

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Emma Sheppard
FROM:	Stephen Gee - WSCC – Highways Authority
DATE:	20 July 2025
LOCATION:	Land to the South of Ford Lane Arundel BN18 0DF
SUBJECT:	F/19/25/OUT Outline planning application with all matters reserved (except access proposed along Ford Lane) for development of up to 400 No dwellings, a 8-10 form entry secondary school with associated sports pitches and facilities, a community hub building of up to 600 sqm, new pedestrian and cycle routes, Public Open Space, sustainable urban drainage system, landscaping and associated infrastructure. This application lies within the parish of Ford and Yapton, affects the setting of listed buildings, affects a Public Right of Way and is a Departure from the Development Plan. This is a CIL liable development.
DATE OF SITE VISIT:	21/7/2025
RECOMMENDATION:	More Information

Background

The site is located to the south of Ford Lane, To the east is The Landings where planning permission has been granted for 1,500 dwellings and a primary school and is currently subject to a number of reserve matters applications. To the west is the Meadows Garden develop of 100 dwellings.

Pre Application discussions took place with the applicant in October 2024 and throughout 2025, this included agreement of the scope of assessment and trip rates.

Access

The application proposes a new vehicular access onto Ford Lane with a ghost island right hand turn lane provided. Visibility splays of 4.5m x 90m can be provided and vehicle tracking shows that a max length legal artic can appropriately negotiate the access.

A stage 1 Road Safety Audit has been undertaken and the Designers Response comments will be provided directly to the design team.

It is proposed to implement a 30mph speed limit from 90m west of the proposed junction to approximately 200m to the east. This length would be below that minimum recommended within the WSCC limit policy of 600m.

<https://westsussex.moderngov.co.uk/documents/s35897/Appendix%20%20Revised%20Speed%20Limit%20Policy.pdf> T

The section of 30mph would also leave sections of dereg between the existing 30mph to the west and 40mph to the east (which is to be extended westwards as part of the Ford Airfield roundabout proposals)

No speed survey data has been provided with the application to assess the suitability of a speed limit reduction.

No Pedestrian or Cycle Facilities are provided at the site access, the indicative masterplan shows an internal off road link set back from the existing highway and as such subject to the provision of speed survey data it is suggested a 40mph speed limit maybe more appropriate.

Sustainable Transport

The application should identify a vision for the site in line with para 115 of the NPPF.

At pre application stage it was advised that Non Motorised user audits were undertaken, whilst the application has provided map based assessments of the key corridors into the site no information has been provided on the suitability of these links.

The applicant has provided diagrams of anticipated routes from various directions of Yapton to the proposed development.

The plans fail to identify the suitability of the routes (details of an audit as suggested at pre application stage) or identify improvements along the routes.

No details of the ability of cyclists to utilise the routes are provided.

PROW 360_1 does not extend in the highlighted section below, (instead zig zagging via Chuch Lane) although a worn path was observed on the site visit, it would be beneficial to confirm the rights across the section and in discussions with the land owner make improvements (assumed to be the parish council)



Pedestrian Access

A number of pedestrian access are proposed into the site including:

Linkages into the Ford Airfield(Landings)

Connection to the Arun Way

Two connections to the south west of the site providing linkages to the PROW and onwards to Navigation Drive.

Connections to the PROW to the West (including a permissive path)

Linages to Meadow Gardens

Cyclist Access

At present as shown on the indicative masterplan the only cycle access to the development site would be via on road cycling at the site access. There are no bridleway connections where cycling would be permissible and the connections into the Ford Airfield site are not as yet secured.

The application correctly identifies that the Landings development will provide a cycle routes through the site and connections to Ford Station and to the A259 Cycle Route via Horsemere Green Lane and Church Road. As well as on road signed provision is also to be provided between Mill View Road and Rolleston Park. However no consideration has been provided as to the timing of the interventions.

