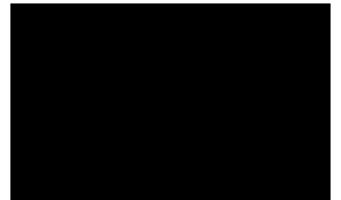




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Transport Statement

Proposed Polytunnels at

Wicks Farm, Arundel, West Sussex

On behalf of

Agricultural Investments Ltd

December 2018

Document History and Status

Project Number 22979

Date	Version	Prepared By	Reviewed By	Approved By
17 December 2018	1.0 DRAFT	Steve Burgess HNDipp	Steve Doughty Director	Stuart Magowan IEng MICE
20 December 2018	1.0	Steve Burgess HNDipp	Steve Doughty Director	Stuart Magowan IEng MICE

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1 Non-Technical Summary

- 1.1 This Transport Statement has been undertaken in accordance with the National Planning Policy Framework on behalf of Agricultural Investments Limited in support of a Planning Application for the construction of six hectares of commercial glasshouse with associated irrigation reservoir, access roads and car parking on land at Wicks Farm, Ford Lane, Arundel, West Sussex.
- 1.2 This Assessment is to be read in conjunction with all planning, architectural and other reports that accompany the Planning Application for the proposed development.
- 1.3 This Assessment addresses the following areas:
 - Sustainability of the existing infrastructure
 - Capability of the existing modes of transportation other than the car to accept additional demands from the proposed development
 - Cycle and car parking provision
 - Development trip generation and vehicular trip impact
- 1.4 Formalised pedestrian infrastructure is limited in this rural locality but there is cycle infrastructure and local public transport links in the vicinity providing convenient access to the surrounding area.
- 1.5 The amount of car parking proposed on the Wicks Farm site is appropriate for the needs of the Applicant and sufficient, secure and covered cycle storage is also available.
- 1.6 The existing highway access to Wicks Farm is adequate in its current form to serve the new development and the anticipated traffic generated by the development will not materially or detrimentally affect the local highway network.

2 Policy

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework was updated in July 2018.

2.1.2 With regard to promoting sustainable transport the policy framework states that *'transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

2.1.3 The Policy Framework states that *'in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.1.4 The Policy Framework states that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.*

2.1.5 Within that context the Policy Framework states that *'development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.1.6 *With regard to transport planning the Policy Framework states that 'all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

2.2 Arun District Council Emerging Local Plan 2011–2031

2.2.1 Arun District Council adopted the 2011–2031 Local Plan on 18 July 2018. This replaces the saved policies within the 2003 Local Plan.

2.2.2 All documents have been reviewed in the preparation of this report.

2.3 Arun Local Plan 2011–2031

2.3.1 The following policies of the adopted Local Plan of relevance to this Transport Statement are as follows:

2.3.2 **Policy SD SP1** Sustainable Development states that 'to ensure that growth within Arun does not have a detrimental impact on the natural environment, strain any natural resources, and to ensure that it will have a positive impact on the achievement of the social, economic and environmental elements for maintaining its sustainable future, all development will be required to comply with the following policy:

Sustainable development When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements (both coastal and inland). This presumption will not be applicable where development requires an Appropriate Assessment or where consideration of the need for one is being undertaken.'

2.3.3 Policy T SP1 Transport and Development states that 'to ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low-emission fuels, public transport improvements and the cycle, pedestrian and bridleway network. The Council will support transport and development which:

- a) Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;*
- b) Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;*
- c) Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;*
- d) Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;*
- e) Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and*

strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;

- f) Explains how the development has been designed to:
 - i. accommodate the efficient delivery of goods and supplies;*
 - ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
 - iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*
 - iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*
 - v. consider the needs of people with disabilities by all modes of transport.**
- g) Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford.'*

2.3.4 Policy T DM1 Sustainable Travel and Public Rights of Way states that 'new development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community. Proposals for all new development must:

- a) Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;*
- b) Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;*
- c) Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;*

- d) *Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;*
- i. *places of work, education, leisure and food retail;*
 - ii. *the South Downs National Park,*
 - iii. *along the coast particularly between Bognor Regis and Littlehampton,*
 - iv. *along the coast to Chichester,*
 - iv. *Bognor Regis to Arundel, and*
 - v. *Littlehampton to Goring.'*

2.4 Parking Standards

- 2.4.1 West Sussex County Council Parking Standards are based on type of use.
- 2.4.2 The development proposals are in planning terms *sui generis*, however West Sussex County Council does not cover *sui generis* uses within its parking standards.

3 The Existing Site and Surrounding Area

3.1 Site Location

- 3.1.1 The development site is located on the land north of Wicks Farm, Ford Lane, Arundel, West Sussex. The site is centred on Ordnance Survey reference SU 990 042. The nearest postcode is BN18 0DF.
- 3.1.2 A copy of the site location plan is located in Appendix 1 at the rear of this Report.

