

## **PREFERRED AREA 12 : NORTH OF HORTON**

**Location and use:** Farmland east of the Queen Mother Reservoir between Colnbrook to the north and Horton to the south.

**Site area:** 96 hectares

**Deposit:** Valley gravel

**Potential yield:** 3,800,000 tonnes (BCC estimate)

### **Planning history**

- P12.1 Most of this Preferred Area was shown as a 'Restricted Area' in the original Minerals Local Plan (1984), because of its high agricultural quality. This is no longer an overriding constraint against its selection for mineral extraction. A small extension of the Preferred Area on to land that was in Buckinghamshire until boundary changes in 1995 was incorporated into this Plan through the Alterations approved in 1997.
- P12.2 The land immediately to the east of the main part of this site was identified as Preferred Area 18 in the 1984 Plan. In April 1992, the former County Council agreed to grant planning permission for extraction from this land, subject to the prior completion of a legal agreement<sup>1</sup>.
- P12.3 The site lies in the Colne Valley Park.

### **Site planning requirements**

- P12.4 Because of the size of this Preferred Area, and because of the many issues which extraction here would raise, an Environmental Statement will be required in connection with any application for mineral extraction. The following issues and requirements should be addressed in the Statement:
- (i) Impact on Colnbrook and Horton villages
- P12.5 Appropriate measures must be taken, in the form of buffer strips, screen planting and/or noise attenuation bunds, to protect the amenities of houses and schools in Colnbrook and Horton (including Horton Road and Mill Lane) adjacent or close to the site boundaries, and to protect the recreation ground adjacent to the southern end of the site. Specifically, no more than minimal extraction will be permitted in the area of the site bounded by Drift Way, Rayners Close and the Colnbrook primary school, the Colne Brook, and the former county boundary<sup>2</sup>, and extraction in this part of the site will only be permitted in the areas furthest from the houses and school. However, this part of the site may be used, in whole or in part, for necessary screening measures to provide a buffer to working within the remainder of the Preferred Area. Particular regard must be paid to ensuring that extraction causes no harm to the structure, character or immediate setting of any of the listed buildings close to the site boundaries (see Inset Map J). All peripheral trees and hedges should be retained, and additional advance planting carried out, especially along Horton Road, to screen operations on the site without shutting out attractive longer-distance views across and beyond the site.
- (ii) Archaeology
- P12.6 The land to the east of the Preferred Area is known to contain some areas of considerable archaeological importance, and the Preferred Area itself is regarded as an area of high archaeological potential. Evaluation of the Preferred Area will therefore be required as part of the Environmental Statement, to provide basic information before any application for extraction is determined. The results of this evaluation must be taken into account in formulating extraction proposals. Known archaeological interests on the land to the east must also be safeguarded.

<sup>1</sup> Following completion of the legal agreement, planning permission for extraction from this land to the east was granted in 1998.

<sup>2</sup> Now the boundary between the Boroughs of Slough and Windsor & Maidenhead.

(iii) Processing of material and access

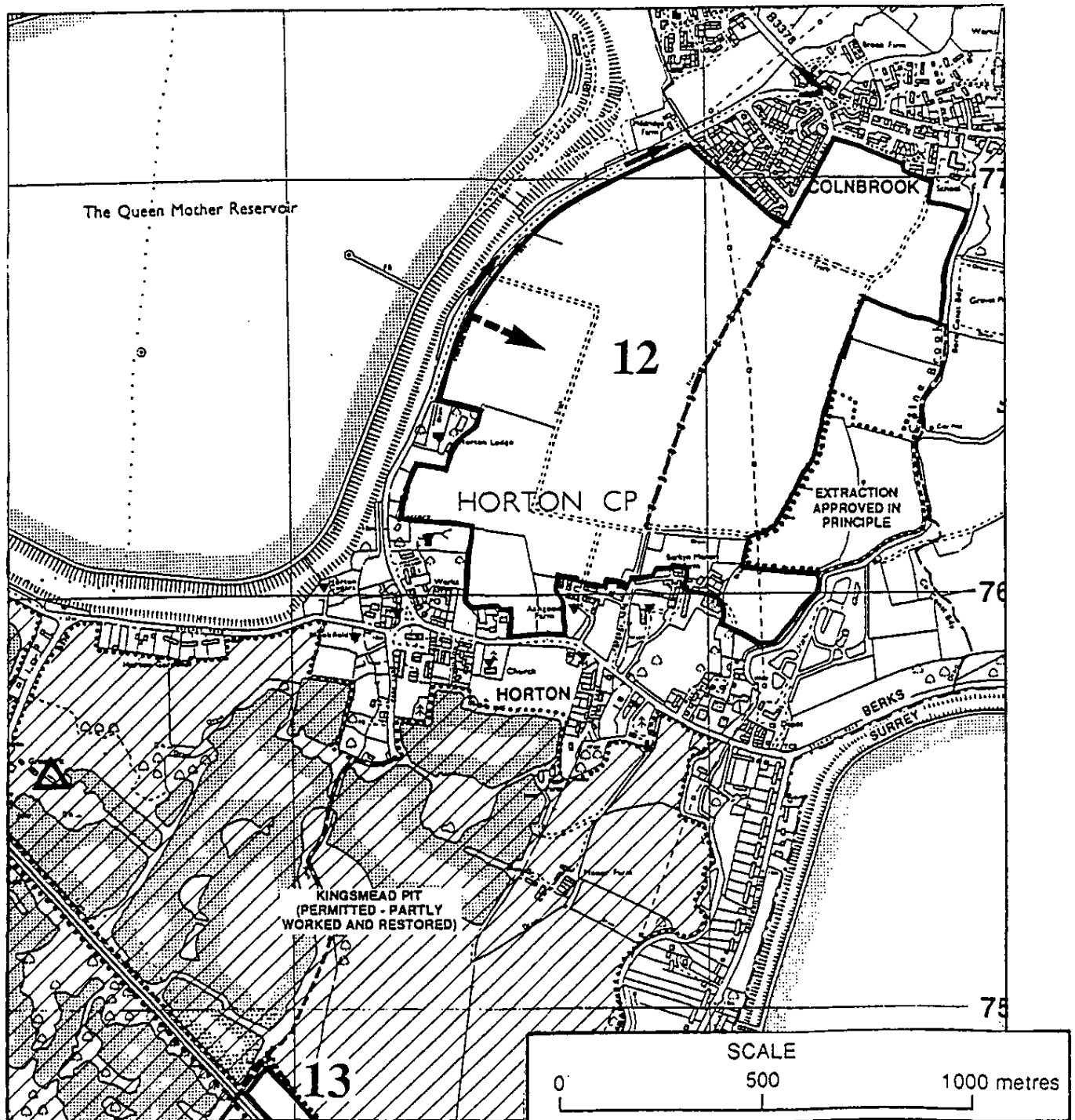
- P12.7 It is acknowledged that the current permission for retention of the processing plant at Poyle (outside and to the north-east of this Preferred Area) relates only to the duration of extraction from the land to the east of the Preferred Area, and that there is likely to be local objection to any longer retention of that plant. Nevertheless, there are advantages and disadvantages associated with the continued use of an existing access and plant to process material from this Preferred Area: just as there would be with the establishment of a new plant on a relatively open site - which would be required if the Poyle plant were not available to serve this Preferred Area.
- P12.8 The alternative to Poyle is for material from this site to be processed at a new low-level plant positioned in a suitable location within the Preferred Area. The location for such a plant should be chosen to ensure that it is seen against a backdrop of trees when viewed from public vantage points, rather than breaking the skyline. Planting and other measures to screen the plant area and internal haul roads should be designed so far as possible to restrict views from public areas on the nearby reservoir embankment, as well as from ground level.
- P12.9 The Environmental Statement should consider the relative merits of these alternatives, and provide clear conclusions to support the processing location proposed in association with any application for extraction from this area. In doing so, the Statement should have regard to all relevant prevailing policies of the appropriate mineral planning authorities.
- P12.10 Without prejudice to that consideration, it is considered that any material to be processed at Poyle must be transported there by internal roads and/or conveyor only. Alternatively, if material is processed within the site, vehicular access should be to Horton Road at a suitable point between Horton Lodge and Mildridge Farm. All vehicles leaving the site by this access would be required to turn right, and follow a haul route direct to the B3378 and A4. No gravel traffic from the site will be allowed to travel through Horton or Colnbrook villages. A legal agreement will be necessary to secure these arrangements.

(iv) Flooding and related issues

- P12.11 The site lies outside and immediately to the north of the floodplain of the River Thames, but wholly within the floodplain of the River Colne. Some flood alleviation for this area has recently been provided by the regrading of the Colne Brook, but full alleviation (to cater for a 1 in 100-year flood) will not be achieved until associated works are carried out within the Colne system. In 1992, the then National Rivers Authority anticipated that these works would not be carried out until the beginning of 1996 at the earliest.
- P12.12 Proposals to work this site must take account of local and wider flooding issues. The Environmental Statement accompanying any application must assess the impact of the proposed operations on existing flooding problems, and demonstrate the steps taken to ensure that those problems would not be worsened as a result of extraction. In particular, proposals must be designed so as not to obstruct the flow of flood water across the site, or to give rise to a loss of flood storage capacity.
- P12.13 In addition, the wider area is at risk from flooding as a result of increases in groundwater levels. The form of restoration proposed (see below) would involve filling below the level of the water-table, which may give rise to a build-up of groundwater levels on the up-gradient side of the site. The Environmental Statement should therefore consider the impacts of filling on the levels and flows of groundwater in the surrounding area, and put forward appropriate measures to prevent any unacceptable changes in groundwater levels or flows in groundwater-fed streams, ditches or springs, and to maintain groundwater flow to the south. The impact on groundwater quality must also be considered.
- P12.13A In this connection, care must also be taken to protect the integrity of the South West London Waterbodies proposed Ramsar site and potential Special Protection Area, which includes the SSSIs at Wraybury Lakes to the south-west of the site.
- P12.14 Proposals for extraction and restoration must ensure that the yield and quality of groundwater are maintained at the abstraction point at Berkyn Manor.

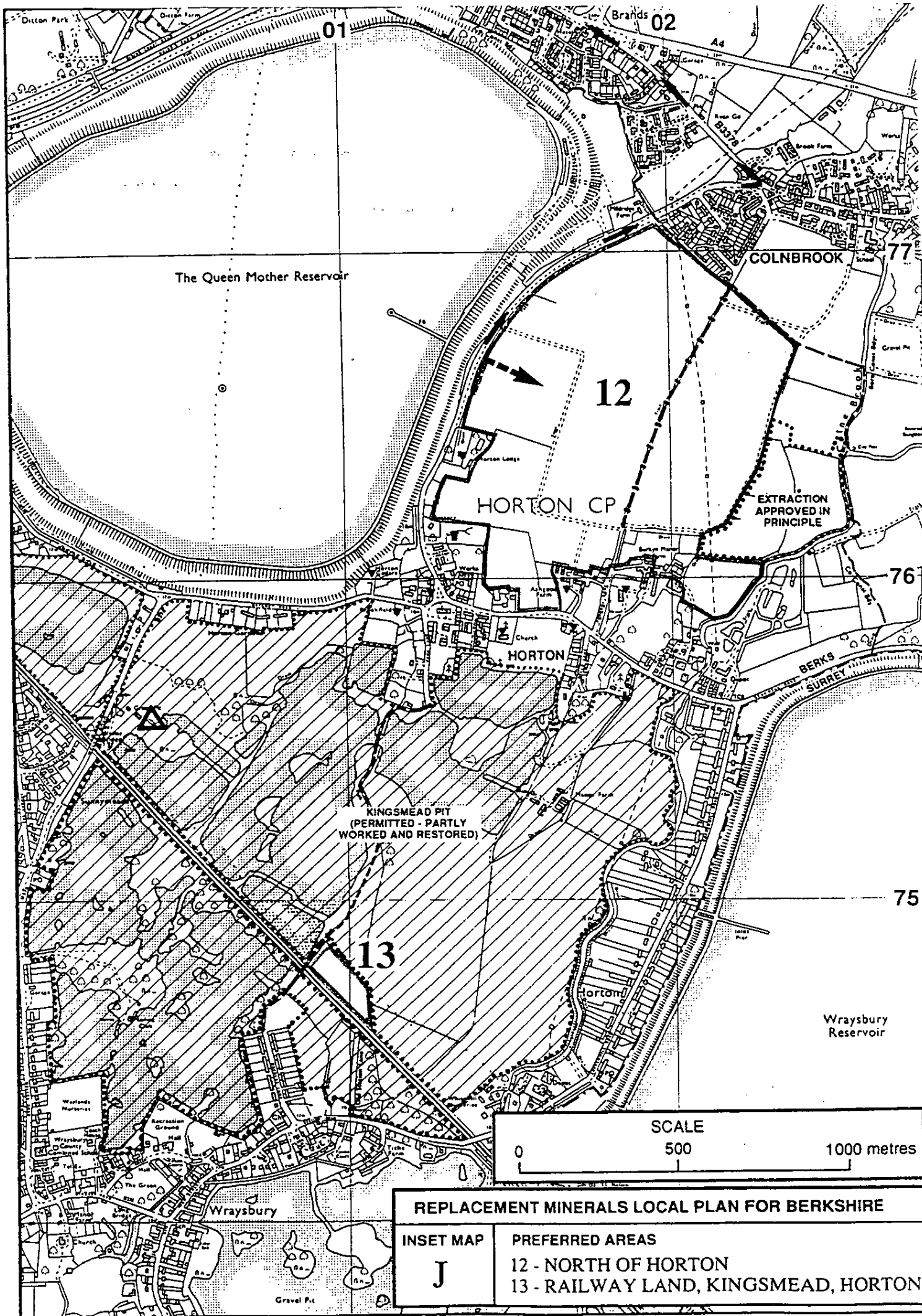
**Insert to Replacement Minerals Local Plan for Berkshire - Incorporating the Alterations adopted in December 1997 and May 2001.**

Due to a printing error on page 131 of the above plan the site boundary of Preferred Area 12, shown on Insert Map J, has not been accurately depicted. The map shown on this insert shows the accurate site boundary of Preferred Area 12, as adopted in December 1997, and as such replaces the site boundary shown on page 131 of the Replacement Minerals Local Plan for Berkshire (2001).



