

SUPPORTING STATEMENT

**IN RELATION TO A
PRIOR NOTIFICATION APPLICATION**

FOR PERMITTED DEVELOPMENT FOR AN AGRICULTURAL BUILDING

**FORMING PART OF:
LAND OFF THE BRAYDON ROAD
LEIGH
SWINDON
WILTSHIRE
SN6 6RQ**

**APPLICANT: MR RICHARD BAKER OF 17 DRYDEN PLACE,
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INTRODUCTION & BACKGROUND

The site known as the Land off the Braydon Road consists of 23 acres of permanent pasture which is currently used for forage production. Currently there is only an area of hardstanding in the northeast corner of the field. However, there is currently no building accompanying the land owned by the applicant, hence we are submitting a prior approval application for the erection of an agricultural building. The applicant is currently renting a building elsewhere to store hay bales and machinery, as further explained in this planning statement.

PROPOSAL

The applicant proposes to construct an agricultural building in order to store hay bales and agricultural machinery. The building will be of typical modern agricultural design being a steel portal frame building with a hardstanding floor, open on three elevations with the north elevation and roof clad with green metal box profile sheeting as seen on the elevation plans submitted with this application. The building will also be surrounded by hardstanding.

The building will measure 166.5 square metres with this being 18.5 metres (60 ft) long and 9 metres (30 ft) wide. The building will measure 5.5 metres (18 ft) to the eaves and 8.3 metres (27.2 ft) to the pitch. The building has been designed to accommodate modern agricultural machinery, being 5.5 metres to the eaves, this allows modern agricultural machinery such as a tractor or front loader to enter easily and stack hay without risk of damaging the roof. The size of the building is appropriate for the size of the holding.

The scale of the building is appropriate for its use. The building will predominantly be used for the storage of forage made off the land associated with the remainder of the property.

According to the Agricultural Budgeting and Costing Book 101st Edition, the floor area required for 23 acres of hay is as follows:

Hay Yield @ 86% dry matter= 3.2 tonnes per acre
23 acres= 73.6 tonnes
3.25 bales per tonne= 23 bales
Each bale= 5.5m³ storage requirements
23 bales= 126.5m³ (first cut only)
Second cut @ 40% yield= 50.6 m³
Third Cut @ 30% yield= 37.95 m³
Total 1st/2nd/3rd cut= 215 m³ in total for hay only

Therefore, the storage requirements for three hay cuts for the 23 acre field is 215 m³. The proposed building will have 666 m³ of usable space (bales will be stacked to 4 metres high, however, the measurement to the eaves is 5.5 metres to allow for adequate clearance space). Therefore, approximately 30% of the proposed agricultural building will be utilised for bale storage. 50% will be utilised for machinery storage, particularly tractor attachments eg mower, tedder, rake, baler. The remaining 20% is accounted for manoeuvring space in order to stack bales effectively.

AGRICULTURAL JUSTIFICATION

As mentioned in the introduction, there is currently no agricultural building associated with the property. As a result, the applicant is renting an agricultural building elsewhere in order to store forage produced from the holding as well as agricultural machinery which is not currently stored on the existing hardstanding on site. As a result, there is an agricultural need for an agricultural building to be located on site:

- **Efficiency:** Currently the applicant is storing and transporting the forage (hay bales) produced on site to and from the agricultural building rented off site. This is time inefficient due to increased farm vehicle movements. Additionally, the rent payable for the agricultural building currently rented by the applicant increases operational costs.
- **Sustainability:** Currently, the applicant must transport the hay bales to the off site rented agricultural barn, resulting in unnecessary fuel consumption and associated emissions. The provision of an on site agricultural building would significantly reduce the need for repeated journeys. In the current economic climate, fuel prices remain high and are subject to ongoing volatility, placing financial pressure on agricultural businesses. As a result, there is a clear need for farmers to minimise fuel usage where necessary. The proposed development would support this objective by reducing reliance on off site storage.
- **Reduction in vehicle movements:** Due to the applicant relying on off site storage, there are frequent tractor movements via the access points into the field parcel. The proposed building would allow for storage of bales and all associated operations to be conducted within the land associated with the holding. This would significantly reduce the number of agricultural vehicle movements onto the Braydon Road (B4696) and the Malmsbury Road (B4040).

