

Figure 3.17: Footways along London Road



- 3.3.23 An uncontrolled crossing with tactile paving is also provided for users accessing Ashington Day Nursery and Pre-school (**Figure 3.18**).

Figure 3.18: Uncontrolled Crossing in front of Ashington Day Nursery and Pre-school (Google Maps)



- 3.3.24 An uncontrolled crossing with tactile paving and a central island is present just north of Co-op access (**Figure 3.19**).

Figure 3.19: Uncontrolled Crossing in front of Ashington Co-op



Route 4 – to Ashington Community Centre & Primary School via PRow ASH-2607

- 3.3.25 This route runs southwards from the site along the eastern side of the neighbouring development currently being built out by Elivia Homes (DC/22/0372). As part of that development and its Section 106 Agreement, PRow ASH-2607 will be upgraded. This will provide a suitable and accessible route directly to the primary school and community centre and could also serve as an alternative route into the village.

Figure 3.20: PRow ASH-2607



Route 5 – to Ashington Community Centre & Primary School via PRow ASH-2606

- 3.3.26 This route continues from Route 1 and turns right just before the junction with The Sands, then runs southwards. It could provide an alternative option to Route 2 discussed above and may also serve as an alternative route into the village. Including Route 1, this route is approximately 800m in length.
- 3.3.27 The route is currently well provisioned with a wide corridor and surfaced path creating an attractive and direct route between Rectory Lane the key village amenities, as shown in **Figure 3.21** below.

Figure 3.21: PRoW ASH-2606



Route 6 – To Ashington Pharmacy via Ashington Village club

- 3.3.28 This route provides access to Ashington Pharmacy on London Road and could be used in combination with Route 1, Route 2, Route 4 or Route 5. The route itself is approximately 400m in length and wraps around the Ashington Village Club to connect to Mill Lane, which then leads to London Road. Turning right onto London Road provides access to Ashington Pharmacy. An alternative route is via Church Lane to London Road, turning right to reach the pharmacy, or via Church Lane, then right onto Fairfield Road and right again onto Mill Lane, before turning left onto London Road to reach Ashington Pharmacy.

Figure 3.22: Entry Point at Church Lane



3.4 Public Transport

Bus Services

- 3.4.2 The nearest bus stops to the Site are the 'Rectory Lane' stops located on London Road, approximately 600m to the east of the site. This is around an 8-minute walk or approximately a 3-minute cycle ride from the development.
- 3.4.3 The stops serve both northbound and southbound services. Each stop comprises a shelter, flag and pole, together with real-time passenger information boards, as shown in **Figure 3.23**. A wooden bench providing seating is available at the northbound stop only.

Figure 3.23: Rectory Lane Bus Stop



- 3.4.4 The 'Rectory Lane' stops are served by Route 23, which operates between Crawley, Horsham and Worthing. The service is operated by Metrobus.
- 3.4.5 For the northbound direction towards Horsham and Crawley, the first bus of the day departs at 07:27 and the last bus departs at 20:38. In total, 17 services operate throughout the day on Mondays to Fridays, including the first and last services. On Saturdays, the first bus departs at 07:53 and the last bus at 20:38, with a total of 15 services operating. On Sundays, the first bus departs at 09:48 and the last bus at 18:03, with 9 services operating in total.

- 3.4.6 For the southbound direction towards Worthing, the first bus departs at 06:22 and the last bus at 19:36, with a total of 17 services operating on Mondays to Fridays. On Saturdays, the first bus departs at 06:55 and the last bus at 19:35, with 15 services operating. On Sundays, the first bus departs at 08:41 and the last bus at 16:58, with 9 services operating throughout the day.
- 3.4.7 The 23 service provides regular opportunities for travel to a wider range of employment, secondary education, retail and leisure destinations, together with onward public transport and rail connections, thus reducing reliance on the private car for day-to-day and longer-distance journeys.
- 3.4.8 In addition, the neighbouring development (ref: DC/25/1327), which received a resolution to grant planning permission in March 2026 (subject to the s106 legal agreement being completed), includes improvements to the existing bus stops, comprising replacement bus shelters and seating, together with the provision of new cycle stands. These enhancements will improve the quality of local public transport infrastructure and will also benefit future residents of the proposed development

Train Services

- 3.4.9 The nearest railway station is Pulborough Station, located circa 11.6 km from the Site. The other nearest stations are Worthing, circa 16.7 km, and Horsham, circa 18 km. Even though Pulborough station is the closest in terms of distance, it requires either using a car or taking a combination of two buses: route 23 and route 100. It has 159 car parking spaces including 4 accessible spaces and 22 cycle parking spaces.
- 3.4.10 Horsham and Worthing stations are likely to be the more popular choice for future residents, as both are accessible via single bus route 23. The summary of services from Horsham and Worthing station is presented in **Table 3.2** below.

Table 3.2: Train Service Summary

Destination	Stops	Frequency	Journey Time
From Horsham Station			
London Victoria	Crawley, Three Bridges, Gatwick Airport, East Croydon, Clapham Junction	Every 30 mins	55 mins
Peterborough	Littlehaven, Ifield, Crawley, Three Bridges, Gatwick Airport, Horley, Redhill, Merstham, Coulsdon South, East Croydon, London Bridge, Blackfriars, City Thameslink, Farringdon, St Pancras International, Finsbury Park, Stevenage, Hitchin, Arlesey, Biggleswade, Sandy, St Neots, Huntingdon.	Hourly	2 hr 43 mins

Destination	Stops	Frequency	Journey Time
Bognor Regis	Christs Hospital, Billingham, Pulborough, Amberley, Arundel, Ford, Barnham	Every 30 mins	46 mins
From Worthing Station			
London Victoria	Lancing, Shoreham by Sea, Portslade, Hove, Preston Park, Hassocks, Burges Hill, Haywards Heath, Gatwick Airport, East Croydon, Clapham Junction	Every 30 mins	1 hr 26 mins
Southampton Central	Angmering, Ford, Barnham, Chichester, Southbourne, Emsworth, Havant, Cosham, Porchester, Fareham, Swanwick, Woolston	Every 30 mins	1 hr 25 mins
Littlehampton	West Worthing, Durrington-on-Sea, Goring-by-Sea, Angmering	Three in an hour	22 mins
Brighton	Lancing, Shoreham by Sea, Southwick, Portslade, Hove	Four in an hour	24 mins
Chichester	Angmering, Ford, Barnham	Three in an hour	27 mins
Portsmouth & Southsea	West Worthing, Durrington-on-Sea, Goring-by-Sea, Angmering, Barnham, Chichester, Havant, Fratton	Hourly	56 mins

- 3.4.11 Horsham Station offers 220 car parking spaces and stands/racks for 253 bicycles, while Worthing Station offers 118 car parking spaces, including 4 accessible spaces, and stands/racks for 134 bicycles.

3.5 Summary

- 3.5.1 Overall, the Site is considered to be suitably located to support travel by sustainable modes. The Site benefits from access to a range of day-to-day facilities within Ashington village, together with existing footway provision, nearby PRoWs and regular bus services connecting to Horsham, Crawley and Worthing.
- 3.5.2 Committed improvements associated with neighbouring developments, including upgrades to pedestrian infrastructure, PRoWs and bus stop facilities, will further enhance accessibility for future residents. Accordingly, the Site is considered to be in an inherently sustainable location with good sustainable accessibility in the context of a rural village setting.

4 Baseline Highway Conditions

4.1 Local Highway Network

4.1.1 The local highway network surrounding the site is shown in **Figure 4.1** below.

Figure 4.1: Local Highway Network



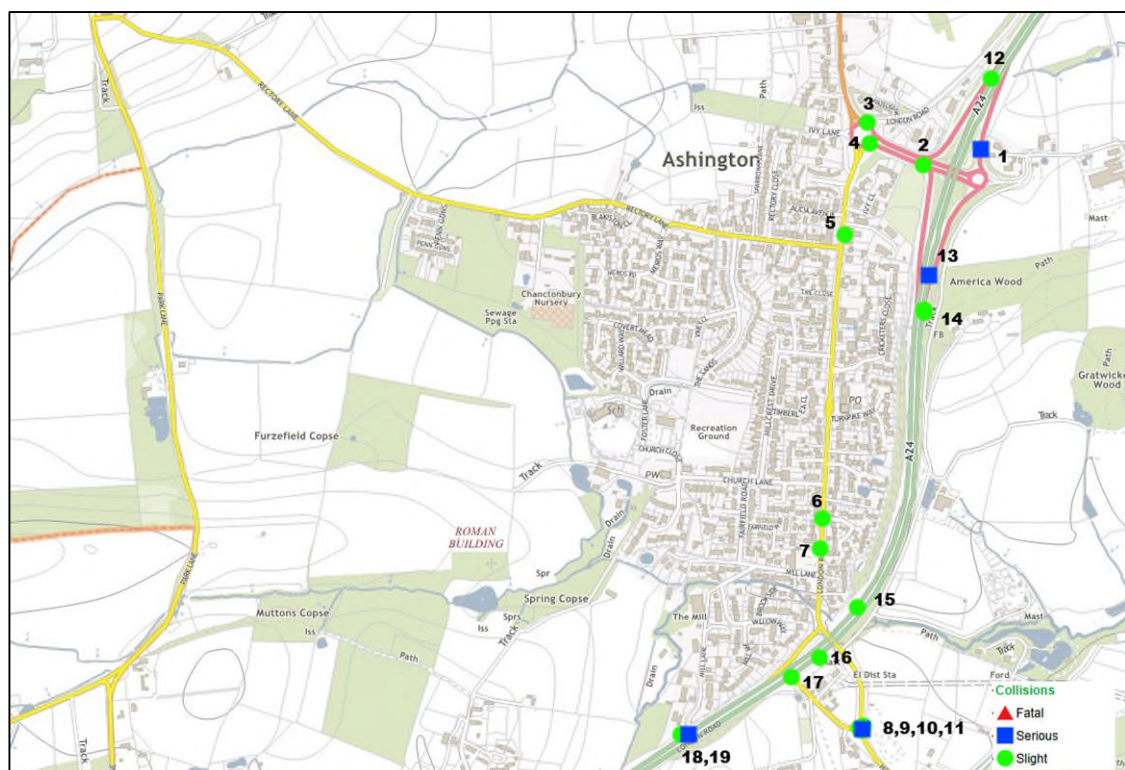
- 4.1.2 Rectory Lane is a residential road in nature within the village of Ashington, before transitioning into a rural lane west of the village towards Warminghurst. It runs along the southern boundary of the site and will comprise the main walking route to/from the site. It serves local traffic and provides access to smaller residential streets such as The Sands, Hillcrest Drive and the proposed development.
- 4.1.3 Rectory Lane is subject to a 30mph speed limit between its junction with London Road and Meiros Way and becomes National Speed Limit (NSL) west of Meiros Way, including along the proposed development frontage. Footways are provided on the southern side of the carriageway, supporting safe pedestrian movement to and from Ashington village.
- 4.1.4 The historic London Road is the main road through the village, running north-south with a 30mph speed limit. Continuous footways are provided on both sides, connecting residential areas, commercial facilities, and community amenities such as the Ashington Community Centre.

- 4.1.5 Priority junctions link London Road with local streets including Rectory Lane, Church Lane, and Hillcrest Drive, enabling safe local access while maintaining traffic flow through the village. It connects Rectory Lane with the A24 and B2133 Billingshurst Road.
- 4.1.6 B2133 Billingshurst Road is a rural single carriageway road linking Ashington northwards to neighbouring villages and the village of Billingshurst. It is subject to the 30mph along the built-up area and the national speed limit away from built up area. Footway provision is limited along the B2133, reflecting its more rural character.
- 4.1.7 The A24 London Road is a dual carriageway which bypasses Ashington to the east, with access from two grade-separated junctions at either end of the 'old' London Road. It continues north towards Horsham, and south towards Worthing, providing a strategic north-south route for regional traffic.

4.2 Collision Analysis

- 4.2.1 Collision data available on the WSCC website² for the most recent five-year period, from 1 April 2021 to 31 March 2026, has been reviewed for the study area shown in **Figure 4.2**. A summary of the collision data is provided in **Table 4.1**, with the full reports included in **Appendix C**.

Figure 4.2: Collision Location Map



² [WSCC Collision Data Map](#)

4.2.2 The data has been analysed to identify any collision clusters and assess whether additional safety measures or active travel infrastructure may be required in specific locations.

