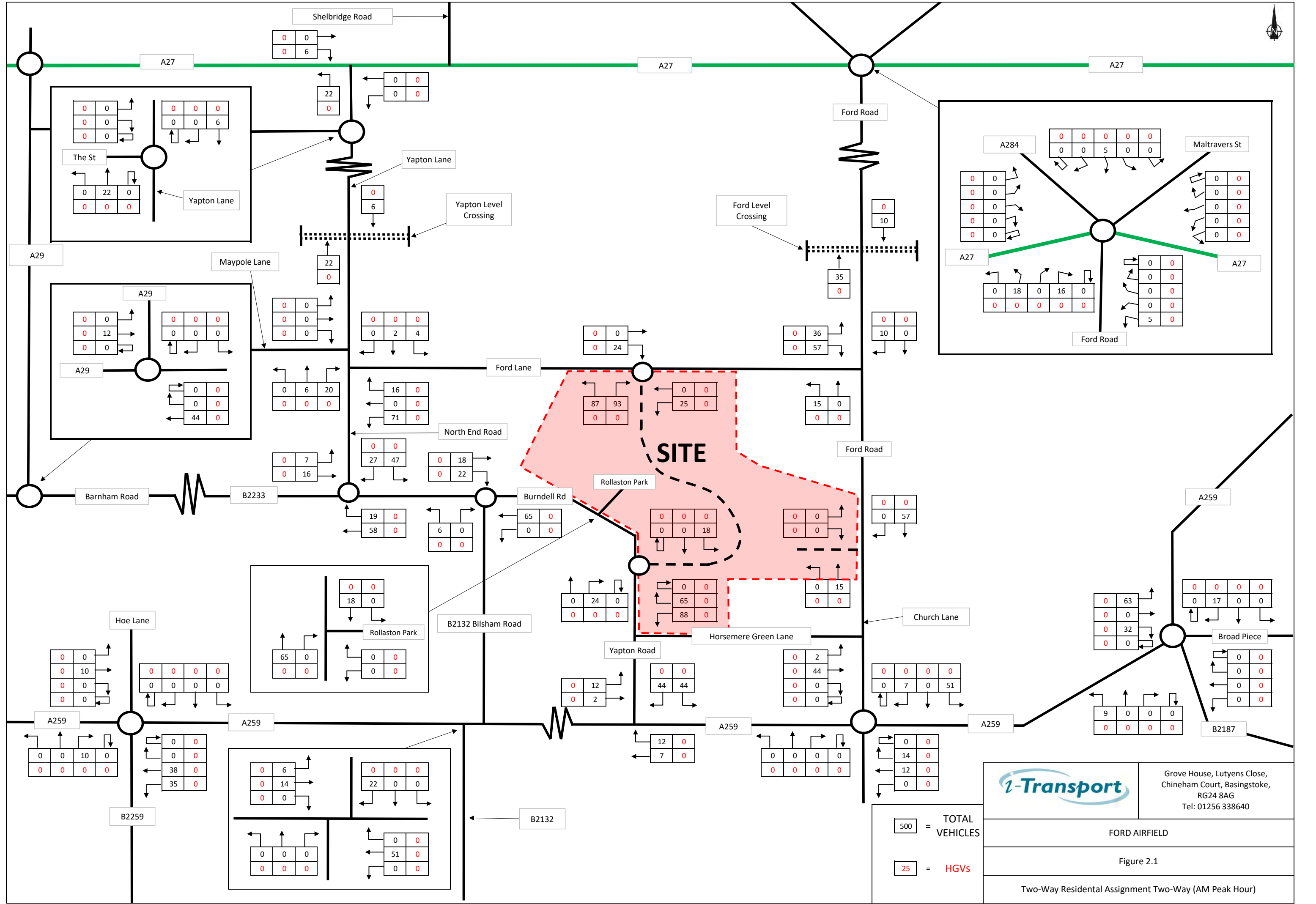




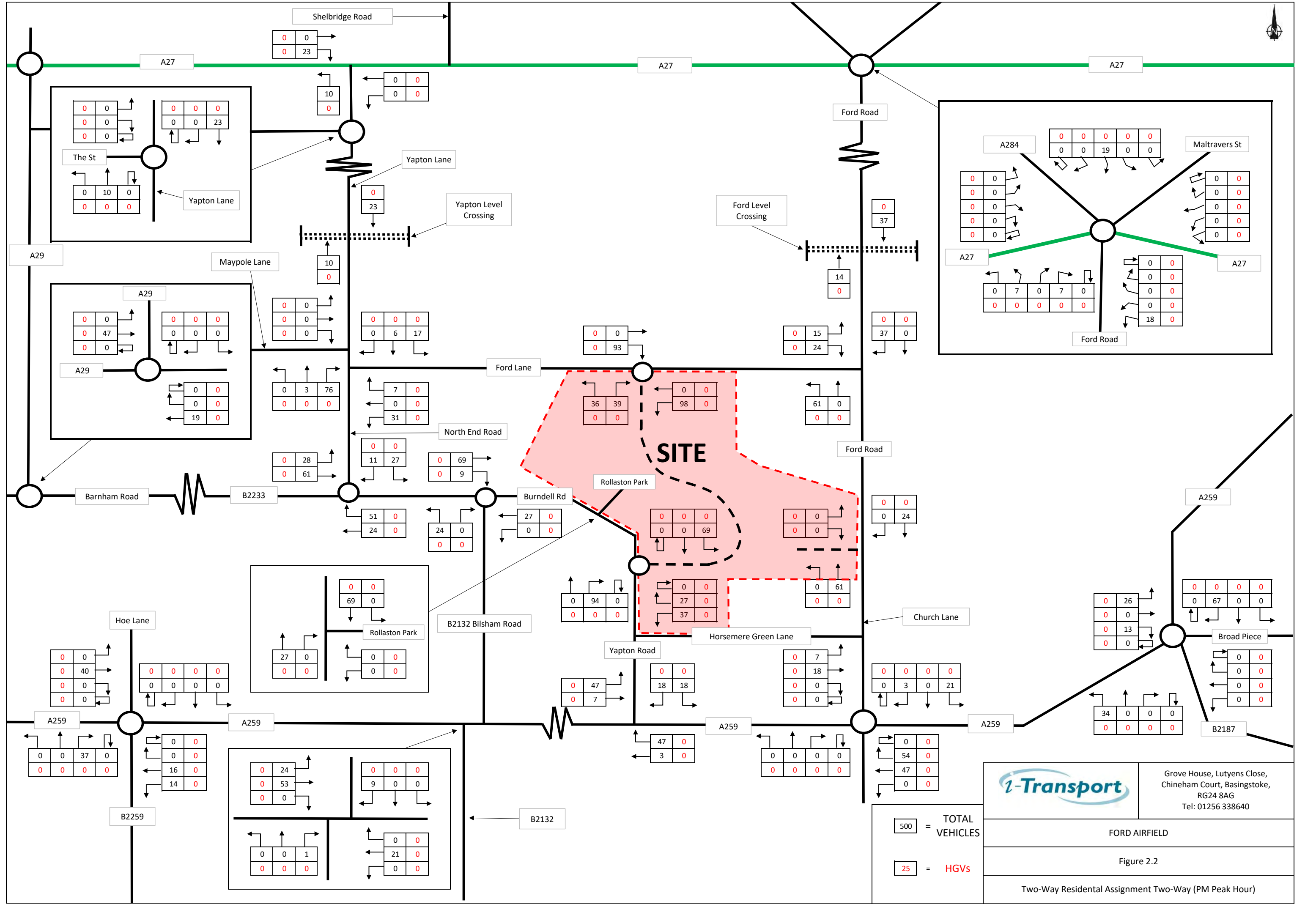


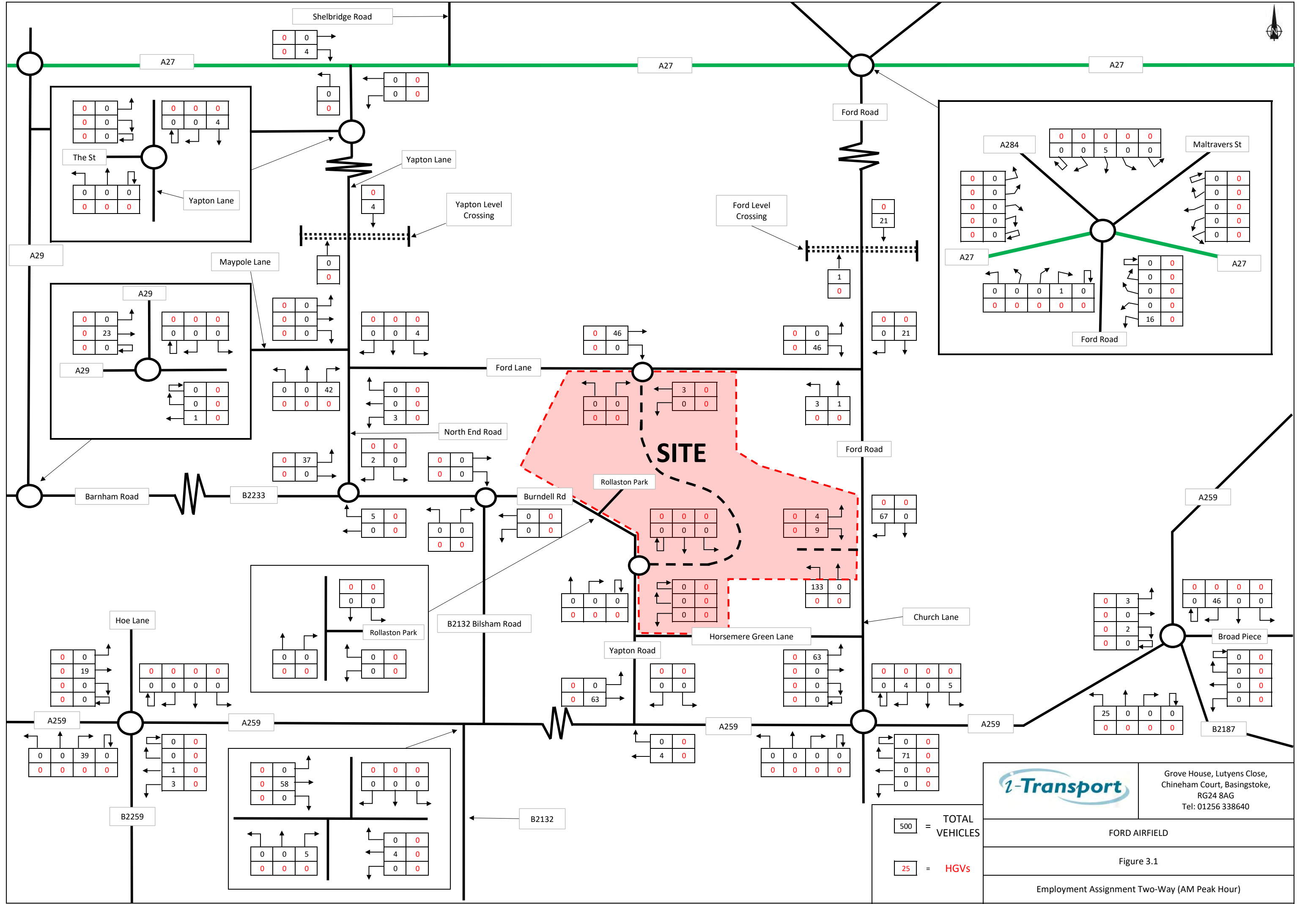
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

FORD AIRFIELD

Figure 2.1

Two-Way Residential Assignment Two-Way (AM Peak Hour)





