

Worcestershire Minerals Local Plan Background Document

Call for Sites – Deliverability Assessment

Consultation Document November 2016

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1. Introduction

In the Second Stage Consultation on the Minerals Local Plan in 2013/2014, we intended to rely on Areas of Search as the primary means of directing where aggregate minerals development would take place. In the responses we received to that consultation, concern was expressed by local residents, the minerals industry and other Local Authorities that this might create unacceptable levels of uncertainty over where minerals development might take place.

We committed to consider whether it remained appropriate to only designate areas of search or whether a mixture of areas of search, preferred areas and/or specific sites would be required.

Government guidance has also been strengthened¹ since we published that consultation, and we have been told that we should plan for the steady and adequate supply of minerals in one or more of the following ways (in order of priority):

1. designating **Specific Sites** – where viable resources are known to exist, landowners are supportive of minerals development and the proposal is likely to be acceptable in planning terms. Such sites may also include essential operations associated with mineral extraction;
2. designating **Preferred Areas**, which are areas of known resources where planning permission might reasonably be anticipated. Such areas may also include essential operations associated with mineral extraction; and/or
3. designating **Areas of Search** – areas where knowledge of mineral resources may be less certain but within which planning permission may be granted, particularly if there is a potential shortfall in supply.

In response to the Second Stage Consultation we had received some suggestions for specific sites or preferred areas from industry stakeholders. That consultation had only requested broad information on mineral resources and therefore in summer 2014 we issued a "call for information about preferred locations for aggregate extraction in Worcestershire" in order to ensure fair opportunity had been given for parties to propose sites and to make sure we have enough information to assess all proposals on the same basis. A further "call for sites" was conducted in summer 2015 to give additional chance for sites to be proposed. If possible we would like to identify Specific Sites rather than Preferred Areas or Areas of Search in the Minerals Local Plan.

For the purposes of the Worcestershire Minerals Local Plan, Specific Sites would be used as a tool to promote mineral development to help us meet our mineral requirements. There will be no policy preference for the development on Specific Sites over other locations within identified Strategic Corridors², provided all other policy

¹ <http://planningguidance.planningportal.gov.uk/blog/guidance/minerals/planning-for-minerals-extraction/>
Paragraph: 008, Reference ID: 27-008-20140306, Revision Date 06 03 2014

² The Spatial Strategy in the Minerals Local Plan identifies six Strategic Corridors where future mineral development will be concentrated. These corridors are clusters of key or significant mineral resources that have a high-level of coherence at a landscape-scale. The Six Strategic Corridors which have been identified are: Avon and Carrant Brook Strategic Corridor, Bredon Hill Strategic Corridor, Lower Severn Strategic Corridor, Malvern Hills Strategic Corridor, North-east Worcestershire Strategic Corridor, North-west Worcestershire Strategic Corridor.

requirements can be met. All sites will be subject to the normal planning application process.

To date, 30 sites have been submitted for consideration as Specific Sites by landowners, mineral operators and agents. These are all for sand and gravel extraction (terrace and glacial sand and gravel, and solid sands). Some of these are extensions to existing sites whilst some are new sites. The purpose of this document is to collate information to determine whether each of the submitted sites is likely to be deliverable on a consistent basis.

National Planning Policy Guidance³ states that Specific Sites should be designated "*where viable resources are known to exist, landowners are supportive of minerals development and the proposal is likely to be acceptable in planning terms*". These are all indicators that the site is likely to be deliverable.

In order to assess each submitted site, officers conducted site visits.⁴ The following statutory consultees and other bodies deemed relevant following site visits were consulted asking the question "*considering the issues within your remit, do you consider that minerals development on each of the sites is likely or unlikely to be acceptable in planning terms?*"

Planning:

- Local Planning Authority
- Any relevant neighbouring County and Local Planning Authorities

Environment:

- Natural England
- Historic England⁵
- Environment Agency
- Lead Local Flood Authority
- Worcestershire Regulatory Services
- County and District Heritage Advisory Group (CADHAG)⁶

Health:

- NHS England
- South Worcestershire Clinical Commissioning Group
- Redditch and Bromsgrove Clinical Commissioning Group
- Wyre Forest Clinical Commissioning Group

Transport:

- Worcestershire County Council Highways Authority⁷

³ <http://planningguidance.planningportal.gov.uk/blog/guidance/minerals/planning-for-minerals-extraction/>

Paragraph: 008, Reference ID: 27-008-20140306, Revision Date 06 03 2014

⁴ Site visits consisted of walking across or around sites to view the topography, landscape and land-uses of the site and its surroundings and noting any particular features of interest.

⁵ Formerly known as English Heritage.

⁶ CADHAG is a forum comprised of representatives from the conservation teams at each of the District Councils (the conservation officers), archaeological officers from Worcester City and the County Council and representatives from Historic England.

⁷ The integrated transport authority for Worcestershire.

- Highways England
- Office of Road and Rail
- Canal and River Trust
- Avon Navigation Trust

Utilities:

- Water and sewerage undertakers (Severn Trent and South Staffs Water)
- Electricity Undertakers (National Grid and Western Power Distribution)
- Compañía Logística de Hidrocarburos (CLH)⁸

The responses we received provided a significant amount of information about each site and its surroundings. The information and comments received will inform the information about each site which is included within the plan, as well as the Sustainability Appraisal of the plan.

Some consultees found it difficult to comment on whether the sites were likely or unlikely to be acceptable in planning terms due to the lack of specific information about how the sites would be worked or restored. It is not appropriate to require detailed proposals at this stage which would be required at full application stage. We will therefore rely on the policy framework in the plan to adequately address amenity, health and environmental issues, enabling applications to be developed to meet those requirements, and appropriate planning conditions and mitigation measures to be put in place to minimise and mitigate any impacts.

It is not considered that this information is fundamental to the deliverability of the sites. Therefore this deliverability assessment focuses on the following aspects:

- Strategic aims of the Minerals Local Plan – whether the site is within a strategic corridor
- Utilities – whether mineral working would negatively impact upon utility infrastructure to such an extent that it would hinder the delivery of the site, or whether the presence of utilities would hinder the ability to deliver the site
- Transport – whether mineral working would negatively impact upon the transport network to such an extent that it would hinder the delivery of the site, or whether the network would not allow safe and suitable access to the site and hinder the ability to deliver the site

The following criteria have been used in this Deliverability Assessment. Each criterion has been categorised as green, amber or red:

- **green** indicates that the site is highly likely to be deliverable
- **amber** indicates concerns over the deliverability of the site based on the information received
- **red** indicates that there are likely to be serious constraints to delivering the site.

⁸ The Oil and Pipelines Agency managed the Government Pipelines Storage System (GPSS) until 30 April 2015, when this was sold to Compañía Logística de Hidrocarburos (CLH).

National policy test	Issue	Green	Amber	Red
<i>Viable resources are known to exist</i>	Quantity of mineral resource (tonnes)	Over 600,000 (proven by site-level resource assessment)	Over 600,000 (not proven by site-level resource assessment)	<600,000
	Proposer's suggestions for processing options	Processing on-site, or off-site location specified	Processing off-site suggested but not specified	No information provided
	Mineral operator interest	Named interest confirmed by the operator(s)	Interest suggested, not confirmed by the operator(s)	No interest
<i>Landowners are supportive of minerals development</i>	Landowner support	Support confirmed by the landowner(s)	N/A	No support confirmed
<i>Proposal is likely to be acceptable in planning terms⁹</i>	Location of site in relation to the Minerals Local Plan's spatial strategy	In a Strategic Corridor	N/A	Outside Strategic Corridor
	Transport	No significant issues identified OR Issues highlighted which can be managed through appropriate conditions and are therefore not fundamental to the deliverability of the site	Significant issues identified which might require alteration of red line boundary or significantly impact the amount of material which could be won and could potentially impact deliverability of the site	Issues identified which would be difficult to manage/address at application stage which are likely to seriously constrain delivery of the site

⁹ The Environment Agency, Natural England, English Heritage, the City, Borough and District Councils in Worcestershire, Worcestershire Regulatory Services and relevant cross-boundary authorities were consulted early in 2015 to ask whether, considering the issues within their remit, they considered that minerals development on each of the sites was likely or unlikely to be acceptable in planning terms. Many of these consultees submitted useful information which will inform the development of Concept Plans but only stated in very few cases that they considered a site unlikely to be acceptable in planning terms.

The tables in section 3 (Site Details) of this document include information received from consultees and the council's colour classification assessed against the criteria in the table above.

The overall category for each site has been determined by the lowest score against any criterion..

A site being categorised as amber or red will not prevent an application being made in the future and will not prejudice decisions on individual proposals when more details are available..

2. Overview

Submission reference	Site name	Overall Classification	Quantity (tonnes)	Operator interest	Landowner support	Suggested processing options	Strategic Corridor	Highways England	Worcestershire County Council Highways	Canal & Rivers Trust	Avon Navigation Trust	Office of Road and Rail
Sites within the Avon and Carrant Brook Strategic Corridor												
C015-1157	Harvington Green Street Allotments	R	R	R	G	R	G	G	G	G	G	G
C015-1157	Harvington North	R	R	A	G	R	G	G	G	G	G	G
C015-1157	Harvington West	R	R	R	G	R	G	G	G	G	G	G
Sites within the Lower Severn Strategic Corridor												
B023-1833 nq	Bow Farm	R	A	G	G	R	G	G	G	G	G	G
B050-1504	Clifton East	G	G	G	G	G	G	G	G	G	G	G
B050-1504	Clifton South	G	G	G	G	G	G	G	G	G	G	G

B043-126	Land at Ryall North (Croome Estate)	G	G	G	G	G	G	G	G	G	G	G
D025-2444	Land at School Lane	R	R	G	G	G	G	G	G	G	G	G
D020-1793	Land North East of Uckinghall Lane	R	A	G	R	G	G	G	G	G	G	G
D025-2444	Land Opposite Ryall Quarry entrance	R	R	R	G	G	G	G	G	G	G	G
D020-1793	Land South of Ryall North	R	R	G	G	G	G	G	G	G	G	G
D009-2296	Ryall Court Farm	R	R	G	G	G	G	G	G	G	G	G
B057-1793 nq	Ryall East	A	A	G	G	G	G	G	G	G	G	G
B043-126	Ryall North (Cemex)	G	G	G	G	G	G	G	G	G	G	G
C015-1157	Severn Stoke, Sandford	R	R	A	G	R	G	G	G	G	G	G
Sites within the North East Worcestershire Strategic Corridor												
B053-2397 nq	Chadwich Lane (deepen)	R	R	G	R	R	G	G	G	G	G	G
B053-2397 nq	Chadwich Lane East	R	R	G	R	R	G	G	G	G	G	G
D023-2398	Pinches 4	R	G	R	G	G	G	G	G	G	G	G
B052-2397 nq	Wildmoor Quarry extension	R	A	R	G	R	G	G	G	G	G	G
Sites within the North West Worcestershire Strategic Corridor												
D026-2397	Land North of Wolverley Road	A	A	G	G	G	G	G	G	G	G	G

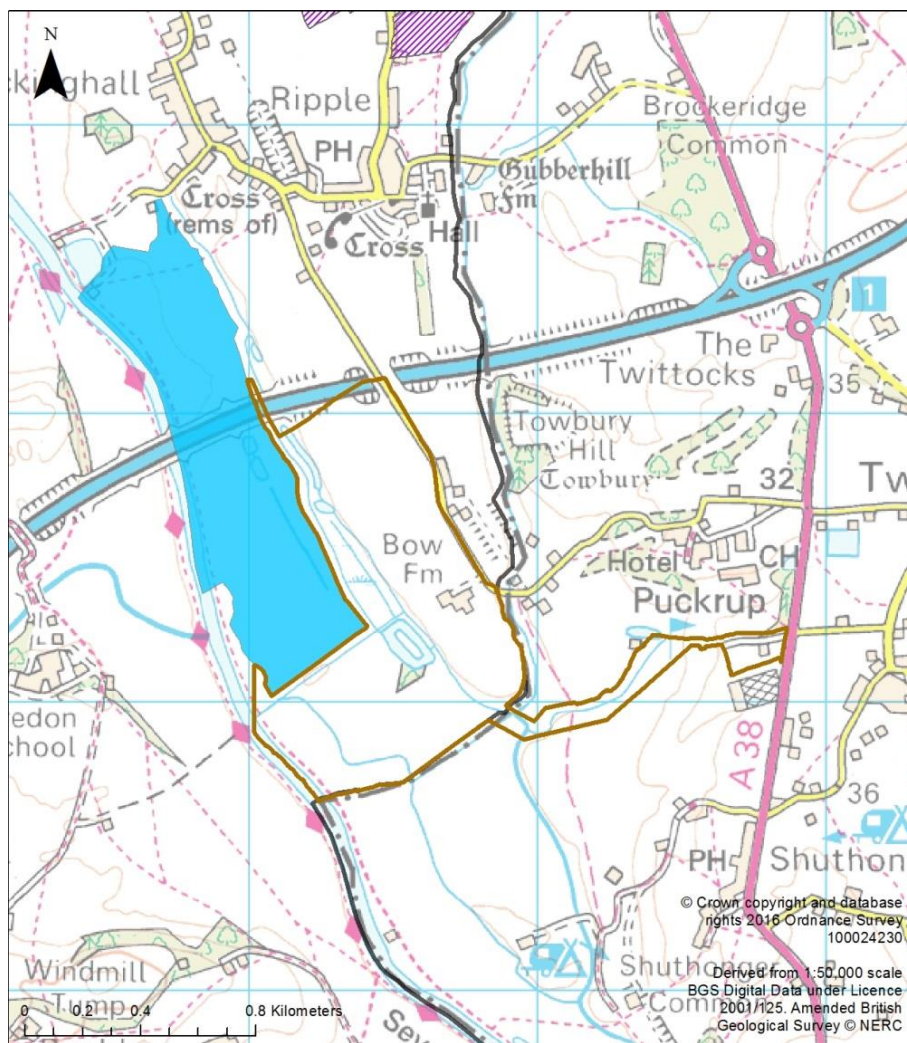
D026-2397	Land South of Wolverley Road	R	R	G	G	G	G	G	G	G	G	G
B054-2398 nq	Strong Farms	R	R	R	R	R	G	G	G	G	G	G
C015-1157	Wolverley Glebe	R	A	A	G	R	G	G	G	G	G	G
Sites within Salwarpe Tributaries Strategic Corridor												
C011-2411	Greenfields Farm, Upton Warren	R	R	A	G	G	G	G	G	G	G	G
Sites not within any Strategic Corridor												
D022-2441	Church Farm, Claines	R	R	R	G	G	R	G	G	G	G	G
C015-1157	Ombersley, Lineholt East	R	R	R	G	R	R	G	A	G	G	G
C015-1157	Ombersley, Lineholt North	R	R	R	G	R	R	G	A	G	G	G
C015-1157	Ombersley, Lineholt West	R	R	R	G	R	R	G	A	G	G	G
C015-1157	Ombersley, West of Boreley Lane	R	R	A	G	R	R	G	A	G	G	G
C015-1157	Severn Stoke, Madge Hill	R	R	R	G	R	R	G	G	G	G	G

3. Site details



Bow Farm (submission reference B023-1833 nq)

This assessment considers the site at Bow Farm, Ripple, submitted on behalf of landowners Moreton C Cullimore (Gravels) Limited.



Legend	
SiteName	Mineral Sites Status
Bow Farm	Active
Land north east of Uckinghall Lane	

Site information and context	
Grid Reference	387565, 236296
Approximate site size	86ha
Proposer's aspirations for after-use of the site	It has been suggested by the proposer that restoration could take place in the form of a mixture of agricultural land, with biodiversity enhancement including osier beds and potential for one or two small lakes for water birds.
Resource area reference in Analysis of Mineral Resources in Worcestershire ¹⁰	The site overlies part of resource area 19/8.
Minerals history	Sand and gravel is currently being worked actively at Ripple Quarry, adjacent to the north west boundary of the proposed minerals site (Planning permission reference numbers 13467/87 and 407171).
Current land use	Indicated as Grade 2, 3 and 4 agricultural land (2 and 3 proportionally greater than 4) on Provisional Agricultural Land Classification maps. Officer site visit has confirmed the site to be mixed agriculture.

Viability		
Quantity of mineral resource	2 million tonnes (unproven).	A
Mineral operator interest	Operator interest from Moreton C Cullimore (Gravels) Limited.	G
Landowner support	Proposed on behalf of Moreton C Cullimore (Gravels) Limited.	G
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	Given the cross boundary nature of this site which straddles the A38, County Council officers would advise that, should the site require the movements of minerals by road, that access to A38 would more suitable than trying to connect the site to Worcestershire unclassified road network that are prevalent in the area.	G

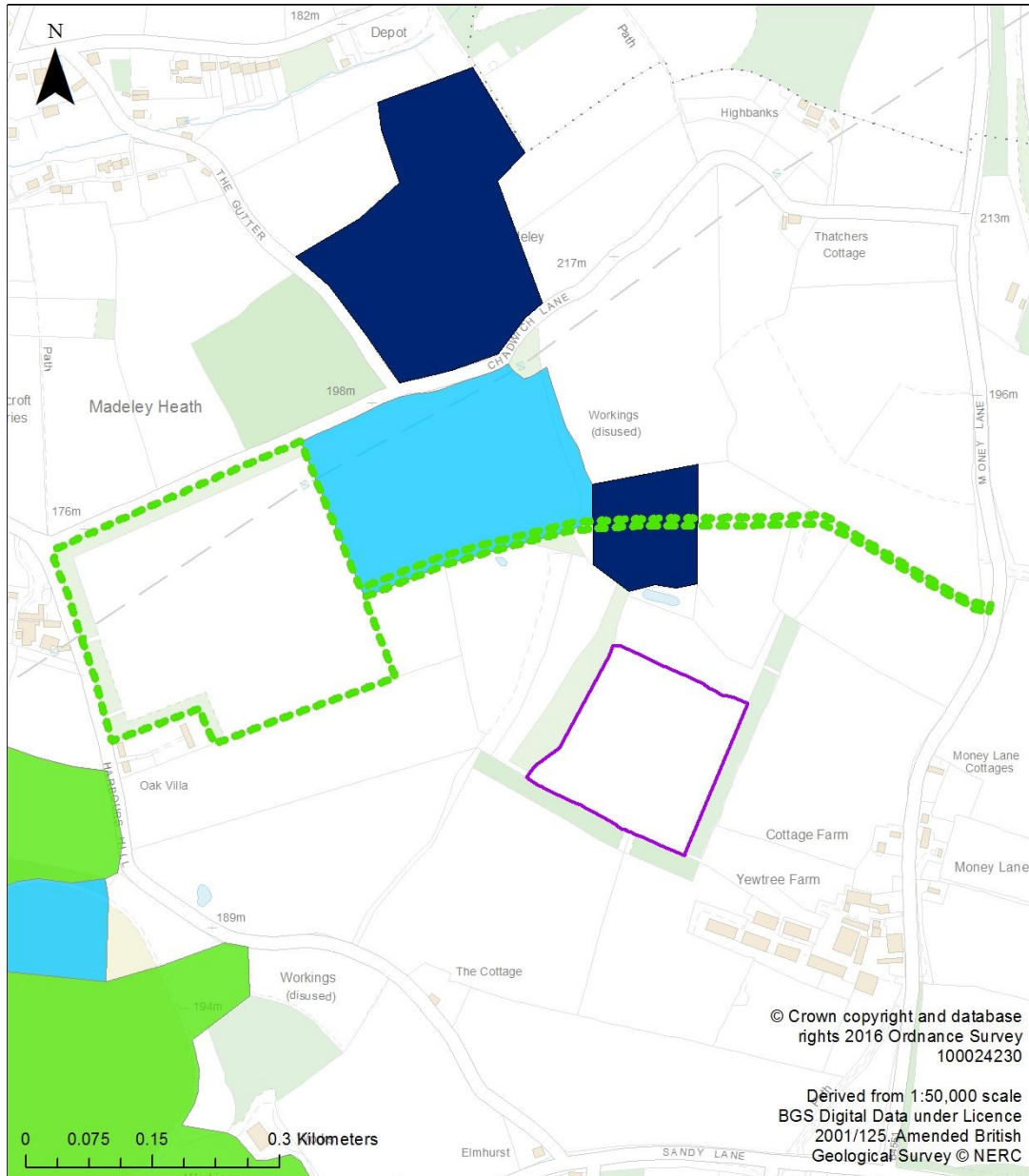
¹⁰ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>Should the site promoter seek access via Worcestershire network, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate either two-way way movements or sufficient passing points, together with a suitable bound surfacing and adequate signage along the proposed vehicle route to warn of slow moving vehicles and turning vehicles near to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p> <p>Furthermore, beyond the consideration of road hauling minerals off site, County Council officers seek the potential for waterborne transport to be given prominence as a potential alternative / supplementary means of movement with the site option. In light of the presence of an active wharf at an adjoining site (to the west) of the Bow Farm (known as Ripple), there is no demonstrable reason (aired at present) as to why this mode of transport isn't possible to recreate, or why the existing nearby wharf could not be utilised to assist with / facilitate working at Bow Farm.</p>	
Canal & River Trust	Potentially able to access the river to carry materials by water. Whilst in principle this may be acceptable each application would need to be considered on its own merits with regard to navigational safety and would be dependent on volume, frequency, location of loading and off loading facilities, and movements by other existing users, including other minerals operators, on the stretch of river involved.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ¹¹		R

¹¹ Comprised of the lowest RAG rating given in any of the above categories.

R Chadwich Lane Deepening (submission reference B053-2397 nq)

This assessment considers the site at Chadwich Lane, submitted by Salop Sand and Gravel.



