The Landings, Ford Airfield

Phase RM1 (North)

Transport Technical Note
RM1_03.A
August 2024

Vistry Group

ARDENT
CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

VISTRY HOMES LIMITED

THE LANDINGS, LAND AT FORD AIRFIELD, FORD

RM1 (North) Transport Technical Note

REPORT REF.
2205771-R12C

August 2024

[redacted]

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Final	SG	JS	DH	09/08/2024
A	Final	SG	JS	KM	16/08/2024
B	Final	SG	SG	SAF	21/08/2024
C	Final	SG	[redacted]		30/08/2024

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1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Vistry Homes Limited to advise on the Highways & Transportation aspects of the proposals for a residential-led mixed-use development on Land at Ford Airfield, Ford.

1.2. Outline (all matters reserved except access) permission (ref F/4/20/OUT) was granted in July 2023 for:

"...the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding"

1.3. The development will be brought forward via a number of reserved matters applications. This Transport Technical Note (TTN) considers the Reserved Matter 1 (North) application, which consists of:

Approval of Reserved Matters pursuant to condition 1 (Reserved Matters Details) following outline consent F/4/20/OUT for phase RM1 (North), for the erection of 340 no. residential dwellings plus associated roads, infrastructure, parking, landscaping, open space & play areas, and associated works.

1.4. The location of the site within the context of the wider development is shown on **Ardent Drawing 2205571-D061**, and the proposed site layout for RM1 (North) is included at **Appendix A**.

1.5. The Local Planning Authority (LPA) is Arun District Council (ADC) and the Local Highways Authority is West Sussex County Council (WSCC).

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2. Access and Movement Strategy

Access and Movement Strategy

2.1. This section of the note provides a brief outline of the access and movement strategy for the proposed development as set out in Transport Assessment submitted with the outline application. The approved strategy as set out below has been retained in developing the proposals subject to this RM application, incorporating the consultation feedback from ADC/WSCC that has taken place to date.

2.2. The wider site connectivity is shown in **Plate 2.1**.

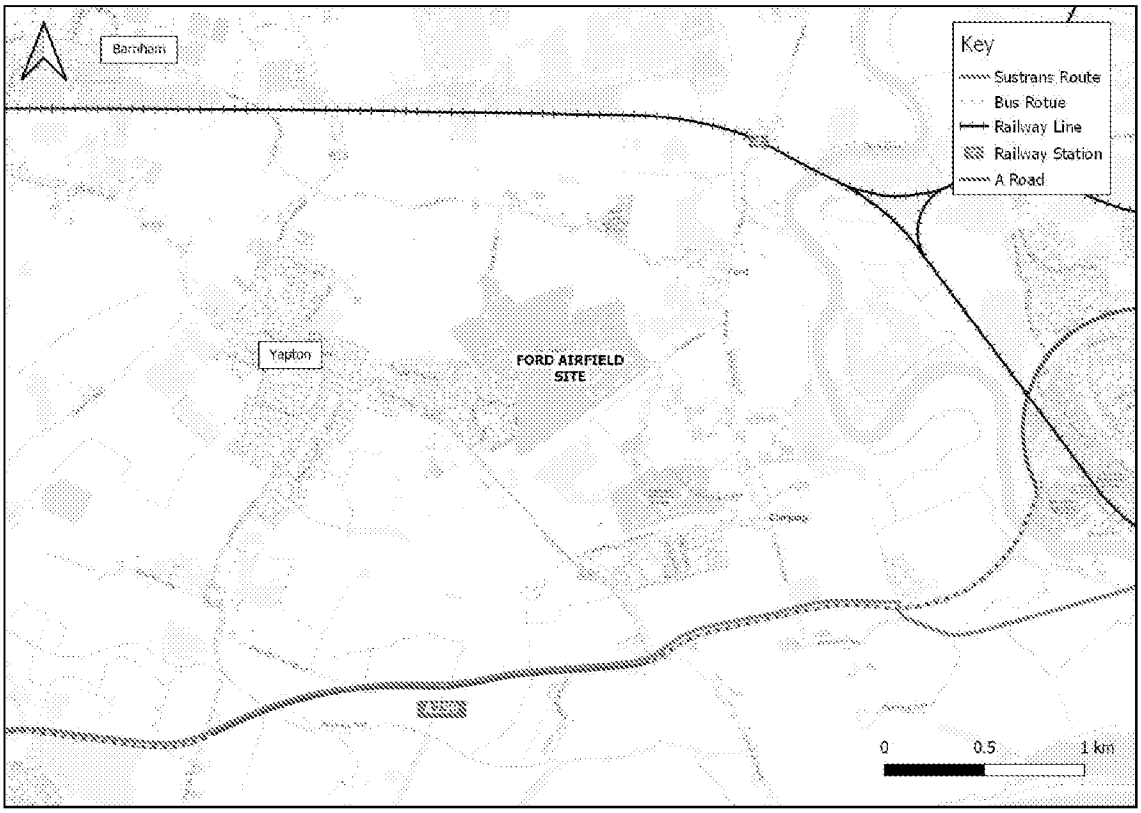

Plate 2.1 – Wider Site Connectivity

Private Vehicle Access and Movement Strategy

2.3. Vehicular access to the site is provided at three points: a new southern access from Yapton Road; a new northern access from Ford Lane; and an existing eastern access on to Ford Road to serve the employment zone.

2.4. The RM1 (North) site will have a hierarchy of road networks throughout the site from Primary through to Mews, as shown in **Section 3**.

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Public Transport Access and Movement Strategy

2.5. The main spine road through the site, as well as the access junctions onto Ford Lane and Yapton Road, have been designed to accommodate bus services. The scheme will provide a service connecting Littlehampton Town Centre and Barnham Railway Station. There will be the possibility of routing the Stagecoach Coastliner 700 service through the site, dependent on discussions with Stagecoach. Off-site improvements will be made to Ford Road to provide pedestrian / cycle connections to Ford Station.

2.6. The frequency of bus service will be incorporated at a later date, in conjunction with a suitable operator, however the location of bus stops has been considered and incorporated into the main spine road at a distribution that ensures all residents are within a reasonable talk distance to bus stops. This will help maximise connectivity to and take up of bus services.

Active Travel Access and Movement Strategy

2.7. There are a number of inbuilt onsite infrastructure measures which will encourage and promote active travel within the site, including:

- a permeable site layout which provides multiple and convenient opportunities form the site to link into local facilities, particularly the foot and cycleway network surrounding the site;
- Services and facilities such as education, retail, leisure and community are provided on site, minimising journey distances and promoting sustainable travel;
- The layout of the site will emphasise sustainable access to the local centre. The central location of facilities will minimise journey distances for all residents, and the parking strategy for these buildings will discourage the use of cars for short journeys;
- The highway network within the site will encourage low speed streets, suitable for movement by all modes of travel, particularly walking and cycling; and
- Good quality cycle parking will be provided for each residence, in accordance with standards.

