

From: Gorski, Nigel
Sent: 18 February 2021 16:46
To: Aldridge, Steven
Cc: Nila, Parmjit/BHX
Subject: RE: Action Group Comments - Land at Lea Castle Farm, Kidderminster, Worcestershire - Ref: 19/000053/CM
Attachments: 19 000053CM 180221.docx; 19 000053CM 180221.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Steven,

Jacobs have looked at this application and provided a response, but I agree with their conclusion.

A final response is attached as a word and PDF version.

If you have any comments or require changes, please let me know.

Thanks

Nigel

NIGEL GORSKI

Development Control Engineer

Development Management
Transport Planning Unit
Worcestershire County Council
County Hall, Spetchley Road, Worcester, WR5 2NP
Tel: 01905 845373
ngorski@worcestershire.gov.uk

Please note that I only work on Mondays and Thursdays, and therefore contactable on these days only.

Advice relating to the Pre Application process, the Streetscape Design Guide and the Construction Specification can be found on the Transport Guidance for Developers page on Worcestershire County Councils website which can be accessed here:

http://www.worcestershire.gov.uk/info/20007/travel_and_roads/284/transport_guidance_for_developers



From: Development Control team <DevControlTeam@worcestershire.gov.uk>

Sent: 19 November 2020 13:04

To: Hanchett, Karen <KHanchett@worcestershire.gov.uk>

Subject: Further Information (Regulation 25) - Land at Lea Castle Farm, Kidderminster, Worcestershire - Ref: 19/000053/CM

Dear Karen,

**Re-Consultation on a Planning Application (County Matter)
Town & Country Planning Act 1990 (as amended)
Town and Country Planning (Environmental Impact Assessment) Regulations 2017
The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020**

Submission of Further Information in respect of the Environmental Statement relating to the following planning application

Application Ref: 19/000053/CM **Grid Ref:** (E) 383959, (N) 278992

Applicant: NRS Aggregates Ltd

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

On 10 January 2020 NRS Aggregates Ltd applied to Worcestershire County Council for planning permission for the above proposal. You will recall I consulted you on the above application for planning permission in February 2020.

Following the consideration of the comments that were received on the application and Environmental Statement, the County Council wrote to the applicant in June 2020 requesting further information in respect of the Environmental Statement. On 27 October 2020 the applicant submitted the requested further information, and the County Council are now seeking comments on this further information in relation to a number of matters including: water environment, ecology and biodiversity, landscape, agricultural land classification and soils, cultural heritage, transport movement and access, rights of way, and restoration and aftercare.

The applicant is seeking planning permission to extract approximately 3 million tonnes of sand and gravel over a total of 6 phases. The land would be progressively restored using site derived and imported inert material to agricultural parkland, public access and nature enhancement. The applicant estimates the development would take approximately 11 years to complete.

A copy of this further information together with the planning application, the plans, the Environmental Statement, the Non-Technical Summary and other documents submitted with the application can be inspected online at: www.worcestershire.gov.uk/eplanning using the application reference 19/000053/CM until **4 January 2021**. When searching by application reference, please ensure that the full application reference number, including the suffix are entered into the search field. **Please note:** when viewing the County Council's Planning Application Website you may wish to use an internet search engine such as Google Chrome, Firefox or Microsoft Edge for improved performance and functionality compared to Microsoft Internet Explorer.

I would be grateful to receive any comments that you may wish to make on the further information / application by **4 January 2021** by email or by post to the address below. If this is not possible then please let me know.

Due to the coronavirus (COVID-19) pandemic the majority of Council staff are working remotely. We have made arrangements for letters sent via the postal service to be distributed to the appropriate officer. Where possible, we encourage all comments / correspondence to be submitted by email or online using the above link.

Please note that all correspondence regarding any planning application will be available for inspection by the applicant and any interested third parties.

Please do not hesitate to contact me if you have any queries.

Kind regards

Steve

Steven Aldridge
Team Manager – Development Management
Worcestershire County Council
County Hall, Spetchley Road, Worcester, WR5 2NP
Tel: 01905 843510
Mob: 07985334367
Email: saldridge@worcestershire.gov.uk



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Worcestershire County Council
County Hall
Spetchley Road
Worcester
WR5 2NP

County Hall
Spetchley Road
Worcester
WR5 2NP

Date: 18th February 2021
Your ref: 19/000053/CM
Ask for: Nigel Gorski

Dear Steven,

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 has **no objection subject to conditions.**

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 of 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 proposals include the creation of a new quarry site capable of processing 3,000,000 saleable tonnes of sand and gravel over a period of 10 years, with an

Tel: 01905 845373 • Email: ngorski@worcestershire.gov.uk
www.worcestershire.gov.uk

extraction rate of 300,000 tonnes per annum. It is proposed to progressively restore the site with imported inert fill material over the same 10-year period.

