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Transport Statement

Proposed Glasshouse Extension at

**Wicks Farm - East, Ford Lane
Ford, West Sussex**

On behalf of

John Hall Consulting

March 2021

Document History and Status

Project Number 23482

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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 John Hall Consulting in support of a Planning Application for an extension to the existing glasshouse development at Wicks Farm, Ford, comprising the construction of a 1.3 hectare commercial glasshouse and associated irrigation reservoir together with a hardstanding area.
- 1.2 The existing glasshouse was granted planning permission under reference F/8/20/PL.
- 1.3 This Transport Statement is to be read in conjunction with all planning, architectural and other reports that accompany the Planning Application for the proposed development.
- 1.4 This Statement addresses the following areas:
 - Audit of existing travel Infrastructure
 - Assessment of highway safety
 - Site access
 - Trip generation
 - Cycle and car parking provision
 - Traffic and parking impact
 - Travel planning
- 1.5 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.
- 1.6 The amount of car parking and secure and covered cycle storage available at the existing commercial glasshouse is appropriate for the anticipated future needs of this extension. No additional car parking and or cycle storage is proposed as part of this application.
- 1.7 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 detrimentally affect the local highway network.
- 1.8 This Statement concludes that the site is in a highly sustainable location with excellent existing transport links and that the development proposals will not have a material impact on those facilities or the local highway network.
- 1.9 In terms of traffic impact and sustainable transport the development proposals are appropriate in this location.

2 Policy

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework was adopted in 2012 with a revised version published in July 2018 and updated in June 2019.

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,*
 - v. Bognor Regis to Arundel, and*
 - vi. 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* and not covered by West Sussex County Council standards.

3 The Existing Site and Surrounding Area

3.1 Site Location

- 3.1.1 The development site is located on farmland which forms part of Wicks Farm to the north of Ford Lane, Ford, West Sussex BN18 0DF. The site is centred on Ordnance Survey reference SU 993 042.



Image 1: Site Location

- 3.1.2 The site is bound to the north by the West Coastway railway line and to the east and south by agricultural farmland and the west by the recently completed commercial glasshouse development.
- 3.1.3 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 4.6ha in area and is currently in agricultural use.
- 3.2.2 Vehicular and pedestrian access to the site is currently available from Ford Lane at the southwestern corner of Wicks Farm via the existing access road to the west of the site.
- 3.2.3 There is no existing use or travel demand other than farming operations.
- 3.2.4 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 adjacent to the site.
- 4.1.2 There are several Public Rights of Way (PROW) through farmland in the surrounding area. These include Footpaths 359 and 365_1 adjacent to the site on the eastern and western site boundaries which extend to Ford located 1.8km to the east of the site and Yapton located 1.6km to the southwest of the site and beyond.
- 4.1.3 Public Right of Way No. 359 is located approximately 400m to the west of the site access and links to Church Lane, Yapton where a public footway network is present and leads to the Village Centre, approximately 1.6km from Wicks Farm.
- 4.1.4 Public Right of Way No. 365_1 is located approximately 700m to the east of the site access and links to the western side of Ford Road / Station Road. Ford Road / Station Road has a public footway which continues, approximately 1.8km north to the village of Ford and Ford Railway Station and south to the villages of Horsemere Green and Climping.
- 4.1.5 A plan extracted from the West Sussex County Council Public Rights of Way iMap showing all the available Public Right of Way routes in the area follows:

