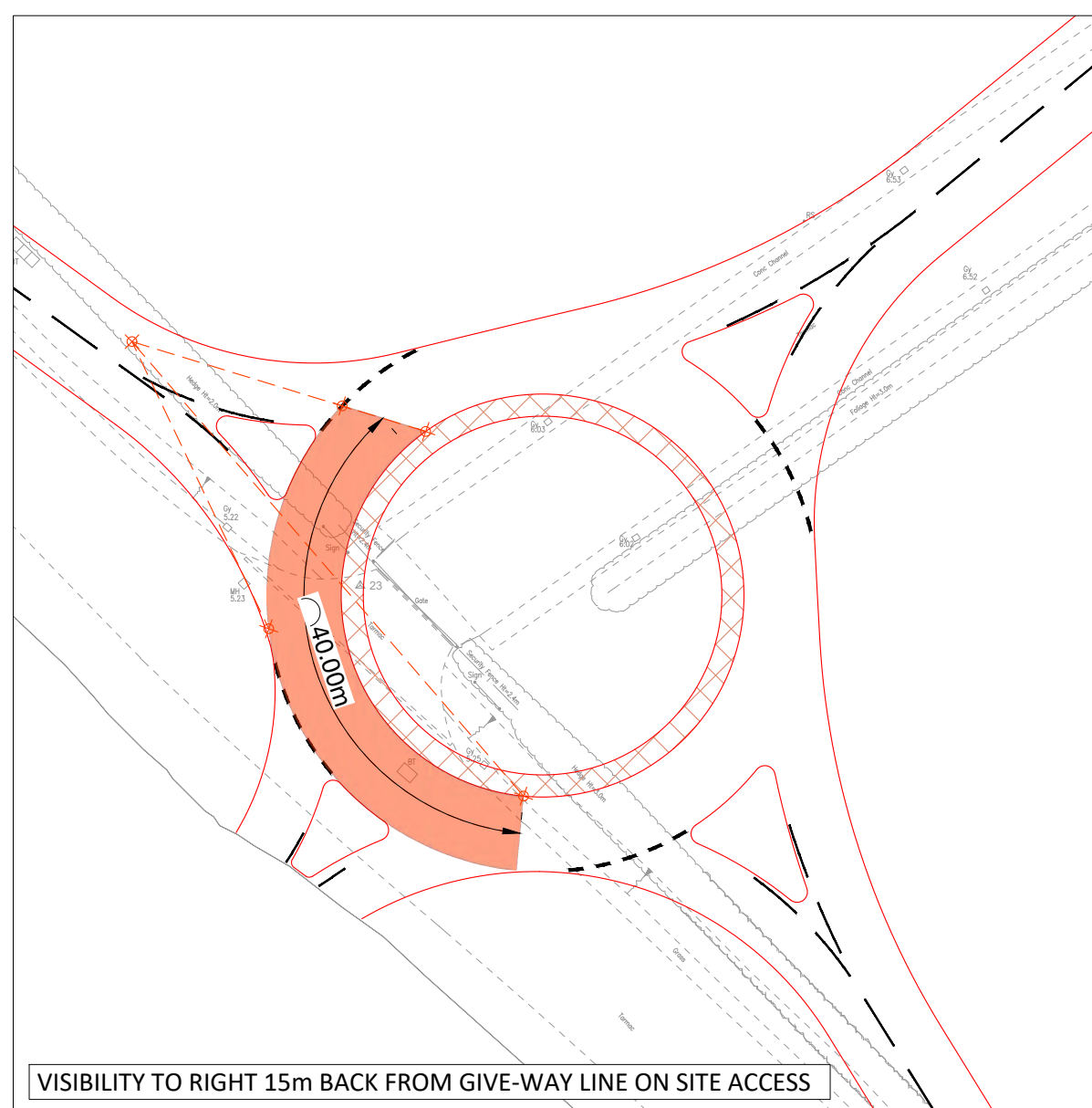
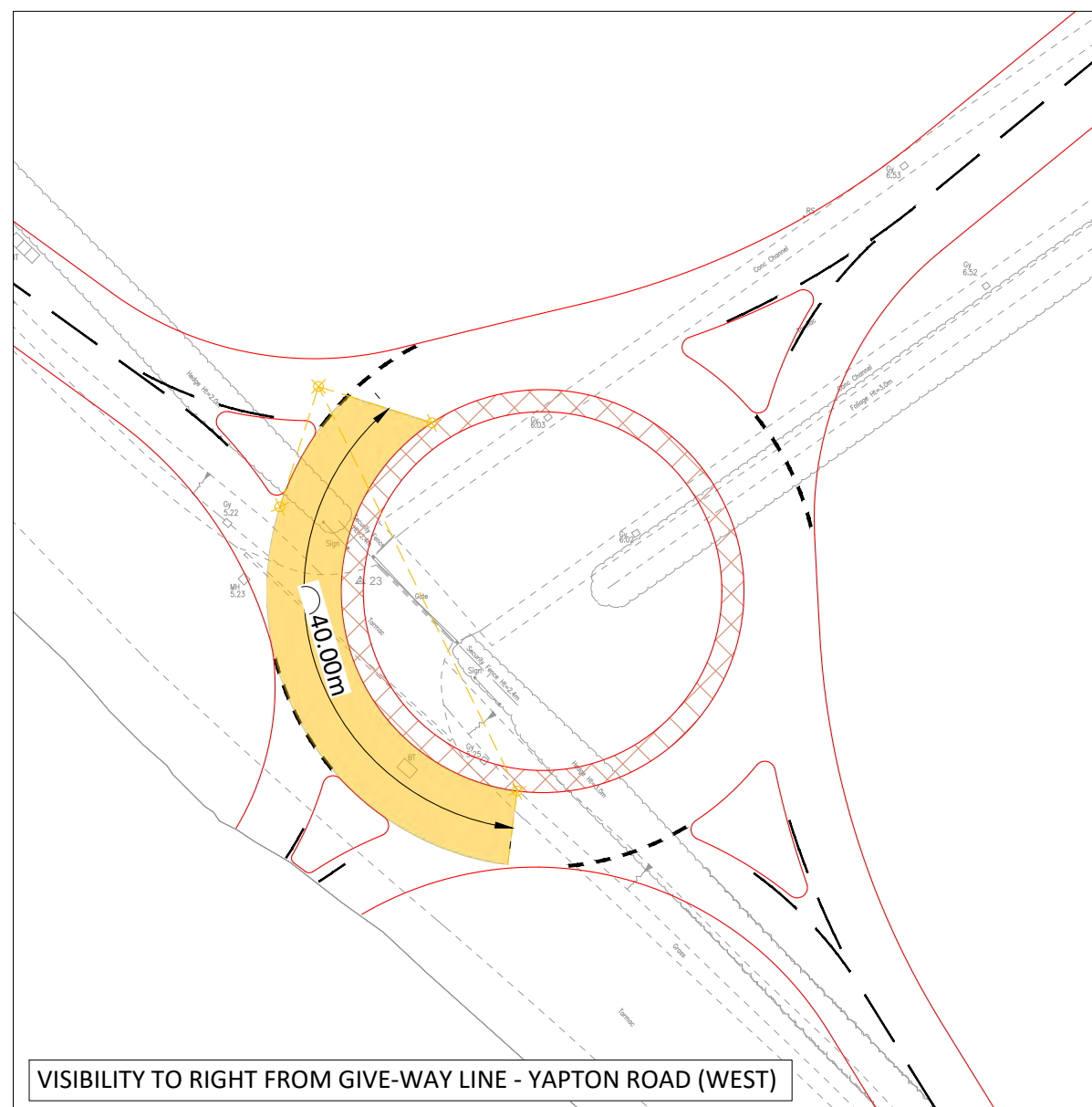
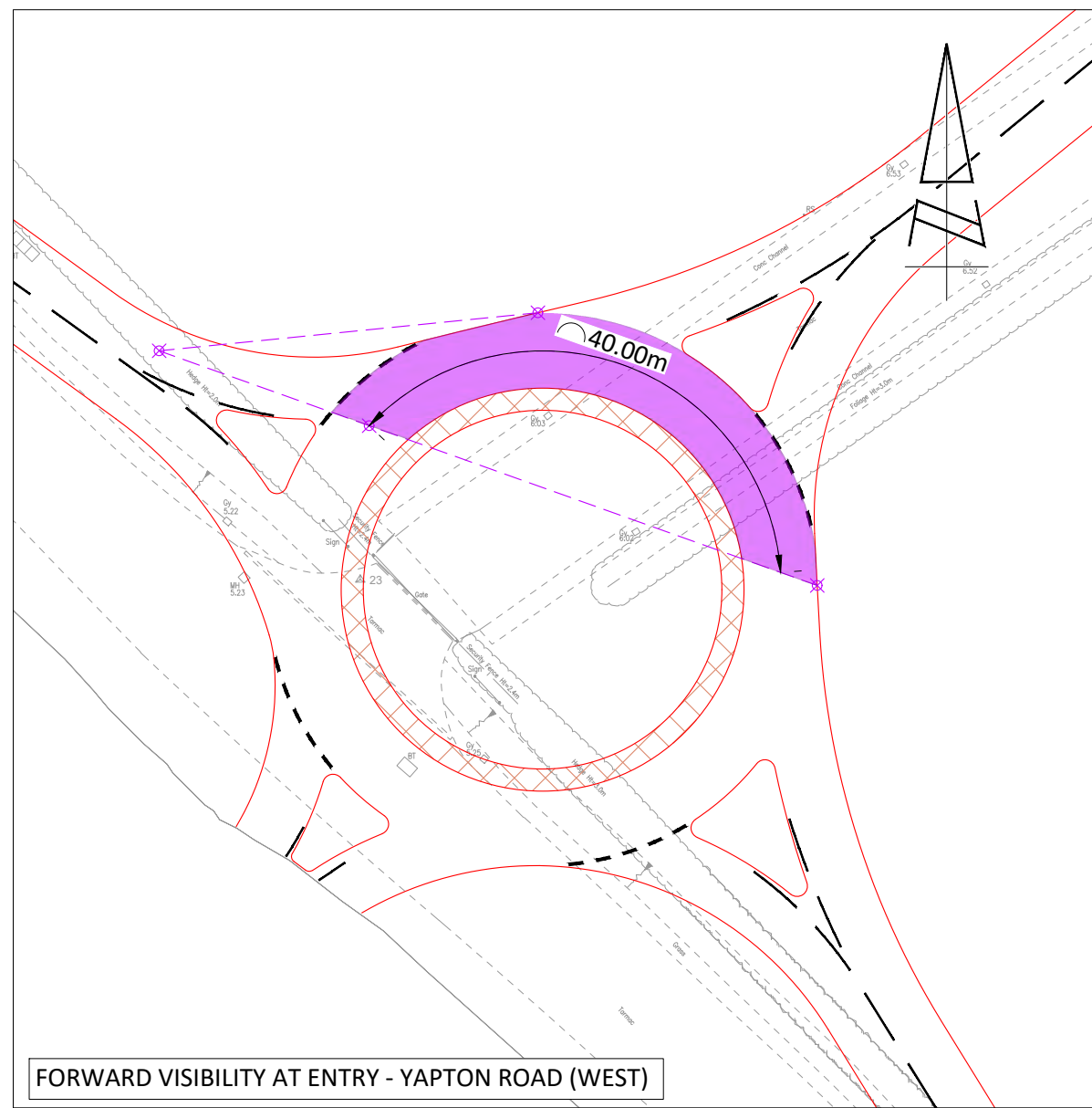
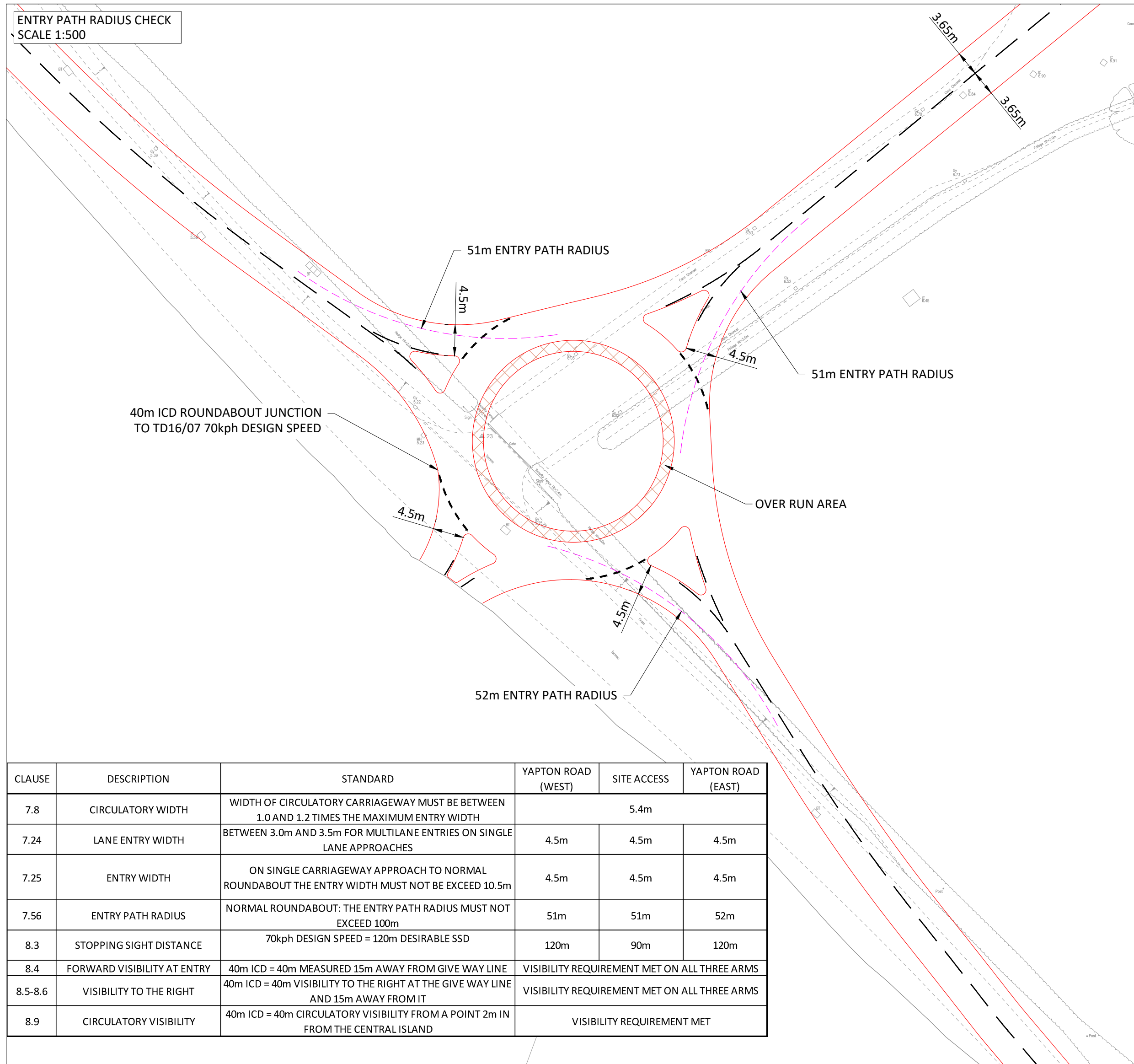
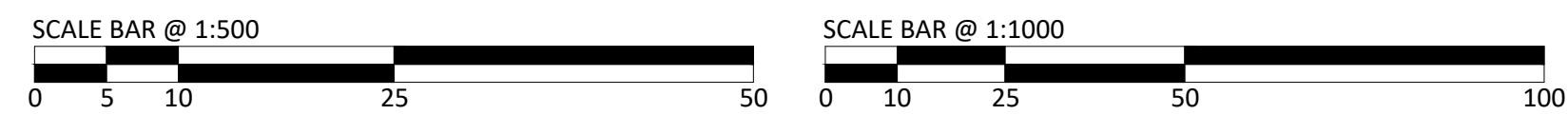
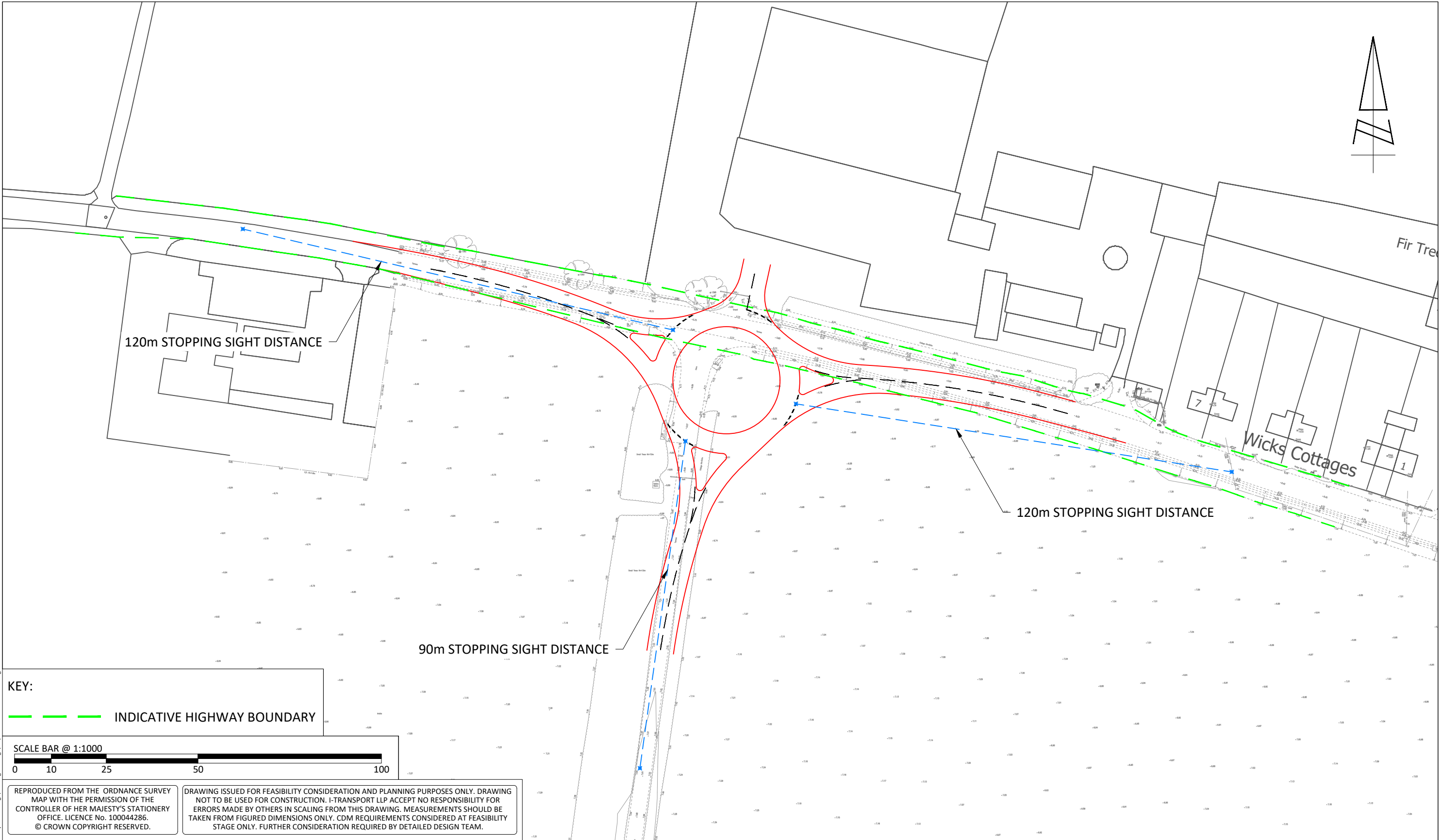




