

Penfold Verrall Ltd

Proposed Agricultural Pasture Regrading,
Hooklands Farm, A24 Basing Hill, Ashington

Transport Assessment

3706923



SEPTEMBER 2023

Report Details

Report Number: 3706923-TA

Report Title: Transport Assessment, Proposed Agricultural Pasture Regrading, Hooklands Farm, A24 Basing Hill, Ashington

Client: Penfold Verrall Ltd

Date: 01 September 2023

Status:

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by Penfold Verrall Ltd to report on the anticipated highways and transportation considerations related with the proposed agricultural pasture regrading of grazing land at Hooklands Farm, off the A24 Basing Hill, Ashington, Horsham.

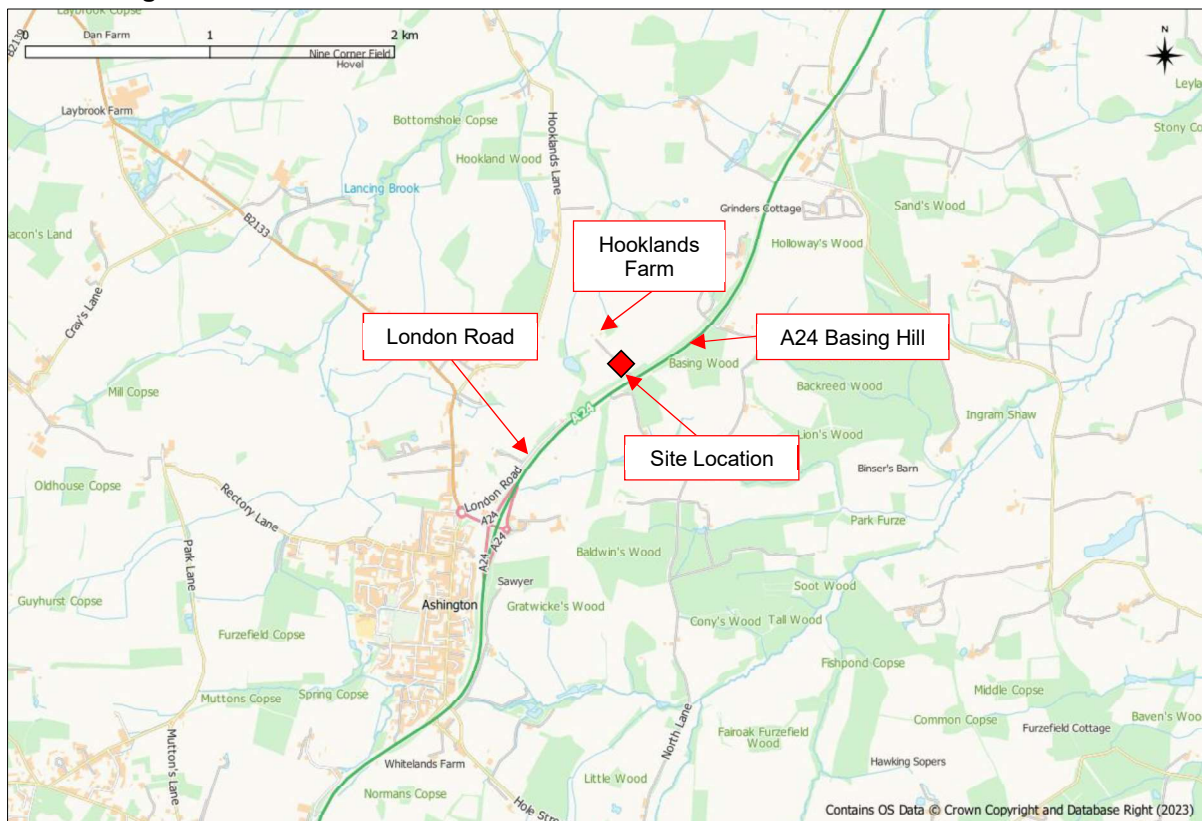
This Transport Assessment (TA) has been produced to advise Horsham District Council (HDC) as the Local Planning Authority and West Sussex County Council (WSSC) Local Highway Authority on the transport planning considerations associated with the proposed development.

1.2 Site Location

The proposed developed site is located on grazing land at Hooklands Farm off the A24 Basing Hill. The site is located approximately 2km north-east of Ashington village, 14km south-west of Horsham Town Centre and 21km north-west of Brighton City Centre.

The location of the site is illustrated at **Figure 1.1:**

Figure 1.1 – Site Location Plan



1.3 Purpose and Structure of Report

The purpose of this report is to examine the development proposals in the context of the application site, review the layout proposals including swept-path analysis, detail the trip generating potential of the proposed development and review the accessibility of the site by all modes of transport.

In accordance with best practice, this Transport Assessment (TA) has been prepared in reference to the Department for Transport (DfT) '*Guidance on Transport Assessment*' document.

This report is structured as follows:

- Section 2 provides a reference to relevant planning policy;
- Section 3 sets out the existing conditions of and around the application site;
- Section 4 provides a description of the proposed development;
- Section 5 details sustainable access opportunities;
- Section 6 outlines the trip generating potential of the development proposals and;
- Section 7 presents the summary and conclusions.