Access

As agreed as part of pre-application discussions, access to the site will be provided via a new priority access junction located on the north side of the B4189 Wolverley Road carriageway, located approximately 220 metres east of Sion Hill and approx. 50 metres west of Broome Cottage. The access has been designed to include a physical kerbed central island and tight kerbed radius, to prevent HGV movements from turning left into the site and right out of the access. This will prevent HGVs from travelling through the nearby village of Wolverley and instead travel a short distance to and from the east along the Wolverley Road to the higher order A449 Wolverhampton Road, to access areas beyond the site.

Vehicle swept path tracking shows that worst-case 16.5m (between 27 – 30 tonnes) articulated HGV is successfully able to turn right in and left out of the access with no issues, and the access design presented turning from other directions.

The B4189 is subject to a national speed limit in the location of the proposed access, although the speed limit reduces to 30 mph to the west, close to this position. Vehicle speeds were surveyed by HPL in two locations. Based on 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 (y distances) were identified to include 103m to the west and 122m to the east.

Access visibility is accepted and a planning condition to ensure visibility is achieved and remains free from obstruction, has been included later in this response.

The access has been subject to a Stage 1 Road Safety Audit. The access layout has been accepted as being suitable for a planning application submission, however the layout will still be subject to further review at detailed design stage prior to full technical approval.

A pedestrian footway is provided along north side of the B4189 carriageway only.

Road Safety Audit

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 applicant team have undertaken an independent Stage 1 Road Safety Audit (RSA) at the request of the Highway Authority, which identifies only three minor issues for consideration as part of seeking detailed design. The applicants / designer's response to the RSA, agrees to amend the site access design to cater for pedestrians, with the provision of dropped kerbs and tactile paving provided to aid pedestrian movement.

All other RSA points are to be addressed at a detailed design stage and subject to further RSA agreement with the Highway Authority. This will include further agreement on directional signage.

Trip Generation

The proposals will generate 154 two-way HGV movements throughout the day, which equates to 13 movements per hour, or 1 movement every 4 or 5 minutes. Trip generation is based on a HGV having an average payload of 20 tonnes. The 20-tonne payload represents that of a typical 8-wheeled rigid tipper, which is the most common type of vehicle servicing most quarry sites.

The applicant has suggested that on occasion, larger articulated HGVs that have typical payloads of between 27 – 30 tonnes could be used, but this would then reduce the vehicle movements to and from the site. This largely vehicle has also been tested for access swept path tracking.

The above trip generation has presented a robust / worst-case assumption for vehicle movements, with no allowance made for back-hauling, as requested by the Highway Authority as part of pre-application discussions. With back hauling / filling included, there is potential for the 154 HGV movement per day to reduce to 116 HGV movements per day.

It is understood that the company will employ 8 members of staff these would travel to and from the site between 0700-1900 Monday to Friday and 0700-1300 on Saturday. Most staff will arrive and depart the site by car, generating approximately 8 vehicle movements during a weekday.

Trip Distribution / Assignment

Knowing the approximate locations in which material will need to be transported to and from the site (although subject to market conditions), it is predicted that 60% of HGV movements will travel to and from the north of the site, and 40% to/from the

south. All trip will be required to travel through the Wolverley Road / A449 Wolverhampton Road / Park Gate Road signal junction.

The resultant movements each hour throughout the working day equates to 8 and 5 vehicle movements to north and south, respectively.

Vehicle travelling to and from the north will use the A449 or the A451. Travel south, vehicles will use the A449. Both of these routes are identified as being suitable for heavy goods vehicles, as advised on the Worcestershire Advisory Lorry Map.

Traffic Impact

The trip generation for the extraction and delivery of material is not predicted to have a significant impact on the operational capacity of the local road network. Given the nature of the proposals, the majority of HGV movements will occur outside the typical weekday peak hour periods, when traffic flows on the road are lower.

The TS predicts an additional 13 HGV movements on the A449 traffic signals which represent 1.1% of the AM and PM peak hour flows. Furthermore, on the wider network, the additional trips are 8 HGV movements to the north and 5 HGV movements to the south in the peak periods.

An improvement scheme at the A449 traffic signals junction has been identified as part of the Lea Castle Hospital planning application. The Transport Assessment indicates the development will open in phases with 45 dwellings constructed each year until 2031. As such the planned development may not be generating full traffic until 2031 for which the improvement scheme has been identified. The improvement scheme will only provide additional capacity in this location.

Given that the peak hour trips associated with the quarry generate low volumes and are temporary, in another words generate traffic over a 10-year development cycle, it is considered that proposals would not have a material impact on the local or wider highway network. WCC are therefore satisfied the development traffic can be accommodated within the existing highway infrastructure.

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 was limited to a review of collisions associated with HGV's only. The Highway Authority undertook a further review of collisions surrounding the site, between the Sion Hill/ Wolverley Road and A449/ Wolverley Road junctions (between November 2015 and October 2020), which identified there to be a total of eight collisions identified. Seven of these occurred on the A449/

Wolverley Road traffic signals, for which two were recorded as serious and five of a slight severity.

The Highway Authority accepts that there is no common factor or patterns to the collisions recorded, and they occurred in both dry and wet conditions and at different times of the day, with causation factors that varied from poor due care and attention, driver error and poor judgement at the traffic signal junction.

