



From: Alison Meeus [REDACTED]
Sent: 07 October 2015 12:04
To: Richard Temple; Derek Whittington; Nick Scott
Subject: RE: Solar Park - Land at Barnham Court, Church Lane, Barnham FAO: Richard Temple

Dear Richard,

Please find my additional comments attached. Kind regards Alison

From: Richard Temple [REDACTED]
Sent: 06 October 2015 17:10
To: Alison Meeus; Derek Whittington; Nick Scott
Subject: RE: Solar Park - Land at Barnham Court, Church Lane, Barnham FAO: Richard Temple

Dear Alison, Derek and Nick,

Please find attached an amended and updated CTMP that the agents have compiled mainly in order to avoid having to discharge the CMP condition recommended by Allison.

Please let me have your comments when you can.

Regards,

Richard Temple | Senior Planning Officer, Planning & Economic Regeneration, Arun District Council | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF
Internal: 37591 | External: +44 (0) 1903 737591 | E-mail: Richard.temple@arun.gov.uk
Visit Arun's web site at www.arun.gov.uk  Save the environment - think before you print.

From: Alison Meeus [REDACTED]
Sent: 15 September 2015 10:38
To: Derek Whittington; Nick Scott
Cc: Richard Temple
Subject: RE: Solar Park - Land at Barnham Court, Church Lane, Barnham FAO: Richard Temple

Dear All,

In response to Dereks e-mail below, I checked the website documents again and there is no definitive access route on any plans through Barnham Court, so Nick was unsure which way round the HGVS would travel and at what point they enter the construction site, i.e do they intend in travelling right to the end of the right of way or as the plans indicate stay within the applicants site (bounded by red on the plans)

I received a letter from a local resident, Captain Peter Williams this also appears to have been copied to the Chief planning officer at Arun, the letter and the letters attached from BNRG Renewables to local residents explain that HGV's are not going to be used for the majority of the journeys down Church Lane but instead use small transportation vehicles and use an unknown site to distribute the construction materials.

This information is not on the website to date and I have not seen anything to indicate this is part of the construction management plan. I would have thought this is a much safer and less intrusive way of trying to mitigate any damage or noise, however as I can only comment on the plans I have seen they show that a traffic management system has been put forward and swept paths show that the HGVS can use the route....

However if there is an alternative such as smaller vehicles this would in my view be a much better option on all levels including highway safety. I have asked for further swept path diagrams for the access route into church lane due to the frequency of parked cars in this vicinity. This could also cause problems further along this route, i.e residents vehicles.

Therefore I would like to know why residents have these letters with this information, where this idea has come from, where it is at now, where would the transition place be located to transfer items to be delivered to the site into smaller loads? Will this be re-sent as part of the CMP?

Kind regards
Alison

From: Derek Whittington
Sent: 09 September 2015 17:16
To: Nick Scott
Cc: Alison Meeus
Subject: FW: Solar Park - Land at Barnham Court, Church Lane, Barnham FAO: Richard Temple

Nick FYI

I am sure somebody like, Alison has a hard copy
Of the applications and traffic management document. Unfortunately I think you are a bit
confused by the inability to access the maps on Arun's website. Typical of teh m.

Do access via Alison and have a re-look at your notes.

DerekW

From: Alison Meeus
Sent: 01 September 2015 10:14
To: Arun District Council
Cc: Derek Whittington
Subject: Solar Park - Land at Barnham Court, Church Lane, Barnham FAO: Richard Temple

Dear Richard

Please find attached WSCC Highways response to the above planning application.
Kind regards,
Alison

Alison Meeus | Assistant Planner - Planning Applications - Strategic Planning, West Sussex
County Council
Location: 2nd Floor, Northleigh, County Hall, Chichester, PO19 1QT

This email and any attachments are confidential and intended solely for the persons addressed. If it has
come to you in error please reply to advise us but you should not read it, copy it, show it to anyone else nor
make any other use of its content. West Sussex County Council takes steps to ensure emails and attachments
are virus-free but you should carry out your own checks before opening any attachment.