2 Policy Context

2.1 General

It is necessary to understand the national and local planning policies which relate to the development. Therefore, the following chapter sets out key policies and demonstrates how the proposals accord with them.

2.2 National Policy

2.2.1 National Planning Policy for Waste (2014)

The National Planning Policy for Waste (NPPW) was adopted in 2014, forming a framework of policies that all local authorities should adhere to when forming their own waste management strategies and assessing development proposals.

Where “*positive planning plays a pivotal role in delivering the country’s waste ambitions through:*

- *Delivery of sustainable development and resource efficiency (including provision of modern infrastructure, local employment opportunities and climate change benefits);*
- *Ensuring that waste management is considered alongside other spatial planning concerns, such as housing and transport;*
- *Providing a framework in which communities and businesses are engaged with and take more responsibility for their own waste;*
- *Helping to secure the re-use, recovery or disposal of waste without endangering human health or the environment; and*
- *Ensuring the design and layout of new residential and commercial development and other infrastructure such as safe and reliable transport links”.*

LPA’s should consider the likely impact of proposed waste management schemes on the local environment, and ensure facilities and schemes are well-designed, so that they contribute positively to the character and quality of the wider area. Furthermore, LPA’s responsible for waste management should “*ensure that land raising, or landfill sites are restored to beneficial after uses, to a high environmental standard at the earliest opportunity”.*

2.2.2 National Planning Policy Framework (NPPF) (2021)

In 2021, the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF) which is the latest revision of the NPPF. The NPPF sets out the government’s planning policies for England and how the policies should be applied to various developments, providing a framework for localised plans to be provided.

Paragraph 104 of the latest NPPF discusses the key link between new developments and the transport network, stating that any transport impacts should be considered from the earliest stages of the planning process so that:

- The potential impacts of any development can be assessed;
- Opportunities for changing transport technologies and usage are realised - with particular relation to scale;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- Environmental impacts of traffic and transport infrastructure can be identified and assessed – allowing time to mitigate, manage and improve; and
- Patterns of movement – streets, parking and other transport consideration are integral to the design of schemes and contribute to making high quality places.

Paragraph 110 of the new NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 45; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

Paragraph 111 of the NPPF states *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

Paragraph 112 of the NPPF states that applications for development should:

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas;*
- *Create places that are safe, and secure – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards; and*
- *Allow for the efficient delivery of good, and access by service and emergency vehicles.”*

Furthermore, Paragraph 113 states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.

2.3 Local Policy

2.3.1 West Sussex Waste Local Plan (2014)

WSCC and the South Downs National Park Authority produced a combined West Sussex Waste Local Plan (WLP), adopted in 2014 the plan sets out the land-use planning policy for the area up to 2031. The WLP covers the types of waste, roles and responsibilities in waste management and the importation and exportation of waste within the county.

Section 3.8 of the WLP identifies the section of the A24 from Worthing to Horsham, including the Basing Hill section adjacent to the development site, as a strategic road within the county, forming part of the Lorry Route Network (LRN).

Policy W8 relates to the *“recovery operations involving the depositing of inert waste to land”* where developments should be permitted provided that:

- Proposals result in clear benefits at the site and where possible the wider area;
- Materials used is only residual waste following recycling and/or recovery or waste that cannot be recycle or treated;
- There is a genuine need to use the waste material as a substitute for non-waste material;
- The materials reused are suitable for the intended use;
- The amount of waste material is non more than required to deliver benefit to the site;
- There is no unacceptable impact on natural resources and other environmental constraints;
- Any important mineral reserves would not be sterilised; and
- Restoration of the site to a high quality standard would take place in accordance with Policy W20.

The WLP emphasises that there should be a genuine need to use the proposed waste materials and clear benefit for the proposed development, for example raised bunds for visual and audio screening.

Policy W12 discusses high quality developments, where proposals should have an appropriate scale, form, and design (including landscaping). Developments should also integrate with and where possible, enhance the adjoining land-uses and

minimise potential conflicts between land-uses. During the planning process, the local context of an area is also to be taken into account, including the varied tradition and character of the county, characteristics of the site in terms of topography and natural/man-made features and the views into and out of the site.

The transport network is considered in Policy W18 of the WLP, where existing transport links are to be adequate to serve the development proposals or local networks can be improved with minimal impacts. Materials should be transported to developments using the LRN, with minimal use of local roads, where rail or water transport is not a viable option.

Additionally, developments are only to be permitted where vehicle movements associated with the development will not have a negative impact on the capacity of the highway network. Development proposals are to ensure that there is safe and adequate means of access to the highway and satisfactory provision is provided for vehicle turning, parking, manoeuvring and where appropriate wheel cleaning facilities.

2.3.2 Horsham District Planning Framework (2015)

The Horsham District Planning Framework (PF) is the overarching planning document for the area (excluding South Downs National Park), setting out the planning strategy up to 2031, to deliver the social, economic and environmental needs of the region.

Chapter 3 of the PF, Spatial Vision and Objectives, highlights transport infrastructure as a vital element to achieving policy goals for the region. With the assertion that the transport infrastructure, especially public transport, will be continually improved to a high standard to offer a “*high quality, reliable and frequent service*”, where opportunities for non-car based transport are supported.