4.2.3 A total of 19 collisions were recorded within the study area, comprising four serious and 15 slight collisions.

Table 4.1: Collision Summary

Location Ref.	Date	Severity	Weather	Road Surface	No. of vehicles involved	Road Location
1	13/08/2022	Serious	Fine	Dry	3	A24 Slip Road
2	24/02/2022	Slight	Fine	Dry	3	A24 Slip Road
3	28/11/2023	Slight	Unknown	Dry	2	B2133 Roundabout
4	01/05/2024	Slight	Fine	Dry	2	A24 roundabout
5	10/10/2025	Slight	Fine	Dry	3	London Road
6	12/10/2025	Slight	Fine	Dry	2	London Road
7	24/01/2024	Slight	Fine	Dry	2	London Road
8	14/08/2021	Slight	Fine	Dry	1	Hole Street
9	20/06/2022	Slight	Fine	Dry	2	Hole Street
10	20/05/2023	Serious	Fine	Dry	2	Hole Street
11	07/09/2025	Slight	Fine	Dry	2	Hole Street
12	19/11/2025	Slight	Rain	Wet	2	A24 Dual Carriageway
13	19/06/2021	Serious	Fine	Wet	3	A24 Slip Road
14	01/11/2023	Slight	Rain	Wet	3	A24 Slip Road
15	08/07/2025	Slight	Fine	Dry	1	A24 Dual Carriageway
16	02/01/2024	Slight	Rain	Wet	1	A24 Dual Carriageway
17	26/09/2022	Slight	Rain	Wet	2	A24 Slip road
18	28/10/2023	Slight	Rain	Wet	1	A24 Dual Carriageway
19	01/10/2025	Serious	Fine	Dry	2	A24 Dual Carriageway

4.2.4 Five collisions occurred on the A24 slip road, of which two were serious and the remaining three were slight. Three of these collisions occurred during rainy weather and on a wet road surface, while the remaining two occurred in fine weather on a dry road surface. In terms of their distribution over time, three occurred in 2022, with one occurring in 2021 and one in 2023.

- 4.2.5 Four collisions occurred on the A24 dual carriageway, comprising two serious and two slight incidents. Three of these collisions occurred during rainy weather and on a wet road surface, while one occurred in fine weather on a dry road surface. In terms of their distribution over time, one collision occurred in each of 2023 and 2024, and two occurred in 2025.
- 4.2.6 Four collisions occurred on Hole Street, comprising one serious and three slight incidents. All occurred in fine weather on a dry road surface. One collision occurred in each of 2021, 2022, 2023 and 2025.
- 4.2.7 Three collisions occurred on London Road, all of which were slight. These occurred in fine weather on a dry road surface, with two in 2025 and one in 2024. Two collisions occurred at the London Road/B2133 roundabout, both of which were slight and occurred in fine weather on a dry road surface. One collision occurred in 2023 and one in 2024.
- 4.2.8 The review of road safety within the study area has shown that no collisions were recorded in the vicinity of the proposed site accesses. Based on the above, no collision clusters have been identified within the study area during the five-year period considered.
- 4.2.9 Furthermore, there are no identifiable trends in the recorded collisions, and it is therefore concluded that there are no underlying highway safety issues on the surrounding network that would be exacerbated by the Site.

4.3 Existing Traffic Speed

- 4.3.1 During the pre-application scoping meeting with WSCC Highways, it was recommended that Automatic Traffic Count (ATC) surveys be undertaken to establish existing traffic volumes and vehicle speeds along the Rectory Lane site frontage. The surveys were undertaken between 21 March and 27 March 2026.
- 4.3.2 The first ATC³ was located east of Rectory Lane/Penn Gardens junction and the second ATC⁴ was located west of Rectory Lane/Blakiston Close.
- 4.3.3 The average weekday traffic flow including the peak hours recorded at both locations is presented in **Table 4.2** below while the summary of 85th percentile speed is presented in section 5.3.

³ [ATC 1 - Location](#)

⁴ [ATC 2 - Location](#)

Table 4.2: Weekday Traffic Flows (source: ATC survey)

Direction	AM Peak	PM Peak	24 hours
ATC 1			
Westbound	17	39	268
Eastbound	24	15	201
ATC 2			
Westbound	23	41	329
Eastbound	29	16	263

- 4.3.4 The above demonstrates that Rectory Lane carries relatively low traffic volumes. Average weekday two-way flows were recorded at 469 vehicles over a 24-hour period at ATC 1 and 592 vehicles over a 24-hour period at ATC 2. During the weekday peak hours, two-way traffic volumes ranged from 41 to 52 vehicles in the AM peak and from 54 to 57 vehicles in the PM peak. These flow levels are modest and are characteristic of a lightly trafficked local road.
- 4.3.5 The scope of junction assessments was agreed during scoping engagement with WSCC. As such junction traffic counts and queue surveys were also undertaken at the following junctions on Wednesday 25 March 2026, which was a neutral weekday during school term time:
- Rectory Lane / Meiros Way
 - Rectory Lane / The Sands
 - Rectory Lane / London Road
 - London Road / Billingshurst Road / B2133 roundabout
- 4.3.6 The raw survey data including the ATC's and turning counts at above mentioned junctions is included in **Appendix D**.

5 Development Proposals

5.1 Vision-led Approach

- 5.1.1 The Site has been informed by a clear vision for sustainable access. This vision will define the intended outcomes for movement and access to, from and within the Site, and provides the basis on which transport measures are identified, assessed and delivered.
- 5.1.2 The approach reflects the principles of vision-led planning, which seeks to address transport impacts at source rather than relying solely on mitigation.
- 5.1.3 The Site seeks to minimise unnecessary car travel and highway interventions by promoting a more sustainable pattern of movement with reduced reliance on private vehicles. This is supported through a permeable layout and enhanced pedestrian infrastructure, to be delivered by the developer and other consented development sites in the village, encouraging the uptake of sustainable travel choices.

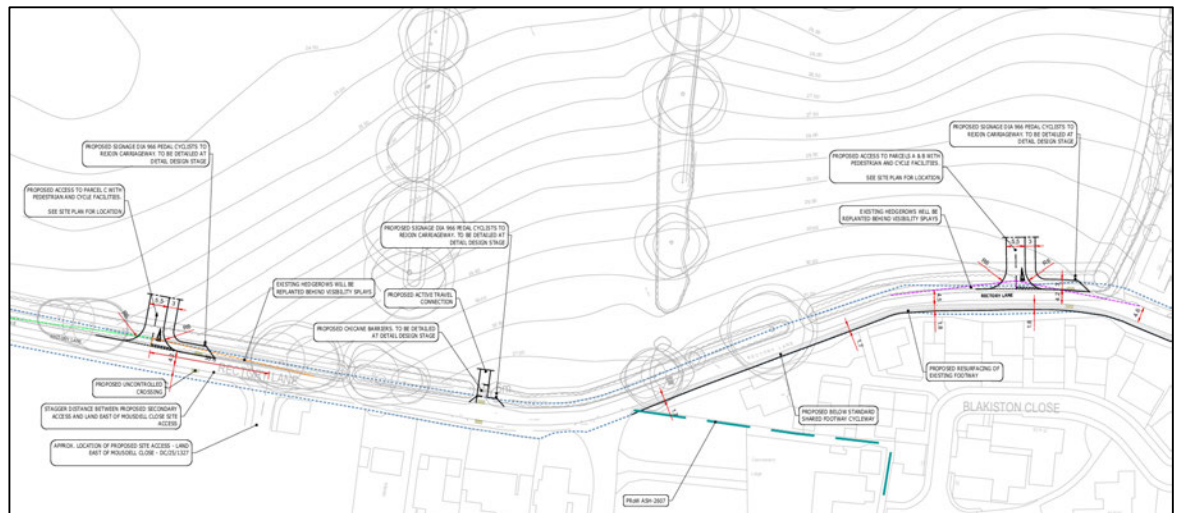
5.2 Proposed Scheme

- 5.2.1 The Site comprises up to 125 residential dwellings, of which 35% would be affordable units. The development would comprise three residential parcels, referred to as Parcel A, Parcel B, and Parcel C.
- 5.2.2 Parcel A would comprise circa 54 dwellings, Parcel B circa 25 dwellings, and Parcel C circa 42 dwellings. An indicative framework masterplan is included within **Appendix E**.

5.3 Access Strategy

- 5.3.1 The Site would be served by two vehicular access points from Rectory Lane along the southern boundary of the Site. The first access would comprise a simple priority junction located on the eastern side of the site, serving Parcel A and Parcel B. The second access would also comprise a simple priority junction located on the western side of the site, serving Parcel C.
- 5.3.2 The proposed access arrangements have been designed in accordance with Manual for Streets (MfS) and are illustrated on **Drawing 25-036-006 Rev C** included within **Appendix F**. An extract of the drawing is shown in **Figure 5.1**.

Figure 5.1: Proposed Site Accesses



- 5.3.3 Both access junctions would provide a 5.5m wide carriageway and a 3.0m shared footway/cycleway on one side. These would connect to the existing footway network on the southern side of Rectory Lane via uncontrolled crossing points. Existing vegetation would be replanted where necessary to maintain the required visibility splays.
- 5.3.4 In addition, a dedicated active travel access is proposed at the centre of the site frontage into Parcel B, connecting to PRow ASH 2607 on the southern side of Rectory Lane. The access would provide a direct connection to Ashington village via PRow ASH 2607, as well as east-west connectivity via Rectory Lane. Two additional active travel access points are proposed toward the northeast corner of the site providing connectivity to/from the adjacent sites which form part of the wider draft allocation.
- 5.3.5 Separately, as part of the consented development DC/22/0372, PRow ASH 2607 is proposed to be upgraded to a bridleway for certain sections and resurfaced. The associated development s106 obligations also include vegetation clearance along Rectory Lane to increase the effective width of the footway.
- 5.3.6 To inform the design of the proposed site accesses, 85th percentile vehicle speeds were obtained from the ATC surveys described in Section 4.3. The observed 85th percentile speeds in each direction are summarised in **Table 5.1** below.

Table 5.1: Observed 85th Percentile Speeds

Direction	85 th % Speed	Required Visibility Splays as per MfS
ATC 1 – Parcel C Access		
Westbound	33 mph	49m
Eastbound	31 mph	45m
ATC 2 – Parcel A and B Access		
Westbound	27 mph	37m
Eastbound	27 mph	37m

5.3.7 Visibility splays as specified in the table above can be achieved in accordance with the Manual for Streets (MfS) parameters.

5.3.8 An independent Stage 1 Road Safety Audit (RSA) has been carried out for the proposed site access. This is provided in **Appendix G** alongside a Designer's Response.

5.4 Parking and Servicing

Car Parking

5.4.2 Residential parking provision will be provided in accordance with the current WSCC parking standards 'West Sussex County Council: Guidance on Parking at New Developments, 2020⁵'. for development in suburban edge/village/rural locations. Ashington falls into Parking Behaviour Zone 1 (PBZ) based on the maps for Horsham District provided in Appendix A of the Guidance.

5.4.3 The WSCC vehicle parking standards for residential developments are provided in **Table 5.2**.

Table 5.2: Residential Parking Standards (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ 1 Parking Requirements
1	1 to 3	1.5
2	4	1.7
3	5 to 6	2.2
4+	7 or more	2.7

5.4.4 The guidance also states that, where garages are provided, they should have minimum internal dimensions of 6 m by 3 m. Garages that meet this standard are to be counted as 0.5 of an allocated parking space for the purposes of parking demand calculations.

⁵ [WSCC Guidance on Parking at New Developments](#)

- 5.4.5 Parking levels for visitors will be provided in line with the guidance which states:

“Developers should take an approach that is consistent with national research which suggests, “that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2 spaces per dwelling” (DCLG, 2007, Residential Car Parking Research).”

Cycle Parking

- 5.4.6 Cycle parking will be provided in accordance with WSCC’s standards, which are set out in **Table 5.3** below, as a minimum and will be located in secure location within garages or garden sheds.

Table 5.3: Cycle Parking Standards

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 to 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 to 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Electric Vehicle (EV) Charging

- 5.4.7 The electric vehicle (EV) charging facility will be provided in accordance with both WSCC Parking Guidance and Building Regulations – Approved Document S. Each dwelling will be provided with an EV charging point.

