



RCC TOWN PLANNING CONSULTANCY



Site: Wyr Farm, Potterne, Devizes, SN10 5PU

Proposal: New beef unit comprising 2 x agricultural buildings, and temporary siting of mobile home for use as an agricultural worker's dwelling together with associated works, submitted as two separate applications as described in this statement.

On behalf of: Bodman Livestock Ltd

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TRANSPORT NOTE

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1.0 DEVELOPMENT PROPOSAL AND SITE CONTEXT

Development Proposal

- 1.1 This transport note covers the proposed applications for a new farmstead comprising;
 - a. Prior approval application for agricultural storage building
 - b. Full planning application for livestock building and associated works including siting of a temporary dwelling for an agricultural worker.
- 1.2 The land holding at Whyr is an existing parcel of 64 acres laid to arable, which the applicants rented for 8 years before purchasing in 2024. The site includes a small barn at the end of the track which has been used for storage of hay/ straw and agricultural machinery. The farm also includes 35 acres at Freith, 10 acres at Windsmere Farm together with a further 50 acres of rented land at Potterne.
- 1.3 The applicants have already commenced the beef unit on rented land (see Agricultural Justification) but now seek to make the unit more sustainable by establishing a larger, purpose-built unit on their own land based at Whyr Farm.

Site Context including local highway network

- 1.4 The site benefits from an existing established access onto Worton Road. It lies immediately adjacent an existing driveway access to 'Ware farm House' where it benefits from a wide visibility splay and ample space for turning vehicles. This point of access lies on the outer bend of a slight curve in the road which aids the provision of good visibility in both directions for egressing vehicles. This speed limit in this location is 30 mile per hour.



Figure 1 showing a vehicle egressing from the adjacent neighbouring driveway with good visibility in both directions and within the 30mph zone.

- 1.5 Worton Road links to the A360 in the north and is sufficiently wide to allow two vehicles to pass for the majority of its length. Where the road width is more restricted to allow the passage of larger vehicles, this road benefits from numerous passing places. However, it is far more convenient for most vehicles accessing Whyr Farm to do so from Worton High Street/ Cheverell Road.
- 1.6 The access into Whyr Farm lies just c. 65 metres from the junction with the High Street, at the western end of Worton Village. Both Worton Road and the High Street are c-classified roads. Worton Road meets the High Street on the outer apex of a 90 degree bend in the road where it affords a wide splay offering good visibility in both directions. At the point of access with Worton Road, Worton Road is sufficiently wide to allow two vehicles to pass safely



Figure 2: Shows the junction of Worton Road with the High Street, on the outer apex of the bend, filter lane and open visibility.

- 1.7 The High Street offers two traffic lanes allowing traffic to pass in both directions. In addition, there is a filter lane providing safe refuge for right turning traffic heading into Worton Road. The entirety of this junction also lies well within the 30mph zone with traffic calming as shown in the photograph below. The High Street links with the A360 in the south and the A361 to the northwest, providing good access to trunk roads.



2.0 TRAFFIC MOVEMENTS RELATING TO THE SITE

Existing traffic movements to and from the site

- 2.1 Existing land at Whyr Farm is managed as arable. Associated vehicle movements include:
 - approximately 60 movements per year to allow for ploughing, drilling and spraying by tractor towing appropriate machinery
 - 45 movements by tractor and trailer per year to remove harvested crops off site.
 - 100 movements by tractor and slurry trailer per year for slurry to fertilise the soil
- 2.2 The majority of these movements are between the site and Windsmere Farm, Worton situated off 'the High Street' further south.
- 2.3 In addition, there are currently vehicular movements between Windsmere Farm Worton and their rented site in Potterne via Worton Road. These would likely continue but taken from Whyr Farm instead of Windsmere, and at a reduced rate given the primary beef unit would be on the Whyr Farm site where the farm worker is to be based.

Proposed traffic movements to and from the site

- 2.4 As a result of this proposal, all of these activities would be contained on the site as machinery would be stored on site and carried out by the resident agricultural worker. and so would be offset from proposed movements. Whilst noting that the prior approval application relates to the storage building only, and thus, if it were to be constructed in isolation, movements would be very similar to existing, it is considered prudent to have regard to how the new farmstead (beef unit) as a whole is intended to function.

