

FORD ENERGY RECOVERY FACILITY AND  
WASTE SORTING AND TRANSFER FACILITY,  
FORD CIRCULAR TECHNOLOGY PARK



ENVIRONMENTAL STATEMENT  
TECHNICAL APPENDIX K:  
TRAFFIC AND TRANSPORT ASSESSMENT

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**FORD ENERGY RECOVERY FACILITY AND  
WASTE SORTING AND TRANSFER FACILITY,  
FORD CIRCULAR TECHNOLOGY PARK  
TRANSPORT ASSESSMENT**

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# 1. INTRODUCTION & BACKGROUND

## 1.1 Introduction

This Transport Assessment relates to the proposed Ford Energy Recovery Facility (ERF) and Waste Sorting and Transfer Facility (WSTF), Ford Circular Technology Park (CTP); (therein referred to as the 'Ford ERF and WSTF'). The Ford ERF and WSTF is proposed by Grundon Waste Management Limited (Grundon), Viridor Waste Management Limited (Viridor) and Ford Energy from Waste Limited (Ford EfW) (therein referred to as 'the applicants').

The applicants are proposing to build and operate a conventional energy recovery facility (ERF) at the site. Grundon, the sole owner/ operator of the existing waste transfer station (WTS), is proposing to continue this operation in a new, purpose-built waste sorting and transfer facility (WSTF) on site. A full planning application, including the ERF and WSTF and ancillary uses is to be submitted. As part of this, Ramboll UK Limited (Ramboll) was appointed by the applicants to prepare this Transport Assessment (TA).

The application site is located at the Ford Circular Technology Park (CTP) (the former Tarmac blockworks site) which is situated to the south-west of the village of Ford. The 7.11 ha site is partially used for the existing Waste Transfer Station (WTS) operation and is partially vacant. The existing WTS building is located towards the centre of the site and portacabins, parking and containers associated with this operation are situated to the west of the WTS. There are two vacant, derelict former hangar buildings towards the north of the site and a large area of hardstanding is situated towards the south and east of the site.

## 1.2 Background

There are two previous planning permissions for the site. The first permission was granted in 2013 for a new Waste Treatment Facility (WTF) which is currently active on site. The second planning permission was granted in 2018 for a new link road (referred to as the Southern Link Road or the SLR) that links the application site to an internal junction with a link to Ford Road and access roads to the Southern Water and Viridor sites to the south of the site. All are collectively referred to as the site access road.

As part of the planning permission for the SLR, the SLR has an HGV capacity cap of up to 240 HGV movements to and from the application site on the SLR per day (120 HGVs in and 120 HGVs out) between 06:00 to 20:00 (Mon-Fri) and up to 120 HGV movements to and from site per day (60 HGVs in + 60 HGVs out) between 08:00 to 18:00 on Saturdays.

## 1.3 Consultation

On 30 January 2020, Ramboll sent a scoping checklist to West Sussex County Council (WSCC) to seek early engagement with the local highway authority and to agree the proposed scope of the transport work.

The scope was agreed with Stephen Gee from WSCC who responded to the scoping checklist email on 10 March 2020. Stephen's reply confirmed the scope and that a Transport Statement (TS) would be required. A copy of the WSCC response can be found in Appendix 1.

The scope then subsequently expanded to become this Transport Assessment (TA) in response to the WSCC Environmental Impact Assessment (EIA) Scoping Opinion response from WSCC (10

March 2020). The main change in scope was to consider traffic impact with respect to cumulative development in the local area, in line with the Environmental Statement. This report reflects the wider scope accordingly.

#### **1.4 Purpose of Report**

As agreed with WSCC, the purpose of the document is to support the planning application for the Ford ERF and WSTF and associated ancillary buildings. This TA will contain the following elements:

- **Chapter 1 – Introduction** (this chapter);
- **Chapter 2 – Planning and Policy Assessment** – A review of national, regional and local development and transport planning policies;
- **Chapter 3 – Baseline Conditions** – a review of baseline transport conditions;
- **Chapter 4 – Development Proposals** – description of the development proposals;
- **Chapter 5 – Development Trip Generation** – calculation of the estimated operational and construction trip generation;
- **Chapter 6 – Traffic Impact Consideration**
- **Chapter 7 – Policy Compliance** – A review of how the proposed development complies with local and national policies; and
- **Chapter 8 – Summary & Conclusion.**

#### **1.5 Limitations**

This report has been prepared for the applicants and shall not be relied upon by any third party unless that party has been granted a contractual right to rely on this report for the purpose for which it was prepared. The findings and opinions in the report are based upon information derived from a variety of information sources. Ramboll believe these information sources to be reliable.

This report has been prepared on the basis of the proposed end land use defined by the applicants. If this proposed end land use is altered or changed then it will be necessary to review the findings of this report.

It should be noted that some of the aspects considered in this study are subject to change with time. Therefore, if the development is delayed or postponed for a significant period then it should be reviewed to confirm that no changes have taken place, either at the application site or within relevant legislation.



## 2. POLICY REVIEW

Planning applications in WSCC are currently determined with reference to the following policies:

- National Planning Policy Framework (February 2019);
- West Sussex Transport Plan 2011-26 (LTP3);
- Walking and Cycling Strategy 2016-2026;
- West Sussex Waste Local Plan; and
- Arun District Council Parking Standards Supplementary Parking Document.

### 2.1 National Planning Policy Framework (February 2019)

At the national level, the key relevant policy consideration is the National Planning Policy Framework (NPPF)<sup>1</sup>, which was updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining applications.

Within the NPPF, it details (at Paragraph 111) that all developments that generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

Paragraph 106 states "*Maximum parking standards for residential and non-residential development should only be set where there is clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.*"

### 2.2 West Sussex Transport Plan 2011-2026 (LTP3)

The West Sussex Transport Plan<sup>2</sup> (WSTP) LTP3 is the county council's main plan for transport in West Sussex and sets out the strategies and policies for transport in the authority area. It has four overriding strategies:

- Promoting economic growth;
- Tackling climate change;
- Providing access to services, employment and housing; and,
- Improving safety, security and health.

Under section 1.4.9 of the plan, the LTP3 sets out the council's approach for freight movements. It recognises that the efficient and safe movement of freight is vital to the success and growth of the West Sussex economy and to help achieve this, the Council will maintain and promote a lorry route network for the main lorry movements in the county.

The A259 is identified as a strategic lorry route on the Council's Advisory Lorry Routes map (Appendix 2).

<sup>1</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf)

<sup>2</sup> [https://www.westsussex.gov.uk/media/3042/west\\_sussex\\_transport\\_plan\\_2011-2026\\_low\\_res.pdf](https://www.westsussex.gov.uk/media/3042/west_sussex_transport_plan_2011-2026_low_res.pdf)

### 2.3 Walking and Cycling Strategy 2016-2026

The West Sussex Walking and Cycling Strategy<sup>3</sup> (WSWCS) is designed to complement the Government's emerging Cycling and Walking Investment Strategy and sets out the county council's aims and objectives for walking and cycling together with their priorities for investment in infrastructure improvements.

As stated in section 3.1 of the Strategy, the key design principles that will apply to new infrastructure are:

- *"Cycling and walking are recognised as a key part of the transport mix;*
- *All new (development) and improvement / maintenance schemes will consider, and wherever possible prioritise, the needs of cyclists and walkers; and*
- *The differing needs of users will be recognised in the design of routes and those needs will, wherever possible, be incorporated e.g. people with pushchairs, equestrians, etc."*

Infrastructure improvements will reflect Government and other best practice guidance (e.g. Design Manual for Roads and Bridges, Manual for Streets etc.) and are considered in the following way:

- Segregated inter-community routes that connect places and are designed primarily for utility journeys e.g. commuting and accessing facilities;
- Off road and / or less busy inter-community routes that enable access to and through the countryside and are designed primarily for leisure;
- Routes and facilities in built up areas which are designed primarily to:
  - Re-allocate road space and improve safety at junctions on key distributor roads and public transport hubs
  - Manage traffic speeds (where appropriate with 20mph limits), through traffic and safety at junctions in residential streets;
  - Create safer links to encourage sustainable journeys in particular travel to and from schools, employment sites, leisure destinations and transport hubs; and,
  - Encourage use of public transport (e.g. providing cycle parking).

### 2.4 West Sussex Waste Local Plan (WSWLP)

The West Sussex Waste Local Plan<sup>4</sup> (WSWLP), which covers both WSCC and South Downs National Park, covers the period to 2031 and is the most up-to-date statement of the Authorities' land-use planning policy for waste.

**Policy W10:** Strategic Waste Site Allocations, allocates the Ford Airfield site as being acceptable in principle for the development of proposals for the transfer, recycling and / or treatment of waste of up to 250,000 tonnes per annum.

As stated in paragraph 7.3.9 the key Transport development principles for the Ford site are:

- Assessment of the possible closure of the existing access north of Rodney Crescent and the use of an alternative access to the site from Ford Road;
- Assessment of impact of additional HGV movements on highway capacity and road safety, including at the Church Lane / A259 junction and possible mitigation required; and

<sup>3</sup> [https://www.westsussex.gov.uk/media/9584/walking\\_cycling\\_strategy.pdf](https://www.westsussex.gov.uk/media/9584/walking_cycling_strategy.pdf)

<sup>4</sup> [https://www.westsussex.gov.uk/media/3241/waste\\_local\\_plan\\_april2014.pdf](https://www.westsussex.gov.uk/media/3241/waste_local_plan_april2014.pdf)

- A routing agreement is required to ensure vehicles enter and exit via Ford Road to the south, and not to or from the A27 to the north. Access via Rollaston Park/B2233 for HGVs should also be prevented.

The strategic objective recognises that where transport by rail and water is not possible, facilities should be located as close as possible to the lorry route network to minimise the impact of road transport in local communities and rural areas. This is repeated in Policy W3 on the location of built waste management facilities.

**Policy W18:** Transport, states that proposals for waste development will be permitted provided that:

- *“Where practicable and viable, the proposal makes use of rail or water for the transportation of materials to and from the site;*
- *Transport links are adequate to serve the development or can be improved to an appropriate standard without an unacceptable impact on amenity, character, or the environment; and*
- *Where the need for road transport can be demonstrated:*
  - *materials are capable of being transported using the Lorry Route Network with minimal use of local roads, unless special justification can be shown;*
  - *vehicle movements associated with the development will not have an unacceptable impact on the capacity of the highway network;*
  - *there is safe and adequate means of access to the highway network and vehicle movements associated with the development will not have an adverse impact on the safety of all road users;*
  - *satisfactory provision is made for vehicle turning and parking, manoeuvring, loading, and, where appropriate, wheel cleaning facilities; and*
  - *vehicle movements are minimised by the optimal use of the vehicle fleet.”*

With regards to the level of car and other parking, it should be sufficient to prevent environmental or safety problems and not exceed agreed maximum standards other than in exceptional circumstances. Convenient, attractive, and safe cycle and motorcycle parking and parking for those with impaired mobility should be provided to agreed minimum standards.

## **2.5 Arun District Council Parking Standards Supplementary Parking Document**

The Arun District Council Parking Standards Supplementary Parking Document<sup>5</sup> (SPD) January 2020 was officially adopted on the 15th January 2020 and sets out the amount of car parking, cycle parking and electric vehicle charging points expected to be provided within development of differing sizes.

Parking for non-residential uses needs to consider the accessibility of the site, the likely demand for parking and the viability of the site. In determining the amount of parking that should be provided at non-residential developments, developers should seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/ retaining staff.

<sup>5</sup> <https://www.arun.gov.uk/download.cfm?doc=docm93jjjm4n14832.pdf&ver=15210>

Businesses are obliged to minimise their effect on the environment, and they should promote sustainable travel behaviour by encouraging employees to travel by non-car modes and reducing the number of single occupancy car journeys.

As stated in the SPD, *“it is the responsibility of the developer to provide evidence that adequate facilities are provided on site for the proposed use, including cycle parking, changing and storage facilities. Due regard should be paid to unique characteristics of each land use. This may include providing details of the proposed operation of the site once in use such as whether the site will need to store vehicles not in use or on layover periods, the frequency of vehicles visiting the site for deliveries or the type and size of vehicles using the site.*

*In addition, the following should be taken into account:*

- *The volume of staff/visitor parking should be demonstrated through survey or business data to ascertain the peak parking periods and demand;*
- *The geographical location of the site along with the levels of accessibility for non-car mode users; and*
- *Local mode share data, baseline or forecast mode shares detailed in supporting travel plans.”*

Table 2.1 sets out the overall vehicular and cycle parking standards for non-residential development land uses. Whilst the requirements are based on maximum standards for car parking and minimum cycle parking standards in 2003, they should now be used as a guide for developers and justified on the above criteria through a site-specific assessment.

**Table 2.1 Vehicular and Cycle Parking Provision in Non-Residential Developments**

Use Class	Vehicular	Cycle
B2 General Industrial	1 space per 40sqm	1 space per 200sqm for staff and 1 space per 500sqm for visitors
B8 Storage	1 space per 100sqm	1 space per 500sqm for staff and 1 space per 1000sqm for visitors

With regards to the provision of electric vehicle charging points, the Government’s ‘Road to Zero Strategy’ sets out an ambition for at least 50% and as many as 70% of new car sales to be ultra-low emission by 2030 and it is important that developers consider the likely demand for EV charging facilities within new developments, and how this is likely to change over time.

Table 2.2 presents the minimum requirements for electric vehicle charging points for new developments in Arun District Council.

**Table 2.2 Electric Vehicle Points, Minimum Requirements**

<b>Year</b>	<b>% of Parking Spaces with Active EV Charging Points</b>
2018	20%
2023	30%
2028	50%
2033	100%

In terms of disabled parking provision, it should be provided at a minimum of 5% of the total number of parking spaces being provided on the site.

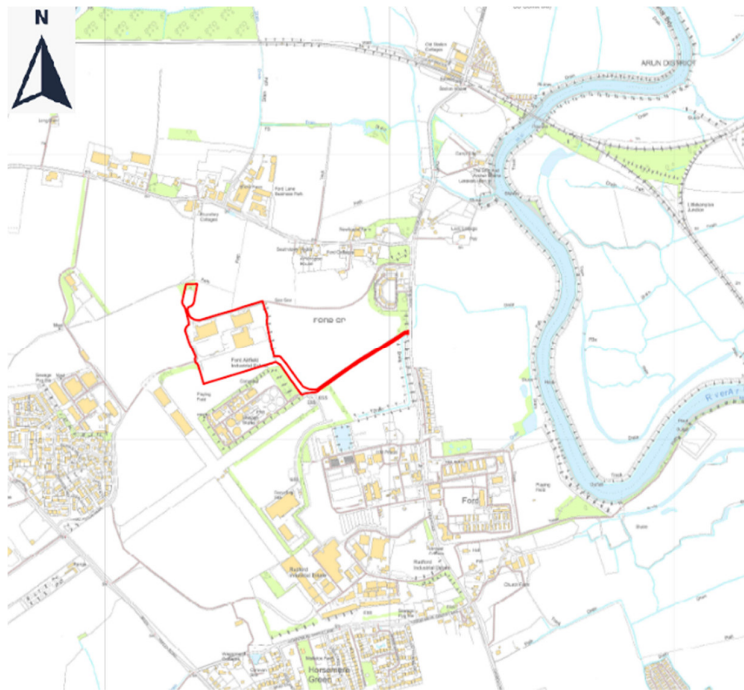
For sites with no or low parking provision due to site constraints, justification of exclusion of disabled person parking places should be clearly set out in the planning application, however it is advisable that a minimum of one disabled parking space is provided.

## 3. BASELINE CONDITIONS

### 3.1 Site Location

The application site is located at the Ford CTP to the south-west of Ford village in Arun, West Sussex, as shown in Figure 3.1. Yapton is situated approximately 1km to the west of the site, Climping approximately 1 km to the south, Littlehampton approximately 2km to the east, and Arundel approximately 3km to the north-east.

Figure 3.1 Site Location



Source: Map Data @2020

The site is surrounded by agricultural land to the north, east and west, while a sewage treatment works, and area of sports pitches lie to the south. Ford Airfield Industrial Estate lies beyond the agricultural land to the west, beyond which is the residential area of Yapton. Viridor's materials recovery facility lies beyond the sewage treatment works to the south, beyond which there is another industrial estate, Her Majesty's Prison (HMP) Ford and the residential area of Climping.

Ford village lies beyond the agricultural land to the north east, while Ford Lane and a small number of commercial premises lie beyond the agricultural land to the north. There is agricultural land and the Ford to Barnham railway line beyond these. Beyond the agricultural land to the east of the site is Ford Road, more agricultural land and the River Arun.

There are several public rights of way in the vicinity of the site to the north, including footpaths 366 and 366/1, which run north-south to Ford Lane, and footpath 200/3, which runs along the site's north eastern edge and joins footpath 363, which runs to Yapton. It should be noted however that there is no direct access between the site and footpath 363.

### **3.2 Local Highway Network**

The site forms part of the former Ford Airfield and is located approximately 500m east of Ford Road to the south-west of Ford village. Ford Road is an unclassified road and is moderately trafficked, connecting the A259 in the south with the A27 at Arundel to the north. Throughout much of its length, Ford Road and Station Road have 40 mph speed restrictions with a footway along its entire length, along its western boundary and is mostly unlit.