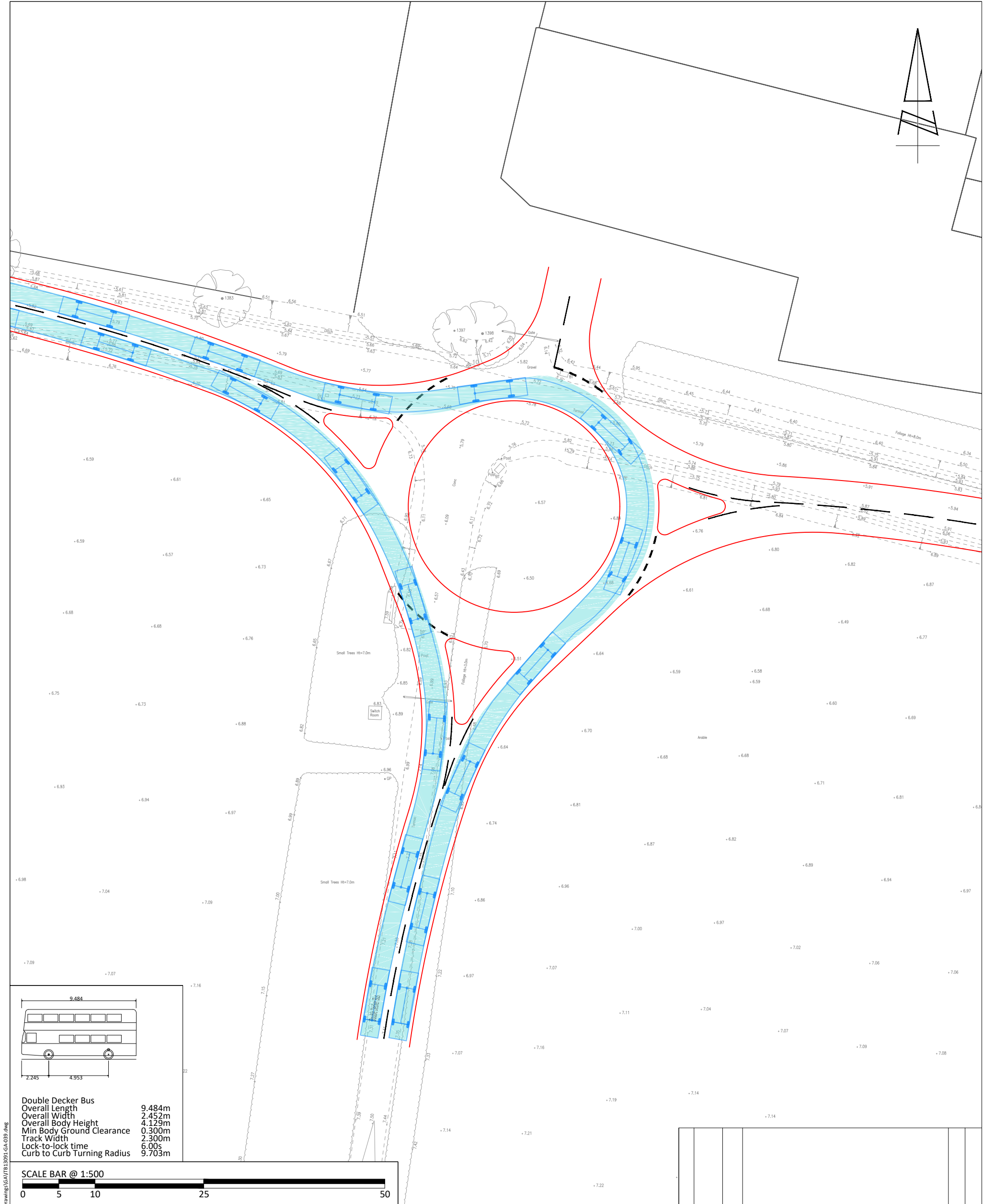
CLAUSE	DESCRIPTION	STANDARD	YAPTON ROAD (WEST)	SITE ACCESS	YAPTON ROAD (EAST)
7.8	CIRCULATORY WIDTH	WIDTH OF CIRCULATORY CARRIAGEWAY MUST BE BETWEEN 1.0 AND 1.2 TIMES THE MAXIMUM ENTRY WIDTH		5.4m	
7.24	LANE ENTRY WIDTH	BETWEEN 3.0m AND 3.5m FOR MULTILANE ENTRIES ON SINGLE LANE APPROACHES	4.5m	4.5m	4.5m
7.25	ENTRY WIDTH	ON SINGLE CARRIAGEWAY APPROACH TO NORMAL ROUNDABOUT THE ENTRY WIDTH MUST NOT BE EXCEED 10.5m	4.5m	4.5m	4.5m
7.56	ENTRY PATH RADIUS	NORMAL ROUNDABOUT: THE ENTRY PATH RADIUS MUST NOT EXCEED 100m	51m	51m	52m
8.3	STOPPING SIGHT DISTANCE	70kph DESIGN SPEED = 120m DESIRABLE SSD	120m	90m	120m
8.4	FORWARD VISIBILITY AT ENTRY	40m ICD = 40m MEASURED 15m AWAY FROM GIVE WAY LINE	VISIBILITY REQUIREMENT MET ON ALL THREE ARMS		
8.5-8.6	VISIBILITY TO THE RIGHT	40m ICD = 40m VISIBILITY TO THE RIGHT AT THE GIVE WAY LINE AND 15m AWAY FROM IT	VISIBILITY REQUIREMENT MET ON ALL THREE ARMS		
8.9	CIRCULATORY VISIBILITY	40m ICD = 40m CIRCULATORY VISIBILITY FROM A POINT 2m IN FROM THE CENTRAL ISLAND	VISIBILITY REQUIREMENT MET		



B A	21.10.19 15.01.19	SH SH	ROUNDABOUT / DESIGN AUDIT REVISED MINOR AMENDMENTS	DS DS	DS DS	TITLE:		DRAWN: SH			CHECKED: DS		APPROVED: DS	
						YAPTON ROAD ROUNDABOUT - DESIGN REVIEW		SCALE @ A1:		DATE:		22.11.18		
REV	DATE	BY	DESCRIPTION	CHK	APP	PROJECT:	CUSTOMER:	PROJECT No: ITB13091						
STATUS:			FOR INFORMATION			FORD AIRFIELD	REDROW HOMES LIMITED & WATES DEVELOPMENTS LIMITED	DRAWING No: ITB13091-GA-014			REV: B			



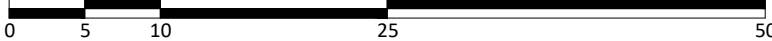
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T:\Project\13009 Series\1309-11TB Ford Airfield\Tech\Acad\Transport Drawings\Working Drawings\GA\ITB13091-GA-039.dwg

Double Decker Bus
Overall Length 9.484m
Overall Width 2.452m
Overall Body Height 4.129m
Min Body Ground Clearance 0.300m
Track Width 2.300m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 9.703m

SCALE BAR @ 1:500



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CLIENT:

REDROW HOMES LIMITED &
WATES DEVELOPMENTS LIMITED

TITLE:

POTENTIAL SITE ACCESS ARRANGEMENT -
SWEPT PATH ANALYSIS - DOUBLE DECKER BUS

PROJECT:

