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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of a private landowner to support an application for a lagoon digester for the temporary storage of bio-fertiliser (digestate) for use on Keysley Farm, Monkton Deverill.

1.2 The bio-fertiliser (digestate) is used as a nutrient rich soil conditioner in place of raw manure or artificially manufactured fertilisers. The lagoon is necessary to allow a stock of bio-fertiliser (digestate) to be available on site, so applications can be made when ground conditions are suitable and to meet crop nutritional requirements.

1.3 The site location is shown below in **Figure 1**, with the site plan attached in **Appendix A**.

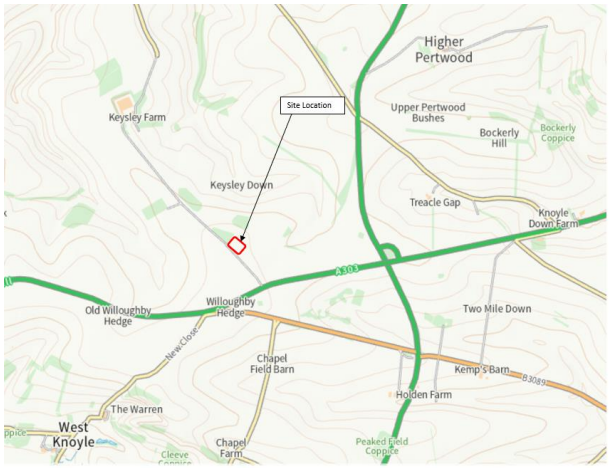


Figure 1: Site Location

Summary of Planning History

1.4 To fully appreciate the access opportunities and constraints associated with the site, consideration has also been given to the wider planning history in the locale, particularly given that the landowner for this application, is also the landowner for previous applications on site.

08/00931/FUL

1.5 In July 2008, planning permission was granted to expand the existing commercial grain stores that are located circa 1.5km further north of the proposed site. This was to facilitate the installation of the latest energy efficient drying and handling systems. Stores A and B were redeveloped as a result and fall within the B8 land use for agricultural storage.

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

1.6 In April 2013, planning permission was granted to convert the former brick and flint agricultural barns, last used as livery stables, into a wedding venue (including accommodation). Associated car parking was provided, with access to the site also via the private driveway serving the proposed site (and subsequently from the A303).

1.7 In February 2021, permission was granted for a variation of conditions application for the removal of Conditions 3 and 4 and variation of Condition 5 of W/13/00172/FUL in relation to the wedding venue application. All visitor parking associated with the wedding venue development is now confined within the designated parking area.

W/13/00804/FUL

1.8 In February 2014, planning permission was also granted for the demolition of the previous 'Store A' and replacement with new stores with solar photovoltaic (PV) panels on two roof planes. The replacement stores are now 'Store C' and 'Store D'.

2023 Applications

1.9 Paul Basham Associates have also assisted two further planning applications on Keysley Farm which would result in the agricultural stores being used for general B8 (non-agricultural) storage. Application PL/2023/01370 was approved in May 2023, whilst application PL/2023/05618 is awaiting a decision.

1.10 The location of the sites subject to the applications discussed in paragraphs 1.3 – 1.7 and in relation to the proposed application is demonstrated in **Figure 2** below.

