

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	West Sussex County Council FAO: James Neave
FROM:	WSCC - Highways Authority
DATE:	18 August 2021
LOCATION:	Ford Circular Technology Park, Ford Road, Ford BN18 0XL
SUBJECT:	WSCC/011/21 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:	More Information
S106 CONTRIBUTION TOTAL:	TBC

The initial highways comments concluded that further information is requested upon a number of issues as set out below:

This response responds to the information contained within the Further Info - Reg 25 Letter dated July 2021 and follow on letter containing HGV tracking.

– Provision of a word copy of the designers response.

A designers response has been provided and 5 out of the 6 issues raised by the auditor are agreed with. A 6th issues in which the auditor recommends the widening of the access onto Ford Road is disagreed with and discussions are ongoing to agree an acceptable agreed action.

– Further information on the occurrence of peak days;

The applicant has confirmed that the number of HGVs will remain within the permitted cap of 240 HGV movements per day, even on peak day and as such no further comments are required.

– Church Lane construction impacts;

In order to address the potential for construction impacts on the Church Lane/A259 junction prior to the construction of improvement works associated with the Climping strategic development three options for consideration were presented – removal of Climping development from Tempo, revised modelling or identification of measures to reduce peak hour trips.

The applicant's preference is for further measures to be promoted to reduce peak hour flow.

The applicant has identified that HGV movements are similar for the construction and operation phases and as such measures within the CMP would be targeted towards car trips and include measures such as:

- Scheduling of shift patterns for different workstreams (e.g to 6 - 7am or 9 - 10am) to 'smooth' the peak and reduce demand during network peak hours (esp. 7 - 8am)
- Consolidation of construction staff person trips into fewer vehicle trips, e.g. encourage car sharing, run minibus services
- Monitoring of all vehicle movements to/from site and introduction of additional controls if movements are deemed too high

The measures identified have the potential to reduce peak hour vehicle trips. It is recommended that they will need to be in place between months 16 to 45 of the construction program where private vehicle trips in the peak hour would be in excess of operational flows.

– Church Lane provide vehicle tracking

Vehicle tracking has provided for a max legal length artic at the A259/ Church Lane junction (with current layout/geometries) and confirms the vehicle can make all movements by utilising both lanes.

HGV parking

The applicant has confirmed HGV parking will take place in a multi use area (and are not officially designated as HGV parking bays) from the site plan there appears to be several areas where a HGV could park up.

Conclusion

Discussions are ongoing to agree the designer's response to the stage 1 RSA , a further response will be provided once an agreed action has been developed.

Stephen Gee
West Sussex County Council – Planning Services