Legend

SiteName	Pre 1954 Minerals sites	Post 1954 Mineral Sites (Spring 2012)
Chadwich Lane East		
Chadwich Lane deepening	Status	
	Active	
	Restored	

Site information and context	
Grid Reference	395512, 276819
Approximate site size	10ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ¹²	The site overlies part of solid sand resource area 3/7.
Minerals history	Sand and gravel is currently being worked actively at Chadwich Lane adjacent to the north east boundary of the proposed minerals site) (Planning permission reference numbers B7745 404360). Sand and gravel is also worked south west of the proposed site at Sandy Lane (Planning permission reference numbers BR 174/69 499973 and BR 66/73 499973). It was also previously worked south west of the proposed site at Sandly Lane (Application number BR.66/73) and Madely Heath.
Current land use	Indicated as predominately Grade 3 agricultural land with an area of Grade 2 land in the north east on Provisional Agricultural Land Classification maps. Officer site visit has confirmed the site to be grassland (pasture)

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	Operator interest from Salop Sand and Gravel.	G
Landowner support	Unknown.	R
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within North East Worcestershire Strategic Corridor.	G
Highways England	Potential impacts on Junction 4 of the M5. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto Money Lane to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the	G

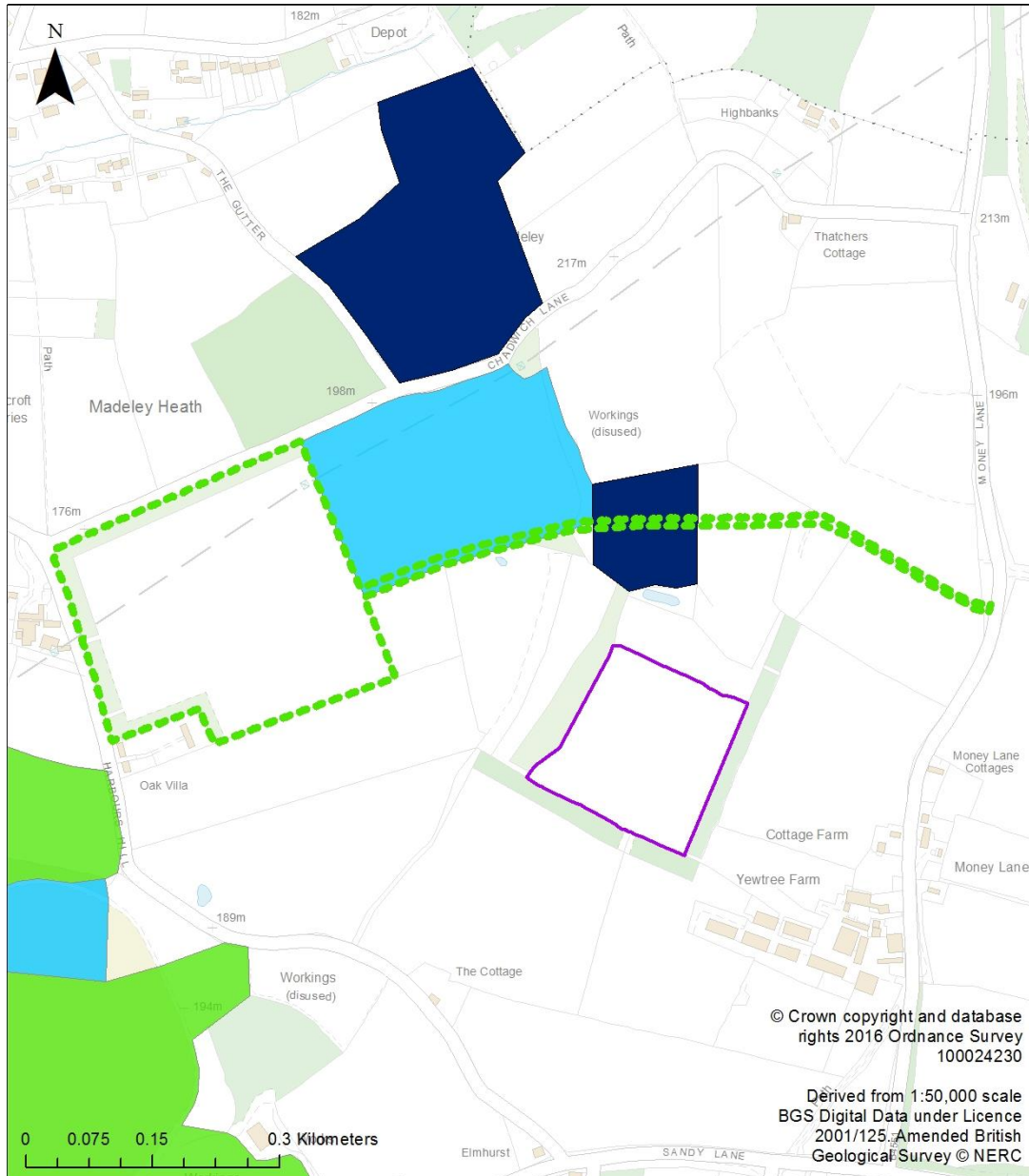
¹² The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>proximity of the A491 (an advisory HGV route) and M5 should provide a suitable means of distribution for the extracted material.</p> <p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ¹³		R

¹³ Comprised of the lowest RAG rating given in any of the above categories.

R Chadwich Lane East (submission reference B053-2397 nq)

This assessment considers the site at Chadwich Lane East, submitted by Salop Sand and Gravel.



Legend

SiteName	 Pre 1954 Minerals sites
 Chadwich Lane East	Post 1954 Mineral Sites (Spring 2012)
 Chadwich Lane deepening	Status
	 Active
	 Restored

Site information and context	
Grid Reference	395976, 276642
Approximate site size	4ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ¹⁴	The site overlies part of solid sand resource area 3/8 and sand and gravel resource 10/21.
Minerals history	Sand and gravel is currently being worked actively at Chadwich Lane to the north of the proposed site. (Planning permission reference numbers B7745 404360). Sand and gravel is also worked west south west of the proposed site at Sandy Lane (Planning permission reference numbers BR 174/69 499973 and BR 66/73 499973). It was also previously worked south west of the proposed site at Sandly Lane (Application number BR.66/73) and Madely Heath.
Current land use	Indicated as Grade 3 agricultural land on Agricultural Land Classification maps. Officer site visit has confirmed the site to be pasture.

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	Operator interest from Salop Sand and Gravel.	G
Landowner support	Unknown.	R
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within North East Worcestershire Strategic Corridor.	G
Highways England	Potential impact on M5 Junction 4. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	Whilst the County Council's preference would be to utilise the site Chadwick lane Deepening access arrangement, a new access onto Money Lane to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a	G

¹⁴ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>sufficiently detailed planning application. Indeed, the proximity of the A491 (an advisory HGV route) and M5 Motorway should provide a suitable means of distribution for the extracted material.</p> <p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance if a separate dedicated access is pursued.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ¹⁵		R

¹⁵ Comprised of the lowest RAG rating given in any of the above categories.

R Church Farm Claines (submission reference D022-2441)

This assessment considers the site at Church Farm, Claines, submitted by Greenfield Associates.



Legend

SiteName

 Church Farm, Claines

Site information and context	
Grid Reference	384817, 258782
Approximate site size	23ha
Proposer's aspirations for after-use of the site	Multiple options including agriculture via landfill, community restoration including employment and tourism, recreation and biodiversity including wetland and woodland planting, or mix of schemes.
Resource area reference in Analysis of Mineral Resources in Worcestershire ¹⁶	A small area of the southern part of the site overlies part of resource area 2/2. No aggregates occur under the majority of the site however it does overlie extensive Mercia Mudstone deposits.
Minerals history	Sand and Gravel was previously worked at Retreat Farm site approximately 1.35km north west of the proposed site (Planning permission reference number 407187 (17.08.89) and 407255 (23.04.91).
Current land use	Indicated as predominantly Grade 2 agricultural land on Provisional Agricultural Land Classification maps with a small area of grade 3 land in the north of the site. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	410000 tonnes (proven).	R
Mineral operator interest	No known operator interest.	R
Landowner support	Proposed on behalf of Mr Peter Philips.	G
Proposer's suggestions for processing options	On site.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Site is outside of a Strategic Corridor.	R
Highways England	The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis.	G

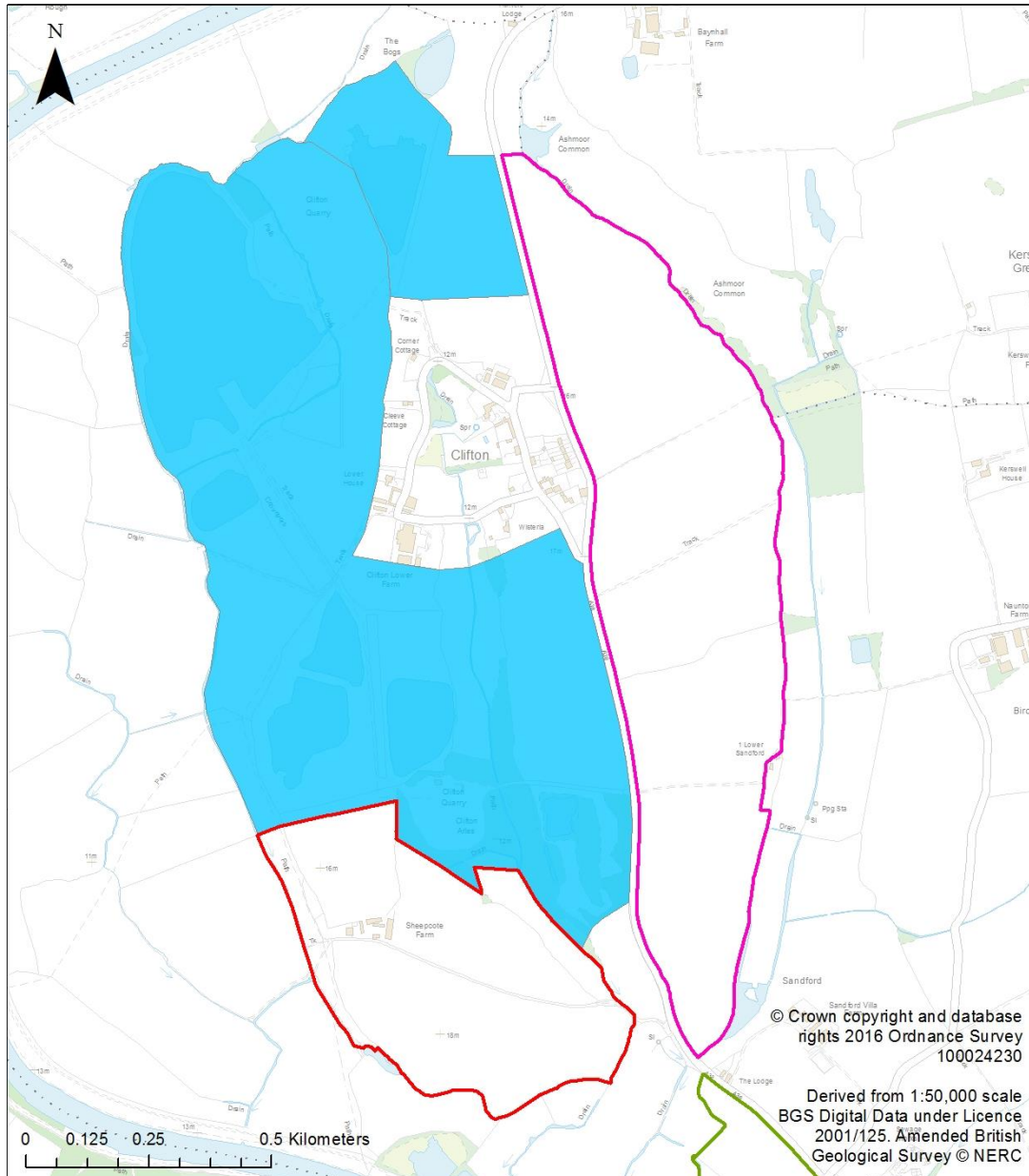
¹⁶ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
Worcestershire County Council Highways	<p>County Council officers can advise that the creation of a new access onto A449 to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the A449 (an advisory HGV route) and proximity to the M5 Motorway should provide a suitable means of distribution for the extracted material.</p> <p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	G
Canal & River Trust	<p>Potentially able to access the river to carry materials by water. Whilst in principle this may be acceptable each application would need to be considered on its own merits with regard to navigational safety and would be dependent on volume, frequency, location of loading and off loading facilities, and movements by other existing users, including other minerals operators, on the stretch of river involved.</p> <p><i>[Worcestershire County Council considers this site unlikely to be close enough to a navigable waterway to make use of water transport]</i></p>	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ¹⁷		R

¹⁷ Comprised of the lowest RAG rating given in any of the above categories.

G Clifton East (submission reference B050-1504)

This assessment considers the site at Clifton East, submitted by Lafarge Tarmac.



Legend

SiteName

- Clifton East
- Clifton South
- Severn Stoke, Sandford

Mineral Sites

Status

- Active

Site information and context	
Grid Reference	385146, 246041
Approximate site size	52ha
Proposer's aspirations for after-use of the site	To complement the existing restoration of Clifton Quarry to a mix of agriculture and wildlife water body.
Resource area reference in Analysis of Mineral Resources in Worcestershire ¹⁸	The site overlies part of resource area 20/4.
Minerals history	Sand and Gravel is worked at the existing Clifton site, bordering the proposed site to the west (Planning permission reference number MH 2600/87 and application references T/APP/F1800/107854/P8, 407183, 407343).
Current land use	Indicated as predominantly Grade 1 agricultural land on Provisional Agricultural Land Classification maps with a small area of grade 2 land in the east of the site. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	1.2 million tonnes.	G
Mineral operator interest	Operator interest from Lafarge Tarmac.	G
Landowner support	Proposed on behalf of the Croome Estate.	G
Proposer's suggestions for processing options	Existing plant at Clifton Quarry.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto A38 to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the A38 (an advisory HGV route) should provide a suitable means of distribution	G

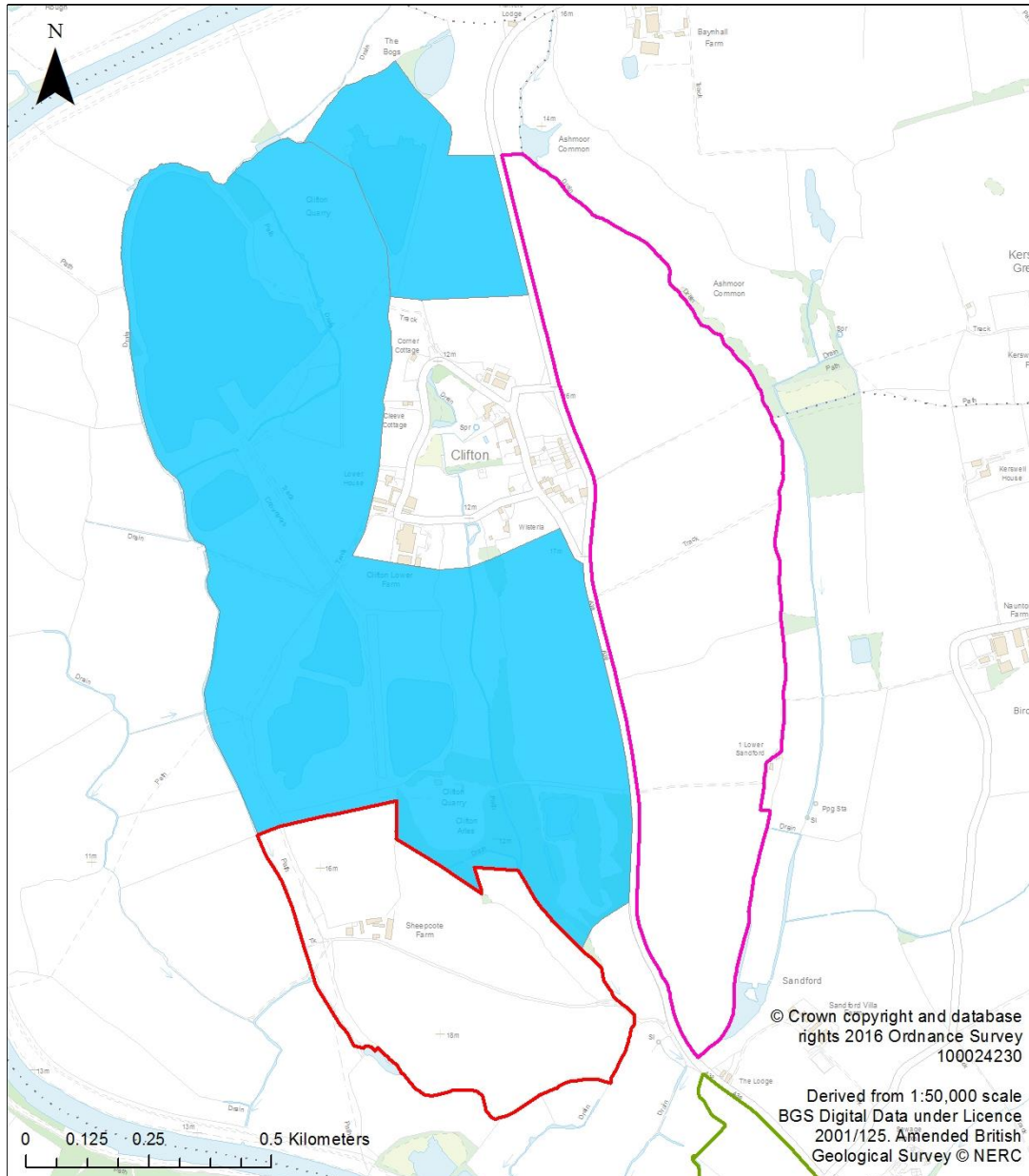
¹⁸ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>for the extracted material.</p> <p>Should the site promoter seek access via Worcestershire network, the County Council would need to be satisfied that safe and suitable access would be provided for.</p> <p>Furthermore, beyond the consideration of creating a new access County Council officers would be receptive to any non-vehicular means of connecting the existing and proposed operations, utilising existing access arrangements</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	G
Canal & River Trust	<p>It may be possible to use the river to transport materials but that is dependant not only on the agreement of the owners of any intervening land but on other matter such as economics and the end location of the materials and processing facilities. The transshipment costs often make fright by water economically unfeasible. However if both start and end location are adjacent to the river then it can be an effective way of transporting large quantities of material, thus reducing the impact on the local road network.</p>	G
Avon Navigation Trust	<p>No comments received.</p>	G
Office of Road and Rail	<p>No Comment.</p>	G
Overall deliverability assessment score ¹⁹		G

¹⁹ Comprised of the lowest RAG rating given in any of the above categories.

G Clifton South (submission reference B050-1504)

This assessment considers the site at Clifton South, submitted by Lafarge Tarmac.



Legend

SiteName

- Clifton East
- Clifton South
- Severn Stoke, Sandford

Mineral Sites

Status

- Active

Site information and context	
Grid Reference	384681, 245250
Approximate site size	28ha
Proposer's aspirations for after-use of the site	To complement the existing restoration of Clifton Quarry to a mix of agriculture and wildlife waterbody.
Resource area reference in Analysis of Mineral Resources in Worcestershire ²⁰	The site overlies part of resource area 20/4.
Minerals history	Sand and Gravel is worked at Clifton site, bordering the proposed site to the north. (Planning permission reference number MH 2600/87 and application reference T/APP/F1800/107854/P8 407183 407343).
Current land use	Indicated as predominantly Grade 3 agricultural land with an area of Grade 2 land to the south of the site and a narrow area of Grade 1 land on the eastern boundary of the proposed site on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	1 million tonnes.	G
Mineral operator interest	Operator interest from Lafarge Tarmac.	G
Landowner support	Proposed on behalf of the Croome Estate.	G
Proposer's suggestions for processing options	Existing plant at Clifton Quarry.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto A38 to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the A38 (an advisory HGV route) should provide a suitable means of distribution	G

²⁰ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

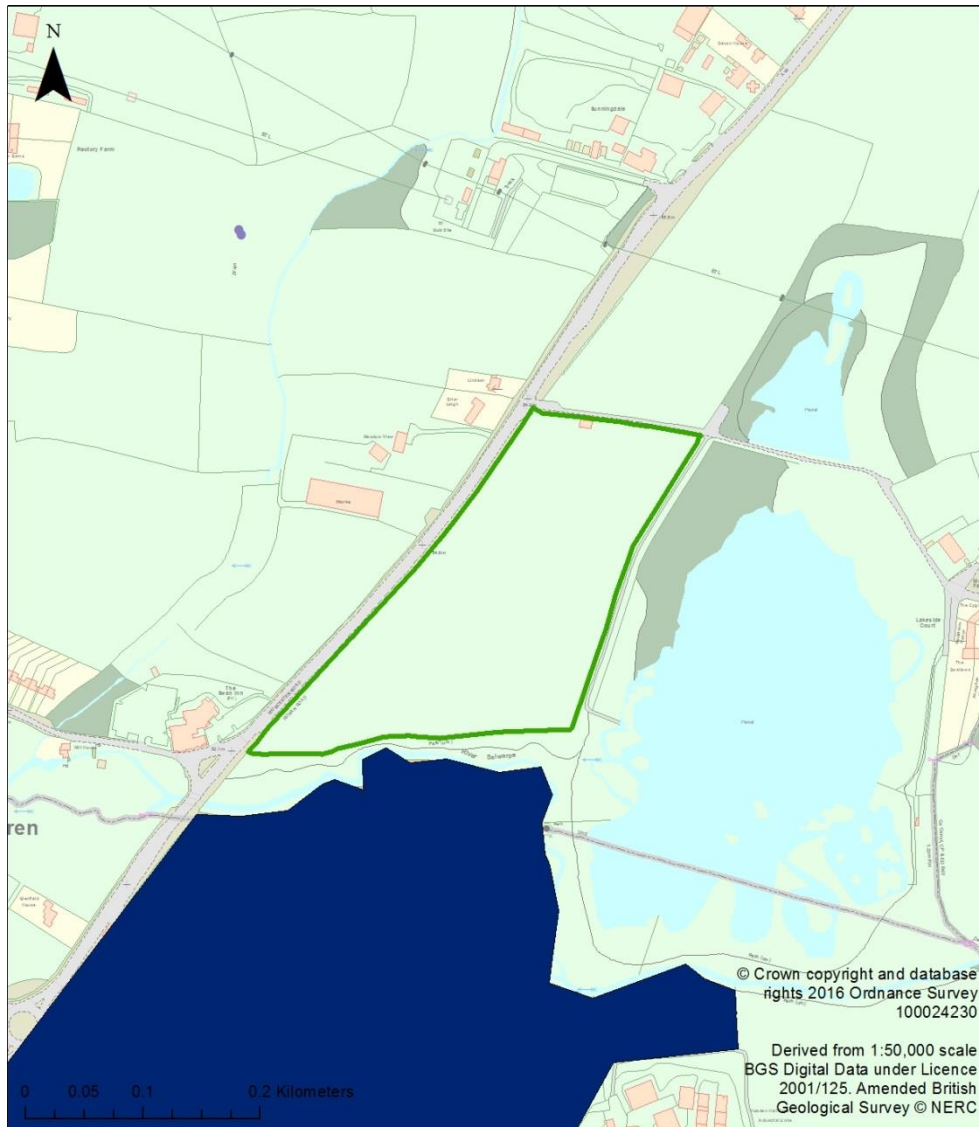
"Proposal is likely to be acceptable in planning terms"		
	<p>for the extracted material.</p> <p>Should the site promoter seek access via Worcestershire network, the County Council would need to be satisfied that safe and suitable access would be provided for.</p> <p>Furthermore, beyond the consideration of creating a new access County Council officers would be receptive to any non-vehicular means of connecting the existing and proposed operations, utilising existing access arrangements.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	G
Canal & River Trust	<p>It may be possible to use the river to transport materials but that is dependant not only on the agreement of the owners of any intervening land but on other matter such as economics and the end location of the materials and processing facilities. The transshipment costs often make fright by water economically unfeasible. However if both start and end location are adjacent to the river then it can be an effective way of transporting large quantities of material, thus reducing the impact on the local road network.</p>	G
Avon Navigation Trust	<p>No comments received.</p>	G
Office of Road and Rail	<p>No Comment.</p>	G
Overall deliverability assessment score ²¹		G

²¹ Comprised of the lowest RAG rating given in any of the above categories.

