

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Anita Gardner
FROM:	WSSC - Highways Authority
DATE:	27 November 2020
LOCATION:	Lower Farm, Yapton Lane, Walberton, BN18 0AS
SUBJECT:	WA/62/20/PL Construction of 5 hectares of glasshouses, a service area & a reservoir on agricultural land. This site is in CIL Zone 3 (Zero Rated) as other development.
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been consulted on proposals for 5 hectares of glasshouses, a service area and reservoir.

It is proposed that the existing farm road access will be utilised along with new hardstanding areas within the site. The proposed use will be horticultural nursery use - growing, harvesting and packing of strawberries - to be operational from April to October each year.

A Transport Statement (TS), Travel Plan (TP) and Design & Access Statement have been provided in support of the application. The LHA does not wish to raise transport grounds to resist the application subject to following comments and advised conditions.

Access Arrangements

The existing access with Yapton Road (B2132) will be used. This serves a 3.5m wide access track currently used by HGV's, tractors etc. The B2132 is subject to a 40mph speed restriction in this location. From inspection of local and WSSC mapping, there appears to be no visibility issue at the point of access onto Yapton Road. I have also checked the most recently available verified accident records, which reveals there have been no personal injury accidents in the vicinity of the existing point of access within the past 5 years.

The access width and geometry appear suitable for the proposed use. Give way markings and white lining are proposed - the applicant would be required to contact Area Office to arrange for this. Swept path tracking plans have been provided showing that a fire tender and refuse collection vehicle can manoeuvre the existing access point.

Trip Generation

The existing use as arable field with cultivation, spraying and harvesting visits, tractor/trailer visits during harvest season and HGV grain collections twice per week (Sep & Oct) is considered a negligible amount of existing trips to and from the site.

Considering that TRICs does not hold comparable site data the TS has used Wicks Farm site (F/8/20) to provide anticipated trip generation data. 99 x picking staff and 16 x support staff are anticipated. A minibus will be used to serve the picking staff. As each minibus has a capacity for 15 x passengers, resulting in 7 x 2-way trips (14 trips per day). The remaining 16 x support staff will travel independently to site. Local travel to work data has been used to determine the travel modal share and it was found the majority (74.5%) would travel by car. The TS has rounded this up to 80% of the 16 x staff anticipated to travel by car. This would result in 13 x 2-way trips (26 trips per day). A total of 40 x vehicle movements at the existing site access is therefore anticipated. Additionally, up to 6 x HGV trips may be generated per day. As per WSSC Road Safety Audit (RSA) policy, an RSA would not be required as the existing access is not anticipated to see an intensification in use of more than 50 vehicle movements per day over the existing use.

The LHA does not anticipate a road capacity issue to the nearby road network as a result of the development. Nevertheless, construction of the glasshouses and reservoir could

see increased vehicle movements of the access during construction phase and thus deliveries and construction traffic should be carefully managed. Details of construction management can be secured via condition.

Car Parking

Based on the site specific needs of the use a total of 27 x vehicle parking spaces are proposed which includes 3 x disabled bays and 6 x LGV / minibus bays. The TS also refers to a motorcycle and bicycle parking facility. It is evident from the site block plan that there is sufficient space for parking for all modes and HGV access and turning within the 'yard' area.

Accessibility

The TS sets out the accessibility credentials of the site. There is no footway along Yapton Road in this location, the nearest footway culminates approx. 460m south of the site and extends to North End, Yapton and Burndell. There are also no dedicated cycle facilities in the vicinity.

Bus stops are available to the south of the site access at Lake Lane with one route between Bognor and Walberton. The nearest Train Station is at Barnham, 9 minute cycling distance from the site. It is considered that there could be some options for sustainable transport to make up part of a journey to/from the site although the rural location is likely to result in some dependence on the private car for some staff journeys.

A TP has been submitted which aims to promote sustainable transport use and reduce single car occupancy for staff of the new development. This sets out an aim to reduce single occupancy car user by 10% over a 5 year period. Site specific measures will be identified once the end user is known and travel patterns/ demand are identified via a Travel Audit. Employee Inductions Packs will include information on cycle routes, public transport information, car sharing and cycle shop discounts.

Conclusion

The Local Highway Authority does not consider that the 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 109), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following condition(s) and informative note(s) would be advised:

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

Travel Plan Statement

Upon the first occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan statement. The Applicant shall thereafter monitor, report and subsequently revise the travel plan as specified within the approved document.

Reason: To encourage and promote sustainable transport.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,

- the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.
- Reason: In the interests of highway safety and the amenities of the area.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

INFORMATIVE

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works (give way lining of existing access). The applicant is requested to contact the Area Highway Manager (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Katie Kurek
West Sussex County Council – Planning Services