

Ford Market and Car Boot
Transport Statement

Client: Ford Airfield Market

i-Transport Ref: DS/EF/ITB13091-022B TS

Date: 19 December 2019

Ford Market and Car Boot Transport Statement

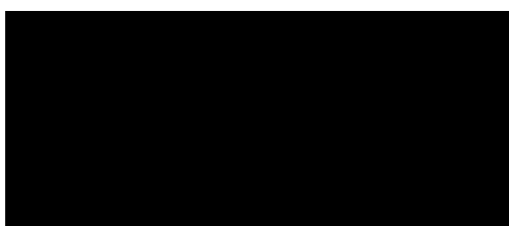
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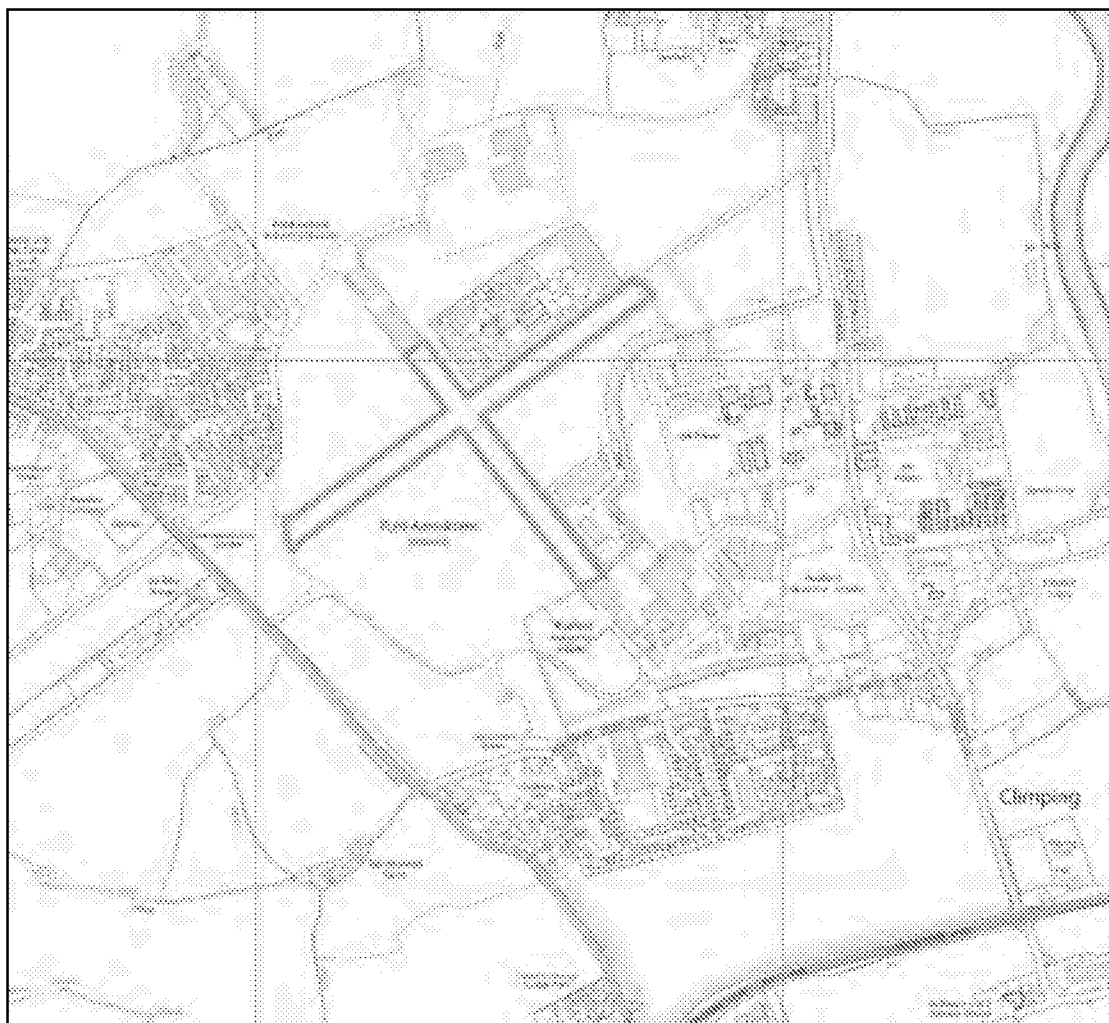
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SECTION 1 INTRODUCTION

- 1.1 Land at Ford Airfield is being promoted for a residential led mixed-use development comprising 1,500 new homes, local centre, primary school, 9,000sqm of employment floorspace and other associated uses. The site is identified as Strategic Site Allocation SD8 in Arun District Council's (ADC) Adoption Local Plan 2011-2031 (ALP). Ford Airfield is also allocated in the adopted ord Neighbourhood Plan as Policy SA1.
- 1.2 Whilst the majority of the allocated development site is formed of land in agricultural use, the runways of the airfield have consent, and are used, for the operation of a market (on a Sunday) and car boot (on Thursdays, Saturday and Sundays). These sales, along with the associated car parking, take place on the area out in blue in **Image 1.1**, below.

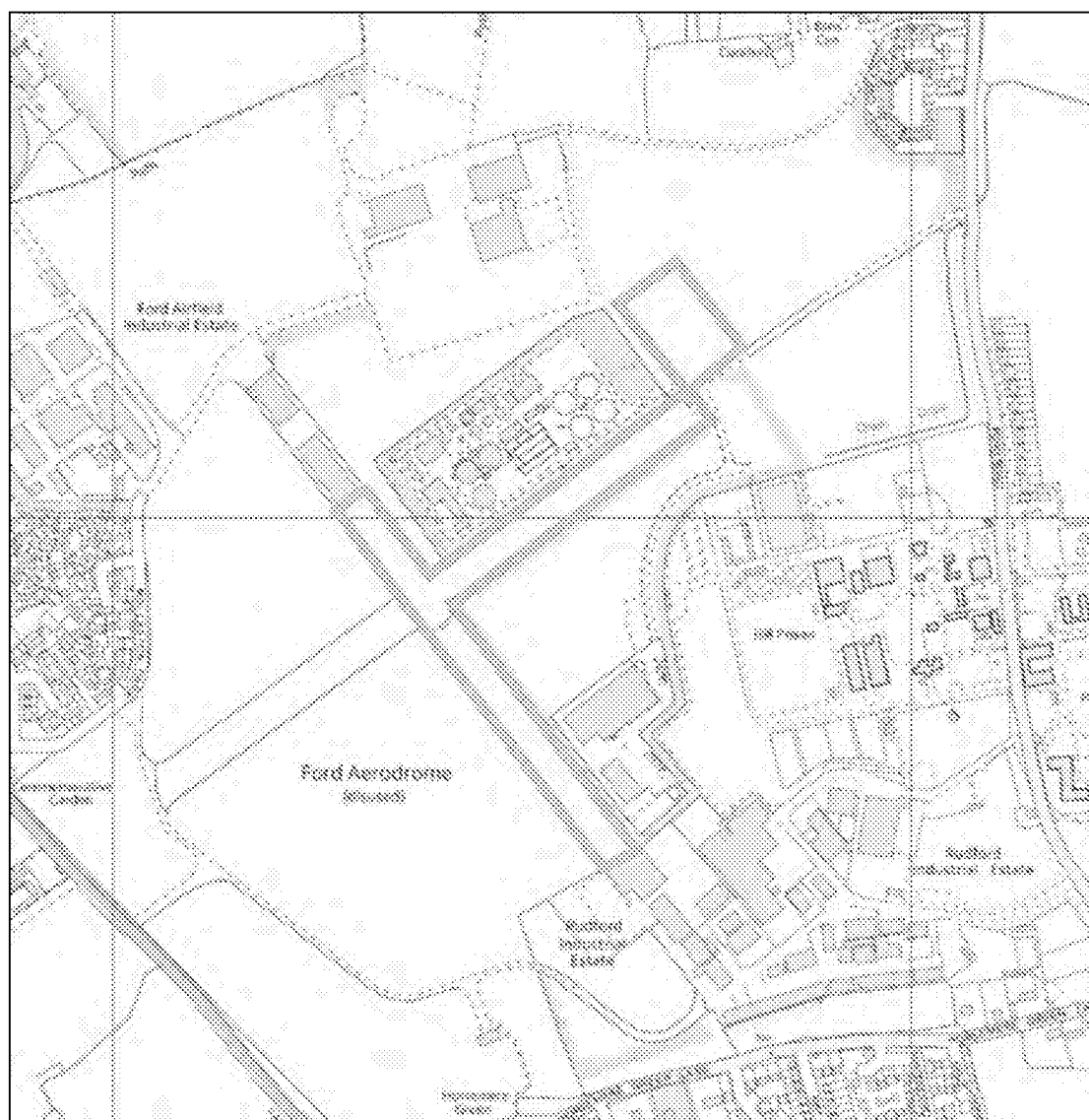
Image 1.1: Existing Market and Car Boot Location



Source: Consultants image

- 1.3 As part of the development of the site, the Ford Market and Car Boot (FMCB) is to be retained on the eastern, southern and northern runways of the airfield. To enable the development of land to the west of the Airfield, allocated for residential development as part of the ALP, activities on the western runway are to cease and land for reprovision of vehicular parking is to be provided to the north east of the market, as identified in **Image 1.2**. This area is accessed via and existing access road from Ford Road.

Image 1.2: Proposed Market and Car Boot Location



Source: Consultants image

1.4 Ford Airfield Market has appointed i-Transport LLP to provide highways and transportation advice in relation to the reconfiguration of the site, and this Transport Statement (TS) has been prepared to support a full planning application. It is informed by traffic data collected on FMCB operation days, and the strategy has been informed by advice provided by Arun District Council, as the local planning authority, and West Sussex County Council, as the local highway authority.

1.5 The remainder of this TS is structured as follows:

- Section 2 – Background and Context;
- Section 3 – Existing Conditions;
- Section 4 – Access and Parking;
- Section 5 – Layout and Operation;
- Section 6 – Traffic Impact; and
- Section 7 – Summary

SECTION 2 BACKGROUND AND CONTEXT

2.1 Planning History

- 2.1.1 Ford Market and Car Boot (FMCB) has a history dating back to the 1970's and the site has been subject to a number of planning application to regularise activities. The current FMCB operations take place under the planning permissions set out in **Table 2.1**, below:

Table 2.1: Existing Market and Car Boot Planning Consents

Market Day	Reference	Description	Approval Date
Sunday	F/14/95	Renewal of consent for use of land at Ford Airfield for Sunday Trading Market of 200 stalls and 2,000 car parking spaces	10/03/1993
Thursday	F/10/07	Use of market for Thursday car boot sales.	17/10/2007
Saturday	F/12/10	Variation of Condition No. 1 imposed on planning permission F/35/99 to permit the operation of a Farmers Market. Substitution of Condition No. 10 to read "No vehicles shall enter the site before 7.30 hours and all vehicles shall be removed from the site by 16:30 hours on the same day".	23/04/2012

- 2.1.2 A number of conditions have been attached to the Market and Car Boot planning permissions to control how the site operates including restrictions on timing, noise and maximum number of traders. The key transport related conditions are summarised in **Table 2.2**, below.

Table 2.2: Summary of Key Transport Related Conditions

Day	Description
Thursday/Saturday/ Sunday	No vehicle shall enter the site before 07:30 and all vehicles shall be removed by 16:30 the same day
Thursday/Saturday/ Sunday	No more than 250 vehicles shall be stationed within the trading enclosure at any one time. No vehicles other than private cars or light commercial vehicles shall be stationed within the trading enclosure
Thursday/Saturday	The spaces on the site layout plan for customers' cars shall be retained and used for no other purpose
Thursday/Saturday/ Sunday	Only the two accesses as shown on the approved drawing shall be used for vehicular access to and from the site

- 2.1.3 It should be noted that the conditions relating to the use of the access do not require both accesses to be operational at any one time; occasionally, there has been the need for an access to be closed in the event of an incident (e.g. an abandoned vehicle or risk of trespass). Rather, given that there are other access points to the airfield (e.g. from Horsemere Green Lane or via Rollaston Park), the conditions restrict which accesses can be used to access FMCB.

2.2 Pre-Application Consultation

- 2.2.1 In developing the access strategy for the site both Arun District Council (ADC) in their capacity as the local planning authority, and West Sussex County Council (WSCC), in their capacity as the local highway authority, have been engaged for pre-application advice in respect of the access arrangements.

Arun District Council

- 2.2.2 Through pre-application advice, ADC advised that the LPA would have concerns with the retention of vehicular access to the market through the proposed residential development due to the potential impact upon residential amenity of future residents and the impact to highway safety.
- 2.2.3 ADC also advised that concerns were expressed by Councillors through the Yapton, Ford and Climping Advisory Group regarding the relationship between the market and proposed residential development.
- 2.2.4 Therefore, ADC advised that it would be problematic for the determination of any future application should access to the market be retained from the west through the residential development. A copy of the email summarising the advice provided is provided at **Appendix A**.

West Sussex County Council

- 2.2.5 The County Council has been engaged throughout the preparation of the transport documents required to support a planning application for the development of Ford Airfield. Advice has been sought on various transport and highway matters including the parameters of the Transport Assessment, the scope of the network impact assessment and the principles of the internal layout.

- 2.2.6 A meeting was held with County Highways on 21 November, attended by the County Highways Manager and representatives of both i-Transport and Barton Willmore Master Planning; the meeting included discussion regarding the principles and design of the internal layout.
- 2.2.7 The County Council are of the view that the internal layout of the residential development should be focussed on providing permeability and connectivity for pedestrians and cyclists, so that sustainable modes of transport are the primary means of travel (particularly for shorter journeys). To achieve this, good practice includes:
- Minimising the need to drive within the site to prevent severance of communities and to enhance the amenity for walking and cycling journeys;
 - Carefully designing parking in public areas to reduce vehicular movement within the site and discourage indiscriminate parking;
 - Provide separation from non-complementary uses and those that generate a high volume of traffic (either over a prolonged period or short, intensive periods) and uses that generate movements by larger vehicles.
- 2.2.8 The future access strategy of FMCB was discussed further with County Highways on the 11 March 2019 as part of a telephone call. During the discussion two access strategy options were presented to the County Council for consideration; the retention of the two existing points of access, or consolidation of access arrangements into a single point of access from Ford Road, with a pedestrian, cyclist and emergency vehicle access provided from the west of the site.
- 2.2.9 In response to the identified strategies, the County Council echoed the aspirations of ADC and expressed a preference for a single point of access to FMCB to be pursued, since this would allow for separation of uses and clear definition of typical residential uses (e.g. housing, schools, community facilities) and uses with non-complementary traffic characteristics (e.g. employment areas generating large vehicles and FMCB generating high vehicle volumes at off-peak times).
- 2.2.10 The County Council also referred to a 'residential corridor' being created along Yapton Road, through from Climping to Yapton. The retention of a western access could result in severance of the corridor when FMCB is operating at its peak.

SECTION 3 EXISTING CONDITIONS

3.1 Introduction

- 3.2 This section of the TA describes the existing transport conditions in the area, including the opportunities for walking, cycling and the use of public transport.

3.3 Site Location

- 3.3.1 The site is located on the existing Ford Airfield, to the west of Ford and south of the village of Yapton. It is bounded by Yapton Road and residential properties to the west, Rudfield Industrial Estate to the south, Ford Road to the east and Ford Lane to the north. A site location plan is included at **Figure 1**.
- 3.3.2 The site is currently accessed from a simple priority junctions onto Yapton Road, to the western runway, or via a ghost island right turn lane junction onto Ford Road that leads onto an access road that connects to the eastern runway.
- 3.3.3 The Airfield can also be accessed from Ford Lane and Rollaston Park, providing connection through the northern runway, or via Horsemere Green Lane which provides a connection to the western runway. However, the conditions of the planning consents that the FMCB operates under restricts the use of these access points.

3.4 Walking and Cycling Facilities

- 3.4.1 The local highway network in the vicinity of the site provides a range of pedestrian and cycling opportunities. This section of the TS should be read in conjunction with the Local Highway Network Plan provided at **Figure 2**.

Ford Road/Station Road/Church Lane

- 3.4.2 Ford Road is situated to the east of the development and provides for a continuous footway circa 2.5m on the western side of the carriageway. Along a majority of its length the footway is set back from the edge of the carriageway by a verge circa 1.0m wide. Dropped kerb crossing points are provided at all minor road junctions, and street lighting is provided for a section of the footway adjacent to HMP Ford.

- 3.4.3 To the north, Ford Road leads into Station Road. The footway continues north to, and past, Ford Railway Station and comprises a 2.0-2.5m footway. Along the majority of its length the footway is separated by a wide grass verge circa 2.5m wide.
- 3.4.4 To the south Ford Road leads into Church Lane where the route continues on the western side of the carriageway. A pedestrian refuge island is provided to the north of the access to Rudford Industrial Estate allowing pedestrians to cross to the eastern side of the carriageway. The footway on the western side ends to the south of the junction with Horsemere Green Lane, but the route continues on to the A259 on the eastern side.

A259

- 3.4.5 A 3.0m wide foot/cycleway is situated to the north of the A259 carriageway. The route was implemented by WSCC in 2018; NCN Route 2, a long-distance cycle route between Dover and St Austell, is to be diverted onto the new facility in 2019.
- 3.4.6 The junction of Church Lane/A259 is formed of a roundabout arrangement and, as part of the Climping Strategic Development, the roundabout is to be replaced by a larger roundabout arrangement. On the Church Lane arm of the junction, a pedestrian refuge island with dropped kerbs and tactile paving is provided (and will re-provided as part of the new junction arrangement) enabling pedestrians and cyclists to cross to the new foot/cycleway for westbound journeys.
- 3.4.7 A Toucan crossing, situated to the west of the Church Lane roundabout, is to be provided as part of the Climping Strategic Development and will enhance crossing provision over the A259 and onwards to Climping Beach. It also offers an alternative means to the use of the staggered refuge island crossing, to the east of the roundabout, for pedestrians and cyclists to cross the A259 in order to access the continuation of NCN Route 2 via Ferry Road to Littlehampton.

Yapton Road/Burndell Road/North End Road

- 3.4.8 B2233 Yapton Road is located to the west of the development site and no footways are present along the route. Whilst NCN Route 2 will be diverted to the new foot/cycleway along the A259, the current route uses Yapton Road.
- 3.4.9 To the north of its junction with Rollaston Park, Yapton Road joins with Burndell Road. A 2.0m wide footway is provided on the eastern side of the carriageway and dropped kerb crossings are provided at the junctions with Fordwater Gardens, Goodhew Close and Downview Road.

3.4.10 A footway on the western side of Burndell Road, circa 1.5m wide, commences to the north of Goodhew Close. A pedestrian refuge island crossing with dropped kerbs and tactile paving is provided at the mini roundabout with Bilsham Road. Street lighting is provided, and majority of this road is overlooked by residential properties.

3.4.11 A footway circa 2.0m wide is provided along the eastern side of B2132 North End Road from the junction with Burndell Road. A footway on the western side commences approximately 50m north of the junction and continues to reach Yapton C of E Primary School. The footway on the western side ends north of the Avisford Medical Centre but commences again after approximately 50m where the footway is separated from the carriageway by a wide grass verge.