Station Road has a controlled railway level crossing approximately 1km to the north of the application site, which is situated to the east of Ford Railway Station. Ford Railway Station is situated on the busy Southampton and Brighton railway line along the south coast and therefore, the level crossing is in regular operation.

Ford Road to the south of the site is generally straight and has limited frontages. Nelson Row is a residential street set back and running parallel to Ford Road approximately 120m south of the site. It provides three access points onto Ford Road, including an 'entry only' connection at its northern end and an 'exit only' connection at its southern end. There are 23 residential properties along Nelson Row with the frontages of the houses set back approximately 25m from the carriageway eastern boundary of Ford Road.

HMP Ford Prison is located approximately 550m south of the site on Ford Road and is situated on either side of the road, with a pelican crossing joining the two sites. Around this area, there are also several accesses to the west of Ford Road to predominately commercial and light industrial sites.

The southern end of Ford Road is known as Church Lane. Church Lane forms a roundabout junction with the A259 at its southern extent. This junction, known as the Crookthorn Roundabout, is located approximately 1.7km to the south of the site on Church Lane.

The A259 is a strategic route that links Chichester with Worthing via Bognor Regis and Littlehampton. The A259 between the junction of Yapton Road and Ford Road has a 40mph speed restriction. This section of highway is a heavily trafficked road with no frontages and a shared footway / cycleway running along the northern side of the carriageway between the Yapton Road junction to the west and the Crookthorn Roundabout to the east.

### **3.3 Existing Site Operation**

The 7.11 ha site is currently used for an existing WTS operation under the current permission with the remainder of the site being vacant. As described in Section 1.2, part of the permission for the recently constructed SLR is that HGV movements are capped to a maximum number of movements per day. Up to 240 HGV movements to and from site per day (120 HGVs in and 120 HGVs out) between 06.00 to 20:00 (Mon-Fri) and up to 120 HGV movements to and from site per day (60 HGVs in + 60 HGVs out) between 08:00 to 18:00 (Sat).

#### **3.3.1 Parking**

Currently parking is undefined and occurs on open ground within the site. Generally, c.24 staff cars and c.20 HGV park on site. Only staff, maintenance contractors, visitors and refuse HGVs currently park on site.

No parking is provided or permitted along the site access road, or indeed Ford Road.

### 3.3.2 Southern Link Road (SLR)

The SLR was recently constructed and opened in January 2020. The SLR provides access for all the development traffic arriving and departing the proposed site, and has a footpath running alongside. The SLR is part of the site access road, which forms a T-junction with Ford Road.

The site access road link is considered of sufficient width to accommodate all potential vehicles. Swept path analysis undertaken as part of the SLR planning application identified that two 3-axle articulated HGVs (at the maximum legal length of 16.5 metres) could pass each other at all points along the site access road, demonstrating the road is appropriate for two-way HGV usage at the same time.

The SLR planning application also demonstrated that the internal junction on the site access road is designed to appropriate highways standards. The junction has good sightline visibility to the left and right from the minor arm and further swept path analysis (prepared by others as part of previous SLR permission) demonstrated that the priority junction can safely accommodate turning movements for two 16.5 m articulated HGVs at the junction.

### 3.4 Sustainable Accessibility

#### 3.4.1 Pedestrian Accessibility

The site can currently be accessed by foot from the highway network via the following pedestrian routes:

- **Route 1** – this route is from the east and links the north-eastern corner of the site with Ford Road via County Footpath No. 200.3. The route follows the previous exit road from site and has no dedicated footpath; and
- **Route 2** - this route is from the east and links the south-eastern corner of the site with Ford Road via site access road.

Public Rights of Way<sup>6</sup> that have been extracted from West Sussex County Council website can be found in Figure 3.2 and are summarised below:

- Footpath 363 which runs to the north of the site and provides a connection to Footpaths 170, 200.2, 360 on towards Burndell and Yapton (there is no direct access between the site and footpath 363);
- Footpaths 200.3 and 200.4 which run to the north-east of the site and provide a connection between the site and Ford Road;
- Footpath 366 and 366.1, which provide a connection to Ford Lane and Footpath 365; and
- Footpath 175, which runs to the south of the site and provides a connection between Ford Road and Yapton Road.

<sup>6</sup> <https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/public-rights-of-way-imap/imap/>



Figure 3.2 Location of Public Rights of Way



Source: <https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/public-rights-of-way-imap/imap/>

A footway of circa 2.5m wide running north-south along the west side of Ford Road crosses the site access road without deviation from its course. Dropped kerbs are provided across the site access road. The visibility between the footway and the access road i.e. between pedestrian and site vehicles is good. To the north, Ford Road leads into Station Road and along its length the footway is separated by a wide grass verge circa 2.5m wide.

To the south, Ford Road leads into Church Lane where the pedestrian footway 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 the A259 on the eastern side. A Puffin Crossing is also located on Ford Road approximately 500m south of the Viridor site access.

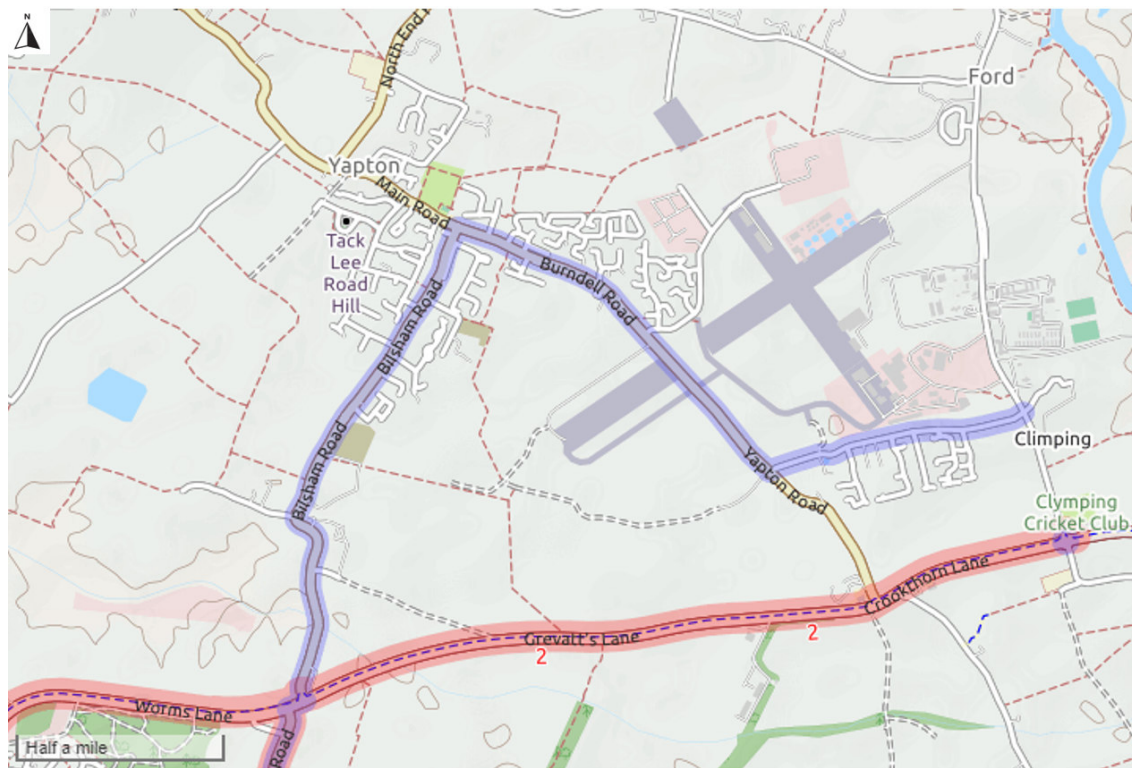
### 3.4.2 Cycle Accessibility

There are no dedicated cycling facilities within the study area.

Figure 3.3, extracted from the West Sussex County Council website<sup>7</sup>, shows the section of Yapton Road between Horsemere Green Lane and Bilsham Road is part of the Local Cycle Network. It should be noted that this section of Yapton Road is subject to a 40mph speed limit.

National Route 2 of the National Cycle Network (NCN) which is located out of the study area runs along the A259 to the south of the development site and the closest access points to the national cycle lane are the junctions of the A259 Crookthorn Lane with Yapton Road and Church Lane.

Figure 3.3 Cycle Network



Source: <https://cyclejourneyplanner.westsussex.gov.uk/>

### 3.4.3 Bus Accessibility

There are no bus stops within a reasonable walking distance to the site.

### 3.4.4 Rail Accessibility

Ford Rail Station is located approximately 1.6km to the north-east of the proposed site and is served by national rail services throughout the day. Table 3.2 summarises the services available from the station.

<sup>7</sup> Cycle Journey Planner, West Sussex County Council Website: <https://cyclejourneyplanner.westsussex.gov.uk>

**Table 3.1 Rail Service Information**

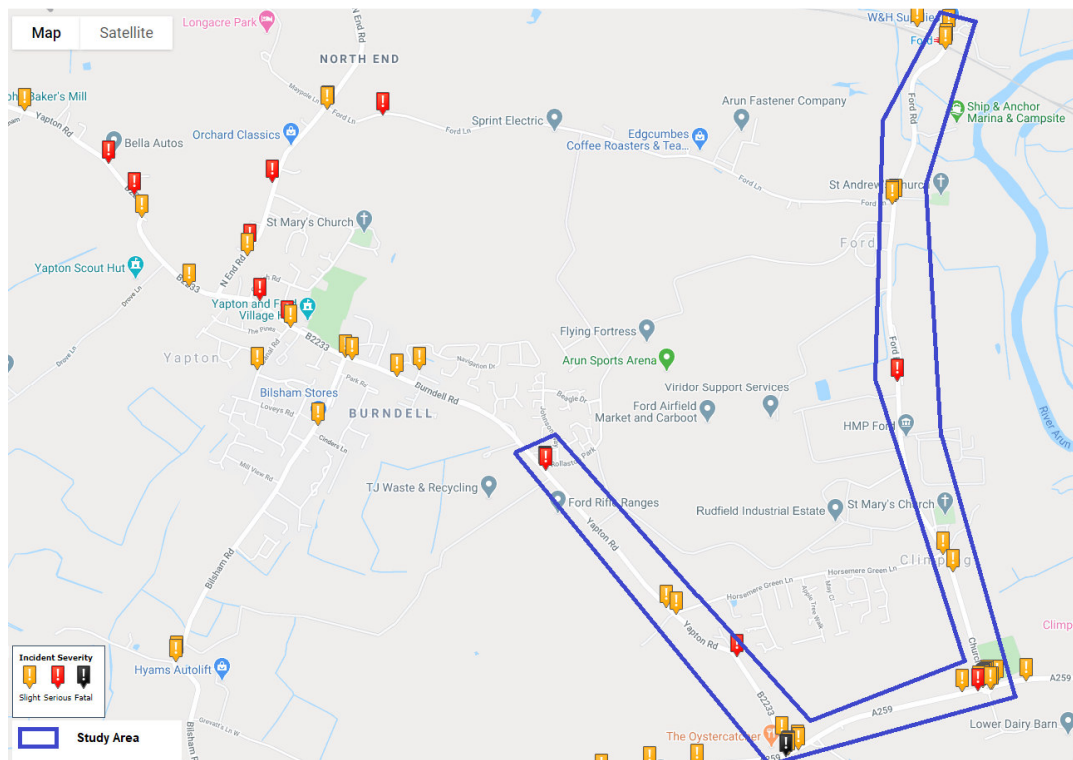
Destination	Service Frequency per hour			Average Journey Time
	Weekdays	Saturdays	Sundays	
Littlehampton	2 services	2 services	1 service	5 mins
Portsmouth	2 services	3 services	2 services	46 mins
Southampton	2 services	2 services	2 services	1hr 15 mins
Brighton	2-3 services	2 services	2 services	43 mins
London	3-4 services	3 services	2 services	1hr 37 mins

The whole station has step-free access and ramps are available for train access. There is also sheltered storage provided for 14 cycle spaces with CCTV coverage.

**3.5 Accident Analysis**

Personal Injury Accident (PIA) data for the highway network in the vicinity of the development site have been obtained from the CrashMap website for a five-year period from 01/01/2015 to 31/12/2019. Locations of the accidents are shown below in Figure 3.4 and accidents that occurred within the study area (highlighted in blue in Figure 3.4) are summarised in Table 3.3.

**Figure 3.4 Locations of Accidents (Not To Scale)**



Source: <https://www.crashmap.co.uk/Search>

**Table 3.2 Summary of PIA Data within Study Area**

Year	Severity			Total Accidents	Vulnerable Road Users			Total Casualties
	Slight	Serious	Fatal		Pedestrians	Cyclists	Motorcycle	
2015	5	0	0	5	0	1	1	6
2016	6	1	1	8	0	2	0	8
2017	4	3	0	7	1	3	1	9
2018	9	1	0	10	1	2	2	18
2019	2	0	1	3	0	0	2	6
Total	26	5	2	33	2	8	6	47

In total, 33 accidents have been recorded within the study area, out of which 26 were slight, five serious and two fatal. Eleven accidents in the study area occurred at the Church Lane / Crookthorn Lane roundabout where cyclists were involved in seven of them. The PIA data for this roundabout is summarised in Table 3.4 below.

**Table 3.3 Summary of PIA Data at Church Lane/ Crookthorn Lane Roundabout**

Year	Severity			Total Accidents	Vulnerable Road Users			Total Casualties
	Slight	Serious	Fatal		Pedestrians	Cyclists	Motorcycle	
2015	1	0	0	1	0	0	0	1
2016	3	0	0	3	0	2	0	3
2017	3	1	0	4	0	3	0	4
2018	2	1	0	3	0	2	0	3
2019	0	0	0	0	0	0	0	0
Total	9	2	0	11	0	7	0	11

Table 3.4 presents the accidents that have occurred at the Church Lane/ A259 roundabout and the data indicates that 7 out of 11 total accidents involved cyclists, with one accident classified as serious and the rest as slight. No accidents have been observed at the roundabout in 2019.

### 3.6 Baseline traffic flows

Specific traffic surveys have not been undertaken for this TA due to the current COVID-19 pandemic and resultant lock-down restrictions leading to significantly reduced and therefore non-representative traffic flows on the local highway network. As an alternative, it is considered that the traffic data contained within the recently submitted Ford Airfield Transport Assessment<sup>8</sup> (ref: DS/EF/AI/ITB13091-003E R) enables this TA to proceed in accordance with the agreed TA scope of assessment.

The Ford Airfield Transport Assessment includes traffic flow diagrams (AM and PM Peak Hour) based on a survey campaign carried out in 2018. This survey took place over a period of 7 days,

<sup>8</sup> Ford Airfield Transport Assessment, prepared by i-transport (ref: DS/EF/AI/ITB13091-003E R) for Redrow Homes Ltd/Wates Development Ltd, 23-October, 2019

commencing 02 July 2018 and concluding 08 July 2018. The survey was undertaken during peak periods of 0700-1000 and 1600-1900 at the following junctions:

- Ford Lane/Ford Road
- Ford Lane/North End Road
- North End Road/B2233 Mini Roundabout
- Rollaston Park/Burndell Road Mini Roundabout
- Rollaston Park/Yapton Road
- Yapton Road/A259
- B2132 Bilsham Road/A259 "Comet Corner"
- A259/Hoe Lane/B2259 Roundabout
- A259/Church Lane/Crookthorn Lane Roundabout
- A259/Broad Piece/B2187 Roundabout
- A27/A284/Maltravers St/Ford Road Roundabout
- A27/Yapton Lane
- Yapton Lane/The St Mini Roundabout

Traffic diagrams from Ford Airfield Transport Assessment have been included in the Appendix 3.

## 4. PROPOSED DEVELOPMENT

### 4.1 Parking

#### 4.1.1 Car Parking Provision

Car parking for employees, visitors and maintenance contractors will be split into two parking areas to the north-east of the main ERF building (ERF Car Park) and to the south of the main WSTF building (WSTF Car Park), as shown on site layout plan in Appendix 4. Table 4.1 presents the breakdown of car parking spaces for the development.

**Table 4.1 Car Parking Provision**

Type of Space	ERF Car Park	WSTF Car Park
Car Spaces	71	62
Of Which: Electric Charging Spaces	71	62
Of Which Disabled Spaces	4	3
Plus Minibus/Coach Space	2	0

As per Table 4.1, parking for 71 cars, including four spaces for mobility impaired users, will be provided on the site to the east of the main ERF building, close to the entrance of the administration, welfare and education facilities. This parking will be for the use of ERF employees, visitors and maintenance contractors. The hatched area to the east of the turbine hall has been designated for minibus/ coach parking (up to two minibuses or one coach) to cater for larger groups of visitors attending the site. All visits will be by prior appointment. In addition, 32 secure spaces for bicycles and up to seven motorcycle spaces will also be provided to the east of the ERF building for use by staff and visitors.

A further 62 car parking spaces, including three for mobility impaired users, will be provided to the south of the WSTF. This parking will be used by WSTF staff, visitors and maintenance contractors. In addition, a further 32 secure spaces for bicycles will also be provided to the south of the WSTF offices.

As per Table 4.1, 100% of staff and visitor parking spaces will be electric charging enabled to encourage the uptake of electric vehicles.

The level of parking proposed is to enable smooth and safe staff shift turnover with no risk of overspill, and to provide space for visitors and maintenance contractors to park safely. It is recognised that the parking will be under-utilised most of the day, but the benefit of the level of provision proposed will be to enable safe parking during shift turn-over when staff parking demand will peak and during maintenance periods when contractor parking demand will peak. On this basis, the car, cycle, disabled and electric parking provisions are considered consistent with policy and appropriate.