3.2 Site Description

- 3.2.1 The site is approximately 9.7 ha in area and is currently in agricultural use.
- 3.2.2 The site is bounded to the north by the West Coastway railway line and to the east and west by undeveloped farm land.
- 3.2.3 The farm land to the south has Planning Consent for feedstock clamps, glasshouse and anaerobic digesters at Wicks Farm Planning Ref WSCC/019/17/F
- 3.2.4 Vehicular and pedestrian access to the site is currently available via the existing farm track entrance from Ford Lane at the southwestern site boundary and internal routes from the existing Wicks Farm.
- 3.2.5 There is no existing use or travel demand other than farming operations.
- 3.2.6 A copy of the existing site layout plan is located in Appendix 2 at the rear of this Report.

4 Audit of Existing Travel Infrastructure

4.1 Pedestrians and Cyclists

- 4.1.1 Pedestrian infrastructure is limited in the wider locality and although access by foot is not impossible there are no pedestrian footways on either side of Ford Lane.
- 4.1.2 There are however existing Public Right of Ways through farm land adjacent to the site at its eastern and western boundaries which extend to the village of Ford at 1.8 km, the village of Yapton at 1.6 km and beyond.
- 4.1.3 The PROW No. 365_1 to the east of the site is within 700m of the site access linking to the western side of Ford Road/Station Road. Ford Road/Station Road has a public footway which continues north to the village of Ford and Ford Railway Station and south to the villages of Horsemere Green and Climping.
- 4.1.4 The PROW No. 359 to the west of the site is within 400m of the site access and links to Church Lane, Yapton where a public footway network begins and leads to the Village Centre.
- 4.1.5 On road cycling is available surrounding the site. The closest national cycle route is Route Number 2 – South Coast East at 3.0 km from the site. The route runs along the A259 and can be accessed in the village of Climping southbound via Ford Road/Church Lane. The route links with Littlehampton 5.6 km from the site to the east and Felpham and Bognor Regis at 9 km and 11.3 km respectively to the west. This is a long-distance cycle route which, when complete, will link Dover in Kent with St. Austell in Cornwall via the south coast of England.
- 4.1.6 Approximate cycle journey times from the site to likely destinations are as follows:

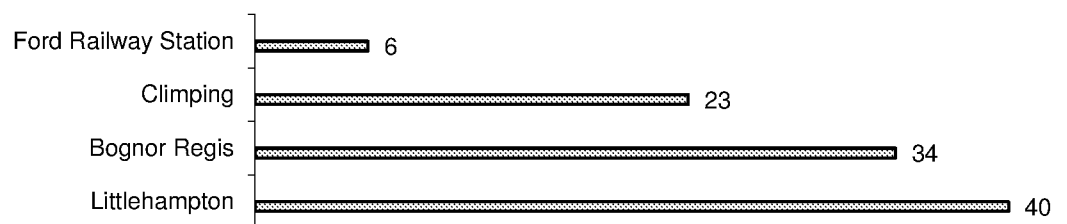


Figure 1: Cycle Journey Times in Minutes

4.2 Buses

- 4.2.1 The nearest bus stop to the site is located at Sparks Corner, Yapton 1.6 km south of the site a twenty-minute walk or six-minute cycle ride. There is one service available from this location which is the Stagecoach Coast Liner route number 700 which provides service between Brighton and Portsmouth.
- 4.2.2 Services typically run at 20-minute intervals, Monday to Saturday and half-hourly on Sunday.
- 4.2.3 Approximate bus journey times to likely destinations, including walking to the nearest stop, are as follows:

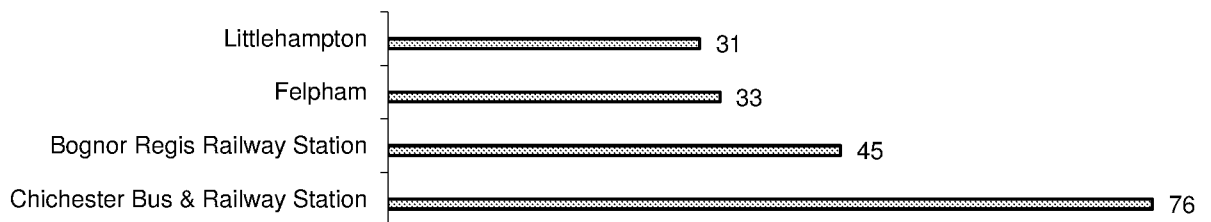


Figure 2: Bus Journey Times in Minutes

4.3 Rail

- 4.3.1 The closest railway station is Ford Railway Station located 1.1 miles to the northeast of the site a 20-minute walk or six-minute cycle ride.
- 4.3.2 Popular routes from Ford include Littlehampton every 30 minutes, Bognor Regis every 20 minutes, Arundel every 20 minutes and Chichester every 15 minutes. Routes to London, Portsmouth and Brighton are also available.
- 4.3.3 Approximate bus journey times to likely destinations, including walking to the railway station, are as follows:

