



Peter Evans Partnership
**Transport Planning
& Highway Consultants**

Proposed Farm Buildings Reorganisation Pool Farm, Haresfield

Haresfield Farms

Transport Statement

February 2021

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1.0 INTRODUCTION

1.1 Aim of Statement

- 1.1.1 This statement accompanies a planning application at Pool Farm, Haresfield which seeks permission to relocate existing buildings from Colethrop Farm, reorganise some of the existing operational buildings within the complex and upgrade the access to these. The reorganisation of farm buildings would not result in a practical change in the level or type of traffic movements.
- 1.1.2 Pre-application discussions with Stroud District Council did not result in advice that a transport statement should be submitted. Nonetheless, the submission of a transport statement aims to explain transport related aspects of the application proposals.
- 1.1.3 The statement explains current and future farm operations and traffic movements, but does not address traffic impact in detail in view of the lack of practical change and limited volume of movements. Changes to the site access are addressed, in particular from the perspectives of safety and swept paths. The transport statement takes account of advice in Planning Practice Guidance and the Manual for Gloucestershire Streets July 2020.

1.2 Contents

- 1.2.1 The Assessment continues:
- in Section 2 with a description of the local area and the existing farm operations, including information on existing traffic movements associated with these operations;
 - in Section 3 with a description of the relocation proposals, the access arrangements, and the currently anticipated associated traffic movements; and
 - in Section 4 with a review of the effect of the development from a transport perspective.
- 1.2.2 Our conclusions are summarised in Section 5.

2.0 LOCATION AND EXISTING FARM OPERATIONS

2.1 Location

2.1.1 Colethrop Farm and Pool Farm are some 7 km south west of the centre of Gloucester, as shown in Attachment 1. The M5 motorway passes between the two farms.

2.1.2 Colethrop Farm is within the permitted development area for Hunts Grove, which when complete will comprise mixed uses, including some 1 750 dwellings and employment and community uses. Pool Farm is on Pool Lane, also known as Colethrop Lane, a side lane off Haresfield Lane which links the Hunts Grove area and the A38 with Haresfield village and the rural area to the south. An adjoining residential property under separate ownership, Mayflower Cottage, is immediately to the west of Pool Farm, with access onto Pool Lane. The local area around the two farms is shown in Attachment 2.

2.2 Existing Local Traffic Movements

2.2.1 Traffic movements and speeds were surveyed in April 2019 for an application for caravan storage on land adjoining Pool Farm at a location immediately east of the currently operational farm access. As such, the results do not include farm related movements to and from the west. As noted below, these movements are limited in scale.

2.2.2 The survey results are summarised in Attachment 3. The surveys identified limited 24 hour two-way weekday movements in the range 70 to 165 vehicles. The survey was undertaken before the introduction of caravan storage on land immediately to the east of Pool Farm. Movements to and from the storage are limited and would make no material difference to the overall levels of traffic movements.

2.2.3 Speeds were modest, with an 85thile speed based on weekly totals of 29.9 mph towards the east and 25.6 mph towards the west. The weather was not recorded, so no correction has been applied.

2.3 Existing Safety Record

2.3.1 There is no record of any incidents on Pool Lane near the farm, or involving farm related traffic.

2.4 Existing Pool Farm Operations and Access

2.4.1 Pool Farm and Colethrop Farm are farmed by the same company, Haresfield Farms, which is a subsidiary of Colethrop Farms Ltd (CFL). CFL owns currently farmed land in the area, and formerly owned the land on which the nearby Hunts Grove development is progressing. CFL also owns the Farmhouse Triangle to the north of the M5 for which permission was granted recently for residential development.

2.4.2 The existing Pool Farm layout is shown in Attachment 4, and the farmed area in Attachment 5. The farmed area currently amounts to some 700 acres which are now entirely arable. Management and grain storage are concentrated at Pool Farm utilising the same buildings as when the Colethrop Farm building complex was operational. The operational buildings at Pool Farm currently comprise an outdated grain store and ancillary buildings, as well as the farm house which accommodates some farm management offices.

2.4.3 The use of older buildings at Pool Farm results in inefficiencies, which in particular limit the period for which grain can be stored, and also mean that straw must be sold off-field. The proposed application allows a reorganisation of existing farm buildings to address these inefficiencies, and to provide much needed buildings to store high value crops on site.

2.5 Existing Pool Farm Access

2.5.1 The farm currently has two points of access. The farm house has an access towards the east end of the site frontage onto Pool Lane. The operational access is at the west end, and currently comprises a one-way track with a simple crossing of the lane verge.

2.6 Existing Pool Farm Traffic Movements

2.6.1 Colethrop Farm ceased as a centre of farming operations with the development of Hunts Grove, and is now used for management operations, with outbuildings accommodating a machinery workshop and storage for general farm and estate machinery. Current movements are estimated at about 600 one-way movements per year, or less than two movements per day on average.

2.6.2 Farming operations are now entirely arable on a contract farming basis across the 700 acres, with a local farmer providing all labour and machinery for growing and harvesting crops. Movements associated with these operations are highly seasonal.

2.6.3 Crops remain the property of Colethrop Farms Ltd and are stored post-harvest in two inefficient grain stores at Pool Farm. The arable contractor for the most part operates from his home base, which is where the machinery is kept and maintained. With limited exceptions, this machinery does not visit and is not stored or maintained at Pool Farm.

2.6.4 No detailed annual records have been kept of vehicle movements, and these are seasonal so no current survey is of benefit. The farm manager and farm agent have many years of experience at both Pool Farm and Colethrop Farm, and so are able to provide reliable estimates of the level of movements.

2.6.5 The farm manager and farm agent advise that, taking a conservative approach, the normal upper levels of estimated vehicle movements associated with operations at Pool Farm are as shown below:

Activity	Vehicle	Total Annual One-Way Movements	Movement Period
Fertiliser deliveries	Articulated flat beds	4	January to April
Fertiliser spreader filling	Tractor with mounted spreader	60	March to November
Acro-chemical deliveries	Vans	25	March to November
Grain delivery from fields	Tractor with trailer	160	Late July to early September
Grain dispatch	Articulated grain transporter	100	September to June

2.6.6 The crop yield can vary from year to year, and the harvesting period can be affected by the weather. On the basis of information from the farm manager and farm agent, a variation in the order of 20% can be assumed for normal years.

3.0 FUTURE FARM OPERATIONS AND MOVEMENTS

3.1 Farm Development Proposals

3.1.1 The development proposals are described in full in the planning statement. The main elements are the demolition of an existing grain store, re-erection for grain storage of two sound former barns currently stored at Colethrop Farm, and the provision of straw storage buildings and a general purpose machinery storage building. Upgrading of the operational access is also proposed.

3.2 Permitted Building Conversion

3.2.1 Class Q permission was granted for the conversion of three agricultural buildings within the Pool Farm complex for independent residential use via permission reference S.20/1729/P3Q dated 14th October 2020. The approved layout is shown in Attachment 6. Also, two former sound barns at Colethrop Farm have been disassembled and stored, with a view to re-erecting them at Pool Farm.

3.3 Future Farm Layout

3.3.1 The reorganisation of the operational buildings and erection of re-located grain stores is proposed as shown in Attachment 7. The access route to the operational buildings would be relocated to the rear of the buildings with permission for residential use identified above, so that farm and residential movements are separated within the farm.

3.3.2 The separate access to the farm house would be retained. There would be a vehicle link between the farm house and other farm buildings.

3.4 Future Farm Access

3.4.1 The future access to the operational buildings would be in the same location as the existing access but would be improved, as shown in Attachment 8.