3.5 Public Rights of Way

3.5.1 There is a network of Public Rights of Way that run through and near the site as shown in **Figure 3**, including:

- Footpath No. 175 provides an east- west connection between Church Lane and Yapton Road to the south of the site;
- Footpath No. 366 provides an east -west connection between Ford Lane and The Towpath;
- Footpath No. 200_2 connects Footpath 366 with Burndell Road;
- Footpath 170 provides a north - south connection between Footpath 366_1 and Burndell Road via Fordwater Gardens; and
- Footpath No. 200_3 provides a connection to Ford Road in the northeast corner of the site.

3.6 Public Transport

3.6.1 Whilst public transport is unlikely to be a primary mode of transport for visitors to FMCB, given the nature of the use and the potential need for transporting bulky and heavy goods, a summary of the existing public transport provision is provided.

Bus

- 3.6.2 The closest bus stops to the site are located on Yapton Road approximately 500m from the centre of the site. These stops are served by the regular bus service 700. **Table 3.1** shows detail of the local bus service.

Table 3.1 Ford Bus service

Service	Route	Service Frequency			First Bus (Mon – Fri)	Last Return (Mon – Fri)
		Weekdays	Saturdays	Sundays		
700	Littlehampton – Chichester	20-minute service	20-minute service	½ Hourly Service	05:27 to Chichester 06:01 to Littlehampton	21:23 from Chichester 22:34 from Littlehampton

Source: Traveline southeast

Rail

- 3.6.3 Ford Rail Station is located approximately 1.5km to the northeast of the site and provides rail services operated by southern. **Table 3.2** summarises existing services from the station.

Table 3.2: Ford Rail services

Destination	Service Frequency			Average Journey Time
	Weekdays	Saturdays	Sundays	
Littlehampton	2 services	2 services	1 service	5 minutes
Portsmouth	2 services	3 services	2 services	45 minutes
Southampton	2 services	2 services	2 services	1hr 15 mins
Brighton	2-3 services	2 services	2 services	43 minutes
London	3-4 services	3 services	2 services	1hr 37 minutes

Source: National Rail Enquiries

3.7 Local Highway Network

Yapton Road

- 3.7.1 The site lies to the east of B2233 Yapton Road, a single carriageway road circa 6.5m wide and subject to a 30mph speed limit; to the south of the junction with Rollaston Park the speed limit increases to 40mph.

Ford Road

- 3.7.2 Ford Road runs along the eastern boundary of the site and is a single carriageway road circa 6.5m wide, with a speed limit of 40mph. A footway on the western side provides a connection to Ford Railway Station.
- 3.7.3 To the south of Ford Road, the road transitions from Ford Road to Church Lane on the approach to the A259. To the north of Ford Road, on the approach to Ford Railway Station, the road transitions to Station Road. A level crossing of the West Coastway Railway Line is situated on Station Road.

A259

- 3.7.4 Approximately 1km to the south of the site, Yapton Road and Church Lane connect with the A259. This single carriageway is subject to national speed limit and provides an east-west connection between Goring on Sea and Bognor Regis.
- 3.7.5 The junction of Yapton Road and the A259 comprises a ghost island right turn junction; the junction is known locally at the 'Oystercatcher Junction', and the junction has been identified as part of the Adoption Arun Local Plan as requiring strategic intervention; contributions are to be sought from strategic development to fund an, as yet, unidentified improvement scheme.
- 3.7.6 The junction of Church Lane and the A259 comprises a roundabout arrangement. The junction has been identified as part of the Adoption Arun Local Plan as requiring mitigation to address the traffic impact of planned development. Whilst the Transport Study accompanying the Local Plan identified a scheme of approach widening on the westbound arm of the junction, the Climping Strategic Development is to deliver a 50m ICD roundabout at the junction as part of the site access arrangements.

Ford Lane

- 3.7.7 Ford Lane is situated to the north of the Ford Airfield development site. The road is typically 6.0-6.5m wide along its length and subject to a 40mph speed limit. No footways are present along the route.

A27

- 3.7.8 Approximately 4km north of the development site Ford Road connects with the A27. The A27 corridor forms part of the Strategic Road Network (SRN), managed by Highways England (HE) and provides a link between Chichester and Portsmouth to the west.
- 3.7.9 Highways England are currently consulting on plans to deliver an Arundel Bypass, which has an estimated scheme cost of £100m-£250m. Further consultation is due to commence in Autumn 2019; however, the delivery of local plan development is not predicated on the delivery of a bypass scheme.

SECTION 4 ACCESS AND PARKING STRATEGY

4.1 Vehicular Access

- 4.1.1 Following advice from the local authorities during pre-application engagement, the reconfiguration of FMCB has been progressed on the basis of a single point of general vehicle access from Ford Road, with pedestrian and emergency vehicle access provided from the west. No general vehicular traffic will be able to access FMCB through the proposed residential development.
- 4.1.2 Access and egress for all vehicles accessing the Market and Car Boot will be achieved via the existing 'Hunterford' access junction onto Ford Road. The junction comprises a simple priority arrangement with associated ghost island right hand turn lane. The access arrangements are presented in **Drawing ITB13091-GA-021**, which can be found at the end of this TS.
- 4.1.3 The existing junction has been designed to accommodate large vehicle movements associated with the water treatment plant and the recycling and waste transfer site. In addition, planning consent has recently been granted that allows Grundon to utilise the access and access road for both entry and exit to their site. The access provides ample space to enable large vehicles to pass one another, both along the access road and at the junction with Ford Road; it would therefore be suitable to serve two-way traffic associated with the Market and Car Boot in its current form and without modification.
- 4.1.4 A review of Personal Injury Accident (PIA) data for the period 01/11/2013 and 31/10/2018 indicates that there have been no injury accidents recorded at the junction. An extract of the PIA map is provided in **Image 4.1**, overleaf.

Image 4.1: Personal Injury Accident Map Extract



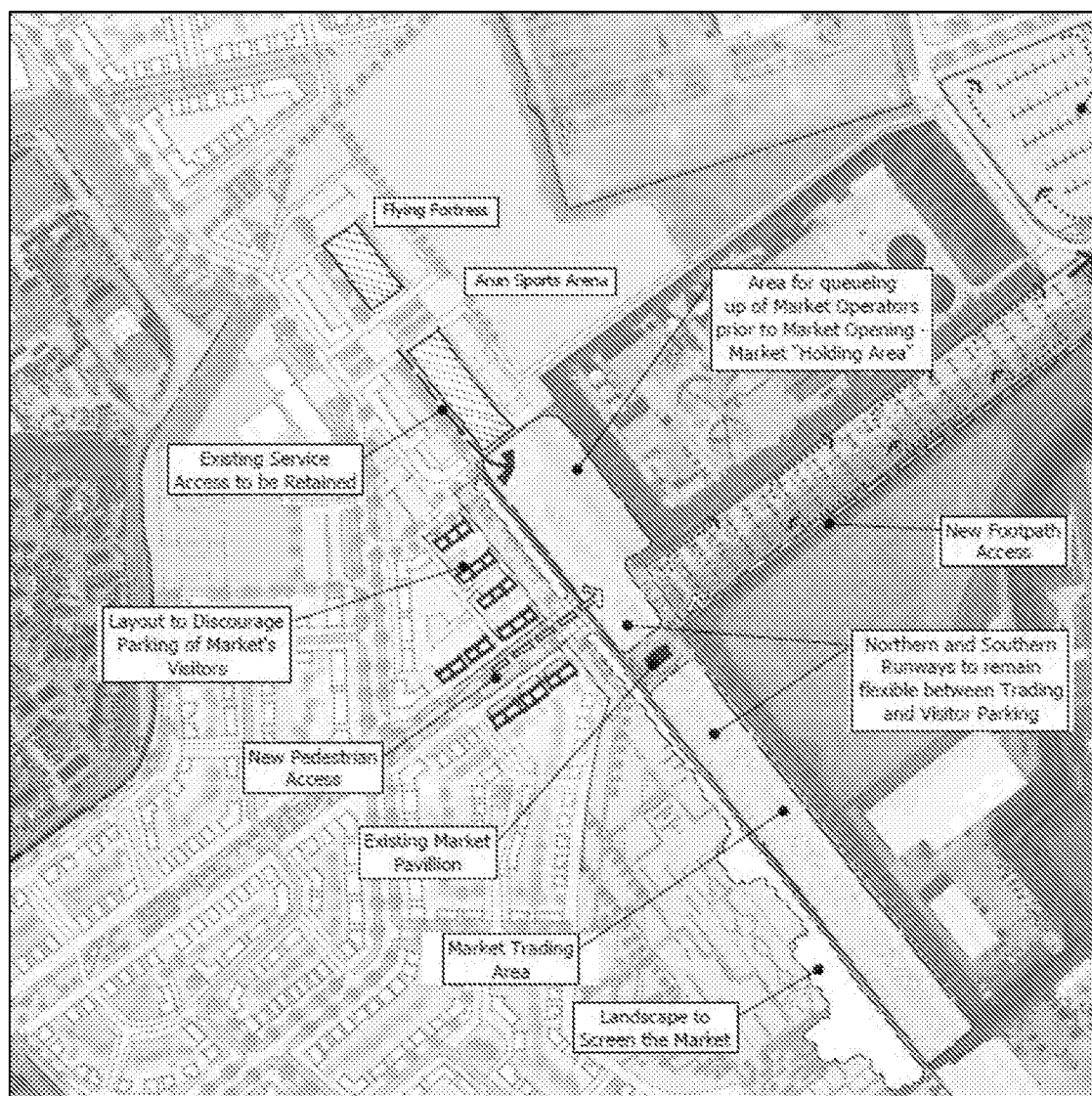
Source: Sussex Safer Roads

- 4.1.5 Traffic associated with FMCB typically occurs outside of peak network conditions (i.e. during the morning at weekends and outside of weekday peak hours). As vehicular traffic associated with the employment uses would be greatly reduced at the weekends, particularly on a Sunday when traffic flows associated with FMCB are expected to be at their greatest, the use of the access for both entry and exit is unlikely to significantly alter its operation. Junction capacity modelling is provided in Section 6 of this TS.

4.2 Pedestrian and Emergency Access

4.2.1 In keeping with the strategy to provide pedestrian and cyclist permeability throughout the 'residential corridor' along Yapton Road, non-vehicular access to the Market and Car Boot from the new development, and onwards towards Yapton and Horsmere Green Lane, will be provided through the residential development to the western side of the trading area. The links are shown in the overview plan provided at **Appendix B**, and an extract of the connections to the western side of FMCB are shown in **Image 4.2**, with the red arrow denoting the emergency access and white arrows denoting pedestrian links.

Image 4.2: Western Pedestrian Links and Emergency Access Location



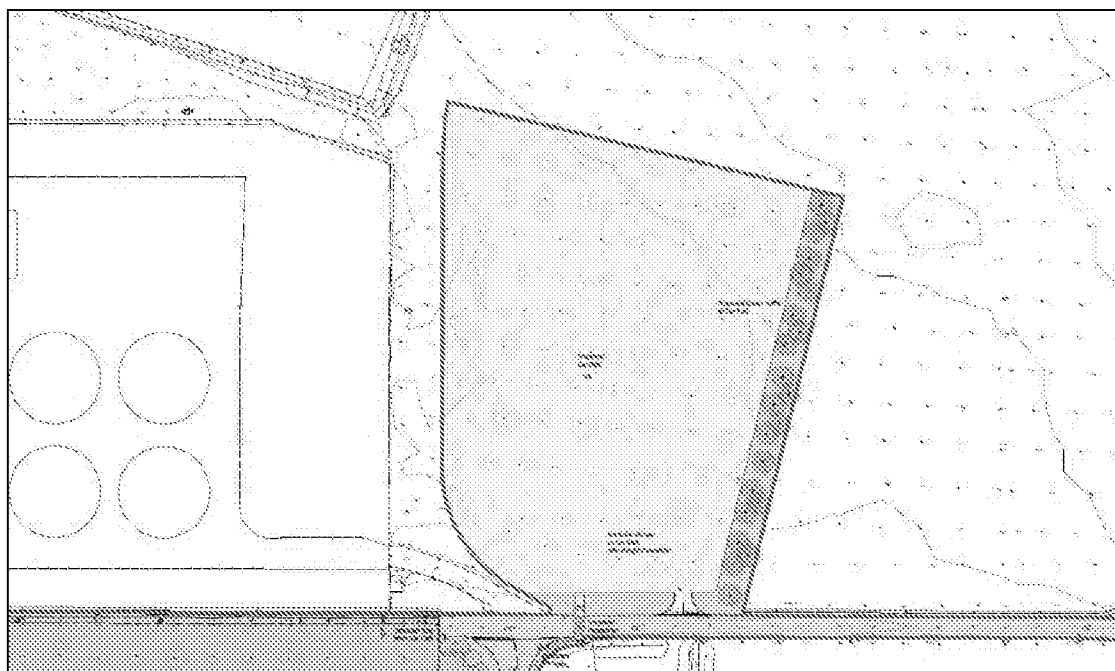
Source: Barton Willmore

- 4.2.2 The pedestrian access will comprise a 2m wide gated access which will be closed when the market is not in operation. The emergency access will comprise a 3.7m wide gated access with a removable bollard which will only be used for access by emergency vehicles, or occasional access by the landowners in connection with maintenance of the site or other similar activities. In the event of an emergency, FMCB staff will be on-site to assist with the opening of the gate and removal of the bollard.

4.3 Car Parking

- 4.3.1 The current consent allows parking for approximately 2,000 vehicles, an arrangement which includes the flexible use of the southern and northern runways for either trading or parking provision, and usage of the western and eastern runways laid out for parking.
- 4.3.2 The eastern and western runways provide space for approximately 780 and 720 vehicles respectively. The western runway measures some 38.8m x 385.7m (14,965m²) and the eastern runway some 38.8m x 395.0m (15,325m²). The dimensions of the western and eastern runways are shown in **Drawings ITB13091-GA-020** and **ITB13091-GA-018** respectively, which can be found at the end of this TS.
- 4.3.3 The western runway forms part of the land allocated for residential development through ALP Policy SD8; therefore, it will no longer be available for parking associated with FMCB. Therefore, in order to maintain the existing capacity, car parking is to be provided to the north of the access road, as shown shaded grey on the detailed site layout; the layout is provided at **Appendix C** and an extract of the drawing is shown in **Image 4.3**. The area of the car parking re-provision is consistent with the western runway that it replaces, with an area circa 15,000m².

Image 4.3: Parking Re-provision Area



- 4.3.4 The arrangement enables the identified re-provision area to be utilised as an overflow car park, with vehicles directed to park at this location once the primary car park is full.
- 4.3.5 The use of the eastern runway as a primary car park with the overflow positioned off the access road will reduce the likelihood of site access congestion occurring, given that vehicular flows into the Market and Car Boot will have likely reduced by the time the overflow car parking area is brought into use and the use of 2 distinct areas will minimise opposing flows.
- 4.3.6 The retention of the Market and Car Boot on the southern runway also enables a safe route for pedestrians originating from the west of the site, who would not have to negotiate a live car park to access a market located adjacent to Ford Road. The length of the journey would also remain the same, reducing the likelihood of those who already walk to the Market and Car Boot changing their mode of transport, with the added benefit of dedicated pedestrian infrastructure on the approach to FMCB.

SECTION 5 LAYOUT AND OPERATION

5.1 General Principles Summary

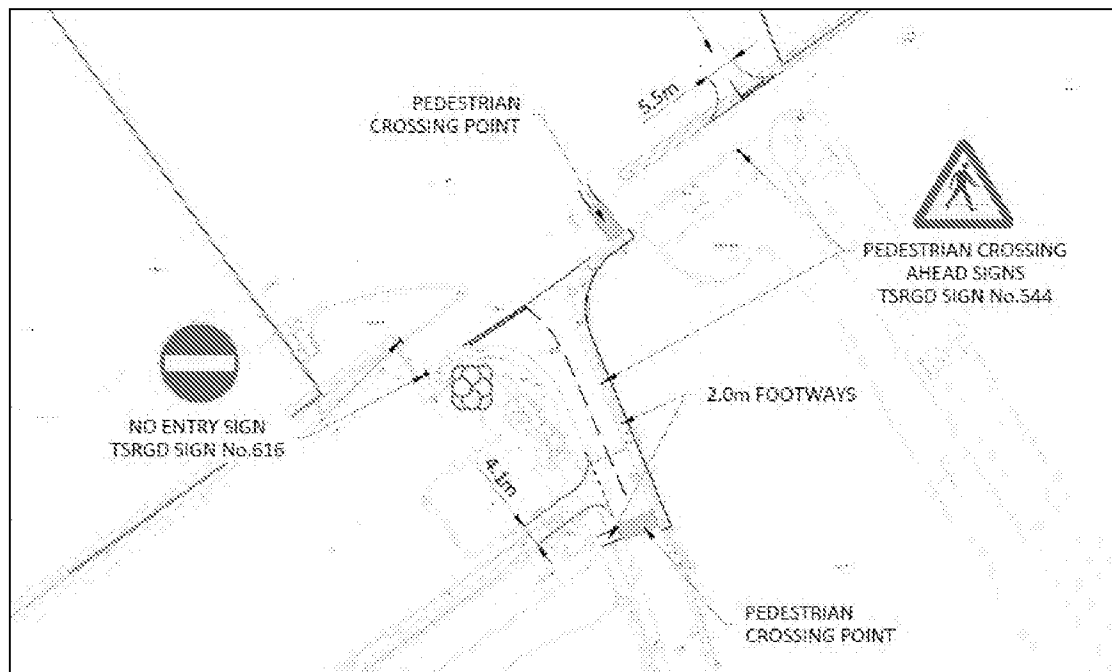
- 5.1.1 General vehicular access to FMCB will be provided from Ford Road only, utilising the existing 'Hunterford' ghost island right turn priority junction. Only emergency vehicles and vehicles being used in connection with the business (e.g. for maintenance purposes) will be able to access the site from the west. However, general pedestrian and cycle access to FMCB will be provided from the west.
- 5.1.2 The southern runway is to be retained as the market trading area, with the northern runway retained for flexible use; this area has historically been used to accommodate trading stalls during peak operation but can also be used to provide a holding area for trading vehicles prior to set up or for overspill car parking.
- 5.1.3 The parking area to the north of the access road will function as an overflow car park. Customers will be directed to the primary car park upon arrival at FMCB but, in the event the primary car park is full, customers will be redirected to the overflow car park.

