

John Russell

From: Dominic.Smith@westsussex.gov.uk
Sent: 04 May 2012 16:20
To: Russell, J.N. (John)
Subject: Re: Woodbarn farm Transport and Access chapter
Attachments: 3261 WL SK 01 A.PDF; 28 02 12 Woodbarn Farm Transport and Access Chapter RH Rev 3.pdf; Appendix 10.1.pdf; Appendix 10.2.pdf

Hello John,

My apologies for the delay in coming back to you. However, I have had the opportunity to review the documents/proposed layout and can provide some comment.

Although we wouldn't provide direct comment on the acceptability in terms of the environmental impact, I am satisfied that the figures are representative of the traffic conditions and movements expected of the proposed development. In capacity terms, the thresholds that would require junction analysis are not exceeded and we would not consider the development to have a material impact.

In terms of the access, ideally the large vehicle movements wouldn't cross the centre line on exiting the site. However, given the restricted width I appreciate that this would be difficult to achieve with an excessively wide bellmouth. I note that the swept path demonstrated is for an articulated vehicle and I imagine that the site will only attract a handful of these movements, with the bulk of stone deliveries using smaller 'tipper' style HV's?

We would look for the full extent of the visibility splay to be demonstrated on the access drawing, with detail of the maximum achievable distance. A splay of 2.4m x 215m would be suitable given the posted speed limit, although a reduction to 2.4m x 175m would be acceptable given the recorded 85th percentile speed.

Given the number of movements and scale of development we would look for a Road Safety Audit (Stage 1) to be undertaken on the junction and submitted in support of the application, accompanied by a 'Designer Response' or 'Exception Report' if required. I'll be happy to review this prior to submission of the application once produced.

I imagine that there will be some concern from local residents, particularly those in Adversane, regarding the presence of large vehicles and the suitability of Adversane Lane. While large vehicles are shown to use the road I'm unsure of the size; has consideration been given to producing swept paths of articulated vehicles negotiating the A29/Adversane Lane junction?

I appreciate that the details are a work in progress and I'll be happy to answer any queries as they crop up or review any documents as they are produced.

Kind regards,

Dominic

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
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"Russell, J.N. (John)" <j.russell@royalhaskoning.com>

To "dominic.smith@westsussex.gov.uk" <dominic.smith@westsussex.gov.uk>
cc

04/04/2012 13:57

Subject Woodbarn farm Transport and Access chapter

Hello Dominic

We spoke a couple of weeks ago about the proposed oil exploration site located off Adversane Lane and being proposed by Celtique Energy. We have now completed the EIA traffic assessment of the proposals and moved on with the highway access design. As I promised, in advance of a planning application, I attach an initial working draft copy of the EIA assessment for your comments. I also attach the current proposed access layout but I emphasise that this is currently work in progress as there remains on-going discussions with other EIA team consultants (tress mainly) and so it may change. However the principle of where it is located and the right –in / left-out operation will remain the same.

I look forward to hearing from you

Kind regards

John

John Russell
Director - Planning
Transport UK

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John Russell

From: Russell, J.N. (John)
Sent: 17 June 2013 11:02
To: Dominic.Smith@westsussex.gov.uk
Subject: Gas and oil Exploration - Wisborough Green
Attachments: 9Y089302 - Figure 10.1.pdf; Appendix 10.1 - Advisory Lorry Routes.pdf; Appendix 10.2 - PIC.pdf; Appendix 10.3A - Traffic volumes.pdf; Appendix 10.4 - 3582 P 16B.pdf; Wisborough-1Transport and Access ES Chapter Final Draft.pdf

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

John Russell BEng (Hons), CMILT MCIHT
Director Advisory Group (Transport UK South), Transport & Asset Management

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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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----- 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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John Russell

From: Dominic.Smith@westsussex.gov.uk
Sent: 16 July 2013 13:48
To: Russell, J.N. (John)
Subject: Re: Wisborough Green
Attachments: Wisborough Green Scoping Opinion July 2013.pdf

Hello John,

In response to this query I can advise that the approach we have been discussing would be appropriate. I offered comment on the scoping opinion and indicated an assessment/statement would be required, but it was really just to emphasise that we would require further information than what would typically required through an EIA, such as access drawings, audits etc.

Just starting to look at your other email and will come back to you shortly.

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

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

08/07/2013 09:11

Subject Wisborough Green

Hello Dominic

I have been sent through this scoping response from West Sussex Council regarding the proposals for oil exploration in Wisborough Green.

The opinion states that we will need to complete a TA to accompany the application: is this the case or are you satisfied that our proposed approach is satisfactory for the scale of development proposed.

Kind regards

John

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