



ADSTOCKFIELDS FARM, ADSTOCK

TRANSPORT STATEMENT

October 2023

COMMERCIAL DEVELOPMENT
ADSTOCKFIELDS FARM
ADSTOCK

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of **Mr J Nicholson** to support a planning application for a change of use from disused calf-pens to a visitor centre (Class E) located at Adstockfields Farm, Adstock. The site location is demonstrated in **Figure 1**, with the proposed site layout attached within **Appendix A**.

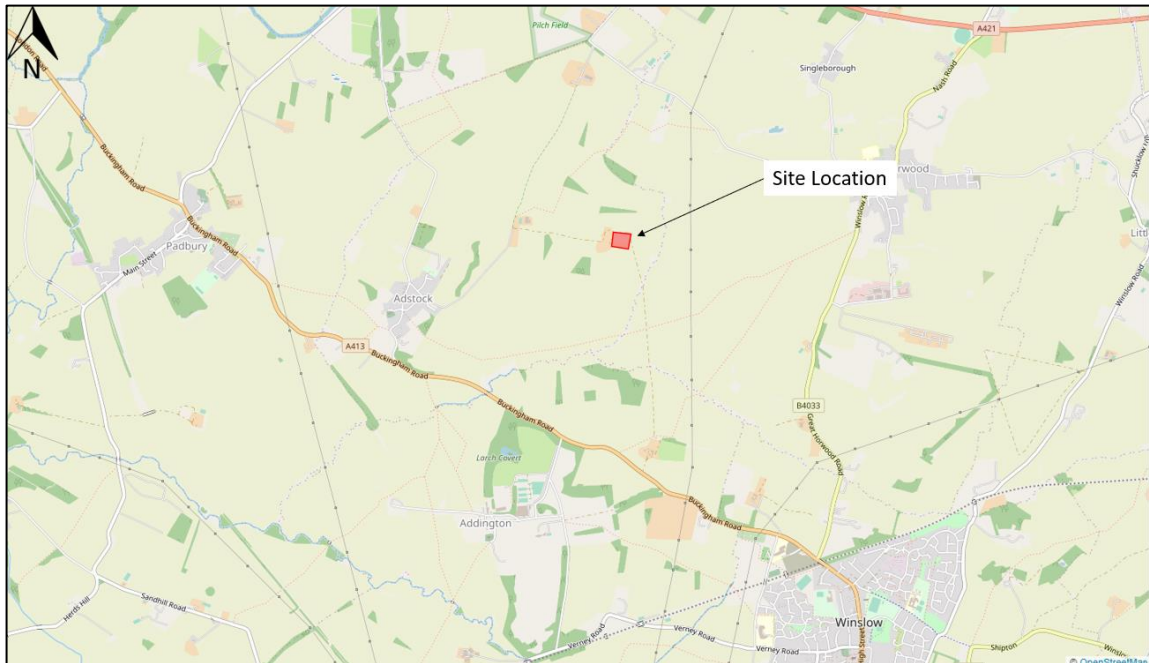


Figure 1: Site Location Plan

- 1.2 The existing farmyard site comprises two residential buildings (class C3) and agricultural buildings. Three separate planning applications are to be submitted for the diversification of the site. This application supports the applicants plan to diversify the farm through the provision of a spirit distillery (under a separate planning application) and through the provision of visitor facilities which would be ancillary to the distillery and wider farming and land practices on the applicant's landholding. The planning applications to facilitate diversification are as followed:
- A new building B2 use (totalling c.745 sqm) to accommodate the distillery
 - Conversion of existing farm buildings to a Class E Visitor Centre (totalling c. 140 sqm).
- 1.3 This Transport Statement has been prepared to support a planning application for the conversion of existing farm buildings to a Class E Visitor Centre (Building C within **Appendix A**) and has regard to other applicants as part of the applicants plans to diversify activities. The visitor centre will measure c. 140 sqm. The transport implications of the distillery building and change of use from Class R to B8 are assessed under separate cover.

- 1.4 This TS considers the site accessibility including public transport and active travel links, as well as reviewing the proposed development in relation to access, parking provision, trip generation and servicing arrangements. An assessment of these areas will determine the impact of the proposed development on the highway safety and operation of the local road network.

