

Proposed Residential-Led
Mixed-Use Development,

Land North West of
Goring Station, Goring-
by-Sea, West Sussex

Residential Travel Plan prepared
on behalf of Persimmon Homes
Thames Valley

August 2020

MILESTONE
TRANSPORT PLANNING

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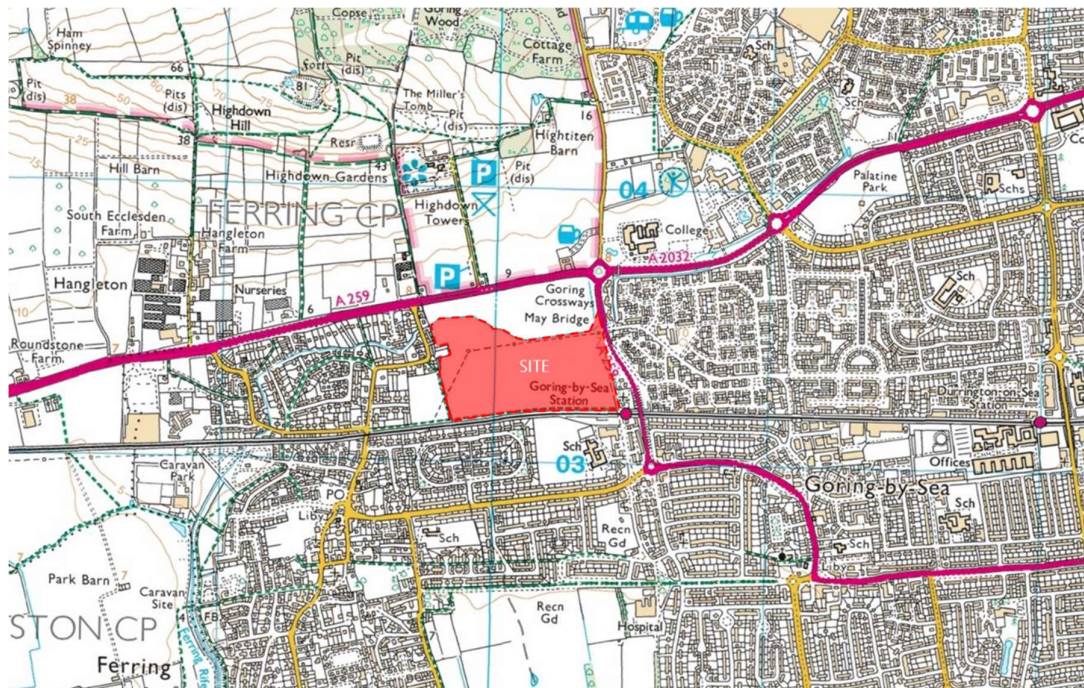
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1. Introduction

Scope of Residential Travel Plan

- 1.1 This Residential Travel Plan (RTP) has been prepared by Milestone Transport Planning (MTP) on behalf of Persimmon Homes Thames Valley (*the applicant*) in support of an outline planning application with all matters of detail reserved for a mixed use development comprising up to 475 dwellings (Use Class C3) along with associated access, internal roads and footpaths, car parking, public open space, landscaping, local centre (uses including A1, A2, A3, A4, A5, D1, D2) with associated car parking, car parking for the adjacent railway station, undergrounding of overhead HV cables and other supporting infrastructure and utilities on land North West of Goring Station, Goring-by-Sea in West Sussex.
- 1.2 The application site is a rectilinear shaped parcel of land circa 19.96 ha in size and comprises of flat arable fields, bordered by semi-improved grasslands, Ferring Rife River (flows east to west) and a line of pylons running just south of the Rife. It lies entirely within the confines of the Local Planning Authority, Worthing Borough Council (WBC).
- 1.3 The site is located to the south and west of the A259 Littlehampton Road and Goring Street, north of the West Coastway rail line, north-west of Goring rail station, and east of Ferring Lane and a public right of way (Footpath No. 2121_1), approximately 1.5-kilometres west of Goring district centre. The site in context with the local area and highway network is shown in Figure 1.