R

Greenfields Farm, Upton Warren (submission reference C011-2411, D012-2411)

This assessment considers the site at Greenfields Farm, Upton Warren, submitted on behalf of landowners Tim Dunkley and Sandra Hudson.



Legend

SiteName

-  Greenfields Farm, Upton Warren
-  Pre 1954 Minerals sites

Site information and context	
Grid Reference	393564, 267566
Approximate site size	5ha
Proposer's aspirations for after-use of the site	Fishing lake or would take advice
Resource area reference in Analysis of Mineral Resources in Worcestershire ²²	The site overlies part of resource area 13/8.
Minerals history	Minerals have been worked previously at a site less than 1km to the south of this proposed site, however no site details are available.
Current land use	Indicated as Grade 2 and 3 agricultural land (mainly Grade 3 than 2) on Provisional Agricultural Land Classification maps. Officer site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	142000 tonnes (proven).	R
Mineral operator interest	Operator interest from Wildmoor Quarry Products (unconfirmed).	A
Landowner support	Proposed by Tim Dunkley and Sandra Hudson.	G
Proposer's suggestions for processing options	On site.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Salwarpe Tributaries Strategic Corridor.	G
Highways England	Sites close to Bromsgrove with potential to impact on M5 Junction 5 and potentially M42 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis. The traffic impact of this site on the SRN junction (M5 Junction 5) should be determined.	G
Worcestershire County Council Highways	County Council officers can advise that the promotion of a new access onto A38 Worcester Road to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the proximity of the A38 (an advisory HGV route) and M5 Motorway to this site should provide a suitable means of distribution for the extracted material. Nevertheless, the County Council would need to be satisfied	G

²² The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

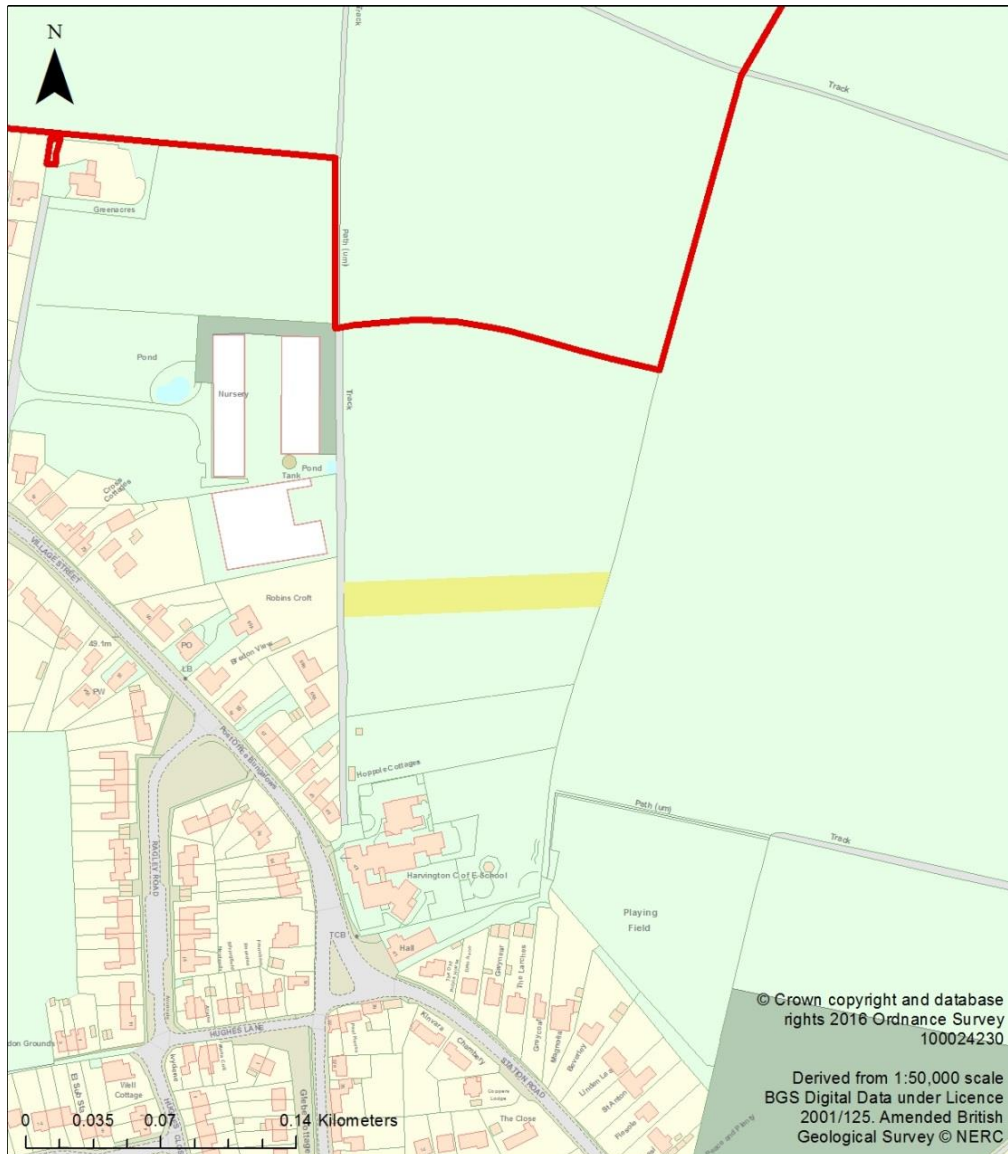
"Proposal is likely to be acceptable in planning terms"		
	<p>that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>Given the presence of an Air Quality Management Area (AQMA) to the north of the site in Hanbury, the operating times and distribution of heavy vehicles would require careful consideration. However, as with the access arrangements this is not an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	G
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ²³		R

²³ Comprised of the lowest RAG rating given in any of the above categories.

R

Harvington Green Street Allotments (submission reference C015-1157 Harvington)

This assessment considers the site at Green Street Allotments, Harvington, submitted on behalf of landowners the Worcester Diocesan Board of Finance Limited.



Legend

SiteName

-  Harvington Green Street Allotments
-  Harvington North

Site information and context	
Grid Reference	405600, 249312
Approximate site size	Less than 1ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ²⁴	The site overlies part of resource area 5/13.
Minerals history	No known planning applications for mineral development on or near to this site.
Current land use	Indicated as Grade 2 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be allotments.

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	No known operator interest.	R
Landowner support	Proposed by Worcester Diocesan Board of Finance Limited.	G
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Avon and Carrant Brook Strategic Corridor.	G
Highways England	Potential impacts on the A46. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation or modification of an access (at the locality identified) to facilitate the movement of small quantities of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility	G

²⁴ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to warn of slow moving vehicles and turning vehicles near to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G

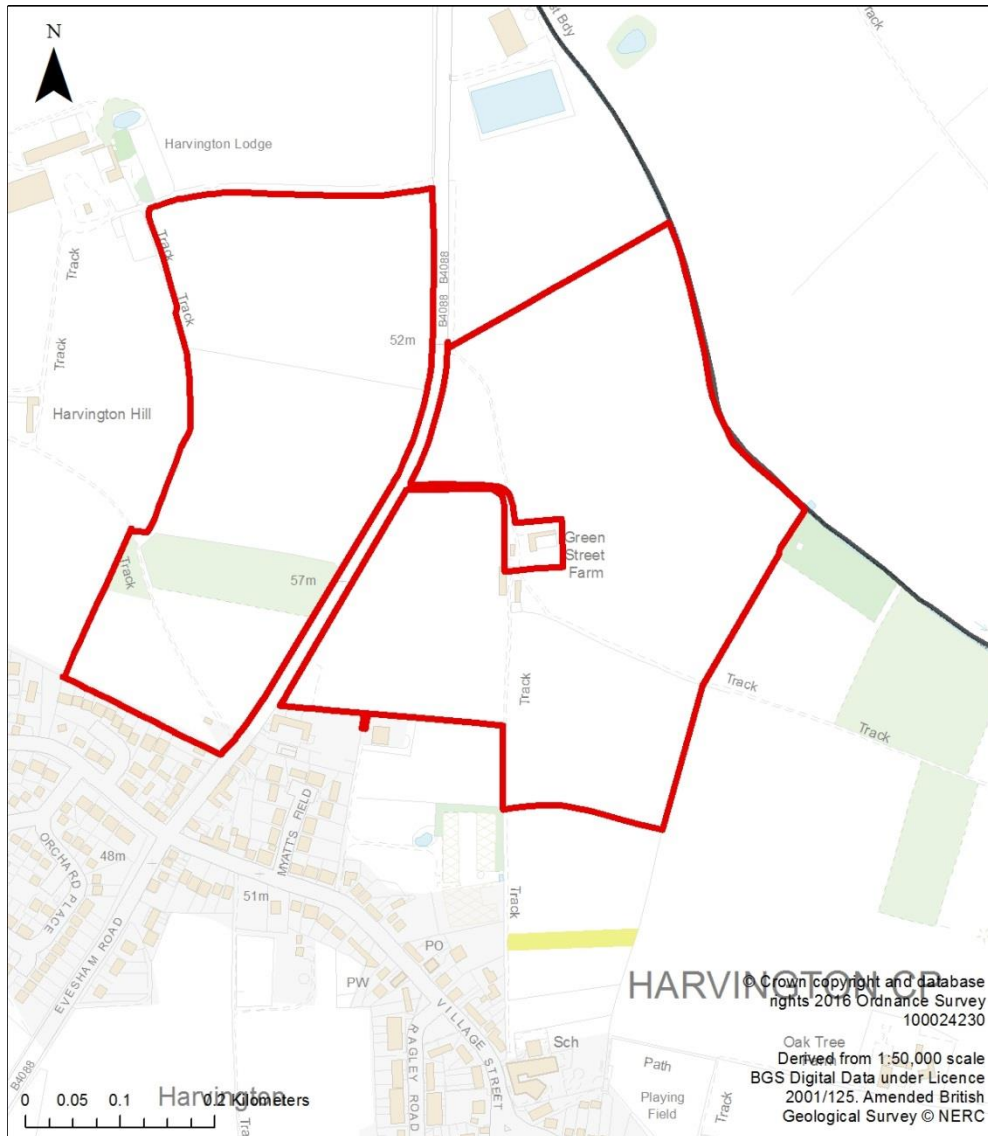
Overall deliverability assessment score ²⁵	R
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²⁵ Comprised of the lowest RAG rating given in any of the above categories.

R

Harvington North (submission reference C015-1157 Harvington)

This assessment considers the site at Harvington North, submitted on behalf of landowners the Worcester Diocesan Board of Finance Limited.



Legend

SiteName

-  Harvington Green Street Allotments
-  Harvington North

Site information and context	
Grid Reference	405458, 249774
Approximate site size	32ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ²⁶	The site partly overlies part of resource area 5/13. There is also a slight overlap with resource 5/13a however the majority of the site does not overlie any known aggregate resources. However there are extensive clay deposits under the majority of the site.
Minerals history	No known planning applications for mineral development on or near to this site.
Current land use	Indicated as Grade 2 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be cultivated in strips in a market gardening style.

Viability		
Quantity of mineral resource	575000 tonnes (unproven).	R
Mineral operator interest	Conformed operator interest from Cemex.	A
Landowner support	Proposed by Worcester Diocesan Board of Finance Limited.	G
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Avon and Carrant Brook Strategic Corridor.	G
Highways England	Potential impacts on the A46. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto B4088 Evesham Road to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the proximity of the A46 (an advisory HGV route) to this site should provide a suitable means of distribution for the extracted material.	G

²⁶ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G

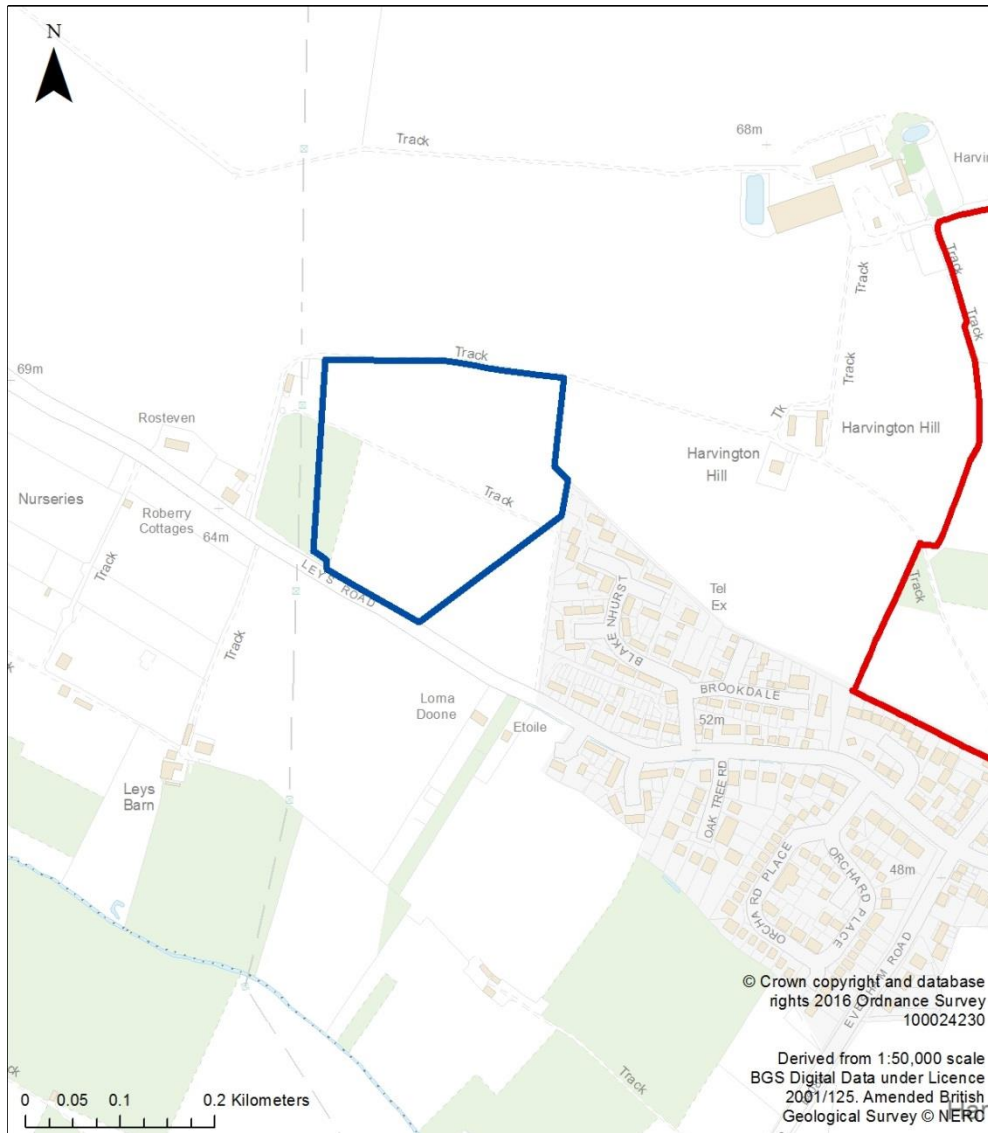
Overall deliverability assessment score ²⁷	R
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²⁷ Comprised of the lowest RAG rating given in any of the above categories.

R

Harvington West (submission reference C015-1157 Harvington)

This assessment considers the site at Harvington West, submitted on behalf of landowners the Worcester Diocesan Board of Finance Limited.



Legend

SiteName

-  Harvington North
-  Harvington West

Site information and context	
Grid Reference	404619, 249818
Approximate site size	6ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ²⁸	No aggregates are known to occur below the proposed site.
Minerals history	No known planning applications for mineral development on or near to this site.
Current land use	Indicated as Grade 2 agricultural land on Provisional Agricultural Land Classification maps with a small area of Grade 3 land at the west of the site. Site visit has confirmed the site to be paddock / small holding.

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	No known operator interest.	R
Landowner support	Proposed by Worcester Diocesan Board of Finance Limited.	G
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Avon and Carrant Brook Strategic Corridor.	G
Highways England	Potential impacts on the A46. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto B4088 Evesham Road to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the proximity of the A46 (an advisory HGV route) to this site should provide a suitable means of distribution for the extracted material. Nevertheless, the County Council would need to be satisfied	G

²⁸ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

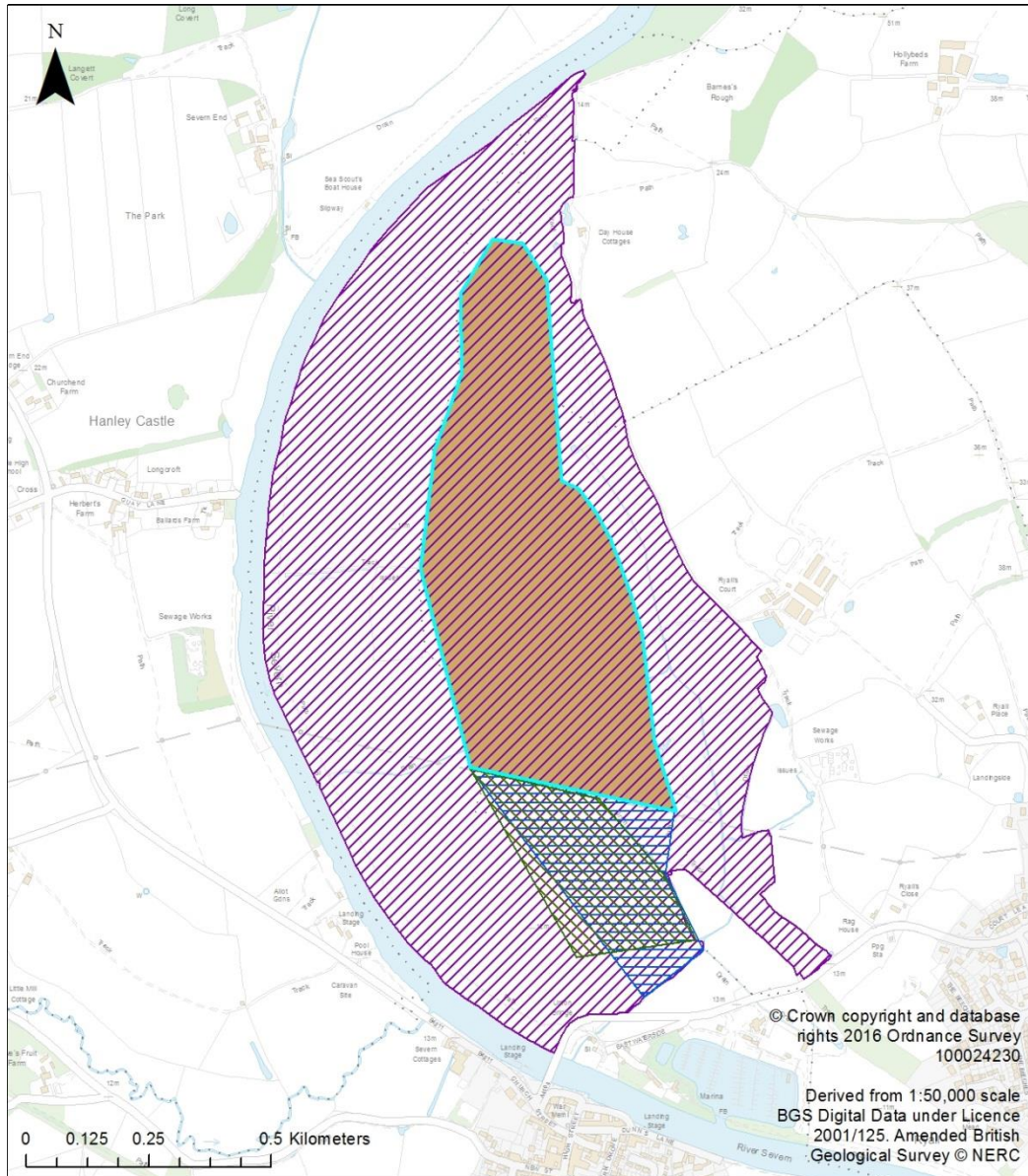
"Proposal is likely to be acceptable in planning terms"		
	<p>that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures. This should include consideration of the potential impact of increased traffic at the junction of Harvington Cross.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ²⁹		R

²⁹ Comprised of the lowest RAG rating given in any of the above categories.



Land at Ryall North (submission reference B043-126)

This assessment considers the site at Ryall North, submitted on behalf of landowners the Croome Estate.



Legend

SiteName

-  Ryall North
-  Land at Ryall North
-  Land south of Ryall North
-  Ryall Court Farm

Site information and context	
Grid Reference	385063, 241707
Approximate site size	126ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ³⁰	The site overlies part of resource area 7/19.
Minerals history	Planning permission granted for sand and gravel extraction in this location (Application reference 15/000013/CM).
Current land use	Indicated as Grade 3 and 4 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be grassland.