Policy 40, *Sustainable Transport*, is HDCs “*commitment to developing an integrated community connected by a sustainable transport system, in order to manage the anticipated growth in demand for travel*”. Policy 40 also outlines the requirements for new developments;

- Developments should be to an appropriate and within the capacity of the existing network;
- To maintain and where possible improves the existing transport network;
- Developments should be integrated within the wider network;
- Include opportunities for sustainable transport use for staff, visitors and residents; and
- Minimise vehicle conflicts.

2.3.3 Horsham District Local Plan (2022 – 2039)

A new Horsham District Local Plan (LP) was anticipated to be adopted in 2022, however this has been delayed to the latter part of 2023. The forthcoming LP aims to deliver policies to address the causes and potential impacts of climate change, support the delivery of community infrastructure, improved transport links and local employment opportunities.

Until the plan develops, the existing policy documents listed above will continue to be referred to and applied until they are officially superseded by HDC.

2.3.4 West Sussex Transport Plan 2022 – 2036

The West Sussex Transport Plan (TP) 2022-2036 is the fourth iteration of the County Council's main policy on transport, and sets out how WSCC will work with their strategic partners to address key challenges by improving, maintaining, and managing the transport network.

The TP highlights the transport network as an essential factor to enable access to employment, education, healthcare and leisure facilities, therefore, its maintenance and development is vital to a successful economy. The planning of new developments is to consider the impacts on the local transport network from the earliest stages of planning to allow any necessary mitigation to take place.

3 Existing Conditions

3.1 General

The application site is located at Hooklands Farm and consists of agricultural fields used for seasonal grazing, situated approximately 2km north-east of the village of Ashington, currently accessed off the A24 Basing Hill.

The development site is bounded to the north by agricultural land and buildings associated with Hooklands Farm, with further agricultural land to the east and west. A woodland area bounds the site to the south, where the A24 Basing Hill, runs along the southern aspect of the wider farm site. The surrounding area of the proposed site is largely rural, with agricultural land bounding all aspects of the wider Hooklands Farm site.

Vehicular access to the site is currently provided via a informal priority-controlled junction off the northbound carriageway of the A24, where an access lane runs to Hooklands Farm.

3.2 Surrounding Highway Network

3.2.1 A24 Basing Hill

The A24 Basing Hill runs along the southern aspect of Hooklands Farm, in a general south-west/north-east orientation within the vicinity of the site. The A24 runs south, to Worthing, where it meets the A27 and north-east towards London, locally connecting to Horsham and Crawley.

Within the vicinity of the site, the A24 is a dual carriageway, separated by a central reserve barrier, where each carriageway has an approximate width of 7m. The road is subject to the national speed limit with no stopping parking restrictions in place.

3.2.2 London Road

London Road is formed of a single carriageway, which runs in an overall south-west/north-east orientation to the south of the site. London Road runs parallel to the A24, connecting to Hole Street to the south of the site.

Approximately 900m south of the site London Road connects to the B2133 Billingshurst Road and Ivy Lane at a roundabout junction. To the south of the B2133 roundabout, London Road is formed of a single carriageway approximately 6m in width and subject to a 30mph speed limit.

North of the B2133 roundabout London Road provides access to a Petrol Filling Station (PFS), car dealership and various residential dwellings, supported by various passing places along its length. Approximately 100m north of the B2133 roundabout 'old London Road' appears to not have been maintained, effectively becoming a single-track road, approximately 5m in width and subject to the national speed limit.

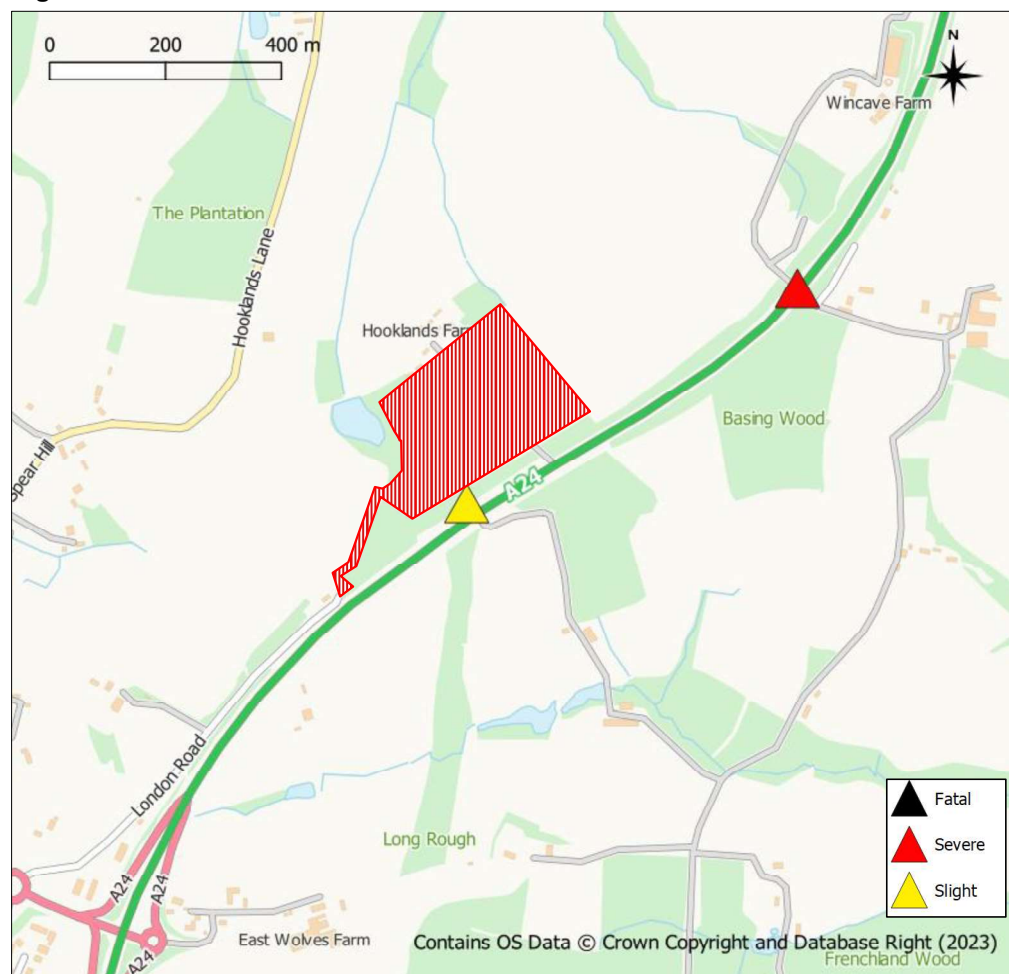
Various passing places are situated along the single-track portion of London Road, which terminates just south of the proposed site.

