

Transport Assessment Addendum Note

Site: Land West of Church Close, Ashington
Prepared by: EU
Approved by: AW
Date: 10 June 2024

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1.0 Introduction

- 1.1 This Transport Assessment Addendum Note has been prepared on behalf of Bellway Homes in relation to a planning application (planning reference DC/23/0406) for a residential development on land to the west of Church Close, Ashington (herein referred to as 'the site').
- 1.2 The site is located to the west of Ashington village approximately 300 metres west of London Road, the main road which runs through the centre of Ashington. The site benefits from close access to the A24, the A283 and the A272, as well as a number of bus stops. The site falls within the administrative boundaries of Horsham District Council (HDC – Local Planning Authority) and West Sussex County Council (WSCC – Local Highway Authority).
- 1.3 The site currently accommodates agricultural fields and woodland. The proposals seek planning permission for the construction of 180 dwellings on the site, along with a sports pavilion, sports pitches and a public open space which includes allotments. The proposals include a mix of flats and houses, which will be both private and affordable. Access to the site will be achieved via an existing access road onto Church Close, although the arrangement will be formalised as part of the development proposals. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 1.4 WSCC as the highway authority advised no objections to the proposals subject to the following Conditions:
- ▶ Access to be provided prior to first occupation
 - ▶ Construction Management Plan
 - ▶ Travel Plan
- 1.5 Following consultation with various other consultees, the site layout has been amended since preparing the submitted Transport Assessment. This includes changes to the location of the sports pitches which are now proposed at the north-western extent of the site along with the sports pavilion and associated car parking. The updated site layout plan is included at **Appendix A**.
- 1.6 This Transport Assessment Addendum Note should be read in conjunction with the Transport Assessment dated 28th February 2023. The following section sets out the highways and transportation matters impacted by the above amendments to the layout.

2.0 Development Proposals

Access Arrangements

- 2.1 The alterations to the site layout plan do not impact the proposed vehicular, pedestrian and cycle access arrangements. As agreed with WSCC, access to the development site is proposed via the formalisation of the existing two access points. The existing concrete access road adjacent to Ashington Parish Church will be merged with the informal concrete access which currently provides access to a residential property. Access to the single dwelling located to the south of the access road situated adjacent to the church will be retained.

Parking Provision

- 2.2 The number of residential units proposed has not been altered and neither has the parking provision for the dwellings. As set out within the Transport Assessment, the residential parking provision accords with WSCC's guidance.

- 2.3 Following discussions held with Ashington Parish Council, an additional 10 car parking spaces have been provided for the two sports pitches which will now be located at the north-western extent of the site. This results in a total provision of 30 car parking spaces associated with the sports pitches and pavilion.
- 2.4 The TRICS assessment set out within the Transport Assessment indicates that the proposed sports pitches could result in a maximum parking demand of circa 23 vehicles between 18:00 and 19:00 in weekday evening period. Whilst in the Saturday daytime period the sports pitches could have a maximum parking demand of 13 vehicles. Therefore, the provision of 30 car parking spaces for the sports pitches and pavilion is considered appropriate and will meet the needs of the local parish.
- 2.5 The allotments will be provided with 18 car parking spaces as per the previous submission.

Servicing and Refuse Collection

- 2.6 A new turning head has been provided at the north-western extent of the site adjacent to the pumping station. The swept path analysis included at **Appendix B** illustrates the refuse vehicle using the proposed turning head.

