



# land west of ashington

Design & Access Statement

February 2023



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These chapters provide everything that is required by:

-  The Town and Country Planning (Development Management Procedure) (England) Order 2015, Section 9: "Design and access statements".
-  National Planning Practice Guidance: Making an Application, paragraph 031 (2014): "Design and access statement".
-  Building for a Healthy Life (2020) (BHL).

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# introduction

Our Vision:

*“A contained development which delivers the Neighbourhood Plan aspirations for new community facilities and much-needed new housing”*



Bellway Homes is seeking Full Planning Permission, from Horsham District Council, for a residential development of 180 homes located on land to the west of Ashington.

*‘Erection of 180 dwellings, sports pavilion, sport pitches and allotments; with associated access, landscaping, open space and infrastructure.’*

This application has been prepared by a comprehensive Professional Team across a range of disciplines, including the following contributors to this Design and Access Statement:

- |                              |                  |
|------------------------------|------------------|
| Urban Design & Architecture: | DHA Architecture |
| Landscape & Ecology:         | Allen Pyke       |
| Arboriculture:               | Keen Consultants |
| Planning:                    | Savills          |
| Transport & Highways:        | Motion           |

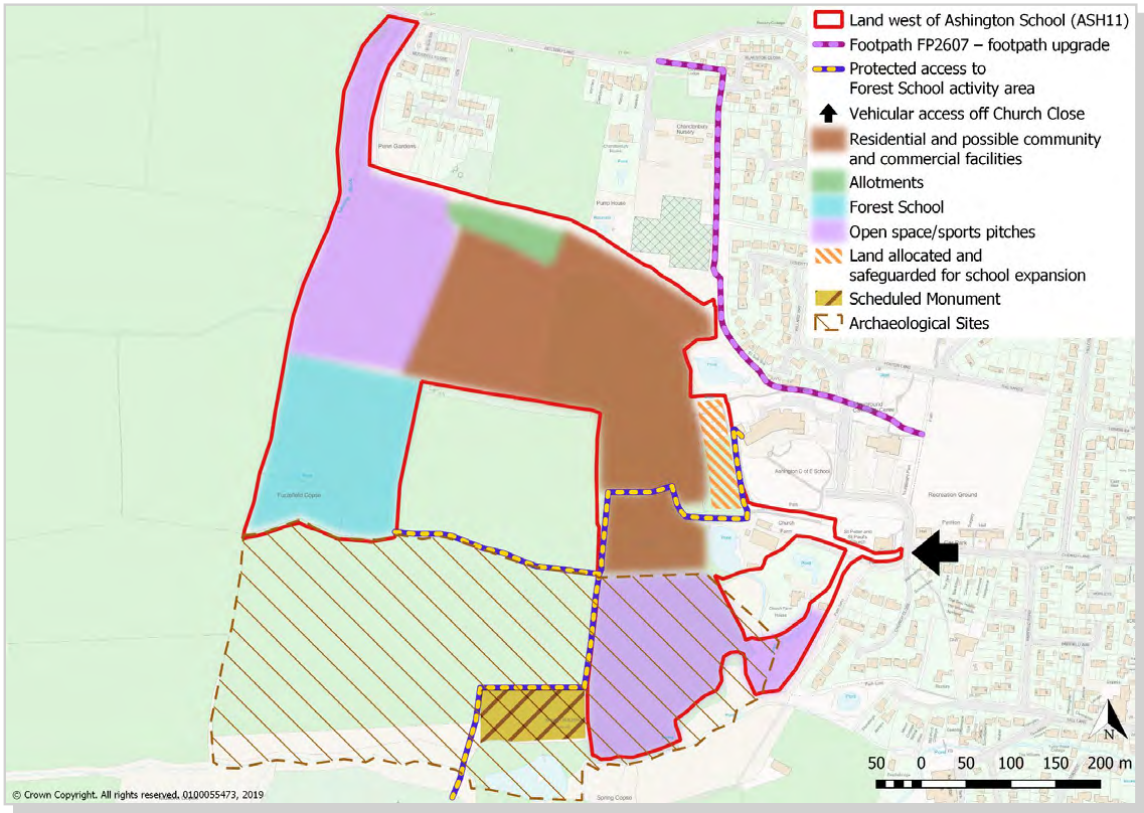
In developing this site, Bellway Homes is seeking to create a new environment which enhances both the landscape and the built character of the neighbourhood, delivering a sustainable community in Ashington.

In the following chapters we illustrate our design principles and concepts for the new development: the memorable, legible masterplan, safe and accessible movement network, characterful landscaping, and distinctive, contextual architectural language and materials palette.

Bellway Homes is proud of these proposals and is committed to carrying out this exemplar development.

# ashington neighbourhood plan - policy ash11

The development of this site is established by the Ashington Neighbourhood Plan as reproduced below and right.



## POLICY ASH11: LAND WEST OF ASHINGTON SCHOOL

Land west of Ashington School (approximately 18.5 hectares as identified on the Policies Map and in Figure 8.2) is allocated for approximately 150 dwellings and development proposals will be supported subject to the following criteria:

### Housing and Design:

- it provides a mix of dwelling sizes in accordance with relevant policies in the development plan;
- at least 25% of all units are designed to meet the needs of older people, with an appropriate split of the provision based on the mix of market and affordable properties;
- affordable housing is provided to meet the requirements of the relevant policies in the development plan;
- the design of the dwellings reflects the character of the surrounding area.

### Layout:

- built development is confined to the central part of the site as shown on Figure 8.2;
- open space in the west and south of the site is available for public access, accompanied by a suitable management plan to be agreed by the local planning authority.

### Accessibility:

- the provision of appropriate vehicle access into the site from Church Close;
- the provision of appropriate pedestrian access which provides direct and safe linkages into the Walkway Routes identified in Policy ASH2;
- where it is within or adjacent to the site, the upgrading of Public Right of Way FP2607 so that it is capable of everyday use all year-round and has suitable lighting for use after dark;
- upgrading of Public Right of Way FP2611 to a high quality shared footpath and cyclepath which links up to Malthouse Lane
- retention of Forest School activities on the western part of the site, along with safe footpath access, for use by the school, from Ashington Primary School to this area and to the Forest School activity area to the south-west of the site.

### Employment and community infrastructure:

- the provision of commercial floorspace (Use Class B1) on flexible terms, subject to meeting the requirements of Policy ASH9 (Small Scale and 'Move on' Employment Development) – this could be as part of a multi-user community facility at the Ashington Community Cluster;
- the provision of a full-sized (11-a-side) grass football pitch for community use;
- land and contributions towards the provision of a full-sized (11-a-side), floodlit Multi-Use Games Area primarily for football use;
- land and contributions towards the provision of a sports pavilion, changing rooms and equipment storage facility;
- the provision of allotments on site and the retention of allotment facilities immediately adjacent to Ashington School specifically for school use;
- contributions towards the delivery of other community infrastructure identified in Policy ASH8 (Ashington Community Cluster) where it is not delivered on the site.
- contributions for education as well as the allocation of 0.1 hectares of land adjoining the Ashington Primary School site, closest to the existing school buildings, to enable school expansion to mitigate allocated development;

- safeguarding of a further 0.44 hectares of land adjoining the existing school site for further school expansion if required.