Servicing

- 5.4.8 Swept path analysis contained on **Drawing 25-036-011 Rev A**, included within **Appendix F**, demonstrates that a refuse vehicle can access and egress the proposed development via both site accesses. **Drawing 25-036-015 Rev A**, also included within **Appendix F**, similarly demonstrates that a fire appliance can access and egress the proposed development via both site accesses.

5.5 Sustainable Travel Measures

- 5.5.1 Opportunities to enhance existing sustainable travel access and provision have been explored to compliment the measures already committed as part of the consented developments within the village, as outlined in **Section 1.3** of this report. The **Drawing 25-036-009 Rev B** illustrates the measures already committed as part of the consented developments, alongside the measures proposed as part of the proposed development.
- 5.5.2 As part of the proposals, a section of the existing footway on the southern side of Rectory Lane, between the private drive located to the east of the eastern access junction and the proposed active travel connection, would be resurfaced. In combination with the committed improvements to the footways further east on Rectory Lane and PRoW ASH-2607, the walking route objectives within the Ashington Neighbourhood Plan will be met.
- 5.5.3 In addition, it is proposed to provide lighting at the Rectory Lane bus stops to further encourage travel by bus alongside the improvements already committed as part of the application (ref: DC/25/1327) at Land East of Mousdell Close.

6 Traffic Impact Assessment

6.1 Trip Generation

6.1.1 The potential traffic impact of the Site on the surrounding highway network has been assessed. The expected trip generation of the proposed development has been determined using the TRICS database, which has been filtered to achieve the most representative sites using the following parameters:

- Land Use: 03 – Residential
- Category: A – Houses Privately Owned
- Parameter Range: 50 to 1817 dwellings
- Weekday Surveys
- Location Types: Edge of Town/Neighbourhood Centre
- Location Sub-Categories : Residential Zone/Village

6.1.2 The AM and PM peak hour and daily trips and resultant trip generation for the proposed development are summarised in **Table 6.1** below. The trip rates were accepted by WSCC as part of the pre-application response.

6.1.3 The full TRICS output report is included in **Appendix H**.

Table 6.1: Trip Generation

	AM (0800 – 0900)			PM (1700 – 1800)			Daily Trips		
	Arr	Dep	Total	Arr	Dep	Tot	Arr	Dep	Total
Trips Rates (per dwelling)	0.155	0.338	0.493	0.296	0.153	0.449	2.082	2.103	4.185
Development Trips (125 dwellings)	19	42	62	37	19	56	260	263	523

6.1.4 Based upon the trip rates identifies above, it is anticipated that the development would generate around 56-62 vehicle trips in each peak hour.

6.2 Traffic Distribution and Assignment

6.2.1 To inform the assessment of traffic impact, it is necessary to distribute the forecast traffic generation onto the highway network, making reasonable and appropriate assumptions of assignment of traffic to particular routes. As such, the forecast development trips have been distributed onto the local network from the site accesses to identify the potential traffic impacts of the proposals on the surrounding network.

- 6.2.2 A large proportion of weekday peak hour traffic is comprised of journey to work by car or van, which may include combined trips incorporating school drop-offs/pick-ups or to/from other local facilities. As such, trip distribution based on Census 2011 'Location of usual residence and place of work by method of travel to work (WUo3EW)' data, provides a suitable means of identifying the AM and PM peak hours residential trips onto the road network.
- 6.2.3 The exercise has been undertaken using 2011 Census Journey to Work data using 'Middle Super Output Area (MSOA) E02006602: Horsham 015' as the origin of trips in which the proposed development site is located. Whilst 2021 Census data is available, it occurred during COVID-19 restrictions, so the 2011 data is considered as more appropriate to reflect typical distribution patterns from the site. The use of the 2011 Census data was agreed with West Sussex County Council (WSCC) during the scoping process.
- 6.2.4 The trips were then assigned based on the shortest and most convenient journeys future residents would likely take to work using Google Maps journey planning tool under typical conditions.
- 6.2.5 The expected vehicular trip assignment is summarised in **Table 6.2** below. The full calculation is included in **Appendix I**.

Table 6.2: Vehicle Trips Distribution

Route	Rectory Lane (West)	Rectory Lane (East)			
		London Road SB	Billinghurst Rd (B2133)	A24 NB	A24 SB
Inbound	20.3%	17.9%	9.7%	38.6%	13.5%
Outbound	20.3%	17.9%	9.7%	38.6%	13.5%
Inbound AM Trips	4	3	2	7	3
Outbound AM Trips	9	8	4	16	6
Inbound PM Trips	8	7	4	14	5
Outbound PM Trips	4	3	2	7	3
AM two-way total	13	11	6	24	8
PM two-way total	11	10	5	22	7

- 6.2.6 This forecasts that approximately 80% of vehicle trips would route east of the site on Rectory Lane towards the A24 corridor, and the remaining 20% would route west.

7 Traffic Impact Assessment

7.1 Assessment Scope

- 7.1.1 New development will inevitably lead to a level of additional vehicular traffic on the local and wider road networks. It is therefore necessary to examine the impact of the development traffic on the capacity of the local junctions.
- 7.1.2 The WSCC Transport Assessment methodology⁶ guidance section 10.5 Highway Capacity Impact mentions that *“Generally the study area will include all junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour – or if the junction already experiences peak period congestion an increase of 10 or more vehicles – as a result of the development proposals”*.
- 7.1.3 Following the trip distribution and assignment detailed above and WSCC guidance, below listed key existing junctions within the local highway network have been forecast to receive an increase of more than 30 total entry flows and hence, has been carried forward for the capacity assessment.
1. Rectory Lane/Meiros Way
 2. Rectory Lane/The Sands
 3. Rectory Lane/London Road
 4. London Road/Billinghurst Road roundabout
- 7.1.4 In addition to the above junctions, the proposed site accesses have also been assessed for capacity.
- 7.1.5 It was assumed that the network peak hours would align with the development peak hours of 0800-0900 in the AM peak and 1700-1800 in the PM peak. However, where the peak hours of any junction were observed within 1 hour of these periods, the junction peak hour flow was adopted to ensure a robust assessment.

7.2 Committed Development

- 7.2.1 In its pre-application response, WSCC identified the committed developments listed below. The associated Transport Statements or Assessments, obtained from the respective planning application portal, were reviewed to identify the forecast development traffic associated with each scheme. These flows were then added to the 2032 forecast baseline to develop the 2032 Do Minimum scenario.

⁶ [Transport Assessment Methodology](#)

DC/23/0406 – Land to the west of Ashington C of E School, Park Lane, Ashington

- 7.2.2 This application relates to the demolition of existing buildings and the erection of 152 dwellings, an all-weather sports pitch, sports pavilion and allotments, with associated access arrangements. The application received a resolution to grant planning permission at HDC Planning Committee in November 2025. The s106 legal agreement is being drafted but has yet to be finalised and formal planning permission granted. The development traffic flows were derived from the Transport Assessment (TA) prepared by Motion and are shown in **Figure 7.1 and Figure 7.2**.

DC/25/1327 – Land east of Mousdell Close, Rectory Lane, Ashington RH20 3GS

- 7.2.3 This application relates to the erection of 74 dwellings with associated access, parking and landscaping. The application received a resolution to grant planning permission at HDC Planning Committee on 17th March 2026. The s106 legal agreement is being drafted but has yet to be finalised and formal planning permission granted. The development traffic flows were derived from the Transport Statement prepared by i-Transport (reference LJ/AJ/ITS200920-002B) and are shown in **Figure 7.3 and Figure 7.4**.

DC/22/0372 – Chanctonbury Lane, Ashington

- 7.2.4 This application relates to the demolition of existing buildings and the erection of 74 dwellings with associated parking and landscaping. Planning permission was granted in September 2023, and the development is currently under construction. The development traffic flows were derived from the Transport Statement prepared by Pell Frischmann and are shown in **Figure 7.5 and Figure 7.6**.

7.3 Background Growth

- 7.3.1 TEMPro is an industry standard approach to derive traffic growth rates based on the effect of demographic changes and land use. This software includes assumptions on development forecasts generally provided by the local planning authority, based on known site allocations and expected growth projections. The TEMPro software uses this information to forecast local growth for particular road types, based on national forecasts from the National Transport Model (NTM).
- 7.3.2 As such, TEMPro v8.1 has been used to determine AM (0800-0900) and PM (1700-1800) peak hour growth factors for the MSOA Horsham 015 and 'A' road type to be applied to the 2026 base traffic survey data. The 2032 growth factors derived are:
- AM peak (0800 – 0900): 1.0505
 - PM peak (1700 – 1800): 1.0576

- 7.3.3 The observed traffic flows have been forecasted to the future year 2032 representing the anticipated completion of the development.
- 7.3.4 The 2032 Do Minimum scenario comprises of 2026 observed flows uplifted by TEMPro factor to 2032 plus the traffic from the committed developments outlined above mentioned above to represent a cumulative assessment of traffic impacts.
- 7.3.5 The 2032 With Development scenario is formed of the 2032 Do Minimum plus the application site traffic flows added on top. The flows for each scenario are shown in **Figure 7.7** to **Figure 7.16**.

7.4 Capacity Assessment

- 7.4.1 The capacity assessments have been appropriately modelled using industry standard modelling software from TRL, Junctions 11 (PICADY and ARCADY modules) and geometries measured from the Ordnance Survey (OS) Mapping.
- 7.4.2 The junction 11 (PICADY and ARCADY) results are expressed in terms of predicted Ratio of Flow to Capacity (RFC) for each arm of the junction. The RFC is one of the main factors influencing queues and delays and is the primary measure of an arm's performance. An RFC below 0.85 indicates stable performance and adequate capacity; between 0.85 and 0.99 indicates potentially unstable performance as the junction approaches capacity; and an RFC of more than 1 shows that the junction is above capacity.
- 7.4.3 The junctions were tested using the 2026 observed scenarios, and the modelled queues were compared with the observed queues. The modelled queues were found to be broadly comparable with the observed queues. As such, the models are considered fit for purpose.
- 7.4.4 The section below summarises the capacity assessment outputs at each junction for both the forecast scenarios, and the full reports are in **Appendix J**.

Rectory Lane/Site Access

- 7.4.5 The Site includes two site access junctions. The first would serve **Parcel A** and **Parcel B**, comprising circa 54 and circa 25 dwellings respectively, while the second would serve **Parcel C**, comprising circa 42 dwellings. Both access junctions would be identical in terms of their proposed geometry.
- 7.4.6 Given the identical junction arrangements, a single representative PICADY assessment has been undertaken assuming that one access junction serves the traffic associated with the entire proposed development. This approach represents a robust worst-case assessment, as the traffic flows assessed would be greater than those expected to operate at either access junction in practice.

- 7.4.7 The assessment results are presented in the table below. As the proposed site access junctions would only be delivered as part of the proposed development, they have been assessed under the '*With Development*' scenario only.

Table 7.1: Rectory Lane/Site Access Junction Capacity Assessment

Arm	AM (0800 – 0900)		PM (1700 – 1800)	
	RFC	Queues (PCU)	RFC	Queues (PCU)
2031 With Development				
Site Access	0.08	0	0.04	0
Rectory Lane	0.03	0	0.06	0

- 7.4.8 As indicated by the assessment outputs above, the proposed site accesses are forecast to operate well within capacity.

Rectory Lane/Meiros Way

- 7.4.9 This is a three-arm priority junction between Rectory Lane and Meiros Way. Rectory Lane is minor arm giving way to traffic along Meiros Way. It has been modelled in PICADY, and the assessment results are presented in the table below.

Table 7.2: Rectory Lane/Meiros Way Junction Capacity Assessment

Arm	AM (0800 – 0900)		PM (1700 – 1800)	
	RFC	Queues (PCU)	RFC	Queues (PCU)
2031 Do Minimum				
Rectory Lane	0.17	0	0.10	0
Meiros Way	0.10	0	0.18	0
2031 With Development				
Rectory Lane	0.23	0	0.13	0
Meiros Way	0.13	0	0.23	0

- 7.4.10 As shown above, the junction is forecast to operate comfortably within capacity in both Do Minimum and With Development scenarios.

Rectory Lane/The Sands

- 7.4.11 This is a three-arm priority junction between Rectory Lane and The Sands. The Sands is minor arm giving way to the traffic along Rectory Lane. It has been modelled in PICADY, and the assessment results are presents in table below.