Figure 1 Site Location Plan



- 1.4 As defined in the Department for Transport's (DfT's) 'Good Practice Guidelines: Delivery Travel Plans through the Planning Process' document (April 2009), a Travel Plan is defined as *"a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use."*
- 1.5 The purpose of this RTP is to provide a long-term strategy aimed at encouraging future end-users (i.e. households and visitors) to reduce their dependency on travelling by single occupancy vehicles (SOVs) in favour of the more sustainable modes such as car sharing, public transport, walking and cycling. To accomplish this aim, the document sets out measures and initiatives, appropriate to future households, thereby ensuring a targeted approach is applied. The RTP should be read in conjunction with the Transport Assessment (TA) that has been prepared by MTP to accompany the full planning application.
- 1.6 Since details of future households are not yet known, it is not possible to derive site specific targets. In this regard, provisional trip rate targets, based on the multi-modal trip generation of the proposed residential development have been used to provide an indicative baseline. The main target of the RTP would aim to seek a progressive 10% reduction in the number of single occupancy car driver trips during the weekday AM and PM peak hour periods to and from the proposed residential development.
- 1.7 Consequently, this document therefore represents an initial strategy through which sustainable travel patterns and behaviour can be promoted amongst future end-users (i.e. households and visitors) of the proposed development. It is designed to be a flexible document, which will evolve over time, thereby ensuring that it remains relevant to all future households.

Policy Background

- 1.8 In preparing this RTP, reference is made to the National Planning Policy Framework (July 2018), Worthing new Local Plan, Worthing Core Strategy (2011), Adur Local Plan (2017), West Sussex Local Transport Plan 2011 – 2026 and West Sussex Walking and Cycling Strategy 2016 - 2026.

National Planning Policy Framework (NPPF)

- 1.9 The Ministry of Housing Communities & Local Government published the revised National Planning Policy Framework (NPPF) in February 2019. Promoting sustainable transport is a key thread of the NPPF and paragraph 102 highlights the importance of considering transport issues from the earliest stages of development proposals to ensure that:
- Potential impacts on transport networks can be assessed;
 - Opportunities from existing and proposed transport infrastructure, changing transport technology and usage are realised;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - Environmental impacts of traffic and transport infrastructure are identified, assessed and considered – identifying opportunities for avoiding and mitigating any adverse effects and for net environmental gains; and
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

- 1.10 Paragraph 103 goes on to state that: *"The planning system should actively manage patterns of growth...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes..."*
- 1.11 Paragraph 108 requires specific allocations for development to ensure that:
- Appropriate opportunities to promote sustainable transport modes have been taken up;
 - Safe and suitable access to the site can be achieved for all users; 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.
- 1.12 Paragraph 110 requires that application for development should:
- First, give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas;
 - Second, so far as is possible, facilitate access to high quality public transport, maximising catchment areas to services and implementing appropriate facilities to encourage use;
 - Address the need of people with disabilities and reduced mobility;
 - Create places that are safe, secure and attractive which minimise conflicts between pedestrians, cyclists and vehicles;
 - Allow for the efficient delivery of goods and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles.

Worthing Local Plan Transport Study (2018)

- 1.13 WSP published the Worthing local plan transport assessment in August 2018, to support the development of the new Worthing Local Plan, highlighting key policies for new development proposals:
- *'Promotion and delivery of sustainable transport measures provides a means to manage the level of vehicular trip generation from new developments'. P.80*
 - *'Travel plan measures could be secured as planning obligations in Section 106 agreements and the delivery of such measures would be subject to the relevant local planning enforcement policies and procedures that apply'. P. 85*

The Worthing Core Strategy (2011)

- 1.14 Worthing District council published the Core Strategy to help guide planning and development in the Borough up until 2026. Policy 19 (Sustainable Travel) highlights the Council's approach to *'ensuring the travelling environment for residents is safe, accessible and sustainable. This will be achieved by:*
- *Supporting continued improvements to public transport services;*
 - *Improving walking and cycling networks to create sustainable links between the town centre and the suburbs;*

- *Producing a car parking strategy for the town centre which will provide a balance between parking demand and overall provision, which will maintain the economic viability of the town centre, whilst promoting it as an area which is safe and accessible for pedestrians and cyclists;*

