

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Nicola Pettifer
FROM:	WSCC - Highways Authority
DATE:	27 April 2023
LOCATION:	Land To The West of Ashington C of E School Park Lane, Ashington, West Sussex
SUBJECT:	DC/23/0406 Demolition of existing buildings and erection of 180 dwellings, sports pavilion, sport pitches and allotments; with associated access, landscaping, open space and infrastructure.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the above proposals for highway safety, capacity and accessibility considerations at the above site.

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, a multi use game areas, an open space grass sports pitch 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. Church Close has a speed limit of 30 mph in the vicinity of the access point.

The proposals are supported by way of a Transport Assessment (TA) which has been submitted with the proposals. This includes a Stage 1 Road Safety Audit (RSA), Capacity Testing and a Travel Plan (TP).

It is acknowledged that the LHA provided pre-application advice in relation to an two pre-applications at the site for 150 units in July 2021 and 180 units in May 2022. Reference is made within the applicant's supporting Transport Assessment (TA) of the discussions with the LHA in 2021 and 2022 respectively. Some additional comments were made by the LHA in December 2022 on specific areas such as parking and the capacity assessments being proposed within the final TA. Much of the sites access strategy and net capacity impact on the network was discussed during these meetings.

Finally it should be noted that the site is included in the Ashington Neighbourhood Plan 2019-2031, March 2021 along with the Chanctonbury Nursery (approximately 75 dwellings) site.

Access and Visibility

Within Appendix C of the TA the access strategy has been outlined. 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.

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. The access road has been designed with a 5.5 metre wide carriageway with 6 metre junction radii to enable a car to pass a HGV or refuse vehicle. Emergency access to the site will be taken from Church Close. Swept path analysis are attached within Appendix J of the TA. This demonstrates a fire appliance accessing the site in forward gear.

Visibility splays have been calculated with the guidance of a speed survey to ascertain the 85th percentile road speeds along Church Lane. The splays are shown on the drawing provided within Appendix E of the TA. The splays are in accordance with the required Manual for Streets (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 splays were agreed in the LHA's earlier correspondence as part of the pre-application discussions.

Stage 1 Road Safety Audit (RSA)

In accordance with the adopted LHA's 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. 3 matters have been raised within the RSA:

- Problem 2.1- has been agreed by the Design Team and no further action is required
- Problem 2.4-The Auditor has requested passing places on the access road. The Designer has responded confirming that Swept Path Analysis (SPA) drawings demonstrate these are not required. The LHA would advise the Auditor has sight of the SPA drawings and confirms if this overcomes the points raised in Problem 2.4.
- Problem 2.5-The Auditor comments that provision should be made for cyclists to join the existing footway network outside of the site. The Designers response considers the slow speeds along Church Lane and the existing arrangements to be suffice. As with Problem 2.4 above the LHA would advise that the Auditor passes comment on this response to ascertain if it overcomes this Problem.

Depending on the outcome with the original Safety Auditor the LHA may need to assess Problems 2.4 and 2.5 through an internal process.

Capacity

Traffic flow information has been provided with the current application within the TS, this has been provided by the applicant on what vehicular activity currently exists at the site. This information considers the permitted and proposed uses. The traffic flow generation is based upon the use of TRICS. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation. Using this data, it is evident that the proposed development overall would generate 77 vehicular movements in the AM and 72 in the PM. Over a weekday period the development is likely to generate 517 vehicular trips.

The LHA confirmed in December 2022 that the junctions to be assessed within the applicants eventual Transport Assessment are:

- Site Access/Church Close priority junction

- Church Close/Church Lane priority junction
- Church Lane/London Road priority junction
- Mills Lane/London Road mini roundabout

The highway impact assessments have been undertaken using Junctions 9 Software and TEMPro growth factors. The assessments undertaken demonstrate that the nearby junctions indicates that the proposed redevelopment will not result in a severe impact on the surrounding highway network.

Parking and Layout

The site's internal carriageway geometries can accommodate access and turning manoeuvres by large refuse vehicles. Bin carry distances for residents and collectors are in line with the maximum thresholds set out in MfS guidance. It has been stated that the site would provide car parking in line with WSCC's Residential Car Parking Demand Calculator tool. Cycle parking would be provided in line with WSCC's residential cycle parking standards.

The proposals include 20 car parking spaces for the sports pavilion and pitches, one of which will be a designated blue badge bay. It is envisaged that this pitch will be used by the community informally and any organised events will occur at the sports pavilion. As such, visitors to the southern pitch are likely to travel by sustainable modes of transport from the local area rather than via the private car.

Accessibility

The TA provides details of nearby services and facilities in close proximity to the site. The site has access to pedestrian/cycle links, which connect the site to the public transport network that serves the local area as well as key employment areas/community facilities.

There are footways are provided along all local roads in the vicinity of the site. Lit footways are provided on both sides of Church Close/Foster Lane within the vicinity of the site, an informal crossing with dropped kerbs and tactile paving is located circa 50 metres north of the site access across Foster Lane. Footways enable access to the local school and other local facilities within Ashington.

The nearest bus stops are located along London Road approximately 450 metres south west of the site. These stops provide access to the hourly 23 service. This service connects to Washington, Horsham, Horsham Station and Crawley. Horsham Railway Station is well located on the Arun Valley line. The station provides regular services between Bognor Regis and London Victoria, alongside destinations including, Crawley and Gatwick Airport.

Conclusion

Following the assessment of the applicant's TA the LHA would in principle be satisfied with the content, however we would request some further information and consideration to the two points outlined with the applicants RSA. Once these have been considered we can look to offer a formal recommendation on the proposals.

Jamie Brown

West Sussex County Council – Planning Services