11th November 2002

REPLACEMENT MINERALS LOCAL PLAN FOR BERKSHIRE	
INSET MAP	PREFERRED AREAS
J	12 - NORTH OF HORTON
	13 - RAILWAY LAND, KINGSMEAD, HORTON



REPLACEMENT MINERALS LOCAL PLAN FOR BERKSHIRE	
INSET MAP	PREFERRED AREAS
J	12 - NORTH OF HORTON
	13 - RAILWAY LAND, KINGSMEAD, HORTON

P12.15 The principles set out in paragraphs KV16 and KV19 on page 85 should also apply to this site.

(v) Running sands

P12.16 It has been suggested that there may be running sands in this locality. The Environmental Statement should investigate the extent of any such sands which may be affected by the working of this Preferred Area, and demonstrate the steps taken to minimise any risks of ground instability resulting from the movement of sands into the working area.

(vi) Other issues

P12.17 Other requirements to be taken into account either in the Environmental Statement or elsewhere in the preparation and submission of any planing application include:

- (a) The fact that the site is in the Green Belt and the Colne Valley Regional Park, and that it is therefore of particular importance that high environmental standards are maintained and that the site is well restored.
- (b) The bridleway running approximately north-south across the centre of the site is part of the 'Colne Valley Way', a regional route linking the Thames at Staines to the Grand Union Canal at Uxbridge. The bridleway must be protected at all times, though its temporary diversion during the relevant phase of operations on the site may be acceptable.
- (c) The route of, and access to, the overhead power line crossing the site from north to south must be safeguarded at all times.
- (d) Regard must be paid to the requirements of Thames Water in respect of mineral working close to the embankment of the Queen Mother Reservoir.

### Timing and phasing

P12.18 The timing and phasing of extraction at this Preferred area will be carefully controlled to ensure the following:

- \* that the Area is not worked simultaneously with the land to the east (the land on which planning permission in principle was granted in April 1992). It is envisaged that this eastern land will take about 3 years to extract from start to finish, which indicates that extraction from Area 12 would not be acceptable before about 1998 at the earliest.
- \* that working does not take place simultaneously on land within Area 12 which lies immediately north of Horton, and on the part of the permitted Kingsmead pit which lies immediately to the south of the village.
- \* that working of this site would not unreasonably prolong extraction and restoration operations at the Kingsmead pit (for example, through the Kingsmead pit closing temporarily to allow this site to be worked first). However, simultaneous operation of this site and Kingsmead would in principle be acceptable, subject to the previous point.
- \* that proposals for phased extraction and restoration are designed to minimise the area within the site affected by the operations at any one time.

P12.19 As indicated above, the timing of the release of this land for extraction will also have regard to the progress of measures to improve local flooding problems.

P12.20 The scheme of working for the site should have regard to

- \* the need to give maximum opportunity for advance screen planting to take effect
- \* the need to avoid prolonging operations close to either Colnbrook or Horton villages

- \* the location of the processing plant
- \* the considerations set out in paragraph P12.18.

P12.21 The local planning authorities will not permit more than one active mineral extraction operation in the Preferred Area at any one time.

#### **Restoration and after-use aims and requirements**

P12.22 The local planning authorities will require the highest standards of restoration and after-care of this Green Belt site, and will seek to secure appropriate longer-term management of it.

P12.23 Much of the site is high-grade agricultural land. High standard restoration to agriculture, with a strong structure of new woodlands, copses and hedgerows, is therefore the ideal, and would accord with the prevailing policies for the Colne Valley Park.

P12.24 Those policies also seek to increase opportunities for countryside recreation. In the context of a primarily agricultural after-use of this site, this aim would best be met by the provision of new public rights of way - both bridleways and footpaths - through the site, and the enhancement of existing rights of way. In particular, a new public footpath should be provided (if it is not already available) alongside the Colne Brook linking to other public rights of way to the north and south; and the surface and drainage of the bridleway which forms part of the Colne Valley Way should be improved, and additional planting provided to enhance its setting. Measures should also be taken to limit its use by agricultural vehicles, for example by the provision of a new and separate track for those vehicles, physically separated and screened from the bridleway.

P12.25 More organised forms of countryside recreation are less likely to be favoured, above all because they would result in the effective loss of an area of high-grade agricultural land, and are likely to conflict with the prevailing policies in respect of recreation development in the countryside.

P12.26 Restoration of the small part of the site east of the farm buildings at Berkyn Manor Farm should be designed to link in with the proposed form of extraction for the adjacent area to the north, where mineral extraction has already been approved in principle.

#### **Filling**

P12.27 Information available on the underlying geology suggests that, with appropriate lining and other engineering measures, the use of putrescible waste in restoration could be acceptable in technical terms. If filling with such materials is proposed, its environmental impacts (including impacts on Horton and Colnbrook villages) would have to be considered in detail in the Environmental Statement. The acceptability of using putrescible waste would be assessed by the local planning authorities in the context of the planning application in question, having regard, among other things, to the technical details proposed, the environmental impacts of the proposed filling, and the nature of the prevailing policies for waste disposal at the time of the application.

P12.28 It is stressed that no commitment is given in this Plan to accepting the principle of using putrescible waste in the restoration of this site.

## **PREFERRED AREA 13 : RAILWAY LAND, KINGSMEAD, HORTON**

**Location and use:** Unused land adjacent to the Staines-Windsor railway line north-east of Wraysbury, surrounded on three sides by the permitted Kingsmead pit.

**Site area:** 2 hectares

**Deposit:** Valley gravel

**Potential yield:** 135,000 tonnes (BCC estimate)

### **Planning history**

P13.1 The surrounding land east of the railway was first given permission for mineral extraction in 1944. There are still many years' reserves remaining. Extraction from an adjacent small area west of the railway commenced in 1987, and has now been completed. Preferred Area 13 has not been the subject of any previous application for mineral extraction. It was identified as Preferred Area 17 in the original Minerals Local Plan.

P13.2 The site lies in the area of the Colne Valley Park.

### **Site planning requirements**

#### **(i) Method of working**

P13.3 The site forms a natural extension to the permitted working at Kingsmead, and should be worked as an integral part of that operation.

#### **(ii) Protection of margins and marginal features**

P13.4 Suitable measures must be taken to ensure the stability of the margins to the railway and Horton Drain during extraction and restoration of this Preferred Area. A 20-metre margin will be required to the railway.

P13.5 The footpath on the west side of the site (Wraysbury FP6) should be adequately protected during extraction and restoration, while trees adjacent to the Horton Drain must similarly be retained and protected throughout extraction and restoration from this site.

#### **(iii) Archaeology**

P13.6 A statement of intent regarding archaeological investigation, recording and publication for the unworked permitted areas at Kingsmead is to be prepared by the mineral operator, and is to be submitted for the approval of the local planning authority. Although a full archaeological evaluation of this small Preferred Area on its own would probably not be required, the statement of intent should be extended to include this site.

#### **(iv) Impact on SSSIs and potential Special Protection Area**

P13.6A Care must be taken to protect the integrity of the South West London Waterbodies proposed Ramsar site and potential Special Protection Area, which includes the SSSIs at Wraysbury No. 1 and No. 2 Pits to the south and west of the site.

### **Timing and phasing**

P13.7 Operations at this site should be planned to fit in with the approved scheme of working for the wider Kingsmead area. Logically, the Preferred Area should be worked as an extension to the adjacent phase of working at Kingsmead, which is currently expected to take place in the late 1990s.

### **Restoration and after-use aims and requirements, and filling issues**

- P13.8 It is the intention to establish the restoration and after-use requirements for this small Preferred Area (including any filling requirements) in the context of those for the wider Kingsmead area.
- P13.9 The planning conditions relating to restoration and after-use at Kingsmead require the majority of that site to be backfilled with inert waste and restored to its original levels. The predominant after-use will be agriculture. there are also a number of lakes and areas of nature conservation value in the locality.
- P13.10 In the context of the wider Kingsmead area, therefore, either dry restoration to agriculture (in accordance with the existing Kingsmead permission) or wet restoration for fishing and nature conservation would be appropriate.



## **PREFERRED AREA 14 : OLD SLADE, COLNBROOK**

**Location and use:** Farmland to the west of the Iver Sewage Treatment Works, south of the M4 motorway and north of Colnbrook..

**Site area:** 2.5 hectares

**Deposit:** Valley gravel

**Potential yield:** 150,000 tonnes (Buckinghamshire County Council/BCC estimate)

### **Planning history**

- P14.1 The site, which was in Buckinghamshire until boundary changes in April 1995, is located in an area of extensive past and existing gravel working between the A4 and the M4 motorway. As part of the 'Old Slade Farm Complex' it was originally designated as a Site of Special Scientific Interest but it was denotified in 1981 since it no longer met the criteria for designation. The wider area has however continued to act as a valuable resource for nature conservation in a regional context. It is currently being resurveyed by Slough BC to identify and redefine sites which now merit local designation for their wildlife interest.
- P14.2 An application for extraction from this and adjoining land was refused in 1981 since it was considered that the proposal would adversely affect a site of nature conservation value and because at that time part of the application area (including this site) was not identified as a Preferred Area in the original Buckinghamshire Minerals Local Plan. However, when that Plan was reviewed the site was proposed as a Preferred Area and following testing through the inquiry process, the site was confirmed as a Preferred Area when the Replacement Minerals Local Plan for Buckinghamshire was adopted in January 1995. Following the 1995 boundary changes, this site was incorporated as a Preferred Area in the present Plan through the Alterations approved in 1997.
- P14.3 The site lies in the Colne Valley Regional Park.

### **Site planning requirements**

#### **(i) Access and processing issues**

- P14.4 Access could be gained either from Sutton Lane (through the adjacent Hall Aggregates pit), or via Lakeside Road to the A4. the western (Sutton Lane) route would minimise disturbance to existing lake areas and to the rights of way network, and is therefore in principle favoured over the eastern (Lakeside Road) route. However, use of the eastern route would be acceptable if the western one proves impracticable, or if the eastern route is created in association with other development (as is currently proposed by other developers). The use of Old Slade Lane for access will not be permitted.
- P14.5 Because of the small size of the site and the proximity of other processing plants nearby, the local planning authority will not permit the establishment of mineral processing or manufacturing plant on the site.

#### **(ii) Ecology**

- P14.6 Part of the site forms part of a larger area of potential nature conservation value. It will be necessary to ensure that any proposals for extraction do not adversely affect the hydrology and wildlife interest of the wider area. Appropriate protection must also be given to the woodland to the west of the site (Old Wood).
- P14.7 Any proposals for extraction will be considered in the context provided by the latest available assessment of the wildlife interest of the site itself and of the surrounding area (see paragraph P14.1).



(iii) Public rights of way

P14.8 The site is crossed from north to south by a public footpath which links into the Colne Valley Way. This footpath forms part of a circular route running between the M4 motorway and the A4. A scheme of improvements to the local footpath network, including the upgrading to bridleway status of the circular route (including the section crossing this site) is currently (1997) in an advanced state of negotiation between Berkshire County Council, Slough Borough Council, landowners, and users.