1.15 *The demands that users have for local public transport services and the impacts that car users have on the surrounding road network will be assessed for all new development. Developer contributions will be sought to implement and necessary measures to reduce local road congestion.*

1.16 *Major new development will require the provision of a Transport Assessment, which will specify how it will affect the surrounding transport environment and how it can mitigate against any adverse effects. Where appropriate, new development will require the provision of a Travel Plan and / or Transport Assessment, which will need to demonstrate that infrastructure is needed to promote the priorities set out in the Local Transport Plan and the Statement of Common Ground'.*

West Sussex Transport Plan (2011-2026)

1.17 West Sussex Council published its third Transport Plan in February 2011, lasting until 2026. The document focuses on a number of key Long-Term Strategies, including:

- *'To reduce unnecessary trips by motorised vehicles and encourage use of more sustainable modes of transport. This will be achieved by continuing to secure travel plans for new residential and employment developments and encouraging members of the community to work with existing groups to instil positive changes in travel behaviour and nurture a culture which embraces sustainable travel'; P. 11*
- *'To reduce the need to travel at all by encouraging the provision of local services. This will be achieved by requiring that transport assessments assess accessibility to key services and have clear links with travel plans and encouraging home working and the promotion of home delivery services through workplace and residential travel plans'; P. 12*

West Sussex Walking and Cycling Strategy (2016-2026)

1.18 The West Sussex County Council's Walking and Cycling Strategy (2016-2026) outlines the design and safety principles for walking and cycling that the County Council will follow, and developers will be expected to follow, when implementing infrastructure schemes:

- *'All new (development) and improvement / maintenance schemes will consider, and wherever possible prioritise, the needs of cyclists and walkers'. P.17*
- *'In partnership with the Local Planning Authorities we will continue to secure and agree Travel Plans for appropriate new employment and residential development sites'. P.22*
- *'We will make the full list of potential schemes, and those additional schemes that may be added over time, available on the WSCC website with the expectation that, where and when possible schemes, irrespective of their position on the list, are promoted via other agreed works or development'. P.28*

Report Structure

1.19 The remainder of this RTP is structured as follows: -

- Section 2 details the main aims and objectives of the RTP;
- Section 3 assesses the site's accessibility credentials in regards to existing public transport infrastructure / services and the pedestrian and cycling network;
- Section 4 provides an overview of the proposed development including access, parking, delivery and servicing arrangements;
- Section 5 proposes a structure for managing the RTP including a description of the responsibilities of the appointed Travel Plan Co-ordinator;
- Section 6 sets out a range of measures aimed at encouraging future households to adopt sustainable travel patterns and behaviour, primarily for their journeys to and from various workplace destinations; and
- Section 7 sets out provisional mode share targets, which seek to achieve a progressive decrease in private car use and a corresponding increase in those travelling by sustainable means.

2. Aims & Objectives

Aims

2.1 The primary aim of the RTP is to achieve a reduction in the reliance upon car borne travel for essential and non-essential journeys made by households to and from the development. This will reduce the impact of such travel on the local environment as a whole by:

- Encouraging safe and viable alternatives to the private car for access to the proposed development to achieve fewer trips from the development than would otherwise have been the case;
- Achieving a reduction in overall private vehicle mileage resulting in an associated reduction in environmental pollution;
- Improving safety for vulnerable road users such as pedestrians and cyclists; and
- Raising awareness of environmental issues, especially those which impact on personal health and involve transport matters.

Objectives

2.2 The aims of the Travel Plan are supported by objectives that are in accordance with local and national policies. The key objectives are:

- To minimise trips to and from the site, particularly single occupancy vehicles trips in peak hours to local facilities; and
- To promote the use of all alternative methods of travel to car-borne travel, including walking, cycling, public transport and car-sharing.

3. Site Description and Accessibility Credentials

3.1 In order to gain an understanding of the potential for future households of the proposed residential development to travel by the more sustainable modes of travel, this section of the RTP evaluates the existing provision of transport infrastructure and services within the vicinity of the site.

Site Description and Context

3.2 The site encompasses a parcel of land with an area of 19.96 hectares, off the western side of the A259 Goring Street. The land is comprised of arable land and Ferring Rife, running from the west to the east of the site. Access to the site is currently taken from a field gate off the western side of the A259 Goring Street.