Table 7.3: Rectory Lane/The Sands Junction Capacity Assessment

Arm	AM (0800 – 0900)		PM (1700 – 1800)	
	RFC	Queues (PCU)	RFC	Queues (PCU)
2031 Do Minimum				
Rectory Lane	0.12	0	0.06	0
The Sands	0.02	0	0.01	0
2031 With Development				
Rectory Lane	0.13	0	0.06	0
The Sands	0.02	0	0.01	0

- 7.4.12 As shown above, the junction is forecast to operate comfortably within capacity in both Do Minimum and With Development scenarios.

Rectory Lane/London Road

- 7.4.13 This is a three-arm priority junction between Rectory Lane and London Road. Rectory Lane is minor arm giving way to the traffic along London Road. It has been modelled in PICADY, and the assessment results are presents in table below.

Table 7.4: Rectory Lane/London Road Junction Capacity Assessment

Arm	AM (0800 – 0900)		PM (1700 – 1800)	
	RFC	Queues (PCU)	RFC	Queues (PCU)
2031 Do Minimum				
Rectory Lane	0.42	1	0.24	0
London Road	0.18	0	0.27	1
2031 With Development				
Rectory Lane	0.49	1	0.28	0
London Road	0.20	0	0.32	1

- 7.4.14 As shown above, this junction will operate well within capacity in both Do Minimum and With Development scenarios.

London Road/Billinghurst Road roundabout

- 7.4.15 This junction comprises a three-arm roundabout connecting the B2133 Billinghurst Road to the north, London Road to the south, and an eastern arm providing a link to the A24 via a slip road. The B2133 Billinghurst Road forms the northern arm accommodating northbound movements, while London Road forms the southern arm accommodating southbound movements. The eastern arm provides connectivity to the A24, which operates as a strategic north-south route.
- 7.4.16 The junction has been modelled in ARCADY, and the assessment results are presents in table below.

Table 7.5: B2133 Billinghurst Rd/London Rd Roundabout Capacity Assessment

	AM (0800 – 0900)		PM (1700 – 1800)	
	RFC	Queues (PCU)	RFC	Queues (PCU)
2031 Do Minimum				
B2133	0.15	0	0.17	0
London Road S	0.38	1	0.21	0
Ivy Lane	0.00	0	0.00	0
Billinghurst Road	0.26	0	0.34	1
London Road N	0.15	0	0.14	0
2031 With Development				
B2133	0.16	0	0.18	0
London Road S	0.40	1	0.21	0
Ivy Lane	0.00	0	0.00	0
Billinghurst Road	0.26	0	0.34	1
London Road N	0.15	0	0.14	0

- 7.4.17 As shown above, this junction will operate well within capacity in both Do Minimum and With Development scenarios.

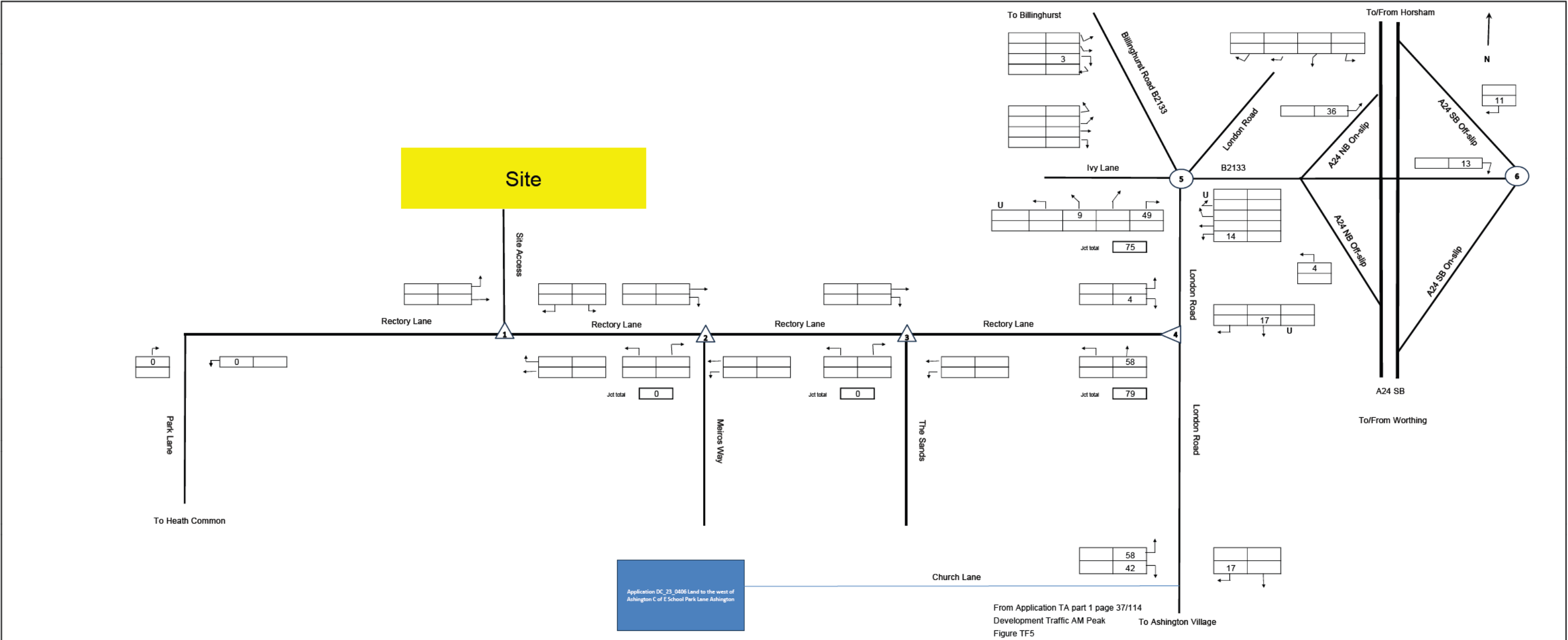
Summary

- 7.4.18 The above assessments use a series of robust assumptions, as agreed with WSCC Highways during pre-application scoping, and demonstrates that the proposed development will not result in a severe impact on any part of the surrounding highway network including Rectory Lane.

8 Summary and Conclusions

- 8.1.1 Charles & Associates Consulting Engineers (C&A) have prepared this Transport Assessment (TA) on behalf of Taylor Wimpey in relation to an outline planning for up to 125 dwellings, access, public open space and associated landscaping, drainage and highways infrastructure. All matters are reserved except for access.
- 8.1.2 The site forms part of a wider draft allocation (ref: ASN2) in the emerging HDC Local Plan.
- 8.1.3 The site would be served by two points of vehicular access onto Rectory Lane and dedicated active travel connections to Rectory Lane and the adjacent sites forming the wider draft allocation. The proposed access would provide safe and suitable access for all users, in accordance with paragraph 116 of the National Planning Policy Framework (NPPF).
- 8.1.4 The Site is accessible by a range of sustainable transport modes. Existing footways along Rectory Lane, PRowS particularly ASH-2607, and nearby bus route 23 provide opportunities for future residents to travel on foot, and by public transport to local facilities and services in Ashington and to wider destinations including Horsham, Crawley and Worthing. A comprehensive package of improvements from this Site (secured by planning condition or s106 obligation) in combination with currently consented developments in Ashington will further enhance the sustainable accessibility of the site.
- 8.1.5 The proposed development is forecast to generate 59 two-way vehicle movements in the weekday AM peak hour and 54 two-way vehicle movements in the weekday PM peak hour. This represents a modest level of traffic generation.
- 8.1.6 A robust and cumulative assessment of future year traffic conditions has been undertaken, taking into account forecast traffic growth and relevant committed development in the area. All of the assessed junctions are forecast to continue to operate well within capacity in both Do Minimum and With Development scenarios.
- 8.1.7 In conclusion, the proposed development would not result in an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe. The development therefore accords with the transport related policies in the NPPF, and it is considered that there are no sound reasons for refusal of the application on transport and highways grounds.

Figures



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Figure 7.1

Job Title:	Ashington, West Sussex
Drawing Title:	AM Commmitted Development: DC_23_0406 Land to the west of Ashington C of E School Park Lane Ashington

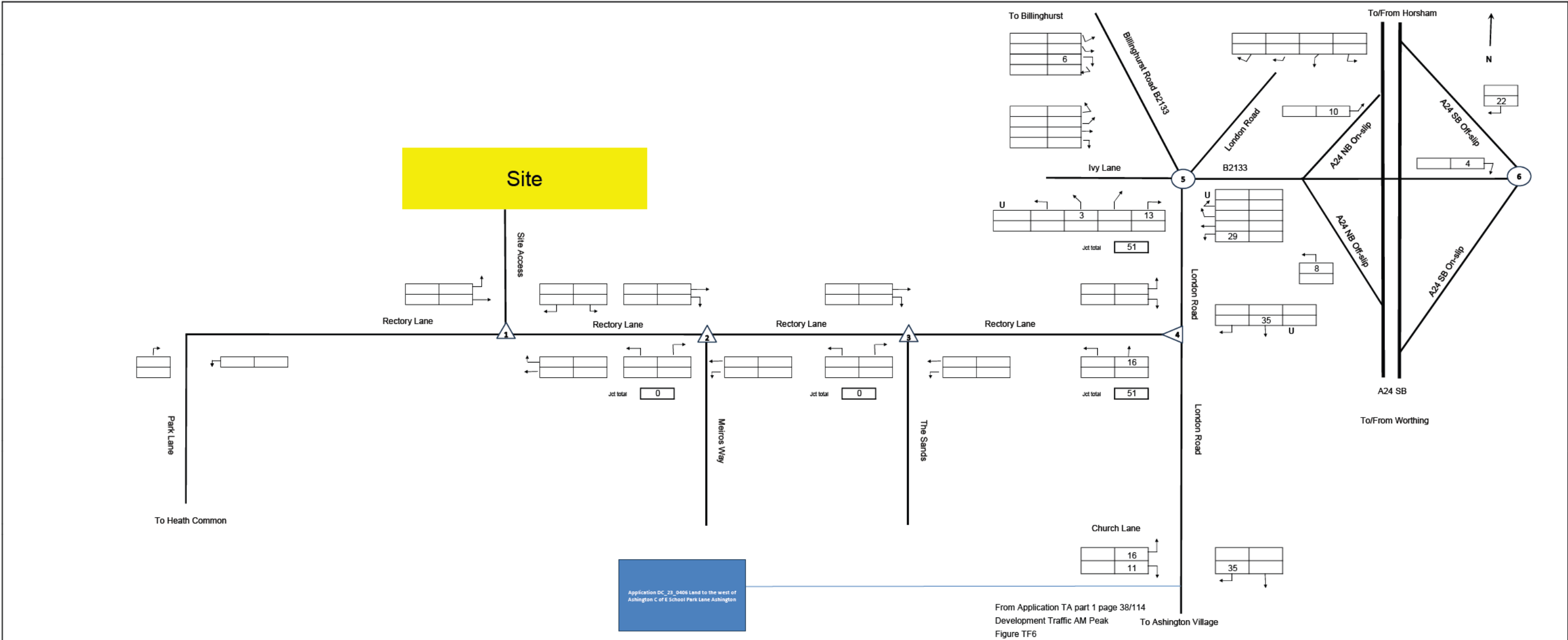
Job No:	25-036
Date:	11/06/2026



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Figure 7.2

Job Title:	Ashington, West Sussex
Drawing Title:	PM Committed Development: DC_23_0406 Land to the west of Ashington C of E School Park Lane Ashington