3.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the latest available five years covering 2017 to 2021 from the Department for Transport (DfT) for the study area.

As shown in **Figure 3.1**, during the assessment period no incidents were recorded within the vicinity of the sites access and egress arrangements, the northbound carriageway of the A24 Basing Hill or London Road.

Figure 3.1 – Accident Plot for 2017 – 2021 Period



An incident of 'slight' severity was recorded to the south of the site, on the northbound carriageway of the A24 Basing Hill. The accident was recorded in 2017 and involved the collision of two cars.

One incident of 'serious' severity was recorded to the north-east of the development site, along the southbound carriageway of the A24. The incident was recorded in 2019, between two cars.

On review of the data, it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the redevelopment proposals.

4 Proposed Development

4.1 General

The development proposals comprise agricultural pasture regrading to assist in the protection of animals and ecological features from noise, traffic pollution and light disturbance. As part of the proposals, approximately 110,230 m³ of inert soils and mineral materials will be imported to the site.

To facilitate the construction of the development, rigid axle HGVs with a maximum capacity of 8.5m³ will transport the materials to site. Construction of the development is anticipated to take place over a maximum of two years, with the site operational Monday – Saturday, 7am to 6pm on weekdays and 7am – 1pm on Saturdays.

Over the two-year duration of the site, 110,230m³ of material will be imported to the site by maximum of 7650 two-way HGV movements, equating to 30 – 40 two-way trips per day (Monday – Friday and less on Saturdays) with up to four two-way trips per hour. It is also noted that HGV trips to the site are dependent on weather/seasonal changes and availability and the anticipated trips detailed above are the maximum expected at the site.

As part of the proposals a new haulage road will be constructed north of London Road, to allow for HGVs to access the site, without using the existing access from the A24. The new haulage road will be supported by a turning head and passing place to enable HGVs and staff vehicles to access and egress the site safely. Additionally, a small temporary area of hardstanding to be used for staff car parking and wheel washing facilities will also be provided to support vehicles involved in the construction of the development.

The proposed layout of the site can be found at **Appendix 1** of this report.

4.2 Proposed Site Access and Servicing Arrangements

The development proposals include the construction of a new dedicated haulage access road, for use by HGVs associated with the proposals instead of the existing Hooklands Farm access junction off the A24 Basing Hill. The proposed haulage road will extend the existing London Road, which terminates just south of the proposed development site.

The dedicated haulage road will provide both access and egress to the development site, where HGV movements will be controlled by a traffic routing system to ensure only one HGV accesses/egresses the site at any given time. The proposed site access arrangements are detailed on the site plan as illustrated at **Appendix 2**.

The proposed haulage road would involve minimal works in the public highway, as such, a Road Safety Audit Exemption file note is provided at **Appendix 3**. To facilitate the construction of the proposed new access/haulage road to the site, the applicant would work with the LHA in terms of the standard of old London Road, within the limits of planning obligation tests.

Wheel washing facilities will also be provided for the duration of the development to ensure no debris is deposited onto the local road network.

A swept path analysis has been undertaken of the proposed site access and turning arrangements for a large tipper as the largest anticipated vehicle serving the site. The vehicle tracking is shown on the plan included at **Appendix 2**.

4.3 Parking Provision

As part of the proposals a small area of hardstanding will be provided to allow vehicle parking and turning for the duration of the works at the site. The area of hardstanding will provide sufficient parking provision for construction staff related with the site, where information provided by the applicant indicate there would be no more than three members of staff on site at any one time. Once construction is completed the parking area will be removed, with the grazing pasture restored.