Viability		
Quantity of mineral resource	1.4 million tonnes.	G
Mineral operator interest	Operator interest from Cemex.	G
Landowner support	Proposed by the Croome Estate.	G
Proposer's suggestions for processing options	Off site at Ryall House Farm.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council can advise that the creation of a new access onto the A4104 to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the proximity of the A38 (an advisory HGV route) to the site should provide a suitable means of distribution for the extracted material. Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for,	G

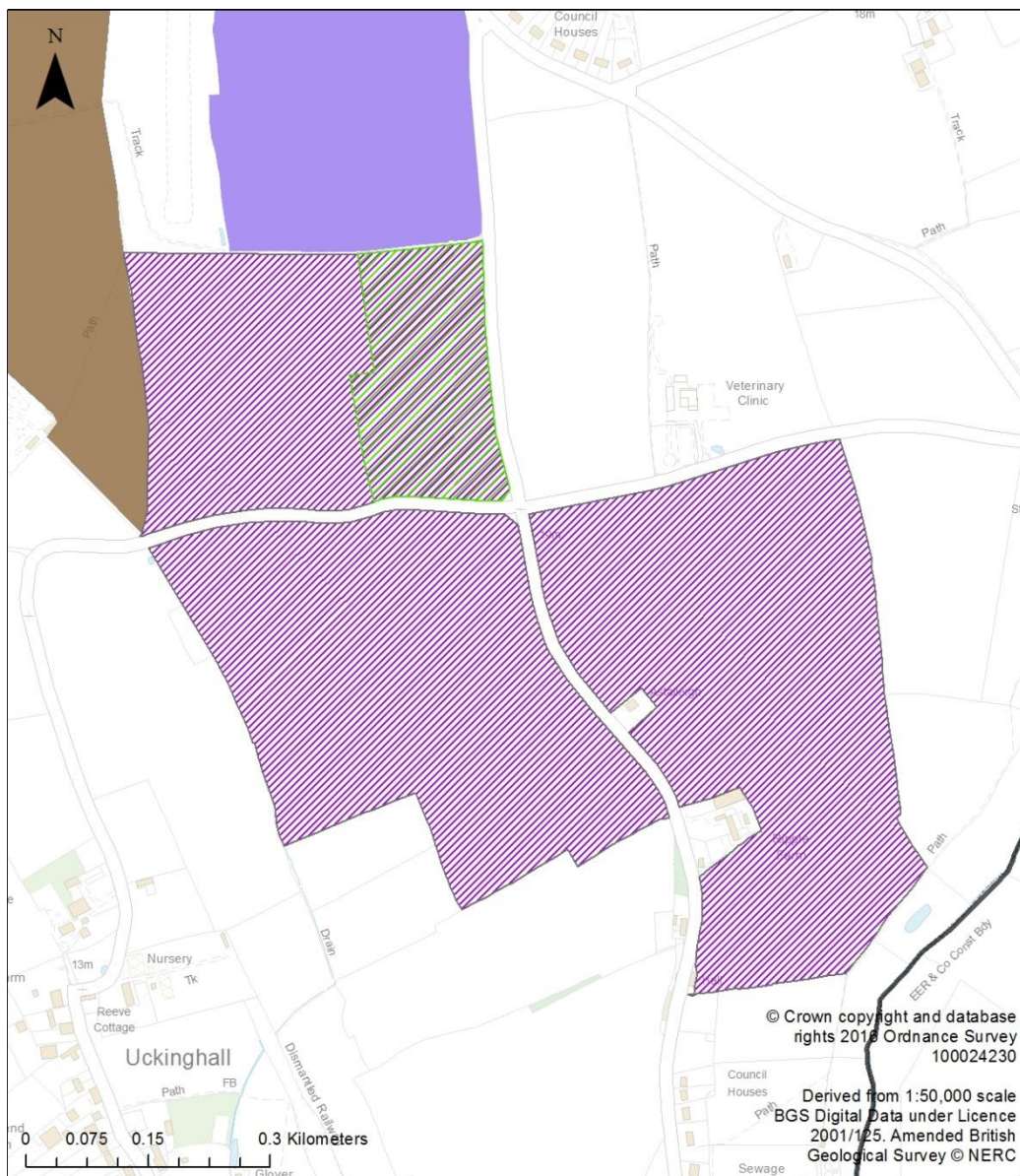
³⁰ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>incorporating adequate forward and junction visibility splays, sufficient width to accommodate either two-way way movements or sufficient passing points, together with a suitable bound surfacing and adequate signage along the proposed vehicle route to warn of slow moving vehicles and turning vehicles near to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p> <p>Furthermore, beyond the consideration of road hauling minerals off site, County Council officers seek the potential for waterborne transport to be given prominence as a potential alternative / supplementary means of movement with the site option.</p>	
Canal & River Trust	<p>The Canal & River Trust supports in principle the use of the River Severn to carry freight. However we have to consider any proposal to do so against the needs of other users of the waterspace to ensure that the proposal does not have an adverse impact on their safety.</p> <p>A Freight Risk Assessment will be required to be submitted to the council and the Trust to confirm that the continuation and intensification of moving freight by water in this location is acceptable, based on the information provided. This would not, mean however that unlimited use of the river for the movement of freight would be deemed acceptable. Any increase would be subject to our permission and would need to be reconsidered based on location, level of use proposed and the impact on the safety of both existing and proposed users at the time.</p>	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ³¹		G

³¹ Comprised of the lowest RAG rating given in any of the above categories.


R Land at School Lane (submission reference D025-2444)

This assessment considers the site at Land at School Lane, submitted by Place Partnership on behalf of landowners Worcestershire County Council.



Legend

SiteName

 Land at School Lane

 Land north east of Uckinghall Lane

 Ryall East

Mineral Sites

Status

 Undergoing restoration

Site information and context	
Grid Reference	387164, 238986
Approximate site size	5ha
Proposer's aspirations for after-use of the site	Preference would be agricultural but the landowner would be prepared to consider all options
Resource area reference in Analysis of Mineral Resources in Worcestershire ³²	The site overlies part of resource area 19/1.
Minerals history	Sand and gravel was worked at Saxons Lode site 250m west of the proposed site at its closest point (Planning permission reference number 407421), this site is now undergoing restoration. Sand and gravel is also worked at Ryall House Farm site (Planning permission reference numbers 407225, 407291, 407368, 407407, 407420 and 407418, 407501) 400m to the north west of the proposed site at its closest point.
Current land use	Indicated as Grade 1 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	Confirmed operator interest from Cemex	G
Landowner support	Proposed by Place Partnership on behalf of landowners Worcestershire County Council.	G
Proposer's suggestions for processing options	Off site at Ryall House Farm.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto A38 to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the A38 (an advisory	G

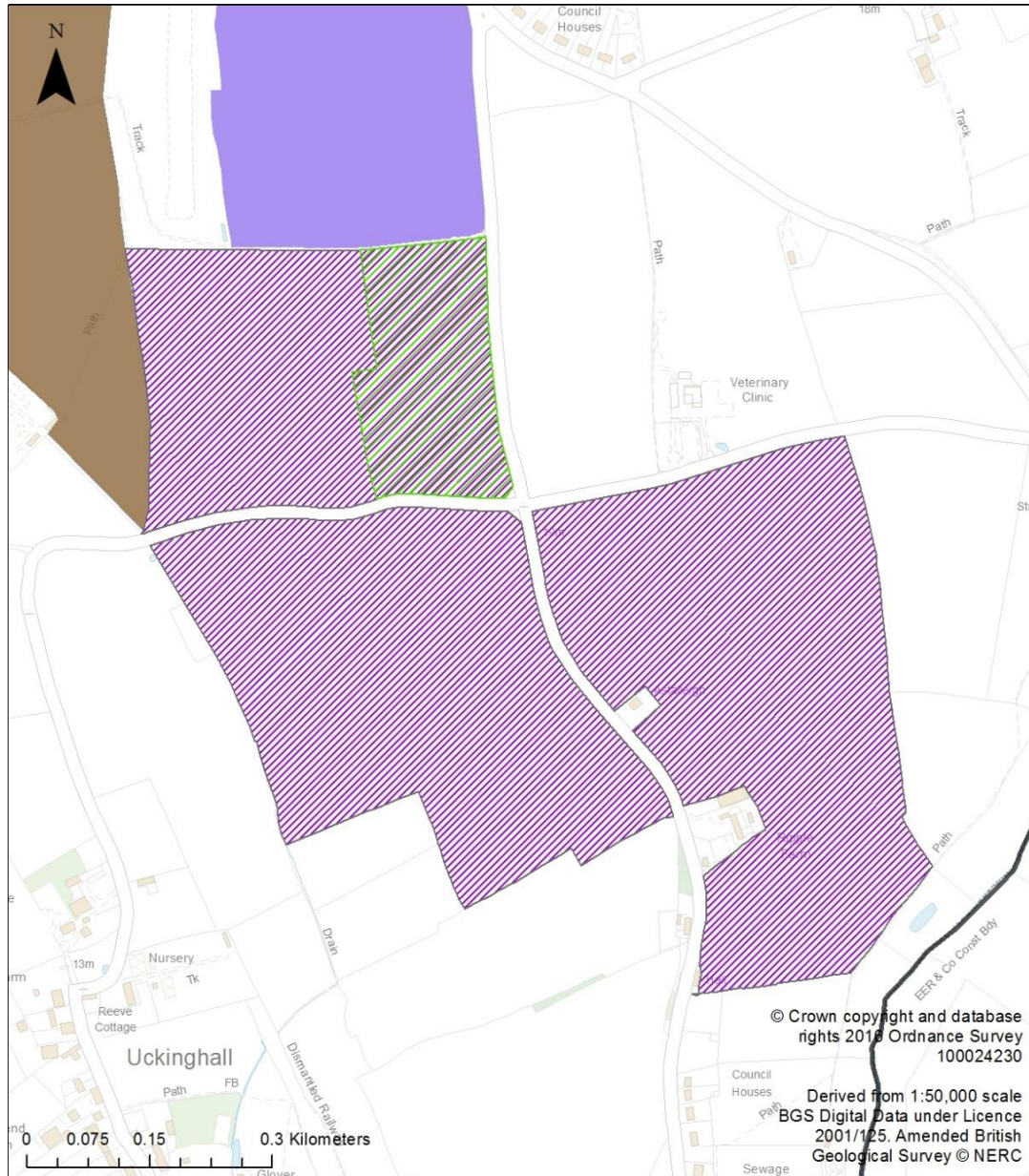
³² The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>HGV route) should provide a suitable means of distribution for the extracted material.</p> <p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	
Canal & River Trust	Potentially able to access the river to carry materials by water. Whilst in principle this may be acceptable each application would need to be considered on its own merits with regard to navigational safety and would be dependent on volume, frequency, location of loading and off loading facilities, and movements by other existing users, including other minerals operators, on the stretch of river involved.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ³³		R

³³ Comprised of the lowest RAG rating given in any of the above categories.

R Land North East of Uckinghall Lane (submission reference D020-1793)

This assessment considers the site at Land North East of Uckinghall Lane, submitted by Cemex.



Legend

SiteName

- Land at School Lane
- Land north east of Uckinghall Lane
- Ryall East

Mineral Sites

- Undergoing restoration

Site information and context	
Grid Reference	387270, 238703
Approximate site size	51ha
Proposer's aspirations for after-use of the site	Agriculture.
Resource area reference in Analysis of Mineral Resources in Worcestershire ³⁴	The majority of the site overlies part of resource area 19/1.
Minerals history	Sand and gravel was worked at Saxons Lode site adjacent to proposed site (Planning permission reference number 407421). This site is now undergoing restoration. Sand and gravel is also worked at Ryall House Farm site (Planning permission reference numbers 407225, 407291, 407368, 407407, 407420 and 407418, 407501) 400m to the north west of the proposed site at its closest point.
Current land use	Indicated as predominantly Grade 1 agricultural land on Provisional Agricultural Land Classification maps with a small area of grade 2 land in the east of the site, and a small area of grade 3 land in the south east corner of the site. However, ADAS & Defra post-1988 data indicates that the site contains large areas of Grade 2, and 3a agricultural land in the sections of the site south of the road intersection. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	1 million tonnes (unproven).	A
Mineral operator interest	Confirmed operator interest from Cemex.	G
Landowner support	Landowner support confirmed for part of the site (Worcestershire County Council, Place Partnership). Unknown for the majority of the site.	R
Proposer's suggestions for processing options	Off site at Ryall House Farm.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G

³⁴ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
Worcestershire County Council Highways	<p>County Council officers can advise that the creation of a new access onto A38 to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the A38 (an advisory HGV route) should provide a suitable means of distribution for the extracted material.</p> <p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	G
Canal & River Trust	Potentially able to access the river to carry materials by water. Whilst in principle this may be acceptable each application would need to be considered on its own merits with regard to navigational safety and would be dependent on volume, frequency, location of loading and off loading facilities, and movements by other existing users, including other minerals operators, on the stretch of river involved.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G

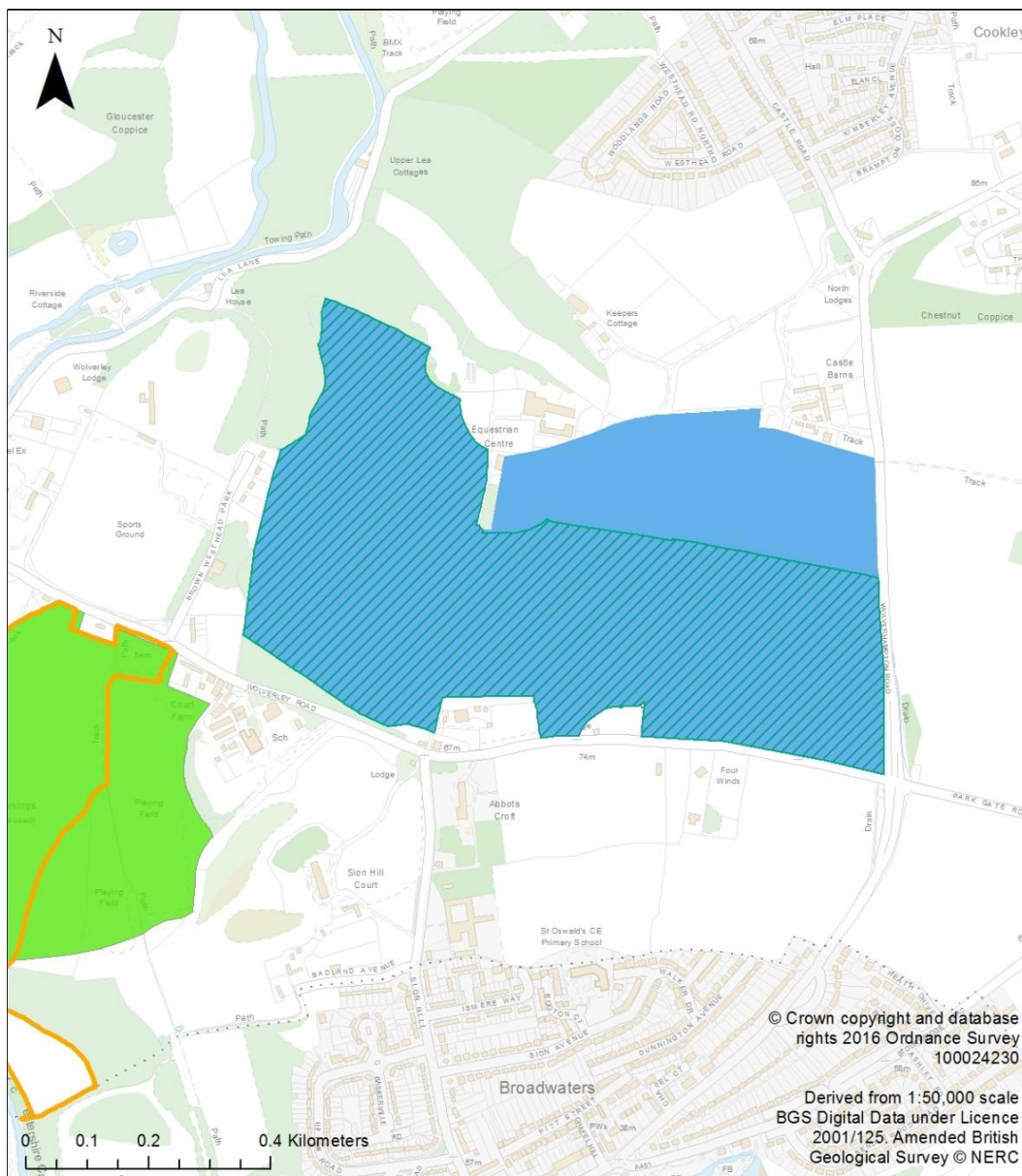
Overall deliverability assessment score ³⁵	R
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³⁵ Comprised of the lowest RAG rating given in any of the above categories.

A

Land North of Wolverley Road (submission reference D026-2397)


This assessment considers the site at Land North of Wolverley Road, Wolverley, submitted by Pleydell Smithyman.




Legend

SiteName

 Strong Farms

 Land north of Wolverley Road

 Land south of Wolverley Road

Post 1954 Mineral Sites (Spring 2012)

Status

 Restored

Site information and context	
Grid Reference	384089, 279032
Approximate site size	40ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ³⁶	The site overlies part of resource area 2/21 and a small section at the north west of the site overlies resource area 10/25. Much of the western half of the site also overlies part of resource area 10/7.
Minerals history	Sand and Gravel was previously worked at an average depth of 3.4m at Wolverley site south west of the proposed location as shown above between 1978 and 1995 (Planning permission reference number 407153). Minerals have also been worked previously at a site approximately 1.2km, at its closest point, to the south west of this proposed site; however no site details are available.
Current land use	Indicated as Grade 3 on Provisional Agricultural Land Classification maps. However, ADAS & Defra post-1988 data indicates that the site contains large areas of Grade 2, and 3a agricultural land, with only a small amount of grade 3b present. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	1.8million tonnes (unproven).	A
Mineral operator interest	Proven operator interest from WCL quarries.	G
Landowner support	Support from landowner Mr Strong.	G
Proposer's suggestions for processing options	On site.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within North West Worcestershire Strategic Corridor.	G
Highways England	Potential impacts on the M5 Junction 3 and 4. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto either A449 Wolverhampton Road or B4189 Wolverley Road to facilitate the movement of material by road is not necessarily an insurmountable matter that	G

³⁶ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

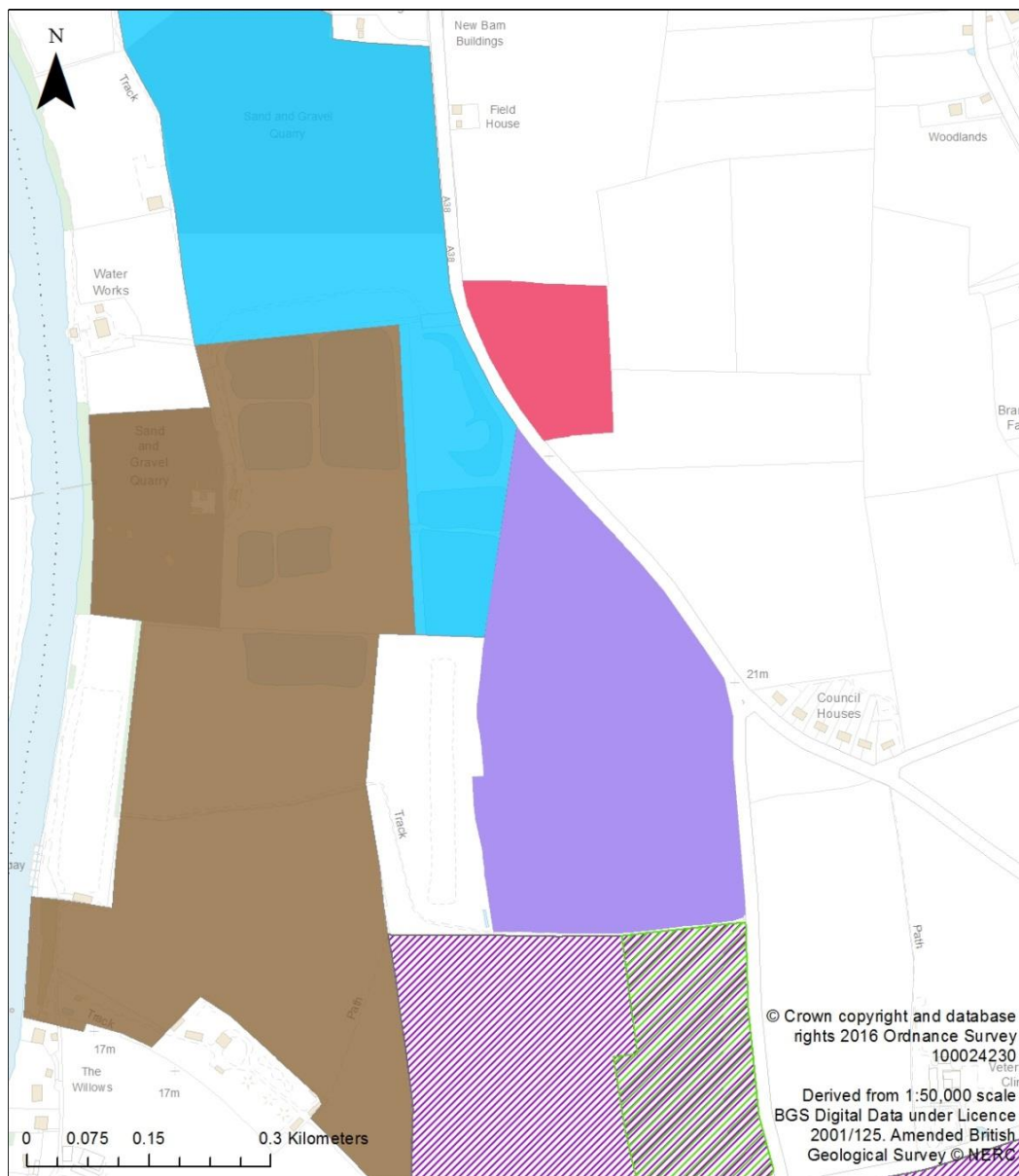
"Proposal is likely to be acceptable in planning terms"		
	<p>couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the proximity of the A449 (an advisory HGV route) to the site should provide a suitable means of distribution for the extracted material.</p> <p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>Given the presence of an AQMA within the Horsefair in Kidderminster, the operating times and distribution of heavy vehicles would need careful consideration. However, as with the access arrangements, it is the County Council's view that this is not an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures. This should include consideration of the potential impacts of increased right turners at A449/B4189</p>	
Canal & River Trust	<p>Potential to have an adverse impact on the conservation area through visual impact and also increased noise / general disturbance. In addition given the proximity to the canal there may be increased ecological impacts and any development of these sites would need to fully assess these impacts and include detailed mitigation measures.</p> <p>The Trust would in principle support the use of the canal to carry freight though this would largely depend on the extent required and maintenance implications for the waterway. The Trust should be contacted for further discussions if this is to be pursued as an option as the particular working practises and frequency required would be key to determining the overall suitability of any proposals for freight on the waterway. The impact of any such proposals on the conservation area would also need to be fully explored.</p> <p>The movement of vehicles from the site would need to be fully considered through the submission of a Transport Assessment. The haulage routes for the proposed sites will be key and their impact on any routes adjacent or over the canal, in particular impact on bridges, would need to be fully considered as part of any future submissions.</p>	G

"Proposal is likely to be acceptable in planning terms"		
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ³⁷		A

³⁷ Comprised of the lowest RAG rating given in any of the above categories.





R Land Opposite Ryall Quarry entrance (submission reference D025-2444)

This assessment considers the site at Land Opposite Ryall Quarry Entrance, submitted by Place Partnership on behalf of landowners Worcestershire County Council.





