

ASHINGTON PARISH COUNCIL CONSULTATION COMMENTS

TO:	Horsham District Council – Planning Dept
SITE ADDRESS:	Land To The West of Ashington CE School, Ashington
PROPOSAL:	Demolition of existing buildings and erection of 152 dwellings, all-weather sport pitch, sports pavilion and allotments; with associated access, landscaping, open space and infrastructure (amended plans including reduced housing numbers and modified access off Church Lane)
REFERENCE:	DC/23/0406
RECOMMENDATION:	OBJECTION
SUMMARY OF COMMENTS & RECOMMENDATION: Please find below, a consultation response from Ashington Parish Council following discussion of the amended plans at the Ashington Parish Council Planning Committee meeting on 27th March 2025.	
ANY RECOMMENDED CONDITIONS: N/A	
NAME:	Lee English, Clerk to Ashington Parish Council
DATE:	4th April 2025



Ashington Parish Council

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4th April 2025

F.A.O. Horsham District Council Planning Department
Ref: Planning application -
DC/23/0406 - Land To The West of Ashington C of E School

Dear Sir/Madam,

We write with regards to the above planning application, and in response to the additional information and amended plans received by Horsham District Council (HDC) in March 2025, from Savills obo Bellway Homes.

We understand the amendments are further to consultation responses that the developers have received to date and following the parish council's most recent consultation response to HDC, dated 12th July 2024.

It has been disappointing that the developers have had no engagement with the parish council in the 8-month period since we submitted our last consultee response and the amended documents being published. It would have been helpful to have had sight of the proposed amendments before they were submitted to HDC and to have had further discussion with the developers to try and address the outstanding issues raised below. As the statutory consultee representing those most directly affected by this planning application, this is unsatisfactory.

We wish it be noted that not all the documents relating to the amendments were uploaded to the HDC Planning Portal until 26th March 2025, and only then after the parish council made enquiries with Savills regarding a matter, and the omission was realised. This is nearly 2 weeks after the initial documents upload on 13th March. The amendments (excluding newly uploaded documents) were discussed at the Ashington Parish Council Planning Committee meeting on Thursday 27th March.

Therefore, in line with our statutory consultee response period ending 4th April 2025, we submit the following response, including –

- Our response to proposed amendments to the application as per headings in Savills letter to HDC dated 7th March 2025.
- "Other matters" that we wish to raise as having not been addressed by the applicant further to our previous consultee responses.
- Request to submit an additional response, subject to further discussions.

Revised Application Description & Reduction in Quantum of Development

We welcome the reduction in quantum of housing proposed to a figure closer to that in the Ashington Neighbourhood Plan (ANP). We note however that rather than reduce the land used for housing across the site to “provide *the necessary land to deliver the community assets appropriately*” that instead, the housing mix has been amended and still covers the same amount of land. This is still at the detriment of deliverance of “*the associated community assets ... at a scale appropriate to the community need*” – we were clear in our assertion that the housing units needed to cover less land.

The original landowner’s masterplan (that was used to help formulate the ANP) was designed to provide approx. 100 units on this site (Site 6) and together with another landowner, 50 units on the lower section, that is now designated as green space due to underground archaeology of importance (Site 5). This means that the developer is already trying to accommodate more houses on a site originally designated for a number even lower than 150.

We do however accept the figure of 152 units, but request that consideration be given to all following issues raised and amendments requested by HDC as necessary to address outstanding issues.



2019 Site 6 landowner & planning consultants Masterplan



2025 Developer presentation planning layout

Housing Mix

We acknowledge that the revised scheme must be “*viable in the current economic climate*”, but ultimately development of the site must be undertaken for the best interest of the current and future residents, as voted for at referendum, and in accordance with the ANP.

We understand the requirement to reduce the overall quantum of houses to that as proposed in the ANP and see there is broadly an equivalent total reduction across the market types, but there is a substantial loss of smaller, much needed units.

We note the HDC Housing Department’s response to the proposed amended mix of housing and acknowledge the figures, however, this relates only to those on the HDC Housing Register and does not consider those new to the market, such as first time buyers.

It also does not address units for older people or those looking to downsize¹. Our ANP evidence base highlighted a higher proportion of people aged 30-74 compared to the local large town of Horsham and indeed across England² and highlighted a very much lower proportion of flats and terraced houses than that of Horsham and again the average across England³.