### Flooding:

- provision for flood mitigation works to address flood issues at Mill Lane.

### Heritage:

- the setting of the listed buildings, Church Farm House and St Peter and St Paul's Church, is protected;
- in order to protect the setting of the scheduled monument and archaeological remains in the south of the site, no built development occurs in this area;
- views to and from Church Farm House and St Peter and St Paul's Church are retained.

### Other principles:

- mature trees are retained on the site;
- enhance the setting of the South Downs National Park, including through the provision of an appropriate landscape buffer in line with the requirements of Policy ASH5 (Landscaping and Countryside Access);
- the submission of a minerals resource assessment to ensure the viable mineral resources are not permanently sterilised by development;
- occupation of the development is phased to align with the delivery of sewerage infrastructure, in liaison with the service provider;
- the layout is planned to ensure future access to existing sewerage infrastructure for maintenance and upsizing purposes.

# bringing the community's vision to life

Inspiring residents to engage with the locality, and with each other - and to look after and maintain the high quality of their surroundings...

- Guided by the Neighbourhood Plan Policy ASH11, Horsham Local Plan and Supplementary Planning Documents.
- Guided by stakeholder engagement in the pre-application design process, including the local planning authority, a public exhibition held with the local community, and specific feedback sessions with the parish council, immediate neighbors and local residents offering useful local knowledge to promote place making with public accessible open space, sports facilities and allotments.
- Providing community facilities and heritage conservation.
- With attractive landscaped open space including allotments, sports, play and recreation.
- With streets and spaces which will enrich the character of Ashington, incorporating landscaping and trees as part of their character.
- Creating biodiversity enhancements and creating new habitats.
- Offering 180 new homes - from starter homes to family houses - including 63 affordable homes, and accessible housing for older people.
- Utilising a fabric first approach to sustainable construction, to ensure that energy demand and CO2 emissions are minimised, and using a combination of solar photovoltaic and air source heat pumps to demonstrate a 54% reduction compared to the Building Regulations baseline.

...and creating a new thriving, flourishing place.



