

Worcestershire County Council
County Hall
Spetchley Road
Worcester
WR5 2NP

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Date: 14th December 2020
Your ref: 19/000053/CM
Ask for: Nigel Gorski

Dear Robin,

TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY

PROPOSAL: Proposed sand and gravel quarry with progressive restoration using site derived and imported inert material to agricultural parkland, public access and nature enhancement

LOCATION: Land at Lea Castle Farm, Wolverley Road, Broadwaters, Kidderminster, Worcestershire.

APPLICANT: NRS Aggregates Ltd

Worcestershire County Council acting in its role as the Highway Authority has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Transport Planning and Development Management Team Leader on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 recommends that this application is **deferred**.

The justification for this decision is provided below.

The Hurlstone Partnership Limited (HPL) working on behalf of the applicant, has prepared a Transport Statement (TS) dated August 2019 to accompany a planning application submission. This TS forms Appendix F to the Environmental Statement dated December 2019.

The Highway Authority has previously discussed the proposals with HPL, with pre-application comments provided in advance of the TS being prepared.

The application proposals seek planning permission for the creation of a new quarry which would produce 3,000,000 saleable tonnes of sand and gravel over a period of 10 years, with an extraction rate of 300,000 tonnes per annum. It is proposed to

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progressively restore the site with imported inert fill material over the same 10-year period.

Access

The site is currently occupied by agricultural fields, it adjoins the B4189 Wolverley Road on its southern edge and the A449 on its eastern edge, the northern and western edges of the site are bound by fields.

Access to the site would be taken from a new priority access on the B4189 Wolverley Road, located approximately 220 metres east of Sion Hill and about 50 metres west of Broome Cottage. The access has been designed to include a physical kerbed island, to restrict HGV movements from the turning left in and right out of the access. This kerbed island was included as a result of pre-application discussions.

The access design is identified as a means to route all HGV's to use the A449 via the B4189 Wolverley Road / A449 signal junction positioned to the east, which is more suited to accommodating the type of vehicles generated by this site.

The B4189 is subject to the national speed limit of 60 mph in the location where the access is proposed, although the speed limit reduces to 30 mph close by to the west. A pedestrian footway is provided along north side of the B4189 carriageway only.

Vehicle speeds were surveyed by HPL in two locations. Based on the Site 1 data, the 85th percentile eastbound speed was found to be 40.4 mph and the westbound speed was 41.8 mph. The 85th percentile speeds recorded at Site 2 were 44.6 mph eastbound and 44.9 mph westbound.

Based on the eastbound speed of 40.4 mph recorded at Site 1 and the westbound speed of 44.9 mph at Site 2, the corresponding visibility requirements are 103m to the west and 122m to the east. The visibility requirements are accepted. A planning condition will be included to ensure visibility is achieved within client or highway owned land and that the visibility splay remains free from obstruction.

In accordance with the National Planning Policy Framework (NPPF) it should be ensured that safe and suitable access can be achieved for all road users. The Highway Authority consider that further detail is required before we can be content that the access proposals accord with relevant standards, and that without further evidence no meaningful conclusions can be drawn as to their suitability.

The Highway Authority request further information regarding the access, to allow a full appraisal to be undertaken, especially given the gradient issues in this location. Further information is requested on:

- The applicant needs to demonstrate for the speed of the road, the sight lines for horizontal and vertical curvature to the minor access meet standards. The applicant needs to refer to DMRB CD 109, paragraph 2.13 with reference to clause 2 'for major road approaches at at-grade priority junctions without diverge and merge tapers, those lengths of carriageway on the mainline between a point 1.5 times the desirable minimum stopping sight distance from the centre line of the minor road and the centre line itself'
- It was advised in pre- application discussions that a future TS should be accompanied with a combined stage 1/2 Road Safety Audit (RSA). In locations where alteration is proposed to be made to the public highway, especially when involving HGVs and a site with gradient issues, an RSA is required. This information is requested.
- Swept paths for the access junction show this able to accommodate a FTA 16.5m articulated HGV, although for a site of this nature, it is unclear if this is the largest vehicle that would access the site. Please could the applicant confirm the largest vehicle anticipated to use the site, and ensure a swept path reflects this vehicle type.

Trip Generation

Trip generation at the site is based on a HGV with an average payload of 20 tonnes. Could the applicant confirm the type of trucks that would be used and its maximum payload. This is to ensure the trip generation is accurate, if not robust. If a smaller payload vehicle is used, then this would likely impact significantly on the amount of vehicle arriving and departing the site each day.

Trip Distribution / Assignment

No information is provided on trip distribution and its assignment and this is requested. The access requires vehicles to travel right in and right out, but from this point onwards, it is unclear where vehicles will travel.

Network Safety

The TS provides a review of accident / collision data over a recent 5-year period, within the vicinity of the site, but this is limited to a review of collisions associated with HGV's only. The Highway Authority requires this to include all vehicle types and pedestrians in general proximity to the proposed access junction and should include the distance between the site and the A449. The raw data should also be presented with the TS, including a review of any accident / collision clusters and patterns.

Traffic Impact

The proposed quarry would operate between 07:00 -19:00 Monday to Friday and 07:00 – 13:00 on Saturdays, with no working on Sundays or Public Holidays. The extraction and deliveries of material would occur throughout the day and therefore these are not predicted to have a significant impact on the operational capacity of the local road network as they would occur beyond the peak hour periods, when traffic flows on the road are lower.

The TS predicts 13 additional HGV trips and a potential further 8 staff vehicle trips would occur in each of the weekday AM and PM peak hour periods.

The Highway Authority will have to determine if capacity assessments at off site junctions are required, once trip generation /distribution and assignment has been conformed.

Internal site design

Parking

The WCC Streetscape Design Guide states that *‘Commercial operators should have a good understanding of the needs of their business.....the applicant should provide a minimum parking provision for each development along with an evidence base to demonstrate the appropriateness of the provision’*.

The TS states 8 staff will be employed, however no provision for parking appears to have been provided, or provision for visitors and parking for trucks collecting or dropping off material. As per the WCC Streetscape Design Guide, justification for the number of parking spaces is requested to ensure that the proposals meet the needs of the site and do not result in illegal or off-site parking.

Internal movements

Information should be submitted regarding the sites internal design, especially matters affecting the storage and circulation of HGV within the site. If a number of HGVs were to arrive at the same time, the Highway Authority would need to be sure that all these vehicles could enter the site and be stored off the local highway network.

Should planning permission be granted, additional conditions related to HGV wheel washing, etc will be identified.

Conclusion

The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted the Highway Authority concludes that the Application should be **deferred** until such times as additional information has been submitted.

Yours Sincerely

Nigel Gorski

Development Control Engineer

On behalf of Karen Hanchett, Transport Planning and Development Management
Team Leader