

Agenda

1. Review timings against project plan
2. Review planning conditions
3. Traffic
4. Footpath along New Road
5. Noise
6. Security
7. Restoration
8. Communications
9. Complaints
10. Next meeting

1 Review timings against project plan

Discharge of Planning Condition 22 regarding breeding birds is anticipated late April. Site preparation works will commence shortly after this Condition is discharged. As a result, the overall appraisal drilling programme target dates have been affected.

Refer Appendix I for the revised target dates.

2 Review planning conditions

The planning permission was granted with 36 conditions. All conditions will be managed and monitored by Star Energy.

4 conditions require notifications to SCC:

<i>Condition</i>	<i>Notification Required</i>	<i>Submitted</i>	<i>Notes</i>
2	Within 7 days of commencement of site preparation.	-	Submission not yet required.
4	Within 7 days of commencement of drilling.	-	Submission not yet required.

5	Within 7 days of commencement of flaring.	-	Submission not yet required.
36	Once the overall restoration planting and seeding is complete.	-	Submission not yet required.

7 conditions require submissions to SCC:

<i>Condition</i>	<i>Key Issue</i>	<i>Submitted</i>	<i>Approved</i>	<i>Notes</i>
11	Protection of the water environment	-	-	Details re storage of oils, fuels or, chemicals to be submitted for approval.
14	Traffic Management Plan (TMP)	-	n/a	TMP to be submitted to SCC prior to start of site preparation works. Feedback from key parties received. Submission will be by mid April 2009.
18	Breeding Birds	27/2/09	-	Approval anticipated late April. Site preparation works will commence shortly thereafter.
19	Badgers	17/2/09	24/2/09	No further action required.
20	Bats	17/2/09	-	Approval anticipated mid April. Condition does not affect any of the appraisal drilling works.
22	Newts	24/3/09 (tbc)	-	Approval anticipated early May. Emptying of the perimeter ditch will take place shortly thereafter.
24	Car Park Restoration	-	-	To be submitted to SCC for approval within one month of commencement of site preparation works.

3 Traffic

3.1 Rig Trailer

The drilling rig trailer is 15.5m long, 2.73m wide and 4.25m high. This is within the standard allowable dimensions for an HGV.

The rig trailer traffic route will be provided to the Albury Working Group.

3.2 Traffic Management Plan

Star Energy reviewed the comments from the Albury Working Group regarding the Traffic Management Plan (TMP) Rev 1. A summary of the comments and responses can be found in Appendix 2.

Surrey County Council Traffic Consultant has reviewed the TMP Rev I and verbally advised acceptance with no proposed changes.

Input from key contractors is awaited pending contract awards. Key voluntary improvements anticipated to the TMP in response to the Albury Working Group comments:

- managing project HGVs to avoid them passing on New Road
- discouraging HGV movements during school bus run hours and morning/evening 'rush' hours

3.3 Photographic Audits

Prior to commencement of site works, Star Energy proposes to carry out an audit of New Road, the section of the A248 between New Road and the A25 and the A248/A25 junction. This will be done by taking photographs along the length of carriageways concerned and marking on a map the locations where damage is already apparent.

Star Energy proposes to then carry out weekly photographic inspections during the site preparation phase, reducing thereafter to monthly photographic inspections during the drilling and testing phases. The reduction in frequency is directly related to the reduction in vehicle movements anticipated.

If any damage occurs it will be difficult to ascertain whether this was by project related vehicles or otherwise.

4 Footpath along New Road

SCC Rights of Way Officer James Browne was contacted. Preliminary discussions have taken place and a site visit is anticipated in April to discuss further.

5 Noise

The noise monitoring scope has been awarded and will essentially consist of the following measures:

- Weekly noise survey visits at random times during daytime or nighttime. Noise will be measured at the Wellsite and close to the nearest residential properties. A report will be issued.

