

John Russell

From: Russell, J.N. (John)
Sent: 24 June 2013 08:20
To: Massingham, J (Jenny) - Celtique Energie Holdings Limited; Stuart Catterall (StuartCatterall@celtiqueenergie.com)
Cc: Thomas Reynolds (thomas.reynolds@ppsgroup.co.uk); Paul Kelly (paul.kelly@ppsgroup.co.uk)
Subject: FW: Gas and oil Exploration - Wisborough Green

Hello All

In advance of this evening, please see below comments from Dominic Smith who is the highways DC officer at West Sussex. I would note this was sent late Friday night to ensure that we had his feedback today so I for one am extremely impressed at the commitment.

The Road Safety Audit is also a point Dominic made for the Broadford Bridge access but he is here suggesting we include the route along Kirdford Lane in the audit. Whilst RDHV can undertake safety audits and I know that our auditors would be wholly neutral (if anything over-zealous with in-house designs!), my recommendation here would be to have an independent auditor in order to reinforce the neutrality of the process. The auditor would recommend mitigation measures to overcome areas he considered to have potential safety concerns during the works. These may include temporary traffic lights at some locations.

Turning to the bridge, I have been promised a response today from West Sussex but verbally they tell me they don't see a problem with the weight of the drilling rig vehicle.

Kind regards

John

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From: Dominic Smith [<mailto:dom.smitz@ntlworld.com>]
Sent: 21 June 2013 23:15
To: Russell, J.N. (John)

Cc: Dominic.Smith@westsussex.gov.uk

Subject: Re: Gas and oil Exploration - Wisborough Green

Good evening John,

Thanks for providing this detail; sorry for having to send this from a private email - I'm on annual leave from Monday and my remote email facilities at the Council leave a lot to be desired. No better way to spend a Friday evening than finishing up a bit of work.

If I recall correctly, the project looks broadly similar to the Adversane Lane scheme? The proximity to the advisory lorry network is a positive so its only that small stretch between the A272 and the site access that really needs to be focused on.

In terms of the number of traffic movements although they obviously represent an increase, given the temporary nature and the movements and the relatively low volume it is unlikely that they would have a capacity impact that could be considered 'severe'. We wouldn't require junction capacity analysis as the hourly threshold would not be exceeded.

In terms of the route I think you indicate a left in, right out arrangement with all movements being routed to and from the A272? This minimises the distance travelled away from advisory lorry network; I haven't had the chance to visit the site yet but I've had a look at various mapping programs. Is the access being taken where the double wooden gate currently is? If so, I think it would be beneficial to avoid the need for vehicles to turn right into the site as forward visibility looks quite restricted. I note there is a bridge on the approach to the site; are there any weight restrictions? It would probably be useful to demonstrate the largest vehicle to access the site can get across without striking it.

Attachment 'Chapter 10.4' was site sections as opposed to the site access drawing suggested in the transport chapter of the EIA so I haven't had a chance to review the access arrangements. Given the derestricted nature of the road it would be beneficial to establish the 85th percentile speeds either side of the access in order to set the visibility splays as I imagine 215m isn't achievable but speeds are unlikely to be in the region of 60mph. I note that there is a lot of vegetation and that some of this might need to be trimmed back but if an x distance of 4.5m, or failing that 3m, can be achieved then that is likely to be preferred given the nature of the vehicles using the access. We would also require the usual swept paths, Stage 1 RSA, Designer Response etc.

Whilst on the subject of RSA's, it might be beneficial to get the Auditor to review the construction route whilst on site auditing the access. We did something similar for a sensitive location in Crawley where there was quite a bit of construction traffic routing through a residential area to deliver soil for a driving range. It was a similar kind of scenario - short term, largish number of HV's delivering material etc and the Auditor highlighted areas that required signage, temporary speed limit etc as mitigation during construction. It essentially directed the construction management plan (CMP) and helped give assurance to local residents and Councillors that safety would not be adversely impacted during operations.

Happy for a CMP to be secured via condition and it would be worth considering how movements can be managed to avoid the need for HV's to pass one another on Kirdford/Durbans Road. We might recommend that a Section 59 Agreement is entered into but this is something I'll consult our Asset Management team on going forward.

Sustainability - I agree, probably not much you can do to encourage modal shift. I'll reference the 'take into account nature and location of the proposed development' part of the NPPF (paragraph 29?) in my report to the District on this aspect, as there would be little benefit of improving links given temporary nature and the limited benefit it would offer.

That's all I can think of for now but if you have any queries or should anything crop up during your meeting on Monday I'll be happy to discuss. On an aside, I haven't heard from Mr Buchannan yet - feel free to pop the assessment over for that site once produced.

Kind regards,

Dominic

----- Original Message -----

From: Dominic.Smith@westsussex.gov.uk
To: dom.smitz@ntlworld.com
Sent: Friday, June 21, 2013 1:18 PM
Subject: Fw: Gas and oil Exploration - Wisborough Green

[Dominic Smith](#) | Planner, Strategic Planning, [West Sussex County Council](#) | Location: 2nd Floor, Northleigh, County Hall, Chichester, PO19 1RH
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Think sustainably. Do you have to print? Can you double side? Do you need colour?

----- Forwarded by Dominic Smith/SU/WSCC on 21/06/2013 13:18 -----

"Russell, J.N. (John)" <john.russell@rhdhv.com>

To "Dominic.Smith@westsussex.gov.uk" <Dominic.Smith@westsussex.gov.uk>
cc

17/06/2013 11:01

Subject: Gas and oil Exploration - Wisborough Green

Hello Dominic

Following our conversation last week, attached is the draft transport EIA chapter for our proposals at Wisborough Green. If you are able to provide me with any comments by the end of this week that would be marvellous. We have an evening meeting with Kirdford and Wisborough Green parish councillors next Monday and it would be useful to pass on any thoughts.

On a related matter, we also spoke about one local at Fernhurst who was asking about traffic survey data. For information we have moved the counter nearer to the Haslemere Road. I am still unsure how long the water board will be out as neither there or your colleagues in Streetworks seemed to be aware that there was a road closure on Vann Road which is a little worrying! Anyway the same local has asked for information on who to contact at the Council regarding traffic assessment. I wouldn't pass any details on before first speaking to you (I called earlier and have left a voicemail) about what the protocol is for members of the public contacting officers to discuss applications. If you could let me know that would be great.

Many thanks for your help.

Kind regards

John

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