



Proposed Residential Development
Land West of Church Close, Ashington

Travel Plan

For

Bellway Homes

Document Control Sheet

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Motion
84 North Street
Guildford
GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

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1.0 Introduction

- 1.1 This Travel Plan has been prepared on behalf of Bellway Homes in relation to a planning application for a proposed residential development on land west of Church Close, Ashington (herein referred to as 'the site'). This report considers the highway and transport related matters in respect of the proposed development.
- 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, 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, 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 This Travel Plan (TP) sets out implementation measures that the appointed Travel Plan Co-ordinator will deliver in support of site occupants' travel habits meeting the Plan targets for the use of active and/or sustainable modes. A monitoring and review programme will be an integral element of that delivery, involving the collection and reporting of travel survey data from site occupants. The data will be used to track progress towards achievement of the Plan targets.
- 1.5 This TP has been prepared to accord with applicable guidance and policy, and therefore comprises the following information:
- 1.6 This TP has been prepared to accord with applicable guidance and policy, and therefore comprises the following information:
 - ▶ Section 2 reviews applicable national and local policy and guidance and sets out Travel Plan objectives as informed by that policy and guidance.
 - ▶ Section 3 describes the site location and its accessibility.
 - ▶ Section 4 details the proposed development.
 - ▶ Section 5 explains how the Plan will be managed.
 - ▶ Section 6 sets out the measures that will be implemented to support use of active and/or sustainable travel modes for trips to and from the development.
 - ▶ Section 7 presents indicative baseline targets.
 - ▶ Section 8 describes the monitoring, reviewing and reporting programme that will be implemented to track progress being made towards achievement of the Plan targets, necessarily involving rolling reports and modification, as necessary, of the Plan implementation measures.
 - ▶ Section 9 provides an Action Plan summarising the scheme design elements relating to travel, the Plan management and implementation measures, the party/ies responsible in each instance, and an indicative timeline.

2.0 Policy and Objectives

Overview

2.1 The key policy and guidance documents that set the context for this Travel Plan are:

- ▶ National Planning Policy Framework, Ministry of Housing, Communities and Local Government, July 2021;
- ▶ National Design Guide, Ministry of Housing, Communities & Local Government, January 2021;
- ▶ Planning Practice Guidance, Ministry of Housing, Communities and & Local Government, June 2021;
- ▶ Working Together to Promote Active Travel - A Briefing for Local Authorities, Public Health England, May 2016;
- ▶ Planning for Walking and Planning for Cycling, Chartered Institution of Highways and Transportation, April 2015 and October 2014 respectively;
- ▶ Local Transport Note (LTN) 1/20 Cycle Infrastructure Design, Department for Transport, July 2020;
- ▶ Gear Change: A bold vision for cycling and walking, Department for Transport, July 2020;
- ▶ Manual for Streets (MfS), Department for Transport, March 2007;
- ▶ National Travel Survey (NTS), Department for Transport, 2015;
- ▶ Horsham District Planning Framework – November 2015;
- ▶ West Sussex County Council (WSCC) Guidance on Parking at New Developments – September 2020; and,
- ▶ Ashington Neighbourhood Plan – 2019 – 2031.

National Policy

National Planning Policy Framework (NPPF)

- 2.2 The NPPF sets a presumption in favour of sustainable development, requiring that social, environmental and economic matters be considered in concert.
- 2.3 The NPPF promotes incorporation of sustainable transport in development proposals (par. 104) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 105).
- 2.4 Regarding the delivery of sustainable transport the NPPF states at paragraph 113 that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 2.5 The NPPF describes a Travel Plan as: "A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."

National Design Guide (NDG)

- 2.6 The National Design Guide (NDG) sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance related to design process and tools.

2.7 With respect to consideration of 'movement' in the design of new development, the NDG promotes assessment of existing and delivery of new features that result in developments being accessible and easy to move around within and between by all applicable transport modes.

2.8 A well-designed movement network is one that:

"... defines a clear pattern of streets that:

- ▶ *is safe and accessible for all;*
- ▶ *functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;*
- ▶ *limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;*
- ▶ *promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and*
- ▶ *incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity."*

(par. 77)

Planning Practice Guidance (PPG)

2.9 Planning practice guidance (PPG) supports delivery of the principles set out in the National Planning Policy Framework (NPPF).

2.10 The guidance describes Travel Plans as *"... long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets."* (PPG paragraph: 003; reference ID: 42-003-20140306)

2.11 Furthermore, the guidance indicates that *"Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation."* (PPG paragraph: 003; reference ID: 42-003-20140306)

2.12 It is stated that the primary purpose of a Travel Plan is:

"... to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. ..., they should not be used as a way of unfairly penalising drivers."