P14.9 Great care must be taken to protect the integrity of the local rights of way network and its recreational value during extraction and restoration operations. A diversion of the footpath/bridleway currently crossing the site to the site boundary may be acceptable provided that a wide and well surfaced path is constructed - even if only on a temporary basis.

(iv) Archaeology

P14.10 A staged scheme of archaeological assessment and evaluation of the Preferred Area will be required before any planning application for extraction is determined.

(v) Relationship to adjoining land-uses

P14.11 Appropriate measures must be taken to safeguard the stability of the M4 motorway during extraction from the site. Account must also be taken of any proposals for widening the M4 adjacent to the site.

(vi) Other issues

P14.12 Other issues to be taken into account in the preparation of any planning application include the following:

- (a) the need to take account of the requirements of the CAA Directorate of Aerodrome Safeguarding when preparing details of any extraction proposal (including details of any structures or lighting proposed), and of any filling proposals.
- (b) the need to ensure that extraction or associated operations do not compromise the integrity of the nearby tunnel bringing water from the Thames and the Wraysbury Reservoir Complex to the Iwer Water Treatment Works.
- (c) the need to take account of the relationship of extraction from this site with other development proposals on surrounding or adjoining land. In recent years, a number of major planning applications have been made close to the site, including one - related ultimately to the proposal for a Fifth Terminal at Heathrow Airport - for the redevelopment of the Iwer South STW as a major sludge dewatering works; and another for a major 'freight exchange' (a rail-linked goods storage and transfer facility), the boundaries of which actually incorporate this Preferred Area. Neither proposal has yet been determined; both will be decided by the Secretary of State following public inquiries.

**Timing and phasing**

P14.13 The site could be used either as a borrow pit in association with the possible widening of the M4 motorway or as a general market supplier. If the latter is the case, there is a possibility that the site could be extracted as an extension of the existing operation at Sutton Lane. At present extraction from the Sutton Lane site is expected to be completed around 1998.

## **Restoration and after-use aims and requirements**

- P14.14 Since the site is in the Green Belt and Colne Valley Regional Park it is particularly important that a high standard of restoration is achieved. In view of the nature conservation value of this and the adjoining land, it is considered that restoration proposals should have regard to the character of the adjoining sites and augment the nature conservation interest of the area. In order to achieve these objectives the site should be left as open water or as marsh/reed-bed and suitably landscaped, particularly along its boundary with the M4 motorway.
- P14.15 If the improvement and upgrading of the local rights of way network referred to in paragraph P14.8 is not already in place at the time of any planning application, the local planning authority would expect any scheme of restoration for this site to incorporate proposals for the upgrading of the path crossing the site to a bridleway, either on its existing alignment or - if needed to protect the integrity of the site's after-use - on an alignment diverted around the site boundaries.

## **Filling**

- P14.16 No imported filling materials will be required to achieve restoration of the site to open water. Restoration to marsh or reed-bed may require the import of some filling materials. The nature of any such materials would be considered at the time of a planning application.

**PAGE LEFT INTENTIONALLY BLANK**

*Appendix 4 described nine sites where, at the time of preparing the version of the Plan that was adopted in 1995, the principle of granting planning permission had been agreed, but the issue of the permissions was awaiting the completion of associated legal agreements. Subsequently, planning permissions have been issued at eight of the sites, and refused at the ninth. The content of Appendix 4 is now not required in the Plan, and it has therefore been deleted under the 2001 Alterations.*

**PAGE LEFT INTENTIONALLY BLANK**

## APPENDIX 5

## EXAMPLES OF ISSUES DERIVING FROM POLICY 7 RELEVANT TO THE DETERMINATION OF PLANNING APPLICATIONS

Not all the issues listed here would necessarily be relevant in every application. Neither is this list intended to be a comprehensive checklist of all the issues which might be relevant in the decision on particular proposals.

Consideration from Policy 7	Detailed issues arising	See also Policies
Effects on living conditions	Effects of noise, dust and vibration Visual effects of operations and plant Need for buffer zones Hours of working Effects of traffic to and from site	
Effects of traffic	Effect on living conditions Suitability of access to site Necessary haul route limitations Effect on road safety Effect on traffic congestion Ability of local road network to accommodate vehicle movements generated Measures to prevent mud on public roads Hours of operation	
Safeguarding the character and amenities of settlements, and important open land between settlements	Effect on open land within or integral to a settlement Effect on areas within which the amenities of a settlement should be safeguarded Need for buffer zones to protect the edges of settlements Extent to which extraction would breach a 'natural barrier' forming a limit to acceptable working near a settlement Effect and duration of operations (including the operation of plant) on the function of land which keeps settlements separate	13 13 13
Safeguarding areas of –		
Ecological or geological importance	Effect on SSSIs and statutory nature reserves Effect on Wildlife Heritage Sites Effect on other sites, areas or features of ecological importance or local significance	11 12
Archaeological importance	Effect on Scheduled Ancient Monuments Effect on sites of county or regional importance Effect on sites of minor or unknown importance	11, 23, 24 12, 23, 24 12, 23, 24
Historic or architectural importance	Effect on historic parks and gardens Effect on National Trust land Effect on Conservation Areas and Listed Buildings Effect on Common Land and Town or Village Green	11, 12 11 11, 12 11
Safeguarding farmland and farm structure	Protecting Grades 1, 2 and 3a land from inappropriate development The feasibility of a high standard of restoration Effect on the viability of farm units	
Safeguarding woodland	Effect on areas of commercial woodland Effect on ancient woodlands (Wildlife Heritage Sites) Effect on woodland of amenity value Effect on woodland habitats Relationship to commercial timber-cropping schemes	12



Safeguarding landscape areas and features	Effect on AONB	11
	Effect on other Areas of Special Landscape Importance	12
	Effect on local landscape character	
	Effect on the setting of rivers and canals	12
	Effect on the wider character of rivers and canals	
	Effect on the landscape heritage	
	Effect of working visually prominent sites	
Protecting recreation sites and public rights of way	Effect on land or buildings used for formal recreation	12
	Effect on sites used for informal recreation	12
	Effect on water-based recreation	12
	Effect on allotments	12
	Effect on nature trails, recreation routes, and other public rights of way	12
	Contribution to safeguarding and enhancing the rights of way network	12
Protecting the water environment and water supplies, and guarding against increased flood risk	Effect of any changes to the water table	
	Effect on public and private water supplies	
	Effect on extent and location of flood storage capacity and flood flows	
	Effect on the stability of waterways	
	Effect on river maintenance	
	Effect on aquatic dependent flora and fauna	
Orderly progression of working and restoration	Conformity with any agreed or desirable sequences of working or restoration of sites in the area	
	Whether operations will help to 'finish off' an established working area	
	Whether site is an extension to an existing working	
	Contribution to over-concentrating workings in one area	
Resisting workings in new areas	Whether there is a need to move working into a new area	
Other considerations (examples)	Effect on interests, plant and apparatus of statutory undertakers, etc	
	Does size or expected yield of the deposit justify the disturbance caused?	
	Effects on sites committed or identified for other development	
	Significance of other planning policies affecting the site	
	Operator's past record of adherence to conditions, good quality restoration, etc	
	Effects on businesses and commercial premises adjacent to the site	

## APPENDIX 6

## THE MAIDENHEAD, WINDSOR AND ETON FLOOD ALLEVIATION SCHEME

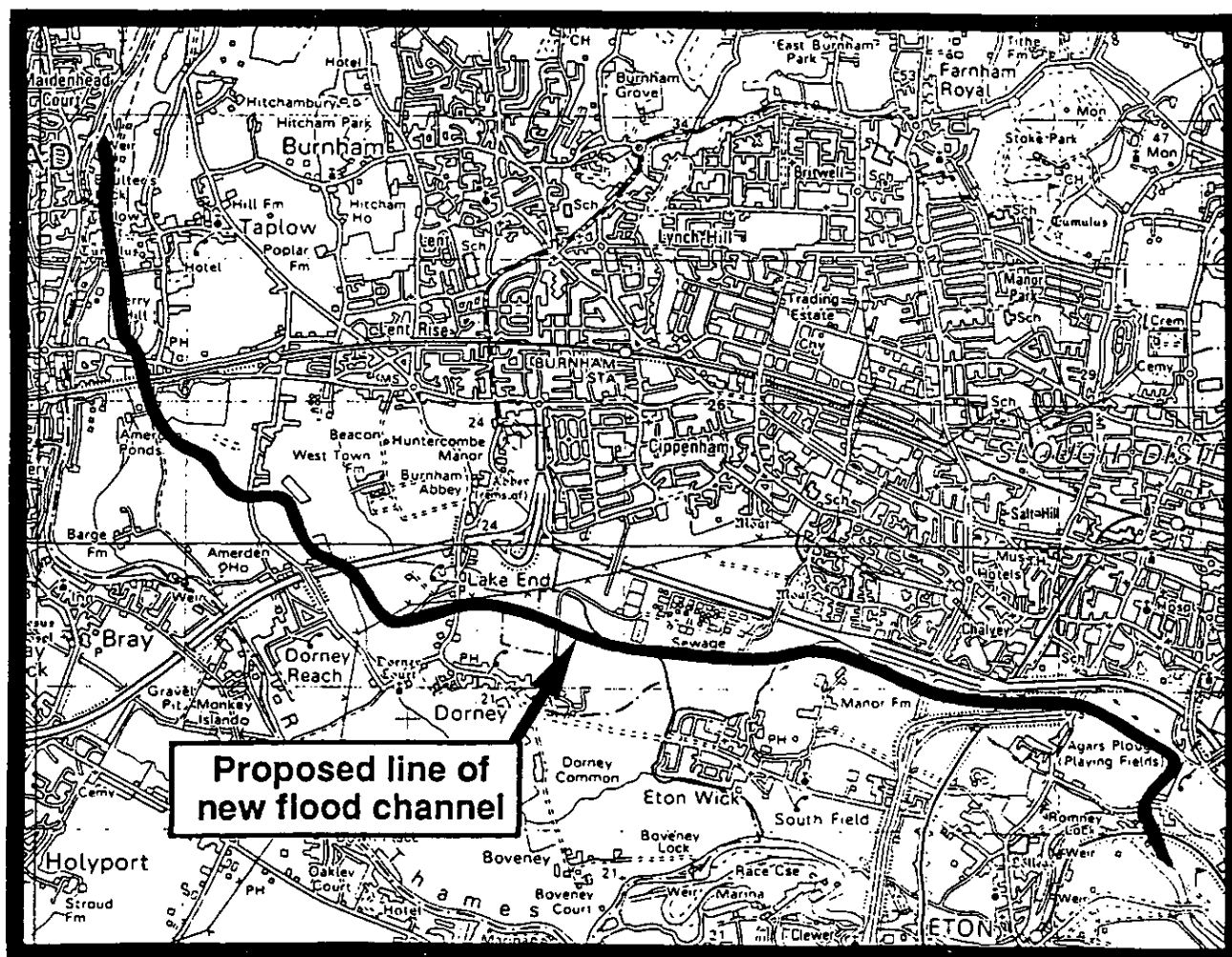
To help solve problems of repeated flooding in the Maidenhead, Windsor and Eton area, the Environment Agency (formerly the National Rivers Authority) is constructing a new channel to the east and north of the main course of the Thames between Maidenhead and Datchet. The route of the new river channel is shown on the map below.

The channel runs through sand and gravel deposits for the majority of its length. It is estimated that construction of the channel will yield about 2.0 million cubic metres (approximately 3.45 million tonnes) of sharp sand and gravel for processing. About 1,163,400 cu m (2,035,900 tonnes) of this material will come from land within Berkshire, with the remainder coming from the section of the channel in Buckinghamshire (between Maidenhead and Dorney).

Planning permission for the scheme was granted by the Secretary of State for the Environment in March 1995. Works for the construction of the channel began in 1996, and the excavation of the main channel began in 1999. The whole project is due to be completed by 2002.

The sand and gravel from within Berkshire, and some of that dug from the Buckinghamshire section of the channel, is being removed unprocessed by lorry via junction 6 of the M4, or else is being taken to the existing processing plant at Monkey Island Lane, Bray via a conveyor bridge over the main Thames channel.

The gravel-winning component of the scheme is regarded as a 'windfall' (see paragraphs 5.26-5.28), and the gravel reserves in the part of the channel in Berkshire contribute usefully towards the county's landbank of permitted reserves.



**PAGE LEFT INTENTIONALLY BLANK**

Policies 25-27 of this Plan deal with the safeguarding of sites that might be suitable for use as rail aggregates depots.

Policy 25 indicates that the two key issues in the determination of any planning applications for new depots are the need for the new facility and its environmental impact. Policy 26 provides for the safeguarding of five sites from development which would prejudice their future use as rail aggregates depots, while Policy 27 sets out various general requirements regarding the details to be included in any planning application for depot facilities at these or any other sites.

