Project Name:	Keysley Stores A & B, Monkton Deverill
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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Keysley Ltd of Keysley Farm to support an application to vary a condition (Condition 4) imposed on planning application W/08/00931/FUL to allow use of the agricultural stores to be used for general B8 (non-agricultural) storage. The site is location is shown in **Figure 1**.

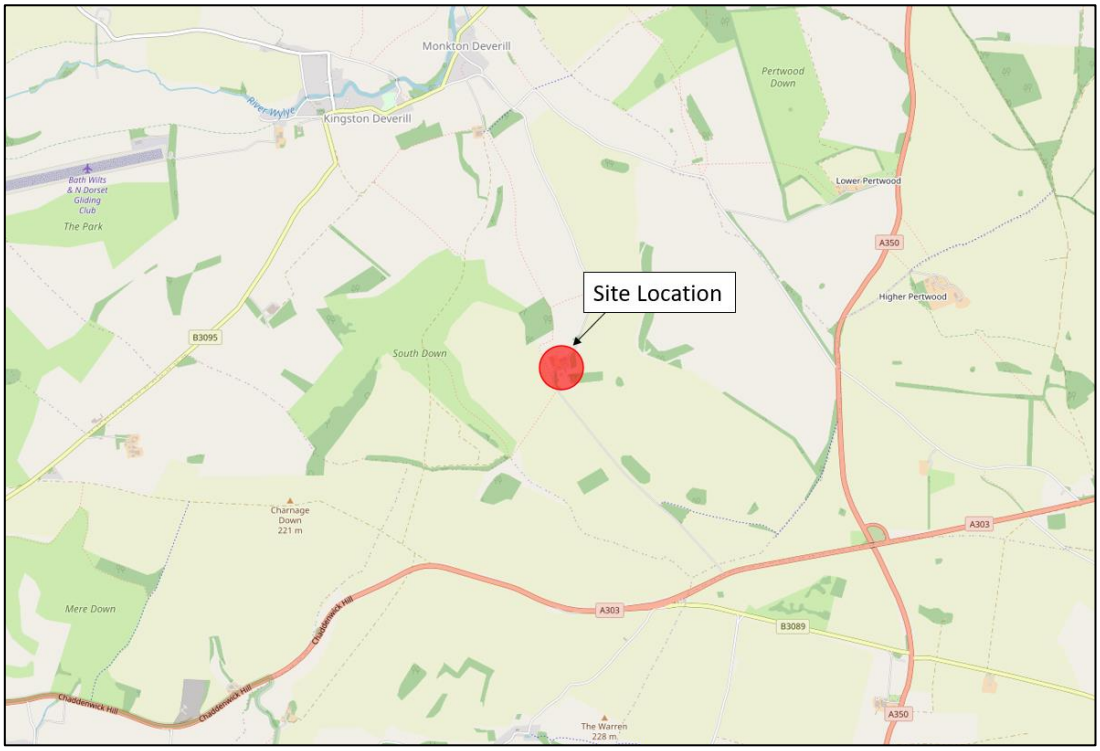

Figure 1: Site Location

Summary of Planning History

08/00931/FUL

1.2 In July 2008 planning permission was granted to expand the existing commercial grain store to facilitate the installation of the latest energy efficient drying and handling systems. What is now known as 'Store A' and 'Store B' were constructed as a result, for agricultural storage within the B8 land use class. It is these two stores which are subject to this application to vary the agricultural storage condition.

W/13/00172/FUL and 20/10288/VAR

1.3 In April 2013 planning permission was granted to convert the brick and flint former agricultural barns, last used as livery stables, into a wedding venue including accommodation, with provision of car parking on adjacent existing concrete apron and vehicular access from the A303.

1.4 In February 2021 permission was granted for the variation of conditions application for the removal of Conditions 3 and 4 and variation of Condition 5 of W/13/00172/FUL. All visitor parking associated with the wedding venue development is now confined within the designated parking area identified on the submitted plans.

W/13/00804/FUL and PL/2023/01370

1.5 In February 2014 planning permission was granted for the demolition of the previous 'Store A' and replaced by new stores with solar photovoltaic (PV) panels on two roof planes. The replacement stores are now 'Store C' and 'Store D'. In 2023, an application was successfully made to remove the agricultural restriction to storage use within Stores C & D (directly comparable to this application), and neither Wiltshire Council nor National Highways raised any objection.