5 Access by Non-Car Modes

5.1 General

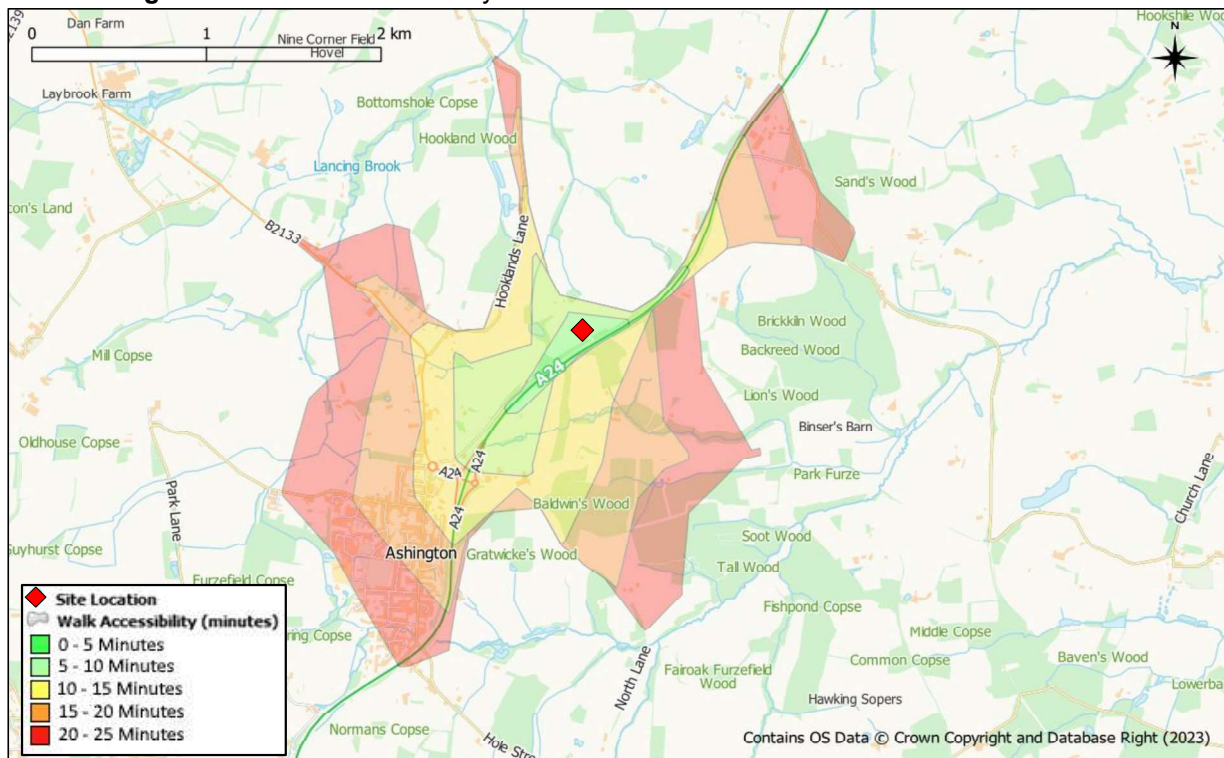
Notwithstanding the primary function of the site as an agricultural pasture regrading development, planning policy requires the assessment of developments for their accessibility by all modes of travel. Opportunities for accessing the site by sustainable modes are discussed in more detail below.

5.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km.

A walk accessibility plan provided at **Figure 5.1** below highlights the accessible walking area within approximately 25 minutes walking distance, which equates to around 2km from the site.

