

24 July 2008

Lillian Harrison
Development Plans Manager
Robert Brett & Sons Ltd
Robert Brett House
Ashford Road, Canterbury
CT4 7PP



INTERNATIONAL
CONSULTANTS

K-TT104.00

Dear Lillian,

Broomhill Farm, Warwickshire -- Access Requirements

In accordance with the scope dated 25th June we have consulted Warwickshire County Council (WCC) with regard to highway issues at the proposed development at Broomhill Farm on the B4453 Straight Mile near Rugby.

WCC highways development control was consulted regarding site visibility requirements and the preferred method of transporting mineral between the two parts of the site. The key points are summarised below while full correspondence has been attached with this letter.

Site Visibility

A visibility splay of 2.4m x 215m would be acceptable to WCC.

The setback distance "x" is typically 4.5m. This is to ensure queued vehicles have sufficient visibility to utilise gaps in on coming traffic. At the proposed site vehicle flows are expected to be relatively low and queues to exit the site unlikely to form. Consequently a relaxation of the setback distance "x" to 2.4m would be acceptable to the WCC.

Movement of mineral across the B4453 Straight Mile

A sub surface conveyor belt as proposed in historic submissions would be WCC's preferred option for transporting mineral between plots 4, 5 and 6 and the processing plant.

If you wish to discuss any aspects of this letter or require any further information please contact me on 0207 592 3206.

Yours sincerely,

A handwritten signature in black ink, appearing to read "James Dyer", is written over a light grey background.

James Dyer BEng (Hons) Civil
Principal Transport Planner

Your letter received: 17 July 2008

RECEIVED



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County Council

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FAO : William Wallace

21 July 2008

Dear Mr Wallace

Highways Advice: Potential Development at broomhill Farm, B4453 Straight Mile

I have looked at your letter and drawing received on 17 July and also the planning file for previous applications on the site and would make the following comments:

The access location for the site appears to be good with full visibility splays and would raise no objections, subject to the detailed layout.

It is difficult to comment without full knowledge of the number of HGV trips and the period of operation of the site. However, looking at the past history of the site I am assuming that the generated HGV trips will be in excess of 100 per day. Once I have full figures I will need to consult with our maintenance department whether any additional conditions will need to be required to cover added maintenance liability. As stated in your letter, we would be keen to get the additional HGV traffic onto the principle road network as quickly as possible and would seek to have a routing agreement following your suggestion of having the traffic travelling to and from the site from the A45. The A45 is a Trunk Road and under the control of the Highways Agency and I would recommend they are contacted at an early stage to identify if they would have any concerns.

Our remaining concern would be the movement between plots 4,5 and 6 and the processing plant. We would not support the movement across the B4453 at surface level. Looking at the past history of the site it looks like a sub surface conveyor belt was considered most appropriate as an existing culvert could be utilised.

*Working for
Warwickshire*

Taking into account the above, with the inclusion of reasonable conditions we would not expect to raise any objections to the scheme.

If you require any further information please let me know.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Neil Benison', with a stylized flourish at the end.

Neil Benison MICE
Principal Highway Control Engineer
Development Group