(PPG paragraph 005; reference ID: 42-005-20140306)

2.13 Travel Plans are also recognised in the PPG as having *"... an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."* (PPG paragraph 005; reference ID: 42-005-20140306)

Active travel – walking and cycling

Working Together to Promote Active Travel - A Briefing for Local Authorities

- 2.14 Public Health England has issued a briefing for Local Authorities containing their latest research findings relating to active travel:

"Physical inactivity directly contributes to 1 in 6 deaths in the UK and costs £7.4 billion a year to businesses and wider society

The growth in road transport has been a major factor in reducing levels of physical activity

Building walking and cycling into daily routines are the most effective ways to increase physical activity

Short car trips (under 5 miles) are a prime area for switching to active travel and to public transport

Health-promoting transport systems are pro-business and support economic prosperity. They enable optimal travel to work with less congestion, collisions and pollution, and they support a healthier workforce."

Planning for Walking and Cycling

- 2.15 Walking and cycling are active *and* sustainable forms of transport in their own right and as linking modes for accessing public transport, for example, when making longer journeys.

- 2.16 The Chartered Institution of Highways and Transportation (CIHT) documents 'Planning for Walking' and 'Planning for Cycling' provide an insight into these modes of transport:

"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015, pg.6).

"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014, pg.4).

- 2.17 The CIHT also published 'Guidelines for Providing for Journeys on Foot' (2000) to support implementation of the central Government publication 'Encouraging walking: advice to local authorities'. The CIHT Guidelines suggest acceptable, desirable and preferred maximum walking distances ('acceptable' walking distances would vary between individuals) for pedestrians without mobility impairment for some common trip purposes, which are set out at Table 2.1.

Description of Walking Distance	Distance to Destination (metres)		
	Town Centres	Commuting/Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Table 2.1: Suggested Walking Distances (CIHT, 2000, 'Guidelines for Providing for Journeys on Foot')

Local Transport Note (LTN) 1/20 Cycle Infrastructure Design; and 'Gear Change: A bold vision for cycling and walking'

- 2.18 The Department for Transport (DfT) updated their advice to Local Authorities in Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design', which was published in July 2020 alongside the DfT's 'Gear Change: A bold vision for cycling and walking'. LTN 1/20 promotes the inclusion of good quality cycling infrastructure in Local Authority planning, design and highway adoption policies and processes, with new developments, new highways and new highway improvement schemes contributing accordingly.

Manual for Streets and National Travel Survey

- 2.19 Manual for Streets (MfS) identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot". Within MfS it is also noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres.
- 2.20 The 2015 National Travel Survey (NTS) noted that "76% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances. (1 mile = 1.6 kilometres)

Local Policy

The Horsham District Planning Framework

- 2.21 Horsham District Council is currently in the process of producing a new Local Plan. Consultation on the Regulation 18 Version of the plan closed in March 2020, this is the latest development in the production of the Local Plan. As of January 2023, the Council have voted to pause the development on the plan until later this year.
- 2.22 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.
- 2.23 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."*

- 2.24 Policy 41, Parking, discusses parking requirements for new developments.

"1. Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.

2. Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.

3. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.

4. Planning permission will not be granted for off-airport parking facilities related to Gatwick Airport unless a need can be demonstrated and all realistic alternatives have been examined."

WSCC Guidance on Parking at New Developments

- 2.25 With regard to policy 41 of the Horsham District Planning Framework, it is understood that HDC apply parking guidance set out by WSCC. Car and cycle parking standards for WSCC are contained within the document entitled 'Guidance on Parking at New Development', which was adopted in September 2020.
- 2.26 The guidance takes into account expected future growth in parking demand using the Department for Transport's (DfT) National Trip End Model dataset for a forecast year of 2033. The 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.

Number of Bedrooms	PBZ 1 – Car Parking Standards
1-bed unit	1.5 spaces
2-bed unit	1.7 spaces
3-bed unit	2.2 spaces
4+ bed unit	2.7 spaces

Table 2.1: WSCC's Car Parking Standards

- 2.27 Adequate visitor parking is required, and this will be influenced by the level of unallocated parking. Table 2.1 should be used to ensure sufficient visitor parking is provided.
- 2.28 Disabled persons parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site. 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".
- 2.29 The table below summarises WSCC's cycle parking standards for residential developments.

Type	Number of Bedrooms	Minimum Cycle Parking Standards
Houses	1 & 2-bed units	1 space
Houses	3+ bed units	2 spaces
Flats	1 & 2-bed units	0.5 spaces (if communal storage otherwise same as 1 & 2 bed house)
Flats	3+ bed units	1 space

Table 2.2: WSCC's Car Parking Standards

Ashington Neighbourhood Plan

2.30 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.

2.31 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."

2.32 Policy ASH3: Parking Provision

"A. Development proposals that generate an increased need for vehicle parking must provide suitable off-street parking in order to minimise obstruction of the local road network in the interests of the safety of all road users, including pedestrians and cyclists.

B. For all new residential developments the maximum number of car parking spaces to be provided will be in accordance with the West Sussex Residential Parking Demand Calculator, unless it can be satisfactorily demonstrated that an alternative approach to provision would be appropriate on a specific site.

C. If off-street provision is demonstrated to be unfeasible, on-street parking provision will be permitted where it does not have an unacceptable impact on highway safety. In such circumstances, proposals are expected to minimise the visual impact of parking and be laid out so that obstruction of the road and footways is minimised."