5.2 Primary Car Park

Access and Circulation

- 5.2.1 Access to the eastern runway is currently achieved through a 2-way access situated in the north eastern corner of the runway. However, the existing arrangement reduces the space available for cars to park by severing the area immediately adjacent to the south of the access from the remainder of the car park; this area is currently used as a compound storage area but is being relocated within the site.
- 5.2.2 To enhance the circulation and to make most efficient use of the space available, distinct entry and exit locations are to be provided. The revised access arrangements are presented in **Drawing ITB13091-GA-036 Rev G**, an extract of which is shown in **Image 5.1**, overleaf:

Image 5.1: Eastern Runway Access



Source: ITB13091-GA-036 Rev E

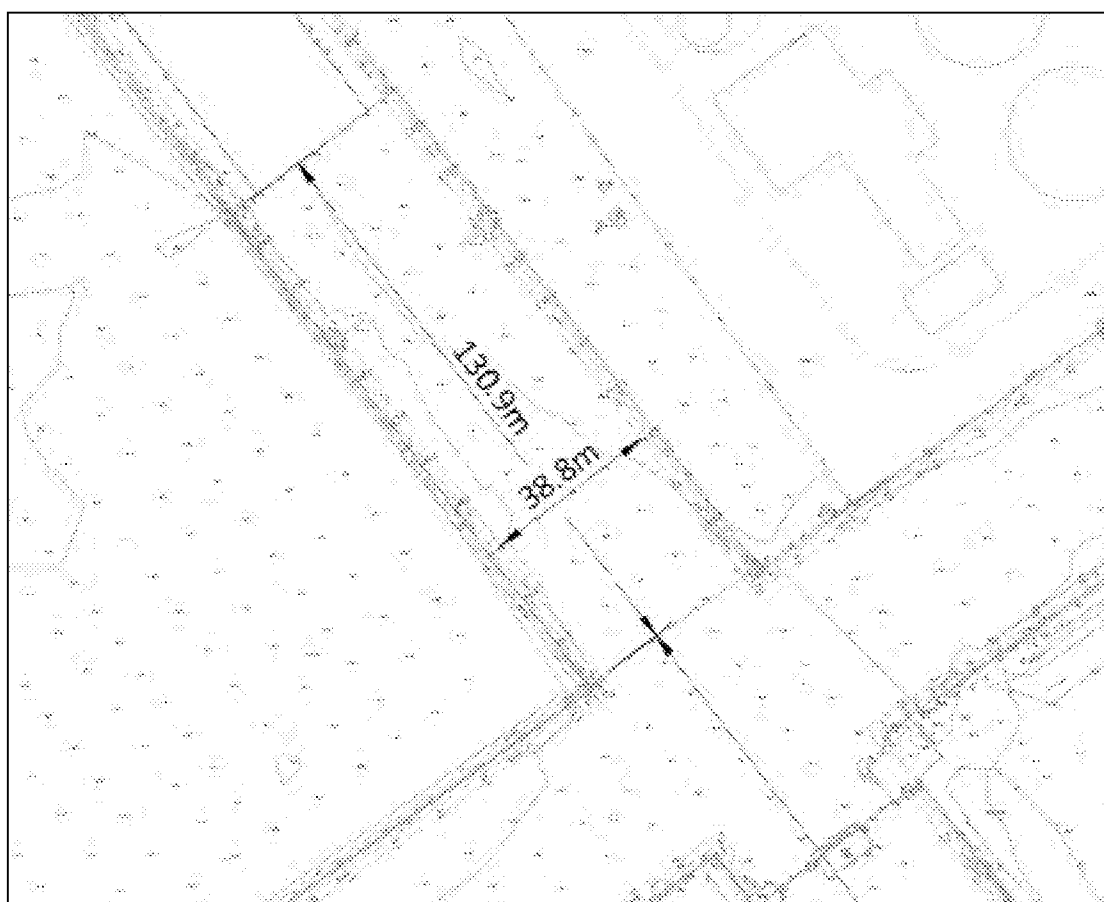
- 5.2.3 Vehicles will enter through a new access created in the south east corner of the runway and then circulate the car park in a one-way clockwise direction. Aisles will operate in a north to south one-way direction, with the exception of the final aisle which will operate south to north and enable recirculation of the car park.
- 5.2.4 Vehicles will exit the car park through the existing access, located in the north east corner of the runway. Signage will be provided to direct drivers to the correct access and to advise 'No Entry' to the car park through the dedicated exit.
- 5.2.5 Pedestrians will be directed to the south side of the runway where a new pedestrian link is to be provided.

Holding Area

- 5.2.6 Traders associated with the Market and Car Boot arrive prior to opening of the site, particularly during peak trading conditions, in order to secure a preferred trading location. As a result, vehicles queue on the approach to the market.

- 5.2.7 Ford Airfield Market manages the queuing on a weekly basis to prevent obstruction of the access road and subsequent blocking back of the highway. However, the reconfiguration of FMCB provides the opportunity to regularise management and provide a permanent solution.
- 5.2.8 With the retention of the Market and Car Boot sales on the southern runway, the northern section of the runway provides an area for traders to park clear of both the access road and highway prior to entering the sales area for set up. This area is shown dimensioned on **Drawing ITB13091-GA-017**, an extract of which is shown in **Image 5.2**:

Image 5.2: Northern Runway Holding Area



Source: ITB13091-GA-017

Pedestrian Provision

- 5.2.9 A new footway, distinct to the car park, is to be introduced immediately to the south of the car park. Pedestrians will be directed from the car park to this footway through a number of openings on the southern boundary in order to continue their journey to the FMCB sales area.

Car Park Capacity

- 5.2.10 Site Plan FAM/AG/FM/B, which accompanied planning application F/10/07 and is included at **Appendix D**, established that the runways have the capacity for approximately 1,500 car parking spaces, of which the eastern run could accommodate approximately 720 spaces. The consent did not include a plan detailing the car parking layout.
- 5.2.11 The car parking capacity appears to have been calculated by dividing the length of the runway by 15.6m, which represents the width needed to provide 1 bank of parking, comprising 2 x 4.8m spaces and 1 x 6m aisle; each bank of car parking spaces would provide capacity for 30 car parking spaces. The eastern runway has a length of 395m, as shown dimensioned in **Drawing ITB13091-GA-18**, which enables the provision of 24 banks of car parking equating to a total of 720 spaces.
- 5.2.12 An illustrative car parking layout has been prepared using standard (2.4m x 4.8m) car parking space dimensions and is presented in **Drawing ITB13091-GA-046**. The layout includes 4.5m aisles around the outside of the car park, with the car parking aisles provided at a width of 6m in order to facilitate manoeuvres into the spaces. A maximum of 751 car parking spaces can be provided using this arrangement.
- 5.2.13 However, as consent F/10/07 does not specify how the car parking is to be laid out on the airfield, Ford Airfield Market currently use marked oversized car parking spaces. Therefore, an alternative illustrative layout is presented in **Drawing ITB13091-GA-045** which uses car parking spaces with dimensions of 3m x 6m; this arrangement provides for a total of 562 bays.
- 5.2.14 The assessment of FMCB has been undertaken on the basis of the maximum consented car parking provision (i.e. 2,000 spaces). Therefore, no conditions should be attached to any consent that requires a lower quantum of car parking to be provided, nor conditions that require a specific layout to be maintained in perpetuity, to allow flexibility for Ford Airfield Market to manage the car park effectively as business dictates.

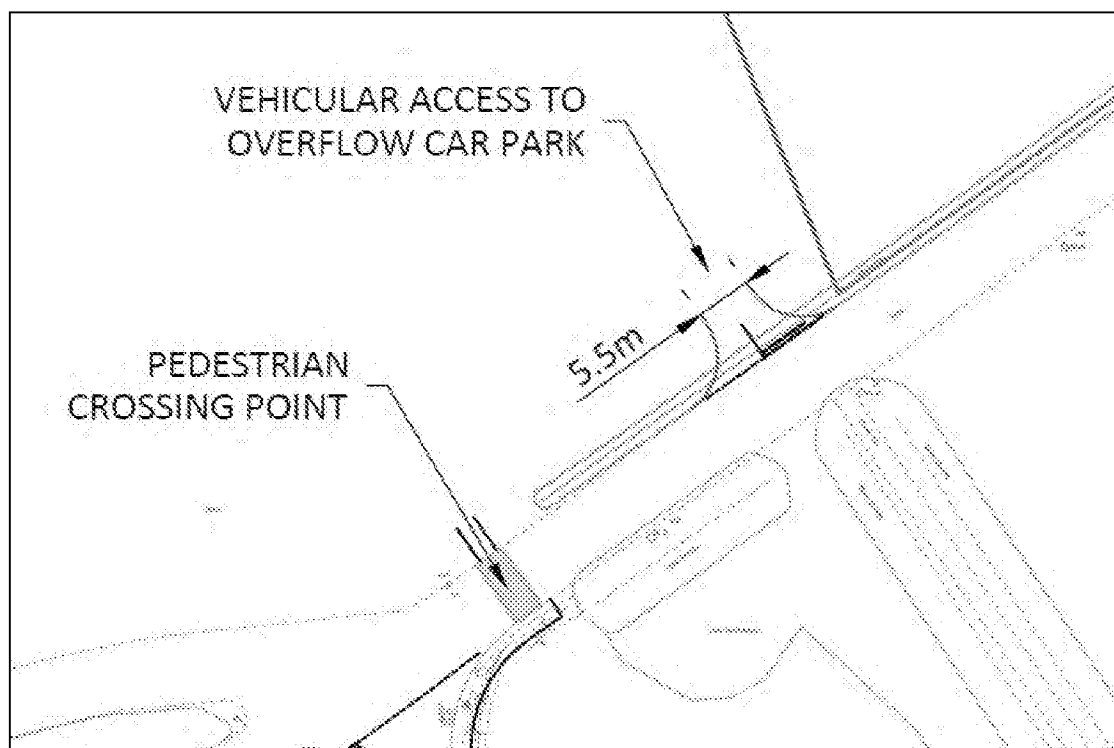
5.3 **Overflow Car Park**

Access and Circulation

- 5.3.1 A simple priority junction is to be provided from the main east-west access road to provide both ingress and egress from the overflow car parking area. The arrangement is presented in **Drawing**

ITB13091-GA-036 Rev E, an extract of which is shown in **Image 5.3**. The access has been designed to accommodate two vehicles passing one another at the access, with tracking provided on the aforementioned drawing.

Image 5.3: Overflow Parking Access



Source: ITB13091-GA-036 Rev E

- 5.3.2 Vehicles will enter through a new access created in the south east corner of the overflow parking area and then circulate the car park in a one-way clockwise direction. Aisles will operate in a west to east one-way direction, with the exception of the final aisle which will operate east to west to enable recirculation of the car park.

Pedestrians

- 5.3.3 A dedicated pedestrian route from the overflow car parking to the market is to be provided. The route will emerge from the overflow car parking on its southern boundary; it is positioned to the west of the vehicular access to minimise the interface between pedestrians and vehicles. The arrangement is presented on **Drawing ITB13091-GA-036 Rev E**.

- 5.3.4 A 2m wide footway will extend to the from the overflow car park pedestrian access to a dedicated crossing point over the access road, formed of dropped kerbs, tactile paving and carriageway demarcation.
- 5.3.5 The footway will continue on the south side of the access road and extend around the eastern side of the 'Viridor' junction at a width of 2m. A second crossing point is to be provided over the Viridor access, again comprising of dropped kerbs, tactile paving a carriageway demarcation.
- 5.3.6 To the west side of the Viridor access, the pedestrian provision connects to the footpath that is proposed to the south of the runway, providing a traffic free route to the FMCB sales area.

Car Park Capacity

- 5.3.7 Site Plan FAM/AG/FM/B of consent F/10/07 established that the western runway is capable of accommodating approximately 780 car parking spaces. The dimensions of the runway, as shown in **Drawing ITB13091-GA-020** gives a parking area measuring some 14,936m².
- 5.3.8 The overflow car parking area has been provided with an area of 15,000m², consistent with the western runway provision that it replaces, allowing the existing level of car parking to be retained.
- 5.3.9 An indicative car parking layout has been prepared using standard (2.4m x 4.8m) car parking space dimensions and is presented in **Drawing ITB13091-GA-050**. The layout includes 4.5m aisles around the outside of the car park, with the car parking aisles provided at a width of 6m in order to facilitate manoeuvres into the echelon spaces. A maximum of 724 car parking spaces can be provide using this arrangement.
- 5.3.10 The assessment of FMCB has been undertaken on the basis of the maximum consented car parking capacity (i.e. 2,000 spaces) and is consistent with the current consent; therefore, no conditions should be attached to the planning consent that requires a lower quantum of car parking to be provided, nor requiring a specific layout to be maintained in perpetuity, in order to provide flexibility for Ford Airfield Market to manage the car park effectively as business dictates.

SECTION 6 TRAFFIC IMPACT

6.1 Introduction

- 6.1.1 The submitted planning application seeks to alter the layout of FMCB but it does not seek to intensify the use of the market. The application does not seek to increase the trading capacity of the site, nor does it seek to increase the number of visitors that can be accommodated on-site by increasing the number of parking spaces.
- 6.1.2 Therefore, in transport terms, the impact of the development on the network will be consistent with existing conditions. Movements associated with FMCB occur primarily during off-peak conditions e.g. weekend mornings.
- 6.1.3 However, as access to the site will be taken from a single point on Ford Road, it has been necessary to undertake junction capacity of the 'Hunterford' ghost island priority junction to ensure that the junction operates within capacity.

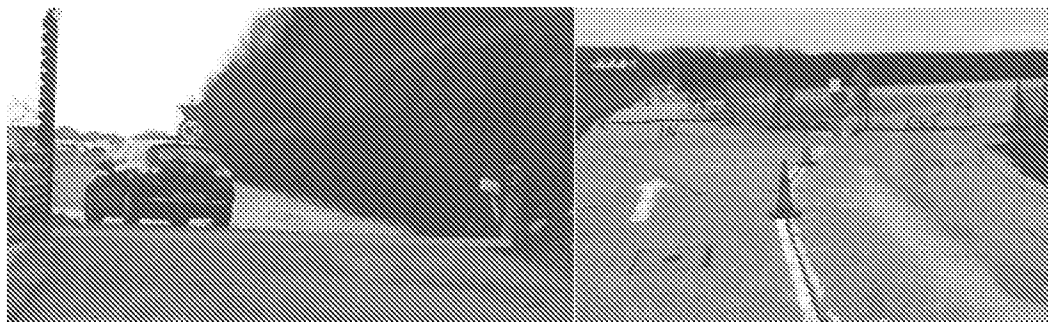
6.2 Trip Generation

- 6.2.1 Whilst Ford Airfield Market hold records regarding the number of traders in attendance at the site, no sufficiently detailed records are available regarding the total number of vehicles arriving and departing over the course of a peak trading day that can be utilised to ascertain the trip generation during peak periods.
- 6.2.2 Therefore, site specific traffic data has been collected to enable the calculation the trip generation of the site operating at full capacity.

Automatic Traffic Count (ATC)

- 6.2.3 To establish the parking accumulation ATCs were placed at the eastern and western accesses at the locations identified in **Images 6.1** and **6.2**, respectively.

Images 6.1 & 6.2: ATC Locations



6.2.4 The ATC Data has been used to calculate the maximum parking accumulation. The outputs of this exercise are provided in full in **Appendix E** and the maximum parking accumulation, and the time period in which it occurred on each day, is summarised in **Table 6.1**, below.

Table 6.1: Observed Car Park Accumulation

Day	Max. Accumulation (vehicles)	Time Period
Thursday	468	08:45
Sunday	370	09:45

6.2.5 The parking accumulation analysis enables the calculation of a factor to uplift observed traffic to model conditions during busier periods. A review of the trader data indicates that the operation of the car boot provides the more reliable dataset, with annual records identifying a regular pattern of trader attendance across the year.

6.2.6 Therefore, the Thursday ATC data has been used to derive the factor based using a maximum accumulation of 468 movements against the permitted maximum capacity of 2,000 spaces, equating to a factor of 4.4, i.e. a Thursday operating at permitted capacity will generate 4.4 times the traffic of that identified by the January 2019 surveys.

6.3 Distribution and Assignment

6.3.1 ANPR has been used to establish the distribution of arrivals and departures from the site as well as the route choice on the approach to the site. Traffic Flow Diagrams **TF1**, **2**, **3** and **4** provide a detailed analysis of the baseline conditions.

6.3.2 The distribution can be broken down into 6 distinct directions:

- B2233 Yapton Road (to/from Barnham);
- North End Road (to/from A27 west);
- Station Road (to/from A27 east);
- A259 West (to/from Bognor);
- A259 East (to/from Littlehampton); and
- Local Trips (e.g. Rollaston Park, Horsemere Green Lane and Yapton east of Bilsham Road).

6.3.3 The distribution varies between arrival and departures, which is likely to be as a result of a visit to FMCB forming part of a linked trip (e.g. resident of Littlehampton visits FMCB before travelling onto Chichester). **Table 6.2** summarises the average daily distribution for both the Thursday and Sunday activities.

Table 6.2: Summary of Observed Distributions

Destination	Thursday	Sunday
B2233 Yapton Road	11%	13%
North End Road	8%	5%
Station Road	31%	22%
A259 West	16%	29%
A259 East	29%	25%
Local Trips	5%	6%
Total	100%	100%

6.3.4 The distributions have been used to calculate the turning proportions of the uplifted traffic flows using journey time analysis to assign network movements. The traffic flows are presented in Traffic Flow Diagrams **TF9, 10, 11** and **12**.

6.4 Junction Testing – Site Access

6.4.1 Whilst traffic primarily occurs outside of peak network conditions (e.g. Saturday and Sunday mornings or during off-peak weekday hours), junction capacity testing has been undertaken for a ‘worst case’ scenario on a Thursday AM peak.

- 6.4.2 The assessment assumes that the site is operating at full capacity, with parking accumulation peaking at 2,000 vehicles. It should be noted that this situation only typically occurs a few times per year, during the shoulder season (i.e. April and September) when other markets and car boots are not in operation.
- 6.4.3 In addition, the data used to inform the assessment was collected on Thursday 5 July; the data includes movements on the network associated with visiting FMCB. No reduction has been applied to the baseline figures to account for this, and therefore the assessment includes double counting of the traffic.
- 6.4.4 The results of the assessment are summarised in **Table 6.3** and the full outputs provided in **Appendix F**.

Table 6.3: Ford Road Access Junction Assessment Results

	Morning Peak (0800-0900)	
	Max. Queue (PCU)	RFC
2021 + Committed Development + Market AM		
Site Access - Ford Road (N)	1	0.45
Site Access - Ford Road (S)	3	0.80
Ford Road (N) – Site Access	4	0.80

Source: Junctions 9

- 6.4.5 The assessment demonstrates that the Ford Road access junction can accommodate all traffic associated with the operation of FMCB during peak network conditions. Minimal levels of queuing are forecast, with the maximum queue accommodated well within the confines of the ghost island right turn lane, thus not impacting the through flow of traffic on Ford Road.
- 1.3 **Queue Length Surveys (QLS)**
- 6.4.6 Historically, concern had been raised in respect of vehicles queuing on the highway to enter the access road. Through discussions with Health and Safety Representatives at Arun District Council, it was agreed that vehicles would be allowed to enter the FMCB site to park prior to set up to ensure that the highway remained clear of vehicles in the interest of public safety.

- 1.3.1 To establish the extent of the holding area required to accommodate pre-set up trader parking, a QLS camera was placed at both the east and west access to FMCB to establish the extent of queuing that occurs prior to the site opening. The survey commenced at 04:00 and the outputs were recorded in a standardised PCU¹ format (with 1 PCU equalling 6m). The position of the camera and the survey area is shown in **Images 6.3 and 6.4** and the full survey outputs are provided in **Appendix G**.