3.4.2 The existing access is one way. For future operations, a wider access would be provided to allow vehicles to enter while another vehicle is waiting to join the highway. There is no record of shortcomings with the existing arrangement, but the widening would avoid the potential for shortcomings.

3.4.3 The swept paths of operational vehicles are shown in Attachment 9.

3.4.4 Visibility in both directions in excess of the 43 m requirement for 30 mph traffic is available because of the width of verge and alignment of Pool Lane.

3.4.5 The access divides within the site to separate the cottages and parking for these from operational vehicles other than on the immediate approach to Pool Lane. Operational vehicle manoeuvring within the site would be separate from residential movements.

3.5 Future Farm Movements

3.5.1 The core farming operation would remain at 700 acres of combinable arable crops. All farm and estate maintenance and administrative activities would in future be based at Pool Farm. The volume of traffic on the wider road network would be substantially unchanged. The reorganisation would result in relocation of existing activities and so of existing movements. There would be some reduction in management movements as there would no longer be a need to move between the two farms.

3.5.2 The limited exception would be for straw storage which the reorganisation would facilitate. The new movements associated with straw storage are conservatively estimated as:

Activity	Vehicle	Total Annual One-Way Movements	Movement Period
Straw delivery to store	Tractor with flat-bed trailer	60	Late July to early September
Straw collection from store	Articulated flat-beds	36	October to June

3.5.3 In addition to farm operational movements, there would also be farm based staff and post and other small deliveries, amounting in total to some 20 to 25 two-way movements per day, or an average of about two movements per hour over the 12-hour day 7 am to 7 pm. The office-based staff are already working at Pool Farm or at Mount Farm, the main CFL offices near Haresfield a short distance to the south. There would also be limited movements associated with machinery maintenance purposes which currently takes place at Colethrop Farm.

3.5.4 The permitted residential use would result in one or two vehicle movements during the morning and evening peak periods, and sporadic movements at other times.

4.0 ASSESSMENT

4.1 Traffic Impact

- 4.1.1 There would be no material change in farm related movements on the local road network as a result of the farm development. The only differences would result from the storage of straw and relocated office activities.
- 4.1.2 The overall volume of grain resulting in vehicle movements, and the locations of these movements, would not change as a result of the development. The change would be to when these movements take place. The current limited grain storage provision at Pool Farm means that grain has to be sold when storage becomes full regardless of market conditions. The improved storage proposals mean that grain can be sold and despatched in response to market rather than storage factors.
- 4.1.3 The straw resulting from existing operations is already despatched, but as with grain the timing of sales is constrained by storage factors. The lack of storage means that straw is sold off-field. The straw lorry movements are already on the local road network, but are unrelated to Pool Farm. The effect of providing storage is that the straw would be moved to Pool Farm then sold based on market conditions. This means that there would be some limited increase in straw related movements because of double handling. However, the level of such movements is low
- 4.1.4 The relocation would result in a reduction in farm office movements because the need for a trip to visit Pool Farm would be removed.

4.2 Highway Safety

- 4.2.1 Other than in respect of some movements for straw, most operational farm traffic which would use the access already passes through the existing narrower access. The volume of movements passing through the operation farm access would be comparable to that at present. There is no record of this having resulted in issues of safety concern.
- 4.2.2 As the swept paths in Attachment 9 demonstrate, the access would be improved through widening of the existing access which would mean that vehicles leaving would not delay vehicles entering. The change to the layout would have no adverse safety effect and offers a potential benefit for general through traffic on Pool Lane.
- 4.2.3 The upgraded access would be a sufficient distance from the residential access to Mayflower Cottage to the west to prevent any adverse interaction. The existing access at much the same distance gives rise to no safety issues.

4.3 Residential Amenity and Safety

- 4.3.1 The permitted change of use of the agricultural buildings on the site to a residential use included no condition or obligation in respect of access. The details relating to access for these dwellings fall outside the scope of that approval in any event. As permitted, operational traffic would pass immediately in front of the residential cottages. This could have adverse implications for both safety and amenity.
- 4.3.2 The future access and internal circulation layout would separate residential and operational traffic within the farm such that no operational traffic would pass the front of the committed residential cottages. This would be beneficial in respect both of safety and amenity.

4.4 Effect of Hunts Grove Development

- 4.4.1 The Hunts Grove development permitted north of the M5 will have 1 750 dwellings, as well as employment uses, a primary school and retail and community facilities. Existing levels of operational farm traffic are not material in comparison and would be substantially unchanged over the wider road network.
- 4.4.2 The main effect of the Hunts Grove would be in respect of the efficiency of farm operations. A revision to the original permission would result if implemented in severance between Pool Farm and the farmed area north of the motorway as the result of a one-way restriction on Haresfield Lane which would prevent all southbound vehicular traffic. Southbound farm traffic would have to take an alternative route, potentially via M5 Junction 12.

5.0 CONCLUSIONS

- 5.1 The development would have no practical effect on existing traffic conditions on the local road network as the future farm traffic movements are substantially all already using local roads.
- 5.2 The existing level of traffic movements associated with farm operations is low, even when the likely range of variation is taken into account.
- 5.3 The farm development would result in improved efficiency, but would make no practical difference to the effect of this traffic on the local road network.
- 5.4 The change to the operational access would have no adverse effect on safety conditions.
- 5.5 The widening to allow vehicles to enter without delay from vehicles leaving offers potential benefits, including to through traffic.
- 5.6 A new link between the access and farm buildings would mean that operational vehicles would no longer have to pass in front of the committed residential cottages which have Class Q prior approval, with resulting benefits in terms of safety and amenity.
- 5.7 The development would have no adverse effect on the Hunts Grove development. The Hunts Grove development when completed would result in operational inefficiencies for farm operations.

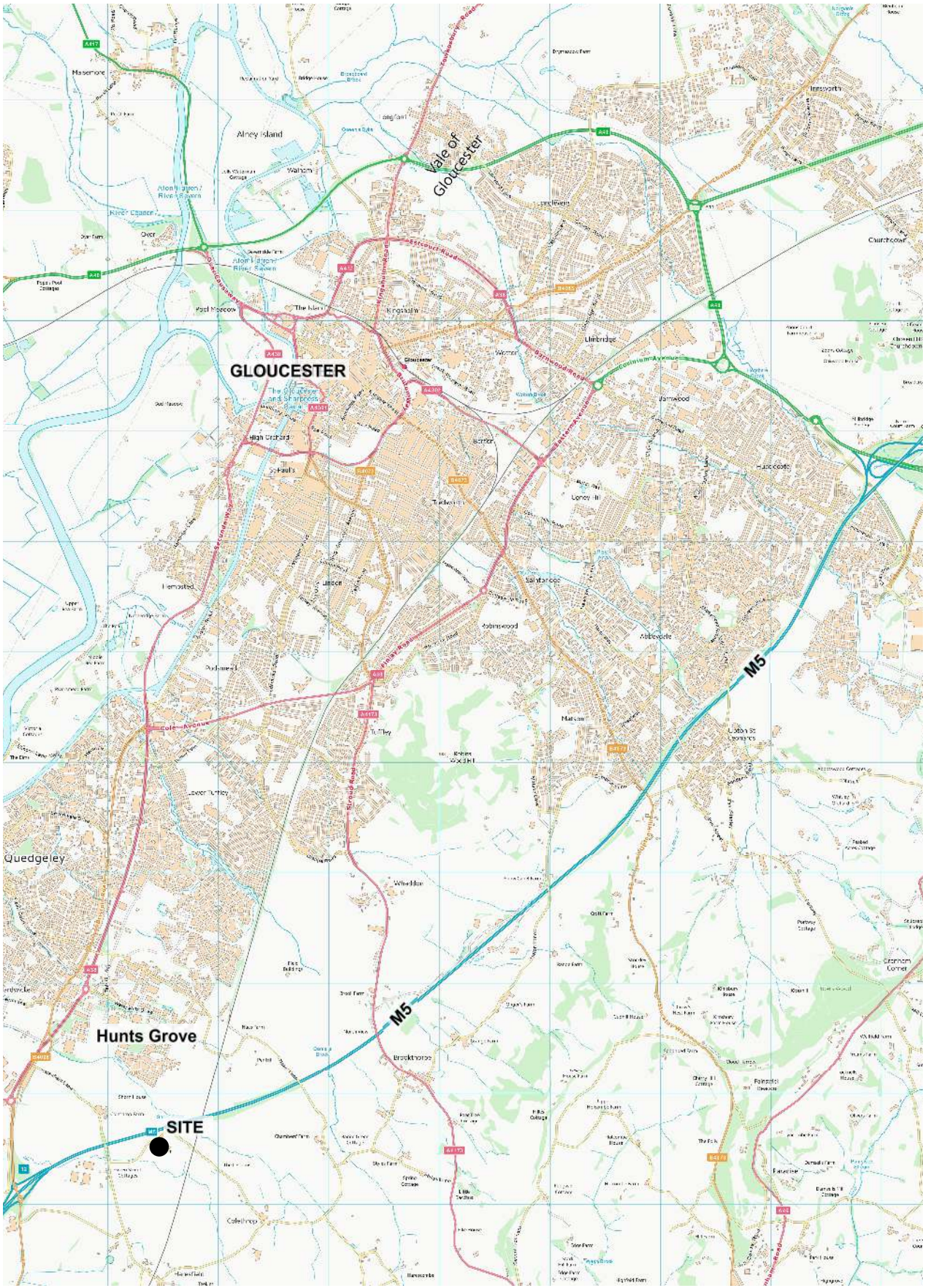
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ATTACHMENT 1