House type	Previous Application Scheme 180 dwellings	Amended Application Scheme 152 dwellings	% decrease in total numbers from previous application to amended application
Market			
2 bedroom	27 (23%)	22 (22%)	5 units less = 18.5%
3 bedroom	52 (44%)	41 (41%)	11 units less = 21%
4 + bedroom	38 (32%)	36 (36%)	2 units less = 5%
Total	117	99	15%
Shared Ownership			
1 bedroom apartments	8 (42%)	5 (31%)	3 units less = 37.5%
2 bedroom apartments	3 (16%)	1 (6%)	2 units less = 67%
2 bedroom houses	2 (11%)	5 (31%)	3 units more = 2.5% increase
3 bedroom houses	4 (21%)	4 (25%)	No change
4 bedroom houses	2 (11%)	1 (6%)	1 unit less = 50%
Total	19	16	16%
Affordable Rent			
1 bedroom apartments	14 (32%)	12 (32%)	2 units less = 14%
2 bedroom apartments	8 (18%)	2 (5%)	6 units less = 75%
2 bedroom houses	7 (16%)	8 (22%)	1 unit more = 1.1% increase
3 bedroom houses	13 (30%)	13 (35%)	No change
4 bedroom houses	2 (5%)	2 (5%)	No change
Total	44	37	16%

Amendments to the Proposed Layout

We note “*The site layout has been amended in order to accommodate the revised housing mix, whilst retaining the existing coverage of development*”. To reiterate our comments as above, we note the proposed provision of facilities as requested in the ANP (2 x pitches, Sports Pavilion, allotments) however, the expectation of these facilities to be located on the land previously allocated to the extra units in the application has not been met, therefore the community facilities remain condensed into the northwest corner.

Presentation Planning Layout Revision D (June 2024) shows units 155–180, providing 26 units on land that could have been used to provide “*the associated community assets ... at a scale appropriate to the community need*”. The current Presentation Planning Layout Revision E (March 2025) shows units 125-152, providing 28 units on the same land, again highlighting the loss of smaller sized housing units on the development and no benefit to the quantum of housing numbers being reduced with regards to more land being made available for better and appropriate provision of the community facilities.

Parking at Amenities

There is still considered to be a lack of parking provision at the proposed amenities, and the potential for different user groups and local residents to be competing for limited spaces. The existing Ashington Community Centre car park has 43 spaces, plus 3 disabled spaces and 2 EV charge spaces. There are 4 laybys adjacent to the

¹ ANP 8.3, 8.4

² ANP 2.7

³ ANP 2.18

Community Centre, accommodating another 15 cars. There are approx. 15 spaces at the existing Sports Pavilion car park and 6 in the nearby layby outside the church. Therefore approx. 80 car parking spaces that are often all in use when there is a sports event (or another event) being held. These spaces are frequently at capacity along with local streets being used.

We therefore consider that there is still insufficient parking proposed (Sports Pavilion – 30, allotments – 18) and considerable likelihood of friction with local residents when large sport events are held, with many attendees coming from outside the village.

The developer's Transport Assessment (TA)⁴ originally determined likely parking using the TRICS database⁵ and given 1 pitch can accommodate 2 games of 5-a-side football matches side by side (although they noted their analysis was based on 2 pitches).

Sites were selected for the analysis "*in areas with similar characteristics*" but it should be highlighted that the 3 comparison sites were all out of town, large sports facilities with substantial parking and are in no way comparable with the village location currently proposed.

- Astro Kings, Nottingham – part of a sports village, large amount of parking.
- Play Football, York – sports complex, large amount of parking.
- Powerleague, Halesowen (closed) – sports complex, large amount of parking.

Although the parking at the Sports Pavilion has been increased to 28 spaces + 2 disabled spaces⁶, 4.21 of the TA had already highlighted "*the parking demand may exceed the parking provided ...*" "*overspill parking can be accommodated with the allotment parking area ...*" "*the majority of visitors will be travelling from Ashington village*" therefore parking issues already highlighted even before the 2nd pitch was added to the location.

The village already receives a high level of football related vehicular movement into the village from away teams. The developers have since acquiesced to the original ANP request of 2 full size co-located pitches and therefore should review the data.

Guidance for outdoor pitches is generally 20 spaces per pitch. We would highlight that given the lack of public transport, vehicle use would be expected to be higher than pitches located in an urban area.

Allotments

Given the concerns regarding parking at the Sports Pavilion, we feel consideration should be given by the developers to relocate the allotments to a more favourable location, such as that originally proposed in the landowner masterplan and as shown on the developer's 2023 "Sports Provision Comparison Plan"⁷.

