

EST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	West Sussex County Council FAO: Chris Bartlett
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	03 August 2021
LOCATION:	Pallinghurst Woods, Loxwood Road, Loxwood, West Sussex RH14 0RW
SUBJECT:	WSCC/030/21 An application for planning permission for a clay quarry and construction materials recycling facility (CMRF) for CD&E wastes including the use of an existing access from Loxwood Road, the extraction and exportation of clay and restoration using suitable recovered materials from the CMRF to nature conservation interest including woodland, waterbodies and wetland habitats.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	

The application is for the extraction of clay and construction material recycling facility at Pallinghurst Woods, Loxwood Road, Loxwood. Pre application discussions with the applicant took place in November 2020.

Access

The site is to be accessed via an existing access into a Layby to the north of Loxwood Road. The width of the access road through the layby is to be widened to accommodate HGVs and retain the existing carriageway used for parking. It would be beneficial to provide a drawing of the improvements including widths and surfacing including areas for parking.

ATCs have been undertaken to the east and west of the site access in June 2020 whilst this was during a Covid lockdown the use of the speed data is acceptable. The transport technical note has provided 85th% speeds based on a wet weather adjustment. As detailed within the pre application advice the wet weather adjustment should not be applied (in line with the requirements of CA 185)

It is noted that the splays of 2.4m x 105m and 2.4m x 150m are achievable but would not meet DMRB requirements. No departure for standard has been applied for.

A Stage 1 Road Safety Audit has been provided on the site access and identifies 5 issues which the designer accepts. A GG119 Appendix F compliant designers response should be provided in word format to allow for WSCC commentary to be provided and actions to be agreed.

Swept Path analysis has been provided for the largest anticipated HGV (type 3 tipper/ 32 tonne) and shows a vehicle would be able to enter the layby with a car waiting at the junction, however on exiting the junction a HGV would require the whole access width to exit onto Loxwood Road without crossing the centre line.

Should a HGV not utilise the whole site access then it is likely that the HGV would over run the centre line of Loxwood Road where a vehicle travelling westbound would have a maximum of 74m forward visibility compared to a requirement of 111m.

Access Road

Once north of the public highway access to the site would be along a 1.6km track, two passing places of a 7.5m carriageway and 20m length would be provided along the route. The applicant would surface the road in Type 1 material and provide a new bridge to ensure the route is suitable for HGVs.

Sustainable Transport

Comments on the impacts on the rights of way should be sought from the WSCC PROW team.

No cycle routes or bus routes are provided in the vicinity of the site however it is noted that the environmental statement offers an employee car sharing scheme, secure cycle storage, electric bike voucher and EV charging infrastructure as mitigation towards the 5 year damage cost calculator.

It is noted that the presence of HGVs has the potential to decrease the perception of safety for Non Motorised Users.

Trip Generation

It is anticipated the site would be served by type 1,2 or 3 Tipper Trucks (Gross weights of 18/26/32 tonne) Should the smallest trucks be used a total of 42 two way movements (21 in / 21 out) would occur a day. Given these would be spread out across the working day (8am – 6pm) they would unlikely result in a severe impact across the wider network.

No details of the additional trips that the site would be anticipated to generate such as staff /maintenance trips etc and should be provided.

Trip Distribution

The closest section of the WSCC lorry route is located to the east of the site at Bucks Green via Loxwood Road. Loxwood Road is generally at least 5.5m wide which would allow two HGVs to pass. A section of circa 80m west of Exfold Farm narrows to 5.1m, HGVs would be able to pass with care (each type 3 tipper/ HGV being a width of 2.495m) or utilise the forward visibility to pass at a wider area.

Section 4.3 of the planning statement details

"Access to the site will be primarily along Loxwood Road to the nearest part of the Lorry Route Network commencing from the junction of Loxwood Road with the A281 at Bucks Green"

This suggests that HGVs may exit the site westbound towards Loxwood and as such clarification to the statement or additional vehicle tracking should be provided.

Parking

No details of on-site parking or vehicle tracking on site are provided within the TN however the application form states 9 spaces, 1 motorcycle space and 6 cycle parking spaces would be provided, there would appear to be appropriate space for these activities, and it is noted the details of car parking could be secured via condition.

Layby considerations.

No information has been provided on the use of the layby by the public or measures proposed to restrict parking from the access road.

No details have been provided as to how HGVs would be restricted from taking the eastern access from the layby on exiting the site.

Wheel Washing

The applicant indicates wheel washing facilities would be provided/undertaken, mud control grids installed and if necessary, a road sweeper utilised to remove mud from Loxwood Road. A community liaison committee is also proposed to discuss operations/identify concerns/resolve issues.

Personal Injury Accidents

A single additional PIA has been recorded on Loxwood Road since the production of the transport statement involving cyclists being unseated by a horse which would not affect the consideration of this application.

Conclusion

Additional Information is required to assess the application:

- Revised visibility splays, should these not be achievable a departure from standard should be applied for.
- GG119 Appendix F compliant designers response (in word format)
- Staff Trip Generation Information
- Westbound HGV tracking or clarification on planning statement para 4.3
- Details on layby parking, any restrictions proposed and HGV routing on exit.

Stephen Gee

West Sussex County Council – Planning Services