2.8. Access to the overall masterplan site by active travel modes (including walking and cycling) will be provided at:

- The provision of an uncontrolled pedestrian crossing with tactile paving and dropped kerbs on the Johnson Way / Rollaston Park junction;

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- The provision of an uncontrolled pedestrian crossing with tactile paving and dropped kerbs on Rollaston Park;
- The provision of an uncontrolled pedestrian crossing with tactile paving on existing dropped kerbs on Yapton Road next to the bus shelter;
- A proposed new footway extension immediately north of the bus shelter on Yapton Road, to tie into the proposed uncontrolled pedestrian crossing;
- Provision of vehicle crossovers and narrowing of pedestrian crossing distance at both junctions leading into Drave Grove from the 2233 / Burndell Road;
- The provision of tactile paving at the existing dropped kerb on the Fordwater Gardens and Burndell Road Junctions;
- The provision of tactile paving at the existing dropped kerb on the Goodhew close and Burndell road junction;
- Provision of on-carriageway cycle lane demarcation extending from Rollaston Park (and forming an onward connection to cycle/pedestrian facilities routing through the development site from Rollaston Park through to Horsemere Green Lane and to the A259 in the south) through to Burndell Road / Bilsham Road Junction;
- Hatched green markings across junctions along the length of the route to denote the presence of cyclists and cyclist priority;
- Connection to Yapton Village Hall, to the east of Bilsham Road / Burndell Road junction;
- Onward connection, shown indicatively, to the potential Yapton-Barnham cycle route associated with planning consent Y/91/17 and Y/92/17;
- Widening of the existing footway to provide a 2.5m – 3.0m wide pedestrian/cycleway on the eastern side of Church Lane, to connect with Horsemere Green Lane;
- Widening of the carriageway at Church Lane / Horsemere Green Lane junction to accommodate a 3.0m wide path on the approach to a dropped kerb and tactile paving crossing;
- A tie in to the existing/diverted NCN Route 2 pedestrian /cycleway to the north of the A259 carriageway;
- Provision of an uncontrolled crossing, formed of dropped kerbs and tactile paving at the Ford Lane / Ford Road junction;
- The realignment of Station Road to enable a shared pedestrian / cycleway to be provided between the junction of Ford Lane and Ford Railway Station on the western side of the Station Road carriageway; and

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- To the east of the site, a new 3m wide connection to Footpath 206 is to be provided, along with minor widening on Ford Road, to provide a refuge island.

2.9. The above will help integrate the site with the surrounding area and promote connectivity to Ford Station, which also includes provision of an enhanced pedestrian/cycleway along Ford Road that will provide a high quality connection to Ford Station.

2.10. In addition, the outline consent secured a comprehensive package of Section 106 Agreement contributions to further enhance the local area to the benefit of existing residents in the area but also for prospective residents of the scheme, which included:

- Strategic Highways contribution of £1.227 million;
- Cycle Parking (at Ford Station) contribution of £37,500;
- Bus service improvements contribution of £15,000; and
- A27 roundabout enhancements contribution of £301,000.

2.11. To make best use of the above wider improvements, the site will have an interconnecting network of footways, footpaths, cycleways and cycle paths. These will all give priority of movement to the active travel user, over the private vehicle user, promoting non-car travel through the site, connecting the individual parcels.

2.12. Details of the pedestrian and cycle infrastructure proposed, including details of widths and locations, are provided in **Section 3**.

Surrounding Mode Share and Travel Plan Target

2.13. The Nomis 2021 Travel to Work data has been extrapolated for Output Area Arun 006, which covers the site area, Yapton and Ford. The output area is shown below in **Plate 2.2**.

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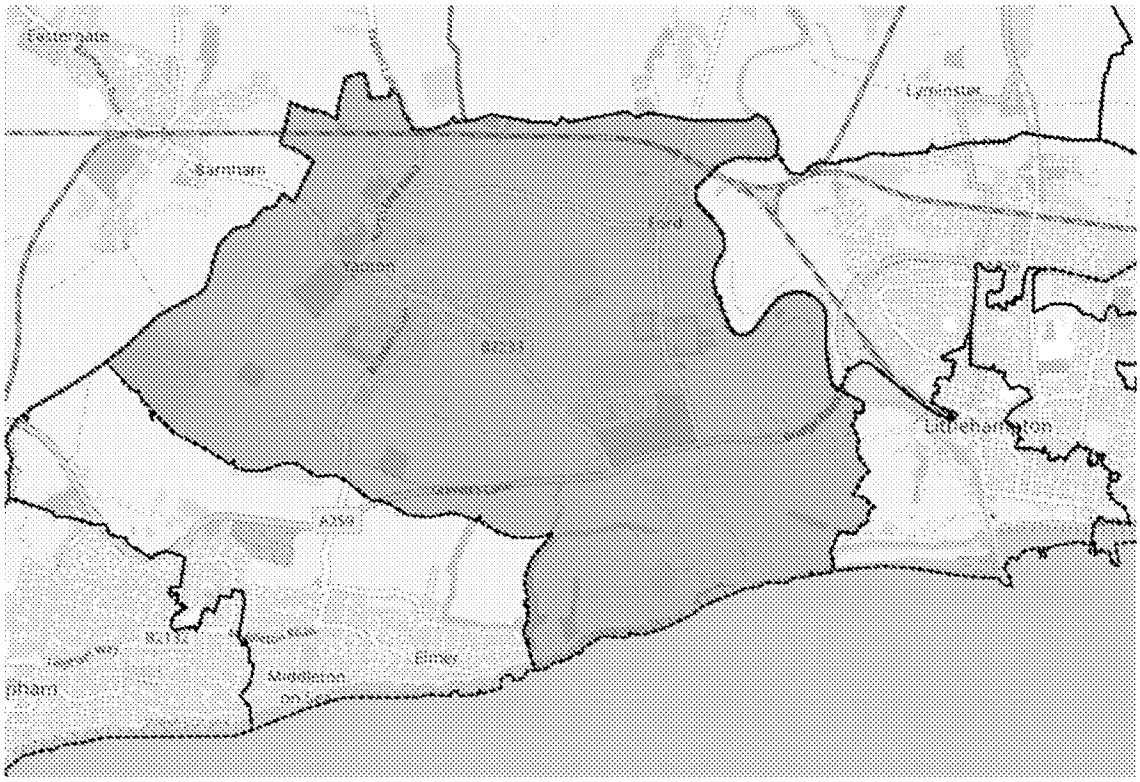

Plate 2.2 – Output Area Arun 006

2.14. **Table 2.1** shows the extrapolated Travel to Work data for Output Area Arun 006. Working from home has been discounted.

Mode	Mode Share
Train	2%
Bus, minibus or coach	2%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	78%
Passenger in a car or van	5%
Bicycle	4%
On foot	6%
Other method of travel to work	2%

Table 2.1: Arun 006 Mode Share

2.15. With an assumed passenger rate of one passenger per vehicle, this gives a Single Occupancy Vehicle mode share of 73% (78% - 5%).

2.16. The RM1 Northern parcel of the site will be subject to an accompanying Travel Plan (Ardent document reference **2205771-R13B**), which outlines a series of aims and objectives, all promoting sustainable travel, and minimising the reliance of future residents on the private car.

2.17. As such, over a five year period, a 10% reduction in the peak hour single occupancy vehicle mode share is proposed, from 73% to 66%. It is anticipated that the decrease in single occupancy vehicle mode share will result in a corresponding increase in sustainable travel means.

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3. Street Geometries

Street Makeup

3.1. The overarching design framework for the consented site has been set out within the Design Code for the overall site masterplan, prepared by Tor & Co Architects, and this strategy has been retained in consideration of RM1 (North) which is the focus of this TTN.

3.2. The geometric requirements for the various streets within the development is based upon a hierarchy of four street-types. The street-type hierarchy is as follows:

1. Primary Street (spine road);
2. Secondary Street;
3. Tertiary Street; and
4. Shared Surface (Mews Streets).

3.3. A limited length of transition street is also proposed providing a link between the main spine road and some Mews Streets, comprising a 5m carriageway and 2m footway provided on both sides.

3.4. Local Transport Note (LTN) 1/20 – Cycle Infrastructure Design places the emphasis on the consistency of routes, as well as on the level of infrastructure within new strategic development. The guidance sets out the principle that the standard of provision should reflect the expected number of users.

