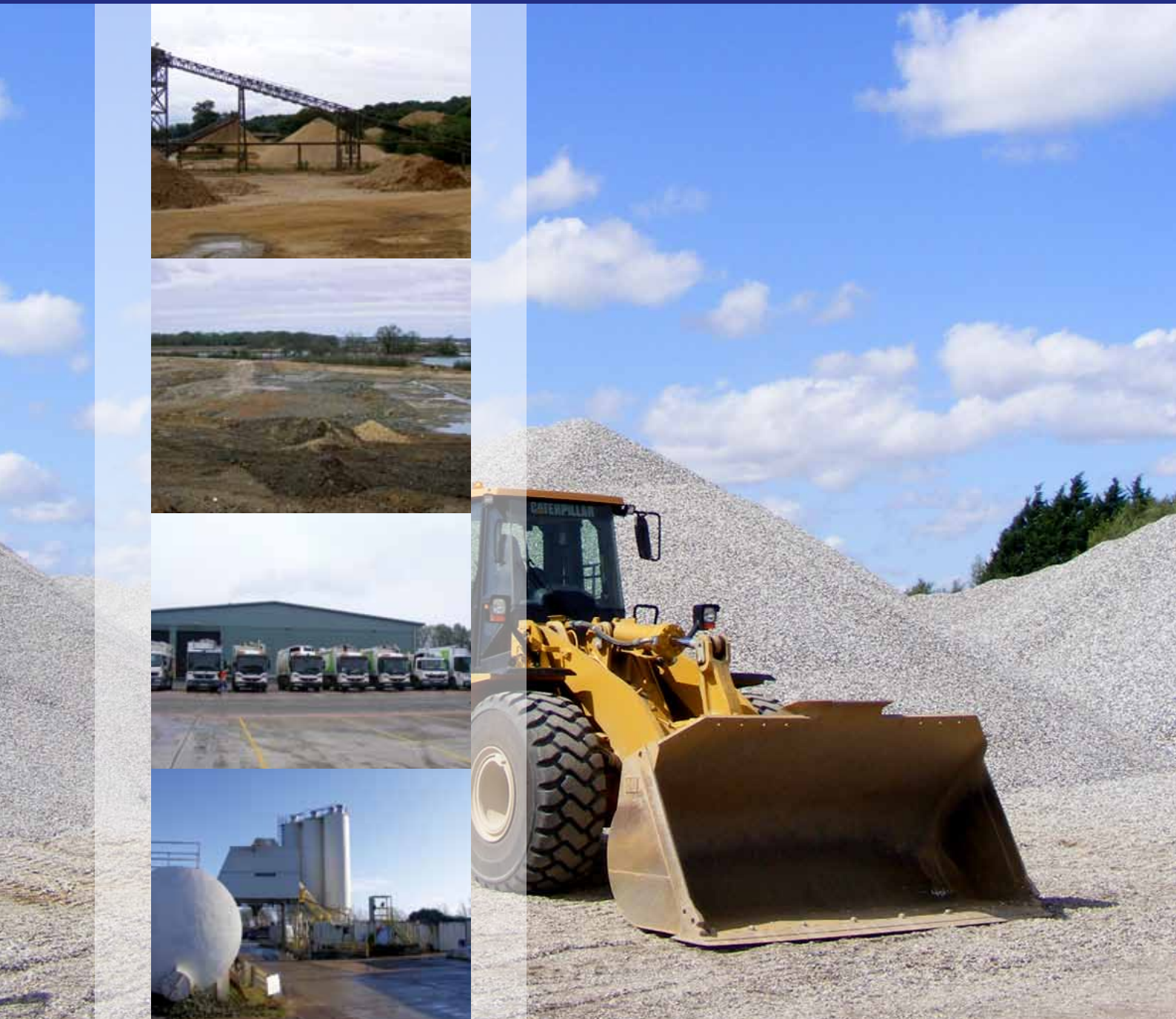


West Berkshire Minerals and Waste Local Plan Highways and Transport Topic Paper November 2020

West Berkshire Local Plan



This document, and its contents, has been prepared by West Berkshire Council. It is intended solely for use by West Berkshire Council in relation to minerals and waste development plan making.

This report may not be used by any person other than West Berkshire Council without express permission from West Berkshire Council. In any event West Berkshire Council assumes no responsibility, liability for any costs or losses to any other party in respect of or arising out of or in connection with this document and/or its contents.

West Berkshire Council has asserted its rights under the Copyright Designs and Patents Act 1988 to be identified as the author of this work. Under the Re-Use of Public Sector Information Regulations 2005 commercial users should be aware that re-use of the material contained in this work may require licensing.

For enquiries relating to this policy, contact:

Tel 01635 519747

Email: dp@westberks.gov.uk

For information and enquiries relating to the content of this document, please contact the Minerals and Waste Team:

Tel: 01635 519111

Email: mwdpd@westberks.gov.uk

Post: Minerals and Waste Team, Planning and Transport Policy, Development and Planning, Market Street, Newbury, West Berks, RG14 5LD

Contents

1. Introduction	1
2. Sharp Sand and Gravel Sites	2
2.1. Boot Farm	2
2.2. Cowpond Piece	4
2.3. Firlands	6
2.4. Gravel Pit Farm	8
2.5. Wasing Lower Farm	9
2.6. Manor Farm.....	11
2.7. Tidney Bed	13
2.8. Waterside Farm.....	15
3. Soft Sand Sites	17
3.1. 60 Acre Field	17
3.2. Chieveley Services.....	19
3.3. Long Lane	21
4. Conclusion.....	22
Appendix 1 – Boot Farm Sight Lines	23