- A noise monitor and weather station will be erected at the Wellsite that will record noise levels and weather conditions at all times during site working hours. The data from this noise monitor will be used to:
 - support the assessment of any noise related complaints
 - enable the site manager to see the site noise levels in ‘real time’

Noise monitoring will commence upon start of start site preparation works and be in place until completion of the drilling and testing phases.

6 Security

Star Energy are progressing contract awards to enable agreement of specific security measures.

7 Restoration

Two separate restoration plans will be in place:

1. Car Park. Restoration of the temporary car park along the existing access track will take place shortly after completion of the drilling and testing phases. Restoration will be in accordance with a restoration plan approved by SCC, refer to Planning Condition 24 (see above).
2. Wellsite. The appraisal drilling planning permission is permitted for 3½ years from the commencement of the site preparation works. At the end of the 3½ years the Wellsite shall be restored to a condition suitable for forestry. The restoration plan details were submitted with the planning permission.

8 Communications

Key elements of the communications programme are as follows:

- Handout will be distributed throughout the village at least one week before civils site preparation work starts
- Personal contact is being maintained with residents at The Bungalow and Keepers Cottage
- 24-hour complaint line available when work starts
- General Star Energy information line available in work hours

- Project website will be updated in line with other information and will include progress reports
- Site sign will erected at entrance which includes information line number
- Media briefing before work starts (info also available via parish magazine and website)
- Visits at key stages.

9 Complaints

The complaints procedure will follow a simple procedure similar to that already used at our Humbly Grove site. The procedure is essentially as follows:

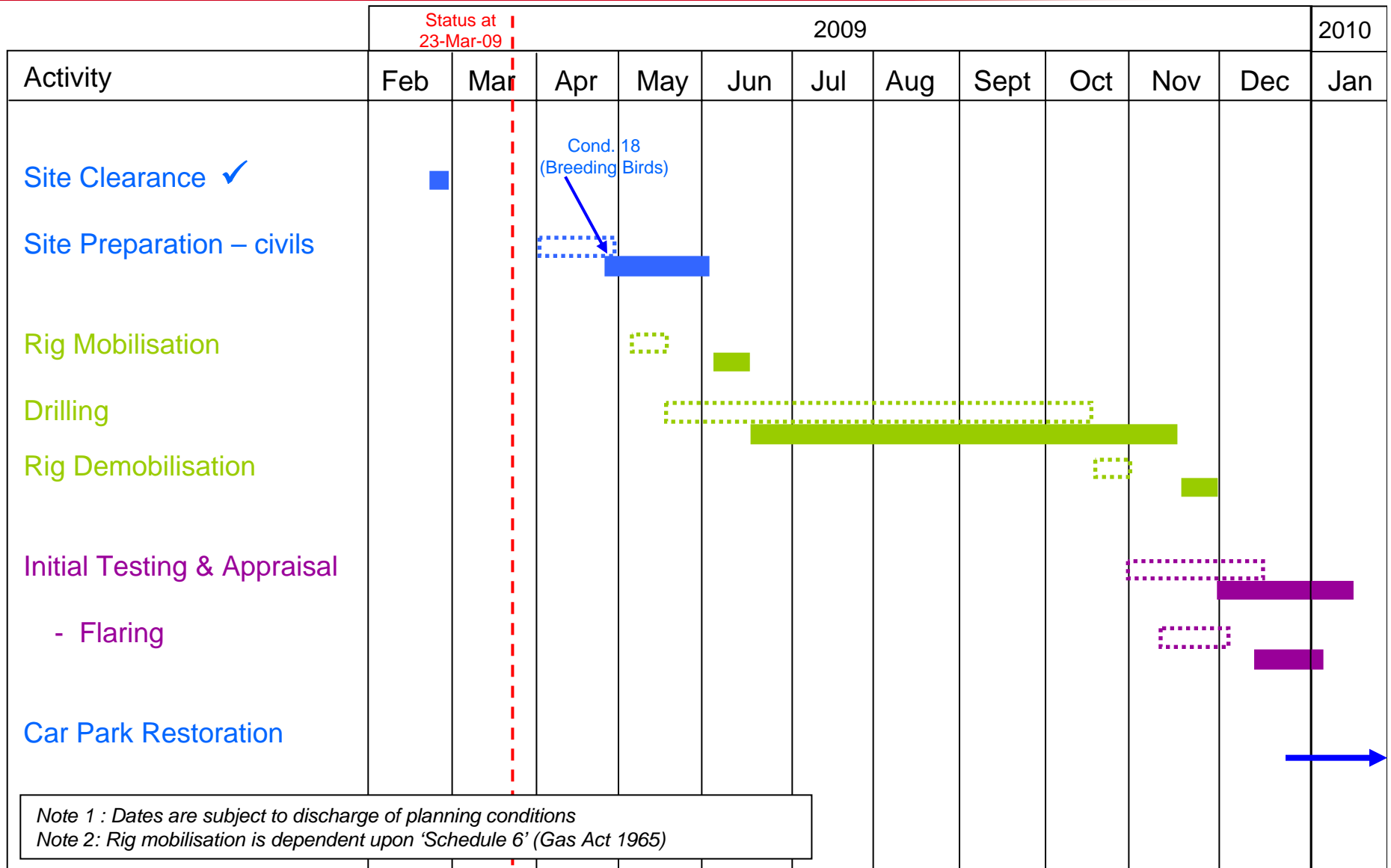
1. The Shift Supervisor at Star Energy Humbly Grove Weston Common Control Room will receive the call and take down details of the issue. The details are recorded on a form and a register. The Control Room is manned 24/7.
2. The Shift Supervisor will call the Wellsite and advise the nature of the call. The Site Manager will aim to immediately and safely resolve or mitigate the issue on site.
3. The Site Manager will then call the Star Energy senior manager and advise the issue and immediate resolution/mitigation. Any further plans will be discussed and agreed as appropriate.
4. The Star Energy senior manager will follow up any further communications.