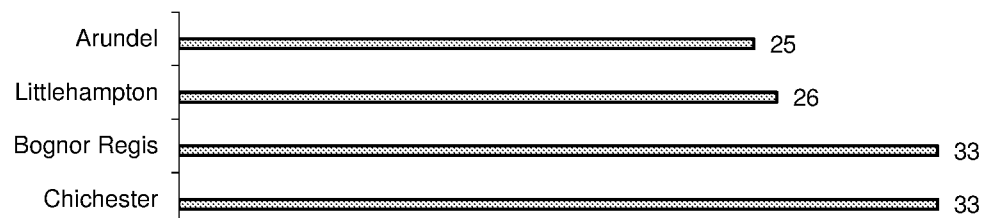


Figure 3: Train Journey Times in Minutes

4.4 Highway Network

- 4.4.1 Access to the proposed development site from the public highway is via the existing private farm track located at the southwestern boundary of the Wicks Farm development proposal.
- 4.4.2 This entrance is accessed from Ford Lane and is suitable for, and currently used by, HGVs and agricultural tractors and trailers.
- 4.4.3 The section of Ford Lane adjacent to the site is subject to the national speed limit which begins at the junction with the B2132. Approximately 130m to the east the posted speed limit is reduced to 40mph.
- 4.4.4 Ford Lane provides access to Ford Road. Ford Road leads to Arundel to the north and Climping to the south.
- 4.4.5 There is access to the A27 at Arundel, which takes you to Chichester in the west and Worthing in the east.
- 4.4.6 At Climping you can join the A259 which leads to Bognor Regis via the B2166 to the west and Littlehampton to the east.
- 4.4.7 An accessibility plan is located in Appendix 3 at the rear of this Report.

4.5 Highway Safety

- 4.5.1 A study of available accident records covering Ford Lane to its junctions with Ford Road and the B3132 has been undertaken over a five-year period between 2017 and 2012.
- 4.5.2 During the five-year period there were seven accidents recorded. Five were recorded as slight in nature and two were recorded as serious in nature.
- 4.5.3 Of these accidents one slight and one serious accident occurred at the junction of Ford Lane and B3132, three slight accidents occurred at the junction of Ford Lane and Ford Road and one slight and one serious accident occurred along the length of Ford Lane.
- 4.5.4 The serious incident at the junction of Ford Lane and B3132 involved a motorcycle overtaking a goods vehicle and then colliding with a vehicle that was waiting to turn right onto Ford Lane.

- 4.5.5 The serious incident that occurred along Ford Lane involved a car driver striking the rear of a cyclist whilst proceeding normally along the carriage way and not on a bend.
- 4.5.6 The remaining slight in nature incidents are assessed to all have been caused by driver error.
- 4.5.7 The accident records do not identify any inherent highway geometry problems and are not uncommon in the anticipated quantity over a five-year period.
- 4.5.8 A copy of the data is located in Appendix 4 at the rear of this Report.

5 Proposed Development

5.1 Description of the Proposed Development

- 5.1.1 The development proposal is for the construction of 5.12 hectares of commercial horticultural polytunnel and associated irrigation reservoir, access road and parking on land north of Ford Lane, Ford, south of Arundel.
- 5.1.2 The new poly tunnels are intended to produce strawberries and to displace much of the strawberry crop that is presently imported from around the world.
- 5.1.3 The polytunnels are arranged in two rectangular areas separated by a six-metre margin. An irrigation reservoir is positioned to the north adjacent to the railway lines. There are two ancillary buildings, lorry yard and parking area arranged to the south adjacent to the consented Anaerobic Digester site.
- 5.1.4 The site will operate on a seasonal basis between April and October each year. Ongoing work will be negligible at the site out of season.

5.2 Cycle and Pedestrian Access

- 5.2.1 Existing cycle and pedestrian access to the site is to be re-used via the existing farm track entrance from Ford Lane at the southwestern site boundary and internal routes from the existing Wicks Farm.
- 5.2.2 The access provides links to the nearby PROW, public transport links and wider highway network via Ford Lane.

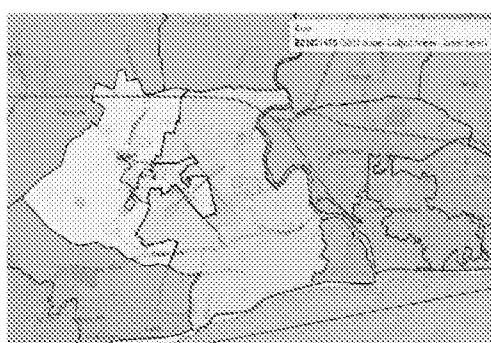
5.3 Vehicular Access

- 5.3.1 Vehicular access to the site will be via the retained existing farm access track at the southwestern boundary of the site, which is already used by farm vehicles accessing the site from the public highway.
- 5.3.2 This access has acceptable visibility splays for a national speed limit road in both directions of 4.5m x 120m for both heavy and light vehicles.
- 5.3.3 A copy of the proposed site layout plan is located in Appendix 5 at the rear of this Report.