Scope of Assessment

1.6 This TS will cover the following elements:

- The existing conditions;
- Personal Injury Accident (PIA) Data;
- Development proposals;
- Access arrangement;
- Parking;
- Trip generation; and
- Summary and conclusions.

2. EXISTING CONDITIONS

2.1 The application site is understandably rural in nature, situated on the West Wiltshire Downs circa 2.3km south of Monkton Deverill. Keysley Farm has a long established operation of grain production, comprising a 307ha arable farm with existing grain drying, cleaning and storage facilities. All four stores are located within the central yard of the farm, which provides sufficient space for HGVs to turn on site. Also located adjacent to this central yard is the wedding venue consented in 2013.

2.2 Keysley Farm is a working farm, with its existing access and heavy duty internal roads able to sufficiently accommodate large agricultural vehicles and HGVs. The stores are accessed from the southern driveway, with a junction with the A303. The bellmouth junction with the A303 is designed to accommodate requirements for two articulated lorries to comfortably pass. Visibility from this access points is uninhibited in both the primary and secondary directions.

2.3 The site is well supported by the A303, linking to Andover/the M3 and Exeter/the M5. The A303 also provides connections to the A350 and A36 (strategic roads). The A350 provides direct links to wider destinations such Poole and Warminster, whilst the A36 provides a link to Salisbury and Southampton.

2.4 Stores A and B each measure 28543 sqft (2,651.73sqm) and the existing conditions are demonstrated below in Photographs 1 & 2.



Photograph 1: Existing Conditions of site



Photograph 2: Internal conditions of Stores

Personal Injury Accident Data

2.5 To assess the existing safety conditions on the surrounding highway network, Personal Injury Accident (PIA) data has been obtained from CrashMap for the latest available 5-year period. The data is available for the period between 2017-2021. The PIA investigation is demonstrated in **Figure 2**.

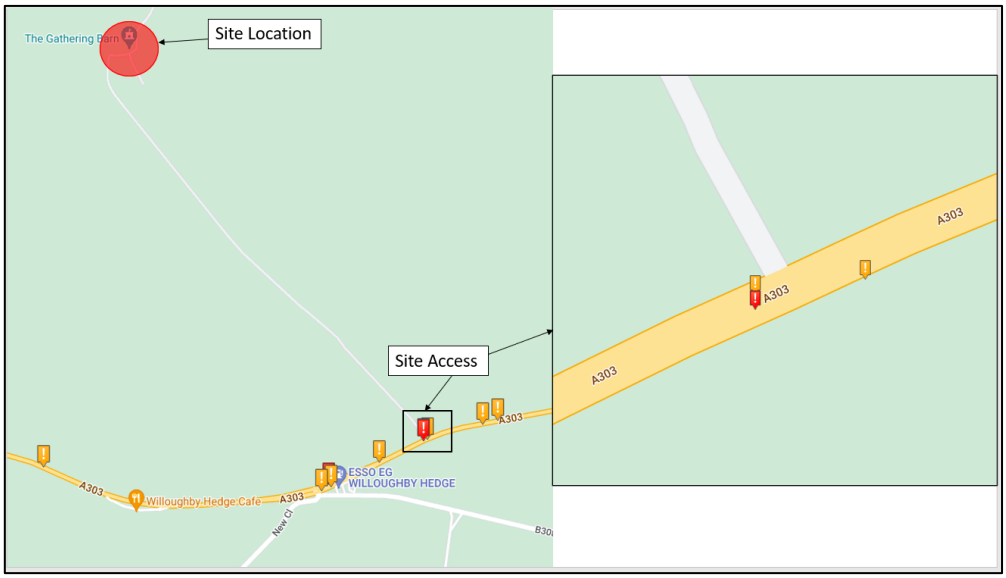

Figure 2: PIA Data (Source: CrashMap)

2.6 **Figure 2** shows that three incidents have occurred in proximity to the access of the site. Of which just 1 was classified as 'serious' in nature and the remaining were classified as 'slight'. Both of the 'slight' incidents included three vehicles, with one incident occurring in January 2017 and the other occurring in June 2017.

2.7 The 'serious' incident occurred at 06:40 on 21st October 2020. At the time of the incident it was raining, and the conditions of the road were wet. The incident involved an HGV vehicle turning right into the site access whilst a car proceeding eastbound along the carriageway collided with the HGV. The detailed report for this incident is included in **Appendix A**.