A formal procedure will be in place and all relevant Star Energy staff will be briefed in good time prior to works commencing.

10 Next meeting

Late April for the next meeting would be suitable timing.

Appendix 1 - Appraisal Drilling target dates



	Comment received	Response
1	The traffic management plan addresses only the needs of the site access road	<p>The Environmental Chapter submitted with the planning application set out traffic data and analysed the effect the development traffic will have on New Road, the A248 and the A25. The scope of the assessment was agreed in advance with SCC and these roads were considered thoroughly through appropriate planning guidance.</p> <p>Traffic flow data obtained for the area demonstrates that the existing road network is capable of accommodating existing and appraisal drilling traffic movements.</p> <p>The Traffic Management Plan has been requested by SCC to ensure that all reasonable effort has been made by Star Energy to ensure that HGV traffic associated with the site is properly managed. The TMP considers both off-site (public highways) and on site (access track and Wellsite) measures.</p> <p>It is not possible for Star Energy to take on the role of Highway Authority. Surrey County Council, as Highway Authority, is satisfied that the traffic associated with this temporary operation is being appropriately monitored.</p>
2	What happens when two HGVs meet halfway along New Road? How will lorries treat the A25 junction: will it be damaged?	<p>It has already been demonstrated and accepted by SCC that the carriageways, including New Road, are of sufficient width that HGVs can pass. The level of traffic on the network is such that the capacity is more than adequate to cope.</p> <p>However, in response to the Albury Working Group concerns, Star Energy are discussing with their main contractors the feasibility of managing traffic such that project related HGVs do not pass each other on New Road. A photographic audit is also proposed along New Road, the A25/A248 junction and, from this junction to the A248/New Road junction.</p>
3	A speed restriction of 20mph should be imposed for all contractor HGVs between the site and the A25.	<p>This cannot be imposed unless footways are put in either side of the carriageway, street lighting is installed and there is proof that vehicles travel at no more than this speed currently. This process would have to be carried out through a Traffic Regulation Order and the police would have to sign up to this being acceptable as there would be a duty to enforce speeds. The installation of a 20mph speed limit would urbanise the area and cannot be justified in highway safety terms.</p>
4	HGVs should avoid times when children are being collected/dropped off by school buses.	<p>Star Energy is not aware of any schools in Farley Green or the immediate vicinity and there are no formal school bus routes using New Road.</p> <p>However, in response to the Albury Working Group concerns, Star Energy would welcome definitive information from the Working Group for school buses along New Road. This will</p>