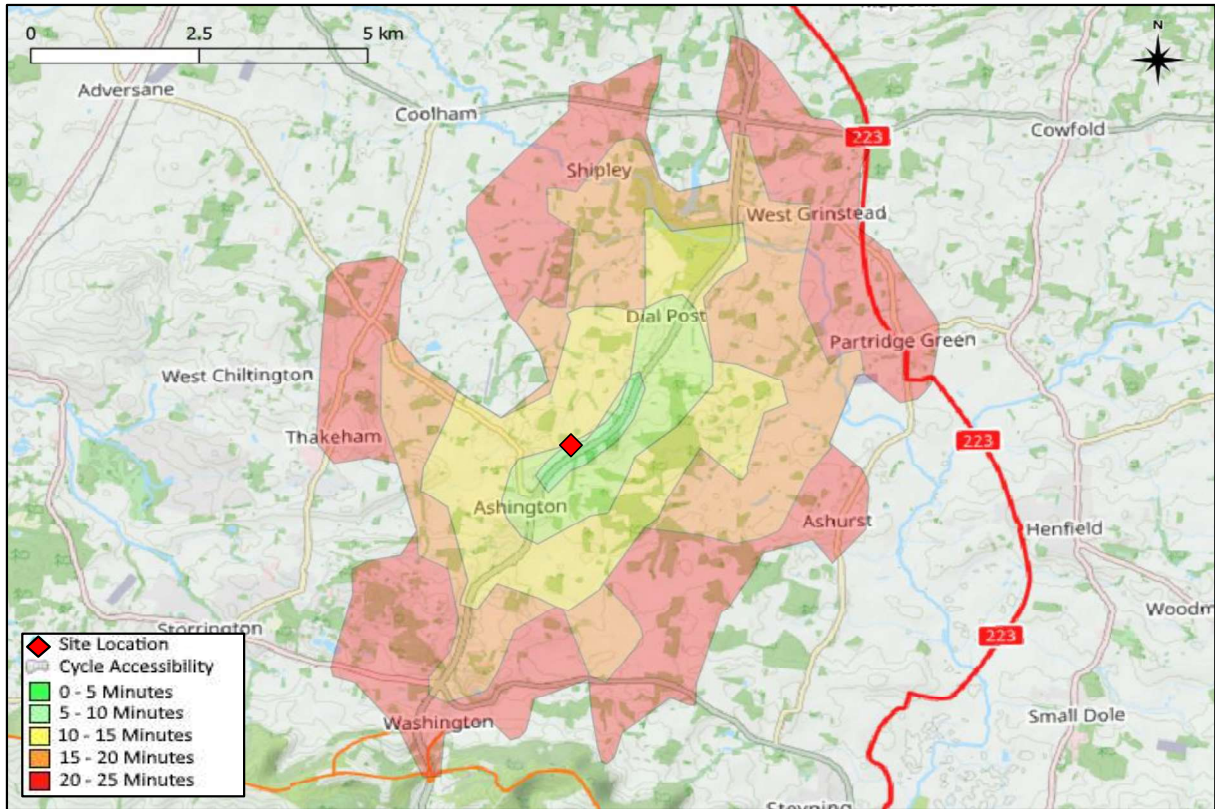
Figure 5.1. – Walk Accessibility Plan



To the south-west of the site the majority of Ashington village is accessible within a 25-minute walking journey of the development, where access to the site will be provided along London Road.

Pedestrian infrastructure within the vicinity of the site is further supported by various Public Rights of Way, shown in **Figure 5.2**, with PRow's 1977 and 1978 passing through the Hooklands Farm site.

Figure 5.3 – Cycle Accessibility Plan



Source: OpenStreetMap (2023)

The plan indicates that various local villages including Shipley and Washington are accessible within a 25-minute cycling journey of the site.

5.4 Bus

The nearest bus stops to the site are located approximately 1km south-west of the site, along London Road, equivalent to around a 15-minute walking journey. Both stops receive the hourly 23 bus service, which runs from Crawley to Worthing.

5.5 Accessibility Summary

Overall, notwithstanding the primary function of the site, as required by planning policy this TA has undertaken an assessment of the accessibility by non-car modes and has summarised that the site offers potential for some journeys, to be undertaken by modes other than car.

6 Traffic Impact

6.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the proposed development.

6.2 First Principles Approach

In order to determine the traffic impact of the proposals, a first principles approach has been applied to the proposed situation. Information has been provided by the developer with regard to levels of vehicle trips associated with similar developments.

It is anticipated that the construction of the development would take a maximum of two years, it is proposed that the site will be operational between the hours of 07:30 – 18:00 Monday – Friday and 07:30 – 13:00 on Saturdays, with no works taking place outside of these hours, on Sundays or bank holidays.

As part of the development proposals, it is projected that the works will require 110,230m³ of material to be imported to the site, transported using rigid axle HGVs with a maximum carrying capacity of 8.5m³. Over the anticipated duration of the development, it is therefore expected that a maximum of 15,300 two-way HGV trips will be undertaken to and from the site (approximately 7,650 loads of material). Equivalent to 30 – 40 daily HGV two-way movements at the site. All HGV access to the site is dependent upon availability, weather conditions and seasonal changes.

A traffic routing system will be in place to direct HGV access to the site. Signage at appropriate distances, approximately 100m apart, will be placed on along London Road warning other road users of the site entrance for the duration of the works.

To facilitate the construction of the agricultural pasture regrading, staff will be required to move the imported materials to the required location once delivered to the site. Based on the clients' previous experience of operating similar development sites, it is anticipated that two operators will be required on site to undertake the daily processes. These operators will also use the new haulage access lane to access and egress the development, arriving on site in the AM and departing in the PM, outside of the HGV operating hours.

Existing passing places are situated at various locations along the single-track portion of London Road, which will allow HGVs and non-site vehicles using the road to pass each other safely.

It is therefore considered that the development proposals would result in no material impact on the surrounding highway network.

7 Summary and Conclusions

Dynamic Transport Planning is instructed by Penfold Verrall to report on the anticipated highways and transportation considerations related with the proposed agricultural pasture regrading on grazing land at Hooklands Farm, off the A24 Basing Hill, Ashington, Horsham.

As part of the proposals, approximately 110,230 m³ of inert soils and mineral materials will be imported to the site to facilitate the construction of the bunds. A haulage road will be constructed off London Road to allow vehicles to access the site, removing the requirement for HGV access from the adjacent A24.