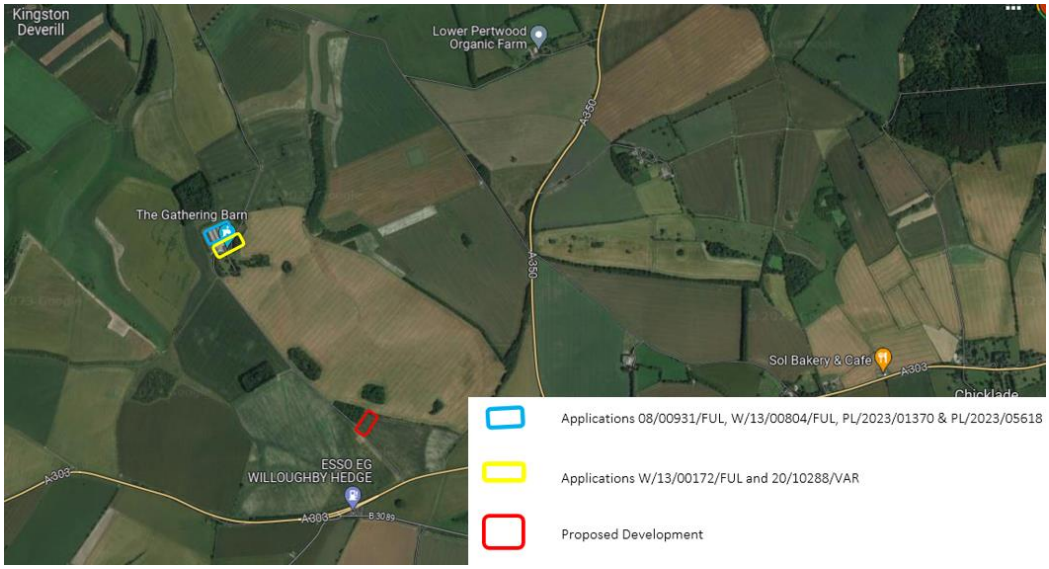


Figure 2: Planning History Location Overview

1.11 The remainder of this report will consider the existing conditions, development proposals, anticipated trip generation and access arrangements, before drawing conclusions.

2. EXISTING CONDITIONS

2.1 The application site, situated on the West Wiltshire Downs circa 2.3km south of Monkton Deverill, is, understandably, rural in nature. Keysley Farm itself, for which the site forms a small part of, has a long-established operation of grain production, comprising a 307ha arable farm with existing grain drying, cleaning and storage facilities.

2.2 Given the usage of the farm, and the application proposed, it is not considered that any further review of sustainable credentials is required, as per recent application approvals.

Strategic Road Network

2.3 The proposed site is situated circa 450m from the existing A303 junction. The A303 forms a key part of the strategic road network, linking to Andover/the M3 (to the east) and Exeter/the M5 (to the west). The A303 also provides connections to other strategic roads, namely the A350 and A36. The A350 provides direct links to wider destinations such Poole and Warminster, whilst the A36 provides a route between Salisbury and Southampton.

2.4 The location of the site in relation to the strategic road network ensures that the proposals would not have a severe impact on local villages and towns.

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 January 2017 - December 2021. The data is demonstrated in **Figure 3**.



Figure 3: PIA Data 2017 – 2021 (Source: Crashmap)

2.6 The data presented in **Figure 3** demonstrates that there have been 2no. incidents recorded at the site access/A303 junction, of which one was classified as slight and one classified as serious in nature. Whilst any PIA is regrettable, the low quantum of incidents compared to the number of vehicles passing through the junction given the arterial nature of the A303 is negligible.

2.7 The data, therefore, does not demonstrate any existing highway safety concern that would be exacerbated by the proposed development or pose a safety concern for future site users.

3. DEVELOPMENT PROPOSALS

3.1 Keysley Farm, upon which the proposed development site is located, is a working arable farm. The proposed development itself seeks to provide a lagoon which would be used for the temporary storage of bio-fertiliser (digestate), for use on Keysley Farm.

3.2 At present, the bio-fertiliser (digestate) is produced from an Anaerobic digester located some 56km west of the site, between South Petherton and Ilminster. The plant provides green energy in the form of biogas. Part of the process involves the production of an odourless digestate bi-product which can be used as a nutrient rich soil conditioner in place of raw manure or artificially manufactured fertilisers. The lagoon is necessary to ensure a stock of bio fertilizer is available on site so applications can be made when ground conditions are suitable and to meet crop nutritional requirements.