Location

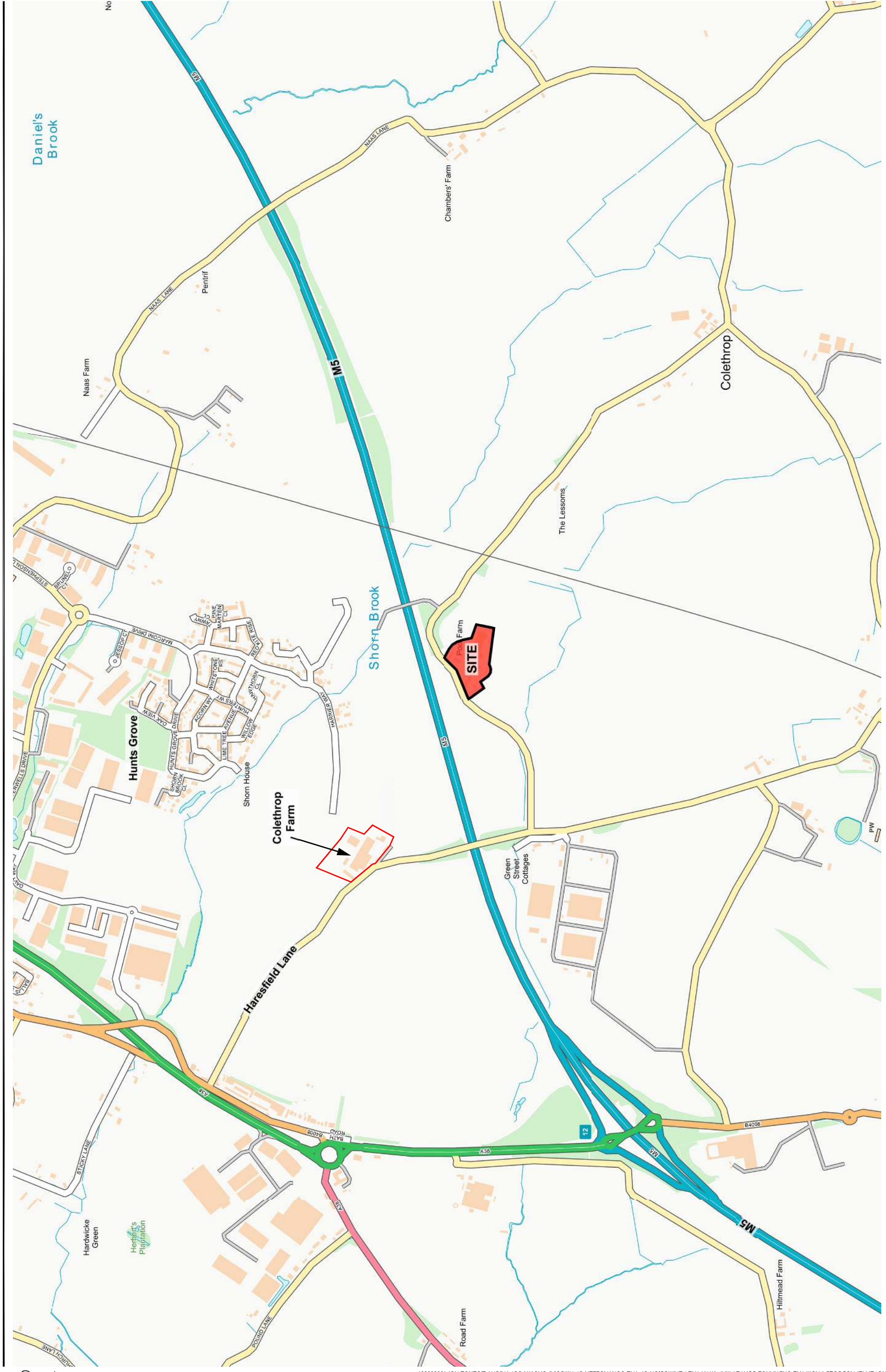
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ATTACHMENT 2