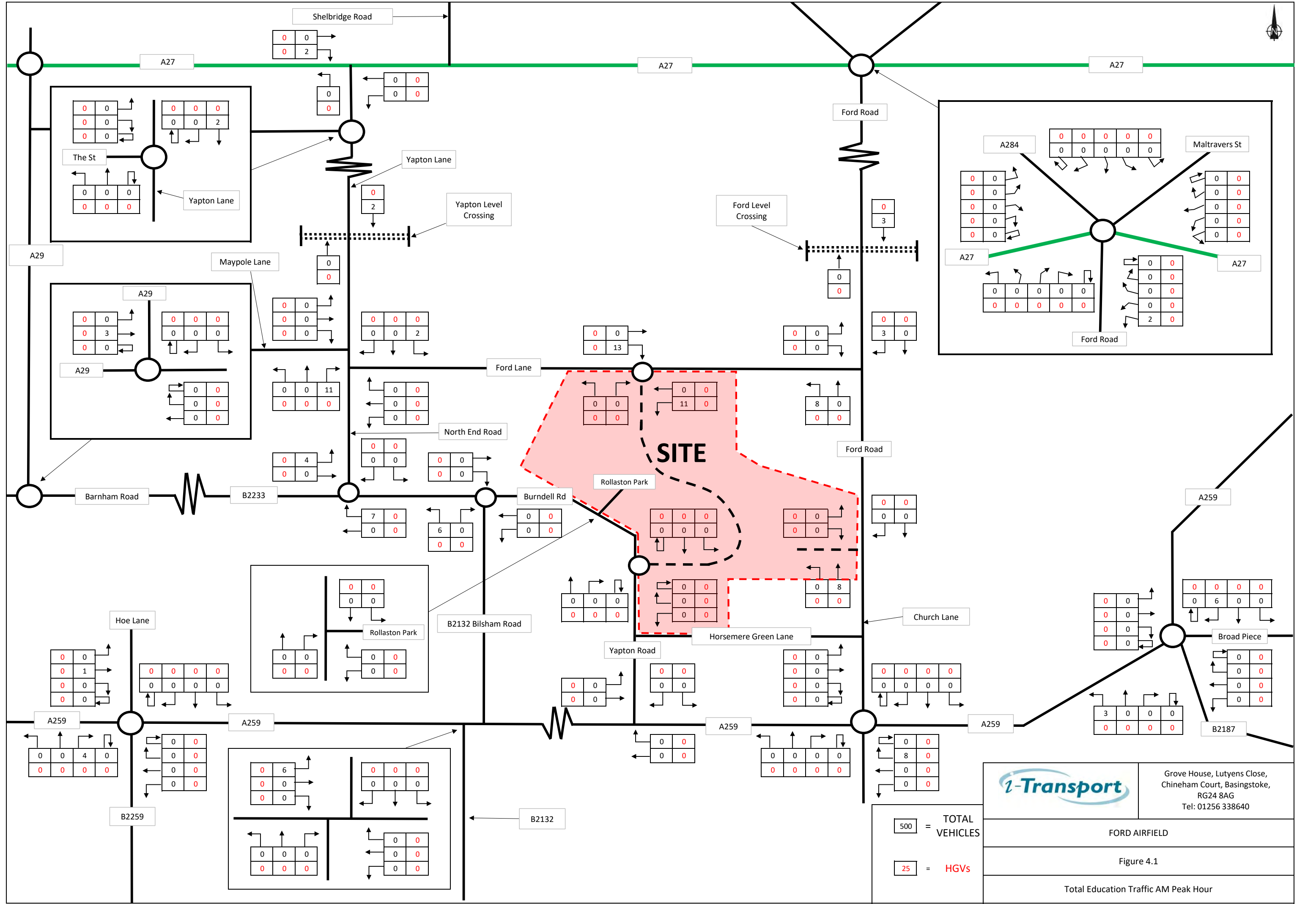


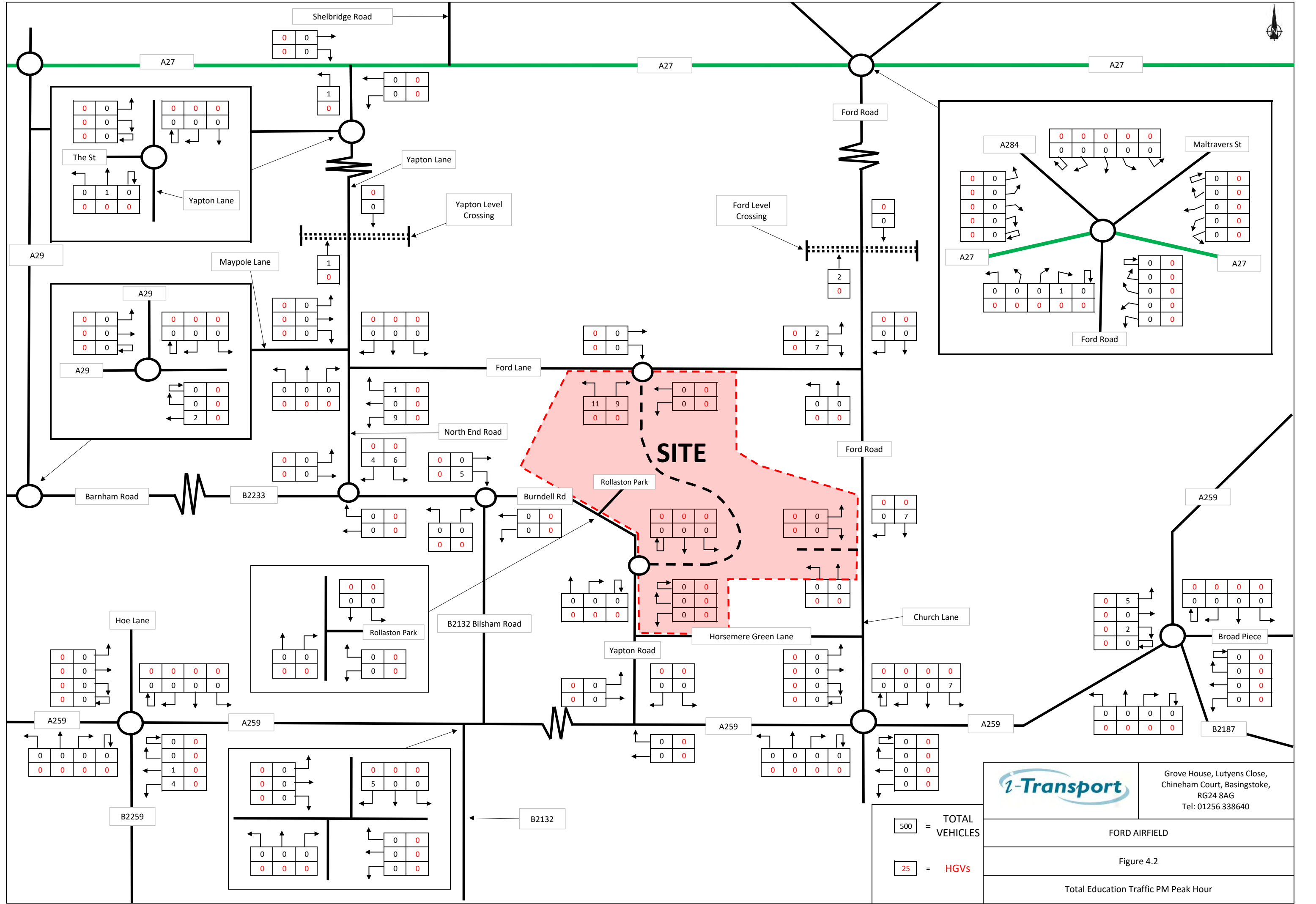
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

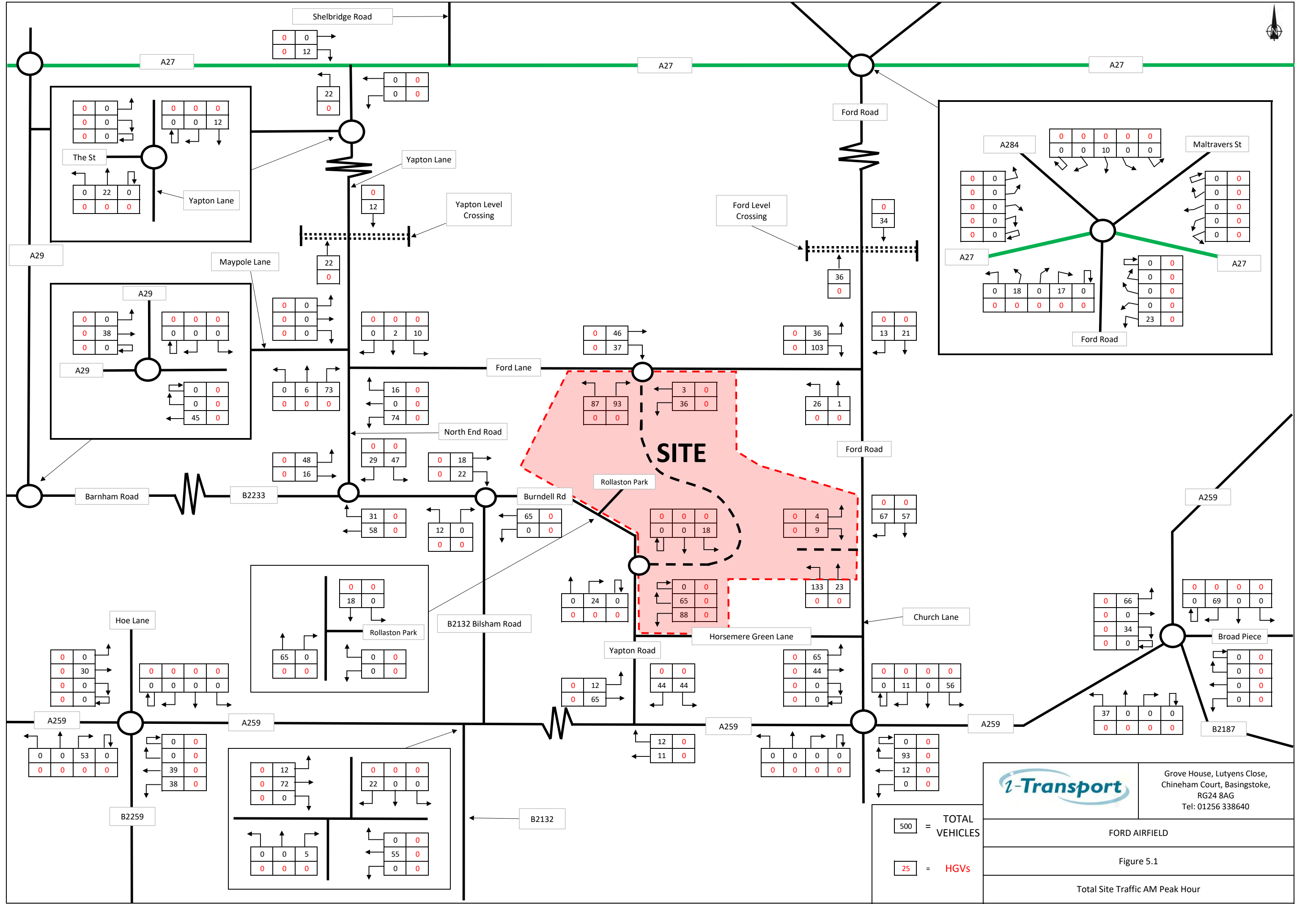
FORD AIRFIELD

Figure 3.1

Employment Assignment Two-Way (AM Peak Hour)







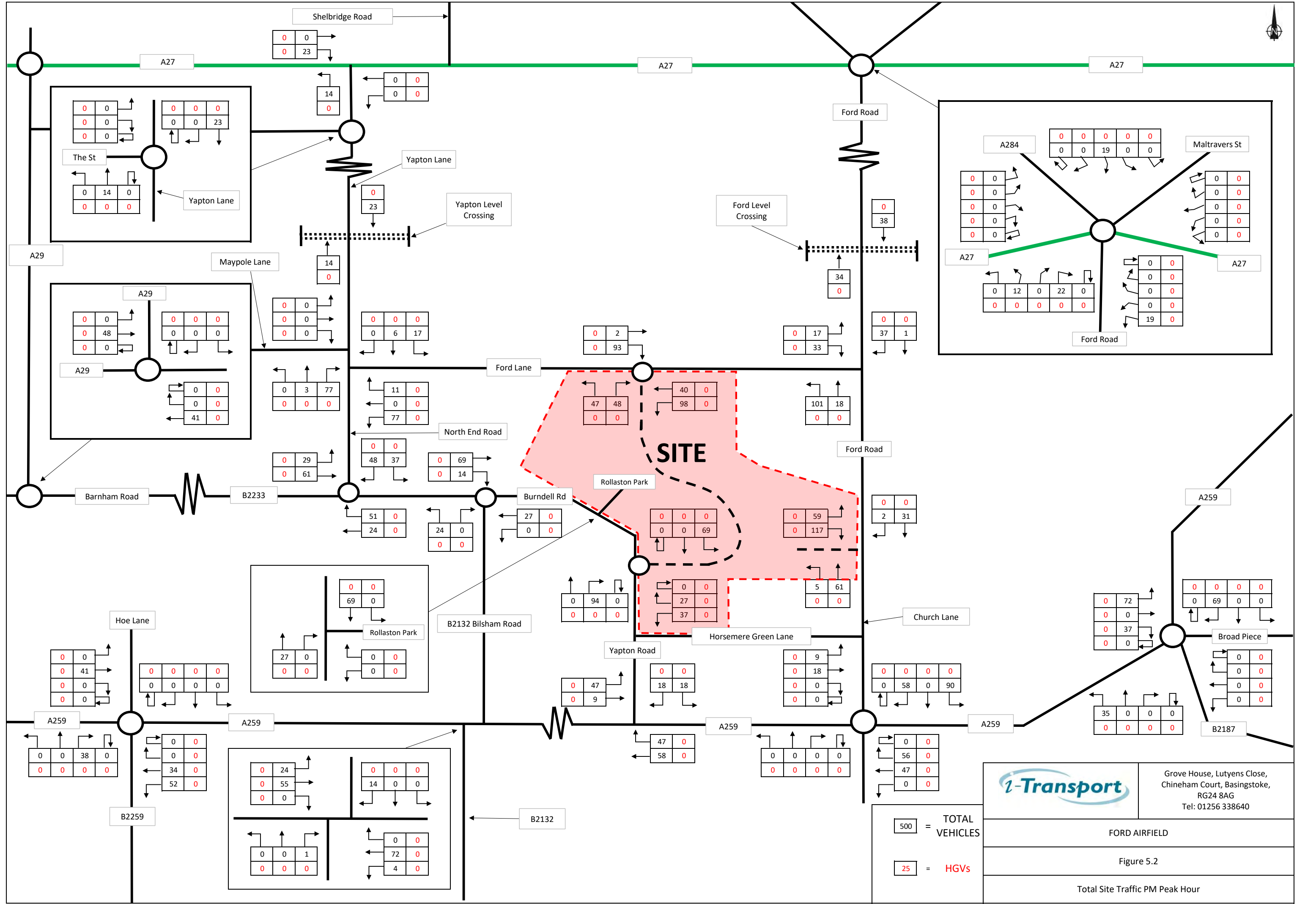


Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

FORD AIRFIELD

Figure 5.1

Total Site Traffic AM Peak Hour





Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

FORD AIRFIELD

Figure 5.2

Total Site Traffic PM Peak Hour

APPENDIX A

Residential Census Analysis

Destination	Proportion by car	Route 1	Route 2	Route 3	Route 4	Route 5	%	Proportion
Angmering	2.9%	Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	100%	2.9%
Arundel	4.1%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A284 North	75%	3.1%
		Yapton Road North	N End Road	Ford Lane	Ford Road N	A284 North	25%	1.0%
Basingstoke	0.1%	Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	100%	0.1%
Bognor Regis	9.9%	Yapton Road South	Yapton Road South	A259 West	A259 West	B2259 South	75%	7.5%
		Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	25%	2.5%
Brighton	1.2%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	1.2%
Burgess Hill	0.4%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	0.4%
Chichester	21.0%	Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	63%	13.1%
		Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	13%	2.6%
		Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	25%	5.2%
Crawley	1.4%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	1.4%
East Grinstead	0.1%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	0.1%
Eastergate/Barnham	5.8%	Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	100%	5.8%
Eastleigh	0.4%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	0.4%
Fareham	0.6%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	0.6%
Felpham	2.5%	Yapton Road South	Yapton Road South	A259 West	A259 West	B2259 South	75%	1.9%
		Yapton Road South	Yapton Road South	A259 West	B2132 South	B2132 South	25%	0.6%
Ferring	0.5%	Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	100%	0.5%
Ford / Yapton	8.5%	Yapton Road North	Yapton Road North	<i>Intenal</i>	<i>Intenal</i>	<i>Intenal</i>	75%	6.4%
		<i>Internal</i>	Ford Lane E	Ford Road N	<i>Intenal</i>	<i>Intenal</i>	25%	2.1%
Hastings	0.2%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	0.2%
Havant	0.7%	Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	100%	0.7%
Haywards Heath	0.2%	Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	100%	0.2%
Horsham	3.0%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	75%	2.2%
		Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	25%	0.7%
Lancing	0.5%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	50%	0.3%
		Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	50%	0.3%
Lewes	0.7%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	0.7%
Littlehampton	9.8%	Yapton Road South	Yapton Road South	A259 East	A259 East	B2187 South	40%	3.9%
		Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	60%	5.9%
London	1.8%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A284 North	100%	1.8%
North Bersted	4.2%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	4.2%
Other East	0.7%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	0.7%
Other North	3.1%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	3.1%
Other West	0.9%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	0.9%
Portsmouth	1.3%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	1.3%
Reading	0.1%	Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	100%	0.1%
		<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	50%	0.5%
Shoreham - by - Sea	1.0%	Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	50%	0.5%
Slough	0.1%	<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A284 North	100%	0.1%
		<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	50%	0.1%
Sompting	0.2%	Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	50%	0.1%
		Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	0.2%
Southampton	0.2%	Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	50%	1.8%
		Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	50%	1.8%
Winchester	0.3%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	0.3%
		<i>Internal</i>	Ford Lane E	Ford Road N	Ford Road N	A27 East	25%	2.0%
Worthing	8.1%	Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	75%	6.1%
	100.0%							100.0%

