PROPOSED EXTENSION TO EXISTING MINERAL EXTRACTION OPERATION AND RESTORATION TO AGRICULTURE, MANCETTER QUARRY, PURLEY CHASE LANE, MANCETTER

Transport Statement

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INTRODUCTION

Mancetter Quarry is located approximately 2km to the south of Atherstone in North Warwickshire. Hartshill is located approximately 1.6km to the southeast of the site, with the village of Ridge Lane approximately 1.3km to the west. Mancetter, which is contiguous with Atherstone, is approximately 1.5km to the northeast.

The Mancetter Quarry complex includes the operational quarry known as Oldbury Quarry, the restored Jubilee Quarry and the partially restored Purley Quarry, which is located across the road from Oldbury Quarry and Jubilee Quarry.

The first Ordnance Survey map of 1887 reveals quarrying at the site has been undertaken since at least that time.

Mancetter Quarry produces an annual output of between 300 – 400,000 tonnes of high Polished Stone Value (PSV) diorite aggregate and asphalt. The current reserves within the consented extraction area are estimated to contain sufficient material to allow supplies to the existing markets for approximately 5 – 6 years.

Although the existing reserves have a relatively short life in terms of supply to the market at current output levels, the quarry itself is permitted to operate until 1st January 2025 under planning permission NW20/00CM001, which controls the general activities and operations at the site. There have been subsequent applications for various revisions to the main permission, with the most recent being NWB/10CM009, which sought to permit production and deliveries asphalt on any weekend, as opposed to 25 weekends per annum. Although the application was refused, the decision was overturned by way of an Appeal (Ref: APP/H3700/A/11/2147480), which was determined on 15 June 2011.

Within the Appeal Decision, the Inspector recognised the importance on Mancetter Quarry due to it being one of only two sites in the West Midlands where the aggregate, which is recognised as being of national importance, is produced. The Inspector also noted "The coated material has to be laid within three hours of production, otherwise it becomes unworkable. Highway works and road repairs are increasingly carried out overnight or at weekends to minimise disruption on the road network. As a consequence, the asphalt needs to be manufactured at nights or weekends to meet contractual requirements."

In considering the Appeal, the Inspector recognised the long history of mineral related operations at the site, the lack of adverse impact associated with the consented HGV activity on 25 occasions per year and the existence of other HGV and/or agricultural traffic using the roads in this rural area.

Tarmac Limited (Tarmac), which operates Mancetter Quarry, is seeking planning permission for the extension and consolidation of the site from Warwickshire County
The Hurlstone Partnership

Council. The application is made in accordance with section 58(1)(b) of the Town and Country Planning Act 1990, as amended (TCPA1990).

1.9 As required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (EIA regulations), an Environmental Impact Assessment (EIA) has been carried out.

1.10 The proposed development would extend the site to the west and provide sufficient additional reserves to allow continuous supply to the established markets for a further period of seven to eight years based on the current and historic outputs, which are anticipated to be maintained due to the demand for the diorite produced. This extension, when combined with the existing reserves, would ensure the site could continue to operate at current levels until working is due to be completed by 1st January 2025.

1.11 The existing planning permission includes a routing agreement for vehicles, which would continue to operate throughout the life of operations. Operating hours are also proposed to accord with those established by way of the Appeal Decision of 15 June 2011, and the accesses to/from the public highway would remain in their current locations.

1.12 The Hurlstone Partnership Limited was instructed by Tarmac to undertake a review of the proposed development in terms of its potential highway impact. Having considered the circumstances of the case, it became apparent that the proposed development effectively represents a continuation of existing activities at current output levels throughout the consented period of the existing planning permission.

1.13 Therefore, in practical terms, the proposed development would not result in any increase in HGV activity on the local road network on any given day in any given year when compared with which could already occur under the extant planning permission. The extension would simply allow the HGV activity to occur on more days between now and 1st January 2025 by releasing additional aggregate supplies to the market.