6 Travel Demand and Impact on Highway Network

6.1 Staff Travel Demand

- 6.1.1 Initially the TRICS database was investigated to locate appropriate datasets to calculate trip generation for the development. However, after this interrogation and correspondence with a representative from TRICS it was concluded that there was no suitable data held due to the specialist nature of the proposed site.
- 6.1.2 Trip generation and travel demand is based on predicted operational use, staff numbers and goods in and out of the site.
- 6.1.3 It is expected that on average there will be 99 picking staff and 16 support staff employed at the facility who will work a single shift starting at 06:00 and finishing at 15:00.
- 6.1.4 A minibus service managed by the development is proposed to transport the picking staff. This service will deliver employees to and from the site calling at key local population centres.
- 6.1.5 The minibuses have a capacity of 15 passengers which would result in the need for seven minibus two-way journeys to accommodate for the travel demand to work of the picking staff a total of 14 movements generated.
- 6.1.6 For the purposes of this report it is assumed the remaining 16 support staff would be responsible for their own travel to and from work, however there could be scope in the future to allow the support staff to use the minibus service to further reduce the movements in and out of the development.
- 6.1.7 Travel to Work data for the locality indicates the following modal choice:



Pedestrians	8.3%
Cyclists	2.3%
Public Transport	8.2%
Vehicle Driver	74.5%
Vehicle	4.7%
Motorcycle	0.8%
Other	1.0%

Table 1: Local Method of Travel to Work

- 6.1.8 Based on the available pre-travel plan data approximately 80 percent of the staff would travel to work in a vehicle equating to 13 staff members generating two-way journeys. This would result in a total of 25 vehicle movements generated.
- 6.1.9 It is calculated that there will be approximately 39 trips generated by staff traveling to work at the Wicks Farm development.
- 6.1.10 Shifts are off-peak network hours and the increase in traffic in the locality is likely to have no significant detrimental effect at either the site entrance or the wider highway network during the development peak hours.
- 6.1.11 Traffic impact during network peak hours of 8:00 - 9:00 and 17:00 – 18:00 will also be negligible.

6.2 Operational Travel Demand

- 6.2.1 There will be a predicted normal daily average of three two-way HGV collections per day during the height of production, a total of six HGV movements.
- 6.2.2 Goods vehicles collecting produce will be collecting fruit between mid-afternoon and midnight each day with an impetus on collections being made outside of evening peak hours.
- 6.2.3 Goods vehicles would take on average one hour to load and exit the site.
- 6.2.4 The occasional delivery of plant or other material may occur during working hours.
- 6.2.5 Bio-Mass fuel will be delivered by truck weekly to the site on a weekday between 07:00 and 16:00.
- 6.2.6 All HGVs will be routed east along Ford Lane to Ford Road where they will then either travel north to the A27 or south to the A259.
- 6.2.7 Trip rate calculations are located in Appendix 6 at the rear of this Report.

6.3 Travel Plan

- 6.3.1 A travel plan will be written and co-ordinated by Wicks Farm to reduce the number of users travelling to work by single occupancy car journeys.
- 6.3.2 An Introductory Travel Pack will be provided to existing and new employees and will include as a minimum the following information:
- A plan showing pedestrian and cycle infrastructure and distances to public transport stops.

- Details of approximate journey times by foot, bicycle, bus and rail to likely destinations
- Information on bicycle maintenance and bike shops offering discounts, if any, to staff
- Information on the Liftshare.com car share scheme and any local car clubs
- Contact details and information on local Taxi firms

7 Parking

7.1 Policy Based Requirement

7.1.1 As previously noted, the proposed development is in planning terms classified as *Sui Generis* and falls outside the Parking Standards adopted by West Sussex County Council.

7.1.2 In the absence of a *Sui Generis* the parking provision has been established based on the site's operational needs.

7.2 Proposed Provision

7.2.1 Staff parking will be provided fully within the site by a parking provision of 21 car spaces.

7.2.2 Sufficient secure and covered cycle storage will be available on site.

8 Summary and Conclusions

8.1 Sustainable Accessibility

- 8.1.1 The proposed development is appropriately located on an existing farm.
- 8.1.2 Given its rural location the site is relatively well served by buses including bus links to Littlehampton and Bognor Regis and the National Rail network via Ford Railway Station.
- 8.1.3 The operators of the Farm will run a minibus service for picking staff.
- 8.1.4 In addition, the South Coast Cycle Route passes within 1.9 miles of the site providing access to the surrounding towns along the coast as well as Chichester.

8.2 Parking Provision

- 8.2.1 There is sufficient car and cycle parking provided by the proposed development to accommodate all anticipated staff and operational traffic.

