

Unknown

From: Paul Goddard

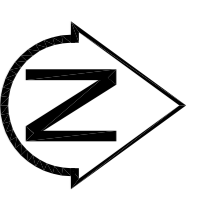
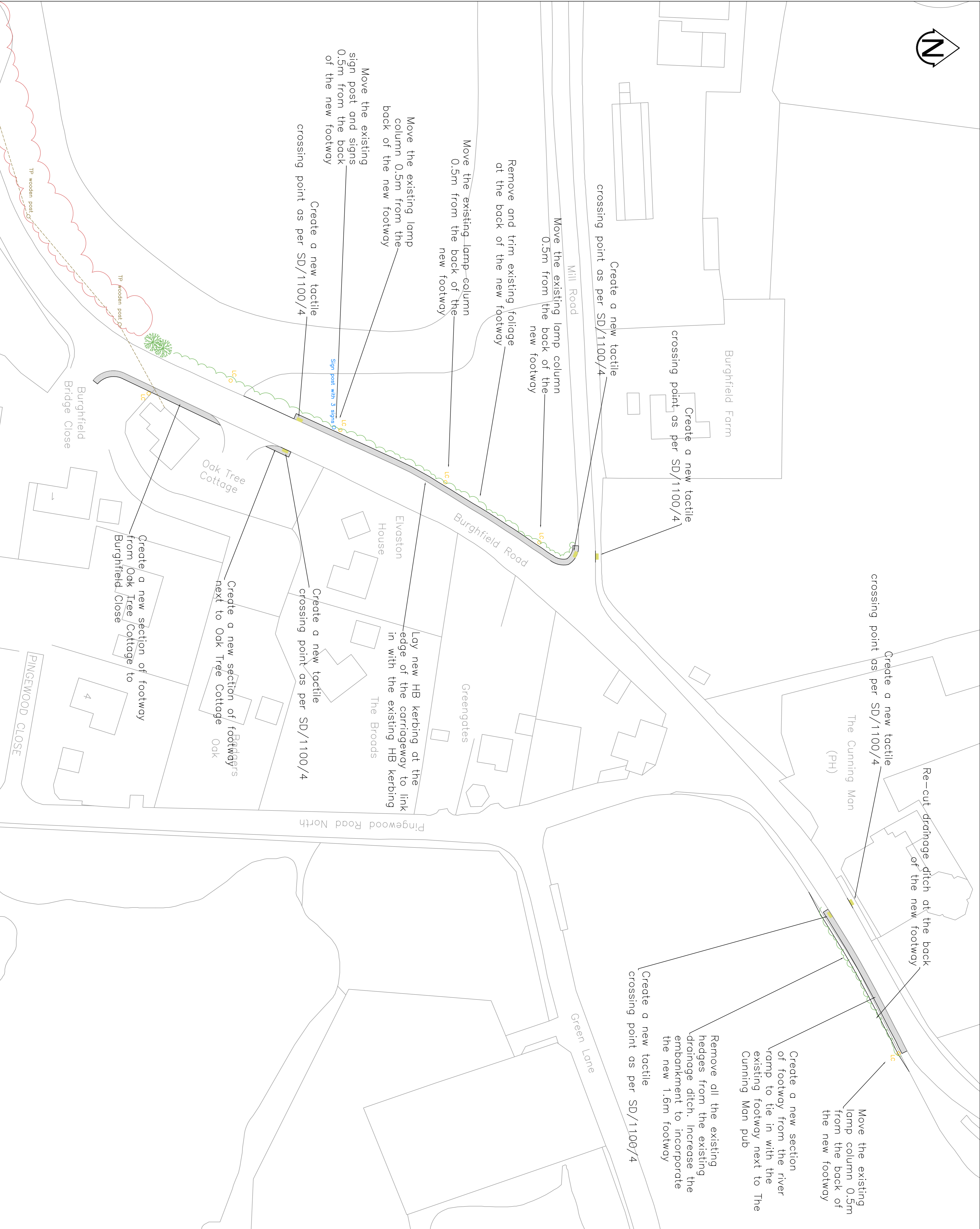
Sent: 26 February 2009 12:05