1.14 At the outset of the study, Warwickshire County Council, the Local Highway Authority (LHA) was consulted. Having considered the facts surrounding this particular application, the Highway Authority requested that in addition to setting out the proposed development in the context of the existing planning permission, the study reviewed collision records on the local road network to ensure that the existing HGV activity does not result in any specific issues in terms of safety. It also requested that the condition of the local road network be reviewed with the Highway Authority in order to establish whether the existing annual contribution towards maintenance payable under the existing planning permission was adequate for ongoing, future maintenance.

1.15 The existing annual contribution is paid under the S106 legal agreement pertaining to Mancetter Quarry. As a result, the condition survey and level of future maintenance contribution may be determined at a later date following a resolution to grant planning permission subject to the signing of the S106 agreement. Notwithstanding this, it is understood that the current annual maintenance contribution exceeds the quantum spent by the LHA on the local highway network.
2 EXISTING ACTIVITIES

2.1 As described in the Introduction, Mancetter Quarry currently produces between 300 – 400,000 tonnes of diorite per annum, which is primarily used in road construction projects. There is an on-site asphalt production plant which is supplied with the indigenous stone, thereby minimising traffic movements that would otherwise take place to either import stone to the asphalt plant at Mancetter Quarry, or export to an off-site asphalt plant.

2.2 As confirmed in the Appeal Decision of 15 June 2011, the operating hours at Mancetter Quarry are:

None of the operations hereby permitted shall take place except:

(a) during the following hours on days other than Sundays, Bank Holidays or Public Holidays (with the exception of the operation of the coating plant and deliveries of coated stone as referred to below):

Mineral extraction, processing, servicing, maintenance or testing of plant and restoration works:
0700-1730 Mondays to Fridays
0700-1200 Saturdays

Tip removal, soil stripping and overburden removal:
0800-1730 Mondays to Fridays
0800-1200 Saturdays

Blasting operations:
1000-1600 Mondays to Fridays
1000-1200 Saturdays

Operation of the coating plant:
0400-1730 Monday to Fridays
0400-1700 Saturdays
0500-1700 Sundays

Vehicle movements:
0600-1730 Mondays to Fridays
0600-1200 Saturdays
1200-1700 Saturdays (coated stone deliveries only)
0600-1700 Sundays (coated stone deliveries only)

(b) as otherwise agreed in writing by the Minerals Planning Authority;

(c) in emergencies to maintain safe quarry working (which shall be notified to the Minerals Planning Authority as soon as practicable); or

(d) subject to an average of no more than 5 loads of coated stone per hour leaving the quarry between 1200 and 1700 on Saturdays and 0600 and 1700 on Sundays.
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2.3 The access routes to the site are also controlled via the Vehicle Routing clause within the S106 agreement, which requires all unladen HGVs to enter the site via Quarry Lane and all HGVs to exit from the via Purley Chase Lane. As noted by the Inspector in the Appeal Decision: “The routing agreement ensures that the noise and disturbance of the HGV traffic is shared between the adjacent roads and a concentration of vehicle noise and disturbance avoided. This is necessary because a number of houses and bungalows along the route lie very close to the roadside, particularly in the built-up part of Mancetter, where the gradient is also likely to cause gear changes and acceleration”.

3 EXISTING HIGHWAY NETWORK

3.1 When approaching from the north, following the route of unladen HGVs, drivers enter Quarry Lane at a priority T-junction with the B4111. The junction incorporates a large grass triangle extending 25.5m along the southwest edge of the B4111 between two carriageways of the minor arm (Quarry Lane), which meet the priority route (B4111).

3.2 The B4111 is a single carriageway route with a nominal width of 6.8m which is divided centrally by a double white line road marking system to the southeast, and a solid line with intermittent line to the northwest of the junction. The intermittent line is on the southwest side, allowing drivers travelling northwest to overtake beyond the junction itself. It is subject to a 30 mph speed limit with pedestrian footways and street lighting. Tactile paving is provided at the crossing points of Quarry Lane to assist pedestrians who are visually impaired.