## 4.2 HGV, Coach and RCV Parking

The site will provide 10 HGV and 28 Refuse Collection Vehicle (RCV) spaces to the west of the WSTF building and car park plus a further 5 temporary parking bays next to the workshop. All these spaces are accessed via the internal one-way circulation road along the southern boundary of the site once the vehicles have passed through the main gatehouse barrier at the front of the site.

As the HGV and RCV parking spaces are located to the west of the WSTF building, all heavy vehicles will be weighed and recorded at the weighbridge to the south of the WSTF car park. Once weighed and recorded, the vehicles can then park in the correct designated spaces. Once parked, vehicle drivers can follow safe pedestrian routes within the car parks to access the main buildings or other areas of the site. The locations of the parking spaces are identified on the site layout plan in Appendix 4.

To the east of the ERF is a hatched area for minibus/ coach parking (up to two minibuses or one coach) to cater for larger groups of visitors attending the site. There is no HGV or RCV parking in the ERF section of the site.

## 4.3 Cycle and Motorbike Parking Provision

As indicated above, the proposed development will provide 64 covered, secure cycle parking spaces for staff and visitors split evenly between two cycle shelters. One shelter will be situated in the north-west corner of the WSTF car park and will provide 32 cycle parking spaces consisting of 16 Sheffield stands. The other cycle shelter will be situated to the south of the ERF car park, just by the main pedestrian access to the ERF building and will provide 32 cycle parking spaces consisting of 16 Sheffield stands. Showers and lockers will be provided as part of the on-site staff welfare facilities in both buildings. Motorcycle parking is included within the car parking provision. Table 4.2 presents the breakdown of cycle parking spaces for the development split between the two car parks.

**Table 4.2 Proposed Development Cycle Parking Provision**

Cycle Parking Location	Number of Spaces
ERF Car Park	32
WSTF Car Park	32

## 4.4 Access

### 4.4.1 Site Access

The proposed development site will continue to be accessed from the recently constructed Southern Link Road (SLR) as part of the site access road that leads to the local road network via Ford Road. All access and egress to/from the site would be via this route to/from Ford Road. As part of the consented SLR scheme, daily HGV movements associated with the application site along the SLR are capped as follows:

- No more than 120 HGVs can enter, and no more than 120 HGVs can exit the site per day Mondays to Fridays; and
- No more than 60 HGVs can enter, and no more than 60 HGVs can exit the site per day on Saturdays.

For the following delivery times:

- 06:00-20:00 on Monday to Friday
- 08:00-18:00 on Saturday

Daily HGV numbers associated with the proposed development cannot be greater than the approved SLR HGV cap or arrive/depart the site outside of the hours of delivery.

On the vast majority of days (normal days) the number of HGVs making deliveries and collections will sit within the approved cap. However, by exception (on peak days) HGVs making deliveries and / or collections may meet or slightly exceed the cap. This will be in exceptional circumstances reflecting adverse traffic conditions, vehicle breakdown, to prevent the build-up of waste at the WSTF, due to holiday peak periods or for other operational reasons.

#### **4.4.2 Internal Site Circulation**

In terms of internal site circulation, all cars wishing to park in the ERF car park will use an internal circulation road which provides two-way access to the ERF car park along the eastern boundary of the site to/from the main site entrance in the south-east corner of the site.

Cars wishing to access the WSTF car park will use the internal circulation road along the southern boundary of the site which links directly to the car park. All cars will need to be cleared at the main site barriers before entering and departing the site.

Refuse Collection Vehicles (RCVs) and HGVs will enter site via the SLR and will proceed to the main site gatehouse where they will need to be cleared to enter the site and given directions to either the ERF, WSTF or parking areas.

All vehicles accessing the WSTF area of the site will be weighed and recorded at the weighbridge to the south of the WSTF car park and will be directed to the WSTF HGV/RCV route or parking area as required.

All internal circulation routes for cars, HGVs and RCVs can be seen on the main site layout plan in Appendix 5. The plan shows all routes to be taken for the various material and waste streams for the WSTF and ERF, as well as the routes to all parking areas on site.

#### **4.4.3 Cycle and Pedestrian Access**

Cycle and pedestrian access to the site will be along the site access road and the SLR, noting that the SLR includes a shared c.3m wide footpath and cycleway.

#### **4.5 Operating Hours**

The ERF will operate 24 hours a day, seven days a week, though there will be periods of annual maintenance when waste processing is reduced. The majority of deliveries and collections will be received/ made between 06:00 and 20:00 hours Mondays to Fridays and 08:00 and 18:00 hours on Saturdays. However, by exception some deliveries and / or collections may take place outside of these hours in response to traffic conditions, or to prevent the build-up of waste at the WSTF or following holiday periods or for other operational reasons. The WSTF will operate from 06:00 to 20:00 Mondays to Fridays, 08:00 to 18:00 on Saturdays.



## 5. DEVELOPMENT TRIP GENERATION

This chapter provides an estimate of the number of vehicular trips the proposed development is expected to generate.

The TA is focussed on development traffic during the peak network hours over a normal day. The ES Chp and associated AQ/N assessments use Annual Average Daily Traffic (AADT) development traffic flows. There is a requirement therefore to convert Normal Day flow into AADT. Taking into account the operating hours as a proportion of a typical week, this indicates that the operating hours equate to c.85% of the total hours over a week. This gives a conversion factor of 0.853 to convert a Normal Day flow into AADT flow. This Normal Day to AADT conversion factor has been applied to the normal day development trips estimated by this TA, where AADT is required in the ES and associated AQ/N assessments.

For the purposes of this TA, operational phase trips (trips associated to the general day to day running of the site) and construction phase trips (trips associated to the construction of the proposed development) have been dealt with separately. Details of how these trips have been derived are described below.

### 5.1 Operational Phase Trips

Operational phase trip generation have been split into 3 types of trips;

1. **Operational Staff Car Trips** – these trips consist of all staff car trips to/from site for the duration of the day.
2. **Operational Light Goods Vehicles (LGV) Trips** – these trips primarily consist of contractor trips for maintenance and deliveries to/from site for the duration of the day.
3. **Operational Heavy Goods Vehicles (HGV) Trips** – these trips consist of all the HGV trips (OGV1 & OGV2) to/from site going to/from the Waste Sorting Transfer Station (WSTF) and the Energy Recovery Facility (ERF) for the duration of the day.

These operational phase trips have also been further segregated into two types of HGV trips:

- 'Normal Day' HGV Trips; and
- 'Peak Day' HGV Trips.

The ERF and WSTF is expected to operate such that HGVs making deliveries and collections are estimated to sit within the approved cap (as per a Normal Day). The assessment of a Peak Day is purely a worst-case scenario. HGVs are not expected to exceed Normal Day flows except in very exceptional circumstances reflecting adverse traffic conditions, vehicle breakdown, the need to prevent the build-up of waste at the WSTF, ultra- peak waste periods (e.g. Christmas) or for other exceptional operational reasons.

#### 5.1.1 Operational Staff Car Trips

Operational staff car trips for the proposed development have been derived using first principles. The applicants (the proposed site operators) have estimated that there will be approximately 80 staff working at the site, split between 40 based at the WSTF and 40 based at the ERF.

For the purpose of preparing robust trip estimates, it has been assumed that all staff drive to/from site in single occupancy cars to present a 'worst-case' trip generation scenario. This has been done so we can see what the potential maximum trips are to/from site for all staff, but it is

noted that some site staff might be able to travel more sustainably, which will be addressed in the site Travel Plan. A Travel Plan is to be prepared post-submission, in response to an anticipated pre-occupation condition, as agreed with WSCC Highways at TA Scoping stage.

Table 5.1 below presents the estimated number of staff working at the proposed site. The table identifies how many staff will work at both the WSTF and ERF split between job type and identifies the proposed arrival and departure time to/from site for each job type.

**Table 5.1 Operational Staff Numbers**

<b>Staff Type</b>	<b>Arrival Time</b>	<b>Departure Time</b>	<b>Number of Staff</b>
<b>WSTF Staff Numbers</b>			
Drivers	06:00	16:00	30
Other Staff (Site Based)	07:00	17:00	5
Other Staff (Site Based)	08:00	17:30	5
<b>Total WSTF Staff</b>			<b>40</b>
<b>ERF Staff Numbers</b>			
Shift 1	06:00	18:00	12
Shift 2	18:00	06:00	12
Shift 3	06:00	18:00	12
Office Staff	08:00	17:30	4
<b>Total ERF Staff</b>			<b>40</b>
<b>Total Staff</b>			<b>80</b>

Using the above information provided in Table 5.1, a daily trip generation profile has been derived for a normal working day for the core operational site times (06:00-20:00). The trips presented in Table 5.2 for the core operational site time therefore presents the estimated 'worst-case' staff car movements to/from site for the proposed development, based on the principle that staff will arrive in the hour period before their shift starts and depart in the hour period after their shift finishes.

**Table 5.2 Operational Staff Trips**

Start	Finish	Arrive %	Depart %	Arrive	Depart	Total
06:00	07:00	74%	15%	59	12	<b>71</b>
07:00	08:00	5%	0%	4	0	<b>4</b>
08:00	09:00	6%	0%	5	0	<b>5</b>
09:00	10:00	0%	0%	0	0	<b>0</b>
10:00	11:00	0%	0%	0	0	<b>0</b>
11:00	12:00	0%	0%	0	0	<b>0</b>
12:00	13:00	0%	0%	0	0	<b>0</b>
13:00	14:00	0%	0%	0	0	<b>0</b>
14:00	15:00	0%	0%	0	0	<b>0</b>
15:00	16:00	0%	0%	0	0	<b>0</b>
16:00	17:00	0%	38%	0	30	<b>30</b>
17:00	18:00	15%	18%	12	14	<b>26</b>
18:00	19:00	0%	30%	0	24	<b>24</b>
19:00	20:00	0%	0%	0	0	<b>0</b>
		<b>100%</b>	<b>100%</b>	<b>80</b>	<b>80</b>	<b>160</b>

### 5.1.2 Operational LGV Trips

Due to there being no available operational LGV data for the Ford ERF and WSTF site, LGV trips have been estimated based on LGV trips at the existing Lakeside EFW Facility in Slough, which is a similar operational facility owned and operated by a joint venture between Grundon and Viridor.

It has been assumed that LGV trips at the Lakeside site (which are mainly contractor maintenance trips and deliveries) will be representative of LGV trips at the proposed Ford site. In reality, the Lakeside LGV trip generation will probably be higher than the proposed site, as the Lakeside facility is over 10 years old and maintenance could be more onerous. Therefore, the estimated LGV trips for the proposed development are considered a robust estimate as there will likely be less maintenance LGV trips associated to a state-of-the-art modern facility.

Table 5.3 presents the estimated daily arrival and departure LGV trip generation for Lakeside, which for the purpose of this assessment has been assumed to be representative of trips to/from the proposed development.

**Table 5.3 Operational LGV Trips**

Start	Finish	Arrive %	Depart %	Arrive	Depart	Total
06:00	07:00	9%	3%	3	1	<b>4</b>
07:00	08:00	22%	16%	7	5	<b>12</b>
08:00	09:00	3%	0%	1	0	<b>1</b>
09:00	10:00	6%	6%	2	2	<b>4</b>
10:00	11:00	16%	10%	5	3	<b>8</b>
11:00	12:00	6%	10%	2	3	<b>5</b>
12:00	13:00	9%	6%	3	2	<b>5</b>
13:00	14:00	13%	10%	4	3	<b>7</b>
14:00	15:00	0%	0%	0	0	<b>0</b>
15:00	16:00	13%	19%	4	6	<b>10</b>
16:00	17:00	3%	6%	1	2	<b>3</b>
17:00	18:00	0%	3%	0	1	<b>1</b>
18:00	19:00	0%	6%	0	2	<b>2</b>
19:00	20:00	0%	3%	0	1	<b>1</b>
		<b>100%</b>	<b>100%</b>	<b>32</b>	<b>32</b>	<b>64</b>

### 5.1.3 Operational HGV Trips

Operational HGV trips for the proposed development have been derived based on proposed HGV movements supplied by the Ford ERF plant designers (Fichtner), who designed the replacement Lakeside EFW facility as well as other recent EFW facilities around the UK. HGV trips to/from the site have been split into HGV trips to/from the WSTF and HGV trips to/from the ERF.

Table 5.4 below presents the estimated daily HGV trip generation totals for a 'Normal Day' and a 'Peak Day', which would be the maximum HGV trips to/from the site (occurring approximately once per month).

**Table 5.4 Operational HGV Trips**

	Normal Day		Peak Day	
	One Way Total	Two Way Total	One Way Total	Two Way Total
WSTF HGV Trips	13	26	14	28
ERF HGV Trips	83	166	92	184
Other HGVs*	13	26	14	28
<b>Total HGV Trips</b>	<b>109</b>	<b>218</b>	<b>120</b>	<b>240</b>

\* Concept Design Report, Fichtner, 14-02-20, p41 Table 25: Mass flow rate; and average/peak traffic flows (one way). Note: minor reduction of c.2 one-way HGVs (PAC and Ammonia)

In order to finalise the daily HGV trip generation profile for the site, arrival and departure trip profiles have been estimated for both the WSTF and the ERF.

The WSTF arrival and departure HGV trip profile has been based on the estimated HGV trip profile at the existing Ford site recorded by the on-site weighbridge from October 2019 to January 2020. As there is an existing WTS currently operating on site, it has been considered that the existing arrival and departure HGV trip profile currently occurring on site will be representative of the proposed WSTF HGV arrivals and departures to/from the proposed development.

Due to the lack of HGV arrival and departure trip profile data for the ERF, the HGV arrival and departure trip profile for the Lakeside facility has assumed to be representative of ERF HGV trips to/from the proposed Ford site.

These proposed operational times for both facilities comply with the permitted HGV operational times for the SLR permission and therefore no HGVs will arrive before 06:00 or depart after 20:00.

By way of example, with respect to the application of the Normal Day to AADT conversion factor (as presented above), the proposed development is estimated to generate 109 HGVs over a Normal Day; which when converted to AADT is 93 HGV AADT ( $109 \times 0.8532$ ).

Tables 5.5 to 5.7 presents the proposed trip generation profiles for WSTF HGVs, ERF HGVs and the combined total site HGVs for a 'Normal Day' and the 'Peak Day'. As discussed previously, approximately once per month the site experiences a 'Peak' in HGV arrivals and departures due to an uplift in deliveries at the ERF, therefore the 'Normal Day' totals present the usual HGV movements for a normal working day at the site and the 'Peak Day' presents the peak HGV movements for the site. The 'Peak Day' movements are presented as a sensitivity test to account for this anticipated uplift in HGVs each month.