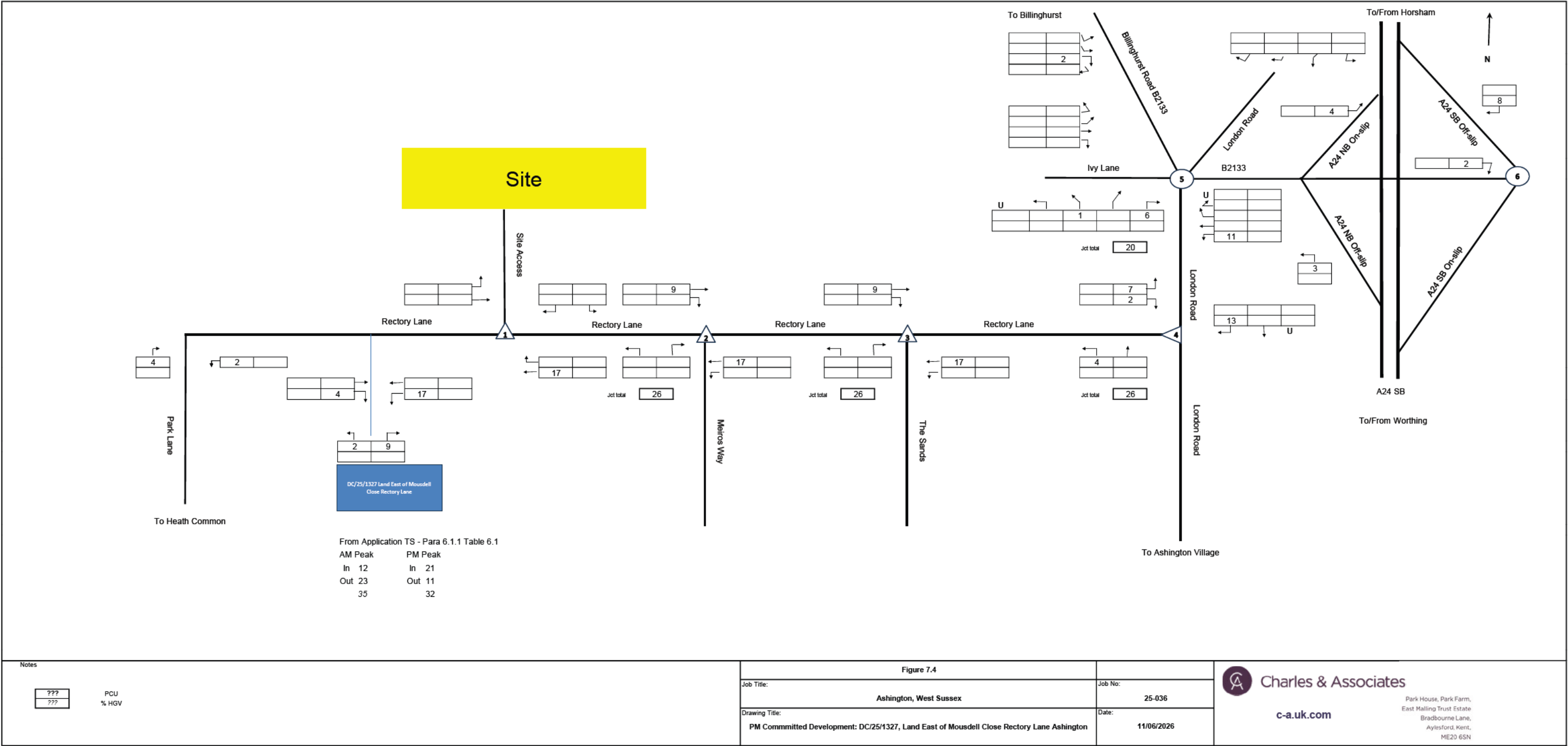
Job No:	25-036
Date:	11/06/2026

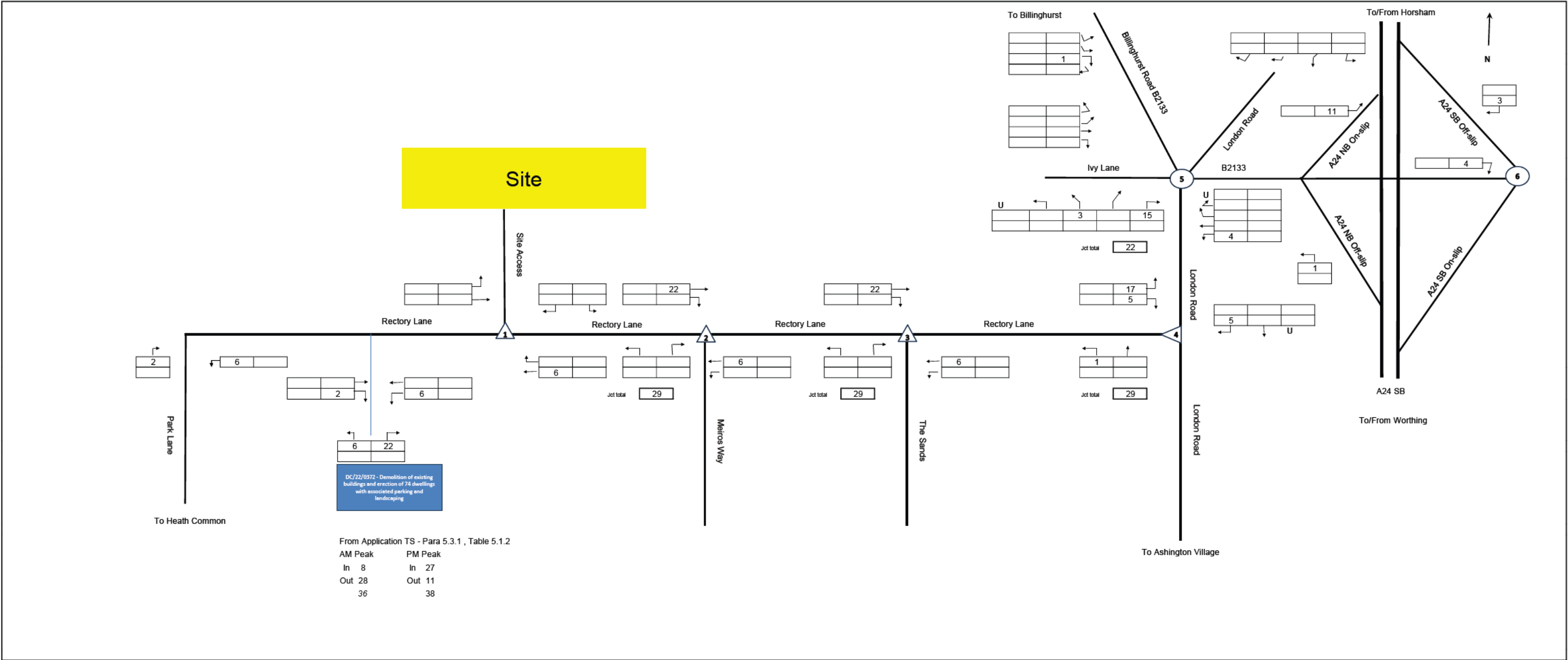


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Figure 7.5

Job Title:
Ashington, West Sussex
Drawing Title:
AM Committed Development: DC/22/0372 Demolition of existign building and erection of 74 dwellings with associated parking and landscaping

