

## **HDM Planning Application Consultation Response**

**HDM Case officer:** Daniel Abberline / Michael Patrick

**Planning application number:** 19/00247/FUL

**Description of development:** Construction of a publicly accessible landmark, commissioned to commemorate Queen Elizabeth II and the Commonwealth.

**Location:** Land at Cold Law Kirkwhelpington Northumberland

**Date:** 16 May 2019

### **RECOMMENDATION:**

**Imposition and implementation of condition (s):** Required to ensure acceptability

### **Assessment of proposal:**

The proposed development has been assessed in conjunction with the National Planning Policy Framework and GD4 of the Tynedale District Local Plan.

HDM were consulted on a pre-application referenced 18/00669/PREAPP for the same proposal which requested various bits of information and plans whilst maintaining the principle of development is acceptable.

The applicant has submitted further correspondence on 27 March 2019 stating they are unable to demonstrate that the proposed construction access arrangement at the Ridsdale Junction can work, and has requested that a detailed construction method statement is conditioned.

It is our opinion that this will need to be a pre-commencement condition to ensure the construction of the proposed development does not have an adverse impact on the highway. The applicant will be required to ensure that due consideration has been given to all potential access routes to the development site.

### **Assessment of Proposal Checklist**

- **Transport Statement or Assessment** - A Transport Statement (TS) has been submitted with this application. Whilst this was not requested at the pre-application stage, it is a helpful addition which details potential vehicle numbers coming to and leaving the site.

The site is located at Cold Law Hill on the Ray Estate, between Ridsdale and Kirkwhelpington.

To the southwest of the site is the C195, a single lane carriageway road that runs east from Knowesgate on the A696 to the North of Ridsdale on the A68. The road is subject to the national speed limit with no footways or street lighting on either side of the carriageway.

The nearest public transport consists of two bus services operating on the A68, which stop in Ridsdale to the west. The 815 which runs between Byrness and Bellingham on a Friday and the 885 which runs between Byrness and Hexham on a Tuesday. As stated in the TS it is not envisaged that visitors will attend the site by public transport as there is no pedestrian routes linking the proposed site to the A68.

The proposed development includes a new vehicle access together with parking and footpaths, which lead to the summit and a viewing platform.

The car park facilitates coach access, with accessible and cycle parking also included in the proposed landscape arrangements.

As stated, the TS has been produced on the basis and to prove a suitable access arrangement and level of car parking, has been provided to minimise the risk of vehicles parking on the public highway.

The proposed new access into the site has been detailed on submitted drawing JN1748-Dwg-0004 within the appendix E. This shows the required visibility splays as requested within the pre-application response. In addition, an automatic traffic survey was carried out which gained speed data over a 14 day period to produce an overall 85th %tile for both South and Northbound traffic.

This data shows that the 85th %tile for Northbound traffic was 49.5mph with Southbound being 47.5mph, thus determining that required splays of 2.4m x 160m would be required. The drawing shows the full 215m can be achieved with no obstruction and no acute vertical alignment along the carriageway which would substantially affect the visibility splay-lines.

The pre application response requested vehicle trip generation to determine how much parking would be appropriate to the development. The TS has stated that as the proposal is considered unique, the TRICS database has been used for comparison purposes only.

Visitor attraction around the County have been looked into and compared. Main attraction sites such as Northumberlandia and Kielder were excluded as they offered other facilities such as visitor centres, toilets and picnic benches. Thus, the remaining 34 sites assessed had an average of 17 car parking spaces.

The proposed arrangements see a total of twenty eight car parking spaces, one coach space, two disabled spaces and cycle spaces. It was also noted that dependant on the level of publicity and interest upon opening, initial demands are likely to be high and school holiday periods will also see a rise in visitors. The extent to which the overspill parking will be used will be monitored by the landowner.

Therefore, with regard to the information submitted, the proposed arrangements for both access and car parking are considered acceptable.