Local Area



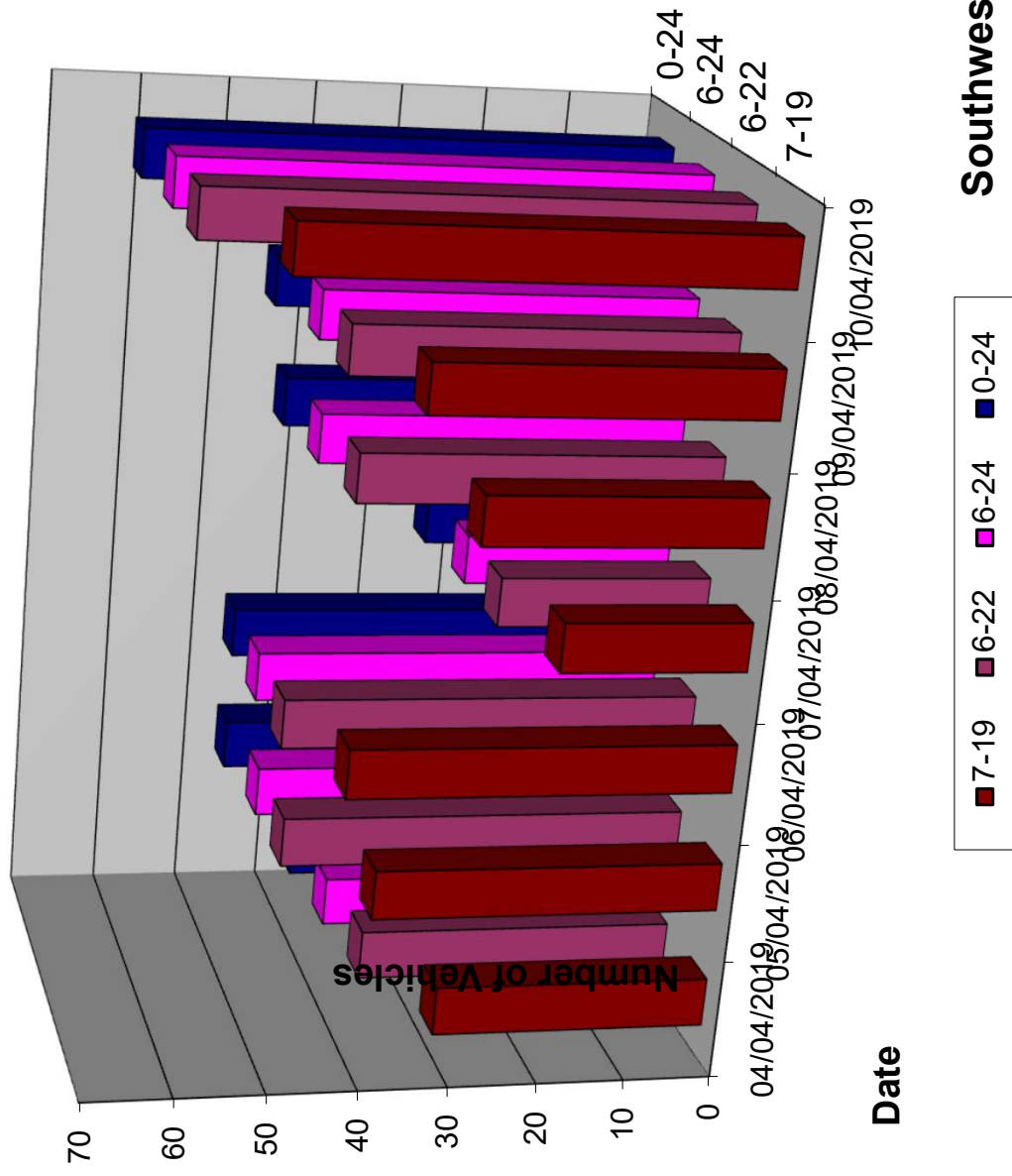
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ATTACHMENT 3

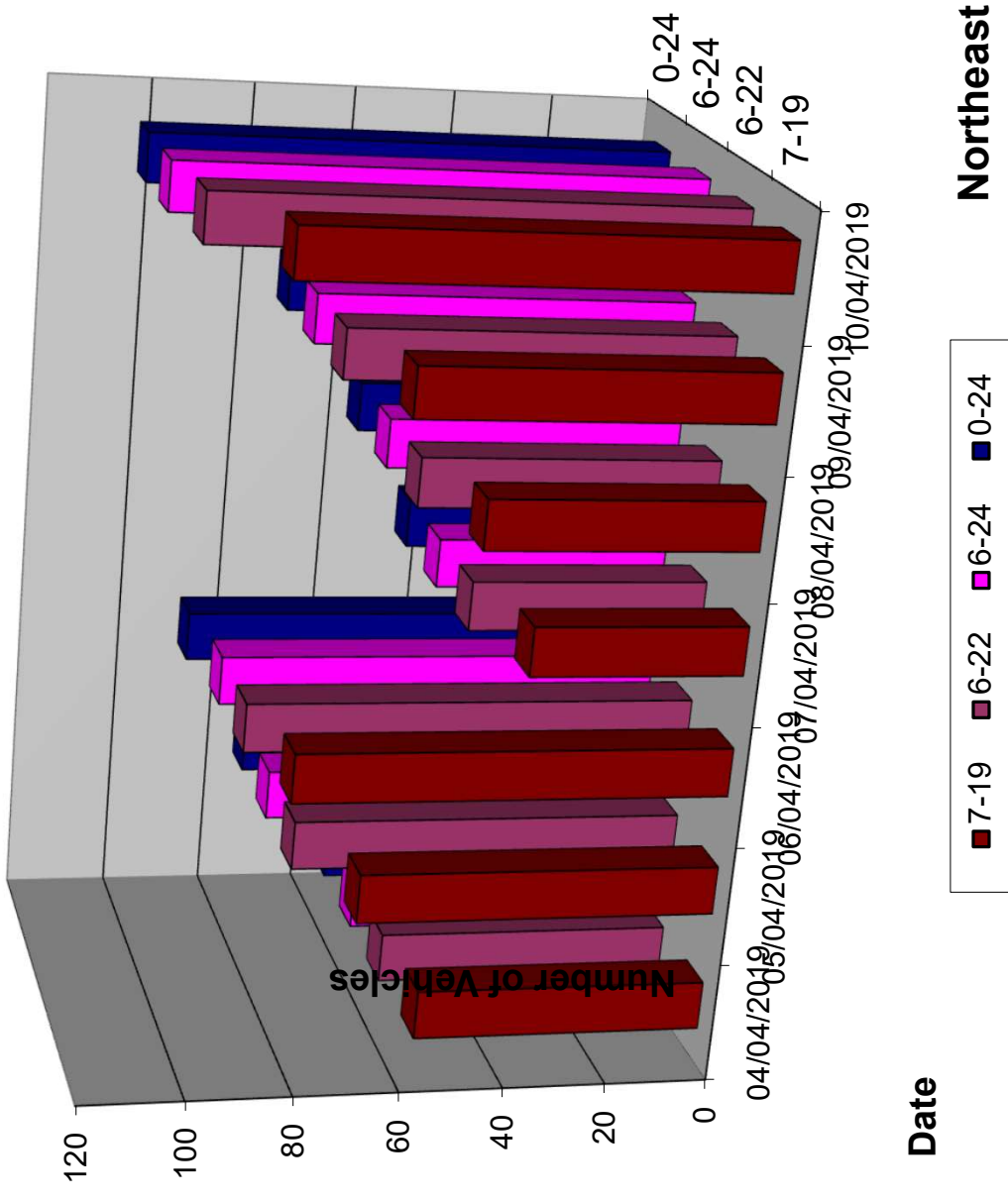
Pool Lane Traffic Movements

Vehicle Flow (Channel 1)



