

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	West Sussex County Council FAO: Chris Bartlett
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	18 September 2020
LOCATION:	Lower Stumble Exploration Site, off London Road, Balcombe, RH17 6JH
SUBJECT:	WSCC/045/20 Remove drilling fluids and carry out an extended well test
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No objection
S106 CONTRIBUTION TOTAL:	n/a

The application is for the removal of drilling fluids and to carry out an extended well test at Lower Stumble Exploration Site, off London Road, Balcombe. The application is similar to form to that of ref: WSCC/071/19 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 in which the highway authority raised no objection subject to conditions. The application was withdrawn prior to determination.

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.

A transport note has been submitted with the application which details the trip generation, this would largely be the same as accepted and approved with regard to a previous application at the site ref WSCC/040/17/BA.

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.

Trip Generation

The estimated HGV movements are detailed within Table 1 of the Transport Note. The maximum daily HGV two-way movements per day are 16 during 3 weeks of the 86week timescale, during 62 weeks of the timescale HGV flows would be at or below 4 HGV two-way movements.

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 an updated Traffic/Construction 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/traffic management plan.

Stephen Gee
West Sussex County Council – Planning Services