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Transport Statement

Proposed Residential Development at

Abbots Leigh, Storrington

On behalf of

ECE Planning

October 2024

Document History and Status

Project Number 23909

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1 Non Technical Summary

- 1.1 This Transport Statement has been undertaken in accordance with the National Planning Policy Framework on behalf of ECE Planning in support of a Planning Application for the construction of 1 residential dwelling with an associated driveway and landscaping on land at Abbots Leigh, Storrington, RH20 4AF.
- 1.2 This statement addresses the following areas:
 - Audit of existing transport infrastructure
 - Highway safety
 - Traffic modelling and impact
 - Parking Requirements
- 1.3 This statement concludes that the site is in an adequate location with existing transport links and that the development proposals will not have a material impact on those facilities or the local highway network.
- 1.4 In terms of traffic and transport the development proposals are appropriate in this location.

2 Existing Site

2.1 Site Location

2.1.1 The development site is located at Abbots Leigh, Storrington, RH20 4AF at Ordnance Survey reference TQ 10386 13804.



Image 1: Site Location

2.1.2 The site is bounded to the north by the CEMEX sand quarry, west and east by residential properties and the south by A283 Washington Road.

2.1.3 A copy of the site location plan is located in Appendix 1 at the rear of this report.

2.2 Site Description

2.2.1 The site is approximately 0.29ha in area and currently comprises the garden of Abbots Leigh.

2.2.2 There is no existing vehicular access to the site, however there is an existing private slip road to the south of the site that currently serves Abbots Leigh and Abbots Barn.

2.2.3 Pedestrian access is available from A283 Washington Road.

2.2.4 A copy of the existing site layout plan is located in Appendix 2 at the rear of this report.

3 Audit of Existing Transport Infrastructure

3.1 Sustrans

- 3.1.1 Sustrans are a charity that works with communities to make them more accessible for walking, wheeling and cycling.
- 3.1.2 Sustrans released the document 'Walkable Neighbourhoods – Building in The Right Places to Reduce Car Dependency' on the 16th of May 2022 which reviewed local planning authorities' selection criteria when allocating sites for development in relation to walking distances to local services.
- 3.1.3 The document offers guidance on sustainable walking distances to local services based on results from surveys completed by planning officers from 100 different Local Planning Authorities.
- 3.1.4 The guidance suggests that sustainable development sites should be located within 800m to key services and 400m to bus stops.

3.2 Pedestrians and Cyclists

- 3.2.1 There is a pedestrian footway on the south side of A283 Washington Road immediately opposite the site entrance.
- 3.2.2 Local transport links and amenities are located in Storrington, a 23 minute (1.6km) walk from the development, which can be reached via the existing pedestrian infrastructure.
- 3.2.3 There are no dedicated cycle routes in the surrounding area however cycling is available on the local highway network alongside other road users.
- 3.2.4 The closest available national cycle route is Route Number 223 located 10.4km to the east of the site, this is accessible via A283 Washington Road heading southeast from the site.
- 3.2.5 National Cycle Route 223 links to National Cycle Route 2 in Shoreham-By-Sea, a 17.4km ride to the southeast of the site and provides a route to Town and Cities along the South Coast including Brighton and Hove, and Worthing.
- 3.2.6 Storrington is an 8-minute cycle from the site at an approximate cycle speed of 12km/hour.
- 3.2.7 There is an existing public right of way bridleway to the southeast of the site providing access to the Downs National Park.
- 3.2.8 There are several public footpaths to the west of the site.