Legend

SiteName

-  Land at School Lane
-  Land north east of Uckinghall Lane
-  Land opposite Ryall Quarry entrance
-  Ryall East

Mineral Sites

Status

-  Active
-  Undergoing restoration

Site information and context	
Grid Reference	386989, 239855
Approximate site size	3ha
Proposer's aspirations for after-use of the site	Preference would be agricultural but the landowner would be prepared to consider all options
Resource area reference in Analysis of Mineral Resources in Worcestershire ³⁸	The site overlies part of resource area 19/1.
Minerals history	Sand and gravel was worked at Saxon's Lode site 50m south west of the proposed site at its closest point (Planning permission reference number 407421), this site is now undergoing restoration. Sand and gravel was also worked at Ryall House Farm site (Planning permission reference numbers 407225, 407291, 407368, 407407, 407420 and 407418, 407501) across the A38 from the proposed site, and processing continues at this site (15/000012/CM).
Current land use	Indicated as predominantly Grade 2 agricultural land with an area of Grade 1 land in the south east corner of the site on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	No known operator interest.	R
Landowner support	Proposed by Place Partnership on behalf of landowners Worcestershire County Council.	G
Proposer's suggestions for processing options	Off site at Ryall House Farm.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto A38 to facilitate the movement of material by road is not necessarily an insurmountable matter that	G

³⁸ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

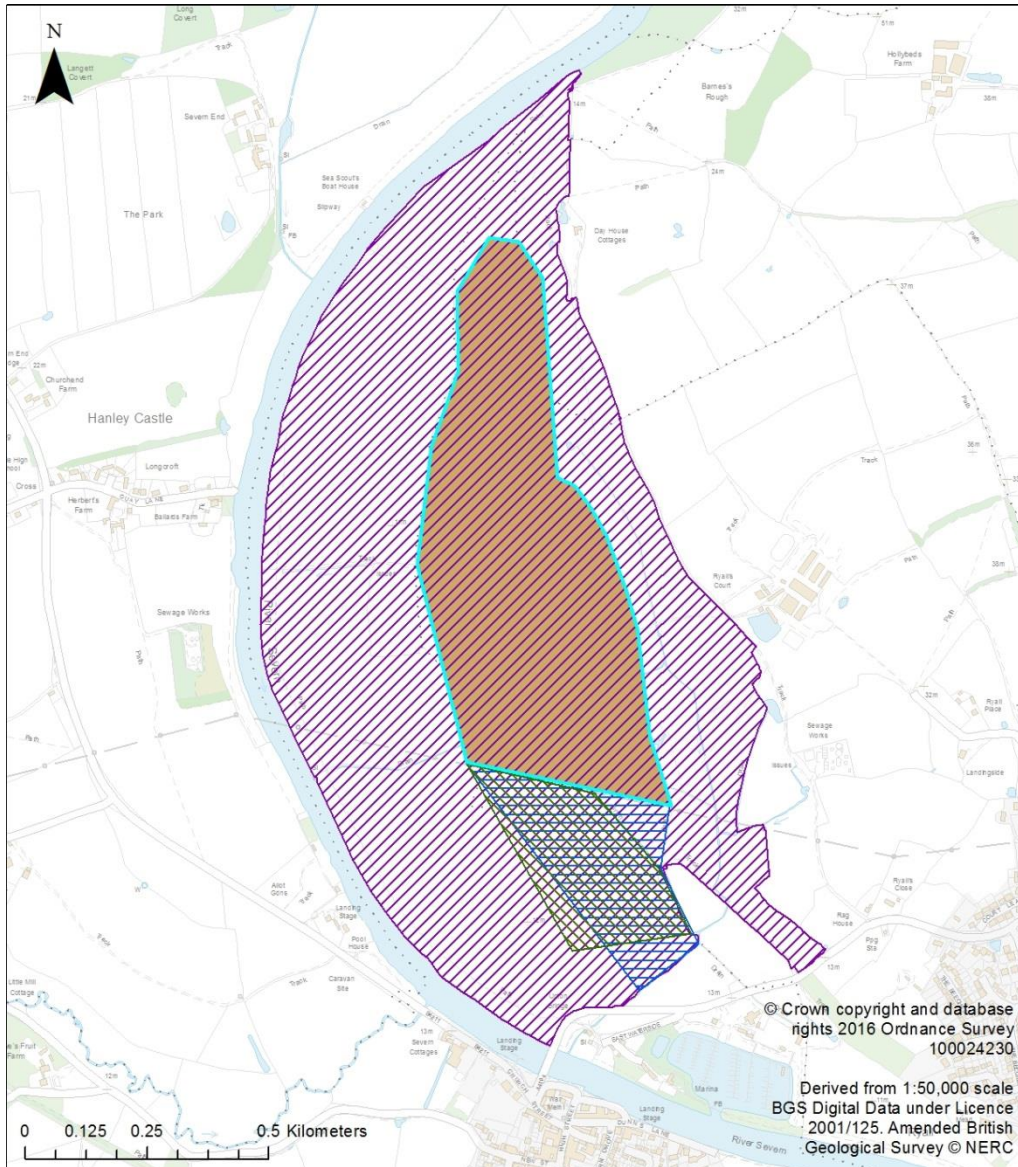
"Proposal is likely to be acceptable in planning terms"		
	<p>couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the A38 (an advisory HGV route) should provide a suitable means of distribution for the extracted material.</p> <p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	
Canal & River Trust	Potentially able to access the river to carry materials by water. Whilst in principle this may be acceptable each application would need to be considered on its own merits with regard to navigational safety and would be dependent on volume, frequency, location of loading and off loading facilities, and movements by other existing users, including other minerals operators, on the stretch of river involved.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ³⁹		R

³⁹ Comprised of the lowest RAG rating given in any of the above categories.

R

Land South of Ryall North (submission reference D020-1793)

This assessment considers the site at Land South of Ryall North, submitted by Cemex.



Legend

SiteName

-  Ryall North
-  Land at Ryall North
-  Land south of Ryall North
-  Ryall Court Farm

Site information and context	
Grid Reference	385229, 241197
Approximate site size	9ha
Proposer's aspirations for after-use of the site	Rowing lake.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁴⁰	The site overlies part of resource area 7/19.
Minerals history	Planning permission granted for sand and gravel extraction adjacent to the northern boundary of this site (Planning Permission reference 15/000013/CM).
Current land use	Indicated as grade 4 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be grassland.

Viability		
Quantity of mineral resource	300000 tonnes (unproven).	R
Mineral operator interest	Operator interest from Cemex.	G
Landowner support	Proposed on behalf of the Surman family.	G
Proposer's suggestions for processing options	Off site at Ryall House Farm.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council can advise that the creation of a new access onto the A4104 to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the proximity of the A38 (an advisory HGV route) to the site should provide a suitable means of distribution for the extracted material. Nevertheless, the County Council would need to be satisfied	G

⁴⁰ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate either two-way way movements or sufficient passing points, together with a suitable bound surfacing and adequate signage along the proposed vehicle route to warn of slow moving vehicles and turning vehicles near to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p> <p>Furthermore, beyond the consideration of road hauling minerals off site, County Council officers seek the potential for waterborne transport to be given prominence as a potential alternative / supplementary means of movement with the site option.</p>	
Canal & River Trust	<p>The Canal & River Trust supports in principle the use of the River Severn to carry Freight. However we have to consider any proposal to do so against the needs of other users of the waterspace to ensure that the proposal does not have an adverse impact on their safety.</p> <p>In dealing with the various planning applications [15/000013/CM and 15/000012/CM relating to movements between Ryall Court Quarry and Ryall House Farm Quarry], the applicants were obliged to carry out a Freight Risk Assessment and the Trust was able to confirm that the continuation and intensification of moving freight by water in this location was acceptable, based on the information provided.</p> <p>This would not, mean however that unlimited use of the river for the movement of freight would be deemed acceptable. Any increase would be subject to our permission and would need to be reconsidered based on location, level of use proposed and the impact on the safety of both existing and proposed users at the time.</p>	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G

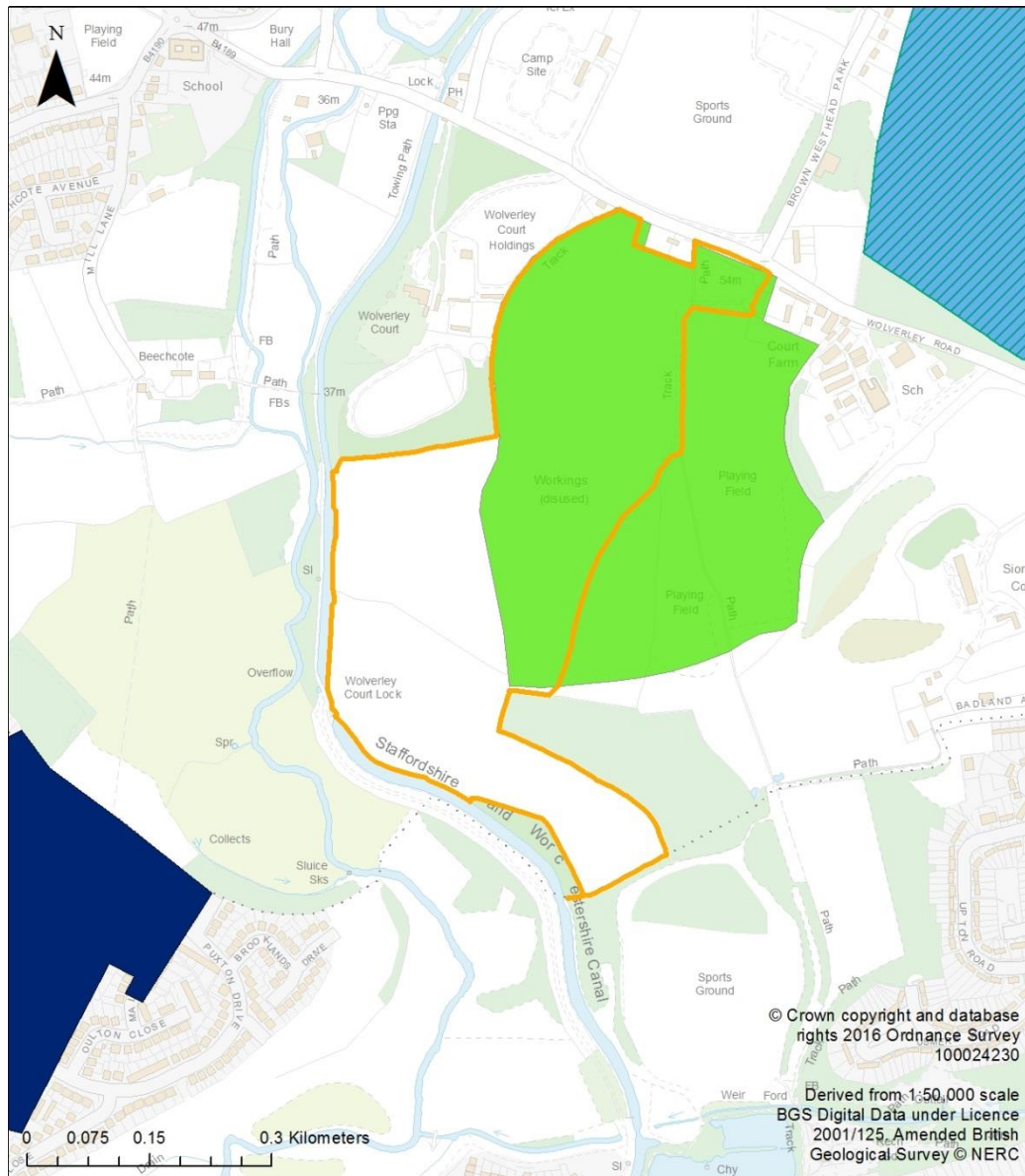
Overall deliverability assessment score ⁴¹	R
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⁴¹ Comprised of the lowest RAG rating given in any of the above categories.






Land South of Wolverley Road (submission reference D026-2397)

This assessment considers the site at Land South of Wolverley Road, submitted by Pleydell Smithyman.



Legend

SiteName

-  Strong Farms
-  Land north of Wolverley Road
-  Land south of Wolverley Road

Mineral Sites

Status

-  Restored
-  Pre 1954 Minerals sites

Site information and context	
Grid Reference	383193, 278612
Approximate site size	20ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁴²	The site overlies part of resource solid sand area 10/25. A small part of the east of the site overlies solid sand area 2/21. There is also a small area of sand and gravel area 10/6 in the North East of the site.
Minerals history	Sand and Gravel was worked at Wolverley site (Planning permission reference number 407153) The northern section of this site overlies much of the restored Wolverley site.
Current land use	Indicated as Grade 3 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be grassland with an area of woodland through the southern section of the site. Much of the site is currently used as a motorcross track.

Viability		
Quantity of mineral resource	150,000 tonnes (unproven).	R
Mineral operator interest	Proven operator interest from WCL quarries.	G
Landowner support	Support from landowner Mr Strong.	G
Proposer's suggestions for processing options	Off-site at Land North of Wolverley Road site.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within North West Worcestershire Strategic Corridor.	G
Highways England	Potential impacts on the M5 Junction 3 and 4. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto B4189 Wolverley Road to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the proximity of the A449 (an advisory HGV route)	G

⁴² The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>to the site should provide a suitable means of distribution for the extracted material.</p> <p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>Given the presence of an AQMA within the Horsefair in Kidderminster, the operating times and distribution of heavy vehicles would need careful consideration. However, as with the access arrangements, it is the County Council's view that this is not an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures. This should include consideration of the potential impacts of increased right turners at A449/B4189</p>	
Canal & River Trust	<p>Potential to have an adverse impact on the conservation area through visual impact and also increased noise / general disturbance. In addition given the proximity to the canal there may be increased ecological impacts and any development of these sites would need to fully assess these impacts and include detailed mitigation measures.</p> <p>Appears to directly adjoin the canal boundary, with sites such as this in close proximity to the canal it will be important to ensure that the proposals do not adversely impact on land stability. The NPPF is clear that planning decisions should ensure that new development is appropriate for its location in the context of avoiding unacceptable risks from land instability, and being satisfied that a site is suitable for its new use, taking account of ground conditions and land instability.</p> <p>The Trust would in principle support the use of the canal to carry freight though this would largely depend on the extent required and maintenance implications for the waterway. The Trust should be contacted for further discussions if this is to be pursued as an option as the particular working practises and frequency required would be key to determining the overall suitability of any proposals for freight on the waterway. The impact of any such proposals on the conservation area would also need to be fully explored.</p>	G

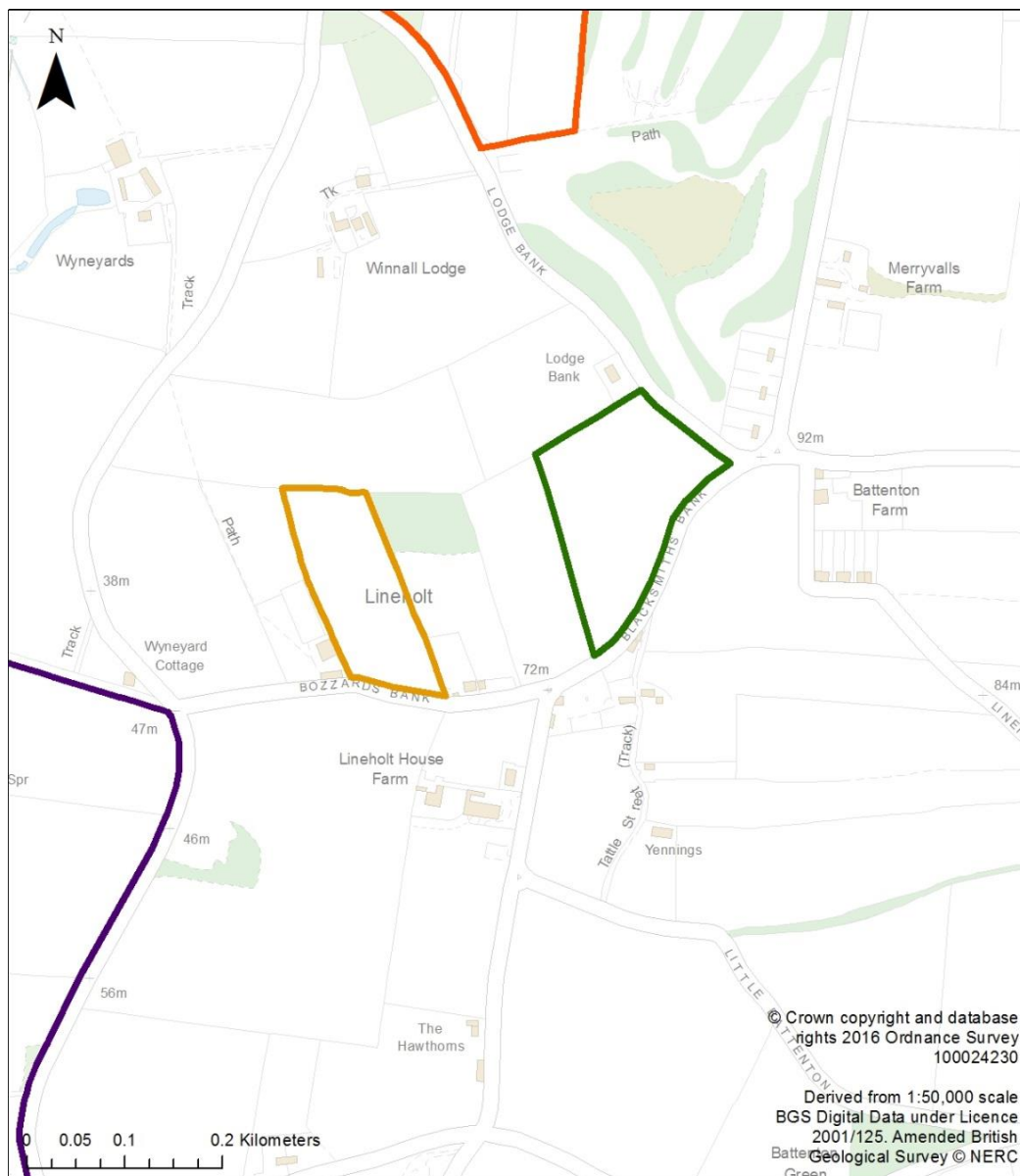
"Proposal is likely to be acceptable in planning terms"		
	The movement of vehicles from the site would need to be fully considered through the submission of a Transport Assessment. The haulage routes for the proposed sites will be key and their impact on any routes adjacent or over the canal, in particular impact on bridges, would need to be fully considered as part of any future submissions.	
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ⁴³		R

⁴³ Comprised of the lowest RAG rating given in any of the above categories.

R

Ombersley Lineholt East (submission reference C015-1157 Ombersley)

This assessment considers the site at Ombersley Lineholt East, submitted on behalf of landowners the Worcester Diocesan Board of Finance Limited.



Legend

SiteName

- Ombersley, Lineholt East
- Ombersley, Lineholt North
- Ombersley, Lineholt West
- Ombersley, West of Boreley Lane

Site information and context	
Grid Reference	382751, 266643
Approximate site size	3ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁴⁴	None.
Minerals history	Sand and Gravel was worked at Astley Burf approximately 1.8km north west of the proposed site (Planning permission reference numbers MR.334/71).
Current land use	Indicated as Grade 1 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	No known operator interest.	R
Landowner support	Proposed by Worcester Diocesan Board of Finance Limited.	G
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Site is outside of a Strategic Corridor.	R
Highways England	Potential but limited impact on the M5 Junction 6. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	The County Council considers that the existing road network around the sites is unsuitable for HGV's and would need to be satisfied that safe and suitable access to the site could be provided for to facilitate the movement of material by road through a sufficiently detailed planning application. A sufficiently detailed planning application(s) would need to incorporate the adequate forward and junction visibility splays, sufficient carriageway width to accommodate either	A

⁴⁴ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

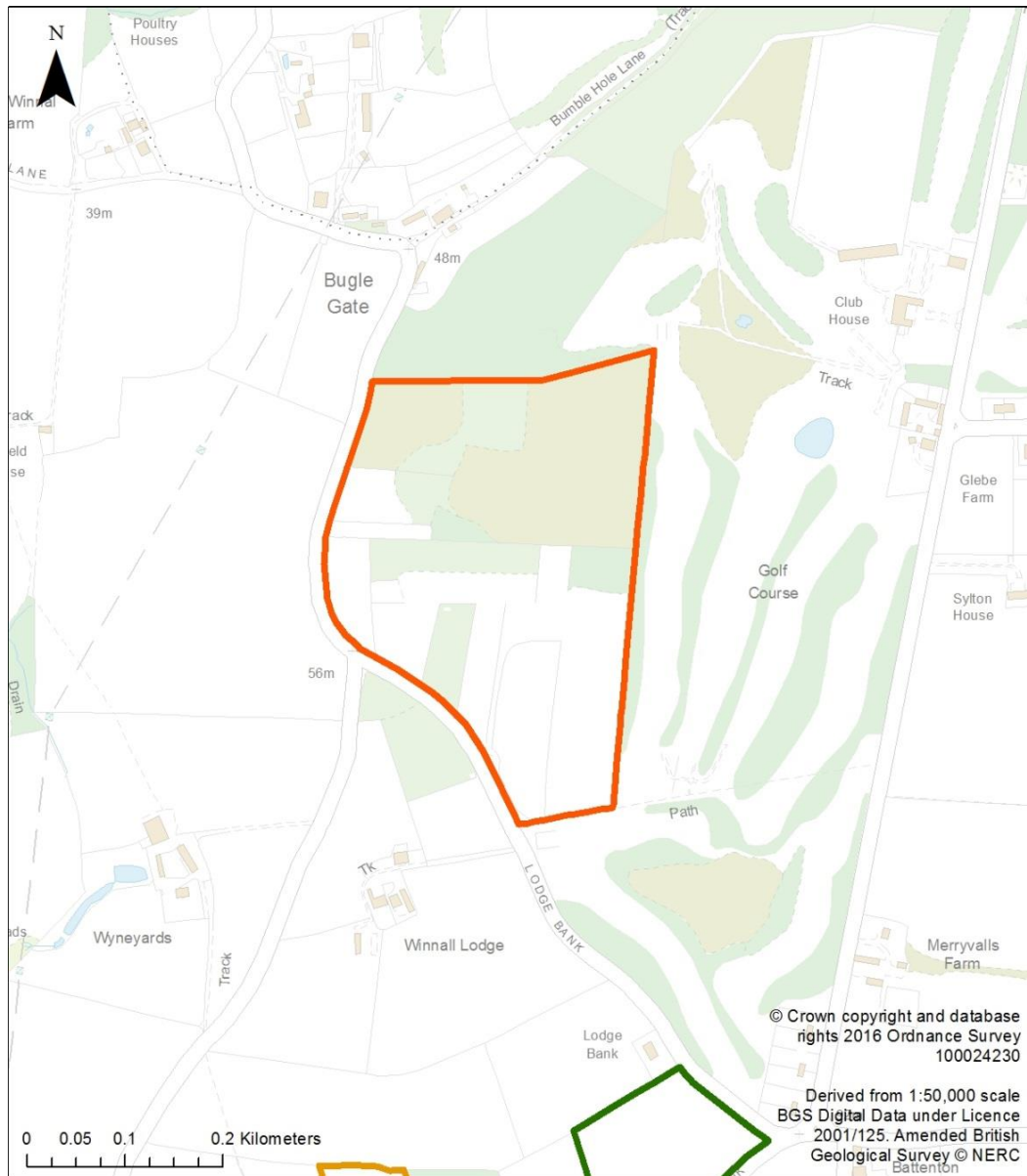
"Proposal is likely to be acceptable in planning terms"		
	<p>two-way way movements or passing points, together with a suitable bound surfacing and adequate signage along the proposed vehicle route to warn of slow moving and turning vehicles near to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p> <p>The County Council does acknowledge that, subject to the provision of suitable access arrangements, the A449 (an advisory HGV route) should provide a suitable means of distributions for the extraction of minerals.</p> <p>Furthermore, beyond the consideration of road hauling minerals off site, County Council officers would seek the potential for waterborne transport to be given prominence as a potential alternative / supplementary means of movement due to the proximity of the River to the "West of Boreley Lane" site option.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ⁴⁵		R

⁴⁵ Comprised of the lowest RAG rating given in any of the above categories.