3.3 The site boundaries are formed by Ferring Rife to the north, the A259 Goring Street to the east, a railway line to the south and residential dwellings to the west. In a wider context, the site is located on the outskirts of Goring-By-Sea town and circa 5-kilometres west of Worthing. A plan showing the location of the site in context with the local area and highway network is shown in Figure 2.

Figure 2 Site Location Plan



Local Highway Network

3.4 The A259 Goring Street is a single carriageway two-way road that runs in a north to south alignment and is subject to a 40mph speed limit. It operates as a ‘Secondary / Residential Distributor Road’ and provides access to / from the strategic road network and the centre and residential areas of Goring-by-Sea.

- 3.5 In the vicinity of the existing site access, the A259 junctions with The Strand via an all movement priority T-junction with right turn lane. The Strand is a single carriageway two-way road that runs in a west to east alignment and is subject to a 30mph speed restriction. The Strand has raised tables along its extent acting as traffic calming measures. The Strand provides access to the nearest bus stops to the site.
- 3.6 Approximately 100m south of the existing site access, the A259 Goring Street junctions with Goring Street via an all movement priority T-junction with right turn lane. Goring Street is a single carriageway two-way road that runs in a north to south alignment and is subject to a 30mph speed limit. It operates as a 'Minor Road', providing access to a number of residential dwellings in addition to Goring-by-Sea Railway Station and car park, which currently provides c. 11 spaces. It is noted that Goring Street is not subject to on-street parking restrictions and therefore there is often on-street parking along the east kerb line most likely associated with the station.
- 3.7 To the north the A259 Goring Street junctions with the A2032 / A259 Littlehampton Road / Titnore Lane via a 4-arm roundabout. Titnore Lane continues north to join with the A27 via a single carriageway two-way road. The A2032 is in the form of a separated dual carriageway and heads east towards residential suburbs of Worthing. The A259 continues west in the form of a separated single carriageway for approximately 650m and then increases to a dual carriageway. The A259 Littlehampton Road is subject to a 50mph speed limit and continues towards Littlehampton and Chichester.
- 3.8 The A259 Goring Street continues south over the railway line and junctions with Aldsworth Avenue via a 4-arm roundabout whereby the A259 continues west to Ferring and east to Goring Town Centre and Worthing.

Accessibility by Non-Car Modes

- 3.9 The planning process at national and local level seeks to ensure that development proposals are located in areas where the need to travel will be minimised and opportunities for encouraging sustainable travel behaviour and patterns can be maximised. Consequently, this section of report assesses the existing provision of transport infrastructure and services by mode within the vicinity of the site.

Walk and Cycle Accessibility

- 3.10 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for short journeys to be undertaken by private car, thus reducing the level of traffic on the surrounding highway network.
- 3.11 Pedestrian access to the site is via the provision of 2.8-metres wide, lit footways on either side of the A259 Goring Street. A toucan crossing is present south of the site's access, providing a safe crossing on the A259 Goring Street. Additionally, a shared foot / cycleway circa 25-metres south of the site (see figure 3), provides access to Goring Street, where the presence of dropped kerbs and tactile paving allows access to Goring-By-Sea rail station in a safe and convenient manner.
- 3.12 To the north of the site, the footways along the A259 Goring Street connect to the southern footway of the A2032 Littlehampton Road via tactile paving. The dual carriageway is served by a footbridge, which provides access to local bus stops, Northbrook College (eastbound / westbound) and Northbrook Metropolitan College.