2. ACCESSIBILITY REVIEW

Existing Conditions

- 2.1 The existing site is currently occupied by a mix of agricultural buildings, and residential dwellings and their associated outbuildings. The village of Adstock is approximately 1.5km south west of the site. The site lies west of Great Horwood and north west of Winslow where several amenities can be found.
- 2.2 Large vehicles currently access Adstockfields Farm via Pilch Farm to the north of the site via a gated access, and smaller vehicles via Hannover Farm to the south of the site. Access through the village of Adstock is also possible but discouraged. **Figure 2** below demonstrates the access routes to the site.

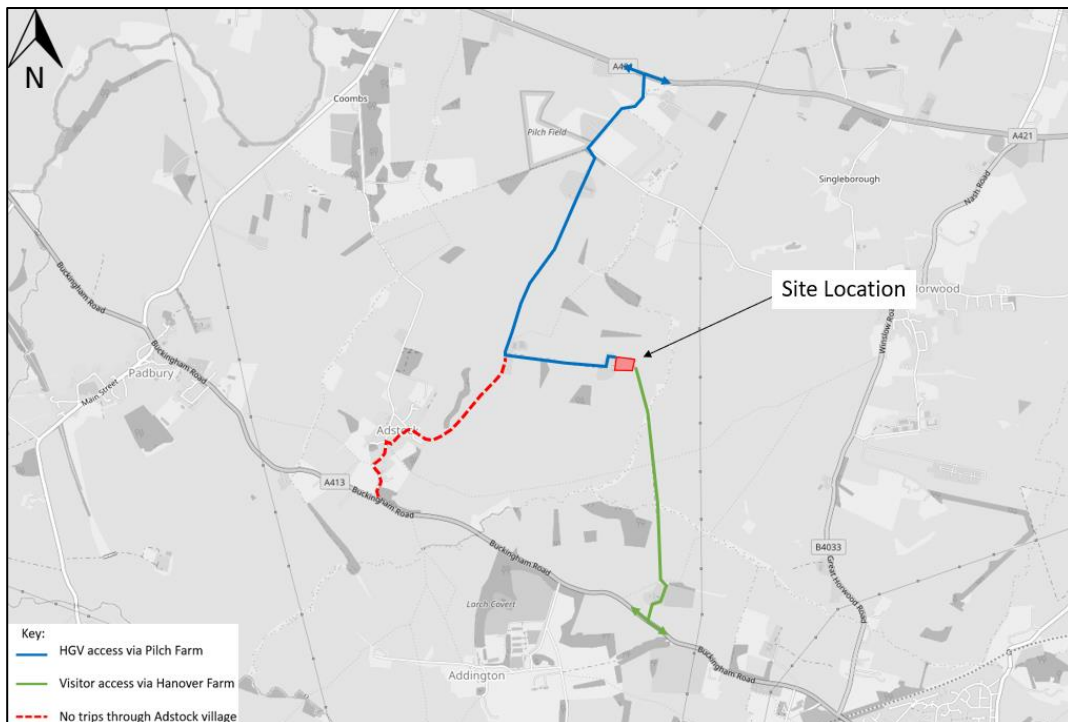


Figure 2: Access Routes

- 2.3 Private access roads from the west and south lead to Adstockfields Farm, measuring approximately 3m wide, with occasional passing places, as shown in **Photographs 1** and **2**.



Photograph 1: Layby along private access road to the west



Photograph 2: Private access road to the south

2.4 To the south, the private road runs for approximately 2km past Hanover Farm within the boundary of the site. The private road joins with the A413 at a priority junction with a ghost island right turn lane. The A413 is subject to the national speed limit and connects Buckingham to Winslow. A shared footway/cycleway runs along the northern side of the carriageway, providing a convenient route to Buckingham and Winslow. **Photographs 3** and **4** show the junction between the A413 and Hanover Farm, whilst **Photographs 5** and **6** show more of the cycle infrastructure.



Photograph 3: Ghost island right turn lane at junction between A413 and Hanover Farm



Photograph 4: Footway/Cycleway over Hanover Farm access



Photograph 5: Cycleway / footway signage along A413



Photograph 6: Cycleway / footway along the northern side of the A413

2.5 There are also national cycle routes within the wider area. **Figure 3** demonstrates that Routes 50 and 51 serve the local area of Buckinghamshire. Route 50 provides site users with access to Winslow to the east and Buckingham to the west. From Winslow, Route 51 provides connections to the north towards Bletchley and Milton Keynes. To the south, site users can also utilise Route 51 to reach Bicester to the south.