Policy 27 also requires that applications at the five safeguarded sites should address a series of more detailed issues. This Appendix therefore describes in more detail a series of environmental and related issues which should be considered in the preparation of any planning application for a rail depot at one of the four safeguarded sites where no planning permission has to date been granted. These issues will also be considered by the local planning authorities when determining any application to use the site concerned as a rail depot. For the fifth site, at Colnbrook, it describes the planning permission granted in 1987 and indicates the environmental and other issues that were addressed in the preparation and consideration of that application.

It is stressed that the issues set out in this Appendix are not necessarily a comprehensive list of all the factors to be taken into account in the preparation and determination of any application. The local planning authorities therefore reserve the right to add to or amend the details in this Appendix in the light of the most up-to-date information available at the time of any application, or in the light of the precise nature of any particular development proposal.

Policy 25 requires all relevant environmental issues set out in Policy 7 of this Plan to be taken into account in deciding any planning applications for rail depots, and this Appendix does not seek to identify all possible issues from that Policy which might have a bearing on any particular application. Early consultation with the relevant local planning authority is therefore recommended when any application for a rail depot or related activity is proposed on any of these sites.

*Please note that certain factual information in this Appendix reflects the position when the RMLP was originally drafted in the mid-1990s. Only updates essential to the understanding of the Appendix have been incorporated in the Plan through the 2001 Alterations.*

**PAGE LEFT INTENTIONALLY BLANK**

## DEPOT SITE 1

## PADWORTH SIDINGS

<b>Location</b>	South of the A4 between Woolhampton and Theale, and adjacent to the Kennet & Avon Canal. The site is adjacent to sidings linked to the Paddington – Exeter main rail line.
<b>Site area</b>	The total area of the safeguarded site is around 10 hectares, but it is not suggested that the whole of the site would necessarily be required in operational terms for the establishment of a viable rail-importing operation. (For comparison, the area of Foster Yeoman's established depot at Theale is just over 4 hectares.)
<b>Current use</b>	Most of the safeguarded site is currently vacant. Adjacent land is used as rail-linked coal and oil depots.

### Planning history

- D1.1 Gravel was extracted from the site in the 1940s. In the 1970s it was used by British Rail as a tip for spent ballast and as a coal yard. The current coal depot was used by Foster Yeoman to import substantial volumes of limestone prior to the opening of their depot at Theale in 1981.
- D1.2 In 1973, outline planning permission was granted for the establishment of a rail depot on a 1.3 hectare site adjacent to the canal. It was envisaged that this site would have a throughput of 500,000 tonnes per year, importing chiefly granite from the East Midlands. The outline permission provided for the construction of plants for manufacturing asphalt and for using this asphalt to coat some of the imported stone. Details pursuant to this outline permission were approved in 1976. Some minor works were carried out in the 1980s with a view to keeping this permission alive, but in the light of subsequent legal judgements in respect of other sites, the continuing validity of the 1973/1976 permissions is open to question.
- D1.3 In 1992 planning permission was granted on appeal for the establishment of a similar but much smaller-scale operation (maximum throughput 60,000 tonnes per year) on a site overlapping the site of the 1973 permission. This operation has not commenced to date (see *the footnote to paragraph 9.6*).
- D1.4 The approximate sites of the 1973 and 1992 permissions are shown on Inset Map K.

### Site planning considerations

- D1.5 The three key issues to be addressed in any future application for the use of all or part of this site as a rail depot are as follows:
- (i) The effect on the character and appearance of the surrounding area, and on the setting and use of the canal
- D1.6 The visual impact of any development on this site will have to be carefully considered to ensure that it is not visually intrusive or otherwise detrimental to the character of this predominantly rural area. Any development close to the canal must safeguard the use of the waterway and towpath at all times. This might require comprehensive perimeter planting and other forms of amenity protection. Existing tree and shrub planting on the southern (canal) and western boundaries of the site must also be safeguarded.

(ii) The effects on living conditions in nearby houses

- D1.7 The northern and western parts of the safeguarded site are close to existing housing at Lower Padworth and Aldermaston Wharf respectively. Any proposals will have to demonstrate that adequate screening has been provided to reduce visual intrusion at these houses to an acceptable level, and that protection has been provided against intrusion by noise and smell.

(iii) The effects of traffic using Padworth Lane and the Padworth Lane/A4 junction

- D1.8 Access to the site must be via the existing access to Padworth Lane. All heavy road vehicles leaving the site will be required to turn left and follow Padworth Lane northwards to the A4. Lorries arriving at the site will be required to follow the same route in reverse. Improvements to Padworth Lane, and to its junction with the A4, will be required in association with any future planning application which proposes any substantial increase in the levels of activity allowed under the planning permission granted in 1992.

**General comment**

- D1.9 The Inspector who decided the appeal in 1992 made a number of comments which bear directly on the future use of this site as a rail depot. He concluded that the relatively low-key proposal before him, which envisaged delivery of only two trainloads of stone in every three weeks, was acceptable in terms of the three issues identified above, so long as appropriate controls and regulations were introduced to minimise (above all) visual and aural intrusion. He therefore imposed conditions on the planning permission, or incorporated requirements in an associated legal agreement, providing (inter alia) for the following:

- Limiting the maximum annual throughput
- Spraying of loaded rail wagons before they leave the quarry which supplies the site
- Banning stone deliveries to the site by road, except in very special circumstances
- Limiting hours of operation (including separate limits on the times of train movements and unloading, on movements of road vehicles on the site, and on the operation of plant
- Limiting overall levels of noise emission from the site
- Greasing of rail tracks and rubber-lining of hoppers, to reduce noise impacts
- Preventing crushing or grading of rock on the site
- Making provision for the control of dust
- Hard surfacing of roads and parking/manoeuvring areas within the site
- Landscaping and fencing of the site
- Painting plant a suitable colour
- Preventing the stockpiling of waste or reject materials
- Controlling overhead lighting and floodlighting
- Requiring the provision and use of wheel washing facilities
- Requiring loaded vehicles leaving the site to be covered
- Restricting vehicle routeing, and providing for sanctions in the event of non-compliance
- Controlling the effect of the development on the extent and location of flood storage capacity

- D1.10 The local planning authority will require all these issues to be addressed and provided for (where relevant) in any future applications for depot facilities and related activities within the safeguarded area.

- D1.11 The safeguarding in this Plan of an area wider than that covered by the 1992 permission implies no commitment by the local planning authorities to any more intensive or extensive use of the safeguarded area than was allowed in that permission. Any proposals to reposition, intensify or enlarge the permitted activities will be judged on their merits in terms of their effects on the three key issues identified above, and on any other relevant considerations.

151



## DEPOT SITE 2

## PINGEWOOD

<b>Location</b>	South-west of Reading and north of the M4 between junctions 11 and 12. The site is adjacent to the Reading-Basingstoke railway line, about 3km south of Reading West station. The railway line at this point forms the boundary between West Berkshire District (to the west) and Reading Borough (to the east).
<b>Site area</b>	There are no existing sidings in this location which might form the basis of a new rail depot. The safeguarded site extends to around 5ha. It is not suggested that the whole of the site would necessarily be required in operational terms for the establishment of a viable rail-importing operation.
<b>Current use</b>	The site is currently unused. The eastern part of it comprises two lakes resulting from earlier gravel extraction. There is a large electricity sub-station to the west of the railway line immediately north-west of the safeguarded site.

### Planning history

- D2.1 Apart from the site of the sub-station, all land adjacent to the railway line in this vicinity has been the subject of past gravel extraction.
- D2.2 Extraction from the safeguarded site was permitted in 1957, and had been completed by the mid-1970s. The permission allowed the land to be filled with putrescible waste, but filling has not yet taken place.
- D2.3 This Plan's Preferred Area 8 for mineral extraction lies to the east of the safeguarded site, with Green Park and the new A33 beyond.

### Site planning considerations

- D2.4 The principal concerns to be addressed in any future application for a rail depot or associated activities are the following:
  - (i) Relationship to other nearby development proposals
- D2.5 This site is seen as a suitable location for a depot serving the general market. It also has the added advantage of being well located to meet the possible needs of Green Park, which may benefit from having access to a nearby siding to allow the importing of construction materials by rail.
- D2.6 The timing, location, and nature of the operations proposed at any new rail depot here should therefore have regard to the potential for meeting short-term needs created by nearby development areas, as well as the longer-term needs of the general market.
  - (ii) Access issues
- D2.7 Although the local roads have long been used by heavy traffic in association with local gravel extraction, they are not considered suitable for the high levels of use by such traffic which would be generated by a large new rail aggregates depot. Ideally therefore, a new depot should not be constructed here unless and until it can obtain satisfactory access to the primary road network. The means by which this access would be achieved would be an important consideration (in terms of its wider environmental impact as well as its traffic impacts) at the time of any planning application.

REPLACEMENT MINERALS LOCAL PLAN FOR BERKSHIRE

INSET MAP

SAFEGUARDED RAIL DEPOT SITE

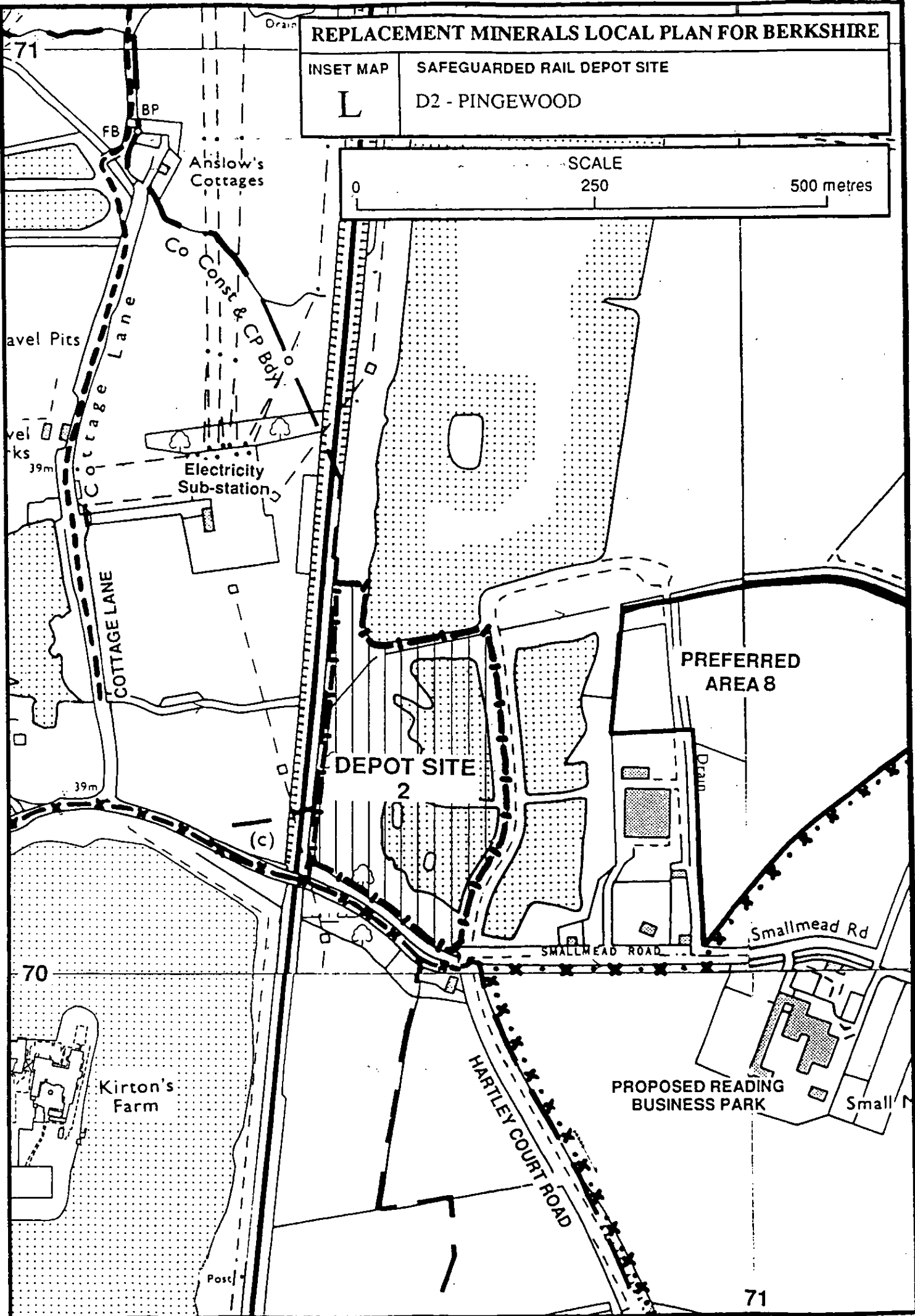
L

D2 - PINGEWOOD

SCALE

250

500 metres



(iii) Sources of materials

- D2.8 A further reason for safeguarding this site is that it lies on a different rail line from that serving the existing depots at Theale, or the other sites safeguarded in this Plan. This creates the opportunity to diversify the source and nature of aggregates brought into Berkshire. In particular, this site's direct rail link to Southampton means that it is well positioned to import marine-dredged or sea-borne materials landed there (although this would involve some double-handling at the Southampton end, as the importing wharves are not rail-linked). The site can also be readily reached (via Reading West Junction) by trains importing granite from the East Midlands, only very little of which is imported into Berkshire at present.
- D2.9 Having regard to the local planning authorities' wish that new depots will increase the amount of imported material available to the county (see paragraph 9.24), the authorities will wish these opportunities for using material from new sources to be taken if at all possible. At the same time, the site can also be reached (via a reversing manoeuvre in Reading) by trains from the established rail-linked quarries in South West England which already serve Theale, and so it is well positioned to receive additional aggregates from those sources over and above the amounts already brought into the county.