FORD AIRFIELD

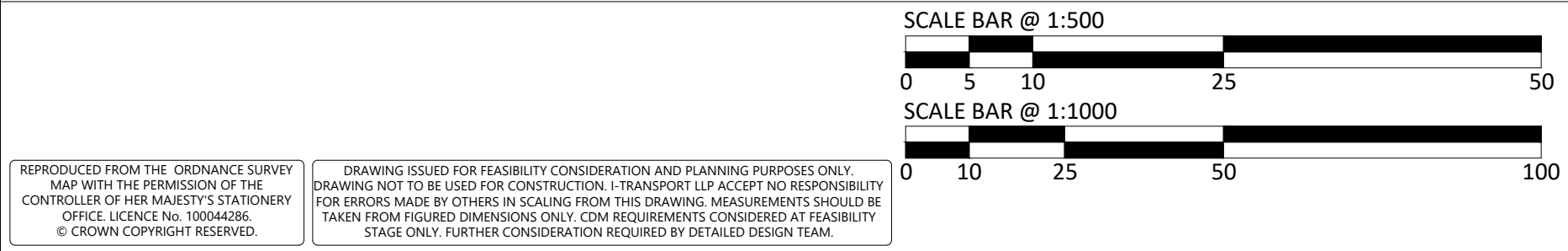
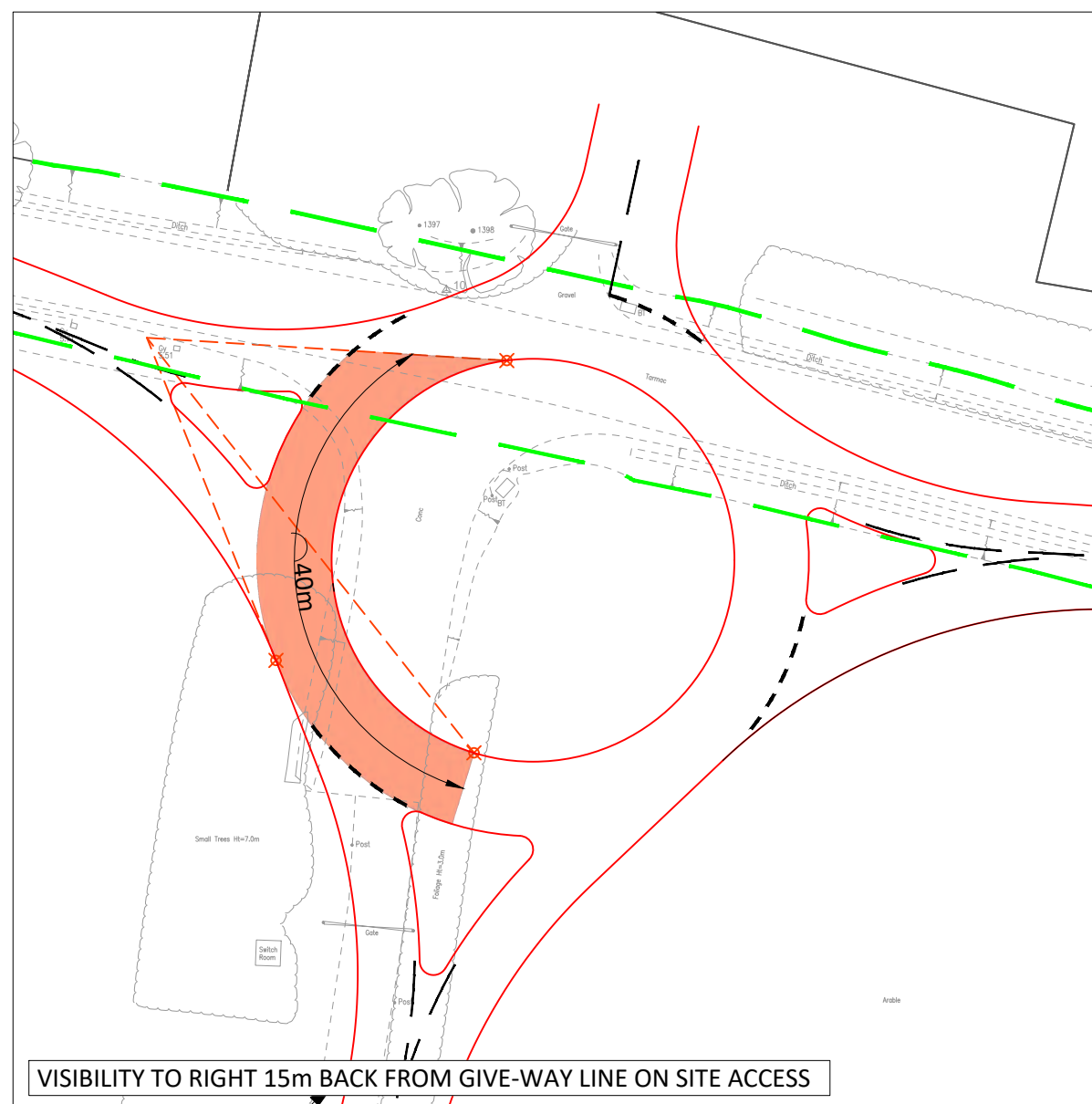
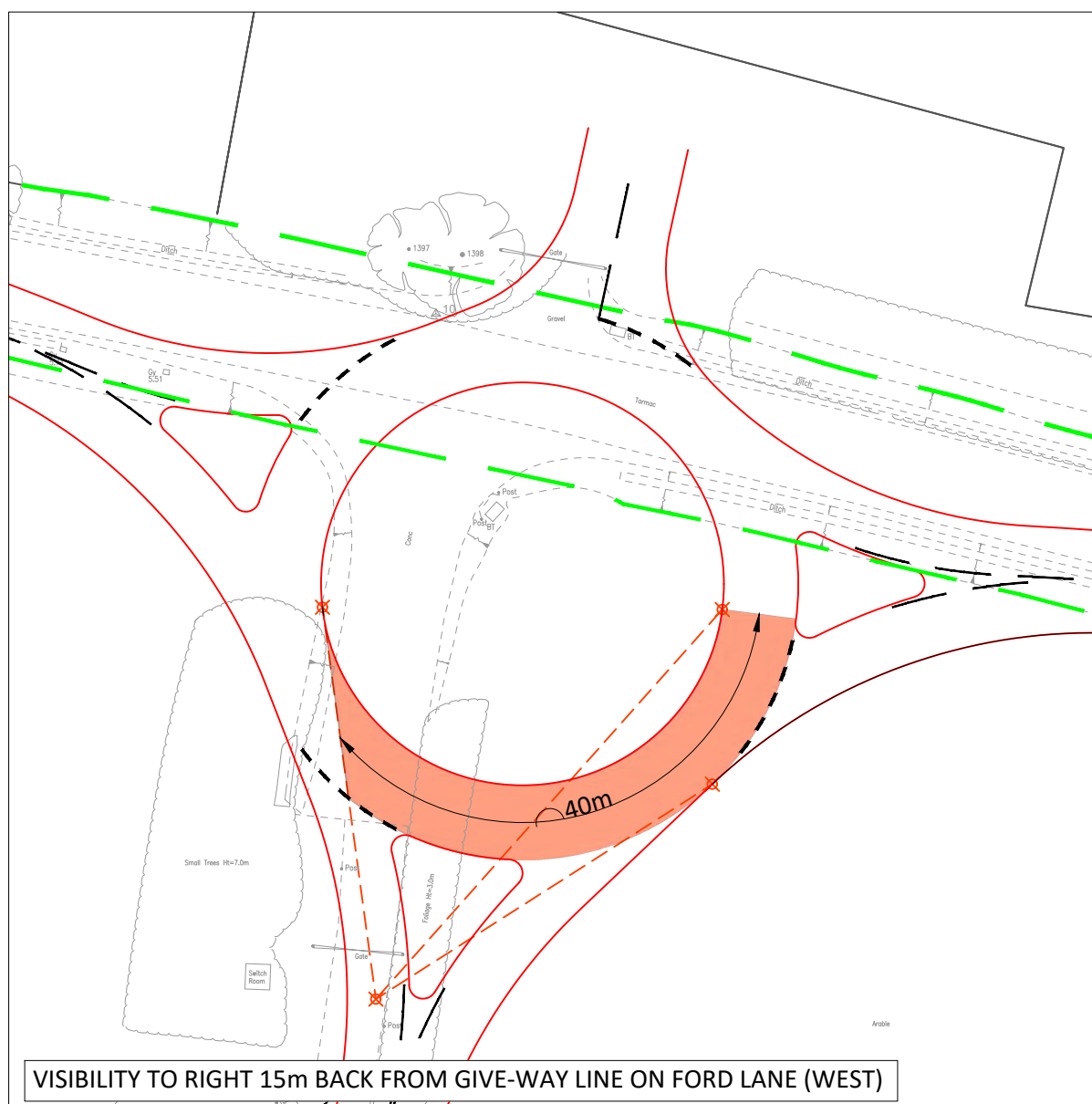
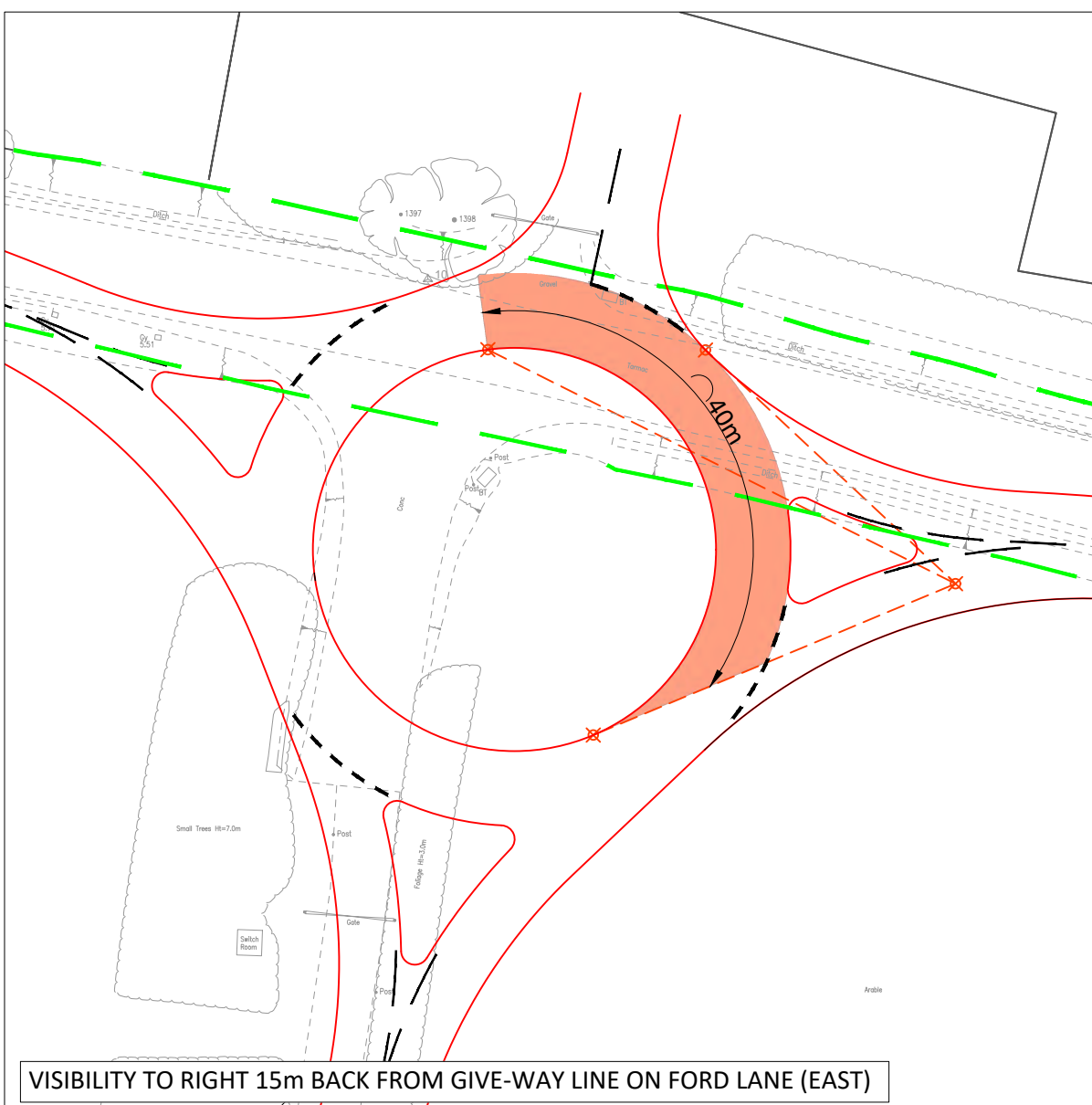
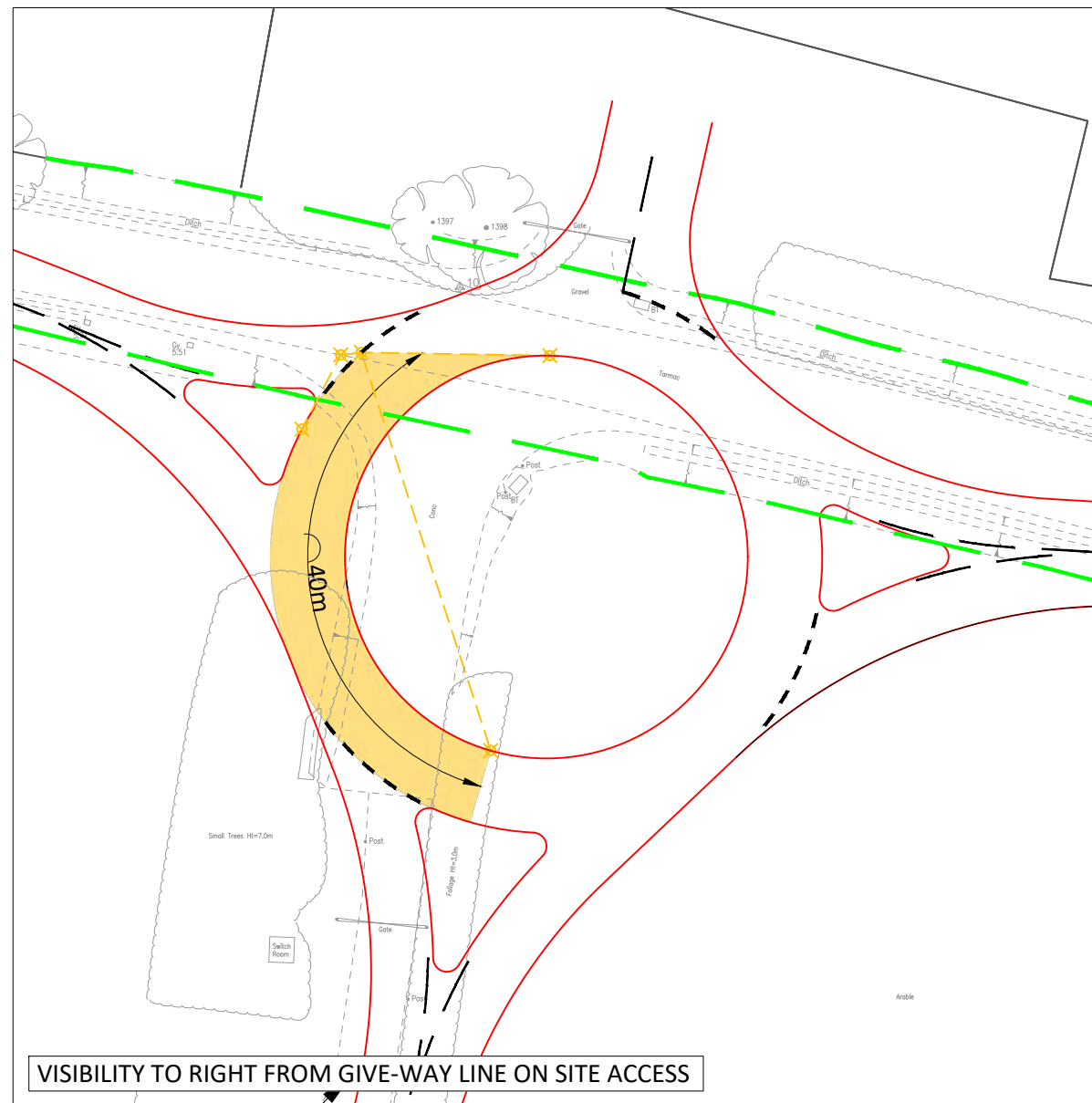
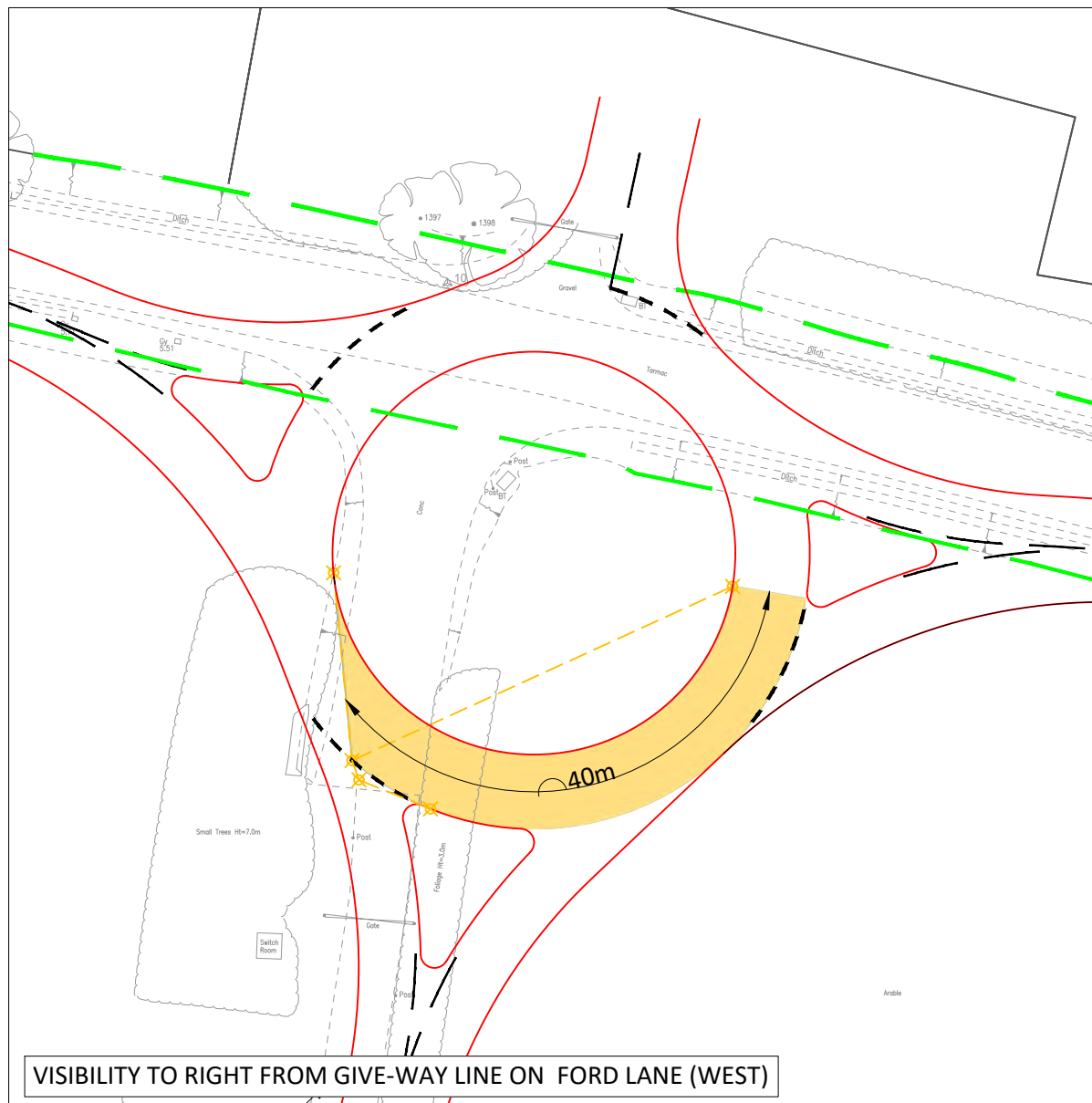
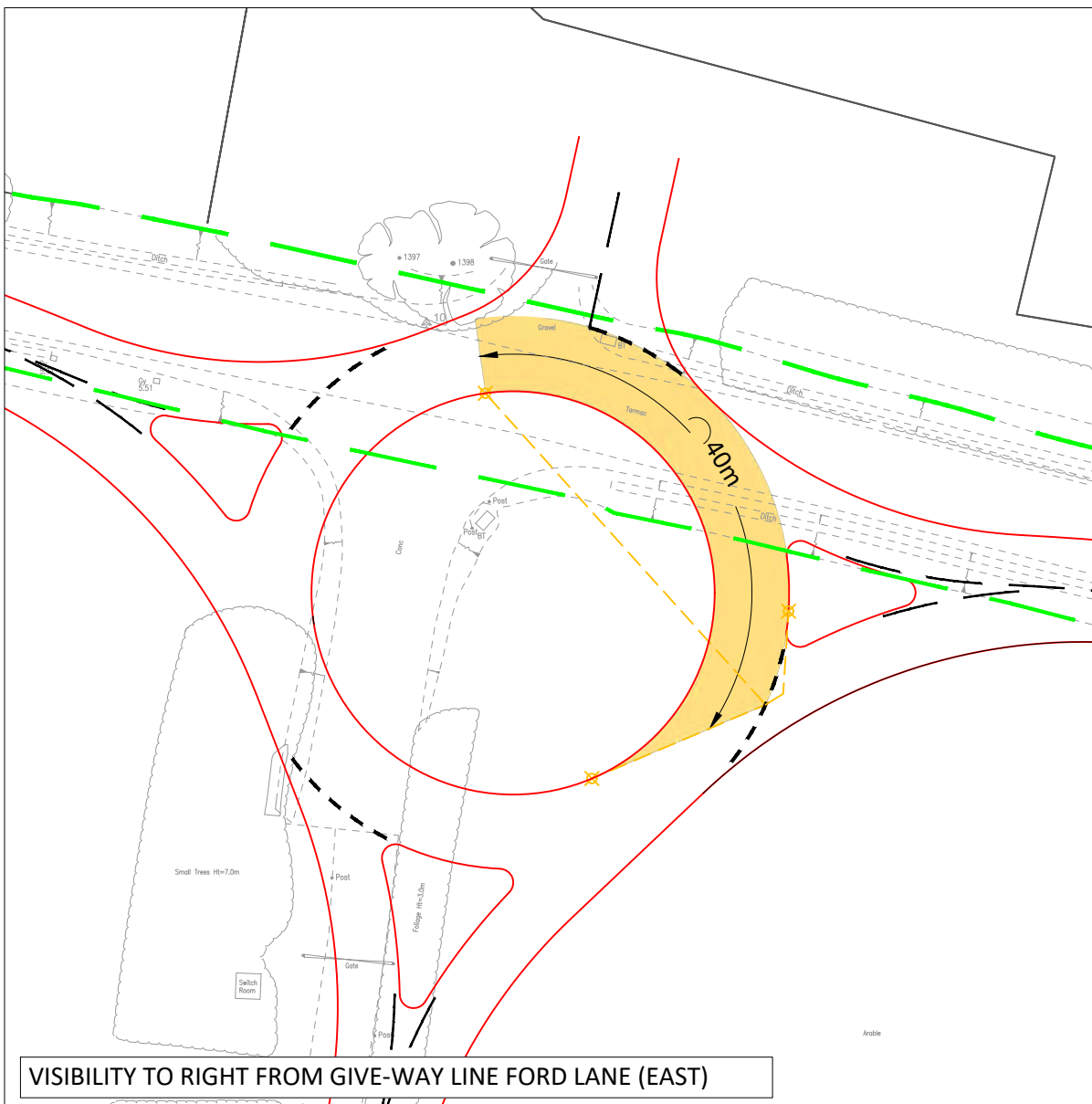
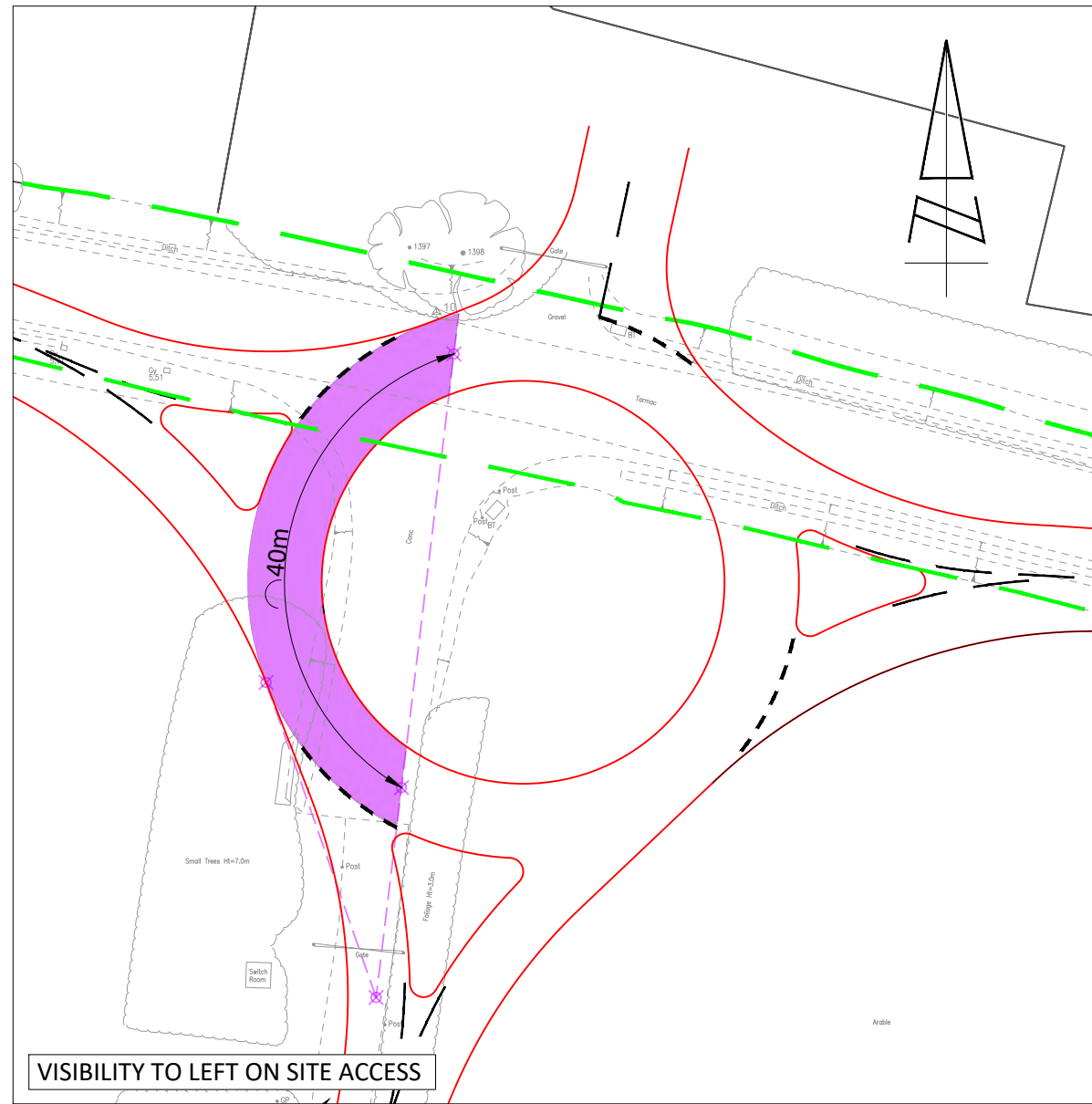
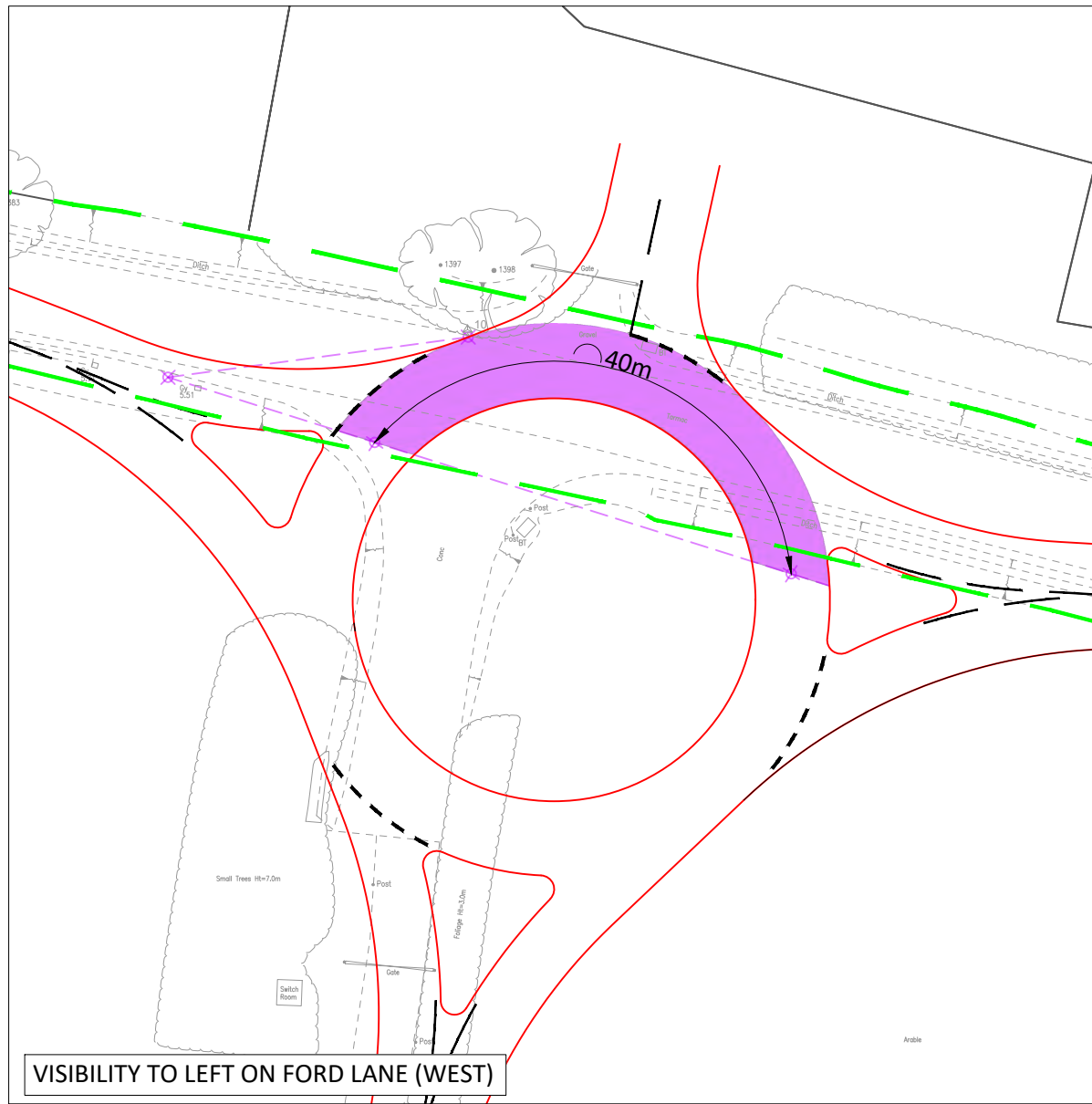
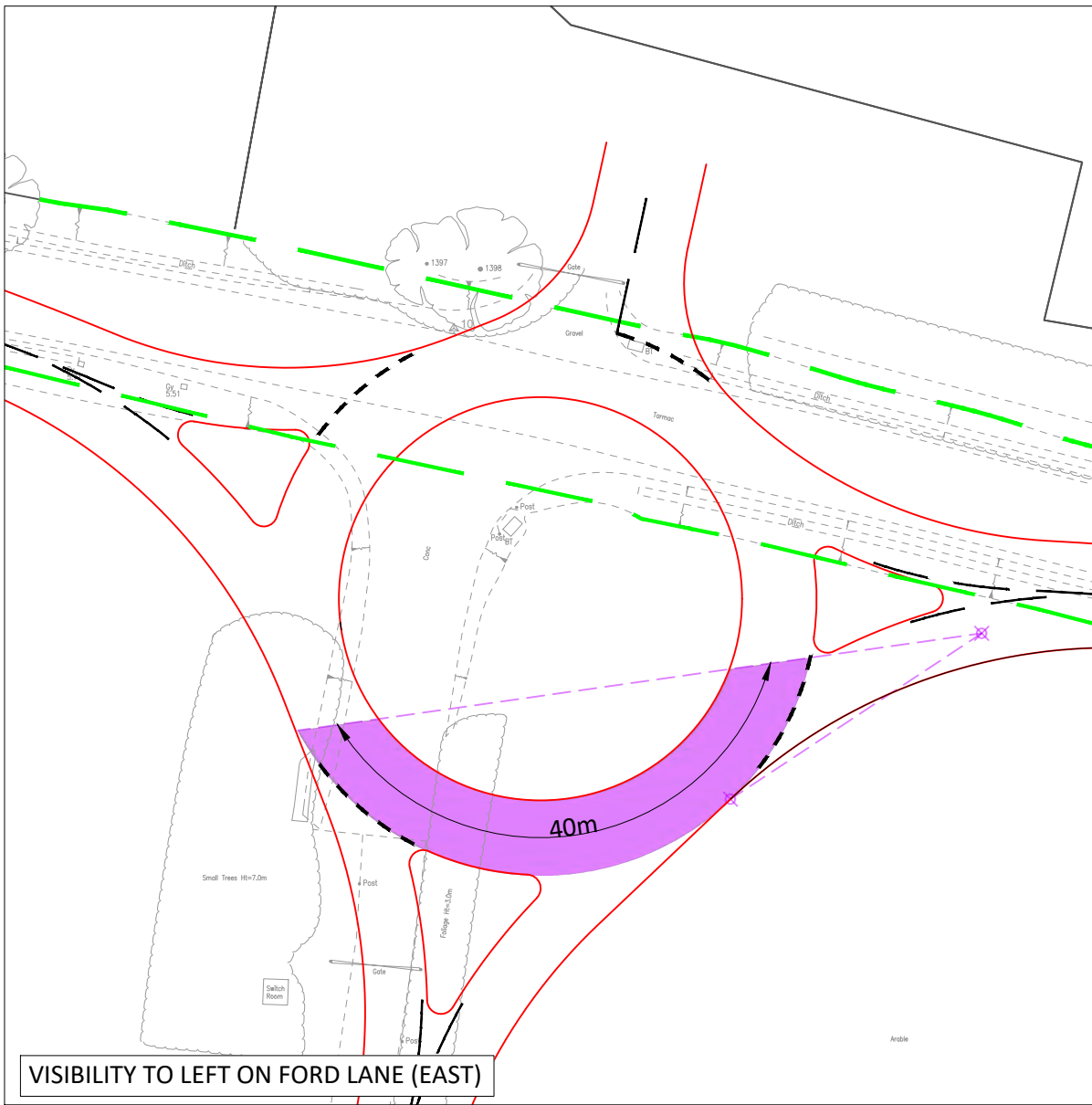
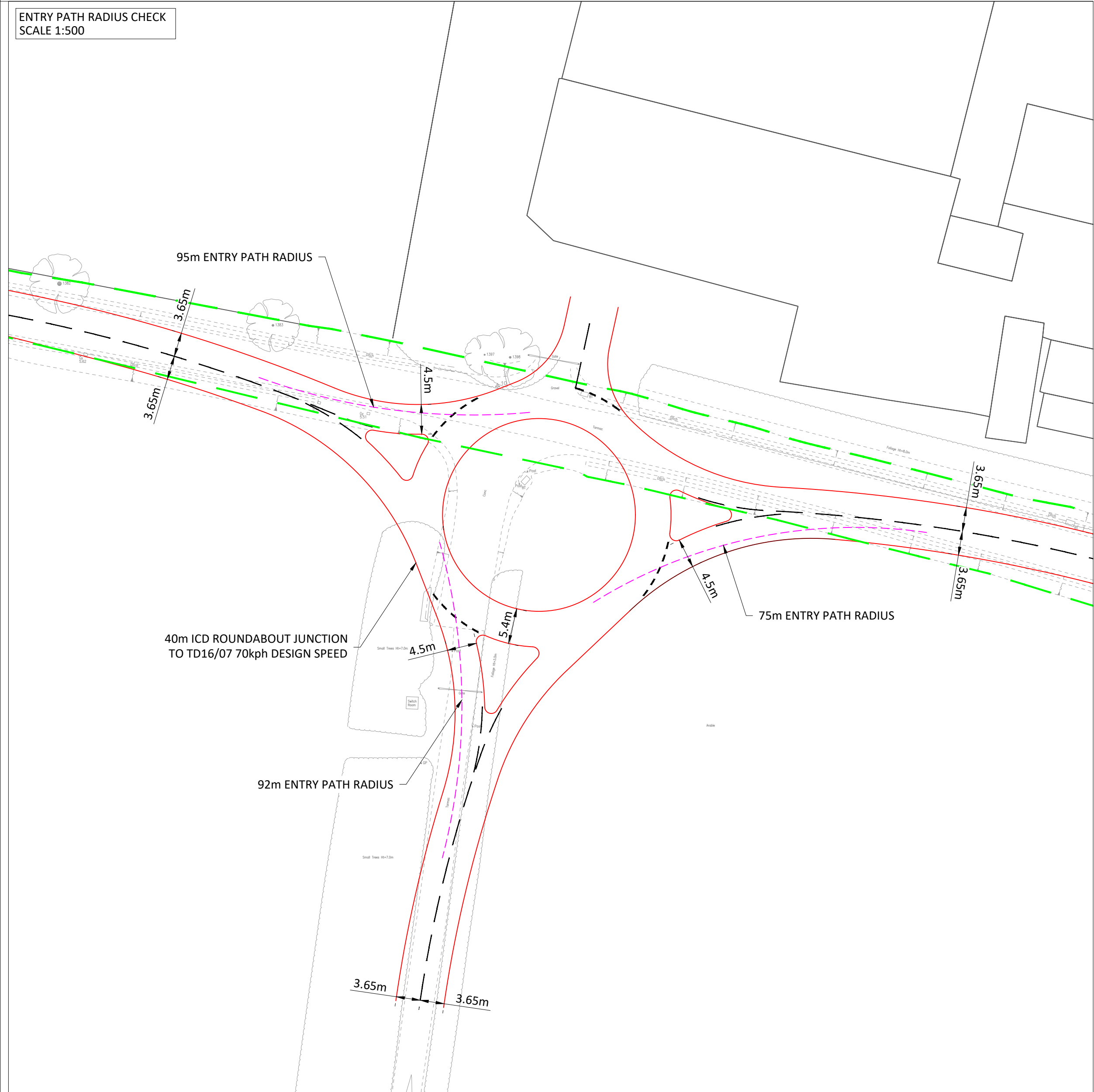
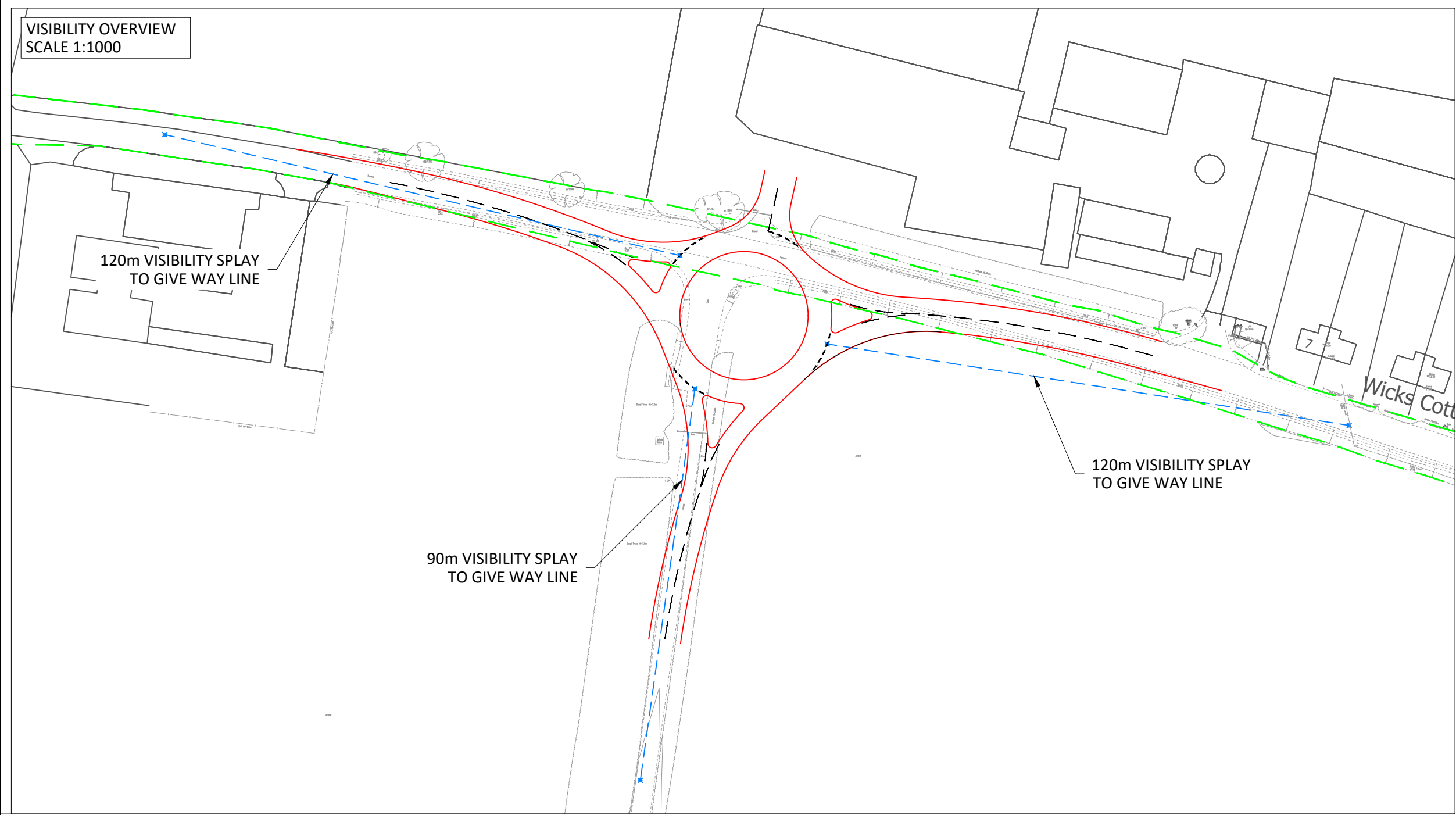
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STATUS: FOR INFORMATION					
DRAWN:		CHECKED:		APPROVED:	
SH		DS		DS	
PROJECT No:		SCALE @ A3:		DATE:	
ITB13091		1:500		10.05.19	
DRAWING No:				REV:	
ITB13091-GA-039					



