

ENVIRONMENTAL SERVICES DEPARTMENT  
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Our Ref: PT/G197.001/Eastrop  
Your Ref: AS/mj/Eastrop Farm Project

3 January 1997

Dear Sirs

Mineral Planning Application - Eastrop Farm, Highworth

I refer to your letter dated 19 December 1996 and note the proposal you are considering.

Whilst the site is wholly within Wiltshire certain of the access roads associated with it very quickly pass to adjoining counties; the A361 north soon crosses the Wiltshire/Gloucester border, and the B4000, B4508 and the B4019 pass the border into Oxfordshire. You should extend your consultations to embrace these authorities as I am sure that they might both wish to make representations on the application. I do not envisage the DoT having any concerns. My comments will be restricted to those lengths of highway for which this council is the highway authority.

I note that the site has road frontage both to the B4000 and the B4019, but that you are presuming an access will be formed to the B4000. Although you mention that the proposal could generate some 55 traffic movements per day you do not furnish any information regarding the likely directional movements of the lorries. I presume that the main market for the mineral will be Swindon but you may have aspirations to market further afield; I would be grateful if you could let me have more details because I believe that the poor quality of certain lengths of the potential haulage routes, i.e. B4508 justify consideration of invoking restrictions on movements.

Without prejudice to the foregoing and in the event that no overriding objection is offered on highway grounds, I would suggest that if an access is to be constructed on the B4000 it should take the form of a priority junction, preferably with a ghost island, and staggered by 50m to the south east of the golf course access; alternatively the junction could be sited about 75m to 100m to the north of that access. The junction should be sized to accommodate the largest lorries likely to use the site, with radii at the bellmouth of 20m. Visibility should be provided from a set back distance of 9m, with a major road distance of 160m (assuming 85th percentile speeds to be 85 kph). Highways Agency document TD 42/95, Geometric Design of Major/Minor Priority Junctions, gives detailed design advice.

When I have received further information from you in respect of the likely directional movements of the lorries, I shall give further consideration to the need to address the issue of the off-site improvements and/or the restriction of vehicle movements. It would be useful if you could also indicate the extent of the land ownership of Eastrop Farm. I am not able to supply you with any standard forms of routing agreement as each case has to be dealt with on its merits; you will be aware of the advice contained in MPG2, para 79, and the Salvesen/Derbyshire CC appeal.  
I look forward to hearing from you in due course.

Yours faithfully

pp N J Samuel  
Group Manager, Development Control