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK, TRANSPORT ASSESSMENT

Table 5.5 Operational WSTF HGV Trips

WSTF HGV Trip Profile				Normal Day Trip Totals			Peak Day Trip Totals		
Start	Finish	Arrive %	Depart %	Arrive	Depart	Total	Arrive	Depart	Total
06:00	07:00	1%	0%	0	0	0	0	0	0
07:00	08:00	4%	3%	1	0	1	1	0	1
08:00	09:00	7%	6%	1	1	2	1	1	2
09:00	10:00	7%	7%	1	1	2	1	1	2
10:00	11:00	8%	8%	1	1	2	1	1	2
11:00	12:00	12%	12%	2	2	3	2	2	4
12:00	13:00	19%	18%	3	2	5	3	3	6
13:00	14:00	16%	16%	2	2	4	2	2	5
14:00	15:00	15%	15%	2	2	4	2	2	4
15:00	16:00	10%	11%	1	1	3	1	2	3
16:00	17:00	2%	3%	0	0	1	0	1	1
17:00	18:00	0%	0%	0	0	0	0	0	0
18:00	19:00	0%	0%	0	0	0	0	0	0
19:00	20:00	0%	0%	0	0	0	0	0	0
		<b>100%</b>	<b>100%</b>	<b>13</b>	<b>13</b>	<b>26</b>	<b>14</b>	<b>14</b>	<b>28</b>

Table 5.6 Operational ERF HGV Trips

ERF HGV Trip Profile				Normal Day Trip Totals			Peak Day Trip Totals		
Start	Finish	Arrive %	Depart %	Arrive	Depart	Total	Arrive	Depart	Total
06:00	07:00	7%	9%	5	7	12	6	8	14
07:00	08:00	9%	5%	7	4	11	8	5	13
08:00	09:00	9%	10%	7	8	15	8	9	17
09:00	10:00	8%	11%	6	9	15	8	11	19
10:00	11:00	17%	15%	14	13	27	16	14	30
11:00	12:00	13%	9%	13	8	21	13	8	21
12:00	13:00	10%	16%	8	13	21	9	15	24
13:00	14:00	6%	6%	5	5	10	6	5	11
14:00	15:00	9%	5%	8	4	12	8	5	13
15:00	16:00	2%	6%	2	5	7	2	5	7
16:00	17:00	1%	1%	1	1	2	1	1	2
17:00	18:00	2%	1%	2	1	3	2	1	3
18:00	19:00	3%	5%	3	4	7	3	4	7
19:00	20:00	2%	1%	2	1	3	2	1	3
		<b>100%</b>	<b>100%</b>	<b>83</b>	<b>83</b>	<b>166</b>	<b>92</b>	<b>92</b>	<b>184</b>

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**Table 5.7 Operational Other HGV Trips**

Other HGV Trip Profile				Normal Trip Totals			Peak Day Trip Totals		
Start	Finish	Arrive %	Depart %	Arrive	Depart	Total	Arrive	Depart	Total
06:00	07:00	9%	3%	1	1	2	1	1	2
07:00	08:00	22%	16%	2	2	4	2	2	4
08:00	09:00	3%	0%	1	1	2	0	0	0
09:00	10:00	6%	6%	1	1	2	1	1	2
10:00	11:00	16%	10%	2	2	4	1	1	2
11:00	12:00	6%	10%	1	1	2	1	1	2
12:00	13:00	9%	6%	1	1	2	1	1	2
13:00	14:00	13%	10%	1	1	2	1	1	2
14:00	15:00	0%	0%	0	0	0	0	0	0
15:00	16:00	13%	19%	2	2	4	2	2	4
16:00	17:00	3%	6%	1	1	2	1	1	2
17:00	18:00	0%	3%	0	0	0	1	1	2
18:00	19:00	0%	6%	0	0	0	1	1	2
19:00	20:00	0%	3%	0	0	0	1	1	2
		<b>100%</b>	<b>100%</b>	<b>13</b>	<b>13</b>	<b>26</b>	<b>14</b>	<b>14</b>	<b>28</b>

**Table 5.8 Operational Combined WSTF & ERF HGV & Other HGV Trips**

Combined WSTF & ERF & Other HGV		Normal Day Trip Totals			Peak Day Trip Totals		
Start	Finish	Arrive	Depart	Total	Arrive	Depart	Total
06:00	07:00	6	8	14	7	9	16
07:00	08:00	10	6	16	11	7	18
08:00	09:00	9	10	19	9	10	19
09:00	10:00	8	11	19	10	13	23
10:00	11:00	17	16	33	18	16	34
11:00	12:00	16	11	27	16	11	27
12:00	13:00	11	16	27	13	19	32
13:00	14:00	8	9	17	9	8	17
14:00	15:00	10	6	16	10	7	17
15:00	16:00	5	8	13	5	9	14
16:00	17:00	2	2	4	2	3	5
17:00	18:00	2	1	3	3	2	5
18:00	19:00	3	4	7	4	5	9
19:00	20:00	2	1	3	3	2	5
		<b>109</b>	<b>109</b>	<b>218</b>	<b>120</b>	<b>120</b>	<b>240</b>

### 5.1.4 Total Site Operational Trips

Table 5.9 Total Site Operational Trips

Total Operational		Normal Day Trip Totals			Peak Day Trip Totals		
Start	Finish	Arrive	Depart	Total	Arrive	Depart	Total
06:00	07:00	68	21	<b>89</b>	69	22	<b>91</b>
07:00	08:00	21	11	<b>32</b>	22	12	<b>34</b>
08:00	09:00	15	10	<b>25</b>	15	10	<b>25</b>
09:00	10:00	10	14	<b>24</b>	12	16	<b>28</b>
10:00	11:00	22	19	<b>41</b>	23	19	<b>42</b>
11:00	12:00	18	14	<b>32</b>	18	14	<b>32</b>
12:00	13:00	14	18	<b>32</b>	16	21	<b>37</b>
13:00	14:00	12	12	<b>24</b>	13	11	<b>24</b>
14:00	15:00	10	6	<b>16</b>	10	7	<b>17</b>
15:00	16:00	9	14	<b>23</b>	9	15	<b>24</b>
16:00	17:00	3	34	<b>37</b>	3	35	<b>38</b>
17:00	18:00	14	16	<b>30</b>	15	17	<b>32</b>
18:00	19:00	3	30	<b>33</b>	4	31	<b>35</b>
19:00	20:00	2	2	<b>4</b>	3	3	<b>6</b>
		<b>221</b>	<b>221</b>	<b>442</b>	<b>232</b>	<b>233</b>	<b>465</b>

## 5.2 Construction Phase Trips

Construction phase trips are all trips to/from site associated with the construction of the proposed development. These trips include all construction staff trip movements and all other construction vehicle movements for the duration of the construction period. A robust estimate of construction trips has been derived based on the current best estimates of muck, concrete, fit-out and unit quantities provided by the applicants and Fichtner (plant designers) and the following section describes how these estimates have been derived for the peak construction period of the construction programme.

### 5.2.1 Construction Sequence

The estimated construction sequence is summarised below, noting that the WSTF and ERF will not be constructed simultaneously:

- Phase 1 – Demolition of the westernmost existing building, construction of the northern half of the WSTF and any feasible enabling works for the southern half of the WSTF.
- Phase 2 - Demolition of the remaining existing buildings including the existing WTS, and preliminary operation phase of the WSTF in parallel.
- Phase 3 - Construction and commissioning of the ERF, and preliminary operation phase of the WSTF in parallel.
- Phase 4 - Construction of the southern half of the WSTF, and preliminary operation phase of the WSTF in parallel.

The construction of the ERF will be a lot more onerous and more intensive than the WSTF. In addition, the WSTF will be operational in parallel to the construction of the ERF. On this basis the



ERF construction phase with WSTF preliminary operational phase (Phase 3) is assumed to represent the peak traffic period for the site during construction.

### 5.2.2 Construction Work Hours

Construction work audible outside of the site boundary will take place during standard hours, e.g. 07:00-19:00 hrs Monday-Saturday. Delivery of oversize plant and equipment, internal fit out, internal works and other non-intrusive works may take place outside of these times. Extraordinary events such as concrete pours may also need to take place outside these hours as by their nature, they need to be continuous.

### 5.2.3 Construction Employment

The number of people employed on site at any one time will vary considerably over the construction period. Based on information from Fichtner, a working average of approximate 200 staff per day each month over the ERF construction period is estimated, noting the anticipated peak in construction employment of c.450 to 465 staff during the height of the ERF construction period.

Skilled labour will be supplied by sub-contractors. It is not known at present how many construction staff will be from the local area, but all sub-contractors will be encouraged where practical to accommodate labourers not employed locally in guest houses and to arrange suitable transit to the site e.g. by minibus. For the purpose of deriving robust trip generation estimates, construction staff numbers have been estimated by Fichtner, and are considered a worst case.

### 5.2.4 Peak Construction Phase Vehicle Trip Derivation

Construction Phase includes the following vehicle trip types:

HGV Trips:

- Preliminary Operational WSTF HGV Trips
- Construction ERF HGV Trips

Staff Trips:

- WSTF Operational Trips
- ERF Construction Trips

Based on the information from Fichtner, Table 5.10 below presents the estimated daily HGV trips to/from the site during the peak construction period (i.e. during the construction of the ERF with the WSTF operating in parallel (referred to as Preliminary Operational WSTF)).

**Table 5.10 Estimated daily HGV trips to/from the site during peak construction period**

	Peak Construction Period	
	One Way Daily Total	Two Way Daily Total
Preliminary Operational WSTF HGV Trips <sup>9</sup>	36	72
Construction ERF HGV Trips <sup>10</sup>	51	102
<b>Total HGV Trips</b>	<b>87</b>	<b>174</b>

<sup>9</sup> Confirmed during Tel Con with Ford Energy from Waste Limited

<sup>10</sup> Concept Design Report, Fichtner, 14-02-20, p48

### 5.2.5 WSTF Preliminary Operational HGV Trips

Based on the existing profile of WTS HGV trips, the WSTF Preliminary Operational Phase HGV trips are estimated as per Table 5.11 below.

**Table 5.11 Preliminary Operational WSTF HGV Trips**

WSTF HGV Trip Profile			Trip Totals		
Hour Begin	Arrive %	Depart %	Arrive	Depart	Total
06:00	1%	0%	1	0	1
07:00	4%	3%	2	1	3
08:00	7%	7%	3	3	6
09:00	7%	7%	3	3	6
10:00	8%	8%	3	3	6
11:00	12%	12%	4	4	8
12:00	18%	18%	6	6	12
13:00	16%	16%	6	6	12
14:00	15%	15%	4	5	9
15:00	10%	11%	3	4	7
16:00	2%	3%	1	1	2
17:00	0%	0%	0	0	0
18:00	0%	0%	0	0	0
	<b>100%</b>	<b>100%</b>	<b>36</b>	<b>36</b>	<b>72</b>

### 5.2.6 Construction ERF HGV Trips

Construction HGV trips have been derived based on daily trip totals estimated by Fichtner, who have derived construction trip estimates for several other EfW facilities around the UK. In order to calculate an hourly trip arrival and departure profile, Fichtner’s construction HGV trip estimates have been distributed throughout the day, so as to avoid large numbers of HGVs arriving and departing during the network peak hours and for movements to be spread throughout the day. This is the profile that will be applied to the proposed development to reduce the impact of construction HGV vehicles on the road network, especially during the network peaks.

Table 5.12 below presents the estimated daily ERF construction HGV arrival and departure trip profile and trips for the proposed development during the peak construction period.

Table 5.12 Construction ERF HGV Vehicle Trips

Hour Begin	ERF HGV Trip Profile		Trip Totals		
	Arrive %	Depart %	Arrive	Depart	Total
06:00	0%	0%	0	0	0
07:00	10%	5%	5	3	8
08:00	10%	10%	5	5	10
09:00	15%	10%	7	5	12
10:00	15%	10%	8	5	13
11:00	15%	10%	8	5	13
12:00	10%	15%	5	7	12
13:00	10%	15%	5	8	13
14:00	10%	15%	5	8	13
15:00	5%	10%	3	5	8
16:00	0%	0%	0	0	0
17:00	0%	0%	0	0	0
18:00	0%	0%	0	0	0
	<b>100%</b>	<b>100%</b>	<b>51</b>	<b>51</b>	<b>102</b>

### 5.2.7 Staff Trips

There are two types of staff vehicle trip:

- WSTF Preliminary Operational Staff Trips
- ERF Construction Staff Trips

WSTF Preliminary Operational Staff Trips are estimated based on the current operation and are presented below.

Table 5.13 WSTF Preliminary Operational Staff Trips

Start	Finish	Arrive %	Depart %	Arrive	Depart	Total
06:00	07:00	74%	15%	30	6	<b>36</b>
07:00	08:00	5%	0%	2	0	<b>2</b>
08:00	09:00	6%	0%	2	0	<b>2</b>
09:00	10:00	0%	0%	0	0	<b>0</b>
10:00	11:00	0%	0%	0	0	<b>0</b>
11:00	12:00	0%	0%	0	0	<b>0</b>
12:00	13:00	0%	0%	0	0	<b>0</b>
13:00	14:00	0%	0%	0	0	<b>0</b>
14:00	15:00	0%	0%	0	0	<b>0</b>
15:00	16:00	0%	0%	0	0	<b>0</b>
16:00	17:00	0%	38%	0	15	<b>15</b>
17:00	18:00	15%	18%	6	7	<b>13</b>
18:00	19:00	0%	30%	0	12	<b>12</b>
19:00	20:00	0%	0%	0	0	<b>0</b>
		<b>100%</b>	<b>100%</b>	<b>40</b>	<b>40</b>	<b>80</b>

ERF construction staff vehicle trips to/from site have been estimated by Fichtner based on past experience of designing other EfW facilities around the UK. These trips have been segregated into two types of trips; general day-to-day shift worker trips (presented in Figure 5.14) and construction phase visitor and sub-contractor trips. Estimates of construction staff trips have been derived by applying the following assumptions:

- **Construction staff vehicle occupancy of 1.5 construction workers per car** – this assumption has been made by Fichtner who confirm that from past experience, construction staff vehicles (cars and LGVs) typically have an occupancy of 2 workers per vehicle. However, during construction there will be some vehicle movements, such as site management which are more likely to be single occupancy. To ensure that the estimate is robust, it is assumed that construction staff vehicles would have an occupancy of 1.5 workers per vehicle, as a robust higher estimate of construction staff vehicles against that typically observed;
- **All construction staff will arrive between the hours of 06.00–09.00 and depart between the hours of 16.00–19.00 hrs** – this assumption has been based on the arrival and departure information supplied by Fichtner. This arrival and departure profile assigns 75% of construction staff vehicles to/from site outside the network peak hours and is the profile that will be applied to the proposed development to reduce the impact of construction staff vehicles on the road network throughout the day, especially during the network peaks; and,
- **Construction phase visitors & sub-contractors have been estimated as a percentage of the daily construction staff vehicles** – these trips are estimated as a percentage of the daily construction staff vehicles, based on information provided by Fichtner.

Table 5.14 below presents the construction staff arrival and departure trip profiles and trips for the proposed development, based on the above assumptions, split into staff shift worker trips and construction phase visitor and sub-contractor trips. The trips present the peak construction movements during the peak construction month for the proposed development.

**Table 5.14 ERF Construction Staff Trips (Peak Construction Month)**

Hour Begin	Staff Shift Worker Trip Profile		Staff Shift Worker Trips		Visitor & Sub-Contractor Trip Profile		Visitor & Sub-Contractor Trips		Total Construction Staff Trips	
	Arrive %	Depart %	Arrive	Depart	Arrive %	Depart %	Arrive	Depart	Arrive	Depart
06:00	13%	0%	40	0	0%	0%	0	0	40	0
07:00	63%	0%	195	0	2.5%	2.5%	8	8	203	8
08:00	24%	0%	75	0	2.5%	2.5%	8	8	83	8
09:00	0%	0%	0	0	5%	5%	15	15	15	15
10:00	0%	0%	0	0	5%	5%	15	15	15	15
11:00	0%	0%	0	0	5%	5%	15	15	15	15
12:00	0%	0%	0	0	5%	5%	15	15	15	15
13:00	0%	0%	0	0	5%	5%	15	15	15	15
14:00	0%	0%	0	0	5%	5%	15	15	15	15
15:00	0%	0%	0	0	5%	5%	15	15	15	15
16:00	0%	65%	0	195	2.5%	2.5%	8	8	8	203
17:00	0%	25%	0	75	2.5%	2.5%	8	8	8	83
18:00	0%	10%	0	40	2.5%	2.5%	8	8	8	48
	<b>100%</b>	<b>100%</b>	<b>310</b>	<b>310</b>	<b>48%</b>	<b>48%</b>	<b>143</b>	<b>143</b>	<b>453</b>	<b>453</b>

### 5.2.8 Total Site Construction Phase Trips

Table 5.15 presents the total daily ERF construction staff and HGV trips to/from the proposed site and WSTF Preliminary Operational Phase for the peak construction period.

**Table 5.15 Total Site Construction (Peak Construction Period)**

Hour Begin	Staff Trips		HGV Trips		Total Trips	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
06:00	70	6	1	0	<b>71</b>	<b>6</b>
07:00	205	8	7	4	<b>212</b>	<b>12</b>
08:00	85	8	8	8	<b>93</b>	<b>16</b>
09:00	15	15	10	8	<b>25</b>	<b>23</b>
10:00	15	15	11	8	<b>26</b>	<b>23</b>
11:00	15	15	12	9	<b>27</b>	<b>24</b>
12:00	15	15	11	13	<b>26</b>	<b>28</b>
13:00	15	15	11	14	<b>26</b>	<b>29</b>
14:00	15	15	9	13	<b>24</b>	<b>28</b>
15:00	15	15	6	9	<b>21</b>	<b>24</b>
16:00	8	218	1	1	<b>9</b>	<b>219</b>
17:00	14	90	0	0	<b>14</b>	<b>90</b>
18:00	8	60	0	0	<b>8</b>	<b>60</b>
	<b>495</b>	<b>495</b>	<b>87</b>	<b>87</b>	<b>582</b>	<b>582</b>

Construction vehicle trip arrivals and departures will be reviewed during the preparation of a future Construction Traffic Management Plan (CTMP). A CTMP will be prepared post-submission as part of an anticipated pre-commencement condition, as agreed with WSCC Highways at TA Scoping stage. A CTMP will be prepared by the contractor, once appointed, to assess if the impact of construction trips on the road network can be further reduced. The various initiatives identified in this TA in relation to construction traffic management would effectively form the heads-of-terms for any future CTMP.

### 5.3 Trip Distribution

All operational and construction vehicle traffic will access and depart the site from the local road network via the site access road priority junction with Ford Road. Trip distribution for the proposed site will follow the existing trip distribution for the site put forward under the consented SLR planning scheme 2018 (Ref: TE\1093\501\DC).

Under the consented SLR scheme, the distribution of trips for all staff and car/LGV trips to/from site were derived from an analysis of Census journey to work data for the Yapton Ward. The analysis identifies the assignment of all operational and construction staff and car/LGV trips will arrive and depart the site following these assumptions:

- Ford Road to/from the north: 10%
- Ford Road to/from the south: 90%

As with proposals for the consented SLR scheme, the site will follow the existing HGV route for the site, with no HGV movements to/from the north of the site access road /Ford Road priority

junction. The assignment of all operational and construction HGV movements for the site will therefore arrive and depart the site following these assumptions:

- Ford Road to/from the north: 0%
- Ford Road to/from the south: 100%

#### 5.4 Assigned Peak Operational and Construction Trips

Applying the trip distribution outlined above to the derived peak operational and construction trip totals, generates the assigned operational and construction peak trips for the proposed to/from local road network (Ford Road). The resulting peak operational and construction traffic flows for the proposed development are presented below.

##### 5.4.1 Assigned Peak Operational Trips

Table 5.16 presents the peak operational movements to/from the local road network (Ford Road) for the proposed development for a peak operational day.