Southwest Bound

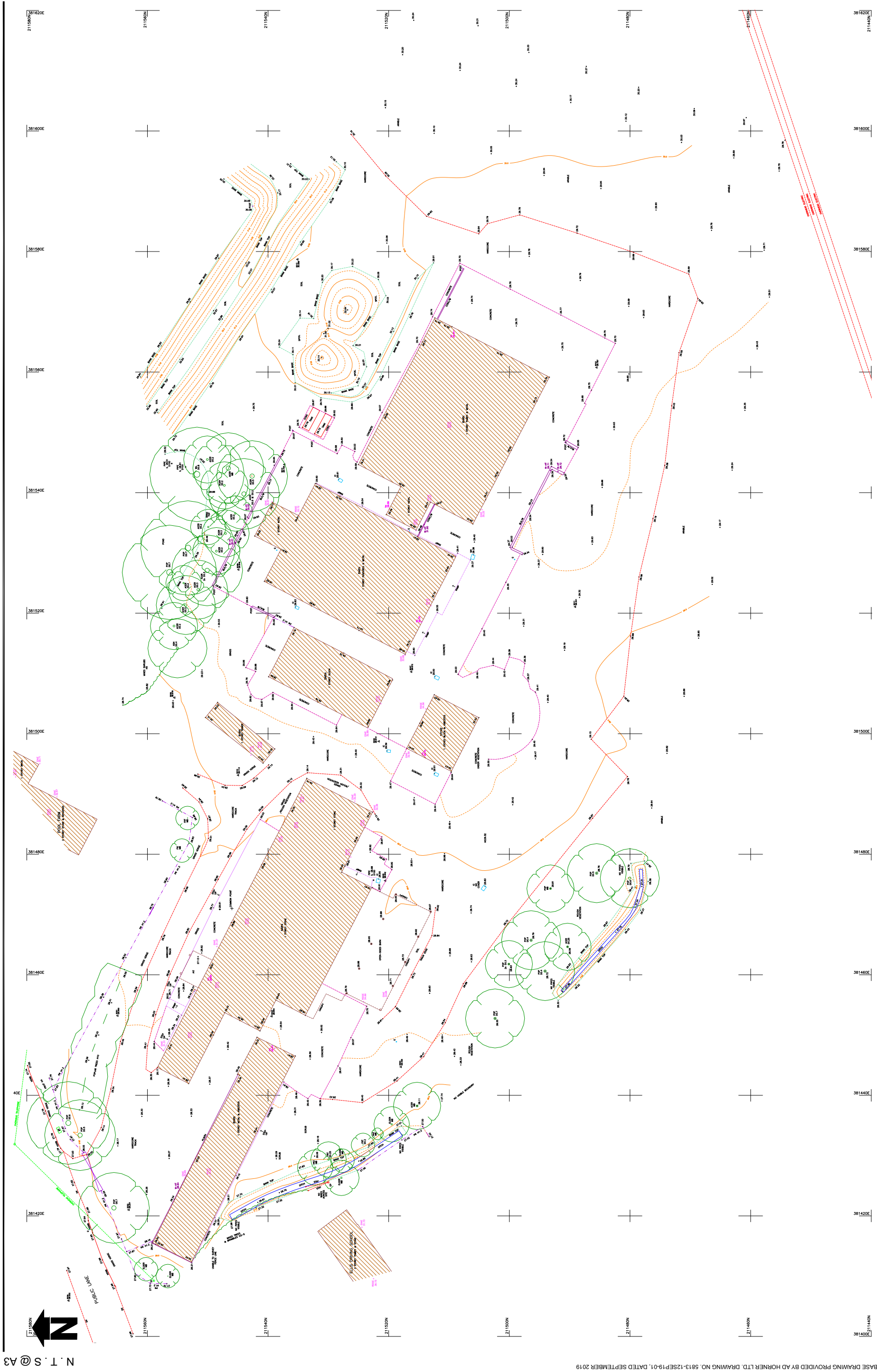
Vehicle Flow (Channel 2)



Northeast Bound

ATTACHMENT 4

Existing Pool Farm Layout

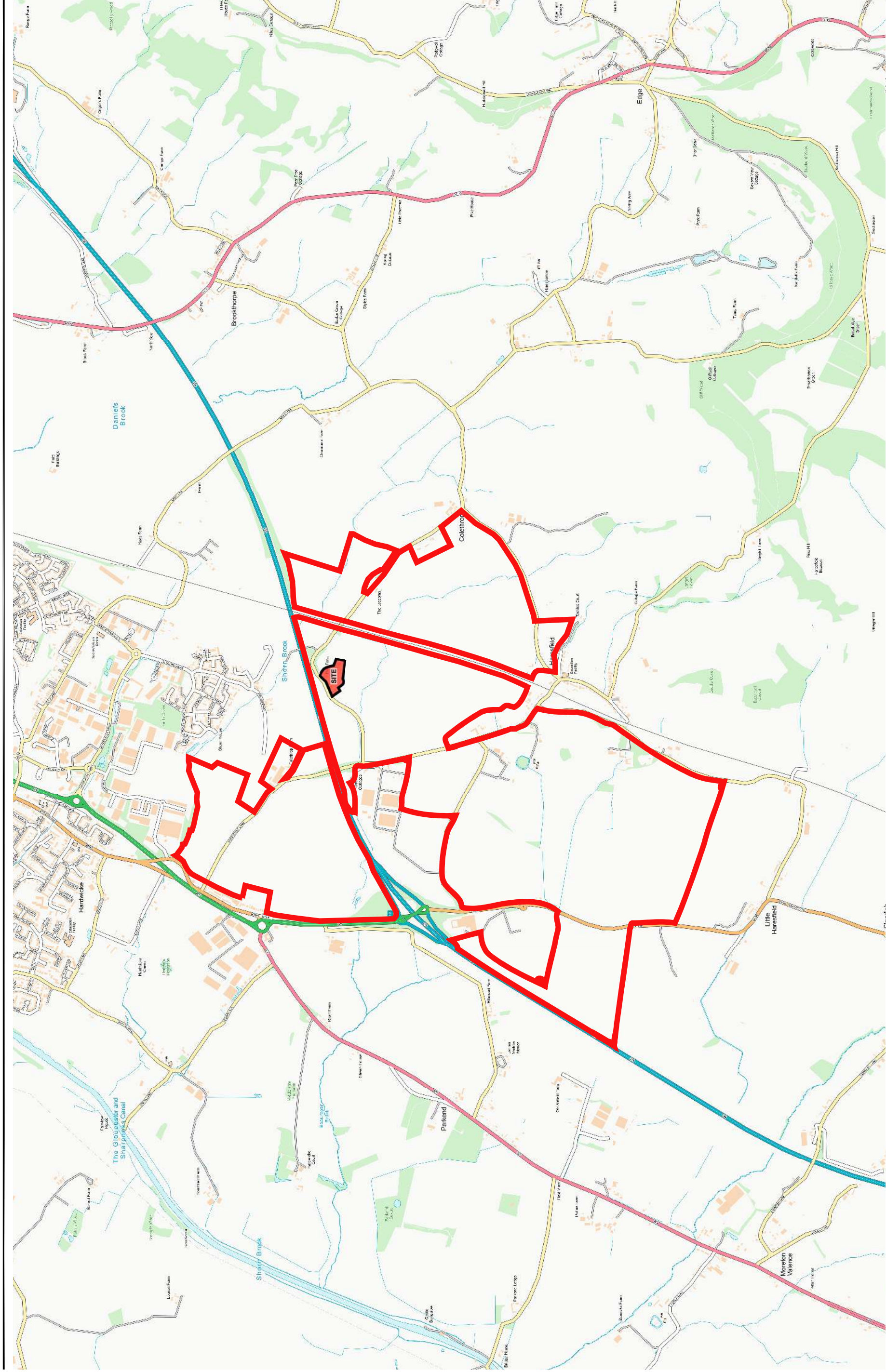


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BASE DRAWING PROVIDED BY AD HORNER LTD. DRAWING NO. 5813-12SEP19-01, DATED SEPTEMBER 2019