1. Introduction

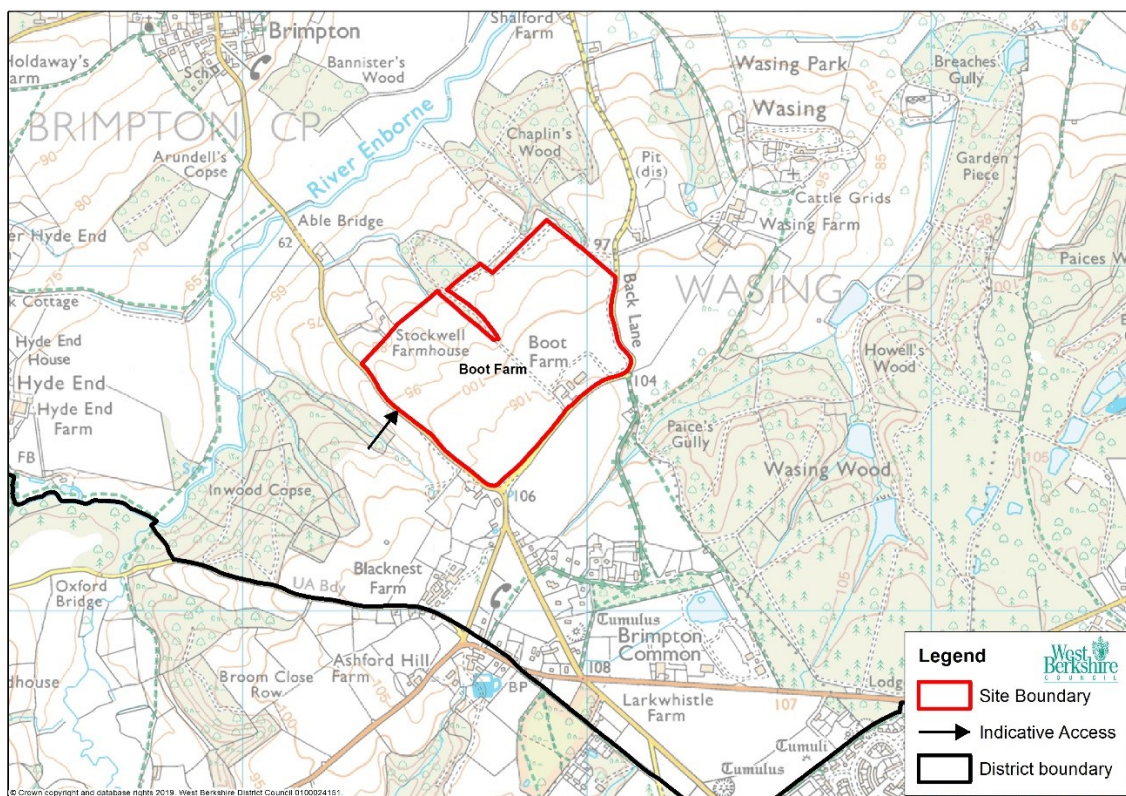
- 1.1. This statement forms a preliminary assessment of the likely traffic impacts of the Minerals sites considered to be realistic options for allocation. The assessment is based on the information provided by the site promoters as part of the Call for Sites or any subsequent information submitted. The Council's Highways Development Control team have reviewed the sites and provided details of the likely traffic impacts of the sites on the highway network.
- 1.2. Given the small number of vehicle movements involved it is not considered that modelling the transport impact on the sites using the West Berkshire Strategic Transport Model would be appropriate.
- 1.3. Initial comments were received from the Council's Highways Development Control team as part of the sites Consultation in 2016. Where new information has become available additional comments from the Highways team have been sought.
- 1.4. A summary of the sites and the comments made throughout the site selection process are set out below.

2. Sharp Sand and Gravel Sites

2.1. Boot Farm

Site Name	Boot Farm	Site ID	MW004
Reserve	Sharp Sand and Gravel		
Processing	Processing could take place on site, or there is potential for material to be transported to Mortimer Quarry (in Hampshire) for processing.		
Restoration Proposal	Restoration at lower level, with some potential infill to improve the landform.		
Estimated reserve	750,000 tonnes		
Timings	10 – 12 year programme of works	Availability	By 2025
Estimated Traffic Movements	30 – 40 movements per day		

Access and Routing



Access from Brimpton Lane. HGVs will leave/enter the site from the south.

Material could be transported to Mortimer Quarry for processing (6km to the east via B3051, A340 and Welshman's Road).

WBC Highways Comments (2016)

This site is for mineral extraction.

Site area is a moderate size, at approximately 30ha.

Access would be via Brimpton Lane. Due to the restricted nature of Brimpton Lane to the north, the haul route may need to be to the south (B3051) only.

The predicted vehicle flows are relatively low. Hence a Transport Assessment / Statement may not be required and a highways technical note may suffice.

Life of operation would be 10-12 years.

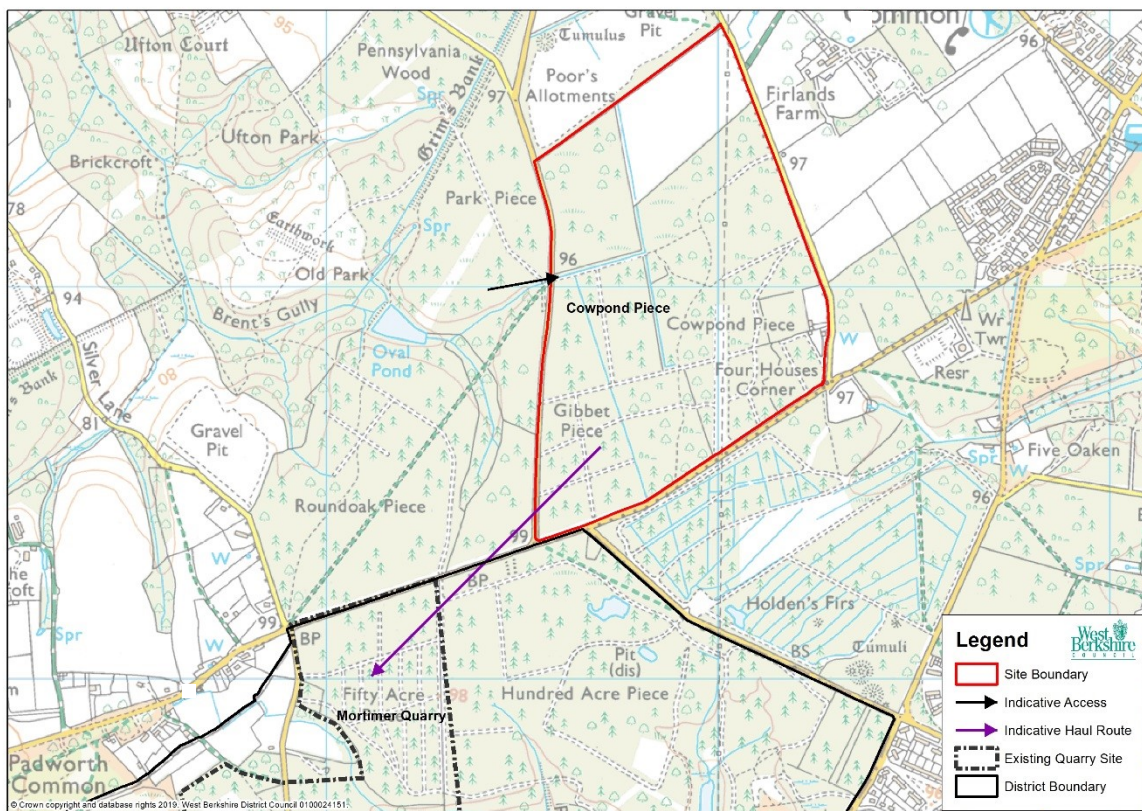
Additional Highways Comments (2019)

Access can be obtained and is possible onto the Brompton Lane. The road is suitable going south to the B3051. I have measured the sight lines onto the B3051. I can confirm that to the right, they are better than originally thought. As per the attached plan (appendix 1), sight lines of 2.4 x 83.0 metres can be achieved with all of the overgrown vegetation removed fronting the fence. Sight lines to the left are also acceptable. Highways DC would therefore not object to the site

2.2. Cowpond Piece

Site Name	Cowpond Piece	Site ID	MW007
Reserve	Sharp Sand and Gravel		
Processing	Processing would be carried out at the adjacent Mortimer Quarry (in Hampshire)		
Restoration Proposal	Restoration to existing use (Forestry) at existing level		
Estimated reserve	2m tonnes		
Timings	10 – 15 year programme of works	Availability	2031+
Estimated Traffic Movements	Approx. 80 movements per day (if no internal haul route)		

Access and Routing



Mineral will be conveyed internally to Mortimer Quarry. Output will follow the current routing agreement along Welshmans Lane west to Reading Road. Access for reclamation material will be off Camp Road.