Images 6.3 & 6.4: QLS Camera Locations and Survey Area



Source: NDC

- 1.3.2 The surveys establish that, on the Thursday no queuing, took place at the western site access prior to opening of the site. This is consistent with the management processes operated by Ford Airfield Market, that requires all queueing to take place at the eastern access. Therefore, closure of the western access will not increase the incidence of queuing at the eastern access.
- 1.3.3 Queuing at the eastern site access was observed to start prior to 04:00, consisting of a queue of 16 vehicles, comprising 11 cars and 5 other goods vehicles with a max length of 9m (OGV). The data indicates that the airfield gate was opened at 04:58 at which time the queue dispersed into the site and no further queuing occurred.
- 1.3.4 On the Sunday, no queuing occurred at the western access to the site, against consistent with the management processes operated by Ford Airfield Market. The extent of the queuing at the eastern access was less; a total of 4 cars arrived prior to the commencement of the survey period, with a queue comprising 5 cars and 1 OGV (max length 9m) representing the maximum queue length. The airfield gate was opened at 04:17; at this time the queue dispersed into the site and no further queuing occurred.

¹ PCU = Passenger Car Units. A car = 1 PCU, an OGV up to 9m = 1.5

- 1.3.5 Data on the number of traders present shows that some 125 traders attended on the Thursday, compared to a peak of 284, equating to a factor of 2.3 between the survey day and a peak day. On the Sunday, the number of traders attending was 65 compared to a peak of 242, equating to a factor of 3.7. These factors have been used to growth the QLS data, and the outputs of this are summarised in **Table 6.4**.

Table 6.4: Summary of Maximum Queue Length Estimate

Day	Observed Length	Max. Cars	Max. OGV	Queue Length
Thursday	111m	25	12	258m
Sunday	39m	19	4	150m

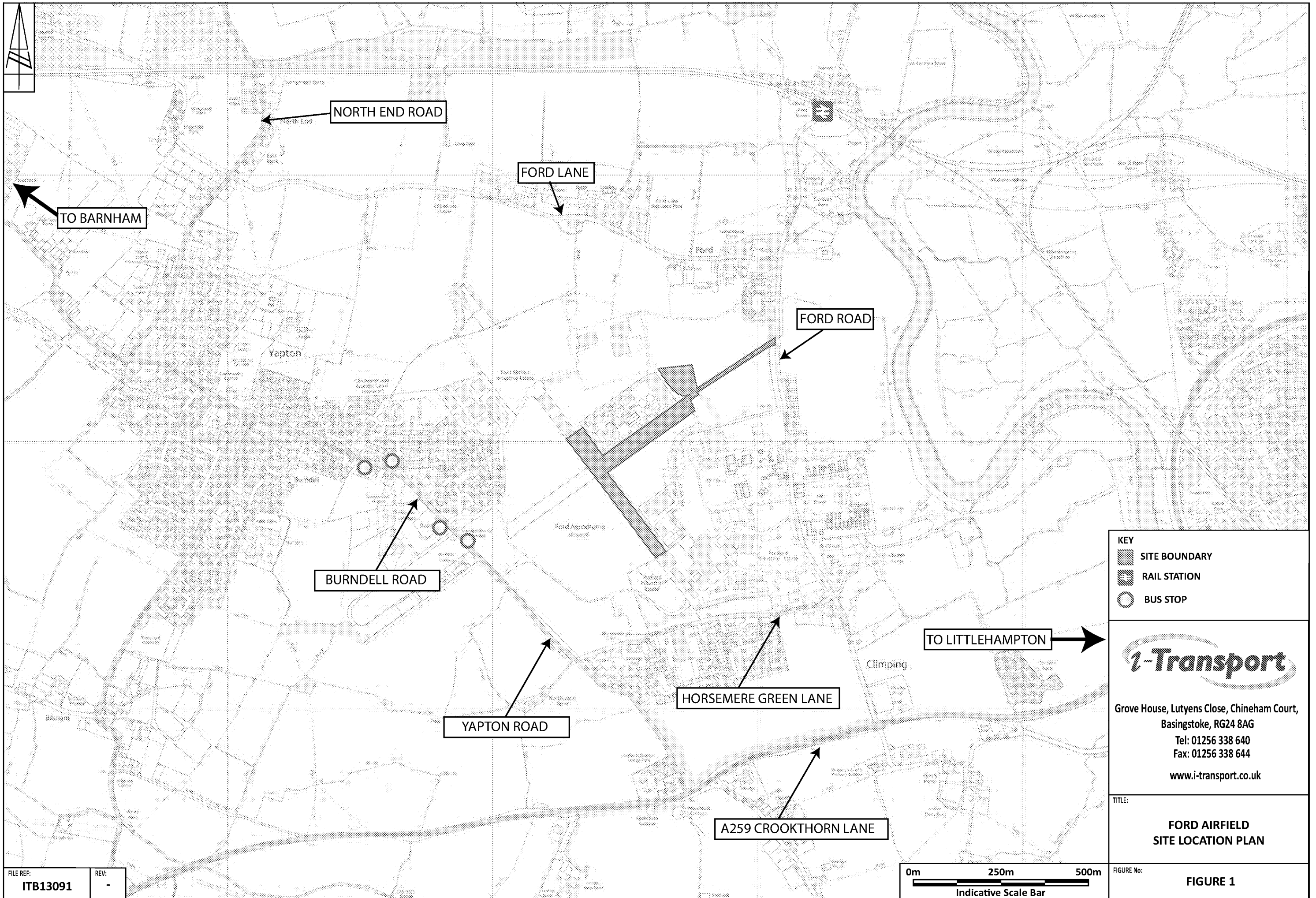
- 6.4.7 Assuming a width of 2.5m per PCU, a total area some 645m² is required to accommodate peak operation pre-set up arrivals. With an area some 5,044² the retained northern runway has ample capacity to accommodate this demand.

SECTION 7 SUMMARY

- 1.4 Land at Ford Airfield is being promoted for a residential led mixed-use development including 1,500 new homes, local centre, primary school, 9,000sqm of employment floorspace and other associated uses. The site is identified as Strategic Site Allocation SD8 in Arun District Council's (ADC) Adoption Local Plan 2011-2031 (ALP). Ford Airfield is also allocated in the Submission Ford Neighbourhood Plan as Policy SA1.
- 7.1 Ford Airfield Market has appointed i-Transport LLP to provide highways and transportation advice in relation to the reconfiguration of the Ford Market and Car Boot site to facilitate the strategic redevelopment of Ford Airfield, and this Transport Statement (TS) has been prepared to support a full planning application.
- 7.1.1 In developing the access strategy for the site both ADC, in their capacity as the local planning authority, and West Sussex County Council (WSCC), in their capacity as the local highway authority, have been engaged for pre-application advice in respect of the access arrangements.
- 7.1.2 The site is located on the existing Ford Airfield, to the west of Ford and south of the village of Yapton. It is bounded by Yapton Road and residential properties to the west, Rudfield Industrial Estate to the south, Ford Road to the east and Ford Lane to the north. The site is currently accessed from a simple priority junctions onto Yapton Road, to the western runway, or via a ghost island right turn lane junction onto Ford Road that leads onto an access road that connects to the eastern runway.
- 7.1.3 Following advice from the local authorities during pre-application engagement, the reconfiguration of FMCB has been progressed on the basis of a single point of general vehicle access from Ford Road, with pedestrian and emergency vehicle access provided from the west. No general vehicular traffic will be able to access FMCB through the proposed residential development.
- 7.1.4 The southern runway is to be retained as the market trading area, with the northern runway retained for flexible use; this area has historically been used to accommodate trading stalls during peak operation but can also be used to provide a holding area for trading vehicles prior to set up or for overspill car parking.

-
- 7.1.5 A parking area to the north of the access road will function as an overflow car park. Customers will be directed to the primary car park upon arrival at FMCB but, in the event the primary car park is full, customers will be redirected to the overflow car park. The existing car parking capacity of 2,000 vehicles will be retained as part of the reconfiguration, of which approximately 1,500 spaces are provided in the primary and overflow car parks.
- 7.1.6 A new pedestrian route will be introduced that extends from the overflow car park and connects into a new pedestrian route to the south of the airfield. Crossings will be provided over both the access road and the Viridor access.
- 7.1.7 Junction capacity assessment demonstrates that the Ford Road access junction can accommodate all traffic associated with the operation of FMCB during peak network conditions. Minimal queuing is forecast, with the maximum queue accommodated well within the confines of the ghost island right turn lane, thus not impacting the through flow of traffic on Ford Road.
- 7.1.8 Analysis of vehicles arriving prior to opening of the site establishes that closure of the western access will not result in additional vehicles waiting to queue at the eastern access, and that during peak operating conditions the number of vehicles waiting to enter the site prior to opening would not exceed the length of the access road. Notwithstanding, there is ample space to accommodate arrivals prior to sales area entry and set-up on the retained northern runway.

FIGURES

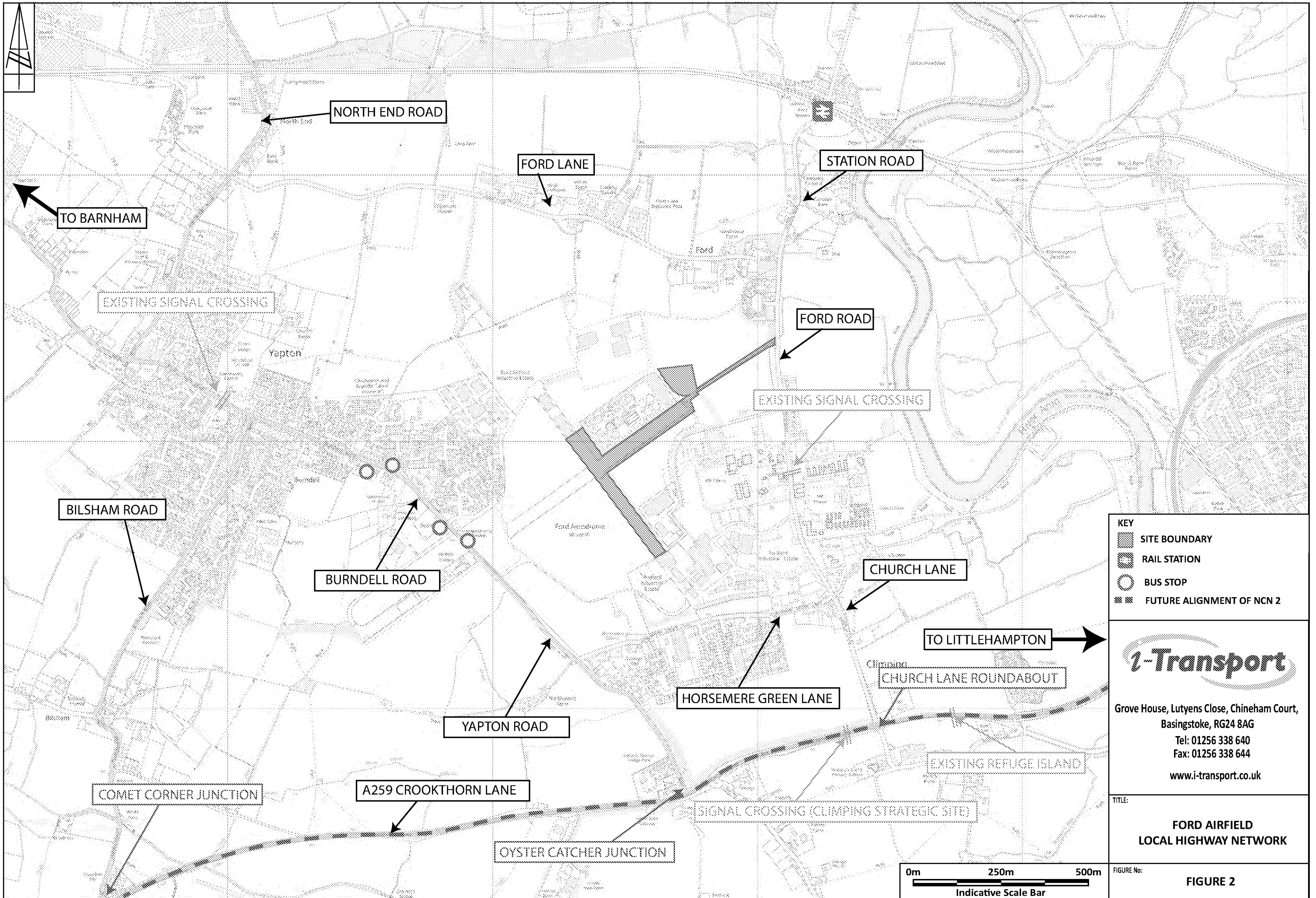


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ITB13091	-



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 Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338 640 Fax: 01256 338 644 www.i-transport.co.uk
TITLE: FORD AIRFIELD SITE LOCATION PLAN
FIGURE No: FIGURE 1

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KEY

- SITE BOUNDARY
- RAIL STATION
- BUS STOP
- FUTURE ALIGNMENT OF NCN 2

i-Transport

Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

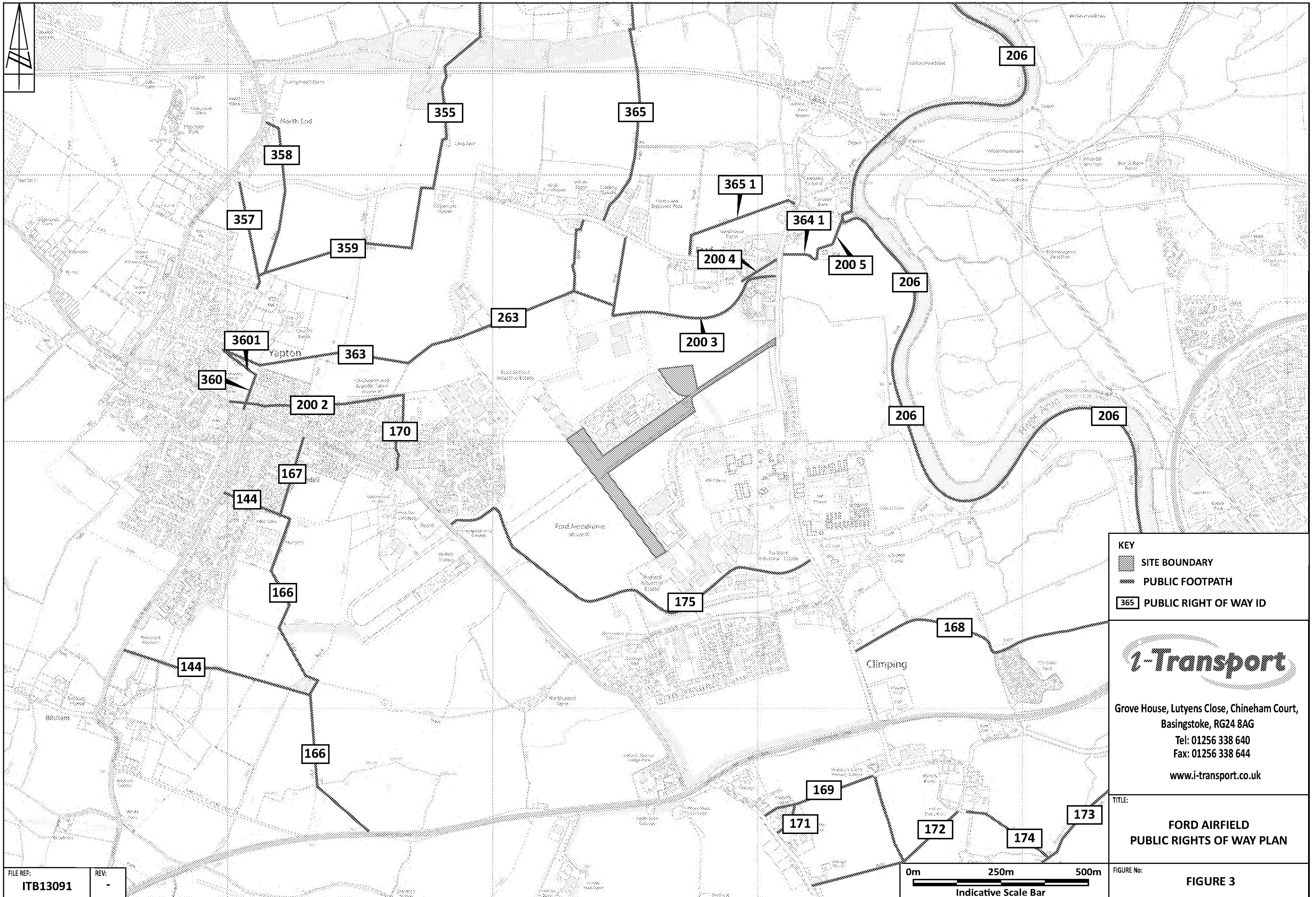
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**FORD AIRFIELD
LOCAL HIGHWAY NETWORK**

FIGURE No:

FIGURE 2

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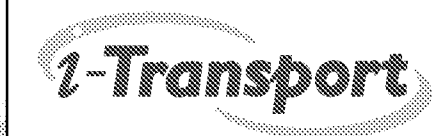
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KEY

 SITE BOUNDARY

 PUBLIC FOOTPATH

 PUBLIC RIGHT OF WAY ID



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Fax: 01256 338 644
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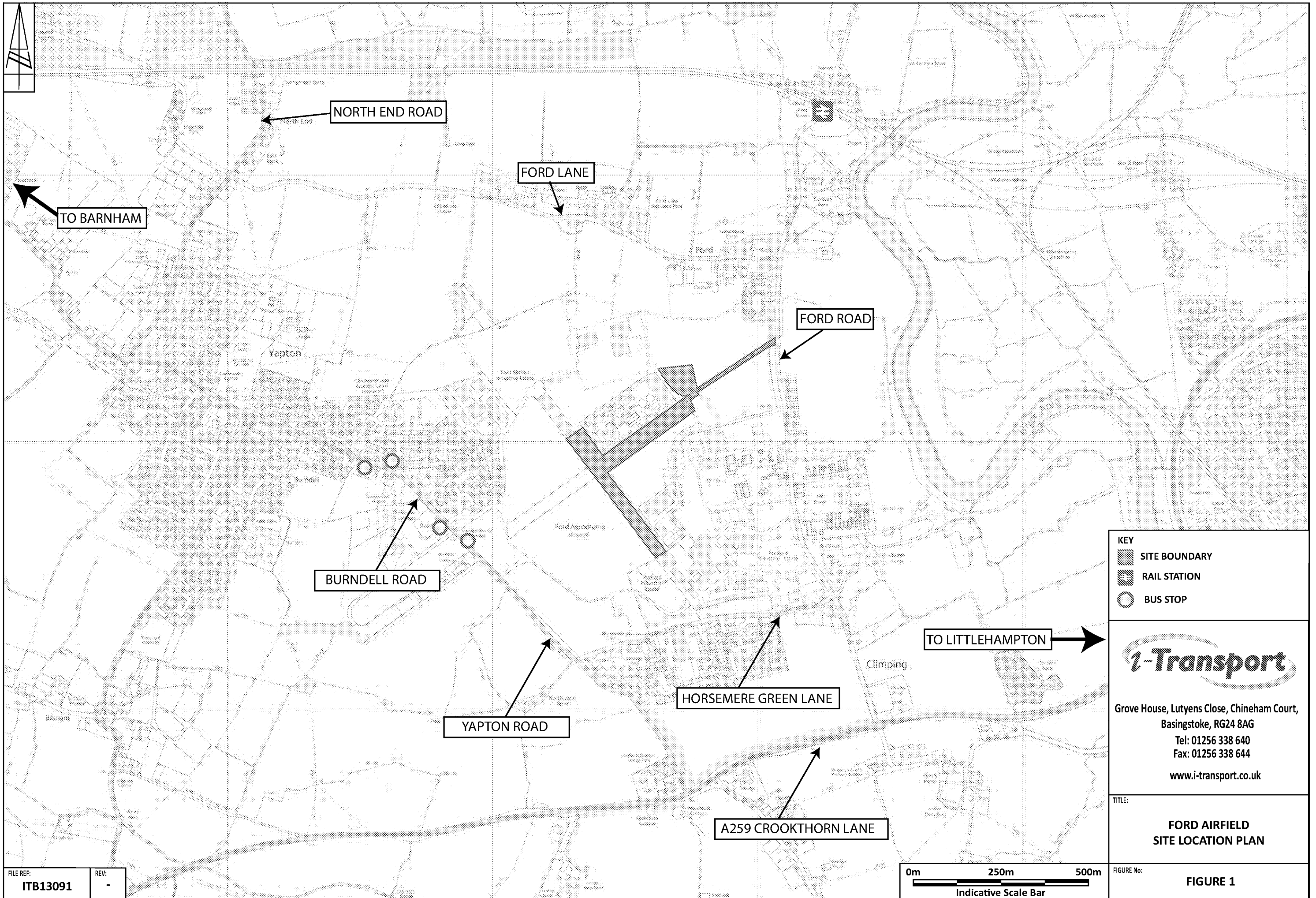
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FIGURE No:

FIGURE 3

0m 250m 500m
Indicative Scale Bar

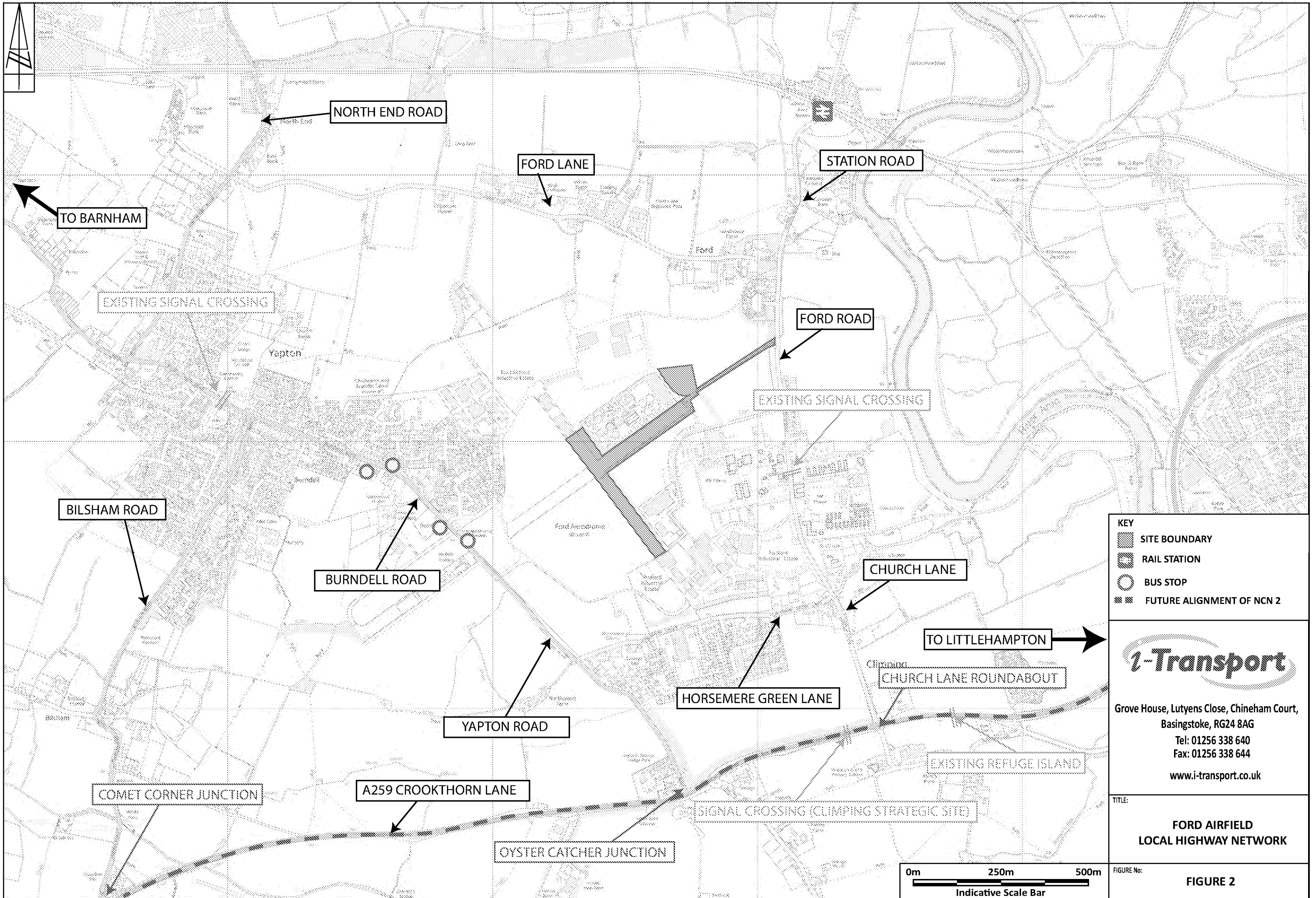
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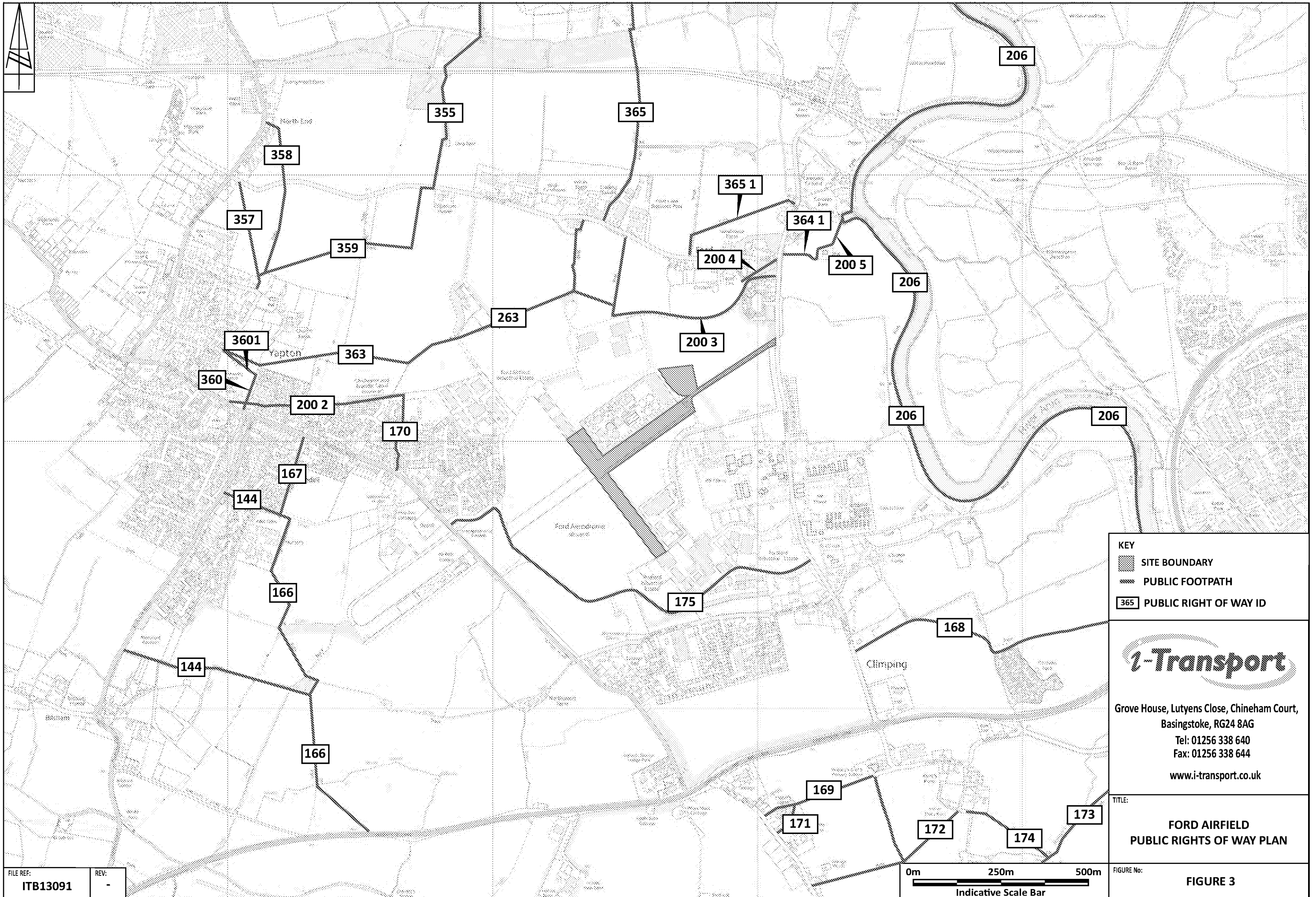


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i-Transport Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338 640 Fax: 01256 338 644 www.i-transport.co.uk
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KEY

SITE BOUNDARY

PUBLIC FOOTPATH

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Fax: 01256 338 644
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TITLE:

**FORD AIRFIELD
PUBLIC RIGHTS OF WAY PLAN**

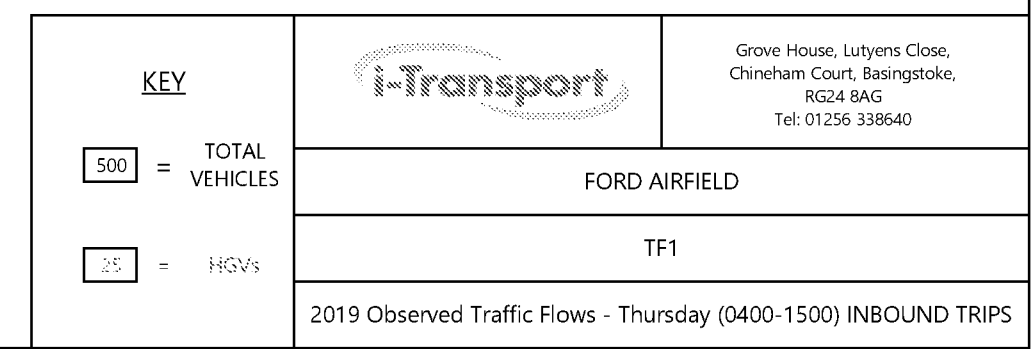
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FIGURE 3

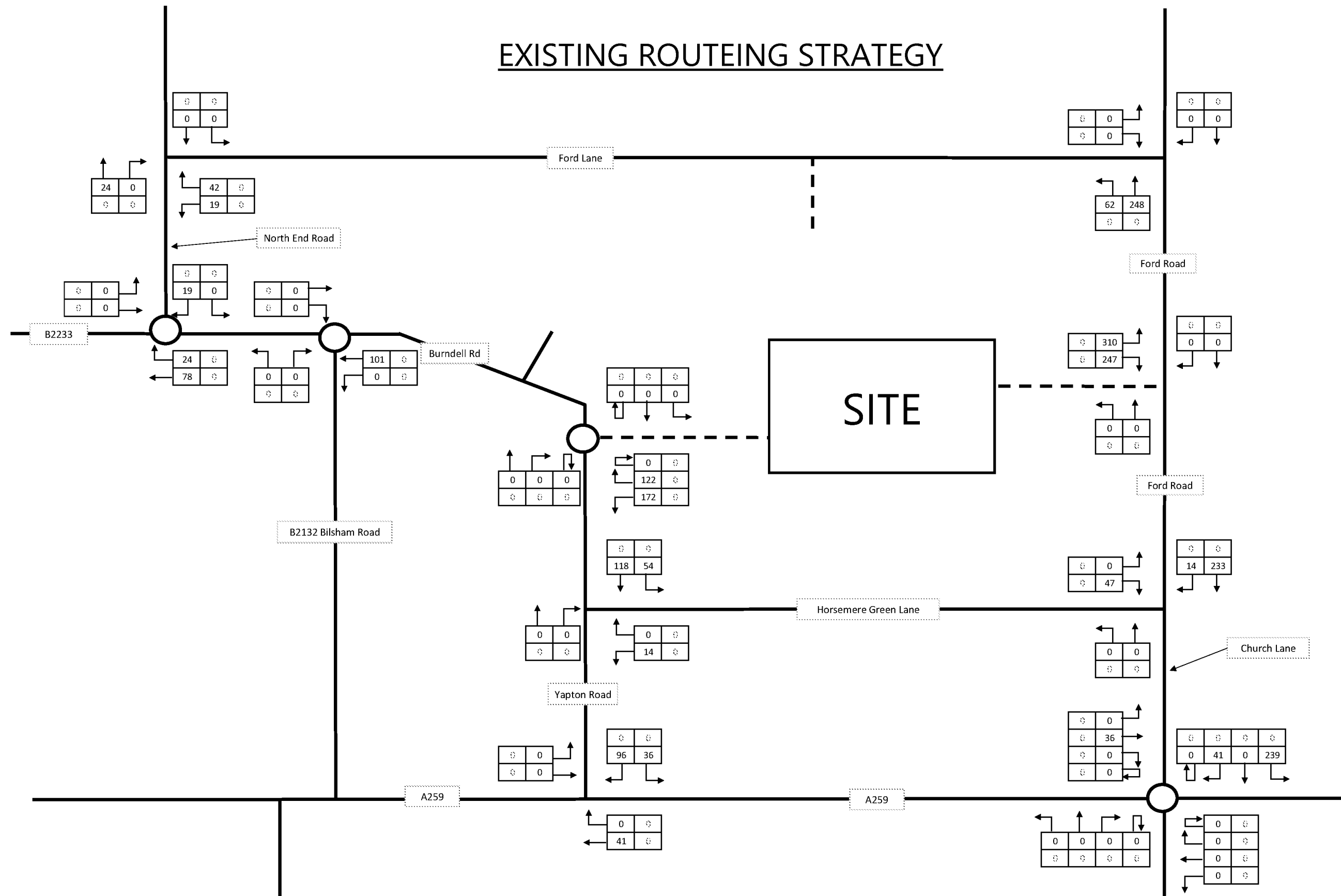
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Indicative Scale Bar

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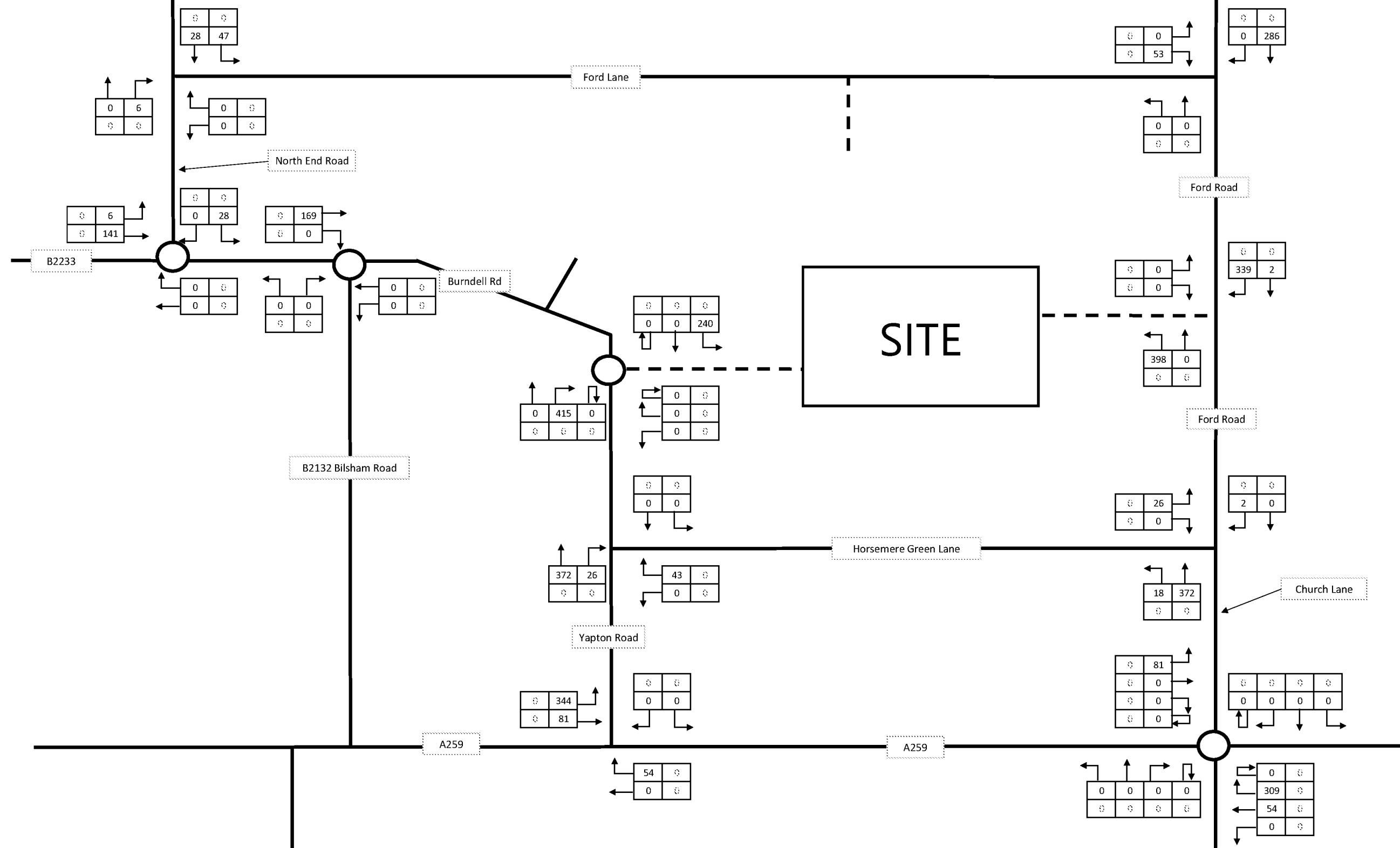
EXISTING ROUTEING STRATEGY



KEY 500 = TOTAL VEHICLES 25 = HGVs		Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338640
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	TF2	
	2019 Observed Traffic Flows - Thursday (0400-1500) OUTBOUND TRIPS	