Route 1	Proportion by car (100%)	Proportion by car (45%)
Yapton Road North	33.4%	15.0%
Yapton Road South	49.7%	22.3%
<i>Internal</i>	16.9%	7.6%
Total	83.1%	37.4%

Route 2	Proportion by car (100%)	Proportion by car (45%)
Yapton Road South	49.7%	22.3%
Ford Lane E	16.9%	7.6%
N End Road	6.3%	2.8%
Yapton Road North	27.1%	12.2%
Total	100.0%	45.0%

Route 3	Proportion by car (100%)	Proportion by car (45%)
A259 East	21.1%	9.5%
Ford Road N	16.9%	7.6%
Ford Lane	1.0%	0.5%
Yapton Lane	5.3%	2.4%
A259 West	28.6%	12.8%
Barnham Road	20.7%	9.3%
<i>Intenal</i>	6.4%	2.9%
Total	100.0%	45.0%

Route 4	Proportion by car (100%)	Proportion by car (45%)
A259 East	21.1%	9.5%
Ford Road N	15.8%	7.1%
Yapton Lane	5.3%	2.4%
A259 West	27.9%	12.6%
Nyton Road	20.7%	9.3%
B2132 South	0.6%	0.3%
<i>Intenal</i>	8.5%	3.8%
Total	100.0%	45.0%

Route 5	Proportion by car (100%)	Proportion by car (45%)
A259 East	17.2%	7.7%
A284 North	6.0%	2.7%
A27 West	5.3%	2.4%
B2259 South	9.4%	4.2%
A259 West	18.6%	8.4%
A27 East	9.9%	4.4%
Nyton Road	20.7%	9.3%
B2132 South	0.6%	0.3%
<i>Intenal</i>	8.5%	3.8%
B2187 South	3.9%	1.8%
Total	100.0%	45.0%



Destination	Proportion by car	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	%	Proportion
Angmering	2.9%	Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	100%	2.9%
Arundel	4.1%	Ford Lane East	Ford Road North	A284 North	A284 North	A284 North	A284 North	100%	4.1%
Basingstoke	0.1%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.1%
Bognor Regis	9.9%	Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	B2259 South	75%	7.5%
		Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	A259 West	25%	2.5%
Brighton	1.2%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	1.2%
Burgess Hill	0.4%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.4%
Chichester	21.0%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	38%	7.9%
		Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	63%	13.1%
Crawley	1.4%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	1.4%
East Grinstead	0.1%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.1%
Eastergate/Barnham	5.8%	Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	100%	5.8%
Eastleigh	0.4%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.4%
Fareham	0.6%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.6%
Felpham	2.5%	Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	A259 West	25%	0.6%
		Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	A259 West	25%	0.6%
Ferring	0.5%	Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	100%	0.5%
		Ford Lane West	N End Road South	Burndell Road East	<i>Internal</i>	<i>Internal</i>	<i>Internal</i>	75%	6.4%
Ford / Yapton	8.5%	Ford Lane West	N End Road South	Burndell Road West	<i>Internal</i>	<i>Internal</i>	<i>Internal</i>	25%	2.1%
		Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.2%
Hastings	0.2%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.2%
Havant	0.7%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.7%
Haywards Heath	0.2%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.2%
		Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	75%	2.2%
Horsham	3.0%	Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	25%	0.7%
		Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	50%	0.3%
Lancing	0.5%	Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	50%	0.3%
		Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.7%
Lewes	0.7%	Ford Lane East	Ford Road South	A259 East	A259 East	B2187 South	B2187 South	40%	3.9%
		Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	60%	5.9%
London	1.8%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	1.8%
North Bersted	4.2%	Ford Lane East	Ford Road South	A259 West	A259 West	A259 West	A259 West	100%	4.2%
Other East	0.7%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.7%
Other North	3.1%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	3.1%
Other West	0.9%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.9%
Portsmouth	1.3%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	1.3%
Reading	0.1%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.1%
Shoreham - by - Sea	1.0%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	1.0%
Slough	0.1%	Ford Lane East	Ford Road North	A284 North	A284 North	A284 North	A284 North	100%	0.1%
		Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	50%	0.1%
Sompting	0.2%	Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	50%	0.1%
		Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.2%
Southampton	0.2%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	50%	1.8%
		Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	50%	1.8%
Tangmere	3.7%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.3%
Winchester	0.3%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	50%	4.0%
Worthing	8.1%	Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	50%	4.0%
		Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	50%	4.0%
	100.0%								100.0%

Route 1	Proportion by car (100%)	Proportion by car (45%)
Ford Lane East	39.3%	17.7%
Ford Lane West	60.7%	27.3%
Total	100.0%	45.0%

Route 2	Proportion by car (100%)	Proportion by car (45%)
Ford Road South	22.5%	10.1%
Ford Road North	16.8%	7.5%
Yapton Lane N	19.0%	8.6%
N End Road South	41.7%	18.8%
Total	100.0%	45.0%

Route 3	Proportion by car (100%)	Proportion by car (45%)
A259 East	18.4%	8.3%
A284 North	4.2%	1.9%
A27 West	19.0%	8.6%
Burndell Road East	18.8%	8.5%
A27 East	12.6%	5.7%
Barnham Road	20.7%	9.3%
Burndell Road West	2.1%	1.0%
A259 West	4.2%	1.9%
Total	100.0%	45.0%

Route 4	Proportion by car (100%)	Proportion by car (45%)
A259 East	18.4%	8.3%
A284 North	4.2%	1.9%
A27 West	19.0%	8.6%
Blisham Road South	12.5%	5.6%
A27 East	12.6%	5.7%
Nyton Road	20.7%	9.3%
<i>Internal</i>	8.5%	3.8%
A259 West	4.2%	1.9%
Total	100.0%	45.0%

Route 5	Proportion by car (100%)	Proportion by car (45%)
A259 East	14.5%	6.5%
A284 North	4.2%	1.9%
A27 West	19.0%	8.6%
A259 West	16.6%	7.5%
A27 East	12.6%	5.7%
Nyton Road	20.7%	9.3%
<i>Internal</i>	8.5%	3.8%
B2187 South	3.9%	1.8%
Total	100.0%	45.0%

Route 6	Proportion by car (100%)	Proportion by car (45%)
A259 East	15.1%	6.8%
A284 North	4.2%	1.9%
A27 West	19.0%	8.6%
B2259 South	9.4%	4.2%
A259 West	7.3%	3.3%
A27 East	11.9%	5.4%
Nyton Road	20.7%	9.3%
<i>Internal</i>	8.5%	3.8%
B2187 South	3.9%	1.8%
Total	100.0%	45.0%



APPENDIX B

Gravity Model

Location	Time (mins)	2011 Census Pop	P/T	P/T^2	% of total	Car driver mode split		% of Car Driver	Route 1	Route 2	Route 3	Route 4	Route 5	Proportion	%
Littlehampton	10	34,234	3,423	342	26.8%	81.4%	21.8%	30.8%	Yapton Road South	Yapton Road South	A259 East	A259 East	B2187 South	40%	12.3%
									Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	60%	18.5%
Chichester	23	84,078	3,656	159	12.5%	84.5%	10.5%	14.8%	Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	63%	9.3%
									Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	13%	1.9%
									Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	25%	3.7%
Bognor Regis	18	57,414	3,190	177	13.9%	81.3%	11.3%	15.9%	Yapton Road South	Yapton Road South	A259 West	A259 West	B2259 South	75%	11.9%
									Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	25%	4.0%
Arundel	14	3,285	235	17	1.3%	70.0%	0.9%	1.3%	Internal	Ford Lane E	Ford Road N	Ford Road N	A284 North	75%	1.0%
									Yapton Road North	N End Road	Ford Lane	Ford Road N	A284 North	25%	0.3%
Barnham	5	3,415	683	137	10.7%	70.1%	7.5%	10.6%	Yapton Road North	Yapton Road North	Internal	Internal	Internal	100%	10.6%
Yapton	3	3,209	1,070	357	27.9%	49.5%	13.8%	19.5%	Yapton Road North	Yapton Road North	Yapton Road North	Internal	Internal	100%	19.5%
North Bersted	12	8,496	708	59	4.6%	81.3%	3.8%	5.3%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	5.3%
Westergate	12	3,008	251	21	1.6%	49.5%	0.8%	1.1%	Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	100%	1.1%
Tangmere	18	2,625	146	8	0.6%	84.5%	0.5%	0.8%	Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	50%	0.4%
									Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	50%	0.4%
		199,764	13,360	1,276	100%			100.0%							100.0%

Route 1	Proportion by Car	
	100%	55%
Yapton Road South	55.7%	30.6%
Yapton Road North	43.4%	23.9%
Internal	1.0%	0.5%
	100.0%	55.0%

Route 2	Proportion by Car	
	100%	55%
Yapton Road South	55.7%	30.6%
Ford Lane E	1.0%	0.5%
Yapton Road North	40.8%	22.4%
N End Road	2.6%	1.4%
	100.0%	55.0%

Route 3	Proportion by Car	
	100%	55%
A259 East	30.8%	16.92%
Ford Road N	1.0%	0.53%
Barnham Road	10.8%	5.93%
Yapton Lane	2.2%	1.23%
A259 West	24.9%	13.69%
Ford Lane	0.3%	0.18%
Internal	10.6%	5.81%
Yapton Road North	19.5%	10.71%
	100.0%	55.0%

Route 4	Proportion by Car	
	100%	55%
A259 East	30.8%	16.92%
Ford Road N	1.3%	0.71%
Nyton Road	10.8%	5.93%
Yapton Lane	2.2%	1.23%
A259 West	24.9%	13.69%
Internal	30.0%	16.52%
Yapton Road North	0.0%	0.00%
	100.0%	55.0%

Route 5	Proportion by Car	
	100%	55%
B2187 South	12.3%	6.77%
A27 East	0.0%	0.00%
A259 East	18.5%	10.15%
Nyton Road	10.8%	5.93%
A27 West	2.2%	1.23%
A259 West	13.0%	7.13%
B2259 South	11.9%	6.56%
A284 North	1.3%	0.71%
Internal	30.0%	16.52%
	100.0%	55.0%

Location	Time (mins)	2011 Census Pop	P/T	P/T^2	% of total	Car driver mode split		% of Car Driver	55.00%	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Proportion	%
Littlehampton	10	55,706	5,571	557	39.5%	81.4%	32.2%	40.4%	22.2%	Ford Lane East	Ford Road South	A259 East	A259 East	B2187 South	B2187 South	40%	16.1%
										Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	60%	24.2%
Chichester	25	31,654	1,266	51	3.6%	84.5%	3.0%	3.8%	2.1%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	38%	1.4%
										Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	63%	2.4%
Bognor Regis	18	63,885	3,549	197	14.0%	81.3%	11.4%	14.3%	7.8%	Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	B2259 South	75%	10.7%
										Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	A259 West	25%	3.6%
Arundel	12	3,285	274	23	1.6%	70.0%	1.1%	1.4%	0.8%	Ford Lane East	Ford Road North	A284 North	A284 North	A284 North	A284 North	100%	1.4%
Barnham	5	3,415	683	137	9.7%	72.7%	7.1%	8.8%	4.9%	Ford Lane East	Ford Road North	A284 North	A284 North	A284 North	A284 North	100%	8.8%
Yapton	3	3,209	1,070	357	25.3%	80.8%	20.4%	25.6%	14.1%	Ford Lane West	N End Road South	Burndell Road East	Internal	Internal	Internal	75%	19.2%
										Ford Lane West	N End Road South	Burndell Road West	Internal	Internal	Internal	25%	6.4%
North Bersted	12	8,496	708	59	4.2%	73.1%	3.1%	3.8%	2.1%	Ford Lane East	Ford Road South	A259 West	A259 West	A259 West	A259 West	100%	3.8%
Westergate	12	3,008	251	21	1.5%	80.8%	1.2%	1.5%	0.8%	Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	100%	1.5%
Tangmere	18	2,625	146	8	0.6%	47.6%	0.3%	0.3%	0.2%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	50%	0.2%
										Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	50%	0.2%
		175,283	13,517	1,409	100%			100.0%	55.0%								100.0%

Route 1	Proportion by Car	
	100%	55%
Ford Lane East	54.5%	30.0%
Ford Lane West	45.5%	25.0%
	100.0%	55.0%

Route 2	Proportion by Car	
	100%	55%
Ford Road North	10.3%	5.64%
Ford Road South	44.2%	24.31%
Yapton Lane N	1.6%	0.88%
N End Road South	43.9%	24.17%
	100.0%	55.0%

Route 3	Proportion by Car	
	100%	55%
A259 East	40.4%	22.20%
A27 West	1.6%	0.88%
Barnham Road	4.1%	2.23%
Burndell Road East	33.5%	18.42%
A284 North	10.3%	5.64%
Burndell Road West	6.4%	3.52%
A259 West	3.8%	2.11%
	100.0%	55.0%

Route 4	Proportion by Car	
	100%	55%
A259 East	40.4%	22.20%
A27 West	1.6%	0.88%
Nyton Road	4.1%	2.23%
Blisham Road South	14.3%	7.84%
A284 North	10.3%	5.64%
Internal	25.6%	14.10%
A259 West	3.8%	2.11%
	100.0%	55.0%

Route 5	Proportion by Car	
	100%	55%
B2187 South	16.1%	8.88%
A27 East	0.0%	0.00%
A259 East	24.2%	13.32%
A27 West	1.6%	0.88%
Nyton Road	4.1%	2.23%
A259 West	18.1%	9.96%
A284 North	10.3%	5.64%
Internal	25.6%	14.10%
	100.0%	55.0%

Route 6	Proportion by Car	
	100%	55%
B2187 South	16.1%	8.88%
A259 East	24.2%	13.32%
A27 West	1.6%	0.88%
Nyton Road	4.1%	2.23%
B2259 South	10.7%	5.88%
A259 West	7.4%	4.07%
A284 North	10.3%	5.64%
Internal	25.6%	14.10%
	100.0%	55.0%