Image 2: West Sussex County Council Public Right of Way Map

3.3 Buses

- 3.3.1 The nearest bus stop to the site is located on A283 Washington Road, approximately 200m to the east of the site at Barns Farm Lane. There are also bus stops located on A283 Washington Road approximately 500m east of the site at Hampers Lane and approximately 500m West of the site at Sullington Lane.
- 3.3.2 These bus stops can be reached by foot along the footpath that runs along the south side of the A283.
- 3.3.3 The bus stop at Barns Farm Lane offers a sustainable link to the wider public transport network and provides access to the following service:

Number	Bus Route	Operator	Frequency
100	Burgess Hill – Henfield – Steyning – Storrington – Pulborough - Horsham	Compass Travel	Hourly

Table 1: Barns Farm Lane Bus Services Summary

3.3.4 The bus stops located at Hampers Lane are equipped with shelters and timetables.

3.3.5 The bus stops at Hampers Lane and Sullington Lane both provide access to the following services:

Number	Bus Route	Operator	Frequency
1	Worthing - Midhurst	Stagecoach	Hourly
100	Burgess Hill – Henfield – Steyning – Storrington – Pulborough - Horsham	Compass Travel	Hourly

Table 2: Hampers Lane and Sullington Lane Bus Services Summary

3.3.6 Average bus journey times to likely destinations including walking times to and from bus stops are as follows:

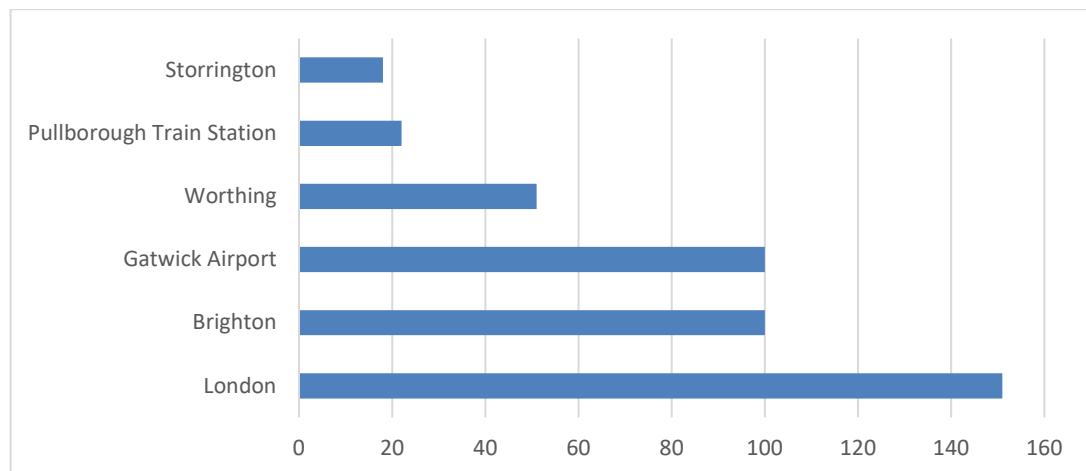


Figure 1: Bus Journey Times in Minutes

3.3.7 Pulborough Railway Station is located approximately 9.9km by road to the northeast of the site.

3.3.8 The station has a pay and display car park with 159 spaces and 22 cycle spaces.

3.3.9 Available destinations include direct lines to Bognor Regis every 30 minutes and London Victoria via Gatwick Airport every 30 minutes. Routes to Brighton, Hove and Portsmouth & Southsea / Portsmouth Harbour are also available via a change at Ford.

3.3.10 Typical off-peak services are two trains per hour to Bognor Regis and two trains per hour to London Victoria via Gatwick Airport.

3.3.11 Average train journey times between Pulborough Railway Station and likely destinations including driving to the station are as follows:

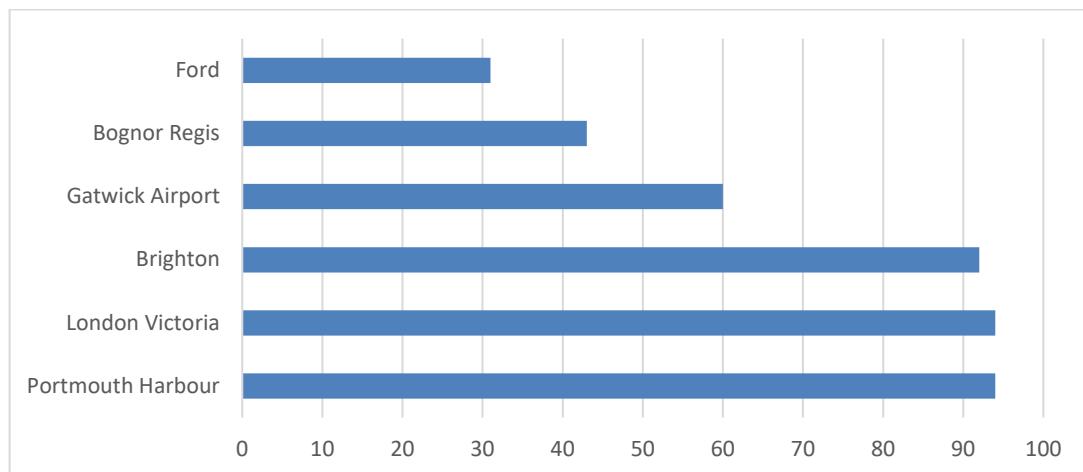


Figure 2: Train Journey Times in Minutes

3.4 Highway Network

- 3.4.1 Access to the development site is via a private slip road connected to A283 Washington Road.
- 3.4.2 The existing slip road was approved by Horsham District Council on the 27th of January 2006 under Application Reference DC/05/1614. Included in the slip road is a small lay-by to allow for vehicles to pass each other safely in the event that access/egress is used by multiple vehicles at once.
- 3.4.3 The A283 Washington Road goes in a northwest to southeast direction and is subject to a 40mph speed limit. To the northwest the road becomes Pulborough Road and then Mare Hill Road from which Pulborough Train Station can be reached. To the southeast there is a direct connection to the A24 at the Washington Roundabout.
- 3.4.4 To the south the A24 connects to the A27 to the north of Worthing, Providing Access both east and west along the towns and cities on the south coast such as Brighton and Chichester.
- 3.4.5 To the north the A24 connects to the A273 Cowfold Road, which connects to the A23, from which Crawley can be reached before joining the M23 to Gatwick Airport.

3.5 Highway Safety

- 3.5.1 Personal Injury Collision (PIC) records for the five year period between January 2018 and December 2022 and within 250m of the site have been reviewed via crashmap.co.uk.

- 3.5.2 During that period there were 8 collisions reported.
- 3.5.3 There were 2 accidents on the A283 Washington Road, and 6 accidents at the A283 Washington Road, Sullington Lane and Water Lane junction.
- 3.5.4 7 were classified as slight in severity and 1 at the A283 Washington Road, Sullington Lane and Water Lane junction was classed as serious.
- 3.5.5 The Crashmap accident data is summarised as follows:

Vehicles involved	Number of casualties
Slight	
2	1
2	1
2	1
3	2
4	1
2	3
2	1
Serious	
2	1

Table 3: Crashmap Accident Data Summary

- 3.5.6 The A283 Washington Road, Sullington Lane and Water Lane junction may appear to be problematic due to the occurrence of 6 accidents between January 2018 and December 2022.
- 3.5.7 **Image 3** under section **5.1** of this report provides average annual daily flows for the A283 Washington Road.
- 3.5.8 The Department for Transport counted 18,496 trips per day in 2018 and 18,906 trips per day in 2022.
- 3.5.9 The number of accidents is thereby insignificant and does not suggest an inherent problem with the A283 Washington Road, Sullington Lane and Water Lane.
- 3.5.10 An extract from the Crashmap website showing accident locations is located in Appendix 3 at the rear of this report.

4 Proposed Development

4.1 Description

4.1.1 The development proposals are for the construction of 1 4-bedroom residential dwelling, accessed via an existing private slip road that connects to A283 Washington Road as consented by Horsham District Council under Application Reference DC/05/1614.

