

Transport Assessment Addendum Note

Site: Land West of Church Close, Ashington
Prepared by: EU
Approved by: AW
Date: 6 March 2025

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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 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 associated with the existing application (planning reference DC/23/0406) sought 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. 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
- 1.4 In June 2024, following consultation with various other consultees, the site layout was amended to include 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.
- 1.5 The proposals now seek planning permission for the demolition of existing buildings and erection of 152 dwellings, all-weather sport pitch, sports pavilion and allotments; with associated access, landscaping, open space and infrastructure. 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. 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.

- 2.2 It is noted that HDC raised concerns in relation to the proximity of the proposed access in relation to an existing mature oak tree and existing church wall. A detailed review of the access has been undertaken in order to address comments raised by the Tree Officer. The proposed solution is to position the access as far south from the oak tree's root protection area and church wall. Section plans have been prepared and are included at **Appendix B**, which illustrates how the access could be constructed with no negative impact to the existing wall and trees.
- 2.3 Consideration has been given to alternative solutions including a build-out or raised road table, as suggested by HDC. However, the oak tree in question is situated directly opposite an existing private access and therefore any build-out would conflict with this access. A raised table is not possible due to the existing access levels. Additionally, consideration has been given to providing vehicular access to the site via Rectory Lane. However, Rectory Lane is a rural, narrow lane and access at this location is substandard in comparison to the access onto Church Road. As such, the proposed arrangement is considered to be the optimal solution. It should be reiterated that the proposed access arrangement has been agreed with WSCC.

Parking Provision

- 2.4 WSCC guidance provides expected levels of car parking to be provided at residential development based on dwelling size and Parking Behaviour Zone (PBZ), which is based on the location of a development. The proposed development is in a PBZ 1 location. The table below summarises WSCC's car parking standards for residential developments located within PBZ 1 and the parking provision based on the proposals.

Number of Bedrooms	PBZ 1 – Car Parking Standards	Proposed Units	Parking Provision
1-bed unit	1.5 spaces	17	25.5 spaces
2-bed unit	1.7 spaces	38	64.6 spaces
3-bed unit	2.2 spaces	58	127.6 spaces
4+ bed unit	2.7 spaces	39	105.3 spaces
TOTAL		152	323 spaces

Table 2.1: WSCC's Car Parking Standards

- 2.5 In terms of garages WSCC state that *"If garages are provided they should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5."* As such, the total parking provision on-site amounts to 347 spaces in accordance with WSCC's guidance. An additional 27 visitor parking spaces have been provided in accordance with the guidance which requires 0.2 visitor spaces per dwelling. Based on consultation responses an additional 23 car parking spaces are provided throughout the site for residents. The drawing included at **Appendix C** provides a breakdown of the parking provided. All dwellings including flats will be provided with an electric vehicle charging point in accordance with guidance.
- 2.6 Following discussions held with Ashington Parish Council, an additional 30 car parking spaces have been provided for the two sports pitches and pavilion. The allotments will be provided with 18 car parking spaces as per the previous submission.
- 2.7 Covered and secure cycle stores will be provided for the flats in accordance with the WSCC guidance. The houses will be provided with gardens and garages, and cycle parking can therefore be accommodated within the curtilage of each house.

Servicing and Refuse Collection

- 2.8 It is intended that refuse collection will occur from the internal access road within the site. Communal bin stores will be provided for the proposed flats adjacent to the internal access road. Whilst residents occupying the houses will be required to wheel their bins to the carriageway or designated bin stores on the appropriate bin collect days. All bin stores are located within an acceptable distance for both residents and bin collection personnel to access. A bin store is also provided for the sports pavilion.

- 2.9 In order to ensure the proposed access can facilitate the refuse vehicle manoeuvres without interfering with the free flow of traffic or leading to an adverse effect upon the safety levels of the adjoining highway network, swept path analysis of the access and internal layout has been undertaken. Swept path analysis included at **Appendix D**, demonstrates the refuse vehicle entering the site in forward gear, navigating the internal access road, and exiting the site in forward gear.

Emergency Arrangements

- 2.10 Emergency access to the site will be taken from Church Close. Swept path analysis, attached at **Appendix E**, demonstrates a fire appliance accessing the site in forward gear, navigating the internal access road and exiting the site in forward gear via the proposed access.

Trip Generation and Highway Impact Assessment

- 2.11 As the quantum of development has been reduced since completing the trip generation and highway impact assessments within the initial Transport Assessment. As such, the conclusions drawn from the initial 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.