3.3 The widths of the bellmouths of the minor arm approaches are 13.65m to the east and 14.6m to the west of the triangle between the radius tangent points on the priority route. Both links of the minor arm approach narrow to approximately 5.8m beyond the bellmouth. However, during the site visit, it was observed that vehicles were parked on the eastern link, reducing the effective carriageway width to approximately 3.65m. A pedestrian footway continues along the south side of the link from the B4111 into the continuation of Quarry Lane.

3.4 Visibility for drivers joining the B4111 from the Quarry Lane approaches is excellent in both directions across the full carriageway width. Signage on approach to the Quarry Lane junction from both directions on the B4111 advises that Quarry Lane has a weak bridge ½ mile along its length, which is subject to a 17 tonne maximum gross weight limit, except for empty vehicles. There is also brown tourism signage to Purley Chase Golf Course via Quarry Lane at the junction.

3.5 The eastern link of the minor arm incorporates Give Way road markings at its southern end. This configuration gives priority to those drivers entering Quarry Lane from the western link of the junction. The bellmouth width at this Give Way line is 14.9m between the tangent points on the priority section of Quarry Lane. Visibility to the right extends back to the B4111 junction, whilst that to the left is restricted by the boundary wall of the property to the southeast to 23.2m to the nearside edge, 32.3m to the centreline and 37.9m to the far edge of the carriageway from a 2.4m set-back (X distance).
3.6 Immediately to the southwest of the triangular junction, Quarry Lane, which signed as a link of the North Warwickshire Cycleway (NW CW), follows a double bend as it climbs, and the carriageway narrows slightly. “SLOW” markings on the carriageway to alert drivers to the bends ahead from both directions of travel. As a result of the slowing effect of the bends, visibility at the minor arm section of Quarry Lane appeared to be satisfactory.

3.7 Immediately beyond these initial bends, the speed limit increases from 30 mph to the national level, which is 60 mph on single carriageway routes and the carriageway widens again. Beyond the change in speed limit, Quarry Lane continues to meander through a series of bends before crossing above a railway on a bridge. Beyond the bridge the carriageway descends through a double bend before reaching the traffic lights, which control traffic movement over the canal bridge.

3.8 The traffic lights control opposing vehicle movements across the bridge, which is subject to the 17 tonne maximum gross weight limit, except for empty vehicles. The carriageway at the bridge is approximately 3.1m wide, with a clear width between the 1.14m parapet walls of 3.6m. A pedestrian/cycle route runs parallel to the carriageway beyond the parapet wall on the northwest side. This is the narrowest point on the local road network used to serve Mancetter Quarry.

3.9 Beyond the bridge Quarry Lane follows a gradual left hand bend, which leads into a gradual right hand bend. Continuing along the carriageway the right hand bend becomes sharper and the priority route continues as Steppey Lane. On the approach to the sharper bend there is a sign warning of equestrians in the area. At the bend, Quarry Lane continues straight ahead as the minor arm of a priority T junction. This remaining section of Quarry Lane serves Quarry Farm and continues directly ahead to the gated entrance to Mancetter Quarry. Signage confirms the route is a dead end and subject to a 15 mph speed limit, with instructions to drivers not to use their air horns. There is also a warning sign highlighting the potential for walkers, horse riders and cyclists in the area.

3.10 The Quarry Lane junction with Steppey Lane is on the outside of the bend and is controlled by Give Way markings. The bellmouth extends approximately 20.4m at the carriageway edge and is divided by a white line in the centre. The width of Quarry Lane tapers down to a width of 5.5m over a distance of 21m from the junction.

3.11 Visibility at the junction extends to the left 102m to the near edge, 114m to the centreline and 122m to the far edge of the carriageway from a 2.4m X distance. The comparable splay to the right extends 113.5m to the near edge, 98.5m to the centreline and 82.5m to the far edge of the carriageway. Forward visibility towards oncoming vehicles for drivers turning right into the minor arm of Quarry Lane from Steppey Lane extends approximately 74m. When taking into account the alignment of the priority route, which includes a sharp right hand bend on a gradient, the visibility is considered to be acceptable.