This would allow more parking to be provided at the Sports Pavilion site and reduce the undoubted local parking issues that will arise otherwise.

⁴ Transport Assessment – 28th February 2023, Bellway Homes

⁵ Trip Rate Information Computer System – database of trip rates used for planning purposes.

⁶ Transport Assessment Addendum Note – 10th June 2024, Bellway Homes

⁷ Bellway Homes 062009-BEL-SL-SPCP – Sports Provision Comparison Plan, 14th August 2023

The proposed attenuation basin is extensive compared to others associated with previous developments in the village, and due consideration should be given to using some of that proposed area to the allotments, to enable separation of the allotments and the sports facilities.

Parking across the development

Although we are pleased to see off-street parking, we are disappointed to see the removal of some on the on-street parking, particularly given the high reliance of the car in Ashington, due to lack of public transport⁸.

We acknowledge the use of guidance from West Sussex County Council⁹ but maintain the lived reality of parking requires a higher number than that prescribed by a simple formula. 83% of the units have 2 off-street parking spaces, but 93% of those are “back-to-back” parking which can lead to on-street parking for practical reasons.

Although there are 47 unallocated on-street parking bays proposed (residents unallocated and visitor parking), there were previously 75. Although the number of housing units has dropped by 28, the land coverage remains the same and therefore the same number of laybys are still required across the whole site.

1 parking space	4 units
1 unallocated parking space	20 units
2 spaces side-by-side parking	9 units
2 spaces back-to-back parking	117 units
4 parking spaces	2 units
Total = 152 units	

Given the size of units across market and affordable housing –

1 bedroom apartment	17 units
2 bedroom apartment	3 units
2 bedroom house	35 units
3 bedroom house	58 units
4 / 4+ bedroom house	39 units
Total = 152 units	

Trees

We would refer HDC Planning to the HDC Arboriculturists comments submitted 5th February 2025, who “*recommend refusal on grounds of loss of and detriment to mature trees of significant visual amenity and landscape merit.*” and cite “*the somewhat confusing technical note in respect of the access road engineering actually clarifies that it requires significant excavation within the minimum recommended root protection area of the dominant off-site oak tree in the churchyard.*”

⁸ ANP 5.1, 5.8

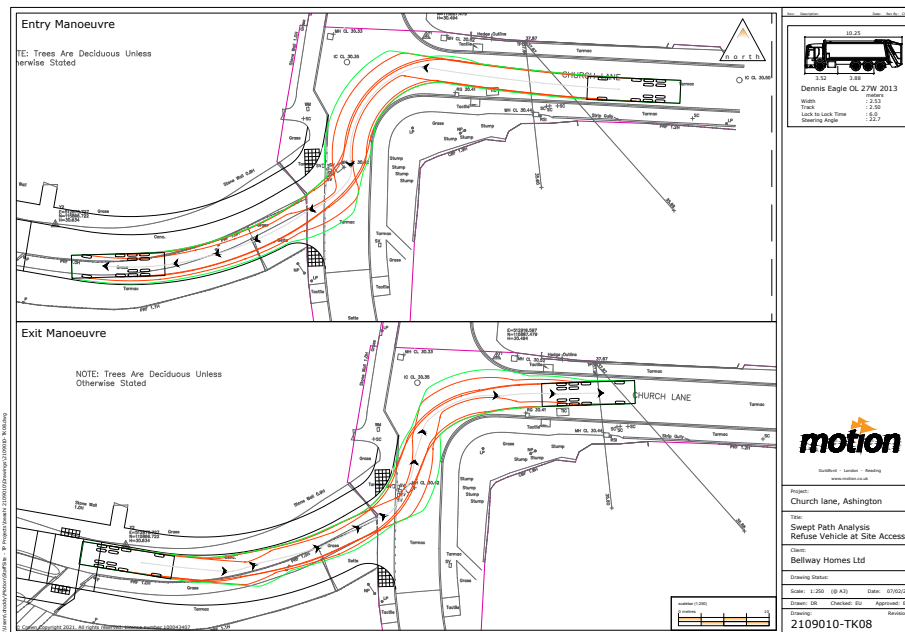
⁹ West Sussex County Council Guidance on Parking at New Developments (September 2020)

Access Arrangement at Church Close

In response to the statement “*Following comments received from the Parish Council dated 12th of July 2024 ... the design team has looked at a number of options to address concerns raised regarding the access at Church Close*”. It should be noted that the parish council’s response in July 2024 was regarding the configuration of the proposed site access in conjunction with the nearby Church Lane / Foster Lane junction. This has still not been addressed.