Mitigation

The applicant proposes the provision of pedestrian crossing facilities to support movement between the site and key facilities in Yapton and between existing residential areas and the proposed secondary school.

Zebra Crossing on Brundell Road, east of the junction with Fellows Gardens

Pedestrian Crossing on North End Road, North of Yapton Primary School.

The following comments have been provided by the WSCC signals team:

"My initial comment is that the footway on the western side is too narrow for pedestrians to land on. The drawing indicates the footway is approximately 1.2m wide, therefore when a pole is installed (either at the back of the footway or 0.6m from kerb face) there will not be the available footway remaining to achieve the minimum 1.2m clearance required. I therefore recommend options are investigated that will widen the footway at this landing area.

Additionally, I do not feel the refuge island is necessary at a location where the carriageway is 8.2m wide; could you please obtain the justification for this when the crossing facilities will be controlled. I understand the logic behind it in the current uncontrolled arrangement, however feel the inclusion of this island will encourage pedestrians to cross against a Red Man & potentially become stranded within the island.

The drawing shows a 43m visibility splay; would you be able to forward speed survey results to me, so the speeds can be checked & this visibility confirmed as being appropriate for this stretch of carriageway. Should suitable solutions be achieved to the above, the speed survey results will also confirm the method of control for the crossing."

PROW connections

It is noted the WSCC RoW teams response to the application PROW 363 includes the request that the PROW be upgraded to bridleway to the west of the site.

Additional consideration should be provided as to the upgrade of all PROW linkages to the south and west of the site to Bridleway and identify where lighting could also be provided.

Public Transport

At present the closest bus stops to the proposals are at Fordwater Gardens, Bilsham Road and are served by the half hourly 500 in both directions (to Littlehampton and Barnham/Chichester) and the half hourly 700 towards Bognor Regis and Chichester

As part of the landings site 4 sets of bus stops are included along the spine road, the sites S106 agreement also requires the developer to provide:

"On Site Bus Provision" means the provision of a 30 (thirty) minute frequency service between Barnham and Littlehampton that routes through the landings and provides access to Barnham Railway Station; or the diversion of the 700 coastliner route through the Land in addition to a 30 (thirty) minute frequency morning and evening peak period shuttle service between the landings and Barnham Railway Station.

The applicant should consider the suitability of the existing bus stop infrastructure in Yapton to accommodate future demands including shelters/RTPI etc.

Trip Generation

Residential

TRICS has been utilised to establish the anticipated level of trip generation from the residential element of the scheme, The parameters utilised have been agreed during the pre application process. The residential element is anticipated to generate 203 two way vehicle trips in both the AM and PM peaks. Given the provision of the secondary school on site it is accepted that trips with a journey purpose of secondary education are very unlikely to be undertaken by private vehicle it is considered acceptable to remove 50AM and 5PM peak two way trips. The trip rates include only privately owned dwellings and as such present a robust scenario for testing.

School delivery

The above trip generation is supported based on a scenario where the school is provided in a timely manner, Given the reductions applied to the residential trips of 50AM and 5PM are lower than the potential trips associated with the provision of the school of 302AM and 20PM then no concerns regarding the timing of the school is raised.

School trip rates

Whilst the journey start point for any school trips would change each year with a new pupil enrolment information has been provided a pre app to detail the likely future school catchment area and calculations provided to understand the relative number from existing residential areas and future strategic development included within the Arun local plan. In simplistic terms the school would cater for residents of Yapton, Ford, Climping and Arundel.

The national traffic survey has been utilised to understand existing secondary school modal splits. The data indicates that approximately 90% of journeys under one mile

would be undertaken by walking and cycling, between 1 and 2 miles 60% of travel would be undertaken by walking and cycling and between 2 and 5 miles only 9.3% by walking and cycling.

At a distance of 3 miles WSCC would provide free school transport via Bus, this would provide future pupils from the Arundel area with a means of accessing the school via non car modes.