3.12 Steppey Lane climbs from the junction and meanders through an avenue of trees and woodland via several sharp bends marked with chevron boards towards the Purley Chase Lane access to Mancetter Quarry, which is approximately 0.7km distant. As a result of the routing restrictions imposed on Mancetter Quarry, traffic activity along this section, which narrows to approximately 4.5m, is reduced. On the approach to the accesses...
signage advises “CAUTION HEAVY VEHICLES CROSSING MUD ON ROAD”. A similar sign is provided in advance of the crossroads for drivers approaching from the opposite direction.

3.13 The Purley Chase access to/from Mancetter Quarry is configured as a crossroads, with Purley Chase Lane forming the priority route for through traffic. The northern access serves an area of the quarry and is gated approximately 8.1m back from the edge of the carriageway. The access has a width of 8m and is aligned to ensure traffic only crosses between it and the quarry access to the south.

3.14 The southern access has a width of 15.3m at the bellmouth. The kerbs are aligned to prevent HGVs from turning left into the access but allow the southbound movement from the opposing access. The access width narrows to 8m as the left hand kerb on egress diverges from the carriageway edge over a distance of 6.5m. The access gates are set back 8.2m from the edge of the carriageway. The arrangement of the bellmouth is specifically to encourage traffic to turn left onto Purley Chase Lane when leaving the site, unless crossing to the northern area of the quarry.

3.15 Signage advises "Cars and Visitors please use Quarry Lane Access" to prevent general use of the Purley Chase Lane access. For outbound traffic there are signs inside the gates prohibiting right turns out of Mancetter Quarry onto Purley Chase Lane.

3.16 In the vicinity of the crossing the carriageway width increases to 6.2 – 6.6m. The hedgerows have been set back in order to create visibility splays for drivers emerging from the south due to its position on the inside of the left hand bend (when travelling southwest-bound). The verge areas are raised slightly which slightly restricts the view for light vehicles such as cars. However, HGV drivers can see over the verge area to extend the field of vision.

3.17 From a 2.4m X distance, the visibility splay to the left for a car driver extends approximately 66.5m to the near edge, 75m to the centreline and 82m to the far edge to the left and 84m to the near edge to the right. From the elevated HGV driver’s position the splay to the left increases to approximately 78.5m to the near edge, 87m to the centreline and 95.5m to the far edge of the carriageway, which follows a left hand bend. The comparable splay to the right extends beyond 85m as the carriageway descends around the right then left hand bends.

3.18 Vehicle speeds in the locality of the junction are naturally constrained by the meandering alignment of Purley Chase Lane, in combination with its vertical gradient. As a result, the visibility splays, which have served the site for many years, are considered to be acceptable.

3.19 Continuing southwest from the Purley Chase Lane access, the carriageway climbs around the left hand bend into a right hand bend before levelling out. The carriageway continues to meander towards the southwest although the bends are more gradual than those to the northeast. Over the distance of approximately 1.5 km between the access and the priority T junction with Ridge Lane/Pipers Lane, the width of the carriageway...
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varies between approximately 6.6m (at the site access) and 5.0m for a short distance near Keepers Cottage. Measurements taken along the route reveal a nominal width of 5.6 – 5.9m.

3.20 There are various accesses and gateways distributed along the route, which is rural in character and devoid of street lighting or pedestrian footways. Public footpaths cross the carriageway at various locations.

3.21 At the southwest end of Purley Chase Lane it meets Ridge Lane and Pipers Lane as the minor arm approach of a priority T junction, which is controlled by Give Way markings. Warning signs are provided in advance of the junction, which alert drivers to the change in priority ahead. The width of the bellmouth between tangent points on the priority route is 21m. The kerbs at the junction bellmouth extend 10.5m back into Purley Chase Lane on the northwest side and 33m on the southeast side of the carriageway.

