



Glasshouse Development
Longacre, land west of Maypole Lane, Barnham

Travel Plan Statement

for

Eric Wall (Holdings) Limited

Document Control Sheet

Travel Plan Statement

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This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Travel Plan Statement has been prepared on behalf of Eric Wall (Holdings) Limited pursuant to the grant of planning permission for the erection of a glasshouse, reservoir and associated buildings on land at Longacre, land west of Maypole Lane, Barnham. The approved development will replace existing glasshouses located at the Eric Wall Nursery off Lake Lane to the north of the Maypole Lane site, which are used to cultivate tomatoes primarily for the main supermarkets.
- 1.2 Condition 6 of the Decision Notice for this application (planning reference: Y/92/15/PL) states:
- "No part of the development hereby permitted shall be occupied or the use commenced until a Travel Plan Statement comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan Statement shall then be implemented, monitored and reviewed in accordance with the agreed travel plan Targets to the satisfaction of the council."*
- 1.3 Reference to West Sussex County Council's, 'Guidance on Travel Plan Statement's' (June 2013) and the Transport Statement submitted in support of the application (dated March 2015) has been made in preparing this document. In this regard, the guidance states:
- "Travel Plan Statements, for smaller developments, focus on promoting sustainable travel options and, due to the limited number of staff/residents involved, do not require modal shift targets to be set or independently monitored."*
- 1.4 The submitted Transport Statement identifies the development would employ a total of 10 staff during peak growing season, who will transfer from the existing nursery site located on Lake Lane to the north. Having regard to staff numbers and relevant local guidance, this Travel Plan Statement therefore does not include specific targets or arrangements for future monitoring. However, the document will be subject to informal review and updating as necessary.
- 1.5 Following this introduction, the Travel Plan Statement is structured as follows:
- ▶ Section 2 sets out the background to the approved development and Eric Wall Nursery to which this Travel Plan Statement relates;
 - ▶ Section 3 provides an overview of the site, its surroundings, and reviews the accessibility of the site by active and/or sustainable modes of transport;
 - ▶ Section 4 outlines the background policies, aim and objectives of this Travel Plan Statement; and
 - ▶ Section 5 describes the measures included to promote and encourage alternatives to single-occupancy car use and outlines an Action Plan for implementation.