3.3 It is intended that once the lagoon digester is provided on site, vehicles will simply transfer the fertiliser east and westbound between Keysley Farm and Frogmary Green Farm, along the A303, to enable the land/farm owner to suitably attend to his crops with the nutrients required. Therefore, the proposals would result in significantly shorter travel times.

Access Arrangements

3.4 It is proposed that the immediate site itself will be served via an unbound track which runs west to east between the private driveway and additional fields. New accesses will be created along the track, suitable in accommodating the vehicles that would require access to the new facility. The existing track is demonstrated in **Photograph 1**.



Photograph 1: Internal Access Road

3.5 The track connects to the private driveway which also provides access to the main farm and grain stores. The junction is suitably wide to accommodate larger vehicles and currently operates as such. The junction of the access track and the private driveway is presented in **Photograph 2**, with the visibility from the junction presented in **Photographs 3** and **4**.



Photograph 2: Internal Junction





Photographs 3 and 4: Internal Access Road (Primary and Secondary Visibility)

3.6 The private driveway located to the west of the proposed site would remain as existing. Whilst the track is only suitable for one-way vehicle movements, passing points are located at convenient intervals for its duration. The straight alignment of the carriageway also ensures that inter-visibility is sufficient for oncoming vehicles to see one-another.

3.7 Access to the site from the A303 would remain unchanged from that already in operation. This junction is provided in the form of a bellmouth arrangement and is suitable in

accommodating the movement of large HGVs. The junction is demonstrated in **Photograph 5** with visibility demonstrated in **Photographs 6** and **7**.



Photograph 5: A303/Site Access Junction





Photographs 6 & 7: A303 Junction (Primary and Secondary Visibility)

3.8 It is also worth noting that Wiltshire Council (WC) as highways authority and National Highways were previously satisfied with the access arrangements being suitable for the previous applications on site, and most recently the change of use application for general B8 use (application reference: PL/2023/01370).

3.9 We therefore anticipate that these consultees will retain a positive outlook on this development.

4. TRIP GENERATION

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

Existing Traffic Movements

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 bio-fertiliser (digestate) vehicle movements which currently occur between Wyke Farm and Keysley Farm, for the period between 2021 – 2023. This contract is expiring and hence the movements will now occur between Frogmary Green Farm and Keysley Farm.

4.3 The data provided has summarised the total volume of bio-fertiliser (digestate) (tonnes) transferred between Wyke Farm and Keysley Farm for 2021, 2022 and 2023 (to date). The same quantum of digestate is anticipated to be transferred between Frogmary Green Farm and Keysley Farm.

4.4 Information has also been given regarding the size of HGVs currently completing this operation, for which vehicles are either tractors/tankers at circa 16t loads, or lorry tankers at circa 29t loads. The average vehicle size has then been used to calculate the trip generation. It should be noted that the client only anticipates 29t lorries to be used on the new contract, and therefore the below figures provide a robust assessment and trip generation is likely to be lower.

4.5 The data provided is summarised in **Table 1**, with the full outputs included in **Appendix B**.

	2021	2022	2023*	Total
Total Volume Applied (tonnes)	3,464.75	6,318.02	5,453.4	15,236.17
HGV Movements (based on average 22.5t vehicle)	154	281	242*	677

Table 1: HGV Movements (2021 – 2023)
*Year not complete

4.6 The data presented in **Table 1** shows that the annual movements for the current year (2023) are circa 242 vehicle trips. Given that this data typically relates to one movement (i.e. the arrival to Keysley Farm), the vehicle movements would need to be doubled to reflect both arrivals and departures. The revised data is presented in **Table 2** below.