Material proposed to be transported by conveyer to neighbouring Mortimer Quarry (in Hampshire)

WBC Highways Comments (2016)

The site is for mineral extraction – specifically sharp sand and gravel. Site area is very large, at approximately 66ha. Life of operation would be 10 years. Access should not be via Island Farm Road as this road is unsuitable for HGVs. Access via Camp Road or Padworth Road could be acceptable; these two access options have been proposed by the promoter. Estimated daily vehicle trips are moderate.

A Transport Statement would be necessary.

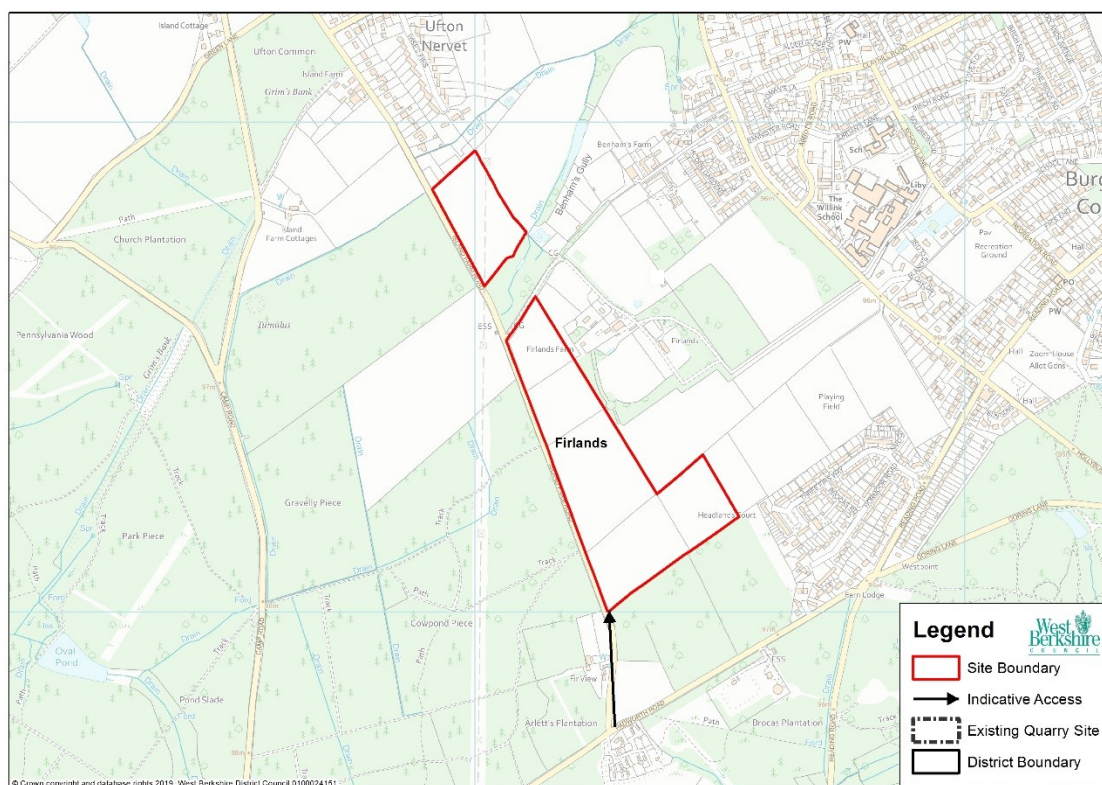
Additional Highways Comments (2019)
--

With an internal haul route to Mortimer Quarry proposed, this would avoid the use of the road network to transport material. This would obviously reduce the highway impact to the local road network. No objection is likely to be raised.

2.3. Firlands

Site Name	Firlands	Site ID	MW008
Reserve	Sharp Sand and Gravel		
Processing	Unknown		
Restoration Proposal	Restoration with inert material.		
Estimated reserve	500,000 tonnes		
Timings	6 – 7 year programme of works	Availability	Immediately
Estimated Traffic movements	None provided.		

Access and Routing



Access is proposed to be using a haul road to Padworth Road, which may not be acceptable in ecological terms, and involves crossing third party land.

WBC Highways Comments (2016)

The site is for mineral extraction – specifically sharp sand and gravel, plus inert infilling.
 Site area is moderate at approximately 13ha.
 Life of operation is proposed as relatively short, 6-7 years.
 Access via Island Farm Road would be unlikely to be acceptable due to the unsuitability of this road. However, the promoter has proposed an internal haul road to Padworth Road, which may be acceptable subject to satisfactory width and visibility splays.
 Estimated daily vehicle trips are likely to be moderate.
 A Transport Statement would be sought.