R

Ombersley Lineholt North (submission reference C015-1157 Ombersley)

This assessment considers the site at Ombersley Lineholt North, submitted on behalf of landowners the Worcester Diocesan Board of Finance Limited.



Legend

SiteName

- Ombersley, Lineholt East
- Ombersley, Lineholt North
- Ombersley, Lineholt West

Site information and context	
Grid Reference	382591, 267273
Approximate site size	11ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁴⁶	None.
Minerals history	Sand and Gravel was worked at Astley Burf approximately 1.2km north west of the proposed site at its closest point (Planning permission reference numbers MR.334/71).
Current land use	Indicated as predominantly Grade 2 agricultural land, with an area of Grade 1 land in the south east corner of the site on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be predominantly pasture.

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	No known operator interest.	R
Landowner support	Proposed by Worcester Diocesan Board of Finance Limited.	G
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Site is outside of a Strategic Corridor.	R
Highways England	Potential but limited impact on the M5 Junction 6. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	The County Council considers that the existing road network around the sites is unsuitable for HGV's and would need to be satisfied that safe and suitable access to the site could be provided for to facilitate the movement of material by road through a sufficiently detailed planning application. A sufficiently detailed planning application(s) would need to incorporate the adequate forward and junction visibility	A

⁴⁶ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

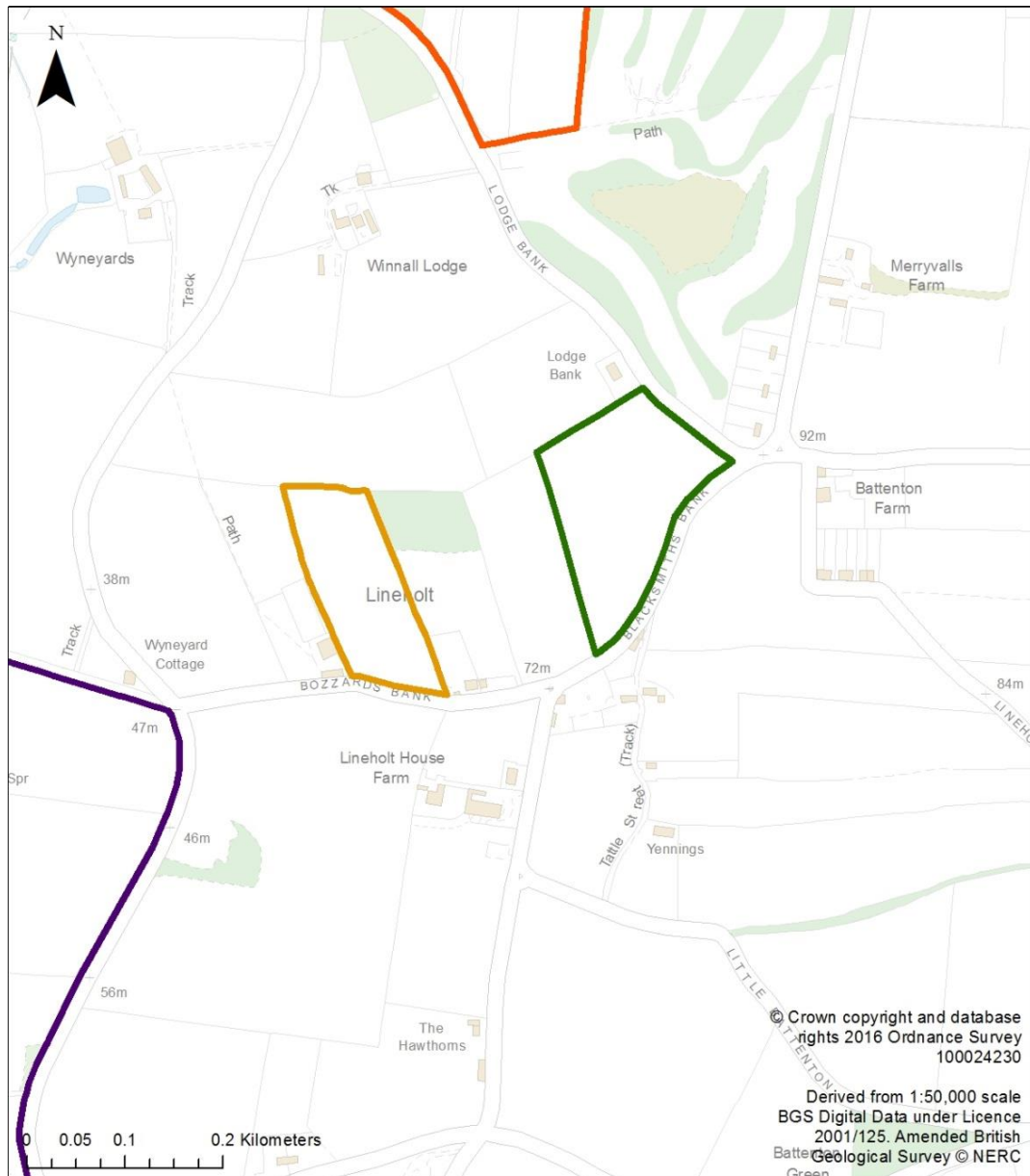
"Proposal is likely to be acceptable in planning terms"		
	<p>splays, sufficient carriageway width to accommodate either two-way way movements or passing points, together with a suitable bound surfacing and adequate signage along the proposed vehicle route to warn of slow moving and turning vehicles near to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p> <p>The County Council does acknowledge that, subject to the provision of suitable access arrangements, the A449 (an advisory HGV route) should provide a suitable means of distributions for the extraction of minerals.</p> <p>Furthermore, beyond the consideration of road hauling minerals off site, County Council officers would seek the potential for waterborne transport to be given prominence as a potential alternative / supplementary means of movement due to the proximity of the River to the "West of Boreley Lane" site option.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ⁴⁷		R

⁴⁷ Comprised of the lowest RAG rating given in any of the above categories.

G

Ombersley Lineholt West (submission reference C015-1157 Ombersley)

This assessment considers the site at Ombersley Lineholt West, submitted on behalf of landowners the Worcester Diocesan Board of Finance Limited.



Legend

SiteName

-  Ombersley, Lineholt East
-  Ombersley, Lineholt North
-  Ombersley, Lineholt West
-  Ombersley, West of Boreley Lane

Site information and context	
Grid Reference	382484, 266556
Approximate site size	2ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁴⁸	None.
Minerals history	Sand and Gravel was worked at Astley Burf approximately 1.7km north west of the proposed site (Planning permission reference numbers MR.334/71).
Current land use	Indicated as Grade 2 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	No known operator interest.	R
Landowner support	Proposed by Worcester Diocesan Board of Finance Limited.	G
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Site is outside of a Strategic Corridor.	R
Highways England	Potential but limited impact on the M5 Junction 6. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	The County Council considers that the existing road network around the sites is unsuitable for HGV's and would need to be satisfied that safe and suitable access to the site could be provided for to facilitate the movement of material by road through a sufficiently detailed planning application. A sufficiently detailed planning application(s) would need to incorporate the adequate forward and junction visibility splays, sufficient carriageway width to accommodate either	A

⁴⁸ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

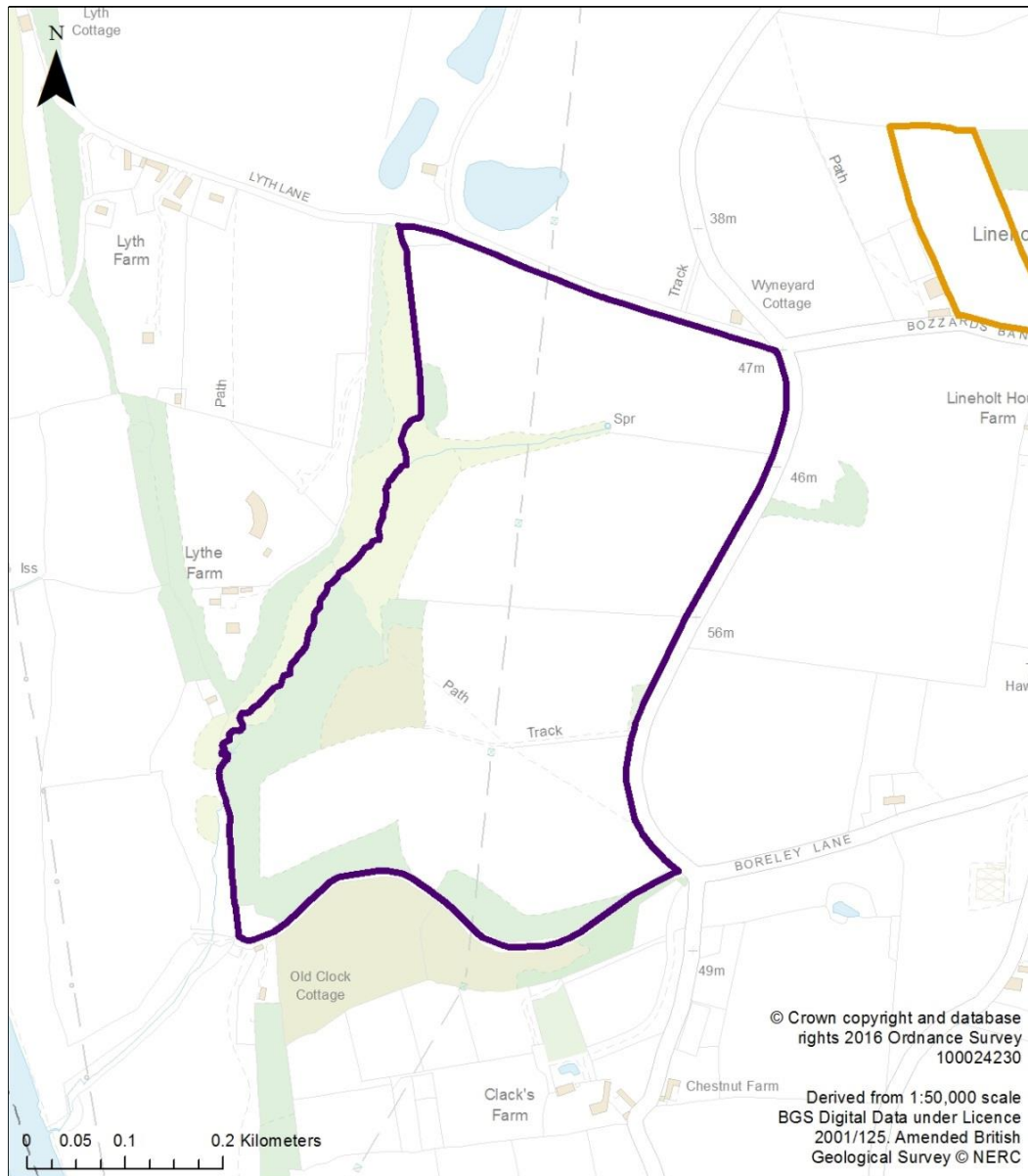
"Proposal is likely to be acceptable in planning terms"		
	<p>two-way way movements or passing points, together with a suitable bound surfacing and adequate signage along the proposed vehicle route to warn of slow moving and turning vehicles near to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p> <p>The County Council does acknowledge that, subject to the provision of suitable access arrangements, the A449 (an advisory HGV route) should provide a suitable means of distributions for the extraction of minerals.</p> <p>Furthermore, beyond the consideration of road hauling minerals off site, County Council officers would seek the potential for waterborne transport to be given prominence as a potential alternative / supplementary means of movement due to the proximity of the River to the "West of Boreley Lane" site option.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ⁴⁹		R

⁴⁹ Comprised of the lowest RAG rating given in any of the above categories.

R

Ombersley West of Boreley Lane (submission reference C015-1157 Ombersley)

This assessment considers the site at Ombersley West of Boreley Lane, submitted on behalf of landowners the Worcester Diocesan Board of Finance Limited.



Legend

SiteName

-  Ombersley, Lineholt West
-  Ombersley, West of Boreley Lane

Site information and context	
Grid Reference	382013, 266167
Approximate site size	25ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁵⁰	None.
Minerals history	Sand and Gravel was worked at Astley Burf approximately 1.2km north west of the proposed site at its closest point (Planning permission reference numbers MR.334/71).
Current land use	Indicated as predominantly Grade 4 agricultural land, with an area of Grade 2 land in the north of the site and a further small area of Grade 1 land in the east on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be predominantly grassland with agriculture (crops) on the flatter areas of the site.

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	Operator interest from Cemex (tentative).	A
Landowner support	Proposed by Worcester Diocesan Board of Finance Limited.	G
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Site is outside of a Strategic Corridor.	R
Highways England	Potential but limited impact on the M5 Junction 6. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	The County Council considers that the existing road network around the sites is unsuitable for HGV's and would need to be satisfied that safe and suitable access to the site could be provided for to facilitate the movement of material by road through a sufficiently detailed planning application. A sufficiently detailed planning application(s) would need to	A

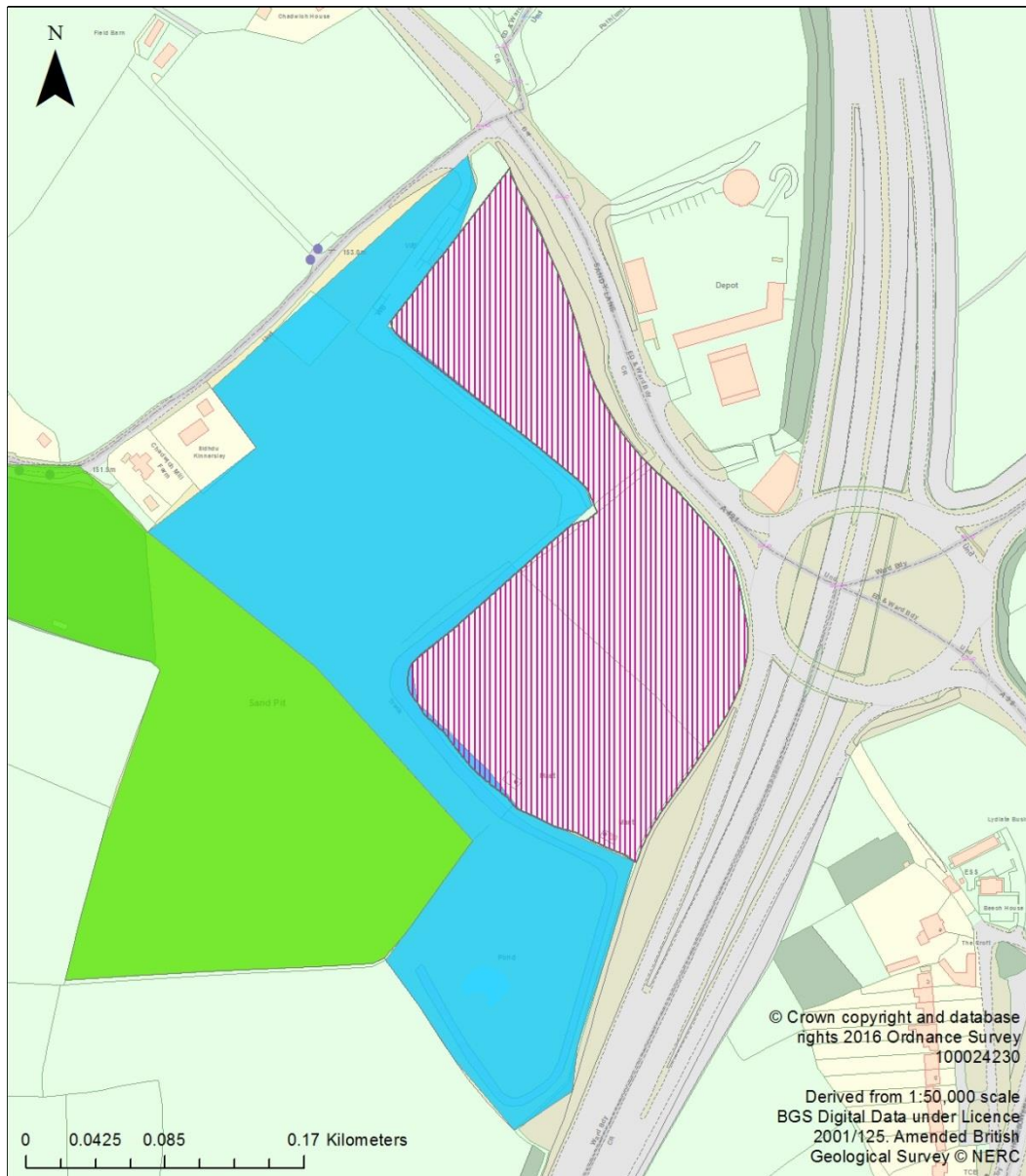
⁵⁰ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>incorporate the adequate forward and junction visibility splays, sufficient carriageway width to accommodate either two-way way movements or passing points, together with a suitable bound surfacing and adequate signage along the proposed vehicle route to warn of slow moving and turning vehicles near to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p> <p>The County Council does acknowledge that, subject to the provision of suitable access arrangements, the A449 (an advisory HGV route) should provide a suitable means of distributions for the extraction of minerals.</p> <p>Furthermore, beyond the consideration of road hauling minerals off site, County Council officers would seek the potential for waterborne transport to be given prominence as a potential alternative / supplementary means of movement due to the proximity of the River to the "West of Boreley Lane" site option.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ⁵¹		R

⁵¹ Comprised of the lowest RAG rating given in any of the above categories.

R Pinches 4 (submission reference D023-2398)

This assessment considers the site at Pinches 4, submitted by Enviroarm Ltd on behalf of landowner BJ Timmins.



Legend

SiteName	Mineral Sites
 Pinches 4	Status
	 Active
	 Restored

Site information and context	
Grid Reference	396764, 275631
Approximate site size	4ha
Proposer's aspirations for after-use of the site	Inert landfill and inert recycling to restore to open grazing or a hotel.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁵²	The site overlies part of resource area 3/7.
Minerals history	Moulding sand was worked at Pinches site pre-1969, 31m south west from the proposed site at its closest point. Solid sand was worked at Chadwick Mill Farm (Pinches) site bordering the proposed site on its Southern and Western boundaries (Application numbers B19464 407250, B13431), this site is currently being landfilled.
Current land use	Indicated as Grade 3 agricultural land on Provisional Agricultural Land Classification maps. Site visit indicated that the site is not in agricultural use and has largely reverted to scrub.

Viability		
Quantity of mineral resource	1.64 million tonnes (proven).	G
Mineral operator interest	Interest from multiple operators.	R
Landowner support	Proposed on behalf of BJ Timmins.	G
Proposer's suggestions for processing options	On site.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within North East Worcestershire Strategic Corridor.	G
Highways England	Potential impact on M5 Junction 5 and potentially M42 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto A491 Stourbridge Road is unlikely to be required due to the presence of the existing Pinches Quarry Sites. Indeed, the proximity of the A491 Stourbridge Road (an	G

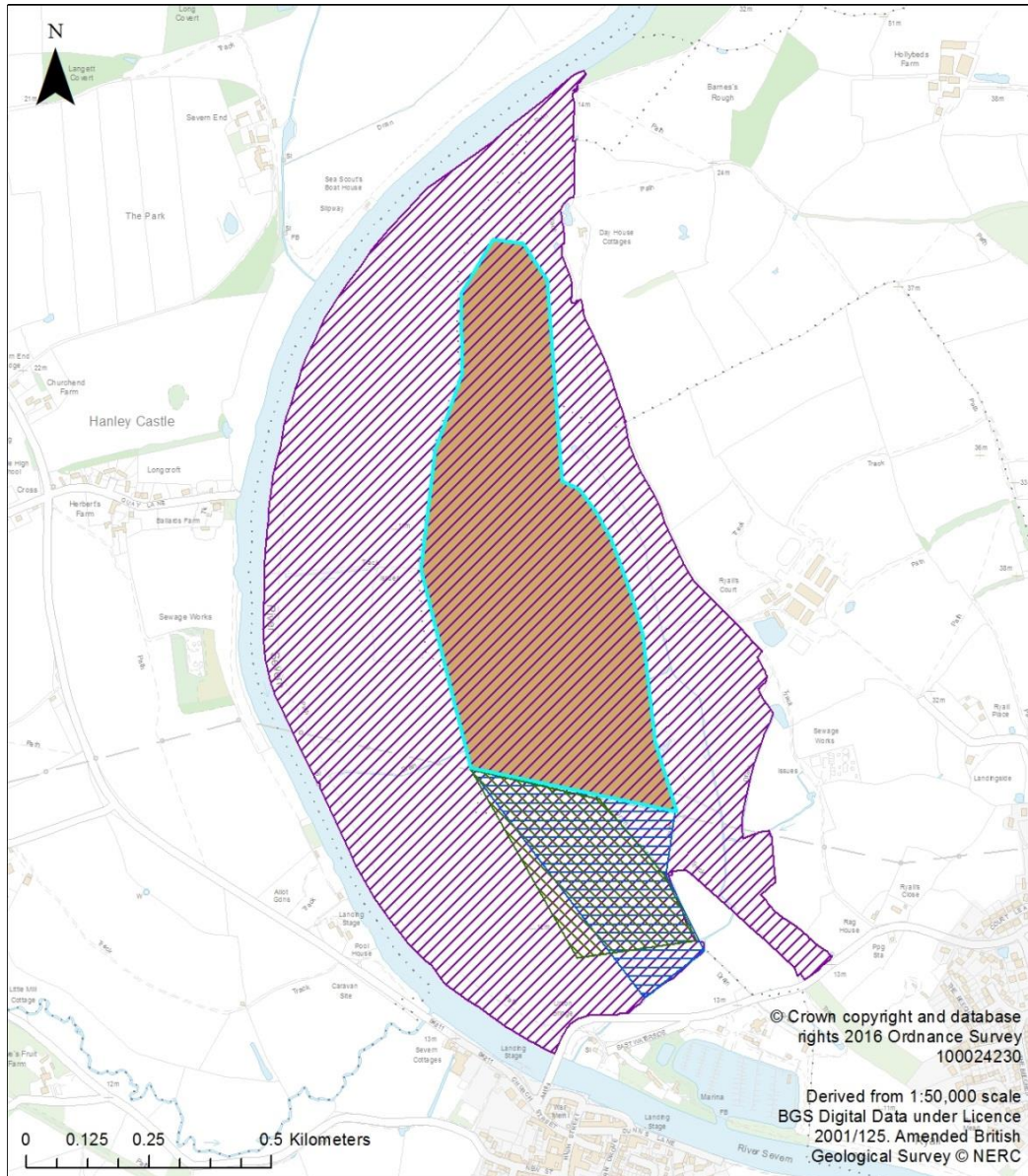
⁵² The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>advisory HGV route) and M5 provide a suitable means of distribution for the extracted material.</p> <p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for through a sufficiently detailed planning application. To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ⁵³		R

⁵³ Comprised of the lowest RAG rating given in any of the above categories.