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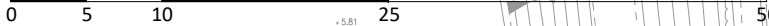
Tel: 01256 338640

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REV				DATE	BY	DESCRIPTION	CHK	APP	PROJECT	TITLE			
STATUS				FOR INFORMATION				FORD AIRFIELD				CLIENT	
								FORD LANE ROUNDABOUT - DESIGN REVIEW				REDROW HOMES LIMITED & WATES DEVELOPMENTS LIMITED	
												DRAWN: SH	
												CHECKED: DS	
												APPROVED: DS	
												SCALE @ 1: 1:500, 1:1000	
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												PROJECT No: ITB13091	
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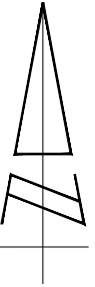


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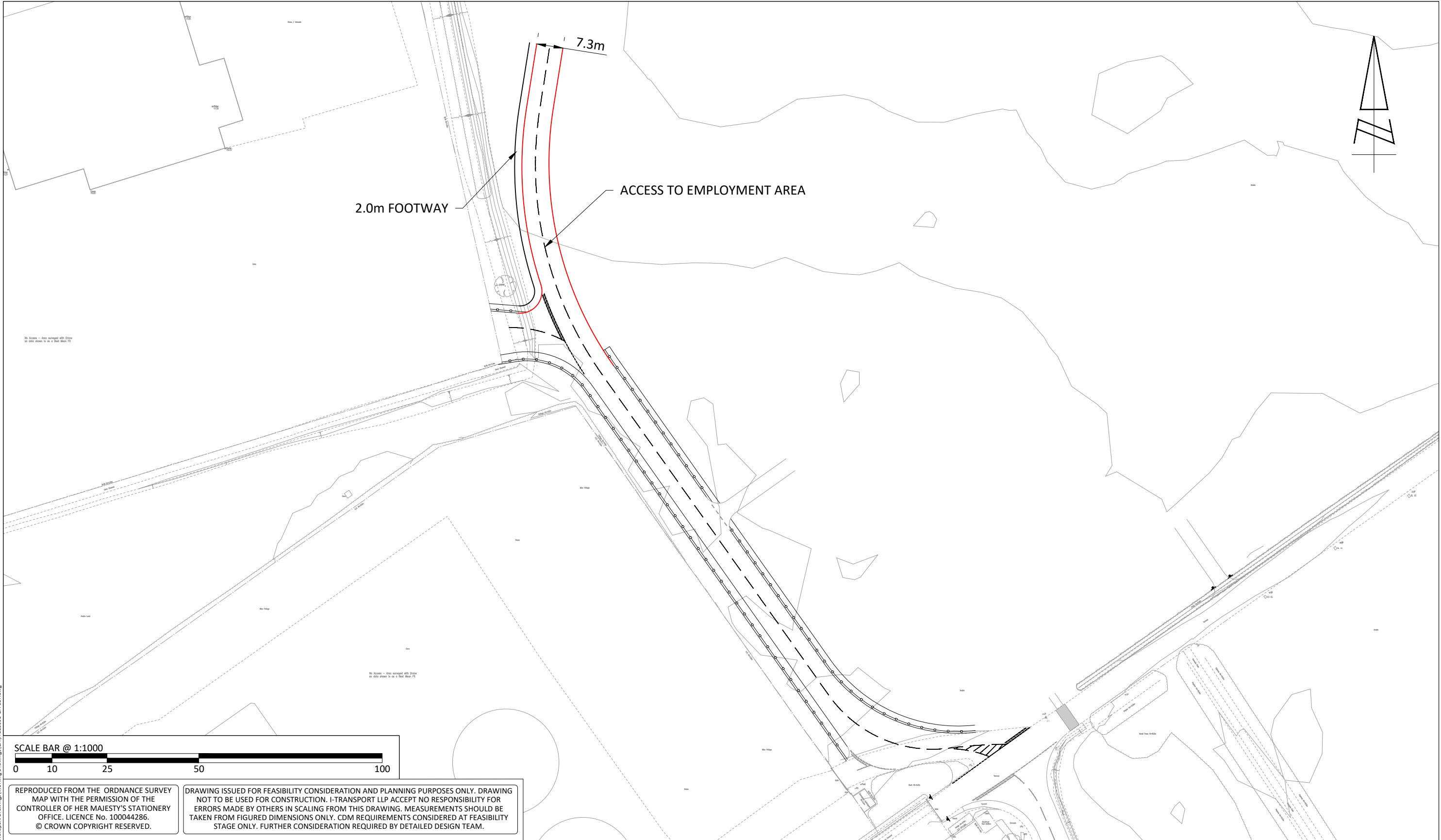
REDROW HOMES LIMITED



FORD AIRFIELD

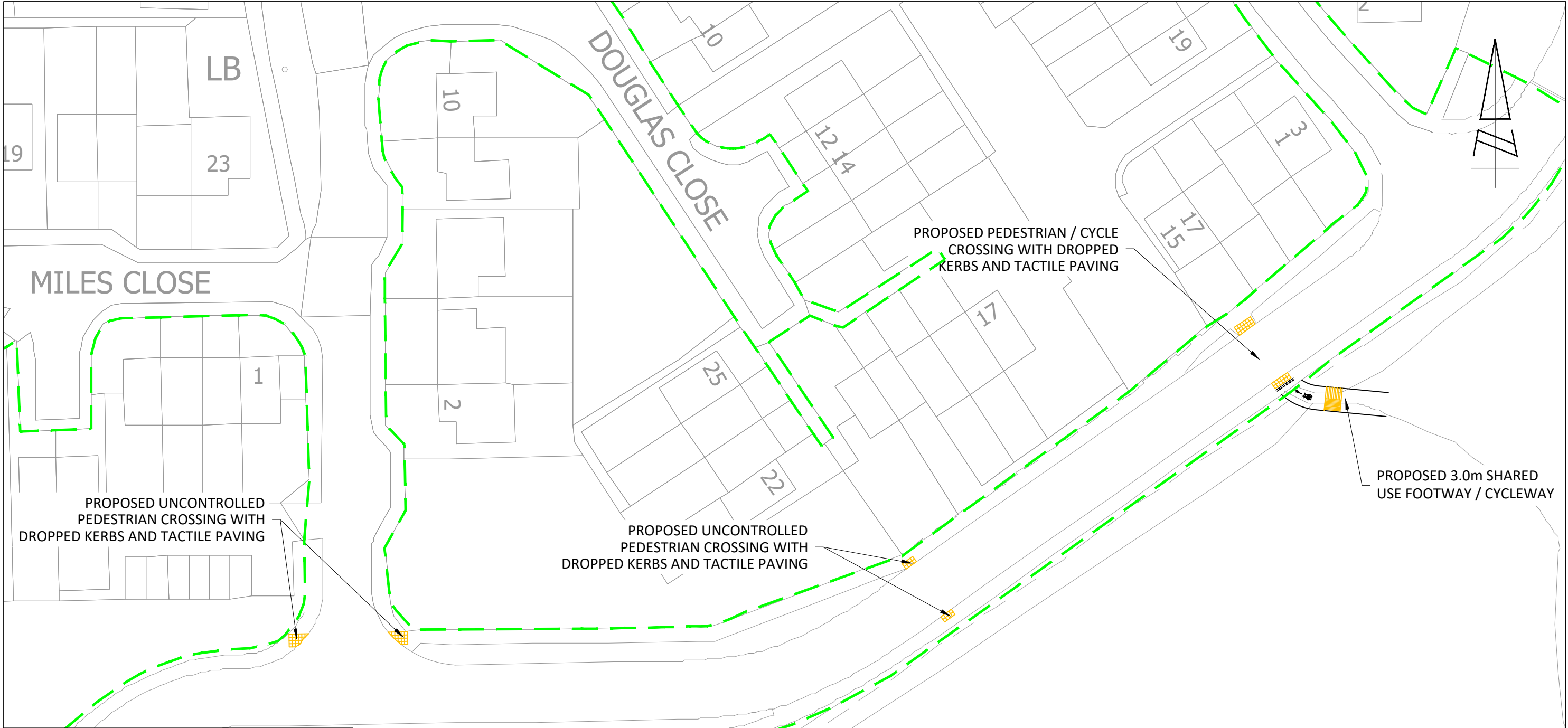


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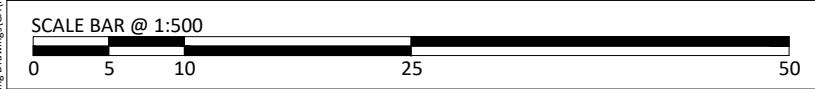


 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 Fax: 01256 338644 www.i-transport.co.uk								TITLE: EMPLOYMENT AREA ACCESS ARRANGEMENT		SCALE @ A3: 1:1000	CHECKED: DS	APPROVED: DS
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		REV	DATE	BY	DESCRIPTION	CHK	APD	PROJECT: FORD AIRFIELD	CLIENT: REDROW HOMES LIMITED & WATES DEVELOPMENTS LIMITED	DRAWING No: ITB13091-GA-037		
		STATUS: DRAFT								PROJECT No: ITB13091		REV:

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KEY:
INDICATIVE HIGHWAY BOUNDARY



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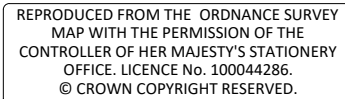
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REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: DRAFT					