2.8 Over the latest available 60 month period, only 3 incidents have occurred in the vicinity of the site access. With the 3 incidents considered over the 60 month span, this averages as an incident every 20 months, which is modest considering the quantum of vehicles utilising the A303 on a daily basis.

3. DEVELOPMENT PROPOSALS

3.1 This application proposes to change the use of 'Store A' and 'Store B' from agricultural storage to B8 general storage. The internal floor area of the units would not be altered as part of this application, with 'Store A' and 'Store B' having a total Gross Floor Area of 5,303.46sqm.

Access Arrangements

3.2 Access to the site would remain unchanged from that already in operation, with access being from the A303. As previously outlined, this access does not have any impediments to visibility and is already of sufficient dimensions to accommodate the movements of large HGVs. No amendments to the consented access arrangements are proposed as part of this application.

3.3 Wiltshire Council (WC) as highways authority and the Highways Agency (at the time, now National Highways) were previously satisfied with the access arrangements being suitable for the commercial livery yard (Certificate of Lawful Use granted in 2002), the extension of the grain store (consented in 2008), the wedding venue conversion (consented in 2013), the redevelopment of the stores (consented in 2014) and the use of Stores C & D for non-agricultural storage.

3.4 The access road into the site would also remain unaltered and provides convenient passing points facilitating movements in and out of the site. The access road has good inter-visibility due to the straight alignment, thus minimising the opportunity for vehicle conflict on the single carriageway.

Car Parking Provision

3.5 Car parking has been considered against the Wiltshire Local Transport Plan Car Parking Strategy 2011- 2026. The required number of parking spaces has been assessed using the maximum parking standards, in particular Use Class B8: Storage and Distribution.

3.6 WC's standards explain that a storage building of this size would be required to provide a minimum of 8 car parking spaces and a maximum of 27 car parking spaces. Due to the rural setting of the site, the demand for parking is predicted to be relatively low, and not comparable to commercial storage warehouses located in industrial estate settings. No formal parking spaces are to be provided, however, as shown in Photograph 1 ample parking space is provided within the yard to accommodate the parking needs of the site.

4. TRIP GENERATION

4.1 This section of the report assesses the likely vehicular impact the proposed change of use could have on the operation of the local road network.

Existing Site Use

4.2 Given the specific nature of the current use, it is more appropriate to utilise site specific information than refer to TRICS database for the existing use of the site. The client has provided data on the number of HGVs accessing 'Store A' and 'Store B' between 2019-2022. The data provided by the client has been displayed in **Table 1**.

	Year				Average
	2019	2020	2021	2022	
Store A	705	750	980	808	811
Store B	558	755	988	880	795
Total	1263	1505	1968	1688	1606

Table 1: HGVs accessing the Stores between 2019-2022

4.3 As demonstrated in **Table 1**, the 'Store A' and 'Store B' combined average 1606 vehicles per year. This figure is the number of vehicles using the storage units, and therefore has been doubled to 3212 represent the number of vehicle trips (arrivals and departures) on the local road network.

4.4 Therefore, the existing site has an average of 3212 vehicle movements over a year, this equates to approximately 9 vehicle movements a day. When considered over a 12-hour period there would be 1 vehicle movement approximately every hour and a quarter. For robustness it is predicted that there would be 1 vehicle movement in both the AM and the PM peak periods.

4.5 Confirmation has been obtained from the client that these trips were not particularly seasonal, with the stores typically being filled from July-March with harvested produce and agricultural goods, and then produce being exported between July-February. As a result, whilst there would of course be some daily fluctuations in HGVs, there are generally HGVs accessing the stores on a daily basis throughout the year.

Proposed Site Use

4.6 To calculate the number of trips likely to be associated with the change of use to the development, a TRICS assessment has been undertaken. It is noted that this site is a farm diversification site and was not comparable to the TRICS datasets for Commercial or Self-storage Warehousing (which were all purpose-built industrial estate sites).

4.7 However, TRICS data was available for a similar site in a rural location, consisting of 2 units, with 10 parking spaces, 4040sqm of floorspace and used for warehousing. The parameters used for the comparable site are summarised below.

- TRICS (v.7.9.4)
- Mixed – Farm Diversification
- Sites in England and Wales (Excluding Greater London)
- Weekday Surveys only
- Sites with no Travel Plans

4.8 The results of the TRICS assessment are demonstrated in **Table 2**, with the full outputs in **Appendix B**.

	AM Peak Period (0800-0900)		PM Peak Period (1700-18000)		Total (12 Hour)
	Arrivals	Departures	Arrivals	Departures	
4040sqm TRICS Site	2	1	0	1	26
5303sqm Stores A and B	3	1	0	1	34

Table 2: Potential Trip Generation

4.9 **Table 2** demonstrates that for the proposed change of use to the site it is anticipated that it could generate 4 vehicle trips in the AM peak period, 1 vehicle trip in the PM peak period and 34 vehicle trips across a 12-hour period.