3.5. As such, carriageway widths, verges and segregated foot/cycleways are based on Arun District Design Guide SPD (February 2024) which has been updated to take into account LTN 1/20 and WSCC guidance, as well as Manual for Streets / Manual for Streets 2.

3.6. The shared footway / cycleway widths are based on the guidance contained in LTN 1/20 and Arun Design Guide (2024) (extract below) and tie in with the consented off site shared routes. This promotes the consistency and coherence emphasised by LTN 1/20 guidance.

3.7. The proposed RM1 (North) site layout is attached at **Appendix A**.

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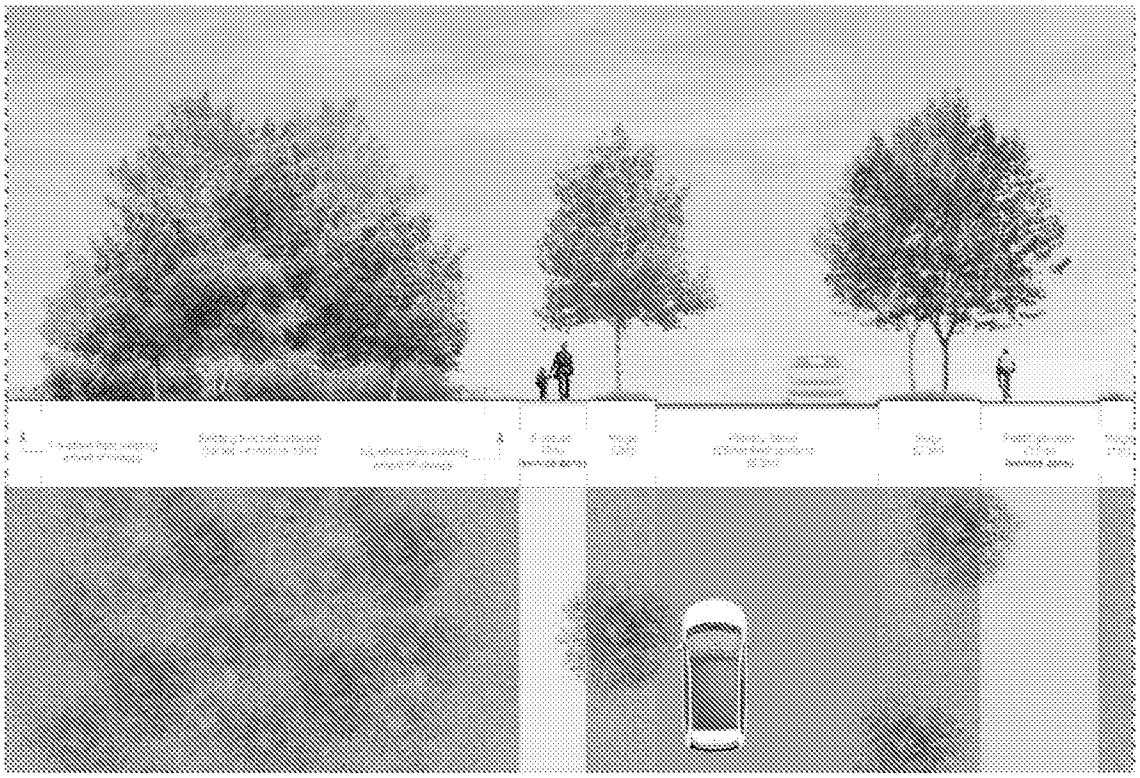
Primary Streets (spine road)

3.8. The configuration of the central route within the site will allow for a continuous Bus Route to be delivered, connecting the two residential vehicular site accesses, and providing wider permeability/connectivity beyond the site.

3.9. The design of the spine road is divided into North and South designs to accommodate the ecological and drainage strategies, respectively. As RM1 (North) is located within the northern portion of the overall masterplan site, the primary street through RM1 (North) will follow the Primary Street (North) design.

3.10. The parameters for Primary Street (North) are proposed as follows:

- Carriageway Width = 6.5m;
- Verge Width = 2m/3m (both sides of the carriageway);
- Shared Footway / Cycleway = 3.5m (One side of the carriageway);
- Footway = 2m (One side of the carriageway);
- Additional verge 1m to adjacent tertiary/mews street



Secondary Streets

3.11. The parameters for secondary street will be as follows:

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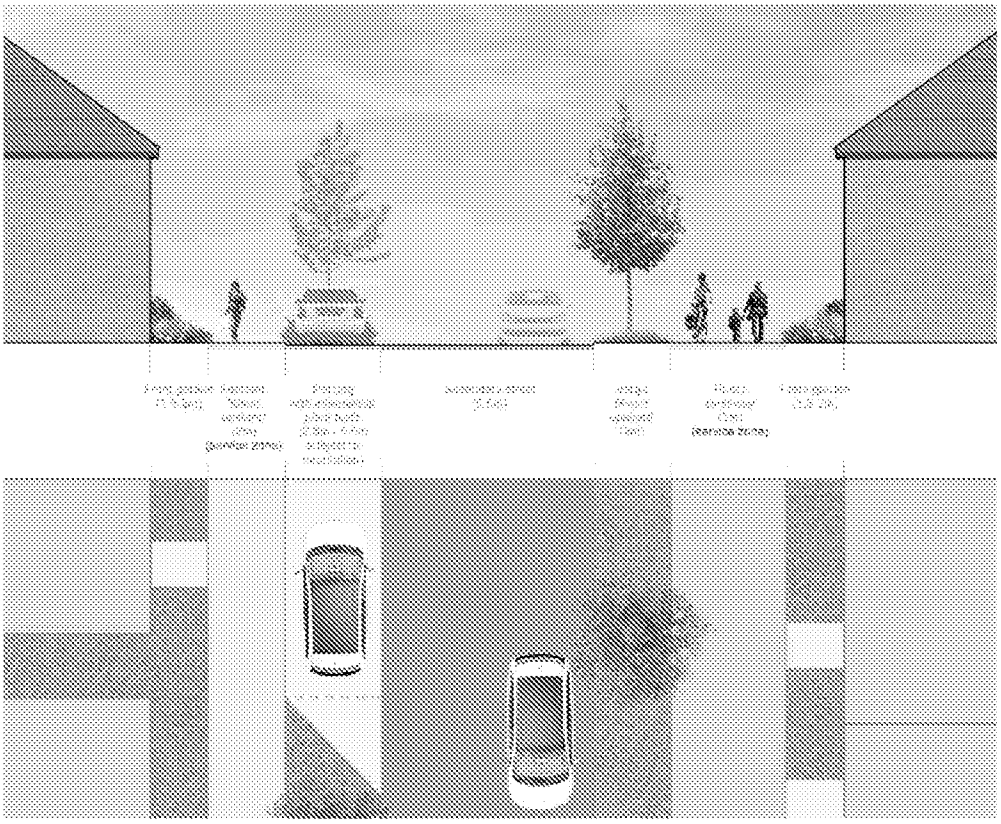
- Carriageway Width = 5.5m;
- Verge Width = 2m (one side of the carriageway);
- Shared Footway / Cycleway = 3m (One side of the carriageway);
- Footway = 2m (One side of the carriageway);
- Parallel parking with intermittent plant beds = 2.5m (one side of carriageway).