Appendix 2 – response to Albury Working Group traffic queries received 6/3/09

		enable Star Energy to consider discouraging HGVs from accessing or departing the site at these times (although there is no highway safety reason for doing so).
5	Weekly inspections should take place of the route between the site and the A25 to assess any damage to verges, banks, the bridge across the Tillingbourne and, the junction between the A248 and the A25.	<p>Prior to commencement of site works, Star Energy proposes to carry out an audit of New Road, the section of the A248 between New Road and the A25 and the A248/A25 junction. This will be done by taking photographs along the length of carriageways concerned and marking on a map the locations where damage is already apparent.</p> <p>Star Energy proposes to then carry out weekly photographic inspections during the site preparation phase, reducing thereafter to monthly photographic inspections during the drilling and testing phases. The reduction in frequency is directly related to the reduction in vehicle movements anticipated.</p> <p>If any damage occurs it will, of course, be difficult to ascertain whether this was by project related vehicles or otherwise.</p>
6	Concern over total lorry numbers at peak periods and potential for backing up	<p>The average of 22 HGVs (44 movements) per hour during site preparation equates to 4 movements per hour which is not high and the road capacity is more than adequate to accommodate this.</p> <p>As discussed at the Albury Working Group on 26/2/09, the maximum of 77 HGVs per day during site preparation is based upon the actual expectation of <i>isolated occasions of up to 7 HGVs per hour only</i>. The 'per day' representation is provided to enable the traffic assessment to have common 'units' in accordance with the planning application requirements.</p> <p>The percentage increases on New Road when taking into account the isolated occasion of a maximum of 7 vehicles (14 movements per hour, or 144 movements per day) range from a 4.4% increase during the morning peak hour (08:00 to 09:00) to an 8.7% increase between 13:00 and 14:00 hours. This falls comfortably short of the 10% threshold for sensitive areas as set out in the IEMA guidelines.</p> <p>Star Energy is committed to ensuring that HGVs will not be allowed to back up along New Road. Our contractors are very comfortable with this and are preparing specific details as to how they will manage this.</p> <p>The Traffic Management Plan commits to maintaining a Vehicle Log that shall register vehicle registration numbers, vehicle type, arrival/departure times and, whether they are project or non-project related.</p>



Appendix 2 – response to Albury Working Group traffic queries received 6/3/09

8	What about in the morning rush hour – New Road is a rat run and the hill gets busy?	Star Energy propose to discourage HGVs from accessing or departing the site at this time (although there is no highway safety reason for doing so).
9	Will HGVs block New Road when meeting horse boxes? What if an emergency vehicle needs to get through?	Horse boxes are no bigger than other HGVs and fire tenders and ambulances are smaller. It has been demonstrated that two HGVs can pass on New Road and this has been accepted by SCC. No blocking will occur.
10	Traffic coming over the hill from Clandon, down A25 from Newlands and past the tip – lots of lorries to look forward to	The A25 is classified as a principal distributor route, which is designed to accommodate high traffic flows, including HGVs.
11	Is there a case for a traffic control system (traffic lights)?	This was not requested by SCC as this would cause unnecessary delay of existing traffic on the network and cannot be justified on highway safety grounds.
12	There is surely a case for all New Road bound HGV marshalling in: - Silent Pool Car park for those descending from Newlands corner - Lay by west of Shere on the A25 - Cricket ground car park with re-surfaced roads around the grass triangle	We do not believe there is a justification for marshals on the A25 and at the cricket ground triangle. The HGV drivers accessing/departing the site will become familiar with the route very quickly and are adequately trained to drive their vehicle in a responsible manner.