Trip Generation and Highway Impact Assessment

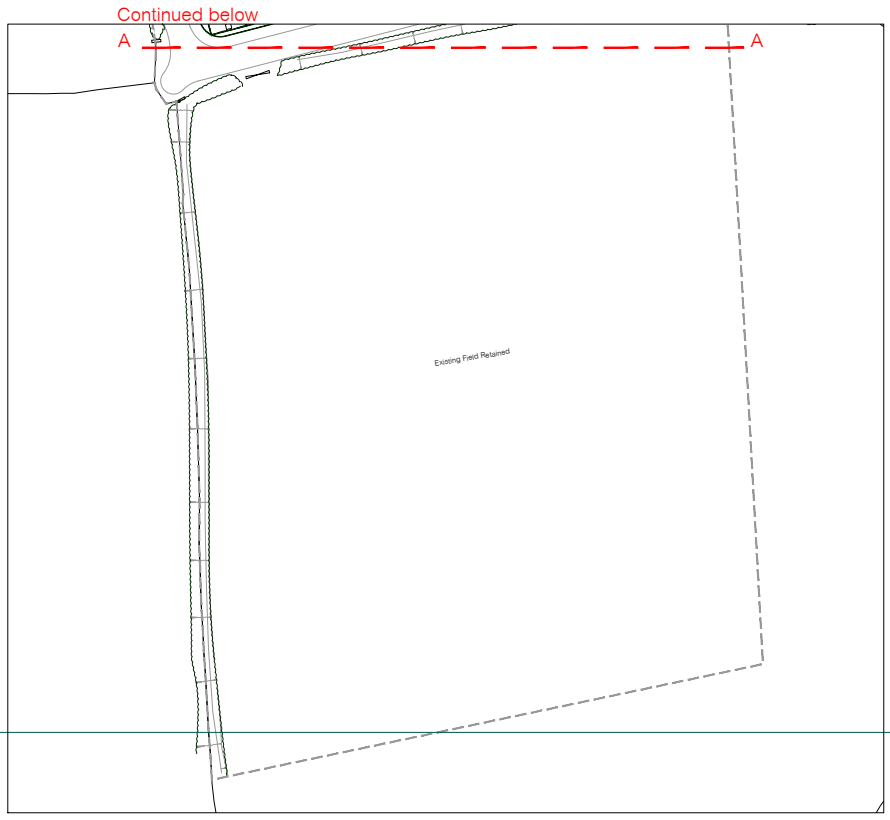
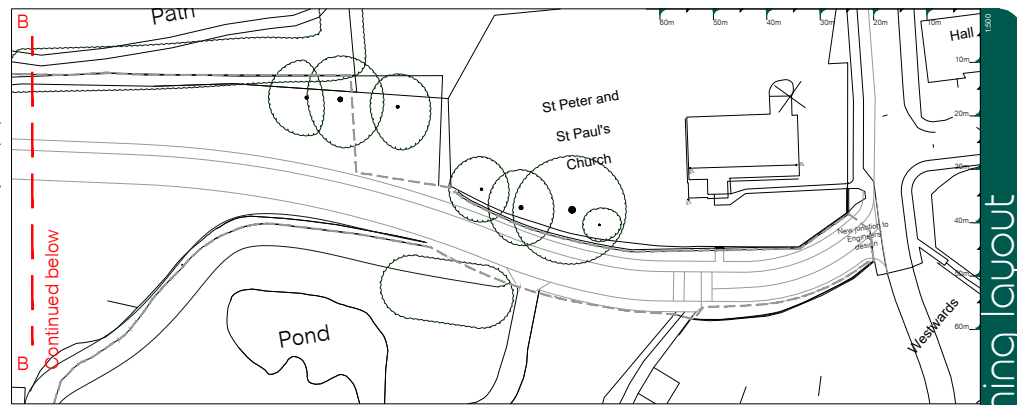
- 2.7 As the quantum of development has not been altered, the conclusions drawn from the Transport Assessment in relation to trip generation and highway impact remain unchanged. Modelling of nearby junctions indicates that the proposed development will not result in a severe impact on the surrounding highway network.

3.0 Conclusion

- 3.1 In view of the above, the proposed development is considered to be acceptable in transport terms and meets local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstrable harm arising from the proposed development and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.

Appendix A

Site Layout Plan



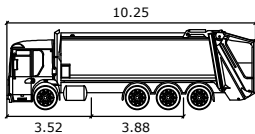
Appendix B

Swept Path Analysis – Refuse Vehicle

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Dennis Eagle OL 27W 2013
Width : 2.53 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 22.7



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Project:
Church Lane, Ashington

Title:
Swept Path Analysis,
Refuse Vehicle

Scale: 1:200 (@ A3)

Drawing:
2109010-TK04

Revision:
C