4.2 Pedestrian and Cycle Access

4.2.1 Cycle and pedestrian access to the site will be provided via the existing private access road that serves Abbots Leigh and connects to A283 Washington Road.

4.3 Vehicular Access

4.3.1 Vehicular access will be via a new connection to the existing private slip road that connects to A283 Washington Road.

4.3.2 The existing slip road serves Abbots Leigh and Abbots Barn.

4.3.3 Refuse collection and fire tender access will be available from the existing private slip road that connects to A283 Washington Road.

4.3.4 A copy of the proposed site layout plan is located in Appendix 4 at the rear of this report.

5 Parking requirements

5.1 West Sussex County Council

5.1.1 West Sussex County Council released Guidance on Parking at New Developments in September 2020.

5.1.2 Table 2 of Guidance on Parking at New Developments contains requirements for the number of parking spaces at new residential developments based on the number of bedrooms and the parking behaviour zone of the site.

5.1.3 Details of the number of required electric vehicle parking spaces required can be found in Appendix B of Guidance on Parking at New Developments.

5.1.4 **Section 4.7** of Guidance on Parking at New Developments states:

‘‘Active’ charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide ‘passive’ provision for these spaces to be upgraded in future.’

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Image 3: West Sussex County Council’s Residential Parking Demand (spaces per dwelling).

Appendix B: Electric Vehicle Space Allocations

Year	% Growth Index	% Spaces for Active EV Charging Facilities
2018	0	20
2019	4	24
2020	8	28
2021	13	33
2022	17	37
2023	21	41
2024	25	45
2025	29	49
2026	33	53
2027	38	58
2028	42	62
2029	46	66
2030	50	70

Image 4: West Sussex County Council's Required Electric Vehicle Space Allocations.

- 5.1.5 The site is in Parking Behaviour Zone 1.
- 5.1.6 The Development site is proposing 3 parking spaces, which is in excess of the required number of 2.7.
- 5.1.7 The proposed development should allocate 45% of the proposed parking spaces as 'active' charging points, with ducting provided to the other spaces to provide 'passive' provision for these spaces to be upgraded in the future.
- 5.1.8 The proposed development should therefore have 1 'active' charging point for electric vehicles and 2 'passive' provisions.

6 Predicted Travel Demand and Traffic Impact

6.1 Predicted Development Trips

6.1.1 Vehicular trip rates for the proposed development have been calculated, suggesting a total of 3 trips per weekday to and from the proposed development.

6.1.2 Highway Network

6.1.2.1 Annual average daily flows for the A283 Washington Road have been measured by the department for transport and data from 2017-2022 has been reviewed in preparation of this report.

6.1.2.2 Manual counts were completed in 2018 and 2022, with estimates being made for all other years.

6.1.2.3 Average daily flows from 2017 to 2023 can be seen as follows:

Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2023	Estimated using previous year's AADF on this link	19	143	14981	79	3602	499	19304
2022	Manual count	20	154	14619	79	3533	521	18906
2021	Estimated using previous year's AADF on this link	18	183	11570	83	3211	409	15456
2020	Estimated using previous year's AADF on this link	24	177	10580	70	2804	379	14010
2019	Estimated using previous year's AADF on this link	18	238	14488	110	3275	425	18536
2018	Manual count	15	221	14456	111	3286	421	18496
2017	Estimated using previous year's AADF on this link	27	211	12856	90	3134	550	16842

Image 5: Department for Transport Average Annual daily flow data for A283 Washington Road

6.1.2.4 With only 3 in and outbound vehicle movements per the development will not have a material impact on the local or wider highway network and will not have a significant impact on highway safety.

6.1.3 Cycle and Pedestrian Infrastructure

6.1.3.1 The predicted cyclist and pedestrian numbers associated with the development are too small to have a material impact on the existing infrastructure.

6.1.4 Public Transport

6.1.4.1 The predicted level of public transport use associated with the development is too small to have a material impact on the existing infrastructure.