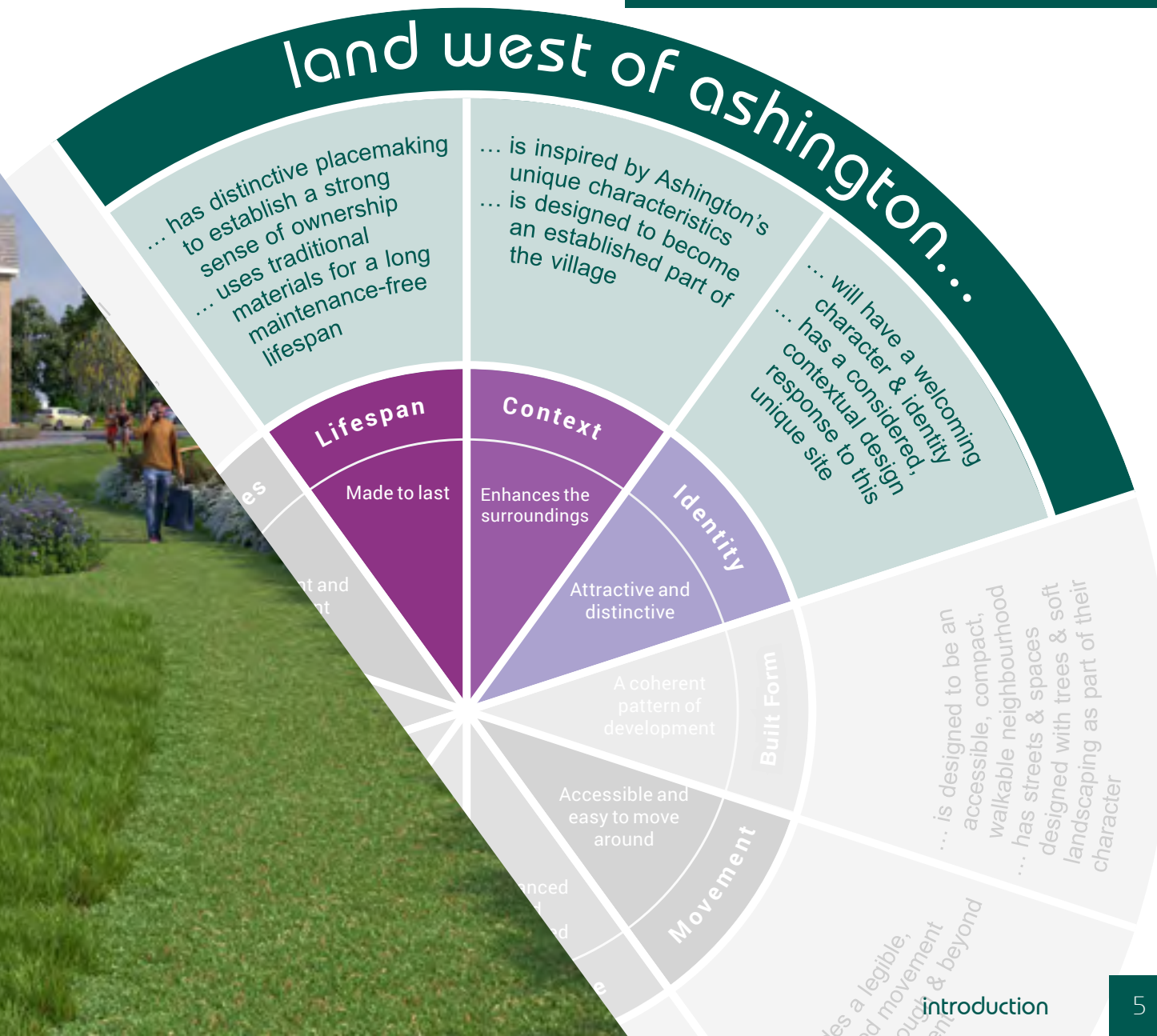
ref.1 The Development Proposals

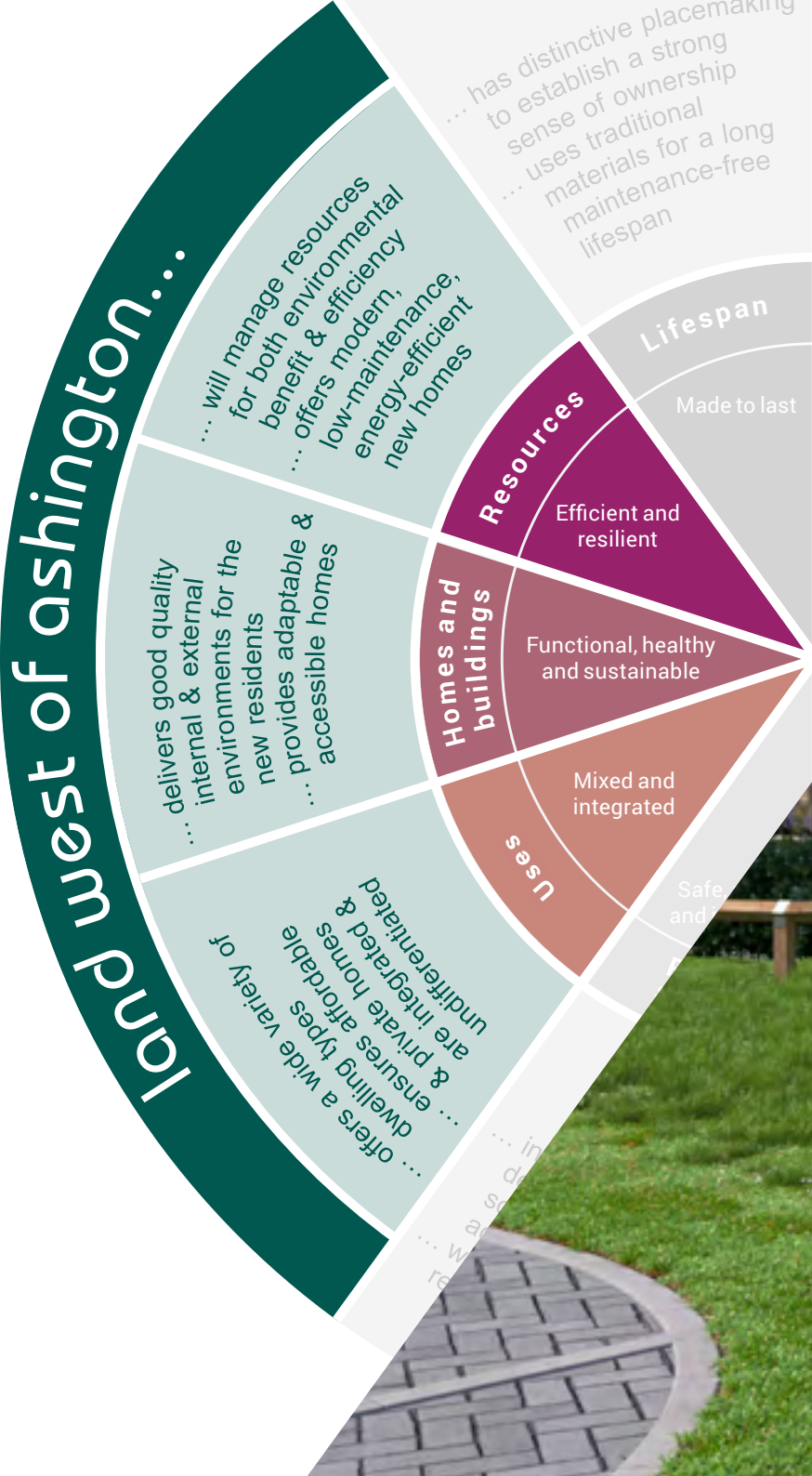




ref.2

NATIONAL DESIGN GUIDE:  
Offering a Contextual  
& Welcoming Identity





... will manage resources for both environmental benefit & efficiency ... offers modern, low-maintenance, energy-efficient new homes

... delivers good quality internal & external environments for the new residents ... provides adaptable & accessible homes

... offers a wide variety of dwelling types ... ensures affordable & private homes are integrated & undifferentiated

... has distinctive placement to establish a strong sense of ownership ... uses traditional materials for a long maintenance-free lifespan

... is inspired by Ashington's unique characteristics ... is designed to become an established part of the village

Made to last

Enhances the surroundings

Attract...

Safe and...

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ref.4

NATIONAL DESIGN GUIDE:  
Creating a Legible,  
Accessible, Connected  
Public Realm



# land west of ashington...

Built Form

Movement

Nature

Public spaces

... is designed to be an accessible, compact, walkable neighbourhood  
... has streets & spaces designed with trees & soft landscaping as part of their character

... provides a legible, connected movement network through & beyond the development

... has a connected network of natural landscaped amenity and social spaces  
... will preserve & reinforce existing landscape features, environments & trees

... includes places designed for play, socialising & community activities for all ages  
... will have a high quality public realm with good surveillance

Attractive and distinctive

A coherent pattern of development

Accessible and easy to move around

Enhanced and optimised

Safe, social and inclusive

Identity

... is designed to be an accessible, compact, walkable neighbourhood  
... has streets & spaces designed with trees & soft landscaping as part of their character



# building for a healthy life & the national design guide

Building for  
a Healthy Life



Building for a Healthy Life is the latest edition of and new name for Building for Life 12. It is a Design Code to help people improve the design of new and growing neighbourhoods, produced by Design for Homes in partnership with Homes England, NHS England and NHS Improvement. It sets out 12 considerations to create successful places - from macro through to micro scale. These considerations are addressed within every chapter of this document on the following pages:

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Walking, cycling & public transport

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DISTINCTIVE PLACES

Making the most of what's there

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Well defined streets & spaces

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Easy to find your way around

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STREETS FOR ALL

Healthy streets

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Cycle & car parking

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Green & blue infrastructure

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Back of pavement, front of home

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## National Design Guide

Planning practice guidance for beautiful, enduring and successful places



 Ministry of Housing,  
Communities &  
Local Government

## The National Design Guide

The recently introduced National Design Guide seeks to outline and illustrate the Government's priorities for well-designed places, in the form of ten characteristics (opposite). It is based on national planning policy, practice guidance and objectives for good design as set out in the National Planning Policy Framework and supports paragraph 134 which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

The summary above, together with the detailed information provided within this document, demonstrate that these proposals for the Ashington development will result in a well-designed, characterful place, which carefully considers and positively responds to these ten characteristics in a mutually supporting way.