APPENDIX C

Employment Census Analysis

Ford Road Employment Distribution Model

Destination	Proportion by car	Route 1	Route 2	Route 3	Route 4	Route 5	%	Proportion
Angmering	4.8%	Ford Road South	Ford Road South	A259 East	A259 East	A259 East	100%	4.8%
Arundel	2.2%	Ford Road North	Ford Road North	A284 North	A284 North	A284 North	100%	2.2%
Bognor Regis	16.2%	Ford Road South	Ford Road South	A259 West	A259 West	B2259 South	75%	12.2%
		Ford Road South	Ford Road South	A259 West	A259 West	A259 West	25%	4.1%
Brighton	1.1%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	1.1%
Burgess Hill	0.3%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	0.3%
Chichester	9.3%	Ford Road North	Ford Lane West	N End Road S	Barnham Road	Nyton Road	63%	5.8%
		Ford Road North	Ford Lane West	N End Road N	Yapton Lane	A27 West	13%	1.2%
		Ford Road South	Ford Road South	A259 West	A259 West	A259 West	25%	2.3%
Crawley	0.1%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	0.1%
East Grinstead	0.1%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	0.1%
Eastergate	5.6%	Ford Road North	Ford Lane West	N End Road S	Barnham Road	Nyton Road	100%	5.6%
Eastleigh	0.1%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.1%
Fareham	0.4%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.4%
Felpham	9.6%	Ford Road South	Ford Road South	A259 West	A259 West	B2259 South	75%	7.2%
		Ford Road South	Ford Road South	A259 West	B2132 South	B2132 South	25%	2.4%
Ferring	0.7%	Ford Road South	Ford Road South	A259 East	A259 East	A259 East	100%	0.7%
Ford / Yapton	9.6%	Ford Road North	Ford Lane West	N End Road S	Burndell Road East	Internal	25%	2.4%
		Ford Road North	Ford Lane West	N End Road S	Burndell Road West	Internal	75%	7.2%
Gosport	0.3%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.3%
Havant	0.7%	Ford Road North	Ford Lane West	N End Road N	Yapton Lane	A27 West	100%	0.7%
Haywards Heath	0.4%	Ford Road South	Ford Road South	A259 East	A259 East	A259 East	100%	0.4%
Horsham	3.0%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	75%	2.2%
		Ford Road South	Ford Road South	A259 East	A259 East	A259 East	25%	0.7%
Lancing	0.5%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	50%	0.3%
		Ford Road South	Ford Road South	A259 East	A259 East	A259 East	50%	0.3%
Lewes	0.3%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	0.3%
		Ford Road South	Ford Road South	A259 East	A259 East	B2187 South	60%	12.3%
Littlehampton	20.5%	Ford Road South	Ford Road South	A259 East	A259 East	A259 East	40%	8.2%
London	0.3%	Ford Road North	Ford Road North	A284 North	A284 North	A284 North	100%	0.3%
Other East	0.3%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	0.3%
Other North	0.5%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.5%
Other West	1.0%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	1.0%
Portsmouth	0.7%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.7%
		Ford Road North	Ford Road North	A27 East	A27 East	A27 East	50%	0.7%
Shoreham - by - Sea	1.4%	Ford Road South	Ford Road South	A259 East	A259 East	A259 East	50%	0.7%
		Ford Road North	Ford Road North	A27 East	A27 East	A27 East	50%	0.2%
Sompting	0.4%	Ford Road South	Ford Road South	A259 East	A259 East	A259 East	50%	0.2%
		Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.2%
Southampton	0.2%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.2%
Winchester	0.0%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.0%
Worthing	9.3%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	25%	2.3%
		Ford Road South	Ford Road South	A259 East	A259 East	A259 East	75%	7.0%
Total	100.0%							100.0%

Route 1	Proportion by car
Ford Road South	66.7%
Ford Road North	33.3%
Total	100.0%

Route 2	Proportion by car
Ford Road South	66.7%
Ford Road North	10.5%
Ford Lane West	22.8%
Total	100.0%

Route 3	Proportion by car
A259 East	35.3%
A284 North	2.6%
A259 West	31.4%
A27 East	7.9%
N End Road S	20.9%
N End Road N	1.9%
Total	100.0%

Route 4	Proportion by car
A259 East	35.3%
A284 North	2.6%
A27 West	0.0%
A259 West	29.0%
A27 East	7.9%
Barnham Road	11.4%
Yapton Lane	1.9%
B2132 South	2.4%
Burndell Road East	2.4%
Burndell Road West	7.2%
Total	100.0%

Route 5	Proportion by car
A259 East	23.0%
A284 North	2.6%
A27 West	1.9%
B2259 South	19.3%
A259 West	9.6%
A27 East	7.9%
Nyton Road	11.4%
B2132 South	2.4%
Internal	9.6%
B2187 South	12.3%
Total	100.0%

TECHNICAL NOTE

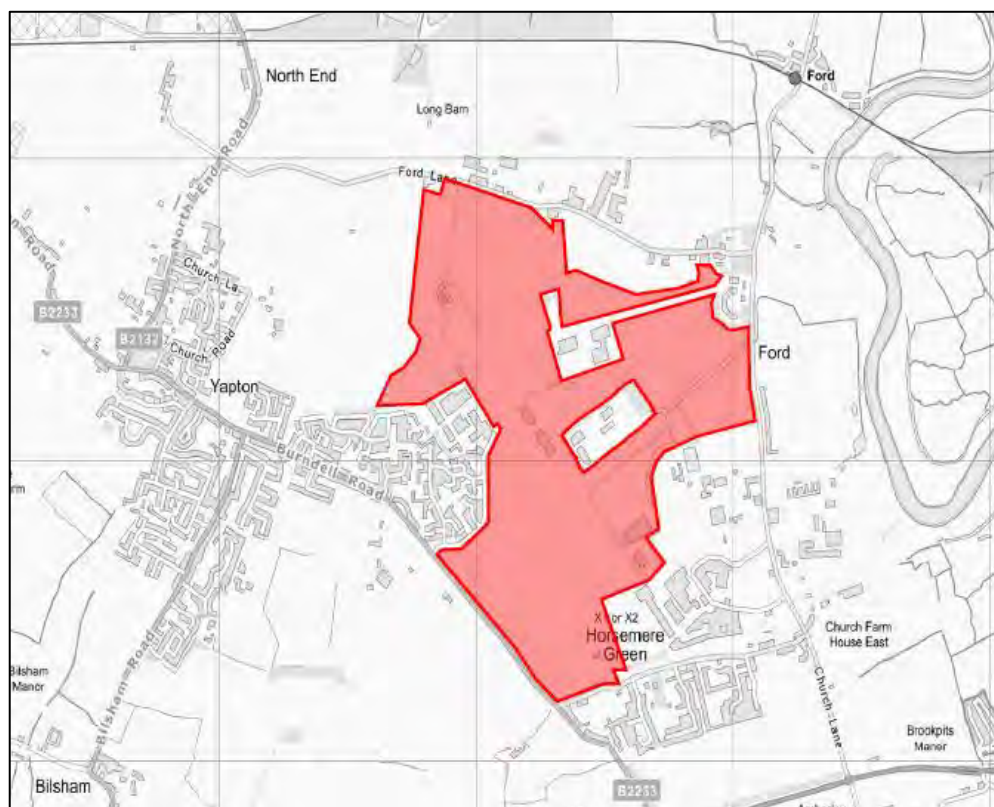
Project No: ITB13091
Project Title: Ford Airfield
Title: Growth, Committed Development and
Future Year Assessments
Ref: JCB/DS/ITB13091-010 TN
Date: 31 October 2018

SECTION 1 INTRODUCTION

1.1 Introduction

- 1.1.1 Wates Developments Limited and Redrow Homes Limited have appointed i-Transport to provide highway and transport advice to support the proposed development at Ford Airfield, West Sussex.
- 1.1.2 The site is identified as Strategic Site Allocation SD8 in the adopted Arun District Council (ADC) Local Plan 2011-2031. Ford Airfield is also allocated in the Submission Ford Neighbourhood Plan as Policy SA1. The location of the site is shown in Image 1.1, below.

Image 1.1: Site Location Plan



- 1.1.3 The redevelopment of the former airfield comprises 1,500 new homes, a local centre, a primary school, employment and a number of sport and recreation facilities. Discussions are ongoing with West Sussex County Council (WSCC) and Arun District Council (ADC) regarding the possibility of a new secondary school, required to accommodate demand for education arising from district-wide planned growth, being provided within the site.
- 1.1.4 This note sets out the proposed future assessment years, traffic growth methodology and summarises the committed developments to be included within the assessment. This note forms part of a wider series of notes in order to reach agreement on assessment parameters to inform the Transport Assessment.
- 1.1.5 The remainder of this Technical Note is structured as follows:
- Section 2 - Assessment Years;
 - Section 3 - Committed Development;
 - Section 4 - Traffic Growth Assumptions;
 - Section 5 – Traffic Flow Diagrams; and
 - Section 6 - Summary.

SECTION 2 BASELINE DATA AND ASSESSMENT YEARS

2.1 **Baseline Data**

- 2.1.1 Data collection was commissioned to be undertaken in June in 2018 in order to establish baseline data across the study area. However, due to the presence of overrunning roadworks along the A259, data collection was postponed allowing for the roadworks to be completed and the associated traffic management to be removed from the A259.
- 2.1.2 Data collection subsequently took place over a period of 7-days, commencing 2 July 2018 and concluding 8 July 2018. With the school summer term finishing on the 23 July 2018¹, all public schools in the local area were still in term.
- 2.1.3 A review of independent schools has been undertaken using mapping data available on the Independent School Council website. It was observed that there are no Independent Schools located in the study area, with the closest to the development site being Slindon College, Slindon. Therefore, traffic flows in the study area will not have been affected by traffic associated with any Independent School holidays.
- 2.1.4 Since the data collection period is marginally outside the typical collection period, clarification was sought from WSCC regarding the acceptability of data obtained. WSCC recommended that an assessment of average monthly traffic flows, utilising a permanent WSCC traffic count location in the local area, be undertaken to establish whether the data obtained would be representative of typical operating conditions.
- 2.1.5 A permanent traffic counter location is situated on the B2132 Yapton Road, approximately 0.5 miles north of the A259 (site ref: B2133006L03). Data has been obtained for entire year and the average peak hour traffic flows are summarised in Table 2.1, overleaf. These have been compared against the mean average, expressed in percentage terms, and shown in red.

¹ <https://www.westsussex.gov.uk/education-children-and-families/schools-and-colleges/school-term-dates/>

Table 2.1: Average Peak Hour Flows

	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Ave.
AM	547	552	546	326	559	577	592	320	534	562	561	490	514
	106%	107%	106%	63%	109%	112%	115%	62%	104%	109%	109%	95%	
PM	327	322	350	348	349	359	360	364	365	374	329	331	348
	94%	92%	101%	100%	100%	103%	103%	105%	105%	107%	94%	95%	
Daily	4,931	5,035	5,042	4,775	5,382	5,382	5,411	4,954	5,260	5,236	5,266	5,204	5,157
	96%	98%	98%	93%	104%	104%	105%	96%	102%	102%	102%	101%	

Source: WSCC Traffic Data Website

2.1.6 As established in Table 2.1, traffic flows during July are well above average. Both the morning and evening peak periods experience the highest traffic flows during the course of the year, representing 115% and 105% of the mean average respectively.

2.1.7 On this basis, the usage of data collected in July is appropriate and will provide a robust assessment.

2.2 Assessment Guidance

Highways England

2.2.1 The Highways England (HE) advice in Circular 02/2013, re-iterated in the recent HE publication 'Planning for the Future', identifies that:

"Assessments should be carried out for:

- **the development and construction phase;**
- **and the opening year, assuming full build out and occupation, and**
- **either a date ten years after the date of registration of the associated planning application or the end of the Local Plan period (whichever is the greater).**

The assessment at opening will be used for the determination of impact mitigation needs whilst the latter is necessary to determine the risk which will transfer to us."

West Sussex County Council

2.2.2 Paragraph 10.2.1 of the WSCC 'Transport Assessment Methodology' requires capacity assessment to be undertaken for the identified opening year of the development, and for a period of 5 years after submission of the planning application.

2.2.3 Furthermore, as part of the initial Pre-Application Meeting with West Sussex County Council, it was advised that an end of local plan assessment scenario would also be required in addition to the requirements of the TAM.

2.3 **Assessment Years**

2.3.1 It is expected that an application is to be submitted in late 2018. However, to accommodate any slippage in the submission programme, the submission year is assumed to be 2019.

2.3.2 The Arun Local Plan projected housing trajectory, a copy of which is provided in Appendix A, expects occupations at the Ford Airfield site to commence during 2018/19. However, on the basis of a hybrid application being submitted in 2018/19, it is assumed that occupations will commence during the period 2020/2021.

2.3.3 On the basis of the Highways England and West Sussex County Council guidance, the following assessment years will therefore be used:

- 2021 – assumed opening year;
- 2024 – 5 years post application; and
- 2031 – end of Arun Local Plan period.

SECTION 3 COMMITTED DEVELOPMENT

3.1 Opening Year Assessment

3.1.1 In order to establish traffic flows for the future year assessments it is necessary for traffic associated with any development consented, but not yet constructed, to be added to baseline traffic flows.

3.1.2 A review of planning permissions in the local area has been undertaken; the following developments have been identified as committed developments:

- Application Y/80/16 - development of up to 100 units at North End Road;
- Application WA/544/17 – development of up to 175 units at Walberton;
- Application Y/5/17 – development of up to 51 units at Cinders Lane; and
- Y/44/17 – development of up to 70 units at Stakers Farm.

3.1.3 Traffic flow estimates for each of the development sites have been extracted from relevant transport assessments to be included in future year traffic flows to ensure the cumulative impacts of development are assessed.

3.1.4 A summary of the total committed development vehicle trips is shown on Figures TF15 and TF16, which can be found at the end of this Technical Note, for the morning and evening peaks respectively.

3.2 Sensitivity Tests

3.2.1 In addition to the committed developments identified above, there are a number of live applications in the local area that, if approved, would have an impact on traffic flows within the study area. A review of live applications via the Arun District Council planning portal has identified the following proposals:

- Strategic development of up to 550 units at Bilsham Road – comprising applications Y/9/17 and Y/92/17; and
- Strategic development of up to 300 units at land south of Horsemere Green Lane, Climping (CM/1/17 and resubmission CM/13/18).