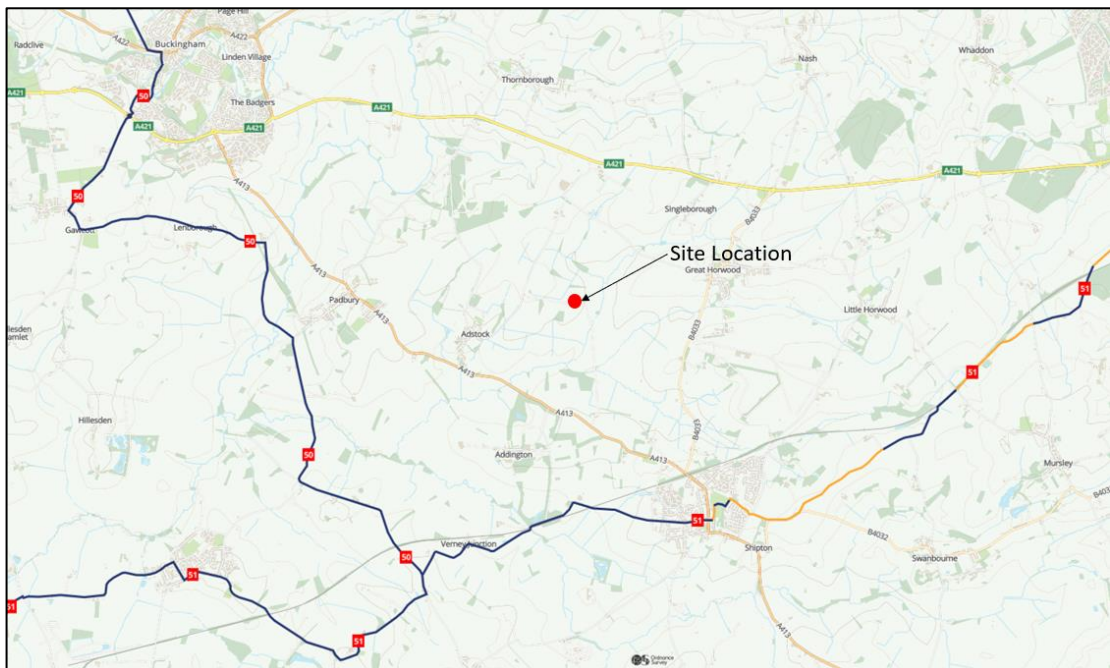


Figure 3: Cycle Network Map

Public Transport

2.6 The closest bus stop to the site is located adjacent to the junction of Hanover Farm with the A413, as shown in **Photograph 7**. This is served by the 60 and X60 bus services between Aylesbury and Buckingham. A summary of the services available from Hanover Farm bus stop is provided in **Table 1**.



Photograph 7: Hanover Farm bus stop

Service	Route	Operator	Approximate Frequency		
			Mon-Fri	Sat	Sun
60	Aylesbury – Winslow – Buckingham	Red Rose Travel	6 services per day	5 services per day	No services
X60	Aylesbury – Winslow – Buckingham – Milton Keynes	Arriva	Hourly Service (half hourly in peaks)	Hourly Service (half hourly in peaks)	No services

Table 1: Local Key Bus Routes

Rail Services

2.7 The closest railway station to the site is Bletchley Railway Station located approximately 17.3km east of the site, just south of Milton Keynes. However, Aylesbury Station is accessible via the aforementioned bus services, with a journey time of 56 minutes. Served by Chiltern Railways, Aylesbury benefits from step free access, 150 cycle spaces and 301 car parking spaces. Further benefits include Wi-Fi, a post box and coffee shop.

2.8 At the time of writing East-West Rail is being constructed with scheduled opening for Connection Stage 1 between Oxford-Milton Keynes in 2025. As part of Phase 1 there is to be a new railway station located in Winslow, approximately 1.5km from the Hannover Farm site access and likely available via bus services 60/X60 or via the cycle network along the A413. It is noted that train timetables and frequencies are not yet known, but clearly once open, this will present a good opportunity for staff and visitors to access the site via sustainable transport should they wish.