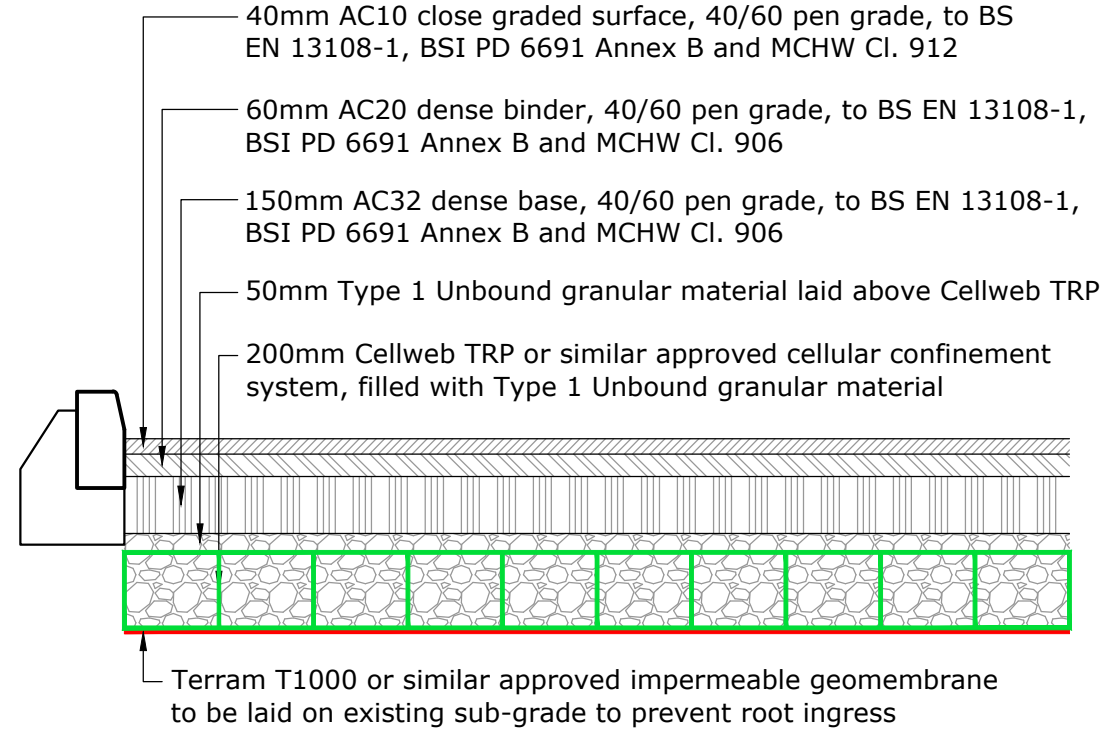
Appendix A

Site Layout Plan



Appendix B

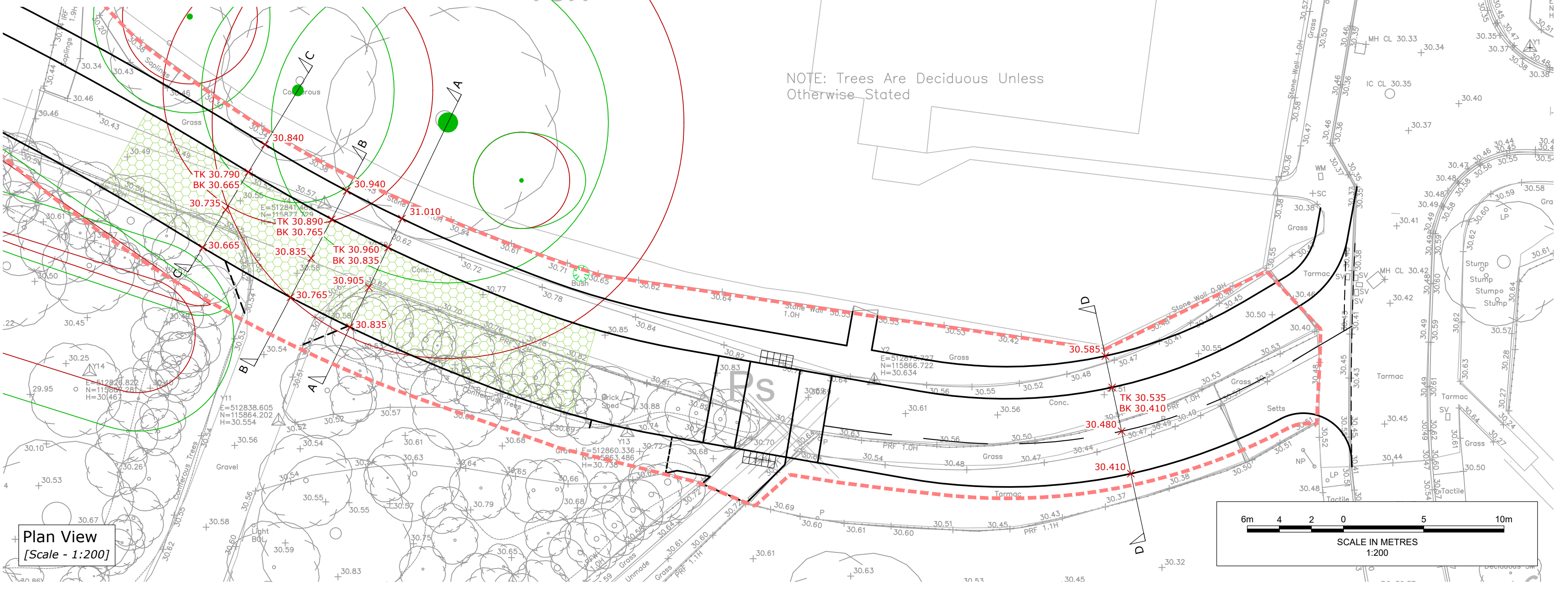
Proposed Access Arrangements



Typical No-Dig Carriageway Pavement Detail

Typical Detail
[Scale - 1:50]

The details provided on this drawing are indicative only, based on the survey information provided by Keen Consultants and Premier Surveys Limited. The proposed onsite levels are in abeyance and subject to confirmation via detailed design - it has been assumed that a maximum 350mm strip of subgrade can be excavated without impacting the existing tree roots - due to existing concrete access road.



Hall



Notes

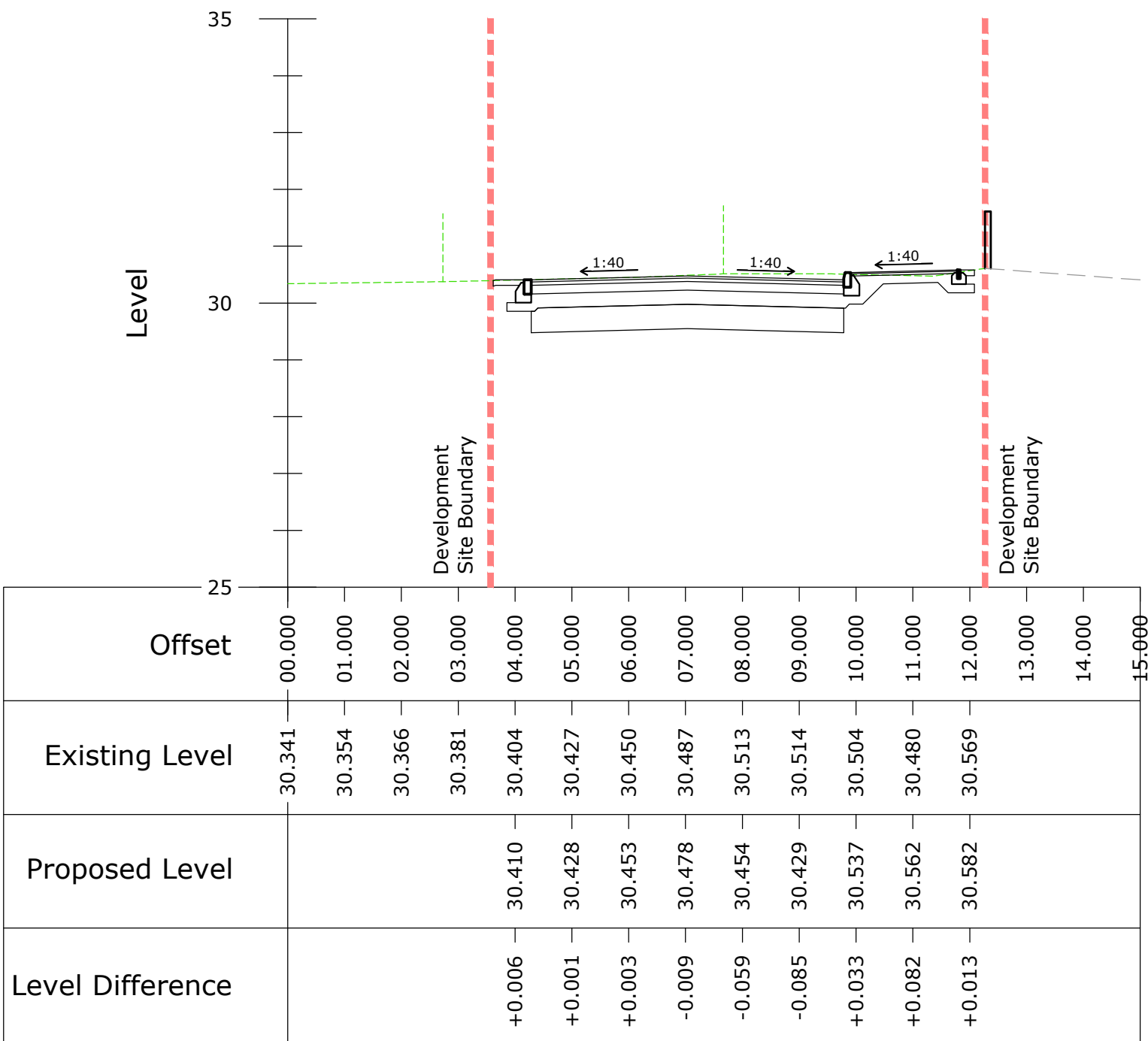
- All levels and dimensions are to be checked on site before any work commences. All dimensions are in metres unless stated otherwise.
- This drawing has been based on survey information provided by Premier Surveys Limited and Keen Consultants, and Motion cannot guarantee the accuracy of the data provided.
- Any discrepancies should be reported to the architect and/or engineer immediately, so that clarification can be sought prior to the commencement of works.
- This drawing should be read in conjunction with all other relevant architect and engineering details, drawings and specification.

Legend

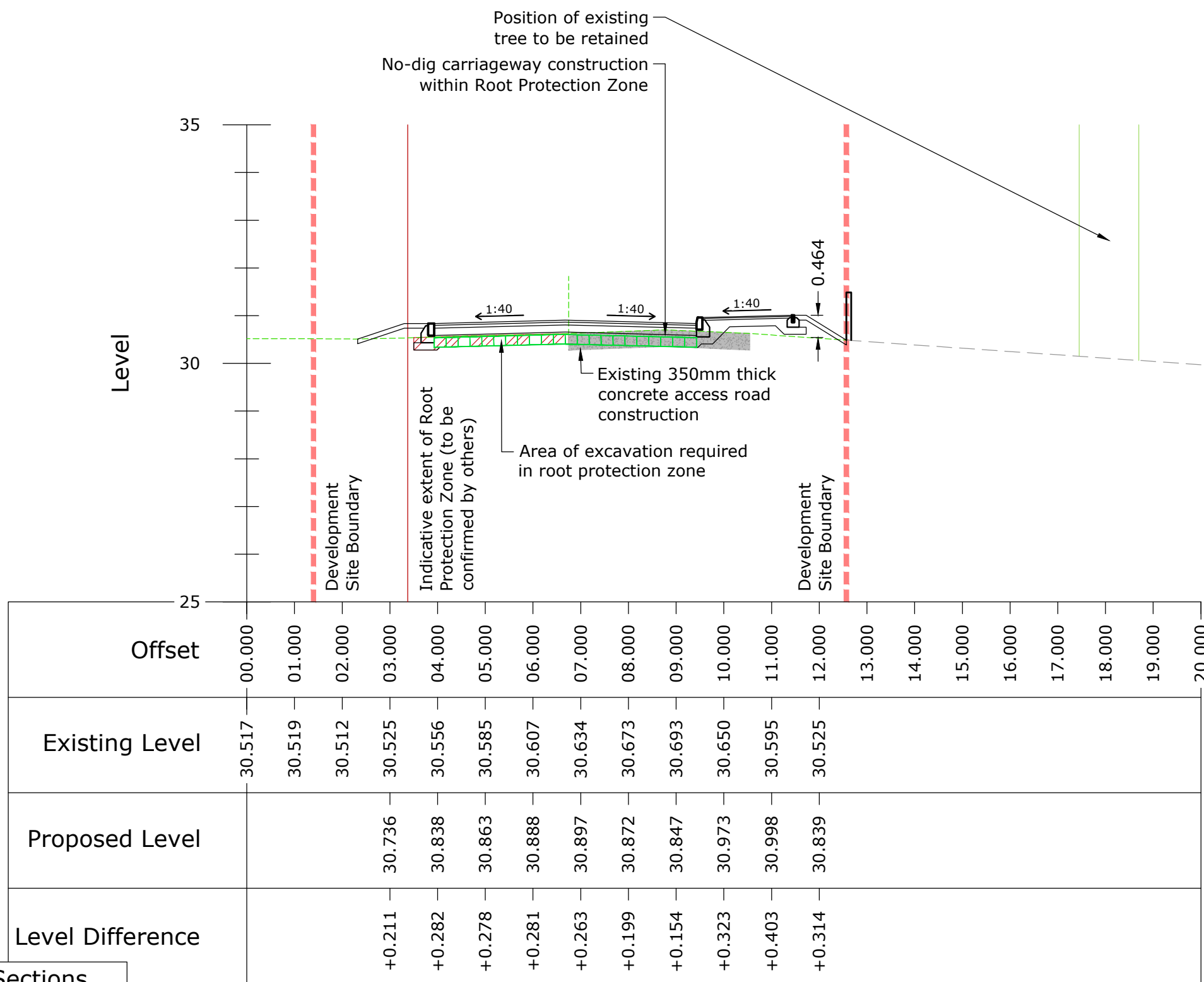
- Development Site Boundary
- Indicative Extent of Root Protection System - Cellweb or similar approved
- Tree Root Protection Zone, Refer to drawing 1780-KC-XX-TREE-TPP01
- Cross section sample line and orientation of section view
- Cross Section - existing ground profile
- Existing 350mm deep Concrete Access Road - depth to be confirmed prior to construction of onsite works
- Area of Excavation in Root Protection Zone