TITLE: ROLLASTON PARK PEDESTRIAN / CYCLE ACCESS		SCALE @ A3: 1:500	CHECKED: DS	APPROVED: DS
PROJECT: FORD AIRFIELD		FILE REF: ITB13091	DRAWN: SH	DATE: 10.05.19
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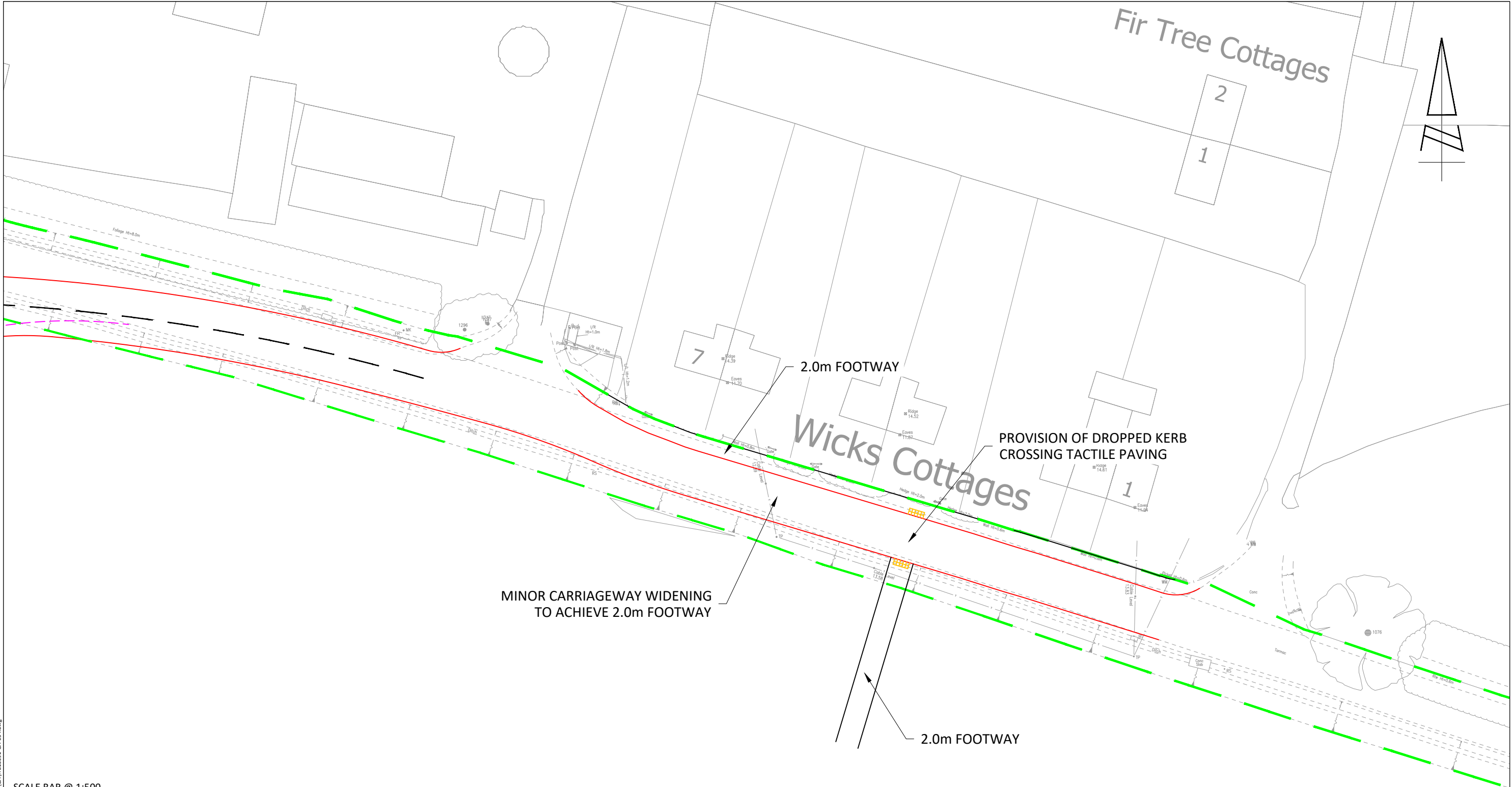
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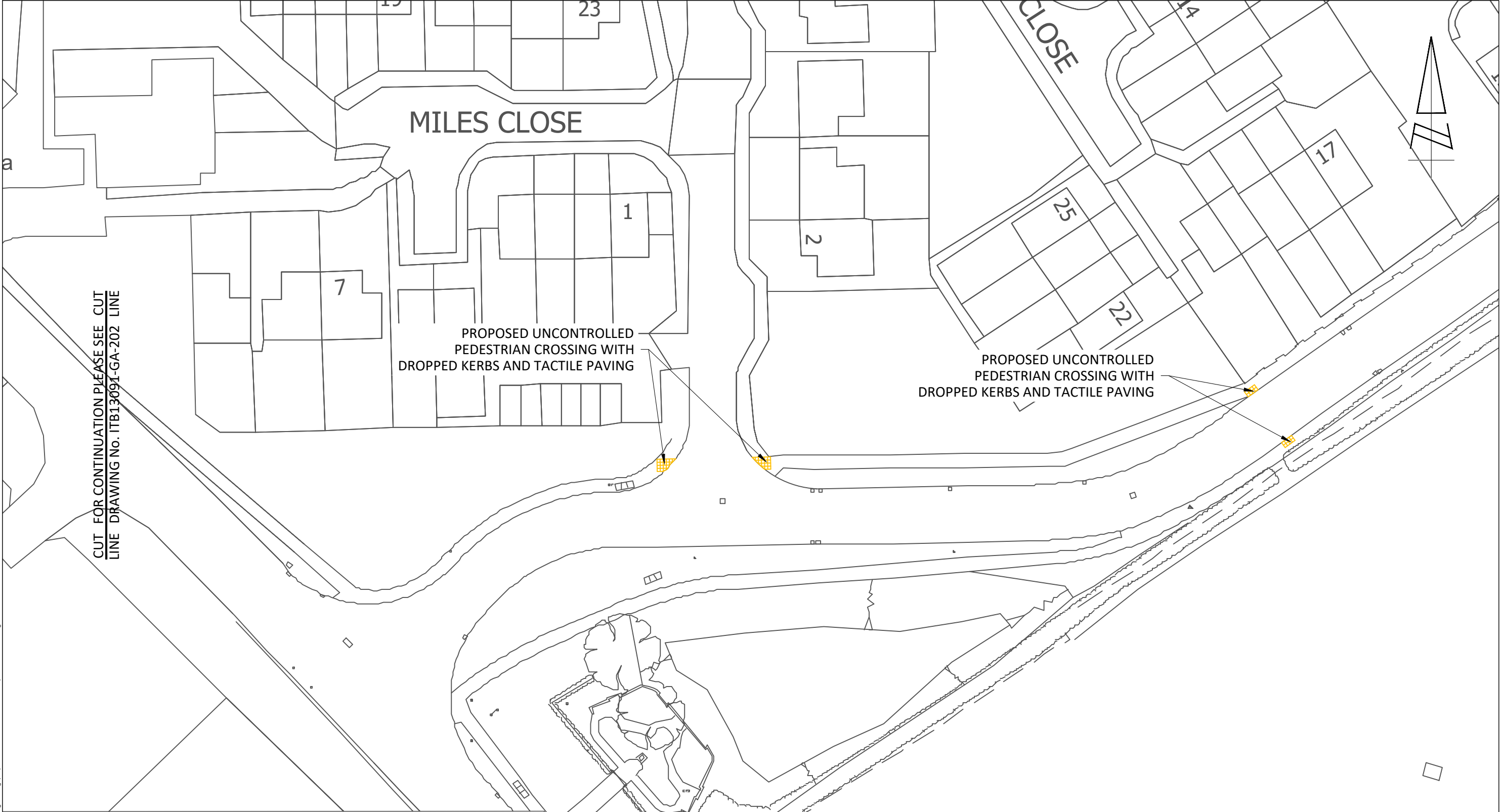
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	REV	DATE	BY	DESCRIPTION			CHK	APD	PROJECT:	FORD AIRFIELD	CLIENT:	REDROW HOMES LIMITED & WATES DEVELOPMENTS LIMITED		PROJECT No:	ITB13091	SCALE @ A3:	1:500	DATE:	10.09.19		
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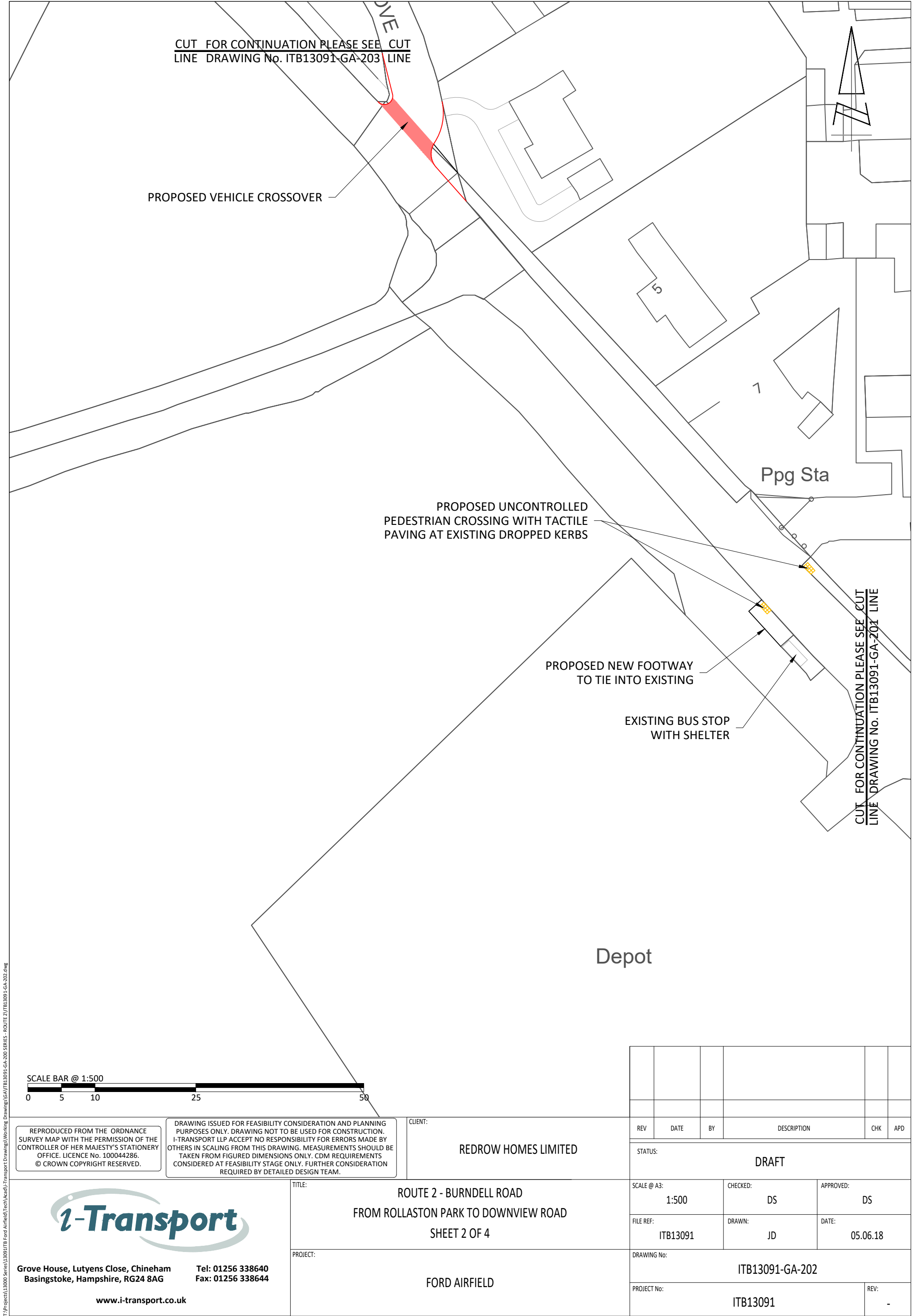
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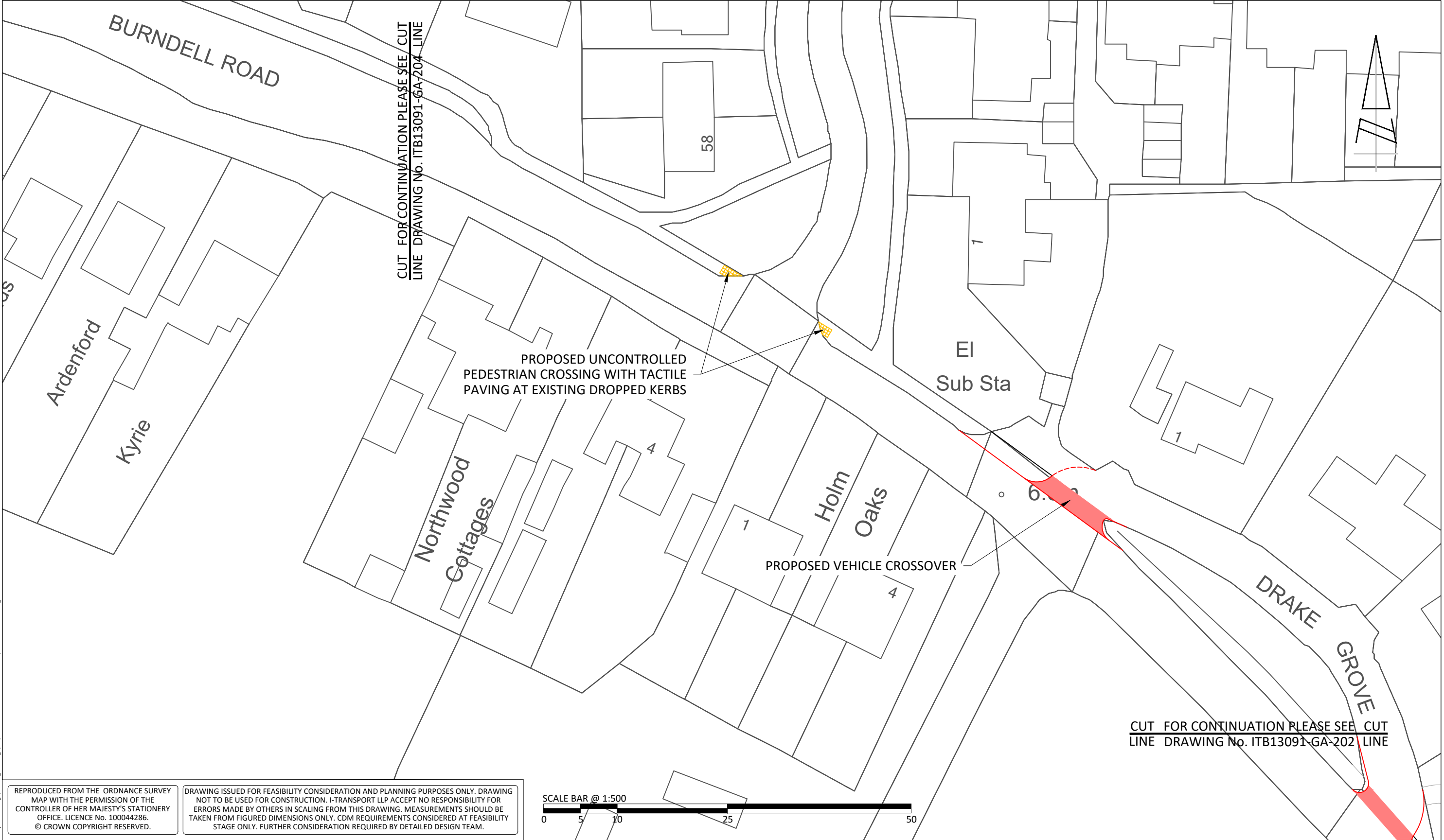
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SCALE BAR @ 1:500

0 5 10 25 50

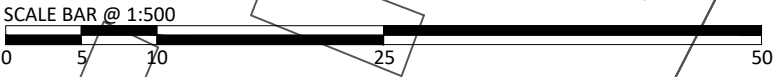
 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 Fax: 01256 338644 www.i-transport.co.uk											TITLE: ROUTE 2 - BURDELL ROAD FROM ROLLASTON PARK TO DOWNVIEW ROAD SHEET 1 OF 4		SCALE @ A3: 1:500	CHECKED: DS	APPROVED: DS									
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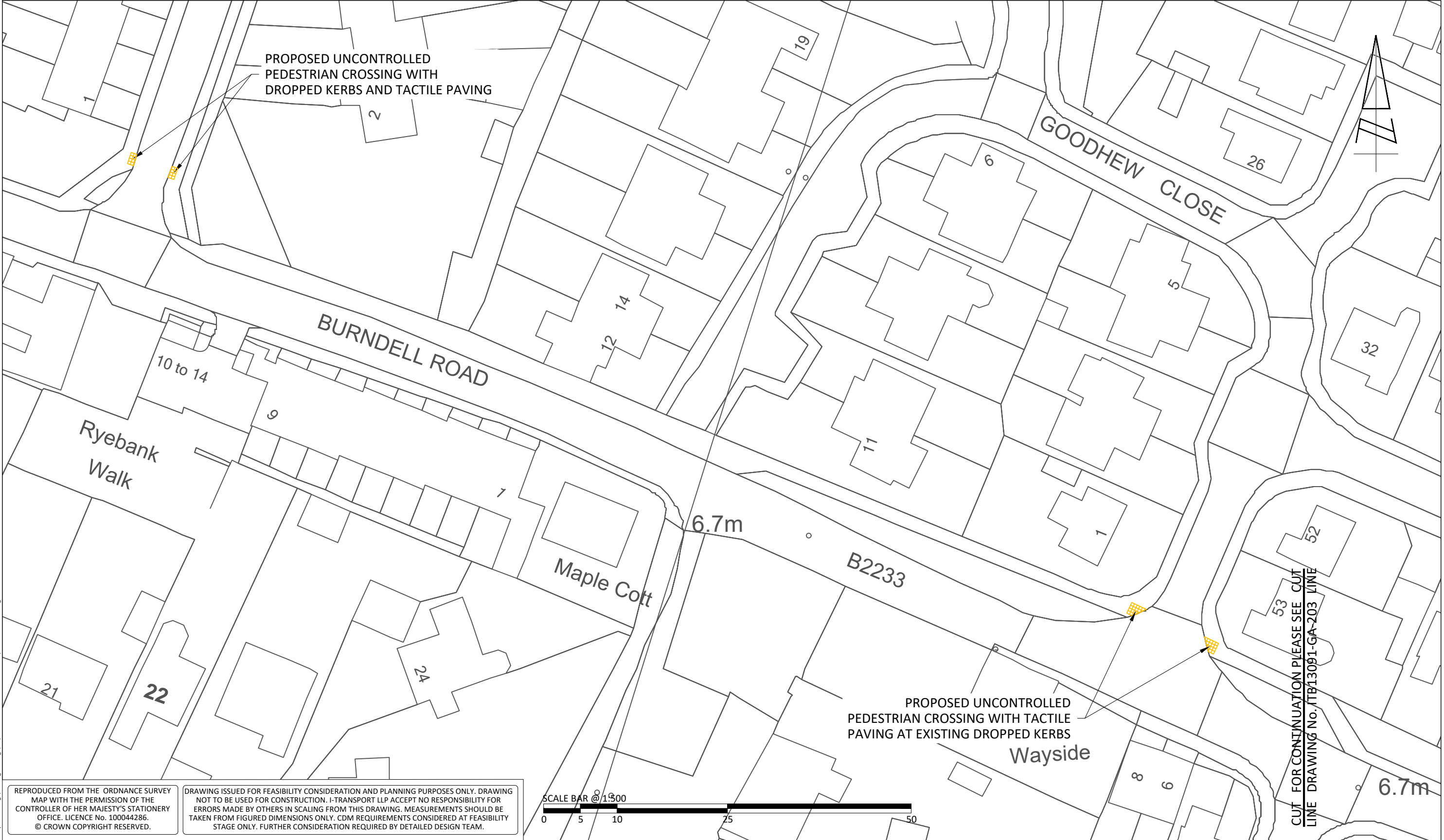