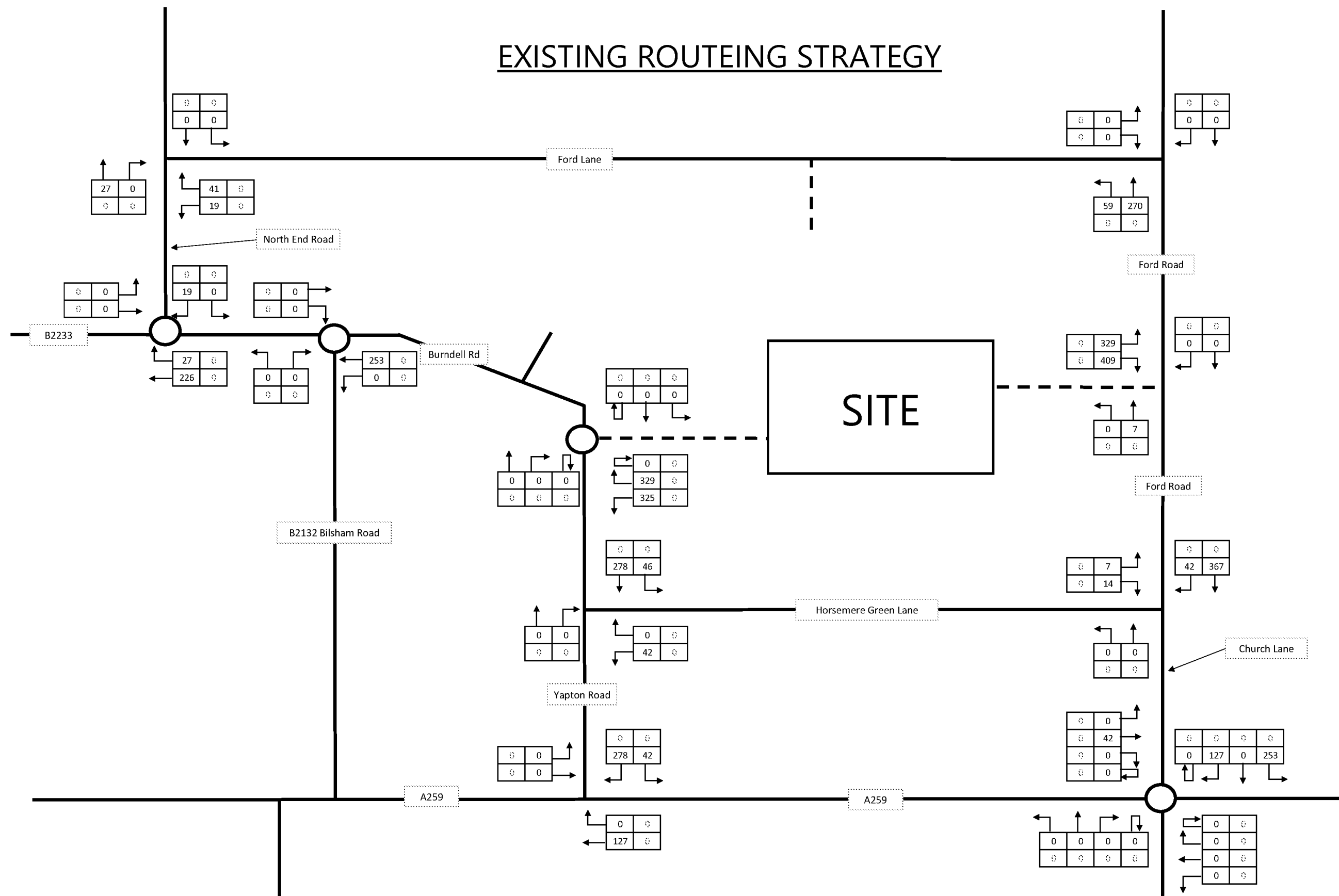
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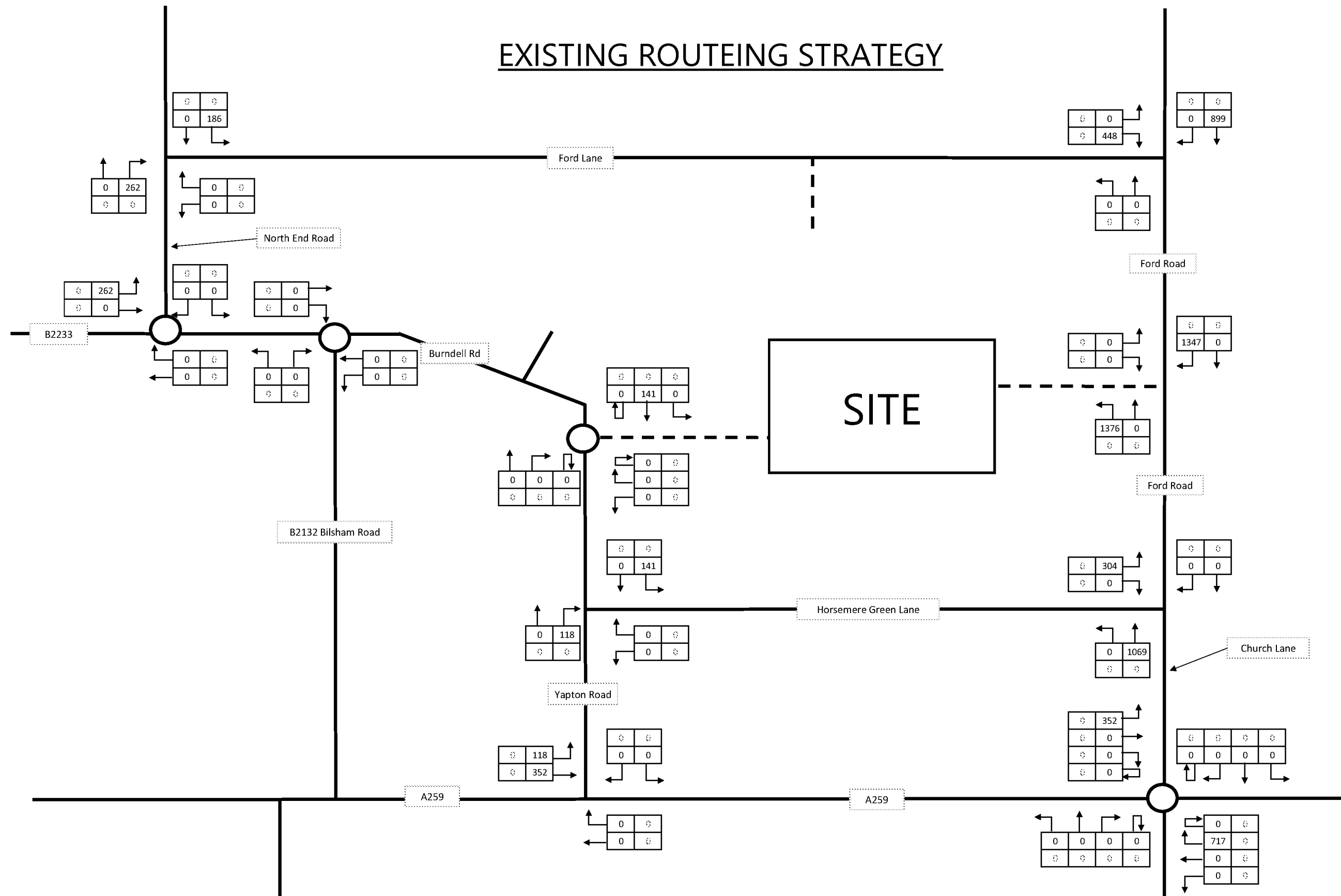


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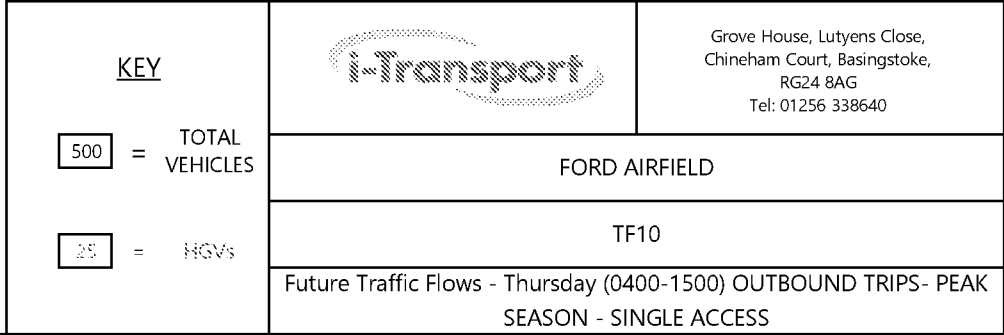
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EXISTING ROUTEING STRATEGY

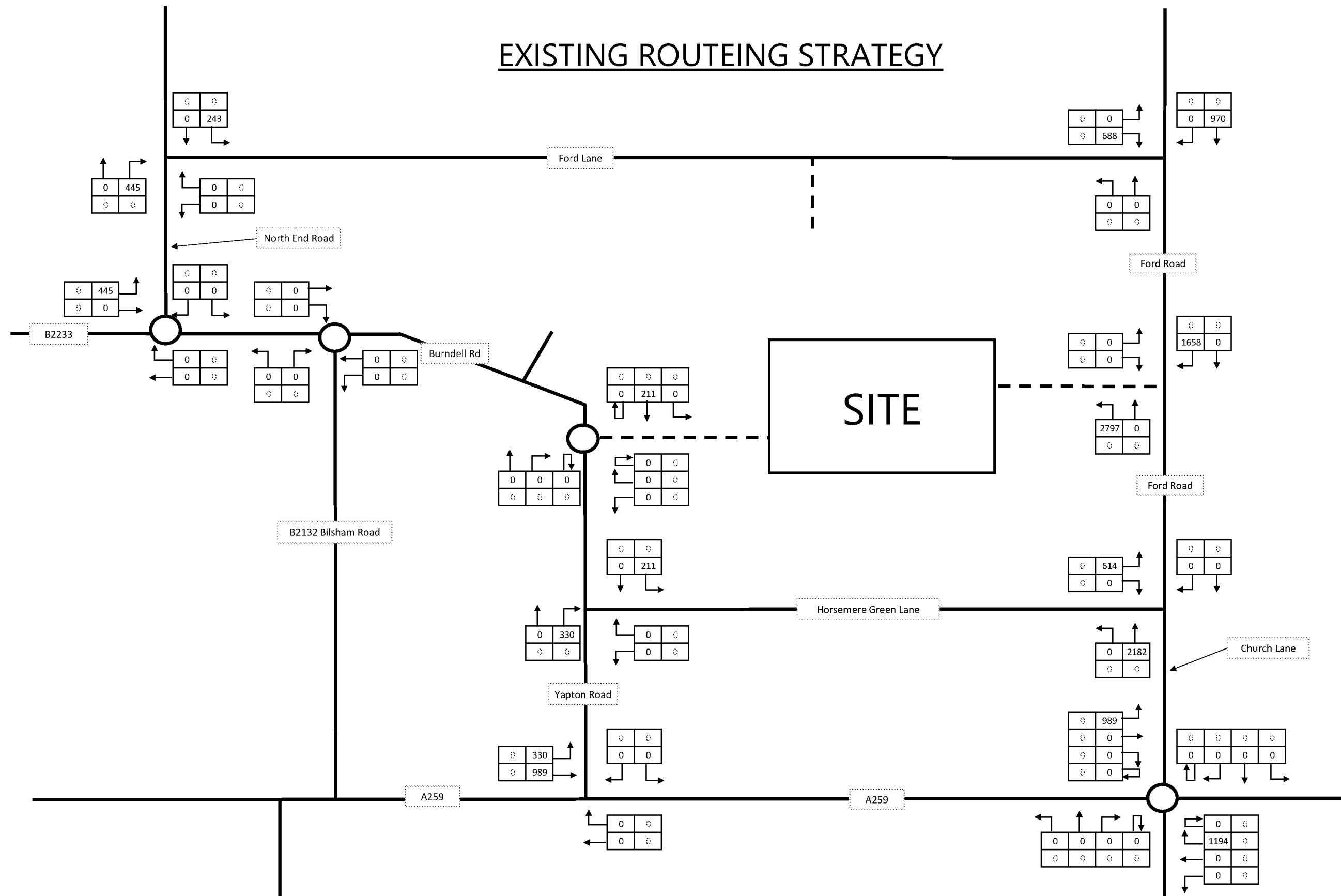


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	TF9	
	Future Traffic Flows - Thursday (0400-1500) INBOUND TRIPS - PEAK SEASON - SINGLE ACCESS	





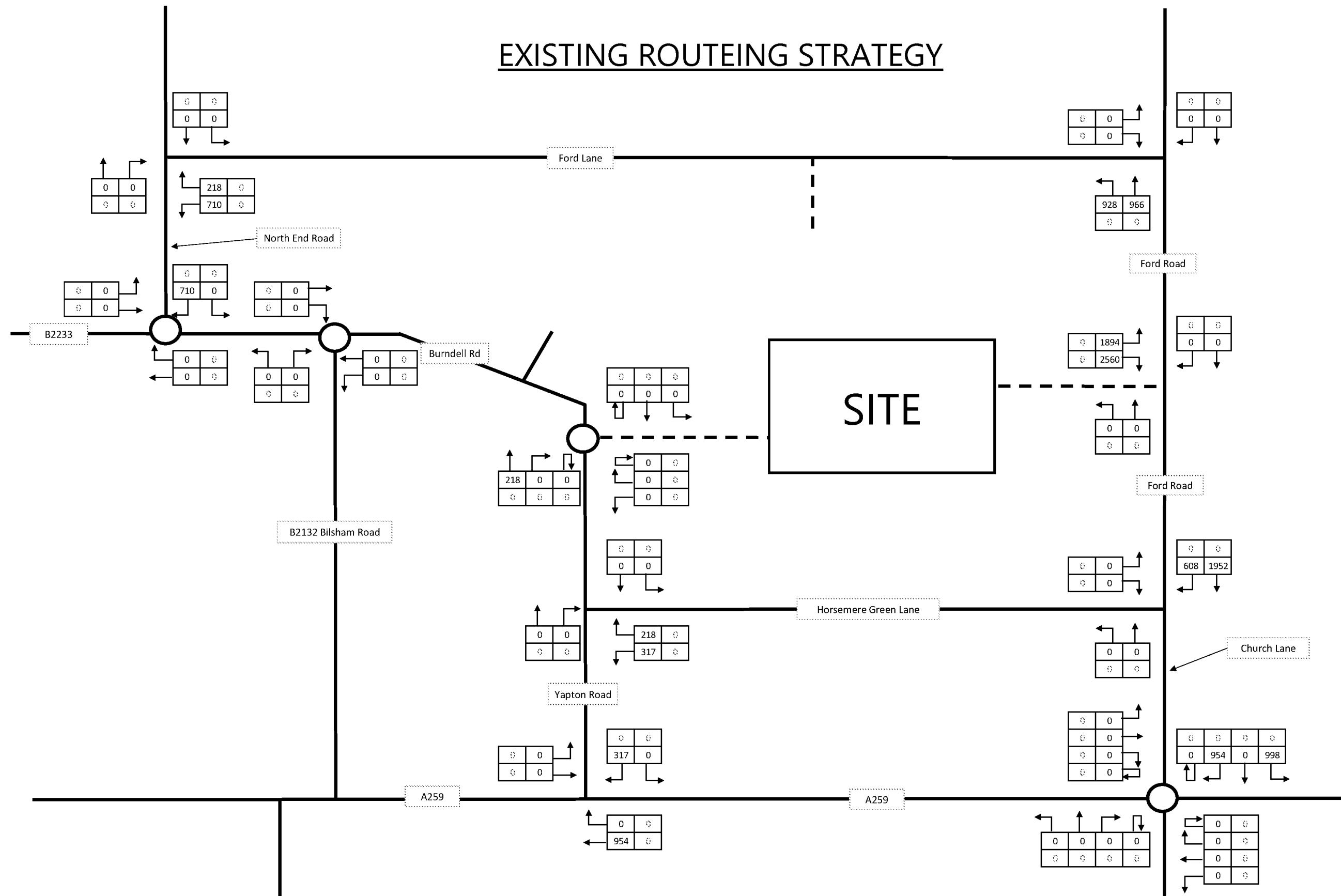
EXISTING ROUTEING STRATEGY



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	FORD AIRFIELD	
	TF11	
	Future Traffic Flows - Sunday (0400-1500) INBOUND TRIPS- PEAK SEASON - SINGLE ACCESS	



EXISTING ROUTEING STRATEGY



KEY

500 = TOTAL VEHICLES

25 = HGVs

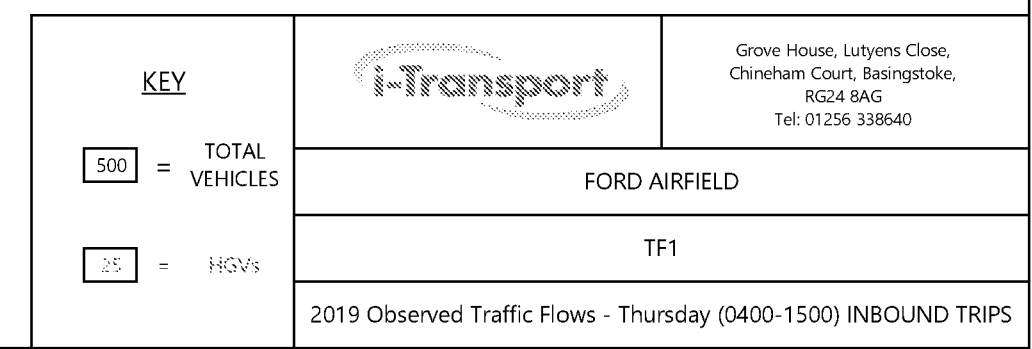


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Chineham Court, Basingstoke,
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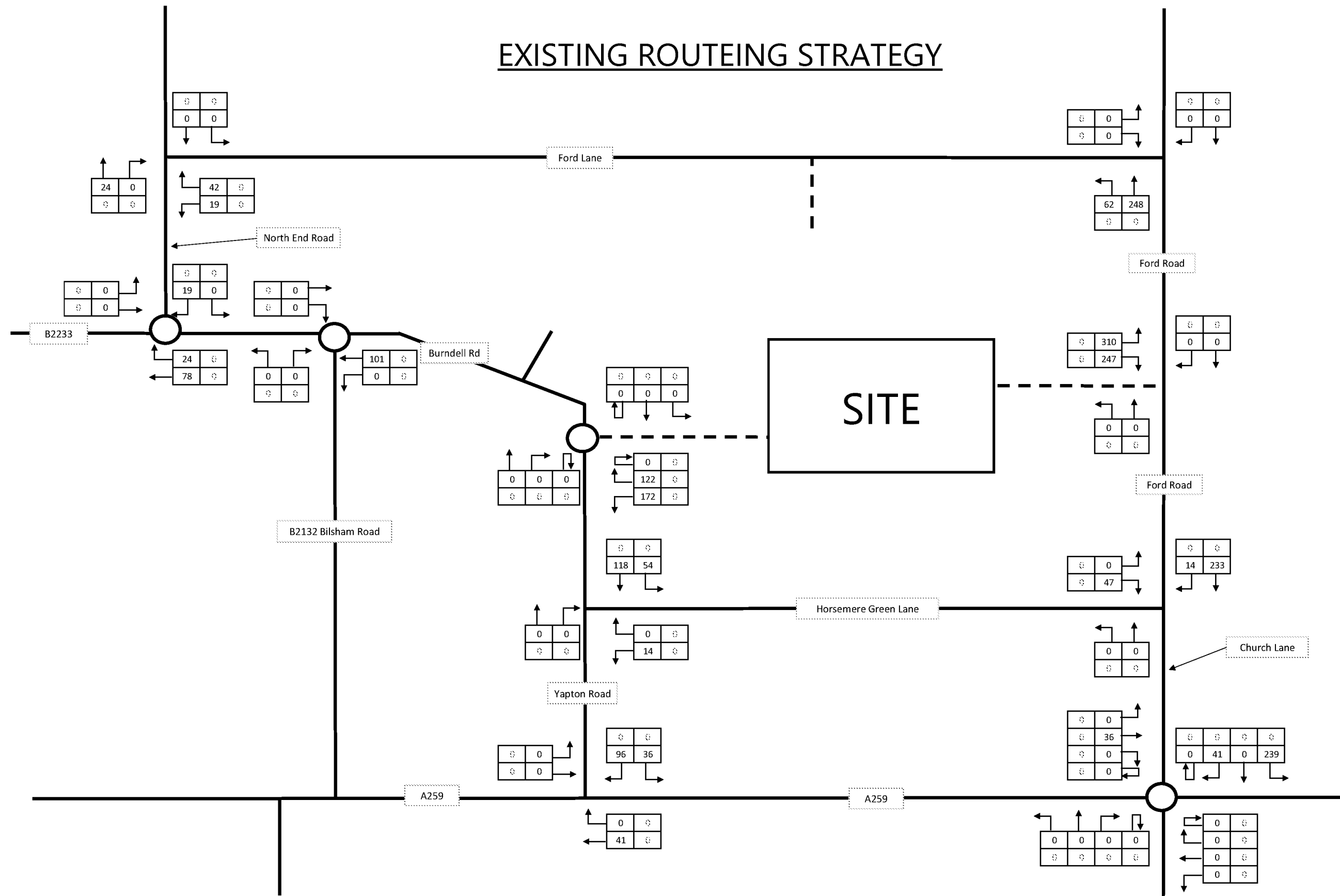
FORD AIRFIELD