Carriageway Pavement Notes

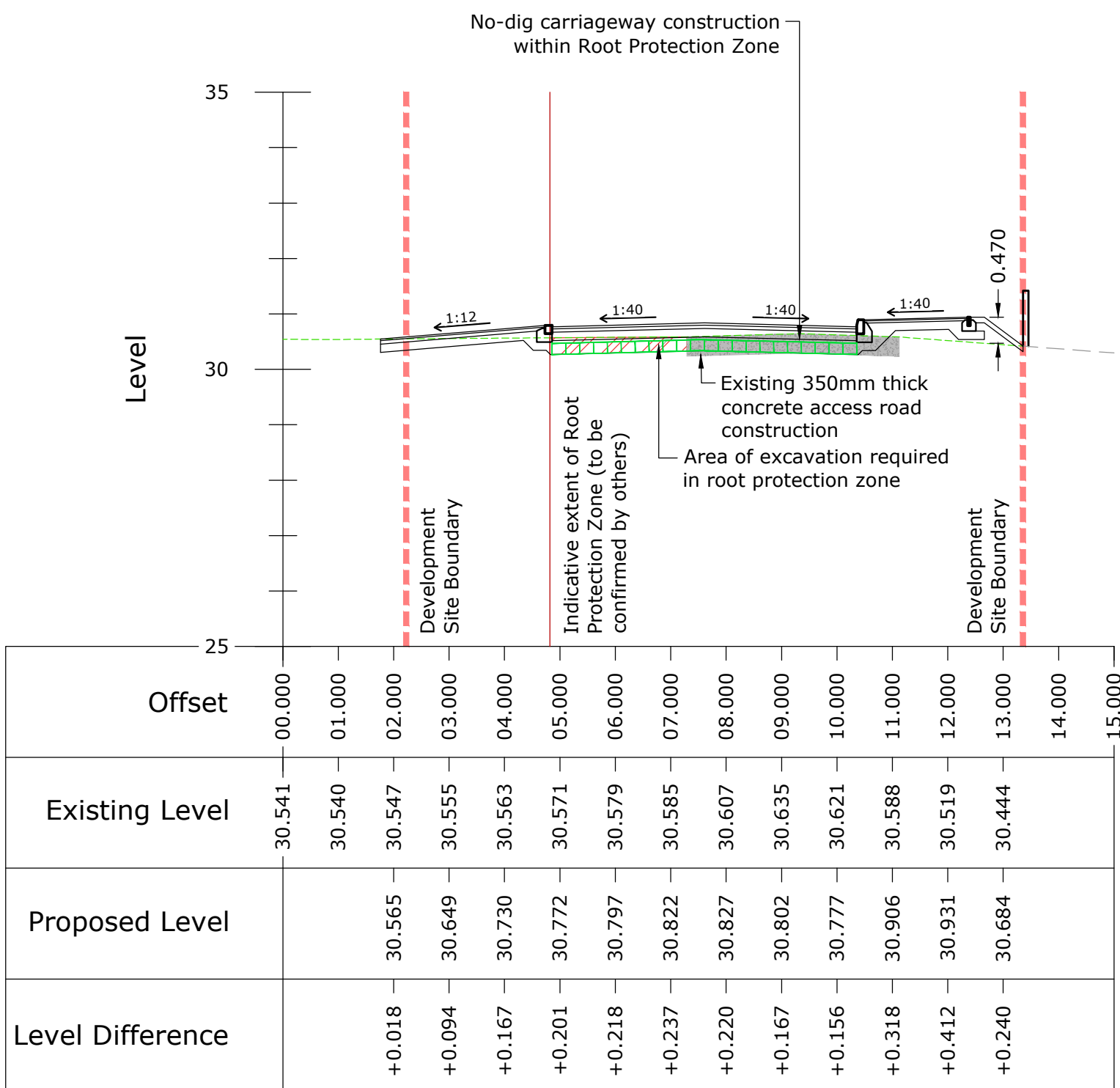
- The carriageway pavement is based on a minimum 2.3% CBR. The contractor is to carry out CBR testing in locations as agreed with WSCC. Any areas of soft ground identified as having a CBR value of below 2.3% should be removed and replaced with a more suitable material (as set out in the DMRB document CD 225, paragraph 2.7).
- The extent of the areas to be excavated and fill material type are to be agreed with WSCC. Should the ground CBR be generally less than 2.3%, consult the Engineer.
- Bond coats shall be applied between all bound layers of bituminous materials.
- The contractor is to undertake Road Core Samples to establish existing pavement construction. If the existing pavement layers are thicker than the proposed, then the higher thickness should be used.



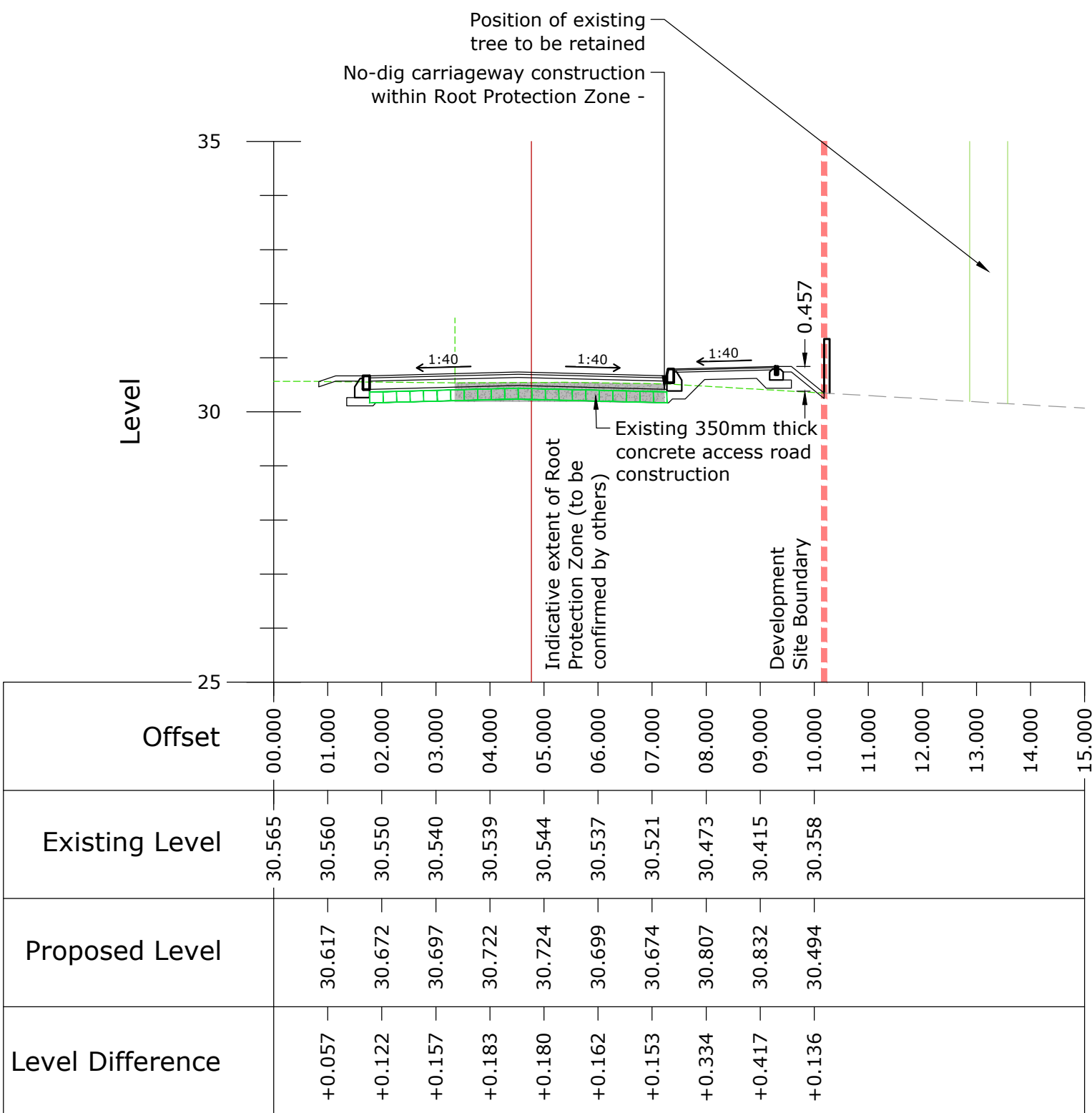
Section D-D



Section A-A



Section B-B



Section C-C

D	Section D-D added following client comment	MH	MH	RM	07/12/2023
C	Footway Amended	MH	MH	RM	22/11/2023
B	No-dig construction amended following client comment	MH	MH	RM	20/11/2023
A	First Issue	MH	MH	RM	19/12/2022
Revision Notes:		Drm	Chk	App	Date