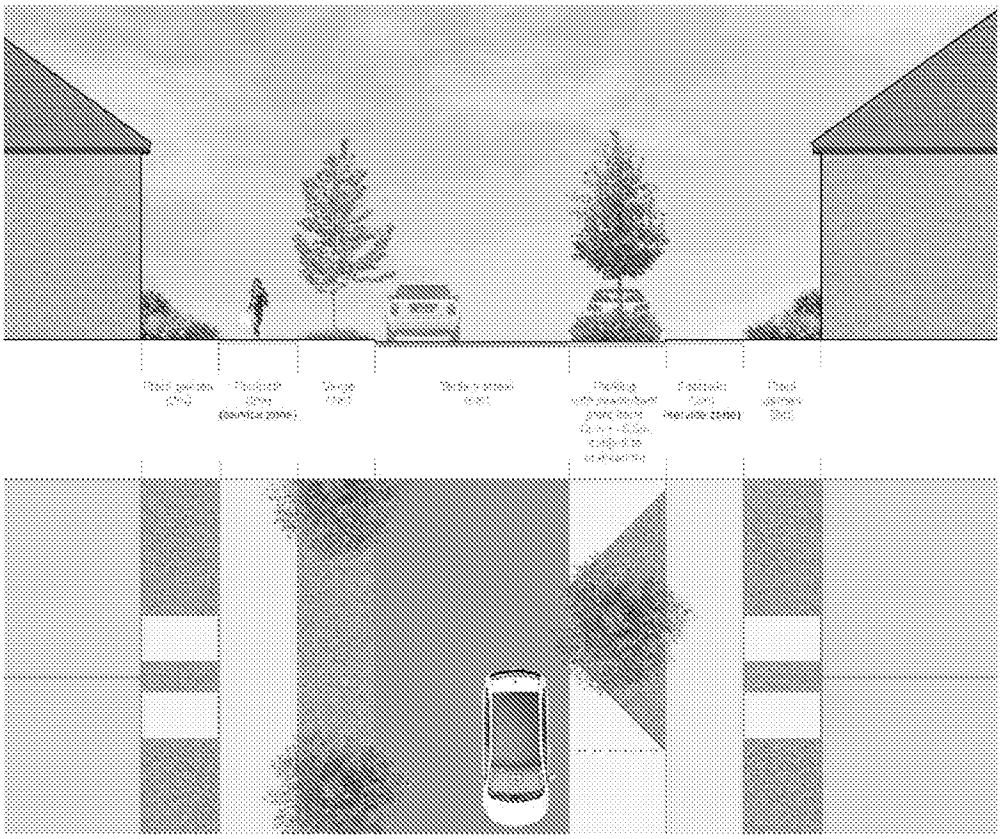


Tertiary Streets

3.12. To maintain a cohesive and direct cycle route throughout the site, cyclists are intended to travel on the carriageway on the tertiary streets before joining the main cycle route, and so no off-carriageway cycle route is provided for tertiary streets.

3.13. The parameters for a tertiary street will be as follows:

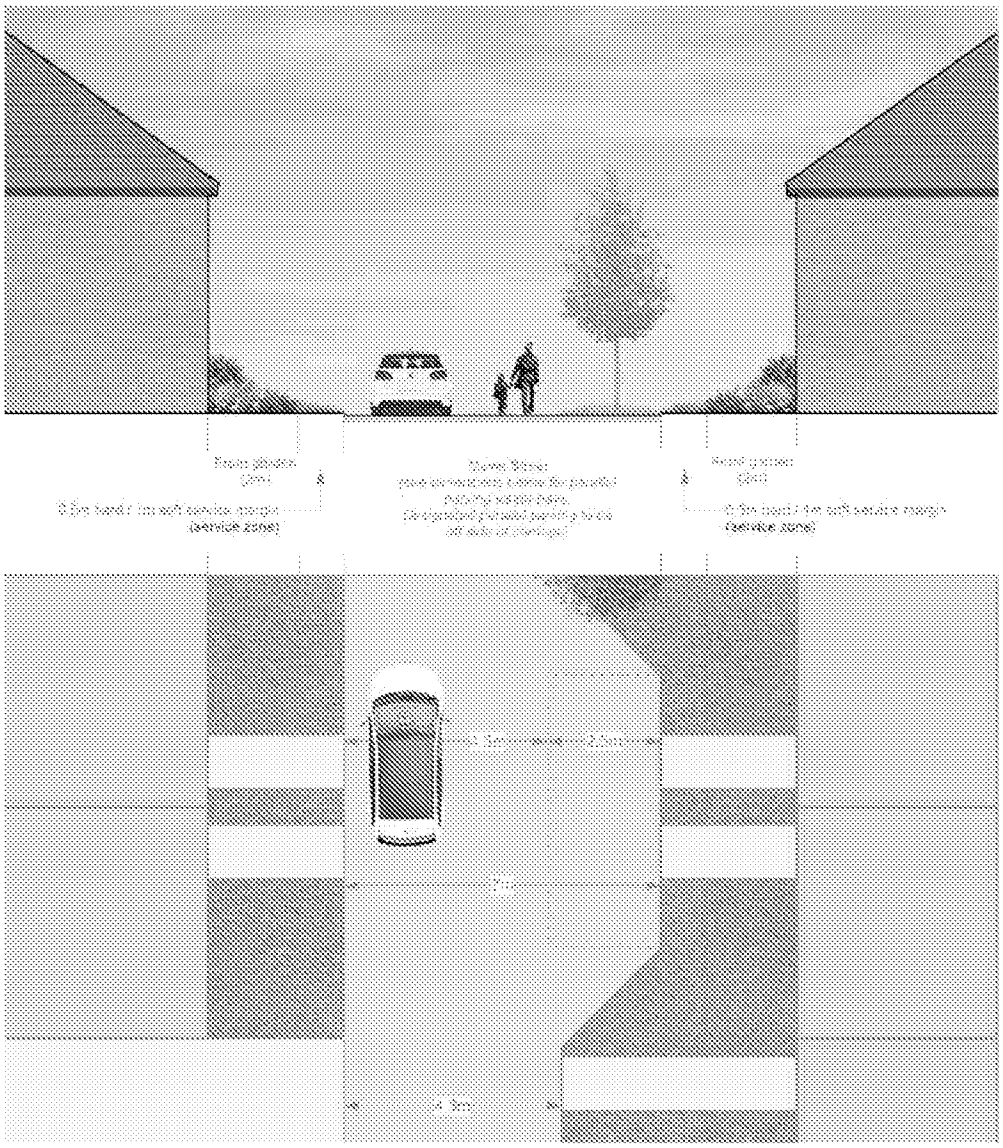
- Carriageway Width = 5m;
- Verge Width = 2m (one side of carriageway);
- Footway = 2m (both sides of carriageway);
- Parallel parking with intermittent plant beds = 2.5m (one side of carriageway).



Mews Streets

3.14. Connections to cul-de-sacs, mews or individual dwellings will be via shared surface streets that will generally measure 4.8m in width, down to 4.5m wide at pinch points. A 0.5m hard or 1m soft service margin will be provided for utilities as needed.

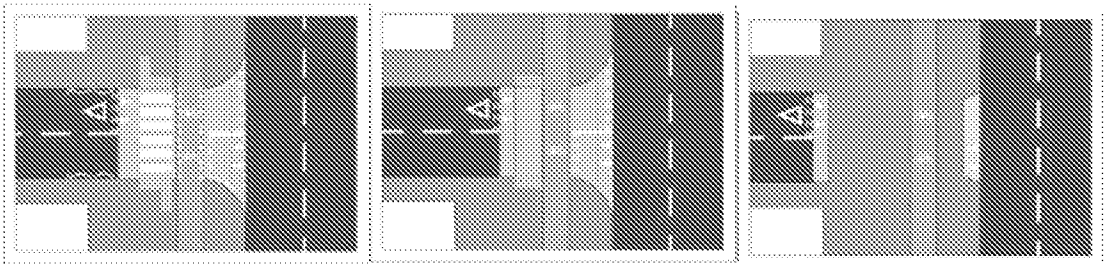
3.15. Pedestrians, cyclists and vehicles will share the carriageway, with a change in surface finish of the carriageway denoting the transition from separated traffic to a shared surface arrangement.