TF12

Future Traffic Flows - Sunday (0400-1500) OUTBOUND TRIPS- PEAK
SEASON - SINGLE ACCESS



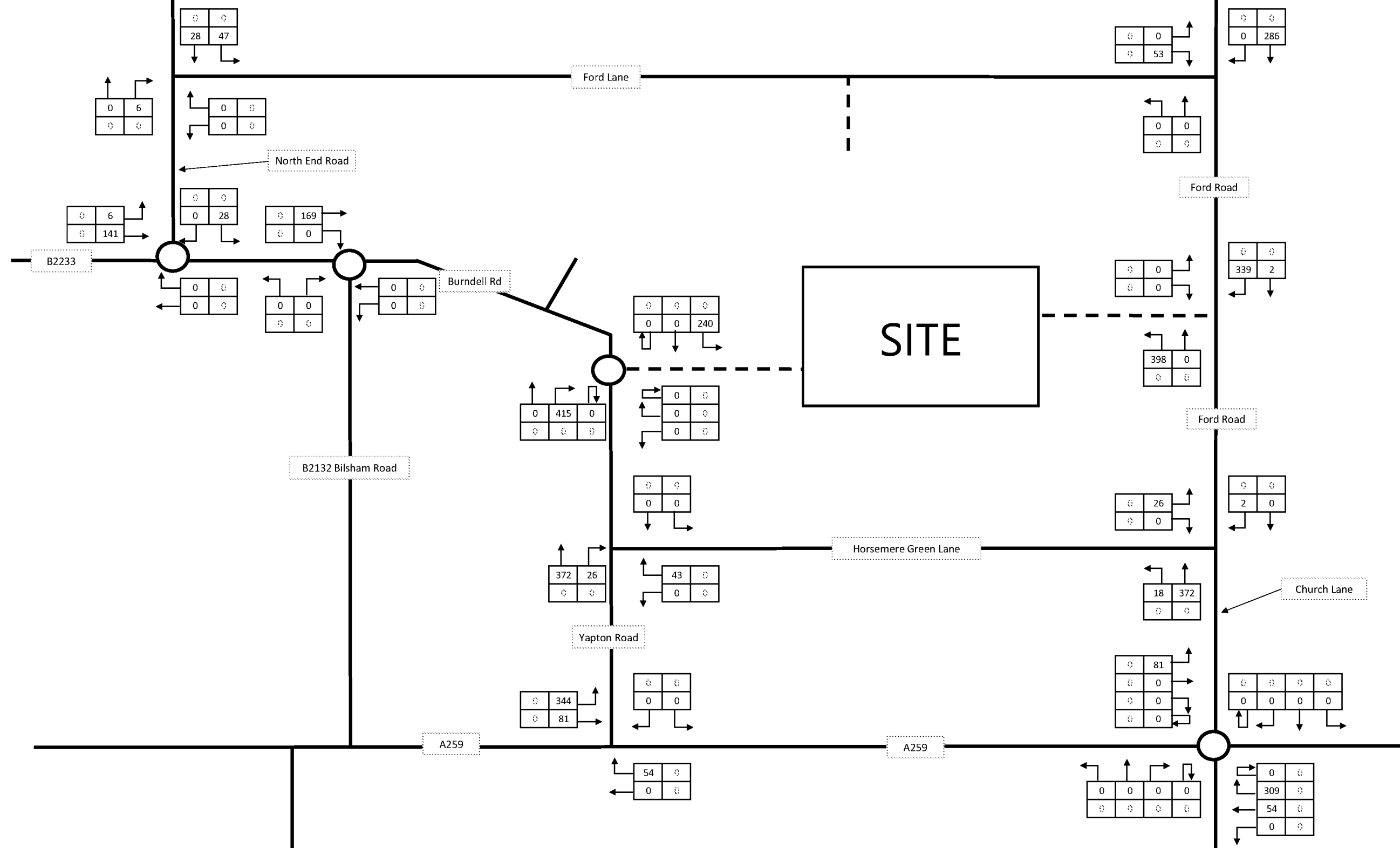
EXISTING ROUTEING STRATEGY



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	TF2	
	2019 Observed Traffic Flows - Thursday (0400-1500) OUTBOUND TRIPS	



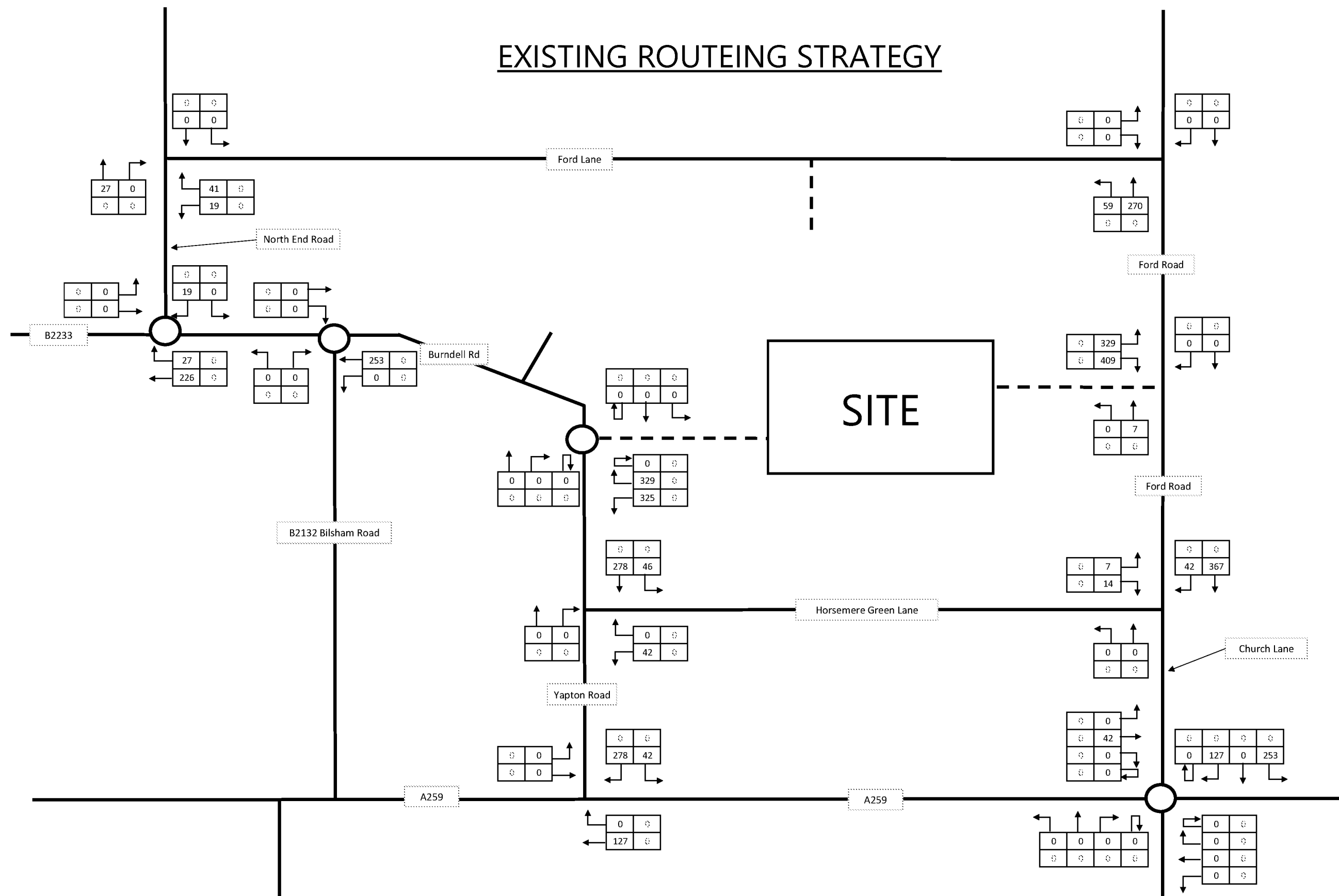
EXISTING ROUTEING STRATEGY



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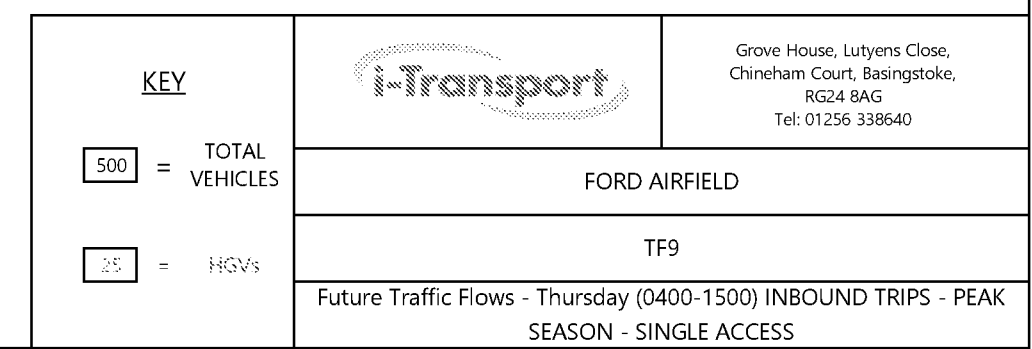


EXISTING ROUTEING STRATEGY

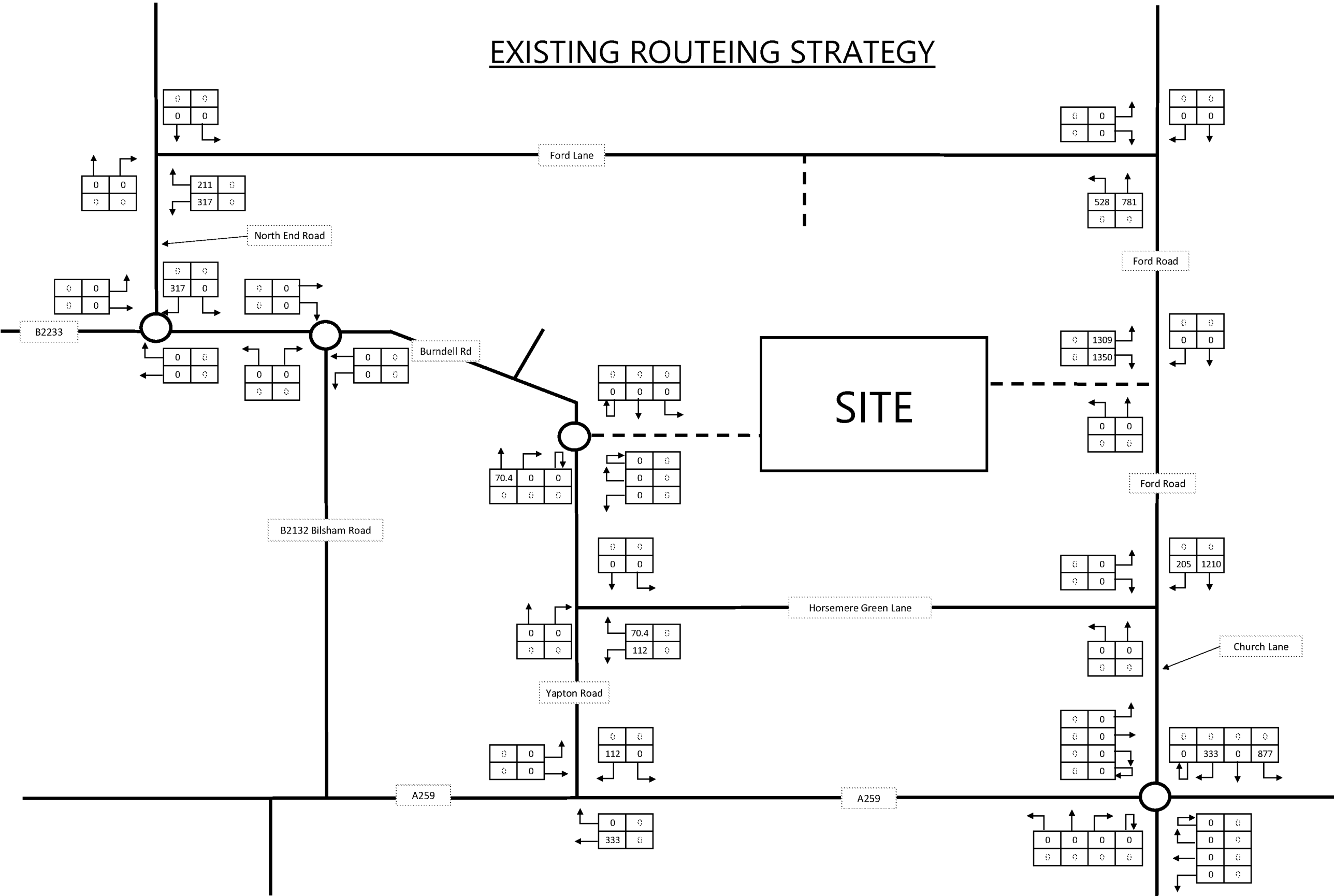


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	TF4	
	2019 Observed Traffic Flows - Sunday (0400-1500) OUTBOUND TRIPS	





EXISTING ROUTEING STRATEGY



KEY

500 = TOTAL VEHICLES

25 = HGVs



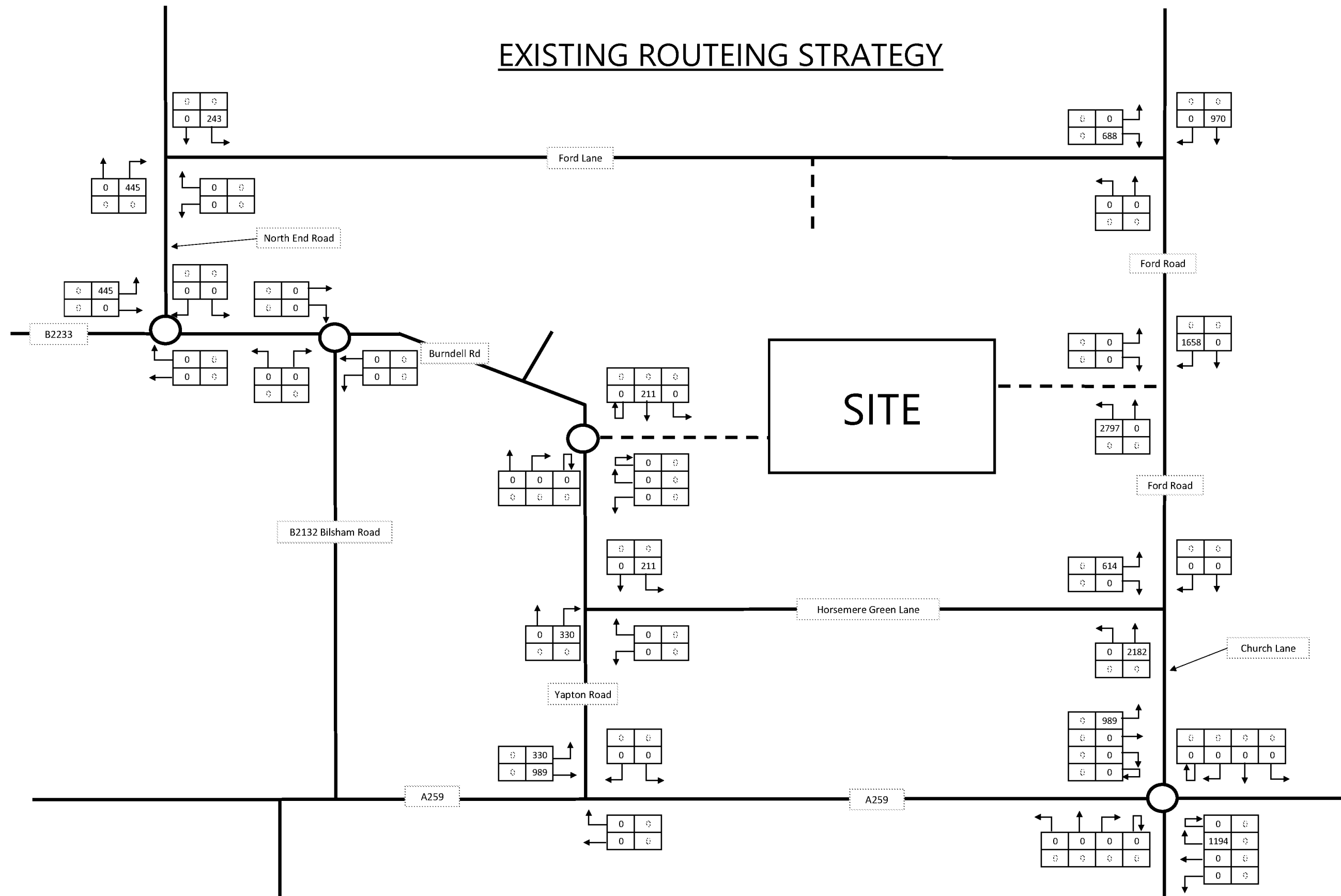
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FORD AIRFIELD

TF10

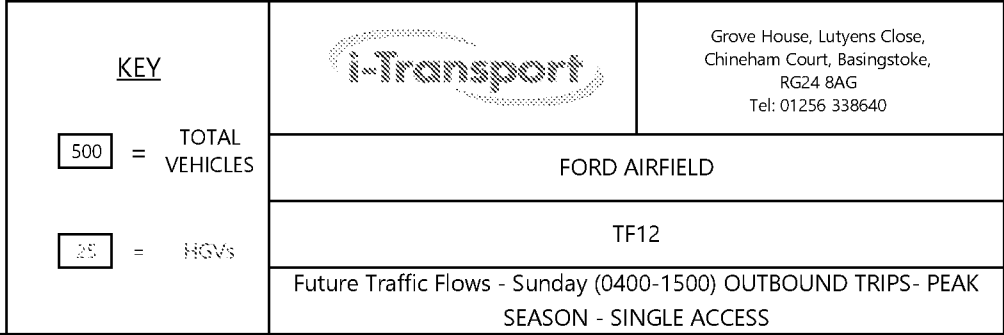
Future Traffic Flows - Thursday (0400-1500) OUTBOUND TRIPS- PEAK
SEASON - SINGLE ACCESS