Drawing Status: **FOR PLANNING**
NOT FOR CONSTRUCTION

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Client:

Bellway

Project:
Church Lane, Ashington

Title:
Proposed Site Access
Typical Sections

Scale: AS SHOWN Size: A1 Project No: 2109010
Drawing: 2109010-SK-01 Revision: D

Appendix C

Parking Provision



- LEGEND**
- Proposed trees and landscaping shown indicatively - refer to Landscape Architects' details
 - Bin store/Cycle store
 - Cycle Stores
1 cycle (2.0x1.25m), 2 cycles (2.0x2.0m)
 - 5m buffer to ancient woodland
 - Speed Control Band - with a design speed of 12mph
 - Vehicle turning - refuse vehicle and fire appliance
 - Vehicle turning - fire appliance
 - Generic turning and subject to Highways Consultants' swept path analysis

LEGEND - PARKING ALLOCATION

Car Parking is calculated using 'Guidance on Parking at New Developments (September 2020)', from West Sussex County Council.
The site is located in Parking Behaviour Zone 1 (PBZ1).
Residential Parking Demand is calculated using Table 2 (B.2)

1 Bed	1.5 spaces per unit
2 Bed	1.7 spaces per unit
3 Bed	2.2 spaces per unit
4 Bed	2.7 spaces per unit

Visitor parking calculated at 0.2 spaces per unit, in parking zones where less than 50% unallocated parking is provided.

The car parking provision for this site has been calculated on a zone by zone basis, which ensures the appropriate quantum of parking is located conveniently to each zone.

Site-wide Parking Provision

- Parking allocated to plot number quoted
- Garages calculated at 50% of provision (43 spaces)
- Parking unallocated for apartment residents
- Parking unallocated for house residents
- Visitor parking - calculated at 0.2 spaces per unit, in parking zones where less than 50% unallocated parking is provided

A total of 374 car parking spaces are provided.

- Additional residential parking spaces not included in calculations

30 parking spaces have been provided for use by the Sports Pavilion.

18 parking spaces have been provided for use by the allotments.

EMERGENCY ACCESS:

Maximum 20m Fire Appliance reversing distance and 45m hose length to furthest point within dwelling.
Only dwellings furthest from Fire Appliance stopping point and openings indicated.

- Max 20m Fire Appliance reversing distance from end of turning manoeuvre
- Max 45m hose length to furthest point within dwelling
- Any River inlet, within 18m from Fire Appliance

- LEGEND - AD M - Access to and use of buildings**
- M(2) Accessible and adaptable dwellings
 - M(3) Wheelchair user dwellings
 - Wheelchair adaptable

LANDSCAPING OMITTED
UPDATED LANDSCAPING TO BE ADDED WHEN AVAILABLE

Parking Zone F

New Unit Type	Spaces per unit	Spaces Required
0 x 1 Bed	1.5	0
7 x 2 Bed	1.7	11.8
8 x 3 Bed	2.2	25.2
8 x 4 Bed	2.7	21.6
TOTAL		68.7 spaces required

Visitor Spaces - 0.2 spaces required per unit, because less than 50% of the spaces provided are unallocated spaces.
0.2 x 17 = 3.4
TOTAL = 72.1 spaces provided
Garage spaces calculated at 50%.

Pond

Parking Zone E

New Unit Type	Spaces per unit	Spaces Required
0 x 1 Bed	1.5	0
0 x 2 Bed	1.7	0
0 x 3 Bed	2.2	0
0 x 4 Bed	2.7	0
TOTAL		0 spaces required

Visitor Spaces - 0.2 spaces required per unit, because less than 50% of the spaces provided are unallocated spaces.
0.2 x 0 = 0
TOTAL = 0 spaces provided
Garage spaces calculated at 50%.

Parking Zone D

New Unit Type	Spaces per unit	Spaces Required
0 x 1 Bed	1.5	0
0 x 2 Bed	1.7	0
0 x 3 Bed	2.2	0
1 x 4 Bed	2.7	2.7
TOTAL		2.7 spaces required

Visitor Spaces - 0.2 spaces required per unit, because less than 50% of the spaces provided are unallocated spaces.
0.2 x 0 = 0
TOTAL = 2.7 spaces required
Garage spaces calculated at 50%.

Parking Zone C

New Unit Type	Spaces per unit	Spaces Required
0 x 1 Bed	1.5	0
2 x 2 Bed	1.7	3.4
2 x 3 Bed	2.2	11.0
2 x 4 Bed	2.7	5.4
TOTAL		19.8 spaces required

Visitor Spaces - 0.2 spaces required per unit, because less than 50% of the spaces provided are unallocated spaces.
0.2 x 0 = 0
TOTAL = 19.8 spaces required
Garage spaces calculated at 50%.

Parking Zone B

New Unit Type	Spaces per unit	Spaces Required
0 x 1 Bed	1.5	0
11 x 2 Bed	1.7	18.7
6 x 3 Bed	2.2	13.2
1 x 4 Bed	2.7	2.7
TOTAL		34.6 spaces required

Visitor Spaces - 0.2 spaces required per unit, because less than 50% of the spaces provided are unallocated spaces.
0.2 x 18 = 3.6
TOTAL = 38.2 spaces required
Garage spaces calculated at 50%.

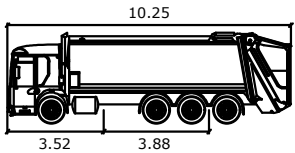
Parking Zone A

New Unit Type	Spaces per unit	Spaces Required
0 x 1 Bed	1.5	0
2 x 2 Bed	1.7	3.4
8 x 3 Bed	2.2	17.6
4 x 4 Bed	2.7	10.8
TOTAL		31.8 spaces required

Visitor Spaces - 0.2 spaces required per unit, because less than 50% of the spaces provided are unallocated spaces.
0.2 x 15 = 3.0
TOTAL = 34.8 spaces required
Garage spaces calculated at 50%.

Appendix D

Swept Path Analysis – Refuse Vehicle



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



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Project:
Church Lane, Ashington

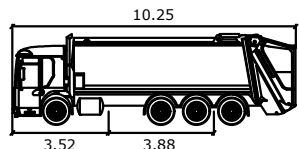
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Swept Path Analysis
Refuse Vehicle

Scale: 1:2000 (@ A3)

Notes:

Drawing:
2109010-TK04

Revision:
E



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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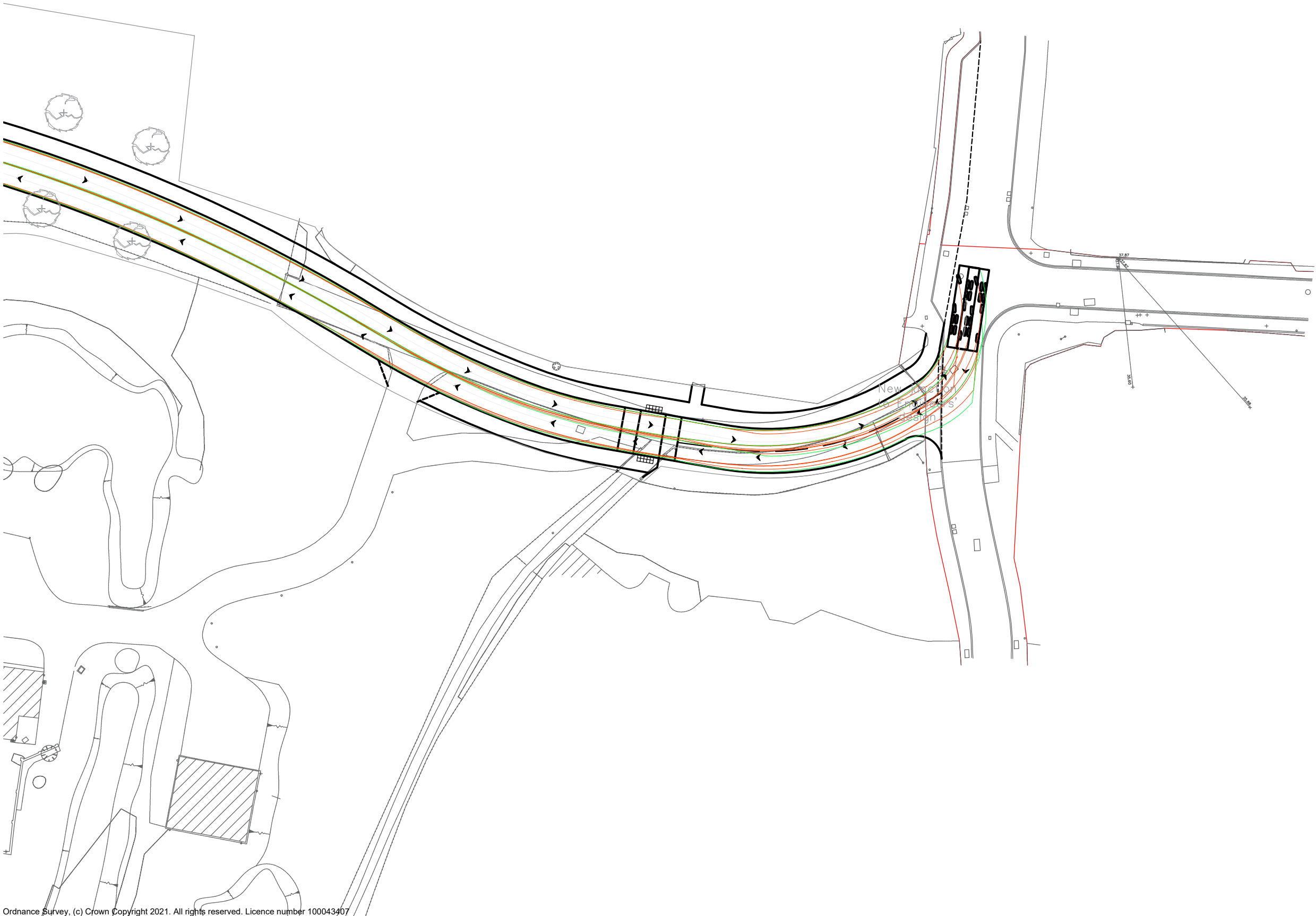
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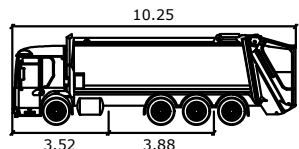
Project:
Church Lane, Ashington

Title:
Swept Path Analysis, Refuse
Vehicle, Drawing 1 of 7

Scale: 1:500 (@ A3)

Drawing: 2109010-TK04.1
Revision: E





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, Drawing 2 of 7

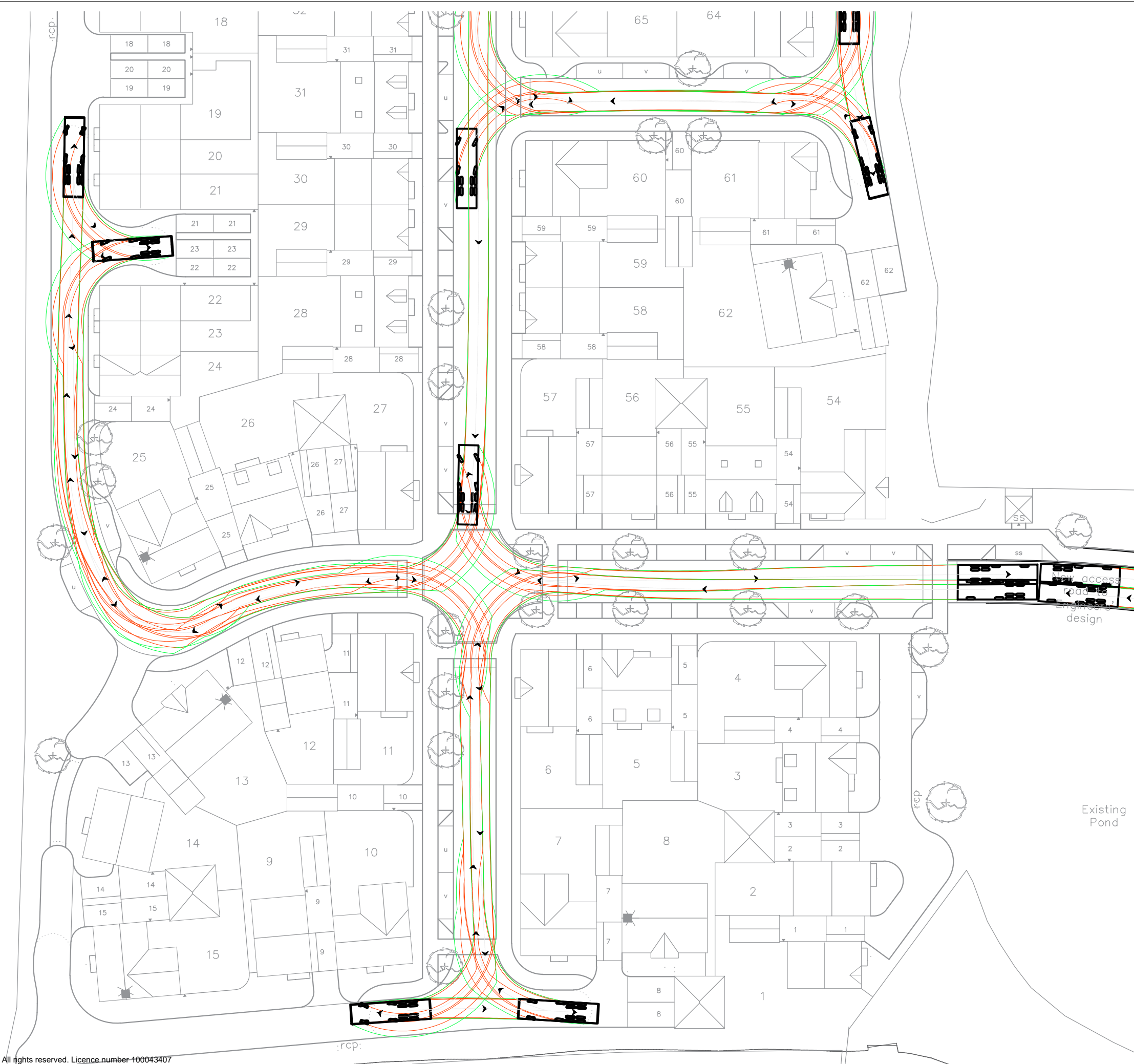
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Drawing:
2109010-TK04.2
Revision:
E

Illustrative location for a
footpath connection to school
boundary if required and
subject to detail

New access
road to
Engineering
design

Existing
Pond



10.25
3.52 3.88

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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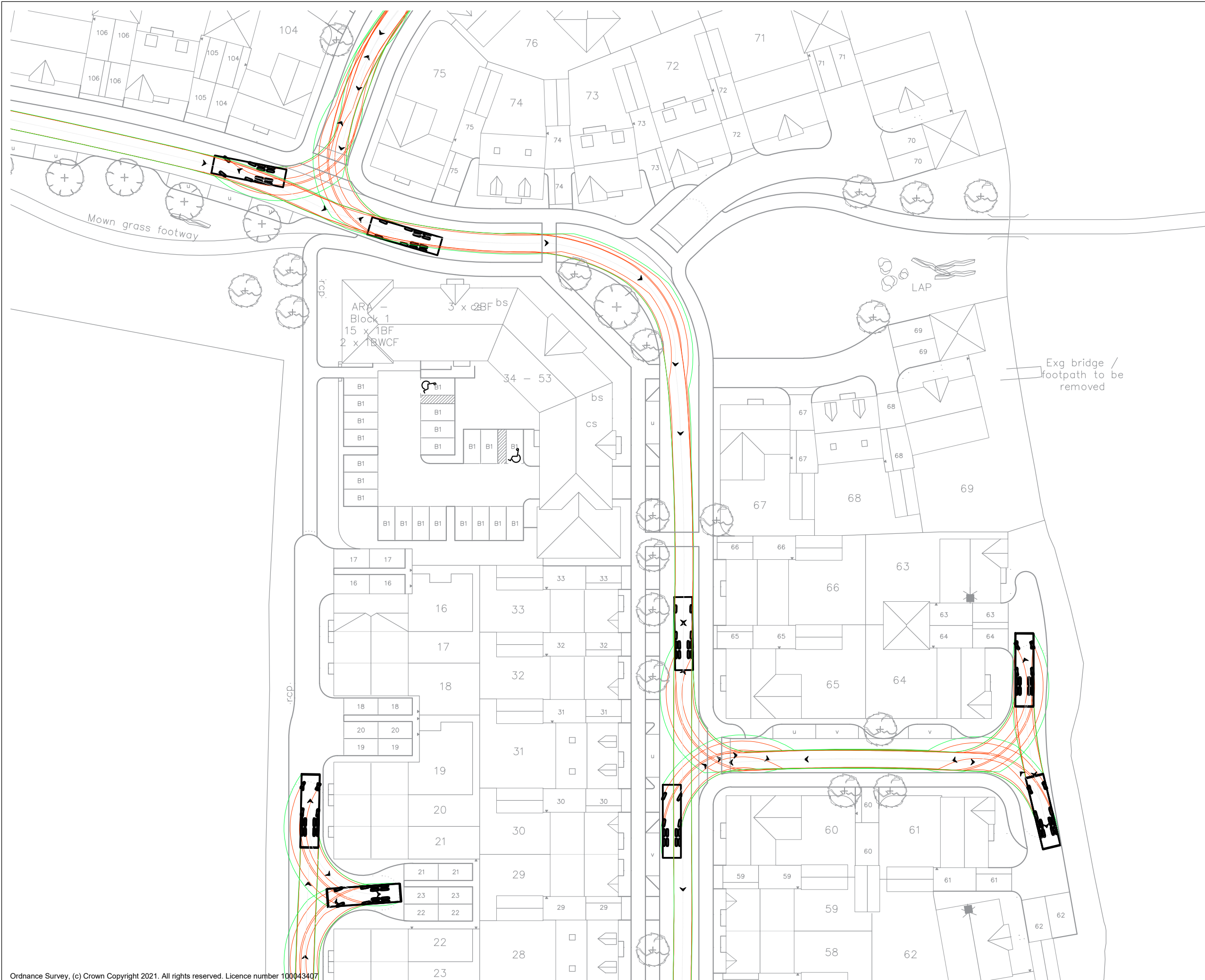
Project:
Church Lane, Ashington