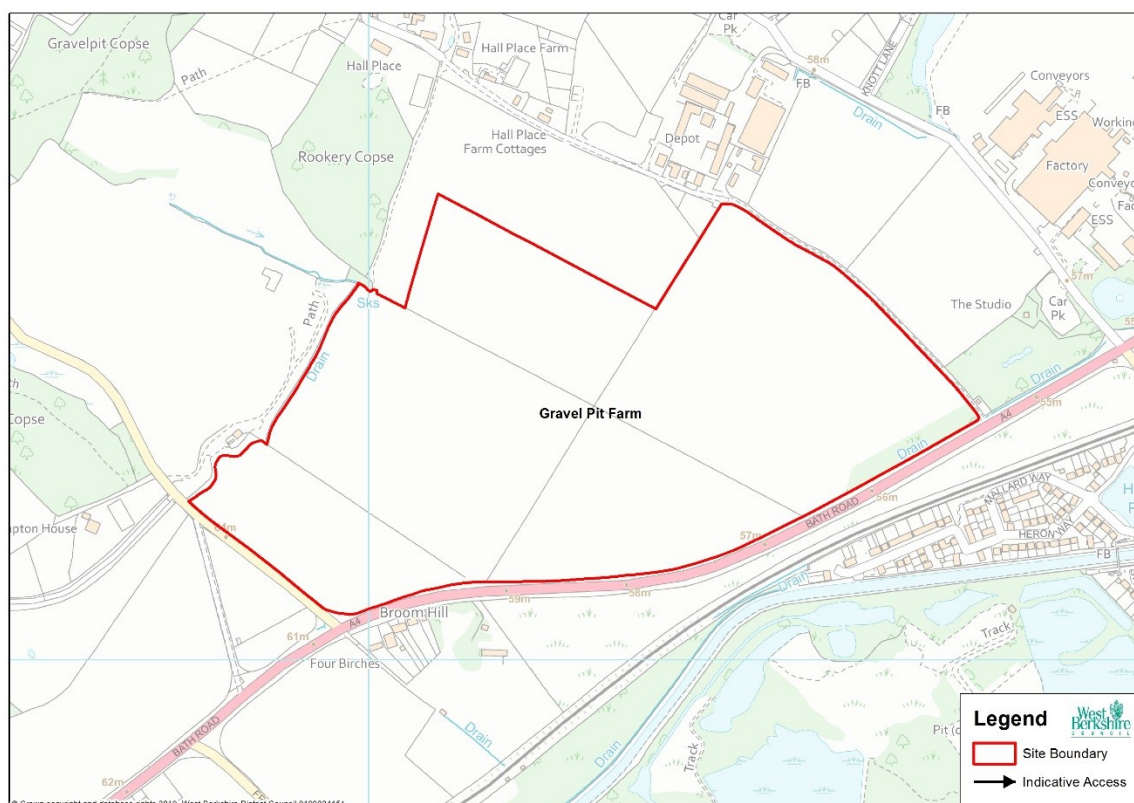
Additional Highways Comments (2019)

Island Farm Road is narrow with poor sight lines to the right onto Padworth Road. There is already signage along Island Farm Road stating 'Unsuitable for heavy good vehicles'. Objection to the site with access onto Island Farm Road.

2.4. Gravel Pit Farm

Site Name	Gravel Pit Farm	Site ID	MW009
Reserve	Sharp Sand and Gravel		
Processing	Unknown		
Restoration Proposal	Restoration to existing levels using inert material.		
Estimated reserve	850,000 tonnes		
Timings	10 – 12 year programme of works	Availability	2031+
Estimated Traffic movements	32 movements per day		

Access and Routing



No specific details provided.

WBC Highways Comments (2016)

The site is for mineral extraction – specifically sharp sand and gravel, plus inert infilling.

Site area is moderate at approximately 30ha.

Life of operation is proposed as 10 to 12 years.

A new access on to the A4 may be required, although the promoter’s response suggests utilising an existing access. There may be issues with slow moving HGVs joining / leaving the busy A4, consequently the access would need to be subjected to a Road Safety Audit.

Estimated daily vehicle trips are moderate.

A Transport Statement would be sought.

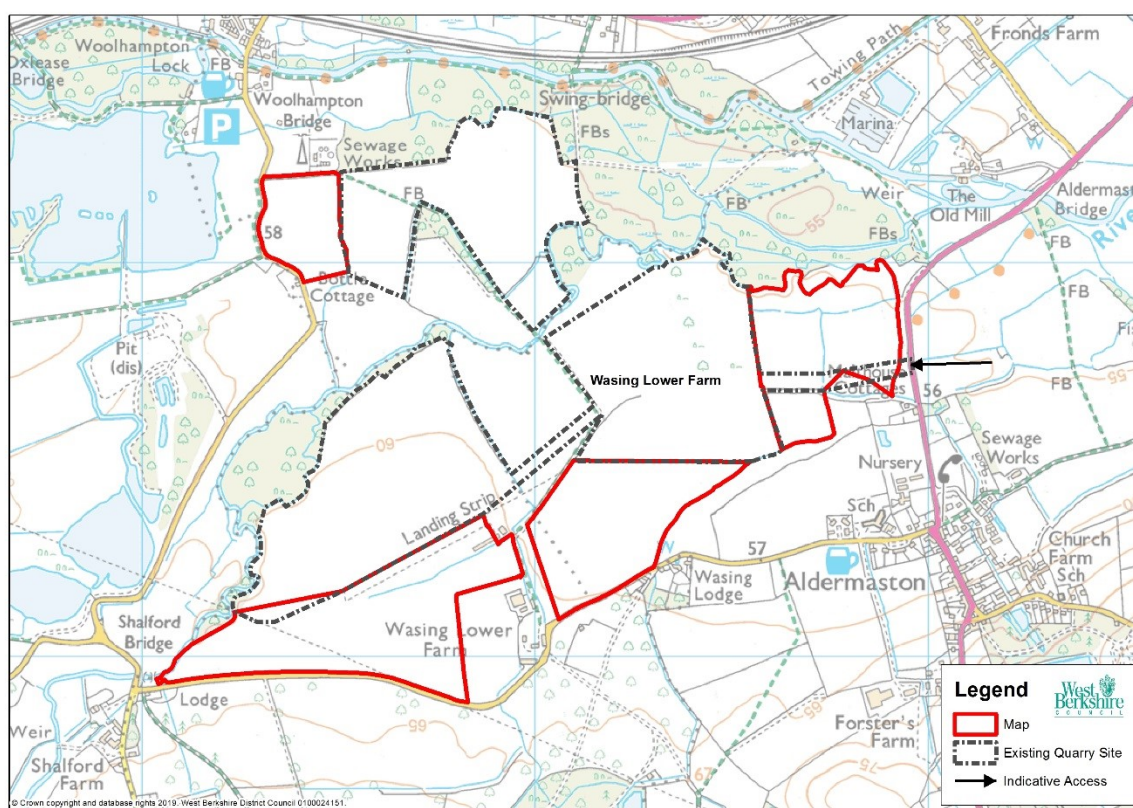
Additional Highways Comments (2019)

No additional comments.

2.5. Wasing Lower Farm

Site Name	Wasing Lower Farm	Site ID	MW012
Reserve	Sharp Sand and Gravel		
Processing	Either on site, or off site. No further details provided.		
Restoration Proposal	Restoration back to agriculture and grassland using imported material.		
Estimated reserve	950,000 tonnes		
Timings	5 – 6 programme of works as extension to permitted Lower Farm Quarry.	Availability	2031+
Estimated Traffic movements	100 – 120 movements per day		

Access and Routing



Access would be via the existing access to the site permitted by application 12/01220/MINMAJ.

