

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	West Sussex County Council FAO: Chris Bartlett
FROM:	WSCC - Highways Authority
DATE:	3 January 2023
LOCATION:	Rock Common Quarry, The Hollow, Washington, Pulborough, RH20 3DA
SUBJECT:	WSCC/028/21 The continued winning, working and processing of sand from the existing Rock Common Quarry, the importation of inert classified engineering and restoration material, the stockpiling and treating of the imported material, the placement of the imported material within the quarry void and the restoration and landscaping of the quarry. Further information has been received on 13th December 2022.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the above application for comments on highway safety, capacity and access. The application is to restore the site by importing 2,700,000m³ of engineering inert restoration material over a period of between 8 to 10 years. The transport aspects of the proposals are supported by way of a Transport Statement (TS). The proposals will involve restoration material being bought to the site by a combination of 20-tonne tippers and a variety of smaller delivery vehicles and offload at a new 'restoration material reception area' to be constructed on land forming part of the former Windmill Landfill site.

The LHA sent an initial response in August 2021 where we requested further information from the applicant. This has now been provided and a review of this is provided in the report below.

Previous Usage

When operational, the Windmill landfill site generated over 500 movements a day. These ceased in 2004. This proposal's access junction is identical to the 500 daily movements previously associated with the Landfill.

Latest LHA Comments

The LHA has reviewed the applicants Transport Statement Addendum (TSA) which aimed to address the comments made in August 2021. The 3 areas of additional information

previously raised were:

1. Access and Visibility: Old Hollow is subject to a 60 mph 'National' speed limit. It was advised that a speed survey is undertaken along Old Hollow to ascertain the 85th percentile road speeds. It has now been demonstrated that 160 metres can be achieved in line with the recorded vehicle speeds. The speed survey undertaken in October 2021 confirm the speeds in bot directions are under 50 mph when applying 85th percentile parameters. The splays of 160 metres as outlined are therefore considered acceptable and in line with Design Manual and Bridges parameters.

2. Stage 1 Road Safety Audit (RSA): Whilst it is accepted that the Landfill access was used by Biffa for some years the LHA requested that a Stage 1 RSA was commissioned on the Old Hollow landfill access in line with GG119 parameters given the likely increase in vehicular activity.

As requested the RSA has been completed in accordance with GG119 Parameters. The RSA has identified 1 problem with the access, this relates to the presence of hedgrows in the vicinity of the access. The Auditor has advised that this is maintained to ensure suitable visibility. In the applicants Designer's Response this point is accepted. The LHA would be satisfied that the points within the RSA have now been addressed.

3. Swept Path Analysis (SPA) Diagrams: Within Appendix C of the original TS SPA diagrams have been provided which show two larger tipper trucks passing one another onto Old Hollow, whilst this is shown as workable it is observed that this could be constrained if the two vehicles were to enter the highway at the same time. It was previously advised that a traffic light system operates to ensure that the two tippers do not enter and exit and the same time. The latest TSA does confirm that this will be implemented but it has not given specific detail of how this will be achieved or whether it will be within the site or the public highway. It is assumed it would be the former.

Conclusion

The TSA provides clarity on the speed surveys and visibility splays provided at the point of access. In addition the RSA has been undertaken as requested and the 1 problem observed has been addressed within the Designer's Response.

We would however request some further clarity on the third and final point we previously raised with the applicant. As outlined above we would request some further clarity on how the applicant would anticipate this working in practice.

Jamie Brown
West Sussex County Council – Planning Services