R Ryall Court Farm (submission reference D009-2296)

This assessment considers the site at Ryall Court Farm submitted on behalf of landowners the Surman family.



Legend

SiteName

-  Ryall North
-  Land at Ryall North
-  Land south of Ryall North
-  Ryall Court Farm

Site information and context	
Grid Reference	385269, 241194
Approximate site size	10ha
Proposer's aspirations for after-use of the site	Water-based leisure (Upton Rowing Club).
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁵⁴	The site overlies part of resource area 7/19.
Minerals history	Planning permission granted for sand and gravel extraction adjacent to the northern boundary of this site (Planning Permission reference 15/000013/CM) at (site name) .
Current land use	Indicated as grade 4 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be grassland

Viability		
Quantity of mineral resource	400000 tonnes.	R
Mineral operator interest	Operator interest from Cemex (Confirmed).	G
Landowner support	Proposed by the Surman family.	G
Proposer's suggestions for processing options	Off site at Ryall House Farm.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council can advise that the creation of a new access onto the A4104 to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the proximity of the A38 (an advisory HGV route) to the site should provide a suitable means of distribution for the extracted material. Nevertheless, the County Council would need to be satisfied	G

⁵⁴ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate either two-way way movements or sufficient passing points, together with a suitable bound surfacing and adequate signage along the proposed vehicle route to warn of slow moving vehicles and turning vehicles near to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p> <p>Furthermore, beyond the consideration of road hauling minerals off site, County Council officers seek the potential for waterborne transport to be given prominence as a potential alternative / supplementary means of movement with the site option.</p>	
Canal & River Trust	<p>The Canal & River Trust supports in principle the use of the River Severn to carry Freight. However we have to consider any proposal to do so against the needs of other users of the waterspace to ensure that the proposal does not have an adverse impact on their safety.</p> <p>In dealing with the various planning applications [15/000013/CM and 15/000012/CM relating to movements between Ryall Court Quarry and Ryall House Farm Quarry], the applicants were obliged to carry out a Freight Risk Assessment and the Trust was able to confirm that the continuation and intensification of moving freight by water in this location was acceptable, based on the information provided.</p> <p>This would not, mean however that unlimited use of the river for the movement of freight would be deemed acceptable. Any increase would be subject to our permission and would need to be reconsidered based on location, level of use proposed and the impact on the safety of both existing and proposed users at the time.</p>	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G

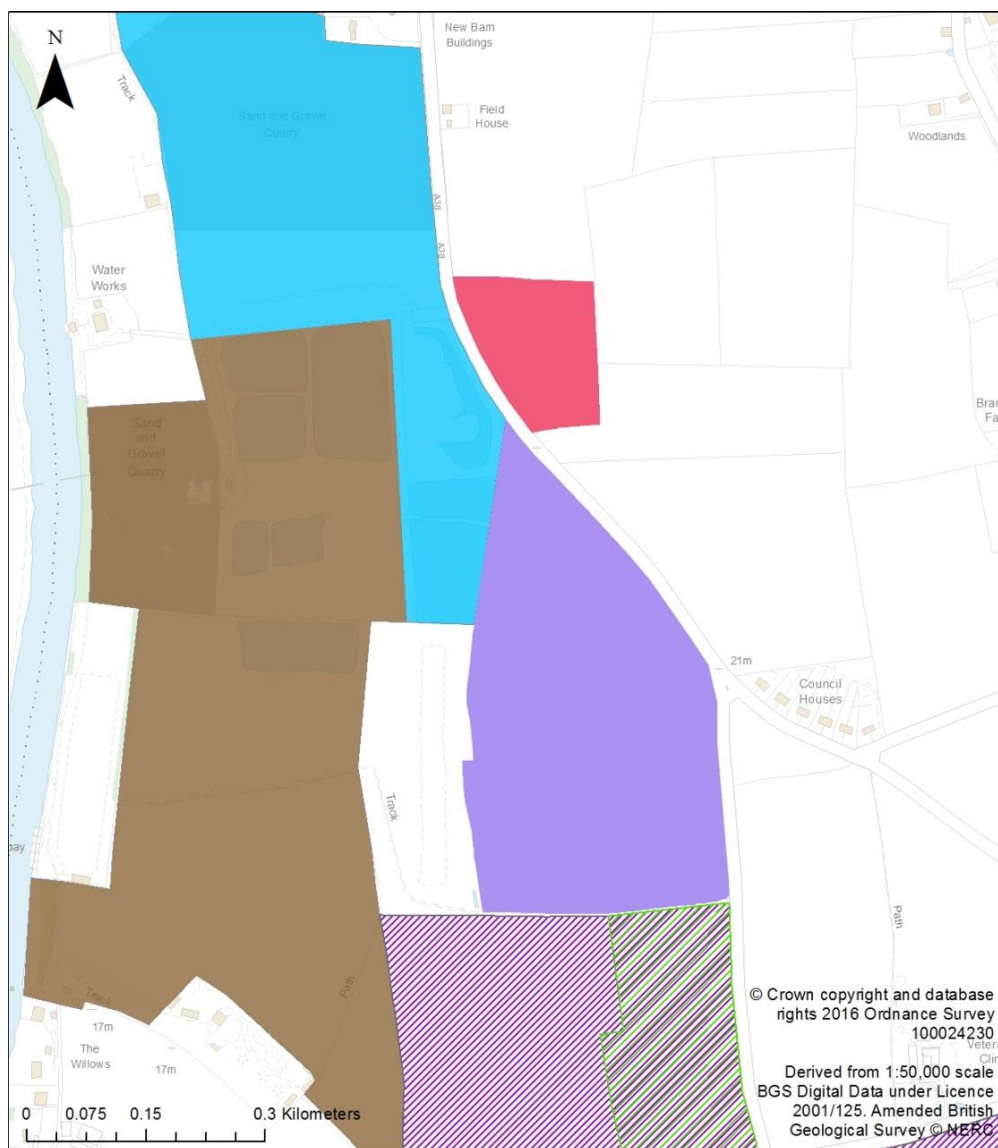
Overall deliverability assessment score ⁵⁵	R
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⁵⁵ Comprised of the lowest RAG rating given in any of the above categories.

A

Ryall East (submission reference C015-1157 Ripple, D015-1157, D020-1793)

This assessment considers the site at Ryall East, submitted on behalf of landowners the Worcester Diocesan Board of Finance Limited.




Legend

SiteName

-  Land at School Lane
-  Land north east of Uckinghall Lane
-  Land opposite Ryall Quarry entrance
-  Ryall East

Mineral Sites

-  Active
-  Undergoing restoration

Site information and context	
Grid Reference	387048, 239385
Approximate site size	15ha
Proposer's aspirations for after-use of the site	Agriculture, possibly at lower level
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁵⁶	The site overlies part of resource area 19/1.
Minerals history	Sand and gravel was worked at Saxon Lode site (Planning permission reference number 407421, undergoing restoration). Sand and Gravel was worked at Ryall House Farm site (Planning permission reference numbers 407225, 407291, 407368, 407407, 407420 and 407418, 407501.
Current land use	Indicated as Grade 1 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	750000 tonnes (unproven)	A
Mineral operator interest	Operator interest from Cemex (confirmed).	G
Landowner support	Proposed on behalf of Worcester Diocesan Board of Finance Limited.	G
Proposer's suggestions for processing options	Existing plant at Ryall House Farm.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto A38 to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the A38 (an advisory HGV route) should provide a suitable means of distribution for the extracted material.	G

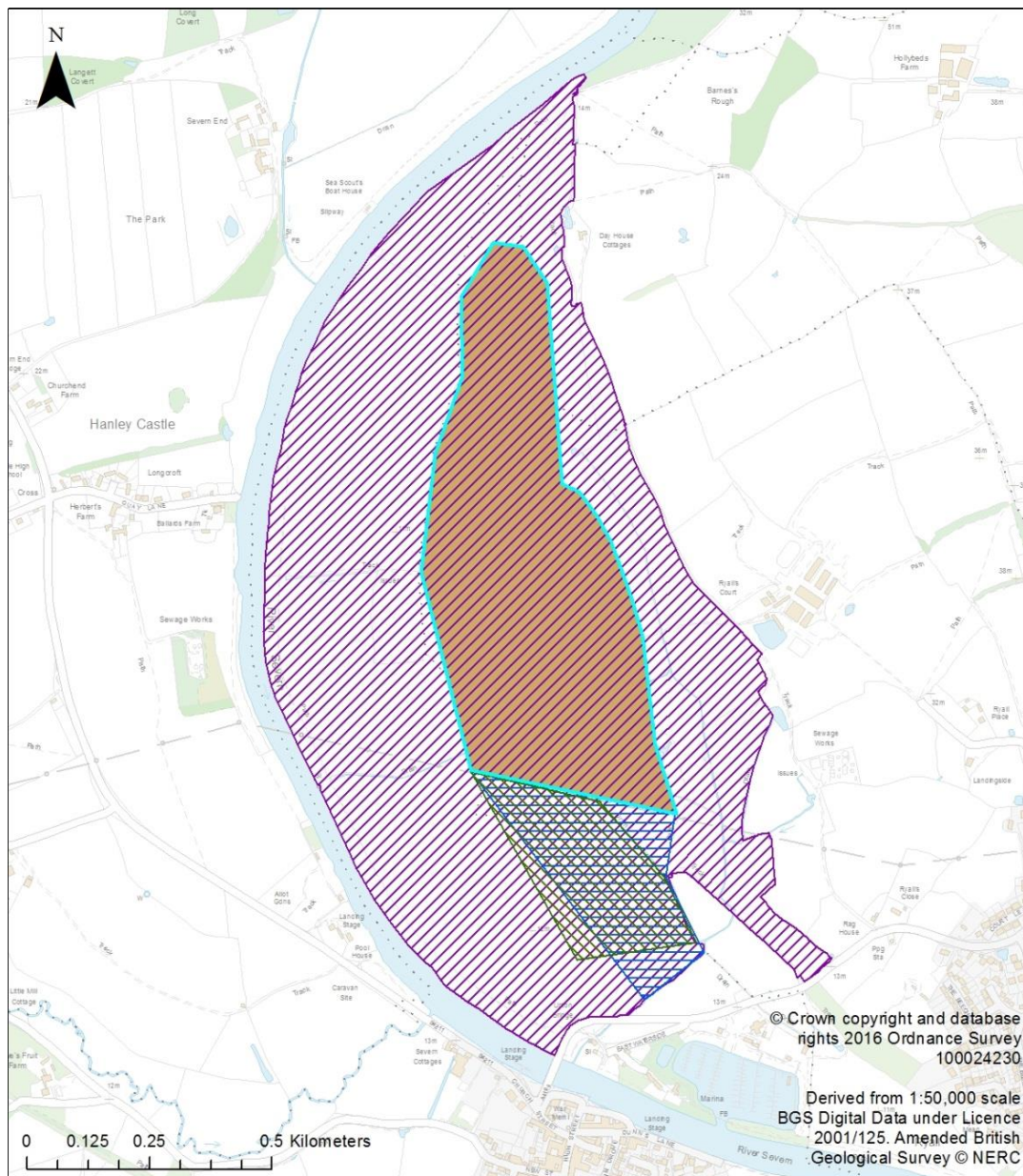
⁵⁶ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	G
Canal & River Trust	<p>Potentially able to access the river to carry materials by water. Whilst in principle this may be acceptable each application would need to be considered on its own merits with regard to navigational safety and would be dependent on volume, frequency, location of loading and off loading facilities, and movements by other existing users, including other minerals operators, on the stretch of river involved.</p>	G
Avon Navigation Trust	<p>No comments received.</p>	G
Office of Road and Rail	<p>No Comment.</p>	G
Overall deliverability assessment score ⁵⁷		A

⁵⁷ Comprised of the lowest RAG rating given in any of the above categories.

G Ryall North (submission reference B057-1793 nq)

This assessment considers the site at Ryall North, submitted by Cemex.



Legend

SiteName

-  Ryall North
-  Land at Ryall North
-  Land south of Ryall North
-  Ryall Court Farm

Site information and context	
Grid Reference	385113, 241813
Approximate site size	34ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁵⁸	The site overlies part of resource area 7/18.
Minerals history	Planning permission granted for sand and gravel extraction in this location (Application reference 15/000013/CM).
Current land use	Indicated as Grade 3 and 4 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be grassland.

Viability		
Quantity of mineral resource	1.4 million tonnes.	G
Mineral operator interest	Operator interest from Cemex.	G
Landowner support	Proposed on behalf of the Croome Estate and Mr. Surman.	G
Proposer's suggestions for processing options	Off site at Ryall House Farm.	G

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council can advise that the creation of a new access onto the A4104 to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the proximity of the A38 (an advisory HGV route) to the site should provide a suitable means of distribution for the extracted material. Nevertheless, the County Council would need to be	G

⁵⁸ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

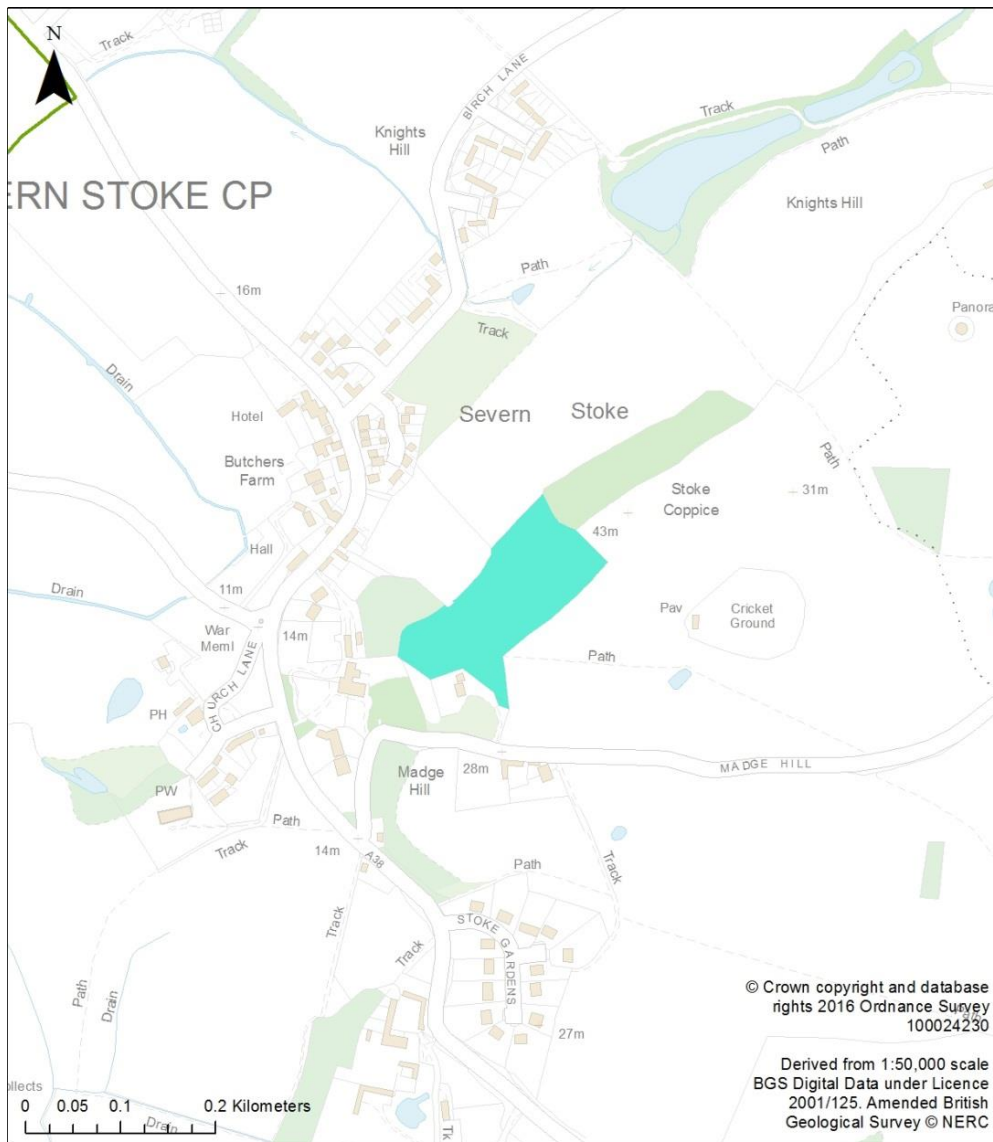
"Proposal is likely to be acceptable in planning terms"		
	<p>satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate either two-way way movements or sufficient passing points, together with a suitable bound surfacing and adequate signage along the proposed vehicle route to warn of slow moving vehicles and turning vehicles near to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures. Furthermore, beyond the consideration of road hauling minerals off site, County Council officers seek the potential for waterborne transport to be given prominence as a potential alternative / supplementary means of movement with the site option.</p>	
Canal & River Trust	<p>The Canal & River Trust supports in principle the use of the River Severn to carry Freight. However we have to consider any proposal to do so against the needs of other users of the waterspace to ensure that the proposal does not have an adverse impact on their safety.</p> <p>In dealing with the various planning applications [15/000013/CM and 15/000012/CM relating to movements between Ryall Court Quarry and Ryall House Farm Quarry], the applicants were obliged to carry out a Freight Risk Assessment and the Trust was able to confirm that the continuation and intensification of moving freight by water in this location was acceptable, based on the information provided.</p> <p>This would not, mean however that unlimited use of the river for the movement of freight would be deemed acceptable. Any increase would be subject to our permission and would need to be reconsidered based on location, level of use proposed and the impact on the safety of both existing and proposed users at the time.</p>	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ⁵⁹		G

⁵⁹ Comprised of the lowest RAG rating given in any of the above categories.

R

Severn Stoke, Madge Hill (submission reference C015-1157 Severn Stoke)

This assessment considers the site at Severn Stoke, Madge Hill, submitted on behalf of landowners the Worcester Diocesan Board of Finance Limited.



Legend

SiteName

- Severn Stoke, Madge Hill
- Severn Stoke, Sandford

Site information and context	
Grid Reference	385950, 244215
Approximate site size	2ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁶⁰	None.
Minerals history	Sand and Gravel is currently worked at Clifton site, approximately 1.4km north of the proposed location (Planning permission reference number MH 2600/87 and appeal reference T/APP/F1800/107854/P8).
Current land use	Indicated as Grade 3 agricultural land on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be grassland.

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	No known operator interest.	R
Landowner support	Proposed by Worcester Diocesan Board of Finance Limited.	G
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Site is outside of a Strategic Corridor.	R
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G

⁶⁰ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

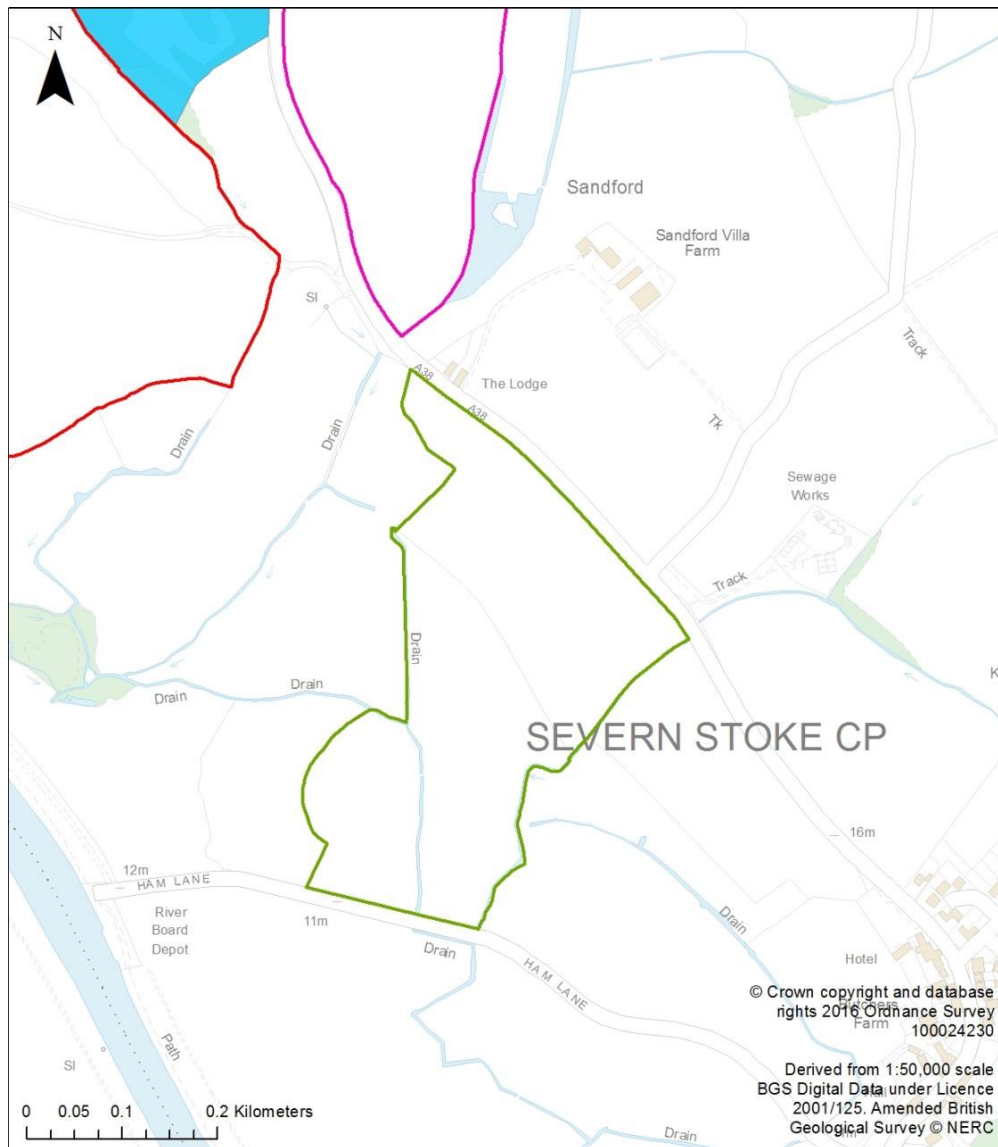
"Proposal is likely to be acceptable in planning terms"		
Worcestershire County Council Highways	<p>The County Council would need to be satisfied that safe and suitable access to the site via Madge Hill could be provided for to facilitate the movement of material by road through a sufficiently detailed planning application.</p> <p>This application will need to incorporate the adequate forward and junction visibility splays, sufficient width to accommodate either two-way way movements or passing points, together with suitable bound surfacing and adequate signage along the proposed vehicle route to warn of slow moving vehicles and turning vehicles near to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p> <p>The county Council does however acknowledge that, subject to the provision of suitable access arrangements, the A38 (an advisory HGV route) should provide a suitable means of distributions for the extraction of minerals.</p>	G
Canal & River Trust	<p>It may be possible to use the river to transport materials but that is dependant not only on the agreement of the owners of any intervening land but on other matter such as economics and the end location of the materials and processing facilities. The transshipment costs often make freight by water economically unfeasible. However if both start and end location are adjacent to the river then it can be an effective way of transporting large quantities of material, thus reducing the impact on the local road network.</p>	G
Avon Navigation Trust	<p>No comments received.</p>	G
Office of Road and Rail	<p>No Comment.</p>	G
Overall deliverability assessment score ⁶¹		R

⁶¹ Comprised of the lowest RAG rating given in any of the above categories.

