

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	16 September 2021
LOCATION:	Sefter Farm, Pagham Road, Pagham, PO21 3PX
SUBJECT:	P/117/21/PL Construction of a new packhouse including relocation of parking area and landscaping. This site may affect the setting of a listed building and is in CIL Zone 5 (Zero Rated) as other development.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for new packhouse and relocation of existing parking area.

The packhouse will be 6430sqm and used as part of the existing operations at the site. It will enable development of automated production systems and allow onsite storage for vegetables. The relocation of the car park will form a new internal access from the site access road and a new roundabout within the site is proposed to assist vehicle movements.

The LHA previously provided comments under P/76/16 for packing house and associated works, to which no objection was raised subject to conditions and s106 contribution towards accessibility improvements in the locale.

Access Arrangements

Pagham Road is rural single carriageway subject to 60mph. The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been recorded injury accidents at the junction of Pagham Road with Sefter Road, approximately 245m south of the site access and one incident to the north of the site access. There have been no incidents directly related to the site access.

The existing access is to be utilised. This takes the form of an established wide bellmouth with kerbed radii. Car and HGV tracking of the access has been provided and this is anticipated to work as per existing arrangements.

Under P/76/16 improvements to forward visibility along Pagham Road were proposed by cutting back vegetation within the public highway. Improvements for the existing visibility for right turns in to the site and for pedestrian visibility to the informal crossing points of Pagham Road (vicinity of internal crossing to the south and bus stop) were provided and accepted by the LHA.

Trip Generation

The LHA is mindful that the packhouse is proposed to allow more automated systems to develop and that of the existing 600 staff currently employed, no new staff are proposed. It is also outlined that the new building will omit the need for third party storage currently used at Barnham, Portsmouth and Ford and thus the 12 HGV (24 two-way movements) per day associated with third party storage requirements are removed.

Under P/76/16 the LHA surmised that a best case 70 additional two-way trips and worst case 237 additional two-way trips per day could occur. Whilst it is noted that a Travel Plan, mini-bus and coach service and cycle to work scheme have been introduced to promote reduction in car travel, the LHA nevertheless require further information and clarification on anticipated changes to vehicle trip generation at the site. Of the 237 worst case existing movements how many are currently in the AM and PM peak hours? What other HGV trips are existing at the site access (aside from transport to third party storage sites) and what is their impact on the peak hours? Will the increased floor area and automated processing increase production at site and therefore have potential for non-storage HGV trips to increase? Please ask the applicant to provide this further detail in a clear format so that the LHA can better understand existing against proposed movements for all vehicles at the site.

Internal Layout

To understand the rearrangement of storage on site and impact on vehicle routes it would be useful for plans to show HGV routes throughout the site.

The existing car park will be relocated and visibility splays of 2.4m by 25m (20mph) from the car park access to the internal site road have been demonstrated. Tracking shows that cars can manoeuvre within the car park and pass in the access. It is stated that 219 spaces exist at the site in total although 190 are provided in the relocated car park it is not clear where the additional 29 spaces are located. Whilst it is noted that no new staff are proposed, it would be useful for each existing and proposed building floorspace to be set out against the required parking standard. It would also be beneficial to understand proposed storage only floor area of the new building and justify how the amount of space provided will meet all storage needs on site omitting third party movements.

Finer detail of the proposed bicycle and motorcycle parking and electric vehicle spaces can be secured by condition, if further information requested above is deemed satisfactory.

Accessibility and Travel Plan

It is understood that a bus stop 270m south on Pagham Road serves both north and southbound services to Chichester and Bognor. There is also a mini-bus and stagecoach service (routes to/from site include Bognor, Littlehampton and Portsmouth) subsidised by Barfoots and fit in with shift times. A cycle to work scheme exists and car sharing will be promoted. Nevertheless, with the proposed new building and changes to processes at the site it would be useful for the Travel Plan to be updated and provided with this application.

Conclusion

Please ask the applicant for the trip generation, car park and Travel Plan information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services