	2021	2022	2023*	Total
Total Volume Applied (tonnes)	3,464.75	6,318.02	5,453.4	15,236.17
HGV Movements (one-way)	154	281	242	677
HGV Movements (two-way)	308	562	484*	1,354

Table 2: Two-way HGV Movements (2021 – 2023)
*Year not complete

4.7 With consideration to the two-way vehicle movements over a years' period, this equates to approximately 47 vehicle trips per month (2022), and currently 61 vehicle trips per month (2023). Both figures equate to between 1 – 2 trips per day on the road network. Information obtained from the client has suggested that circa 6,400 tonnes of bio-fertiliser (digestate) are anticipated by the end of 2023, and therefore vehicle trips are largely the same as 2022.

4.8 Confirmation has also been sought from the client regarding any seasonality that the proposed development generates. It has been confirmed that the bio-fertiliser (digestate) is predominantly delivered to Keysley Farm in the winter months, typically November - March. With consideration to the anticipated quantum of vehicle trips (circa 280 by the end of 2023), and that these typically occur for 6 months of the year, this equates to circa 94 two-way trips per month, or 3 two-way trips per day.

4.9 It is also important to note that the vehicle trips to the site are not necessarily new to the network, given that they currently occur from a different farm (Wyke Farm), they are instead transferred. Even if they were to be considered new to the network, the average daily quantum has been demonstrated to be negligible, and therefore presents no highway safety or capacity concerns.

5. SUMMARY & CONCLUSION

5.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of a private landowner to support an application for a storage lagoon for the temporary storage of bio-fertiliser (digestate) for use on Keysley Farm, Monkton Deverill.

5.2 The bio-fertiliser (digestate) is used as a nutrient rich soil conditioner in place of raw manure or artificially manufactured fertilisers. The lagoon is necessary to ensure a stock of bio-fertiliser (digestate) is available on site, so applications can be made when ground conditions are suitable and to meet crop nutritional requirements.

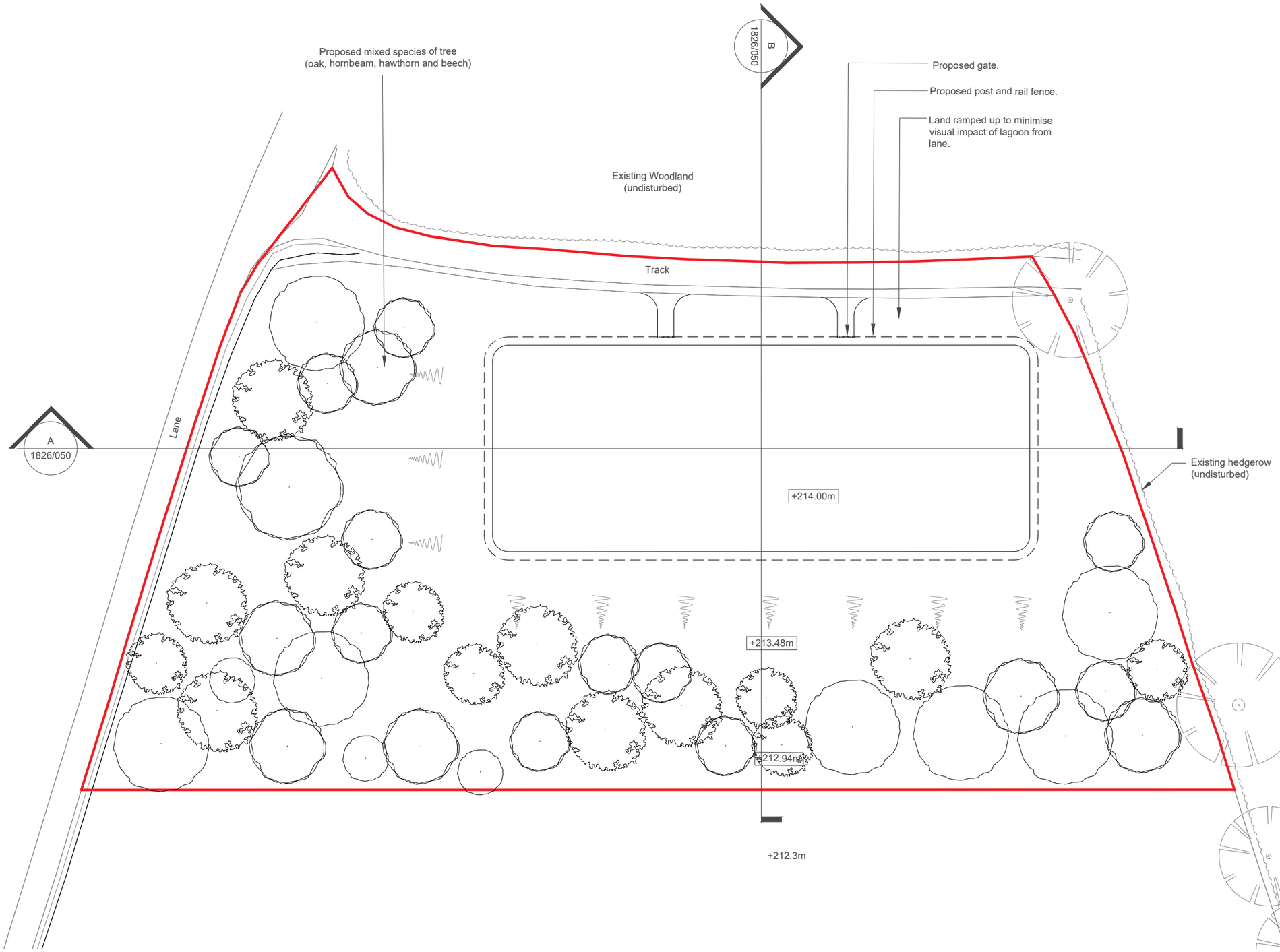
5.3 The site is well located in relation to the strategic road network, with the PIA data investigation also favourable towards the proposed development.