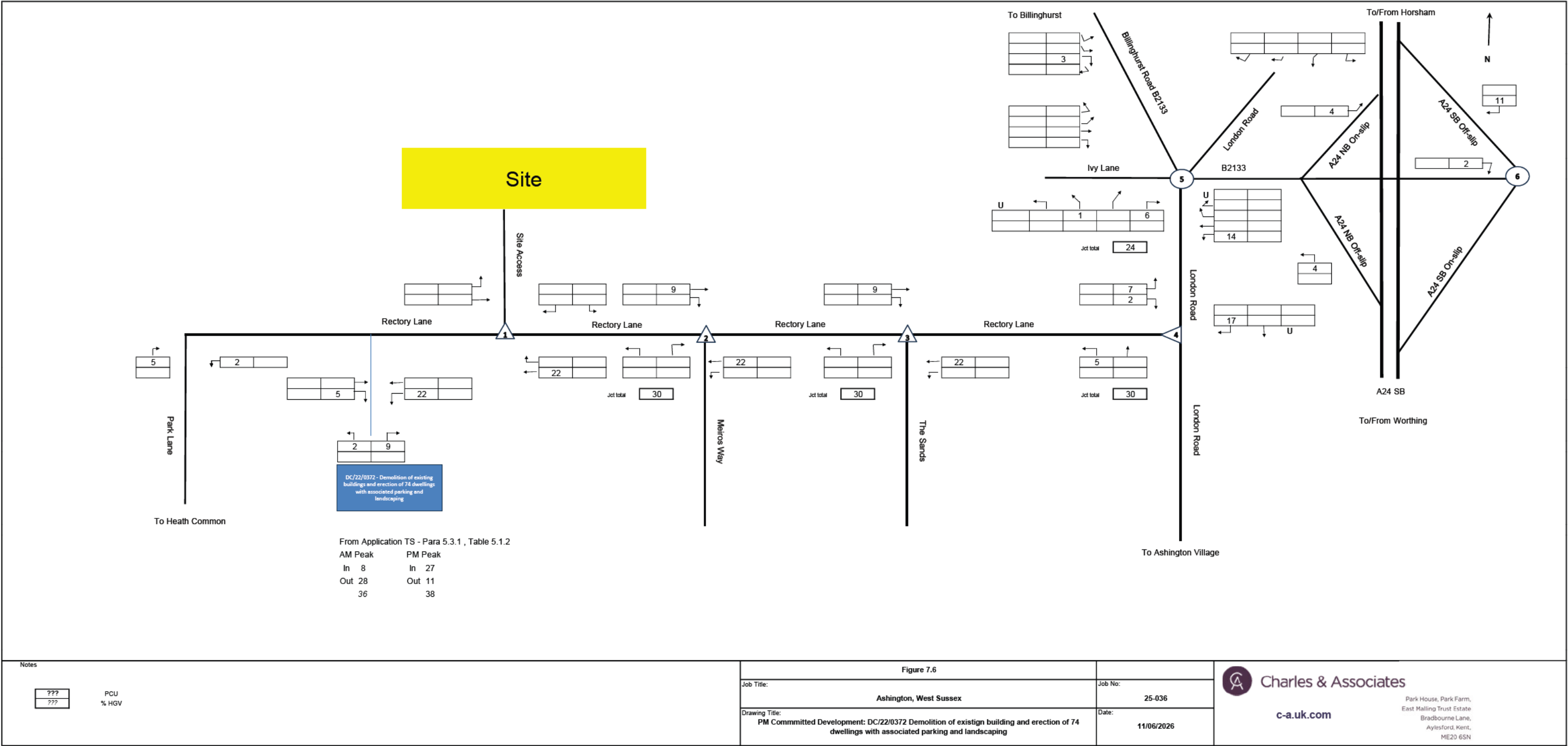
Job No:
25-036
Date:
11/06/2026

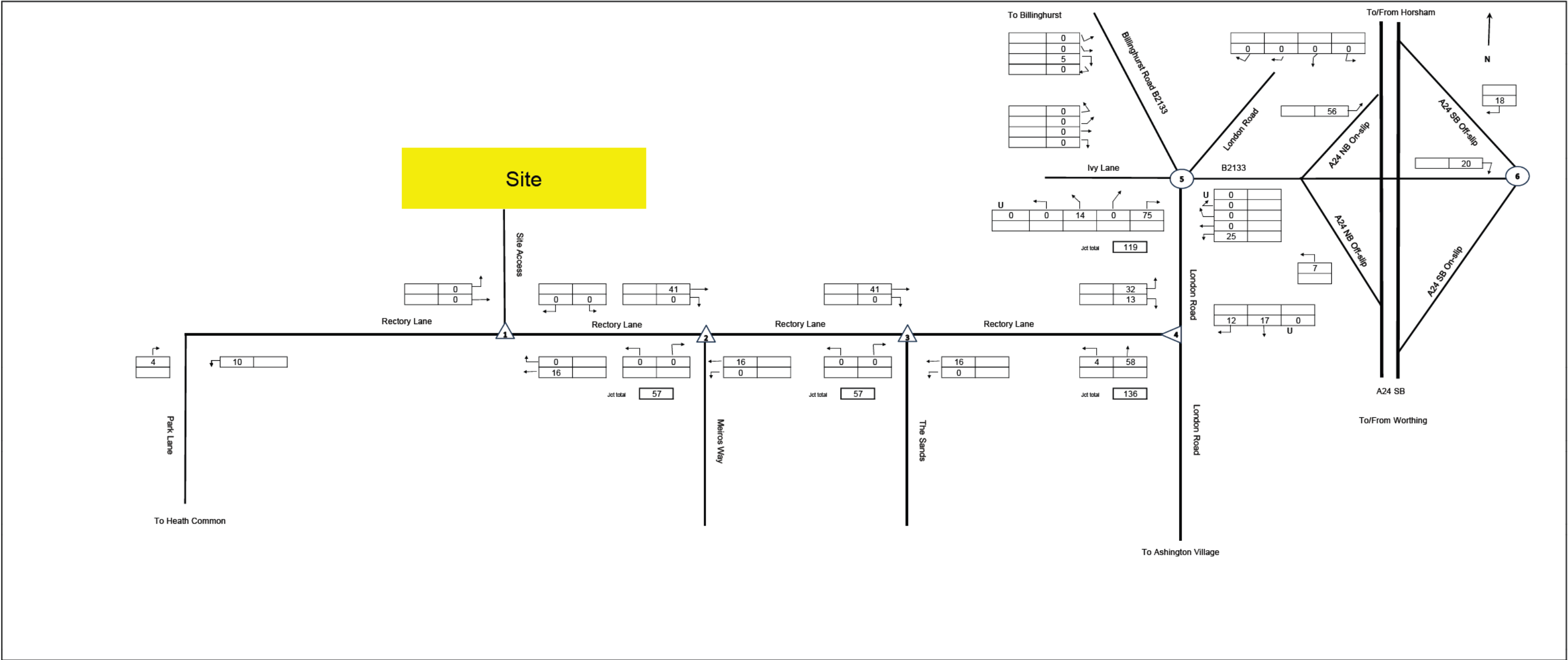


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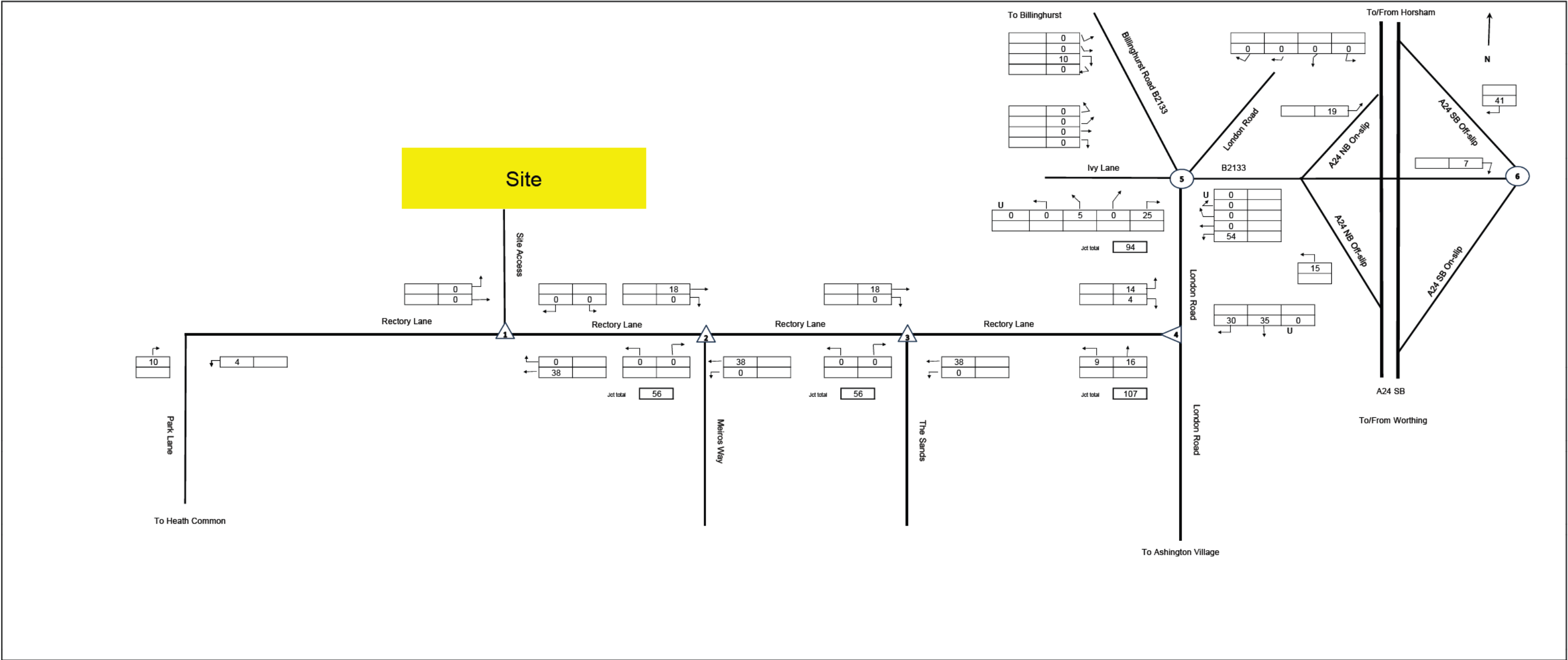
Figure 7.7	
Job Title:	Job No:
Ashington, West Sussex	25-036
Drawing Title:	Date:
Total CD AM	11/06/2026