The highway accident data has been reviewed for the most recently available five-year road safety record for the area surrounding the site. On review, it is not considered that the data demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

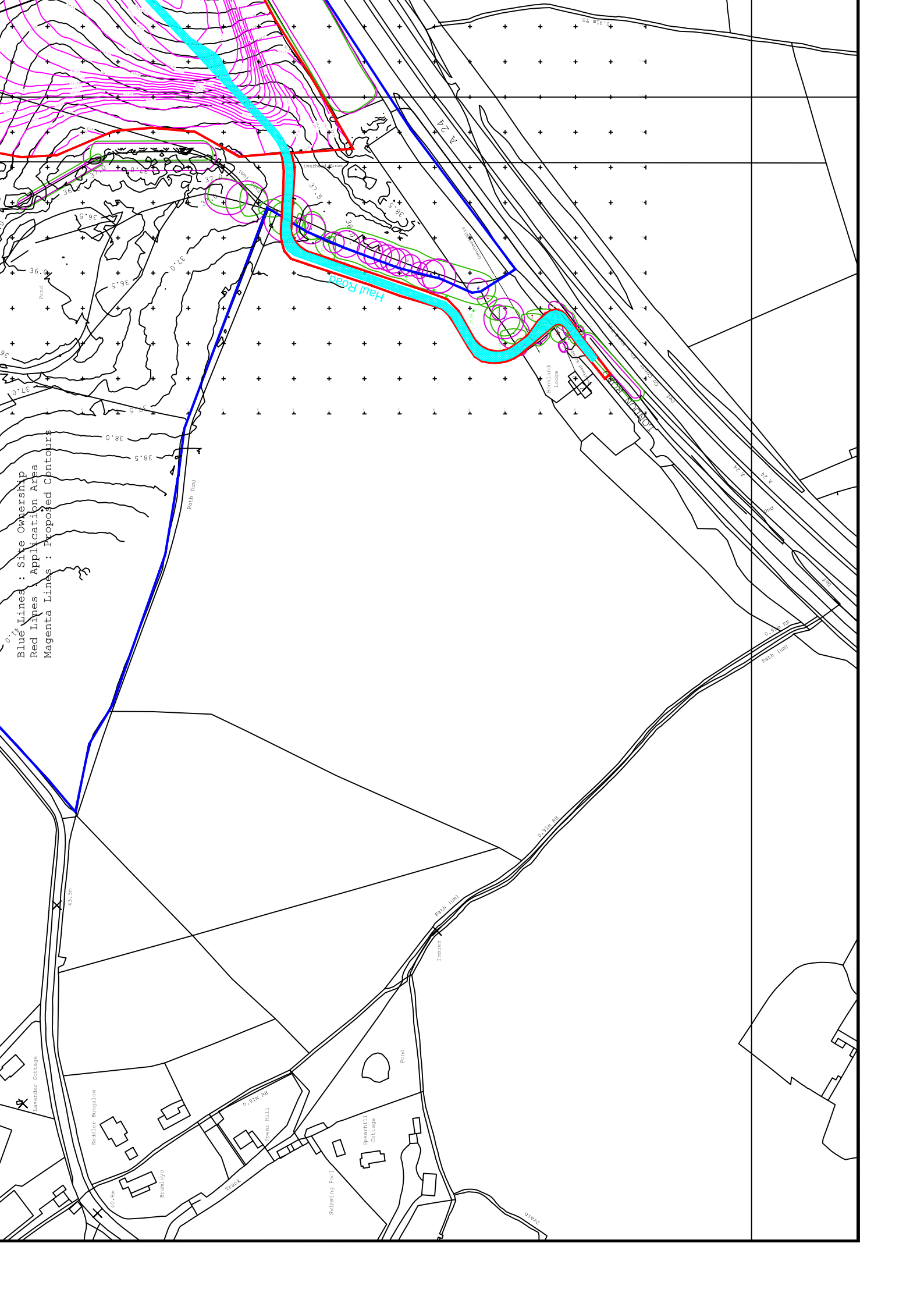
The accessibility of the site for non-car modes of travel has been assessed. Overall, it is considered that the site offers the potential for some journeys to be undertaken by modes other than car.

An estimate of the traffic generation resulting from the proposed development has been determined based on a first principles approach from information provided by the developer with regard to anticipated levels of vehicle trips at similar facilities. It is anticipated based on the provided data that vehicle two-way movements resulting from the development would total 30 – 40 on a daily basis.

Overall, on the basis of the above assessment it is concluded that there are no outstanding reasons why the proposed development should not be granted planning permission on highways grounds.

Appendix 1

Proposed Site Layout Plan



Blue Lines : Silver Ownership
Red Lines : Application Area
Magenta Lines : Proposed Contours

Haul Road

Hawkland Lodge

Lavender Cottage

Saddle Creek Bungalow

Bramblye

0.23m RM

0.23m RM

Spears Hill Cottage

0.23m RM

0.23m RM

0.23m RM

0.23m RM

0.23m RM

0.23m RM

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0.23m RM

0.23m RM

43.2m

Path (cm)

Path (cm)

0.23m RM

0.23m RM

Path (cm)

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Path (cm)

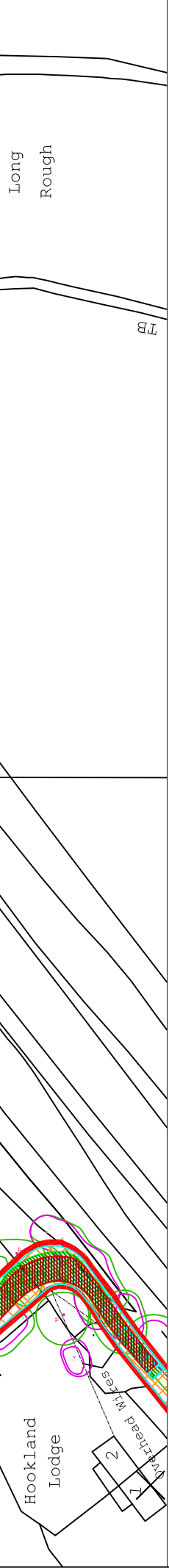
0.23m RM

Path (cm)

