

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 3rd January 2013

**FROM: Ian Gledhill TO: Horsham District Council
FAO: Sam Dumbrell**

SUBJECT: WSCC/104/13/SR - The continuation of mineral extraction for a two year period and the importation of inert material over a five year period only, to enable the restoration of mineral working at Washington Sandpit for the long term benefit of Sandgate Country Park.

Washington Sand Pit, Hampers Lane, Sullington, West Sussex, RH20 4AF

RECOMMENDATION:

Advice	<input type="checkbox"/>	Modification	<input type="checkbox"/>	More Information	<input checked="" type="checkbox"/>
Objection	<input type="checkbox"/>	No Objection	<input checked="" type="checkbox"/>	Refusal	<input type="checkbox"/>

There would be no highway safety or capacity objection in principle.

This proposal is supported by way of a Transport Assessment.

West Sussex County Council, acting as Local Highway Authority, has already offered comments on a separate planning application (WSCC/086/13/SR) seeking the extension of the extraction period at the sand pit for a further two years. The extension of the extraction period was considered acceptable as this would continue the activities that have been occurring on the site for a number of years without any apparent highway safety impact. The figures used to estimate the potential number of vehicle movements could be questioned (for example, what is the volume of 16 tonnes of material and could this fit into a typical vehicle used?). As extraction has been occurring there would be no reason as part of the current application to come to a different conclusion to that already reached as part of the above quoted planning application.

The current application also includes the importation of material to restore the mineral site. This process would run concurrent with continued extraction of sand. An estimate of 261,500 cubic metres of material would be required for this process. A figure of 270,000 cubic metres has been used for the purposes of the traffic assessment. Average loads of 9 cubic metres per vehicle are used to determine the total number of vehicle movements. Based upon the total volume of material required and the vehicle size, a total of 60,000 loads would be required. Taking the restoration period, number of working days and hours, the Applicant calculates that the restoration would result in 22 one way (44 two way) HGVs per day or 3 one way (6 two way) HGVs per hour. These figures have been checked and are considered robust.

The Applicant does assume a flat arrival and departure profile with a regular 6 HGVs per hour. In reality, the number of HGVs per hour will vary dependent upon the source of the material and the travel time. Based upon experience of other sites, it is more likely that arrivals would be weighted towards a core of 4 to 5 hours within the centre of the day. Assuming in a worst case that 75% of movements arrive and depart between 0900 and 1300, this would still only equate to approximately 8 HGVs movements per hour.

The submitted TA considers the capacity impact of this proposal alongside the continued sand extraction. It should be noted that whilst capacity assessments have been provided, this proposal does not meet the WSCC threshold to require off-site capacity assessments. This remains the case applying the 75% worst case arrivals and departures. Even so the outputs

from the modelling work indicate that this proposal would have no material impact upon highway capacity.

A key point is HGV routing. Storrington village centre is a designated Air Quality Management Area. The impact upon air quality from the additional HGV traffic through the village may need to be appropriately assessed and the Environmental Health Officer at Horsham District Council may need to be consulted. The TA specifies that existing and future HGV routing would be via the A283 to the east only. No HGVs are anticipated to arrive or depart via Storrington. As the source of the material to be imported is not stated and is presumed to be unknown at this stage, it is unclear if the suggested routing is realistic. A routing agreement may be required to control from which direction vehicles arrive and depart the site. The HDC EHO should confirm whether mitigation (a routing agreement for example) is necessary.

Alterations to the existing access onto the A283 have already been approved as part of a separate planning application (DC/10/1457) related to the redevelopment of the adjoining site. The merits of these works in terms of access into the Washington Sand Pit would have been considered and accepted as part of the permitted application. The access improvement works will be implemented as required by the conditions on the related planning consent. The current application is not reliant upon these access improvements and the existing access would remain acceptable should the permitted DC/10/1457 not be implemented.

In principle, there would be no highway safety or capacity objection.

Should this planning application be permitted, the following condition would be recommended.

Wheel Washing

No development shall be carried out on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with details provided by the Local Planning Authority and such facility shall be retained in working order and throughout the period of work on site to ensure the vehicles do not carry mud and earth on to the public highway, which may cause a hazard to other road users.

Reason: In the interests of road safety.

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