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Figure 7.8

Job Title:	Ashington, West Sussex
Drawing Title:	Toal CD PM

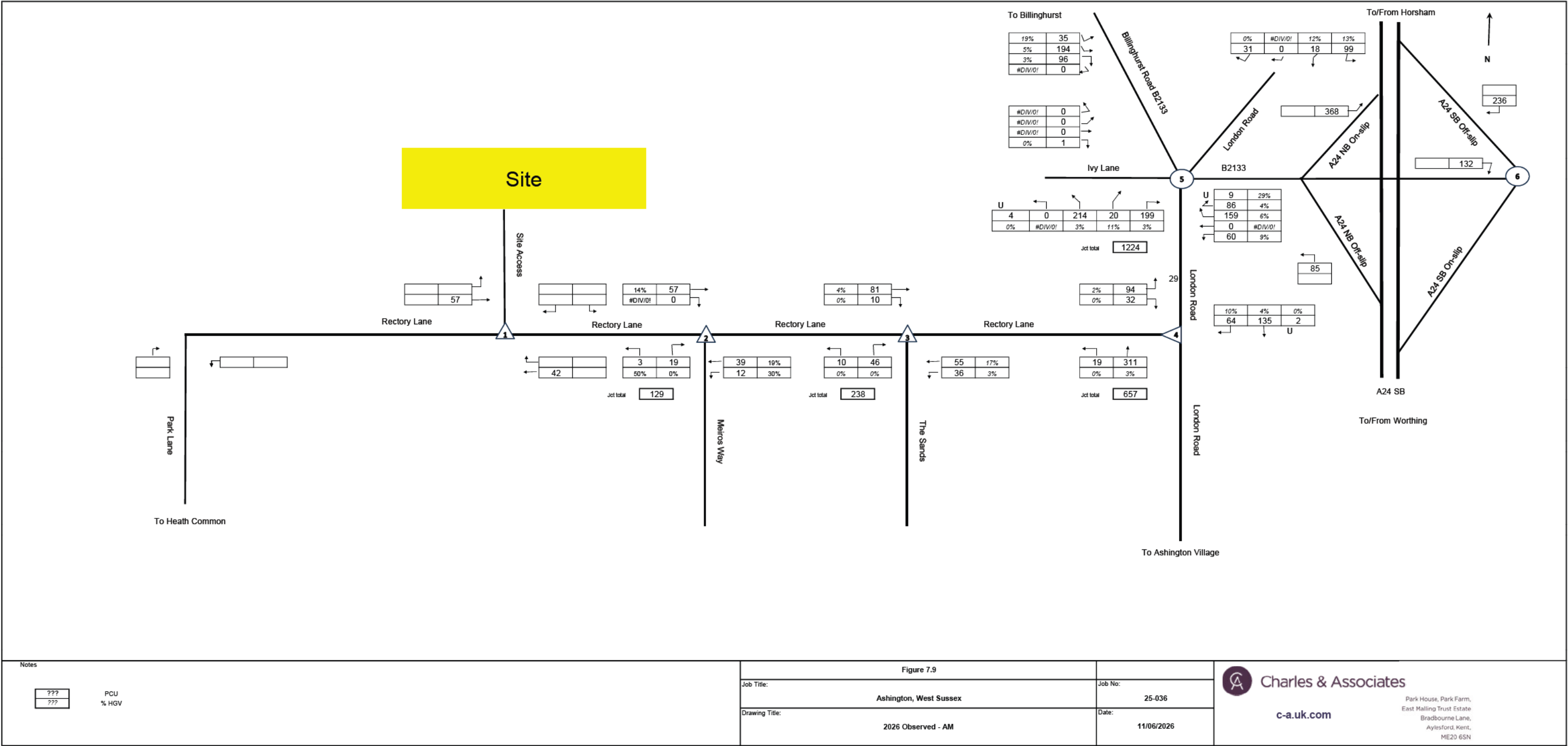
Job No:	25-036
Date:	11/06/2026



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Figure 7.9

Job Title:	Ashington, West Sussex
Drawing Title:	2026 Observed - AM

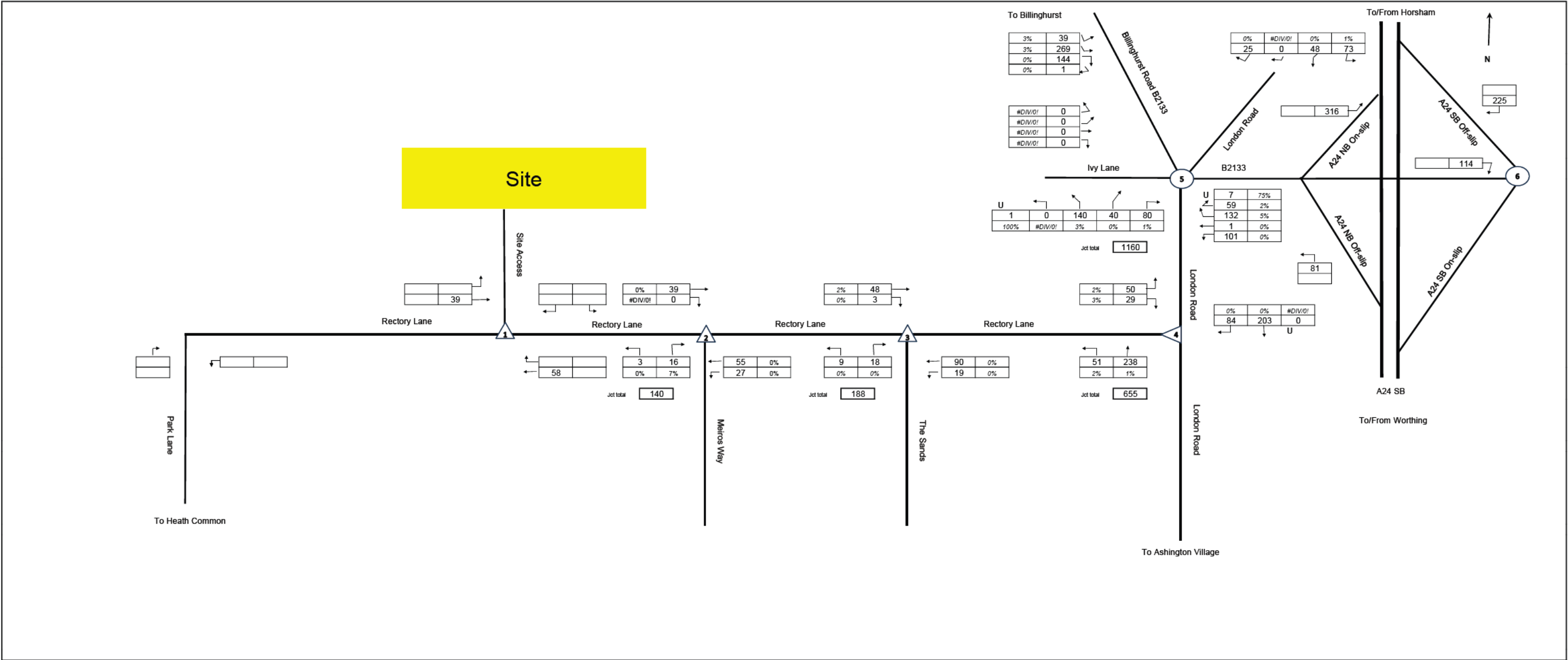
Job No:	25-036
Date:	11/06/2026



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Figure 7.10

Job Title:	Ashington, West Sussex
Drawing Title:	2026 Observed - PM

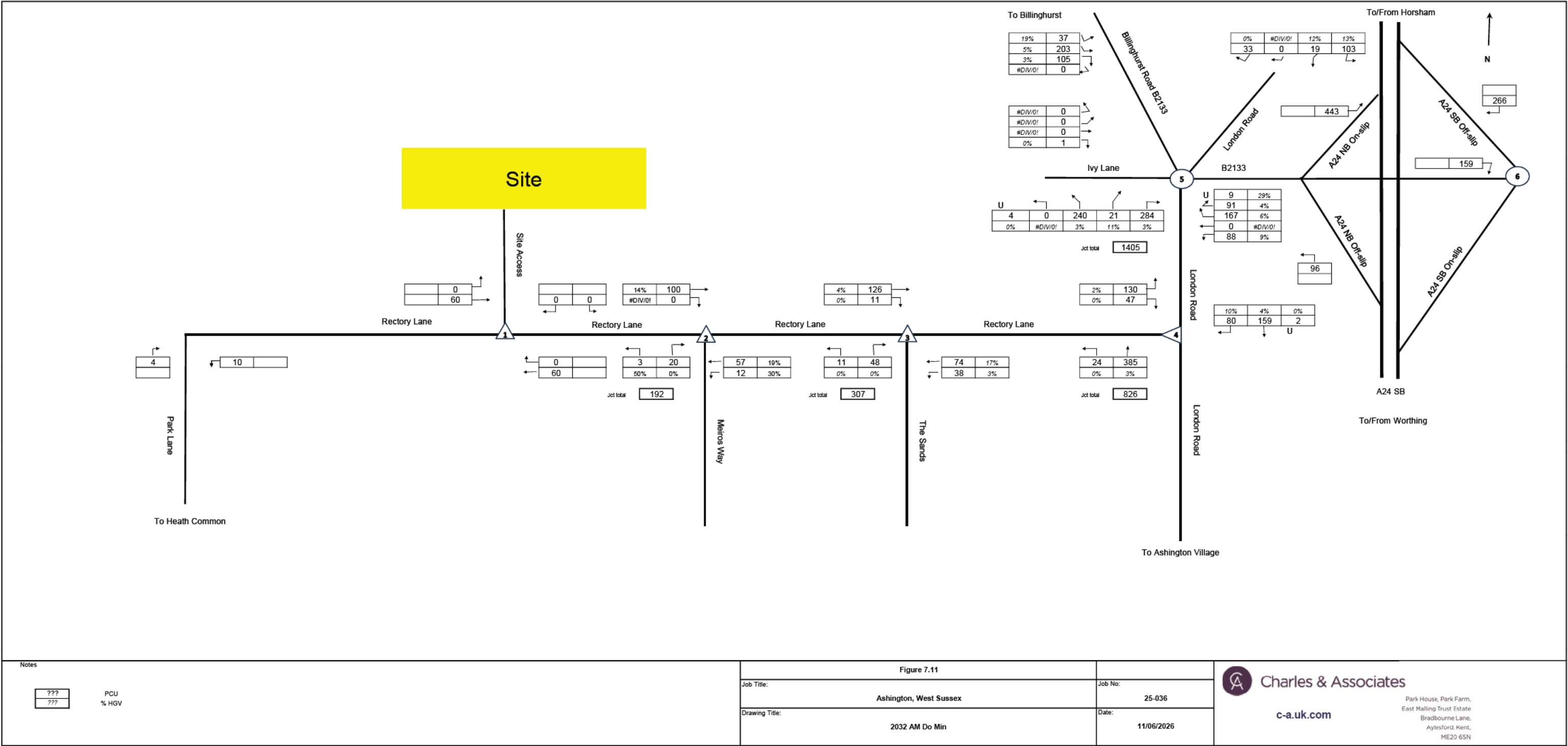
Job No:	25-036
Date:	11/06/2026

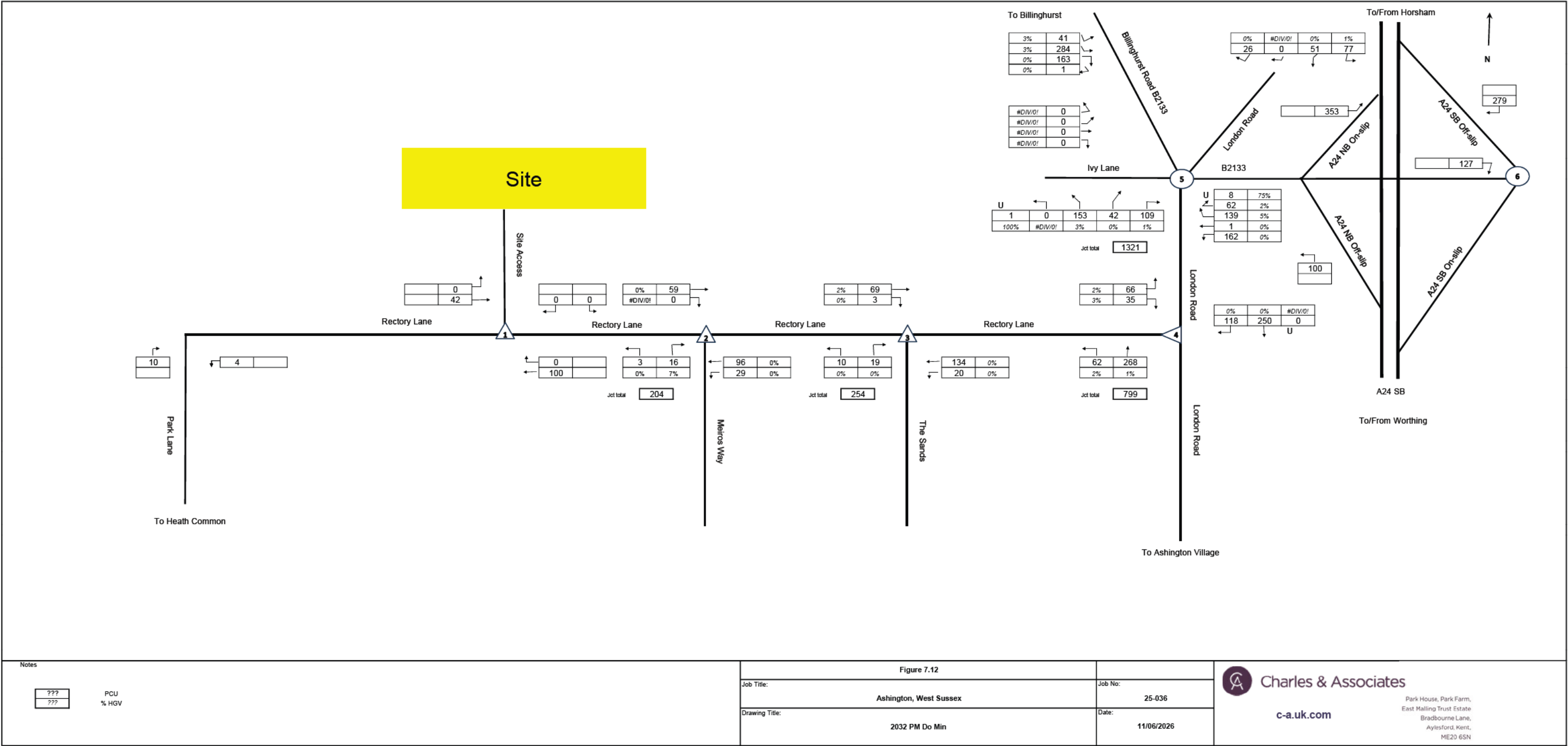


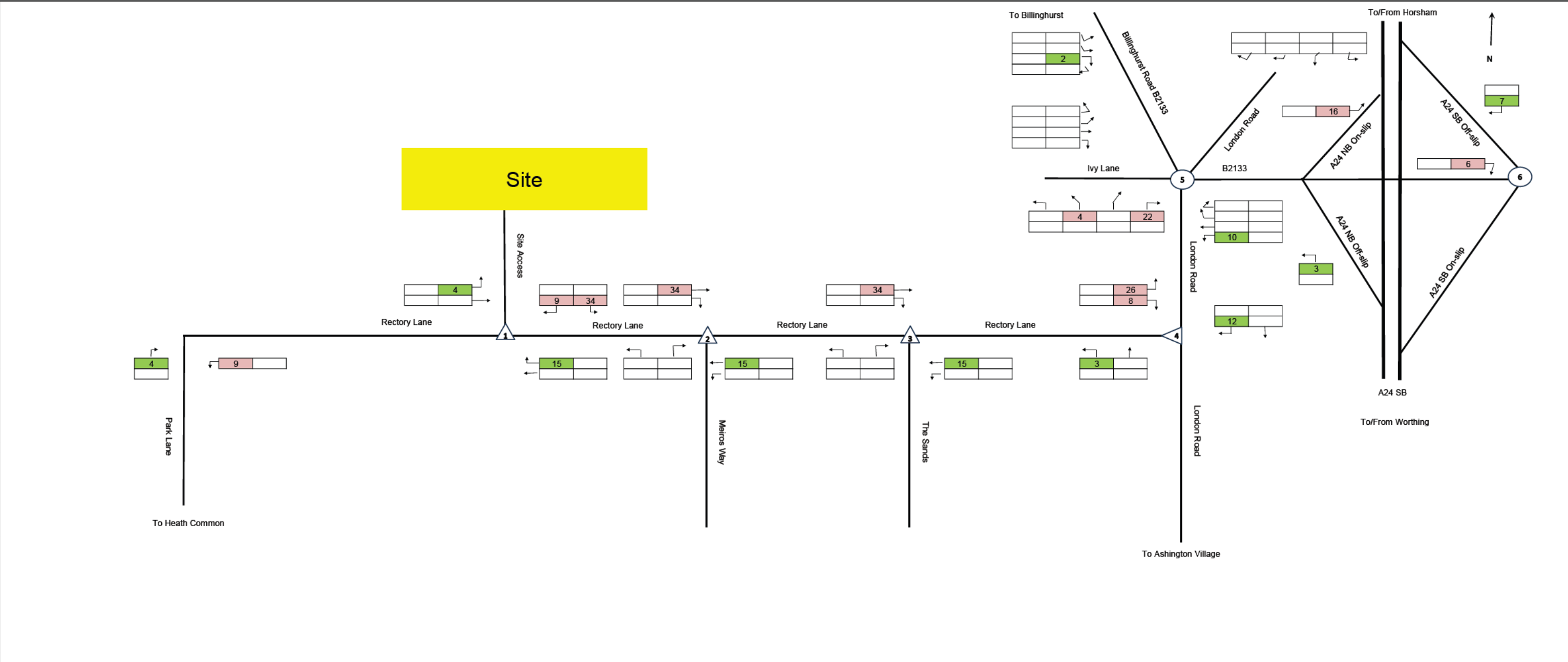
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Figure 7.13