Design Principles

Cycle Crossings

3.16. In accordance with LTN 1/20, partial setbacks as shown below are proposed due to the expected low speeds and low flows on minor arms. LTN 1/20 specifies that partial setbacks are appropriate for side roads with a flow less than 2000 PCU's per day on side roads with a speed of less than 30mph.



Junction Stagger and deviation

3.17. Following initial discussions with WSCC, occasional crossroads are proposed however generally junction stagger of 2 x Stopping Sight Distance (SSD) for side roads on the same side of the road and 1 x SSD for side roads on opposite sides are provided throughout. A maximum deviation of 20 degrees from an ideal 90-degree approach angle will be provided for minor arms off the primary spine street.

Highways Plans

3.18. This section outlines the proposed highways plans, including access, parking, tracking and visibility splays.

3.19. The following drawings show the proposed highways plans, including access, parking, tracking and visibility splays:

- Ardent Drawing 2205771 - D002A Tracking and Visibility (Sheet 1 of 1)
- Ardent Drawing 2205771 - D003A Tracking and Visibility (Sheet 2 of 2)

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4. Parking Principles

4.1. Parking standards for residential developments in ADC are detailed in the *Arun Parking Standards Supplementary Planning Document (January 2020)* and the more recently published *West Sussex County Council Guidance on Parking at New Developments.*

Residential Cycle Parking

4.2. The residential cycle parking standards are also provided within the ADC guidance and these are replicated in **Table 4.1** below.

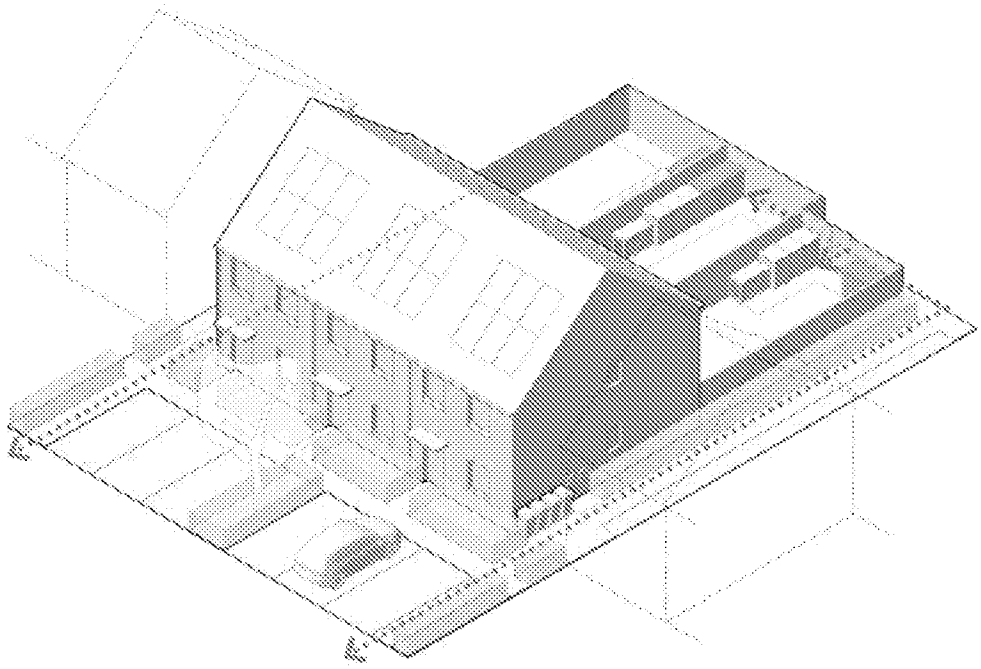
Type	Dwelling Size	Cycle Parking Spaces per Unit
Houses	Up to 4 rooms (1 and 2 Bed)	1 space
Houses	5+ Rooms (3+ Bed)	2 spaces
Flats	Up to 3 rooms (1 and 2 Bed)	1 space (if communal, otherwise same as 1 & 2 bed house)
Flats	4 + rooms (3 + Bed)	1 space

Table 4.1: Arun Residential Cycle Parking Standards

4.3. Cycle parking within the development is provided in line with the above Arun standards.

4.4. The principle of cycle parking for all developments is to provide secure, covered and accessible parking for all future residents. To accommodate the varying dwelling designs, a series of cycle parking solutions have been devised.

4.5. For terraced parking, cycle parking will be provided within the rear garden of the dwelling, with a rear alleyway providing external access such that residents will not need to go through the dwelling.



Terraces housing

- Rear alleyways to provide access to cycle storage in rear gardens
- Alleyways to serve no more than five dwellings

4.6. For Semi-Detached and Detached Housing, including corner plots, cycle parking will be provided either within the rear gardens of the dwellings or within the dwelling garage, with a 0.8m wide access path between the storage location and the street to allow cycles to be moved out to the street without needing to go through the dwelling or to move a parked car.

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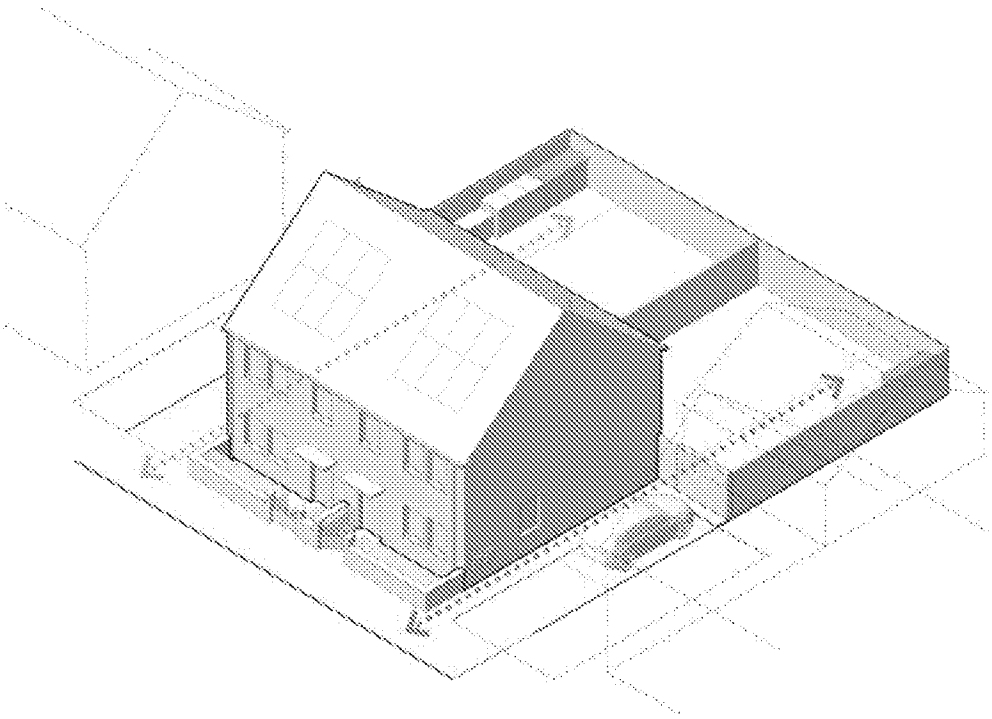

Semi-detached and detached housing

- Cycle storage to be provided within rear gardens
- 0.8m wide access path to be incorporated down the side of the house to allow cycles to be wheeled out to the street without moving a car

4.7. For Semi-Detached and Detached Housing without a garage, cycle parking will be provided within the rear gardens of the dwellings, with a 0.8m wide access path allowing cycles to be moved out to the street without needing to go through the dwelling or to move a parked car.

