

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	5 July 2019
LOCATION:	Wicks Farm, Ford Lane, Ford, Arundel, BN18 0DF
SUBJECT:	F/30/18/PL 2 multispans tunnels, 2 ancillary outbuildings, drainage pond, associated drainage works, external hardstanding for vehicle parking, access and turning.
DATE OF SITE VISIT:	28/01/2019
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	N/A

The LHA has been re-consulted on this proposal following a revision to the proposed scheme, reducing the scheme from three multispans polytunnels, two ancillary buildings, a lorry yard, parking area and the construction of an irrigation reservoir, to 2 multispans tunnels, 2 ancillary outbuildings, drainage pond, associated drainage works, external hardstanding for vehicle parking, access and turning.

This response should be read in conjunction with the LHA's previous response dated 1st February 2019.

The LHA's response dated 1st February 2019 requested the following additional information from the applicant in order that the application could be adequately assessed:

- A clear plan demonstrating the current and proposed width of the access and internal access route through the site, including details of the formalisation of the access.
- Clarification of ownership of land either side of the existing access.
- Swept path tracking demonstrating the largest anticipated vehicle entering the site, travelling through the site, turning and exiting the site.
- A seven day speed survey should be undertaken to determine 85th percentile speeds in this location. Visibility splays should be provided in accordance with these speeds.
- Vertical visibility at a distance of 4.5m back into the access for the full length of achievable vehicular visibility splays.
- Details of the type and number of movements per day at the existing access for the existing use.
- Details of secure and covered cycle storage – this can be secured via condition if the LPA were to approve the application
- Draft Travel Plan Statement – this can be secured via condition if the LPA were to approve the application

The revised scheme has only addressed the penultimate point above and as such, the LHA requests the remaining additional information.

Context of site

The LHA were consulted on an application at this site under ref: WSCC/019/17/F for the 'proposed installation of a digestate lagoon with associated pipework and landscaping to replace the digestate lagoon approved under planning permission WSCC/061/16/F (WSCC/026/16/F as amended). No highway safety concerns were raised subject to the submission and implementation of a Construction Management Plan. The approved lagoon utilises the existing access subject to this application; however the previously approved digestate lagoon under ref: WSCC/026/16/F was to be sited to the south of Ford Lane.

Access

This proposal intends to utilise the existing agricultural access approximately 150m to the west of Wicks Farm. This access was recently approved for the digestate lagoon as outlined above. The existing access is approximately 7m wide at the point of access onto Ford Lane.

The applicant is requested to provide more information in regards to the access; the applicant is advised to consider widening the existing access and the internal access route to enable two vehicles to pass - a clear plan should be provided demonstrating this.

Swept path tracking should be provided demonstrating that the largest anticipated vehicle can enter and exit the site and turn on site. The swept path tracking should demonstrate the largest anticipated vehicle's movements from the road, for the entire length of the access road throughout the entire site and exiting onto Ford Lane in a forward gear. It is acknowledged that the applicant has demonstrated that HGVs will have sufficient space to turn on site; however, this should be shown as stated above, in relation to the vehicles' movements throughout the site.

The existing point of access onto Ford Lane is currently constructed of loose gravel. As this proposal will result in intensification of use of the access, details should be provided demonstrating the formalisation of this access in a hardbound material.

The existing access proposed to serve this development is currently maintained as PROW Footpath number 355; as such, the WSCC Public Rights of Way team have been consulted and will provide a response directly to Arun District Council.

Visibility

Previously, the applicant provided visibility splays at the existing access onto Ford Lane, demonstrating 4.5 x 120m. Whilst 4.5m is the acceptable setting back distance for the anticipated HGV vehicle type, 120m is not the accepted Stopping Sight Distance for a 60mph road as set out in DMRB TD9/93 of 215m. The LHA conducted a site visit on 28/01/2019, during this visit, vehicles were observed travelling at speeds of approximately 40-45mph in this location. Within the revised scheme, no details pertaining to vehicular visibility have been provided. The applicant is again advised to undertake a seven day speed survey in order to ascertain the 85th percentile speeds within the vicinity of the site, to ensure that maximum achievable visibility at the access is in accordance with speed limits. These should be placed at the extent of the achievable visibility splays and at the central point of the access point, where possible. The applicant should then provide visibility splays in line with these speeds accordingly. Splays should be drawn to the nearside edge of the carriageway in both directions, intersecting only land within the applicants' control or within the public highway.