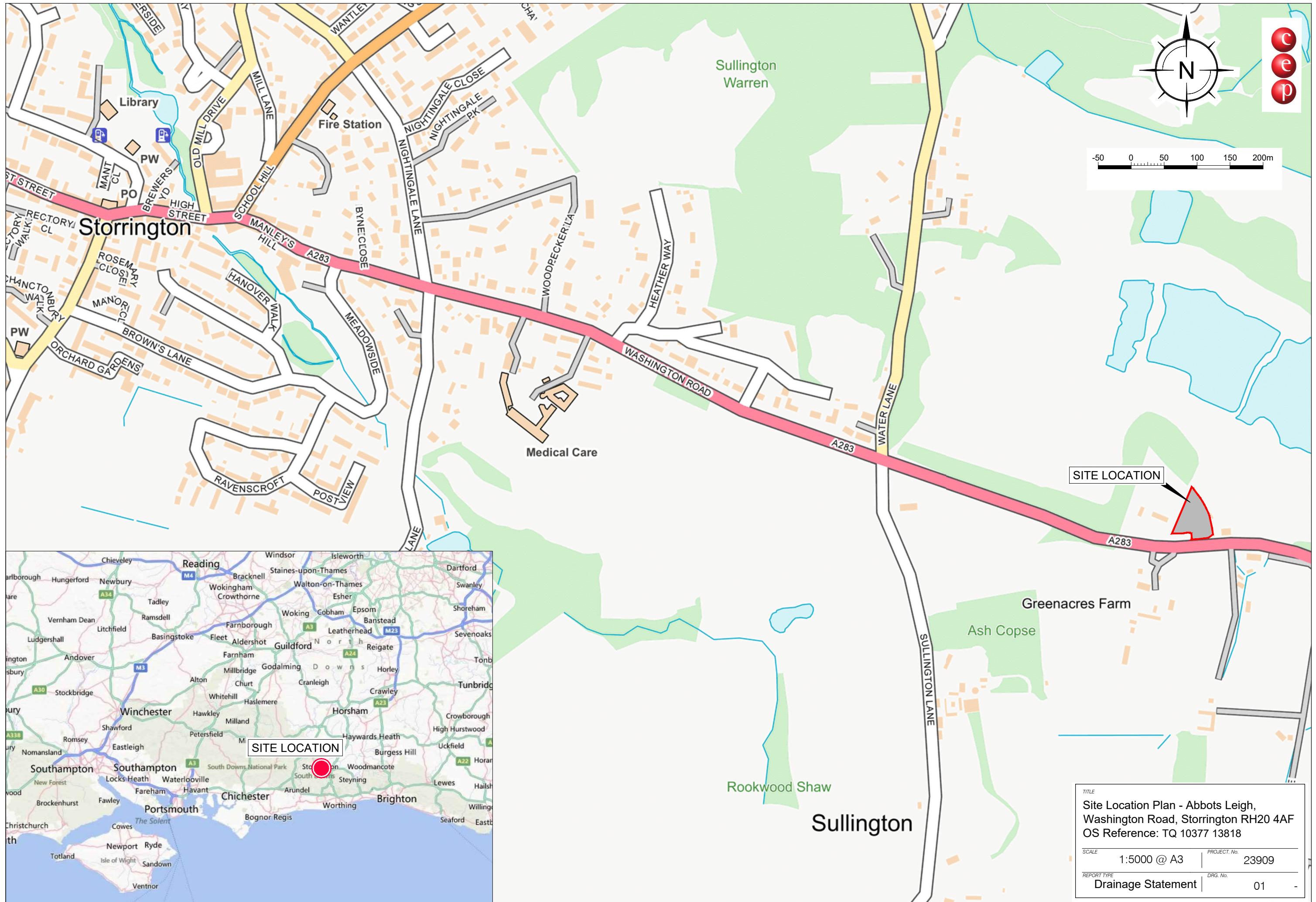
7 Conclusions

- 7.1 The development proposals will have no material impact on the existing transport facilities or the local highway network, and will have no significant impact on highway safety.
- 7.2 The proposed access to the highway network is via the existing slip road serving Abbots Leigh and Abbots Barn.
- 7.3 Pedestrian infrastructure is available via footways to Storrington.
- 7.4 Cycle access is available on highway alongside other highway users.