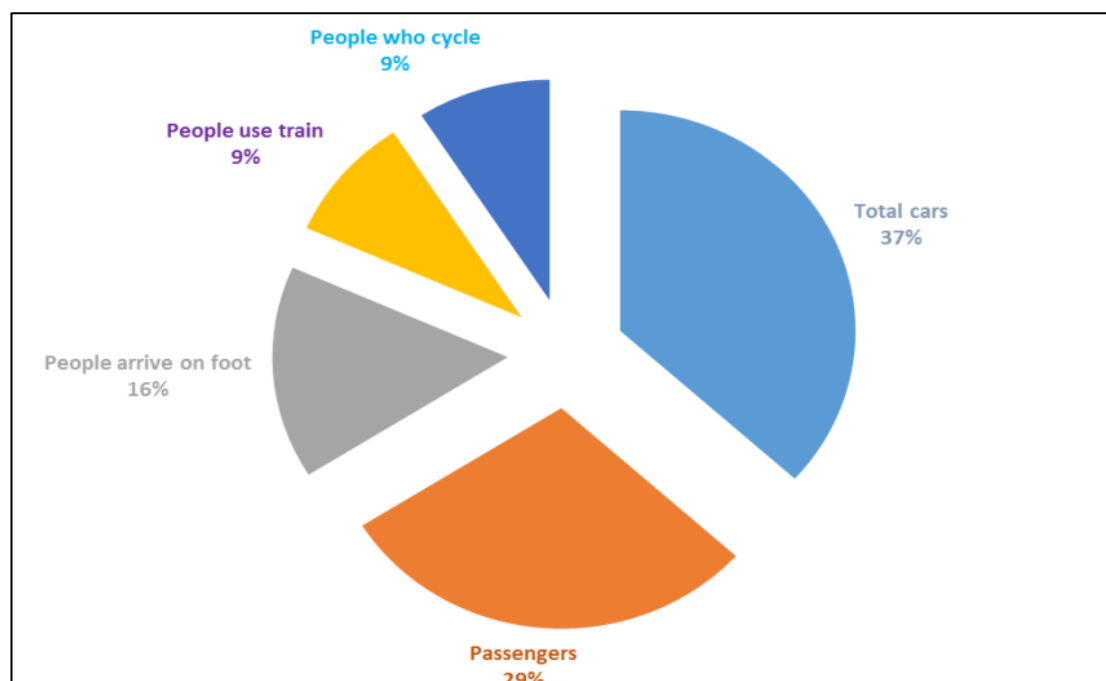
2.0 Background

Overview

- 2.1 This Travel Plan Statement has been prepared pursuant to the grant of planning permission for the erection of a glasshouse, reservoir and associated buildings on land at Longacre, land west of Maypole Lane, Barnham. The approved development will replace existing glasshouses located at the Eric Wall Nursery off Lake Lane to the north of the Maypole Lane site. This section provides background on the Eric Wall Nursery operations and approved development.

Eric Wall Nursery

- 2.2 The Eric Wall Nursery off Lake Lane has been used for horticultural operations for more than 40 years, with the nursery growing tomatoes on the existing site in glasshouses since 1977. There are a number of buildings associated with the tomato growing process, such as glasshouses (123,600 square metres), packing houses (2,100 square metres) and ancillary office space (340 square metres). There are also several residential units that are used by seasonal workers and a reservoir for irrigation purposes. There are a number of areas of hardstanding where parking is provided on-site for use by employees and visitors. Based on information provided by the nursery operator, the peak growing season is between April and August with highest vehicle activity typically from May to July and little or no movements between November and February.
- 2.3 Due to the seasonal nature of the tomato growing process the whole nursery employs a varied number of workers throughout the year and the hours of work are also different according to seasons. For example, staff will typically be on site 5 days a week from 07:00 until 16:00 hours during the winter months (between November and February). In the summer, staff work 5 days a week from 05:00 to 13:00 hours and 3 hours on a Saturday morning. Management staff are typically on site seven days a week, although the working system needs to be flexible and this is a generalisation for illustration purposes only. Based on a staff travel survey undertaken in May 2010 of existing nursery staff at the Lake Lane site, it is apparent that there is a relatively high proportion of movements by sustainable modes of transport, such as public transport, walking and cycling, as illustrated on the graph below.



Graph 2.1 – Staff travel by mode (May 2010) at Lake Lane Nursery

Approved Development

- 2.4 This Travel Plan Statement relates to an approved development of 36,000 square metres of glasshouse and a reservoir on land west of Maypole Lane, known as Longacre, Barnham. The site comprises arable land located circa 3 kilometres to the east of Barnham village centre, within the administrative boundaries of Arun District Council and West Sussex County Council.
- 2.5 The approved development will replace 19,800 square metres of existing glasshouses located at the Eric Wall Nursery off Lake Lane to the north of the development site. A new glasshouse will be constructed on the site to the southeast of the existing nursery with access via Maypole Lane. The approved proposals will therefore increase the total floor area of glasshouses associated with tomato production by 16,200 square metres, or 13%.
- 2.6 A total of 10 staff will transfer from the existing nursery site to the new glasshouse during peak growing season as a result of the proposals. The packing house will remain at the existing nursery site, from where produce will be sorted and packed for distribution onto depots/retailers.
- 2.7 The approved reservoir will be created on land on the eastern part of the site and used for irrigation purposes. A boiler room and energy store are located to the east of the glasshouse. An area of hardstanding is located to the east of the glasshouse for vehicle and cycle parking associated with the development.
- 2.8 The table below provides a summary of anticipated vehicles movements associated with the approved development at the Longacre site during peak growing season, as presented within the Transport Statement submitted in support of the application:

Vehicle Type	Activity	Total Average Daily Movements
Tractor & Trailer	Production/distribution	6
Car	Staff	8
	TOTAL	14