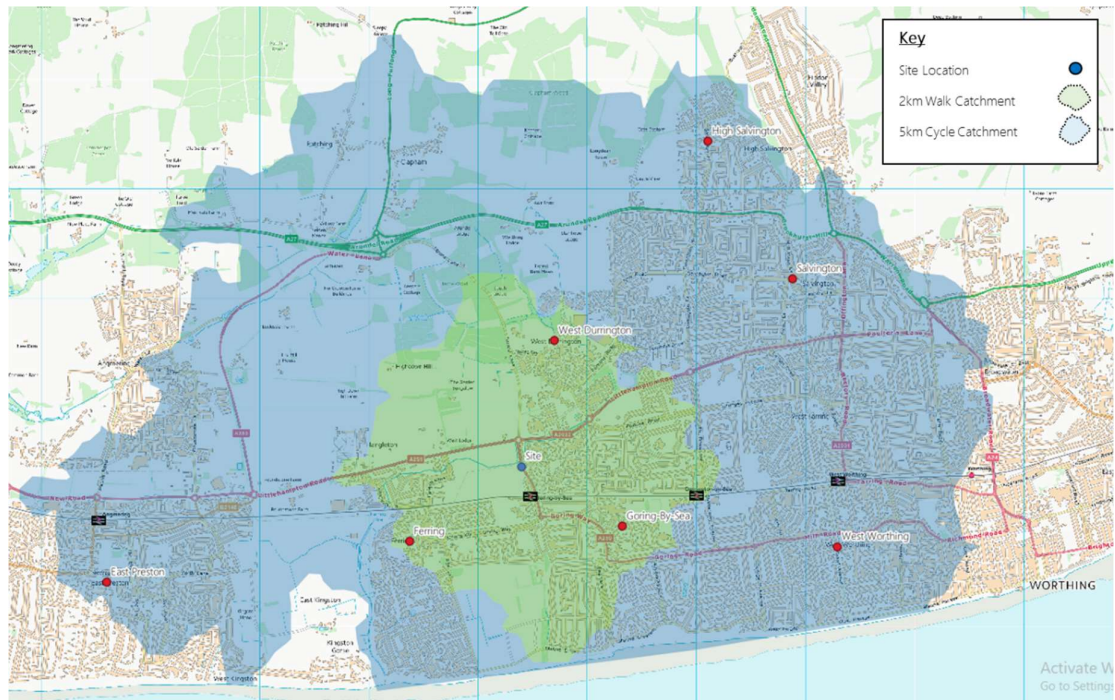
- 3.13 To the south-east, the footways along the A259 Goring Street adjoin to the wider pedestrian network via dropped kerbs, tactile paving and a toucan crossing situated at the 4-arm roundabout junction with Goring Way, Aldsworth Avenue, and the A259 Goring Way.
- 3.14 Footways along the A259 Goring Way / Mulberry Lane / Goring Road provide a direct, safe, and convenient walking route to Goring-By-Sea town centre via dropped kerbs and tactile paving. The town centre is served by a range of local amenities.

Figure 3 View of Shared Footway / Cycleway along the A259 Goring Street



- 3.15 As previously mentioned, cycle infrastructure is present along both sides of the A259 Goring Street in the form of a shared footway / cycleway. The dedicated cycleway / footway along the western side of the A259 Goring Street extends to the A259 Littlehampton Road, providing a safe and accessible route to the town of Ferring.
- 3.16 The site is also within close proximity of the South Coast Cycle Route, as recognised by West Sussex County Council. The cycle route can be accessed from the A259 Littlehampton Road, approximately 1.7-kilometres west of the site. The route is situated along shared footways / cycleways and quiet roads, providing a safe route to the towns of Angmering and Littlehampton.
- 3.17 Within various national, regional, and local planning policy and best practice guidance documents, the 'active' modes of walking and cycling are recognised as having the potential to replace short journeys undertaken by private car.
- 3.18 The Chartered Institute of Highways and Transportation's (CIHT's) publication '*Providing for Journeys on Foot*' (2000), states the average length of a walk journey is 1.0 kilometre. It further suggests a preferred maximum walking distance of 2.0 kilometres for commuting / school journeys and 1.2 kilometres for other journey destinations. Other national planning guidance / best practice publications have previously recommended a maximum distance of 5.0 kilometres for reasonably fit individuals to cycle to / from workplace destinations.
- 3.19 As shown in Figure 4, a significant proportion of Goring including the town centre, rail station and the residential areas of Ferring and West Durrington are accessible on-foot, within the preferred maximum distance of 2.0-kilometres. In addition, the neighbouring town / village centres of Salvington, High Salvington, West Worthing and East Preston are accessible by cycle.