ATTACHMENT 5

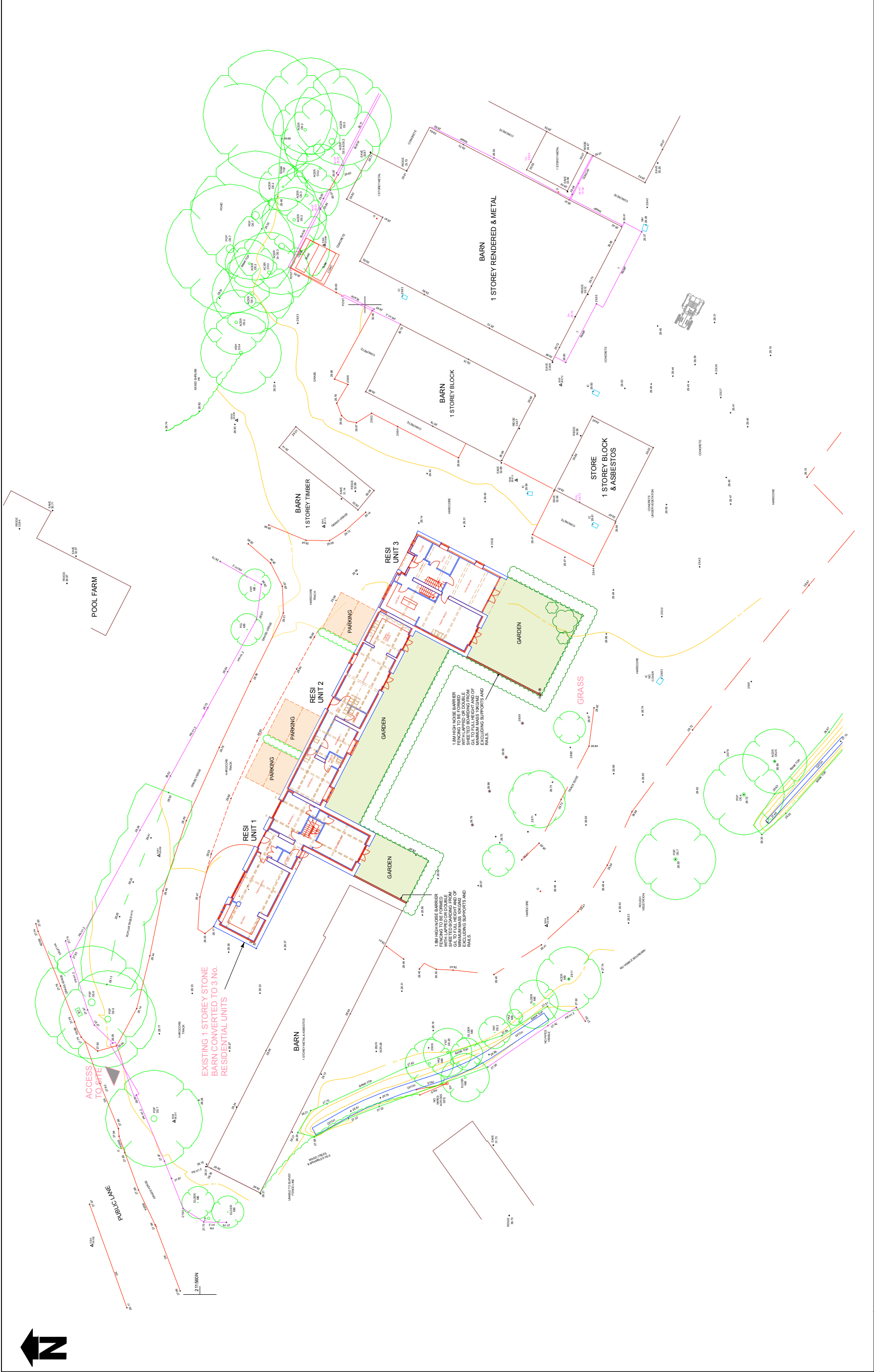
Farmed Area



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ATTACHMENT 6

Permitted Residential Change of Use Layout



ATTACHMENT 7

Future Farm Layout

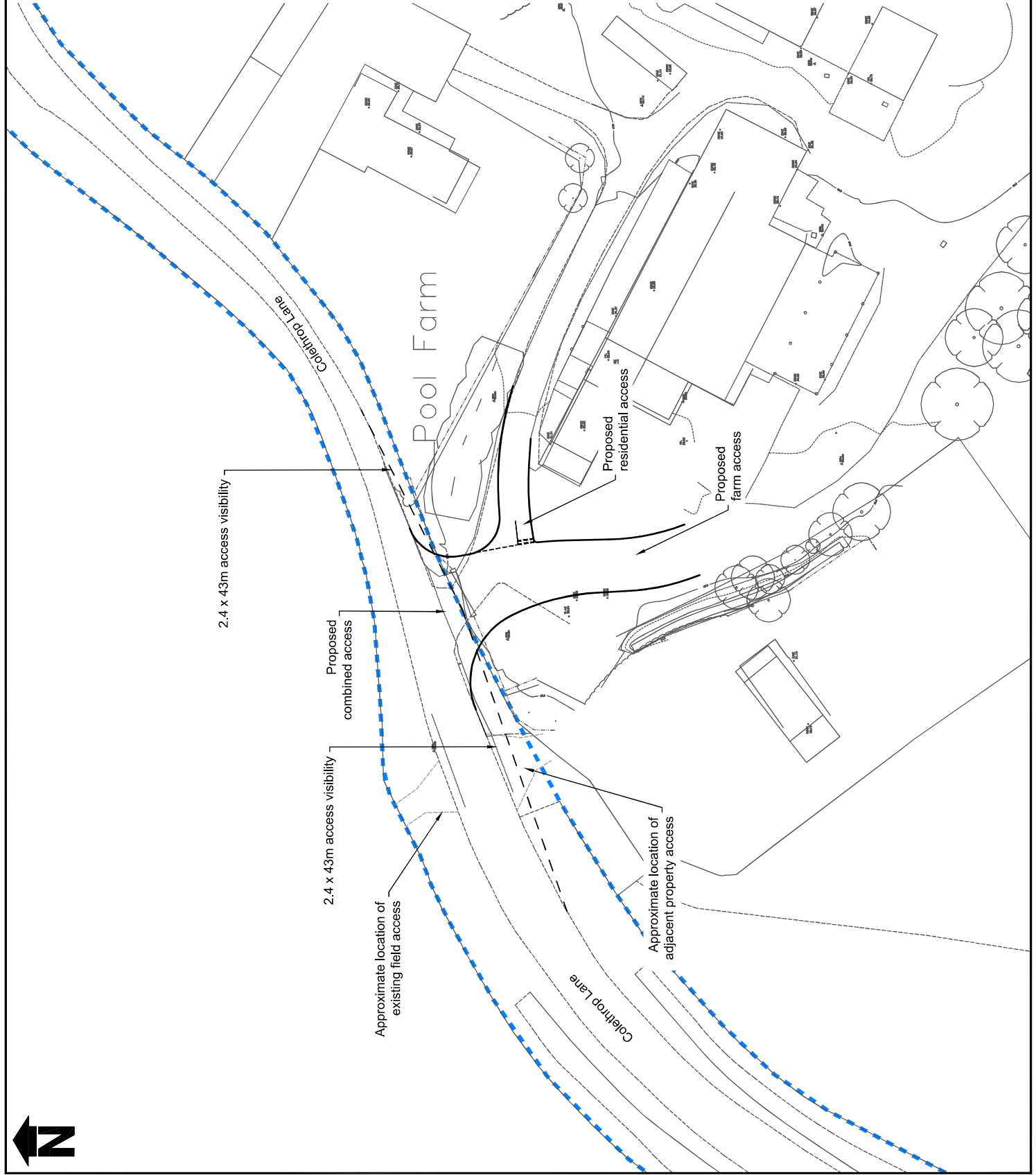
ATTACHMENT 8

Future Access



KEY

--- Existing Highway Boundary



B 17.02.21 JS Trees at site access and barn removed.