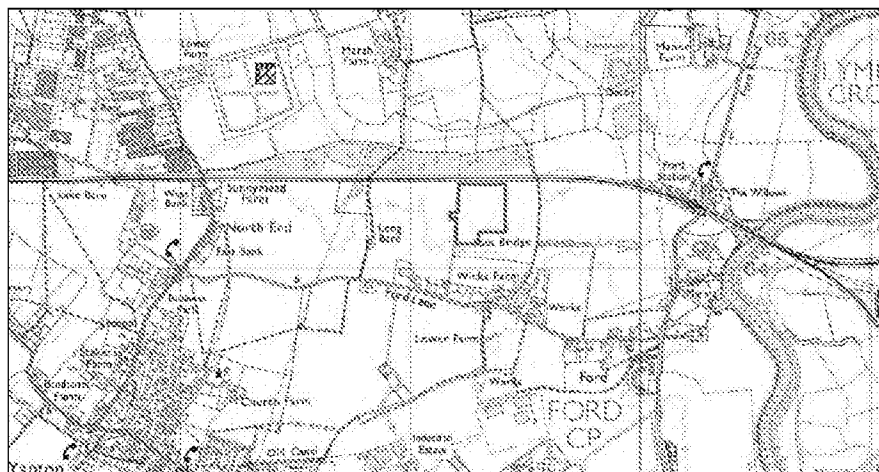


Image 2: West Sussex County Council Public Rights of Ways iMap

- 4.1.6 There are no dedicated cycle facilities in the surrounding area however cycling is available alongside other road users on the local highway network.

- 4.1.7 Access to National Cycle Route 2 is available on the A259 Southcoast Road at the village of Climping, via Ford Road / Church Lane, approximately 2.2km to the south of the site.
- 4.1.8 National Cycle Route 2 provides access to Littlehampton located approximately 5.6km to the east of the site together with Felpham and Bognor Regis located approximately 9km and 11.3km respectively to the west of the site.
- 4.1.9 Approximate cycle journey times from the site to likely destinations are as follows:

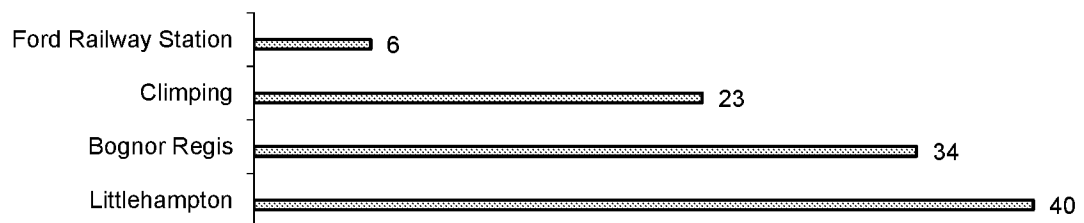


Figure 1: Cycle Journey Times in Minutes

4.2 Buses

- 4.2.1 The nearest bus stop to the site is located at Sparks Corner, Yapton approximately 1.6 km south of the site access, a 20 minute walk or 6 minute cycle.
- 4.2.2 There is one route available from this location, the Stagecoach Coastliner 700 service, which operates between Brighton and Portsmouth 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:

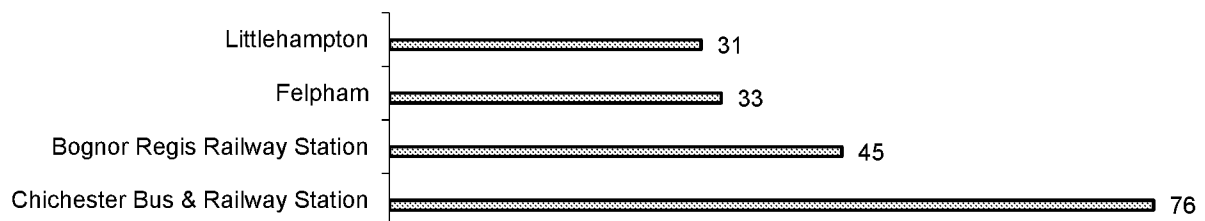


Figure 2: Bus Journey Times in Minutes

4.3 Rail

- 4.3.1 The nearest railway station is Ford located approximately 1.7km to the northeast of the site, a 20 minute walk or 6 minute cycle.
- 4.3.2 Available local 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 train journey times to likely destinations, including walking to the railway station, are as follows:

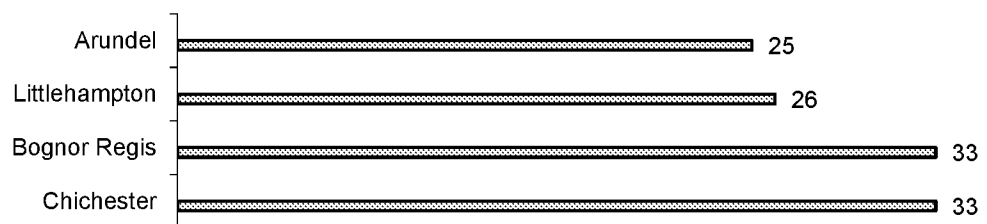


Figure 3: Train Journey Times in Minutes

4.4 Highway Network

- 4.4.1 Access to the proposed development site is via the existing onsite highway to the west of the site which links to Ford Lane at the southwestern boundary of Wicks Farm.
- 4.4.2 This access and junction are suitable for, and currently used by, HGVs and agricultural tractors and trailers with visibility splays of 4.5m x 120m in accordance with DMRB Volume 6 Section 2 Part 6 – TD42/95 Table 7/1 for a National Speed Limit design speed available in both directions.
- 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 of the site access the posted speed limit is reduced to 40mph.
- 4.4.4 Ford Lane provides access to Ford Road to the east of the site where routes to Arundel are available to the north and Climping to the south.
- 4.4.5 Access to the A27 is available at Arundel, approximately 3km to the northeast of the site, which provides routes to Chichester to the west and Worthing and Brighton to the east.
- 4.4.6 Access to the A259 is available at Climping approximately 2.2km to south of the site, which provides routes 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 Personal Injury Collision (PIC) records have been reviewed via crashmap.co.uk.

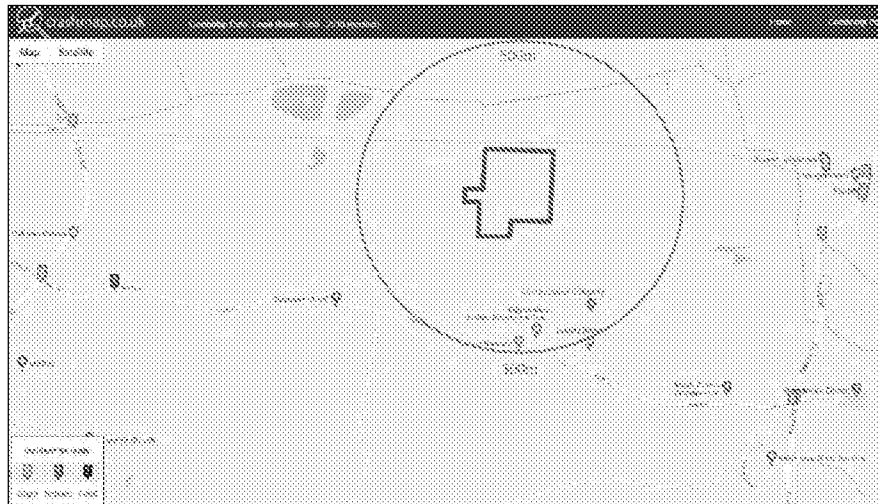


Image 3: Accident Locations

- 4.5.2 During the 5 year period between January 2015 and December 2019 and within 0.5km of the site no accidents recorded.
- 4.5.3 The absence of any accidents within the analysis suggests there are no highway geometry, visibility or other specific highway safety issues and it is not considered that highway safety in the area will be exacerbated by the development proposals.

5 Proposed Development

5.1 Description of the Proposed Development

- 5.1.1 The development proposal is for the construction of a 1.3 hectare commercial glasshouse extension to the existing Wicks Farm, Ford development together with an associated irrigation reservoir and hardstanding area.
- 5.1.2 The glasshouse extension is intended to be used for the production of strawberries and replace some of the strawberry crop that is presently imported from around the World.
- 5.1.3 The development will operate on a seasonal basis between April and October each year.