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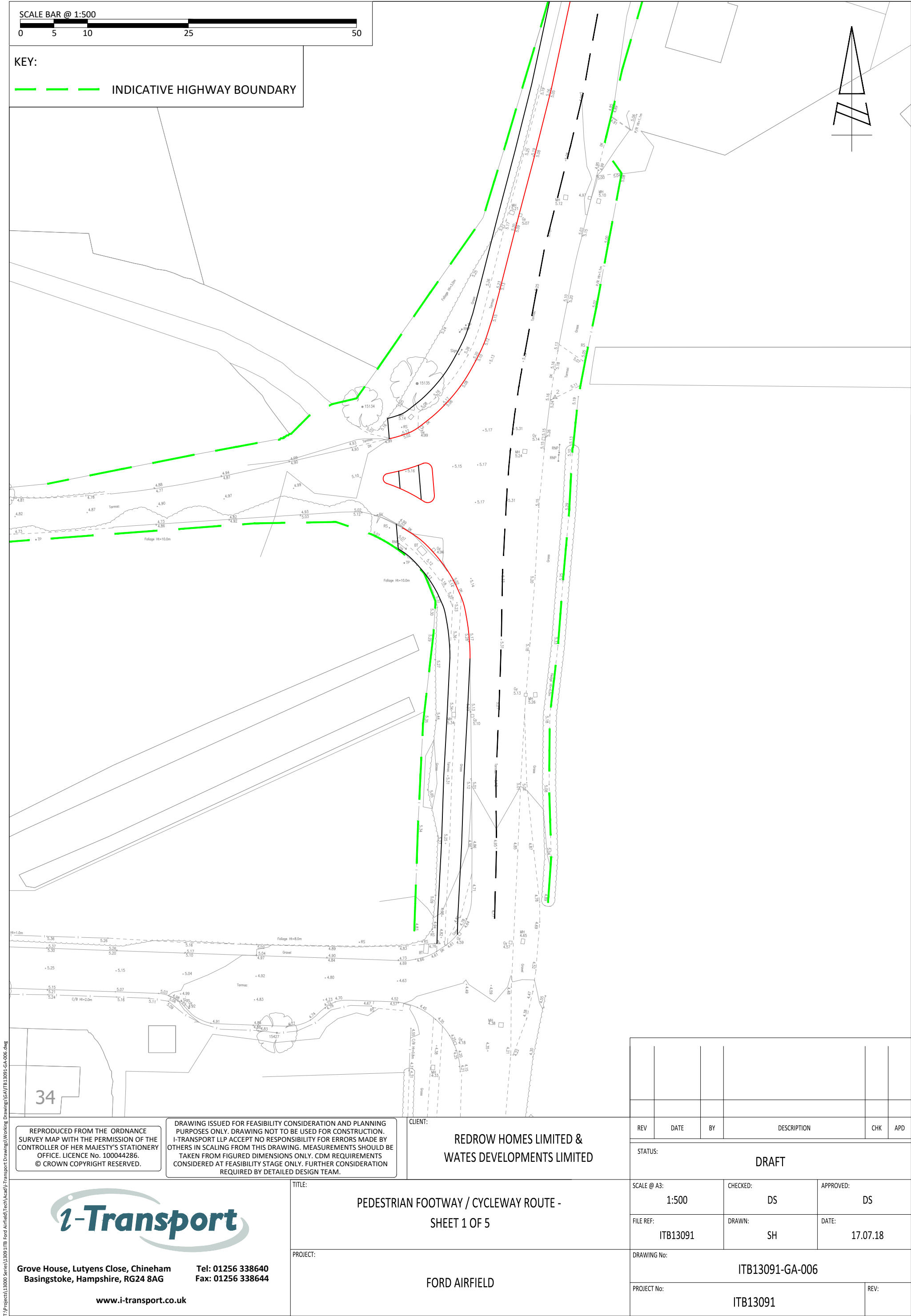
Tel: 01256 338640
Fax: 01256 338644

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: DRAFT					

TITLE:
ROUTE 2 - BURDELL ROAD
FROM ROLLASTON PARK TO DOWNVIEW ROAD
SHEET 4 OF 4

PROJECT: FORD AIRFIELD
CLIENT: REDROW HOMES LIMITED

SCALE @ A3: 1:500	CHECKED: DS	APPROVED: DS
FILE REF: ITB13091	DRAWN: JD	DATE: 05.06.18
DRAWING No: ITB13091-GA-204		
PROJECT No: ITB13091		REV: -



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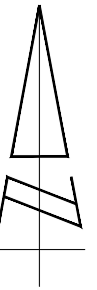
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The SI

Camping Group

FB 2.7m

7.0m

7.69m

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STATUS: DRAFT					
SCALE @ A3: 1:500		CHECKED: DS		APPROVED: DS	
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DRAWING No: ITB13091-GA-008					
PROJECT No: ITB13091				REV:	



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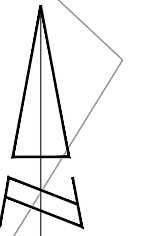
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TITLE:

PEDESTRIAN FOOTWAY / CYCLEWAY ROUTE -
SHEET 3 OF 5

PROJECT:

FORD AIRFIELD



Drain

Drain

7.0m

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WATES DEVELOPMENTS LIMITED

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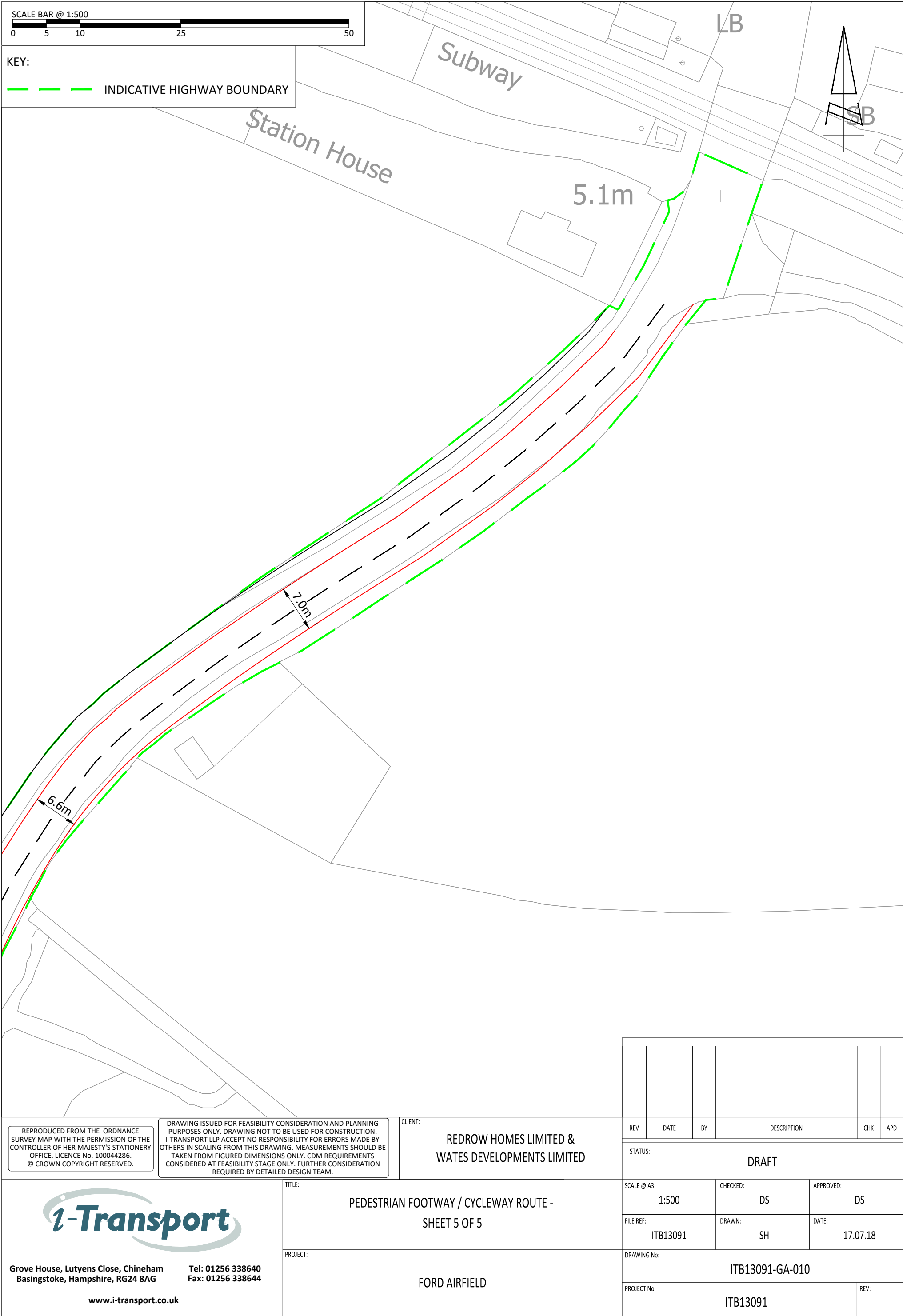
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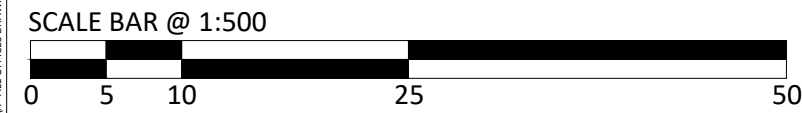
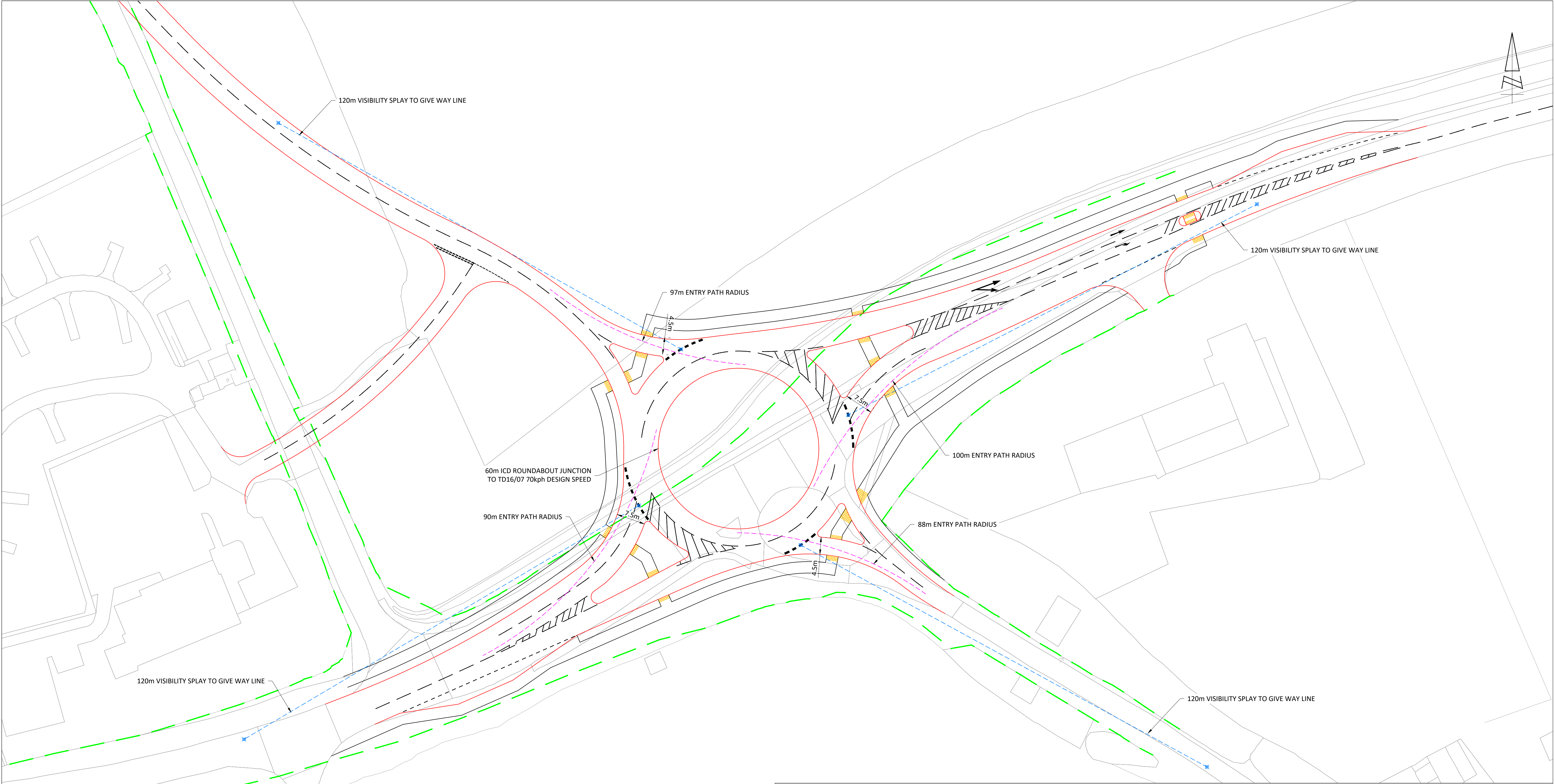
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PROJECT:

FORD AIRFIELD





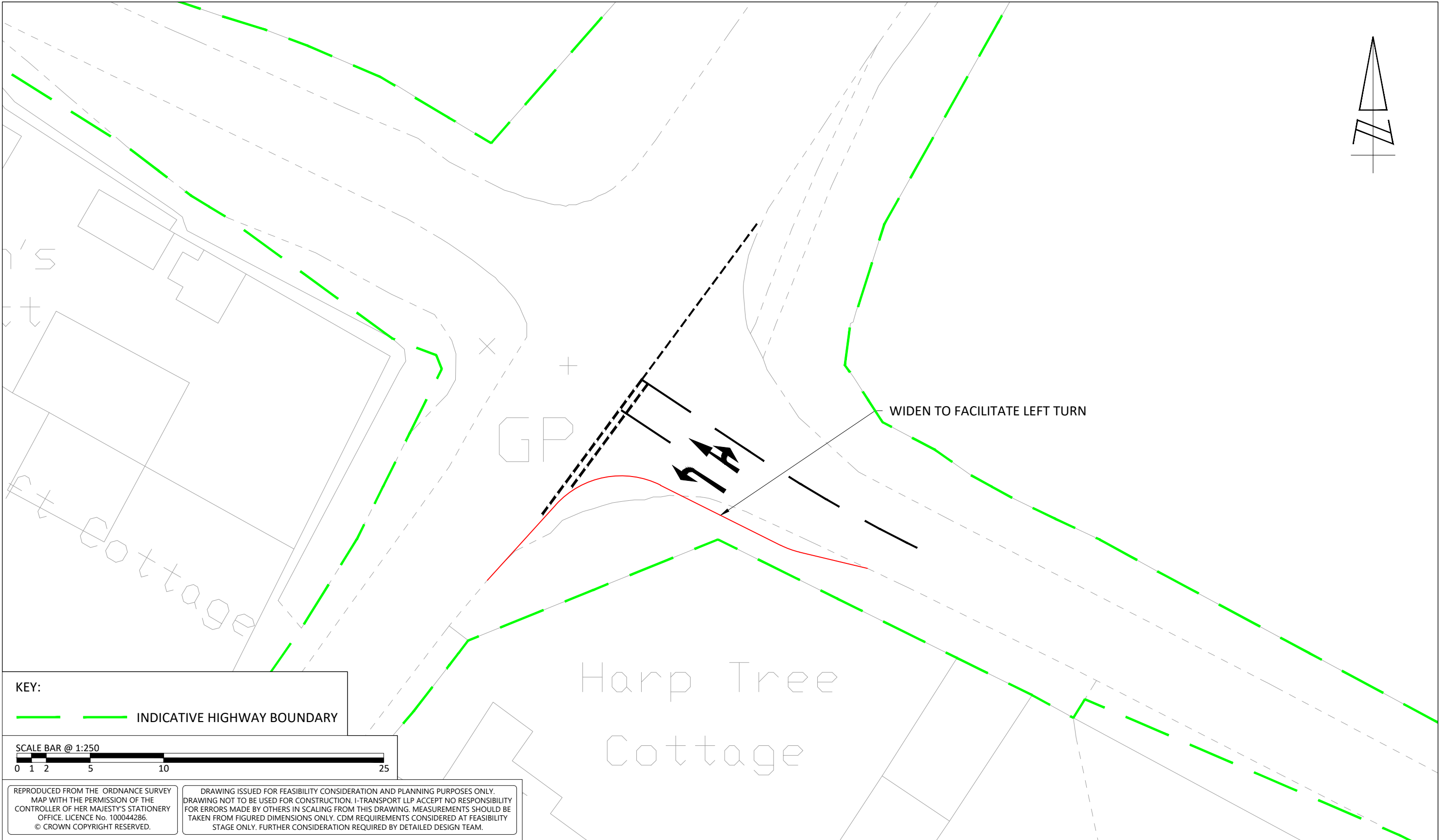
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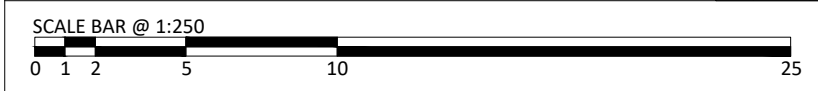
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						DESIGN AUDIT - 60m ICD ROUNDABOUT - VISIBILITY & ENTRY PATH DEFLECTION CHECKS	FORD AIRFIELD	SH	DS	DS
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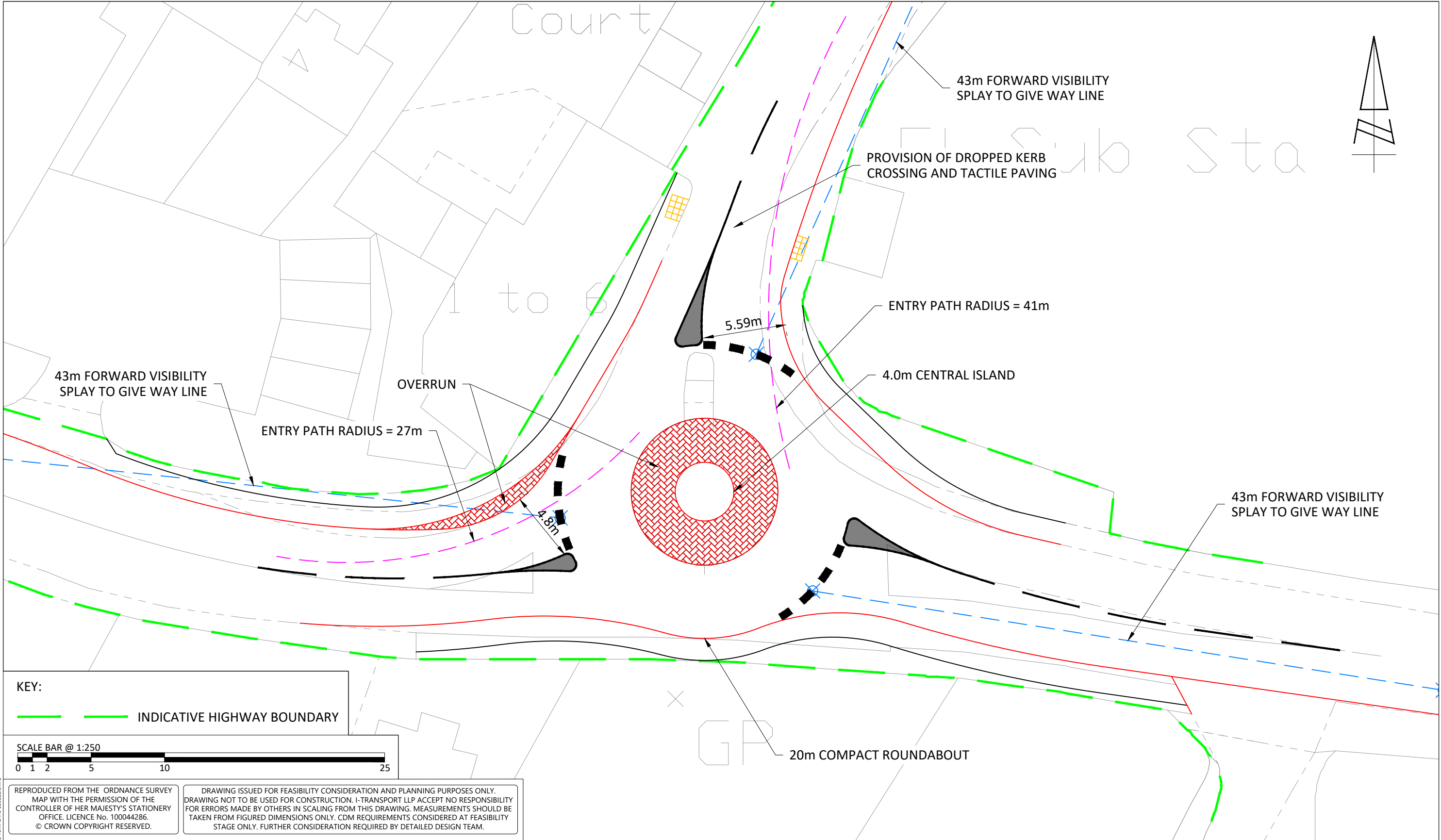
INDICATIVE HIGHWAY BOUNDARY



