WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	West Sussex County Council FAO: Andrew Sierakowski
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	11 August 2020
LOCATION:	Ford Circular Technology Park, Ford Road, Ford, Arundel BN18 0XL
SUBJECT:	WSCC/036/20 Demolition of existing buildings and structures and construction and operation of an energy recovery facility and a waste sorting and transfer facility for treatment of municipal, commercial and industrial wastes, including ancillary buildings, structures, parking, hardstanding and landscape works.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Further Information
S106 CONTRIBUTION TOTAL:	-

Background

The site is located to the west of Ford Road and south of Ford Lane, Ford and currently benefits from two planning permissions the first for a waste transfer facility and a second app ref: WSCC/027/18/F for a link road (Southern Link Road) that allows a total of 240 two-way HGV movements per day (120 in and 120 out).

Pre application correspondence took place with the applicant's highway consultants in March 2020 and comments were also provided on the Environmental Impact Assessment.

Access

The proposed development would utilise the existing access onto Ford Road, the access provides a 8m carriageway with a footway running alongside the link into the site from the service road.

As per the pre application advice, the development would result in an increase of 50+ vehicles and as such in line with the WSCC Safety Audit policy a stage 1 audit is required to be undertaken, if necessary a designers response in line with Appendix F of GG119 should be provided.

Sustainable Transport

A Walking, Cycling and Horse-Riding Assessment Report (WCHAR) has been produced and details a number of footpaths to the north of the site that provide connections towards Yapton, Ford Road and Ford Lane. There are no dedicated cycling facilities within the study area however Ford Road and Church Lane have speed limits of 40mph. The section of Church Lane south of Horsemere Green Lane is identified as part of the south coast cycle route and signed as such however there are no dedicated cycling facilities.

The WCHAR concludes there are limited opportunities for the development to improve pedestrian and cycle access but could support wider opportunities to:

- Explore dedicated/ shared cycleway between the site and Ford Rail station and/or A259;
- Consideration of viability of connection between the site and Rollaston Park/Yapton Road. Noting there maybe some land ownership constraints and conflicts with 'The Landings' (F/4/20) application; and
- Improved provision of pedestrian/cyclist facilities from the site to Ford Road.

The applicant should provide information on how they would support the opportunities identified.

Trip Generation

Trip Generation has been based upon assuming all staff travel by single occupancy vehicles, LGV trips based upon a similar Energy from Waste facility run by the applicant and HGV trips in line with the maximum number imposed by the conditions of the extant planning permissions.

The trip generation of the site for a normal day has been calculated as 442 two-way vehicle daily movements (221 in and 221 out) of which 25 two-way trips take place in the AM network peak and 30 two-way trips in the PM network peak.

The peak day trips have been calculated as 465 two-way vehicle daily movements (232 in and 233 out) of which 25 two-way trips are in the AM network peak and 32 two-way trips in the PM network peak (19 AM peak HGV trips and 5 PM peak HGV trips.)
As identified within the pre application advice, the shift patterns avoid the network peaks and a such a condition restricting the changeover to avoid the peak hours would be recommended.

The increase in trips compared to that previously considered in WSCC/027/18/F is shown below.

(HGVS in brackets)	Approved	This Application	Difference
Daily Total	334 (240)	465 (240)	131(0)
AM Peak	17 (17)	25 (19)	8 (2)
PM Peak	25 (17)	32 (5)	7 (-12)

Trip Distribution / Assignment
Trips for staff and LGV trips have been distributed according to census journey to work data (10% north and 90% south) and HGV trips 100% to the south according to the existing HGV routing.
This equates to 24 daily two trips Northbound and 418 two way trips southbound in the normal operation scenario[1] and 100 daily two trips northbound and 1064 southbound during the peak construction phase (Month 35).

Junction Modelling
Site Access
The application has provided junction modelling submitted within the Ford Airfield Transport Assessment (Arun ref: F/4/20) - Which details that the junction would work well within capacity in the peak periods. The application (F/4/20) includes all consented

[1] Table 5.16 of the TA provides peak operational trips which appears to incorrectly apply the normal day trip assignments instead of peak day trips

developments and local plan allocations and as such the application has provided information that considers the cumulative impact and would not result in a severe impact on the junction once operational.
A sensitivity test is requested to assess the impact of the construction vehicles of phase 3 and the Ford Market proposals currently being assessed under app ref F/5/20 by Arun District Council.

A259/Church Lane
The development is anticipated to generate 24 AM and 29 PM peak trips through the junction in the peak period during operation and as such the level of trips generated would not result in a severe impact on the junction. The junction is identified for improvements within the Arun Local Plan Transport and a larger mitigation scheme has been secured via CM/1/17/OUT.