introduction

8



# the context of the development

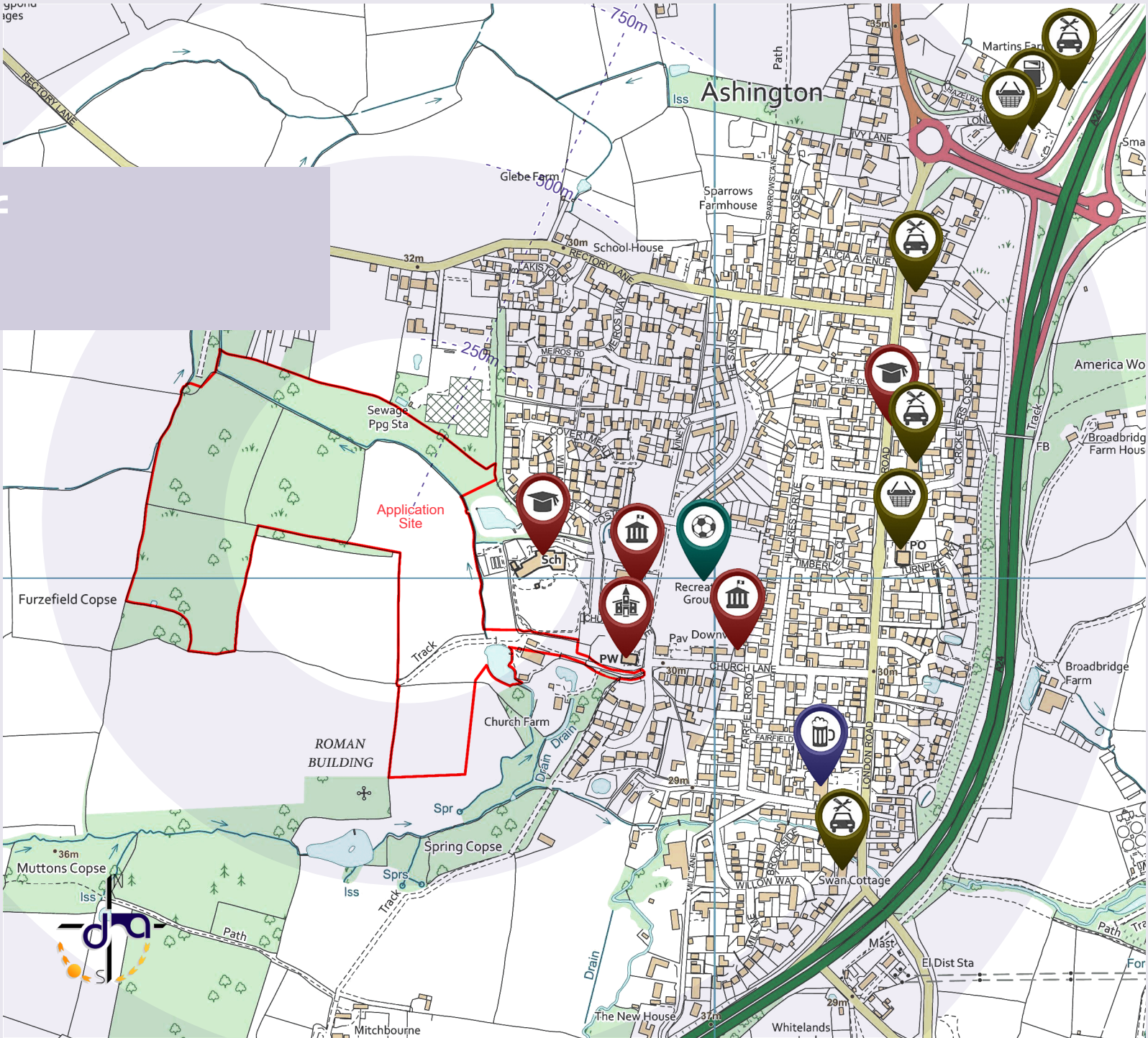
*“The steps taken to appraise the context of the development, and how the design of the development takes that context into account”*

*The Town and Country Planning (Development Management Procedure) (England) Order 2015*



# the wider setting of the application site

Ashington is an established village with amenity and open space, local retail areas and schools.



ref.5: The wider context of Ashington showing the application site in relation to local facilities and services

## Walking, Cycling & Public Transport

The proposed development will seek to dovetail with the community and transport infrastructure which is in place in the neighbourhood - so that short trips of up to three miles can be easily made on foot or by bicycle, helping to improve public health and air quality, whilst also reducing local congestion and carbon emissions.

- Recreation ground
- Place of worship
- Community facility
- School/pre-school
- Local retail centre
- Garage/car showroom
- Petrol station
- Public house





ref.6 Ashington's  
Townscape Context

## The Inspiring Local Townscape Context

We are committed to creating a new built environment which reflects the distinctive character of Ashington Village.

- ☞ Ashington's townscape character is very mixed - however amongst the less distinctive streets lie some attractive historic pockets, as well as some recent developments which represent successful interpretations of historic vernaculars.
- ☞ These sources of inspiration offer stimulus to deliver a design solution for this development which reflects and responds to what is particularly characterful and recognisable about this neighbourhood.
- ☞ These inspiring streets, spaces, buildings and materials are illustrated overleaf.



## ref.8 The Historic Village Core

The Inspiration:

- ☞ 'Keystone' 3-storey buildings which announce the centre of the village, around the tile-hung Red Lion and its open frontage space.
- ☞ Distinctive converted barn with black weatherboarding and half-hipped roof.
- ☞ Prominent rendered 2/3-storey terrace, with larger sash windows and quoins, and ground floor retail.
- ☞ More low-key historic rendered cottages.



## ref.9 Dispersed Historic Buildings

The Inspiration - pockets of historic interest in amongst more recent dwellings:

- ☞ Mill Cottages - attractive rural terrace, small cottage windows and black timber extension.
- ☞ Mill House - unusual building and roof forms, rendered frontage and ridged dormers.
- ☞ Orchard & Laurel Cottages - tile hung with hips.





## ref.10 Church Close

The Inspiration - successful implementation of traditional features and materials in a recent development:

- da Traditional 'cottage' proportions and smaller casement windows.
- da Black weatherboarding and barn-style half-hips.
- da Larger detached dwellings creating a backdrop to a greenspace, with articulated roof forms.





## ref.11 Recent Developments

The Inspiration - successful implementation of traditional features and materials in recent developments:

- ☞ The use of flint for prominent buildings.
- ☞ Cottage-style proportions for windows & porches.



**POLICY ASH4: LOCAL HERITAGE ASSETS**

Development proposals affecting local heritage assets, either directly or indirectly, should respect the significance of the local context of the asset as well as the positive contribution that the heritage asset makes to local character and distinctiveness. It should be demonstrated how proposals will contribute to the conservation and enhancement of the heritage asset and its setting. In particular the following buildings are considered to represent local heritage assets:

- i. The Methodist Church
- ii. The Old School and Old School House, Rectory Lane

6.4 The Residents Detailed Village Survey March 2017 identified the following 'community interest' buildings as being worthy of designation as Local Heritage Assets:

- Methodist Church
- The Old School and Old School House, Rectory Lane

**Methodist Church**



ref.12: Local Heritage Assets - defined within the Neighbourhood Plan

**The Old School and Old School House**



**The Old School House – today and in 1872**



ref.13: Ashington Parish Church & its flint boundary wall

**The Inspiring Local Heritage Assets**

The Neighbourhood Plan recognises the Methodist Church and the Old School with its School House as key heritage assets for the village:

- The Methodist Church has a distinctive flint facade with red brick detailing, within a prominent front gable.
- The Old School also has a strong gable feature to the school room, with large windows lighting the interior spaces.
- In addition, the Parish Church (Grade II\* Listed) is another important civic building, in stone, with a distinctive flint boundary wall.