Title:
Swept Path Analysis - Refuse
Vehicle, Drawing 3 of 7

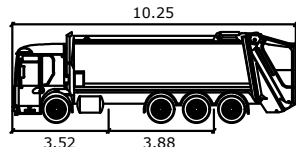
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Drawing: 2109010-TK04.3
Revision: E

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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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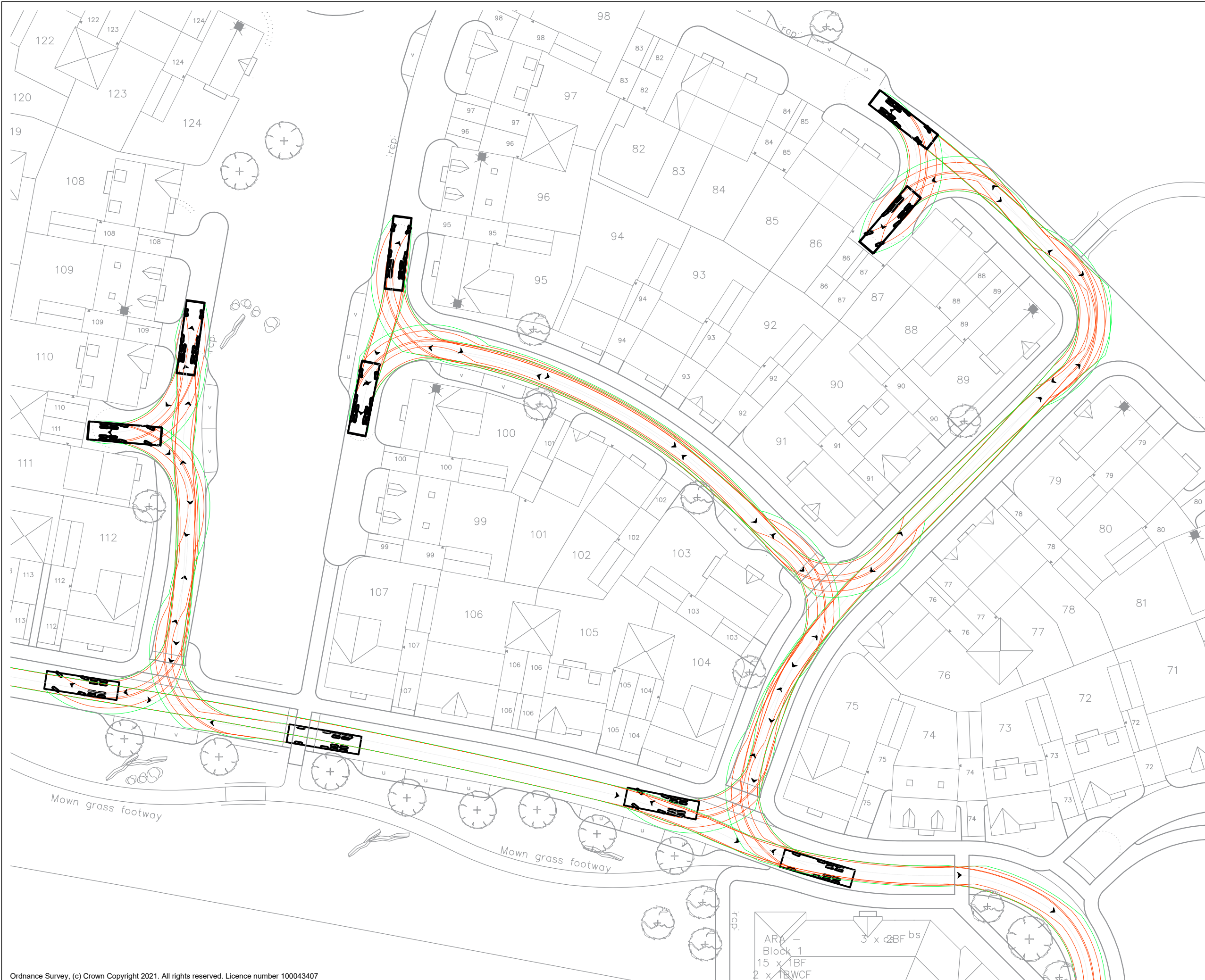
Project:
Church Lane, Ashington

Title:
Swept Path Analysis - Refuse
Vehicle, Drawing 4 of 7

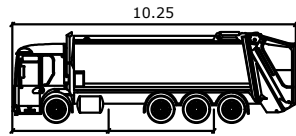
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Revision: E

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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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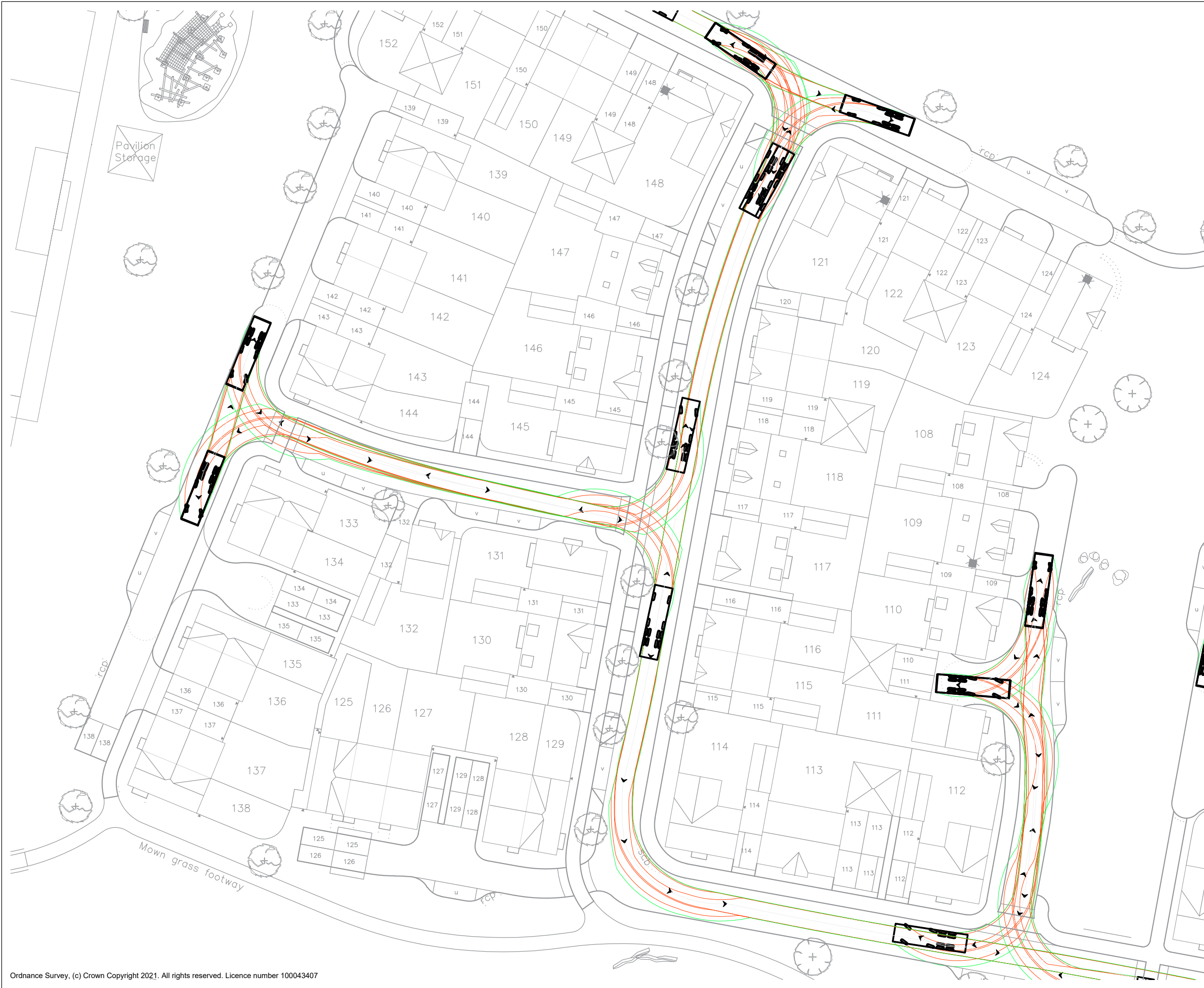
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Title:
Swept Path Anlaysis - Refuse
Vehicle, Drawing 5 of 7