<http://www.arun.gov.uk>

NLPG UPRN 100062237016

DX 57406 Littlehampton

Arun District Council Residents please remember to complete and return your Household Enquiry Form. Our Elections team can help with any questions. Contact
hcfresponse@arun.gov.uk or 01903 737616. For more information visit www.arun.gov.uk/registration

Important Notice This e-mail is intended exclusively for the addressee and may contain information that is confidential and/or privileged. If you are not the intended
recipient (or authorised to receive it for the addressee), please notify the sender and delete the e-mail immediately; using, copying, or disclosing it to anyone else, is strictly
prohibited and may be unlawful. Any views, opinions or options presented are solely those of the author and do not necessarily represent those of Arun District Council. The
information in this e-mail may be subject to public disclosure under the Freedom of Information Act 2000, therefore we cannot guarantee that we will not provide the whole
or part of this e-mail to a third party. The Council reserves the right to monitor e-mails in accordance with relevant legislation. Whilst outgoing e-mails are checked for
viruses, we cannot guarantee this e-mail is virus-free or has not been intercepted or changed and we do not accept liability for any damage caused. Any reference to "e-mail"
in this disclaimer includes any attachments.

This email and any attachments are confidential and intended solely for the persons addressed. If it has
come to you in error please reply to advise us but you should not read it, copy it, show it to anyone else nor
make any other use of its content. West Sussex County Council takes steps to ensure emails and attachments
are virus-free but you should carry out your own checks before opening any attachment.

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 7th October 2015

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

**SUBJECT: BN/29/15/PL - Solar park , Land at Barnham Court, Church Lane, Barnham,
West Sussex.**

**Updated response to CMP submitted by applicant in email on 6th October
2015.**

RECOMMENDATION:

**Advice
Objection**

**Modification
No Objection**

X

**More Information
Refusal**

S106 contribution total (see below for breakdown): £

WSSC raise no objection to the proposal however; information required by PROW to determine the route along any definitive public rights of way still needs to be clarified to ensure any additional fencing or signage is provided.

In response to the updated Construction Management Plan please find attached the following comments:-

Traffic Impact

The construction phase of the solar farm will take 8 weeks to complete. As the construction materials will be stored in a site in Lagness these can be transported by smaller vehicles. There will be two types of vehicle used, rigid trucks and a mobile crane. Details of the traffic movements over the entire length of the project anticipate 1 delivery each day (two movements) with 2 deliveries (4 movements a day) at peak times.

Deliveries will also be restricted to set times of the day, these being 10am till 2pm.

Construction staff will be asked to car share, and parking will be available on-site for these vehicles. The applicant expects 30 construction personnel and around 13 trips (26 movements) daily. The car park will also provide space for two HGV vehicles which will keep any construction related traffic off the public highway. Once completed the monthly traffic to the site is small i.e. 1 monthly trip for maintenance.

WSSC would recommend that the LPA consider a condition to manage the decommissioning of this site, when the time comes to ensure the same care and consideration is taken on the public highway.

Routing and S106

The applicant has stated they intend to enter into a Section 59 routing agreement controlled by an 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 paths provide evidence these can use the junction even with parked cars.

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. A shuttle system giving incoming vehicles priority over vehicles leaving the site will be set up for the duration of the build.

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 comments (e-mail to Richard Temple below)

Dear Richard,

Thanks for the updated document.

Having looked through there is reference to warning signs being placed at each point along Church Lane where Public footpaths join it, to inform users of the possibility of approaching goods vehicle traffic but there is very little reference to signage at other points along the rights of way network, particularly FP200/1, where there is likely to be some level of conflict. It would be good that if at some stage the route of vehicular access could be clarified so we know whether it is running on the footpath or adjacent to it and if adjacent I would advise some sort of temporary fencing to keep users off the vehicular route.

As well as this I think warning signs at the point where the vehicular access crosses FP200/1 would be necessary as well as the surface improvements to this short section to safeguard it for lawful use as well as vehicles, as set out in my previous comments.

If you wish to discuss this further or require clarification on any of my comments do please get in touch.

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 effectively. 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.

No objection is raised subject to any conditions attached.

Alison Meeus Strategic Planning

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.