

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: James Cross
FROM:	WSCC - Highways Authority: Tim Townsend
DATE:	9th February 2021
LOCATION:	Fleurie Lake Lane (former Star Plants Nursery) Lake Lane Barnham PO20 0AL
SUBJECT:	WA/75/20/PL New & replacement glasshouses & polytunnel structures. This application also lies within the parish of Yapton. This site is in CIL Zone 3 (Zero Rated) as other development. Amended Transport Assessment received.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

This is the third WSCC Highway Authority response to the above planning application for new and replacement glasshouses and polytunnel structures.

This response should be read-alongside the previous WSCC Highways responses dated 16th November 2020 and 28th January 2021. Below is a summary of the outstanding points as carried-forward from both previous CHA's responses (black and *red* text). Latest CHA responses in *blue* text alongside:

- Traffic flows for Lake Lane and resultant impact on these brought about by the site should planning permission be granted. *With regard to staff trips, the Transport Assessment appears to consider both the Springfield Nurseries site and the Lake Lane facility as a whole. However, if planning permission is granted for the Lake Lane site then all activities will be at the latter. Therefore for staff trips alone (full-time), these could increase by about 8 trips on a daily basis over and above that existing at the site. With regard to deliveries and associated activity by others wishing to use the site, the Transport Statement sets out in Tables 4, 5 and 6 the existing and proposed changes as a result of consolidation on the Lake Lane site. The Transport Statement concludes that the HGV impact would reduce with the cessation of trips between the Springfield Nurseries site and the new facilities at Lake Lane. However, the information provided does not reference any other vehicle types other than an assumption that some staff might travel by car. Also, the conclusions found in the Transport Statement are also dependent on the interaction between the Springfield Nurseries site ceasing.*

From the County Highways point of view what remains unclear or is not explained sufficiently in the Transport Statement is whether that shown in Table 5 is the resultant activity from the Lake Lane site following redevelopment as it simply states that it is/are additional delivery trips along Lake Lane. Therefore what is still required is a far simpler comparison setting out existing number of total trips (e.g. deliveries, staff, visitors, suppliers etc.) to and from the site and what the overall impact would be following redevelopment. Also, a breakdown of the different vehicle types is still required.

In essence, if planning permission is granted, the Fleuries Nurseries site would see a rise in numbers of full-time staff working on the site (basically 18 staff rising to 26). With regard to deliveries, the revised TA is trying to say that without the need for transportation of plants from the Springfield Nurseries Site to the Fleuries Nurseries site, then this is where the net traffic reduction would come into being. So in terms of staff-related traffic movements, this would be a negligible increase of around 7-8 additional trips per-day.

The revised TA then goes on to say that there would be an increase in deliveries of packing materials and the like to the new site and this is set out in Table 5 of the document. They estimate this to be an average of 1 extra delivery per-day in both peak and off-peak seasons.

With regard to daily HGV movements, they estimate that as a result of the operations being consolidated on the Fleuries Nurseries site that the existing number of HGVs associated with the site on a daily basis would reduce. In peak season this would be from 8 trips to 2 and in the off-peak season the trips would remain as 2.

(For robustness, Table 7 of the revised TA sets-out the worst-case scenario if both Fleuries and Springfield sites were to continue operating together – albeit with the Fleuries site redeveloped as-per this current planning application. Although a theoretical assessment, it estimates that in peak-season, the number of cars and LGVs would increase by 16 over a 12-hour period; HGVs by 4 and in the off-peak-season cars/LGVs by 16; HGVs by 2).

- Vehicle routing (existing and proposed) and whether any controls about routing are currently in-place. ***This information is still required.***

This is set-out in paragraphs 3.8 – 3.10 of the revised TA. It is the CHA's recommendation that all HGVs and other vehicles larger than cars and small vans enter and leave the site from the east and leave eastwards (thereby avoiding the narrower and more built-up section of Lake Lane found to the west). A form of Routing Agreement is recommended to secure this. For the actual access arrangements, both access points should be clearly signed to ensure they are used as a one-way system as the applicant proposes.