0.23m RM

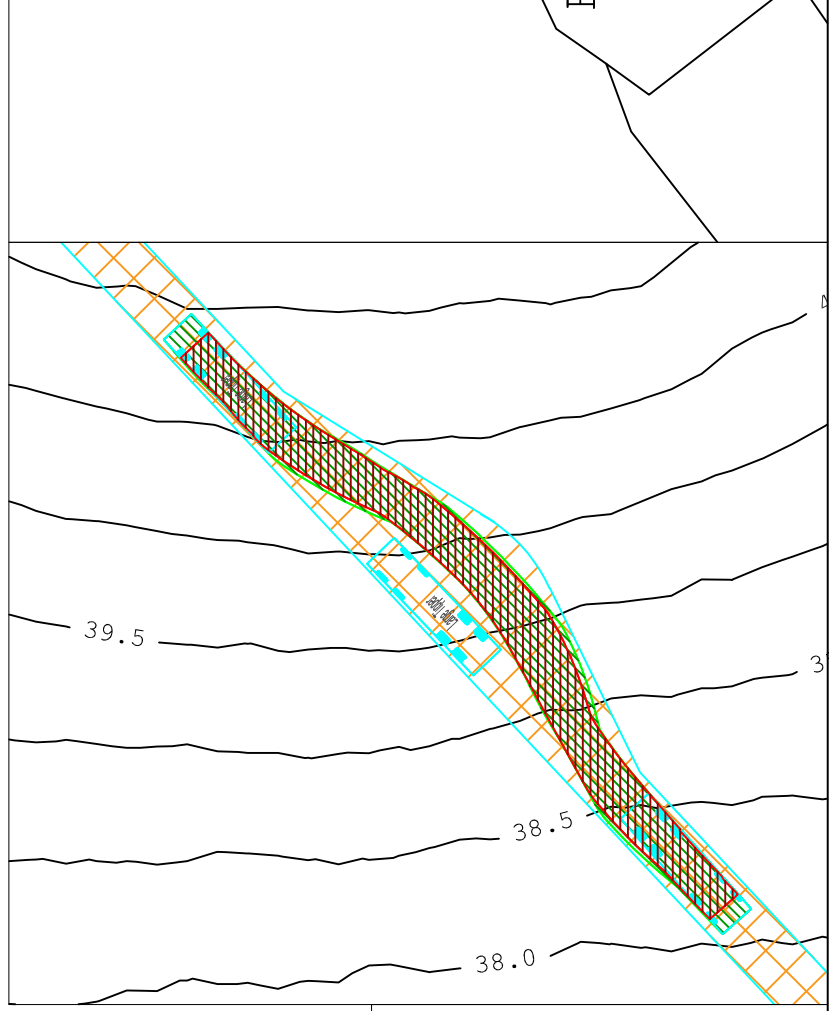
Appendix 2

Swept-Path Analysis

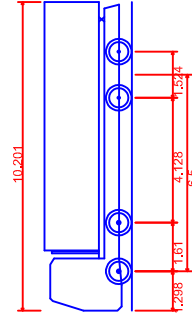


Swept Path Analysis - Scale - 1/1000

Swept Path



NTS



- Large Tipper
- Overall Length 10.201m
- Overall Width 4.128m
- Overall Body Height 1.298m
- Min Body Ground Clearance 1.1574m
- Track Width 6.3m
- Lock to lock time 6.00s
- Kerb to Kerb Turning Radius 11.550m

Appendix 3

Exemption File Note

West Sussex County Council

Highways Department

26th July 2023

Our reference: DTP/3706923/RSA-EN

Road Safety Audit Exemption File Note

PROPOSED AGRICULTURAL PASTURE REGRADING, HOOKLANDS FARM, A24 BASING HILL, ASHINGTON.

This document forms a Road Safety Audit (RSA) Exemption Note for the above development, providing details of the scheme and reasons that the proposed scheme is considered exempt from an RSA.

Highway Scheme Details

Details of the highway scheme proposed from the road safety audit process are provided below.

- Temporary Haulage Road to provide access for HGVs to Hooklands Farm for the proposed agricultural regrading development.
- North of Old London Road, RH20 3AT
- The haulage road would extend from the existing highway north-eastwards towards Hooklands Farm to allow HGVs to access the temporary site without using the current access end egress junction off the A24 Basing Hill.

Exemption Statement

In accordance with GG19 RSA, DTP have examined the details of the above highway scheme. For the reason(s) set out below, the highway scheme is considered exempt from an RSA as there is no impact on road user behaviour for all potential road uses in above location and there will be no adverse changes to the outcome of a collision.

- The above proposed scheme seeks to extend from the existing highway for the sole use of the development site for HGVs and there are no material works proposed in the public highway, as such an audit is required.

Overseeing Organisation Approval

The Overseeing Organisation Approval for the exemption from the RSA process is provided in the table below.

Name:	
Role:	
Organisation:	West Sussex County Council
Signature:	
Date:	