

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	30 September 2021
LOCATION:	HM Prison Ford Ford Rd Ford BN18 0BX
SUBJECT:	F/16/21/PL Installation of a 239.2MWh Solar Photovoltaic (PV) generation system. This site is in CIL Zone 2 (Zero Rated) as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on planning application F/16/21/PL, with regards to any highway safety or capacity concerns.

Proposal

The planning application is for the installation of a 239.2MWh ground mounted Solar Photovoltaic (PV) generation system within the main HMP Ford prison complex. A pre-application advice sought in March 2021 anticipated that the proposal would find officer support if submitted as a planning application.

Access and Visibility

HM Prison Ford boundaries are situated along both sides of Ford Road. Ford Road is a classified 'C' road subject to 40mph speed limit. On examination of the site access, there appears to be good visibility along both sides of Ford Road.

The vehicular access into the site for carrying out the installation is via a barrier-controlled access road north of the gatehouse via Ford Road. There may be a necessity for alteration to the 'white gates' just at the entrance of the site access during the construction phase, for easy manoeuvring. This depends on the size of the vehicles accessing the site.

Personal Injury Accident (PIA) Data

An inspection of data supplied to WSCC by Sussex Police over a period of last five years reveals that there have been no incidents reported near to the site access. There has been a single incident of 'serious' category further away from the access. This indicates that the site access has been operating in a safe manner.

Trip Generation and Highway Capacity

With regards to trip generation this is likely to be maintenance / engineer vehicles for the future use of the proposal. Therefore, once the proposal is completed the related vehicular trips are expected to be minimal and will have no significant impact on the local highway network in terms of capacity.

There could be a higher level of vehicular trips in terms of HGVs during construction phase and the LHA would advise that this is monitored by a Construction Management Plan condition being applied to any grant of planning consent. With particular emphasis given to the routing of vehicles, the times these vehicles are accessing the site (outside of peak hours would be ideal) and the amount / type of vehicles over what period are expected to carry out these works.

Conclusion

The Local Highway Authority (LHA) does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109). Hence, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following condition should be applied:

CONDITION

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. The approved Plan shall be implemented and adhered to throughout the construction period. The Plan shall provide the following details as a minimum:

- 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.

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West Sussex County Council – Planning Services