WBC Highways Comments (2016)

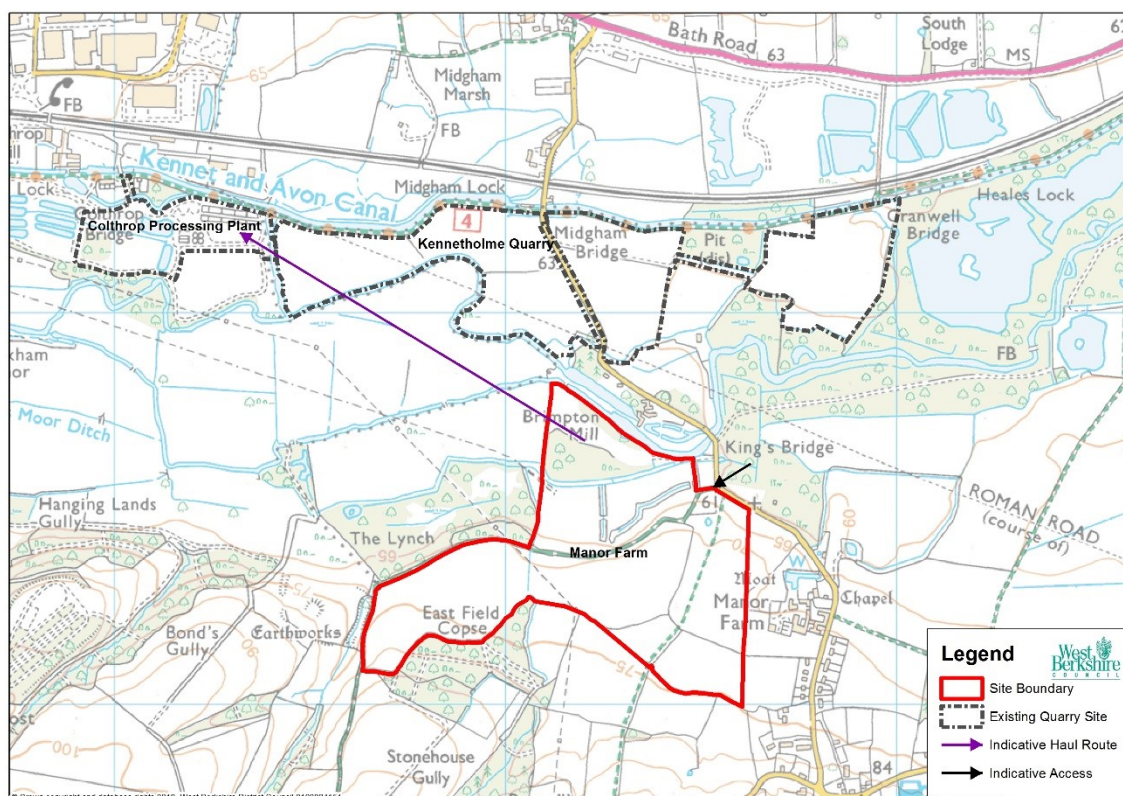
The site is for mineral extraction – specifically sharp sand and gravel, with inert infilling.
 The site consists of four parcels, the total area is 31ha.
 Life of operation is relatively short, 7 to 9 years.
 Access via the existing access to the Lower Farm Wasing Quarry has been proposed.
 Estimated daily vehicle trips are high.
 The impact of the development on traffic delays at the canal bridge at Aldermaston Wharf would need to be assessed and could prove problematic. The alternate route via the village of Aldermaston may prove highly sensitive with local residents.

A Transport Statement would be sought.
Additional Highways Comments (2019)
No additional comments.

2.6. Manor Farm

Site Name	Manor Farm	Site ID	MW013
Reserve	Sharp Sand and Gravel		
Processing	Material will be processed at Colthrop Processing Plant.		
Restoration Proposal	Restoration will be back to agriculture/grassland with some wetland/water provision on the site.		
Estimated reserve	600,000 tonnes		
Timings	4-5 year programme of works	Availability	By 2025
Estimated Traffic movements	No additional movements from the site, extension to current levels from Colthrop (estimated at 60 movements per day)		

Access and Routing



It is likely that material will be transported via an internal haul route to the Colthrop Processing Plant.

WBC Highways Comments (2016)

The site is for mineral extraction – specifically sharp sand and gravel, with inert infilling.
 The site area is, according to the ‘call for sites’ form 20ha whereas the web site has it at 37ha.
 Life of operation is short, at 5 to 6 years.
 Access would be via Brompton Road. Details of this access will be required in due course to ensure width and visibility attributes are satisfactory.
 Estimated daily vehicle trips are moderate according to the developer.
 A Transport Statement would be sought.

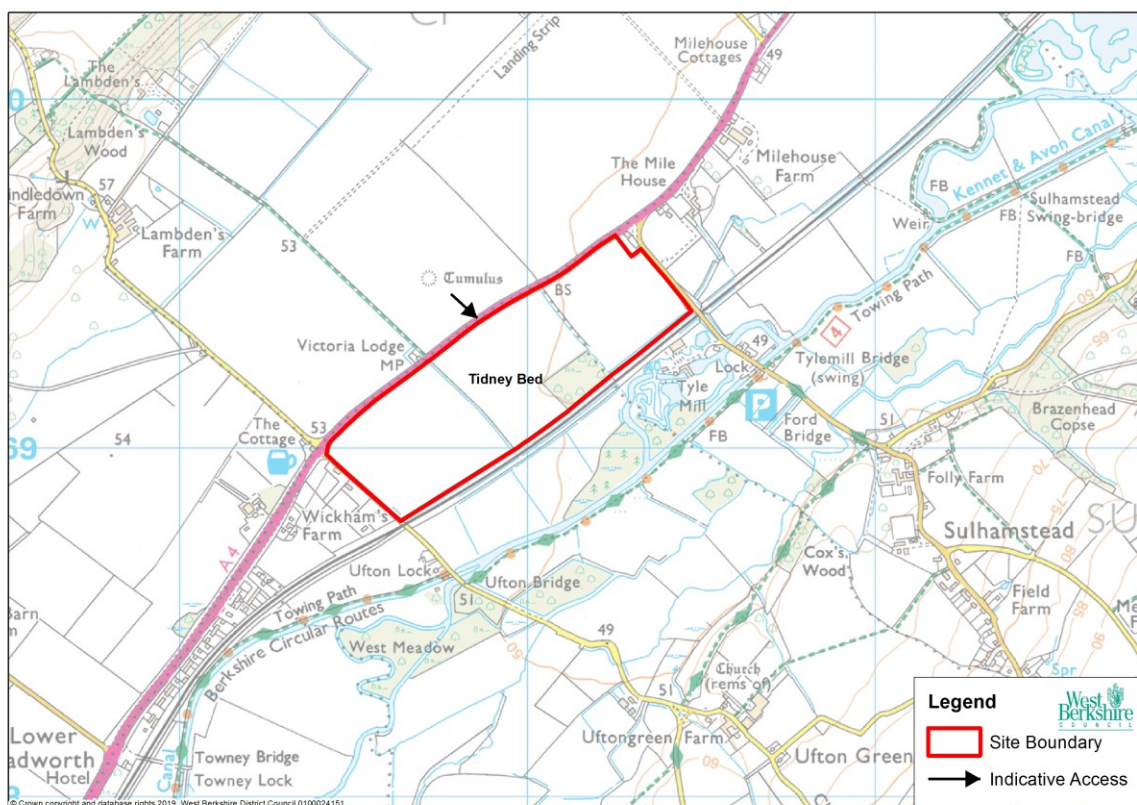
Additional Highways Comments (2019)

With an internal haul route to Colthrop Processing Plant proposed, this would avoid the use of the road network to transport material. This would obviously reduce the highway impact to the local road network. No objection is likely to be raised.

