

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	West Sussex County Council FAO: Chris Bartlett
<b>FROM:</b>	WSSC - Highways Authority
<b>DATE:</b>	21 March 2023
<b>LOCATION:</b>	Rock Common Quarry, The Hollow, Washington, Pulborough, RH20 3DA
<b>SUBJECT:</b>	WSSC/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.  More information received.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	No Objection
<b>S106 CONTRIBUTION TOTAL:</b>	n/a

### Background

WSSC 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 2,700,000m<sup>3</sup> 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 Assessment (TA).

The proposals will involve restoration material being brought 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. 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.

The LHA's latest response assesses the latest information and revised plan of the access arrangements provided by the applicant. We have previously commented on the Stage 1 Road Safety Audit (RSA) and Sped Survey data which were agreed in the previous LHA response in January 2023.

### Access and Visibility

In terms of access, deliveries will only be made via the A283/The Hollow access and then use a re-opened existing access for the currently closed Windmill Landfill site which is located 125m to the northwest of the A283/The Hollow junction. This access is currently not in operation therefore some maintenance work will be required to the Windmill Landfill access to make it suitable for deliveries. Old Hollow is subject to a 60 mph 'National' speed limit. The TS acknowledges that visibility to the west is currently impeded by overgrown foliage on the verge on the south-eastern side of the A283.

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 both 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.

### **Swept Path Analysis (SPA) Diagrams**

In lieu of the previously requested traffic light system the applicant has provided a revised drawing numbered 10684/101 revision P3 which includes a widened access point onto Old Hollow. The applicant has widened the access further to try to eliminate any scenario where two large tippers cannot pass one another. The drawing does show that two large tipper trucks can pass one another unobstructed if required.

As outlined in the capacity section below the TA predicted 300 daily 2 way movements which equates to 13-14 in and out or one in and out every 4 minutes. The LHA consider that the likelihood of two tippers being in a situation where they are required to pass one another as low. However, as demonstrated on the latest drawing they can now pass which eliminates any road safety issue and impact on the highway.

### **Stage 1 Road Safety Audit**

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 applicant's Designer's Response this point is accepted. The LHA would be satisfied that the points within the RSA have now been addressed.

### **Capacity**

The total number of daily movements associated with the importation of the inert restoration material is likely to be 300 daily 2-way movements on average, up to 500 maximum. The number of movements from the associated sales of sand will remain unchanged from the currently permitted usage.

The TA includes junction modelling has demonstrated that adopting a worst case, stringent assessment approach, the A283/The Hollow junction would operate well within capacity, with appropriate visibility available in both directions.

### **Conclusion**

Having regard for the history at the site and the additional information submitted the LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 111), and that there are no transport grounds to resist the proposal. Any approval of Planning Permission would be subject to the following conditions:

#### *Access (Access to be provided prior to first occupation)*

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on drawing 10684/101 revision P3.

Reason: In the interests of road safety.

*Construction Management Plan*

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

**INFORMATIVE**

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

**Jamie Brown**  
**West Sussex County Council – Planning Services**