

[REDACTED]

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, WR52NP
Tel: 01905845373
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 Worcester County Council's website which can be accessed here:

http://www.worcestershire.gov.uk/info/20007/traveland_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

19/000053/CM

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



Confidentiality Notice

This message and any attachments are private and confidential and may be subject to legal privilege and copyright. If you are not the intended recipient please do not publish or copy it to anyone else. Please contact us by using the reply facility in your email software and then remove it from your

NOTICE - This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer.

ent. Any
received this

Worcestershire County Council
County Hall
Spetchley Road
Worcester
WR5 2NP

Development Control
Engineer

County Hall
Spetchley Road
Worcester
WR5 2NP

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.

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 HGV used for construction purposes.

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 Provi(A)792BDC 15.0 1.007 Tw 144 and h)10(r)6(r)6(:)sBRE unities.

Accessibng005 Tw 0.283Td(P6BDC 00.804.152 Td()Tj t)6(he)10.6(r)7 (r)4(ki)1.2 (0Ag poi)rvehicle c

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 ay0 Twdp eis2 ()a4uppnJ

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.