2.7. Tidney Bed

Site Name	Tidney Bed	Site ID	MW015
Reserve	Sharp Sand and Gravel		
Processing	Low profile processing plant will be established on site		
Restoration Proposal	Restoration back to agriculture using imported material		
Estimated reserve	1,000,000 tonnes		
Timings	10 year programme of works	Availability	By 2025
Estimated Traffic movements	72 – 80 movement per day		

Access and Routing



Access could either be provided directly on to the A4 or onto Ufton Lane

WBC Highways Comments (2016)

The proposed development is for the extraction of sharp sand and gravel, with subsequent inert infilling.
 The site area is moderate, at approximately 45ha.
 The life of the operation would be 10 to 15 years.
 Access would be via a new junction on the A4. As there may be issues with slow-moving HGVs joining / leaving the highly-trafficked A4, the access would need to be subjected to a Road Safety Audit.
 Estimated daily vehicle trips are moderate.
 A Transport Assessment would be sought.

Additional Highways Comments (2019)

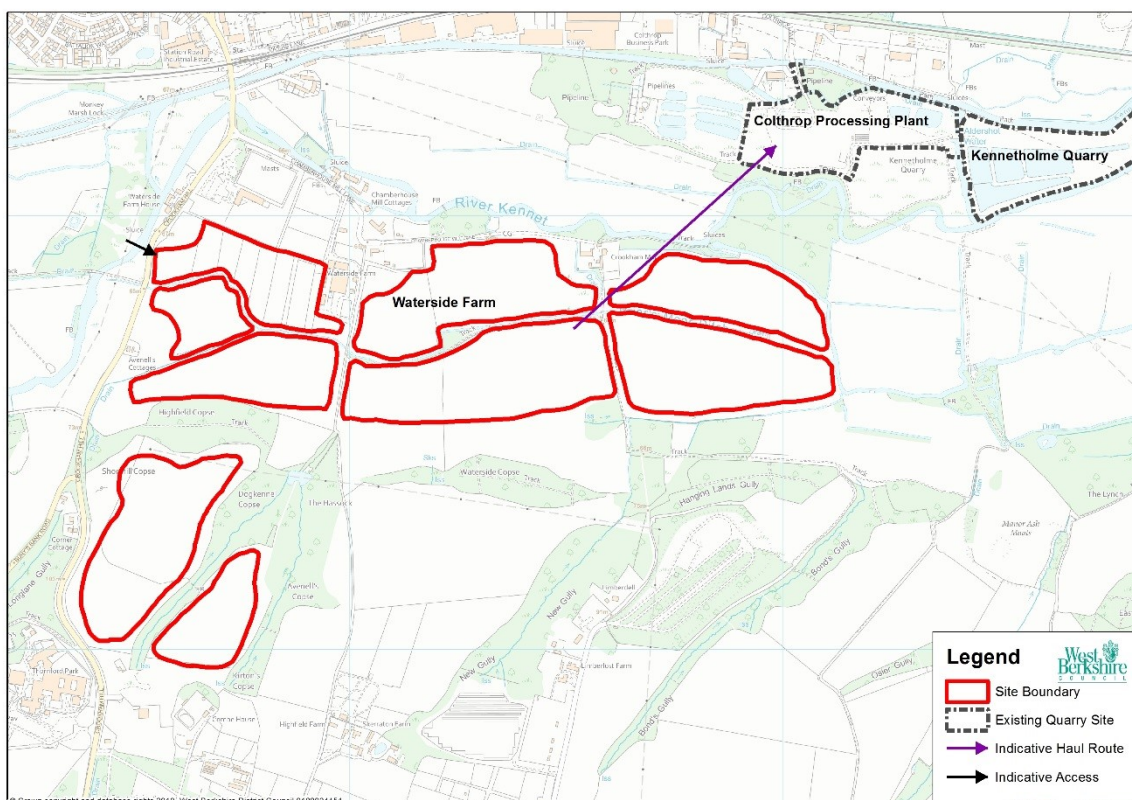
There is sufficient frontage onto the A4 for an access to provide an access and sight lines to standard. Any access onto Upton Lane would need to involve

widening Upton Lane from the site access to the A4. A new access onto the A4 would be subject to a road safety audit.

2.8. Waterside Farm

Site Name	Waterside Farm	Site ID	MW016
Reserve	Sharp Sand and Gravel		
Processing	Material will be transported internally to Colthrop Processing Plant.		
Restoration Proposal	Restoration to existing levels with potential flood alleviation improvements.		
Estimated reserve	Approx. 200,000 tonnes		
Timings	3 – 12 years	Availability	By 2025
Estimated Traffic movements	No estimate provided		

Access and Routing



Access could be via an internal haul route to Colthrop processing plant. Although this would depend on the area of the site to be allocated. If an internal route is not possible access would need to be provided onto Crookham Hill.

WBC Highways Comments (2016)

The proposed development would include the extraction of sharp sand and gravel at all nine pockets, although inert infilling and only 7 of the 9 pockets. The combined site area is moderate, at a total of 57ha, although the promoter has recorded the area as 40ha on the 'call for sites' form. Access would be through the industrial estate to the A4 via the Grundon processing site and a temporary bridge over the River Kennet. The proposed life of the operations is moderate, at 12 years. Vehicle movements are likely to be moderate. A Transport Statement would be sought, which should include details of the route between the site and adopted highway.

Additional Highways Comments (2019)