- **Pedestrian routes, Public Transport and Cycles** - The proposed development site is located in a very rural location with no current footpath links or public transport stops. The vast majority of visitors are more than likely to visit the site by car, therefore, such links would be unnecessary.
- **Road Safety** - Further to our comments dated the 11th February 2019, the proposed new access will be constructed in accordance with NCC specifications. Having checked submitted plans JN1748-Dwg-0005 Rev C and JN1748-Dwg-0007 Rev C received on 27 March 2019 which show the swept path analysis for a coach and refuse vehicle respectively, it is noted that the radii at the access has been increased and a further access construction plan 2542C/510 Rev B has been submitted showing the proposed access layout. In addition, the gradient of the access road is to be no steeper than 1:20 for the first 20 metres adjacent to the public highway. It should be ensured that the access has sufficient surface water drainage to ensure that water does not flow off a private site onto the highway.

In addition as stated in our previous comments dated 11th February 2019 details of visibility splays of 2.4m x 215m that conform with the standards outlined within the Design Manual for Roads and Bridges, can be achieved without obstruction.

As stated in our previous comments dated 11th February 2019 any new signage and markings will be required to go through a separate process for a new Traffic Regulation Order (TRO). The applicant should contact our Highways Programme team as soon as possible to begin this process.

A construction method statement and associated plan have been submitted at this stage. The temporary compound area has been shown on the associated drawing and it has been stated that this area will incorporate car parking for site operatives, storage for plant and materials, staff facilities and will also be the area for delivery drop-offs which is acceptable.

It has been stated that the delivery of large parts of the structure will come off the A68 at the Ridsdale Junction and that this junction is suitable as it was used by the Vattenfall Wind Farm. This is, however, incorrect. Vattenfall Wind Farm utilised an access off the A696 solely for the wind farm purpose. There are concerns that vehicles carrying parts of the structure will be too large and will struggle to manoeuvre at the Ridsdale Junction.

The applicant has submitted further correspondence on 27 Mar 2019 stating they are unable to demonstrate that the proposed arrangement at the Ridsdale Junction can work, and has requested that a detailed construction method statement is conditioned. It is our opinion that this will need to be a pre-commencement condition to ensure the construction traffic associated with the proposed development does not have an adverse impact on the highway network.

- **Travel Plan** - Not required for this development.
- **Car Parking** - The proposed arrangements see a total of twenty eight car parking spaces, one coach space and two disabled spaces. The standard car parking spaces are 4.8m x 2.4m all of which have adequate reversing distances of 6m minimum. The two disabled spaces are 5m x 3m to aid with larger doors.

A space has been created and designated to one coach. A swept path analysis has been carried out showing a coach manoeuvre into the site around and back out without conflict.

The car parking area will be constructed to a standard more appropriate for this location. The access and at least the first 6m into the site will be constructed in strict accordance with NCC Type C Specification.

- **Cycle Parking** - An area has been dedicated for cycle parking which is considered acceptable.
- **Highway Works** - Further to our comments dated the 11th February 2019, the proposed new access will be constructed in accordance with NCC specifications. Having checked submitted plans JN1748-Dwg-0005 Rev C and JN1748-Dwg-0007 Rev C received on 27 March 2019 which show the swept

path analysis for a coach and refuse vehicle respectively, it is noted that the radii at the access has been increased and a further access construction plan 2542C/510 Rev B has been submitted showing the proposed access layout. In addition, the gradient of the access road is to be no steeper than 1:20 for the first 20 metres adjacent to the public highway. It should be ensured that the access has sufficient surface water drainage to ensure that water does not flow off a private site onto the highway.

- **Highway Land and Property issues** - Overall, HDM have no outstanding issues with the proposed development and associated highway works, internal and external.
- **Refuse Storage and Servicing** - An area for refuse storage has been shown on the submitted drawing which is considered acceptable. A vehicle swept path analysis has been carried out showing an 11.6m refuse vehicle entering the site, manoeuvring through and exiting the site without conflict.
- **Lighting** - Not required considering the location.

**Planning Obligations and Conditions:**

Necessary planning obligations and conditions required for planning approval

<b>S106 Heads of Terms</b>
N/A
<b>S278/S38/S59/S184 Requirements</b>
<b>S278 - New Vehicular Access and signage works</b>
<b>Standard Conditions</b>
<p><b>HWG7 - Construction Method Statement (including Plan)</b></p> <p>Development shall not commence until a Construction Method Statement, together with supporting plan has been submitted to and approved in writing by the Local Planning Authority. The approved Construction Method Statement shall be adhered to throughout the construction period. The Construction Method Statement and plan shall, where applicable, provide for:</p>

- i. details of temporary traffic management measures, temporary access, routes and vehicles;
- ii. vehicle cleaning facilities;
- iii. the parking of vehicles of site operatives and visitors;
- iv. the loading and unloading of plant and materials;
- v. storage of plant and materials used in constructing the development

Reason: To prevent nuisance in the interests of residential amenity and highway safety, in accordance with the National Planning Policy Framework.