As previously highlighted, it should be noted that the existing junction of Church Lane and Foster Lane already causes significant issues with the junction being of insufficient size to adequately allow a car from Foster Lane to turn into Church Lane without crossing into the other carriageway, and similarly from Church Close into Church Lane.

The developers own swept path analysis for a refuse vehicle highlights the difficulty in navigating this junction and the fact that a large vehicle will by necessity be on the wrong side of the road. This a main walking route to the school and other amenities, and the paths are already less wide in many places on Church Lane than modern planning regulations would dictate, therefore the potential for injury to pedestrians from vehicles swinging across or mounting pavements is considerable.

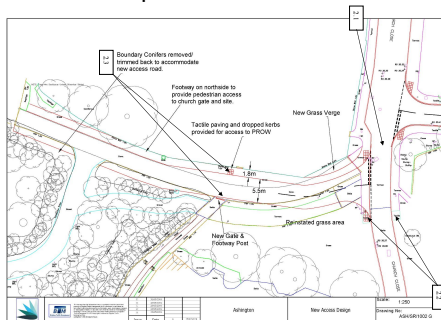


We cannot highlight enough the challenging nature of this junction and as per the photos below, no desk top study or computer modelling will acknowledge the difficulty in physically being able to position a vehicle safely through this junction. The aerial photo highlights that the natural flow of the current configuration would encourage drivers to take a sweeping route across the 2 junctions rather than to stop

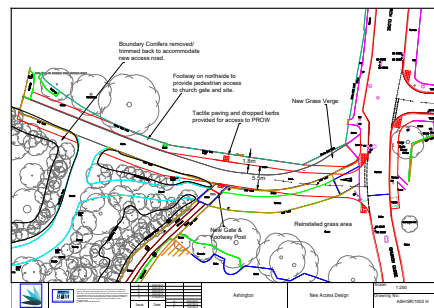
at the exit from the site if the junction configuration was as per the landowners own Transport Assessment (TA)¹⁰.

The landowners of Sites 5 and 6 jointly commissioned this in 2019 regarding access to the site. The independent Road Safety Audit (RSA) in that TA highlighted *“that proposed junction configuration could lead to an increased risk of vehicles crossing the central white line markings, which could in turn increase the risk of collisions. To address this concern, it was suggested that the new access could be moved so that the distance between the two junction is maximised.”*

The designer agreed and provided an amended access drawing. This document has been on the parish council website since 2020.

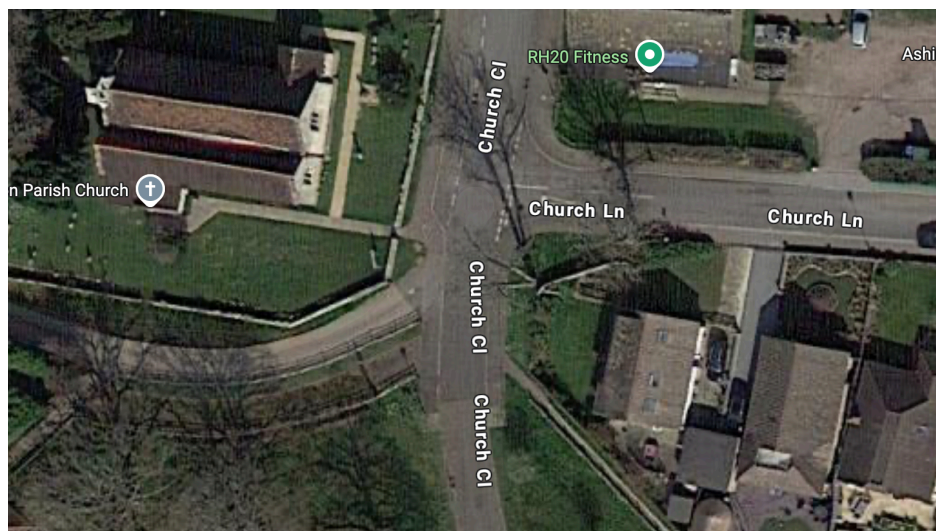


Original junction design



Revised junction design

This realignment was NOT incorporated into the submitted planning application from the developers in 2023. Their own TA and RSA fail to acknowledge this issue.