A 05.02.21 LS Access revised



Peter Evans Partnership
 Transport Planning & Highway Consultants
 Client HARESFIELD FARMS

Job POOL FARM, COLETHROP LANE

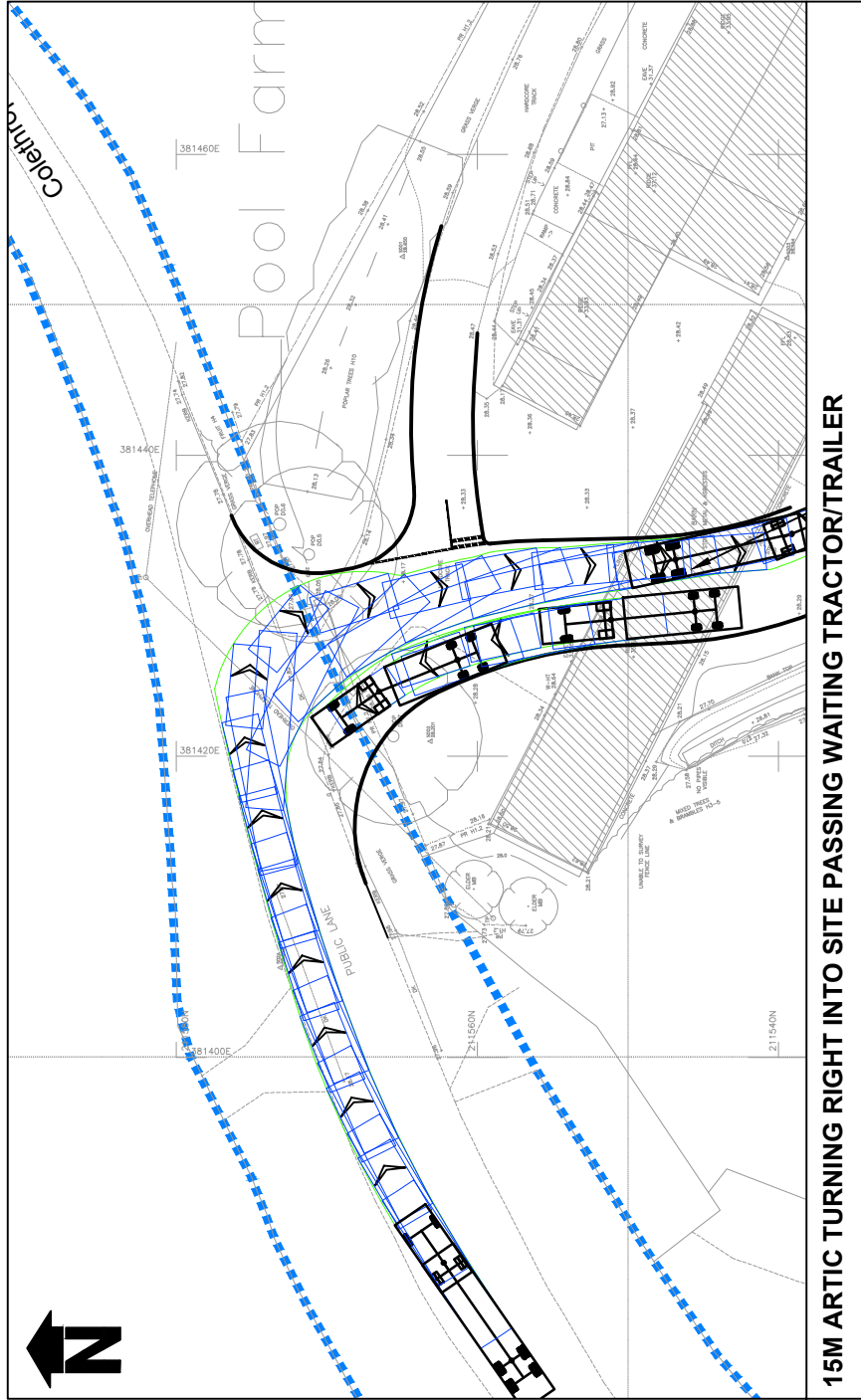
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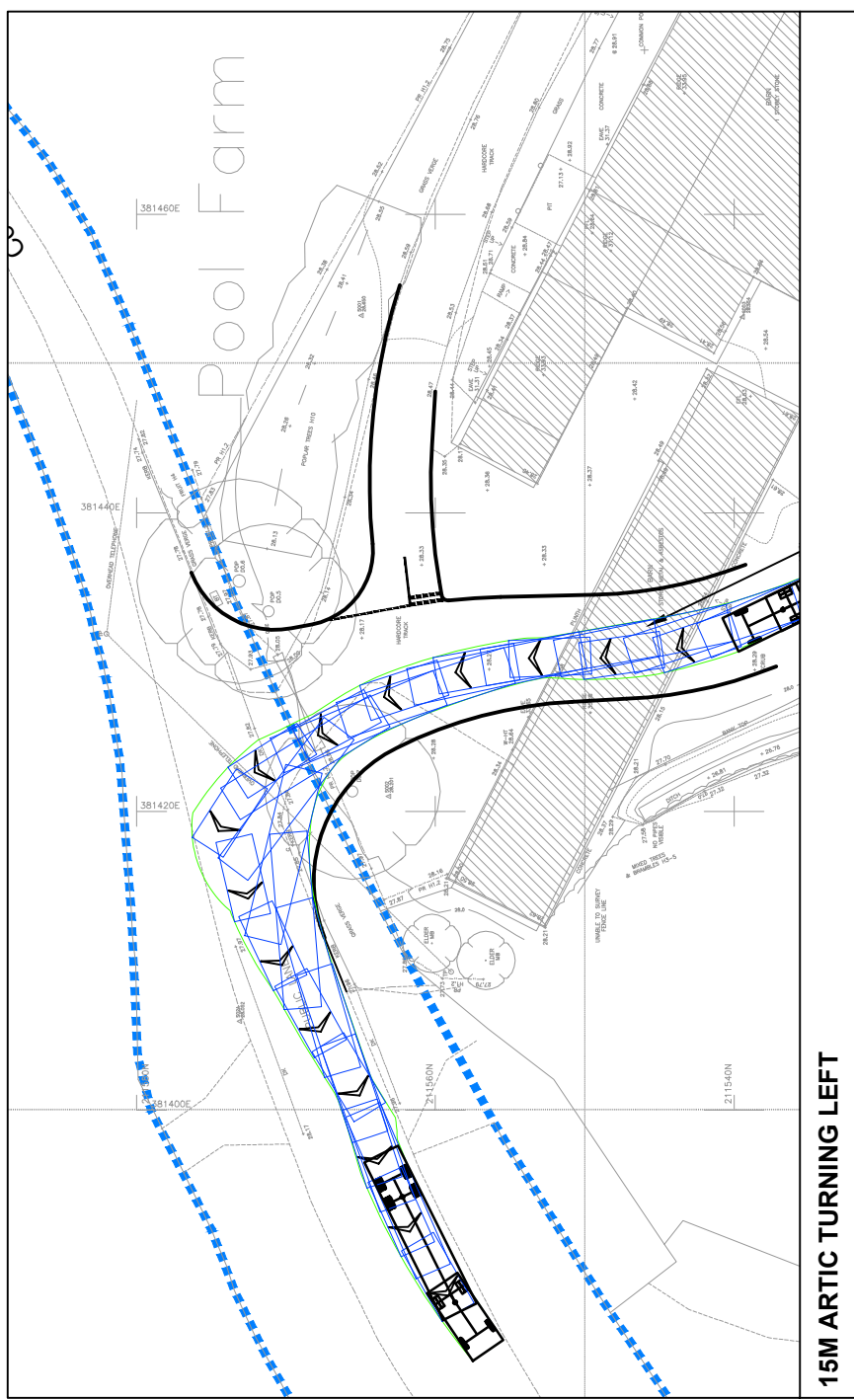
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ATTACHMENT 9