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 corner of Wicks Farm and internal routes through the existing commercial glasshouse development.
- 5.2.2 The access provides links to the nearby Public Right of Way, 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 corner of Wicks Farm, which is already used by construction vehicles and farm vehicles accessing the site from the public highway operating at the existing commercial glasshouse development.
- 5.3.2 A copy of the proposed site layout plan is located in Appendix 4 at the rear of this report.

6 Travel Demand and Impact on Highway Network

6.1 Existing Travel Demand

- 6.1.1 The site is currently in use as an arable agricultural field with no permanent staff. Occasional short visits are carried out by singular staff members to carry out cultivation, spraying and harvesting requirements.
- 6.1.2 During the harvest season of July and August tractors and trailers access the site frequently on a daily basis.
- 6.1.3 During September and October heavy goods vehicles collect grain from the site up to twice a week.
- 6.1.4 With reference to the low level of operations at the existing site trips generated are deemed to be negligible.

6.2 Staff Travel Demand

- 6.2.1 The TRICS database was investigated to locate appropriate datasets to calculate trip generation for the development. No suitable data is available.
- 6.2.2 The scale of operation and therefore trip generation and associated traffic at the proposed development will therefore be based on that of the existing Wicks Farm, Ford development (Planning Application No. F/8/20/PL) which is located to the west adjacent to the site.
- 6.2.3 The extension will only require additional picking staff to operate, with all management, maintenance and support duties being undertaken by existing staff located on site at the existing glasshouse.
- 6.2.4 On average the extension will require an additional 26 picking staff who will work a single shift starting at 06:00 and finishing at 15:00.
- 6.2.5 A minibus service which transports employees to and from the existing Wicks Farm development is already operational. This will be upgraded to accommodate the additional staff required at the new extension.
- 6.2.6 Each minibus has a capacity of 15 passengers. 4 additional minibus trips per day being will be required.

6.3 Operational Travel Demand

- 6.3.1 Based on the projected additional production output from the extension there is anticipated to be on average 2 additional HGV trips required per day during the height of production.

6.4 Travel Demand Summary

6.4.1 A summary of the total trips generated by the proposed glasshouse extension follows:

Daily Trips	In	Out	Total
Minibus	2	2	4
HGV	1	1	2
Daily Total	3	3	6

Table 1: Total Daily Travel Demand

6.4.2 A copy of the trip generation calculations is located in Appendix 5 at the rear of this report.

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 The parking provision has therefore been established based on the site's operational needs.

7.2 Proposed Provision

- 7.2.1 All new staff trips will be picking staff. All picking staff will travel to site via minibus.
- 7.2.2 No new parking is required and none is proposed. All parking will be catered for by the existing provision on the Wicks Farm commercial glass house development to the west of the extension.
- 7.2.3 The existing Wicks Farm commercial glasshouse development has a parking provision of 21 car parking spaces including 3 disabled spaces and a covered motorcycle / bicycle shelter with the provision of 3 motorcycle spaces and 10 bicycle spaces.

8 Traffic and Parking Impact Prediction

8.1 Pedestrian and Cycling Impact

- 8.1.1 Cyclist and pedestrian trip generation for the development will not have any material impact on the existing infrastructure.

8.2 Public Transport Impact

- 8.2.1 The predicted level of public transport use is not sufficient to require any additional services to complement the existing provision.

8.3 Traffic Impact

- 8.3.1 The proposed extension is anticipated to generate an additional 6 vehicle network trips per day including up to 2 HGV trips.
- 8.3.2 Shifts start and finish during 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 on the wider highway network during the development peak hours.
- 8.3.3 Traffic impact during network peak hours of 8:00 - 9:00 and 17:00 - 18:00 will also be negligible.
- 8.3.4 Goods vehicles collecting produce will operate between mid-afternoon and midnight each day with an impetus on collections being made outside of evening peak hours.
- 8.3.5 Goods vehicles will take on average one hour to load and exit the site.
- 8.3.6 The occasional delivery of plant or other materials may occur during working hours.
- 8.3.7 All heavy goods vehicles 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.
- 8.3.8 The predicted additional traffic associated with the extension proposals is not anticipated to have a measurable impact on the surrounding junctions or the wider highway network.
- 8.3.9 The anticipated peak levels of trip generation are low and further assessment is unnecessary.