Net Impact Assessment

4.10 A net impact assessment has been undertaken to determine the likely impact of the proposed development in comparison to the existing site uses. The net impact assessment is provided in **Table 3**.

	AM Peak	PM Peak	Total (12 Hour)
Existing Site	1	1	8
Proposed Site	4	1	34
Net Impact	+3	-	+26

Table 3: Net Impact Assessment

4.11 Table 3 demonstrates that the change of use to the development could result in 3 additional vehicle movements in the AM peak period and no new vehicle movements in the PM peak period. The proposed site could generate an additional 26 vehicle movements across a 12-hour period. When considered over a 12-hour period, this equates to circa 2 vehicle movements an hour, i.e., one every 30-minutes. The local road network is considered sufficient to accommodate this increase in vehicle traffic. It should also be noted that these are total vehicle movements (cars, vans, HGVs) as opposed to wholly HGV movements associated with the current use.

4.12 This methodology of traffic assessment is wholly aligned with that found acceptable with the application to vary the use of Stores C and D earlier this year (PL/2023/1370), and therefore should remain acceptable.

4.13 Furthermore, when the cumulative impact of all four stores (A-D) being unrestricted B8 use is considered, this remains an acceptable and very modest impact in traffic terms with a collective 6 additional peak period movements on an average day (3 for A & B, 3 for C & D).

5. SUMMARY AND CONCLUSIONS

5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Keysley Store Ltd of Keysley Farm, near Monkton Deverill, to support an application to vary a condition (Condition 4) imposed on planning application W/08/00931/FUL to allow use of the agricultural stores to be used for general B8 (non-agricultural) storage.

5.2 The site is well located in relation to the local and strategic highway network. Parking has been considered against WC's standards and ample space is provided to meet the standards set out in the Wiltshire Local Transport Plan Car Parking Strategy 2011- 2026.

5.3 Access to the site would remain unchanged from that already in operation, with the primary access onto the A303. This access does not have any impediments to visibility and is already of sufficient dimensions and construction to accommodate the movements of large HGVs.

5.4 The proposed change of use to the site is anticipated to generate an additional 3 vehicle trips in the AM peak period, no new vehicle trips in the PM peak period and 26 vehicle trips

across a 12-hour period. The change of use of the development would therefore have a negligible impact on the operation of the local network.

5.5 This Transport Statement has demonstrated that the proposed development would have a negligible impact on the operation and safety of the local road network, and is directly comparable to the adjacent Stores C & D which were subject to a successful planning application for the same non-agricultural use ties earlier this year. We would therefore encourage WC to look favourably on this application in relation to highways.

Appendix A

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, October 21, 2020	**Time of Crash:**	6:40:00 AM	**Crash Reference:**	**202054A589220**

Highest Injury Severity:	Serious	**Road Number:**	A303	**Number of Casualties:**	2
Highway Authority:	Wiltshire			**Number of Vehicles:**	2
Local Authority:	Wiltshire (from 2009)			**OS Grid Reference:**	387424 133769
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Goods vehicle 7.5 tonnes mgw and over	13	Female	36 - 45	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

Appendix B

Site reference: HC-16-C-01 Survey date: 13/11/01 Day of week: Tuesday

Survey type: Directional
AM weather:
PM weather:
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity
Data proportions in %
Motor cars Motor cycles Public service
Light goods OGV (1) OGV (2)
Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 13	Dep 13	Totals 26	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	1	0	1	(1)
08:00-09:00	2	1	3	(2)
09:00-10:00	2	1	3	(3)
10:00-11:00	0	0	0	(3)
11:00-12:00	1	1	2	(3)
12:00-13:00	1	1	2	(3)
13:00-14:00	3	2	5	(4)
14:00-15:00	2	2	4	(4)
15:00-16:00	0	2	2	(2)
16:00-17:00	0	0	0	(2)
17:00-18:00	0	1	1	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00	0	1	1	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00	1	1	2	(0)
23:00-24:00	0	0	0	(0)

Vehicle Percentages for HC-16-C-01 Surveyed: 13/11/01 Tuesday