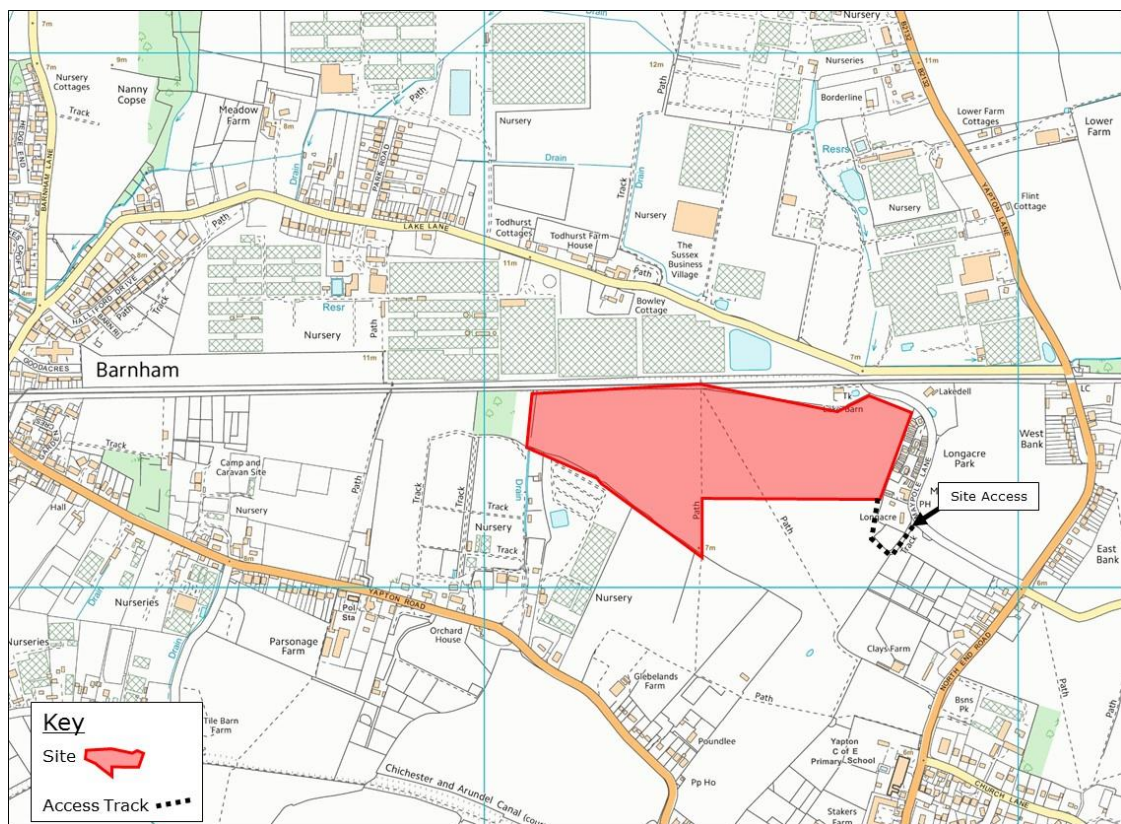
Table 2.1 – Future vehicle movements at Longacre site during peak growing season

- 2.9 It is anticipated that the approved development will lead to in the order of 14 vehicle movements associated with the site on a daily basis during peak growing season.
- 2.10 This Travel Plan Statement has been prepared pursuant to the grant of planning permission for the approved development described above and condition 6 of the Decision Notice (planning reference: Y/92/15/PL), which states:
- "No part of the development hereby permitted shall be occupied or the use commenced until a Travel Plan Statement comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan Statement shall then be implemented, monitored and reviewed in accordance with the agreed travel plan Targets to the satisfaction of the council."*
- 2.11 West Sussex County Council's, 'Guidance on Travel Plan Statement's' (June 2013) states:
- "Travel Plan Statements, for smaller developments, focus on promoting sustainable travel options and, due to the limited number of staff/residents involved, do not require modal shift targets to be set or independently monitored."*
- 2.12 As identified above, the development would employ a total of 10 staff during peak growing season, who will transfer from the existing nursery site located on Lake Lane to the north. Having regard to staff numbers and relevant local guidance, this Travel Plan Statement therefore does not include specific targets or arrangements for future monitoring. However, the document will be subject to informal review and updating as necessary as set out in section 5.

