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Sent: 27 January 2020 11:01

To: Planning.Responses <Planning.Responses@arun.gov.uk>

Subject: Response To Application Number F/23/19/PL at Wicks Farm Ford Lane Ford BN18 0DF

Please could the attached response be distributed to the relevant case officer.

Regards

Nicola Fry

If you wish to reply to this email, please contact the officer directly.

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	27 January 2020
LOCATION:	Wicks Farm, Ford Lane, Ford, BN18 0DF
SUBJECT:	F/23/19/PL Variation of conditions 2-plans condition to show new site access & red edge & removal of conditions 13 & 14 following the grant of F/30/18/PL dealing with the use of an existing access instead of creation of new access.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The LHA was consulted on F/30/18/PL for 2 multispan tunnels, 2 ancillary outbuildings, drainage pond, associated drainage works, external hardstanding for vehicle parking, access and turning.

This application seeks variation of condition 2 relating to approved plans, demonstrating a new site access and red edge, and removal of conditions 13 and 14 following the grant of F/30/18/PL dealing with the use of an existing access instead of creation of new access.

This application now seeks to utilise the access approved under WSCC/026/16 which was granted for use of extension of glasshouses and development of a digestate lagoon. The applicant has confirmed that the access approved under WSCC/026/16 has now been constructed to WSCC standards.

The application has been supported by a Technical Note (TN) by Stuart Michael Associates. The TN sets out that visibility splays of 2.4m x 274m to the west and 2.4m x 288m to the east are achievable at the newly constructed access. These splays exceed those required in accordance with vehicle speeds observed during a 7-day speed survey which revealed 85 percentile speeds of 44.5mph to the west and 45.5mph to the east (adjusted for wet weather speeds).

The proposed revised access will retain the 'no right turn' routing arrangement as approved under F/30/18/PL ensuring that all HGVs will be routed east towards Ford Road and the A27 and A259 upon exiting the site. HGVs entering the site will also be routed from the A27 and A259 from Ford Road, i.e. entering from the east of the site. A 'HGVs no right turn ahead' sign will be erected to remind drivers of the routing. The proposed sign should be erected within private land, and not within the public highway. Smaller vehicles such as minibuses and cars will be able to enter and exit the site from any direction and will not be subject to the routing restrictions. The Technical Note confirms that only one HGV will utilise the access at any one time, to ensure that exiting HGV drivers can position the vehicle within the access to safely undertake a left turn manoeuvre.

It was previously established under WSCC/026/16 that the glasshouse extensions and digestate facility would generate approximately 24 two-way HGV movements per day at the site access. Under F/30/18, a maximum of 6 two-way HGV movements per day would be anticipated, plus staff minibus and private vehicle trips. The proposal to utilise the access approved under WSCC/026/16 would result in a total of 30 two-way HGV movements at the access.

Whilst swept path tracking demonstrates that two HGVs can pass within the access of the site, the narrow nature and geometry of the access-way within the site prevents two HGVs from passing. It is acknowledged that there appears to be a passing place to the north of the access. To avoid conflict issues, the applicant has confirmed that HGV's will be scheduled to ensure that only one HGV is on site at any one time. The swept path tracking also indicates that a HGV can exit the site to the east while a smaller vehicle waits to enter off of the highway. The swept path tracking does

indicate that HGVs would cross the centre line in this location when conducting a left-turn to exit the site. However, given the vehicular visibility along Ford Lane, it is anticipated that drivers will have sufficient visibility to determine whether it is safe to emerge. Furthermore, as discussed above, this proposal is anticipated to result in an increase of 6 two-way HGV movements per day, and as such, this is not anticipated to result in a material intensification of use of the access, nor result in a severe highway safety concern in this location.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is operating unsafely or that this proposal would exacerbate an existing safety concern.

Conclusion

The 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), and that there are no transport grounds to resist the proposal. As such, the LHA is satisfied that Condition 2 can be varied as per the proposed description and conditions 13 and 14 can be removed.

Nicola Fry
West Sussex County Council – Planning Services