**Table 5.16 Assigned Operational Trips (Peak)**

Hour Begin	Arrive			Depart		
	Ford Road (N)	Ford Road (S)	Total Arrive	Ford Road (N)	Ford Rd (S)	Total Depart
06:00	6	62	<b>68</b>	1	20	<b>21</b>
07:00	1	20	<b>21</b>	1	11	<b>11</b>
08:00	1	14	<b>15</b>	0	10	<b>10</b>
09:00	1	10	<b>10</b>	1	13	<b>13</b>
10:00	1	22	<b>22</b>	1	19	<b>19</b>
11:00	0	18	<b>18</b>	1	14	<b>14</b>
12:00	0	15	<b>15</b>	0	18	<b>18</b>
13:00	1	12	<b>12</b>	0	11	<b>11</b>
14:00	0	10	<b>10</b>	0	6	<b>6</b>
15:00	1	9	<b>9</b>	1	13	<b>14</b>
16:00	0	3	<b>3</b>	3	31	<b>34</b>
17:00	1	13	<b>14</b>	2	15	<b>16</b>
18:00	0	3	<b>3</b>	3	27	<b>30</b>
19:00	0	0	<b>0</b>	0	1	<b>1</b>
<b>Total</b>	<b>12</b>	<b>209</b>	<b>221</b>	<b>12</b>	<b>209</b>	<b>221</b>

### 5.4.2 Assigned Peak Construction Trips

Table 5.17 presents the peak construction movements to/from the local road network (Ford Road) for the peak construction vehicle month of the proposed development.

**Table 5.17 Table 5.17: Assigned Construction Trips (Peak Construction Month)**

Hour Begin	Arrive			Depart		
	Ford Road (N)	Ford Road (S)	Total Arrive	Ford Road (N)	Ford Rd (S)	Total Depart
06:00	7	64	<b>71</b>	1	5	<b>6</b>
07:00	21	192	<b>212</b>	1	11	<b>12</b>
08:00	9	85	<b>93</b>	1	15	<b>16</b>
09:00	2	24	<b>25</b>	2	22	<b>23</b>
10:00	2	25	<b>26</b>	2	22	<b>23</b>
11:00	2	26	<b>27</b>	2	23	<b>24</b>
12:00	2	25	<b>26</b>	2	27	<b>28</b>
13:00	2	25	<b>26</b>	2	28	<b>29</b>
14:00	2	23	<b>24</b>	2	27	<b>28</b>
15:00	2	20	<b>21</b>	2	23	<b>24</b>
16:00	1	8	<b>9</b>	22	197	<b>219</b>
17:00	1	13	<b>14</b>	9	81	<b>90</b>
18:00	1	7	<b>8</b>	6	54	<b>60</b>
<b>Total</b>	<b>50</b>	<b>532</b>	<b>582</b>	<b>50</b>	<b>532</b>	<b>582</b>

## 6. TRAFFIC IMPACT CONSIDERATIONS

### 6.1 Introduction

As stated in chapter 5, the trip distribution applied follows these assumptions:

- At the site access/Ford Road junction, 90% of all car/LGV trips will arrive/depart from/to the south and 10% from/to the north.
- At the site access/Ford Road junction 100% of HGV trips (Operational and Construction flows) will arrive/depart from/to the south. At the A259/Church Lane junction, 50% of the vehicles will be to/from the east and 50% will be to/from the west (based on background traffic data).

Based on the distribution listed above, it is considered that the following junctions would be potentially most impacted by the proposed development traffic (as per Figure 6.1):

- Church Ln/A259 Roundabout
- Site access /Ford Ln junction

Figure 6.1 Junctions Identified for Consideration (Not to Scale)



Source: OpenStreetMap contributors



## 6.2 Junction Performance Review

### 6.2.1 Arun Transport Study Stage 3 Final Report

The Arun Transport Study<sup>11</sup> (ATS) assessed the impacts of planned growth arising from the Adoption Arun Local Plan<sup>12</sup> upon strategic junctions across the local highway network. The ATS identified junctions that would experience a “severe” impact as a result of traffic associated with the planned development and establishes the proportional impact of each strategic development upon the junction. A ‘severe’ impact is defined as an impact at a junction with an approach arm that experiences either of the following:

- an increase in RFC of 10% or more to an RFC of 95% or more in any period in any Scenario (RFC: Reference Flow to Capacity); or
- an increase in average delay of one minute or more to an average delay of two minutes or more in any period in any Scenario.

### 6.2.2 A259/Church Lane Junction

The ATS identifies the A259/Church Lane as a junction which is expected to experience severe impact, as per the following extract from the ATS (Figure 6.2).

Figure 6.2 A259 / Church Lane RFC and Average Delay

APPROACH ARM	REF EBR		2031 FINAL SCENARIO		WITH MITIGATION		ARUNDEL BYPASS	
	RFC (%)	DELAY (s)	RFC (%)	DELAY (s)	RFC (%)	DELAY (s)	RFC (%)	DELAY (s)
<b>AM PEAK</b>								
A259 (WB)	101	55	104	116	96	37	86	29
A259 (EB)	78	10	82	11	83	11	79	10
Church Lane	19	7	23	7	28	8	54	10
<b>PM PEAK</b>								
A259 (WB)	110	221	122	440	104	127	102	79
A259 (EB)	73	9	77	10	78	10	66	8
Church Lane	76	15	83	19	54	10	91	21

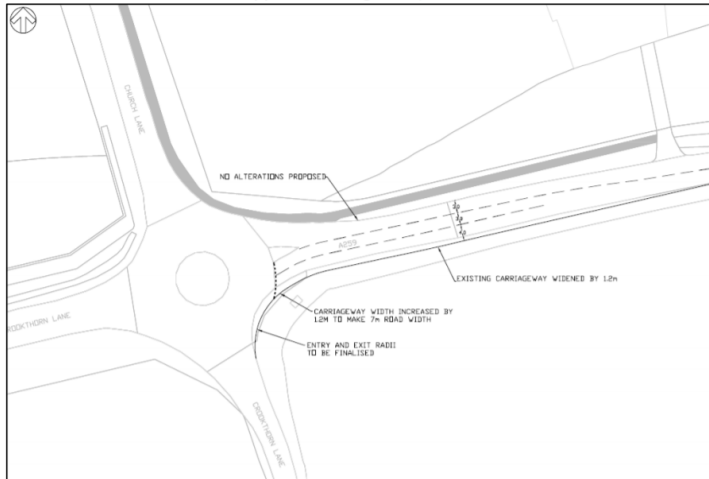
**Notes:** an increase in RFC of 5% or more to an RFC of 85% or more is highlighted in orange  
an increase in RFC of 10% or more to an RFC of 95% or more is highlighted red  
an increase in average delay of one minute or more to an average delay of two minutes or more is highlighted red

In response, the widening of the A259 westbound approach is proposed by the ATS to mitigate the estimated impact (as per “With Mitigation” in Figure 6.2 above). A preliminary sketch of the proposed widening is given in Figure 6.3 as presented by the ATS. The design and implementation of the widening of the westbound approach is understood to be under consideration by WSCC Highways, in response to the ATS. The proposed widening will be subject to further design and consultation by WSCC Highways in accordance with their scheme development and implementation programmes.

<sup>11</sup> <https://www.arun.gov.uk/transport-study/>

<sup>12</sup> <https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n12844.pdf&ver=12984>

Figure 6.3 A259/ Church Lane mitigations proposed (ATS) (Not to Scale)



Source: Arun Transport Study, Arun District Council

As per Chapter 5 above, this provides estimated development traffic flows for the proposed development (Operational and Construction phases). The flows relevant to the Church Lane/A259 roundabout are presented in Figures 6.4 and 6.5 below:

Figure 6.4 A259/ Church Lane AM-PM Peak Traffic Flow (Operational Phase)

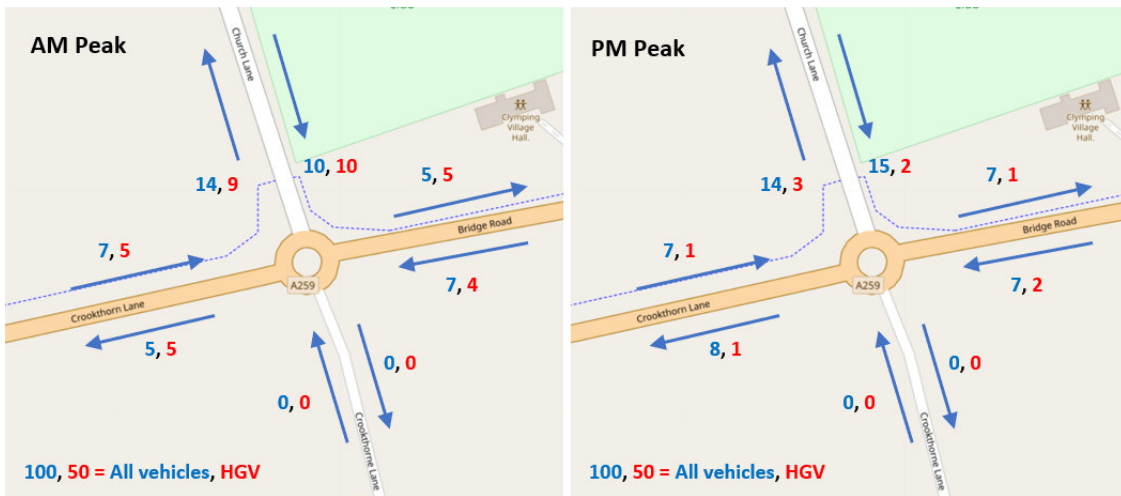
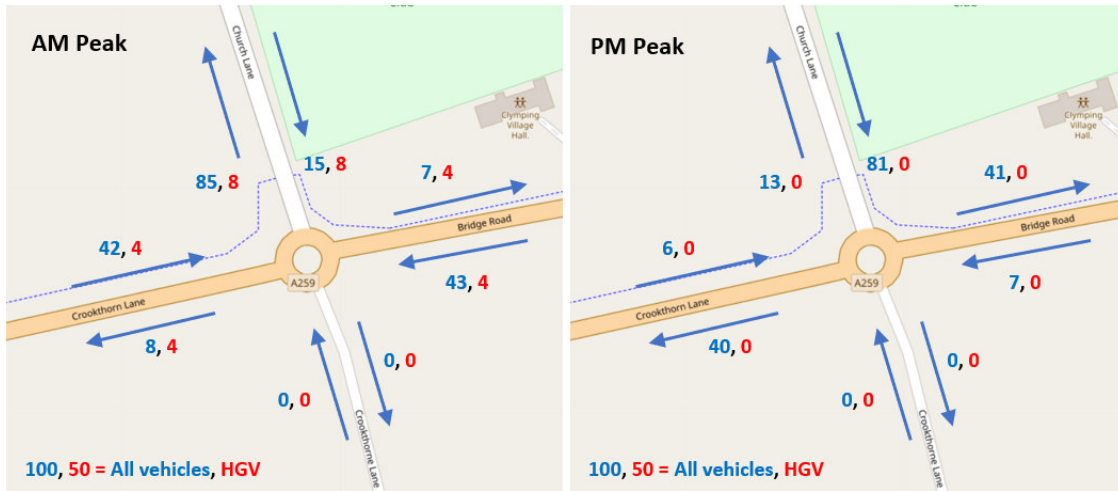


Figure 6.5 A259/ Church Lane AM-PM Peak Traffic Flow (Construction Phase)



### 6.2.3 Site Access Road/Ford Rd Junction

The ATS doesn't cover the site access road/Ford Road junction, but the Ford Airfield Transport Assessment (23 October 2019, ref: DS/EF/AI/ITB13091-003E R) provides an assessment on this junction, as per Table 6.1.

Table 6.1 SLR / Ford Rd junction RFC and Average Delay

	Morning Peak (0800-0900)			Evening Peak (1700-1800)		
	Queue	Delay(s)	Max RFC	Queue	Delay(s)	Max RFC
2018 Baseline						
Access	0	21	0.03	0	19	0.02
Ford Road	0	7	0.02	0	7	0.02
2021 Base with Grundon						
Access	<1	22	0.08	0	20	0.1
Ford Road	0	6	0.02	0	7	0.01
2021 with Grundon + Development						
Access	<1	25	0.1	<1	29	0.3
Ford Road	<1	8	0.06	0	7	0.02

Reflecting on the criteria used by the ATS, the site access road/Ford Road junction sits well within these thresholds.

As per Chapter 5 above, this provides estimated development traffic flows for the proposed development (Operational and Construction phases). The flows relevant to the site access road/Ford Road junction are presented in Figures 6.6 and 6.7 below:

Figure 6.6 Site access road/ Ford Rd Junction Daily AM-PM Peak Traffic Flow (Operational Phase)

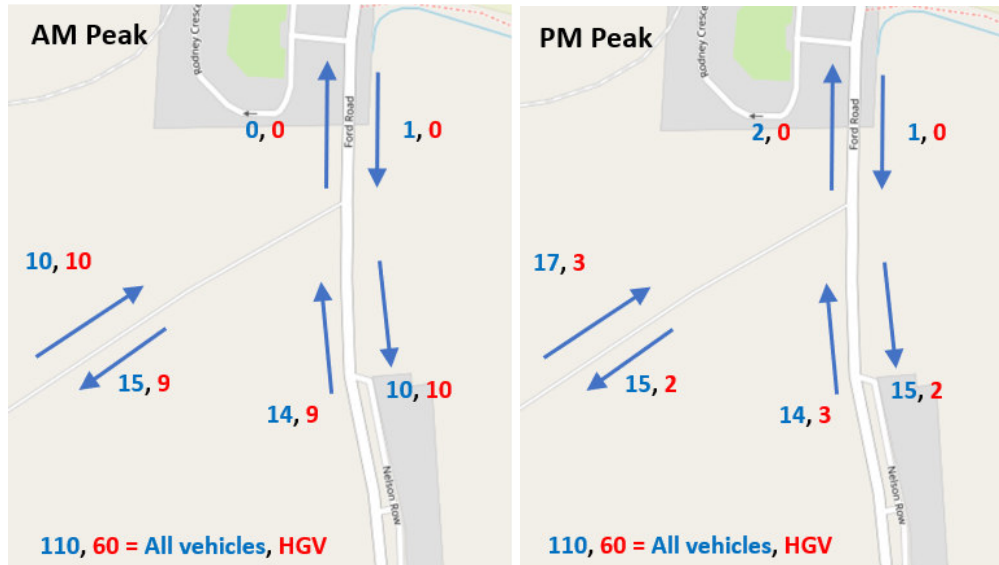
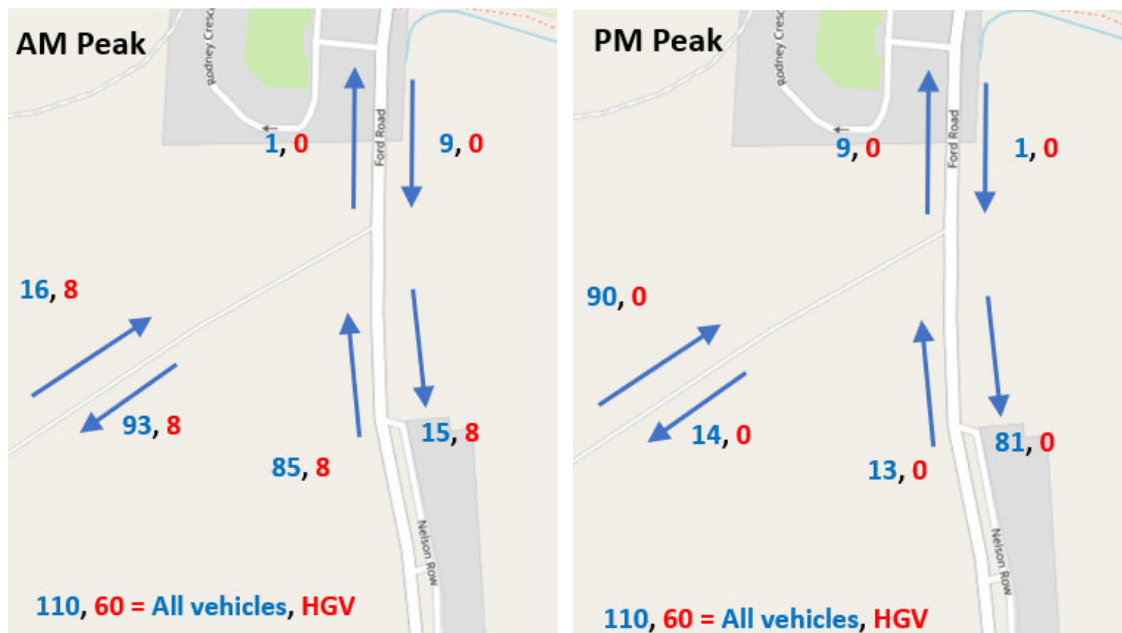


Figure 6.7 Site access road/ Ford Rd Junction Daily AM-PM Peak Traffic Flow (Construction Phase)



### 6.3 Summary of Traffic Impact Considerations

In summary, it is noted that the proposed development sits within the previously permitted development (namely the SLR) in terms of vehicle trip generation and the SLR HGV cap. Therefore it is anticipated that the trips estimated in relation to the proposed development are effectively already part of the permitted baseline. However, to provide a robust approach, review has been undertaken of the estimated local junction performance, compared with the estimated

trip generation for the proposed development treated as being additional (as a worst case). On the basis of this review it is considered that:

There is ample spare capacity at the site access road/Ford Road junction, in line with previous findings (as per the SLR TA and The Landings TA). On this basis, no further changes or measures are proposed at this junction.