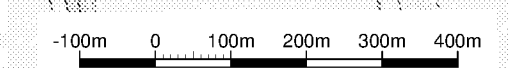
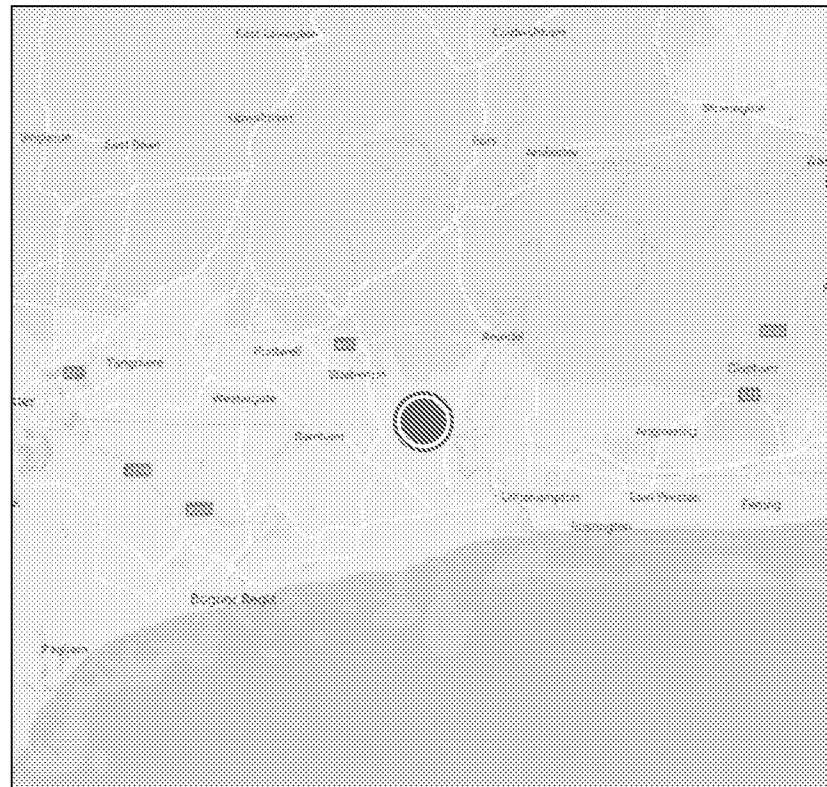
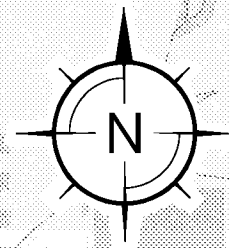
8.3 Impact on Local Transport Network

- 8.3.1 The vehicular trip generation associated with the development proposals are anticipated to reach a maximum of 45 daily additional vehicle trips which will occur outside the network peak hours. Six of these additional vehicle trips would be heavy vehicles.
- 8.3.2 This level of traffic is insufficient to have a measurable impact on the local or wider highway network.

9 List of Appendices, Figures and Tables

Appendix 1	Site Location Plan
Appendix 2	Existing Site Layout Plan
Appendix 3	Accessibility Plan
Appendix 4	Accident Record Data
Appendix 5	Proposed Site Layout Plan
Appendix 6	Trip Rate Calculations
Figure 1	Cycle Journey Times in Minutes
Figure 2	Bus Journey Times in Minutes
Figure 3	Train Journey Times in Minutes
Table 1	Local Method of Travel to Work

Appendix 1
Site Location Plan



TITLE Site Location: Wicks Farm, Ford Lane, Ford, Arundel, BN18 0DS OS Grid Reference: SU 989 042	
SCALE 1:10000@A3	DRG. No. 1

Appendix 2

Existing Site Layout Plan



-20m 0 20m 40m 60m 80m
Scale 1:2000

TITLE Existing Site Layout	
SCALE 1:2000 @ A3	DRG. No. 2

Appendix 3

Accessibility Plan

Buses

No.	Bus Route	Operator	Frequency
700	Portsmouth - Brighton	Stagecoach	20 mins

Bus Stop

National Cycle Route

National Cycle Route 2 On Road

National Cycle Route 2 Traffic Free

Public Right of Way

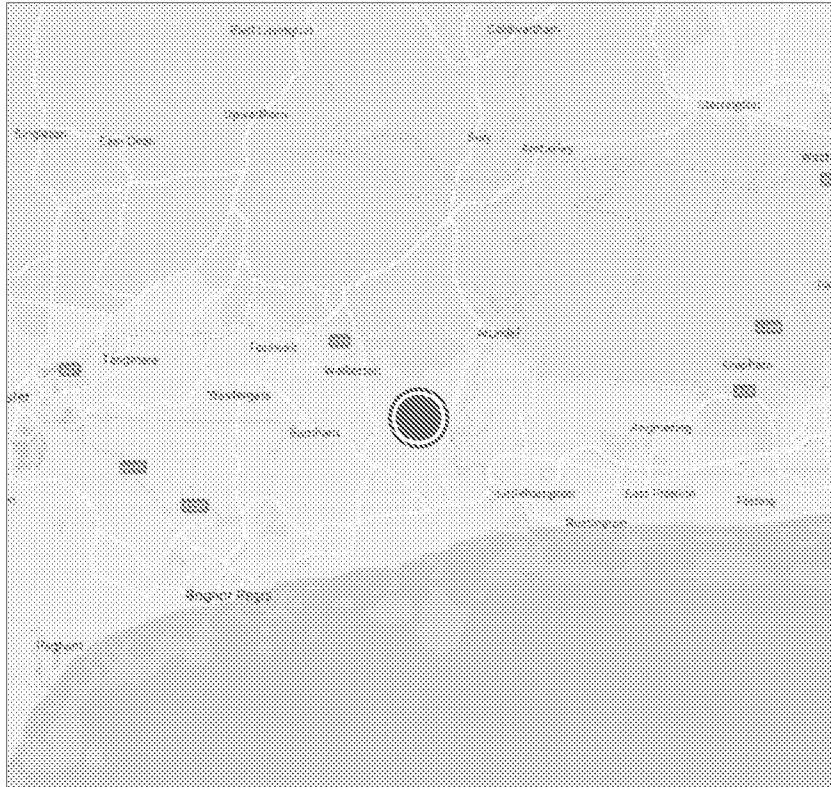
Public Right of Way

Direct Trains To:

