

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 2nd February 2015

**FROM: Tim Townsend TO: Arun District Council
FAO: Mr. J. Baeza**

SUBJECT: LU/385/14/PL - Construction of a solar energy park to include the installation of solar panels, security fencing, transformer housing, access and other associated works

LOCATION: Land at Brookbarn Farm, Courtwick Lane, Littlehampton, BN17 7PX

DATE OF SITE VISIT: 29th January 2015

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☒	Refusal	☐

S106 contribution total (see below for breakdown): £N/A

This is the WSCC highways and transport response to the planning application.

Summary position of Highway Authority.

No highway objection is raised to the proposal, subject to appropriate conditions being attached to any planning consent.

Site location and existing access.

The site is located at the western end of Old Mead Road, Littlehampton. Old Mead Road is designated as a private street and as such, is not maintained by the Highway Authority. Access to and from the site would be via a gated entrance at its western end. All vehicles would have to use Old Mead Road, entering and leaving the A284 Lyminster Road at its eastern end. The road surface of Old Mead Road is uneven throughout its entirety.

Proposal.

The proposal is for a solar energy park, including provision of solar panels, security fencing, transformer housing, access and other associated works. A temporary construction enclosure for the delivery of materials is included within the proposal although does not appear to be included within the red edging denoting the site boundary. The applicant should be sure that he/she can provide such a facility in-conjunction with the proposal.

Access to the facility (including construction phase) and associated traffic impact.

The applicant proposes access to be off the western-most section of Old Mead Road. Other than an indicative arrow and dashed line, no specific detail is shown. If planning permission is granted, a requirement to provide a detailed site plan showing access should be secured. Likewise, this should also be provided for the construction compound.

The applicant states in his Transport Assessment (TA), that the proposal, when up-and-running, would generate up to 2 visits per month by a van, resulting in 4 traffic movements (two-way). During the construction phase (scheduled for 10 weeks), the applicant has stated that there would be up to 33 two-way movements per day, consisting of up to 15 van/cars and up to 3 HGVs. (Based on this information movements would actually extend to 36 movements per day - not 33 as stated in the TA).

The junction of Old Mead Road and the A284 Lyminster Road has been assessed in terms of suitability to cater for vehicles associated with the development – including the construction phase. This assessment has extended to the entire length of Old Mead Lane using swept-path diagrams. Other than some over-sailing of the centreline for the HGVs turning out of Old Mead Road travelling north onto the A284, the junction otherwise appears to operate satisfactorily. Given that movement by HGVs is proposed to be in low numbers, infrequent, temporary, out of peak traffic periods and assisted by banksmen (when required), the route in and out of the site is considered acceptable to the Highway Authority.

With regard to the safety record at the junction of Old Mead Road and A284 Lyminster Road and in addition to assessment of the junction in technical terms, personal injury accident records have been interrogated. During the period 1st September 2009 to 30th August 2014, no such accidents were recorded within 100m either side of the junction of Old Mead Road and A284 Lyminster Road.

Parking and turning for construction vehicles and servicing vehicles.

A compound is shown on the application drawings for use when the site is being constructed. As an observation, this appears to be outside of the application site boundary (red edging). It is the applicant's responsibility that this area can be provided as part of the planning application (and provided when the site is dismantled when the use ceases).

Construction Management Plan (CMP).

The application contains reference to how the construction phase would be managed. Measures such as scheduling of deliveries, use of 'banksmen' for deliveries, street sweeping etc. have been mentioned. If the LPA is minded to approve the proposal, a condition to secure a formal CMP should be attached to any consent.

As part of the CMP, the applicant has suggested implementing a temporary ban on parking of vehicles for the first 20m of Old Mead Road, at the point where it meets the A284 Lyminster Road. Given the private status of Old Mead Road, the applicant should ensure that permission to implement any parking controls is secured from the owners/custodians (and frontagers) of the road prior to implementation and before construction works commence. The applicant should also ensure that appropriate safeguards to protect and/or repair and damage attributable to the vehicles using the road during the construction phase are agreed with the owner/custodian (and again, frontagers) of the road prior to works commencing.

In addition, signage should be provided on the A284 approaches to Old Mead Road in accordance with Chapter 8 Traffic Signs Manual requirements.

Network Rail.

Given the proximity of the site to the railway, the LPA should consult Network Rail for comments.

Public Rights of Way (PRoW).

No PRoW appear to be affected by the proposals.

Conclusion.

No highway objection is raised to the proposal, subject to the following conditions being attached to any planning consent:

1. **Access to site (permanent – post construction)** – Access to the site shall be from Old Mead Road only, in accordance with detailed plans to be submitted to and approved by the LPA after consultation with the CHA. Thereafter, it shall be retained for its intended purpose.

Reason – To ensure fit-for-purpose access constructed to appropriate design and safety standards and to control traffic movements in and out of the development site.

2. **Parking and turning (permanent – post construction)** - No development, hereby approved, shall be occupied until provision for parking, turning, loading and unloading of vehicles associated with the development clear of Old Mead Road and any adopted highway has been provided in accordance with plans to be submitted to and approved by the LPA after consultation with the CHA. Provision should thereafter be maintained solely for the purpose of the parking and turning of vehicles clear of any adopted highway and Old Mead Road.

Reason – To ensure that adequate provision for the parking and turning of vehicles is provided for the development to accord with approved policy.

3. **Construction management plan** - Prior to development commencing, a Construction Management Plan shall be submitted to and be approved in writing by the Local Planning Authority after consultation with the Highway Authority. This shall require the applicant and contractors to minimise disturbance during both the construction and demolition phases of the development and will include (but not be limited to) details of the following information for approval:
 - the phased programme of construction works;
 - the means of access and road routing for all construction traffic associated with the development;
 - provision of wheel washing facilities and details of their operation and location;
 - Details of street sweeping;
 - construction working times including delivery times;
 - details of a means of suppressing dust arising from the development;
 - details of all proposed external lighting to be used during construction;
 - details of areas for the loading, unloading, parking and turning of vehicles associated with the construction of the development;
 - details of areas to be used for the storage of plant and materials associated with the development;
 - details of the temporary construction site enclosure to be used throughout the course of construction (including access gates).
 - Contact details for the site contractor, site foreman and CDM co-ordinator (including out-of-hours contact details).
 - Evidence of consultation with neighbours prior to works commencing.
 - Details of any temporary traffic management that may be required to facilitate the development including Chapter 8 traffic signage.
 - Commitment by the applicant to any road repairs (as may be identified) at junction of Old Mead Lane with A284 Lyminster Road and to Old Mead Road itself (will require before and after survey of said roads). A Section 59 Agreement may be necessary for parts of the adopted highway network – WSCC can advise on request.

Details of how measures will be put in place to address any environmental problems arising from any of the above shall be provided. A named person shall be appointed by the applicant to deal with complaints, shall be available on site and their availability made known to all relevant parties.

Reason - To ensure safe and neighbourly construction in the interests of amenity and road safety.

Informatives.

Informative to Planning Officer – Roads not forming part of the adopted highway network, will not be inspected by the Highway Authority before, during or after any construction phases. It is recommended that such roads should, however, be assessed and formally signed-off/approved by a suitably qualified engineer to the satisfaction of the LPA.

Informative – S59 Agreement – The applicant should contact West Sussex County Council Legal Services to obtain necessary information about a Section 59 Agreement under the Highways Act 1980, as referred to in condition 4 above. This Agreement may be required due to the extraordinary traffic that would be generated during the construction works and to provide a means of making good the public highway following the cessation of construction traffic and building work on the site.

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