At the Church Lane/A259 roundabout, the ATS identifies potential significant impact on junction performance due to the proposed development assessed. The ATS goes on to identify a potential mitigation scheme (the widening of the west-bound approach). Under the ATS "With Mitigation" scenario, the identified impact is reduced. If the estimated trips associated with the Ford ERF and WSTF were to be added (as a worst case), it is not expected that the junction performance would revert back to indicating a significant impact (based on ATS criteria and thresholds). The design and implementation of the widening of the westbound approach is understood to be under consideration by WSCC Highways, in response to the ATS.

## 7. POLICY COMPLIANCE

Table 7.1 below summarises how the development proposals comply with appropriate policy standards.

**Table 7.1: Policy Compliance Schedule**

Item	Policy	Policy Provision
<b>National Planning Policy</b>		
Transport Assessment	All developments that generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment	The development will generate daily car, LGV and HGV trips during both the operational phase and construction and therefore this Transport Assessment has been prepared to present these numbers in support of the planning permission.
Parking	Maximum parking standards for residential and non-residential development should only be set where there is clear and compelling justification that they are necessary for managing the local road network	Section 4.1 outlines the parking provision and justification for the parking numbers for the proposed development.
<b>WSSC Walking and Cycling Strategy 2016-2026</b>		
WSSC Walking & Cycling Policy	As stated in section 3.1 of the Strategy, the key design principles that will apply to new infrastructure are: <ul style="list-style-type: none"> <li>• Cycling and walking are recognised as a key part of the transport mix;</li> <li>• All new (development) and improvement / maintenance schemes will consider, and wherever possible prioritise, the needs of cyclists and walkers; and</li> <li>• The differing needs of users will be recognised in the design of routes and those needs will, wherever possible, be incorporated e.g. people with pushchairs, equestrians, etc.</li> </ul>	The development integrates with existing walking and cycling routes as part of the local highway network.
<b>West Sussex Waste Local Plan</b>		
Policy W10L Strategic Waste Site Allocations	This policy allocates the Ford Airfield site as being acceptable in principle for the development of proposals for the transfer, recycling and / or treatment of waste of up to 250,000 tonnes per annum. Transport development principles for the Ford site are: <ul style="list-style-type: none"> <li>• assessment of the possible closure of the existing access north of Rodney Crescent and the use of an alternative access to the site from Ford Road;</li> <li>• assessment of impact of additional HGV movements on highway capacity and road safety, including at the Church Lane / A259 junction and possible mitigation required; and</li> <li>• a routing agreement is required to ensure vehicles enter and exit via Ford Road to the south, and not to or from the A27 to the north. Access via Rollaston Park/B2233 for HGVs should also be prevented.</li> </ul>	Development is proposed to treat 275,000 tpa in the ERF and 20,000 tpa at the WSTF. All access to/from site will be via the site access road / Ford Road priority junction. The assessment of HGV highway impact was undertaken as part of the SLR planning application and concluded that the increase in HGV activity on the site will have little or no impact on the highway network. The proposed development will operate with the SLR HGV capacity cap for the site and therefore the same conclusions still stand that the proposed development will little or no impact on the highway network. It is confirmed that all HGVs will follow the agreed HGV route to/from the site access road/ Ford Road priority junction and no HGVs will be able to access the site from the west / Rollaston Park.
Parking Policy	With regards to the level of car and other parking, it should be sufficient to prevent environmental or safety problems and not exceed agreed maximum standards other than in exceptional circumstances. Convenient,	The proposed development includes a level of staff car parking to ensure a smooth and safe shift turnover with no overspill. Ample disabled parking, cycle parking and electric parking is provided

	attractive, and safe cycle and motorcycle parking and parking for those with impaired mobility should be provided to agreed minimum standards.	with the option for expansion/conversion should demand arise.
<b>Arun District Council Parking Standards Supplementary Parking Document</b>		
Parking Policy	Parking for non-residential uses needs to consider the accessibility of the site, the likely demand for parking and the viability of the site. In determining the amount of parking that should be provided at non-residential developments, developers should seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting / retaining staff.	Section 4.1 outlines the parking provision and justification for the parking numbers for the proposed development.  As per Section 4.1, the level of parking proposed is to enable safer shift turn-over, to enable visitor parking and to enable safe contractor parking during maintenance periods.
Disabled Parking Provision	Disabled parking provision, it should be provided at a minimum of 5% of the total number of parking spaces being provided on the site.	The development will provide 5% disabled access spaces and is compliant with Arun District Council disabled car parking standards.
Electric Vehicles Charging Spaces	The minimum requirements for electric vehicle charging points for new developments in Arun District Council are: 30% of space by 2023, 50% of spaces by 2028 and 100% of spaces of 2033.	In line with local policy, the development 100% of spaces will be EV enabled.  In order to comply with policy in the future, all spaces will be designed so that they are easily converted with electric charging spaces in the future.
Cycle Parking	WSCC guidance indicates cycle parking provision at 1 space per 200sqm for staff and 1 space per 500sqm for visitors.	The scheme is to provide 32 cycle parking spaces for each building. This is considered consistent with policy.

As part of the future Travel Plan (post-submission/pre-occupation), strategies to encourage cycling and walking to/from the development will be promoted. The Travel Plan will be designed to provide information for all staff and visitors to travel more sustainably and to try to reduce vehicular traffic to/from the site where possible.

## 8. SUMMARY & CONCLUSION

This Transport Assessment has considered the potential transport issues of the proposed Ford ERF and WSTF off Ford Road to the south of Ford Village in Arundel, West Sussex.

It has been demonstrated that the proposed development complies with national and local policy. It has also been demonstrated through undertaking a detailed trip generation analysis, that the fully operational site will operate within the existing/permitted site SLR HGV capacity cap, both in terms of numbers and delivery times.

Based on a review of previous modelling of the site access road/Ford Road junction, if the estimated trips associated with the Ford ERF and WSTF were to be added (as a worst case) no significant impact on the performance of this junction is expected.

It is noted that all Operational Phase HGVs will route to/from the south at the site access/Ford Road junction. In response, consideration has been given to the closest strategic junction on the local highway network (Church Road/A259 roundabout, as identified by the ATS). Based on a review of previous modelling of the Church Road/A259 roundabout, if the estimated trips associated with the Ford ERF and WSTF were to be added (as a worst case) to the "With Mitigation" ATS scenario (widening of the westbound approach), no significant impact on the performance of this junction is expected. The design and implementation of the widening of the westbound approach is understood to be under consideration by WSCC Highways, in response to the ATS.

A future Workplace Travel Plan and the Interim Delivery & Servicing Plan (submitted as part of this application) will provide further opportunity to manage staff travel demand and encourage sustainable, safe and efficient site access.

Further trip generation analysis of the construction phase traffic demonstrates that the proposed construction of the development will again generate HGV levels within the HGV SLR capacity cap and therefore is considered acceptable. Construction HGVs will also only route to/from the south. As discussed in Section 5.2, to further mitigate the impact of construction worker vehicles it is suggested that a detailed CTMP should be prepared by the Contractor prior to commencement; the heads-of-terms of which will be to develop further initiatives relating to staggered departure, car share, shuttles and raising awareness of the issues and supporting non-car based access where possible.

In conclusion, it is considered that the proposed development for the construction of the Ford ERF and WSTF should be supported on highway and transport grounds.



**FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD  
CIRCULAR TECHNOLOGY PARK  
TRANSPORT ASSESSMENT**

**APPENDIX 1  
SCOPING**

# TECHNICAL NOTE

Project name **Ford ERF**  
Project no. **1620007830**  
Client **Ford EfW**  
Date **30/01/2020**  
From **Ramboll**  
Copy to **West Sussex County Council Highways Department**

Prepared by **Tom Craven**  
Checked by **Thaddaeus O'Higgins**  
Approved by **Steve Chewins**

## Transport Assessment Scoping Checklist

Date 30/01/2020

This technical note sets out a checklist of items to be discussed and agreed with West Sussex County Council Highways (WSSCC Highways) to inform the scope of the Transport Assessment (TA) for the proposed Ford Energy Recovery Facility (ERF) and waste transfer station (WTS) off Ford Road in Ford, Arun, West Sussex.

The application site is located at the Ford Circular Technology Park (CTP) (the former Tarmac blockworks site) to the west of the village of Ford. The 7.14 ha site is partially used for existing WTS operations and is partially vacant. The existing WTS building is located towards the centre of the site and portacabins, parking and containers associated with this operation are situated to the west of the WTS. There are two vacant, derelict former hangar buildings towards the north of the site and a large area of hardstanding is situated towards the south and east of the site.

Ford EfW Ltd, a joint venture between Grundon Waste Management Limited and Viridor, is now proposing to build and operate a conventional energy recovery facility (ERF) at the site. Grundon Waste Management, the sole owner / operator of the existing WTS, is proposing to continue this operation in a new, purpose built facility on site. A full planning application, including the ERF and WTS and ancillary uses, will be submitted later this year.

There are two previous planning permissions for the site. The first permission was granted in 2013 for a new Waste Treatment Facility which was only partially developed into a 20,000 tonnes per annum (tpa) WTS which is currently active on site. The second planning permission was granted in 2018 for a new link road (referred to as 'Southern Link Road') that links the application site (CTP) with the access road to the Southern Water and Viridor sites to the south of the site. The Southern Link Road (SLR) has now been constructed and all access and egress to the CTP is via the SLR from the existing Southern Water/Viridor Access Road and priority junction with Ford Road.

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As part of the planning permission for the SLR, the access road has an HGV cap of up to 240 HGV movements to and from site per day (120 HGVs in and 120 HGVs out) between 06.00 to 20:00 (Mon-Fri) and up to 120 HGV movements to and from site per day (60 HGVs in + 60 HGVs out) between 08:00 to 18:00 (Sat). All HGV activity from the CTP has to stay under these thresholds.

It is not proposed to undertake a junction assessment at the Ford Road / Southern Water/Viridor Access Road priority junction on the grounds that the junction was assessed in the permitted 2018 SLR application and was found to operate with plenty of spare capacity in 2017 (opening year) and the future year of 2024 under all scenarios tested. The Transport Assessment submitted as part of the SLR application was prepared by Callidus (WSCC planning ref: WSCC/027/18/F, permitted on 15/08/2019) and was based on turning count data collected by surveys undertaken in 2013.

On the basis that the proposed development will not increase traffic levels at the junction above the current permitted vehicle capacity cap (as described above), the previously estimated performance of the permitted/existing Ford Road / Southern Water/Viridor Access Road priority junction stands.

Table 1 below presents a summary of the proposed scope for the TA to be agreed in support of the planning application for the proposed development.

The current scheme layout and site location plan are presented in the attached Appendix.

**Addendum: all previously submitted plans in the original appendix (30/01/2020) have been superseded and updated for planning (June 2020). See parallel documents submitted as part of the planning pack.**

**Table 1: Transport Assessment Scoping Checklist**

Item	Brief Justification
Transport Assessment	Based on the location and nature of the proposed development, it is considered that a Transport Assessment focussing on highway impact, local access (including walking and cycling) and safety.
Policy Review to focus on policy relevant to the development type and location	Policy review to refer to the West Sussex Local Plan (2013) and West Sussex Local Transport Plan 2011-2026 (LTP3).
Junction capacity assessment	No junction assessments have been proposed due to the fact that the proposed development will not increase traffic levels at the existing Ford Road / Southern Water/Viridor Access Road priority junction above the current permitted vehicle capacity cap for the Ford CTP site, which was found to operate with plenty of spare capacity at 2024 in the 2018 SLR application. Due to no assessment being proposed, no surveys will be undertaken.
Accident stats to be reviewed	To ensure safety objective is covered for all modes. Review to cover last 5 years subject to WSCC agreement. Review to cover local adjacent highway network (including SLR junction and Crookham Lane roundabout).
On-site parking	Proposed parking to be confirmed.
TA will review public transport facilities/services	Review to be included.
TA to review pedestrian facilities	Review to be included.
TA to review cycle facilities	Review to be included.
Consideration of committed development	Committed development to be included within future year traffic growth rates. No specific consideration of other Committed Developments proposed, subject to WSCC agreement.
TA will review servicing and delivery facilities	Review to be included.
Proposed site access	Access to the site to/from the highway network to be taken off Ford Road via the newly constructed SLR. The SLR access road to/from Ford Road will be shared with the Viridor Support Services business to the south of the site.
Estimation of trip generation	Trip generation and mode choice will be based on estimated operational phase data supplied by Ford Energy from Waste Ltd,
Consideration of construction traffic	Construction Traffic Management Plan expected as a pre-commencement condition. Details of estimated construction phase trips to be supplied by Ford Energy from Waste Ltd.
Consideration of impacts	Included to estimate the potential impact of trips to/from development, focusing on local access, HGVs numbers and highway. Impact for both construction and operational phase will be assessed.
Travel Plan	Requirement to be confirmed by WSCC.

Construction Traffic Management Plan	Requirement to be confirmed by WSCC.
Delivery & Servicing Plan	Requirement to be confirmed by WSCC.

**From:** [Stephen Gee](#)  
**To:** [Tom Craven](#)  
**Cc:** [Tom Smith](#); [Thaddaeus O'Higgins](#); [Chara Sifaki](#); [James Neave](#)  
**Subject:** RE: Ford Circular Technology Park - Energy Recovery Facility and Transfer Station - Transport Assessment Scoping  
**Date:** 10 March 2020 09:09:18  
**Attachments:** [Ford Circular Technology Park - Energy Recovery Facility and Transfer St....pdf](#)

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Tom,

Thanks for confirmation that the TA scoping figures can be utilised in regards to the EIA.

#### Background

It is acknowledged that the southern link road provided an assessment for 240 two way HGV movements and that any future development would remain under these HGV thresholds.

#### Policy Review

Include WSCC walking and cycling strategy <https://www.westsussex.gov.uk/about-the-council/policies-and-reports/roads-and-travel-policy-and-reports/west-sussex-walking-and-cycling-strategy-2016-2026/>

#### Consideration of committed development

Since the previous application Yapton Strategic Development (Y/91/17 and Y/92/17) and Climping Strategic Development CM/1/17/OUT have been approved. A planning application has also been submitted for Ford Airfield F/4/20.

Is this data just being utilised to identify the % vehicle increase on links? If so compare flows to previous TEMPRO assumptions.

#### Trip Generation / Junction Assessment

The site is anticipated to generate a maximum total of 462 vehicle movements with a total of 29 two way movements in the network AM peak and 30 in the network PM peak. The previous TA for the SLR assessed the site access for a worst case 2024 scenario with 17AM and 17PM two way vehicle movements and resulted in a maximum RFC of 0.133. Given the significant level of capacity and increase of 12/13 two way trips at the junction then no junction modelling of the site access is required.

The TA for the SLR also assessed the impact of the development on the Church Lane/ A259 junction as the baseline and future year scenarios were operating over capacity, the TA concluded the development did not have a severe impact on the junction. Given a significant improvement to Church Lane / A259 is secured via planning application ref CM/1/17/OUT and the limited increase in peak period trips then no formal assessment is required.

#### Additional documents

I can confirm that a Travel Plan, Construction Management Plan and Delivery and Servicing Plan would be required.

All other items within the TN are acceptable

#### Other items

##### Safety Audit

Whilst it is acknowledged that the site access is newly constructed. The WSCC safety audit policy

([https://www.westsussex.gov.uk/media/5556/roadsafety\\_auditpolicy.pdf](https://www.westsussex.gov.uk/media/5556/roadsafety_auditpolicy.pdf)) identifies that where a development would increase daily trips by over 50 vehicles then a safety audit should be provided with the application. If necessary a designers response should be provided in line with the requirements of GG119.

Conditions

Given the information provided on the shift patterns that avoid the network peaks it is also anticipated that a condition restricting vehicle movements or staff work patterns would be required. Should the applicant not wish to have the recommendation of a condition then junction modelling showing the shift patterns happening in the network peak would be need to be agreed and assessed.

If you have further questions then let me know

Regards

Stephen

Stephen Gee | Principal Planner County Highways (Development Management), Planning Services, [West Sussex County Council](#) | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH | Internal 23306 | External 0330 222 3306 | E-mail: [Stephen.Gee@westsussex.gov.uk](mailto:Stephen.Gee@westsussex.gov.uk)

---

**From:** Tom Craven <tom.craven@ramboll.co.uk>

**Sent:** 02 March 2020 12:20

**To:** Stephen Gee <Stephen.Gee@westsussex.gov.uk>

**Cc:** Tom Smith <thomas.smith@ramboll.co.uk>; Thaddaeus O'Higgins <thad.ohiggins@ramboll.co.uk>; Chara Sifaki <chara.sifaki@ramboll.co.uk>

**Subject:** RE: Ford Circular Technology Park - Energy Recovery Facility and Transfer Station - Transport Assessment Scoping

Hi Stephen,

Please see attached the operational trip generation data for the proposed development of the Waste Transfer Station (WTS) and Energy Recovery Facility (ERF) at the Ford CTP site as requested.