As these are unique civic buildings the proposals will not seek to mirror their townscape or architecture; however some of the materials - for example the flintwork - could be used in a more low-key manner,

Application  
Site

## The Inspiring Local Landscape Context

*(prepared by Allen Pyke)*

We are committed to creating green and blue infrastructure which reflects the distinctive character of Ashington Village.

- ☞ The village is well contained by its mature boundary vegetation along the A24 road corridor (to the east) and along the interface with the countryside to the north, south and west.
- ☞ The landscape is generally flat with occasional gentle undulations to the north of the village and beyond its edges.
- ☞ The existing community facilities are central to the village and well overlooked.
- ☞ There is an opportunity to improve the interface and connections between the village and its surrounding countryside by improving visual connections and enhancing wildlife and amenity corridors formed by the mature woodland areas and hedgerows.



# the particular characteristics of the application site

... to identify, understand and respond to the opportunities and the constraints

... for the development to make the most of the site's green and blue assets, topography, views and connections



Extends of existing woodland tree belts.

Extends of north/south existing hedgerows and trees.

Views over adjacent areas of open space.

Sensitive relationship between existing tree belts and woodland areas and proposed development land.

Significant existing stand-alone trees to be retained.

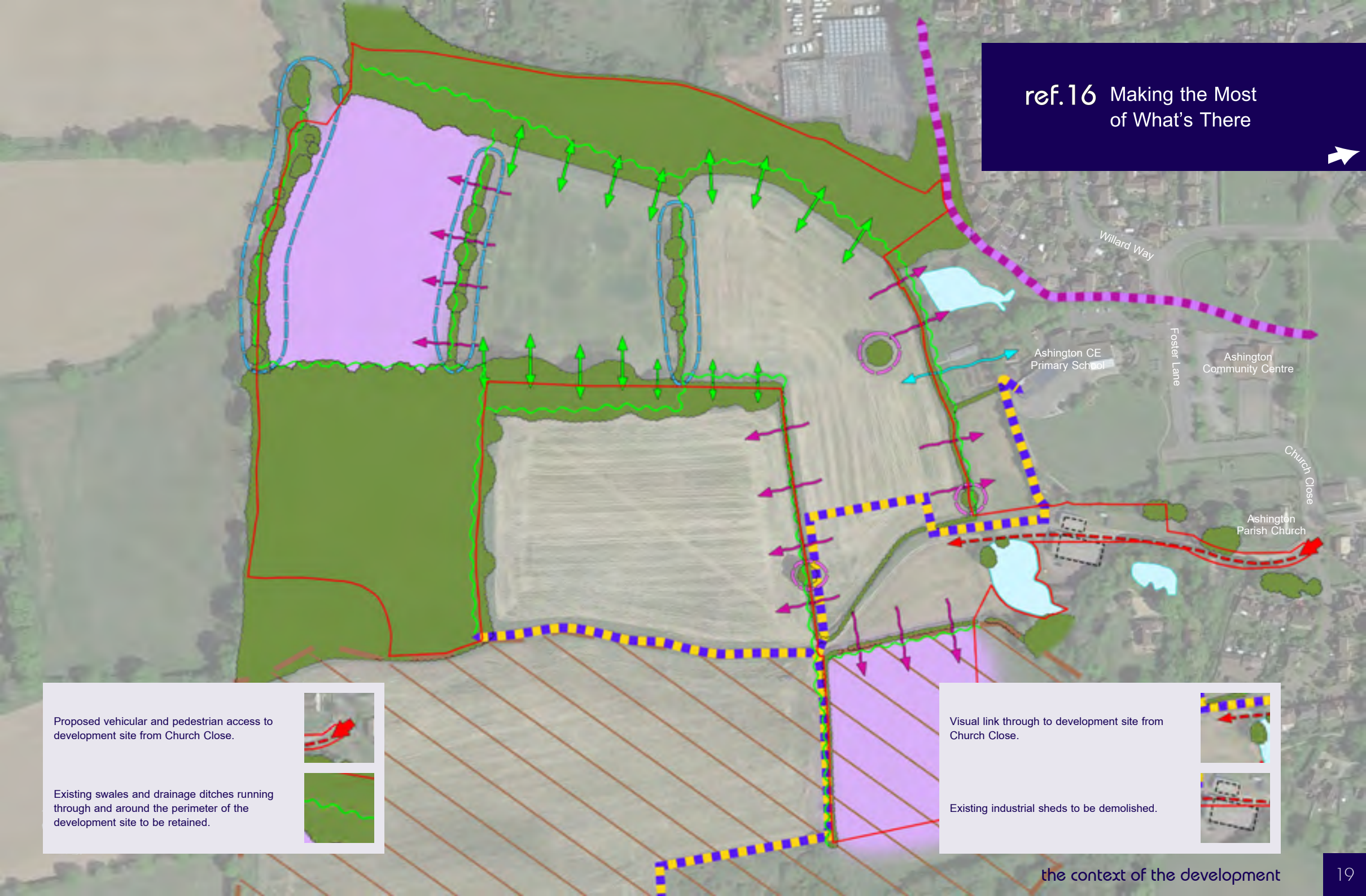
Areas of land set aside for open space and sports provision.

Visual link from development site through to Ashington C of E First School.

Protected access to Ashington C of E First School activity area.

Existing Public Right of Way (PROW) – Footpath FP2607.

Existing pond to be retained.



Existing pedestrian and vehicular routes along Church Close.

Location for the main pedestrian and vehicular access into the proposed development.

Retained and protected pedestrian access to Ashington C of E First School.

Connectivity points ensuring a maintained pedestrian route between Ashington C of E First School and dedicated activity areas.

Potential pedestrian connectivity route from proposed development through to Ashington C of E First School.

Existing Public Right of Way (PROW) – Footpath FP2607.

Potential pedestrian connectivity route from proposed development to existing Public Right of Way.

Potential vehicular and/or pedestrian connectivity routes linking the separate land parcels together.

Potential future access through to adjoining land to the west.

Potential access through to proposed southern open space with sports provision utilising existing gate. Potential access through to adjoining land to the south.



Existing pedestrian, cycling and vehicular routes along Church Close.

Location for the main vehicular and cycle access into the proposed development from Church Close.

Location for the main pedestrian access into the proposed development from Church Close.

Location for secondary pedestrian access from the proposed development through to Ashington C of E First School.

Location for secondary pedestrian access from the proposed development through to the existing Public Right of Way.

Pedestrian points of access through to Ashington C of E First School protected access route.

Pedestrian access through to proposed southern open space with sports provision utilising existing gate.

Private access through to adjoining land parcel.



ref.18 Walking, Cycling & Public Transport

Vehicular route from the proposed development to local facilities and services to the east.