8.4 Parking Impact

- 8.4.1 There will be no impact to available parking on the surrounding streets with all required vehicle parking being provided on the wider site together with sufficient secure and covered cycle storage available.

9 Travel Planning

9.1 Generally

- 9.1.1 A Travel Plan for the overall Wicks Farm glasshouse development will be written and coordinated by an appointed Travel Plan Coordinator who will incorporate the existing and proposed travel demand for the site to reduce the number of site users travelling by single occupancy car journeys.
- 9.1.2 The aim of a Travel Plan is to provide a long term strategy for improving transport choices for site users and associated trips generated by the development.
- 9.1.3 The Travel Plan will be committed to by the Developer and West Sussex County Council and will operate for a minimum of 5 years after first occupation. The main objectives will be:
- To provide sustainable transport choice for users at the earliest opportunity
 - To reduce single occupancy car use by 10% over a 5 year period. This can be achieved by a reduction of just 2% each year
- 9.1.4 The Developer, working with West Sussex County Council, aims to raise awareness of the problems associated with unnecessary car use and to help find practical and economical ways of enabling people to reduce car use and find alternative ways to travel.
- 9.1.5 The Developer will make a commitment at the planning stage to appoint a Travel Plan Coordinator to promote the Plan for 5 years.
- 9.1.6 A Travel Plan Coordinator will be appointed prior to occupation of the site.
- 9.1.7 As the travel choices of the end users of this development are not yet known it is not possible to include detailed measures relating to the site specific travel patterns, demand or accurate modal share. These will be included as the Travel Plan evolves.
- 9.1.8 The Travel Plan will be a live document and will be updated and modified to best support the users of the site.

9.2 Travel Plan Coordinator

- 9.2.1 The Travel Plan Coordinator's responsibilities will include:
- Making all users aware of the Travel Plan and providing all new users with an Introductory Travel Pack
 - Implementing and promoting the schemes and initiatives of the Travel Plan

- Commissioning Travel Surveys on behalf of the Developer
- Supplying West Sussex County Council with survey data
- Monitoring the effectiveness of the Travel Plan
- Updating the Travel Plan
- Informing all residents and West Sussex County Council of progress and any new or revised targets

9.3 Introductory Travel Pack

9.3.1 The Travel Plan Coordinator will be committed to supply a Travel Welcome Pack to be given to site users and will include but is not limited to, the following information:

- Introduction to the Travel Plan's aims and objectives
- Details of car share schemes and local car clubs
- Information on electric vehicle ownership and local EV charging locations
- A plan showing pedestrian infrastructure and distances to public transport stops, shops and local amenities
- A plan showing the local cycle infrastructure and quiet road routes
- Information on bicycle maintenance and bike shops offering discounts to site users
- Internet links to Local Authority road safety information relating to walking and cycling
- Details of local businesses providing delivery services
- Contact details and information on local taxi firms and services
- Community Transport for Arun

9.4 Monitoring, Review and Updating

9.4.1 The Travel Plan will be monitored annually for 5 years following the occupation of 50% of the site using a Travel Questionnaire which will be commissioned directly by the Travel Plan Coordinator on behalf of the Developer.

9.4.2 The Travel Plan Coordinator will produce monitoring reports and will inform site users and West Sussex County Council of progress and any new or revised targets for the subsequent years.

9.4.3 The Travel Plan Coordinator will listen to feedback and ideas from site users and encourage them to play an active role in the evolution and progression of the Travel Plan for the benefit of all the users.