2.33 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:

► *Housing and Design:*

i. it provides a mix of dwelling sizes in accordance with relevant policies in the development plan;

ii. 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;

iii. affordable housing is provided to meet the requirements of the relevant policies in the development plan;

iv. the design of the dwellings reflects the character of the surrounding area.

▶ **Layout:**

v. built development is confined to the central part of the site as shown on Figure 8.2;

vi. 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:**

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.

▶ **Employment and community infrastructure:**

xii. 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;

xiii. the provision of a full-sized (11-a-side) grass football pitch for community use;

xiv. land and contributions towards the provision of a full-sized (11-a-side), floodlit MultiUse Games Area primarily for football use;

xv. land and contributions towards the provision of a sports pavilion, changing rooms and equipment storage facility;

xvi. the provision of allotments on site and the retention of allotment facilities immediately adjacent to Ashington School specifically for school use;

xvii. contributions towards the delivery of other community infrastructure identified in Policy ASH8 (Ashington Community Cluster) where it is not delivered on the site.

xviii. 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;

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

▶ **Flooding:**

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

▶ **Heritage:**

xxi. the setting of the listed buildings, Church Farm House and St Peter and St Paul's Church, is protected;

xxii. 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;

xxiii. views to and from Church Farm House and St Peter and St Paul's Church are retained.

▶ *Other principles:*

xxiv. mature trees are retained on the site;

xxv. 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);

xxvi. the submission of a minerals resource assessment to ensure the viable mineral resources are not permanently sterilised by development;

xxvii. occupation of the development is phased to align with the delivery of sewerage infrastructure, in liaison with the service provider;

xxviii. the layout is planned to ensure future access to existing sewerage infrastructure for maintenance and upsizing purposes."

Objectives

2.34 The objectives for this Travel Plan have been derived from the policy and guidance set out above in order that this Travel Plan supports their delivery.

- ▶ Promote the health benefits of active travel
i.e. walking, running and cycling, in order to increase the use of these active and sustainable modes.
- ▶ Promote more efficient and 'cleaner' forms of car travel
i.e. 'cleaner' fuel vehicles (electric and hybrid vehicles) and sharing resources through, for instance, carpools, car clubs and lift-sharing.
- ▶ Reduce the need to travel, where possible
i.e. working at or from home, linking trips, and shopping online for groceries.
- ▶ Support social cohesion and people's sense of community through promoting personal interaction for the purpose of functional and/or leisure travel
i.e. 'buddy groups' for walkers, runners and cyclists.
- ▶ Raise site occupants' awareness of opportunities to adopt active and/or sustainable travel
i.e. through provision of information.

3.0 Existing Conditions

Overview

- 3.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site. Along with of the accessibility of the site by different modes of transport.

The Site

- 3.2 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 and West Sussex County Council.
- 3.3 The site in relation to the strategic transport network links is shown in Figure 3.1 below.