(iv) Landscape impact, and impact on living conditions

- D2.10 There are a few relatively isolated houses close to the safeguarded site. Any planning application would have to demonstrate how living conditions in these houses are to be safeguarded against unacceptable environmental damage. Provision must also be made for measures to reduce the visual and other impacts on the landscape of any depot in this location, including screening and other landscape enhancement measures.

(v) Other issues

- D2.11 Any proposal will have to have regard to the presence of the nearby electricity sub-station and the associated network of overhead power lines.
- D2.12 Proposals should safeguard the environment of and working conditions in Green Park.
- D2.13 Suitable arrangements must be made for filling the site as necessary prior to construction of any depot.
- D2.14 Flooding and other hydrological issues must also be addressed – see paragraphs KV14-19 in the general statement on the Kennet Valley on page 85 of this Plan.

**General comment**

- D2.15 Additionally, any applications must also address and make provision for all the issues and concerns identified under the heading of 'General comment' on page 150, where relevant.

## DEPOT SITE 3

## SLOUGH GOODS YARD

<b>Location</b>	The site lies at the western end of the former Slough Goods Yard, about half a mile west of Slough Town Centre. The site is adjacent to sidings linked to the main BR Paddington lines.
<b>Site area</b>	About 0.3 hectares.
<b>Current use</b>	Between 1990 and early 1992, the site was used as an aggregates depot by Redland Aggregates Ltd. The site is now vacant. The adjacent land which forms the remainder of the former goods yard is used for various industrial and storage uses, including the storage of coaches, a builders' merchants, and a waste transfer station.

### Planning history

- D3.1 Slough Yard was in use as a goods yard until the 1970s, but by the mid 1980s the sidings within the yard had been lifted and the land given over to industrial and storage uses. In 1973, a planning application was submitted for an enclosed rail aggregates depot with a concrete-batching plant on a 0.5ha site which included some of the present safeguarded site. This application was refused in January 1974 on grounds of its visual impact, the impact on the amenities of the nearby residential area, the poor access to the site (which has since been improved), and the effects on the local highway network. There have been no later applications referring specifically to the safeguarded site. Other current activities on the former goods yard are operating under planning permissions issued on either a temporary or a permanent basis.

### Site planning considerations

- D3.2 The principal concerns regarding this site have not altered since the refusal of the 1973 rail depot application, although the precise circumstances on each issue have changed considerably in the meantime.

#### (i) Access and highway issues

- D3.3 As mentioned, the access into the goods yard from Stoke Poges Lane has been improved since the refusal of the 1973 application, and it is now considered adequate to serve the existing uses (including the recent use of the safeguarded site as a rail depot). However, movements to and from the site from the north would involve heavy vehicles passing through residential areas, and this is unacceptable. A routing agreement to prevent movements to or from this direction would therefore be needed in conjunction with any permission for a depot on the safeguarded site. Vehicles serving the site would thus be required to travel via Stoke Poges Lane directly to or from the A4 to the south. This would require these vehicles to cross the relatively narrow bridge over the railway immediately to the south of the site entrance. Consideration will have to be given, at the time of any application for a depot at the safeguarded site, as to whether the additional traffic generated by a rail depot could be accepted on this route. The small size of the safeguarded site, and the fact that it has operated in recent years as a rail depot without apparently overloading the highway network, suggests that a low-key depot facility may be capable of being accommodated in the future without unacceptable impacts on the highway network; but a definite decision on this matter must depend on the exact situation prevailing at the time of any application.

(ii) Impact on nearby residential areas

- D3.4 Since the 1974 decision, a tree screen has grown up between the site and the houses in Baylis Road which means that, in summer at least, the site is effectively screened from the houses. Any proposals for a rail depot at this site would have to make provision for the protection, strengthening (as necessary) and maintenance of this screen. They must also have regard to other potential disturbance which the depot might cause to living conditions in the area; the list of considerations under the heading 'General comment' on page 150 should therefore be addressed in the preparation of any application for a rail depot. Again, it appears that operations on the scale carried out between 1990 and 1992 would be acceptable in these terms, but the local planning authority will consider any proposal to revive that use, or to intensify it, strictly on its merits in terms of its likely impacts on the residential area.

(iii) Other matters

- D3.5 Measures to prevent pollution of surface water drainage would be required before any disposal of effluent from the site to local watercourses.
- D3.6 Note The operation carried out on the safeguarded site between 1990 and 1992 did not have express planning permission, and the question of whether such a permission should have been sought was still being investigated by the former County Council at the time when the use ceased. The local planning authority therefore reserves the right to take enforcement action to regularise the position in the event that this use resumes without an express planning application.
- *Planning permission for the use of land at Slough Goods Yard for an aggregates depot and a materials recycling facility was granted on appeal on 9 June 1999.*



## **DEPOT SITE 4**

## **POYLE**

<b>Location</b>	The site lies to the west of the M25 motorway and to the east of the Poyle Industrial Estate. It is bounded on the western side by the former West Drayton - Staines branch line which is currently disused.
<b>Site area</b>	The safeguarded site comprises some 17 hectares. However, the whole of the site would not necessarily be required in operational terms for the establishment of a viable rail-importing operation.
<b>Current use</b>	The site is part of a former gravel working which has been partially restored to grassland.

### **Planning history**

- D4.1** The site, which was in Surrey until boundary changes in April 1995, was first granted permission for gravel extraction in 1949. The majority of the site was worked out and filled some years ago. Extraction occurred most recently from a parcel of land in the north-western part of the area, which was extracted in association with the construction of the M25 motorway. The restoration of this area has yet to be completed. Revised proposals for the restoration of this north-western site and adjoining land to the east were submitted in 1995 and are currently (September 1996) awaiting determination.
- D4.2** The safeguarded area has been the subject of two applications for a rail aggregates depot. The first proposal in 1973 related to 4 ha in the south western part of the site and was not determined because of uncertainties at the time about the line of the M25 motorway. The second application related to 5.2 ha of land to the south of the Wraysbury River. This was refused in 1987 and a subsequent appeal was dismissed on the grounds that the need for the depot and associated plant at that time was not sufficient to override the presumption against such development in the Green Belt.
- D4.3** The site was safeguarded as a rail aggregates depot in the adopted Surrey Minerals Local Plan (1993), and following the 1995 boundary changes this safeguarding was carried across the to present Plan through the Alterations adopted in 1997. The site lies within the Green Belt and Colne Valley Park.
- D4.4** The former Staines branch railway line runs along the western boundary of the site. This line is currently disused, and to the south of the site the track has been lifted. If the remaining section of the line were re-opened it would be suitable for use by aggregates trains, with a link to the main line further north at West Drayton.

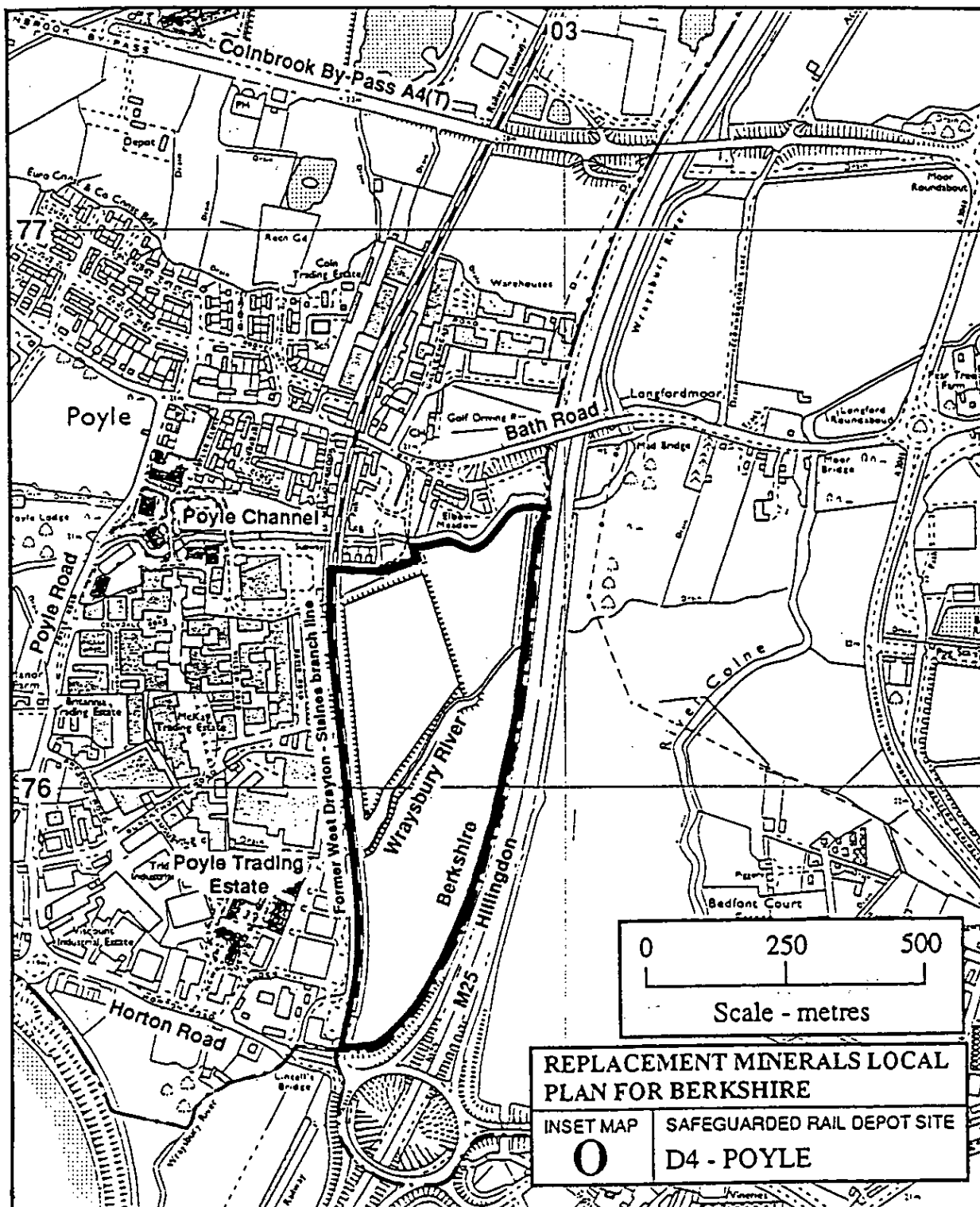
### **Site planning considerations**

- D4.5** The principal issues regarding this site have not altered since the refusal of the 1987 application.
- (i) Road access and highway issues
- D4.6** The safeguarded area has two road access points. The access on the southern boundary of the site adjoins a roundabout which gives access to the motorway network, while that from the northern boundary of the site would link to the A4 via Bath Road (passing a number of residential properties in the process). Both access points are currently inadequate for serving a rail aggregates depot. Any new application would therefore need to demonstrate that satisfactory access could be achieved to the primary road network.

aggregates depots, because such sites are a scarce resource. Any proposals for other development on this site would therefore be assessed against this consideration, and any application for other development should address the issue of the relative importance of the proposed development against the importance of safeguarding the site for aggregates depot use.

(v) General

- D4.14 Any application for a rail depot must also address and make provision for all the issues and concerns identified under the heading of 'General comment' on page 188, where relevant.





- D4.7 A major concern is the volume of traffic that such a facility could generate. It has been estimated that the scale of depot that might be proposed for the site could generate in the region of 300 vehicular movements a day. Any application submitted will have to give full consideration to the impact that this traffic could have on the safety and free flow of traffic on the surrounding road network, and on the local environment and local living conditions.