The operational trip generation has been broken down into 3 types of trips;

- **Staff Car Trips** – these trips are made up of all staff car trips to/from site for the duration of the day.
- **LGV Trips** – these trips are primarily made up of contractor and deliveries to/from site for the duration of the day.
- **HGV Trips** – these trips are made up of all the HGV trips to/from site going to/from the Waste Transfer Station (WTS) and the Energy Recovery Facility (ERF) for the duration of the day.

The trip types have also been broken down into 'Average Day' and 'Peak Day'. The only difference between the two 'days' is in the HGV totals as staff and LGV trips will be the same

during each type of day. An 'Average Day' presents the normal number of operational HGV trips anticipated to/from the WTS and ERF. A 'Peak Day' is an infrequent event occurring approximately once a month and presents the peak operational HGV trips anticipated when there is an uplift in fuel and/or reagents/residues deliveries for the WTS and ERF. A 'Peak Day' is therefore presented as a sensitivity test and the assessment will be based on the 'Average Day'.

### **Staff Car Trips**

Staff car trips have been derived using first principles. Ford EfW Ltd (the proposed site operators) have estimated that there will be approximately 80 staff working at the site split between 40 at the WTS and 40 at the ERF. Ford EfW Ltd have given us the estimated start and finish times for all these staff, so it was possible to work out the staff distribution from this data.

It has been assumed that all staff drive to/from site in single occupancy cars for a 'worst-case' trip generation scenario. This has been done so we can see what the potential maximum trips are to/from site for staff but it is noted that some site staff might be able to travel more sustainably, which will be addressed in the site travel plan.

Also, please note that the proposed number of staff to work at the ERF has been refined since the EIA scoping

### **LGV Trips**

Due to their being no available LGV data for Ford CTP, LGV trips have been derived by considering LGV trips at the existing Lakeside EfW facility in Slough. We (Ramboll) have been involved in preparing the detailed planning application at the replacement Lakeside EfW facility to the one which is currently operational. A survey of the operational Lakeside facility identified some LGV trips at the site and therefore, for our assessment LGVs have been for the proposed Ford site. It was noted that the LGV trips at Lakeside were attributed to contractors for maintenance/planned shut downs and also some deliveries. As we do not have any site specific LGV maintenance/delivery data for the Ford site, LGV trips for the Lakeside EfW site have been assumed to be the same for the Ford site.

Lakeside EfW is also owned and operated by a JV of Grundon and Viridor which is exactly how the proposed Ford ERF will be structured and therefore, for the purpose of the assessment it has been assumed that LGV trips at the Lakeside site will be representative of the proposed Ford site. In reality, the Lakeside LGV trip generation is probably higher than for the proposed Ford site, as Lakeside is over 10 years old and maintenance could be more onerous. Therefore, the estimated LGV trips is considered a robust estimate as there will likely be less maintenance LGV trips associated to a state of the art modern facility.

### **HGV Trips**

HGV trips have been based on proposed HGV movements supplied by the Ford ERF plant designers (Fitchner), who also designed the replacement Lakeside EfW facility as well as other recent EfW facilities around the UK. The HGV trips to/from the site have been split between HGVs to/from the WTS and ERF.

The estimated profile of HGV arrival and departures for the WTS has been based on the existing trip profile recorded by weighbridge data at the existing site and is considered robust. Due to the lack of trip profile data for the Ford ERF, the HGV trip profile for the Lakeside facility is assumed to be representative of ERF HGV trips to/from the proposed Ford site.

I hope the attached information proves useful in your consideration of the proposed scope of assessment for the proposed Ford EfW and we look forward to hearing from you. If you have any queries or would like any further information, please do not hesitate to contact me.

Kind regards

**Tom Craven**

Consultant Transport Planner

[tom.craven@ramboll.co.uk](mailto:tom.craven@ramboll.co.uk)

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**From:** Stephen Gee <[Stephen.Gee@westsussex.gov.uk](mailto:Stephen.Gee@westsussex.gov.uk)>  
**Sent:** 07 February 2020 09:12  
**To:** Tom Craven <[tom.craven@ramboll.co.uk](mailto:tom.craven@ramboll.co.uk)>  
**Cc:** Tom Smith <[thomas.smith@ramboll.co.uk](mailto:thomas.smith@ramboll.co.uk)>; Thaddaeus O'Higgins <[thad.ohiggins@ramboll.co.uk](mailto:thad.ohiggins@ramboll.co.uk)>; Chara Sifaki <[chara.sifaki@ramboll.co.uk](mailto:chara.sifaki@ramboll.co.uk)>  
**Subject:** RE: Ford Circular Technology Park - Energy Recovery Facility and Transfer Station - Transport Assessment Scoping

Tom,  
Can you supply the trip generation information before I can provide further information.  
I note the cap the on HGV movements but in addition to this there appears to be approx. 100 car/van parking spaces on site which could have impacts on offsite junction assessments.

Regards

Stephen

Stephen Gee | Principal Planner County Highways (Development Management), Planning Services, [West Sussex County Council](#) | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH | Internal 23306 | External 0330 222 3306 | E-mail: [Stephen.Gee@westsussex.gov.uk](mailto:Stephen.Gee@westsussex.gov.uk)

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**From:** Tom Craven [<mailto:tom.craven@ramboll.co.uk>]  
**Sent:** 03 February 2020 20:49  
**To:** Steven Shaw  
**Cc:** Tom Smith; Thaddaeus O'Higgins; Chara Sifaki; Stephen Gee  
**Subject:** RE: Ford Circular Technology Park - Energy Recovery Facility and Transfer Station - Transport Assessment Scoping

Hi Steven,

Thanks for the quick response.

We are looking to submit our application in April, so if are you able to provide comment a little earlier than the 21 days that would be much appreciated as our programme is extremely tight.

I'm able to discuss on the phone if helps?

Kind regards

**Tom Craven**

Consultant Transport Planner

[tom.craven@ramboll.co.uk](mailto:tom.craven@ramboll.co.uk)

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**From:** Steven Shaw <[Steven.Shaw@westsussex.gov.uk](mailto:Steven.Shaw@westsussex.gov.uk)>  
**Sent:** 03 February 2020 20:41  
**To:** Tom Craven <[tom.craven@ramboll.co.uk](mailto:tom.craven@ramboll.co.uk)>  
**Cc:** Tom Smith <[thomas.smith@ramboll.co.uk](mailto:thomas.smith@ramboll.co.uk)>; Thaddaeus O'Higgins <[thad.ohiggins@ramboll.co.uk](mailto:thad.ohiggins@ramboll.co.uk)>; Chara Sifaki <[chara.sifaki@ramboll.co.uk](mailto:chara.sifaki@ramboll.co.uk)>; Stephen Gee <[Stephen.Gee@westsussex.gov.uk](mailto:Stephen.Gee@westsussex.gov.uk)>

**Subject:** RE: Ford Circular Technology Park - Energy Recovery Facility and Transfer Station - Transport Assessment Scoping

Thank you Tom my colleague Stephen Gee will review and provide comment as soon as he can. For pre-apps we state that we will provide comment within 21 days of receipt.

Regards

**Steven Shaw BA (Hons) MSc MCIHT**

County Highways (Development Management) Team Manager

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**From:** Tom Craven [<mailto:tom.craven@ramboll.co.uk>]

**Sent:** 03 February 2020 15:09

**To:** Steven Shaw

**Cc:** Tom Smith; Thaddaeus O'Higgins; Chara Sifaki; Stephen Gee

**Subject:** RE: Ford Circular Technology Park - Energy Recovery Facility and Transfer Station - Transport Assessment Scoping

Hi Steven,

I'd like to confirm we'd just like your free written advice to our TA scoping document please.

Kind regards

**Tom Craven**

Consultant Transport Planner

[tom.craven@ramboll.co.uk](mailto:tom.craven@ramboll.co.uk)

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Registered office: 240 Blackfriars Road, London SE1 8NW

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**From:** Steven Shaw <[Steven.Shaw@westsussex.gov.uk](mailto:Steven.Shaw@westsussex.gov.uk)>

**Sent:** 03 February 2020 14:36

**To:** Tom Craven <[tom.craven@ramboll.co.uk](mailto:tom.craven@ramboll.co.uk)>

**Cc:** Tom Smith <[thomas.smith@ramboll.co.uk](mailto:thomas.smith@ramboll.co.uk)>; Thaddaeus O'Higgins

<[thad.ohiggins@ramboll.co.uk](mailto:thad.ohiggins@ramboll.co.uk)>; Chara Sifaki <[chara.sifaki@ramboll.co.uk](mailto:chara.sifaki@ramboll.co.uk)>; Stephen Gee

<[Stephen.Gee@westsussex.gov.uk](mailto:Stephen.Gee@westsussex.gov.uk)>

**Subject:** RE: Ford Circular Technology Park - Energy Recovery Facility and Transfer Station - Transport Assessment Scoping

Tom,

Thank you for your email in relation to the Energy Recovery Facility.

WSCC currently operate a chargeable pre-app service; details of which can be found here <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport/>. Charges only apply if you wish to have a meeting. Should you just want free written advice we can provide that on the TA scoping document.

Please could you confirm which level of service you would like?

Regards

**Steven Shaw BA (Hons) MSc MCIHT**

County Highways (Development Management) Team Manager

County Highways Team, Planning Services

West Sussex County Council, Ground Floor, Northleigh, County Hall,

Chichester PO19 1RH

Phone: 0330 222 4674

Email: [steven.shaw@westsussex.gov.uk](mailto:steven.shaw@westsussex.gov.uk) | Web: [www.westsussex.gov.uk](http://www.westsussex.gov.uk)

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**From:** Tom Craven [<mailto:tom.craven@ramboll.co.uk>]

**Sent:** 30 January 2020 17:25

**To:** Steven Shaw

**Cc:** Tom Smith; Thaddaeus O'Higgins; Chara Sifaki

**Subject:** Ford Circular Technology Park - Energy Recovery Facility and Transfer Station - Transport Assessment Scoping

Hi Steve,

I'm writing to you with regards to the Ford Circular Technology Park Energy Recovery Facility and Transfer Station planning application off Ford Road in Ford, West Sussex.

Please find attached our Transport Assessment scoping checklist, which is a checklist of items to be agreed with yourself (West Sussex County Council Highways) which will inform the scope of the Transport Assessment for the proposed development/application.

I would be grateful if you could read our document and could confirm the scope of our assessment at your nearest convenience.

If you require further information please do not hesitate to msg me back here or call me on 07805-523646.

Kind regards

**Tom Craven**

Consultant Transport Planner

[tom.craven@ramboll.co.uk](mailto:tom.craven@ramboll.co.uk)

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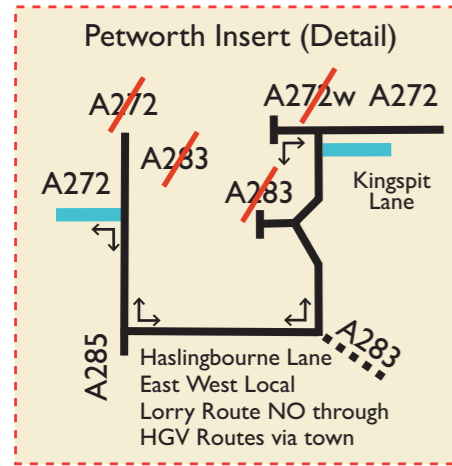
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**FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD  
CIRCULAR TECHNOLOGY PARK  
TRANSPORT ASSESSMENT**

**APPENDIX 2  
LORRY ROUTE MAP**

Notes for Guidance to Operators & Drivers of Lorries:

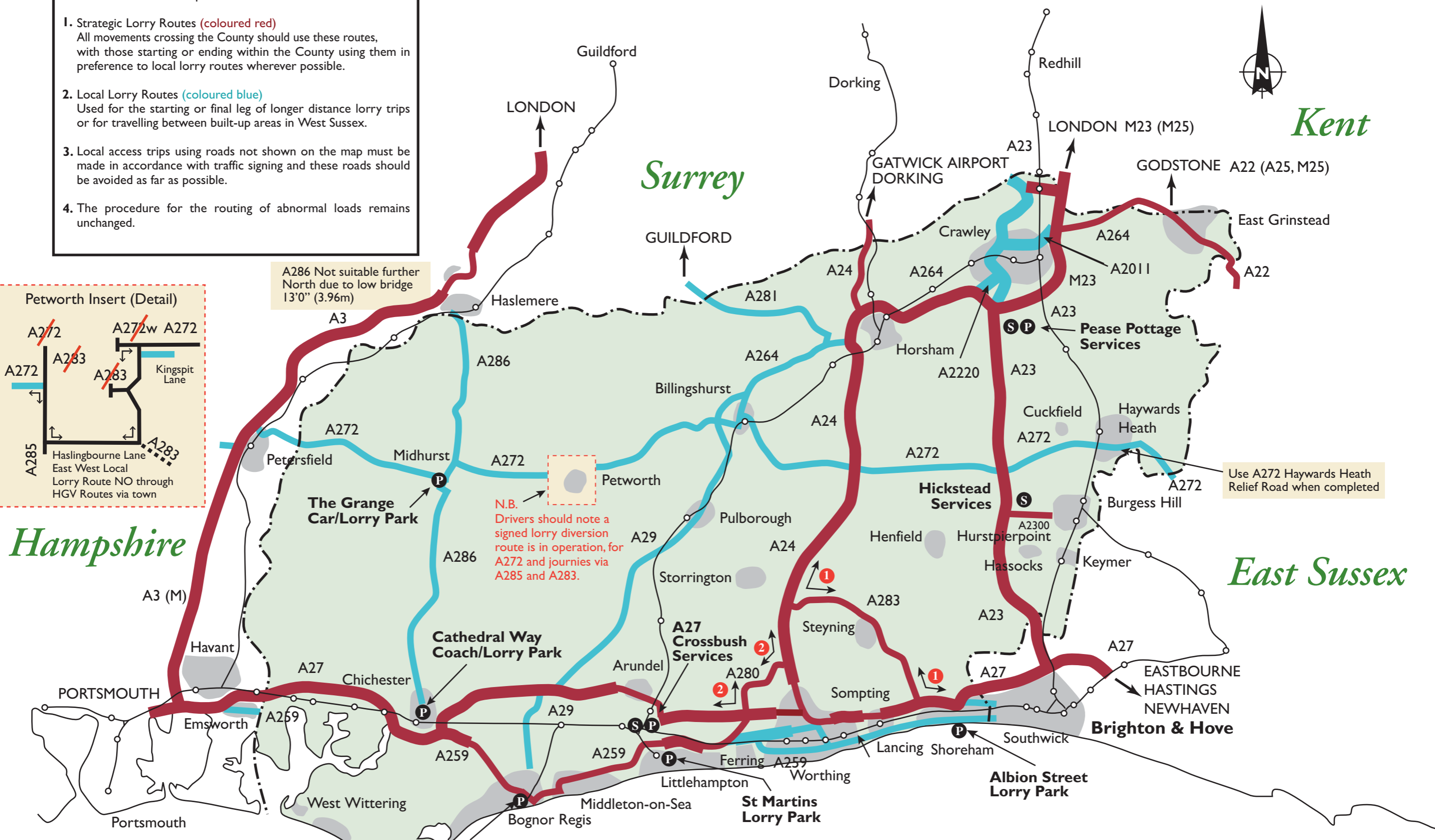
- 1. Strategic Lorry Routes (coloured red)**  
All movements crossing the County should use these routes, with those starting or ending within the County using them in preference to local lorry routes wherever possible.
- 2. Local Lorry Routes (coloured blue)**  
Used for the starting or final leg of longer distance lorry trips or for travelling between built-up areas in West Sussex.
- 3. Local access trips using roads not shown on the map must be made in accordance with traffic signing and these roads should be avoided as far as possible.**
- 4. The procedure for the routing of abnormal loads remains unchanged.**



A286 Not suitable further North due to low bridge 13'0" (3.96m)

N.B. Drivers should note a signed lorry diversion route is in operation, for A272 and journeys via A285 and A283.