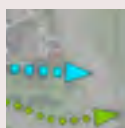
Primary pedestrian and cycle route from the proposed development towards local facilities and services to the east.



Secondary pedestrian and cycle route from the proposed development towards local facilities and services to the east via Ashington C of E First School.



Secondary pedestrian and cycle route from the proposed development towards local facilities and services to the north and east with connection to the existing Public Right of Way.



## ref.19 Facilities & Services



# how the design takes this context into account

ref.20: Development Form & Structure

## Establishing Development Parameters & Formulating the Design Approach

Existing woodland area and  
significant tree belt to be retained.

Existing north/south hedgerow and  
trees retained and incorporated  
into the development proposal.

Proposed vehicular, pedestrian  
and cycle movement network.

Existing perimeter hedgerows and  
drainage ditches retained, with the  
proposed development set back  
respecting boundary edges.

Existing significant trees  
retained and incorporated into  
the development proposal.

Perimeter block housing  
cell arrangement.

Private rear garden spaces.





## Making the Most of What's There

☞ A shared vision that makes use of the topography and other existing assets on and beyond the site - and integrating existing site features into the place.

☞ Drawing all these considerations together to get the street, block and open space structure right from the start.

☞ Identifying opportunities to integrate existing features of value: both natural and manmade, on or beyond the site.

Housing development cells have been designed to provide proposed dwellings with an outward looking aspect, taking advantage of views over open space.



The protected access route to Ashington C of E First School Activity Area has been maintained and factored into the layout design proposal.



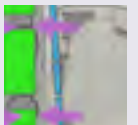
Existing significant trees have been retained and incorporated into the layout design as a focal feature.



Extents of north/south existing hedgerows and trees retained and incorporated into the development proposal.



Dwelling frontages set back to provide views over natural green space connectivity routes.



Principal east/west greenway route connecting open space and sports pitch facilities with Ashington C of E First School.



Pedestrian footpath connection provided connecting the proposed development walking routes with the existing Public Right of Way.





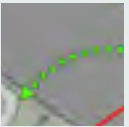
## Natural Connections

Understanding the wider context - and creating a place that is well integrated into the site and the wider natural and built surroundings - a connected place that is easy to move through and around.

Connecting to places, facilities and services, into and through the site - creating a strong and direct street, path and open space network.

Responding to how water flows and nature moves across the site and the wider surroundings.

Pedestrian and cycle connections through the development scheme linking to Church Close, Ashington C of E First School, The Public Right of Way, the protected school access route and proposed sports facilities and open space areas.



North/south and east/west greenway connections.



Protected access route to Ashington C of E First School.



Existing Public Right of Way.





## Walking, Cycling & Public Transport

- Ensuring access for all - promoting and making walking an easier choice for short journeys.
- Streets and paths that connect people to places and public transport services in the most direct way, making car-free travel more attractive, safe and convenient.
- Making sure that all streets and routes pass in front of people's homes – providing natural surveillance over the public realm.
- Connecting to the existing protected Public Right of Way.

The proposed main spine road infrastructure provides a direct and straight street typology allowing ease of movement through the proposed development.



Good pedestrian and cycle connections between different phases of the development.



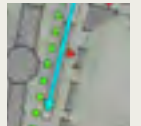
Main spine road and pedestrian footpaths separated with green verges, allowing for the inclusion of street trees and additional landscaping features.



Minimum road width for vehicles provided, allowing for a fair sharing of the street space width for pedestrian and cyclist movement.



View towards the front of the dwellings from the Public Realm.



Secondary and tertiary streets and lanes logically positioned, providing ease of movement within each development parcel.





## Facilities & Services

- Providing the new community facilities in the locations established by the Neighbourhood Plan - in the best location for those walking, cycling and using public transport - providing opportunities for social interaction and helping to improve public health by encouraging physical activity and involving those affected by loneliness and isolation.
- Proposing sustainable drainage that contributes towards the attractive and accessible public spaces.

Important nodal pedestrian connectivity points.



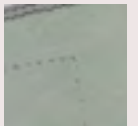
Local Area of Play proposed within area of Public Open Space.



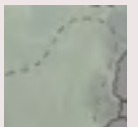
Local Equipped Area of Play within area of Public Open Space.



Proposed areas of Public Open Space encompassing enhanced existing hedgerows and tree groups, sports facilities and areas of play.



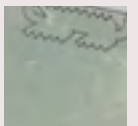
Sustainable drainage attenuation area.



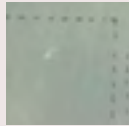
Sports pavilion with dedicated parking and external amenity area.



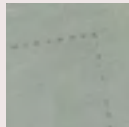
Proposed allotments with dedicated parking provision, including a wild orchard.



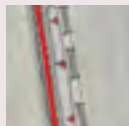
Open space area containing a sports pitch (MUGA), designed to Sport England specifications.



Open space area containing a grass sports pitch, designed to Sport England specifications.



Active frontages with habitable room windows overlooking the Public Realm and primary pedestrian routes through the development.







# access to the development

*“The policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account”*

*“Consultation ... undertaken on issues related to access to the development and what account has been taken of the outcome”*

*“How any specific issues which might affect access to the development have been addressed”*

*The Town and Country Planning (Development Management Procedure) (England) Order 2015*



# policy adopted as to access

Prepared by Motion

## Access Policy

### National Planning Policy Framework

The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 of the NPPF discusses ‘Promoting Sustainable Transport’, with paragraph 104 stating:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

Paragraph 110 addresses the relationship between development and sustainable transport as follows:

“In assessing sites that may be allocated for development in plans, or specific applications for development it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

Paragraph 111 states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Paragraph 112 suggests that development should be located and designed where practical to, among other things, give priority to pedestrian and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emissions vehicles.

### Local Policy

#### The Horsham District Planning Framework

The Horsham District Planning Framework is currently the main planning document for Horsham District. The document sets out the planning strategy for the years up to 2031.

Policy 40, Sustainable Transport, discusses development policies related to travel and transport. The Policy states:

“There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.

Development will be supported if it:

1. Is appropriate and in scale to the existing transport infrastructure, including public transport.
2. Maintains and improves the existing transport system (road, rail, cycle).
3. Is integrated with the wider network of routes, including public rights of way and cycle paths.
4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.
5. Is located in areas where there are, or will be a choice in the modes of transport available.
6. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.
7. Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.
8. Develops innovative and adaptable approaches to public transport in the rural areas of the district.
9. Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.
10. Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially

significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.”

#### Ashington Neighbourhood Plan

The Ashington Neighbourhood Plan represents one part of the development plan for the parish between 2019-2031, the other part is the Horsham District Planning Framework. The purpose of the Ashington Neighbourhood Plan is to guide development within the parish and provide guidance to any interested parties wishing to submit planning applications within the parish.