Local Facilities

2.9 The site is situated approximately 1.5km north east of the village of Adstock. The town of Winslow where several amenities lie is located approximately 3km south east of the site. A summary of local facilities and amenities has been provided in **Table 2**.

Amenity	Distance (approx.)	Walking Time (approx.)	Cycling Time (approx..)
Bus Stop (Hanover Farm)	1.9km	23 minutes	6 minutes
Pub (The Old Thatched Inn)	1.9km	23 minutes	6 minutes
Hotel (Redfield Centre)	3.3km	41 minutes	10 minutes
Future Train station (Winslow Station)	3.4km	42 minutes	11 minutes
Petrol station (Winslow self service)	3.7km	46 minutes	12 minutes
Convenience store (Co-op)	4km	49 minutes	13 minutes

Table 2: Distance to Local Amenities

2.10 Due to the nature of the proposed development, it is assumed that demand for local amenities will be minimal. However, there is a petrol station, convenience store and accommodation within the vicinity of the site, as well as the presence of a future railway station within Winslow, all of which are within a 13-minute cycle from the site.

Personal Injury Accident (PIA) Data

2.11 Personal Injury Accident Data has been obtained from Crashmap for the most recent 5-year period (2018-2022) for the local area surrounding the site of Adstockfields Farm. The search area is demonstrated within **Figure 4** below.

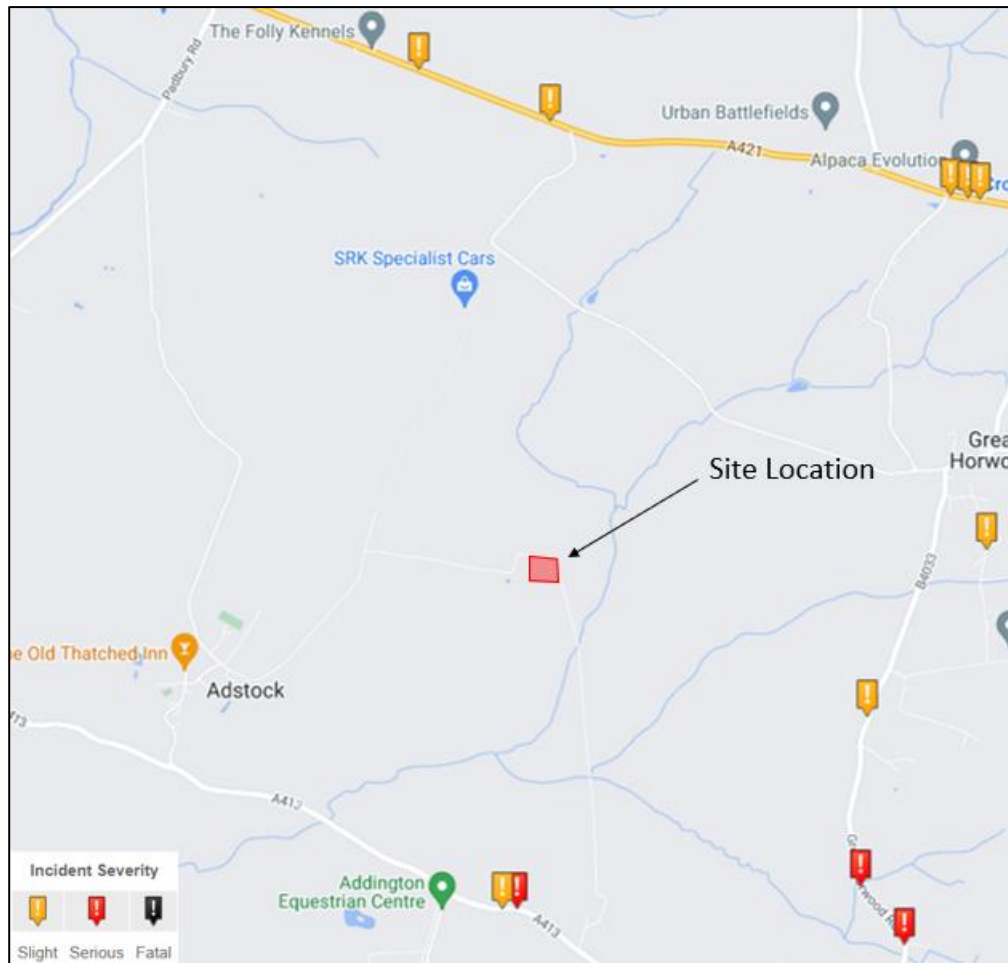


Figure 4: PIA Data for the site (2018-2022)