Littlehampton (every 30 minutes)

Bognor Regis (every 20 minutes)

Arundel (every 20 minutes)



Appendix 4

Accident Record Data

**Crash Date:**

Tuesday, April 25, 2017

Time of Crash: 8:05:00 AM

Crash Reference: 2017471702280

Highest Injury Severity:

Slight

Road Number: U0

Number of Casualties: 1

Highway Authority:

West Sussex

Number of Vehicles: 2

Local Authority:

Arun District

OS Grid Reference: 498017 103993

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

20

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Crossroads

Junction Pedestrian Crossing:

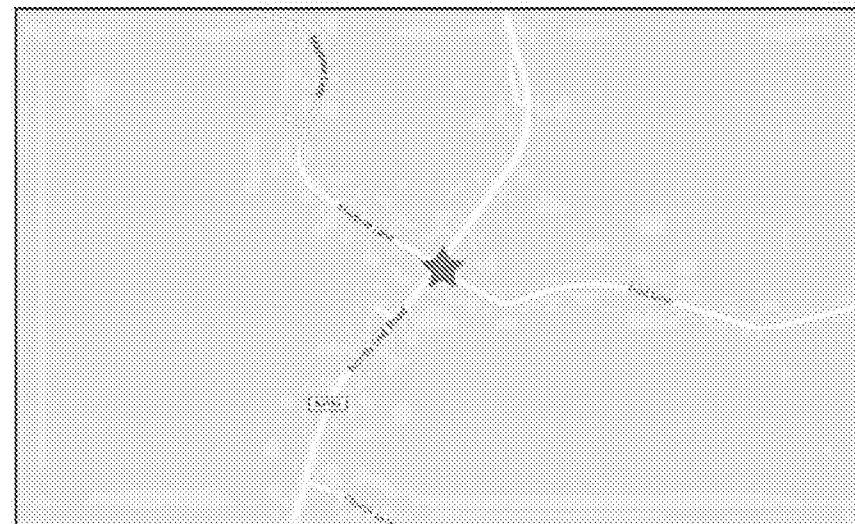
No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled



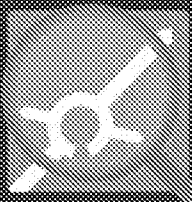
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

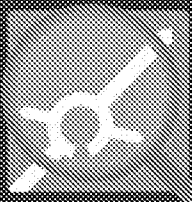
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	26 - 35	Vehicle is in the act of turning left	Front	Commuting to/from work	None	None
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is in the act of turning right	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date:

Wednesday, May 25, 2016

Time of Crash: 1:10:00 AM

Crash Reference: 2016471603069

Highest Injury Severity:

Serious

Road Number: U0

Number of Casualties: 1

Highway Authority:

West Sussex

Number of Vehicles: 2

Local Authority:

Arun District

OS Grid Reference: 498218 103970

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

60

Light Conditions:

Darkness: no street lighting

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

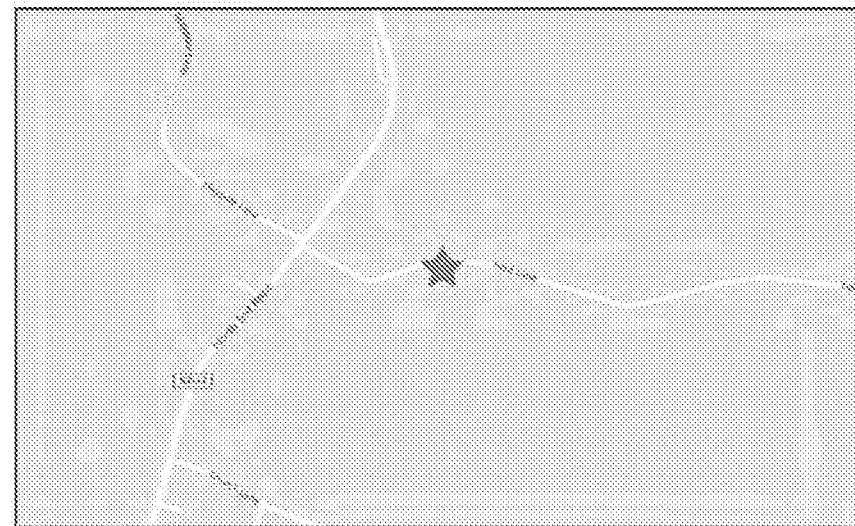
No physical crossing facility within 50 metres