- 7.5 There is a bus stop approximately 200m east of the proposed development site on the north side of A283 Washington Road, which can be reached by using the footpath on the south side of A283 Washington Road, providing a sustainable link to the wider public transport network.
- 7.6 The proposed development proposed 3 parking spaces, which is in excess of the 2.7 required under West Sussex County Council's Guidance on Parking at New Developments.
- 7.7 In terms of traffic and transport the development proposals are appropriate in this location.

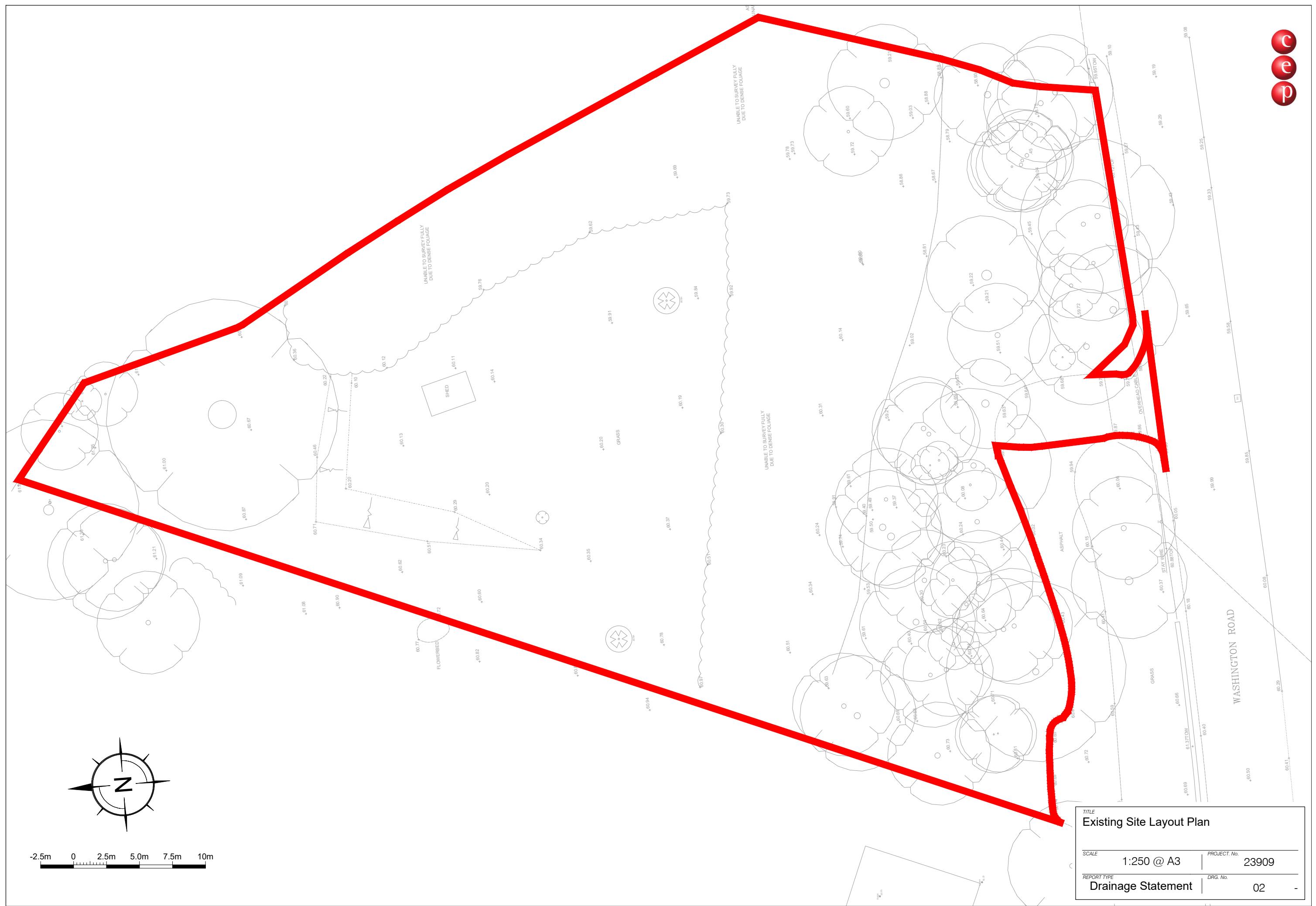
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Appendix 1
Site Location Plan