3.0 Existing Conditions

The Site

- 3.1 The site, known as Longacre, is located to the west of Maypole Lane, approximately 3 kilometres to the east of the centre of Barnham, within the administrative boundaries of Arun District Council and West Sussex County Council.
- 3.2 The site comprises 12.7 hectares of arable land located to the south of the railway line. The land is adjoined to the east by existing residential development (Longacre Park) fronting Maypole Lane and The Maypole Inn. To the south and west the site is adjoined by fields.
- 3.3 Access to the site is achieved from an existing gated field access sited on the outside of a bend on Maypole Lane. The access leads south from Maypole Lane where the road continues north to Longacre Park and the railway line. The location of the site is shown below.



Site Location

Highway Network

- 3.4 Maypole Lane is a single carriageway no through road. Whilst the road is narrow, there are existing informal passing opportunities between the site access and junction with North End Road (to the southeast of the site).
- 3.5 North End Road (B2131) is subject to a 30 miles per hour speed limit. The B2131 provides access to Yapton to the south and Walberton to the north. To the south, North End Road connects with Yapton Road (B2233), which leads northwest to the centre of Barnham and the railway station. The map below identifies the site in relation to the regional highway network and in particular North End Road/Yapton Lane (B2131), Lake Lane, Barnham Road (B2233), the A29 (Nyton Road) and A27 (Arundel Road).



Site in Relation to Regional Highway Network

Sustainable Transport and Access to Local Amenities

- 3.1 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) - Planning for Walking, 2015;
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) - Planning for Cycling, 2015; and
 - ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations - Planning for Walking, 2015.
- 3.2 The site is accessible by the more sustainable modes of transport, and there are local amenities available along Main Road (B2233) within circa 1 kilometres of the site. An overview of access to the site on-foot, by cycle and public transport is included below.

Walking and Cycling

- 3.3 Maypole Lane is a lightly trafficked rural road, which operates as a shared surface. The lane serves existing fields, a number of residential properties (including Longacre Park) and a public house (The Maypole Inn). Maypole Lane is not a through road although provides a pedestrian connection (Bridleway 3678) across the railway to the north. Maypole Lane connects with North End Road to the southeast, which benefits from footways on the eastern side of the road and street lighting.

- 3.4 There is an existing public right of way crossing the site (footpath 326), which connects North End Road (to the north of Yapton Primary School) to Lake Lane (to the north). A further footpath (footpath 330) leads north from Glebelands Farm (fronting Yapton Road to the south) across the site connecting with footpath 326 at the railway line.
- 3.5 Whilst there are no dedicated cycling facilities in the immediate vicinity of the site, it is considered that the lightly trafficked nature of local roads provides an attractive option for locally based employees to cycle to/from the site. Cycling in the local area has been enhanced in recent years through the implementation of the 'Barnham Link' cycle path that links Barnham with Bognor Regis to the south.

Public Transport

- 3.6 The closest bus stops to the site are located on North End Road circa 400 metres to the east of the site (known as 'adjacent to Maypole Lane' and 'adjacent to Ford Lane'). These stops provide access to bus services 66A and 66C. The route provides circular access (each service operates in different directions) from Bognor Regis to Yapton via Walberton and Barnham (including Barnham rail station). A summary of these services is outlined in the table below.

Service	Route	Monday to Saturday		
		Start Time	End Time	Approximate Frequency
66A	Bognor Regis – Barnham – Walberton – Yapton – Walberton – Barnham – Bognor Regis (Circular)	07:37 (07:40 on Sat)	18:10	4 daily services
66C	Bognor Regis – Barnham – Walberton – Yapton – Walberton – Barnham – Bognor Regis (Circular)	08:47	17:05	3 daily services