(Photo credit - Google Maps)

¹⁰ <https://www.ashingtonpc.org.uk/pdf/evidence-base-regulation-14-ref-354-site-5-transport-report-36-pdf.pdf>



(Photo credits - Google Maps)

Considering the 100s of resident's consultee responses received, the vast majority (if not all) highlight the already problematic traffic and parking situation. Church Lane, originally a small country lane to a village church, is already one of only two access roads to the main village amenities (school, community centre, sports facilities, church) as well as resident traffic to local streets. This route is very much subject to peak time traffic flows and parking congestion that is very much the lived experience of residents and cannot be shown on any desk top study.

We note the developer's swept path analysis figures show a refuse vehicle (approx. 10.25m length) and a fire vehicle (approx. 7.90m length) being able to comfortably pass a large car, but it makes no consideration for the large number of delivery vehicles that service the village, particularly given the more rural location and lack of access to wide ranging shopping facilities.

There is also no consideration evident to the high levels of construction traffic that will need to access the site for several years, and given that heavy goods vehicles can be from 12m in length up to articulated lorries at 16.5m in length¹¹, we are very concerned regarding pedestrian safety in the locality and particularly the junction of Church Lane and Foster Lane being problematic for both pedestrians and vehicles.

We would ask that the developers provide swept path analysis for construction vehicles up to the size of an articulated lorry, for access to the site on the new access road and also the Church Lane / Foster Lane / Church Close junction.

We dispute WSCC Highways' view that *"There is ... not considered to be any evidence which suggests the access is unsafe or could cause highway safety issues."* We also dispute the developer's latest TA update that *"Modelling of nearby junctions indicates that the proposed development will not result in a severe impact on the surrounding highway network."*¹²

The residents have accepted the quantum of housing development in the village, via the ANP, to accept their fair share of housing in the district. For concerns regarding road safety not to be addressed is totally unacceptable. The ongoing lack of amendments, review or even a response to the significant concerns raised regarding this junction are concerning, as highlighted in the timeline of events at Appendix 1.

Noise

With regards to the impact of 2 sports pitches located close to the housing, we note the proposed mitigation measures of closed windows, and alternative ventilation, which would not seem a realistic expectation that residents do not open windows.

We refer the developers back to their comments made at the public meeting in January 2024 that they had not placed a 2nd pitch immediately adjacent to houses due to a degree of separation required for the purposes of amenity reasons and noise. We refer again to the quantum of housing still covering this area of land, hence the lack of separation between housing and amenities.

¹¹ Gov.uk - Maximum length of vehicles used in Great Britain (October 2017)

¹² Transport Assessment Addendum Note – 6th March 2025, Bellway Homes

Employment Opportunities (Including Management of Pavilion)

The parish council are willing to enter into discussions regarding future management and maintenance of the community assets.

We strongly dispute that the *“pavilion allows for employment space in the form of offices and functional rooms which can be hired for ad hoc meeting space outside the time it is used for sport”*.

Currently proposed is –

- One **“office”** that once allowance for the doors and access to the plant room has been catered for, only leaves a useable space of approx. 1.8m x 2.6m – and that is without a table, chair and cupboard storage.
- A **“Parish Office”** that would be approx. 2.7 m x 4.1m but in reality, the useable space is restricted by 2 doors and a window and therefore approx. 1.75m x 2.3m
- A **“Club / Committee room”** that is again a useable space of only about 4m x 10m.
- **Storage cupboards** are only 1m deep by 1.80m wide therefore limited space to store tables and chairs that would be required for meetings, along with any other pavilion related storage requirements.

The parish council have not requested their office be in the Sports Pavilion, and given the proposed layout out, it would be detrimental to deliverance of a useable community space for it to be included in the plans.

Sports Pavilion

We have repeatedly raised concerns about the size, location and internal layout of the proposed building. Some have been addressed, but there are some fundamental issues with the building that remain –

- Poor location with relation to pitches - located on the corner of the northern pitch, and although there are 2 folding doors, these will provide limited views of the pitches given the trees and car park.
- No veranda type roof (or similar) to provide protection from the weather – summer and winter.
- Orientation of pitches not in accordance with Sport England (SE) guidance or original masterplan (North to South).
- No entrance lobby (SE - never enter directly into a corridor) and no draught lobby.
- No separation of clean and dirty zones – corridor to sports changing spaces is also corridor to social / work spaces.
- No privacy screens between corridor and official's changing rooms.
- No storage facilities / lockers for clothes or kit.