#### **HWD2 - Implementation of car parking area**

The development shall not be brought into use until the car parking area indicated on the approved plans, including any disabled car parking spaces contained therein, has been marked out in parking bays. Thereafter, the car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the development.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework

#### **HWD5 - Means of vehicular access to be constructed**

The development shall not be brought into use until a means of vehicular access has been constructed in accordance with the approved plans.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework

#### **HWD14 - Implementation of cycle parking**

The development shall not be brought into use until cycle parking shown on the approved plans has been implemented. Thereafter, the cycle parking shall be retained in accordance with the approved plans and shall be kept available for the parking of cycles at all times.

Reason: In the interests of highway safety, residential amenity and sustainable development, in accordance with the National Planning Policy Framework

#### **HWD15 - Surface water drainage (Private Land)**

Prior to the development being brought into use, details of surface water drainage to manage run off from private land have been submitted to and approved by the Local Planning Authority. The approved surface water drainage scheme shall be implemented in accordance with the approved details before the development is brought into use and thereafter maintained in accordance with the approved details.

Reason: In order to prevent surface water run off in the interests of the amenity of the area and to ensure suitable drainage has been investigated for the development and implemented, in accordance with the National Planning Policy Framework.

### **HWB3 Details - Boundary treatment**

The development shall not be brought into use until details of the proposed boundary treatment have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development is brought into use.

Reason: In the interests of visual amenity and highway safety, in accordance with the National Planning Policy Framework

### **Informatives**

#### **INFO24 - New vehicle crossing point – Type Access C (S184)**

You should note that under the Highways Act 1980 a vehicle crossing point is required. These works should be carried out before first use of the development. To arrange the installation of a vehicle crossing point (and to make good any damage or other works to the existing verge) you should contact the Highways Area Office at: Tynedale - [westernareahighways@northumberland.gov.uk](mailto:westernareahighways@northumberland.gov.uk)

#### **INFO29 - Highway condition survey**

You should note that a highway condition survey should be carried out before the commencement of demolition and construction vehicle movements from this site. To arrange a survey contact Highway Development Management at [highwaysplanning@northumberland.gov.uk](mailto:highwaysplanning@northumberland.gov.uk).

#### **INFO31 - Contact Traffic Management (amended)**

You are advised to contact the Council's Traffic Management Section at [highwaysprogramme@northumberland.gov.uk](mailto:highwaysprogramme@northumberland.gov.uk) before and during the construction period, in relation to the installation and implementation of the proposed signage and road markings

#### **INFO33 - Reminder to not store building material or equipment on the highway**

Building materials or equipment shall not be stored on the highway unless otherwise agreed. You are advised to contact the Streetworks team on 0345 600 6400 for Skips and Containers licences

#### **INFO40 - Reminder to not deposit mud/ debris/rubbish on the highway**

In accordance with the Highways Act 1980 mud, debris or rubbish shall not be deposited on the highway

## Consultation Checklist

<b>Street Lighting</b>	<b>N</b>
<b>Highways Programmes, Traffic Management, Cycling</b>	<b>Y</b>
<b>Highway Area Inspector, Waste, Greenspaces, Traffic Signals</b>	<b>N</b>
<b>Streetworks</b>	<b>N</b>
<b>Parking</b>	<b>N</b>
<b>Infrastructure &amp; Adoption Records</b>	<b>N</b>
<b>Highway Design, Highway Structures &amp; Road Safety</b>	<b>N</b>
<b>Travel Plans and Public Transport</b>	<b>N</b>
<b>School Travel Plans</b>	<b>N</b>
<b>School Transport/ Passenger Transport Services</b>	<b>N</b>
<b>S278</b>	<b>N</b>
<b>S38</b>	<b>N</b>