The following modal shares have been used in the assessment and are considered acceptable

Mode	0-1 Mile	1-2 Miles	2-5 Miles (adjusted)
Walk	88.9%	52.6%	7.6%
Pedal cycle	1.5%	6.8%	2.8%
Car or van	8.8%	31.9%	18.8%
Bus	0.8%	7.5%	64.3%
Other transport	0.0%	1.1%	6.5%
All modes	100.0%	100.0%	100.0%

The total number of trips generated by the school are 302 two way trips in the AM peak and 20 in the PM network peak (5-6)

A number of the trips will not be new to the wider network and would replace existing trips from the local area to the existing provision at Six Villages Academy, Felpham Community College or The Regis School.

Civic Centre,

TRICS has been utilised to establish the anticipated level of trip generation from the civic element of the scheme with 6 AM and 5 PM peak two way trips.

Total Trip Generation

In total the site is anticipated to generate 464 AM peak two way trips and 224 PM peak two way trips.

Junction Modelling

Junction Modelling has been provided for a 2031 assessment year in line with the end of the current local plan. Committed developments including Ford Airfield, Climping, West of Bilsham Road and the Yapton Strategic development have been included. TEMPRO growth factors have been utilised for network growth outside of the 006 Middle Super Output Area

Further Information is requested as to how the junction modelling deals with the assumed opening time of the secondary school, and spikes of incoming and outgoing trips as these would not be evenly spread through the peak hour. (The comments below are provided on the basis that supporting evidence can be provided to detail the current approach is acceptable).

A number of junctions have been assessed with the Ford Airfield Mitigation in place, however, the trip assignment generally considers the spine road is not in place. This would represent a robust scenario for modelling of the junctions (subject to considerations on what happens if the development were to come forward in advance of the Ford Airfield site and its mitigation schemes)

Site Access

The modelling identifies that the junction would work well within capacity in a future year. It is noted that the visibility utilised within the modelling is well below that shown on the site access drawing.

Ford Road / Ford Lane

The modelling identifies the junction would be approaching capacity in the future year with a RFC of 0.93 in the PM peak on the Ford Lane right hand turn. Queues of 7 vehicles and delays of 81 seconds would not be considered severe.

Additionally the modelling does not assume any vehicles reroute via the Ford Airfield site and its spine road. Should 50% of trips heading towards the Church Road Rbt redistribute the RFC would reduce to 0.91 and queues to 6 vehicles and delays to 69 seconds in the PM peak.

Ford Lane/North End Road

Modelling has been provided based on the mitigation secured via the Ford Airfield application.

The modelling identifies the junction would operate at capacity in the AM peak on Ford Lane with queues of 10 vehicles for vehicles turning left and right, delays of two minutes and an RFC of 1.01 and 0.99. The left hand turn lane would appear only to have a capacity of 4 vehicles and as such further analysis of the results should be provided. Given the distance to the Meadows Gardens access it is unlikely the queuing would extend back and create any safety concerns but may increase delays if the left hand turn can not be accessed.

The TA indicates that with this level of delay drivers may change their behaviour to travel at a different time/mode or route.

A scenario whereby 50% of trips heading to the A259 reroute via the Ford Airfield development has been provided. The junction would still operate at capacity on the Ford Lane arm with queues of 8 vehicles in both the left and right hand turn lanes, delays of 1min 40 seconds and RFC of 0.98 and 0.96.

North End Road / Main Road

The junction has been modelled based on the mitigation secured within the Ford Airfield application.

The modelling indicates the junction would work within capacity in the future year.

Bilsham Road/Burndell Road

The junction has been modelled based on the mitigation secured within the Ford Airfield application.

The modelling indicates the junction would work within capacity in the future year.

Yapton Lane /The Street

The modelling indicates the junction would work within capacity in the future year.

Comet Corner.

Whilst no junction modelling has been provided for the junctions, It is calculated that the proposed development would generate 29AM and 47PM movements at Comet Corner. As with other developments in the area the site should proportionally contribute to the improvements of the junction.

