Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)
Formal Recommendation to an Application for Planning Permission

From: Divisional Director
Operations Directorate
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Highways England.
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To: Northumberland County Council
F.A.O. South East Area Team

CC: transportplanning@dtf.gov.uk
growthandplanning@highwaysengland.co.uk

Council’s Reference: 18/03394/REM

Referring to the application referenced above, dated 8 April 2020, for the Reserved Matters Application Relating to 16/00078/OUT - Development of Phase 1 of Proposals Which Include Trunk Road Service Area, Hotel and Innovation Centre Plus Associated Access, Parking, Landscaping and Other Associated Infrastructure on Land West of Lancaster Park, Pinewood Drive, Lancaster Park, Morpeth, Northumberland, notice is hereby given that Highways England’s formal recommendation is that we:

a) offer no objection;

b) recommend that conditions should be attached to any permission that may be granted (see Annex A – Highways England recommended Planning Conditions);

c) recommend that permission not be granted for a specified period (see Annex A – further assessment required);

d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).
Highways Act Section 175B is not relevant to this application.¹

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk.

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<th>Date: 28 April 2020</th>
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¹ Where relevant, further information will be provided within Annex A.
HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

**Further Assessment Required**

Following our review of the application, there remains a number of minor issues associated with the layout, that require addressing:

1. The gradient and form of drainage at the access link from the St Leonard’s roundabout remain of concern. The existing access road has a history of water flowing down the slope and onto the circulatory carriageway. We consider it best if the approach gradient could extend into the site to ensure that water flows to the gullies adjacent to the kerbs rather than flowing straight down the slope. Careful consideration needs to be given to the combination of long-fall and cross-fall on this section and further technical information relating to this, including both long- and cross-sections for the proposed link, is requested;

2. A check will need to be made to ensure that the approach, which has been narrowed back down to a single lane, with the exception of approximately the last 10m, can accommodate the anticipated traffic flows without causing congestion that could result in driver frustration and subsequent risk taking. In the first instance we would request identification of the site arm’s geometric parameter compared to those identified in relation to the analysis undertaken for the wider outline consent, for Highways England to form a view as to the need for any revised ARCADY assessments;

3. The scheme does not identify how the field access (located between the roundabout and the hotel access) is to be provided, further details are requested;

4. An updated Stage 1 Road Safety Audit, or Designer’s Response to the extant audit (as a minimum, depending upon the extent of the geometric modification, advised by the response to 2. above) is required. If we are of the view that a new Audit is necessary, we would need to agree the Audit scope and Audit Team CVs, including a request that an Highways England observer be included within the team. A WCHAR (Walking, Cycling and Horse-Riding Assessment and Review) is also required;

In addition to the above extant matters, further details are requested in relation to the arrangement at the junction onto the roundabout, specifically to ensure that there is
adequate space provided on the splitter island for signs, bollards and pedestrian/cyclist provisions and users.

The recommendation of this non-determination should remain in place, for 6-months, until the 28 October 2020 or until all information is assessed and any issues of concern have been resolved, whichever is the earlier.