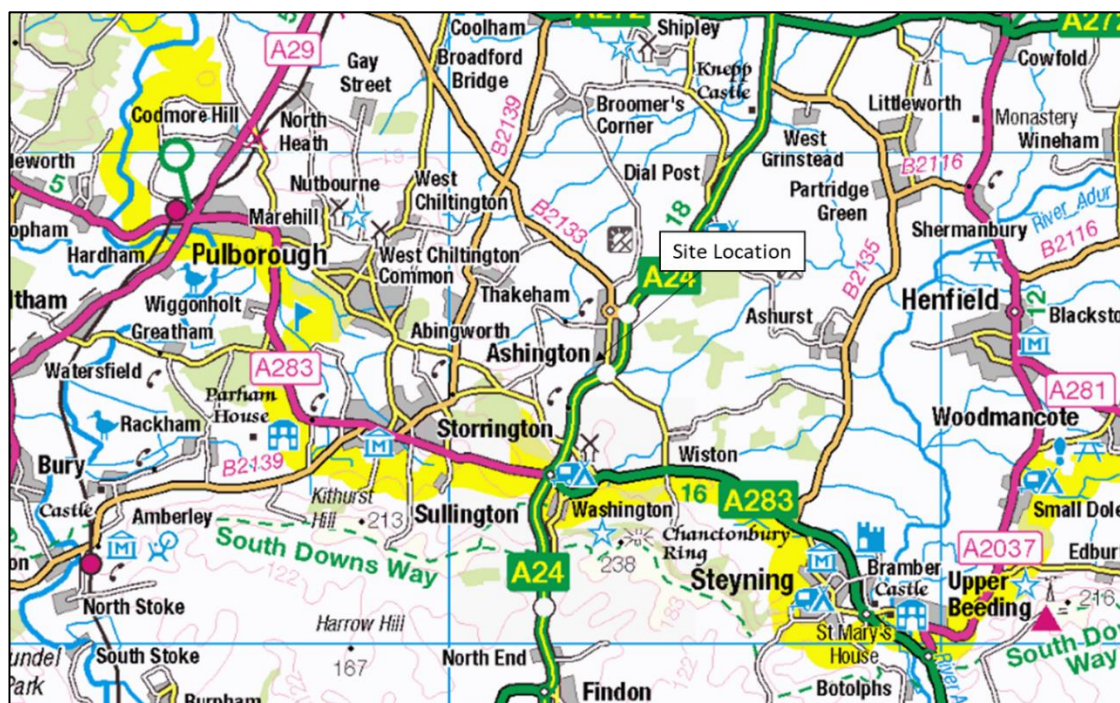


Figure 3.1: Site Location Plan in Relation to the Strategic Highway Network

- 3.4 The area to the east of the site is residential in nature, beyond that the site is located in a predominantly rural location. The site currently accommodates agricultural fields and woodland. Access to the site is currently achieved from Church Close at the southern boundary of the site. An existing concrete access road is provided along the southern boundary of Ashington Parish Church. Directly south of the concrete access is an informal access which currently provides access to a residential property. This property now gains access via the concrete access approximately 60 metres west of Church Close. The site in relation to the surrounding area is shown in Figure 3.2.



Figure 3.2: Site Location Plan

Highway Network

- 3.5 Vehicular access to the site will be achieved via Church Close. Church Close is a two-way single carriageway road subject to a 30mph speed limit. Church Close is predominantly residential in nature with a small number of dwellings located to the south of the site. To the north of the site Church Close becomes Foster Lane which provides access to Ashington Parish Church, Ashington Community Centre and Ashington C of E School. Parking occurs along Foster Lane within a designated parking bay directly north of the site adjacent to Ashington Parish Church.
- 3.6 Approximately 11 metres north of the site access, Foster Lane forms a junction with Church Lane. Church Lane enables access between the site and London Road, the main road through Ashington. Church Lane is a two-way single carriageway road subject to a 30mph speed limit. Traffic calming measures in the form of raised tables are provided at junctions where Church Lane provides access to residential streets. Parking along Church Lane is largely unrestricted aside from where double yellow lines are provided at the Church Lane/London Road junction to the east.
- 3.7 London Road is a two-way single carriageway road subject to a 30mph speed. Traffic calming measures such as speed bumps, and pedestrian crossing facilities equipped with tactile paving and pedestrian islands are located along the road. Parking is unrestricted along London Road with the addition of designated parking bays located at points either side of the carriageway. London Road provides access to the A24 at both the northern and southern ends of the road.

Accessibility by Non-Car Modes

- 3.8 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
 - ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014)."

- 3.9 The NPPF recognises that “the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel”. Furthermore, Manual for Streets identifies ‘walkable neighbourhoods’ as “having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot”.
- 3.10 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that “81% of all trips under one mile are walks”, making it the most frequent mode of travel for very short distances.
- 3.11 The following paragraphs outline the existing opportunities for travel to the site via the more sustainable forms of transport, including on foot, by cycle and public transport.

Accessibility on Foot and by Cycle

- 3.12 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.
- 3.13 It should be noted that there are a range of Public Rights of Ways located in the vicinity of the site. Public Footpath 2611 runs along the site’s access road for short section before continuing south. Additionally, Policy ASH2 within the Ashington Neighbourhood Plan provides suggested commonly used walking routes through Ashington. The location of Ashington suggested walking routes, and local public rights of way are shown in Figure 3.3 below.

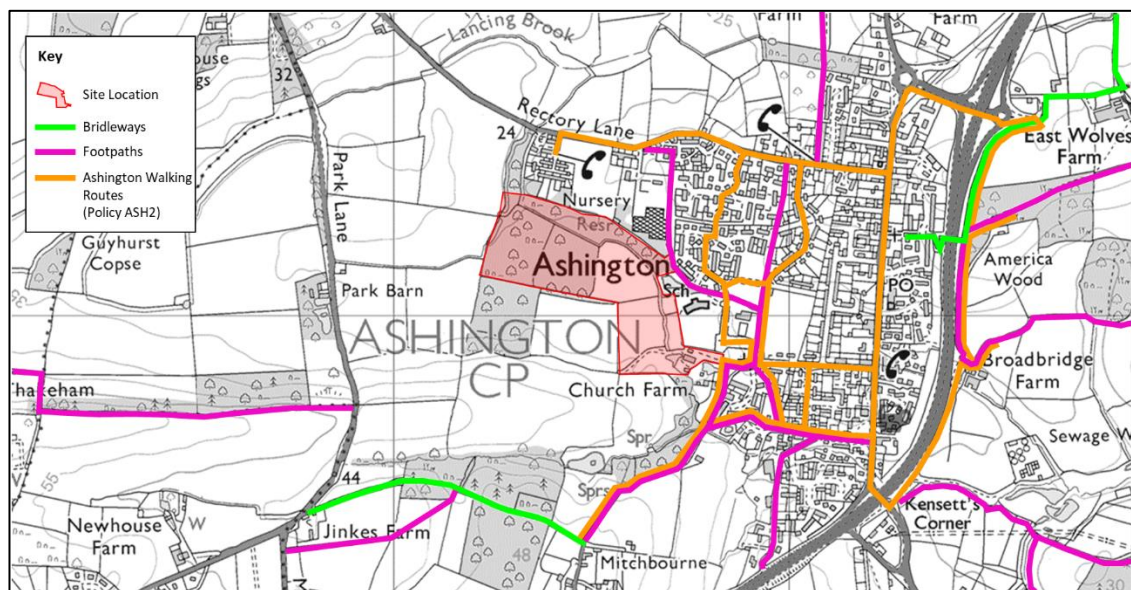


Figure 3.3: Local Walking Routes

- 3.14 A footway/cycleway is provided on the eastern side of Foster Lane to the north of Church Lane. This provides a direct route to Ashington Community Centre and Ashington C of E School. While there is no other designated cycle infrastructure in Ashington, it is considered that the local highway network is suitable for cycling due to the relatively low speed limit and flat topography.

