

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	West Sussex County Council FAO: Chris Bartlett
<b>FROM:</b>	WSCC - Highways Authority
<b>DATE:</b>	23 August 2021
<b>LOCATION:</b>	Rock Common Quarry, The Hollow, Washington, Pulborough, RH20 3DA
<b>SUBJECT:</b>	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.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	More Information
<b>S106 CONTRIBUTION TOTAL:</b>	n/a / £ See below for breakdown.

### 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 2,700,000m<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 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.

### 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.

### 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. It is advised that a speed survey is undertaken along Old Hollow to ascertain the 85<sup>th</sup> percentile road speeds.

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. This is within public highway according to the latest Highway Boundary information. The applicant has confirmed that they will undertake a speed survey to ascertain 85<sup>th</sup> percentile road speeds in order to provide the correct visibility splays. It has been indicated that 160 metres could be achieved, which would accord with a 50 mph posted limit in line with Design Manual for Roads and Bridges (DMRB) guidance.

Speed surveys in the current climate are accepted by the LHA. There has not been any embargo on undertaking these. Its' only those surveys recording flows where there's been some further information required. Speeds surveys do not need to be verified. Survey results only need to be verified if the flows are being used for traffic modelling purpose. Assuming School/Public Holiday periods are avoided surveying then surveys can take place.

We would advise that two Speed Surveys are undertaken:

- Along Old Hollow
- A283 junction with Old Hollow

These are undertaken in order to ascertain the 85<sup>th</sup> percentile road speeds in order to apply the correct requirement for visibility at the access.

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

Whilst it is accepted that the Landfill access was used by Biffa for some years the LHA would request that a Stage 1 RSA is commissioned on the Old Hollow landfill access in line with GG119 parameters given the likely increase in vehicular activity.

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

Within Appendix C of the 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 is advised that a traffic light system operates to ensure that the two tippers do not enter and exit and the same time.

### **Capacity**

Previously the Landfill access was used for approximately 500 2-way movements associated with the previous Landfill usage which ceased operation in 2004. As such with appropriate restoration the proposal will generate on average approximately 300 2-way movements, with a potential maximum of 500. The TS includes modelling of the A283/The Hollow junction via Junction 9 software. This demonstrates that the junction operates within capacity with a Ratio Flow to Capacity (RFC) under 0.85.

### **Conclusion**

At this stage the LHA would request some additional information from the applicant on the points raised above within this report. We would be satisfied with the justification

provided on the sites capacity impact however. Once the information has been submitted the LHA would be happy to comment once again on the suitability of the proposals.

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