

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	County Planning Team FAO: James Neave
FROM:	Highways, WSCC
DATE:	04/07/2018
LOCATION:	New Circular Technology Park (former Ford Blockworks), Ford Airfield Industrial Estate, Ford, Arundel, BN18 0HY
SUBJECT:	WSCC/027/18/F-Proposed new access road.
DATE OF SITE VISIT:	04/07/2018
RECOMMENDATION:	<input checked="" type="checkbox"/> Advice <input type="checkbox"/> Objection <input type="checkbox"/> Modification <input type="checkbox"/> No Objection <input checked="" type="checkbox"/> More Information <input type="checkbox"/> Refusal
S106 CONTRIBUTION TOTAL:	N/A

Background

The Local Highway Authority (LHA) has been consulted for comment on the proposed development a new access road to serve the existing Grundon plant at the New Circular Technology Park (CTP), Ford.

The application seeks to provide access via an established service road connecting the airfield with Ford Road through construction of a new link road. The applicant also seeks to vary the Section 106 legal agreement for the wider CTP site (ref WSCC/096/13/F) which will result in an increase in movements to the site on the following basis:

- Increase the number of weekday HGV movements permitted from 120 daily movements (60 HGVs) to 240 daily movements (120 HGVs) during the week
- Increase the number of Saturday movements from 60 daily movements (30 HGVs) to 120 daily movements (60 HGVs)
- Increase hours and days of HGV movements to/from the site (to include Sundays and Public Holidays)

The LHA previously commented on a similar proposal at this site in August 2017 under application number WSCC/030/17/F. More Information was requested on the following matters:

- Stage 1 Road Safety Audit
- Non-Motorised User Audit
- Clarify anticipated vehicular movements so that it is consistent across all submission documents
- Vary the agreed signage strategy so that it relates to the proposed routing

The latest proposals are supported by way of a revised Transport Statement (TS), which has been assessed when compiling the response below. The LHA have undertaken a site visit on the 4th July 2018 to the site and surrounding road network to assess the access and capacity of the Local Highway Network. The site visit took place towards the end of the peak morning period.

Access and Stage 1 Road Safety Audit (RSA)

The access to and from the highway will be achieved via a new access road served by the existing access to the Viridor site and all vehicles accessing the site would use the existing access off Ford Road. It was observed on site that the existing access already has space for two HGVs to pass each other in the access, including two right turning vehicles and visibility at the junction is adequate for a road covered by the National Speed Limit (60mph).

As outlined in the Capacity section below the proposals are expected to increase movements on to the site with an additional 240 movements per day (120 in and 120 out). During AM and PM network hours, it is anticipated that the site will generate 18 movements in the AM peak (9 in and 9 out, all of which would be HGV movements) and 26 in the PM peak (9 in, 17 out, of which 18 would be HGV movements).

The RSA undertaken has been undertaken in accordance with HD19/15 parameters. The Audit Team has considered the above and it was considered that the right turn lane on Ford Road, is of reasonable design and that the increase in the number of HGV movements should not affect road safety. Based on the submission of the RSA the LHA are satisfied with the junction onto Ford Road.

Capacity

The submitted TS presents a worst case scenario of 240 daily movements (120 in and 120 out). The Applicant has not sought to increase the overall permitted throughput of the waste facility, the applicant suggesting the increase in HGV movements would provide flexibility as to the type of HGVs that can access the site. For example, this may result in fewer large articulated and a greater number of smaller, rigid body type HGV. This is contrary to the currently approved Delivery and Servicing Management Plan relating to the wider CTP, which promotes larger vehicles to minimise trip volumes.

The possible extension of working hours would assist in spreading departures and arrivals over a greater period, replicating the Ford Material Recycling Facility (Viridor) timings and thus reducing the impact of the additional movements that would have occurred should they have been concentrated into the currently permitted time period.

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Network Capacity

The WSCC Transport Assessment Methodology requires network capacity testing to be undertaken where a development leads to an increase of 30 or more movements through a junction during any hour. This threshold represents the level of vehicular movement where a 'material' impact may occur, and thus requires assessment. Even as a worst case scenario (with 240 movements) the proposed development would be unlikely to exceed this threshold during any hour. However, the Applicant has nonetheless undertaken capacity testing of the site access and the A259 Church Lane roundabout.

The site access is shown to work well within theoretical capacity, with no queuing or congestion experienced on any arm. The junction modelling demonstrates that the Ford Road/ Viridor site access operates with plenty of spare capacity in 2024 with the additional development traffic. There will be no congestion or delay as a result of the revised access arrangements for the CTP at Ford Airfield in either the 2017 or 2024.

The Church Lane roundabout is shown to be operating close to theoretical operating capacity, with a ratio to flow capacity of 0.986 (98.6%). The proposal would lead to a slight increase in vehicle delay/queuing. Vehicular delay would increase by up to 11 seconds during peak network conditions, and vehicle queue would be increased by no more than 1 vehicle. It should be noted that the impact assessment has been

undertaken on manual count data obtained in 2015 and TEMPro has been used to apply growth associated with committed development and growth during the intervening period. However, no allowance has been made for traffic growth associated with the Arun Local Plan which is now at an advanced stage. In addition, no allowance has been made for mitigation proposed through the Local Plan Transport Evidence.

Entry widening improvement to the roundabout is proposed as part of the emerging Arun Local Plan, in order to mitigate the cumulative impact of development traffic.

Notwithstanding the deficiencies in the modelling exercise, the National Planning Policy Framework dictates that development should only be refused where the impact is considered to be severe. The number of hourly movements would not constitute a level at which material impact would occur, therefore the impact is not considered to be severe. Improvement of the roundabout is not necessary to accommodate the worst case traffic generated by the alterations proposed by this application.

Summary and Further Information Required

Following the addition of the TS the LHA are satisfied with the capacity data and the RSA provided by the applicant. However the one area missing from the applicant is the submission of a:

- Non-Motorised User Audit

Given this was requested previously and as the application has not changed significantly in this time the LHA consider the submission of the this information important before issuing a recommendation.

Jamie Brown
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