Accessibility by Bus

- 3.15 The closest bus stops to the site are located 450m south west on London Road, the location of these are illustrated in Figure 3.2. These stops take 5 minutes to access on foot, or 2 minutes to access by cycle. The stops serve bus route 23. The details of this bus service are contained in Table 3.1 below.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
23	Crawley – Faygate – Horsham Railway Station – Southwater – Ashington – Washington – Broadwater – Worthing	Hourly	Hourly	Every 2 hours

Table 3.1: Local Bus Services

Access to Local Facilities

- 3.16 There are a number of facilities accessible on foot and by cycle from the site. The majority of these are located east of the site, surrounding Ashington Community Cluster and along London Road. Figure 3.4 shows the location of some of the key amenities in the vicinity of the site.

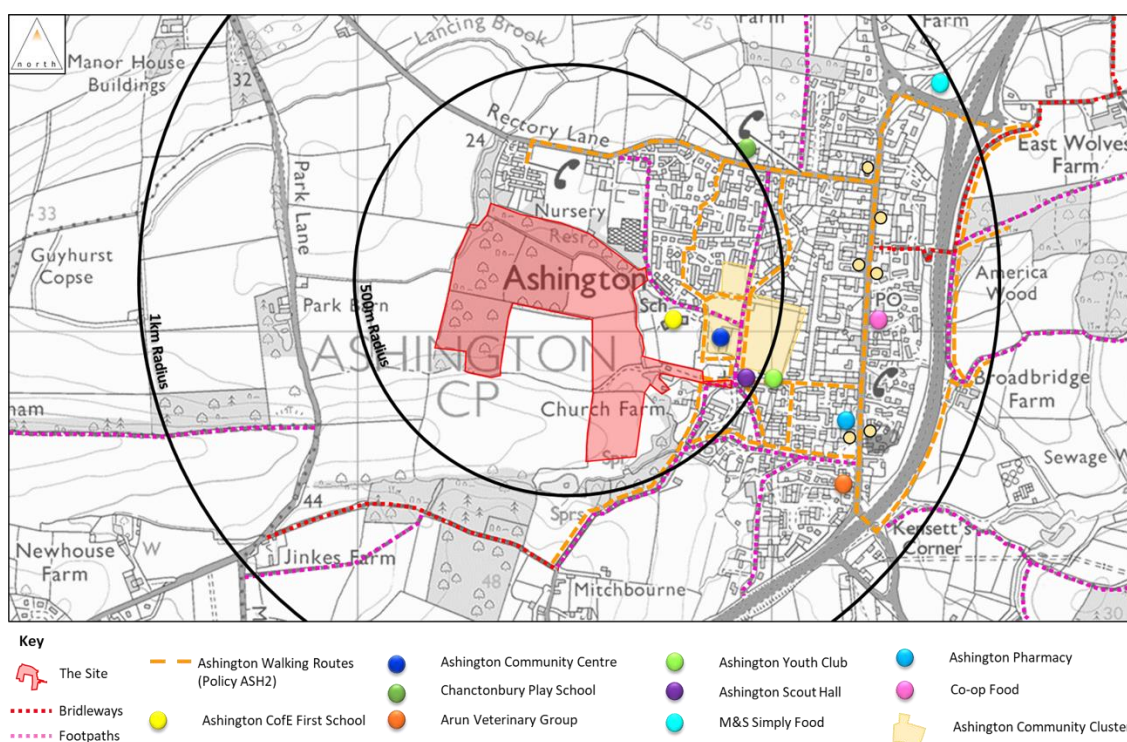


Figure 3.4: Local Amenities Plan

- 3.17 The distance each of the above amenities is located from the site, along with walk and cycle times is contained in Table 3.3 below.

Amenity	Distance	Walk Time	Cycle Time
Ashington Scout Hut	29 metres	1 minute	1 minute
Ashington Youth Club	100 metres	1 minute	1 minute
Ashington Community Centre	170 metres	2 minutes	1 minute
Ashington CofE First School	300 metres	4 minutes	1 minute
Ashington Pharmacy	450 metres	6 minutes	1 minute
Co-op Food	500 metres	6 minutes	2 minutes
Arun Veterinary Group	550 metres	7 minutes	2 minutes
Chanctonbury Playschool	650 metres	8 minutes	2 minutes
M&S Simply Food	1,200 metres	15 minutes	4 minutes

Table 3.2 – Amenities within Walking Distance of the Site

- 3.18 Table 3.3 indicates that there are a range of amenities within a close walking distance of the site, which enables residents to carry out daily tasks without relying on the private car. If residents wish to access further amenities, they can do so in Storrington, where they will find a doctors surgery and leisure centre. Alternatively, residents can travel to Worthing or Horsham via the 23 bus service.