Job Title:	Ashington, West Sussex
Drawing Title:	Development Trips - AM

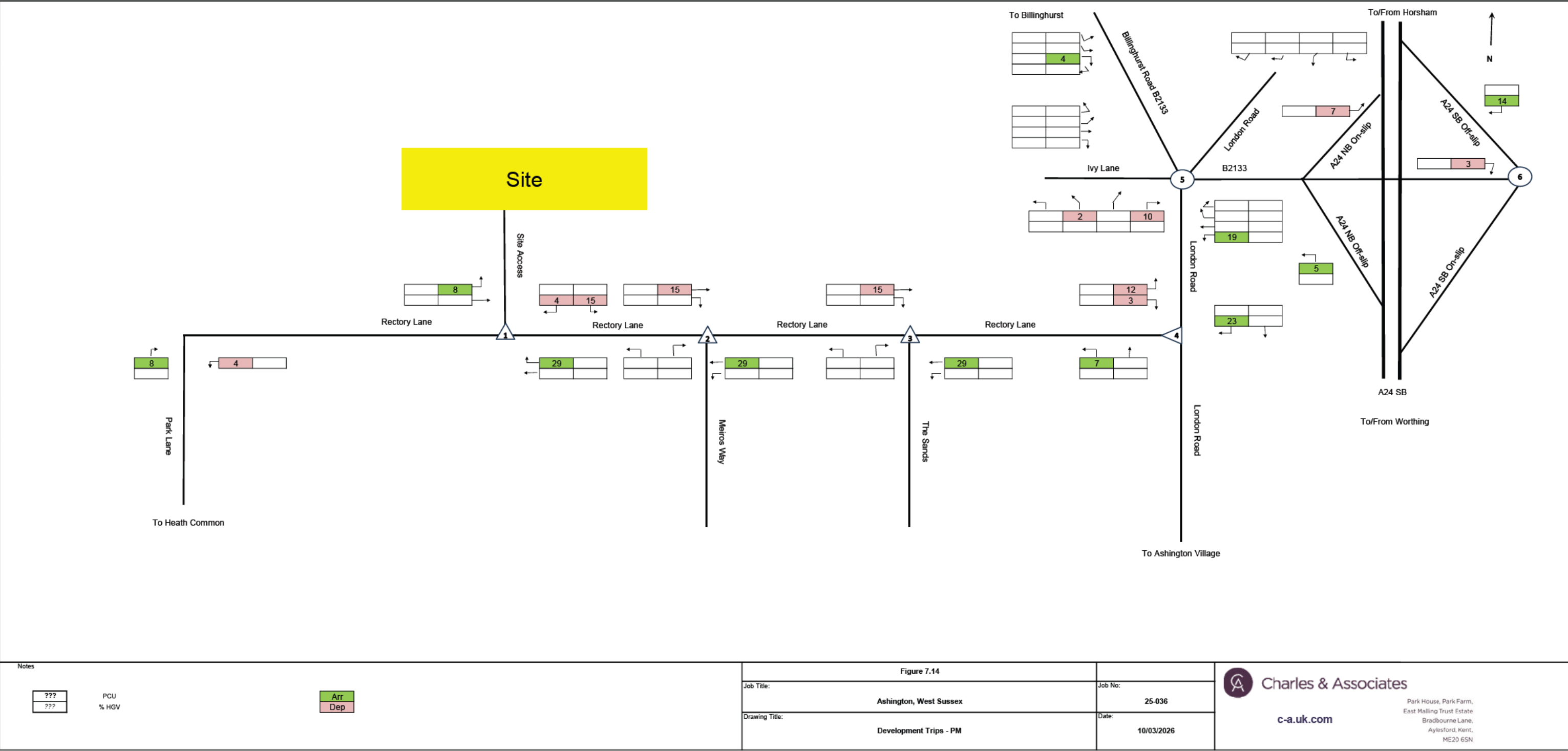
Job No:	25-036
Date:	10/03/2026

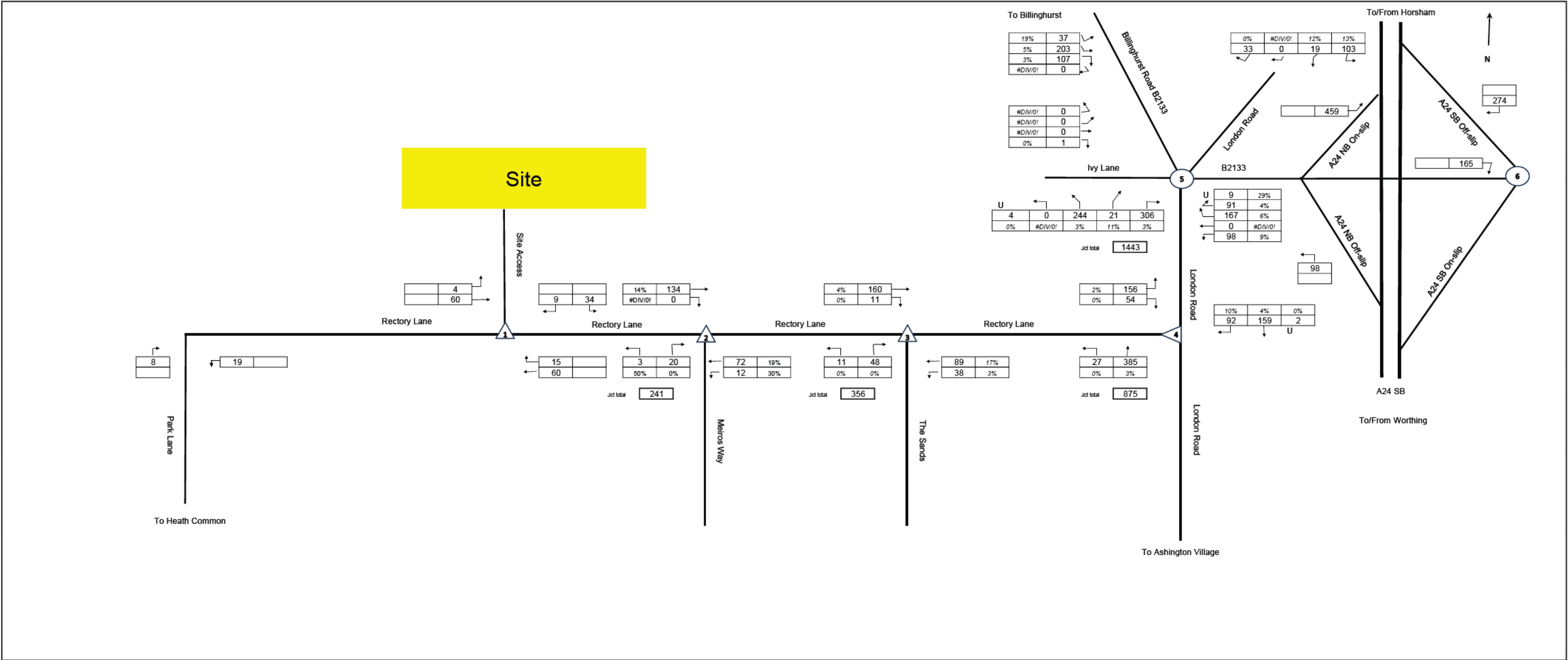


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Figure 7.15

Job Title:

Ashington, West Sussex

Drawing Title:

2032 AM With Dev

Job No:

25-036

Date:

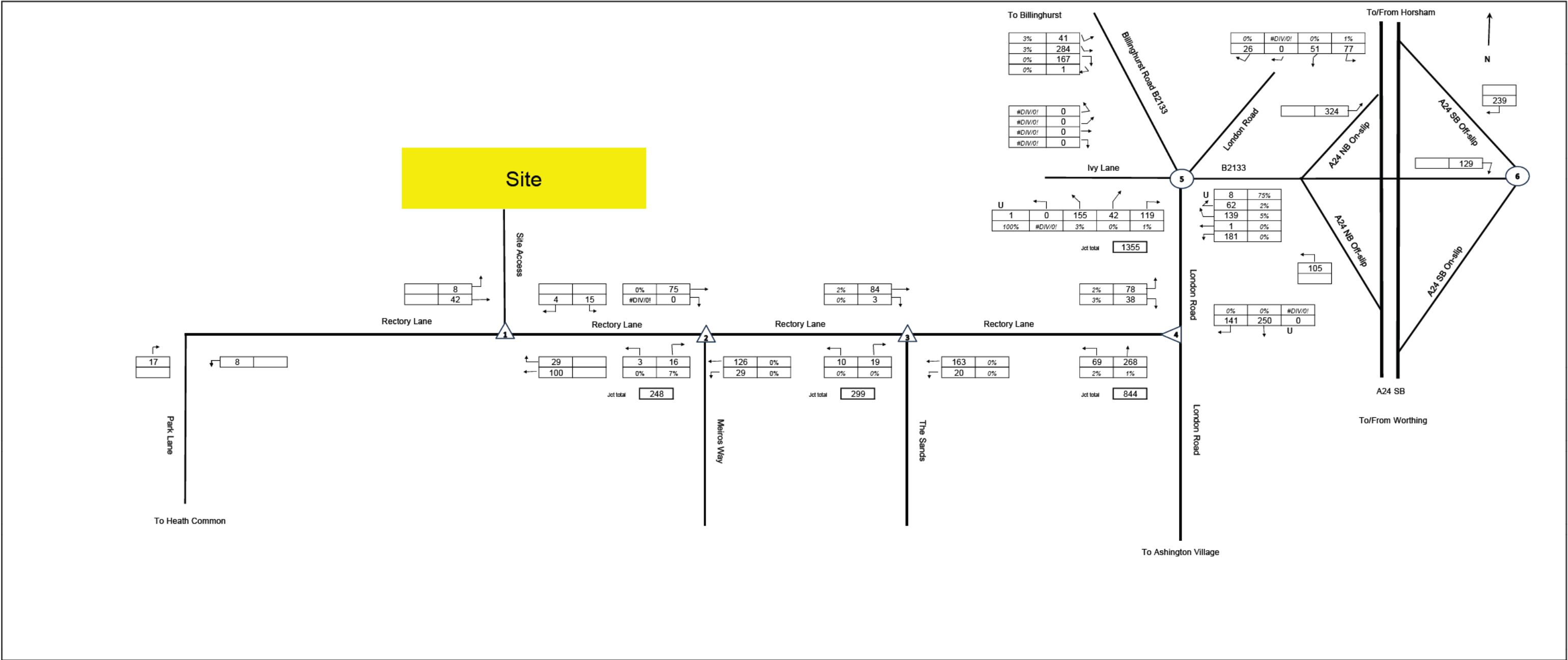
08/07/2026



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Figure 7.16

Job Title:

Ashington, West Sussex

Drawing Title:

2032 PM With Dev

Job No:

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Date:

08/07/2026



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Appendix A WSCC Pre-app Response

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Charles and Associates FAO: Dipendra Awasthi
FROM:	WSCC - Highways Authority
DATE:	20 th April 2026
LOCATION:	Land north of Rectory Lane, Ashington, RH20 3AS
SUBJECT:	Internal Reference: PRE-32-26 Proposed residential development up to 130 residential dwellings.
DATE OF SITE VISIT:	Online meeting 20 th April 2026
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed development at Land north of Rectory Lane, Ashington, RH20 3AS.

Proposals

The development proposals comprise of residential development up to 130 dwellings. New vehicular accesses are proposed from Rectory Lane. The LHA has reviewed the Transport Scoping Note (TSN) dated March 2026 and met with the Design Team remotely on 20th April 2026. The TSN will form the basis of a formal Transport Assessment (TA).

Comments

The LHA has reviewed the TSN and following dialogue with the Design Team would offer the following comments on the proposals at this stage:

- Both accesses would be 5.5 m wide and would incorporate a 3.0 m shared footway/cycleway along one side. These are welcomed and would provide residents onward connectivity outside of the site onto Rectory Lane. Improvements to pedestrian connectivity has been proposed in form of tactile paving at Blakinston Close and Merids Way.
- It was agreed during the meeting that the Design Team would investigate the possibility of upgrading the existing footpath along Rectory Lane to the east to LTN 1/20 compliance. The LHA will review a further drawing from the Design Team on this in due course and provide further feedback.
- Swept path diagrams should be provided demonstrating access and egress into the site accesses.
- Stage 1 Road Safety Audit (RSA) would be required on the access strategy and off-site highway works proposed.

- Visibility splays should be provided from a 2.4 metre set back at the point of access onto Rectory Lane. It is advised the Design Team undertakes a speed survey to ascertain 85th percentile road speeds along Rectory Lane. Ideally each access should have its own specific survey so as the correct visibility splays can be applied to each access point.
- Visibility splays for pedestrian at the point of access from the proposed uncontrolled crossing points
- It is advised the TA provides a full assessment of Rectory Lane with Personal Injury Data included along the whole lane.
- The forthcoming TA will provide a "Vision Led" approach to development as outlined in the TSN
- The TRICS data provided has been assessed and the parameters and search areas applied are accepted. The assessment gives an indication of the number trips the proposals are likely to generate.
- Junction selection methodology as set out in Section 6.1.4 of the SN is accepted.
- Committed developments to be assessed are as follows:
 1. **DC/23/0406** *Land To The West of Ashington C of E School Park Lane Ashington- Demolition of existing buildings and erection of 152 dwellings, all-weather sport pitch, sports pavilion and allotments; with associated access.* Application at the time of writing is currently awaiting decision by Horsham DC.
 2. **DC/25/1327**-*Land East of Mousdell Close Rectory Lane Ashington RH20 3GS-Erection of 74 dwellings with associated access, parking and landscaping.* Application at the time of writing is currently awaiting decision by Horsham DC.
- The TSN confirms vehicle and cycle parking will be in line with LHA parameters.
- Indicative internal layout should be considered although it is appreciated the proposals are likely to be for outline approval only at this stage.
- Within Section 3 there is an appraisal of Local Amenities and conditions. The internal layout should consider and if possible, commitment to providing a link into the nearby PRow network for additional connectivity for residents and visitors.
- A Travel Plan should be provided in the formal TA.

Conclusion

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Jamie Brown
Planning Services

Appendix B WRAT Assessment

Walking Audit Routes

Route 1:

The Site to Chanctonbury Pre-school via Rectory Lane

Route 2:

Rectory Lane to Community Centre and Ashington Church of England School via The Sands

Route 3:

Rectory Lane to SB bus stop, Co-op, Ashington Day Nursery and Preschool

Route 4:

To Ashington Community Centre and Ashington Church of England School via PRoW ASH 2607

Route 5:

To Ashington Community Centre and Ashington Church of England School via PRoW ASH 2606

Route 6:

To Ashington Village Club and Ashington Pharmacy via PRoW ASH 3208