- Description of both access points - how each are currently used and how they would be used if planning permission were to be granted (and by whom and what vehicle types and to which parts of the site), including plans demonstrating suitability for vehicles using them using swept-path analysis. ***Information about the use of the access points by the applicant's development have been provided although final numbers of vehicles is not yet provided (see points above).***

This information is now provided in the revised TA.

- Parking and turning areas to be shown with supporting swept-path analysis. ***Swept-path analysis has not been provided but parking areas for cars has. As such, the applicant should provide analysis for the manoeuvring of HGVs within the site.***

This has now largely been shown although HGVs manoeuvring into loading bays (or similar) doesn't appear to be shown. However, the internal space within the overall yard area appears such that such manoeuvres are likely to be possible within the site area.

- A Stage 1 Road Safety Audit of both access points to Lake Lane (including Designer's Response) – the requirement for this will depend on traffic impact, PIA information, suitability of access points and other information as requested in this response. Should the applicant demonstrate that the thresholds in the WSCC Safety Audit Policy are not exceeded, then the need for this document might fall away. ***Based on the current design and safety records in the vicinity of the access points (including one-way system – so in from the east and out from the west – as described in the Transport Statement), the Highway Authority is satisfied that the site accesses are suitable for access to and from the site by a selection of vehicles including articulated HGVs. However, because the matter of traffic impact is still unclear, the Highway Authority still reserves the right to still ask for a Safety Audit.***

Based on the resultant reduction in trips to and from the site (including those trips undertaken by HGVs), that the highways access works were undertaken relatively recently with no adverse issues reported to date and that a signed routing arrangement is to be applied for the redeveloped site, on this occasion the CHA will not require a further safety audit of the access arrangements.

- Travel Plan Statement including measures to promote sustainable travel to and from the site. ***Section 5 of the Transport Statement sets-out details of a Travel Plan Statement. What is not clear from the document is the following:***
 - 1. How site surveys will be undertaken (e.g. SAM); and,***
 - 2. (under measures) it should state that travel vouchers should be made available to full time staff to the sum of £150 which could be used to either fund or part-fund a bike, bus and/or train ticket.***

Any finalised document would need to be secured either by S106 Agreement or planning condition.

This information is set-out in paragraphs 5.7 and 5.8. The CHA recommends that SAM monitoring in accordance with TRICS advice be secured for all site surveys. Additionally, the CHA considers that continued provision of a mini-bus for temporary peak-season staff should be included in the Travel Plan as this would also have an impact on traffic using the site on a daily basis at this time.

Conclusion.

The applicant now demonstrates that the resultant transport impact of the development cannot be considered severe when considered alongside National Planning Policy Framework guidance. This, of course, would be subject to an appropriate Travel Plan and Vehicle Routing Agreement being secured through S106 Agreement and the following highway-related conditions attached to any planning consent:

1. Access

No part of the development shall be occupied until such time as the vehicular access onto Shopwhyke Road serving the development has been provided with appropriate directional signage in accordance with a plan to be submitted to and approved by, the LPA.

Reason: In the interests of road safety.

2. Car and lorry parking (including visitor parking)

No parts of the development shall be occupied until the car parking spaces serving those parts have been constructed in accordance with the approved plans. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking provision for the development.

3. Turning space

No part of the development shall be first occupied until the vehicle turning space has been constructed within the site in accordance with the approved site plan. This space shall thereafter be retained at all times for its designated use.

Reason: In the interests of road safety

4. Electric Vehicle Parking (EV)

No parts of the development shall be first occupied until Electric Vehicle Charging spaces serving those parts have been provided in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies.

5. Cycle Parking

The development shall not be first occupied until covered and secure cycle parking spaces serving the respective dwelling has been provided in accordance with plans to be submitted to and approved by the LPA.

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

6. Construction Management

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.

INFORMATIVES

1. Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works might include: the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order (TTRO), the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

2. Temporary Developer Signage

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

Tim Townsend
West Sussex County Council – Planning Services