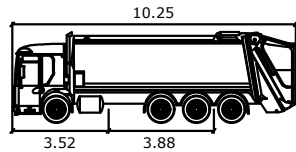
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Drawing:
2109010-TK04.5

Revision:
E



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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:
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Title:
Swept Path Analysis - Refuse
Vehicle, Drawing 6 of 7

Scale: 1:500 (@ A3)

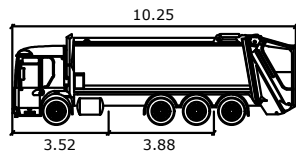
Drawing:
2109010-TK04.6

Revision:
E

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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:
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Title:
Swept Path Analysis, Refuse
Vehicle, Drawing 7 of 7

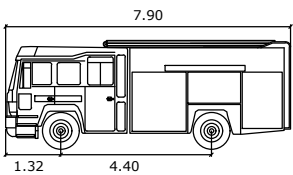
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Drawing:
2109010-TK04.7

Revision:
E

Appendix E

Swept Path Analysis – Fire Appliance



Pumping Appliance
meters
Width : 2.50 Lock to Lock Time : 6.0
Track : 1.75 Steering Angle : 34.3



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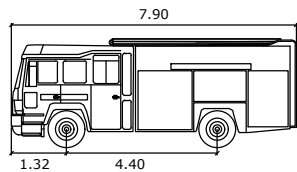
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Swept Path Analysis
Pumping Appliance

Scale: 1:2000 (@ A3)

Notes:

Drawing:
2109010-TK06

Revision:
A



Pumping Appliance
Width : 2.50 meters
Track : 1.75 Lock to Lock Time : 6.0
Steering Angle : 34.3



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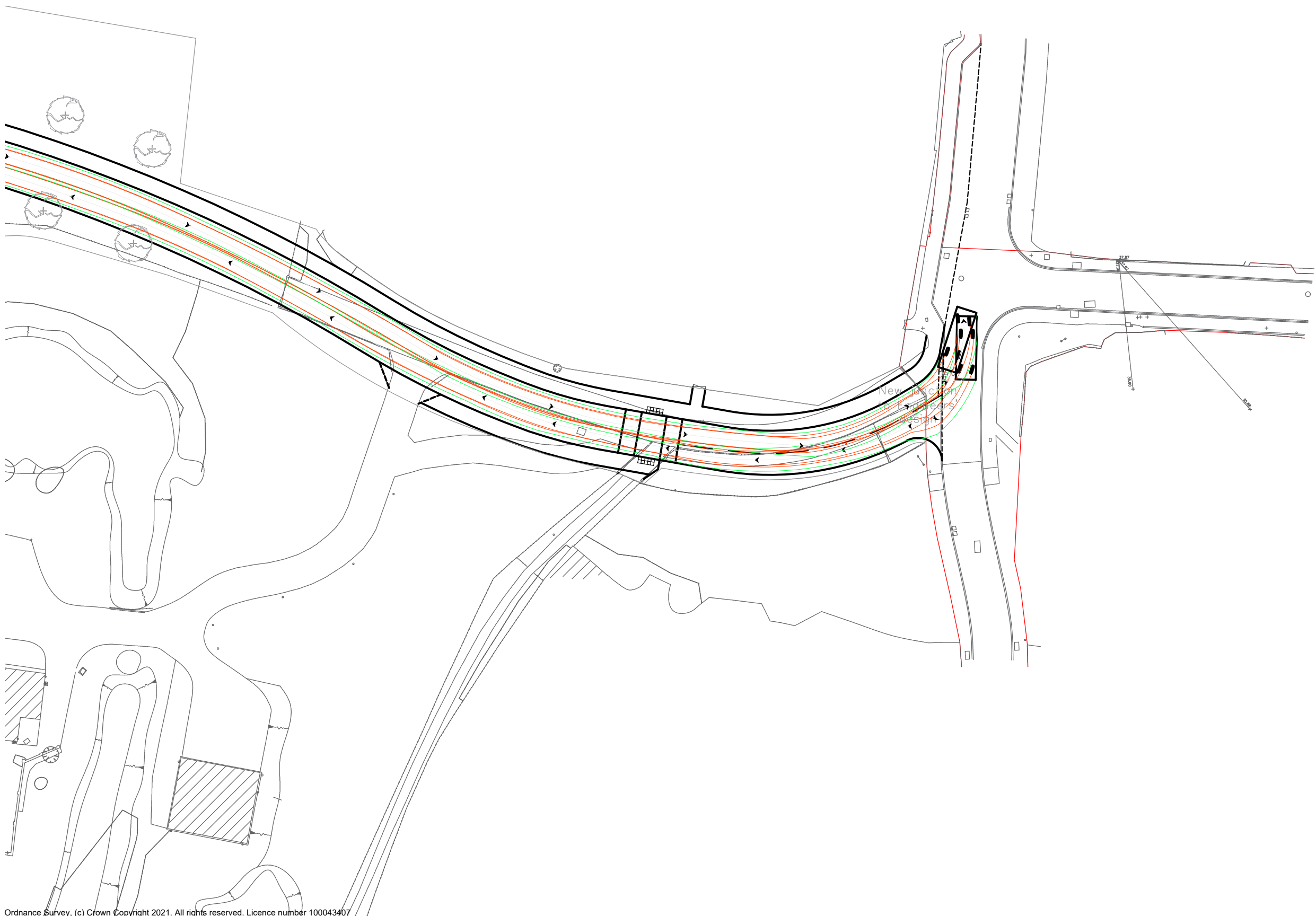
www.motion.co.uk

Project:
Church Lane, Ashington

Title:
**Swept Path Analysis, Pumping
Appliance, Drawing 1 of 7**

Scale: 1:500 (@ A3)

Drawing: **2109010-TK06.1** Revision: **A**

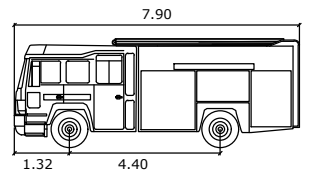




Illustrative location for a
footpath connection to school
boundary if required and
subject to detail

New access
road to
Engineers
design

Existing
Pond



Pumping Appliance
meters
Width : 2.50 Lock to Lock Time : 6.0
Track : 1.75 Steering Angle : 34.3

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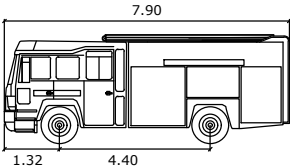
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Project:
Church Lane, Ashington

Title:
**Swept Path Analysis, Pumping
Appliance, Drawing 2 of 7**

Scale: 1:500 (@ A3)

Drawing: **2109010-TK06.2** Revision: **A**



Pumping Appliance
Width : 2.50 meters
Track : 1.75 Lock to Lock Time : 6.0
Steering Angle : 34.3