- **Storing Agricultural Machinery-** The agricultural building will allow the machinery and vehicles to be stored within a building protecting them from the weather and elements. Storing the machinery and vehicles within a building is much more sustainable as this will prolong the life of the equipment due to protecting it from weather damage.

POLICY

The National Planning Policy Framework (NPPF) is supportive of a prosperous rural economy. Particularly, paragraph 88 specifically refers to “supporting a prosperous rural economy” and advises that policies should support the sustainable growth and expansion of all types of business and enterprises in rural areas and promote the development, diversification of agricultural and land based rural businesses. Hereby granting this application will allow for the sustainable expansion of a rural enterprise in line with para 88 of the NPPF.

Paragraph 11 of the NPPF sets out that the ‘presumption in favour of sustainable development’ is the key theme running through the document. This statement supports the application due to the proposal allowing for sustainable growth of a rural business. The proposed application allows the applicant to sustainably improve the holding through the reduction in farm vehicle movements and therefore lower carbon emissions due to on site machinery and forage storage.

Paragraph 115 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 would be severe. If the application is granted there will be a reduced impact on the local highways network due to the on site building reducing the need to utilise the highways network. The holding is agricultural and there will be a continued agricultural use, therefore this will not change the traffic type on the highways.

The Wiltshire Core Strategy was adopted in January 2015 and the policy is silent when it comes to agricultural development specifically. The document is out of date, however, relevant policies have been considered. The other policies that have been considered are:

- CP51: Landscape
- CP48: Supporting Rural Life
- CP61: Transport and New Development

The agricultural building is compliant with Part 6, Class A of The Town and Country Planning (General Permitted Development) (England) Order 2015. The agricultural holding is larger than 5 Ha and therefore prior approval must be sought.

SITE SPECIFIC CONSIDERATIONS

Access

There are two existing access points into the holding that are already utilised by agricultural machinery; one from the Braydon Road (B4696) and a second access from the Malmsbury Road (B4040). The access via the Braydon Road (B4696) is predominately used due to this being the better access out of the two. The Braydon Road (B4696) access is preferred due to having a well-maintained track comprised of concrete as well as being bell-mouthed allowing for better visibility. Therefore, this access will be the preferred access for this application. The Braydon Road (B4696) access is marked on the site map in brown.

The grass verge on the access via the Braydon Road (B4696) is owned by Wiltshire County Council. This will be reflected in the application form and Ownership Certificate B will be served on Wiltshire County Council.

The below photo shows the preferred access on the Braydon Road (B4696)



Photo 1- Preferred access into the site on the Braydon Road (B4696)

Public Rights of Way

No public rights of way will be impacted as a result of the building.

Highways

The access onto the Braydon Road (B4696) and the access onto the Malmsbury Road (B4040) are existing accesses with an existing agricultural use.

Visibility splays have been provided to support the application. It should be noted the distance between the centre of the access on the Braydon Road (B4696) and the centre of the junction is 40 metres. In addition, the vehicles utilising the access will be strictly agricultural (this access

has historically and currently been utilized by agricultural vehicles and machinery. Therefore, there is no change of use on the site or access).

There is no explicit legislation stating a minimum distance from an agricultural access to a junction. However, the standards for highways document CD 123- Geometric Design of at-grade priority and signal-controlled junctions makes several suggestions in relation to the design of junctions. The document doesn't impose a minimum distance between an agricultural access and a junction. However, paras 2.28 to 2.31 state direct access's shall not be made on trunk roads (eg motorways, all purpose dual three-lane carriageways, overtaking sections etc). The current access is not on a major road and it is an existing access. Section 3 of the document focuses heavily on stopping sight distance, junction visibility and driver perception. This section suggests highway safety is determined primarily by visibility not a pre-determined minimum distance from a junction.

In conclusion, document CD123 does not explicitly state a minimum distance between a junction and farm access. However, the document analyses accesses by referencing visibility and operational safety. The access is bell-mouthed offering maximum visibility. Additionally, this access has always been in agricultural use and has never historically deviated from this use.