On site it was observed that at 4.5m back into the access, visibility appeared to be obstructed by the bank to the west, and by the hedge to the east. It is appreciated that HGVs will be positioned higher on the road than a normal car, and as such splays demonstrating the vertical envelope of visibility should be demonstrated to ensure that the banked verge does not obstruct visibility for all vehicle types. Manual for Streets (MfS) sets out that the vertical envelope of visibility should be taken from a height of 2m (representing a HGV drivers' eye height) down to 600mm (representing the height of a child).

The applicant is requested to clarify the ownership of the land to either side of the access, as this will impact upon the achievable visibility splays in this location.

Capacity and trip generation

Previously the submitted documentation indicated that the proposed use of the polytunnels will operate on a seasonal basis, from April to October. The applicant provided a Transport Statement stating that the existing access is currently utilised by HGVs and agricultural tractors and trailers. The applicant should clarify the type and number of movements per day at the existing access for the existing use.

Trip Rate Information Computer Systems (TRICS) does not hold suitable data for the proposed usage of the site; therefore trip generation has been estimated on predicted staff numbers, operational use and goods in and out of the site. Under the previous scheme, it was estimated that the site would employ 99 picking staff and 16 support staff. The applicant proposes to provide 7 minibuses for the picking staff resulting in 14 one-way minibus trips and it is assumed that support staff will travel to the site independently. The Transport Statement sets out that not all support staff will travel by private car, resulting in approximately 25 one-way trips. As a result the applicant anticipates a total of 39 trips generated by staff daily. In addition it is estimated that

there will be six daily HGV movements, operating between mid-afternoon and midnight. These will be scheduled to avoid the peak PM period and HGVs will be routed to exit to the east of the access, e.g. turning left onto Ford Lane. Whilst the LHA appreciate the peak PM period will be avoided, as mentioned above, the applicant should still demonstrate that an HGV can turn in from Ford Lane, turn on site and exit in a forward gear. It would also be beneficial for the access track to be widened to facilitate the anticipated larger vehicles.

No capacity concerns would be raised on the basis that suitable access is demonstrated for larger vehicles and the applicant can demonstrate that cars can pass within the access.

Parking and turning

WSSC does not maintain parking standards for the proposed use; however the applicant proposes 21 car parking spaces which considering there will be 16 support staff and some may car-share there appears to be sufficient space for staff parking. The proposed parking spaces meet minimum specifications of 2.4 x 4.8m and sufficient space is provided to enable vehicles to enter and exit each parking bay and turn. There appears to be sufficient space on site for passengers to be dropped off by minibuses. There also appears to be sufficient space for HGVs to park, load and unload; however as per comments above, full swept path of the largest anticipated vehicle is required for the *full length of the access and within the site*.

Sustainability

Whilst it is acknowledged that the applicant proposes to introduce a Travel Plan for employees to reduce single-occupancy car journeys, it would be beneficial for the applicant to provide a draft Travel Plan Statement (TPS) providing further details of the proposed minibus scheme for the picking staff, including clarification of expected routes and times and that the scheme will be free of charge for staff, plus additional schemes that can be promoted to employees to encourage sustainable transport, particularly the 16 support staff. Details of this can be secured via condition.

The applicant proposes to provide secure and covered cycle storage for the development, under the revised scheme, details of secure and covered cycle storage for 10 cycles has been demonstrated and this can be secured via condition should the application be approved. As stated previously, the nearby road network is not conducive to cycling but may be suitable for experienced cyclists.

Conclusion

The LHA cannot currently support the proposed scheme with the level of information provided, namely that horizontal and vertical visibility to actual speeds has not been suitably demonstrated. The LHA requests that the applicant provides additional information in order to adequately assess the proposal. Please request the below information from the applicant and re-consult:

- A clear plan demonstrating the current and proposed width of the access and internal access route through the site, including details of the formalisation of the access.
- Clarification of ownership of land either side of the existing access.
- Swept path tracking demonstrating the largest anticipated vehicle entering the site, travelling through the site, turning and exiting the site.
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Nicola Fry
West Sussex County Council – Planning Services