4.0 Proposed Development

- 4.1 Development proposals for the site include the construction of 180 dwellings, comprising a mixture of private, shared ownership and affordable housing on land west of Church Lane, Ashington. The architect's layout for the site is attached at **Appendix A**.
- 4.2 Table 4.1 below contains the schedule of accommodation for the site.

Housing Size	Number
Private Houses	
2 Bedroom	18
3 Bedroom	52
4 Bedroom	47
Shared Ownership Apartments	
1 Bedroom	8
2 Bedroom	3
Shared Ownership Houses	
2 Bedroom	2
3 Bedroom	4
4 Bedroom	2
Affordable Rent Apartments	
1 Bedroom	14
2 Bedroom	8
Affordable Rent Houses	
2 Bedroom	7
3 Bedroom	13
4 Bedroom	2
TOTAL	180

Table 4.1: Accommodation Schedule

Access Arrangements

- 4.3 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. The drawing included at **Appendix C** illustrates the proposed access road. This arrangement has been approved by WSCC as part of the pre-application discussions.
- 4.4 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 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.
- 4.5 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.
- 4.6 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.

- 4.7 A pedestrian link 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.

Parking Provision

Residential Parking Provision

- 4.8 Car parking will be provided on site to ensure that it is well located to the housing that it serves, and to ensure that on-street parking does not occur to any significant degree. This means that access to all parts of the site will be maintained at all times for use by larger vehicles (refuse truck and delivery vehicles) and for the emergency services. This approach recognises that need to provide sufficient parking spaces to avoid parking that would adversely affect the operation of surrounding streets, but not providing parking to a level that would overly encourage car usage. This is a balanced approach that is consistent with local and national policies.
- 4.9 As set out in Section 2 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	22	33 spaces
2-bed unit	1.7 spaces	38	64.6 spaces
3-bed unit	2.2 spaces	69	151.8 spaces
4+ bed unit	2.7 spaces	51	137.7 spaces
TOTAL		180	387.1 spaces

Table 4.3: WSCC's Car Parking Standards

- 4.10 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 401 spaces in accordance with WSCC's guidance. All dwellings including flats will be provided with an electric vehicle charging point in accordance with guidance.
- 4.11 Covered and secure cycle stores will be provided for the flats in accordance with the guidance set out within Section 2. The houses will be provided with gardens and garages, and cycle parking can therefore be accommodated within the curtilage of each house.

Sports Pavilion and Public Open Space/Allotment Parking Provision

- 4.12 The proposals include 20 car parking spaces for the sports pavilion and pitches, one of which will be a designated blue badge bay. No parking is provided for the sports pitch located at the southern extent of the site. 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.
- 4.13 The allotments are provided for the local community in and around Ashington only, as such the majority of visitors will be able to travel on-foot or by cycle. Nonetheless, the proposals include 18 car parking spaces adjacent to the allotments. It is anticipated that the peak demand for the allotments will be outside of the hours for the sports pitches. Therefore, conflict between the two uses is unlikely to occur.

5.0 Management

- 5.1 The Travel Plan will be managed by the appointed Travel Plan Co-ordinator (TPC) who will carry out the following activities during the lifetime of the Travel Plan, as funded by the applicant and/or their successor(s) in title:
- ▶ administer documentation relating to the Travel Plan;
 - ▶ be a point of contact for the incoming residents regarding site-related travel matters;
 - ▶ review and update as necessary the Travel information Pack to be supplied with each wave of occupation;
 - ▶ manage the Plan monitoring and review programme by organising travel surveys, analysing the results, using the results to review the Travel Plan, and supplying this information to the Highway Authority in Monitoring Reports;
 - ▶ liaise with the Highway Authority regarding approval of each Monitoring Report, and sign-off of the final Report thereby concluding the Travel Plan process; and
 - ▶ maintain appropriate liaison with the Highway Authority in the periods between each monitoring exercise.
- 5.2 Contact details for the TPC will be supplied to West Sussex County Council at the time of appointment, and any updated TPC contact details will be re-supplied upon any subsequent transfer of the role or change contact details.

6.0 Measures

Introduction

- 6.1 The measures detailed here through which the Travel Plan will be implemented are appropriate for the target audience comprising future occupants of the proposed residential development.
- 6.2 In summary, the measures through which this Travel Plan will be implemented consist of physical infrastructure and scheme design, management, information provision, monitoring, reviewing and reporting.

Physical Infrastructure and Scheme Design

Permeability for Active Travel Modes

- 6.3 The development has been designed to provide permeability for pedestrians and cyclists throughout the site, as well as connecting with local networks for walking and cycling.

Cycle and Car Parking

- 6.4 The on-site parking strategy provides:

Cycle parking

- ▶ Within the curtilage of each house in either a garage or the garden.
- ▶ Covered and secure cycle stores for the flats.
- ▶ Covered and secure cycle stores for the community use.