3.22 There is a 7.5 tonne weight limit except for loading imposed on Ridge Lane immediately to the northwest of Purley Chase Lane, to prevent HGV access to the wider highway network via that route. As a result, all HGV traffic travelling from Mancetter Quarry turns left at the junction onto Pipers Lane to travel southeast to the junction with the B4114, approximately 1.5 km distant.

3.23 Approximately 120m to the right (northwest) of the junction along Ridge Lane, the speed limit reduces from the national level of 60 mph to 30 mph. A pedestrian footway with a nominal width varying between 1 – 1.45m is provided along the priority route of Ridge Lane/Pipers Lane.

3.24 Visibility at the junction extends 100m to the near edge, 120m to the centreline of the oncoming traffic lane and 140m to the centreline of Ridge Lane to the right (northwest) from a 2.4m X distance. From a 2m X distance the visibility splay increases to 114m to the near edge, 133.5m to the centreline of the oncoming traffic lane and 159m to the centreline of Ridge Lane. The comparable splays to the left extend beyond 300m from both the 2.4m and 2m X distances. Forward visibility towards the junction from Ridge Lane extends approximately 200m.

3.25 Having taken into account the proximity of the 30 mph speed limit to the northwest of the junction and the excellent forward visibility towards Purley Chase Lane, the existing visibility splays are considered to be acceptable.

3.26 In the vicinity of the junction, Pipers Lane/Ridge Lane has a nominal width of 5.9m, which is maintained to the B4114 junction. It was noted on site that there is a change in the carriageway surface approximately 34.5m to the right of the junction centreline, which indicates the road had been resurfaced. The footway and kerbing on the northeast side of Pipers Lane to the southeast of the junction also appeared to be newer than that on Ridge Lane, which suggests the route had been resurfaced/improved at some point. However, it was noted that the central road markings were worn in some locations along the route.
The pedestrian footway continues southeast along the northwest side of Pipers Lane to its junction with Oldbury Road approximately 0.6km distant. Beyond Oldbury Road, there is a short section of Pipers Lane extending approximately 140m where there is no footway provision due to the proximity of brick walls on either side of the carriageway. Beyond this point there is frontage parking parallel and adjacent to the carriageway along the front of the a row of dwellings on the southwest side of the carriageway, which continues into a footway extending to an industrial estate approximately 0.4km distant. The footway then reverts back to the northeast side of Pipers Lane and continues to its junction with the B4114.

The Pipers Lane/B4114 junction is also a priority T junction controlled by Give Way markings, although there is a field access directly opposite. The bellmouth of the junction is approximately 33.9m wide between the tangent points on the B114, which is the priority route.

In the vicinity of the junction the B4114 has a nominal width of 7.1m which is divided by a solid line on the northern traffic lane and intermittent line on the southern side, which allows vehicles travelling westbound to overtake. However, approximately 127m to the west of the junction centreline the central road markings change to a double white line system. Double white lines are also introduced approximately 100m to the east due to the crest in the carriageway, beyond which the road descends around a right hand bend when travelling eastbound towards the 30 mph speed limit imposed approximately 0.5km from the junction.

Visibility at the junction extends some 285m to the right to the near edge and 265m to the centreline from a 2.4m X distance. The splay to the left is restricted by the crest in the road, which climbs from the junction. The visibility splay to the left extends approximately 124m from the minimum driver’s eye height of 1.05m to 0.6m. The distance increases to 141m when considering the 1.05m – 1.05m view, which is effectively the inter-visibility between drivers at the minimum eye height. The forward visibility for drivers approaching from the east at the 1.05m eye height extends beyond 170m towards the cab of a HGV at the Give Way line of the Pipers Lane approach to the junction. From the elevated position of a HGV driver, the forward and lateral visibility at the junction would be greater than the distances referred to above.