EXISTING ROUTEING STRATEGY



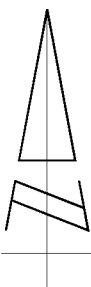
KEY 500 = TOTAL VEHICLES 25 = HGVs		Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338640
	FORD AIRFIELD	
	TF11	
	Future Traffic Flows - Sunday (0400-1500) INBOUND TRIPS- PEAK SEASON - SINGLE ACCESS	





DRAWINGS



					
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
SCALE @ A3: 1:500		CHECKED: DS		APPROVED: DS	
FILE REF: ITB13091		DRAWN: JD		DATE: 26.11.18	
DRAWING No: ITB13091-GA-021					
PROJECT No: ITB13091				REV: -	

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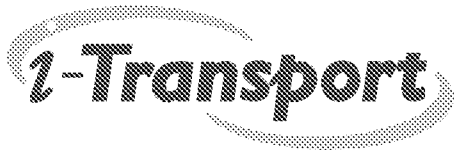
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CLIENT:
REDROW HOMES LIMITED

TITLE:
**FORD AIRFIELD GEOMETRY
EASTERN ACCESS ONTO FORD ROAD**

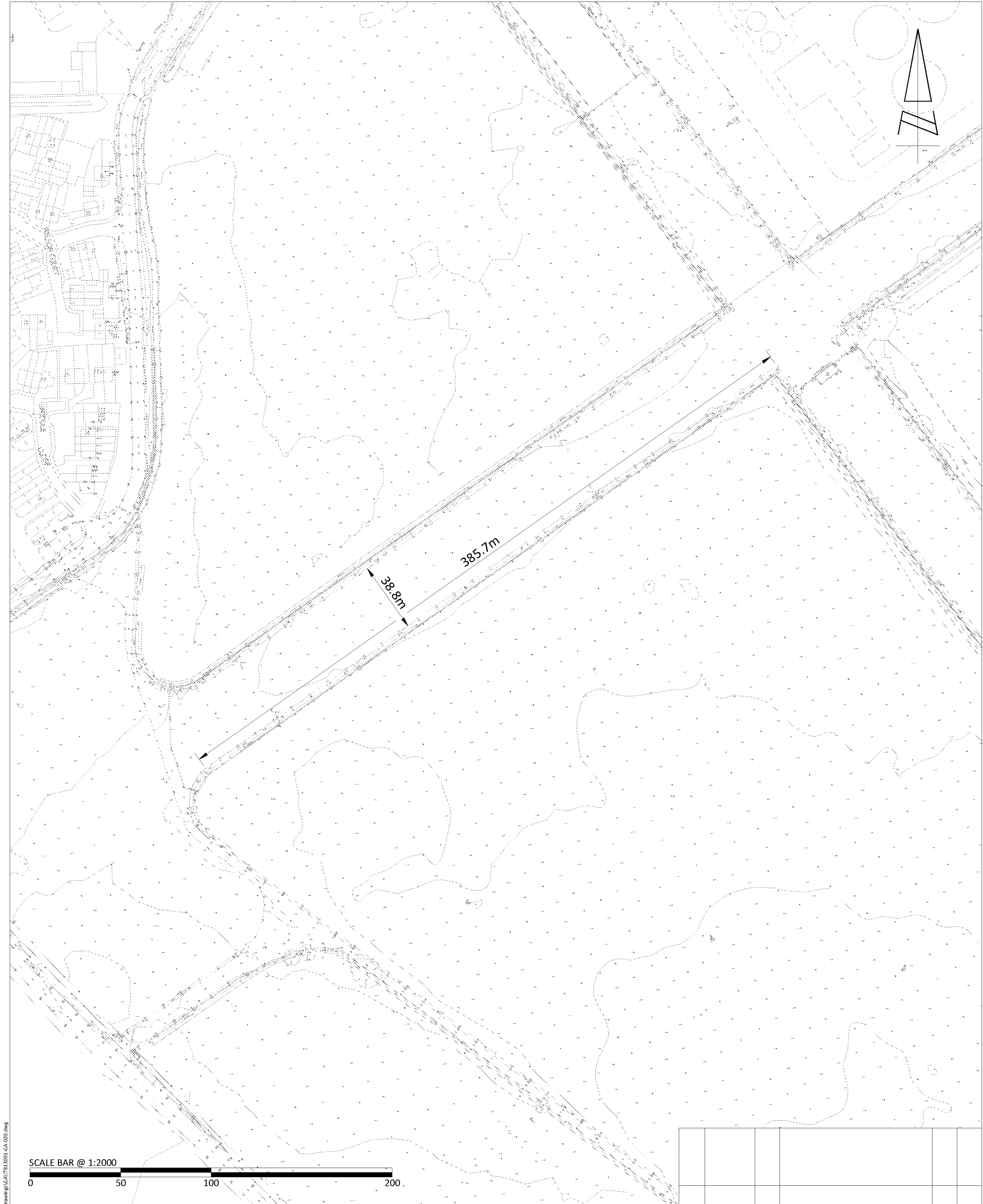
PROJECT:
FORD AIRFIELD



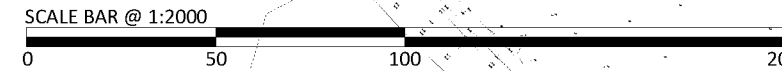
**Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG**

**Tel: 01256 338640
Fax: 01256 338644**

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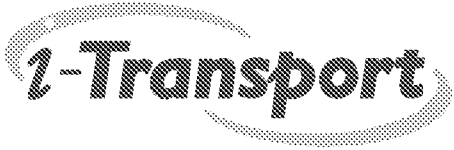
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REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
SCALE @ A3: 1:2000		CHECKED: DS		APPROVED: DS	
FILE REF: ITB13091		DRAWN: JD		DATE: 26.11.18	
DRAWING No: ITB13091-GA-020					
PROJECT No: ITB13091				REV: -	

TITLE:
**FORD AIRFIELD GEOMETRY
SOUTH WEST PARKING AREA**

PROJECT:
FORD AIRFIELD



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

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Fax: 01256 338644

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SCALE BAR @ 1:2000
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CLIENT:
REDROW HOMES LIMITED

TITLE:
**FORD AIRFIELD GEOMETRY
NORTH EAST PARKING AREA**

PROJECT:
FORD AIRFIELD

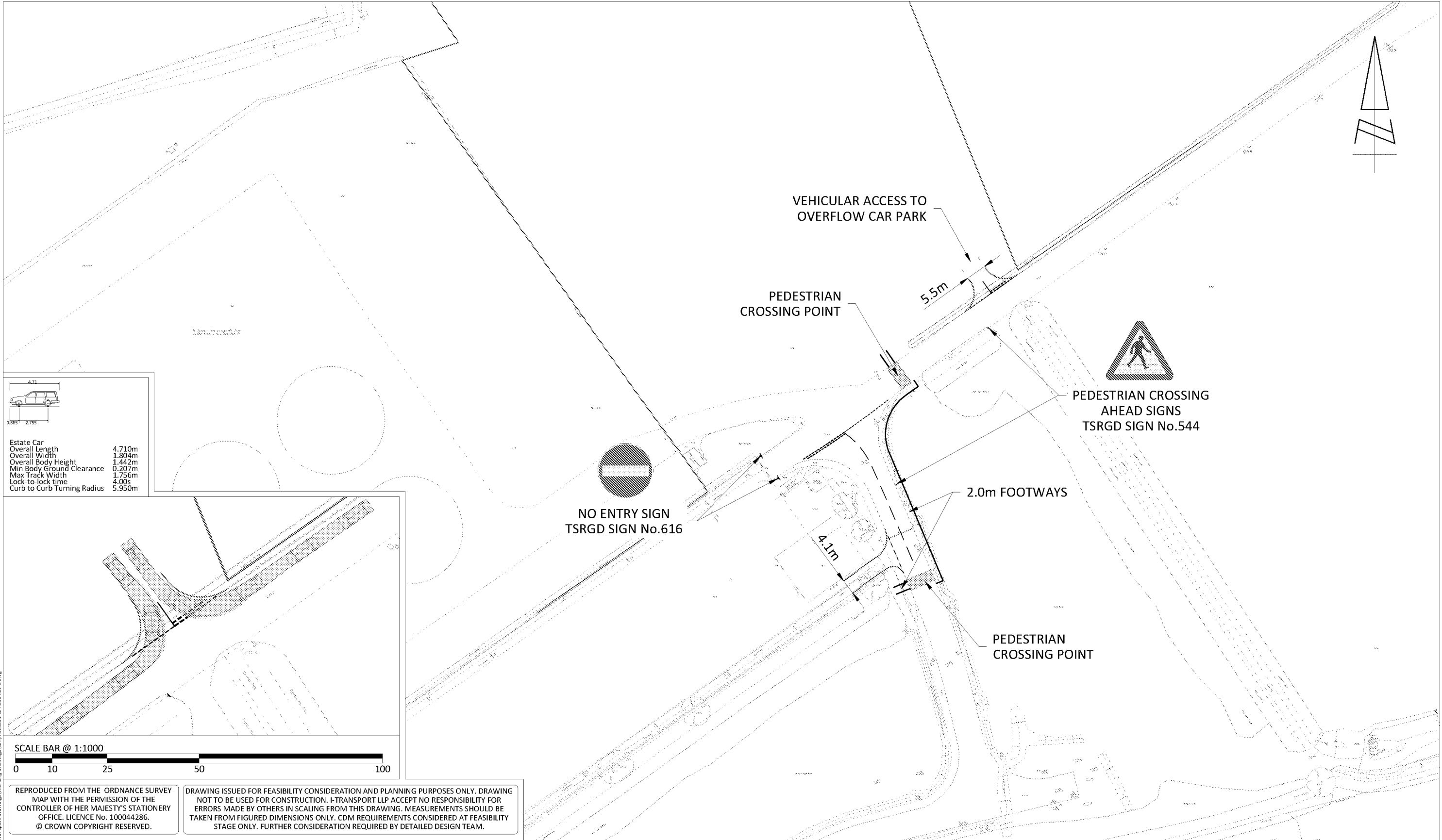


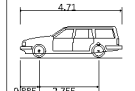
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Basingstoke, Hampshire, RG24 8AG**

**Tel: 01256 338640
Fax: 01256 338644**

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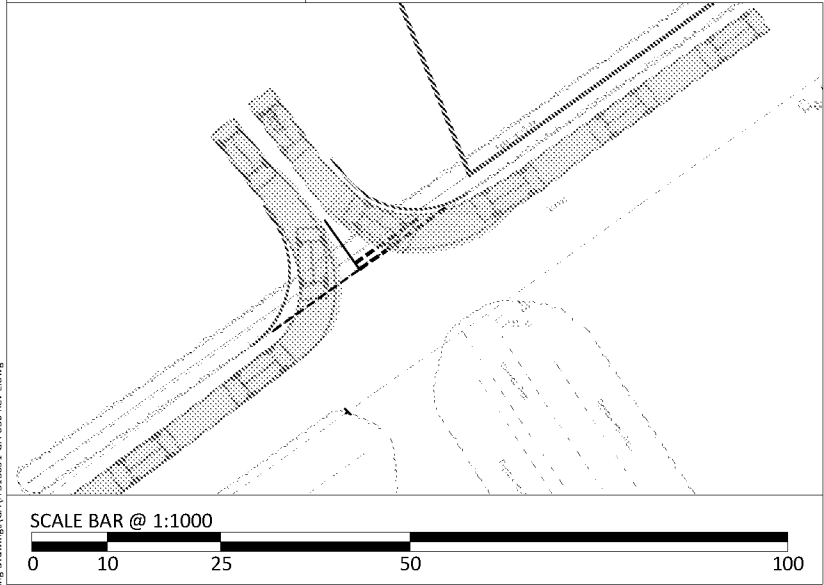
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DRAWING No: ITB13091-GA-018					
PROJECT No: ITB13091				REV: -	





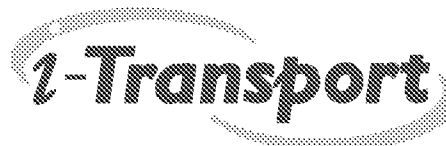
4.71
0.885 2.755

Estate Car
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.950m

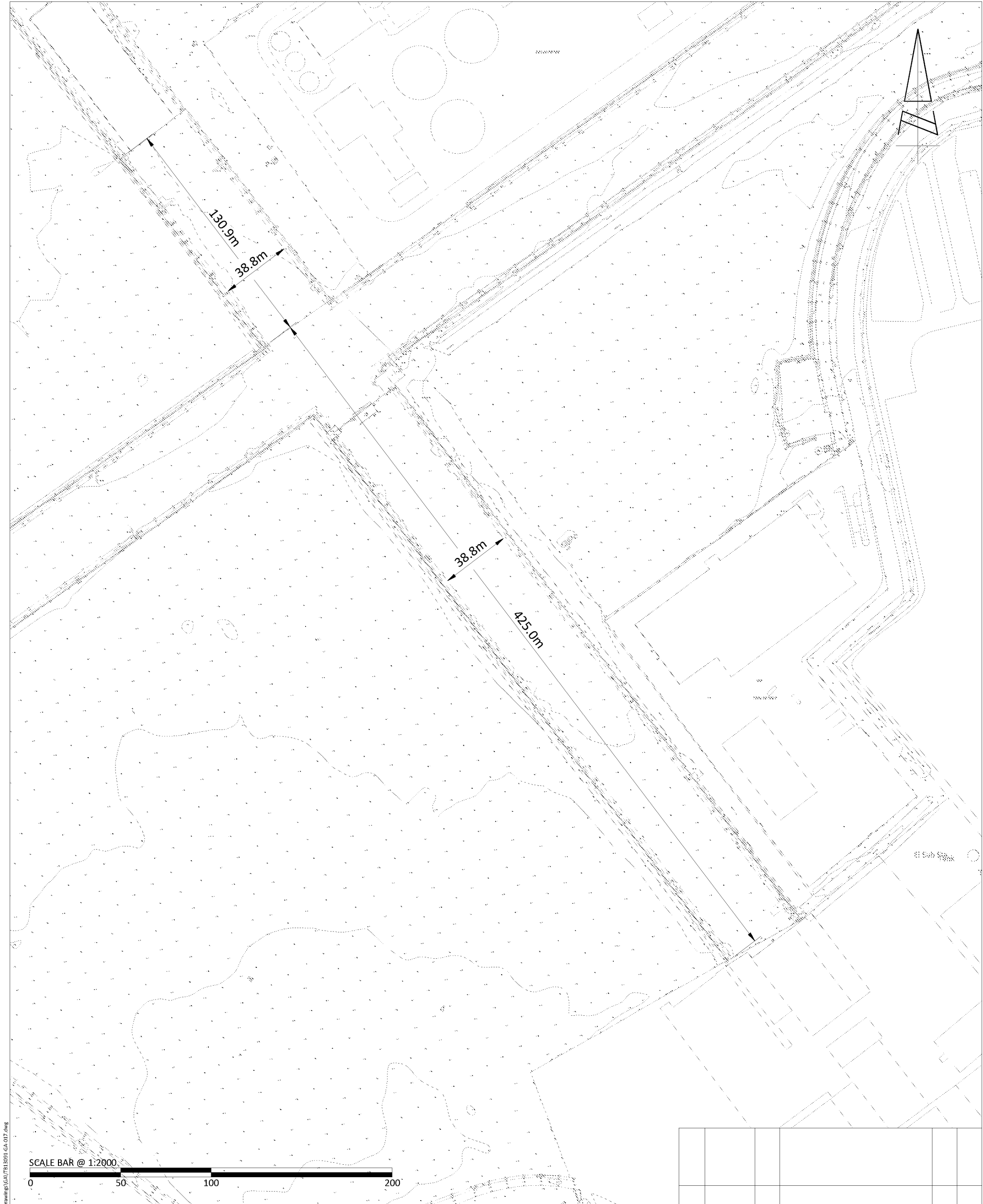


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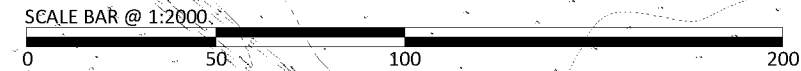
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 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 Fax: 01256 338644 www.i-transport.co.uk	E	17.07.19	JD	MINOR AMENDMENTS	DS	DS	TITLE: FORD MARKET AND CAR BOOT CAR PARKING ACCESS ARRANGEMENTS	SCALE @ A3: 1:1000	CHECKED: DS	APPROVED: DS	
	D	01.07.19	JD	MINOR AMENDMENTS	DS	DS		PROJECT: FORD AIRFIELD	FILE REF: ITB13091	DRAWN: SH	DATE: 10.04.19
	C	15.05.19	SH	MINOR AMENDMENTS	DS	DS					
	B	03.05.19	SH	MINOR AMENDMENTS	DS	DS					
	A	30.04.19	SH	MINOR AMENDMENTS	DS	DS					
	REV	DATE	BY	DESCRIPTION	CHK	APD	CLIENT: REDROW HOMES LIMITED & WATES DEVELOPMENTS LIMITED	DRAWING No: ITB13091-GA-036			
STATUS: DRAFT						PROJECT No: ITB13091		REV: E			

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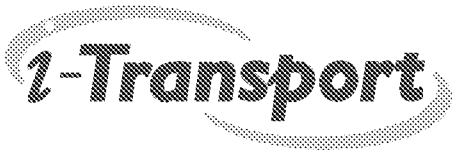
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CLIENT:
REDROW HOMES LIMITED

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
SCALE @ A3: 1:2000		CHECKED: DS		APPROVED: DS	
FILE REF: ITB13091		DRAWN: JD		DATE: 26.11.18	
DRAWING No: ITB13091-GA-017					
PROJECT No: ITB13091				REV: -	

TITLE:
**FORD AIRFIELD GEOMETRY
CAR BOOT AND MARKET TRADING AREA**

PROJECT:
FORD AIRFIELD



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

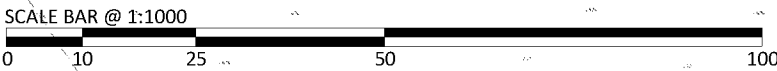
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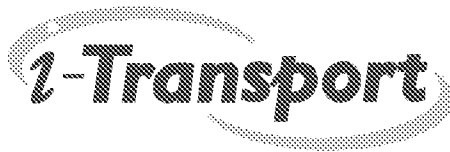


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PROPOSED BAY COUNT = 751

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG www.i-transport.co.uk Tel: 01256 338640 Fax: 01256 338644					
TITLE: PRIMARY CAR PARK SCHEME - 2.4m x 4.8m BAYS					
PROJECT: FORD AIRFIELD					
CLIENT: REDROW HOMES LIMITED					
SCALE @ A2: 1:1000		CHECKED: DS		APPROVED: DS	
FILE REF: ITB13091		DRAWN: JD		DATE: 01.07.19	
DRAWING No: ITB13091-GA-046					
PROJECT No: ITB13091				REV: -	