



HIGHWAYS & TRANSPORT

MEMORANDUM

From: Highways Development Control
Date: 18 October 2016

To: Vijay Kaul
Development Management
Our Ref: TWC/2016/0437

Land South of junction, A41/Pave Lane, Newport, Shropshire

Proposed quarry for the extraction of sand and gravel and importation of inert fill material for the restoration of the site

I refer to the above application and can confirm that the Local Highway Authority makes no objection to the proposals subject to conditions.

The key highway matter in the determination of this application is that of the ghost right turn junction Pave Lane makes with the A41. A comprehensive study of this junction has been carried out by the applicant and has been further sensitivity tested and safety assessed by an external consultant in association with the Local Highway Authority.

Key points for information are:

1. There are no material geometrical deficiencies in the junction, in that it meets those standards within Design Manual for Roads and Bridges TD42/95. It is to be noted that these standards account for the geometric requirements of Heavy Goods Vehicles.
2. The capacity of the junction in terms of delay times and queue lengths has been sensitivity tested to account for twice the amount of anticipated quarry traffic with a higher proportion of it turning right to the A41 southbound. No capacity issues have been identified.
3. An accident analysis of the junction for the past 10 years, up to September 2016, has been carried out and only three collisions have occurred, which were reported as resulting in slight injuries and having no discernible pattern. This is considered to be an excellent safety record for a ghost turn priority junction of this nature.

However, the proposals will intensify the use of the junction with slower moving HGV traffic associated with the quarry operations. This in itself is not necessarily considered an issue but the condition of the junction has deteriorated somewhat over recent years and is not considered fit for this intensified use. Therefore I must ask for the following condition on any consent given:

1. The development authorised by this permission shall not begin until the local planning authority has approved in writing a full scheme of works for improvement to the A41/Pave Lane junction. Details to include:
 - (i) Full carriageway resurfacing of the junction including all approach arms
 - (ii) Refurbishment of existing road markings, studs and bollards including the redesign of the south eastern taper to ensure 1 in 50 is achieved
 - (iii) Removal of vegetation obscuring the visibility of traffic signs on approaches to the junction
 - (iv) Provision of street lighting throughout the junction

The commencement in consented operations of the development shall not begin until those works have been completed in accordance with the local planning authority's approval and have been certified in writing as complete by or on behalf of the local planning authority, unless alternative arrangements to secure the specified works have been approved in writing by the local planning authority.

I am also aware of concerns relating to the possible routing of quarry HGV's through Chetwynd Aston on Pave Lane. This is more of an amenity issue to residents of Pave Lane rather than that of highway safety but in matters such as this a sensible approach should prevail, in that the A41 should be the prescribed route for all HGV traffic associated with the quarry. Although I have some confidence in the applicant's proposals to use a Geofence system to ensure adherence to routing quarry traffic straight onto and off the A41, I do however recommend the following planning condition:

2. The development authorised by this permission shall not begin until the local planning authority has approved in writing a full directional signage scheme on the A518, A41 and Pave Lane which directs quarry traffic to and from the development site via the A41/Pave Lane junction only. The commencement in consented operations of the development shall not begin until those works have been completed in accordance with the local planning authority's approval and have been certified in writing as complete by or on behalf of the local planning authority, unless alternative arrangements to secure the specified works have been approved in writing by the local planning authority.

If the planning authority is also minded to look to enforce any routing by means of a S.106 agreement then I would make no objections in respect of this and I am happy to advise on the appropriate wording of the agreement and would also suggest a monitoring fee to be included.

One additional matter of concern is that relating to the avoidance of quarry traffic depositing mud and detritus onto the public highway. Accordingly I must ask for the following condition:

3. The development authorised by this permission shall not begin until those wheel wash measures identified under section 4.12 of the submitted environmental

statement have been implemented and are maintained and retained as such in a fully operational state for the life of the development and if the measures are deemed unsatisfactory at any time post their implementation then additional measures shall then be agreed with the local planning authority and installed in accordance with those agreed details.

The access works to the Quarry site off Pave Lane must also be conditioned as follows:

4. Development shall not take place until full details of the site access construction including layout and sightlines have been submitted to and approved by the local planning authority. The agreed details shall be fully implemented before the use hereby approved is commenced.

It is to be noted that conditions 1, 2 and 4 relate to works on the public highway and therefore these works must be secured by the applicant through a S.278 Highways Act 1980 agreement prior to the commencement of any works.

(MR)