

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 1st September 2015

**FROM: Alison Meeus TO: Arun District Council
FAO: Richard Temple**

SUBJECT: BN/29/15/PL - Solar park including the erection of solar arrays, inverters, transformers, equipment housing, security fencing, internal tracks, ancillary equipment and ecological mitigation. This is a Departure from the Development Plan.

Land at Barnham Court, Church Lane, Barnham, West Sussex

DATE OF SITE VISIT:

RECOMMENDATION:

**Advice
Objection**

**Modification
No Objection**

x

**More Information
Refusal**

S106 contribution total (see below for breakdown): £

The proposal to create a solar farm on existing arable farm land at Barnham Court, Church Lane has been considered by WSCC as the Local Highway Authority. WSCC raise no objection subject to any conditions attached.

The solar farm will cover 5.5 acres and is located via a farm track which joins onto the end of Church Lane, at Barnham Court. Church Lane is a rural road with a 60mph speed restriction. The lane varies in width and where it meets the B2233 Yapton Road the junction is separated by a grass verge, and the speed limit reduces down to 30mph. Visibility is good.

Traffic Impact

The construction phase of the solar farm will take approximately 14 weeks (3.5 months) to complete. Once it is built it will be in situ for 30 years. A construction management plan has been submitted as part of the planning application.

During the construction phase the site will be intensively used and the impact this will have on the route used has been assessed, and where possible measures are proposed to mitigate any safety issues.

It is anticipated that during the construction phase 3 HGV movements per day are expected alongside 20 to 30 contractor vehicles. 40 staff will be employed throughout the duration; as such a worst case scenario could be 40 movements in the peak hour to and from work. However; the more likely scenario is that workers will car share, or arrive in teams by mini bus, and as such a more realistic figure would be around 20 movements per day which equates to 1 trip every 3 minutes.

The overall traffic impact a development like this creates (once built) is minimal and much lower than any previous agricultural use, with anticipated traffic movements of 1 transit van per month. As such WSCC do not consider this proposal to have any long term material impact on the highway network.

Routing and S106

The applicant has stated they intend to enter into a Section 59 routing agreement controlled by a S 106 agreement to ensure the proposed routes are used and any damage caused, to be put right once the construction phase is complete.

There are two routes which will be taken by HGV vehicles during the construction phase.

- A27/A29/B2233/Church Lane
- A27/B2132/B2233/Church Lane

The A29, Barnham route has a height restriction due to the railway bridge. The route is taken from the A27 and a review of the road widths and roundabout junctions show this is wide enough to accommodate the size of vehicles that will be used.

Any vehicles over a height of 3.6m will use the alternative route from the A27 via Yapton on the B2132/B2233. This route avoids the railway bridge but HGV's will need to use the Yapton Lane Level Crossing. WSCC acknowledge there is currently a speed restriction in place to temporarily address safety issues at the crossing, and this is anticipated to be in place until such time a permanent solution is found. Drivers will be briefed to phone in advance before using this crossing if they are carrying a long load.

The development will not result in any permanent increase in HGV movements. The traffic impact is temporary in nature, and the development does not require the mitigation of the crossing, and that any mitigation is likely to be in situ after completion of the construction works. As such a contribution towards improvement is not sought.

Church Lane Junction

Swept path diagrams show a HGV using this junction without any problems however; parking associated with the Murrell Arms Public House and local residents does occur at this junction. These diagrams do not take into account parked cars, and with no parking restrictions to prohibit members of the public from using the road for parking here, could causing problems for a HGV to enter and exit the junction safely.

WSCC would like to see additional diagrams to include parked cars, or a plan to temporarily restrict parking during the construction phase during the daytime.

Parking and Turning

The site will provide a car park for contractors cars and HGVS, and a turning area will also be created to allow HGV vehicles to enter and exit the site in forward gear. The ability to hold two HGVS in the compound at any time will help to manage the flow of traffic in and out of the site.

Traffic Management

A designated Traffic Manager will be appointed. Their details must be included in the construction management plan.

Mitigation

An assessment of the two routes and roundabout junctions are considered suitable to accommodate the type and volume of traffic anticipated with the construction site up to the Church Lane priority junction.

Swept Path diagrams provided for the entire length of Church Lane, indicate where there is good forward visibility, passing places, and also areas which will need management. A package of measures has been proposed to deal with these places which are narrow and cannot accommodate two passing vehicles. These are:-

- Vegetation trimming

- A shuttle working system using real time communication systems
- Temporary warning signs (in highway and at junctions with PROW) and route signs to advise and direct traffic.
- Temporary Passing places if deemed necessary

As mentioned earlier as part of the routing agreement the parking of vehicles at the junction of Church Lane and Yapton Road, might need to be temporarily restricted to ensure the HGV vehicles can make the turn into the lane.

PROW (separate comments to follow)

There are also a number of public rights of way within the area and the PROW team have been consulted on this application. It is likely they will require signs to be placed where the PROW meets the route to avoid any conflict with users which could be on foot, bicycle or horse riders.

Summary

In summary WSCC raise no objection to the proposed development of a Solar Farm at Barnham Court. WSCC are satisfied the increase in vehicle movements will only be for a temporary period, and the overall the traffic impact can be managed. WSCC are satisfied the proposed routing options are the best possible routes for large vehicles to take and a section 59 agreement should be progressed at the applicant's earliest convenience to ensure the mitigation measures are appropriate. An update to the construction management plan needs to re-consider the Church Lane junction, to include the potential for parked cars causing obstruction to the route.

No objection is raised subject to any conditions attached.

Alison Meeus Strategic Planning

CONSTRUCTION

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.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

INFORMATIVE

Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Asset Management Officer (01243 642105) in order to commence this process.

(These may be applicable at the Junction of Church Lane and Yapton Road)

Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

Traffic Regulation Order

The applicant is advised to contact the WSCC Traffic Regulation Order team (01243 642105) to obtain the necessary paperwork and commence the process associated with the proposed temporary waiting restrictions. The applicant would be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.