Road Type:

Single carriageway

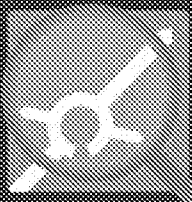
Junction Control:

Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Van or goods vehicle 3.5 tonnes mgw and under	2	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None
1	Car (excluding private hire)	14	Male	66 - 75	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

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12/13/2018 1:49:14 PM

**Crash Date:**

Wednesday, December 23,
2015

Time of Crash: 5:40:00 PM

Crash Reference: 2015471507691

Highest Injury Severity:

Slight

Road Number: U0

Number of Casualties: 1

Highway Authority:

West Sussex

Number of Vehicles: 2

Local Authority:

Arun District

OS Grid Reference: 500079 103683

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

60

Light Conditions:

Darkness: no street lighting

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled

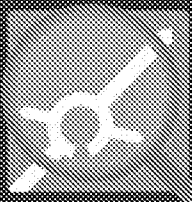


For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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12/13/2018 1:48:10 PM

INSIGHT  insightsonline.com



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	9	Male	26 - 35	Vehicle is in the act of turning right	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



**Crash Date:**

Tuesday, March 31, 2015

Time of Crash: 9:40:00 AM

Crash Reference: 2015471501798

Highest Injury Severity:

Slight

Road Number: U0

Number of Casualties: 1

Highway Authority:

West Sussex

Number of Vehicles: 2

Local Authority:

Arun District

OS Grid Reference: 500078 103688

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

40

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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12/13/2018 1:48:42 PM



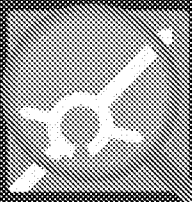
INSIGHTmagazine

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	4	Male	36 - 45	Vehicle is in the act of turning left	Front	Commuting to/from work	None	None
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is in the act of turning right	Offside	Other	None	None

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Page 2 of 2

12/13/2018 1:48:42 PM



Crash Date: Monday, October 27, 2014 **Time of Crash:** 2:25:00 PM **Crash Reference:** 2014471406309

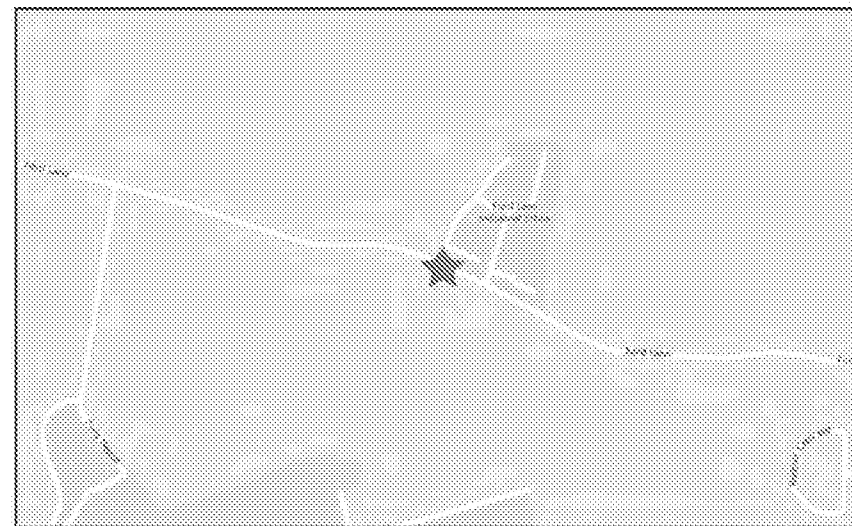
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Using private drive or entrance
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

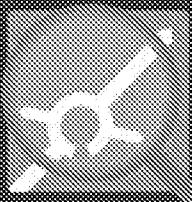
Number of Vehicles: 3

OS Grid Reference: 499425 103817



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Vehicles involved

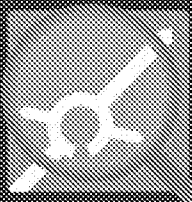
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	18	Female	56 - 65	Vehicle is waiting to proceed normally but is held up	Front	Other	None	None
2	Car (excluding private hire)	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	15	Male	36 - 45	Vehicle is waiting to turn right	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date:

Friday, November 15, 2013

Time of Crash: 2:01:00 PM

Crash Reference: 2013471306165

Highest Injury Severity:

Serious

Road Number: B2132

Number of Casualties: 1

Highway Authority:

West Sussex

Number of Vehicles: 3

Local Authority:

Arun District

OS Grid Reference: 498015 103997

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Crossroads

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Goods vehicle 7.5 tonnes mgw and over	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None
2	Car (excluding private hire)	8	Female	56 - 65	Vehicle is in the act of turning right	Offside	Other	None	None
1	Motorcycle over 500cc	15	Male	21 - 25	Vehicle is passing another moving vehicle on its offside	Front	Other	None	None

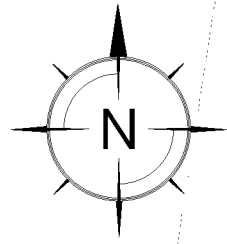
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