Policy ASH2: Increasing Walking in Ashington reads as follows:

- “A. New development in Ashington is expected to maximise the potential for sustainable movement. Support will be given to improving appropriate sustainable accessibility for walkers, cyclists and horse riders.
- B. To ensure that residents can walk safely to Ashington Primary School, the Ashington Community Cluster (‘the heart of the village’), shops and other important facilities serving Ashington village, all new developments should ensure safe pedestrian access to link up with existing footways that, in turn, directly serve the Walkway Routes shown on the Policies Map.
- C. Proposals to enhance the identified Walkway Routes will be encouraged. Where these are public rights of way (PROWs), their upgrading to highway network standard so they are capable of year-round use, accompanied by non-intrusive lighting, will be supported.
- D. Development will be expected to not have an unacceptable impact on Walkway Routes and provide a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian access. In particular this should focus on design solutions to reduce vehicular parking where this is likely to obstruct pedestrian access by all users.
- E. Sustainable development which creates or facilitates new linkages between PROWs and bridleways, including across the A24, will be supported.”

Policy ASH11: Land West of Ashington School discusses the allocation of the site referred to in this report for development. The policy reads as follows:

“Land west of Ashington School (approximately 18.5 hectares as identified on the Policies Map and in Figure 8.2) is allocated for approximately 150 dwellings and development proposals will be supported subject to the following criteria:

Accessibility:

- vii. the provision of appropriate vehicle access into the site from Church Close;
- viii. the provision of appropriate pedestrian access which provides direct and safe linkages into the Walkway Routes identified in Policy ASH2;
- ix. where it is within or adjacent to the site, the upgrading of Public Right of Way FP2607 so that it is capable of everyday use all year-round and has suitable lighting for use after dark;
- x. upgrading of Public Right of Way FP2611 to a high quality shared footpath and cycle path which links up to Malthouse Lane
- xi. retention of Forest School activities on the western part of the site, along with safe footpath access, for use by the school, from Ashington Primary School to this area and to the Forest School activity area to the south-west of the site.”

# Access Arrangements

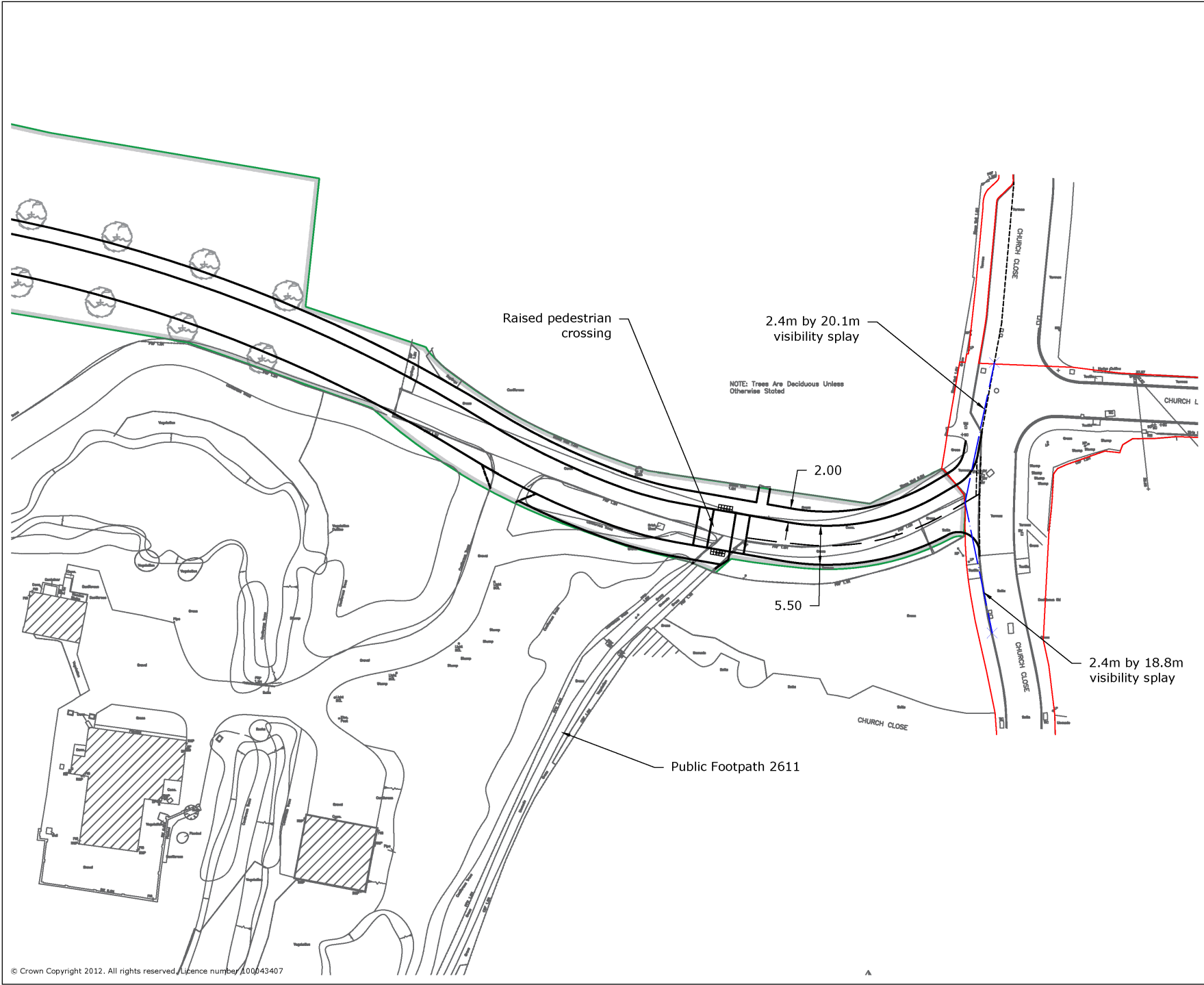
Access to the development site is proposed via the formalisation of the existing two access points which are taken from Church Close at the southern extent of the site. The access road will follow the same route as the existing access road adjacent to the Church. The existing access which serves the single dwelling located to the south of access road will be retained.

The provision of a simple priority junction is considered appropriate when taking into account the quantum of development proposed. The access road has been designed in accordance with Manual for Streets (MfS) with a 5.5 metre wide carriageway with 6 metre junction radii to enable a car to pass a HGV or refuse vehicle. The main access road which leads to the sports pavilion remains at 5.5 metres, whilst the arms which provide access to residential areas narrow to between 4.8 metres and 4.1 metres dependent on location.

A 2 metre footway will be accommodated along the northern side of the access road providing pedestrians with safe access into the site. Footways measuring 2 metres are provided throughout the site, however a number of areas which provide access to a small number of dwellings will operate as shared surfaces.

A raised table with dropped kerbs and tactile paving is located across the access road to provide a direct link with Footpath 2611. A footway is provided on the southern side of the access for a short section between the raised table and the property located on the southern side of the access road.