Appendix 2
Existing Site Layout Plan



Appendix 3
Crashmap Accident
Reports

[Map](#) [Satellite](#)

Incident Details
Date: 07/10/2021
Severity: Slight
Number of Vehicles Involved: 2
Number of Casualties Involved: 1
[View Detailed Report](#)

Incident Details
Date: 05/01/2022
Severity: Serious
Number of Vehicles Involved: 2
Number of Casualties Involved: 1
[View Detailed Report](#)

Incident Details
Date: 09/05/2022
Severity: Slight
Number of Vehicles Involved: 4
Number of Casualties Involved: 1
[View Detailed Report](#)

Incident Details
Date: 30/11/2022
Severity: Slight
Number of Vehicles Involved: 2
Number of Casualties Involved: 1
[View Detailed Report](#)

Incident Details
Date: 15/12/2018
Severity: Slight
Number of Vehicles Involved: 3
Number of Casualties Involved: 2
[View Detailed Report](#)

Incident Details
Date: 16/12/2018
Severity: Slight
Number of Vehicles Involved: 2
Number of Casualties Involved: 3
[View Detailed Report](#)

Incident Details
Date: 18/07/2021
Severity: Slight
Number of Vehicles Involved: 2
Number of Casualties Involved: 1
[View Detailed Report](#)

Incident Severity
 Slight  Serious  Fatal

10 results found

Incident Details
Date: 20/01/2022
Severity: Slight
Number of Vehicles Involved: 2
Number of Casualties Involved: 1
[View Detailed Report](#)

[^ Hide](#)
Location: rh204af

Years
5 of 24 years selected

Severity
 Fatal
 Serious
 Slight

Casualty Types:
 All Casualty Types

Vehicles Involved:
 All Vehicle Types

Search

[Open Government Licence](#)



Appendix 4
Proposed Site Layout Plan

GENERAL NOTES:

- All dimensions to be checked on site. All details and dimensions relating to sub-Contractors work must be checked and agreed between the sub-Contractor or supplier and the general Contractor.
- This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.
- The main Contractor is responsible for ensuring the stability of the structure whilst the works are in progress.
- Any information given regarding existing underground services is given in good faith after consultation with the relevant authority. No liability is accepted by the Consultant and the main Contractor is responsible for obtaining and checking all information and taking due care and attention whilst undertaking the works.

Abbots Leigh

Sandgate Lodge ADJOINING PROPERTIES

WASHINGTON ROAD

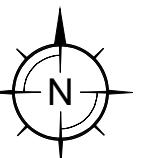
WASHINGTON ROAD

arn

ls

WASHI

WASHING



2m 0 2m 4m 6m 8m

A	11/11/2024	NT	Drawing changed to proposed site layout	SRM
REV	DATE	INT	DESCRIPTION	CHK

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CLIENT	ECE Planning
PROJECT	Abbots Leigh, Storrington
TITLE	
Proposed Site Layout Plan	
DRAWN	A Davies
DATE	Oct 2024
ENGINEER	S Magowan
RECHECKED	
SCALE	1:200 @ A1, 1:400 @ A3
ORG. NO.	23909
REV.	101 A