Use A272 Haywards Heath Relief Road when completed



Hampshire

Surrey

Kent

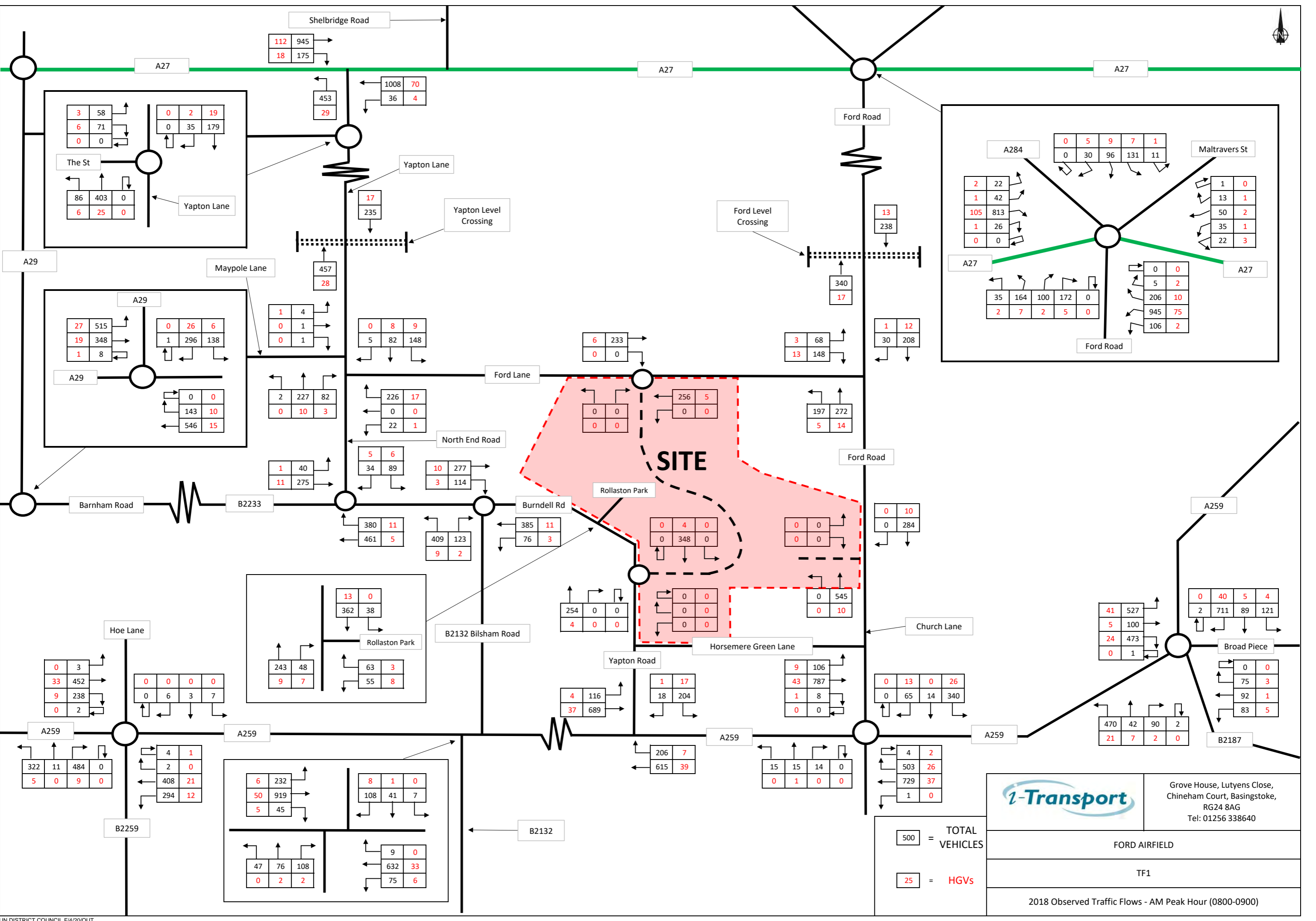
East Sussex




ADVISORY LORRY ROUTES		ROADSIDE FACILITIES	
Strategic Lorry Routes	Dual Carriageway Single Carriageway	Services	Overnight Lorry Parking
Local Lorry Routes	Dual Carriageway Single Carriageway	Use in preference for A24 to A27 eastbound movements and A27 to A24 northbound movements	Use in preference for A24 to A27 westbound movements and A27 to A24 northbound movements
Railway Lines			
County Boundary			
Red and Blue routes are free from height and width restrictions within West Sussex. Routes not shown may carry restrictions.			

**FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD  
CIRCULAR TECHNOLOGY PARK  
TRANSPORT ASSESSMENT**

**APPENDIX 3  
BASELINE DATA**



500 = TOTAL VEHICLES  
25 = HGVs



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

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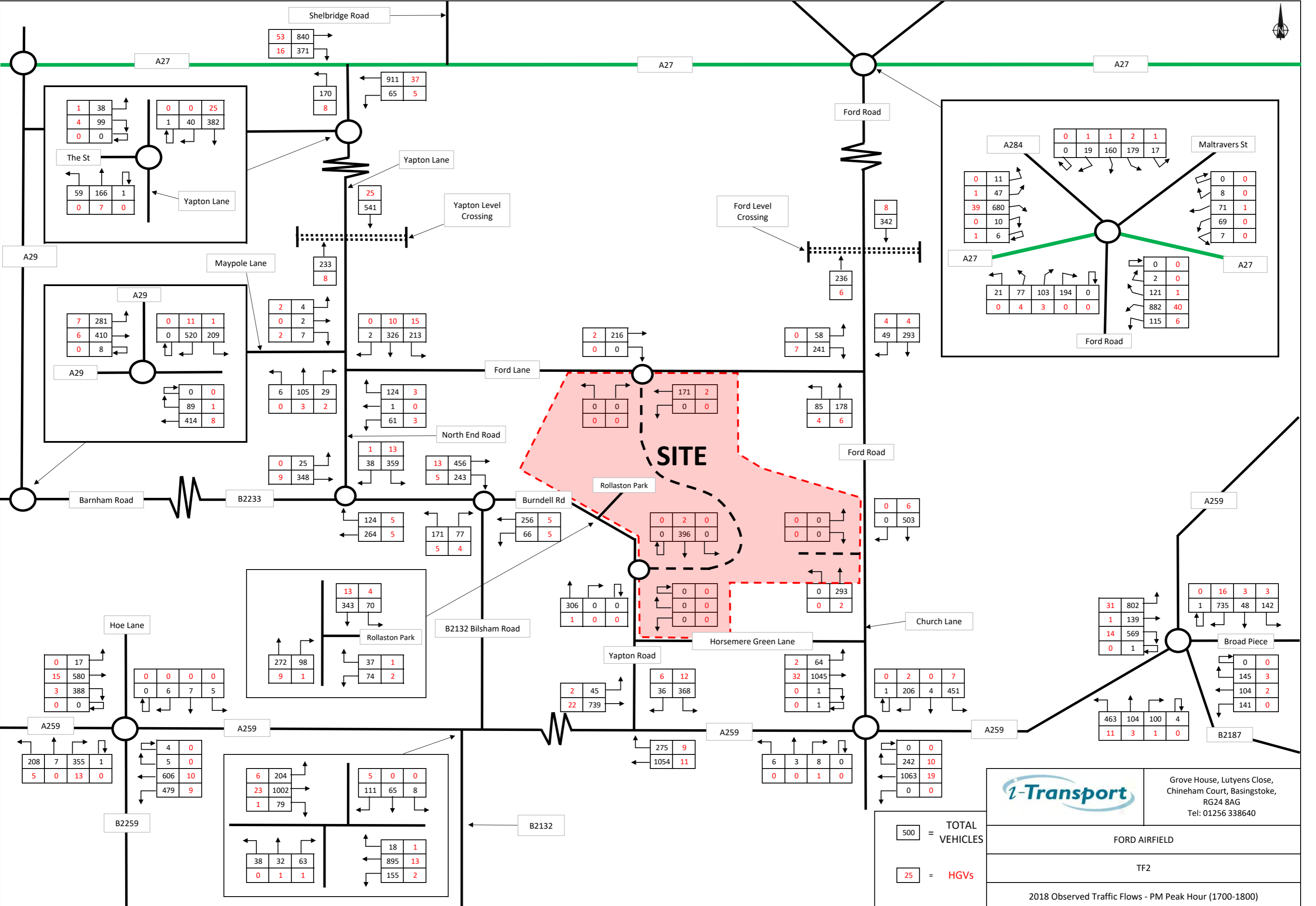
FORD AIRFIELD

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TF1

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



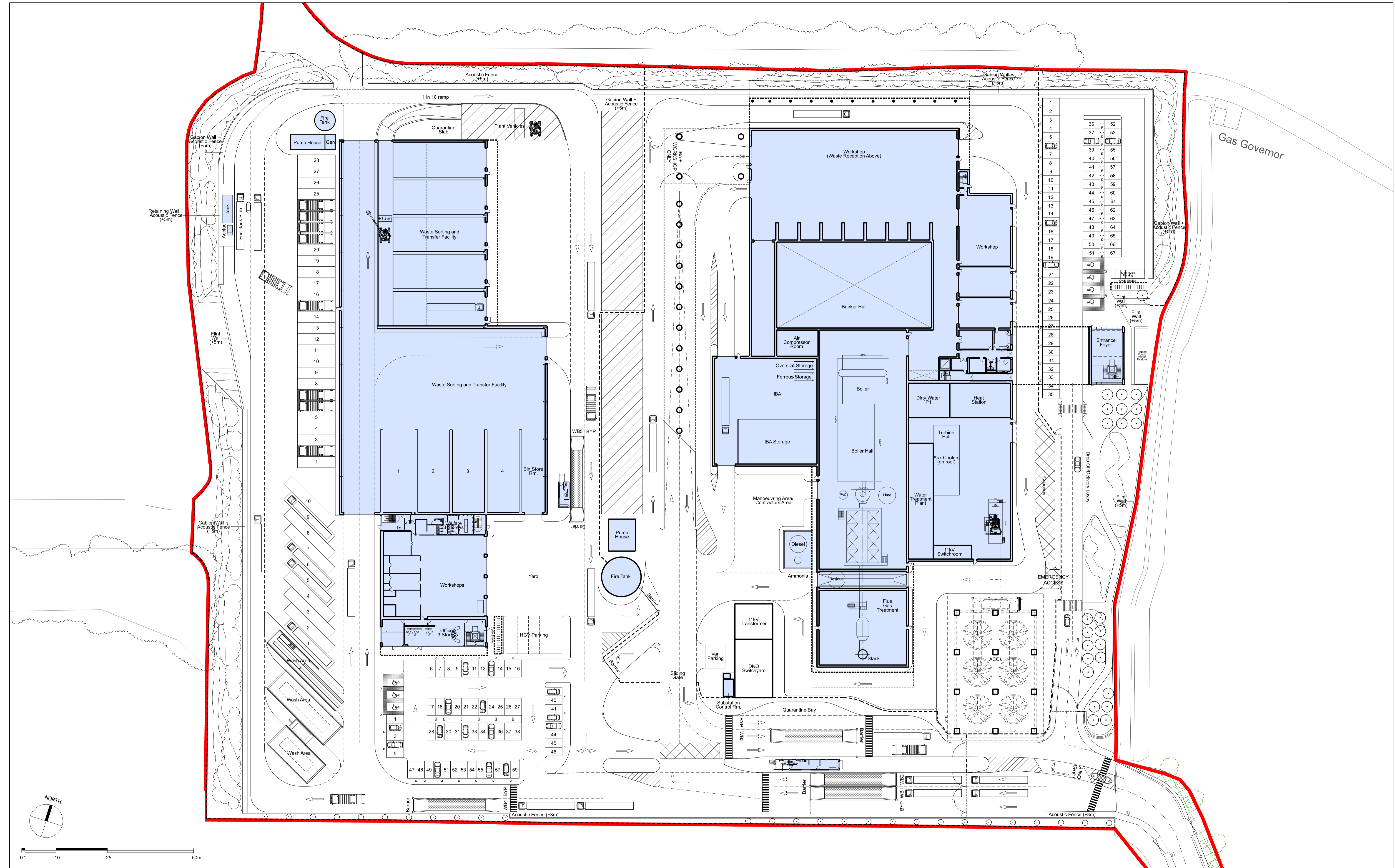
**1-Transport**  
 Grove House, Lutyens Close,  
 Chineham Court, Basingstoke,  
 RG24 8AG  
 Tel: 01256 338640

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



**FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD  
CIRCULAR TECHNOLOGY PARK  
TRANSPORT ASSESSMENT**

**APPENDIX 4  
SITE LAYOUT PLAN**



**NOTE**

1. THIS DRAWING IS COPYRIGHT GSDA LTD.
2. THE CONTRACTOR MUST NOT SCALE FROM THE DRAWING ALL DIMENSIONS THESE MUST BE TAKEN FROM DIMENSION STRINGS.
3. WHERE ANY DISCREPANCIES ARE FOUND BETWEEN DIMENSIONS THESE MUST BE BROUGHT TO THE ATTENTION OF THE ARCHITECTS FOR RESOLUTION.
4. WHERE DISCREPANCIES EXIST BETWEEN REFERENCE OR ASSEMBLY DRAWINGS & DETAIL DRAWINGS, THE LATTER TAKE PREFERENCE.

**Key**

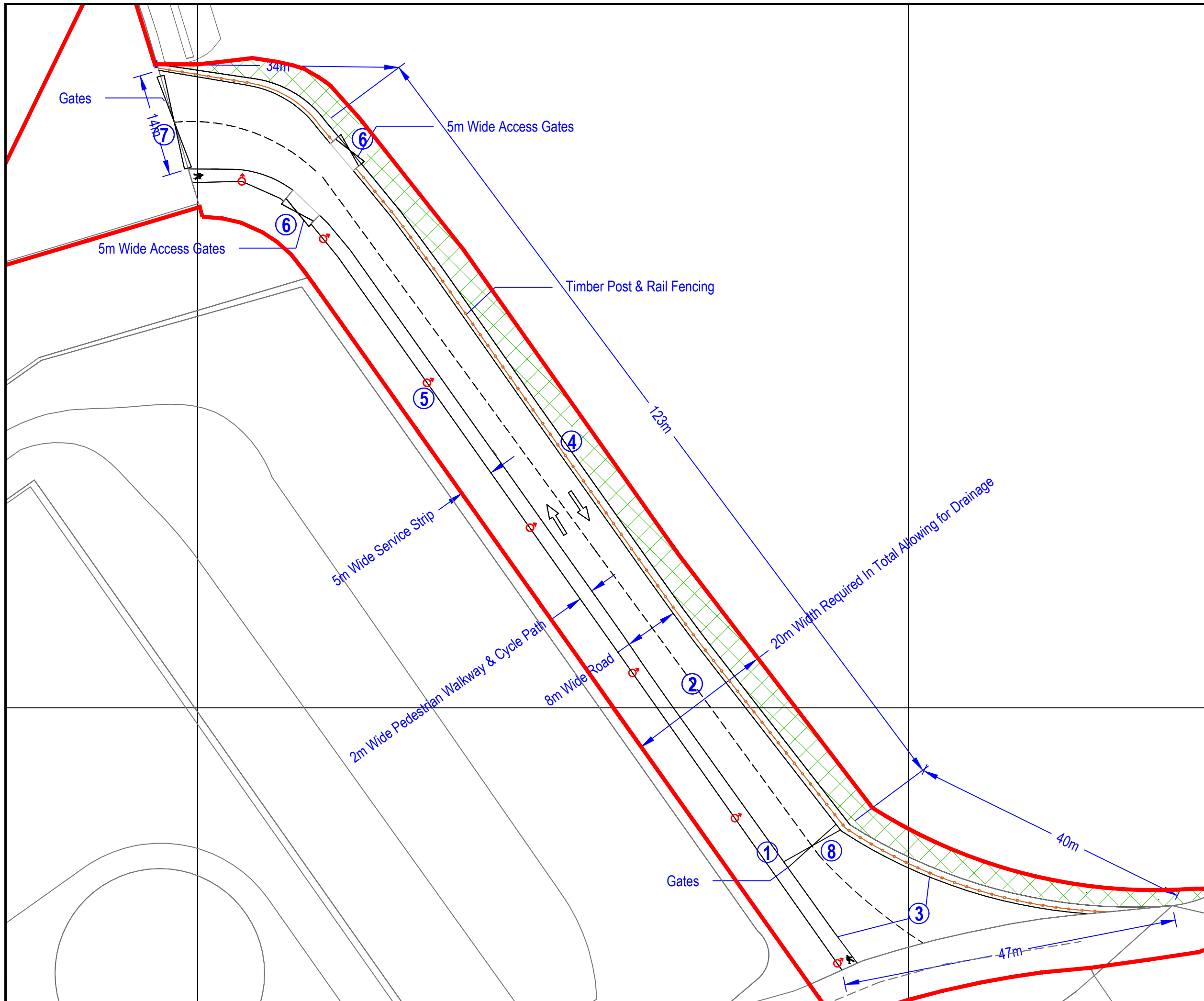
- Fencing Line
- Red Line Boundary

PROJECT		FORD CIRCULAR TECHNOLOGY PARK	
DRAWING		Proposed Site Layout	
FOR INFORMATION		- 20/06/10 Issued for information	
1:500@A1	20/06/10		
SCALE	DATE		
1404 PL 106	-		
DWG. NO.	REVISION		

**GSDA**  
 GARRY STEWART DESIGN ASSOCIATES  
 Highlands House, Office 300A, 165 The Broadway, Wimbledon, London, SW19 1NE  
 T. 020 8544 8085

**FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD  
CIRCULAR TECHNOLOGY PARK  
TRANSPORT ASSESSMENT**

**APPENDIX 5  
SOUTHERN LINK ROAD**



Key

NORTH

APPLICATION SITE

NEW LANDSCAPE

1. 2.0m footway and cycleway paved in tarmac
2. 8.0m tarmac road constructed to Highway Specification
3. Standard concrete kerb edging
4. Agricultural timber post & rail fencing
5. Approx 7.0-8.0m high LED street lamps
6. 5.0m galvanised steel farm gates
7. 8.0 metal security gates
8. 8.0m access barrier

APPROX LOCATION  
7no. LED STREET LIGHTS  
COVERING PEDESTRIAN PATH AND ROAD  
AT A HEIGHT OF 7.0 TO 8.0M

Issue	Date	Comments
Notes		
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**GRUNDON**

Grundon Waste Management Ltd  
Estates Department, Grange Lane  
Beenham, Reading, Berks RG7 5PY  
Tel 01189 714040 estates@grundon.com

Project  
CTP NEW ACCESS ROAD

Title  
PROPOSED SITE LAYOUT (2)

Scale 1 : 500 @ A3	Date MAY 2017
Drawn By MG	Checked By VB

Drawing No  
DG/ES/FOR/NAR/04