- No accessible shower / changing room and no baby changing facilities.
- No direct access hatch to the kitchen from outside for refreshments. Bar area?
- The club / committee room is too small – should be at least 10m x 10m.
- Limited storage space that could be used to better utilise space for hire – fitness equipment, table tennis table, floor mats etc
- No free wall space for additional cupboards / storage units.
- No adequate cleaner's storage room (sink etc).

The list could go on - fundamentally this Sports Pavilion is not fit for purpose and does not provide a well thought out, useable space for a village this size.

If the "parish office" is removed from this building, the kitchen relocated to the outside wall and the whole building at the very least squared off to run parallel with the edge of the east elevation, it would immediately improve the internal layout, however it is considered the main function / club room is wholly inadequate for use as the size is insufficient to cater for the number of potential users that may be there at any one time. Sport England provides extensive and comprehensive guidance on Sports Pavilion (Club House) guidance, and this should be used¹³.

Football pitches

There is a lack of clarity as to what will be provided. The pitches are deemed to be on the smaller side of "full-sized". As a Multi-Use Games Area (MUGA) can often be on a much smaller scale, it must be clarified that deliverance will be of a suitable 4G surface at a size suitable for adult players.

Equipment and maintenance equipment storage

The Pavilion Store as proposed at 6.2m x 6.5m is not of an adequate size to accommodate most sizes of goal post plus much of the equipment that would need to be securely stored.

There is also no consideration to storage of maintenance equipment that would be needed for the upkeep of the grass pitch, such as a tractor or ride on mower and that required for maintenance of the MUGA pitch.

We maintain that all the sports facilities as currently proposed need a full and comprehensive review with the parish council to ensure that the facilities provided are fit for purpose for now and the future.

Management of Forest School Land

We ask how the developers will deliver on the promise of use of the forest school land, considering that Furze Field Copse it is not now included in the land to be developed? How will the future use of this important asset used by the school be guaranteed?

¹³ Sport England - Clubhouse Design Guidance Notes (2016 update) / Design Principles / Design Examples / Pavilions and Clubhouses

Mown grass footways

We note the short “new” pedestrian access into the woodland; however, we note that to reach this, the dedicated footpath to the south of the residential parcel is actually a “mown grass footway”. This is impractical and would require constant maintenance and therefore this should be a suitably surfaced footpath. We notice a similar “mown grass footway through scrubland” at the northeast section of the site going through to the existing PRoW. This again seems impractical given that this is currently woodland.



Water Neutrality

We would expect HDC to review this element of the application.

OTHER MATTERS –

The developers have concentrated on the headline of the reduction in the quantum of housing but have failed to adequately address concerns raised on 4 previous consultee responses to many other issues. We would direct HDC to all our previous correspondence for our in-depth responses.

Exclusion of ANP land designated for “Open Space”

- a. **North-west of the site** – originally a masterplan “pedestrian link” through to Rectory Lane to support the increase in walking (Policy ASH2). Presentation Planning Layouts show this as a “vehicular connectivity route through to adjoining land parcel”.

There is credible concern that the landowner may develop this section of land in the future as evidenced by plans shown on a developer’s website for “commercial development of 4 light industrial / office units”¹⁴.

- b. **Open Space around Church Farm House** – much of the land submitted in the original masterplan is missing from this area in the south-west corner.

Safeguarded land for Ashington CE School to expand

This is not in the site plan – how will this be guaranteed?

How will ANP Policy ASH11xviii and xix be achieved?

The proposed safeguarded land remains outside the boundary line of the proposed development.

¹⁴ Church Barn Group – Rectory Lane, Ashington

Flood Mitigations Works

As part of the ANP evidence base gathering WSCC commissioned a Flood Report on the problematic Mill Lane culvert in Ashington and suggested mitigation measures. The main recommendation was for a new culvert and stream diversion within Church Farm House land and this was a contributing factor in the selection of this land for allocation in the ANP. The required piece of land for the new culvert is still not included in this planning application.

Within the ANP great emphasis was put on alleviating a problem that has existed in the village for many years. One of the benefits the village voted on at referendum was a flood relief scheme that involved a pumping station to divert the water north away from Mill Lane. The flooding occurs even though the land that Bellway Homes propose to develop is currently agricultural land. Development would only exacerbate the problem.

