



FACSIMILE

TO Geoff Winslow

COMPANY Wiltshire County Council

FAX NO 01225 713437

COPIES TO David Hogan, Atkins - 0117 372 8100

David Rose, WCC - 01225 713400

John Hale, Allance - 01299 829471

FROM James Bevis

DATE 14 August 2002

REF 866

NO OF PAGES (inc cover) 2

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GILES LANE, LANDFORD

Dear Geoff

I write with regard to the transport/highways issues relating to the proposed development of a material recycling facility on the above site. A review of the existing operation and net impact of the A36/Giles Lane junction has been undertaken and was set out in a report issued under cover of my letter dated 5 August 2002.

Following the issue of this report I would like to clarify a couple of points that should assist in considering the application. The first (key) point is that my client is prepared to accept a condition on any consent that the landfill operation on the site will cease prior to commencement of the material recycling facility operation.

As you know, the landfill operation has a licence for 35 HGVs per day. The material recycling facility would require a licence for 31 HGVs per day. The condition suggested above would ensure that there would be no increase in vehicle movements to and from the Giles Lane site.

On this basis the new operation could not have an adverse impact on the safety of operation of the local highway network. Indeed, there would be a decrease in the total number of vehicle movements that should have a net benefit in terms of safety.

A second point was also raised in a subsequent telephone conversation with David Hogan who is responding on behalf of Sue Batson on this issue. As set out in the report, necessary visibility standards can be achieved within highway land at 2.4m back from the stopline at the A36/Giles Lane junction. Guidance on the geometric design of major/minor junctions is set out in TD 42/95 (rather than TD41/95, which relates to new/direct access points to general purpose trunk roads). This guidance allows for a relaxation to 2.4m in 'exceptionally difficult circumstances'.

V:\Giles Lane, Landford\0814\wslow.doc

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Therefore, the existing provision at 2.4m provides a safe arrangement in this instance and therefore any objection on safety is not supported by guidance. As traffic flows can be decreased by the development there is no adverse safety impact.

I trust that this clarifies this issue and overcomes the concerns regarding safety. I would be happy to discuss any comments that you or, by copy of this fax, the other recipients may have on this matter.

Regards

A handwritten signature in black ink, appearing to read 'James Bevis', with a stylized flourish above the name.

James Bevis



Alliance
Environment & Planning

Facsimile

TEL:01299 824871 FAX 01299 829471

To: Geoff Winslow

From: John Hale

Fax: 01225 713437

Pages: 1

Phone:

Date: 14 August 2002

Re: Giles lane

CC: George Farwell

Urgent

☐ For Review

☐ Please Comment

☐ Please Reply

☐ Please Recycle

• Comments:

Dear Geoff,

Further to the comments from WSP regarding the highway impact of the proposed development, we would suggest that a more appropriate condition that could be readily monitored and enforced would be to limit the vehicle movements over the two combined activities to that of the current landfill operation namely 35 / day (one way) until such time as the landfill permission expires and thereafter to 31 per day. This will result in the net reduction referred to by WSP.

We would suggest that this form of condition with a specific reference to total vehicle movements is more readily monitored and enforced than the suggestion by WSP.

I trust you will find this an acceptable alternative proposal and look forward to receiving a copy of your report to committee.

Yours sincerely,

J A Hale

Director

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16 NEW STREET, STOURPORT-ON-SEVERN, WORCS. DY13 8UW

Doel, Sam

From: Pethen, Will [will.pethen@highways.gsi.gov.uk]
Sent: 14 August 2002 15:56
To: 'samdoel@wiltshire.gov.uk'
Subject: GILES LANE, LANDFORD



DC839HA2.doc

Dear Madam,

Please find attached the Highways Agency's response to the report produced by WSP Development regarding the above junction.

In a fax sent this afternoon to Geoff Winslow of Wiltshire County Council, James Bevis of WSP states that "guidance on the geometric design of major/minor junctions is set out in TD 42/95... [and] allows for a relaxation to 2.4m in 'exceptionally difficult circumstances'". This is in fact not the case as this proviso only applies for 'simple junctions'. The junction of the A36 and Giles Lane does not fit the definition of a 'simple junction' as it has a ghost island on the major road.