Internal site design

Parking

Whilst a total of 8 employees will be based on the site, a total of 12 car parking spaces will be provided, to ensure provision is made for the occasional visitor if required. No formal parking is provided for HGVs, but the site is sufficient in terms of space that these vehicle can easily be accommodated, and will all be able to enter, turn or park and leave the site again in a forward gear. Conditions are included for cycle, electric and disabled parking.

The access gates are set back some distance from the public highway, whilst the gates will remain open during business hours, two large vehicles can be accommodated on the access road should the gates be closed. Past the gates the access road extends further within the site before reaching the site compound, the distance between Wolverley Road and the main site compound is about 280 metres and therefore there is plenty space within the site for any waiting vehicles to prevent obstruction on the public highway.

Conclusion

The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted and consultation responses from third parties the Highway Authority concludes that there would not be a severe impact and therefore there are no justifiable grounds on which an objection could be maintained, subject to conditions.

Yours Sincerely

Nigel Gorski

Development Control Engineer

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

Conditions

Conformity with Submitted Details

The Development hereby approved shall not be brought into use until the access, parking and turning facilities have been provided as shown on drawing Ref: KD.LCF.021 (Plant Site Layout) dated Oct 2019 and the Transport Statement drawing titled 'Proposed Site Access Preliminary Design Layout' Ref: Figure 1 dated Aug 2019.

REASON: To ensure conformity with submitted details.

Vehicular visibility splays

Development shall not begin until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 120 metres in each direction measured along the nearside edge of the adjoining carriageway and offset a vertical distance of 0.6m from the edge of the carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility described above.

REASON: In the interests of highway safety.

Vehicular access

The Development hereby approved shall not be occupied until the first 5 metres of the access into the development, measured from the edge of the carriageway, has been surfaced in a bound material.

REASON: In the interests of highway safety.

Electric vehicle charging point

The Development hereby approved shall not be brought into use until 1 electric vehicle charging spaces have been provided in accordance with a specification which shall be submitted to and approved by the Local Planning Authority and thereafter such spaces and power points shall be kept available and maintained for the use of electric vehicles as approved.

REASON: To encourage sustainable travel and healthy communities.

Accessible Parking Provision

The Development hereby approved shall not be brought into use until 2 accessible car parking spaces have been provided in a location to be agreed in writing by the

Local Planning Authority and thereafter shall be kept available for disabled users as approved.

REASON: To provide safe and suitable access for all.

Cycle Parking

The Development hereby approved shall not be brought into use until sheltered and secure cycle parking to comply with the Council's adopted highway design guide has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority and thereafter the approved cycle parking shall be kept available for the parking of bicycles only.

REASON: To comply with the Council's parking standards.

HGV Management Plan

The Development hereby approved shall not commence until a HGV Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:

- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway i.e. wheel washing for all vehicles;
- Details of site operative parking areas, material storage areas and the location of site operatives facilities (offices, toilets etc);
- The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
- Details of HGV routing and the suitability of routes.
- A requirement to provide regular monitoring of vehicles accessing the site through the use of CCTV to ensure vehicles travel only left out and right in;
- A highway condition survey, timescale for re-inspections, and details of any reinstatement.

The measures set out in the approved Plan shall be carried out and complied with in full during the construction and operation of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the local planning authority.

Reason: To ensure the provision of adequate on-site facilities and in the interests of highway safety.

Informatives

Section 278 Agreement

The granting of this planning permission does not remove any obligations on the applicant to undertake a technical design check of the proposed highway works with the Highway Authority, nor does it confirm acceptance of the proposal by the

Highway Authority until that design check process has been concluded. Upon the satisfactory completion of the technical check the design would be suitable to allow conditions imposed under this permission to be discharged, but works to the public highway cannot take place until a legal agreement under Section 278 of the Highways Act 1980 has been entered into and the applicant has complied with the requirements of the Traffic Management Act 2004.

The applicant is urged to engage with the Highway Authority as early as possible to ensure that the approval process is started in a timely manner to achieve delivery of the highway works in accordance with the above mentioned conditions.

The applicant should be aware of the term "highway works" being inclusive of, but not limited to, the proposed junction arrangement, street lighting, structures and any necessary traffic regulation orders.

Protection of Visibility Splays

The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof.

Works Adjoining Highway

Any work involving the removal or disturbance of ground or structures supporting or abutting the publicly maintained highway should be carried out in accordance with details to be submitted to and approved in writing by the Highway Authority.

No Drainage to Discharge to Highway

Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

Construction Environmental Management Plan (CEMP)

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particular reference is made to "respecting the community" this says:

Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting and showing courtesy to those affected by the work.
- Minimising the impact of deliveries, parking and work on the public highway. Contributing to and supporting the local community and economy.
- Working to create a positive and enduring impression and promoting the Code.

The CEMP should clearly identify how the principle contractor will engage with the local community, this should be tailored to local circumstances. Contractors should

also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided and information shared with the local community relating to the timing of operations and contact details for a site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.