

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	Highways, WSCC
DATE:	19/09/2019
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. Additional information received.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	£N/A

The LHA has been re-consulted on this proposal following submission of additional information requested by the LHA. This proposal is for 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 responses dated 1st February 2019, 5th July 2019 and 30th August 2019.

The LHA's response dated 30th August 2019 requested the following additional information from the applicant in order that the application could be adequately assessed:

- confirmation that only one HGV will utilise the access at any one time
- outline the proposed routing of vehicles entering and exiting the site
- confirmation of the frequency of HGV trips generated on a daily/weekly basis
- details of when staff minibuses will be operational to avoid conflict with HGV movements.
- revised swept path tracking plan for HGV manoeuvres
- details of any proposed further access widening to facilitate an improved manoeuvre.

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

The application has now been supported by a Technical Note prepared by Stuart Michael Associates. Access to the site will be via an existing access track serving the site, which is currently unmade and unsuitable for HGVs. The technical note sets out that the access will be widened to 7.5m for the first 30m, and the first 10m of the access will be a hardened surface and regarded to a maximum gradient of 4% for HGV access. The proposed widening of the track will enable two HGVs to wait and pass within the access, without any obstruction of the public highway. A gate will be provided within the access road, this is positioned far enough into the access road, and will open inwards of the site, such that it will not result in HGVs obstructing the highway whilst the gate is in operation. The applicant has confirmed ownership of the land to either side of the access, enabling the proposed widening the access. The applicant proposes a 10m kerbed radii to the west of the access and a 14m kerbed radii to the east of the access to facilitate the left turn manoeuvre of HGVs exiting the site. The internal access way will be widened in places to facilitate HGV manoeuvrability through the site.

The revised Technical note confirms 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.

Revised swept path tracking has been provided demonstrating that HGVs can safely enter the site from the east, and exit to the east utilising the proposed widened access. The revised tracking indicates that a left turn manoeuvre is achievable without the requirement for HGVs to cross the centre line of the carriageway, or utilise third party land.

The Technical Note indicates that a maximum of three HGVs will enter and exit the site on a daily basis (a total of 6 HGV movements). These movements will occur from 12pm-7pm daily. Staff minibuses will arrive on site in the morning and depart between 3-4pm. As such, it is not anticipated that there would be conflict between these vehicles. The proposed access is considered wide enough to enable a minibus and HGV to pass without obstructing the highway.

Visibility

The applicant has undertaken a seven day speed survey to determine 85th percentile speeds along Ford Lane in this location. Ford Lane is subject to a speed limit of 60mph, reducing to 40mph approximately 300m to the east of the site. The speed survey indicated 85th percentile speeds of 47mph eastbound and 48mph westbound. This has been adjusted for wet weather, resulting in wet weather 85th percentile speeds of 44.5mph eastbound and 45.5mph westbound. The LHA accept a reduction in achievable visibility splays in accordance with wet weather 85th percentile speeds and would anticipate splays of 4.5m x 120m to the east of the access and 4.5m x 125m to the west. The applicant has provided a plan demonstrating that these splays are achievable at the proposed widened access, utilising both publicly maintained highway and the applicant's own land. The applicant proposes to remove hedgerow to the east of the access which falls within the visibility splay. There should be no obstructions over a height of 0.6m within these splays and the applicant has demonstrated that the envelope of vertical visibility is sufficient at the proposed widened access at a drivers' eye height of 1.05m and that the bank to the west of the access does not obstruct visibility for drivers.

Trip generation and capacity

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. It is estimated that the site will 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 the Technical Note sets out that there will be six daily two-way HGV movements, operating between 12pm and 7pm. 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.

The proposed use of the polytunnels will operate on a seasonal basis, from April to October. The applicant has provided a Transport Statement stating that the existing access is currently utilised by HGVs and agricultural tractors and trailers. Whilst details of existing vehicle trips associated with the existing use of the site have not been provided, it is not anticipated that the proposal will result in a severe intensification of use of the access.

Parking and turning

The proposed plans indicate that 21 parking spaces will be provided for staff parking, including 3 disabled spaces. These appear to meet minimum specifications of 2.4 x 4.8m as set out in Manual for Streets (MfS). Parking for three LGVs and 3 minibuses is also provided on site. There appears to be sufficient space on site for vehicles to turn on site and exit in a forward gear. Swept path tracking has been provided demonstrating that HGVs can manoeuvre throughout the site and safely turn on site, exiting onto the public highway in a forward gear. Secure and covered cycle storage has been proposed for up to 10 cycles and 3 motorcycles. Given the proposed number of staff, this parking and

cycling provision is anticipated to be sufficient, in addition to the proposed minibus service for picking up and dropping off staff.

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.

If the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'Proposed Access Arrangements with Autotrack Vehicle Tracking of a 16.5m HGV' and numbered 6352.001 Rev A.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until visibility splays of 4.5 metres by 125m to the west and 4.5m by 120m to the east have been provided at the proposed site vehicular access onto Ford Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

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.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Informative

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Nicola Fry
West Sussex County Council – Planning Services