

John Russell

From: Dominic.Smith@westsussex.gov.uk
Sent: 16 July 2013 16:18
To: Russell, J.N. (John)
Cc: Chris.Bartlett@westsussex.gov.uk
Subject: Re: Wisborough Green - oil and gas exploration site

Hello John,

Thank you for this information and for the review of the alternative route.

Although likely to be unpopular and amenity issues aside (I've copied the Planning Case Officer who might be able to offer some input on that side of things), from a purely technical perspective I think the preference would still be for the construction vehicles to take the most direct and shortest route from the A272. The alternative route appears to introduce some potential safety hazards; although some of this can be mitigated by physical improvement, the issues mitigated signage wouldn't remove the problem entirely but the residual impact could be avoided by using the original route.

It could be that any vehicles routing through Wisborough could be subject to controls to minimise their impact, such as operating outside of school travel times, outside of school holidays, not at weekends, subject to a construction vehicle speed limit of 20mph or being brought through in convoy with supporting vehicle as a means of traffic management etc.

However, with that said, I have consulted our local Community Officers to see if they have any thoughts that they would like to offer. I've highlighted the urgency of the matter and I'll pass on any comment once received.

Kind regards,

Dominic

<p>Dominic Smith Planner, Strategic Planning, West Sussex County Council Location: 2nd Floor, Northleigh, County Hall, Chichester, PO19 1RH Internal: 53597 External: +44 (0) 1243 753597 E-mail: dominic.smith@westsussex.gov.uk</p>

Think sustainably. Do you have to print? Can you double side? Do you need colour?

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

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

09/07/2013 18:16

Subject Wisborough Green - oil and gas exploration site

Hello Dominic

I have tried calling but keep getting cut off. We have new phones in our office so I expect it is a problem our end so I will keep on trying. However I thought I would drop you an e-mail to set out my thoughts on the alternative route to the proposed exploration site at Wisborough Green.

Just to remind you of the background which we discussed, our preferred route for construction traffic is from the A272 through Wisborough Green and along Kirdford Lane. The only technical challenge we have is the right-angled bend

on Kirdford Road just to the east of the Skiff Lane junction with Kirdford Road. Our suggested proposal would be to provide temporary signing on both approaches to this corner advising traffic to slow due to construction traffic. Notwithstanding the technical aspects of the route and what we would agree are the very low volumes of traffic using it, there is a ground swell of local objection to construction traffic travelling through the village no matter how low the volumes and no matter how temporary.

The alternative route would be A272 / B2133 / Skiff Lane. This is longer than the direct route through the village but avoids the village entirely. I went out last Friday and walked the alternative route. Before we take this proposal any further, I was hoping to get some feedback on the potential constraints and opportunities to overcome these. I list these below:

- 1) Problem: Junction with A272 / B2133. Fast moving traffic and sub-standard visibility. Recommendation: advance signing on all approaches of turning construction traffic.
- 2) Problem: left turning traffic from B2133 into Skiff Lane cannot undertake this manoeuvre without swinging into the on-coming carriageway. Recommendation: highway verge to the west of Skiff Lane is very wide and either temporary matting or more permanent works such as grasscrete can be provided to enable traffic to turn left. This would be backed up by temporary signing on all approaches warning of turning construction traffic.
- 3) Problem: narrow bridge half way along Skiff Lane. Recommendation: Install priority shuttle working (signs and road markings). This could be temporary or left as a permanent feature.
- 4) Problem: traffic turning right from Skiff Lane in to Kirdford Road. Sub-standard visibility to the left around right-angle bend. Recommendation: advance signing on all approaches of slow moving, turning construction traffic.

Notwithstanding our willingness to provide an alternative route in response to public consultation concerns, it would be helpful to fully understand what the county's view of it would be should we submit it with the above measures suggested?

I will try and get through to you tomorrow by phone but please feel free to call first!

I look forward to speaking to you

Kind regards

John

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James Neave

From: Dominic Smith
Sent: 17 February 2014 16:04
To: James Neave
Subject: RE: WSCC/083/13/KD

James,

In response to your email I can advise the following.

The relevant policy information is as follows;

Local Transport Plan 1.4.9

- maintaining and promoting lorry route network for main lorry movements in the County
- identifying and assessing lorry routes for construction traffic and site which require high levels of HGV movements, such as mineral extraction and waste sites

Lorry Route Network

- 2. 'Local Lorry Routes'; used for starting or final leg of longer distance lorry trips or for travelling between built up areas in West Sussex.
- 3. Local access trips using roads not shown on the map must be made in accordance with traffic signing and these roads should be avoided as far as possible

The LHA approach is to minimise travel distances on local roads by identifying the most direct route that is not considered to detrimentally impact highway safety or service.

Putting aside the policy considerations and looking purely from a technical perspective there is insufficient information provided as part of the Applicant's assessment to determine whether the alternative route would be considered safe. A similar process to that undertaken for 'Route 1' would be required, including an assessment of the haul route from the primary road carried out by a independent Road Safety Auditor. However, I would concur that there are several locations where there are safety concerns.