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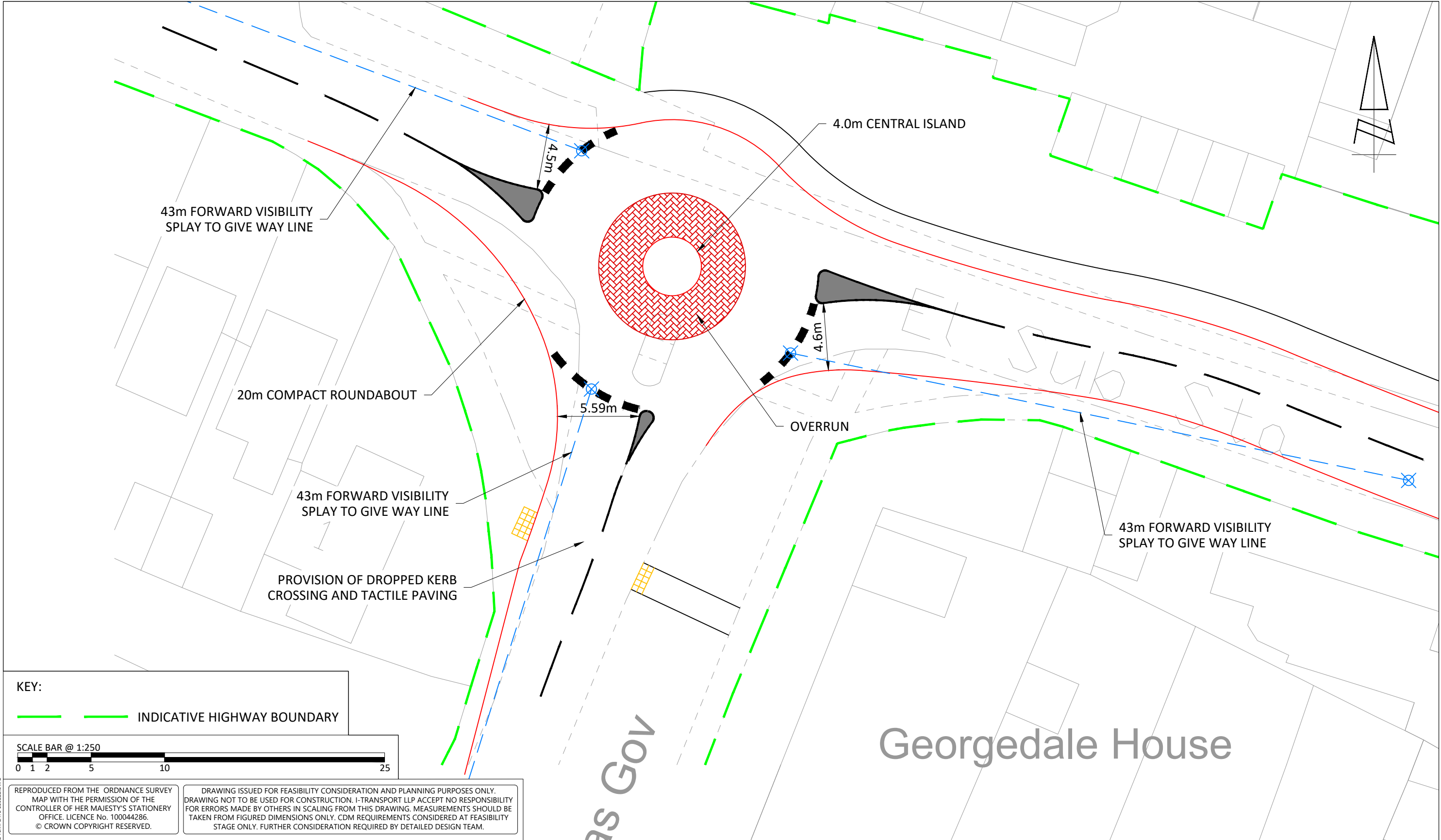
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APPENDIX A. Pre-Application Scoping Notes



FORD AIRFIELD

TRANSPORT ASSESSMENT SCOPING REPORT

Client: Redrow Homes Ltd / Wates Developments Ltd



i-Transport

TRANSPORT ASSESSMENT SCOPING REPORT

FORD AIRFIELD

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Date: 20 March 2018

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QUALITY MANAGEMENT

Report No.	Comments	Date	Author	Authorised
ITB13091-001	First Draft	20/03/2018	ZB/DS	JCB

File ref: T:\Projects\13000 Series\13091ITB Ford Airfield\Admin\Report and Tech Notes\002 - TA Scoping Note\ITB13091-002 R - Scoping Note.docx

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FIGURES

FIGURE 4.1	ACCESSIBILITY PLAN
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APPENDICES

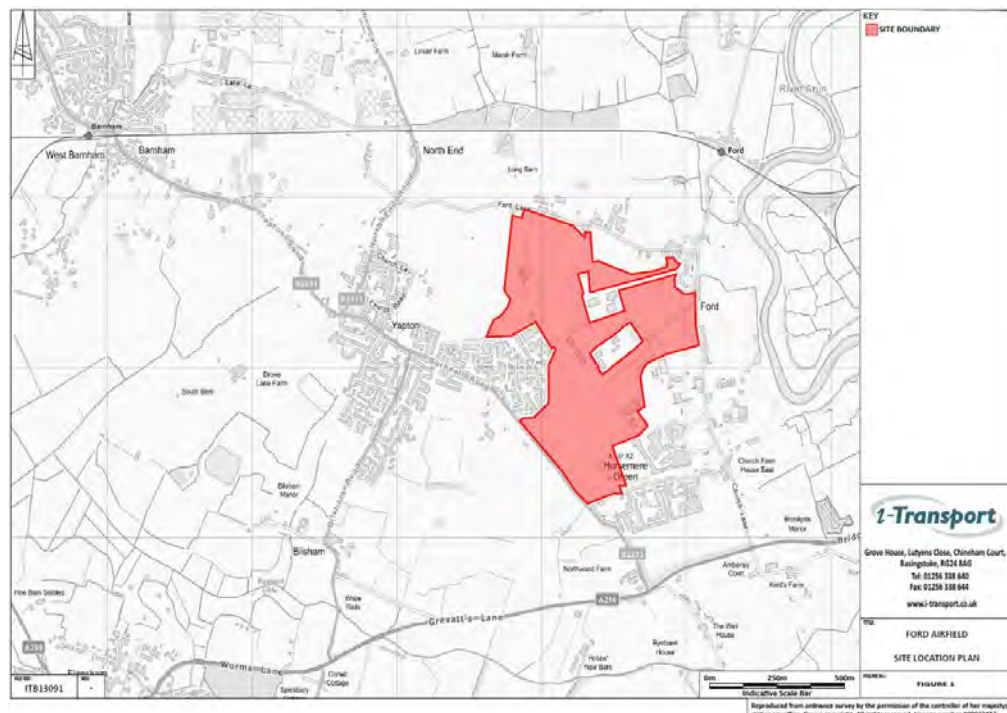
APPENDIX A	EMERGING MASTERPLAN
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SECTION 1 INTRODUCTION

1.1 Introduction

- 1.1.1 Redrow Homes Limited and Wates Developments Limited have appointed i-Transport LLP to provide highways and transport advice for the proposed development of Ford Airfield.
- 1.1.2 Ford Airfield is identified as Strategic Site Allocation SD8 in the Arun District Council (ADC) emerging Local Plan 2011 – 2031 (publication version showing modifications, dated March 2017). Ford Airfield is also allocated in the Submission Ford Neighbourhood Plan as Policy SA1.
- 1.1.3 The re-development of the former airfield is to comprise of a minimum of 1,500 new homes, a local centre, a primary school including nursery, employment / business uses (use class B1) and a number of sport & recreational facilities.
- 1.1.4 The location of the development site is shown in Image 1.1.

Image 1.1: Site Location



Source: Open source mapping

1.2 Scope of Report

1.2.1 In line with the requirements of the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), this Transport Assessment Scoping Note (TASN) has been produced to enable discussion and agreement of the proposed approach and key parameters for the Transport Assessment (TA) with West Sussex County Council (WSCC), as the local highway authority, and Highways England (HE), as the strategic highway authority.

1.2.2 The TA will be prepared to consider the three key transport tests outlined in paragraph 32 of the NPPF, namely:

- Will safe and acceptable access be provided to the site for all modes?
- Will the opportunities for sustainable travel be appropriately taken up?
- Will there be a 'severe' residual cumulative transport impact?

1.2.3 The remainder of this report is structured as follows:

- Section 2 - Policy Context;
- Section 3 - Development Proposals;
- Section 4 – Accessibility;
- Section 5 –Site Access Arrangements;
- Section 6 – Traffic Impact;
- Section 7 – Site Layout;
- Section 8 – Other Documents; and
- Section 8 – Summary.

SECTION 2 TRANSPORT POLICY CONTEXT

2.1 Introduction

2.1.1 This section of the TA will provide an overview of relevant national and local transport planning policy documents, which provide the framework against which the transport and highways aspects of the proposed development will be assessed. The key documents to be referred to within the TA are: -

National

- National Planning Policy Framework (NPPF – March 2012), or an updated variation thereof; and
- The web-based national Planning Practice Guidance (PPG).

Local

- Arun District Council Local Plan 2003-2011 - Saved Policies;
- Submission Arun District Council Local Plan 2011-2031;
- West Sussex County Council's Transport Plan (2011 -2026);
- West Sussex County Council Car and Cycle Parking:
 - Guidance for Parking in New Residential Developments (September 2010) – Car Parking Demand Calculator; and
 - Revised County Council Parking Standards and Transport Contributions Methodology (November 2003, revised September 2010).
- West Sussex Walking and Cycling Strategy (December 2016);
- West Sussex County Council Transport Assessment Methodology; and
- Submission Ford Neighbourhood Plan.

2.1.2 Analysis of the above documents will provide the context for assessing the transport impact of the development proposals.

SECTION 3 DEVELOPMENT PROPOSALS

3.1.1 The proposed development on Ford Airfield is a residential led mixed-use scheme that will bring forward a number of land and community uses. Policy SD8 of the submission Arun Local Plan and Policy SA1 of the submission Ford Neighbourhood Plan require the following uses be provided on the proposed development site:

- A minimum of 1,500 residential dwellings;
- Land for Educational purposes;
- Employment (Use Class B1);
- Retail;
- Healthcare;
- A Library;
- A Community Centre; and
- Various community sports facilities.

3.1.2 A copy of the indicative masterplan for the scheme is included at Appendix A. It should be noted that the masterplan will evolve as the development scheme progresses.

SECTION 4 ACCESSIBILITY

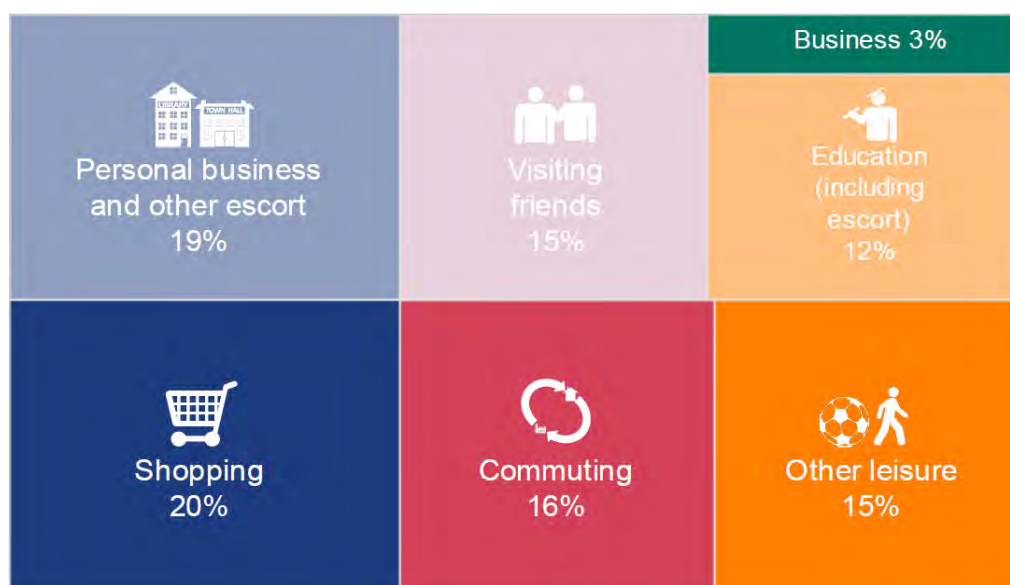
4.1 Introduction

4.1.1 This section of the TA will consider the accessibility of the site by walking, cycling and public transport to local services and facilities, including education, employment, health, leisure and shopping.

4.2 Journey Purpose

4.2.1 In considering accessibility and promoting sustainable travel, it is important to consider the reason why future residents of the proposed development will make journeys. The Department for Transport's (DfT) National Travel Survey identifies the proportion of all trips by purpose as set out in **Image 4.1**.

Image 4.1: Proportion of Trips per Year by Journey Purpose



Source: Table NTS0401 of Transport Statistics Great Britain (2013)

4.2.2 The reason for making a journey is well spread across a number of purposes including leisure, shopping, commuting / business and education / escort education trips, which together account for around two thirds of all journeys.

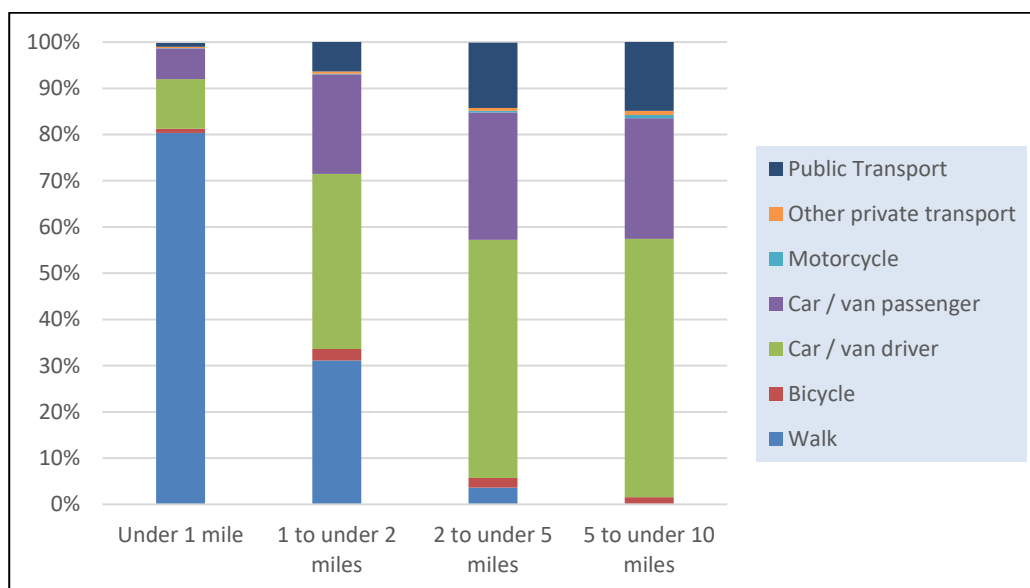
4.3 Propensity to Travel by Non-Car Modes

4.3.1 In order to consider the potential for trips to be made by walking, cycling and public transport, consideration has been given to the distances that people are likely to travel.

Walking Distances

- 4.3.2 The National Travel Survey (NTS) 2016 identifies the mode share journeys of different lengths. This is set out in Image 4.2 and demonstrates that 80% of trips of up to one mile (1.6km) are undertaken on foot. This is corroborated by the CIHT guidance *'Planning for Walking' (2015)*.
- 4.3.3 The NTS data also shows that 33% of journeys between 1 and 2 miles will be on foot, i.e. a third of people are prepared to walk for journeys of up to 2 miles (3.2km).

Image 4.2: Mode Share of Trips by Main Mode for Different Trip Lengths: England



Source: NTS 2016 (NTS0308)

- 4.3.4 On this basis:
- Up to 1 mile (1,600m) is a comfortable walking distance where circa 80% of journeys are likely to be made on foot; and
 - Up to 2 miles (3,200m) is a realistic walking distance where circa one-third of journeys are likely to be made on foot.

Cycling Distances

- 4.3.5 The Design Manual for Roads and Bridges (DMRB) TA 91/05 'Provision for Non-Motorised Users' paragraph 2.11 states:

“Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport.”

4.3.6 Guidance within CIHT “Planning for Cycling” also advises that:

“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)...”

4.3.7 Paragraph 1.5 in the Department for Transport’s (DfT) Local Transport Note 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that:

“Urban networks are primarily for local journeys. In common with other modes, many utility cycle journeys are under three miles (4.8km) (ECF, 1998), although for commuter journeys, a trip distance of over 5 miles (8km) is not uncommon.”

4.3.8 Data provided within the National Travel Survey demonstrates that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km.

4.3.9 On this basis:

- Up to 5,000m is a ‘reasonable’ everyday cycle distance; and
- Up to 8,000m is the maximum ‘commuter’ cycling distance for regular (non-leisure) trips.

4.4 Local Facilities and Services

4.4.1 The key local destinations for existing residents in Ford are identified in Figure 4.1 and are summarised in Table 4.1, overleaf.

Table 4.1: Local Facilities

Purpose	Destination	Total Distance (m)	Walk Journey Time (mins)	Cycle Journey Time (mins)
Employment	Rudfield Industrial Estate	1100	13	4
	Ford Lane Industrial Estate	1900	23	7
	Ford Airfield Industrial Estate	600	7	2
Education	Yapton C of E Primary School	2300	27	9
	Yapton Community Pre School	2300	27	9
Retail	Yapton Co-Op (inc. PO)	1500	18	6
	Merry Meats Butchers	1500	18	6
	Bilsham local stores	1700	20	6
	Windmill Shopping Village	3100	37	12
Leisure	Yapton Chippy Takeaway	1550	18	6
	Silhouette Hair Salon	1550	18	6
	Yapton Recreation Ground	1600	19	6
	Yapton + Ford Village Hall	1650	20	6
	Yapton Free Church	1950	23	7
	Allotments	1900	23	7
	St Marys C of E Church	2300	27	9
Healthcare	Avisford Medical Group	2100	25	8
	Meadowcroft Surgery	1750	21	7

Key:

	Comfortable walking distance (1.6km) / Reasonable cycle distance (5km)
	Acceptable walking distance (3.2km) / Commuter cycle distance (8km)

4.4.2 Figure 4.1 and Table 4.1 demonstrate that there are a wide range of everyday facilities within a comfortable and attractive walking distance of existing residents including education, convenience retail, personal business services, a range of leisure facilities and employment opportunities. All of the services and facilities outlined in Table 4.1 are within a reasonable cycling distance.