Whilst no formal assessment of the development impacts were requested at pre application stage, the level of construction vehicles had not been presented and as such further information should be provided on the impact of the development during the construction phase peak period and network peak should the improvements not be implement at the time of construction.

HGV flows
The predicted HGV flows would remain under the maximum daily limit set by the existing condition and as such the impact of the flows on the local network has been reviewed and accepted in principle.
Whilst the level of HGV flows may increase of what the site currently produces and decrease the perception of safety of Non-Motorised Users of Ford Road and Church Lane the levels would operate within the approved limit of application ref WSCC/027/18/F and as such would not result in a safety concern for the highway authority.
A monitoring regime of the HGV traffic would be secured via condition or inclusion within S106 agreement of the Delivery and Servicing Plan.

Personal Injury Accidents
Personal Injury Accident (PIA) information has been supplied within the application which shows no PIA have occurred at the site access. No PIA involving NMU along the links of Ford Road and Church Lane south of the site access have been recorded.
A total of 11 PIA have occurred at the A259/Church Lane Rbt since 2015 including 7 involving cyclists, however I would note cycle facilities at the junction have been upgraded as part of the A259 Bognor to Littlehampton cycle route improvements. Further improvements to the junction have also been secured via CM/1/17/OUT (if implemented) to include off road cycle routes and a signalised crossing across the A259 west of the junction.

Delivery and Servicing Plan
A plan to monitor HGV movements along the SLR and HGV movements external to the site adhere to the operational HGV route has been provided with the application. The plan and measures will be monitored by a Travel Plan Coordinator. A yellow and red card disciplinary system would apply to staff and third parties who do not follow the delivery and service plan.

Construction and Environmental Management Plan (CEMP)
It is noted that the Transport Assessment and CEMP construction trips do not align with the CEMP assuming single occupancy vehicle trips for construction staff of 1 person per

vehicle and the TA of 1.5. The use of differing figures does not raise any additional concerns for the Highway Authority.

The construction phase peak is anticipated to result in a total of 1164 two way daily trips (582 in and 582 out) (based on the higher CEMP figures) The number of HGV trips would remain below the consented 240 daily movements.
A total of 119 two way trips are anticipated in the AM network peak and 104 two way trips in the PM network peak. Significant flows are also expected in the shoulder peak periods of 224 two way trips between 7-8AM and 228 two way trips between 4-5pm.

The CEMP provided details the following peak

	Details	Duration	Peak Month Daily flow	Average Daily flow
Phase 1	Demolition of the westernmost existing building, construction of the northern half of the WSTF and any feasible enabling works for the southern half of the WSTF	10 months	56 two-way vehicle movements	31
Phase 2	Demolition of the remaining existing buildings including the existing WTS	3 Months	22 two-way vehicle movements	20
Phase 3	Construction and commission of the ERF	36 Months	722 two-way vehicle movements	Approx. 400[2]
Phase 4	Construction of the southern half of the WSTF	12 Months	68	44

In addition to the above the CEMP details the existing WTS or proposed new WSTF would be operational throughout the construction period with an average generation of 72 two way trips.

Whilst it is acknowledged that the peak impact of construction would be limited in duration further consideration should be provided of its impact on the shoulder peaks (would these become the new peak periods?) and its impact on the A259/Church Lane junction.

A Construction Traffic Management Plan would be a necessary pre commencement condition. Whilst not a formal consideration within the application, the peak construction period should not align with the implementation of improvements to the A259/Church Lane roundabout associated with planning application ref CM/1/17/OUT further consideration of this would take place during the booking of roadspace with the streetworks team should the applications be approved and implemented.

Parking

The development proposes a total of 133 car parking spaces and 2 minibus/1 coach spaces. The level of parking has been calculated to provide sufficient capacity at the shift turn over time. 100% of the staff and visitor parking spaces will be electric charging enabled.

[2] Estimated from Figure 10 of Outline CEMP

64 covered and secure cycle parking spaces in the form of Sheffield stands would also be provided.
A total of 10 HGV and 28 Refuse collection vehicles (+5 temporary bays next to the workshop) would also be provided.

Travel Plan
A workplace travel plan would be required to be secured via condition.

Conclusion
Further Information is requested:

- Safety Audit (and if applicable Designers Response)
- Figures relating to phase 3 construction vehicles
- Site access modelling sensitivity test of Ford market proposals and peak network and shoulder peak of Construction Phase 3.
- A259/Church Lane modelling of Construction Phase 3 peak and shoulder peak prior to implementation of junction improvements.
- Consideration of WCHAR conclusions.

Stephen Gee
West Sussex County Council – Planning Services