Footpath Links

Regarding the developer proposed pedestrian connection to the existing PRoW FP2607, this would go directly past the existing parish owned balancing pond, which is currently an unmade route and subject to being muddy. Safety would need to be considered particularly given the proposed play area nearby and also environmental considerations to the existing wildlife in and around the pond area.

The parish council have not been approached directly regarding this proposed access point, but it would be reasonable to expect that should permission be granted, that a formal footpath would need to be created and be subject to the same level of surface treatment as has previously been agreed for the FP2607 that will join the Chanctonbury Nursery site to Foster Lane.

WSCC Highways and Local Infrastructure

We are pleased to see that Sussex Police, as an organisation that is a statutory consultee to the planning application, acknowledges the “*permanent on-going demands*” on their service. In contrast to the approach from Sussex Police, we are disappointed that there is a lack of acknowledgment from WSCC Highways as to the impact of the traffic that this site (and that at Chanctonbury Nurseries) will have on the local area.

Consideration must be given to the 10 years since the ANP process was started and the considerable increase in traffic since that time, as well as the uplift in housing numbers in the draft Local Plan – a potential addition of 75 for Ashington to total 300 new houses.

There are also many other issues that will affect traffic to and through the village from local areas such as all local parish uplifts in housing, extra traffic generated from local projects such as the Rampion 2 project, and the continued use of nearby Rock Common Quarry.

The undoubted increase in traffic will exacerbate many problems that already exist on the London Road, the main road into the village, and other local roads, such as the unadopted section of Mill Lane that is currently used by through traffic near to the proposed site.

Parking at the local shops and businesses are already at capacity at peak times and WSCC Highways must consider the impact of new developments on the wider community and infrastructure.

REQUEST TO SUBMIT A FURTHER RESPONSE –

As noted previously, the developers have not engaged with us whilst they were preparing the latest amendments to the application, therefore we have been unable to be proactively involved in the suitability, or otherwise, of the proposals.

Consequently we would not only welcome, but encourage, any meeting with the developers that could provide a platform for positive discussions and ultimately, agreement between all parties.

Provision of Community Facilities – Direct Delivery and via CIL Contributions

We are in a slightly unusual situation in the village in that the parish council do not own the existing community facilities (land and buildings). We are conscious that the future development of the “Ashington Community Cluster” must be carefully considered, and in partnership with the Charity that runs the existing community land and facilities on behalf of the village – Ashington Community Centre Trust (ACCT).

The replacement and/or refurbishment of existing community facilities must complement existing provision, and given that this will be funded by CIL contributions, we have previously been unable to progress this discussion further. We are now in receipt of an estimated CIL figure, which will allow us to identify whether the benefits to the village can be delivered by those contributions.

We have also been unable to progress discussions with the ACCT until we had seen the amended plans submitted, and again are now in a position to do this.

The developers have proposed a parish office in the Sports Pavilion, and for it to be an “*employment space in the form of offices and functional rooms which can be hired ...*”. As per our response above, this building is not fit for the proposed purposes in its current form.

We consider therefore there are outstanding issues to discuss to ensure delivery of the facilities as agreed at referendum for the ANP –

- Provision of small-scale commercial office/workspace.
- Provision of meeting rooms for private hire.
- Improvements to existing MUGA.
- Improvements to existing recreation field drainage.
- A community building providing for the following needs –

- a. Hall and meeting facilities to serve needs of local community groups
- b. A Parish Council office

We therefore request that further discussions be had, and an updated response then be submitted by the parish council. We would ask that the developers engage with us to ensure that the Ashington Neighbourhood Plan can be delivered in its entirety

We would ask that all previous consultation responses are considered extant and to be considered along with this response.

Ashington Parish Council have reviewed all revised plans and updated information with regards to planning application DC/23/0406 and in its current form -

Ashington Parish Council OBJECT to the application

APPENDIX 1

ANP – Ashington Neighbourhood Plan / **APC** – Ashington Parish Council / **BH** – Bellway Homes / **HDC** – Horsham District Council / **WSCC** – West Sussex County Council
Savills – Chartered Surveyors to Bellway Homes

2022 May – Bellway Homes attend APC meeting seeking initial feedback on “high level” matters ie access, quantum of development and sports facilities. Feedback is provided at the meeting and in a subsequent written response.