Car parking

- ▶ 401 car parking spaces for residents and visitors.
- ▶ 20 visitor car parking spaces for the football pitches and pavilion.
- ▶ 18 visitor parking spaces for the allotments.
- ▶ This car parking provision will be accommodated within garages and standard car parking spaces. All garages measure at least 6m x 3m internally in accordance with WSCC's guidance and count as 0.5 spaces.
- ▶ All dwellings (including flats) will be provided with a fast-charge electric vehicle charging point in accordance with the current minimum requirements: 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply.

Internet Connectivity

- 6.5 All dwellings will be provided with broadband connectivity, thereby enabling activities that reduce the need to travel such as working from home and online shopping.

Management

Travel Plan Co-ordinator

- 6.6 A Travel Plan Co-ordinator (TPC) will be appointed to deliver the responsibilities set out in the 'Management' section of this Plan.

Information Provision

Travel Information Pack for Residents

- 6.7 The appointed TPC will produce a Travel Information Pack (TIP) for site residents supplying the following information:
- ▶ contact details for the Travel Plan Co-ordinator (TPC);
 - ▶ details of the on-site facilities supporting residents' use of active travel;
 - ▶ details of the on-site facilities that help reduce the need to travel (e.g. broadband connectivity enabling online working, shopping, communications, etc; on-site play facilities; and any other applicable features);
 - ▶ information about the health benefits of active travel;
 - ▶ reference to journey planning tools; <https://www.traveline.info/>
 - ▶ promotion of national and international events relating to use of active and/or sustainable travel, such as 'Cycle to Work' day (<http://www.cycletowork.org/>) and 'World Car Free Day' (<https://www.worldcarfree.net/wcfd/>)
 - ▶ mapping of local cycling and walking networks;
 - ▶ promotion of cycling skills training for schoolchildren through 'Bikeability', and for adults; <https://www.bikeability.org.uk/about-cycle-training/cycle-training-for-adults/>
 - ▶ any discount successfully negotiated by the Travel Plan Co-ordinator (TPC) with local cycle retailer(s);
 - ▶ promotion of the opportunity for new residents to set up a 'Bicycle Users Group' (BUG);
 - ▶ reference to the Government-led 'Cycle to Work' scheme, and encouragement for employees to check if their employer operates this scheme;
 - ▶ promotion of existing local and national lift sharing schemes; www.liftshare.com
 - ▶ the offer of provision of Personalised Travel Planning (PTP) from the TPC;
 - ▶ information about organisations active in the sustainable travel arena (e.g. Living Streets, CoMo, Cycling UK, Sustrans, etc.);
 - ▶ details of car club schemes, including the location(s) of any nearby car club vehicle(s);
 - ▶ details of any local community transport provision; and
 - ▶ details about the purchase and use of cleaner-fuelled vehicles, electric cycles and electric scooters.
- 6.8 The first household occupying each residential unit will be provided with a TIP. In line with the phased construction and occupation of the development, the TIP will be reviewed, updated as necessary and re-issued to each phase of occupying households. The TIP will also be made available on the development-specific sales website.

Noticeboard(s) for the Sport Pavilion and Allotments

- 6.9 On-site notice board(s) will be used as a means of ongoing communication with users of the community facilities through the display of up to date information about travel to and from the site. This will include the following information:
- ▶ contact details for the Travel Plan Co-ordinator (TPC);

- ▶ information about the health benefits of active travel;
- ▶ reference to journey planning tools; <https://www.traveline.info/>
- ▶ mapping of local cycling and walking networks; and,
- ▶ promotion of existing local and national lift sharing schemes; www.liftshare.com

Monitoring, Reviewing and Reporting

- 6.10 A monitoring, reviewing and reporting programme will be operated by the Travel Plan Co-ordinator, that programme being detailed in full later in this Travel Plan.

Remedial Measures

- 6.11 The need for remedial measures will be considered throughout the monitoring programme for each Phase, as indicated by progress being made towards achieving the targets.
- 6.12 If it appears that by Year 3 the targets are likely to not be met, this will be discussed with the Highway Authority and agreement sought as to appropriate adjustments of the Plan implementation measures.
- 6.13 If targets have not been met by Year 5 then monitoring will continue until Year 9.

Action Plan

- 6.14 A summary of these measures is provided in the Action Plan in this Travel Plan.

7.0 Targets

Introduction

- 7.1 Travel Plans should have measurable outputs against which the progress of the Plan can be monitored having regard to the Plan objectives. The targets set should be specific, measurable, achievable, realistic and timed.
- 7.2 There are two types of targets associated with a Travel Plan:
- ▶ **Aim targets** are quantitative targets that set a percentage allowance for people using a certain mode of transport ('modal split proportions').
 - ▶ **Action targets** act as a check list to ensure that the appropriate measures are carried out within a set time frame.
- 7.3 Aim and action targets for this Travel Plan are set out below.

Aim Target

- 7.4 As the proposed development is yet to be occupied, the Transport Assessment (TA) presents data extracted from the TRICS (Trip Rate Information Computer System) database to forecast likely traffic volumes and mode choice. TRICS is an industry-standard tool designed to quantify trips associated with new development in terms of mode, time of day, development type, location type and scale of development.
- 7.5 The TRICS data presented in the TA have been used to provide an indicative mode share for the site, i.e. a forecast number of trips by each available mode of transport, through reference to Census data for 'Method to Travel to Work' for the resident population (2011 output) for the Chanctonbury ward. The resulting modal split data are presented at Table 7.1.

