

Dear Ms Wilson

Thank you for your email dated 2 April 2019, along with copy documentation in relation to the above.

I very much regret that I am no longer able to attend the hearing as I wished owing to work commitments. I shall therefore have to rely on my representations as submitted against the plan. These seek a clear policy basis against which mineral operators can be required to contribute towards any necessary highway improvements and ongoing maintenance towards wear and tear, to be consistent with National Policy which requires development to address its own impacts.

That said, when the Inspector undertakes his visit to the area, I should be very grateful if he could please drive along the C124/C116, i.e. the road that runs east of the A419 towards the village of Kemsford and then at Kemsford to follow the road past RAF Fairford to Whelford. In doing this, I would like the Inspector to note the following:

- The over bridge off the single movement exit off the A419, which was required by the Inspector to be built to the standard of a dual movement access, so that it could be readily upgraded with comparatively simple and inexpensive works
- The nature and condition of the road
- The existing minerals operations at
  - Eysey Manor
  - Whetstone Bridge Farm
  - Roundhouse Farm
  - The site at the entrance to Whelford
- The proposed/allocated mineral sites at:
  - Alex Farm encompassing a large area south of Latton and straddling the road around the two sets of lights
  - Cox's Farm, which is the large farm to the east of Marston Meysey running towards Kemsford
- The Village of Marston Meysey, which uses this road as one of the main routes to and from the village
- To note that the road flows in and out of Wiltshire and Gloucestershire
- To note that the various existing and proposed are in both Wiltshire and Gloucestershire
- That it is this road that the Wiltshire and Swindon Aggregate Minerals Site Allocation Plan Inspector and (eventually) Wiltshire Council agreed with my wording proposed for the Cox's Farm allocation, which was included in the plan when adopted in 2013 at pages 16 and 17, i.e.:

Access onto the site should make use of the C124 and C116 although planned improvements will need to be made to these routes to ensure that they are of an appropriate standard for minerals HGVs. Concerns with road network suitability, access/egress from the A419 and HGV's travelling through Latton rather than using the A419 southbound junction to Calcott Junction will need to be fully addressed

**Cox's Farm**

at the planning application stage. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal including impacts on individual properties adjoining HGV access and movement routes.

In addition, and where considered appropriate in law, financial contributions will be sought through the planning application process to cover highway improvements and, where deemed necessary, long term maintenance costs.

Although not something I am pursuing, because of constraints on my time, the Inspector will see also the extent to which large areas of water have built up as restoration schemes lag behind. This is relevant to the birdstrike issue in relation to RAF Fairford, which since the Plan was submitted has been announced will become fully operational again by 2023, with the closure of RAF Mildenhall and the redeployment to Fairford of part of the USAF 95th Reconnaissance Squadron and the 488th Intelligence Squadron and their RC-135 surveillance aircraft.

I hope this assists, but if you have any queries, please do not hesitate to contact me.

Yours sincerely

**Saleem Shamash BSc (Hons) FRICS MRTPI**