Table 3.1 – Local Bus Service

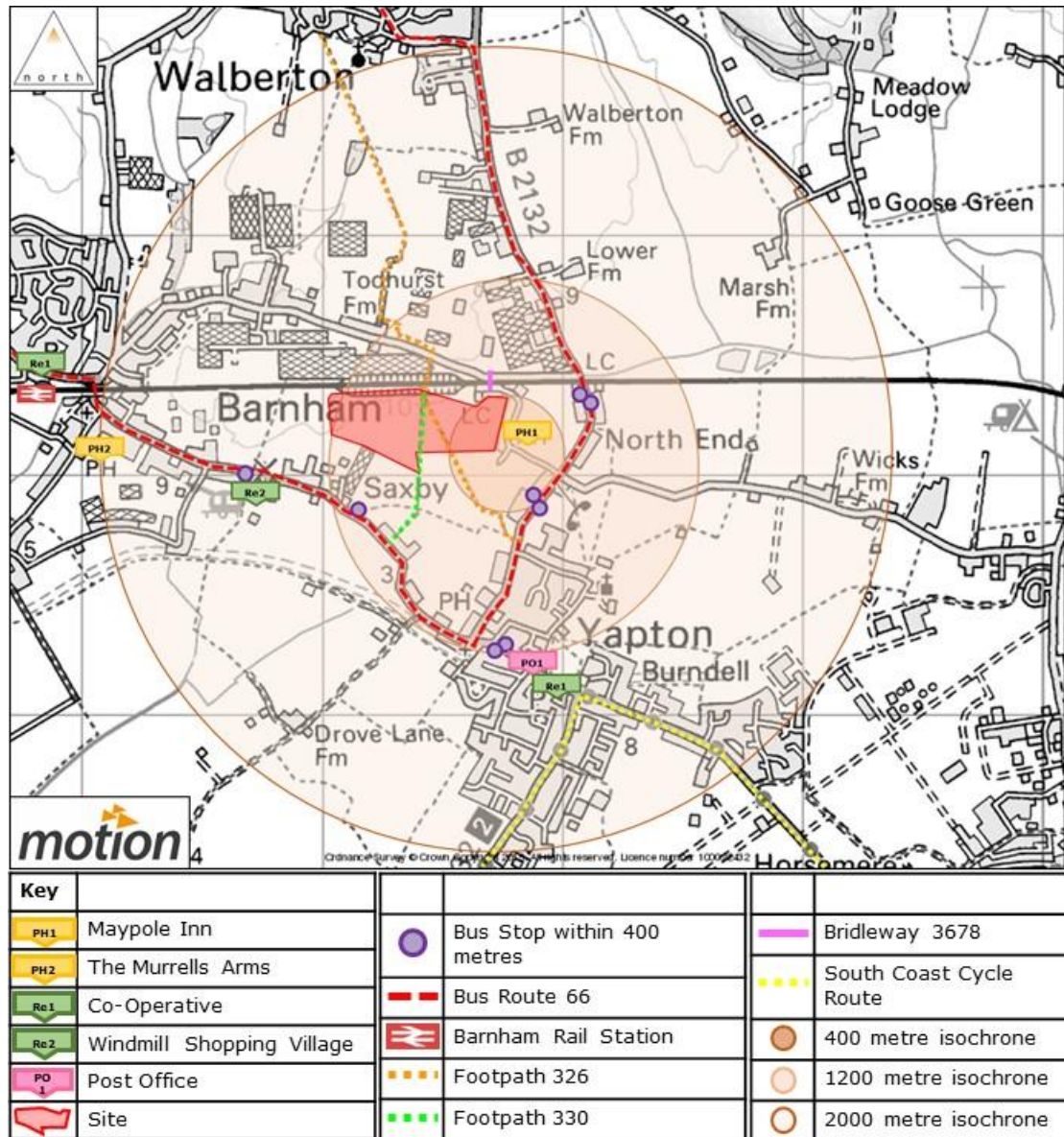
- 3.7 The site is located 3.3 kilometres to the east of Barnham rail station via the local road network, or within circa 2 kilometres via the rights of way network set out above (namely footpath 330 and Yapton Road). The station is operated by Southern and benefits from services to a wide range of destinations including London Victoria and the south coast as summarised in the table below.