R

Severn Stoke, Sandford (submission reference C015-1157 Severn Stoke)

This assessment considers the site at Severn Stoke, Sandford, submitted on behalf of landowners the Worcester Diocesan Board of Finance Limited.



Legend

SiteName

- Clifton East
- Clifton South
- Severn Stoke, Sandford

Mineral Sites

Status

- Active

Site information and context	
Grid Reference	385278, 244703
Approximate site size	11ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁶²	A small area of the northern part of the site overlies part of resource area 20/4. No aggregates occur under the majority of the site however it does overlie extensive clay deposits.
Minerals history	Sand and Gravel is currently worked at Clifton site, approximately 400m north of the proposed site (Planning permission reference number MH 2600/87 and appeal reference T/APP/F1800/107854/P8).
Current land use	Indicated as predominantly Grade 4 agricultural land with grade 1 land in the north east quarter of the site on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be agriculture.

Viability		
Quantity of mineral resource	300000 tonnes.	R
Mineral operator interest	Operator interest from Cemex (tentative).	A
Landowner support	Proposed by Worcester Diocesan Board of Finance Limited.	G
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within Lower Severn Strategic Corridor.	G
Highways England	Potential impacts on the A38 and M50 Junction 1. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto A38 to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the A38 (an advisory HGV route) should provide a suitable means of distribution for the extracted material.	G

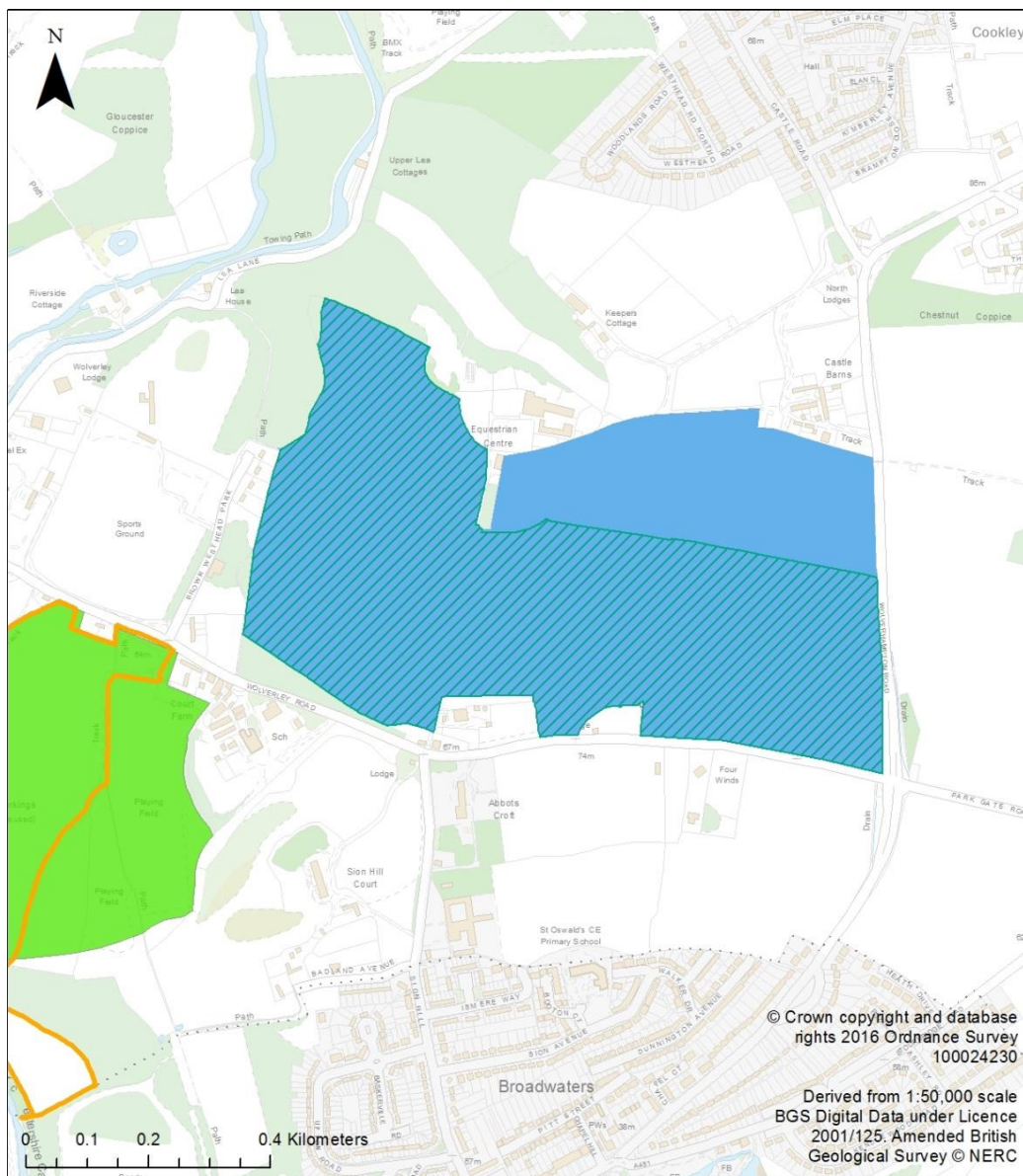
⁶² The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	
Canal & River Trust	<p>It may be possible to use the river to transport materials [from this site] but that is dependant not only on the agreement of the owners of any intervening land but on other matter such as economics and the end location of the materials and processing facilities. The transhipment costs often make fright by water economically unfeasible. However if both start and end location are adjacent to the river then it can be an effective way of transporting large quantities of material, thus reducing the impact on the local road network.</p>	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ⁶³		R

⁶³ Comprised of the lowest RAG rating given in any of the above categories.

R Strong Farms (submission reference B054-2398 nq)

This assessment considers the site at Strong Farms, Wolverley, submitted by Andrew Morris of Enviroarm on behalf of an un-named client.



Legend

SiteName	Post 1954 Mineral Sites (Spring 2012)
 Strong Farms	 Restored
 Land north of Wolverley Road	 Restored
 Land south of Wolverley Road	

Site information and context	
Grid Reference	384151, 279069
Approximate site size	51ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁶⁴	The site overlies part of resource area 2/21 and a small section at the north west of the site overlies resource area 10/25. Much of the western half of the site also overlies part of resource area 10/7.
Minerals history	Sand and gravel was previously worked at an average depth of 3.4m at Wolverley site south west of the proposed location as shown above between 1978 and 1995 (Planning permission reference number 407153). Minerals have also been worked previously at a site approximately 1.2km, at its closest point, to the south west of this proposed site; however no site details are available.
Current land use	Indicated as Grade 3 on Provisional Agricultural Land Classification maps. However, ADAS & Defra post 1988 data indicates that the site contains large areas of Grade 2, and 3a agricultural land, with only a small amount of grade 3b present. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	Unknown.	R
Mineral operator interest	No known operator interest.	R
Landowner support	No known landowner support.	R
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within North West Worcestershire Strategic Corridor.	G
Highways England	Potential impacts on the M5 Junction 3 and 4. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto either A449 Wolverhampton Road or B4189 Wolverley Road to facilitate the movement of material by	G

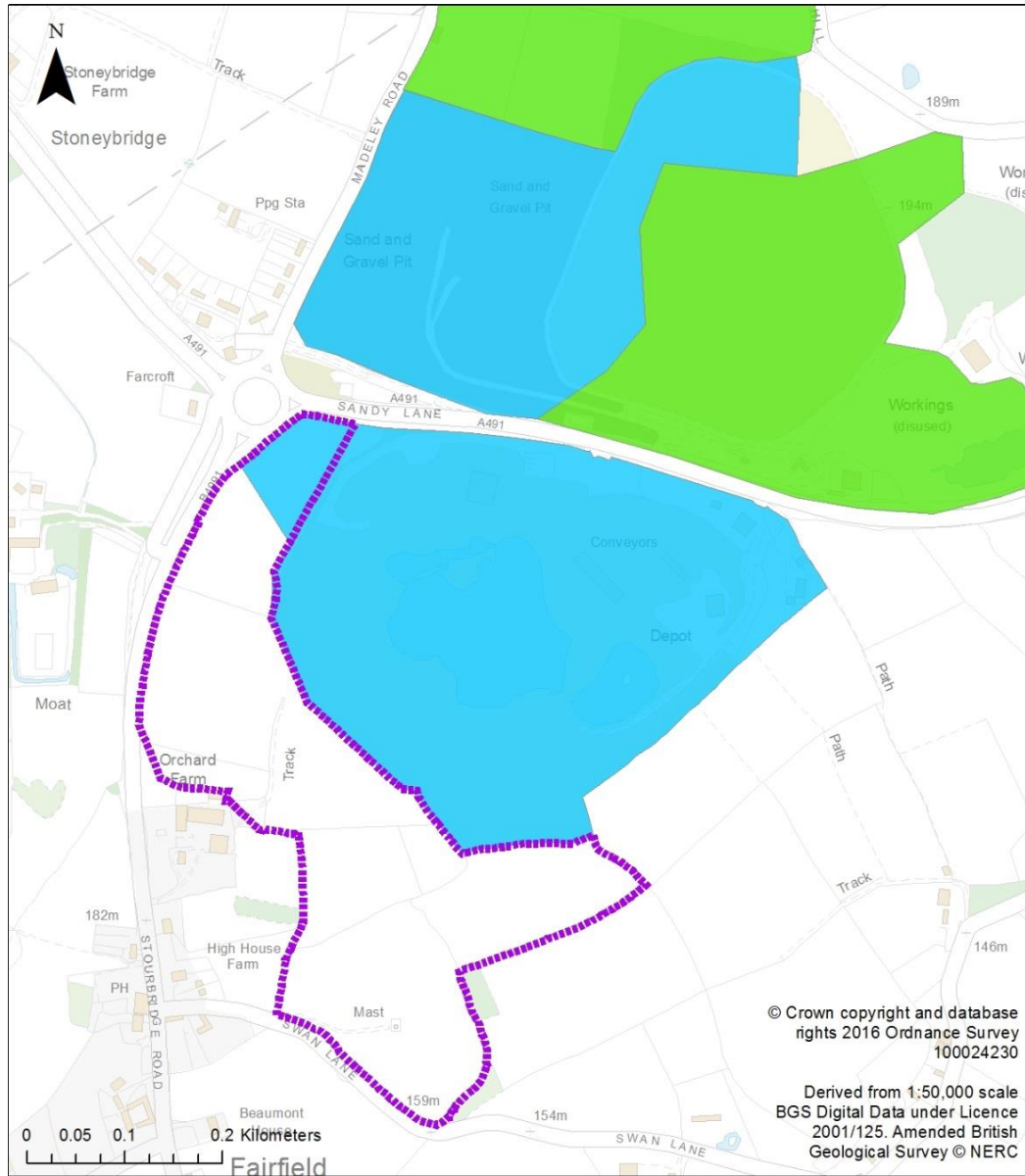
⁶⁴ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the proximity of the A449 (an advisory HGV route) to the site should provide a suitable means of distribution for the extracted material.</p> <p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>Given the presence of an AQMA within the Horsefair in Kidderminster, the operating times and distribution of heavy vehicles would need careful consideration. However, as with the access arrangements, it is the County Council's view that this is not an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures. This should include consideration of the potential impacts of increased right turners at A449/B4189.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ⁶⁵		R

⁶⁵ Comprised of the lowest RAG rating given in any of the above categories.

R Wildmoor Quarry Extension (submission reference B052-2397 nq)

This assessment considers the site at Wildmoor Quarry extension submitted by PleydellSmithyman Ltd on behalf of Broadley Parton Ltd, owner of the existing Wildmoor Quarry.



Legend

SiteName

 Wildmoor Quarry extension

Post 1954 Mineral Sites (Spring 2012)

Status

 Active

 Restored

Site information and context	
Grid Reference	394874, 275723
Approximate site size	12ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁶⁶	The site overlies part of resource area 3/7 however the majority of the site does not overlie any known aggregate resource.
Minerals history	Solid sand is currently worked at John Williams (Cinetic Sand) Quarry adjacent to the proposed site (Planning application reference numbers BR 323/51 499968, BR24/71 499968, 93/0121 407328). Solid sand was also worked at Stanley Evans, Sandy Lane site 60m north of the proposed site at its closest point (Planning application reference numbers BR 174/69 499973, BR 66/73 499973, and B5913 403642). Moulding Sand was worked at Sandy lane (pre 1973) site approximately 200m north east of the proposed site at its closest point (Planning application reference number BR.66/73), this site is now restored. Sand was also worked at Madley Heath site 350m north of the proposed site at its closest point (Planning application reference number not available), this site has now also been restored.
Current land use	Indicated as predominantly Grade 3 agricultural land on Provisional Agricultural Land Classification maps with small areas of grade 2 land in the north and east of the site. Site visit has confirmed the site to be pasture.

Viability		
Quantity of mineral resource	1 million tonnes (unproven).	A
Mineral operator interest	Proposed by Broadley Parton Ltd, owners of the existing Wildmoor Quarry.	G
Landowner support	No known landowner support.	R
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within North East Worcestershire Strategic Corridor.	G
Highways England	Potential impact on M5 Junction 4. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G

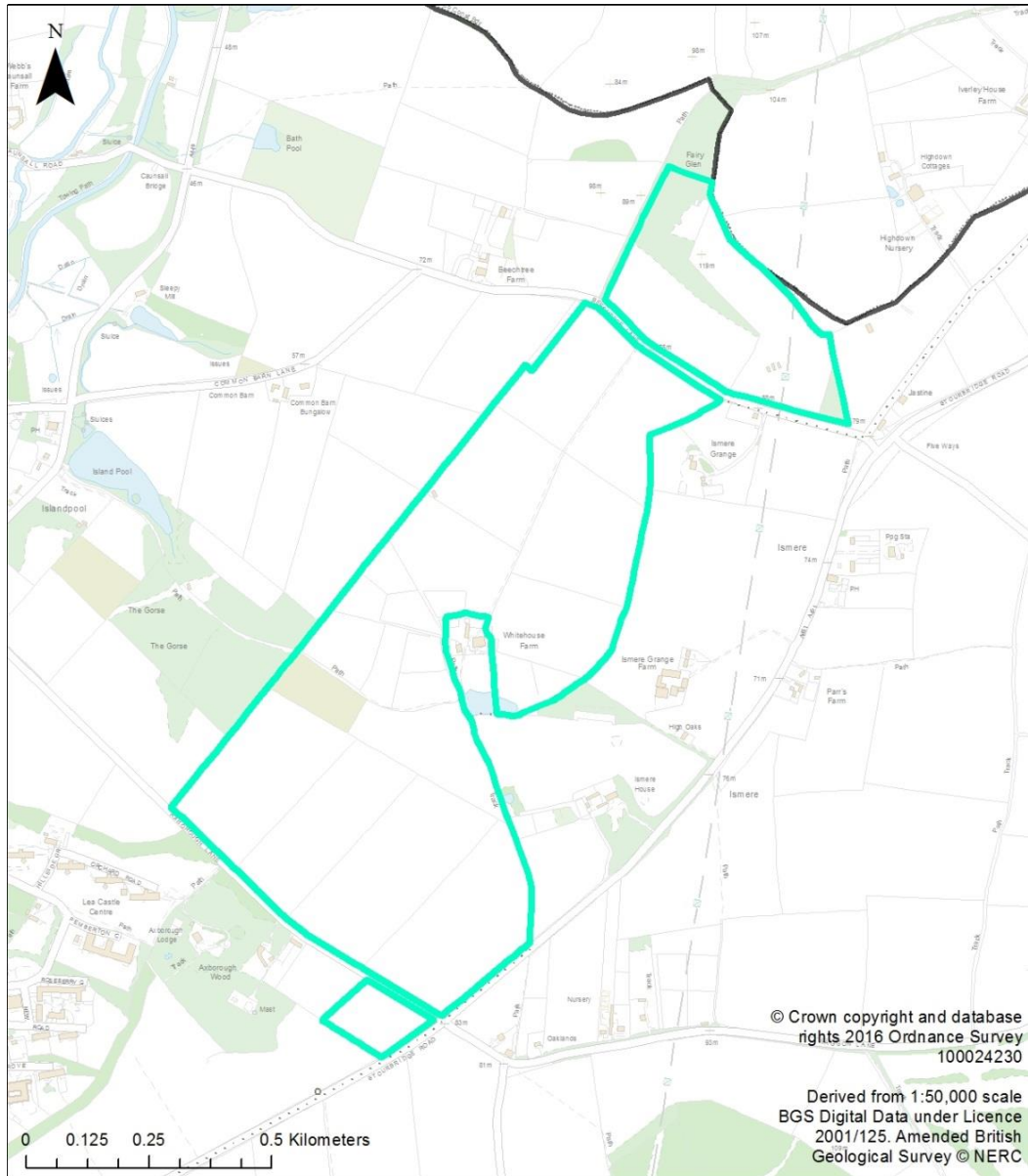
⁶⁶ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
Worcestershire County Council Highways	<p>County Council officers can advise that the creation of a new access onto A491 Stourbridge Road is unlikely to be required due to the presence of the existing Wildmoor Site. Indeed, the proximity of the A491 Stourbridge Road (an advisory HGV route) and M5 provide a suitable means of distribution for the extracted material.</p> <p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for through a sufficiently detailed planning application. To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	G
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ⁶⁷		R

⁶⁷ Comprised of the lowest RAG rating given in any of the above categories.


R Wolverley Glebe (submission reference C015-1157 Wolverley)

This assessment considers the site at Wolverley Glebe, submitted on behalf of landowners the Worcester Diocesan Board of Finance Limited.



Legend

SiteName

 Wolverley Glebe

Site information and context	
Grid Reference	386253, 279986
Approximate site size	80ha
Proposer's aspirations for after-use of the site	Unknown.
Resource area reference in Analysis of Mineral Resources in Worcestershire ⁶⁸	The site overlies part of resource area 2/21. A small part of the southern area of the site overlies part of resource area 10/9.
Minerals history	No known planning applications for mineral development on or near to this site.
Current land use	Indicated as Grade 3 agricultural land, with a small area of grade 2 land in the south east corner of the site on Provisional Agricultural Land Classification maps. Site visit has confirmed the site to be agriculture (crops).

Viability		
Quantity of mineral resource	1 000 000 tonnes (unproven)	A
Mineral operator interest	Operator interest from Cemex (tentative) and Tarmac (tentative).	A
Landowner support	Proposed by Worcester Diocesan Board of Finance Limited.	G
Proposer's suggestions for processing options	Not specified by proposer.	R

"Proposal is likely to be acceptable in planning terms"		
Strategic Corridor	Within North West Worcestershire Strategic Corridor.	G
Highways England	Potential impacts on the M5 Junction 3 and 4. The potential traffic impacts of the identified sites should be assessed on an individual basis, and as appropriate, also a cumulative basis; this is particularly important for the cluster of sites located to the north of the M50 Junction 1, and those sites in close proximity to M5 Junction 4.	G
Worcestershire County Council Highways	County Council officers can advise that the creation of a new access onto either A451 Stourbridge Road or Beech Tree Lane to facilitate the movement of material by road is not necessarily an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application. Indeed, the proximity of the A451 (an advisory HGV route) to the site should provide a suitable means of distribution for the extracted material.	G

⁶⁸ The "Analysis of Mineral Resources in Worcestershire" can be viewed at www.worcestershire.gov.uk/mineralsbackground

"Proposal is likely to be acceptable in planning terms"		
	<p>Nevertheless, the County Council would need to be satisfied that safe and suitable access would be provided for, incorporating adequate forward and junction visibility splays, sufficient width to accommodate large vehicles, together with suitable bound surfacing and adequate signage along the proposed vehicle route to the site entrance.</p> <p>Given the presence of an AQMA within the Horsefair in Kidderminster, the operating times and distribution of heavy vehicles would require careful consideration. However, as with the access arrangements, it is the County Council's view that this is not an insurmountable matter that couldn't satisfactorily be resolved through a sufficiently detailed planning application.</p> <p>To assist in any subsequent determination, prospective applicants should also be advised to submit a detailed construction method statement that will show on and off-site operations and proposed mitigation measures.</p>	
Canal & River Trust	No Comment.	G
Avon Navigation Trust	No comments received.	G
Office of Road and Rail	No Comment.	G
Overall deliverability assessment score ⁶⁹		R

⁶⁹ Comprised of the lowest RAG rating given in any of the above categories.