

Ward Cllrs from Wroughton and Chiseldon response to the Government Planning Inspectorate in relation to the Earthline planning appeal

The Planning Inspectorate, Room 3A Eagle Temple Quay House 2 The Square Bristol BS1 6PN

Re: Planning Inspectorate Reference: APP/U3935/C/20/3261411 (SBC Reference

EN/20/0600 DEV) Without planning permission the construction of two storey modular office block, extension to existing hangar L6, vehicle weighbridge and ancillary ramp, HGV refuelling area, vehicle washdown area, areas of hardstanding and aggregate stone.

And: Planning Inspectorate Reference: APP/U3935/C/20/3261412 (SBC Reference

EN/20/0187 USE) Without planning permission the use of the site for: Use Class B1(a) (under the Town and Country Planning (Use Classes) Order 1987), office use; as a HGV fuelling area including fuel/oil separating; as a HGV wash down area; as a HGV parking area; for HGV maintenance and repairs; and, for Use Class B8 (under the Town and Country Planning (Use Classes) Order 1987), storage and distribution. At: Hangars L6 and L7, White Horse Road, Wroughton, Swindon, SN4 0QZ

Please note that Councillor Cathy Martyn declares she has a personal interest as she lives on Marlborough Road, Wroughton.

Please accept this response as the formal, joint response of Councillor Cathy Martyn & Councillor Brian Ford, both of Wroughton & Wichelstowe Ward, and Councillor Jenny Jefferies and Councillor Brian Mattock both of Chiseldon & Lawn Ward, all elected members of Swindon Borough Council, to the following:

We have had many emails from residents of both wards about the impact of the Earthline HGV movements on their homes and their lives. We all support the reasons for the refusals and the subsequent enforcement actions of these Earthline applications. We wish to make it absolutely clear that we object fundamentally and wholly to Earthline's operations being allowed to continue for the following reasons:

- The safety and noise intrusion suffered by the residents as up to 50 Earthline trucks use the B4005 twice a day early in the morning on their way out and returning to their site every evening on the old airfield via the back entrance of Wroughton Airfield which passes at Langton Park & Thorney Park, Alexandra Park off Comet Way, Burderop Barns off the

B4005, Hodson Road (B4005) Chiseldon, and Brimble Hill & Marlborough Road (B4005) Wroughton.

- Laws exist to protect AONBs. Earthline's unauthorised use of the site within the North Wessex Downs AONB in contravention of planning laws causes harm to this protected environment.
- Earthline's HGVs create a lot of noise and pollution when they pass homes on the B4005 in both Wroughton & Chiseldon. Many of these homes are historic at 200+ years old and they directly front the road. Many of those were built without foundations, and residents are extremely concerned that having 50 HGVs passing so close to their houses, causing them to vibrate, will cause irreparable damage to their homes. The B4005 passes through a corner of Wroughton's Conservation Area. HGVs leaving via Chiseldon must pass through a tight T-junction at Burderop and they have to slow down or speed up when turning into or out of the Hodson Road.
- The extreme noise pollution of up to 50 flat-bed trucks with their engines droning and revving at 6 a.m. is extremely intrusive and unhealthy.
- 50 HGVs using the narrow, local roads twice daily, 5 days a week is causing these roads to deteriorate fast, causing potholes, which in turn increase the noise level for residents. Residents report that sometimes they travel as single trucks but usually there is a convoy of 6 or 7 together, often with only a truck length between them.
- Residents have reported that from 0630 onwards they cannot sleep due to the noise from EarthLine lorries going over the speed bump on Comet way. They describe the volume of vehicles before 0700 as 'quite staggering and frankly antisocial' and 'I have got up and gone to count vehicles and on average between 20 and 30 are passing before 0700!' and 'Our property shakes with this heavy traffic. Concerned about the damage this will cause.'
- Residents are concerned at the increased risk of a serious accident or fatality due to the speed and volume of trucks travelling through our narrow, local roads. There is only a single, very narrow, pedestrian footway for much of the length of the B4005, which is, itself, a very narrow road with speeds of between 30mph – 50mph along the rural stretches. This brings 50 Earthline HGVs into very close contact with cyclists on the road and pedestrians on the narrow pavements twice every day.
- The public post-box on the B4005 at Burderop is positioned approximately 20m along Hodson Road, but there is only a narrow grass verge to access it which requires walking extremely close to oncoming traffic, and it's very frightening to have to walk this close to up to 50 HGVs in order to post a letter.
- HGVs and larger vehicles have difficulty negotiating the T-junction at Burderop, as they need to take the opposite carriageway as well as their own in order to get around the corner, and they have to do this blind, sometimes having to mount the pavement, clearly dangerous for pedestrians and cyclists and causing a build-up of traffic behind the offending truck.

- HGVs also have difficulty negotiating the blind bend above The Pitches and the narrow carriageways on the lower end of Marlborough Road, often entailing mounting the pavement or waiting in the road to allow oncoming vehicles to pass before they can proceed.
- SBC has recently acknowledged the unsuitability of using the B4005 for redirection of traffic while the works are taking place around J15 which recognises that the B4005 is not suitable for heavy and consistent volumes of traffic, and has also recognized that the B4005 is unsuitable for construction traffic, such that the construction route for the Bellway development (land east of Marlborough Road) has been agreed as from M4J15 via Marlborough Road Swindon & Pipers Way, Swindon Road, Moormead Road, to get into the lower end of Marlborough Road.
- There is a BT Openreach ground chamber close to the potential access via Red Barn. This was originally sited in the grass verge. The verge has now been eroded by Science Museum site traffic and therefore the chamber is now to the side of the main roadway and at great risk of damage.