A footpath is also proposed at the north-eastern extent of the site to connect to Footpath 2607 which provides a direct route to Ashington Community Centre and Ashington C of E School.



- Legend:**
- Highway Boundary
  - Site Boundary



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|                                                                |                |
|----------------------------------------------------------------|----------------|
| Project:<br>Church Farm House, Ashington                       |                |
| Title:<br>Proposed Access Arrangement<br>and Visibility Splays |                |
| Scale: 1:500 (@ A3)                                            |                |
| Drawing:<br>2109010-02                                         | Revision:<br>E |



# policies, consultation & issues relating to access

## Consultation with WSCC

### Comments from WSCC

The application proposals have been subject to pre-application discussions with WSCC. The pre-application dialogue has been a key part in developing the proposals for the site and ensuring the assessment of the proposals is appropriate in view of the current planning context. An initial pre-application response was provided by WSCC in May 2022, a subsequent response which considers the proposed layout was issued in December 2022. The comments provided are as follows:

#### May 2022

- Request for a 7 day speed survey to ascertain the 85th percentile road speeds from Church Close to apply the correct visibility splays.
- A site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated should then be provided.
- A pedestrian footway will be provided which links to public footpath 2611.
- As outlined in the TSN a final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works will be required.
- The internal layout will be designed in accordance with Manual for Streets (MfS) parameters.

#### December 2022

- The internal access road will have a single footpath on the northern side which will include a crossing point to the property to the south. The LHA discussed this with the applicant during the meeting and it was considered sufficient for the requirements of these proposals.

### Response to WSCC

#### Visibility Splays

Visibility splays have been provided in accordance with 85th percentile road speeds from a recent Automatic Traffic Count (ATC) survey. Shown on the 'Proposed Access Arrangement' plan attached.

Church Close is subject to a 30 miles per hour speed limit. To ascertain the required visibility splays two automatic traffic counters (ATCs) were placed along Church Close, one north and one south of the proposed access location. The ATCs were placed between 10th July 2022 and 16th July 2022. The ATC results are attached for reference at Appendix D.

Both ATCs recorded 85th percentile vehicle speeds below the 30 miles per hour speed limit and therefore visibility splays have been calculated based on the formula set out within Manual for Streets 2 (MfS2). The 85th percentile directional speeds and applicable visibility splays calculated using the formula are provided below:

| Direction  | Dry Speed | Dry Speed | SSD         |
|------------|-----------|-----------|-------------|
| Southbound | 16.8 mph  | 27 kph    | 20.1 metres |
| Northbound | 15.9 mph  | 25.6 kph  | 18.8 metres |

In accordance with the MfS2 calculation, the access is shown to the required 2.4 metre by 20.1 metre visibility to the north (for southbound vehicles). Whilst to the south (for northbound vehicles) the required visibility splay is shown to 2.4 metres by 18.8 metres. The above visibility splays are shown on the

drawing included at Appendix E. The drawing also includes the highway boundary extent along Church Close, obtained from WSCC.

#### Pedestrian Footway

A 2 metre footway will be accommodated along the northern side of the access road providing pedestrians with safe access into the site. A raised table with dropped kerbs and tactile paving is located across the access road to provide a direct link with Footpath 2611.

## Stage 1 RSA

The access arrangements have been subject to a Stage 1 Road Safety Audit (RSA). The RSA raised a few comments, all of which have been addressed within the designers response.

The RSA identified the following problems:

- “The south side of the existing track is being realigned to provide the width for the new development access road. An existing residential access and footpath 2611 emerge onto the new road. The audit team is concerned that existing vegetation and hedgerows will restrict visibility for drivers and pedestrians onto the new road leading to collisions.
- Swept path analysis has been provided for a 10m refuse vehicle which indicate that it would overhang the centreline of the new access road for distance of approximately 100m. this may lead to side swipe collisions or vehicles mounting the footway striking pedestrians.
- There is a short length of existing shared footway/ cycleway on the north-eastern corner of the Church Close/ Church Lane junction. Cyclists emerging from the development access would have no means of joining it unless they bump up the kerb, or cycle along the footway in front of the church and use the pedestrian crossing. This may risk collisions between cyclists and pedestrians or vehicles.”

The vegetation within the visibility splays at the existing residential access and at the proposed raised crossing will be cut back or removed. Swept path analysis attached at Appendix G demonstrates the refuse vehicle passing a large car at the access junction. As such, it is not considered necessary to provide passing places as suggested by the RSA Auditor. It is considered acceptable, due to the low volume of traffic, for cyclists to cycle on the carriageway before entering the shared foot/cycleway.

# Internal Layout

The access road has been designed in accordance with Manual for Streets (MfS) with a 5.5 metre wide carriageway with 6 metre junction radii to enable a car to pass a HGV or refuse vehicle. The main access road which leads to the sports pavilion remains at 5.5 metres, whilst the arms which provide access to residential areas narrow to between 4.8 metres and 4.1 metres dependent on location.



ref.23: Principal street



ref.24: Secondary street



ref.25: Periphery lane and driveway



# layout principles & concepts

*"The design principles and concepts that have been applied to the proposed development"*

*The Town and Country Planning (Development Management Procedure) (England) Order 2015*



# memorable, legible masterplan

... which has characterful, well-defined, legible streetscapes

... which incorporates landscape features, trees and amenity planting

... which has clearly delineated private realm

... which has sufficient cycle & vehicle parking

... and which provides a range of accessible new homes

ref.26: The Proposed Masterplan





## A Memorable [Layout] Character

The application proposals seek to create a place with a locally inspired, distinctive character - responding to the inspiring characteristics of Ashington's historic core, and its informal sinuous townscapes:

☞ The proposals are worked up from the strong, hand drawn design concept included in the appendix, which explored various ideas and options, in consultation with the Council, to find the right solution for the unique setting of this site.

☞ The proposed dwellings have been arranged in an equivalent urban grain format to those in evidence within the neighbourhood:

- ☞ Informally aligned streets which include trees and landscaping, both existing and new, as part of their character.
- ☞ More intimate secondary streets and lanes which maintain a low-key 'village' character.
- ☞ A central core which incorporates 3-storey apartments, creating a backdrop to the wider green spaces.

☞ Rather than using a predetermined sequence of house types, the application proposes building forms which have a local resonance - the cottage characteristics and keynote village buildings make up a strong character reflecting the village of Ashington. The composition of buildings within each streetscape has been carefully planned to create memorable, cohesive building groupings and streetscapes.

☞ The application also seeks to promote sociable public spaces: the layout create the spaces and facilities which allow activity to happen and to bring places to life - through the provision of community sports, food growing and recreational spaces, with the right degree of passive surveillance.

☞ The application proposals respond positively to the existing green and blue infrastructure on site. The surrounding woodlands, linear tree belts and mature standalone trees are incorporated into the scheme's verdant character.



## ref.27 The Memorable Masterplan