- 2.5 The beef unit is designed to be largely sustained by the surrounding land, with limited need to bring in additional bedding/ forage.
- 2.6 Proposed movements are identified as:
- Bringing in additional bedding/ forage needed and cattle movements together equate to c. 1 movement by tractor and trailer in and out once or twice a week. Worst case scenario is therefore only 104 movements per annum based on 2 per week
 - Once-a-month feed deliveries by lorry are anticipated so 12 per annum.
 - Waste would be in the form of solid waste which would be used directly on the land at the appropriate time. Excess waste would be removed from the site by contract to two local locations, accessed via the High Street/ Cheverell Road route onto the A360. This would equate to 30 movements per annum.
 - There would be some additional movements by car, largely restricted to the occupant of the temporary mobile home, though noting that this would effectively be a live/work unit with the agricultural worker not needing to travel out for work, and thus movements would far more limited than with an unrestricted dwelling.
 - A second worker would be needed in due course and this worker will likely travel to site daily by car.
- 2.7 The close relationship with Windsmere Farm, Worton which is located nearby, on the eastern side of Cheverell Road, to the south of Worton village towards Freith and the A360, means that some of the journeys would be between these sites only or would be trip-linked, such that they would not increase traffic along the stretch of Worton Road north of the site's access.
- 2.8 With most visiting vehicles being driven by the farm worker, this would increase the likelihood of journeys utilising the Cheverell Rd/ High Street route as it would be naturally favoured over the Worton Road option. Some visits to the resented holding in Potterne would
- 2.9 Most other visits to the farm would be by regular drivers, familiar with the local road network and who would be directed to approach the farm from the High Street/ Cheverell Road route.
- 2.10 It is thus concluded that whether the prior approval application is taken as an application in its own right or cumulatively, with both applications considered together as a fully functioning beef unit, the proposals would not notably increase traffic movements and in any case, it is demonstrated that those movements can be suitably accommodated by the local and wider highway network and would not result in an 'unacceptable' or 'severe' highway impact.
- 2.11 Of course, it is pertinent to note that these applications are for a new farmstead (and not a typical urban development) which, by necessity is located in the countryside, being a land-based rural business with access necessarily taken from the rural road network.

3.0 POLICY CONTEXT

- 3.1 The National Planning Policy Framework, republished in December 2024 provides the most up to date policy in terms of rural development and transport. Whilst Core Policies 60 – 64 of the Wiltshire Core Strategy provides some additional commentary, the requirements are not especially relevant to the nature of this development and pre-date the NPPF's stance.
- 3.2 Of particular note, Chapter 6 of the NPPF provides specific support for a prosperous rural economy. At paragraph 88 it sets out that (inter alia):
- 'Planning policies and decisions should enable:*
- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, new buildings;*
 - b) the development and diversification of agricultural and other land-based rural businesses; ...'*
- 3.3 Clearly, such rural based businesses are often necessarily reliant upon a rural highway network. This particular point is given further recognition in paragraph 89. Where it states at the start *'Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements'*
- 3.4 This proposal is for a land-based farming business synonymous with the countryside. The site is closely related to an existing village and is locationally relatively sustainable as far as farming businesses are concerned as noted in paragraphs 2.12 – 2.14 of the Planning Statement. Moreover, the proposal represents a sustainable development and diversification of an existing farming business, providing local employment and contributing to the rural and wider economy. Given that it has been demonstrated that movements would not differ significantly and that both the access and local highway network are adequate, it is not considered appropriate to resist this proposal on highway grounds.
- 3.5 Indeed Chapter 9 of the NPPF at paragraph 115 d) suggests cost -effective mitigation is only required for 'any **significant** impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety'. As noted above, this Transport Note has demonstrated no significant impacts.
- 3.6 Furthermore, paragraph 116. provides the most up to date assessment wording and clearly states that *'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, following mitigation, would be severe, taking into account all reasonable future scenarios.'*
- 3.7 Again, this Transport Note has given due consideration to the proposed vehicular movements and likely future scenarios, the local road network, the nature of the vehicular movements and the nature of the proposed development and concludes that the level nor type of vehicle movements would significantly differ from the existing, such that it cannot be reasonably concluded that the proposal would result in any severe or unacceptable highway impacts which may warrant a refusal of planning permission.

4.0 CONCLUSION

- 4.1 This Transport Note has confirmed the level and type of vehicular movements associated with the existing site and the proposed use, including consideration given to future scenarios. It has also set out details pertaining to the access, including visibility, the nearby junction with the High Street/ Cheverell Road and the local road network.
- 4.2 Having regard to the nature of this necessarily countryside-based proposal, and the existing fallback position, no significant harm to highway safety nor any severe highway impacts would result from this proposed development, which incorporates a live-work agricultural dwelling and has good access to the adjacent village of Worton and wider road network.
- 4.3 The Council's Highway Team are therefore politely requested to support this application.