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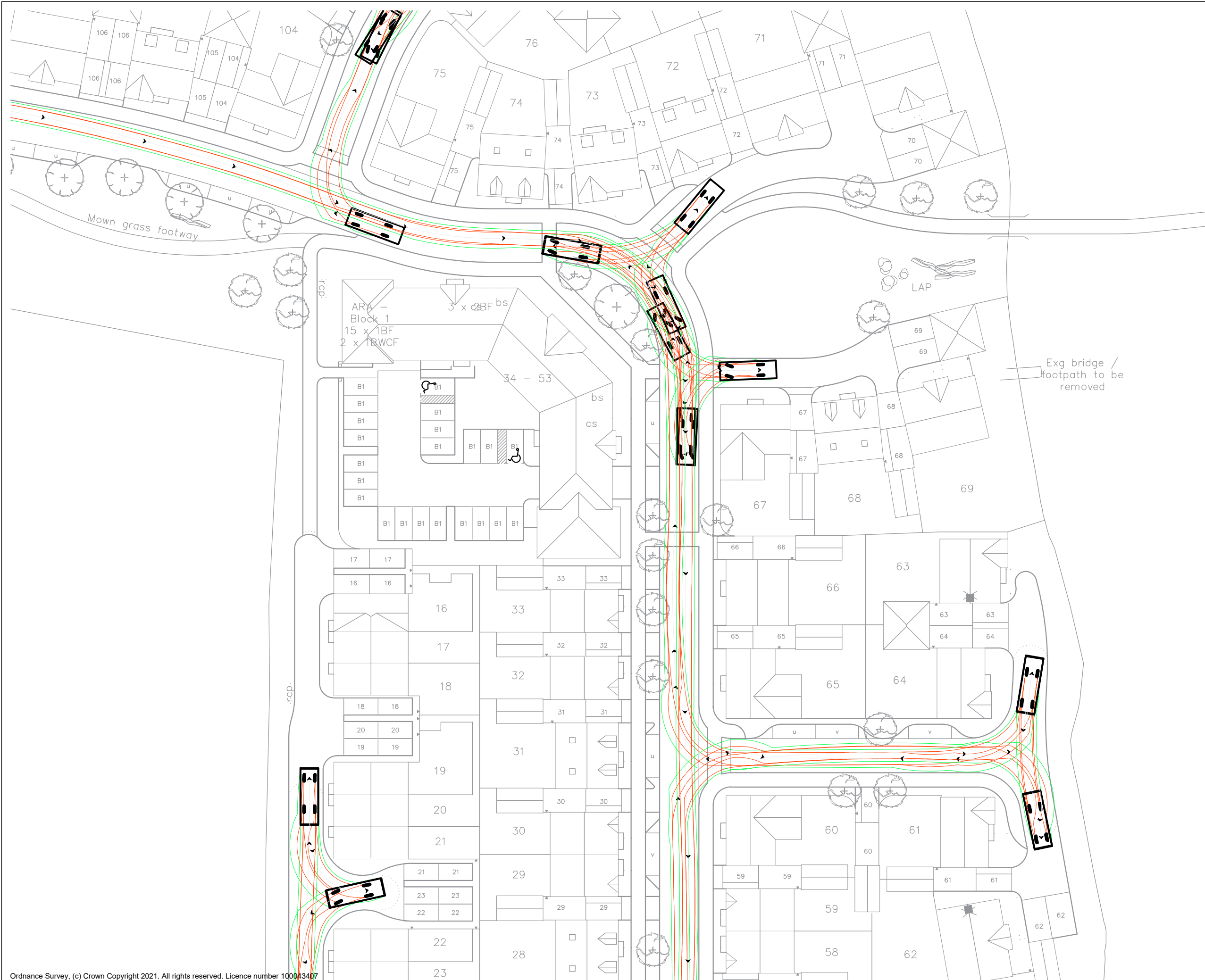
Project:
Church Lane, Ashington

Title:
Swept Path Analysis - Pumping Appliance, Drawing 3 of 7

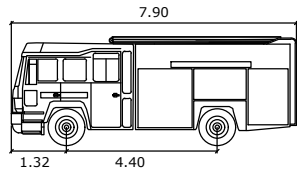
Scale: 1:500 (@ A3)

Drawing:
2109010-TK06.3

Revision:
A



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Pumping Appliance
Width : 2.50 meters
Track : 1.75
Lock to Lock Time : 6.0
Steering Angle : 34.3



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Project:
Church Lane, Ashington

Title:
Swept Path Analysis - Pumping Appliance, Drawing 4 of 7

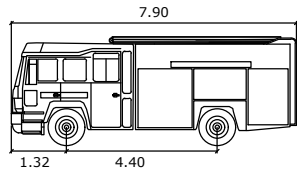
Scale: 1:500 (@ A3)

Drawing:
2109010-TK06.4

Revision:
A



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Pumping Appliance
Width : 2.50 meters
Track : 1.75
Lock to Lock Time : 6.0
Steering Angle : 34.3



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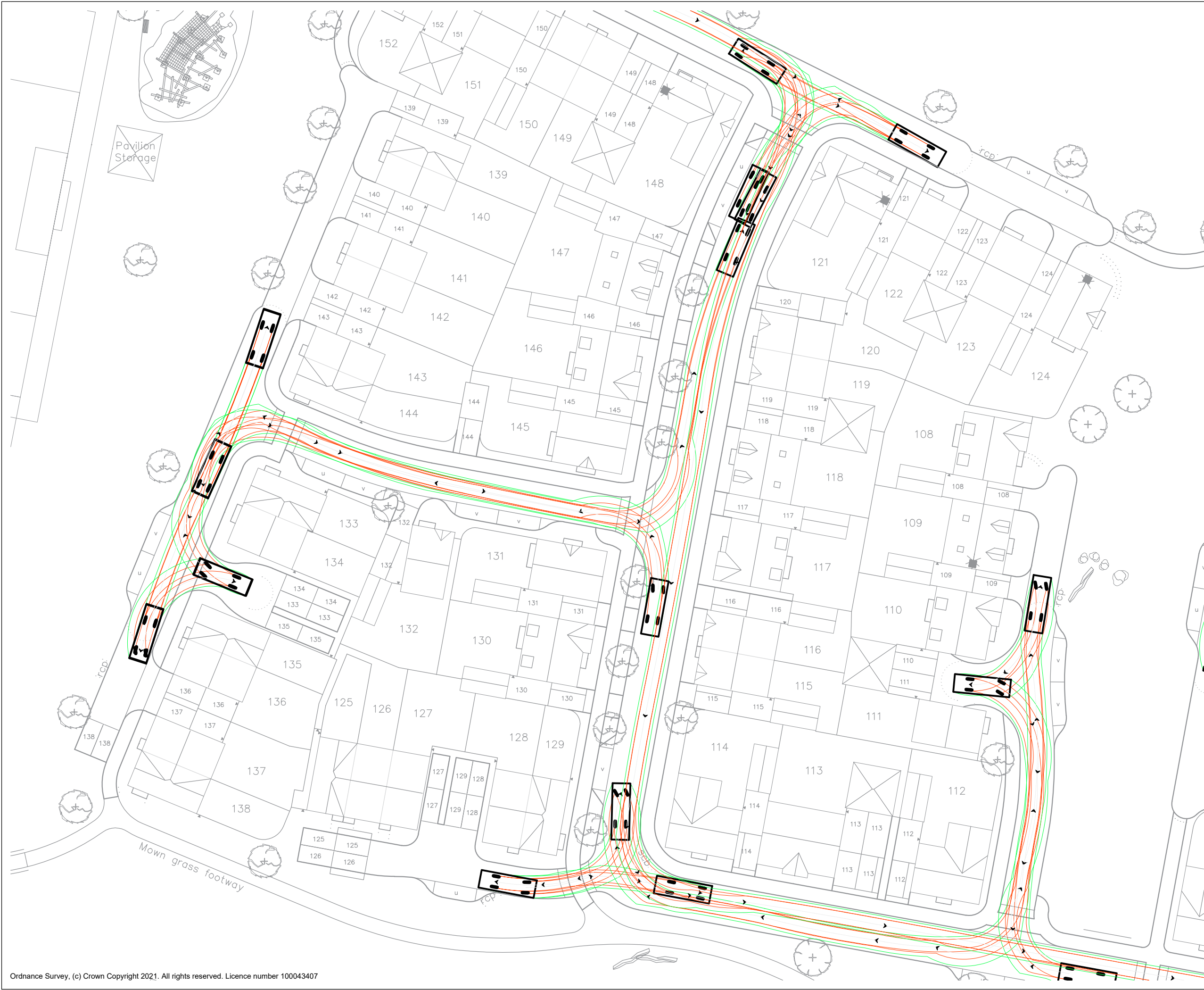
Project:
Church Lane, Ashington

Title:
Swept Path Analysis - Pumping Appliance, Drawing 5 of 7

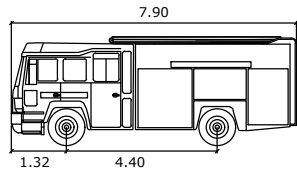
Scale: 1:500 (@ A3)

Drawing:
2109010-TK06.5

Revision:
A



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Pumping Appliance
Width : 2.50 meters
Track : 1.75 meters
Lock to Lock Time : 6.0
Steering Angle : 34.3



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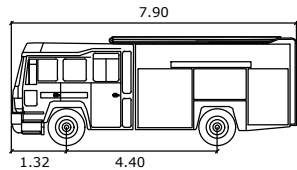
Project:
Church Lane, Ashington

Title:
Swept Path Analysis - Pumping Appliance, Drawing 6 of 7

Scale: 1:500 (@ A3)

Drawing:
2109010-TK06.6

Revision:
A



Pumping Appliance

Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 1.75	Steering Angle	: 34.3



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Project:
Church Lane, Ashington

Title:
Swept Path Analysis, Pumping
Appliance, Drawing 7 of 7

Scale: 1:500 (@ A3)

Drawing:
2109010-TK06.7

Revision:
A