitoring methods such as CCTV and Automatic Traffic Counts, it has been agreed that the most effective method would be to conduct a visitor survey, which would involve the following;

- → Upon arrival in the car park, guests shall be greeted by a member of staff who will record the vehicle make, model and colour. The guests will then be asked the following questions;

    1. Did you receive any information prior to your visit informing you of how / where to access the site?

    2. Did you arrive via the correct access at the first time of asking or did you initially try to access the site via the village?

- → This would be undertaken for the first 10 events held at the venue. The results would be collated and a monitoring report submitted to the Council confirming what proportion of visitors (if any) had tried accessing the site through the village.
- → If the results of the monitoring report are acceptable to the Council, and satisfactorily demonstrate that the proposed access arrangement is being utilised as intended and that travel information is being distributed effectively, then it would be proposed to end the monitoring process after 10 events. However, should the results show that a discernible proportion of development traffic was using the village street, appropriate mitigation would be implemented and then the monitoring process repeated for another 10 events. This cycle would be repeated as required.

6.7.5 It is considered that the above monitoring arrangement provides the applicant with direct and instant feedback on any issues concerning travel behaviours to the site. It also ensures that 100% of development traffic is accounted for and that non-development traffic flows do not influence the results of the monitoring.

6.7.6 In our previous discussions with NYCC, it was suggested that perhaps 20 events should be the first sample and then 10 thereafter if required.

6.7.7 It is considered that 10 events would provide a more than sufficient sample size to establish whether or not the information relating to access to the site is being suitably relayed to visitors and whether there are any issues with vehicles attempting to access the site via Sproxton Village. This Transport Statement predicts ~100 vehicle arrivals per event, therefore a sample of 1,000 vehicles would be achieved.

6.7.8 It is believed there is no value in extending the first sample to 20 events as this would just delaying reporting to the Council and also delay the potential implementation of appropriate mitigation to improve the use of the access (should this be deemed necessary).

6.8 Marketing and Communication

6.8.1 All staff, during their induction, will be made aware of their responsibilities in relation to the Travel Plan and of the sustainable travel opportunities available to them.

6.8.2 The TPC will also raise awareness of the Travel Plan to the lead guests and provide them with information on appropriate sustainable travel alternatives. This will include such things as contact details for local taxi firms / minibus operators and details on the benefits of car sharing.

6.8.3 The lead guests will be encouraged to share this information with their intended guests at the earliest possible stage, so that sufficient time is allowed for them to make appropriate travel arrangements.

7. Traffic Impact

7.1 This section of the report seeks to provide an indication of the volume and profile of vehicle movements generated by the proposed mixed use venue and an evaluation of the potential impact on the local highway network

7.2 It should be acknowledged that travel behaviours associated with this type of development are difficult to accurately and reliably predict. This is due to factors including; variations in the number of guests / visitors, their origin (i.e. local or distant) and the proportion of people travelling alone or in groups.

7.3 Also to be taken into consideration are the measures described in Chapter 6 of this report, which will seek to reduce the number of single occupancy car journeys created by the site.

7.4 The following details are considered to be robust assumptions based on the 'first principles' operational information provided by the Client.

7.5 Overview

7.5.1 Firstly, as stated, wedding events are only forecast to occur 2 – 3 days per week; at least one of which is likely to be on a weekend day. Therefore, for the majority of the week the volume of vehicle movements in / out of the site will be negligible.

7.5.2 Secondly, due to the usual timings of wedding events (i.e. ceremony around midday and evening celebrations staring around 7pm), traffic flows in / out of the site will predominantly occur outside network peak periods.

7.6 Typical Day

7.6.1 A typical wedding day is expected to unfold as follows:

09:00 – 10:00

Action:	10 staff arrive to prepare for the event
Potential generations:	10 arrivals
Comment:	Worst case scenario, whereby each member of staff arrives in their own car.
Realistic generations:	6 arrivals
Comment:	The site management will encourage staff, where practicable, to travel together in order to reduce environmental impact and increase parking availability within the site.

