

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	3 August 2021
LOCATION:	Wicks Farm Ford Lane Ford BN18 0DF
SUBJECT:	F/7/21/PL Building a new 1.28 Ha high-tech glasshouse, reservoir and parking area adjacent to the existing 6 Ha glasshouse, reservoir and nursery area. This site is in CIL Zone 3 (Zero Rated) as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Planning Services should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

This application is for a new 1.28ha glasshouse, reservoir and parking area adjacent to the existing 6ha glasshouse. The site is located on Ford Lane, a C-classified road subject to a speed limit of 60mph in this location, reducing to 40mph approximately 300m to the east of the westernmost access.

The LHA requested additional information from the applicant regarding clarification of the proposed site access, and what types of vehicles the new parking area be utilised for and how will this area of hard-standing be accessed.

The applicant has confirmed that the access approved under F/23/19/PL will be utilised for the proposal. The LPA should be aware that the Site Location Plan numbered 6648-CHOK-GH-GF-DR-P-0010-002 shows the incorrect access point within the red-edge of the site. The Proposed Site Layout Plan numbered 03 shows the correct access red-edged. The LPA should consider whether the red-edge plan(s) would require amending.

The application has been supported by a Transport Statement produced by The Civil Engineering Practice. Trip generation has been assessed and is anticipated to result in two additional HGV movements per day (1 two-way movement) and 4 additional staff minibus movements (2 two-way movements). HGVs will operate between mid-afternoon and midnight and as such the LHA do not anticipate that conflict will occur between vehicles within the access.

The Transport Statement indicates that no additional parking will be required, as all new staff trips will be by minibus although the LHA note that a proposed parking area is included within this application. The plan does not demonstrate how the parking area will be accessed within the site, as it appears to be isolated. The applicant has confirmed that this parking area will be utilised by HGVs and staff minibuses, and will be accessed via internal access roads. The plans does not demonstrate provision of internal access roads, however the LHA would not raise any highway safety concerns to this arrangement as it would be considered an amenity issue.

The LHA do not anticipate that this proposal would result in a material intensification of use of the site and would not raise any highway safety concerns to the proposal.

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 111), and that there are no transport grounds to resist the proposal.

Nicola Fry

West Sussex County Council – Planning Services