Figure 4 Walk and Cycle Catchment Plan



Public Transport Accessibility

Bus Services

- 3.20 The nearest bus stops are located on either side of The Strand (opp. Boxgrove Parade for north-westbound and adj. Boxgrove Parade for south-eastbound), circa 250-metres and 350-metres south-east of the site for the opposite and adjacent stops, respectively. Both stops are served by signage and timetable information, whilst the adjacent stop provides a shelter.
- 3.21 Additional bus stops are located on either side of the A2032 Littlehampton Road (i.e. Stop A for eastbound services and Stop B for westbound services), approximately 300-metres and 400-metres north-east of the site for Stops B and A, respectively. Both Stop A and B provide a flagpole and timetable information, whilst stop B also provides a shelter.
- 3.22 A further two bus stops are located along Langbury Lane to the west of the site, which are served by two additional services. The bus stops are currently located a 1.3-kilometre walk from the site, however with the provision of a pedestrian access to the west of the site this distance would be dramatically reduced for households.
- 3.23 As shown in Table 3.1, these stops are served by 4 bus routes which operate on a frequent basis throughout a typical week and weekend, providing access to a multitude of local and regional destinations including local town centres of Goring, Littlehampton, and Worthing.

Table 3.1 Summary of Bus Services Available from the A2032 Littlehampton Road / The Strand

Nearest Bus Stops	Route No.	Frequency (per hour)				Route
		Monday	Saturday	Sunday		
		Day	Eves	Day	Eves	
Boxgrove Parade (opp. / adj.)	10	3	-	-	-	Worthing – Durrington
Northbrook College (A / B)	9	1	-	-	-	Arundel – Shoreham
Henty Arms	8	2	-	-	-	Worthing – Goring – South Ferring
Henty Arms	700 Coastliner	6	3	3	2	Wick – Littlehampton – Worthing - Shoreham - Brighton

Mainline Rail Services

3.24 Goring-by-Sea is situated off the eastern side of Goring Street, approximately 300-metres south of the site. The station is managed by Southern and provides frequent, direct rail services to a host of local and regional destinations including London Victoria, Brighton, Southampton Central and Worthing. Table 3.2 provides a summary of rail services accessible from Goring-by-Sea rail station including typical daytime frequency and journey times to key local and regional destinations.

Table 3.2 Summary of Rail Services Available at Goring-by-Sea Rail Station

Destination	Service Frequency	Journey Time
London Victoria	2 per hour	1 hour 32 minutes – 1 hour 52 minutes
Worthing	4 - 5 per hour	7-9 minutes
Brighton	3 – 4 per hour	33-38 minutes
Southampton Central	1 per hour	1 hour 17 minutes
Littlehampton	3 per hour	14-17 minutes
Gatwick Airport	2 per hour	1 hour 5 minutes
Clapham Junction	2 per hour	1 hour 24 minutes – 1 hour 34 minutes

3.25 At present the station comprises a central footbridge, whilst step free access is available to platforms 1 and 2 via the level crossing on Goring Street.

3.26 The station contains a coffee kiosk, ticket machines, toilets, and a waiting room on platform 1. In addition, a total of 23 cycle parking spaces are available from platforms 1 and 2, accessible via Goring Street.

Accessibility to Local Amenities

3.27 As identified in Table 3.3, the site benefits from being accessible on-foot and by cycle to a broad range of amenities, which are likely to cater for the convenience, education, healthcare, retail, and leisure needs of future households.