- 2.12 As per **Figure 4**, there have been two incidents which have occurred adjacent to the southern access at Hanover Farm, along the A413 over the last 5 years. Both incidents occurred approximately 350m to the west of the Hannover Farm site access. One incident was classified as ‘slight’ and the other ‘serious’ along the severity scale.
- 2.13 Whilst other incidents have occurred within the search area shown in **Figure 4**, these incidents have not occurred within proximity of the access roads to the site.
- 2.14 Considering the negligible number of trips generated by the site and the fact that the collisions occurred away from the site access beyond the limits of likely access interaction it is considered that there are no existing safety issues with the road network that would pose a threat to future site users or be exacerbated by the proposed development.

Summary of Site Accessibility

- 2.15 Paragraph 105 of the NPPF states *“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.”* Therefore it is considered that, given its rural location, the site is relatively well served by sustainable transport modes. There is a regular bus service that runs past the site access, serving Winslow, Aylesbury and Buckingham. From here, connections to the rail network are possible and will be improved once East-West Rail is constructed. Furthermore, cycling infrastructure within the vicinity of the site is good, with an offroad shared footway cycleway between Aylesbury and Buckingham presenting reasonable opportunities for site users to travel sustainably.

3. PROPOSED DEVELOPMENT

- 3.1 The development proposals comprise the conversion of agricultural buildings to visitor centre (Use Class E) located at Adstockfields Farm, Adstock. The site layout is attached within **Appendix A** and this report is in relation to Building C, measuring approximately 140 sqm. The proposed visitor centre would employ 1 member of staff.

Access Arrangement

- 3.2 There is one proposed point of access to the proposed development, as per **Figure 2**. Staff and any visitor access will be via the A413 to the south of the site. This already serves agricultural uses and is considered appropriate to accommodate the modest increase in vehicle movements given the presence of the ghost island right turn lane, good visibility, and lack of accident record. The internal access road is c. 3m wide on approach to the A413 and therefore wide enough for two cars to pass clear of the public highway, as shown in **Photograph 8**.



Photograph 8: Access to Hanover Farm

- 3.3 As a result of the proposed access arrangement, no additional vehicles will have to route through Adstock.

Parking Provision

- 3.4 Parking provision has been considered in accordance with Buckinghamshire Council's '*Parking Guidance for New Developments*' (September 2022). Within the guidance the proposed site would fall within Zone 2 as shown in 'Buckinghamshire's non-residential parking zone map' which requires a slightly higher parking provision for more rural areas of the County.

- 3.5 The proposed visitor centre building falls outside the categories within Buckinghamshire's parking standards, however it is considered that a broadly comparable use would be that of an Exhibition Centre. Buckinghamshire Council's standards state that exhibition centres require 1 car parking space per 18 sqm, here equating to a total of 8 spaces for the 140 sqm visitor centre.
- 3.6 Following discussions regarding anticipated demand with the site owner, it is expected that the visitor centre would have capacity for 20 visitors. Assuming visitors are likely to travel 2 per car, this would generate a parking demand for 10 cars per tour. There will be 2 tours throughout the day, one in the morning (08:00) and the second starting midday (13:00), with no crossover between guest cohorts. We would therefore suggest a provision of 10 spaces which is also sufficient in meeting Buckinghamshire's parking standards.
- 3.7 It is noted that in the unlikely event that more visitor parking is required, there is an abundance of space available given the nature of the site to accommodate occasional overflow parking if/when necessary, however the proposed provision is considered acceptable based on expected demand.
- 3.8 Cycle parking will also be provided in accordance with BCC's cycle standards which state a minimum of two cycle stands must be provided at non-residential developments. As BCC guidance does not include for specific requirements for exhibition centres/visitor centres, the development will provide 2 spaces as per the minimum requirement for non-residential developments.