Route	Destinations	Approximate Frequency (both directions)	
		Mon-Sat	Sun
Bognor Regis to Littlehampton	Barnham, Ford	1 per hour	1 per hour
Portsmouth & Southsea to Littlehampton	Fratton, Hilsea, Bedhampton, Havant, Warblington, Emsworth, Southbourne, Nutbourne, Bosham, Fishbourne (Sussex), Chichester, Barnham, Ford	1 per hour	No direct service
Brighton to Southampton Central	Hove, Portslade, Southwick, Shoreham-by-Sea, Lancing, Worthing, West Worthing, Durrington-on-Sea, Goring-by-Sea, Angmering, Ford, Barnham, Chichester, Emsworth, Havant, Cosham, Fareham, Swanwick	1 per hour	1 per hour
Southampton Central to London Victoria	Swanwick, Fareham, Portchester, Cosham, Havant, Emsworth, Southbourne, Chichester, Barnham, Horsham, Crawley, Three Bridges, Gatwick Airport, East Croydon, Clapham Junction	1 per hour	1 per hour
Bognor Regis to London Victoria	Barnham, Ford, Arundel, Amberley, Pulborough, Billingshurst, Christs Hospital, Horsham, Crawley, Three Bridges, Gatwick Airport, East Croydon, Clapham Junction	1 per hour	1 per hour
Bognor Regis to London Victoria	Barnham, Ford, Arundel, Pulborough, Billingshurst, Horsham, Crawley, Three Bridges, Gatwick Airport, East Croydon, Clapham Junction	1 per hour	No direct service
Portsmouth Harbour to London Victoria	Portsmouth & Southsea, Fratton, Havant, Chichester, Barnham, Horsham, Crawley, Three Bridges, Gatwick Airport, East Croydon, Clapham Junction	1 per hour	1 per hour

Table 3.2 – Rail Services to/from Barnham

Local Amenities

- 3.8 The nearest local amenities to the site are situated on Main Road, within circa 1 kilometre. These include a local convenience stores and public houses/tea rooms. A further selection of local services are available in the centre of Barnham, located approximately 3 kilometres to the west. The plan below identifies local services and facilities in the vicinity of the site, which staff employed at the site will benefit from access to.



Local Amenities Plan

4.0 Policy, Aim and Objectives

Policy & Guidance

- 4.1 A Travel Plan Statement is a management tool providing a coordinated strategy to bring together daily travel issues and achieve a more sustainable travel choice. A successfully implemented Travel Plan Statement can deliver more active and/or sustainable travel with a reduction in the number of trips being made by single occupancy car where possible.
- 4.2 With regard to the delivery of sustainable transport, national policy set out within the National Planning Policy Framework (NPPF) published in July 2018 states:
- "All development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 4.3 The NPPF promotes incorporation of sustainable transport in development proposals (paragraph 102) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (paragraph 103). Within the NPPF, a travel plan is defined as:
- "A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."*
- 4.4 Policy T SP1 of the recently adopted Arun Local Plan 2011-2031 (July 2018) relates to transport and development. This policy states:
- "The Council will support transport and development which:*
- Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable."*
- 4.5 West Sussex County Council prepared specific guidance relating to Travel Plan Statements in June 2013, which has been referenced in preparing this document and identifying appropriate measures and resources described in section 5. In line with the guidance and taking account of the low number of staff numbers, this Travel Plan Statement does not include any specific targets or monitoring arrangements. An action plan for implementation of the measures set out in the document, which includes informal review/updating of the document, is detailed in the next section.

Aim

- 4.6 The primary aim of this Travel Plan Statement is to reduce reliance on single occupancy car trips where possible. Cars constitute the largest share of traffic in Great Britain by vehicle type; and trips made by car with just the driver on-board are the least efficient of all car trips.
- 4.7 This aim is to be achieved by provision of information, promoting active and/or sustainable modes of transport and by provision of suitable on-site infrastructure, as appropriate (e.g. parking for bicycles).
- 4.8 Where the number of single-occupancy car trips is reduced, alongside increasing trips made by sustainable and/or active modes of transport, the following gains can be achieved:
- ▶ emission of fewer vehicular pollutants that contribute to poor local air quality and increased global climate instability;
 - ▶ reduced congestion on the highway network due to usage by fewer vehicles;
 - ▶ safer, more pleasant environments for pedestrians and cyclists;
 - ▶ increased uptake of active travel, resulting from better conditions for these modes, thereby leading to increased health, wellbeing and productivity, along with reduced burden on health services to treat the negative health impacts of a sedentary lifestyle; and

- ▶ increased levels of (i) shared trips: driver plus passenger(s) in car and via public transport e.g. bus and rail where services are available, and (ii) greater proportion of linked trips: combining functional and leisure activities with other reasons to travel, such as commuting.

