

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	West Sussex County Council FAO: Chris Bartlett
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	15 October 2019
LOCATION:	Lower Stumble Exploration Site, off London Road, Balcombe, RH17 6JH
SUBJECT:	WSCC/071/19 Remove drilling fluids and carry out an extended well test. This proposal is a two-stage activity: , 1) Pumping out previously used drilling fluids to ascertain any oil flow (up to 4 weeks) , 2) Should oil be seen to flow, an extended well test would be carried out over a period of 3 years.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

Summary

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), has been consulted on the proposed activities of 1) Pumping out previously used drilling fluids to ascertain any oil flow (up to 4 weeks) , 2) Should oil be seen to flow, an extended well test at Lower Stumble Exploration Site. London Road, Balcombe.

Having reviewed the technical documents submitted in support of the application, and in utilising documents relating to previous applications/permissions on the site, no objection is raised subject to conditions.

Transport Assessment

A traffic and transport technical note has been submitted by the applicant. The report details that the trip generation would be largely the same as those approved under planning ref WSCC/040/17/BA .

Site Access

The site has previously been used in a gas and oil exploration capacity and benefits from an existing access onto the B2036 London Road. No alterations are proposed to the access. Whilst the junction was previously safety audited in 2010 in relation to a previous application the

trip generation detailed by the applicant is not sufficient to warrant a new audit being undertaken.

Existing Traffic/Trip Generation

A January 2018 traffic survey ref: 00004431 in close proximity to the site access is available to view on the WSCC Traffic Monitoring database. The survey details the 5 day average flow is 3122 vehicles over a 24 hr period. Of the average 3122 vehicles, 96 daily movements are by HGVs.

The following table replicates the information that which has been provided for previous applications on the site.

Activity	Timescale	Total two way movements	Maximum Per Day (two way movements)	% increase in HGV flows
Mobilisation / equipment set up	1 week	65	20	21
Pumping (removal of drilling fluid)	1 week	97	23	24
Mobilisation / equipment set up	1 week	65	20	21
Flow Test	52 to 156 weeks	When Flowing: Approximately 97 two-way movements. This equates to an average of 6 two-way vehicle movements per day. When Shut-in: Approximately 8 two-way movements. This equates to an average of 2 two- way vehicle movements per day.	23 4	24 Average 5 4

Given the temporary nature of the movement and the limited average increase on existing HGV traffic for the duration of the flow test it is not considered that the proposal will have a material impact on the operation of the network.

In addition to the above HGV movement the TN estimates up to 22 car/van movements may be generated by the activities at the peak with a typical value of 16 movements during site mobilisation and just 8 movements during the flow testing stage.

Routing

The applicant proposed utilising the routing that was identified in the previous permission, which provides the most direct route to junction 10a of the M23. Local concern regarding routing through Balcombe is acknowledged and the LHA would recommend that the Traffic Management Plan is secured via condition in order to restrict the timings of HGV movements; for example, outside of school drop off and pick up times.

Conclusion

No objection is raised to the application subject to the securing of the construction management plan.

Stephen Gee

West Sussex County Council – Planning Services