Residential Car Parking

4.8. The ADC standards outline a series of principles that form recommendations for car parking at new development, which are taken from previous West Sussex County Council parking guidance (though is similar to more recent guidance). Principle 2 considers accommodating parking demand and notes that:

"Expected levels of vehicle ownership should be determined taking account of dwelling size (rooms); unit type (houses or flats); unit tenure (private/affordable), parking provision (allocated or unallocated), control/enforcement (charges etc.). Calculation of expected levels of vehicle ownership should normally be based on local or comparable data which may include Census data and local Household Surveys of

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new development carried out by the Local Authority where these exist, taking account of forecast changes in demand for the Local Plan period."

4.9. The above approach seeks to provide sufficient car parking to meet the likely demand for development without, however, over-providing it to an extent that it could encourage greater car ownership.

4.10. Taking this further, Principle 4 considers the impact of sustainable transport and its impact upon parking demand/car ownership, outlining that:

"... in some locations, limiting parking provision will form part of a strategy to exploit the potential for sustainable transport."

4.11. It goes on to outline that, in order to promote lower car ownership levels, this can be supported by travel plan measures, high levels of accessibility to non-car modes of travel and amenities/facilities and comprehensive parking controls. A Framework Travel Plan was submitted as part of the outline application to support the sustainability credentials of the site and encourage non-car modes of travel. Detailed Travel Plans will be submitted with each reserved matters application setting out details to encourage travel by sustainable modes in accordance with the principles established in the aforementioned Framework Travel Plan.

4.12. It should be noted that the design parameters set out within Principle 6 will be given due regard when the detailed layouts for each reserved matters application is brought forward, and has been considered in the design of this application.

Parking Standards

4.13. The WSCC guidance splits West Sussex into 5 Parking Behaviour Zones (PBZs) based on proximity to alternative transport modes and local amenities, of which only three PBZ's are applicable within Arun district.

4.14. The car parking ratios guiding development in the different PBZs are outlined below in **Table 4.2**.

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Number of Bedrooms	Number of Habitable Rooms	Car Parking Spaces per Unit		
		PBZ1	PBZ2	PBZ4
1	1 to 3	2	2	1
2	4	2	2	1
3	5 to 6	2	2	2
4+	7 or more	3	3	2

Table 4.2: Arun Residential Car Parking Standards

4.15. The development is currently situated within PBZ 1, as indicated by the red star in **Figure 4.1** below, however with the implementation of the outline consent it will be akin to PBZ4 (see below).

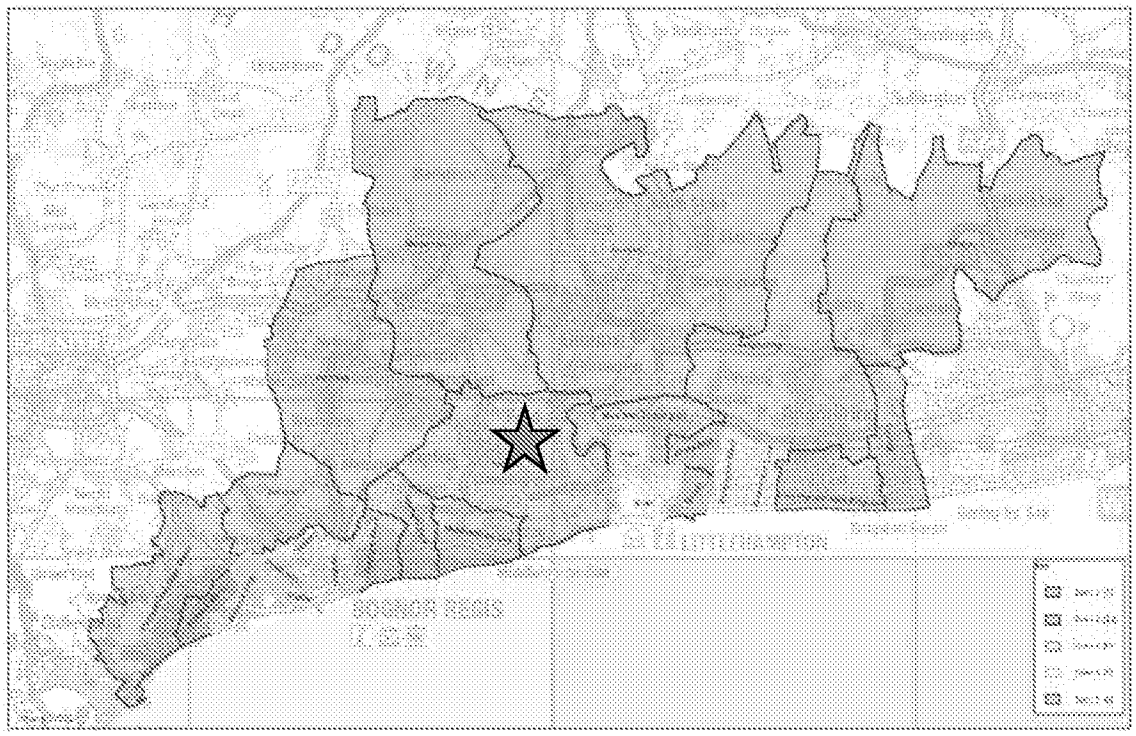

Figure 4.1: WSCC Parking Behaviour Zones – Arun District

4.16. As can be seen in **Figure 4.1**, PBZ 1 covers predominantly rural areas with minimal public or active transport infrastructure. A small number of apartments (less than 22% of total dwellings) are also proposed on site which are located in close proximity to the local centre and the bus stops and active travel options on the spine road.

4.17. As agreed with WSCC highways during pre-application discussions, the scale, land uses and betterments to public transport, walking and cycling infrastructure included

within the consented development means that it is more appropriate to apply the Arun parking standards for PBZ 4 to the apartments specifically. The flats are located adjacent to the spine road, which is the proposed bus link throughout the site (which also connects through to the railway station), as well as providing continuous foot- and cycle- ways through the site, and to the wider area. The flats are part of a wider development, which includes the provision of a range of complimentary land uses within easy walking and cycling distance, further reducing the requirement for future residents to require a car.

4.18. This results in a standard of 1 space for 1 and 2 bed apartments, which concurs with data from the 2021 census which indicates that car ownership for all existing flats in Yapton is at a rate of 0.88 vehicles per dwelling.

4.19. This would mirror the standards applied to other service areas within the county which will be more analogous with the fully delivered development. As mentioned previously, Principle 4 of the Arun guidance sets out how *in some locations, limiting parking provision will form part of a strategy to exploit the potential for sustainable transport*.

Car Parking Provision

4.20. Based on the above standards and the proposed mix of the development, the standards would expect a total of 685 residential car parking spaces for parcel RM1 (North).

4.21. Paragraph 3.2 of the Ardun standards states "*To satisfy the promotion of sustainable travel modes and choices it is considered that a 10% variation below the parking demand value be allowed where appropriate travel option provision is provided including travel plans, public transport contributions (e.g. through section 106 contributions involving Strategic Allocations and Community Infrastructure Levy once adopted, for other non-strategic sized developments for offsite infrastructure of a strategic nature) and other sustainable travel initiatives.*"

4.22. In line with the above paragraph, as well as the principles of parking outlined above, the proposed development provides 92.3% of the total car parking expected at a total of 679 residential car parking spaces. As stated previously, the RM1 Northern parcel will be subject to a Travel Plan, which has the target of reducing single occupancy vehicle trips by 10%. Given the extensive array of sustainable travel

measures and incentives, as outlined within the Travel Plan, the proposed provision of vehicle parking throughout the site is appropriate.