Objectives

4.9 The objectives set out below relate to the aim of this Travel Plan Statement:

- ▶ Increase the occupancy rate of cars travelling to/from the site.
- ▶ Support and promote the use of active and/or sustainable travel modes for commuting journeys.
- ▶ Raise awareness of the benefits of active and/or sustainable travel.
- ▶ Provide information about travel opportunities that help staff choose and make use of active and/or sustainable travel.

5.0 Measures and Action Plan

Background

- 5.1 This Travel Plan Statement is relevant to all staff that will be employed at the Maypole Lane site. As set out in section 2, a total of 10 staff will transfer from the existing nursery site (located off Lake Lane) to the new glasshouse during peak growing season as a result of the proposals.
- 5.2 It is anticipated that relevant staff will travel to the main site in line with existing arrangements and be transported to the Maypole Lane glasshouse by a minibus and transported back to the main site at the end of the day. An area of hardstanding is located to the east of the glasshouse for vehicle and cycle parking associated with the development, should staff need to travel directly to the site.
- 5.3 The measures set out within this section have been selected in view of these arrangement and the practicalities of implementation, having regard to the nature of the site operations. The measures ultimately seek to deliver the objectives set out in the previous section and therefore achieve the aim of the Travel Plan Statement. The following is not an exhaustive list and other measures may be identified that complement or substitute these proposed measures.

Measures

Travel Coordinator

- 5.4 A Travel Coordinator will be appointed who will have responsibility for:
- ▶ implementation of the Travel Plan Statement, including securing any necessary funding;
 - ▶ gathering an understanding of staff travel arrangements to ensure measures within the Travel Plan Statement and information provided are appropriate;
 - ▶ exploring ways to make efficient deliveries to the site (if relevant);
 - ▶ obtaining and maintaining commitment and support from staff;
 - ▶ sharing information on campaigns designed to raise awareness and promote active and/or sustainable travel;
 - ▶ acting as a point of contact for all staff requiring travel information; and
 - ▶ liaising with stakeholders as appropriate (e.g. local authorities, transport operators, cycle retailers, neighbouring businesses etc).
- 5.5 It is likely that a designated member of staff will be appointed as Travel Coordinator.
- 5.6 The West Sussex County Council 'Guidance on Travel Plan Statements' (June 2013) provides further information on tools, campaigns and travel information available to assist the Travel Coordinator in fulfilling this role, which a number of measures outlined below refer to.

Provision of Travel Information

- 5.7 The provision of relevant travel information can be important for encouraging people to change their travel habits towards greater use of active and/or sustainable modes. It is anticipated that travel information will be provided in a communal staff area and/or travel information pack, which staff associated with the Maypole Lane site will be notified of at the time of appointment or induction. Such information for notice boards and induction packs for example are likely to be prepared using Pindar Creative's Travel Plan Mapping Solution, understood to be available to West Sussex Organisations.

5.8 Information could include:

- ▶ contact details for the Travel Coordinator and an outline of their role;
- ▶ the health, financial and environmental benefits of using active and/or sustainable modes of transport;
- ▶ information on the minibus provided for Maypole Lane staff (see below);
- ▶ details of all modes of transport available for journeys to and from the site (based on information available on the County Council's website e.g. public transport timetables and route maps, plans of local cycle routes/paths);
- ▶ details of on-site infrastructure available in support of active and/or sustainable travel (e.g. cycle parking);
- ▶ key amenities within walking/cycling distance of the site;
- ▶ display and/or circulation of posters, obtained free of charge from the County Council's Travelwise Officer or downloaded from the West Sussex County Council website, if appropriate;
- ▶ the West Sussex County Council leaflet explaining how the County's lift sharing scheme works;
- ▶ cycle maintenance and skills training opportunities (e.g. West Sussex County Council's Bikeability training), along with details of cycle hire schemes;
- ▶ safety tips for cyclists and walkers;
- ▶ sign-posting to journey planning tools to e.g. the West Sussex County Council cycle journey planning facility; and
- ▶ details of bike shop discounts negotiated by West Sussex County Council (available on the County Council's website) and any financial support provided by the company, e.g. being part of the Government's Cycle to Work scheme, if applicable.