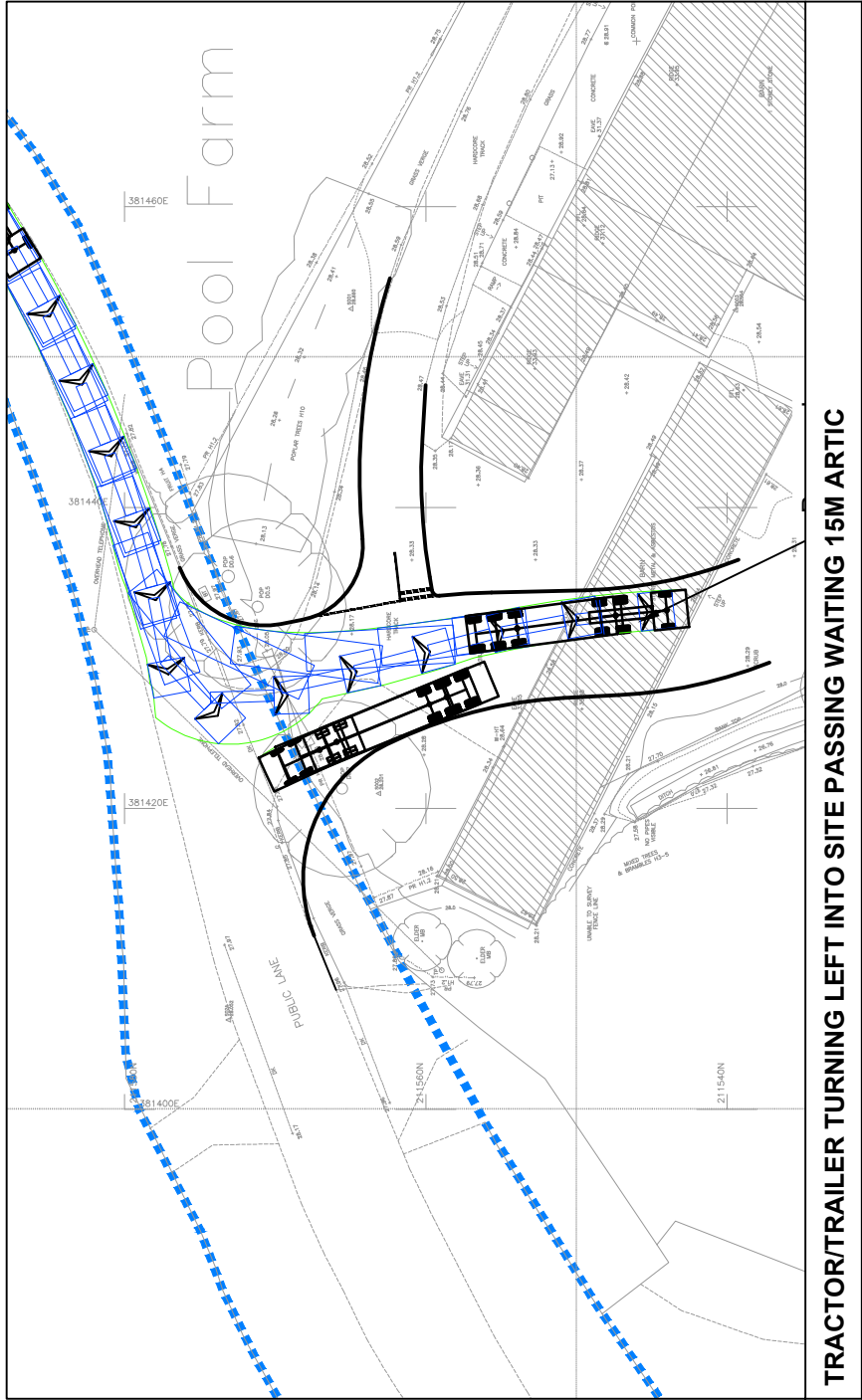
Swept Paths



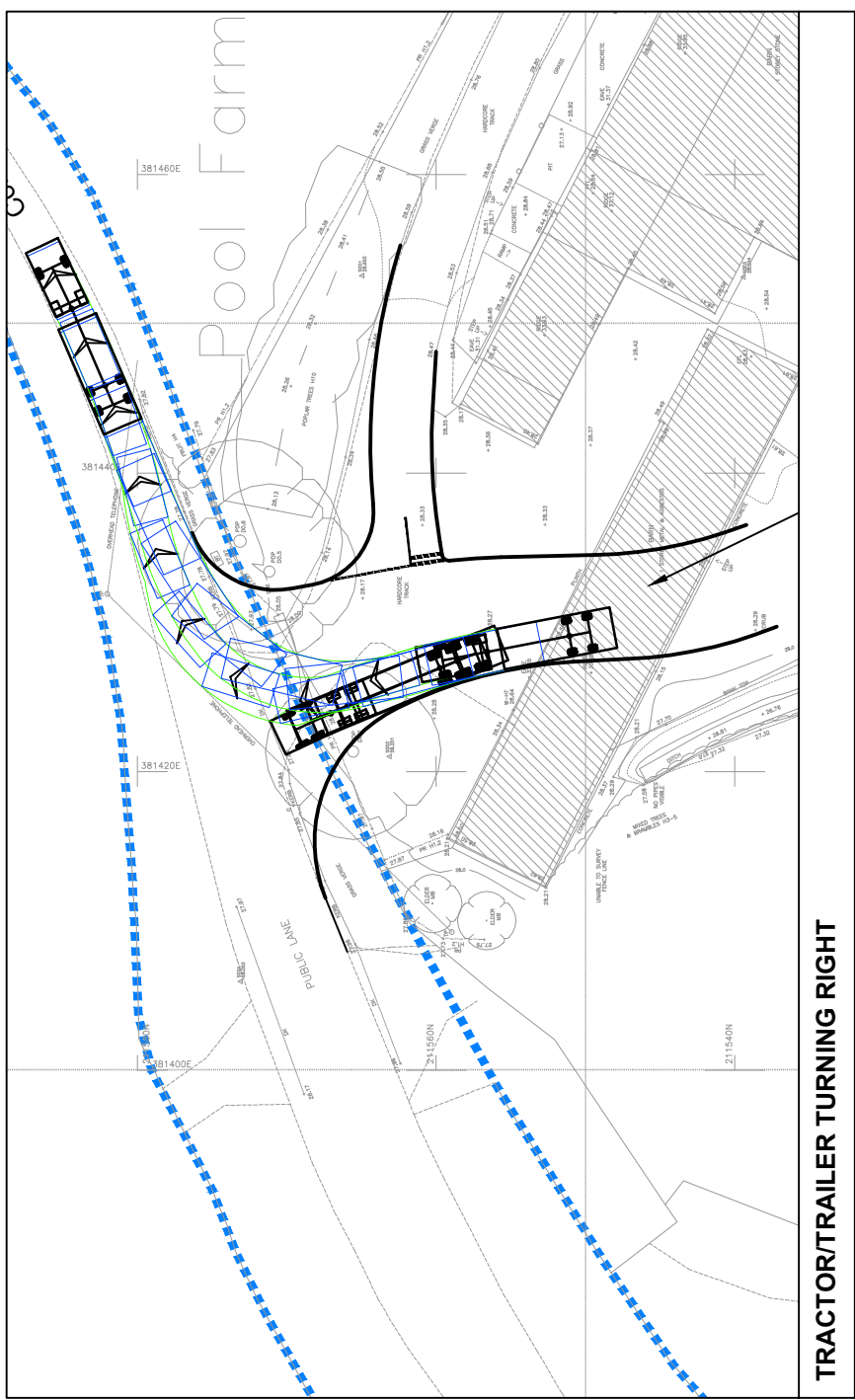
15M ARTIC TURNING RIGHT INTO SITE PASSING TRACTOR/TRAILER



15M ARTIC TURNING LEFT



TRACTOR/TRAILER TURNING LEFT INTO SITE PASSING WAITING 15M ARTIC



TRACTOR/TRAILER TURNING RIGHT