Yours faithfully,

Will Pethen

<<DC839HA2.doc>>

Department of Transport, Local Government & Regions

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Our ref: SU 273 194
Your ref: S02.00594

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Environment Services Department
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Wiltshire
BA14 8JD

Direct Line: 0117 372 8945
Fax: 0117 372 8238

14 August 2002

For The Attention of Mr G Chequer

Dear Sir

**TOWN AND COUNTRY PLANNING ACT 1990
INERT MATERIAL RECYCLING FACILITY AND WASTE TRANSFER STATION,
GILES LANE INDUSTRIAL ESTATE, GILES LANE, LANDFORD, WILTSHIRE**

We refer to the report produced by WSP Development dated 5 August 2002, which has been commissioned by G Farwell Ltd to undertake a review of the access arrangements of Giles Lane with the A36 trunk road and which has been forwarded to us in support of the above application.

The report has been prepared for the purpose of demonstrating that the development will not have a detrimental effect on safety at Giles Lane.

There are two main concerns which we have with the existing physical layout of the junction which could affect safety and neither of which has been adequately addressed by the report.

The first issue relates to the existing visibility, which is substandard with relation to traffic flow levels on the minor road. TD 41/95 Vehicular Access to All-Purpose Trunk Roads states in paragraph 2.21 'Normally, an 'X' distance of 4.5 metres shall be provided for a direct access where use in the design year is forecast not to exceed 500 AADT. The choice of set back distance is related to the forecast traffic using the access. For lightly used accesses, for example those serving a single dwelling or a small cul-de-sac of a half dozen dwellings, then the set back 'X' may be reduced to 2.4 metres.

The trip generation for six dwellings would be approximately 42 to 60 trips per day. Although details of daily traffic movements on Giles Lane generation are not available they are likely to be in the order of 500 or more. The appropriate standard for this level of minor road traffic flow is therefore TD 42/95 Geometric Design of Major/Minor Priority Junctions and the appropriate set back 9.0 metres with a visibility of 160 metres (paragraph 7.6c).

The second issue relates to the size of the corner radii between the minor road and the trunk road. Where large vehicles comprise a significant proportion of the turning movements, use of a compound curve is recommended (TD 42/95 paragraph 7.17) which approximates to a radius slightly larger than a 15 metre radius.

The existing radius is less than 5 metres and therefore large vehicles overrun the opposing traffic lane when turning either in or out of the junction.

We are therefore concerned that the existing layout is substandard and not adequate to provide safe access to the existing level of traffic which is at present using the Giles Lane Junction and we therefore wish to sustain our objections to the present development proposals.

Yours faithfully

Mrs Sue Batson
Operations Directorate
E-mail: sue.batson@highways.gsi.gov.uk

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GILES LANE, LANDFORD

Dear Geoff

I write further to my fax earlier today and in response to Sue Batson's letter to Mr Chequer of today's date.

This letter sets out a number of points and sustains the Highways Agency's objection to the development proposal. However, this fails to fully consider that this is an existing junction that does not have an adverse safety record and that the development proposals offer the opportunity for a reduction in the volume of traffic using the A36/Giles Lane junction.

As set out in my letter this morning, the appropriate design guidance to apply is TD 42/95. Although there is a desire in this guidance to provide visibility at 9m, it clearly sets out that in difficult circumstances a set back of 2.4m is acceptable. This is provided at the existing junction.

As set out by John Hale at Alliance, any consent can be conditioned so that the traffic generation of the start up of the recycling facility and the close down of the landfill will not exceed the existing HGV licence for the landfill operation. In due course, the landfill operation will cease and the HGV licence for recycling facility will result in a net decrease in traffic movements.

Therefore, this ultimately offers the opportunity for a reduced level of traffic through this junction. Therefore irrespective of the standard of the existing junction, on the basis that the Highways Agency has safety concerns at this junction, I cannot understand why they do not wish to take the opportunity to reduce traffic flows at this junction (and alleviate this concern). It is perverse to refuse an application that reduces traffic flows on the grounds of safety if all other factors remain the same.

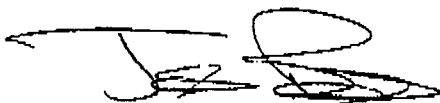
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I trust that you will take into account the above in considering the application. I would be happy to discuss this in further detail if you have any comments or queries on the above.

Regards

A handwritten signature in black ink, appearing to read 'James Bevis', with a stylized, cursive script.

James Bevis