

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 14th July 2014

**FROM: Dominic Smith TO: Arun District Council
FAO: Cian Cronin**

SUBJECT: BE/63/14

Installation of Solar Farm comprising erection of solar arrays, inverters, transformers, equipment housing, security fencing, internal tracks & ancillary equipment. Departure from the Development Plan.

Manor Farm, Shripney Lane, Shripney, West Sussex, PO22 9UR

DATE OF SITE VISIT:

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☒
Objection	☐	No Objection	☐	Refusal	☐

Summary

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA) has been consulted on the proposed development a solar farm at Manor Farm, Shripney Lane.

Further information is sought from the Applicant regarding the management of HGV movements along Shripney Lane and proposed measures of mitigation.

Report

Access to the site is obtained from the A29 via a journey of approximately 400m along Shripney Lane. The lane has recently been stopped up through the development of the Relief Road and does not serve a through route.

The Applicant has indicated in section 3.2.2 that during the construction phases that deliveries and movements will '...tail off towards the end'. While the Applicant indicates that the site will generate approximately 12 large vehicles per day, in practice this number is likely to be higher during the early stages of the construction process.

The Applicant has demonstrated that the junction of Shripney Lane and the A29 provides adequate access for low loader articulated vehicles, which will be the largest vehicle to access the site. Similarly, vehicle access from Shipney lane is adequate and suitable visibility can be achieved for vehicles exiting the site.

Shripney Lane varies in width from 4.6m to 6m+. A width of 4.8m is required for a large vehicle and a car to pass one another at a slow speed whereas a width of 5.5m is required for two large vehicles to pass one another. The Applicant has identified a means of managing any potential conflict as a result of two large vehicles accessing the site, requiring the approaching vehicle to enter a lay-by on either the A259 or A29, depending on the approach route, and contacting the site to gain permission to proceed. However, it is unclear how many HGVs currently use Shripney Lane for agricultural purposes and how any potential conflict can be managed that may involve a large vehicle outside of the Applicants control.

Should the Local Planning Authority be minded to permit the development, the LHA recommends that a condition requiring the construction management to be agreed prior to commencement of development be secured.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Dominic Smith
Strategic Planning