- 9.4.4 The Travel Plan Coordinator will also hold discussions with West Sussex County Council and will make site users aware of any developments or alterations to the Travel Plan prompted by those discussions.
- 9.4.5 Targets will be updated at each review but are based on an overall target of a 10% reduction in car journeys over 5 years. The targets will be monitored by the Travel Plan Coordinator every 2 years and where appropriate will set new modal choice targets.
- 9.4.6 This Travel Plan is a strategy for the indefinite future and will evolve over time although the key objectives and principles of the Travel Plan to inform site users and to facilitate travel by sustainable modes will not change.
- 9.4.7 The Travel Plan will be updated every 2 years if required by progress, new ideas, feedback and travel surveys.

10 Conclusions

- 10.1 This Transport Statement has been undertaken in accordance with the National Planning Policy Framework on behalf of John Hall Consulting in support of a Planning Application for an extension to the existing glasshouse development at Wicks Farm, Ford, comprising the construction of a 1.3 hectare commercial glasshouse and associated irrigation reservoir together with a hardstanding area.
- 10.2 The site is in a sustainable location with links to existing transport networks. The development proposals will have no material impact on those facilities or the local highway network.
- 10.3 The site benefits from excellent accessibility to the existing highway network within Ford and the surrounding area.
- 10.4 During the 5 year analysis period between January 2015 and December 2019 there were no accidents recorded within 0.5km of the site.
- 10.5 Vehicular, pedestrian and cycle access to the site will be via the retained existing farm access track at the southwestern corner of Wicks Farm.
- 10.6 Suitable visibility splays are achievable from the proposed site access.
- 10.7 The operators of the Farm will upgrade their existing minibus service to accommodate the 26 additional picking staff.
- 10.8 There will be no impact to available parking on the surrounding streets with all required vehicle parking being provided on the wider site together with sufficient availability of secure and covered cycle storage.
- 10.9 The proposed extension is anticipated to generate an additional 6 vehicle network trips per day including up to 2 HGV trips.
- 10.10 The anticipated level of trip generation suggests any further analysis or assessment of the highway network is unnecessary.
- 10.11 Travel information packs will be provided to site users and an updated Travel Plan will be implemented by the Management Company for the overall commercial glasshouse development who will seek to reduce as much as possible reliance on the use of private cars.
- 10.12 In terms of traffic and transport the development proposals are appropriate in this location.

11 List of Appendices, Images, Figures and Tables

Appendix 1	Site Location Plan
Appendix 2	Existing Site Layout Plan
Appendix 3	Accessibility Plan
Appendix 4	Proposed Site Layout Plan
Appendix 5	Trip Generation Calculations

Image 1	Site Location
Image 2	West Sussex County Council Public Right of Ways iMap
Image 3	Accident Locations

Figure 1	Cycle Journey Times in Minutes
Figure 2	Bus Journey Times in Minutes
Figure 3	Train Journey Times in Minutes