12:00 – 13:00

Action:	Maximum of 180 guests arrive for the ceremony
Potential generations:	90 arrivals
Comment:	Based on the robust assumption that the event is fully booked and everybody arrives by car; with a vehicle occupancy of 2 people per car.
Realistic generations:	56 arrivals / 13 departures - 43 car arrivals (10 cars = 30 guests who will be leaving after the ceremony and 33 cars = 90 guests who will be staying for the evening celebrations); - 3 minibus arrivals & departures (30 guests; 10 per minibus) - 10 taxi arrivals & departures (30 guests; 3 per taxi)
Comment:	Whilst the above predictions are based on a maximum number of guests (180), it is considered that most events will not be fully booked, as such the resulting generations will be lower.
Further comment:	As weddings are typically attended by close friends and family, it is common for a proportion of guests to live in relative proximity to one another. As such, organised private transport such as taxis / minibuses are often utilised as they reduce the individual cost of travel and it allows them to join in with the celebrations without having to drive anywhere afterwards. Alternatively, a small group of people may travel together by car with one guest being the designated driver for the day. The site management will liaise with the people responsible for the event booking to promote the uptake of organised travel, including recommendations of local service providers.

17:00 – 18:00

Action:	5 evening staff arrive, 6 day staff leave and 20 day guests leave.
Potential generations:	5 arrivals and 16 departures
Comment:	Worst case scenario, whereby each member of staff arrives in their own car and guest car occupancy is 2 per vehicle
Realistic generations:	3 arrivals and 11 departures

Comment: Reduced trips based on an element of staff car sharing and guest occupancy of 3 per vehicle

21:00 – 00:00

Action: Guests and staff sporadically depart.

Potential generations: 119 departures

Comment: Based on the robust assumption that the remaining 9 staff travel in their own cars and 200 remaining guests leave by car with 2 persons per car (110 cars).

Realistic generations: 16 arrivals and 63 departures

- 6 staff vehicles depart
- 41 guest cars depart (124 guests; approx. 3 persons per car);
- 4 minibus arrivals & departures (40 guests; 10 per minibus)
- 12 taxi arrivals & departures (36 guests; 3 per taxi)

7.7 Summary

7.7.1 The following table summarises the 'potential' and 'realistic' generations described above;

Table 2 – Trip Generation Summary

Time Period	Potential		Realistic	
	Arrivals	Departures	Arrivals	Departures
09:00 – 10:00	10	0	6	0
12:00 – 13:00	90	0	56	13
17:00 – 18:00	5	16	3	11
18:00 – 19:00	20	0	11	3
21:00 – 00:00	0	119	16	63

7.7.2 Given the peak times of use, the development is unlikely to affect the operation of the local highway network in terms of capacity. Furthermore, trip generated by the development will largely be tidal (i.e. large proportions of arrivals or departures), as such, conflict between arriving and departing vehicles will be low.

7.7.3 Again, it should be acknowledged that the above figures are based upon the robust assumption that the development will be operating at maximum capacity. In reality, the majority of wedding parties will involve a smaller number of people and as such, the resulting traffic generations will be less.

8. Summary and Conclusions

8.1 Sanderson Associates Consulting Engineers has been appointed by A. Wainwright & Son Limited to prepare a Transport Statement in support of a planning application for the change of use of farm buildings to mixed use wedding venue and events barn at Sproxton Hall, Sproxton.

8.2 A site visit has been undertaken in order to take critical highway measurements and record the prevailing highway conditions.

8.3 An investigation into road traffic accidents gives no indication of any recurring accident issues that would likely be exacerbated by the proposed development. It is considered that the number, type and severity of the accidents which have occurred are as a result of driver error rather than a feature of the highway.

8.4 The proposals will be accessed from the A170 and the existing access point onto Sproxton Village Lane will not be used. The requested visibility splays can be achieved in both direction without impacting on land outside of the applicant's control.

8.5 For the majority of the week the site will not be in use, therefore, during these times the impact of the site on the local highway network will be negligible. On event days, the vast majority of vehicle movements in / out of the site will occur outside of typical network peak periods. Given the peak times of use, the development is unlikely to affect the operation of the local highway network in terms of capacity.

8.6 This Transport Statement, therefore, demonstrates that the development would not have an unacceptable impact on highway safety and the residual cumulative traffic impact would not be severe. The development is therefore in accordance with the transport principles set out in NPPF.

8.7 It is concluded that the residual cumulative impacts of the development are not severe and as such should be considered acceptable on transport grounds.

Appendix A

ATC Data