



Worcestershire County Council
County Hall
Spetchley Road
Worcester
WR5 2NP

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

Dear Robin,

.002 148

Nigel Gorski
Economy and
Infrastructure
Development Control
Engineer

County Hall
Spetchley Road
Worcester
WR5 2NP

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

Please recycle this item after use

- 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

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

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