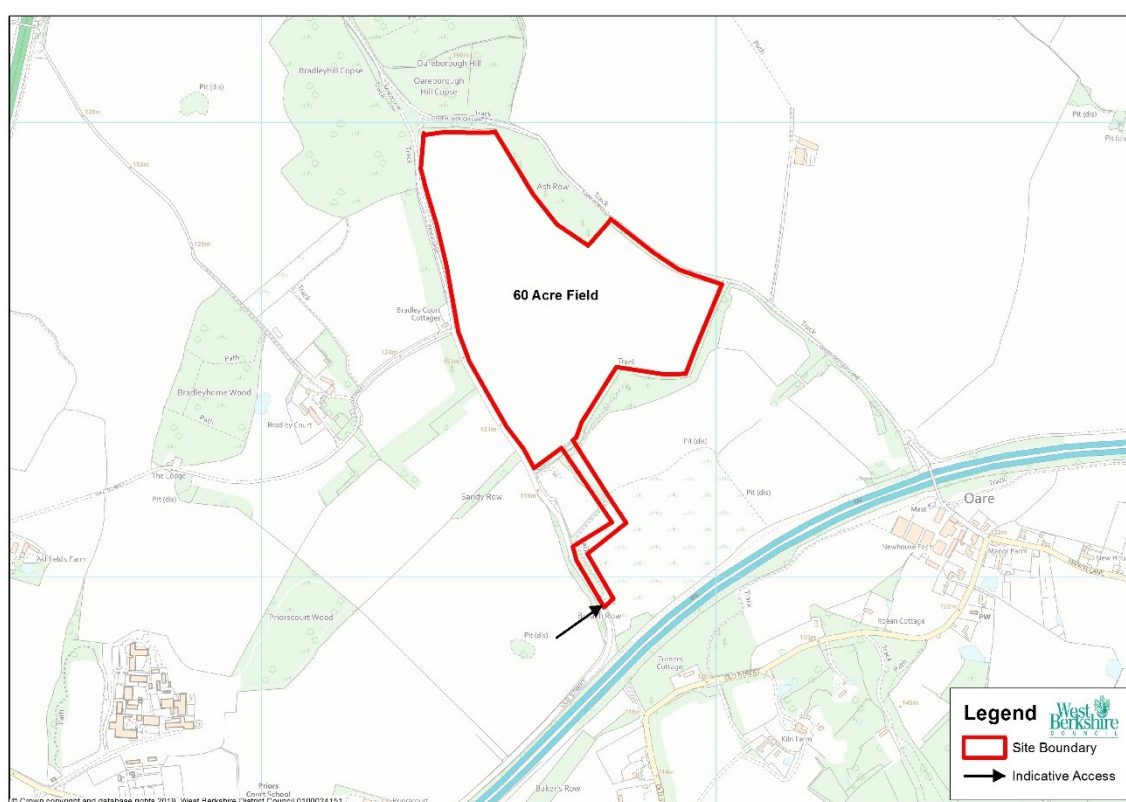
Sight lines for any access on to Crookham Hill would be poor due to a bend in the road and limited site frontage onto Crookham Hill. Highways objection to development of the site.

3. Soft Sand Sites

3.1. 60 Acre Field

Site Name	60 Acre Field	Site ID	MW002
Reserve	Soft Sand		
Processing	Material would be processed on site using a mobile processing plant.		
Restoration Proposal	Restoration to agriculture using inert fill.		
Estimated reserve	650,000 tonnes		
Timings	11 year period of works	Availability	By 2025
Estimated Traffic movements	36 movements per day		

Access and Routing



Access would be from the south eastern boundary of the site via the former adjacent landfill site and then onto Old Street.

WBC Highways Comments (2016)

The site is for mineral extraction – specifically soft sand and inert infilling. Site area is moderate at approximately 24ha. Life of operation is proposed as 14 years. Access should be via the existing quarry access route – this route appears to have been proposed in the promoter’s response. Estimated daily vehicle trips are low. Due to the existing HGV access and low predicted movements, the site may be considered acceptable to Highways.

Additional Highways Comments (2019)

No additional comments

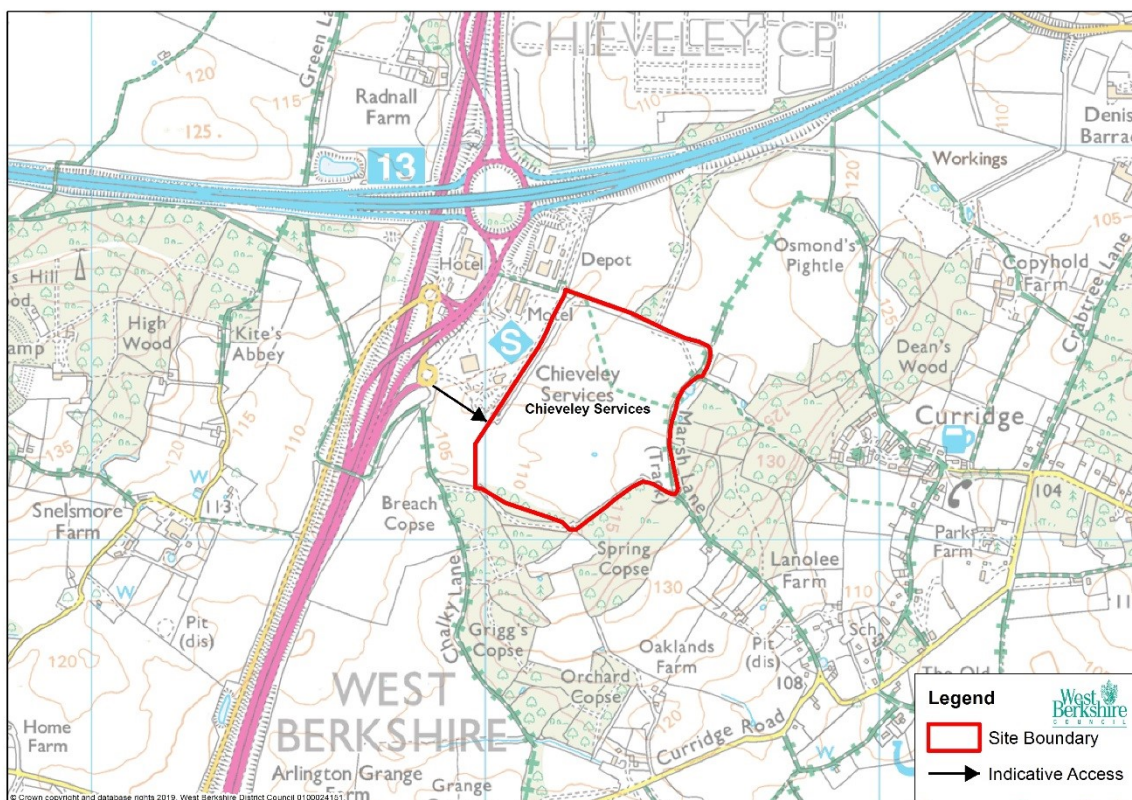
Highways England Comments

This site due to its size and location would unlikely materially impact the operation of the SRN. However, and as stated in our response to the West Berkshire Local Plan Review to 2036 - Site Assessments Consultation which is attached, consideration should to be given to assessing the cumulative impact of new proposals together with already planned growth in West Berkshire on the SRN. If this site is taken forward we would expect a Transport Assessment to be undertaken to demonstrate its viability and any impact on the SRN.

3.2. Chieveley Services

Site Name	Chieveley Services	Site ID	MW005
Reserve	Soft Sand		
Processing	Material would be processed on site using a mobile processing plant.		
Restoration Proposal	Restoration to agriculture at existing levels using inert fill.		
Estimated reserve	670,000 tonnes		
Timings	10 year programme of works	Availability	By 2025
Estimated Traffic movements	50 movements per day		

Access and Routing



Access proposed to be to the south of the service station using a new site access route across adjacent land (within the same land ownership)

WBC Highways Comments (2016)

This site is for the extraction of soft sand.
 Site area is web site - 22ha; 12ha – ‘call for sites’ form.
 This site has extensive planning history.
 Access would be via the existing internal road network associated with the services.
 Estimated vehicle movements are moderate.
 Due to these relatively low trips combined with the existing highway infrastructure that is suitable for HGV movements, proposals at this scale are unlikely to be objected to by Highways.
 Life of operation – 8 to 10 years.