Table 1	Total Daily Travel Demand
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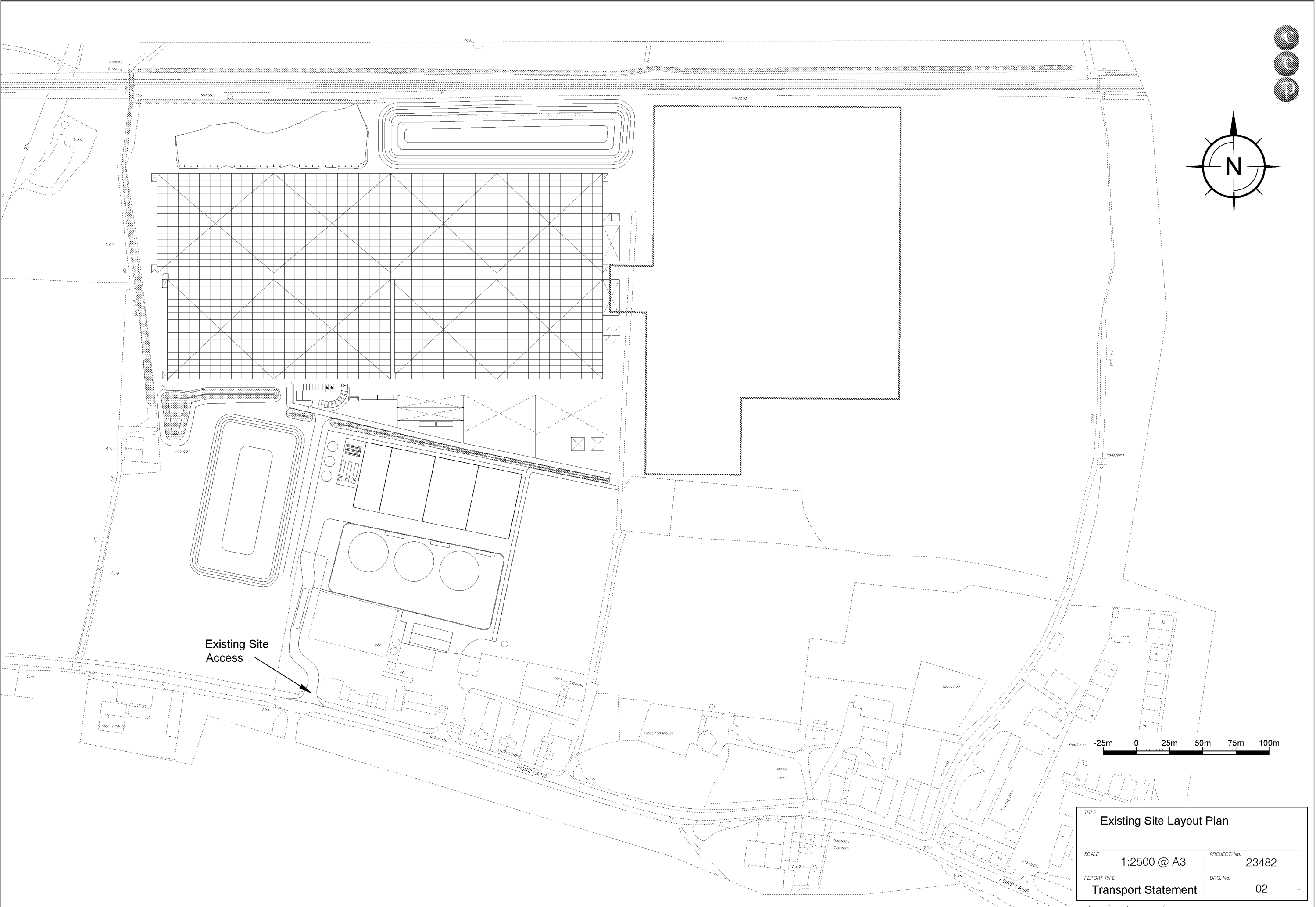
Appendix 1