- 3.2.2 It is anticipated that the applications listed above will be determined prior to, or during the lifetime of, a planning application being submitted in respect of development at Ford Airfield. Given that both sites have been identified as allocations within the Arun Local Plan (2011-2031), there is a reasonable chance that approval will be granted.
- 3.2.3 On this basis, the traffic associated with both development sites will be included as a sensitivity test, in addition to the traffic flows associated with committed development as identified in para 3.1.2, to ensure a robust assessment of the cumulative traffic impact is undertaken.
- 3.2.4 Traffic flow estimates for each of the development sites have been extracted from relevant transport assessments. A summary of the vehicle trips associated with the sensitivity tests is shown on Figures TF17 and TF18, provided at the end of this Technical Note, for the morning and evening peak hours respectively.

SECTION 4 TRAFFIC GROWTH

4.1 Network Traffic Growth

4.1.1 To determine future year baseline traffic flows, an allowance will be made for appropriate network traffic growth, as well as the inclusion of traffic generated by committed development in the local area (as discussed in Section 3 of this Technical Note).

4.1.2 Growth factors have been obtained from the National Trip End Model (NTEM) with adjustments made for local factors derived from the TEMPro database within the NTEM v7.2 dataset. Middle Super Output Area (MSOA) Arun 006 for urban principal roads has been used.

4.1.3 TEMPro provides the planning assumptions in terms of the number of households and jobs within the local MSOA Arun 006 area (in which the Ford Airfield development site is located) for the base year and the forecast years. Table 4.1 outlines the assumptions within TEMPro in terms of the number of future households and jobs.

Table 4.1 – TEMPRO Household and Job Assumptions

Growth Year	Base Households	Future Households	Base Jobs	Future Jobs
2018 – 2021	2486	2569	2973	3000
2018 – 2024	2486	2642	2973	3027
2018 – 2031	2486	2781	2973	3082

Source: TEMPRO v7.2

4.1.4 The difference between the base values and future projection is summarised in Table 4.2

Table 4.2 – TEMPRO Household and Job Assumptions

Growth Year	Households Increase	Jobs Increase
2018-2021	+83	+27
2018-2024	+156	+54
2018-2031	+295	+109

Source: TEMPRO v7.2

4.1.5 From the table above, it can be seen that the MSOA Arun 006 area includes a modest allowance for growth relating to the provision of new households and jobs.

- 4.1.6 In delivering a minimum of 1,500 new homes, employment space and associated services and facilities, the strategic development at Ford Airfield and the identified committed developments will account for all (and more) of the projected growth in both the number of households and the number of jobs in MSOA Arun 006 during the assessment period.
- 4.1.7 Therefore, to remove any double counting from the assessment by applying both a growth factor that includes growth associated with Ford Airfield in addition to traffic generated by the proposed development (as established in Technical Note *ITB13091-007 Trip Generation*) alternative assumptions have been applied to remove the increase in both the number of households and jobs from the growth calculation.
- 4.1.8 On this basis, the growth rates that have been derived make allowance for network traffic growth arising from development outside of the MSOA, increases in levels of car ownership and forecast changes to trip patterns. Table 4.3 summarises the adjusted growth rates for the MSOA Arun 006 for urban principal roads.

Table 4.3: Traffic Growth Projections

Growth Rates	Future Year	AM Peak	PM Peak
	2018 – 2021	1.0103	1.0071
	2018 – 2024	1.0235	1.0191
	2018 – 2031	1.0293	1.0233

Source: TEMPRO v7.2 Dataset for Arun 006 MSOA

SECTION 5 TRAFFIC FLOW DIAGRAMS

5.1.1 On the basis of the methodologies set out in Sections 3 and 4 of this report, traffic flow diagrams have been produced as set out in Table 5.1, below. A copy of the respective diagram can be found at the rear of this report.

Table 5.1: Traffic Flow Diagram Summary

Year	TEMPro	Committed	Sensitivity	AM/PM	Diagram No.
2018	✗	✗	✗	AM	TF1
	✗	✗	✗	PM	TF2
2021	✓	✓	✗	AM	TF19
	✓	✓	✗	PM	TF20
	✓	✓	✓	AM	TF23
	✓	✓	✓	PM	TF24
2024	✓	✓	✗	AM	TF21
	✓	✓	✗	PM	TF22
	✓	✓	✓	AM	TF25
	✓	✓	✓	PM	TF26
2031	✓	✓	✓	AM	TF27
	✓	✓	✓	PM	TF28

SECTION 6 SUMMARY

- 6.1 Wates Developments Limited and Redrow Homes Limited have appointed i-Transport to provide highway and transport advice to support the proposed development at Ford Airfield, West Sussex. The site is identified as Strategic Site Allocation SD8 in the adopted Arun District Council (ADC) Local Plan 2011-2031. Ford Airfield is also allocated in the Submission Ford Neighbourhood Plan as Policy SA1.
- 6.2 This note sets out the proposed future assessment years, traffic growth methodology and summarises the committed developments to be included within the assessment. This note forms part of a wider series of notes in order to reach agreement on assessment parameters to inform the Transport Assessment.
- 6.1.1 Baseline data collection took place over a period of 7-days, commencing 2 July 2018 and concluding 8 July 2018. With the school summer term finishing on the 23 July 2018², all public schools in the local area were still in term. A review of monthly traffic flows in 2017 identifies that July experiences above average peak hour flows.
- 6.1.2 On the basis of the Highways England and West Sussex County Council guidance, the following future year assessments will be undertaken:
- 2021 – assumed opening year;
 - 2024 – 5 years post application; and
 - 2031 – end of Arun Local Plan period.
- 6.1.3 A review of planning permissions in the local area has identified a number of consented developments in the local area. The following developments will be included in the assessment as ‘Committed Developments’:
- Application Y/80/16 - development of up to 100 units at North End Road;
 - Application WA/544/17 – development of up to 175 units at Walburton;
 - Application Y/5/17 – development of up to 51 units at Cinders Lane; and

² <https://www.westsussex.gov.uk/education-children-and-families/schools-and-colleges/school-term-dates/>

- Y/44/17 – development of up to 70 units at Stakers Farm.

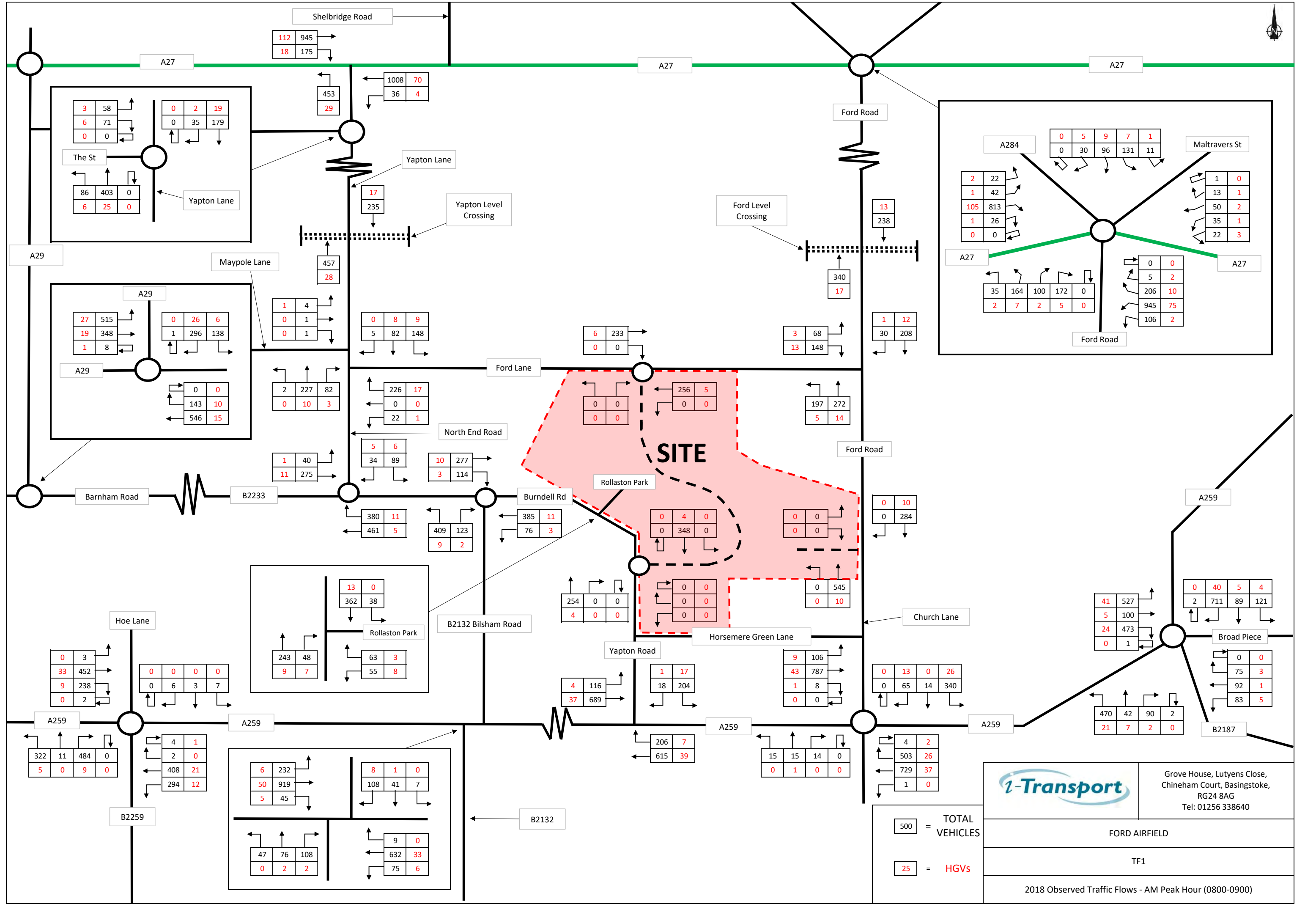
6.1.4 In addition to the committed developments identified above, there are a number of live applications in the local area that, if approved, would have an impact on traffic flows within the study area. The following proposals are to be included as sensitivity tests:

- Strategic development of up to 550 units at Bilsham Road – comprising applications Y/9/17 and Y/92/17; and
- Strategic development of up to 300 units at land south of Horsemere Green Lane, Climping (CM/1/17 and resubmission CM/13/18).

6.1.5 Projected traffic growth has been obtained from the National Transport Model with adjustments made for local factors derived from the TEMPRO database within the NTM v7.2 dataset. Middle Super Output Area (MSOA) Arun 006 for urban principal roads has been used, and the allowance for the number of new households and jobs removed since the proposed development accounts for all (and more) of the projected growth in the output area during the assessment period.

6.1.6 A series of Traffic Flow Diagrams have been produced that summarise the observed traffic flow and the forecast network conditions for the 2021, 2024 and 2031 future years. These flows will be used to undertake the Transport Assessment associated with the proposed development at Ford Airfield.