As previously outlined, the building will reduce the number of vehicle movements into the site due to the applicant no longer requiring the off site agricultural building for storage. Therefore, all operations can be carried out within the holding significantly reducing the number of agricultural vehicle movements on to and off the public highways adjoining.

The images below show the current visibility.



Photo 2- Visibility to the south



Photo 3- Visibility to the north

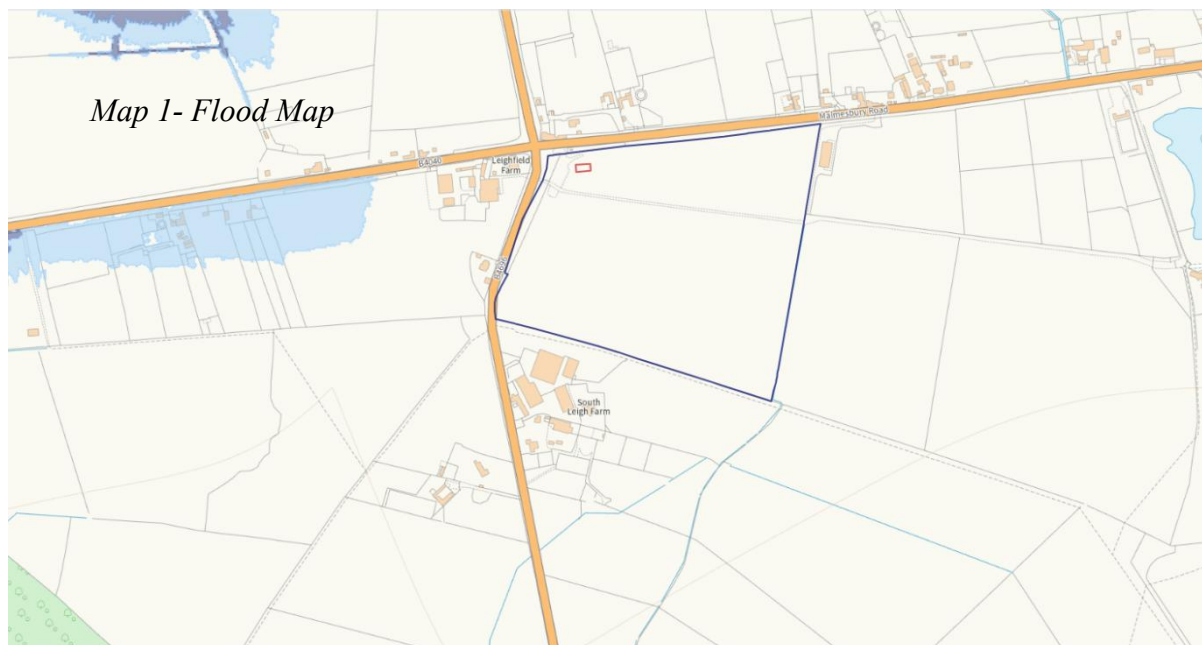
Landscape

Currently, both the northern and western field boundaries have established hedges in place. Therefore, the building will be sufficiently screened by existing hedges (hedges and screening are marked as green on the site plan).

The site is not within an SSSI, National Landscape or close to a scheduled monument. The site is within a Nitrate Vulnerable Zone (NVZ) however, the proposed agricultural building will not impact the NVZ.

Flood Risk

The site is not within a flood Zone as seen on Map 1 below:



Environmental Issues

There will be minimal environmental impact as the building will be located on land that has already been compacted due to repeated tractor movements along with hardstanding in place as well. On the contrary, the building will have environmental benefits as it will prevent any further soil erosion and compaction. To further this, the agricultural machinery and forage will be stored in a building and protected from the elements. This will therefore minimise run off and will result in the building having an environmental benefit. Additionally, the building will reduce fuel consumption due to there no longer being the need to rent the off site building and therefore reducing carbon emissions.

CONCLUSION

To conclude, an agricultural building located on site will greatly benefit the holding as this will increase efficiency, reduce fuel consumption and reduce farm vehicle movements into the holding due to the majority of operations being undertaken within the site. All of the above is supported within national and local planning policy. The application is compliant with Part 6, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015.