To: Clive Inwards; Anthony.Setter@rpsgroup.com








Cc: Neil Stacey; Jon Winstanley; David Wildish

Dear all, please find attached, best wishes

Paul Goddard
Highways Development Control Team Leader
Highways and Transport
West Berkshire Council
Tel: 01635 519207




KEY

-  Proposed footway
-  New tactile crossing
-  Area of hedging to be cleared or cut back
-  Sign post
-  Lamp column
-  Marker post
-  Telegraph pole

DRAFT

REV	DESCRIPTION	DRAWN
200209	Removed sections of the proposed footway	AUT/MSD JW

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 West Berkshire Council LA08072


West Berkshire
 C O U N C I L
 Highways and Transport
 Council Offices
 Faraday Road
 Newbury
 RG14 2AF

Project		Proposed Burghfield Footway	
Drawing title		Northern Section	
Drawn by	Date	Dwg size	Revision
DW	Feb 09	A1	1
Authorised by	Scale		
JW	1:500		
Drawing Number	81375/PF1		

MEMORANDUM

To: Clive Inwards
Principal Planning Officer
Our Ref: 08/02287/COMIND

From: Paul Goddard
Highways Development Control
Team Leader
Your Ref: 08/02287/COMIND

Extn: 2207
Date: February 26th 2009

Land at AWE Burghfield
Application 08/02287/COMIND
Proposed 26,573 sqm of light industrial building

1. I refer to the letter dated February 20th from the developer's highway consultants RPS in response to my previous memorandum dated February 13th 2009. RPS have confirmed that there will be a maximum of 814 construction workers. Having regards to the construction workers at AWE Aldermaston, 62 % of workers travelled to the site by car. RPS therefore confirm that overall 538 spaces will be required, of which 300 will be provided in the new car park at Pingewood Gate, with workers coached to the construction enclave. An additional 130 car parking spaces will be provided within AWE Burghfield and the construction enclave accessed from Pingewood Gate, with a further 138 provided within existing areas accessed from the Main Gate. It would therefore seem that there will be sufficient car parking provided within the site.
2. I refer to the latest drawing of the off site highway works RPS drawing number JNY6430/002-E. I have the following comments:

Inset A - Goring Lane / Lockram Lane

3. At present, there are no warning signs at all at this junction, however in response RPS are in our view proposing too many features. The anti-skid/coloured surfacing is not appropriate here. The road has only recently been resurfaced and therefore it is not required. Anti skid / coloured surfacing is a maintenance liability and should only be used where there is a documented problem with the condition of the road and / or a high concentration of accidents involving skidding or as a visual solution where conventional warning methods have failed to address a problem. Similarly, it is not thought that the "Max Speed 40" signs are appropriate.
4. I suggest that the "junction on bend" warning signs are used, but without the "reduce speed now" plates and that chevron signs are installed at the junction itself.
5. As an alternative to some of the items that are considered unnecessary, I would recommend improvements are made to signing at Goddard's Green, at the junction of Goring Lane / Hollybush Lane and at the bend to the west of Hollybush Lane. I would recommend that RPS contact Senior Engineer Neil Stacey on 503207 for further details.

Main Drawing

6. As stated previously, the proposal to provide a footway along Reading Road / Burghfield Road from Burghfield to the Cuning Man PH is welcomed, but I would still recommend that more detail is provided, particularly on the sections where the extent of the highway is limited. RPS have confirmed that without a topographical survey, they are unable to provide a detailed drawing. However, by not providing the greater detail in time for the March 4th 2009 planning committee, this is a risk that the RPS will be taking should members themselves require greater detail.
7. Some parts are proposed to be quite narrow and may require frequent maintenance to avoid vegetation encroaching, and will in my view need to be surfaced in black top. From a simultaneous feasibility exercise being undertaken by the WBC Highways and Transport Projects Team, I am sure that a footway can be provided along the route.
8. I attach a draft plan produced by the Projects Team for the provision of sections of footway linking Burghfield Bridge Close to the Cuning Man PH. The extent of the footways denotes the available funding, and I have been informed that these works will be provided during the summer of 2009. RPS will need to ensure that their proposal ties in and liaison with Principal Engineer Jon Winstanley on 519 087 will be required.
9. Clearly further amended drawings are required. I will detail the planning conditions prior to the committee.

Paul Goddard
Highways Development Control Team Leader