- APC highlight that a small piece of APC land may need to be purchased to deliver the access road to the site.
- BH note their meeting with WSCC who indicate the existing road arrangement is satisfactory, subject to a detailed Transport Assessment (TA) and Road Safety Audit (RSA).
- BH are advised by APC that a TA and RSA has already been carried out (2019) by the landowners of Sites 5 and 6 as part of the ANP process. This highlighted safety concerns and recommended the access road be straightened to meet Church Close perpendicular and to create a more staggered junction between the site access and Church Lane.

2022 November - Savills write to APC regarding surveys and assessments carried out following May meeting and correspondence.

Re site access –

- It is noted that the site access arrangements were considered as part of the Neighbourhood Plan and a Road Safety Audit was undertaken as part of a former Transport Assessment. The RSA highlighted a concern surrounding the proximity of the proposed access with the junction of Church Lane. This information has been considered in the design of the new access, and for completeness a new RSA will be undertaken as part of the planning application.

2022 December – BH hold a public consultation re proposed development

- At their January 2023 meeting APC note it is disappointing to see many issues raised previously have not been fully addressed by BH (including site access).

2023 March – Planning application is submitted by BH – DC/23/0406

- The TA submitted by BH (dated 28/02/2023) raises no concerns regarding “local alignment” and “junctions” but does raise several issues including refuse vehicles overhanging centreline of new access road for approx. 100m. which may lead to “side swipe collisions or vehicles mounting the footway to strike pedestrians”.

2023 April – APC submit their consultee response to HDC for DC/23/0406

Re highway access, Church Lane –

- APC highlight again the TA as commissioned for the ANP evidence base by the Sites 5 and 6 landowners, and the safety concerns raised –

Transport Assessment

ref 3.7 The Road Safety Audit has highlighted that proposed junction configuration could lead to an increased risk of vehicles crossing the central white line markings, which could in turn increase the risk of collisions. To address this concern, it was suggested that the new access could be moved so that the distance between the two junction is maximised.

Stage 1 Road Safety Audit

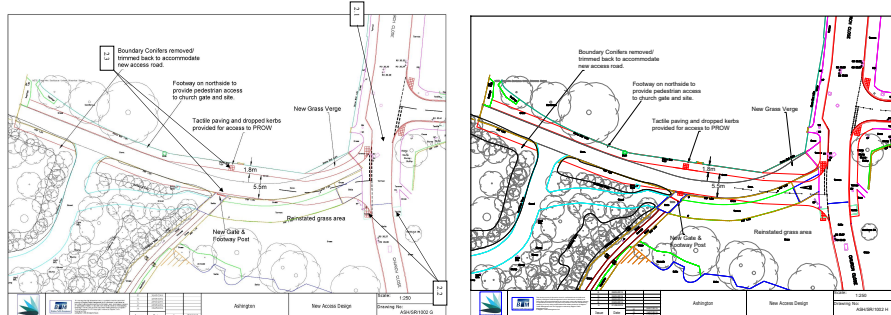
ref 2.0 Issues arising from Stage 1 RSA / 2.1 Problem

The alignment of the new junction may lead to accidents. ... It is recommended that the alignment of the new access road is checked and the alignment changed to make the distance between the two junctions greater.

Designer's Response

ref 2.0 Issues raised at the Stage 1 Audit and the Designer's Response / 2.1 Problem

The access to the site has been reconfigured to maximise the distance between the two junctions.



- The designer agreed and provided an amended access drawing. This realignment was NOT incorporated into the submitted planning application.

2023 August – Savills submit amended plans to HDC for DC/23/0406

- No acknowledgement or mention of issues raised re junction.

18th September 2023 – APC submit consultee response to HDC re amended plans

- Raised issue again and highlighted lack of response from developer.

2024 January – Bellway Homes attend APC meeting to discuss recent amendments to the application.

- The issue of the complex junction of a left turn leading immediately to a right turn is raised again by Cllrs and it is asked the BH reconsider this area of concern.

2024 February– APC responds to Bellway Homes following “Community Update” leaflet

- Highlighted issue again and asked for a review of the junction.

2024 June – Savills submit amended plans to HDC for DC/23/0406

- No acknowledgement or mention of issues raised re junction.
- Transport Assessment Addendum – mentions access but not issue raised re near junction.

2024 July – APC submit consultee response to HDC re amended plans

- Highlighted again as developers had given a verbal undertaking at a public meeting to review.

2025 March – Savills submit amended plans to HDC for DC/23/0406

- Mentions new access point and road, but not the issue with the nearby junction.
- Transport Assessment Addendum – mentions access but not issue raised re near junction.