Appendix 5

Proposed Site Layout Plan



TITLE	
Indicative Site Layout 4.5m x 120m Visibility Splay	
SCALE	DWG. No.
1:2000 @ A3	4

Appendix 6

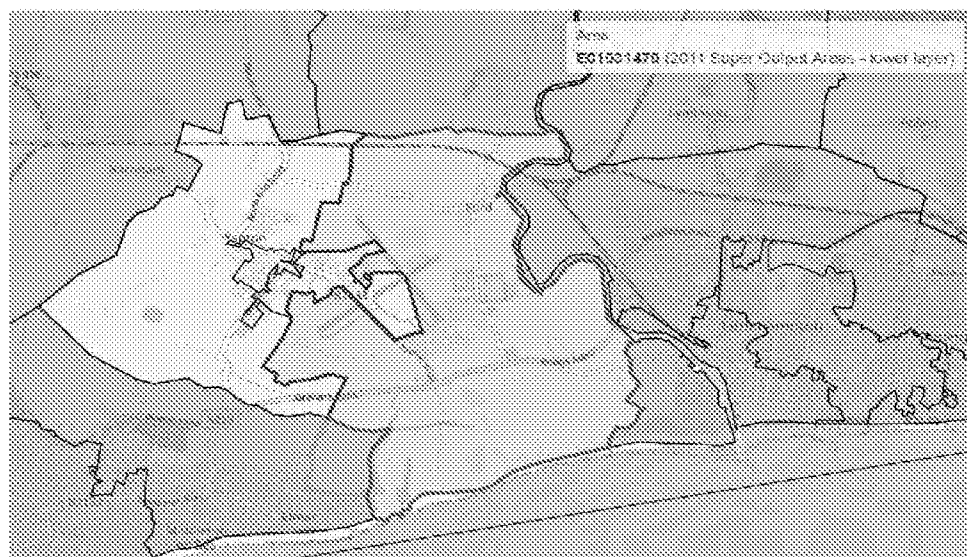
Trip Rate Calculations

QS701EW - Method of travel to work

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Population	All usual residents aged 16 to 74
Units	Persons
Date	2011
Rural Urban	Total
Area Ref#	E01031470

Method of Travel to Work	E01031470	Total
All categories: Method of travel to work	18,445	18,445
Work mainly at or from home	1,087	1,087
Train	770	770
Bus, minibus or coach	130	130
Taxi	14	14
Motorcycle, scooter or moped	90	90
Driving a car or van	8,343	8,343
Passenger in a car or van	524	524
Bicycle	253	253
On foot	930	930
Other method of travel to work	113	113
Not in employment	6,166	6,166
		18,420



All People	18445
Not currently working	6166
Working Population	12279
Work from home	1087
Travelling Work Population	11192

Pedestrians	930	8.3%
Cyclists	253	2.3%
Rail	770	6.9%
Bus	130	1.2%
Taxi	14	0.1%
Vehicle Driver	8343	74.5%
Vehicle Passenger	524	4.7%
Motorcycle	90	0.8%
Other	113	1.0%

Staff and Operational Travel Demand and Trip Generation
Base Data received from DM Planning

Picking Staff	
Meters Square	50000
Yield per Metre Square	22.72
Total Yield	1,136,000
Picking Rate per Hour	15
Picking Hours total	75,733
Hours per Day	8
Total Picker Days	9,467
Number of Weeks Cropping	16
Picker Days per Week	592
Days per Week	6
Pickers per Day	99

Non-Picking Staff	Number of Staff	In/Out Trips per Day	Single Trips per Day
Picker Minibus (15 seater)	99	7	14
Service Engineer	1	1	2
Admin Staff	3	3	6
Management	2	2	4
Supervisor	4	4	8
Maintenance Team	2	2	4
Machine Operators	4	4	8
Total	16	16	32

Vehicles (Goods)	Produce	In/Out Trips per Day	Single Trips per Day	In/Out Trips per Year
Trucks Delivering Biomass				71
Fruit Collection	1136000			
Fruit Collection per week	71000			
Fruit Collection per Day	11833			
Fruit Collection per Crate	3			
Kgs per Pallet	175			
Pallets per Day	68			
Pallets per Vehicle	24	3	6	484
Plant delivery				10

Non-Picking Staff Trip Generation Adjusted to Local Census Data

Transport Mode			In/Out Trips per day	Single Trips per Day
Pedestrians	930	8.3%	1	3
Cyclists	253	2.3%	0	1
Rail	770	6.9%	1	2
Bus	130	1.2%	0	0
Taxi	14	0.1%	0	0
Vehicle Driver	8343	74.5%	12	24
Vehicle Passenger	524	4.7%	1	1
Motorcycle	90	0.8%	0	0
Other	113	1.0%	0	0

Total Staff and Operational Vehicle Only Trip Generation

Transport Mode	In/Out Trips per Day	Single Trips per Day
Vehicle Driver	12	24
Vehicle Passenger	1	1
Minibus	7	14
Heavy Vehicle	3	6
Total	23	45