(ii) Ecology and landscape issues

- D4.8 The Wraysbury River runs south-west to north-east across the site, and is of considerable ecological value. Care must be taken to protect the watercourse by establishing a buffer zone between the river and any development on the site. The course of the river is also lined with mature trees (including the nationally rare Black Poplar) which, in addition to being of nature conservation value, are of significance to the landscape and amenities of the area. These trees should be retained and protected.
- D4.9 The Poyle Channel on and adjacent to the northern boundary of the site is also thought to be of ecological importance. Appropriate measures must be taken to safeguard this interest.
- D4.10 Any planning application should be accompanied by a landscaping scheme which includes the enhancement of the Wraysbury River corridor (and of appropriate the Poyle Channel corridor). Additional planting should be provided across the site, particularly for the purposes of screening any proposed structures. This would accord with the objectives of the Colne Valley Park, which seek environmental enhancements where possible.

(iii) Green Belt issues

- D4.11 The site is located in the Green Belt where there is a normal presumption against development. It will therefore be necessary for any applicant to demonstrate that very special circumstances exist sufficient to warrant setting that presumption aside. As indicated in paragraph 9.26 of this Plan, an overriding need for additional depot capacity may be such a 'very special circumstance', but it will be necessary to demonstrate that the claimed need exists, and that it cannot be met in any other way than through the construction of a new depot. In considering issues of need, the local planning authority will take account of the general arguments and conclusions on this issue which contributed to the dismissal of the appeal of the 1987 application - whilst recognising of course that the detailed circumstances at the time of any future application may not be the same as those obtaining at the time of that appeal.

(iv) Relationship to other development proposals

- D4.12 In view of the strategic location of this site, adjacent to the urban area and with access potentially available to the primary road network, it is subject to considerable development pressures, particularly those associated with Heathrow Airport. During the summer of 1996, the Department of Transport's Highways Agency published revised draft Orders for the surface access roads which are proposed to be provided in conjunction with the proposed fifth terminal at Heathrow. These Orders proposed the construction of some sliproads on the part of the Depot Site south of the Wraysbury River. The former Berkshire County Council objected to the draft Orders - as indeed it objected to the fifth terminal proposal. Interest has also been shown in this site for the development of an interchange facility associated with a western rail connection to Heathrow.
- D4.13 The safeguarding of this land as a potential rail depot site does not imply a presumption in favour of its use for that purpose, as explained in paragraph 9.30 of the Plan. However, the local planning authorities consider it important to safeguard sites which might be suitable for use as aggregates depots, because such sites are a scarce resource. Any proposals for other development on this site would therefore be assessed against this consideration, and any application for other development should address the issue of the relative importance of the proposed development against the importance of safeguarding the site for aggregates depot

(v) General

- D4.14 Any application for a rail depot must also address and make provision for all the issues and concerns identified under the heading of 'General comment' on page 150, where relevant.

## **DEPOT SITE 5**

## **COLNBROOK**

- Location** The site lies to the north of the A4 Colnbrook by-pass, between the M25 to the east and the former West Drayton-Staines branch railway line. Its northern boundary adjoins slip-roads forming part of the junction of the M4 and M25 (M4 junction 4A, M25 junction 15).
- Site area** The safeguarded site has an area of some 22 hectares, and comprises the site of an application for a rail depot that was approved in 1987. Within this, an area of 5.2ha was shown on the permitted application as the operational area for rail depot activities and associated uses.
- Current use** The site is a former gravel working which has been restored to grassland.

### **Planning history**

- D5.1 Planning permission was issued by Buckinghamshire County Council on 19 November 1987 on a planning application for the construction of a rail terminal, aggregate storage, lorry loading facility, asphalt coating plant and ready mix concrete plant. In 1992, Buckinghamshire confirmed their view that this permission had been implemented through the construction of embankments as required by one of the conditions on the permission. The successor mineral planning authorities (first Berkshire County Council, and more recently Slough Borough Council) have accepted that the 1987 permission is still valid and capable of implementation. However, to date no works have been undertaken for the construction of the depot proper, though the prospective operator (Foster Yeoman Ltd) continues to state a wish to construct a depot at this site when economic conditions are more favourable.
- D5.2 Both before and after the grant of permission, the site was safeguarded as a rail aggregates depot site in successive versions of the Buckinghamshire Minerals Local Plan. Following its transfer to Berkshire on county boundary changes in 1995, the safeguarding provisions were incorporated in the Replacement Minerals Local Plan for Berkshire by means of Alterations to that Plan adopted in 1997, though at that time the site was not expressly named in the policies of the Plan. It was first included by name in this Plan in the [date] Alterations.
- D5.3 The Waste Local Plan for Berkshire, adopted in 1998, identifies the 'operational area' of the site as a Preferred Area for waste recycling and green waste composting, but on a temporary basis only pending the construction of the aggregates depot.
- D5.4 In recent years, two major planning applications have been submitted covering the safeguarded site and extensive areas to the west. One was for a 'Construction Logistics Facility' in connection with the proposed Fifth Terminal at Heathrow Airport; the other is for a major 'freight exchange' (i.e. a storage and transfer facility for goods brought into the site by rail, and taken away by road). Both proposals allow for the construction or retention of the rail aggregates depot. Neither proposal has yet been determined; both will be decided by the Secretary of State following public inquiries.
- D5.5 The site lies within the Metropolitan Green Belt and the Colne Valley Park.

### **Issues**

- D5.6 The following environmental and related issues were addressed in the planning application approved in 1987, or in the conditions imposed on that permission.

**ALTERATION 79ii**

New Inset Map P showing the boundaries of the safeguarded rail depot site at Colnbrook

DEPOT SITE  
5

REPLACEMENT MINERALS LOCAL PLAN FOR BERKSHIRE

INSET MAP SAFEGUARDED RAIL DEPOT SITE

P

D5 - COLNBROOK

Scale 1:10,000

(i) Residential and general amenity issues

- D5.7 There are no residential properties near the site, and so no special measures were incorporated to protect **residential amenity**. There is also no public access to the site – no **public rights of way** run through or adjacent to the site.

(ii) Structures and site operations

- D5.8 The unloading of trains, and the eventual loading of lorries to take material off site, would be carried out in the open. Nevertheless, numerous structures were approved on the site as part of the application, including plant such as the stone coating plant, semi-enclosed structures such as those for storing aggregates, and conveyors for moving material around the site. The **design and locations** of these structures were fixed by the permission, but details of their **colour, texture, and cladding and facing materials** were reserved for the subsequent approval of the planning authority.
- D5.9 The application detailed the **arrangements for removing the materials from trains** and carrying it to storage areas within the site. It was stated that for an initial period during the establishment of the site, the materials brought in by train would be unloaded by 'grab discharge' and taken to the storage areas by lorries. Within two years, by which time the coating plant will have been erected, a system of 'bottom discharge' would be introduced, whereby the material is discharged directly from the base of the rail wagons on to a conveyor system taking it to the storage areas. A requirement to introduce this system within two years of the site becoming operational is included as a condition on the planning permission.
- D5.10 No restrictions on **hours of working** were imposed on the permission. The operators envisaged a two-shift, 16-hour day, with provision to increase to 24-hour working to serve specific contracts. It was expected that 24-hour working would be infrequent, and because of the nature of the contracts requiring 24-hour working, it was expected that they would only generate little traffic movement.

(iii) Noise, dust and pollution

- D5.11 The site's location well away from houses, adjacent to the M25, and close to Heathrow flight paths meant that the issue of **noise** from the operations was not a major consideration in determining the proposal. Nevertheless, a condition was imposed to ensure that all plant, machinery and vehicles used in connection with the development was silenced by the best practicable means. Issues relating to noise arising from possible night-time train movements were regarded purely as rail operational matters over which the planning authority had no control.
- D5.12 Aggregates stored within the site would be kept in a semi-enclosed building, constructed along the eastern edge of the works site and open only on the lower half of its inward side. This would serve to reduce emissions of **dust** resulting from the operations. There were nevertheless concerns over wind whipping of dust especially during the initial construction phase, and dust created by lorry movements on the site. To ensure proper control, the planning permission requires the installation of dust suppression facilities before the commencement of operations at the site.
- D5.13 Various conditions were imposed to prevent **water pollution** arising from the site.
- D5.14 The site is a former mineral working which has been restored using controlled waste. Although the application indicated that the site had been filled only with inert wastes, a condition was imposed requiring adequate precautions to be taken to ensure that no pollution was caused as a result of possible **disturbance to deposited putrescible waste**. Precautions were required to control any tip leachate which might be found within the site; to minimise ground disturbance generally; and to safeguard the integrity of any clay layers within the site.

(iv) Traffic and access issues

- D5.15 The operators hoped that sales from the site would reach a total of 1mt/year, made up of about 50% drystone, 40% coated stone, and 10% ready-mixed concrete. This was estimated to equate to around 200 loaded lorry movements out of the site each day (i.e. 400 in or out movements per day in total). **Access** would be on to the A4 Colnbrook by-pass. Traffic arriving from the east, or leaving to the west, would use the underpass running from the site beneath the A4 to avoid the need for any turning movements across the main carriageway. Traffic arriving from the west, or leaving to the east, would use the existing direct access on the north side of the main road. From the site accesses, the motorway network (M4 and M25) can be readily reached without vehicles having to be directed through any major residential areas. There were no objections to the proposal on highway grounds, and no **routing agreement** was required in connection with the planning permission. A condition was imposed requiring some **improvements to the access junction** on the north side of the A4, to ensure that vehicles could arrive and depart from this access simultaneously without any risk of vehicles having to wait on the A4 carriageway.
- D5.16 The supporting statement with the planning application stated that all lorries leaving the site would be required to be **sheeted**, to prevent material spilling from loaded lorries on to the highway.

(v) Visual impact and landscaping

- D5.17 There are no buildings overlooking the site, and no footpaths through or adjacent to it. As a result, **views into the site** are restricted to those from passing traffic on the A4 and M25. The site is prominent from the M25 which, particularly around the northern end of the site, is elevated. The structures on the site, some of which would be over 20 metres in height, could not be totally screened from view. Proposals for landscaping the site, and for the final treatment (colouring) of cladding and plant, are therefore intended to lessen the impact of the development on its surroundings, rather than to try and hide it altogether.
- D5.18 **Existing trees** on the site are to be retained, and in some cases improved by tree surgery. The area round the operational part of the site was required to be **mounded and planted** with trees and shrubs, with the remainder of the site left as pasture. Restrictions of land ownership (see D5.20), and the need to protect the interests of the (then) Southern Electricity Board and the Civil Aviation Authority, meant that it was not possible to require the 'ideal' form of landscaping for the area between the site and the M25, which would be to plant it as **amenity woodland**. Specifically, the SEB required no planting to take place within 20 metres either side of the **power line** crossing the site, and the CAA wished the total area of planting, and the spacing of trees, to be limited to minimise the risk of **bird-strike** from starling roosts.
- D5.19 Some general landscaping details were approved as part of the planning permission. In addition, a condition was imposed requiring the submission and approval of a detailed **landscaping scheme and programme** covering 4 hectares of the site. This scheme was required to include both mounding and planting, and implementation was to be completed within 12 months of the completion of the development of the site. Provisions for **maintenance of the landscaping** for a further 10 years after that date were also included in the planning condition.
- D5.20 At the time of the application, discussions were continuing over securing agreement with third parties over **planting of an area of land adjacent to the west side of the M25** which was outside the control of the prospective operators of the depot or of the planning authority. Woodland planting of this land (which today is still in the London Borough of Hillingdon) was considered desirable to help to minimise the visual impact of the development as seen from the motorway. The depot operators agreed at the time to make a financial contribution towards planting on this land if agreement over planting could be reached with the landowners.

(vi) Services

- D5.21 A condition was imposed on the planning permission designed to ensure proper protection for the interests of **statutory undertakers and other agencies** responsible for service installations on or affecting the site. The permission identifies the authorities known to be affected as including (the then) British Rail, British Telecom, British Gas, and the Southern Electricity Board. As noted in paragraph D5.18, specific limitations were imposed on the landscaping of the site to protect the interests of the electricity board.