4.23. The standards would also expect a total of 68 visitor parking spaces based on applying the Arun rate of 0.2 visitor spaces per dwelling for the proposed 340 dwellings (340 x 0.2 = 68). To further assist with the reduced residential parking provision, a total of 85 visitor parking spaces, representing a dwelling to visitor space rate of 0.25 visitor spaces per dwelling, will be located conveniently within the development as on-street parking or as inset parking within street verges.

4.24. The above strategy has been agreed with WSCC during pre-application discussions, with the following parking provision incorporated into the layout:

- Total allocated residential parking spaces – 679.
- Total visitor spaces – 85; and
- Total disabled parking spaces – 30.

4.25. A plan showing car parking provision for the development, including residential and visitor parking, is provided at **Appendix B**.

Parking Typologies

4.26. To accommodate the variety of dwelling types as well as provide solutions appropriate to the character area, street hierarchy and context within the overall masterplan, a variety of parking typologies have been developed, which include:

- Integrated Garage;
- Detached Garage or Car Port;
- In-curtilage parking alongside the property;
- In-curtilage parking to the front of the property;
- On-street parking, either parallel or perpendicular to the street; and
- Front or rear parking courts.

4.27. All parking bays will be 5m x 2.5m in dimensions, with a minimum 6m reversing zone. All garages will be 6m x 3m in dimensions, therefore counting as 0.5 parking spaces per the Arun parking standards.

4.28. The various parking typologies are set out below. It should be noted that while all parking typologies are outlined below, the sections of the development within the "Ford Lane" character area will only utilise parking typologies 2-4 and 6, the sections

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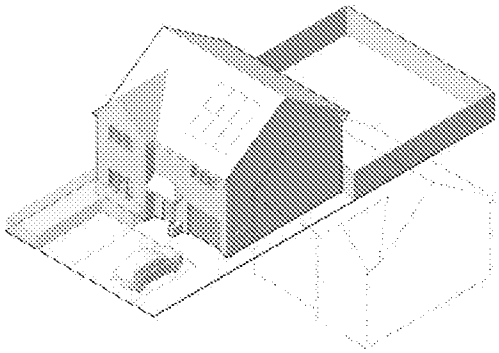
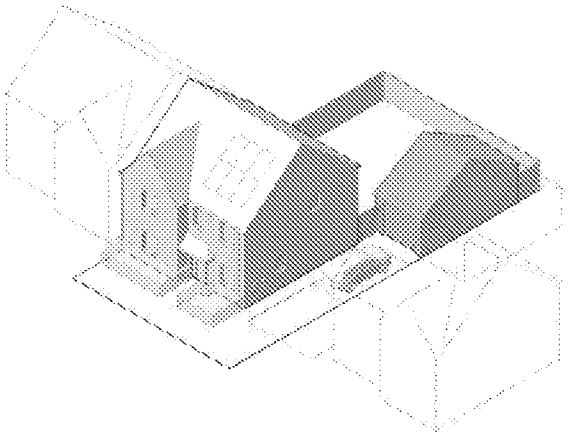
of the development within the "Arun Way and Landings Green" area will only utilise parking typologies 2-6 and the sections of the development in the "St Mary's Meadow" area will utilise parking typologies 1-4 and 6.

Parking typology 1: integrated garage



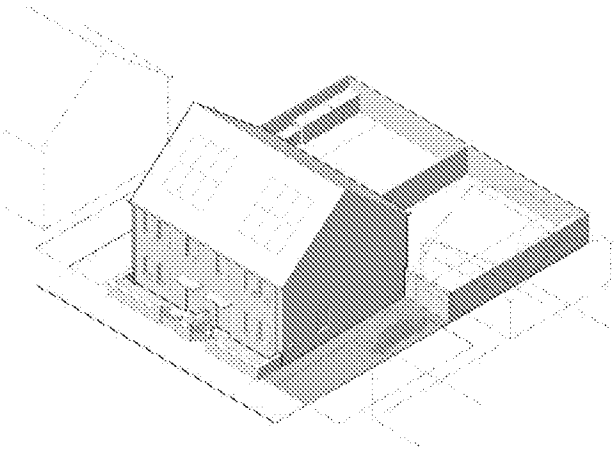
- Garage to be incorporated within the building footprint.
- Clear internal dimensions to be minimum (min) 6m by 3m to count as 0.5 of a car parking space.
- Min. 6m required in front of the garage doors to the head of a parking space in front.
- Min. 0.8m clear wide private footpath required to the front door of the property adjacent to parking spaces.

Parking typology 2: separate detached / attached garage or car port



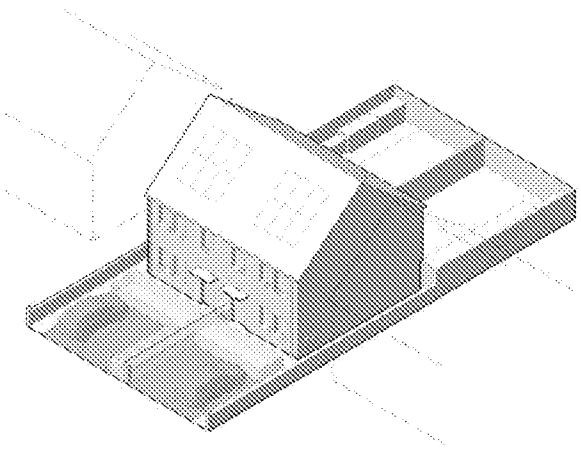
- Clear internal dimensions to be min. 6m by 3m to count as 0.5 of a space for a garage or 1 space for a car port.
- Double garages to be min. 6m by 6m clear internal.
- Garage/car port structure to be located behind the front building line.
- Min. 6m required in front of the garage doors to the head of a parking space.
- Driveway to be min. 3.3m wide to allow for 0.8m path to access garage.
- Garages are inactive and must not be used in prominent locations.
- Double garages must not be used to avoid large gaps of inactive frontage.
- Architectural style / materials to complement the main dwelling.

Parking typology 3: in-curtilage alongside the property



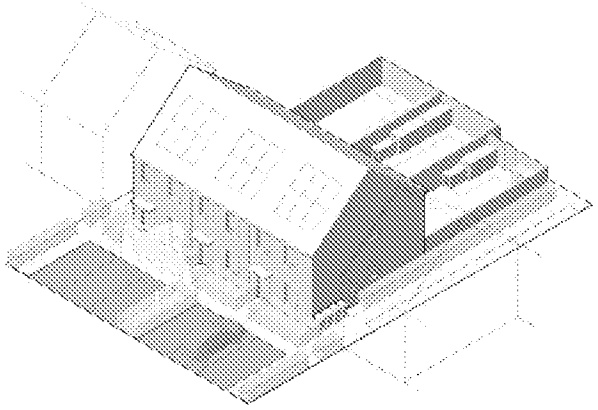
- On-plot tandem or side by side spaces to the side of the dwelling (or rear where a corner plot).
- Parking spaces should be located behind the front boundary line, and avoid blocking footpaths.
- Driveway to be min. 3m wide.
- Where M4(3) dwelling and / or access required to rear garden for bins and / or bikes, driveway to be min. 3.2m wide allowing for a space + 0.8m path to one side.
- Additional 0.5m required to head of a space where against a physical boundary (fence / wall).

Parking typology 4: in-curtilage to the front of the property



- On-plot side by side spaces to the front of the dwelling.
- Min. 0.9m clear wide private footpath required to the front door adjacent to parking spaces.
- Paired driveways to allow for min. 1.5m wide block planting in between to visually break up the parking and soften the street scene.
- Note: depth of parking space excluded from front garden depth in Built Form Matrix in Table 7 on page 56.