When considering the geometric alignment of the B4114 and proximity of the crest, bend and 30 mph speed limit, the visibility at the junction is considered to be acceptable.

4 HIGHWAY SAFETY

In order to establish whether the existing highway network considered in the previous section is capable of safely accommodating the HGV traffic associated with the activities at Mancetter Quarry, collision data recorded over the most recent five year period available (January 2007 to December 2011 inclusive) was obtained from the LHA. A period of five years is the preferred timescale for assessing highway impact.
4.2 The data was specifically reviewed to identify reported collisions involving HGVs. It was found that there was only a single collision reported with reference to a HGV, which occurred in January 2006 on Pipers Lane, which unfortunately resulted in fatal injury to the 18 year old driver of the car involved. The records identify the car was travelling south along Pipers Lane and failed to negotiate the left hand bend near the industrial estate, then skidded into the path of the oncoming HGV which was travelling in the opposite direction. From the collision records it is apparent that the HGV was not at fault in the collision, which occurred at 20:10. Due to the timing of the incident, which is significantly later than the closing time of operations at Mancetter Quarry, the accident would not have involved quarry vehicles.

4.3 In the event there is a particular feature of the highway network that results in a significant compromise of safety, it is common to find a number of accidents at the location with similar characteristics. In this case, it is apparent that the HGV activity on the local road network has not had a significant, unacceptable impact on road safety in the area around the Mancetter Quarry.

4.4 The lack of incidents involving HGVs confirms the visibility available at the existing junctions is acceptable from and towards turning traffic, as concluded during the network review.

5 PROPOSE DEVELOPMENT & IMPACT

5.1 As described in the Introduction, the proposed development would extend the site to the west and provide sufficient additional reserves to allow continuous supply to the established markets for a further period of seven to eight years based on the current and historic outputs, which are anticipated to be maintained throughout the life of the development.

5.2 This extension, when combined with the existing reserves, would ensure the site could continue to operate at current levels until working is due to be completed by 1st January 2025 under the extant planning permission.

5.3 In practical terms, the proposed development would not result in any increase in HGV activity on the local road network on any given day in any given year when compared with which could already occur under the extant planning permission. The proposed extension would simply allow the HGV activity to occur on more days between now and 1st January 2025 by releasing additional aggregate in order to maintain a consistent supply to meet market demands throughout the period in which activity is already permitted.

5.4 The existing planning permission includes a routing agreement for vehicles, which would continue to operate throughout the life of operations. Operating hours are also proposed to accord with those currently approved.

5.5 In simple terms, as far as highway impact is concerned, the proposed development would simply represent a continuation of currently permitted activities throughout the life of the operation.
extant planning permission. Whilst there would be an overall increase in total traffic movements between now and 1st January 2025 as a result of the proposed development, there would be no increase over and above what may already take place during any given hour, day, week, month or year.

5.6 Therefore, other than the potential increase in wear and tear on the highway due to the cumulative increase in vehicle numbers over the permitted life of Mancetter Quarry, in terms of impact on a day to day basis, there would be no change from the currently permitted situation.

5.7 The Hurlstone Partnership Limited was instructed by Tarmac to undertake a review of the proposed development in terms of its potential highway impact. Having considered the circumstances of the case, it became apparent that the proposed development effectively represents a continuation of existing activities at current output levels throughout the consented period of the existing planning permission.

5.8 Having considered the local highway network, its excellent safety record in terms of HGV activity, the long history of activities at Mancetter Quarry and the existing planning permission, it is concluded that the proposed development would be acceptable in terms of highway impact.

5.9 As indicated in the Introduction, the applicant is content to review the condition of the highway network with the LHA to establish whether the existing annual maintenance contribution paid in accordance with the S106 obligation pertaining to the extant planning permission is sufficient. It is suggested that this appraisal could be undertaken during either the consultation period or following a resolution to grant planning permission subject to the signing of the S106 agreement, which is a common way forward in such cases.
SUMMARY

6.1 Mancetter Quarry is located approximately 2km to the south of Atherstone in North Warwickshire. It is operated by Tarmac Limited and produces between 300 – 400,000 tonnes of diorite per annum, which is recognised as being of national importance due to its properties and demand in road construction.