Vehicles approaching from the south along the B2133 would be required to undertake a very tight turn and would result large vehicles entering the opposing traffic flow or failing to make the turn. This could lead to rear shunt accidents by vehicles suddenly slowing, or head on and side impact collisions where large vehicles are struck by oncoming traffic mid turn. Junction improvements could be sought to mitigate and would require the provision of temporary or permanent widening to the junction. However, this could lead to smaller vehicles leaving the B2133 and entering Skiff Lane at much higher speeds.

There is sub-standard visibility at the A272/B2133 junction due to the alignment of the road and the presence of vegetation; this could lead to side impact collisions from vehicles pulling into the carriageway, or rear shunt accidents from sudden emergency braking.

A couple of things that are not mentioned in the 'Route 2' assessment that I observed on-site;

- Visibility at the Skiff Lane/Kirdford Road junction is sub-standard due to the road alignment

- There is a narrow bridge half way along Skiff Lane, however, this could be overcome through traffic management measures

Without the full assessment, including view of a Road Safety Auditor, it is difficult to conclude whether the route could be considered acceptable after measures of mitigation. However, I have concern given the constraints to visibility where large, slow moving vehicles would be expected to enter a derestricted flow of traffic of relatively high volume. While mitigation such as junction widening and vegetation clearing is practical, other factors such as road alignment are more difficult to overcome. Signing could be used to alert other road users to the presence of large vehicles but this would not enhance the visibility. Visibility could be enhanced to a degree by clearing as much vegetation as possible from the side of the carriageway but is likely to make only a minor enhancement and unlikely to bring visibility up to suggested levels.

The Road Safety Audit of the proposed 'Route 1' indicated that the route was generally considered acceptable with some intervention required in respect of overgrown vegetation. Junctions are onto roads with slower speed limits and therefore reduced visibility requirements. The length of the route 1 minimises the amount of time large vehicles spend away from the network; route 2 results in longer journeys on a route that is likely to retain sub-standard elements with higher speed limits and therefore increasing the likelihood of conflict. If route 2 is pursued I would recommend further assessment of the route is undertaken with proposals to mitigate identified issues prior to determination.

Neither route is considered to have operating capacity constraints.

I trust this assists but if you have any queries please do not hesitate to contact me.

Kind regards,

Dominic

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From: James Neave
Sent: 06 February 2014 14:13
To: Dominic Smith
Subject: WSCC/083/13/KD

Dominic,

As discussed earlier today, I would like a Highways view with regard to the applicants alternative routes assessment (within ES chapter 10). Please could your review include an assessment of the acceptability of the two additional traffic routes considered (via Kirdford road to the A272 at Petworth/via Skiff Lane and the B2133) in terms of highways safety and capacity. In particular;

- Whether either route is likely to be acceptable (subject to improvements or otherwise);
- Whether you agree with the constraints identified;
- What scale/nature of potential junction improvements might be likely to be required (a number are identified for route 2);
- Whether you agree that the proposed option (via Wisborough Green) is the best in terms of highways safety and capacity.

In addition to that above, I would be grateful if you could set out the highways policy context for determining appropriate routing of HGVs to the highways network from rural location.

Many thanks in advance,

James Neave

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Subject: Wisborough Green Hydrocarbon Exploration

From: Jane Moseley
Sent: 06 May 2014 14:15
To: Jenny Massingham; Lucy Wood (Lucy.Wood@bartonwillmore.co.uk) (Lucy.Wood@bartonwillmore.co.uk)
Subject: JM JMass fwd highways comments alt route 6May14

Jenny/Lucy

Please see below from our Highways officer regarding the Wisborough Green application. This information is not essential to the determination of the application, but it would be useful for you to provide it, particularly given the importance of HGV routing to this application.

Kind regards
Jane.

[Jane Moseley](mailto:jane.moseley@westsussex.gov.uk) | Principal Planner, Communities & Infrastructure, [West Sussex County Council](http://www.westsussex.gov.uk) | Location: Strategic Planning
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From: Dominic Smith
Sent: 02 May 2014 13:41
To: Jane Moseley
Cc: Alex Jack
Subject: Wisborough Green Hydrocarbon Exploration

Jane,

In light of recent debate at the Balcombe Committee I wanted to raise the issue of vehicle routing with you. At present, we have indicated that our preferred route for vehicles is the most direct to the 'Advisory Lorry Network' which would route vehicles through the centre of the village. From a technical perspective we are satisfied that this is not detrimental to safety or capacity (although there are other planning matters such as amenity that should be considered).

A second route via Skiff Lane has been ruled out as it would result in a significantly extended journey on local roads where a shorter and suitable route is available, and that there are potential safety concerns relating to the junction at the north of Skiff Lane and at the point where the vehicles then join the A272. This recommendation has been based on the professional view of both the consultants acting on behalf of the applicant and that of officers of Local Highway Authority.

However, while similar advice was offered at the Balcombe site a number of the Members expressed a desire to route vehicles away from the local village although the route to the Advisory Network was less direct. In order to offer Members a greater scope in their deliberations and an alternative to the preferred route if so desired, it would be beneficial for the applicant to work up a proposal for the alternative route and identify any works required to mitigate the safety concerns.

Kind regards,

Dominic

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