5.9 If appropriate, a notice board will be provided on site in a suitable communal area where it can be seen by staff, which will be used by the Travel Coordinator as a means of ongoing communication with staff, i.e. by displaying up to date travel information.

Minibus

5.10 It is understood that employees at the new glasshouse will be transferred from the Lake Lane Nursery site, which is located to the north. It is likely that employees will continue to travel to the main site and be transported to the new glasshouse off Maypole Lane by a minibus to minimise the number of single occupancy vehicles travelling to the site. The Travel Coordinator will therefore assess the appropriateness and viability of this service and monitor its use to maintain it as applicable and effective.

Lift Sharing

5.11 Lift sharing represents a relatively convenient alternative to travelling by single occupancy vehicle and there is some potential to reduce the total private mileage of staff by either, publicising and implementing an in-house scheme, or by utilising existing local and/or national car sharing websites such as www.westsussexcarshare.com.

5.12 To promote and implement (as appropriate) lift sharing the following measures will be actioned:

- ▶ Information will be provided on the County Council's lift share scheme.
- ▶ To advertise lift sharing and motivate staff to get involved, information on the national liftshare event <https://liftshare.com/uk/liftshare-week> will be provided by the Travel Coordinator.
- ▶ Details supporting the above actions will be provided in a communal staff area and/or staff handbook/travel information pack.

Cycling

- 5.13 Parking for cycles will be provided on site;
- 5.14 The Travel Coordinator will investigate the practicality of the company taking part in the Government's Cycle to Work scheme through which staff would be able to make a tax-free purchase of a bicycle (and related equipment) that they would use for their commute.

Continued Promotion

- 5.15 The Travel Coordinator will continue to promote use of active and/or sustainable travel by staff through the following avenues:
- ▶ Information on sustainable travel options (outlined above) will be reviewed, updated and redistributed as appropriate;
 - ▶ Awareness amongst the staff team will be maintained by the Travel Coordinator of the support they as Travel Coordinator can provide.

Action Plan

- 5.16 To assist with implementation of this Travel Plan Statement an Action Plan is supplied below summarising the measures set out above. The Action Plan also sets out the timetable for implementation and the party responsible for each action. The timescales for implementation have regard to the 'immediate', 'continuing' and long-term' categories set out in Condition 6 of the planning permission, where relevant.

Action	Timescale	Responsibility
Appoint a Travel Coordinator (TC)	Upon occupation (immediate)	Occupier
Gather an understanding of staff travel arrangements	Upon occupation/appointment and review as appropriate (immediate and ongoing)	TC
Provide Travel Information and review/update as appropriate	Upon occupation and as necessary (immediate and ongoing)	TC
Display travel information on site notice board, if appropriate	Upon occupation and updated as necessary (ongoing)	TC
Promote and implement (as appropriate) minibus/lift sharing	Upon occupation, as new staff are appointed and as appropriate during occupation (immediate and ongoing)	TC
Share information on campaigns designed to raise awareness/promote active & sustainable travel	Through provision of travel information	TC
Explore opportunities to make efficient deliveries (if relevant)	Upon occupation (ongoing)	TC
Promote the health, financial and environmental benefits of active and/or sustainable travel	Through provision of travel information	TC
Investigate practicality of 'Cycle to Work' scheme	Upon occupation (immediate)	TC
If adopted, promote 'Cycle to Work' scheme	During occupation	TC
Monitor and review minibus service	On regular basis whilst service is operational (ongoing)	TC
Liaise with stakeholders	As necessary/appropriate (ongoing)	TC
Review Travel Plan Statement measures and update	As necessary/appropriate (ongoing)	TC

Table 5.1 - Action Plan