6.2 The first Ordnance Survey map of 1887 reveals quarrying at the site has been undertaken since at least that time.

6.3 The current reserves within the consented extraction area are estimated to contain sufficient material to allow supplies to the existing markets for approximately 5 – 6 years.

6.4 Although the existing reserves have a relatively short life in terms of supply to the market at current output levels, the quarry itself is permitted to operate until 1st January 2025 under planning permission NW20/00CM001, which controls the general activities and operations at the site.

6.5 There have been subsequent applications for various revisions to the main permission, with the most recent being NWB/10CM009, which sought to permit production and deliveries of asphalt on any weekend, as opposed to 25 weekends per annum. Although the application was refused, the decision was overturned by way of an Appeal (Ref: APP/H3700/A/11/2147480), which was determined on 15 June 2011.

6.6 Within the Appeal Decision, the Inspector recognised the importance on Mancetter Quarry due to it being one of only two sites in the West Midlands where the nationally important aggregate is produced.

6.7 In considering the Appeal, the Inspector recognised the long history of mineral related operations at the site, the lack of adverse impact associated with the consented HGV activity and the existence of other HGV and/or agricultural traffic using the roads in this rural area.

6.8 Tarmac Limited (Tarmac), which operates Mancetter Quarry, is seeking planning permission for the extension and consolidation of the site.

6.9 As required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (EIA regulations), an Environmental Impact Assessment (EIA) has been carried out.

6.10 The proposed development would extend the site to the west and provide sufficient additional reserves to allow continuous supply to the established markets for a further
period of seven to eight years based on the current and historic outputs, which are anticipated to be maintained due to the demand for the diorite produced.

6.11 This extension, when combined with the existing reserves, would ensure the site could continue to operate at current levels until working is due to be completed by 1st January 2025.

6.12 The existing planning permission includes a routing agreement for vehicles, which would continue to operate throughout the life of operations. Operating hours are also proposed to accord with those established by way of the Appeal Decision of 15 June 2011, and the accesses to/from the public highway would remain in their current locations.

6.13 The Hurlstone Partnership Limited was instructed by Tarmac to undertake a review of the proposed development in terms of its potential highway impact.

6.14 Having considered the circumstances of the case, it became apparent that the proposed development effectively represents a continuation of existing activities at current output levels throughout the consented period of the existing planning permission.

6.15 Whilst there would be an overall increase in total traffic movements between now and 1st January 2025 as a result of the proposed development, there would be no increase over and above what may already take place during any given hour, day, week, month or year.

6.16 Therefore, other than the potential increase in wear and tear on the highway due to the cumulative increase in vehicle numbers over the permitted life of Mancetter Quarry, in terms of impact on a day to day basis, there would be no change from the currently permitted situation.

6.17 Following consultation with the Local Highway Authority a review of the local road network and its safety record was undertaken. It was also requested that the condition of the local road network be reviewed with the Highway Authority in order to establish whether the existing annual contribution towards maintenance payable under the existing planning permission was adequate for ongoing, future maintenance.

6.18 The applicant is content to review the condition of the highway network with the LHA to establish whether the existing contribution is sufficient. It is suggested that this appraisal could be undertaken during either the consultation period or following a resolution to grant planning permission subject to the signing of the S106 agreement, which is a common way forward in such cases.

6.19 The review of the road network and accident data revealed that the existing highways safely accommodate the existing HGV activity in the area. There was only one recorded collision involving a HGV in the area when it was hit by a car whose driver had lost control on Pipers Lane in 2006.
6.20 Having considered the local highway network, its excellent safety record in terms of HGV activity, the long history of activities at Mancetter Quarry and the existing planning permission, it is concluded that the proposed development would be acceptable in terms of highway impact.