Mode of Travel	Census Modal Split (%)	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
		Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Car driver	82%	31	103	76	32	545	569
On Foot	6%	2	8	6	2	40	42
Train	5%	2	6	5	2	33	35
Passenger in car	4%	2	5	4	2	27	28
Bus	1%	1	1	1	1	7	7
Motorcycle	1%	0	1	1	0	4	5
Bicycle	1%	0	1	0	0	4	4
Other	1%	0	0	0	0	4	4
TOTAL	100%	38	125	93	39	664	694

Table 7.1: Census Modal Split (Chanctonbury Ward)

- 7.6 The data above will be supplemented by the collection of site-specific data in the initial travel survey (at 50% occupation) from which target modal splits will be derived.

Action Targets

- 7.7 Action targets are tabulated at Section 9.

8.0 Monitoring, Reviewing and Reporting

Overview

- 8.1 In order to track implementation of the Plan measures, to collect travel survey data, and to undertake a review of progress towards achievement of the Plan targets, a monitoring, reviewing and reporting programme will be implemented.
- 8.2 This programme of collecting site-specific travel data will begin whilst the site is being occupied and conclude five years later.
- 8.3 The monitoring programme will be undertaken to ensure that:
- ▶ progress can be tracked towards achieving the targeted reduction in single-occupancy vehicle usage, with the commensurate increase in use of active and/or sustainable modes;
 - ▶ the Travel Plan implementation measures can be reviewed and tailored accordingly; and
 - ▶ use of the site-related facilities can be recorded and assessed.
- 8.4 The Travel Plan Co-ordinator will manage and administer the monitoring programme as funded by the developer, their appointed representative or their successor in title.

Monitor

- 8.5 Monitoring will be compliant with the Standard Assessment Methodology (SAM) devised by TRICS (Trip Rate Information Computer System) (http://www.trics.org/sam_process.aspx) as required in WSCC guidance.
- 8.6 The first survey will be undertaken at 50% occupation with subsequent surveys being operated on the first, third and fifth anniversaries of that initial survey.

Review

- 8.7 After each round of monitoring, the data will be used to inform consideration of progress towards achieving the Plan targets.
- 8.8 A review of the Travel Plan measures will also be undertaken to retain and/or enhance those that are considered to be positively supporting active and/or sustainable travel, and to amend or abandon those that are not, with suitable measures being substituted as appropriate.
- 8.9 A site audit will be undertaken to inform description of the site in terms of its operation, layout, facilities, etc, as part of the review process.
- 8.10 The Travel Plan Action Plan will also be reviewed in light of the above information.

Report

- 8.11 The survey data, content of the Plan review, revised targets and an updated Action Plan will be set out in a Monitoring Report following each survey.
- 8.12 Monitoring Reports will be submitted to the Highway Authority within 3 months of receipt of each set of survey data, for approval by the Council.

9.0 Action Plan

9.1 The Action Plan at Table 9.1 sets out the actions that will be taken to implement this Travel Plan, the party/ies responsible in each instance, and an indicative timeline.

Action	Party/ies Responsible	Indicative Timeline
Provide on-site travel facilities	Bellway Homes	During construction
Provide on-site amenities		
Appoint Travel Plan Co-ordinator		
Produce Travel Information Pack	Travel Plan Co-ordinator	
Issue Travel Information Pack	Bellway Homes	With each Phase of occupation
Arrange initial travel survey	Travel Plan Co-ordinator	At 50% occupation
Use survey data to review Travel Plan		Within 3 months of receiving survey data
Produce & submit Monitoring Report		
Approve Monitoring Report	West Sussex County Council	Within a reasonable timeframe
Arrange anniversary travel surveys	Travel Plan Co-ordinator	On first, third and fifth anniversaries of initial survey
Use survey data to review Travel Plan		Within 3 months of receiving each set of survey data
Produce & submit Monitoring Reports		
Approve Monitoring Reports	West Sussex County Council	Within a reasonable timeframe
If Travel Plan targets not on-track at Year 3, discuss mitigation with WSCC	Travel Plan Co-ordinator & West Sussex County Council	To be agreed (if mitigation measures are needed)
If Travel Plan targets are not met by Year 5, monitoring will continue until Year 9	Travel Plan Co-ordinator	Years 5 to 9, if needed
Secure approval and final sign-off of Travel Plan process	West Sussex County Council	Within a reasonable timeframe

Table 9.1: Action Plan

Appendix A

Site Layout Plan

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Appendix B

Proposed Access Arrangements



Legend:

- Highway Boundary
- Site Boundary



84 North Street
Guildford
Surrey
GU1 4AU

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 01483 531 300 T: 020 8065 5208

www.motion.co.uk

Project:
Church Farm House, Ashington

Title:
Proposed Access Arrangement
and Visibility Splays

Scale: 1:500 (@ A3)

Drawing:
2109010-02

Revision:
E