**Requirements for future proposals for a rail depot at the site**

- D5.22 Although the 1987 permission is considered to remain valid, it is possible that given the lapse of time since that date, the prospective operator (when he comes to implement the permission in full) may wish to vary to a greater or lesser extent the details of the development allowed by that permission. Without prejudice to the view that might be taken by the planning authority on any specific proposal, it is considered that any new or substantially revised proposal would need to address again all the issues referred to in the previous section, to ensure that the scheme takes account of the contemporary circumstances of the site and its surroundings, and incorporates the most appropriate and up-to-date measures for minimising its environmental impact.
- D5.23 In addition to the issues described above, any future proposal for a rail depot at the site should also consider, along with any other relevant matters -
- the need to make allowance for any contemporary proposals for, or safeguarding for, widening of the M4 and/or M25;
  - the need to minimise adverse effects on the environment of and working conditions in the nearby Lakeside Road commercial area;
  - the relationship of the depot proposals to other development proposals on surrounding or adjoining land (see paragraph D5.4);
  - the need for the depot at the time, having particular regard to the location of the site in the Metropolitan Green Belt (see Policy 25 and the details in paragraph D4.11);
  - the issues and concerns identified under the heading of 'General comment' on page 150, where relevant.
- D5.24 In accordance with the new Environmental Impact Assessment Regulations introduced in 1999, any new or substantially revised application for a rail depot at this site would have to be accompanied by an Environmental Statement.
- *Planning permission for a revised rail aggregates depot proposal at this site was granted by Slough Borough Council in October 2000.*

## **APPENDIX 8**

## **REPLACEMENT MINERALS LOCAL PLAN - POLICIES**

For ease of reference, this appendix brings together all the policies of this plan.

- Policy 1**            The local planning authorities will seek to husband the mineral resources of Berkshire, to prevent their wasteful use or sterilisation.
- Policy 2**            The local planning authorities will oppose development proposals which would cause the sterilisation of mineral deposits on the proposed development site, or which would prejudice the future working of minerals on adjacent sites, except where it is demonstrated that
- (i) the mineral deposit is of no commercial interest, and is unlikely to be so in the future; or
  - (ii) having regard to all relevant planning considerations, there is an overriding case in favour of allowing the proposed development to proceed without the prior extraction of the mineral; or
  - (iii) extraction of the mineral would be subject to such strong environmental or other objection that it would be highly unlikely that it would ever be permitted in any circumstances.
- Policy 2A**           In appropriate cases, the local planning authorities will encourage the extraction of minerals prior to other more permanent forms of development taking place. Planning permission will be granted on applications for prior extraction of minerals, provided that
- (i) mineral extraction and restoration to an appropriate standard can be completed within a timetable that would not unreasonably prejudice the timetable for the subsequent development; and
  - (ii) mineral extraction and restoration operations, or their associated traffic, would not cause unacceptable impacts on the environment or living conditions.
- Policy 3**            Subject to the outcome of any future reviews of national or regional policy guidance, the local planning authorities will aim collectively to make provision for the release of land to allow production of sand and gravel in Berkshire to be maintained at an average level of 2.3 million tonnes a year.
- Policy 4**            The local planning authorities will aim collectively to provide for the maintenance of a stock of planning permissions in the county (a landbank) equivalent to at least seven years' extraction of sand and gravel at a rate in accordance with the provisions of Policy 3.



- Policy 5** In furtherance of Policy 1, and in accordance with regional policy, the local planning authorities consider that aggregates demands in excess of those provided for under the terms of Policy 3 should be met by
- \* the use wherever possible of secondary and recycled aggregates either produced in or imported into the county; and
  - \* importing (preferably by rail) sand and gravel and suitable alternative primary aggregates such as crushed rock and marine-dredged aggregates.
- Policy 6** Proposals for sand and gravel extraction will be judged in accordance with Policies 7 to 24 of this Plan. In all cases, planning permission will only be granted if the local planning authority is satisfied
- (i) that an acceptable balance has been struck between the need for the mineral and all relevant environmental, agricultural, amenity and other relevant planning considerations; and
  - (ii) that the details of the proposal, including the proposals for the method of working, site restoration, after-care and after-use, satisfy the detailed requirements set out in this Plan.
- Policy 7** Within the framework provided by Policy 6, the merits of all applications for the extraction of sand and gravel will be assessed having regard to all material considerations, including
- (i) the likely effects of the proposal on living conditions, and the likely effects of the traffic which it would generate;
  - (ii) the need to protect the character and amenities of individual settlements, and to protect important open gaps between settlements from development which would cause long-term harm to the land's function;
  - (iii) the need to protect sites or areas of ecological, geological, archaeological, historic, or architectural importance;
  - (iv) the desirability of protecting Grade 1, 2 and 3a farmland, and the likely effects of the proposal on farm structure;
  - (v) the need to protect woodland, areas of attractive landscape, and individual landscape features;
  - (vi) the need to protect existing recreation sites, and to protect and enhance the recreation value of the public rights of way network;
  - (vii) the need to guard against environmental damage resulting from changes to the water table;
  - (viii) the need to protect water bodies and other water features, and to protect the water environment generally, including the protection of the flow, quantity and quality of water supplies, and protection against increased risks of flooding to property and people;
  - (ix) the need to minimise disturbance by securing the phased release of extraction sites; by encouraging (subject to all other planning considerations) the orderly progression of working and restoration in areas where extraction is to take place or is already taking place; and by resisting the unnecessary spread of working to new areas.

- Policy 8** In the Preferred Areas indicated on the Proposals Map and shown in more detail in Appendix 3, there will be a presumption in favour of allowing applications for the extraction of sharp sand and gravel, so long as
- (i) the requirements of Policy 6 are all satisfied; and
  - (ii) the proposals have full regard to the statement of detailed requirements for each area as set out in Appendix 3, or such other amended requirements as may be agreed with the local planning authority so long as these fully address the issues and respect the principles contained in that Appendix, and do not diminish the standard of development as provided for in that Appendix.

***Policy 9 has been deleted***

- Policy 10** Outside the Preferred Areas, applications for extraction of sharp sand and gravel will normally be refused. In considering whether or not to make an exception to this general presumption, the local planning authorities will take account of
- (i) whether there is a need to disturb land outside the Preferred Areas in order to maintain provision for the levels of production set out in Policy 3, or the landbank figure indicated by Policy 4;
  - (ii) whether that need could be more acceptably met elsewhere than on the application site, having particular regard (among other things) to the presumptions against extraction in specific areas indicted in Policies 11 to 13;
  - (iii) whether the proposals overcome or accommodate all constraints deriving from the considerations set out in Policy 7.

- Policy 11** There will be the strongest presumption against allowing the extraction of sharp sand and gravel from
- (i) the North Wessex Downs Area of Outstanding Natural Beauty;
  - (ii) designated Sites of Special Scientific Interest (including classified and designated Special Protection Areas, designated and candidate Special Areas of Conservation, and Ramsar sites and Nature Conservation Review and Geological Conservation Review sites);
  - (iii) statutory nature reserves;
  - (iv) scheduled ancient monuments, and other monuments of national importance;
  - (v) land owned by or covenanted to the National Trust;
  - (vi) common land, and town or village green;
  - (vii) registered parks and gardens of special historic interest, and registered battlefields;
  - (viii) the sites and settings of Grade 1 and Grade 2\* listed buildings;
  - (ix) statutory Green Belt land;
  - (x) land within built-up areas.

- Policy 12**      There will be a strong presumption against allowing the extraction of sharp sand and gravel from
- (i) Areas of Special Landscape Importance, Wildlife Heritage Sites (including Regionally Important Geological/Geomorphological Sites), parks and gardens of county importance, non-scheduled archaeological sites meriting preservation in situ, Conservation Areas and the sites and settings of Grade 2 listed buildings, and the immediate settings of rivers and canals; and
  - (ii) allotments and land in established recreational use.
- Policy 13**      There will be a strong presumption against allowing the extraction of sharp sand and gravel
- (i) from land outside any of the areas of land specified in Policies 11 and 12 but which would adversely affect any of those areas; or
  - (ii) which would adversely affect the function of land important to the character or amenities of individual settlements, including land important to the separation of settlements.
- Policy 14**      Outside the Preferred Areas, proposals for borrow pits to serve major construction projects will be acceptable so long as
- (i) material from the pit is only used in connection with the specific project with which it is associated;
  - (ii) extraction from the site will cause less environmental disturbance than would result from using material won from established sources of supply, and so long as the local planning authority is satisfied that none of the Preferred Areas identified in this Plan is able to meet the particular needs of the project;
  - (iii) the pit is sited and operated so as to minimise environmental disturbance;
  - (iv) provision is made for the rapid restoration of the pit following extraction, preferably using only materials from elsewhere on the construction site; and
  - (v) the location and operation of the pit have full regard to the issues set out in Policy 7.
- Policy 15**      Applications for the extraction of building sand will be judged on their merits having strict regard to the provisions of Policies 6 and 7, to the issues in Policy 10, and to the presumptions in Policies 11 to 13. Notwithstanding Policy 11(i), the local planning authorities will be prepared to grant permissions for the extraction of up to 150,000 tonnes a year from sites within the North Wessex Downs AONB, so long as all other requirements of these policies are met and the authorities are satisfied that the AONB will not be adversely affected by the operations proposed.
- Policy 16**      Applications for the extraction of chalk or clay, or of minerals not at present worked in the county (apart from oil and gas) will normally only be permitted if
- (i) the minerals are shown to be required to meet a specific local need which cannot be met from existing permitted sites or by secondary and recycled aggregates; and

- (ii) the need for the mineral outweighs all environmental, agricultural, amenity and other relevant planning considerations; and
- (iii) the proposal is acceptable in terms of national or county constraints, as set out in Policies 11 to 13; and
- (iv) the details of the proposal, including the proposals for the method of working, site restoration, after-care and after-use, satisfy the detailed requirements set out in this Plan; and
- (v) proposals for related plant and buildings are acceptable in terms of Policy 28.

#### Policy 17

Proposals relating to oil and gas will be judged in accordance with the following principles:

- (i) Proposals to carry out exploratory drilling will normally be permitted unless they would cause harm to sites or areas which are particularly sensitive in environmental terms, and provided that they are accompanied by satisfactory schemes of working and restoration;
- (ii) Proposals for further drilling at the appraisal stage will be considered on their merits in terms of the issues listed in Policy 7 of this Plan, having particular regard to the long-term suitability of the site for commercial production and distribution;
- (iii) Proposals for the commercial production of these minerals, or for the establishment of related plant, will be judged strictly on their merits in terms of the key principles set out in Policy 6 and the issues listed in Policy 7. Applications will normally only be permitted if
  - (a) the need for the development outweighs all environmental, agricultural, amenity and other relevant planning considerations; and
  - (b) the proposal is acceptable in terms of national and county constraints, as set out in Policies 11 to 13; and
  - (c) the details of the proposal, including the proposals for the method of working, site restoration, after-care and after-use, satisfy the detailed requirements set out in this Plan; and
  - (d) proposals for plant and building are acceptable in terms of Policy 28.

#### Policy 18

- (i) Before they will be prepared to grant planning permission for mineral extraction, the local planning authorities will require to be satisfied that the land will be progressively restored within a reasonable timescale to an appropriate standard and an acceptable landform, landscape character and ecological character which are appropriate to its location and its intended after-use.
- (ii) When considering other applications relating to the restoration of present or former mineral workings, the local planning authorities will be guided by the aim of ensuring the completion without undue delay of site restoration to an appropriate standard and an acceptable landform, landscape character and ecological character which are appropriate to its location and its intended after-use.

The local planning authorities will impose conditions to secure these ends on any planning permissions granted, and may request the completion of legal agreements to secure matters which cannot be secured by planning conditions.

- Policy 19** When considering applications for mineral extraction, the local planning authorities will seek to secure environmental and other public benefits (including, where appropriate, recreational benefits) through
- (i) the restoration, after-care and after-use of extraction sites; and
  - (ii) the environmental conservation and enhancement of the wider surrounding area to which the proposed extraction relates, and the promotion of recreational opportunities within this area.
- Policy 20** Proposals for restoration, after-care and after-use of the Preferred Areas must conform to and not prejudice the broad aims and strategies indicated in Appendix 3.
- Policy 21** Every application for mineral extraction must be accompanied by
- (1) a comprehensive description of existing site conditions; and
  - (2) a working plan indicating all aspects of the extraction operation; and
  - (3) a restoration plan showing how the site is to be restored and managed after extraction so as to facilitate the introduction and continuing implementation of suitable after-care measures and an acceptable after-use; and
  - (4) a written statement providing comprehensive supporting details, including details of the relationship of the proposals to the wider surrounding area.
- Policy 22** The local planning authorities will require an Environmental Statement to be submitted with a planning application where, having regard to the provisions of the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and DETR Circular 2/99, it appears to them that proposals for mineral extraction or related development will constitute 'EIA development'. Any decision not to require such a statement in a particular case will not preclude the authority, when taking the decision on the overall merits of the application concerned, from judging that the environmental effects of the proposal are sufficient to justify refusing planning permission.
- Policy 23** In order to allow an informed judgement to be made on the archaeological implications of an application for mineral extraction, the local planning authorities will, in appropriate cases, require the results of an archaeological evaluation of the site to be submitted before the application is determined. The brief for such an evaluation must be agreed with the local planning authority before the evaluation takes place.
- Policy 24** The local planning authorities will seek to ensure that archaeological sites and monuments meriting permanent preservation are left undisturbed and appropriately managed, and that elsewhere provision is made where necessary for an appropriate level of archaeological investigation prior to damage or destruction. Where appropriate the requirement for this provision will be safeguarded by planning conditions. Conditions may be imposed, or planning obligations may be sought, to ensure that no development takes place within the area of archaeological interest until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the local planning authority.