Table 3.3 Summary of Local Amenities Accessible On-Foot and By Cycle

Type of Amenity	Destination	Distance	Walk Journey Time	Cycle Journey Time
Convenience	Tesco Express	600-metres	8-minutes	2-minutes
	Tesco Extra	1.8-kilometres	23-minutes	6-minutes
	Royal Mail	1.1-kilometre	14-minutes	3-minutes
Education	Ferring Funtime Pre-school within Ferring C of E Primary School	1.5-kilometres	18-minutes	5-minutes
	Goring Church of England Primary School	1.3-kilometres	16-minutes	4-minutes
	Chatsmore Catholic High School	450-metres	6-minutes	2-minutes
	Northbrook College	500-metres	7-minutes	3-minutes
Faith	English Martyrs Catholic Church	750-metres	9-minutes	3-minutes
	Goring-by-Sea Methodist Church	900-metres	11-minutes	3-minutes
Healthcare	Rowlands Pharmacy	550-metres	7-minutes	2-minutes
	The Barn Surgery	1.7-kilometres	18-minutes	5-minutes
	Goring Hall Hospital	1.0-kilometres	13-minutes	4-minutes
	Ferring Dental Practice	1.3-kilometres	16-minutes	6-minutes
Leisure and Fitness	David Lloyd Worthing	1.1-kilometres	13-minutes	3-minutes
	Goring Cricket & Football Club	650-metres	8-minutes	2-minutes
	Fernhurst Recreation Ground	1.1-kilometres	13-minutes	3-minutes
	Highdown Gardens	1.3-kilometres	17-minutes	8-minutes
Employment	Brookside Industrial Estate	5.2-kilometres	-	16-minutes
	Woods Way Mulberry Lane Trading Estate	1.3-kilometres	16-minutes	4-minutes
Retail	Rustington Retail Park	4.7-kilometres	-	15-minutes
	Worthing Town Centre	5.0-kilometres	-	15-minutes

Summary

- 3.28 It is evident that the site is well connected to the local highway network with good sustainable access to Goring-by-Sea and the wider areas with a comprehensive range of local and accessible services and local sustainable transport with a good level of service.
- 3.29 The accessibility of the site by alternative mode to the private car is evidenced by the 2011 National Census Travel to Work Data (detailed further in Section 5) which demonstrates up to 25% of the working age population travel to work by sustainable modes.
- 3.30 The location of the site therefore reflects the requirements of the NPPF and local policy in ensuring the patterns of growth make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are sustainable. The site provides a realistic choice in travel mode to cater for a number of day to day journeys which would act to reduce occupant's reliance on the private car.

4. Proposed Development

Overview

- 4.1 The mixed use development proposals comprise the erection of up to 475 dwellings (Use Class C3) along with associated access, internal roads and footpaths, car parking, public open space, landscaping, local centre (uses including A1, A2, A3, A4, A5, D1, D2) with associated car parking, car parking for the adjacent railway station, undergrounding of overhead HV cables and other supporting infrastructure and utilities.
- 4.2 A proposed Masterplan Layout Plan (Drawing No. CMP-02 Rev P6), prepared by Thrive Architects is attached at Appendix 1 of this report.
- 4.3 Since all matters of detail will be reserved, the schedule of accommodation set out in Table 4.1 below is only indicative. Approximately 143 (30%) of the proposed residential units would be comprised of affordable housing, of which 70% (100 units) would be affordable rent and 30% (43 units) as shared ownership. The remaining 332 (70%) of the proposed units would be private open market. Regarding the mix of development, a total of 91 units (19%) would be comprised of one-bed; 172 units (36%) of two-beds; 152 units (32%) of three-beds and 60 units (13%) of four-beds.

Table 4.1 Schedule of Accommodation

Tenure	Housing Type	No. of Units
Private Open Market (POM)	1 Bedroom Unit	34
	2 Bedroom Unit	132
	3 Bedroom Unit	116
	4 Bedroom Unit	50
Affordable Rent	1 Bedroom Unit	45
	2 Bedroom Unit	25
	3 Bedroom Unit	25
	4 Bedroom Unit	5
Shared Ownership	1 Bedroom Unit	12
	2 Bedroom Unit	15
	3 Bedroom Unit	11
	4 Bedroom Unit	5
TOTAL		475

- 4.4 The commercial aspect of the residential-led development proposals would comprise a convenience foodstore (Use Class A1) with a Gross Floor Area (GFA) of 353 sq.m and a crèche (Use Class D1) with a GFA of 279 sq.m catering for up to 78 children and 39 staff over separate shifts.
- 4.5 It is anticipated that the convenience foodstore would serve the adjoining residential development and surrounding local community with the hours of operation between 06:00 and 23:00, Monday to Sunday. As shown in Table 4.2, the proposed crèche would operate 3 sessions throughout a typical weekday.