Servicing Arrangements

- 3.9 The nature of the visitor centre is that materials will already be on site associated with the distillery process. There is not expected to be any additional servicing requirements generated by the visitor centre.
- 3.10 The site servicing and refuse collection arrangements in relation to the proposed distillery have been discussed under separate cover.

4. TRIP GENERATION

- 4.1 This section of the TS will outline the methodology for calculating the anticipated trip generation associated with the proposed visitor centre. The proposal is for a change of land-use from agricultural to a visitor centre. Given the nature of the visitor centre being atypical from other exhibition and tourist sites, data for trip generation has been collated based on discussions with the owner of the site using a first principles approach.
- 4.2 The visitor centre will have capacity for 20 visitors at any given time. For a robust assessment, it is assumed that visitors are likely to arrive by car with an average car occupancy of 2 persons per vehicle given the nature of the proposal. It is therefore anticipated there will be a total of 10 cars arriving and departing from the site at the start and end of each tour.
- 4.3 The applicant is proposing to operate a maximum of two tours per day, one in the AM and one in the PM. Considering the above it is assumed each tour will generate a total of 20 trips comprising 10 vehicular arrivals and 10 vehicular departures. With 2 tours across the day, this will generate a total of 40 trips across a 12-hour period.
- 4.4 Visitors are expected at approximately between 08:00-09:00 for the AM tour and 13:00-14:00 for the PM tour, with departures occurring at 12:00 for the AM tour and 17:00 for the PM tour. The visitor centre will be run in connection with the distillery and farming operations across the whole site. Employees of the distillery will be expected to host tours in addition to the landowner who currently lives on the site. Therefore, no additional staff are expected at present, but should they be required in the future this is thought to increase to the equivalent of two full time staff members. Based on information from the applicant, one member of staff will run the tours of the farm, generating 1 arrival and 1 departure per day. The arrival will occur approximately 08:00 ahead of first tour departing at approximately 17:00 following end of the second tour, as demonstrated within **Table 3**.

Time	Visitors			Staff			Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
0800	10	0	10	1	0	1	11
0900	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0
1200	0	10	10	0	0	0	10
1300	10	0	10	0	0	0	10
1400	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0
1700	0	10	10	0	1	1	11
Total	20	20	40	1	1	2	42