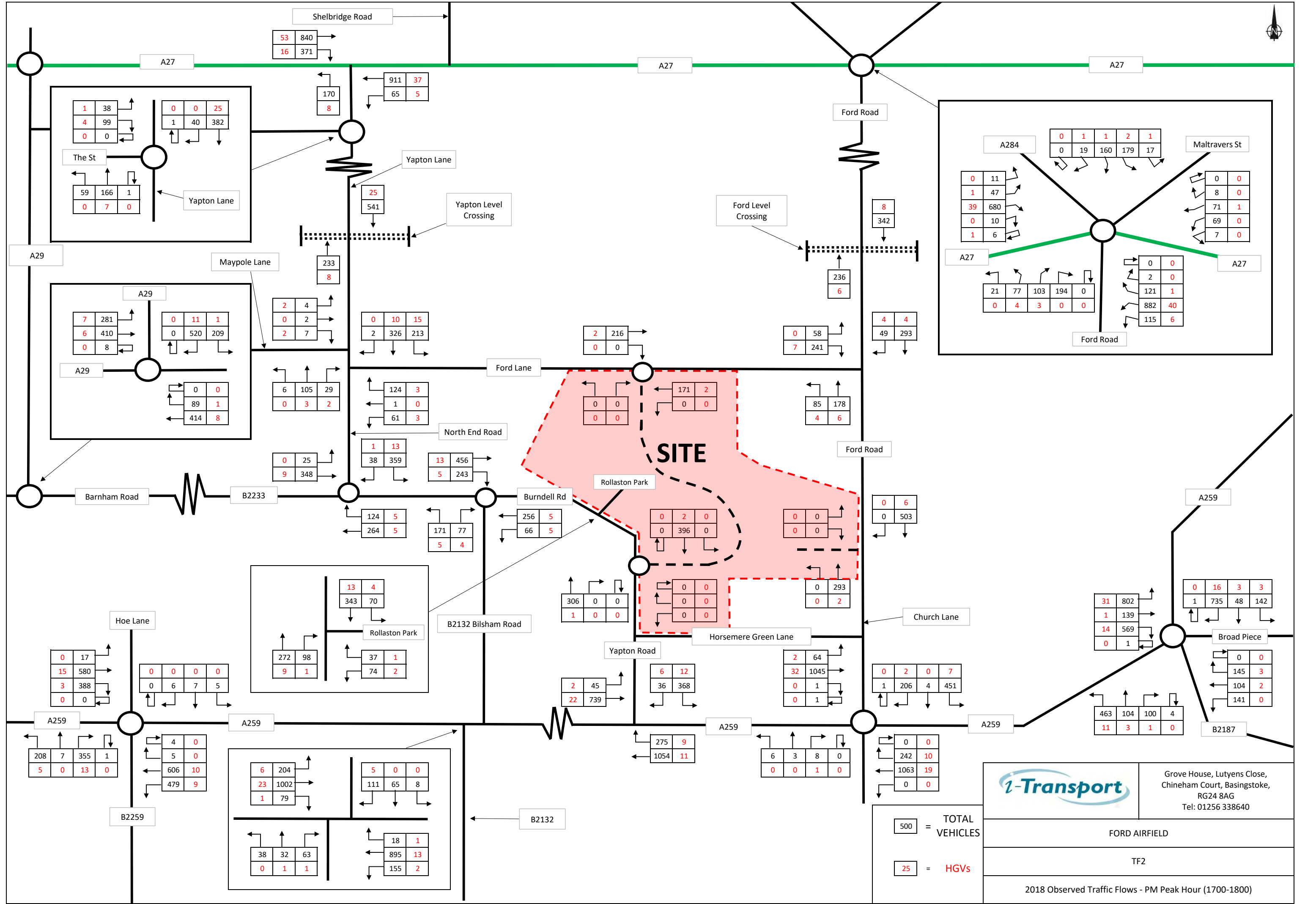
FIGURES





Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

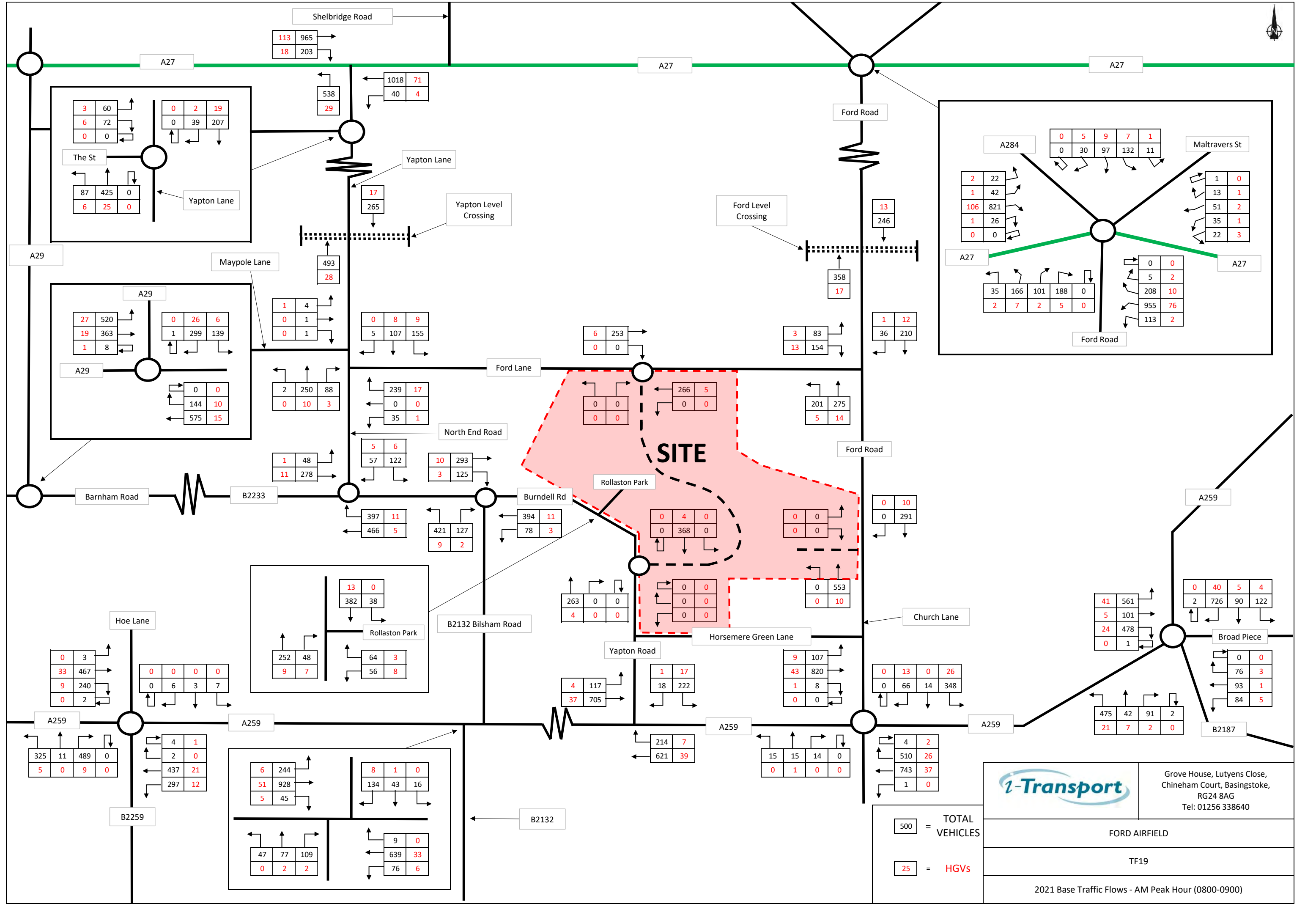
FORD AIRFIELD
TF1
2018 Observed Traffic Flows - AM Peak Hour (0800-0900)





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Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

FORD AIRFIELD
TF2
2018 Observed Traffic Flows - PM Peak Hour (1700-1800)



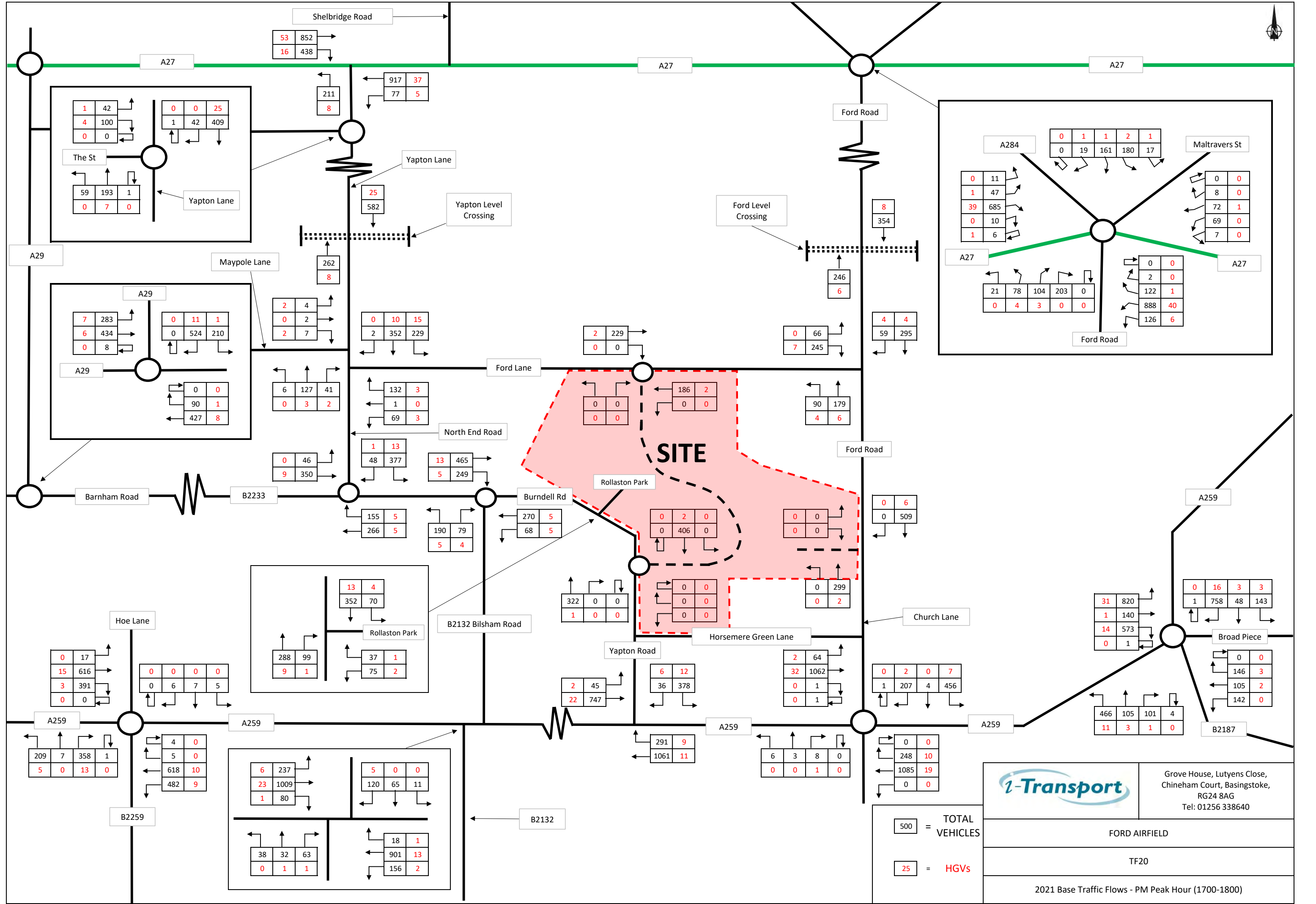


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Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

FORD AIRFIELD

TF19

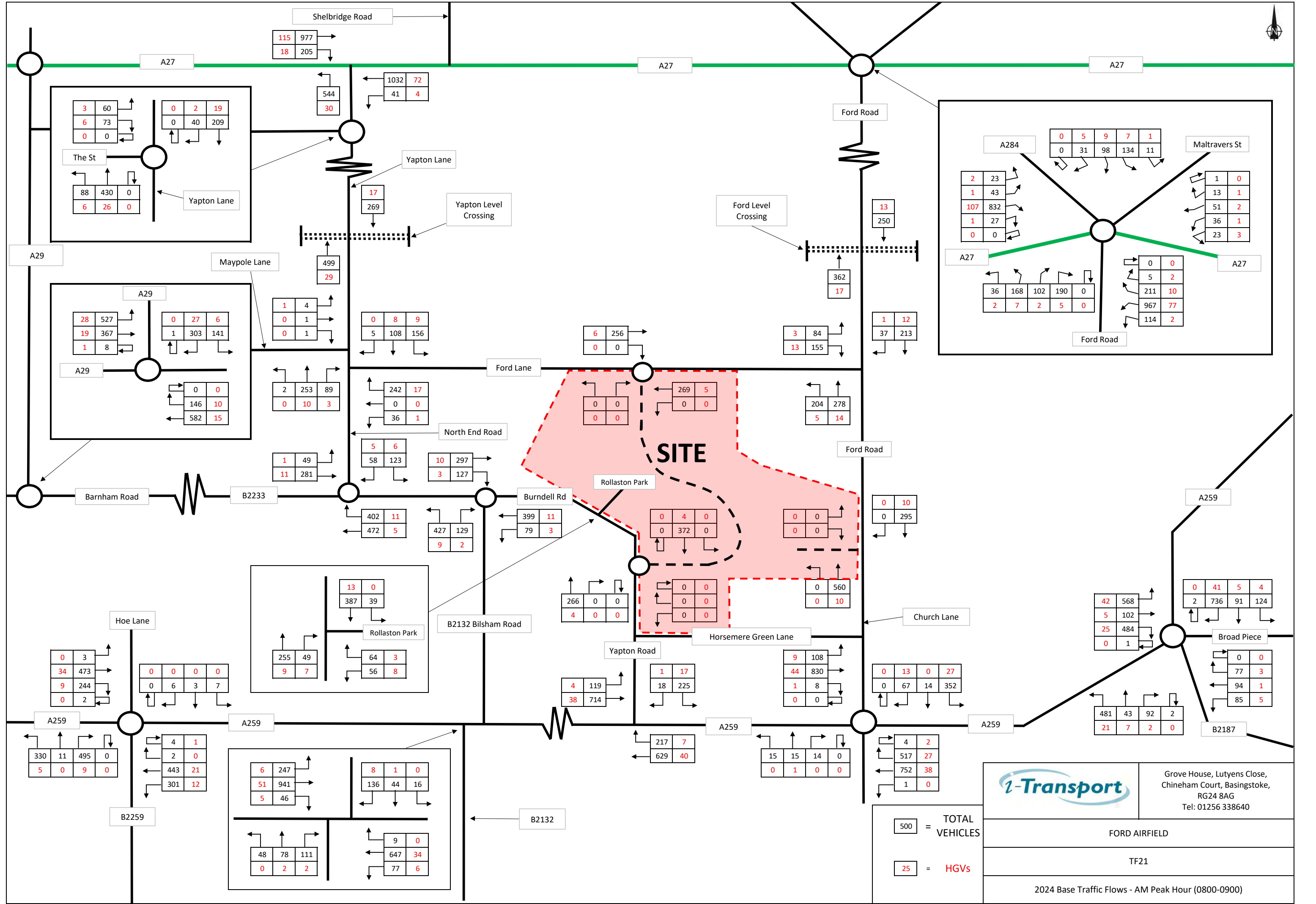
2021 Base Traffic Flows - AM Peak Hour (0800-0900)





Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

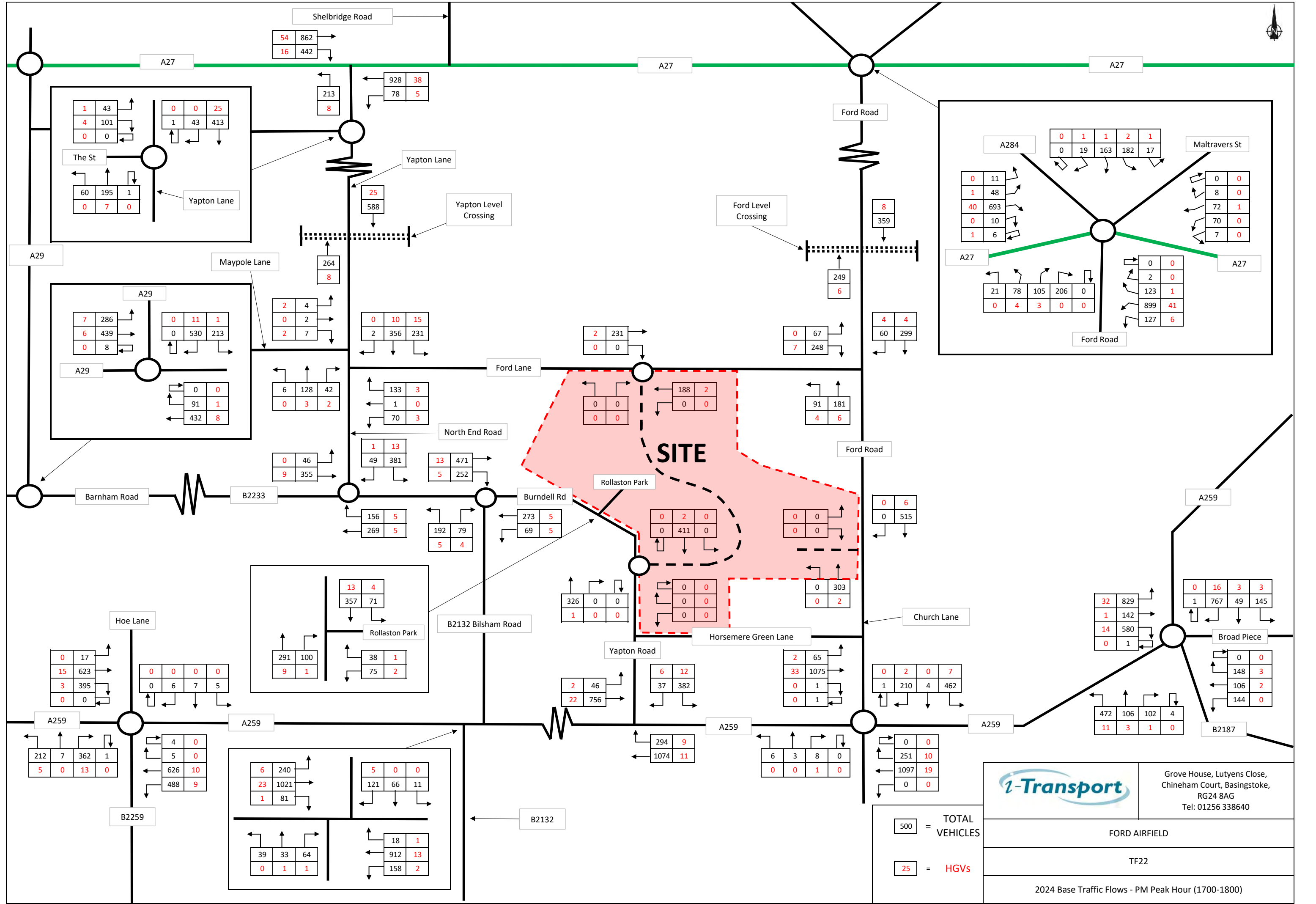
FORD AIRFIELD
TF20
2021 Base Traffic Flows - PM Peak Hour (1700-1800)





Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

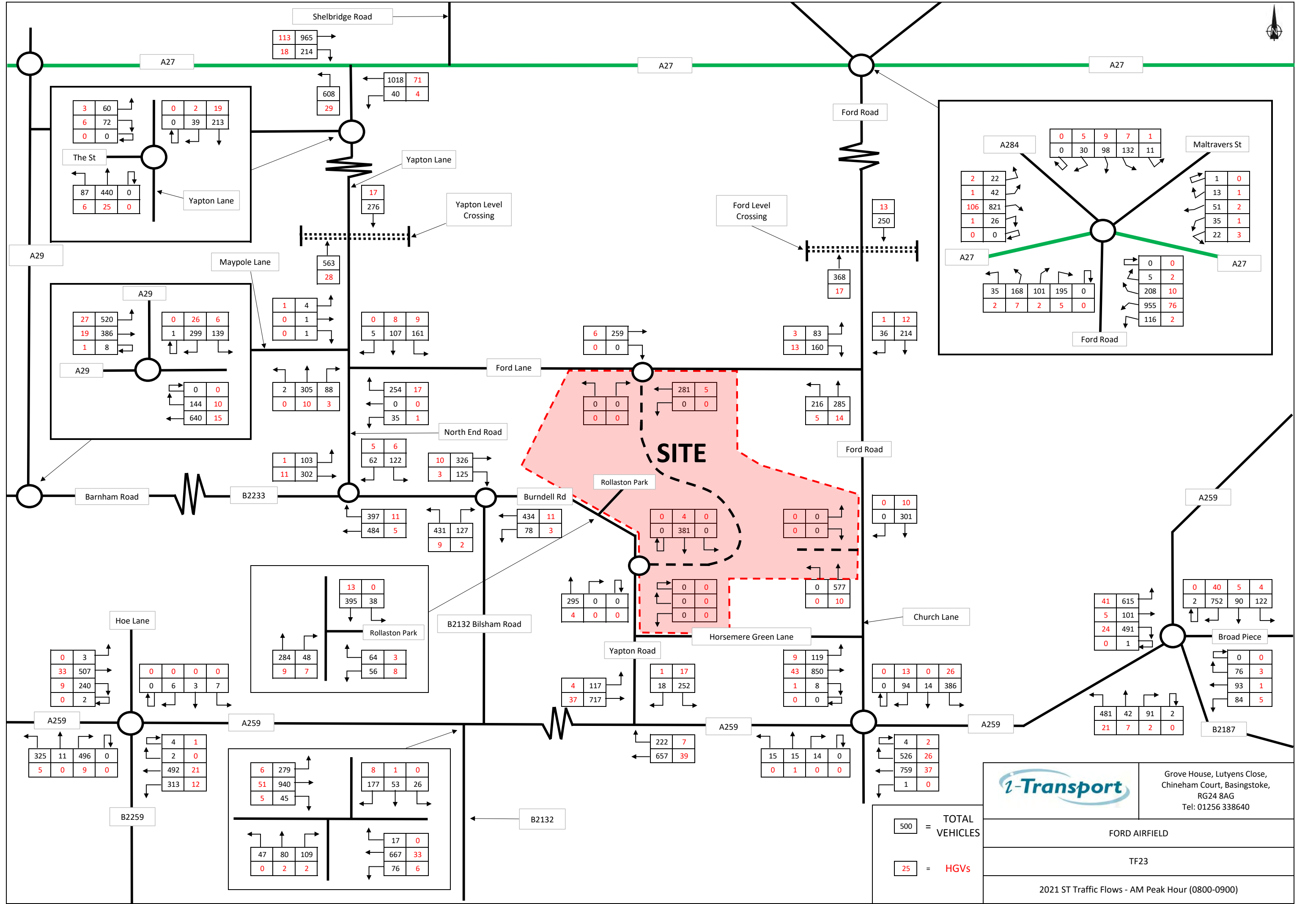
FORD AIRFIELD	
TF21	
2024 Base Traffic Flows - AM Peak Hour (0800-0900)	





Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

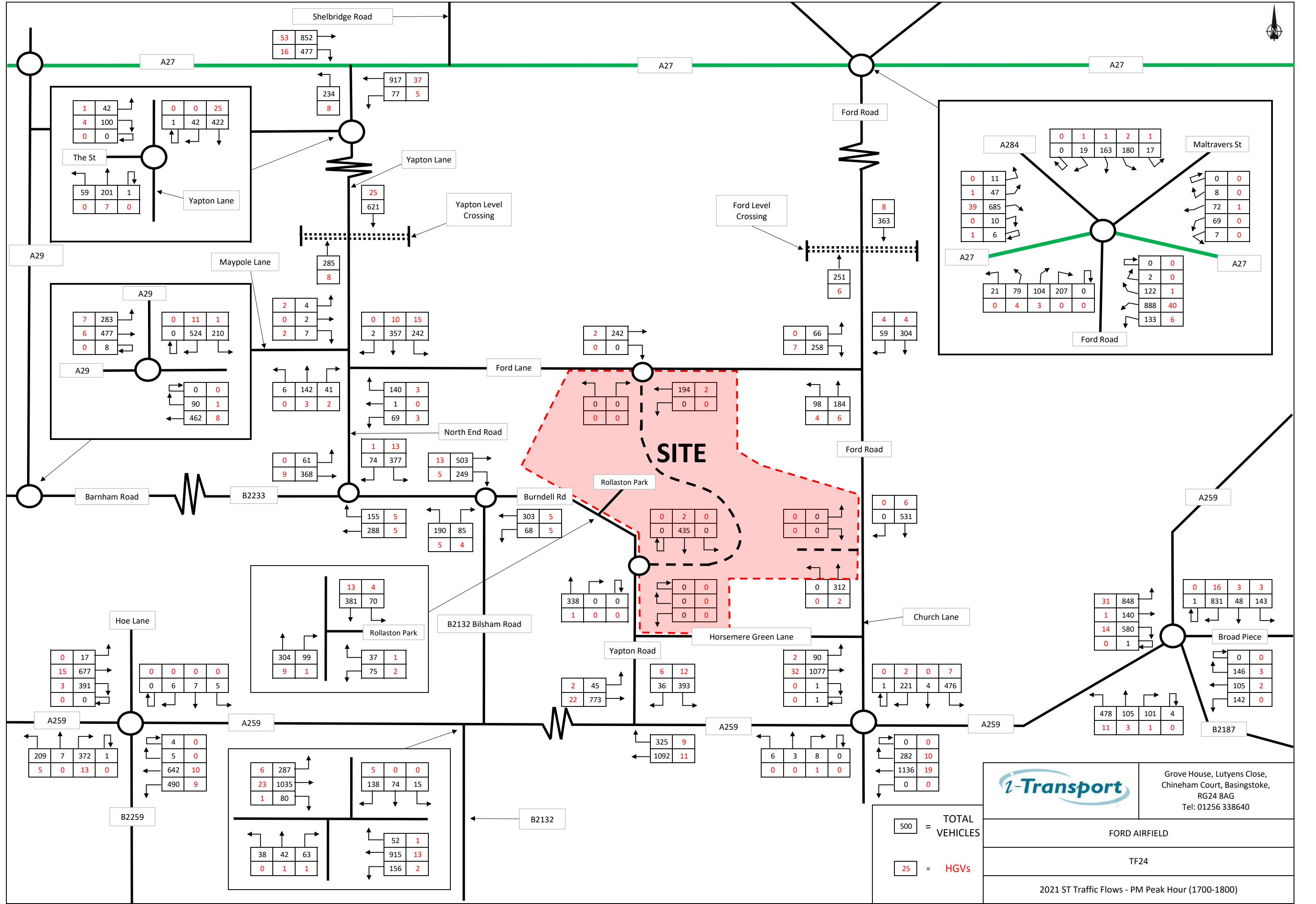
FORD AIRFIELD
TF22
2024 Base Traffic Flows - PM Peak Hour (1700-1800)





Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

FORD AIRFIELD
TF23
2021 ST Traffic Flows - AM Peak Hour (0800-0900)