Additional Highways Comments (2019)

Highways under WBC jurisdiction are not affected by this proposal. Subject to no objections from Highways England, Highways DC would not object to the site.

Highways England Comments

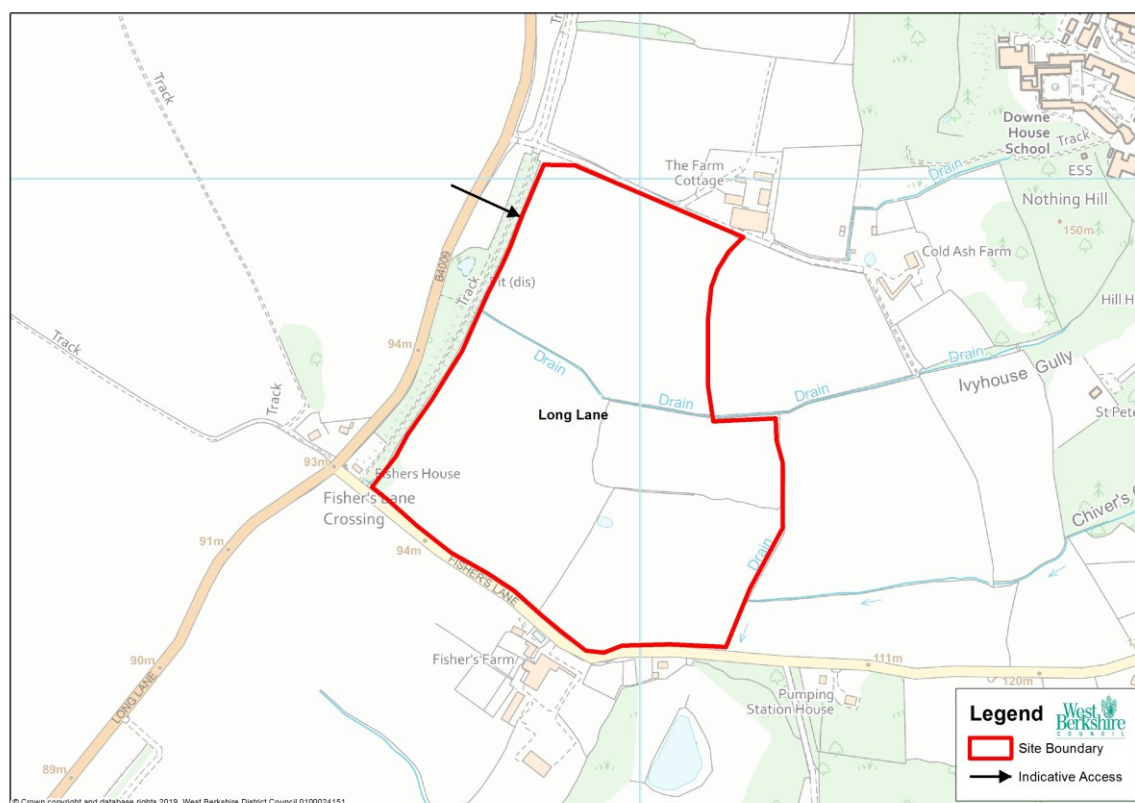
It is essential that any development of this site does not impact on the operation of the services and also the safe operation of the SRN.

If this site is taken forward we would expect a Transport Assessment to be undertaken that clearly sets out how the site would operate, the predicted number of vehicle movements expected (hourly/daily) and their routes. The TA should demonstrate the site's viability and its likely impact on the SRN. We also request that we are regularly consulted as the site is progressed. A Site Management Plan would be required due to its proximity to the SRN and wheel washing facilities and dust reduction measures would be essential.

3.3. Long Lane

Site Name	Long Lane	Site ID	MW011
Reserve	Soft Sand		
Processing	Unknown		
Restoration Proposal	Restoration to lower level agriculture		
Estimated reserve	500,000 tonnes		
Timings	12 year programme of works	Availability	1 – 5 years
Estimated Traffic movements	32 movements per day		

Access and Routing



Access on to B4009.

WBC Highways Comments (2016)

The site is for mineral extraction – specifically soft sand.
 Site area is moderate at 16ha.
 Life of operation is proposed as 12 years.
 A new access has been included in the proposals, south of the Cold Ash Farm access. This new access would need to be assessed to ensure it could demonstrate adequate width and visibility.
 Estimated daily vehicle trips are moderate.
 A Transport Statement would be sought.

Additional Highways Comments (2019)

Concerned with any large increase in HGV movements on the B4009 owing to the presence in some locations of narrow stretches and bends. There is also an increasing road capacity issue at the B4009 / Kiln Road mini roundabouts at Shaw to the south and the B4009 / Priors Court Road mini roundabout to the north.

However 10 vehicles in and 10 vehicles out per day are expected, which in my view is not sufficient to cause concern.

The provision of access onto the B4009 is therefore crucial, and will need to be designed to an appropriate standard including the required widths, geometry and sight lines.

From the location plan provided, sight lines of 2.4 x 140 metres can be achieved to the north, with sight lines are 2.4 x 80 metres to the south. For a B class road with a 50 mph speed Limit, 2.4 x 160 metres would be sought. Sight lines are therefore deficient in both directions especially to the south by a significant margin. I understand that an arbitrary reduction of the speed limit to 30 mph was suggested. This would not be supported, as it will be widely infringed and will be almost impossible to enforce in such a location. Such a limit is inappropriate for the character of the road here as there are no buildings that would lend it to being a lower limit. Highways DC would therefore object to the site.

We are keen to retain the route of the former Didcot to Newbury railway line as there is future potential for it to be used as a cycle route.

4. Conclusion

- 4.1. The sites have all been assessed, and none of the traffic movements expected from the sites would result in a significant impact on the highway network in themselves. Where there are likely to be access issues, in relation to poor sight lines, or inadequate highway network this has been noted.
- 4.2. Of the sites considered if the following sites were to be proposed for allocation, or an application came forward there would likely be a highways objection to their development.
 - Firlands
 - Waterside Farm
 - Long Lane
- 4.3. The access arrangements and impacts on the highways network for all other sites would in principle be acceptable.

Appendix 1 – Boot Farm Sight Lines



If you require this information in an alternative format or translation,
please call 01635 42400 and ask for the Minerals and Waste
Planning Policy Team.

**West Berkshire Council
Development and Planning**

Council Offices
Market Street
Newbury
RG14 5LD
T: 01635 519111
F: 01635 519408
E: mwdpd@westberks.gov.uk
www.westberks.gov.uk/mwlpps