5.4 Access to the immediate site would be via an unbound track running west to east from the existing private driveway. The track is wide enough to accommodate large vehicles, with the junction onto the private driveway sufficient regarding visibility. The access onto the A303 will remain as existing, with the geometries sufficient to accommodate large HGV movements. This junction was considered acceptable to support a recent change of use application on site, and therefore it is anticipated that WC will continue to look favourably upon it.

5.5 Information has been obtained from the client to determine the existing and proposed traffic data. It is important to note that the vehicle trips to the site are not necessarily new to the network, given that they currently occur from a different farm (Wyke Farm), they are instead transferred. Even if they were to be considered new to the network, the average daily quantum has been demonstrated to be negligible, and therefore presents no highway safety or capacity concerns.

5.6 This Transport Statement has demonstrated that the proposed development would have a negligible impact on the operation, capacity and safety of the local road network. We therefore encourage WC to look favourably upon this development in relation to highways.

Appendix A



0 5 10 15 20 25 30 35 40 45 50 metres

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orme

Keylsey Farm

revision	drawn/check	date

title	Proposed Site Plan
date	23.05.23
scale	1:500 @ A3
drawn/checked	MLG/SC
drg	1826/003 rev *

Planning

Mill Farm Barns, Tuckers Lane, Baltonsborough, Glastonbury, BA6 8RH :: t 01458 445100 :: info@orme-architecture.com

Appendix B

KEYSLEY FARM

DIGESTATE VEHICLE MOVEMENTS 2021 - 2023

YEAR			**2021**	**2022**	**2023**
TOTAL VOLUME APPLIED			**3464.75**	**6318.02**	**5453.4**
AVERAGE HGV SIZE	**22.500**	**TONNES**	**154**	**281**	**242**

NOTES

HGV DELIVERIES COMBINATION OF TRACTOR/TANKERS AND LORRY/TANKERS

TRACTOR TANKERS 16.000 TONNE/LOADS

LORRY TANKERS 29.000 TONNE/LOADS