A259/Church Lane

The development would increase trips by 85 in the AM peak and 51 in the PM peak and as such junction modelling should be provided. It is acknowledged that trips through the junction maybe reduced by the Ford Airfield development and use of its spine road. This would then increase the number of trips at the Oystercatcher junction or Horsemere Green Lane and as such flexibility in the comet corner contribution calculations would be required.

Level Crossing Assessment

The recorded traffic volumes along Yapton Lane in April 2025 were 28% lower than those recorded in 2018 supporting the Ford Airfield application (assumed due to changing travel habits from Covid and rise of home working). As such the level of trips included within the future year assessment (inc consented developments) is lower than those assessed and considered acceptable previously.

Ford Road level crossing

An assessment has been undertaken and details the crossing would remain working within capacity.

Impact on Navigation Drive (and Adjoining Roads) and Western Parcels of Ford Airfield.

The junction modelling all assumes that vehicle trips to the school would go to the schools access via Ford Lane. It is acknowledged that there is the potential for parents to drop/wait for pick ups in the residential roads surrounding the site as is common practice with most secondary schools. The most obvious locations are within the Ford Airfield development of Navigation Drive, No assessment of the suitability of these locations has been provided or if any mitigation is required.

It is acknowledged that this may place parking pressure on these locations and as such the Local Planning Authority should consider the highway amenity impacts of the proposal on these locations.

Layout (although a RM matter)

The TA indicates a network of pedestrian and cycle routes will be provided within the development "following the alignment of the existing PRow network and providing enhancements to better connect all parts of the development. This will include a segregated footway adjacent to Ford Lane along the northern boundary of the site connecting the Ford Airfield site to the Meadow Gardens site"

Parking

Details will be provided at Reserve Matter stage, The Transport Assessment identifies the relevant standards that will be considered in developing the parking strategy.

Personal Injury Collisions

A total of 33 collisions have been recorded within the wider study area, no clusters of collisions have been identified to suggest any highway design related issues.

Travel Plan

Residential and a school travel plan have been provided and would be secured via S106 agreement and require an auditing fee.

The Residential travel plan should include the provision of £150 travel plan vouchers to be utilised towards sustainable transport measures such as purchasing a bike or use towards a public transport season ticket. Should the travel plan targets not be met then a second round of vouchers would be required.

The size of the development would lend itself to the provision of car club vehicles.

The WSCC travel plan guidance can be provided directly to the applicant.

Conclusion

Further Information is required as identified above and summarised below:

Site Access – Speed limit info.

Consideration of what happens if the development is constructed in advance of the Ford Airfield site mitigation schemes being provided. (both sustainable transport and junction improvements)

Development of a vision for the site.

Walking – Consideration of routes into the site/audit of routes

Cycling – Consideration of cycle connectivity into the site

Public Transport – Consideration of existing bus stops and infrastructure to support future demands.

PROW – upgrading considerations.

Junction Modelling – Confirmation of school peak flows inclusion in the modelling

Consideration of length of left hand turn lane at Ford Lane/North End Road.

Modelling of A259/Church Lane

Confirmation that applicant is accepting of a contribution towards Comet Corner/A259 improvements.

Consideration of development trips rerouting through Ford Airfield

Impact on Navigation Drive (and Adjoining Roads) and Western Parcels of Ford Airfield. – consideration of the impacts of drop offs and pick ups from these locations.

Travel Plan – To be updated to include reference to sustainable transport vouchers and car club vehicles and identify remedial measures should targets not be met.

Stephen Gee

West Sussex County Council – Planning Services

Please could the attached response be distributed to the relevant case officer.

Regards

Stephen Gee

Please do not reply directly to this email.

Any formal reconsultation on the application should be directed to
[REDACTED] but the responding officer can be contacted directly via
email if there are any questions relating to this response.

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