Table 3: Visitor Centre Trip Generation

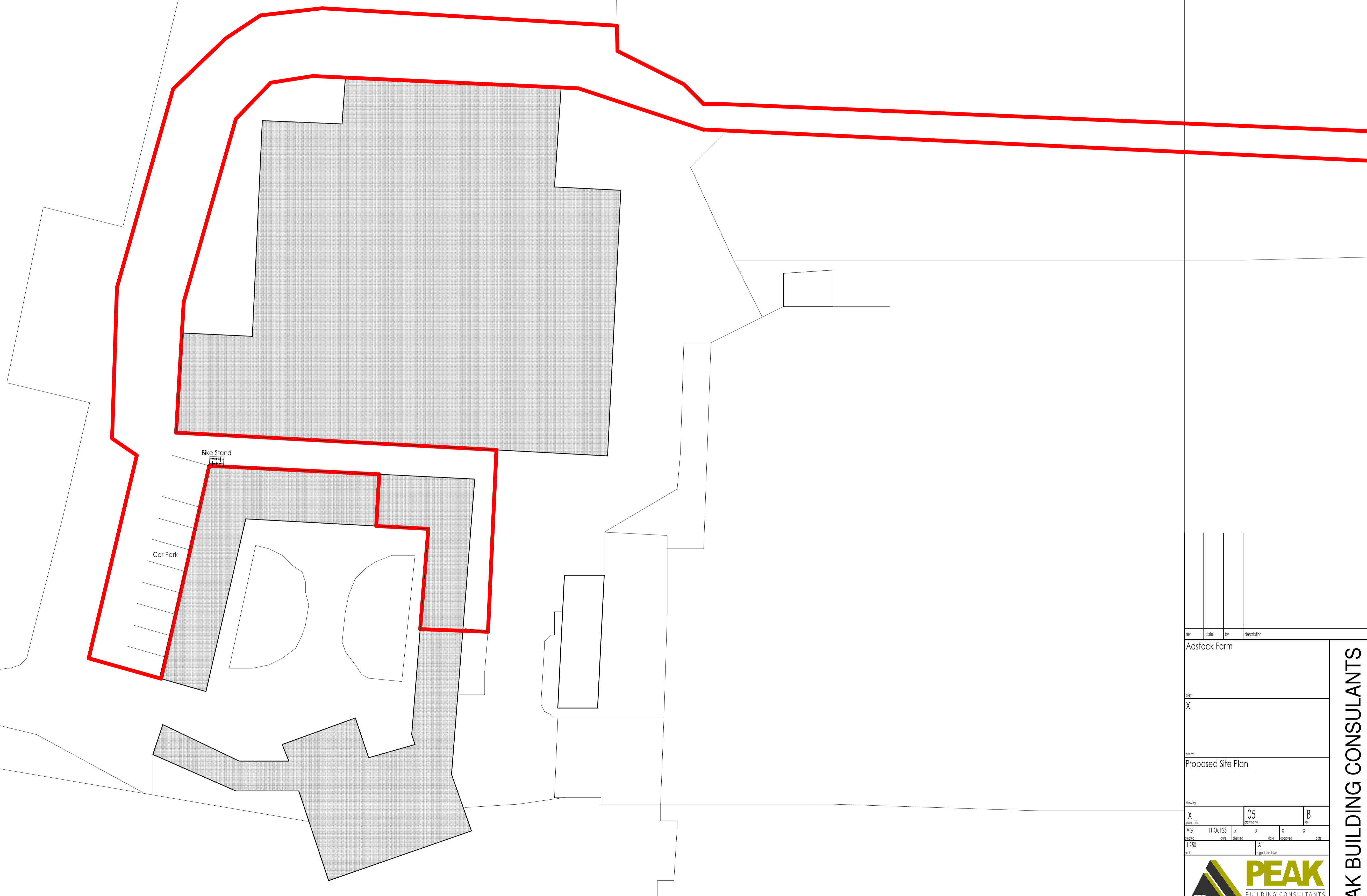
4.5 The number of trips anticipated would have a negligible impact on the surrounding road network.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Mr J Nicholson to support a planning application for the conversion of agricultural buildings to Class E: Visitor Centre, measuring approximately 140 sqm at Adstockfields Farm, Adstock.
- 5.2 The site currently comprises storage units, agricultural buildings and two residential dwellings. The site is situated 1.5km north east of the village of Adstock and the town of Winslow lies 3km south of the site where several amenities lie. A footway/cycleway can be found adjacent to northern side of the A413 which provides safe cycle access to Buckingham and Winslow. There are also bus stops at the Hanover Farm site access which provides access to local destinations and local train stations. The public transport links close to the site provide opportunity for site users to make sustainable travel choices.
- 5.3 Personal Injury Accident (PIA) data has been reviewed for the most recent five-year period (2018-2022). The data demonstrated two incidents occurred adjacent to the access at Hanover Farm. However, one of these incidents was classified as 'slight' on the severity scale the other incident although classified as 'serious' involved one vehicle. Both occurred c. 350m to the west of the site and therefore occurred away from the site access. Considering both this and the negligible anticipated trip generation to the site, it can be concluded the safety of the road network would not be impacted by the proposed development.
- 5.4 The site will be accessed via Hanover Farm via the existing access. No vehicular traffic will route through the village of Adstock. The proposed development will provide a total of 10 parking spaces for visitors and staff at the visitor centre. Buckinghamshire's parking standards suggest a total of 8 spaces for the proposed if classified as 'D1a: Exhibition Centre'. However, after discussions with the applicant and considering the nature of the development it is concluded that 10 spaces would be sufficient for the visitor centre based on the tour size. Additional room is available for further spaces if required. A total of 2 cycle spaces will be provided for the 140 sqm development in accordance with BCCs cycle parking guidance.
- 5.5 Trip generation has been calculated utilising a first principles approach given the specific nature of the proposals. This assessment shows that the development will produce 42 trips over a 12-hour period, with 11 in the peak periods. The impact on the operation of the road network would be negligible.
- 5.6 This Transport Statement (TS) has demonstrated that the proposed development will not have an adverse impact upon the local highway network, and that safe and suitable access is achievable via existing access arrangements. We would therefore encourage the highway authority to respond positively to this application.



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