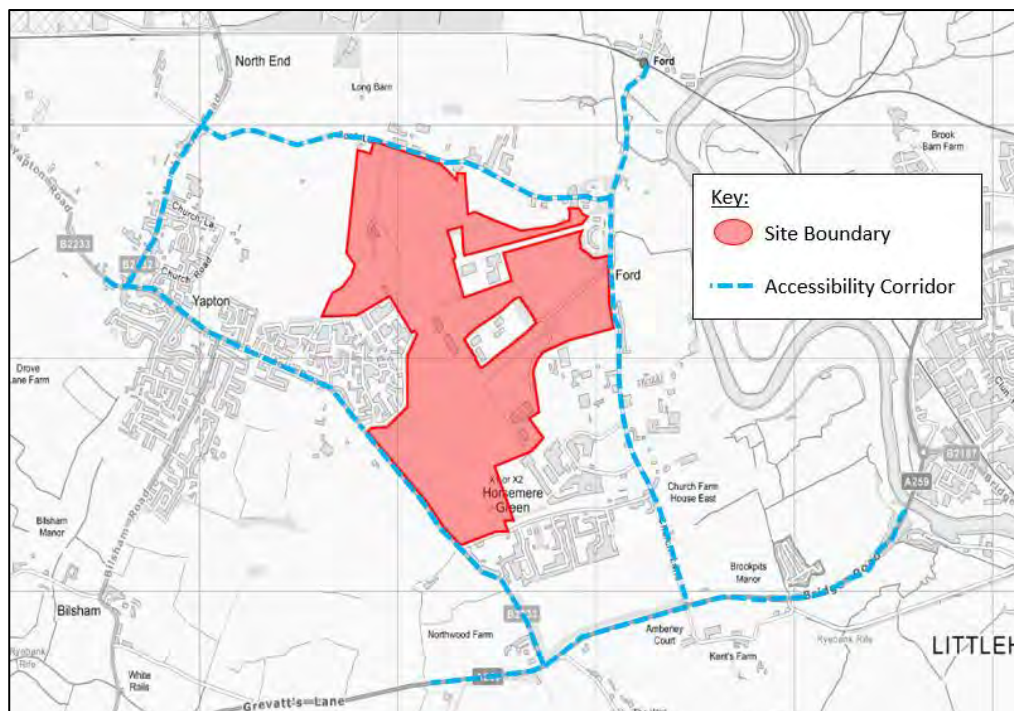
4.4.3 As set out in Section 3, the proposed development will bring forward a number of community uses such as, education, employment, retail, healthcare and a community centre. The proposed development will therefore enhance the opportunity for existing and new residents to access services and facilities by sustainable modes of travel.

4.4.4 The TA will include a full appraisal of pedestrian, cycle and bus connectivity within the vicinity of the site and will set out measures to encourage sustainable access to these facilities. It is proposed to undertake a comprehensive review of the following highway network:

- Ford Road / Station Road (up to Ford railway station);
- Church Lane;
- A259 Crookthorn Lane (between Church Lane and B2233 Yapton Road);
- B2233 Yapton Road;
- B2233 Burndell Road;
- B2132 North End Road; and
- Ford Lane.

4.4.5 Image 4.3 illustrates the highway network that will be reviewed as part of the accessibility assessment.

Image 4.3: Sustainable Links Corridors



Source: Consultant

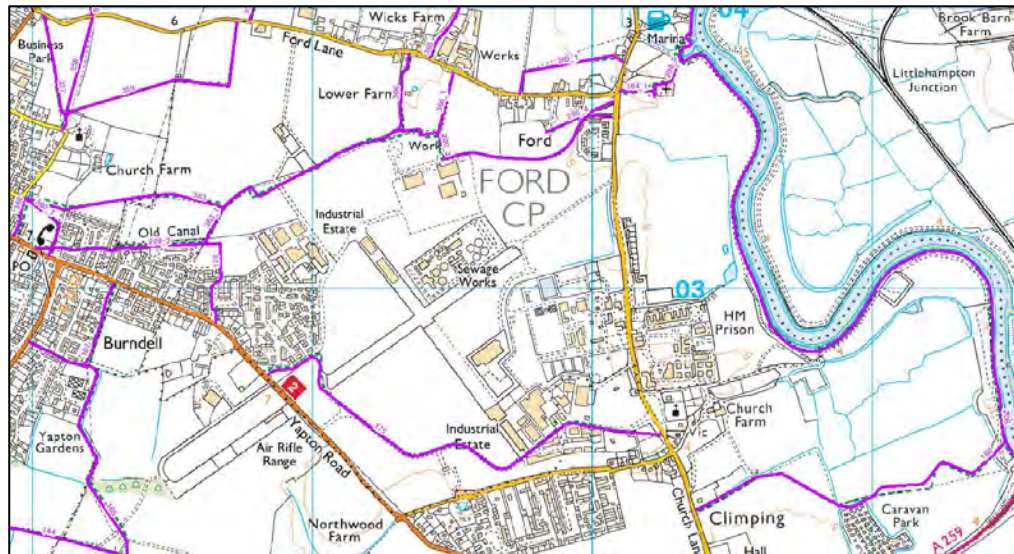
4.4.6 Agreement of the proposed sustainable movement study area is sought.

4.4.7 In addition, it is requested that any information relating to committed / funded / programmed schemes within the vicinity of the site be provided to enable a comprehensive review of existing and potential facilities to be undertaken.

4.5 Public Rights of Way (PROW)

4.5.1 The PROW network in the vicinity of the site is presented in shown in Image 4.4.

Image 4.4: Public Rights of Way Map



Source: WSCC i-Map

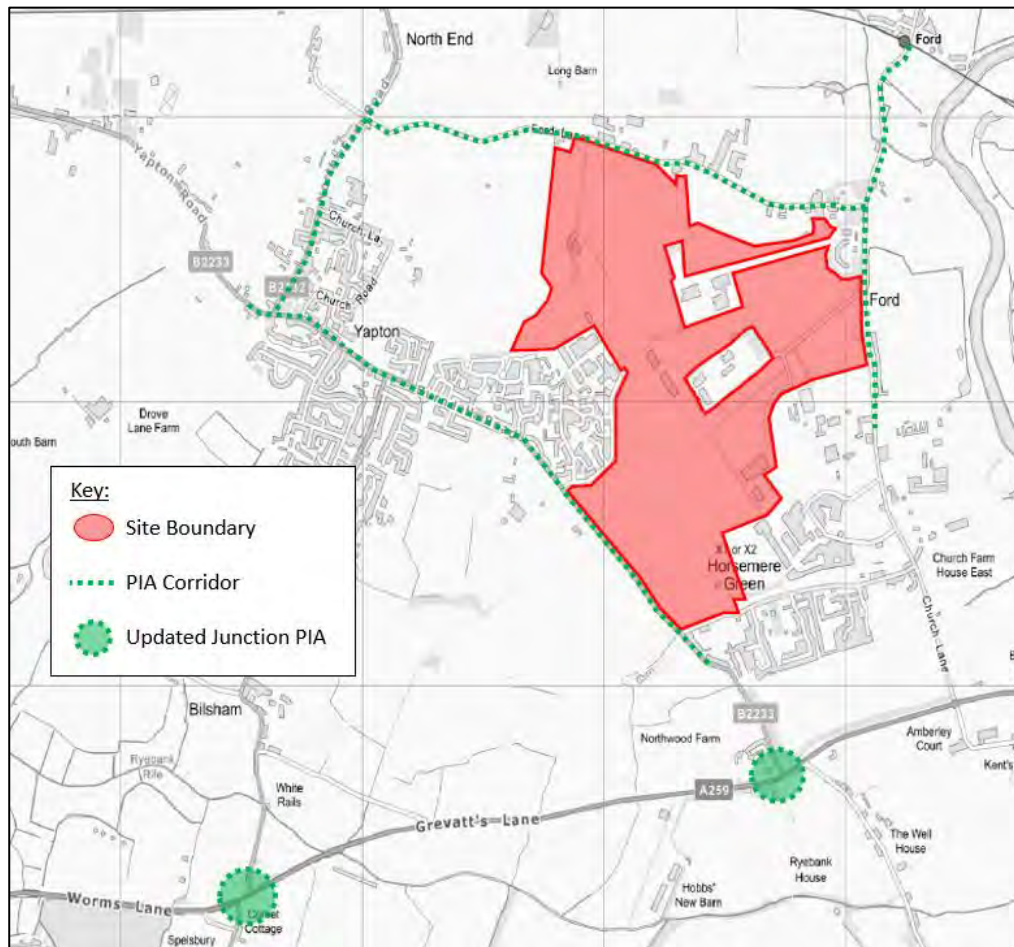
4.5.2 This network provides alternate routes to Yapton and Barnham with links further afield to Littlehampton and Flansham. Connections from the site to the network of PROW will be explored and integrated into the access arrangements where appropriate.

4.6 Personal Injury Accident Data

4.6.1 Personal Injury Accident (PIA) data will be obtained from Sussex Police for the most recent five-year period available and will be analysed in the TA for the area shown dashed green in Image 4.4, overleaf. This will identify if there are any recorded road safety issues in the local area that need to be considered in the TA.

4.6.2 As set out in Section 6 of this report, the need for junction improvement schemes at the A259 / B2132 crossroads and the A259 / B2233 priority junction has been identified in the 'Arun Transport Study 2016 Stage 3 Final Report' on highway safety grounds. It is therefore proposed to obtain and review the updated PIA at these junctions as part of the TA.

Image 4.4: PIA Data Collection Area



Source: Google Maps

SECTION 5 SITE ACCESS ARRANGEMENTS

5.1 Vehicular Access

5.1.1 In order to ensure a permeable and well-connected site, a number of vehicular access points to the site will be promoted as part of the outline planning application. These are likely to include:

- Ford Lane (to the north);
- Ford Road (to the east);
- Rollaston Park (to the west); and
- Yapton Road (to the south-west).

5.1.2 At this stage, it is envisaged that accesses will be in the form of priority junctions and / or roundabouts. Junction capacity testing will be undertaken to ensure that the accesses are designed to provide satisfactory practical operating capacity, and Design Audits produced to determine compliance with the relevant design standards.

5.1.3 Swept path analysis of the proposed accesses will be undertaken to and this will assess the ability to accommodate a large refuse vehicle, a fire tender, a large rigid lorry and a large car.

5.1.4 Independent Road Safety Audits: Stage 1 will be undertaken on any new (or enhanced) accesses onto the public highway, in accordance with the WSCC 'Road Safety Audit Policy' (2015).

5.2 Pedestrian / Cycle Access

5.2.1 A number of pedestrian and cycle connections to the site will be identified to ensure a well-connected and permeable development.

5.2.2 Any access locations that are identified will pay due regard to the outputs of the sustainable links corridors assessment, set out in paragraph 4.4.5 of this report.

SECTION 6 TRAFFIC IMPACT ASSESSMENT AND MITIGATION

6.1 Trip Generation

- 6.1.1 The submission Arun Local Plan (2011-2031) is supported by the Arun Transport Study Stage 3 Report produced by Systra. This document identifies trip generation for residential and employment uses, as summarised in Table 6.1.

Table 6.1: Arun Transport Study Trip Rates

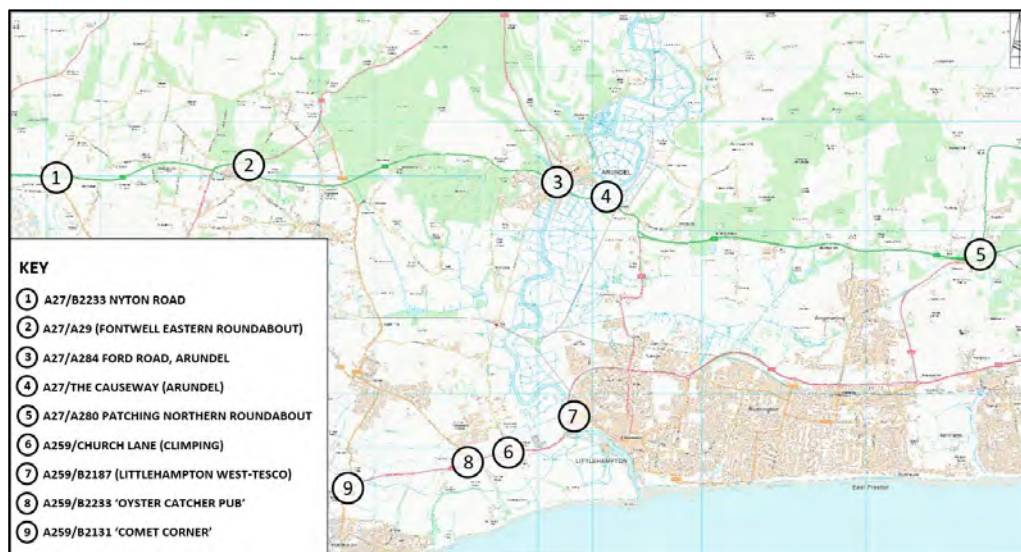
Time	Trip Rate		
	Arrivals	Departures	Two-Way
Residential – Weekday Morning Peak (per dwelling)	0.091	0.259	0.350
Residential – Weekday Evening Peak (per dwelling)	0.243	0.100	0.343
Employment – Weekday Morning Peak (per 100sqm)	0.542	0.035	0.577
Employment – Weekday Evening Peak (per 100sqm)	0.020	0.476	0.496

Source: Arun Transport Study Stage 3 Report

6.2 Strategic Junction Assessment

- 6.2.1 The Arun Transport Study Stage 3 Report identifies twelve strategic junction locations that will be subjected to a severe capacity impact (without mitigation) as a result of the development strategy set out in submission Arun Local Plan. A further two junctions were identified as having an unacceptable safety impact.
- 6.2.2 Chapter 4 of the Arun Transport Study Stage 3 identifies improvement schemes that are required to mitigate the impact of the Local Plan development strategy. Chapter 6 of the Study apportions the level of impact that each of the allocated development sites will have upon the junctions, and Chapter 7 identifies the cost (ranging from low to high estimates) associated with the improvement schemes.
- 6.2.3 Image 6.1 summarises the junction locations that are deemed to be impacted by the proposed development of Ford Airfield.

Image 6.1: Junctions Identified for Improvement Affected by Ford Airfield Development



Source: Consultant

6.2.4 Table 6.1 summarises the junctions affected by the Ford Airfield allocation, the 'high estimate' scheme cost, the percentage impact that the Ford Airfield allocation has on the junction and the value of the contribution required to be provided by the development through Section 106/278 Agreement.

Table 6.1: Strategic Junction Improvements

Junction	Type	Cost (High Estimate)	Impact	Contribution Required
A27/B2233 Nyton Road	Capacity	£300,000	13%	£39,000
A27/A29 Fontwell East	Capacity	£595,000	8%	£47,600
A27/A284 Ford Road	Capacity	£113,000	39%	£44,070
A27/The Causeway	Capacity	Lining Scheme	29%	TBD
A27/A280 Patching	Capacity	c. £70,000	16%	£11,200
A259/Church Lane	Capacity	£169,000	23%	£37,490
A259/B2187 Tesco	Capacity	£259,000	20%	£51,800
A259/B2132 Comet Corner	Safety	TBD	24%	TBD
A259/B2233 Oystercatcher	Safety	TBD	14%	TBD

Source: Arun Stage 3 Transport Study Report (Systra, 2017) and consultant calculations

6.2.5 Whilst the need for improvement at the 'Comet Corner' and 'Oystercatcher' junctions has been identified, no improvement schemes have been put forward as part of the Arun Transport Study Stage 3 Report. Paragraph 5.3.2 of the Study establishes that the preferred long-term options are a junction improvement at Comet Corner and a roundabout at the Oystercatcher.

6.2.6 It is requested that WSCC clarifies whether any additional design work has been undertaken at these junctions since the publication of the Stage 3 Report. Should no further work have been undertaken, it is proposed that the Transport Assessment will seek to identify potential junction improvements at both locations, within the highway boundary, and that the development will make a proportional contribution towards the cost of the identified schemes.

6.3 Local Junction Assessment

6.3.1 The Transport Assessment will review the impact of traffic associated with the Ford Airfield development on the operation of local junctions and, if necessary, identify improvements necessary to mitigate the impact of the development.

6.3.2 The assessment will be carried out in accordance with the WSCC 'Transport Assessment Methodology', and capacity testing undertaken where junction entry flows increase by 30 or more movements during any hour.

6.3.3 It is requested that traffic flow/turning data associated with the strategic model be provided, both with and without development, in order for the assessment to be progressed.

6.3.4 A schedule of junctions for analysis will be provided to WSCC in due course in order to agree the extent of the capacity testing required.

SECTION 7 SITE LAYOUT

7.1 Internal Site Layout

7.1.1 The application is expected to be a 'hybrid', i.e. full permission will be sought for part of the scheme, with the remainder in 'outline' form. Access will not be a reserved matter. The TA will present a masterplan and illustrative site layout to demonstrate how the development can be accommodated on the site.

7.1.2 The layout will be designed in line with key guidance contained within the DfT's 'Manual for Streets' 1 and 2 and West Sussex's County Council's 'Local Design Guide – Supplementary Guidance for Residential Development Proposals'.

7.2 Parking

7.2.1 The TA will set out that car and cycle parking will be provided in accordance with the guidance contained within the WSCC Guidance for 'Parking in New Residential Developments' SPD (September 2010) and the associated Car Parking Demand Calculator for the residential elements of the site, and the Revised County Council Parking Standards and Transport Contributions Methodology (revised September 2010) for the commercial, retail and education elements of the site.

7.3 Waste and Recycling Collection

7.3.1 The refuse collection arrangements will be designed with regard to the guidance in Section 6.8 of Manual for Streets (MfS). For example, where appropriate, bin collection areas will be provided such that a refuse vehicle will not have to enter any smaller cul-de-sacs of 55m or less in length. The layout will demonstrate a connected network of streets to enable progressive movement for refuse vehicles and to limit the need for turning.

7.3.2 The masterplan will include street widths and turning heads of sufficient size to allow a refuse vehicle to enter, turn and exit the development in forward gear.

7.3.3 Refuse vehicles will not enter cul-de-sacs of less than 55m in length. In these locations bin collection points will be provided to meet the carry distance requirements given in Section 6 of MfS, i.e. 25m from collection point to refuse vehicle and 30m from individual dwellings to the collection point.

7.4 Emergency Vehicles

7.4.1 The emergency vehicle access requirements for the development will comply with Section 5.4 and 5.5 of the WSCC Design Guide and the Building Regulations Approved Document B – Fire Safety. These documents require that:

- Access to be provided for a fire tender to within a maximum of 45m of the furthest point of every property;
- A fire tender will not be required to reverse more than 20m;
- Turning facilities to be provided where there are no-through-vehicular routes and reversing distance exceeds 20m;
- Emergency access routes have a 3.7m clear width; and
- Occasional pinch points (e.g. at a gateway) are acceptable, to a minimum width of 3.1m.

SECTION 8 OTHER DOCUMENTS

8.1.1 In addition to the Transport Assessment it is envisaged that the following documents / reports will be submitted alongside the planning application:

- i) A Framework Travel Plan in accordance with the draft WSCC Travel Plan policy;
- ii) Independent Stage 1 Road Safety Audits in accordance with WSCC Road Safety Audit Policy;
- iii) Design Audits and any associated Departure from Standards applications; and
- iv) A Framework Construction Traffic Management Plan.

SECTION 9 SUMMARY

9.1.1 This Transport Assessment Scoping Note sets out the proposed methodology and parameters for a Transport Assessment to assess the transport and highways implications for a residential-led mixed-use scheme comprised of:

- A minimum of 1,500 residential dwellings;
- Land for Educational purposes;
- Employment;
- Retail;
- Healthcare;
- A Library;
- A Community Centre; and
- Various community sports facilities.

9.1.2 An indicative scheme masterplan is included at **Appendix A**.

9.1.3 Agreement is sought from the Local Highway Authority, West Sussex County Council, and Highways England, that the parameters and suggested approach identified in this report are acceptable to enable the production of the TA on an agreed basis.

FIGURES