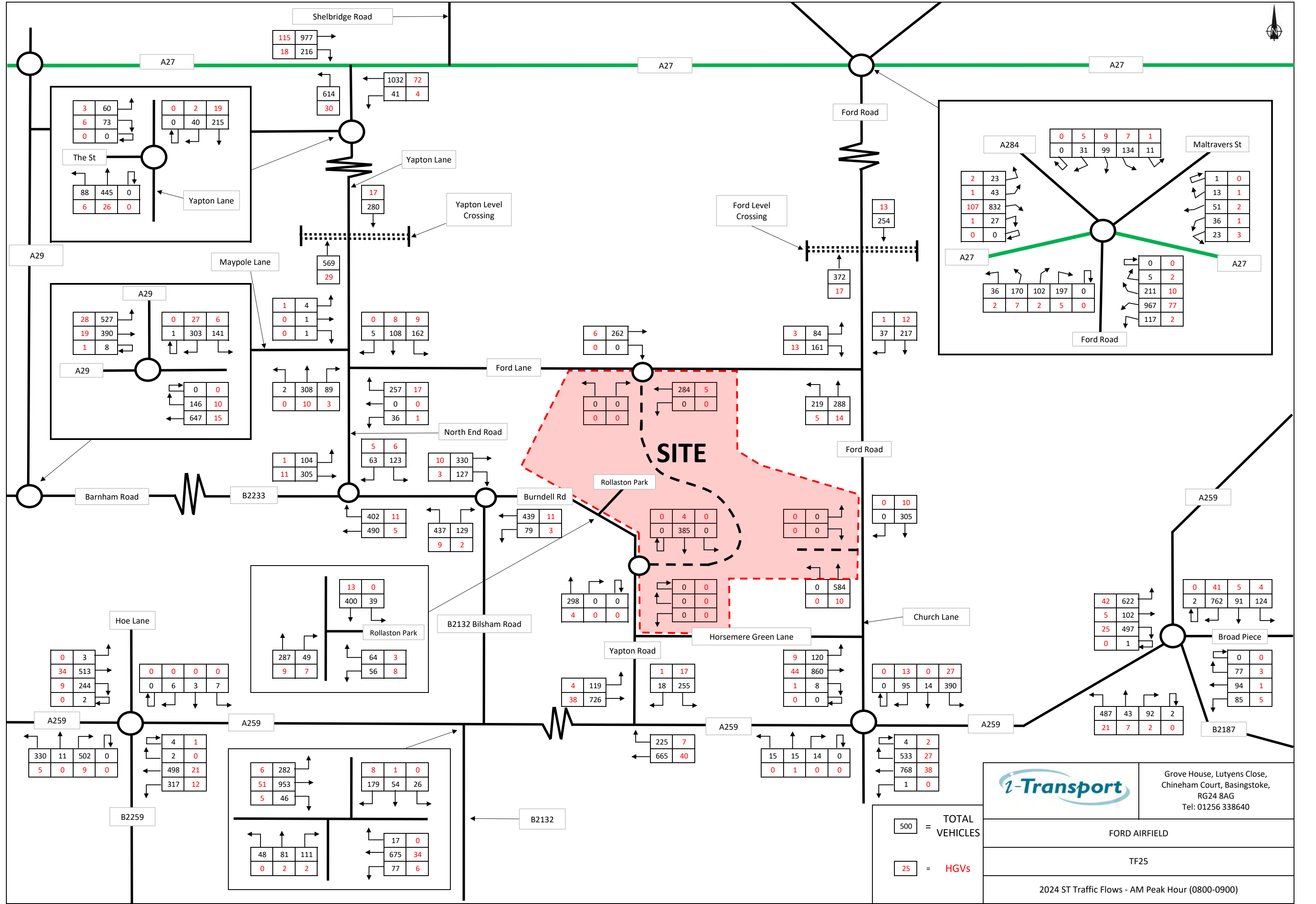


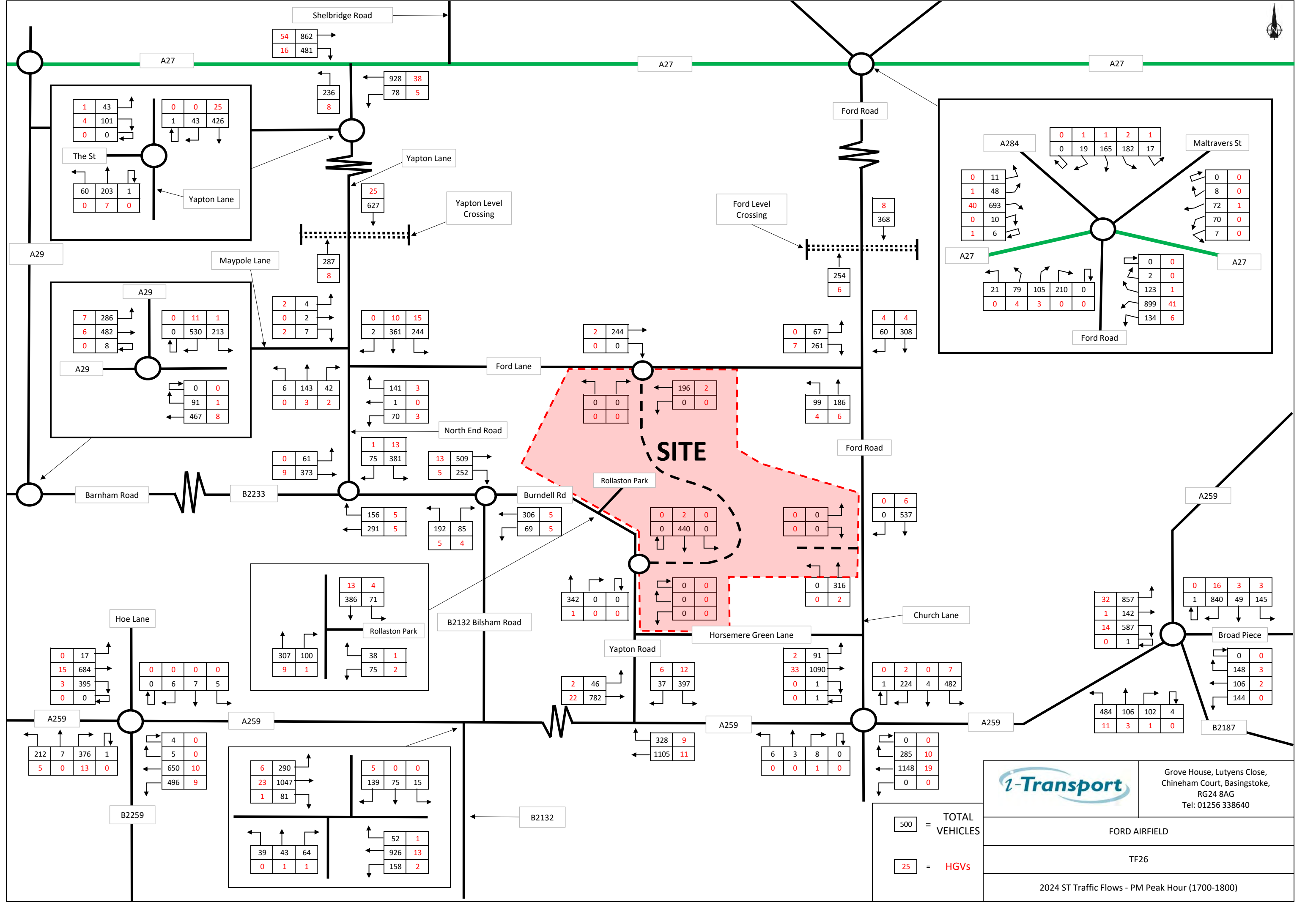
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

FORD AIRFIELD	
TF24	
2021 ST Traffic Flows - PM Peak Hour (1700-1800)	

500 = TOTAL
VEHICLES

25 = HGVs





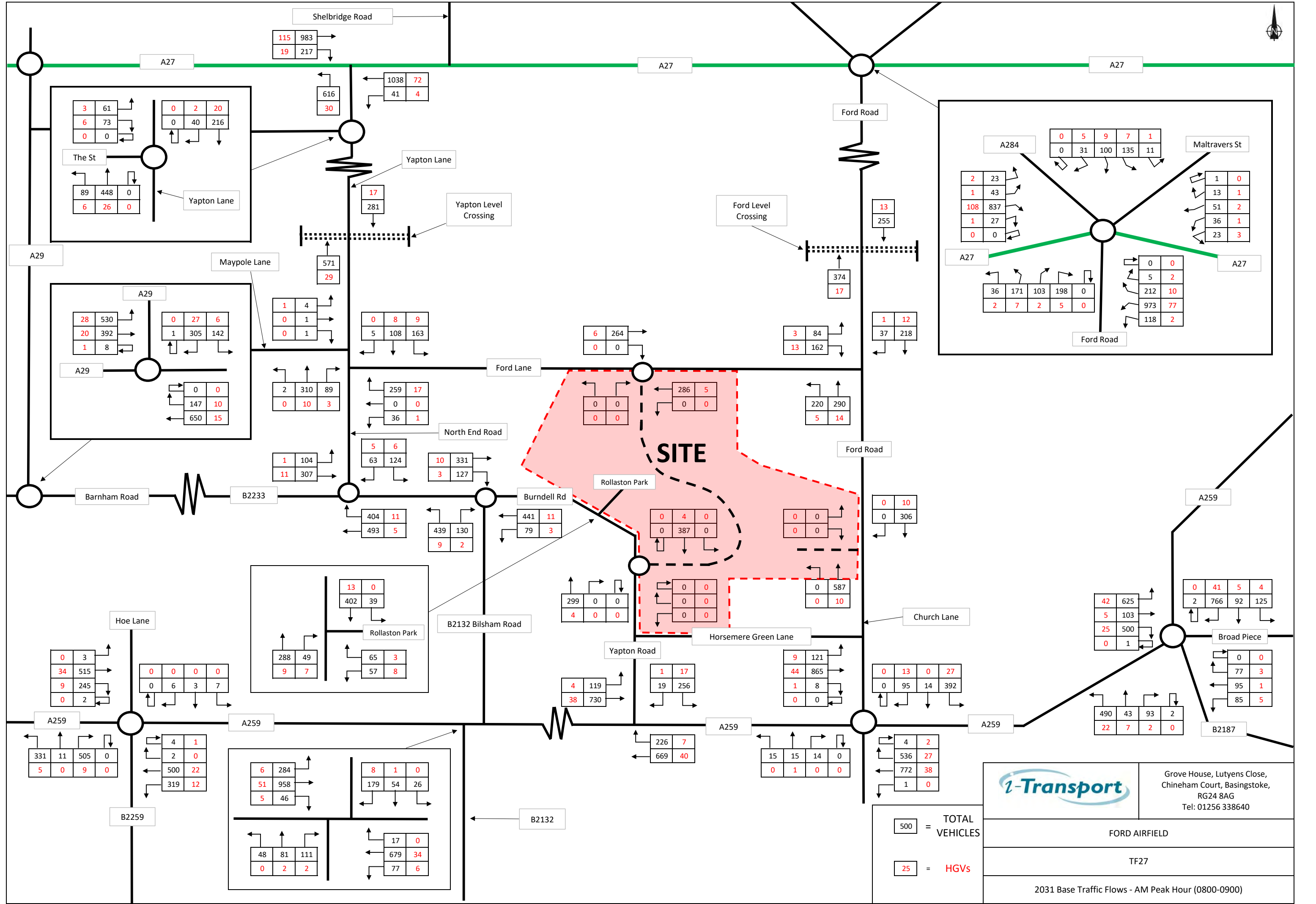


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Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

FORD AIRFIELD	
TF26	
2024 ST Traffic Flows - PM Peak Hour (1700-1800)	

500 = TOTAL VEHICLES

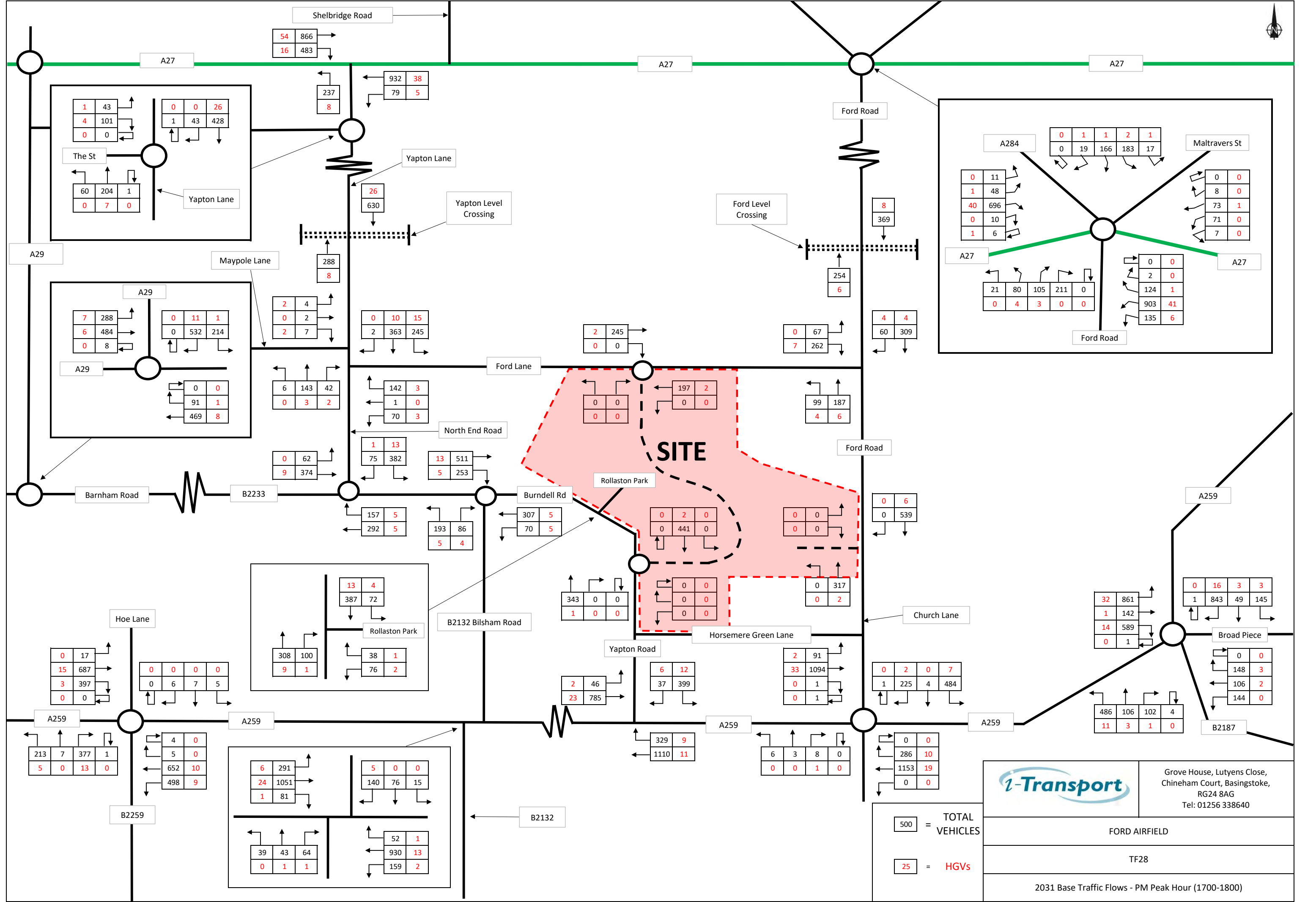
25 = HGVs





Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

FORD AIRFIELD	
TF27	
2031 Base Traffic Flows - AM Peak Hour (0800-0900)	





Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

FORD AIRFIELD	
TF28	
2031 Base Traffic Flows - PM Peak Hour (1700-1800)	

APPENDIX A

ARUN LOCAL PLAN HOUSING TRAJECTORY

Trajectory for Housing Implementation Strategy (HIS)

Net Completions		Years 1-5				
	Total	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
	3,047	722	475	359	601	890

Future Housing Supply		Years 1-5					Years 6 - 10					Years 11-15					Years 16-20					
	Total	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/20	2017/20	2018/20	2019/20	2020/20	2021/20	2022/20	2023/20	2024/20	2025/20	2026/20	2027/20	2028/20	2029/20	2030/20	Total
Commitments / Large Sites with Planning	3,433						562	457	667	463	264	180	120	120	120	120	120	120	0	0	0	3433
Made Neighbourhood Plan allocations	545						0	36	30	59	105	72	166	25	15	0	0	37	0	0	0	545
HELAA sites (Inside Built Up Area)	453						0	0	11	30	35	155	105	20	13	24	0	12	39	9	0	453
Sub Total	4,431						562	493	708	552	404	407	391	165	148	144	120	169	159	9	0	4431
10% slippage / non-implementation rate	443						56	49	71	55	40	41	39	17	15	14	12	17	16	1	0	443
Sub Total	3,988						506	444	637	497	364	366	352	149	133	130	108	152	143	8	0	3,988
Small site commitments	216						88	69	45	12	2	0	0	0	0	0	0	0	0	0	0	216
Windfall	922						0	6	30	63	73	75	75	75	75	75	75	75	75	75	75	922
Total	5,126						594	519	712	572	439	441	427	224	208	205	183	227	218	83	75	5,126

Potential Strategic Sites		Years 1-5					Years 6-10					Years 11-15					Years 16-20					
	Total	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/20	2017/20	2018/20	2019/20	2020/20	2021/20	2022/20	2023/20	2024/20	2025/20	2026/20	2027/20	2028/20	2029/20	2030/20	Total
Pagham South	400							50	50	50	50	50	50	50	50							400
Pagham North	800							50	75	75	75	75	75	75	75	75	75	75				800
West of Bersted	2,500								150	200	200	200	200	200	200	200	200	200	200	200	150	2,500
BEW	2,300							12	50	200	200	200	175	150	150	150	150	213	250	200	200	2,300
Fontwell	400								50	50	50	50	50	50	50	50						400
Yapton	400								25	50	50	50	50	50	50	50	25					400
Ford	1,500								100	150	150	150	150	150	150	150	150	100	100	0	0	1,500
LEGA	1,000											100	100	100	100	100	125	125	125	125	100	1,000
Angmering North	800							10	55	185	150	150	100	100	50							800
Angmering South and East	250											50	75	75	50							250
Climping	300								75	75	75	75										300
Total	10,650							122	630	1035	1000	1050	1025	1000	925	775	725	713	675	525	450	10,650

Future small sites allowance		Years 1-5					Years 6-10					Years 11-15					Years 16-20					
	Total	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/20	2017/20	2018/20	2019/20	2020/20	2021/20	2022/20	2023/20	2024/20	2025/20	2026/20	2027/20	2028/20	2029/20	2030/20	Total
Small Sites DPD / Neighbourhood Plans	1,250						0	0	0	0	0	0	0	100	100	100	200	200	200	200	150	1,250

Annualised Requirement		Years 1-5					Years 6-10					Years 11-15					Years 16-20					
		609	609	609	609	609	930	930	930	930	930	1310	1310	1310	1310	1310	960	960	960	960	960	

TOTAL SUPPLY	20,073	722	475	359	601	890	594	641	1,342	1,607	1,439	1,491	1,452	1,324	1,233	1,080	1,108	1,140	1,093	808	675	
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Requirements	Requirement	Housing Supply	Strategic Sites	Small Sites DPD	Total	Surplus
0-5 yrs (2011-2015)	3045	0	0	0	3047	2
6-10 yrs (2016-2020)	5600	2835	2787	0	5622	22
11-15 yrs (2021-2025)	6550	1505	4775	300	6580	30
16-20 yrs (2026-2030)	4800	786	3088	950	4824	24
Total	19995	5126	10650	1250	20073	78

APPENDIX B. Illustrative Masterplan