Site Location Plan



Appendix 2

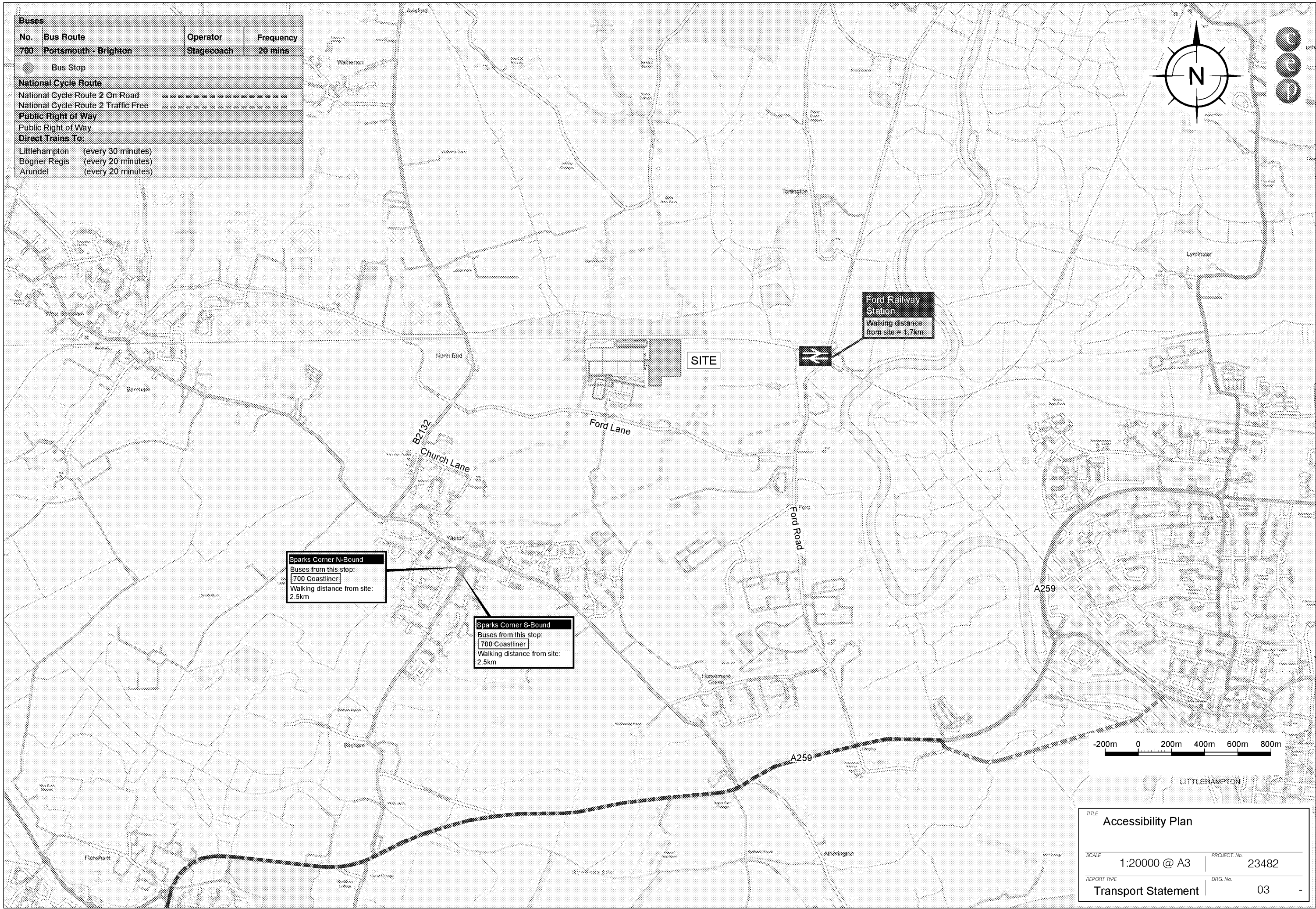
Existing Site Layout Plan



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)		
Bogner Regis	(every 20 minutes)		
Arundel	(every 20 minutes)		



Appendix 4

Proposed Site Layout Plan



Appendix 5

Trip Generation Calculations

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

Picking Staff	
Meters Square	13000
Yield per Metre Square	22.72
Total Yield	295,360
Picking Rate per Hour	15
Picking Hours total	19,691
Hours per Day	8
Total Picker Days	2,461
Number of Weeks Cropping	16
Picker Days per Week	154
Days per Week	6
Pickers per Day	26

Vehicles (Goods)	Produce	In/Out Trips per Day	Single Trips per Day
Fruit Collection	295360		
Fruit Collection per week	18460		
Fruit Collection per Day	3077		
Fruit Collection per Crate	3		
Kgs per Pallet	175		
Pallets per Day	18		
Pallets per Vehicle	24	1	2
Plant delivery	0	0	0