

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Protreat FAO: Chris Williamson
FROM:	<u>Stephen Gee WSCC</u> - Highways Authority
DATE:	20 November 2020
LOCATION:	Woodland Site, Old <u>Pallinghurst</u> Estate, <u>Loxwood</u> Road, <u>Loxwood</u>
SUBJECT:	Internal Reference: PRE- <u>107-20</u> Excavation of minerals and the development of a construction materials recycling facility. Clay pit development and construction materials recycling facility - 42 HGV movements per day Monday to Friday. Follow up submission.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Woodland Site, Old Pallinghurst Estate, Loxwood Road, Loxwood.

I refer to your consultation in respect of the above planning application and would provide the following site specific comments.

A technical note has been prepared to support the proposed development of clay extraction and construction of a materials recycling facility at Loxwood Claypit.

Access

The site would be accessed via the existing layby on Loxwood Road.

Speed surveys and ATCs have been undertaken and indicate 85th % speeds are 43.7mph northbound and 45mph southbound to the east of the site and 51.5mph westbound and 50.6mph eastbound to the west of the site.

The visibility splays calculations undertaken have included a wet weather adjustment however since the publication of CA185 these should not be included. The revised splays should be presented.

It is noted that the left hand visibility splay would not meet DMRB standards. Possible options to address include providing splays to an offset, revisiting the access proposals or applying for a departure from standards.

Forward visibility for westbound vehicles should be shown due to vehicles turning out of the site over running the centreline.

A stage 1 RSA would need to be undertaken to support a planning application. A Designers Response in line with Appendix F of GG119 should be also be provided. I would be happy to look at any response in advance of any application.

Access Road within the site

Information would be required to show that the internal access road is suitable to allow vehicles to pass each other and appropriate turning facilities are provided.

Trip Generation

It is anticipated that the development would not exceed 42 two way trip a day and as such it is likely a planning condition would be suggested to this limit.

HGV routing

It is understood the preferred option for HGV routing is to the east of the site to join the WSCC lorry network at the A281.

Road widths have been provided along the route and indicate one area where the carriageway narrows to 5.1m for approximately 80m close to Exfold Farm.

Whilst the potential for HGVs to meet each other would be low it is recommended that the potential to widen the carriageway is explored.

Parking

It is understood additional parking would be provided to offset any spaces lost within the layby to ensure HGVs can safely pass.

A TRO would be required to enforce any no parking restrictions (current cost of the S106 is £7,500)

CMP

The following are likely to be required as part of any construction management plan:

- Wheel washing facilities are likely to be provided at both ends of the access road; and

- A Section 59 agreement may be required to ensure HGV any damage from HGVs to the local highway network is repaired. It was indicated that the layby would be resurfaced.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of any proposed highway works, including plan identified departures from standards
- Final Stage 1 Road Safety Audit of site access and any proposed highway works, with designers response and including amended plans.
- A Transport Statement/Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported by calculations.

Stephen Gee
Planning Services