

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 8th October 2012

**FROM: Dominic Smith TO: West Sussex County Planning
FAO: Chris Bartlett**

SUBJECT: WSCC/052/12/WC

Siting and development of temporary borehole, well site compound and access road including all ancillary infrastructure and equipment, on land at Wood Barn Farm, for exploration, testing and evaluation of hydrocarbons in the willow prospect.

Wood Barn Farm, Adversane Lane, Broadford Bridge, Billingshurst, West Sussex

RECOMMENDATION:

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

The application seeks permission for the siting and development of a temporary exploratory facility. Access to the highway is taken directly from Adversane Lane and the applicant has engaged the Highway Authority during pre-application to determine the scope of assessment that would be required to accompany the application.

The Highway Authority have previously provided comment in response to an Environmental Scoping Opinion, indicating that the figures provided in respect of traffic movements could be considered representative of the anticipated generation should development be permitted, and that the thresholds that would require full junction capacity analysis have not been exceeded.

Sustainability

The site is poorly located in respect of access to sustainable modes of transport as a viable alternative to the use of private vehicles. There is no footway provision to and from the site and pedestrians would be expected to share the carriageway of the adjacent Adversane Lane. A recorded 85th percentile speed of 55mph, coupled with a regular flow of HGV movements, would make the conditions intimidating to a pedestrian and this is unlikely to be a safe or viable alternative mode of transport.

There are no dedicated cycle facilities in the vicinity of the site and cyclists would be required to share carriageway space. A handful of settlements site in a 5km catchment from the site, a figure considered to be a reasonable maximum cycle journey. There are a number of low volume, low speed rural roads extending from the settlements although cyclists would have to use Adversane Lane in order to enter the main site access. The nature of Adversane Lane is likely to be conducive to use by experienced and confident cyclists only.

There are no public transport services within a reasonable distance from the site.

Whilst the site is considered is in a poor location in respect of transport sustainability it is acknowledged that such a use is unlikely to generate much demand for alternatives to private transport. Many of the journeys will be related to the carriage of plant or materials or by

technicians requiring particular equipment. As such, it is not considered that transport sustainability would be sufficient grounds to resist the application.

Capacity

The applicant has broken down the vehicular generation into 4 phases and it is anticipated that the second phase, relating to the mobilisation of the drill rig and drilling operations will have the greatest impact during peak hours. This phase is expected to last six weeks and will generate approximately 15 AM peak hour movements.

Such a level of movement is significantly less than the 30 movements per hour that would indicate the requirement for full junction capacity assessment. It is not considered that the development will have a material capacity impact on the operation of the highway network.

Given the low volume of vehicular generation and the imperceptible impact this will have on the highway network, it is not considered necessary for the generation to be assessed cumulatively with other developments.

Access

It is proposed that a field access onto Adversane Lane will be modified to provide access through the duration of the construction period. It is proposed that a right in, left out arrangement will be operated in order for all large vehicles to be routed to and from the recognised lorry route of the A29.

Visibility splays have been provided in accordance with Design Manual for Roads and Bridges standards and extend 215m from a set back of 2.4m. These should be kept clear from obstruction above a height of 1.05m. Signage has been proposed on the approach to the access to alert other drivers of the presence of a junction.

The applicant will be required to enter into a Section 278 Agreement to cover any works on the highway. A bound surface extending 15m from the edge of the carriageway would be considered sufficient, and wheel washing facilities should be provided to prevent mud or other debris being deposited onto the highway. Such detail should be put forward within a Construction Management Plan (CMP) and it is recommended that a condition requiring the approval of such a document prior to the commencement of development be included should the development be permitted.

The access road width of 4.5m is sufficient to enable two car size vehicles to pass one another, although large vehicles will require the passing spaces in order to pass. Given the number of vehicles generated by the site it is unlikely that there will be a frequent need for LGV's to pass one another, however, the position of the passing place in proximity to the access will enable a passing vehicle to stand clear of the highway. It is also anticipated that the contractors will be in contact via radio and will be able to coordinate access/exiting of the site accordingly; further detail of such management should be provided via the CMP.

A 'Road Safety Audit' Stage 1 has been submitted in support of the application. In accordance with the WSCC Road Safety Audit Policy, this should be accompanied by a 'Designer Response'. We would not be in a position to approve the proposed access arrangement until such a time that a 'Designer Response' is submitted and reviewed.

General

It is understood that local concern has been raised in regard to road safety at both the Marringdean Lane/Adversane Lane and the A29/Adversane Lane junctions. Given the low number of movements associated with the proposed development, it is not considered that conditions will be worsened as an impact of the development. There would be an approximate increase in peak hour movements of 3.6% and an overall daily increase of 1.9%, both of which are within reasonable variations in daily traffic flow. At peak generation and during the AM peak, the

development will add an average of 1 additional movement onto the network every 4 minutes for the course of the hour, or 1 movement every 17 minutes over the course of a 10 hour working day. I would anticipate that a number of these movements would be carrying specialist equipment and are likely to be taking care of their loads, whilst some would be escorted by a police presence.

Notwithstanding this, I understand that the applicant is exploring the possibility of introducing a temporary speed restriction during the period of construction. The applicant should approach the WSCC Traffic Engineer for Billingshurst on 01243 642105 in order to make an application for any temporary restriction.

A Construction Management Plan would be required and should provide detail of measures of mitigation proposed to offset the impact of development, including signage, wheel washing, temporary speed restrictions, routing agreements etc.

Summary

The Highway Authority raises no objection to the principle of development but would require a 'Designer Response' to the Road Safety Audit: Stage 1, addressing the points highlighted by the auditor, to be submitted for review.

Should the 'Designer Response' be considered satisfactory and the Planning Authority be minded to permit the development, the Highway Authority would recommend the following conditions.

Access

No development shall commence until the vehicular access serving the development has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Prevention of Surface Water Draining onto Public Highway

No part of the development shall be first occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority to prevent surface water draining onto the public highway.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 215 metres have been provided at the proposed site vehicular access onto Adversane Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 1.05 metres above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety

Access Road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Turning space

No part of the development shall be first occupied until the vehicle turning space has been constructed within the site in accordance with the approved site plan. This space shall thereafter be retained at all times for their designated use.

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),
- measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security,
- details of public engagement both prior to and during construction works.

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

Informatives

Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with 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.

Dominic Smith
Strategic Planning