- Policy 25**      The local planning authorities will support the development of new rail terminals for importing primary and/or secondary aggregates from outside the county, and the improvement of facilities for this purpose at existing depots, but will consider all relevant planning applications against the considerations set out in Policy 7 and, where appropriate, the need for the depot.
- Policy 26**      The local planning authorities will seek to safeguard
- (i) sites at Padworth, Pingewood, Slough, Poyle and Colnbrook as indicated on the Proposals Map and in Appendix 7, and
  - (ii) any sites where planning permission is given for the establishment of new rail aggregates depots,
- from development which would prejudice their use as rail aggregates depots.
- The safeguarding of the sites at Padworth, Pingewood, Slough and Poyle will not imply any presumption in favour of their use as rail depots. Any planning applications for the establishment of depots at these sites will be judged strictly in terms of Policy 25.
- Policy 27**      Every application for the establishment of a new rail aggregates depot, or for additional or altered facilities or working arrangements at existing depots, must be accompanied by full details sufficient to enable the local planning authority to assess the application. In appropriate cases, these details should include a statement of the likely environmental effects of the development and of the traffic to be generated by it, along with details of the measures proposed to avoid, reduce or remedy those effects. Where required by the provisions of the Environmental Impact Assessment Regulations 1999 and DETR Circular 2/99, these details should be supplied in the form of a formal Environmental Statement. In the case of the sites listed in Policy 26(i), applications must also address the issues relating to the site as detailed in Appendix 7.
- Policy 28**      The local planning authorities will normally permit the erection at mineral extraction sites or rail aggregates depots of mineral processing or manufacturing plant, or of structures ancillary to a minerals use, so long as:
- 1    in the case of processing plant, the plant is required to process material extracted from the pit at which it is located, or brought into the depot by rail; and
  - 2    in the case of manufacturing plant,
    - (i) the substantially greater part of the minerals used in the manufacturing process are extracted from the pit concerned, or brought into the depot by rail, and
    - (ii) the manufacturing activities at all times remain ancillary to the primary use of the site as a mineral extraction site or an aggregates importing depot, as the case may be; and
  - 3    in the case of ancillary development, the development is required and used solely in connection with the administration or servicing of the pit concerned; and

- 4 in all cases, the processing, manufacturing or ancillary activities (as the case may be) could not be more satisfactorily carried out at an existing or permitted plant, or in an existing or permitted structure; and
- 5 in all cases, the plant or other development is removed and the site satisfactorily restored as soon as continuous production of minerals from the site ceases, or when the use of the site as a depot for the import of aggregates by rail ceases; and
- 6 in all cases, the plant or other development can be and is sited, designed, constructed and landscaped so as to minimise adverse impact on the amenities of the area and to give rise to no overriding environmental objections; and
- 7 in all cases, the traffic generated by the plant or other development would not give rise to overriding environmental or other objections; and
- 8 in all cases, the size, type, nature and construction of the plant or other development are appropriate to the nature and scale of the permitted mineral extraction or aggregates importing operation for which it is required or with which it is associated; and
- 9 in the case of sites located in the Green Belt,
  - (i) the development is genuinely required in association with a mineral extraction or importing activity which is itself acceptable in terms of Green Belt policy;
  - (ii) there are no alternative locations for the proposed development on land nearby which is not situated in the Green Belt;
  - (iii) all buildings and structures are located and designed to minimise their impact upon the openness of the Green Belt.

**Policy 29**      The import to a processing or manufacturing plant of material won elsewhere, and used for the same purpose as the minerals extracted from the pit at which the plant is located, will normally be refused.



Printed on recycled paper

Produced by the Babbie  
Unitary Authorities'  
Creative Planning Unit

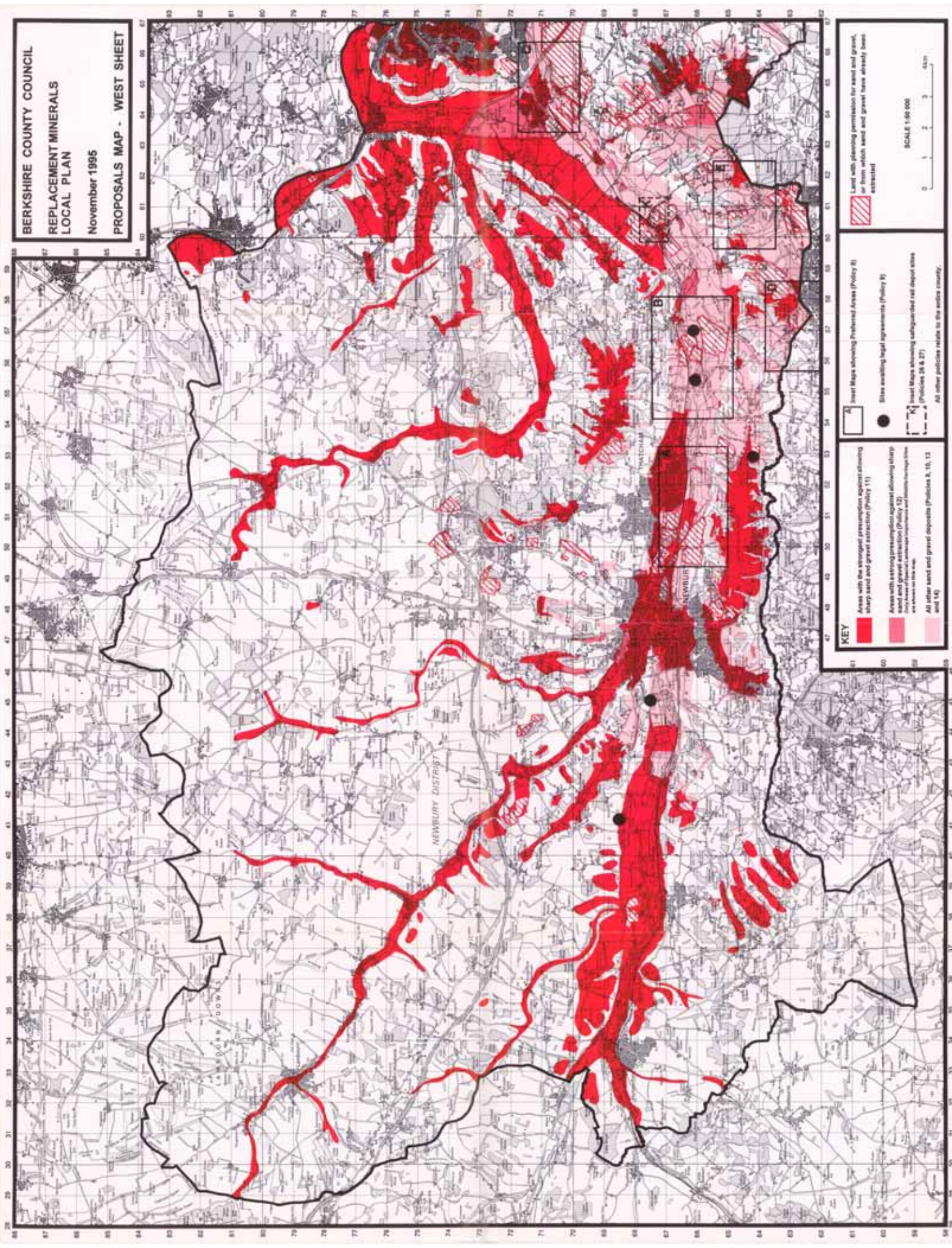


## November 1995





BERKSHIRE COUNTY COUNCIL  
REPLACEMENT MINERALS  
LOCAL PLAN  
November 1995  
PROPOSALS MAP - WEST SHEET



**KEY**

- Areas with the strongest presumption against allowing sharp sand and gravel extraction (Policy 11)
- Areas with a strong presumption against allowing sharp sand and gravel extraction (Policy 12)
- Areas with a presumption against allowing sharp sand and gravel extraction (Policy 13)
- All other sand and gravel deposits (Policies 1, 10, 13 and 14)

**Inset Maps showing Preferred Areas (Policy 8)**

- Sites awaiting legal agreements (Policy 8)
- Inset Maps showing safeguarded rail deposit sites (Policies 16 & 27)

Land with planning permission for sand and gravel, or from which sand and gravel have already been extracted

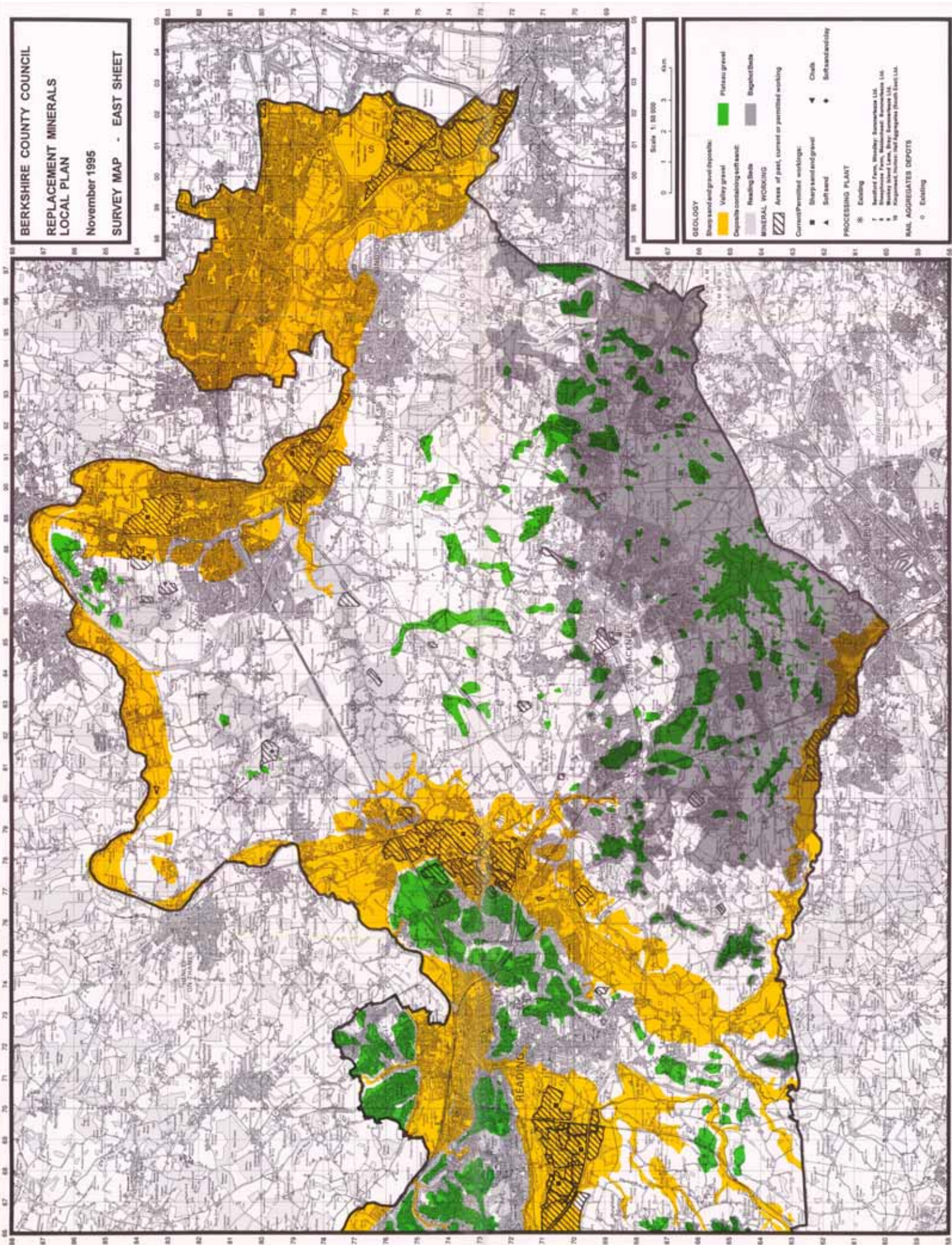
SCALE 1:50 000

0 1 2 3 4 km

All other policies relate to the entire county.



BERKSHIRE COUNTY COUNCIL  
REPLACEMENT MINERALS  
LOCAL PLAN  
November 1995  
SURVEY MAP - EAST SHEET





## SURVEY MAP - WEST SHEET

- 100





Printed on recycled paper

Designed and produced by the Babbie  
Group for the Berkshire Unitary Authorities'  
Joint Strategic Planning Unit