Parking typology 5: on street parking



- Can be perpendicular or parallel to the kerb.
- Typically no more than 4, and max. 6, perpendicular spaces in a row before a min. 1.5m wide block planting / street tree.
- Layout to be designed to achieve a rhythm of landscaping / tree planting that visually breaks up and screens the parking.
- Min. 1.2m wide footpath behind the parking bays before front garden, to allow access to the dwellings.
- Min. 1.2m wide footpaths between spaces to enable bins to be brought through to the carriageway on collection day at convenient points.

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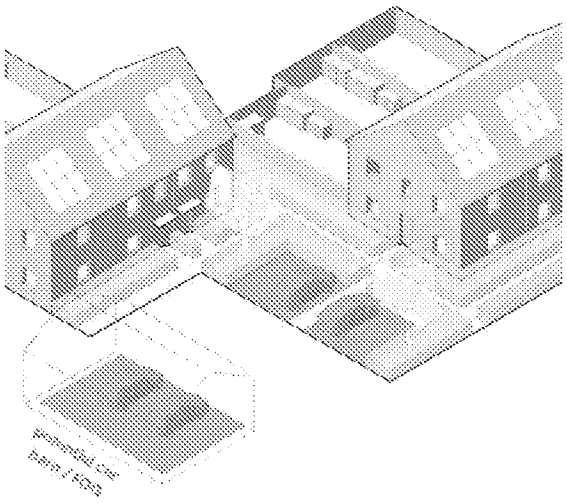
Parking typology 6: parking courts / courtyards



- Parking courts / courtyards shall be permeable and well overlooked.
- Parking courts shall serve no more than six houses, though for apartments this may be increased.
- Parking courts shall be conveniently located for the dwellings they serve.
- Planting / trees shall be incorporated within the courtyard to reduce the visual dominance of the car parking.
- Change in road surfacing and textures should indicate semi-private nature to discourage access by non-residents.
- Surrounding dwellings shall overlook the parking court / access, providing natural surveillance of these spaces.
- FOGs and/or car bans are permitted within parking courts to assist with surveillance and enclosure, subject to not impacting the amenity of the surrounding properties.

Residential Disabled Car Parking Provision

4.29. In terms of disabled parking provision, the Arun standards state that Manual for streets should be followed. Manual for streets states that *it is recommended that 5% of residential car-parking spaces are designated for use by disabled people*. This standard is also mirrored in WSCC guidance.

4.30. Disabled parking will be provided in accordance with the above standards within the curtilage of houses and as part of the allocated parking for the apartments. Disabled bays will be provided with 1.2m access zone on two sides of the parking spaces, resulting in a disabled parking bays measuring a total of 6m x 3m minimum.

Residential Electric Vehicle Charging Provision

4.31. Electric vehicle charging provision will be provided in line with *Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles* and the Arun parking standards.

4.32. Approved Document S requires the following minimum provision:

Requirement

The erection of new residential buildings

S1. (1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).

(2) The number of associated parking spaces which have access to electric vehicle charge points must be—

(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or

(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings.

(3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where—

(a) a new residential building has more than 10 associated parking spaces; and

(b) there are more associated parking spaces than there are dwellings contained in the residential building.

Figure 4.2: Building Regulations Extract

4.33. In addition to the above, the Arun guidance specifies the below standards with regards to EVCP provision:

Year	% of Parking Spaces with Active EV Charging Points	% of Parking Spaces with Active EV Charging Points
	Houses with a driveway or garage	All other developments
2018	100	20
2023	100	30
2028	100	50
2033	100	100

Figure 4.3: Arun Guidance Extract

4.34. In accordance with the above guidance, all dwellings with an on-plot parking space will be provided with an active charging point. For apartments with parking courts, or on street parking electric vehicle charging points will be provided at a rate of one space per dwelling.

5. Summary and Conclusion

5.1. Ardent Consulting Engineers (ACE) has been appointed by Vistry Homes Limited to advise on the Highways & Transportation aspects of a residential-led mixed-use development on Land at Ford Airfield, Ford that benefits from outline consent.

5.2. The development will be brought forward via a number of reserved matters applications. This Transport Technical Note (TTN) considers the RM1 (North) application.

5.3. The Local Planning Authority (LPA) is Arun District Council (ADC) and the Local Highways Authority is West Sussex County Council (WSCC).

5.4. This note provides a brief outline of the access and movement strategy for the site as set out in Transport Assessment submitted with the approved outline application. The approved strategy as set out has been retained in developing the proposals subject to this RM application, incorporating the consultation feedback from ADC/WSCC that has taken place to date.

5.5. This TTN covers the enabling infrastructure with road types from Primary Streets Secondary Streets, Tertiary Streets and Mews.

5.6. This TTN also provides justification for the parking provision within RM1 (North).

5.7. This TTN shows the Infrastructure Reserved Matters application has been designed in accordance with the Design Code, dated July 2024, which was developed in liaison with WSCC and ADC. Thereby, this TTN enables the discharge of the Infrastructure Reserved Matters Application.

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Drawings

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KEY

OWNERSHIP BOUNDARY

DEVELOPMENT BOUNDARY

PRELIMINARY

FOR PLANNING

Rev	Description	Drn	Chk	App	Date
A	DRAWING SCALE & SCALE BAR ADDED	HP	ADS	MNR	12.08.2024

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Client

VISTRY

Project Title:

THE LANDING, LAND AT FORD AIRFIELD, FORD

Drawing Title:

RESERVED MATTERS 1 LOCATION PLAN

A0 Scale	Date	Designed by
1:2500	09.08.24	AF
Drawn by	**Checked by**	**Approved by**
ADS	AD	MR

Drawing Number: 2205771-D061 | Rev: A

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N

REFUSE VEHICLE SWEPT PATH

REFUSE VEHICLE SWEPT PATH

FIRE APPLIANCE SWEPT PATH THROUGH EMERGENCY ACCESS

REFUSE VEHICLE SWEPT PATH

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FIRE APPLIANCE SWEPT PATH THROUGH EMERGENCY ACCESS

REFUSE VEHICLE SWEPT PATH

REFUSE VEHICLE SWEPT PATH

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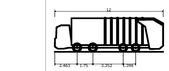
KEY

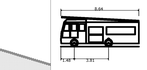
- RM BOUNDARY
- BLUE LINE BOUNDARY
- 2.4m x 25m VISIBILITY SPLAY
- AREA OUTSIDE OF RM BOUNDARY

VEHICLES USED:



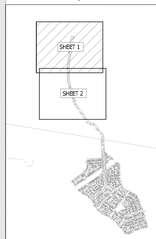
West Sussex Refuse Vehicle

Overall Length	12.000m
Overall Width	2.700m
Overall Body Height	3.769m
Min Body Ground Clearance	0.301m
Max Track Width	2.700m
Lock to Lock Time	6.000s
Wall to Wall Turning Radius	11.330m



Fire Appliance

Overall Length	8.640m
Overall Width	2.550m
Overall Body Height	3.140m
Min Body Ground Clearance	0.340m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.900m



KEYPLAN

0m 5m 25m

Scale: 1:500 @ A0

PRELIMINARY

FOR PLANNING

Rev	Description	Drn	Chk	App	Date
A	UPDATED TO SUIT LATEST SITE LAYOUT	BT	KM	AD	15/08/24

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Client:

VISTRY SOUTH EAST

Project Title:

THE LANDINGS, LAND AT FORD AIRFIELD, FORD

Drawing Title:

RM1 - VEHICLE TRACKING AND VISIBILITY PLAN (SHEET 1 OF 2)

Drawn by	Checked by	Approved by
BT	DV	DH
AO Scale	**Date**	**Revision**
1:500	07/08/2024	A

Drawing Number

2205771-D002