



Chiseldon Parish Council

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Since Earthline started operation out of the site at Wroughton Airfield, Chiseldon Parish Council have received a large number of complaints from members of the public, and on occasions it has been included in planning meeting agendas, it has raised a large amount of interest from members of the public.

As a result Chiseldon Parish Council objected to the planning applications S/20/0285, S/20/0286 & S/LDE/20/0507, having reviewed the planning applications.

Hodson Road and New Road in Chiseldon is now receiving counts in excess of 50 Earthline lorries and supporting vehicles per day on these B roads. New Road particularly is not suited to such volumes of HGV's. The houses that closely border this road are mostly over 100 years old and cannot withstand the vibrations that these vehicles are causing. We are receiving reports of cracks appearing in properties. New Road only has a pavement on one side and there is great concern over HGV's passing each other and mounting the pavement or encroaching on the front parking areas of these properties. Private vehicles are parked on the road in New Road due to lack of off-street parking and this makes the passing of 2 HGV's even more problematic, their lorries also have issues going round the Patriot pub round-about between New Road and Hodson Road causing other traffic to stop. There are concerns over pedestrian safety. Further afield, the T junction at Burderop Barns (Toll House) is also too narrow to allow HGV's to turn right. They are frequently crossing to the other side of the road to successfully make their turn.

If the appeal is allowed, we would request that a condition is applied so that the HGVs and other support vehicles do not use the access to the south of the site out towards Priors Hill accessing the B3005 for the following reasons:



1. *Use of the southern route would take 50+ HGVs per day along to the B4005 through Chiseldon (Hodson Road & New Road) or through Wroughton (Brimble Hill/ Marlborough Road). The Chiseldon route would take HGVs past the Toll House Burderop Barns junction which necessitates HGVs using both lanes of the road in order to make the turn from Brimble Hill at Burderop into Hodson Road.*
2. *The Prior's Hill route through Wroughton is also unsuitable to HGV traffic for the reasons listed above.*
3. *Chiseldon sits within an AONB and the 2000 Countryside and Rights of Way Act, section 85 has a duty by the relevant authority to "have regard to the purpose of conserving or enhancing the natural beauty of" AONB's when coming to any decision relating to or affecting land within these areas. The Parish Council believe that granting permission on these applications and allowing the volume of HGV's to move through Chiseldon would contravene this act. The NPPF states in section 115, that "Great weight should be given to conserving landscape and the scenic beauty.....The conservation of wildlife and cultural heritage are important considerations". We refer to point 4 below regarding Chiseldons' heritage.*
4. *Chiseldon Conservation area is within the HGV route currently used (Hodson Road and New Road) and contains listed buildings, including No27 Turnball, a Grade II listed toll house from 1814. Damage should not be allowed to occur to the historical and/or listed buildings along this route. Please refer to the "Chiseldon Conservation area appraisal and management plan" document drawn up by SBC in 2009.*
5. *It appears that the Uffcott entrance gives the HGV drivers the best line of sight and the most appropriate access onto the A436. As this is a narrow single track road and unsuitable at present we request that if planning permission is granted, a condition applied that the Uffcott entrance/ exit is the only entrance which should be used with passing places to be installed (at the cost of Earthline)*
6. *The North Wessex Downs AONB document "Development Chapter 7" page 79 item 7.37j "Key Issues" notes the Airfield site particularly as being a threat to landscape quality and heritage assets:*

Unsuitable development of redundant previously developed and part-developed sites within the North Wessex Downs, especially redundant airfields and military sites (e.g. as at Wroughton), and the impact upon landscape quality and heritage assets.

Page 74 item 7.12 also states:

7.12. *When preparing plans and planning applications, those responsible should make reference to:*

- *The North Wessex Downs AONB Management plan*
- *Relevant AONB Position Statements and Guidance Notes;*



- *The North Wessex Downs Integrated Landscape Character Assessment; and*
- *The Historic Landscape Character Assessment.*

In conclusion, if Planning Inspectorate decide to allow the appeal, it should include a statement that no access should be allowed via the B3005.