Table 4.2 Proposed Operation of Crèche

Session	Time	No. of Children	No. of Staff
AM Session	08:00 – 13:00	26	4
PM Session	13:00 – 18:00	26	4
Full-Day Session	08:00 – 18:00	26	4

Proposed Access Arrangements

- 4.6 Vehicular, pedestrian and cycle access to all parts of the proposed residential-led mixed-use development would be achieved via the creation of a 3-arm roundabout junction located approximately 230-metres south and 430-metres north of the A259 Goring Street / A2032 / Titnore Lane (i.e. Goring Crossways); and A259 Goring Street / Goring Way / Aldsworth Avenue / Ardingly Drive / Goring Way 5-arm roundabout junctions, respectively.
- 4.7 As shown on Drawing No. 18122/001 Rev A (attached), the northern and southern arms of the proposed 3-arm roundabout junction would comprise two-lane approaches with a carriageway width of 3.2-metres.
- 4.8 The A259 Goring Street / The Strand priority give-way junction would be converted to accommodate 'left-in' and 'left-out' manoeuvres-only. Under this arrangement, motorised users intending to undertake right-turn movements into and out of The Strand would be required to divert to the north and south and undertake 'U-turn' manoeuvres via the A259 Littlehampton Road - Goring Street / A2032 / Titnore Lane and A259 Goring Street / Goring Way / Aldsworth Avenue / Ardingly Drive / Goring Way roundabout junctions or choose alternative routes.
- 4.9 In addition, the proposed access arrangement would involve the permanent closure of the A259 Goring Street / Minor Goring Street priority give-way junction and the creation of an internal link road circa 70-metres to the south-west. This internal link would operate as a secondary access and enable future households / end-users as well as other motorised users to gain access to Goring rail station, Station House, Church of Jesus Christ and several residential blocks (Hereford, Salisbury and Winchester) situated at the northern end of Minor Goring Street.
- 4.10 The closed section of carriageway would be reinstated as a shared foot / cycleway, which would connect a relocated toucan crossing to an enhanced link to Goring rail station.

Internal Access

4.11 Details of the internal access and layout will be determined as part of a future Reserved Matters planning application. However, the design will be developed in accordance with the DfT's MfS1 publication and WSCC's 'Local Design Guide – Supplementary Guidance for Residential Development Proposals' (January 2008), most notably: -

- Primary Access – minimum carriageway width of 6.75-metres flanked by 3.0-metre wide shared foot / cycleways along both sides.
- Primary Street – minimum 5.5-metre wide carriageway with 2.0-metre wide footways on the primary routes through the development.
- Secondary Street – minimum of 5.0-metre shared surfaces with service margins designed to enable access for refuse vehicles; and
- Private Driveways – narrower shared surface areas where refuse vehicles do not need to enter.

Pedestrian and Cycle Access

4.12 The existing public rights of way that runs east-west along the south boundary of the site and north-south between the site will be retained.

4.13 An additional pedestrian access point will be provided to the north-west of the development. The existing public right of way (path number 2121_1) connecting to Ferring Lane, will be upgraded to facilitate increased pedestrian movements to access the bus stops located along the A259.

Proposed Parking Arrangements

Car

4.14 Car parking standards applicable to all aspects of the mixed-use development proposals are set out in WSCC's 'Guidance on Parking at New Developments' (August 2019). Parking standards for new residential developments are split into 5 Parking Behaviour Zones. The site is located within Zone 4 and the relevant parking standards have been reproduced below in Table 4.3.

Table 4.3 WSCC Residential Parking Demand - Zone 4

Number of bedrooms	Number of habitable rooms	Spaces per dwelling
1	1 to 3	0.9
2	4	1.1
3	5 to 6	1.7
4+	7 or more	2.2

- 4.15 When applying these standards to the proposed residential development, a total of 663 parking spaces would be required to satisfy potential demand. However, it is noted that details on car parking provision will be determined as part of a RM planning application.

Cycle

- 4.16 Cycle parking standards relevant to the residential aspect of the mixed-use development proposals are set out in Table 1 of WSCC *Guidance on Parking at New Developments (August 2019)*. Table 4.4 reproduces the minimum cycle parking standards for residential uses.

Table 4.4 Residential Minimum Cycle Parking Provision Standards

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

- 4.17 Cycle parking standards for commercial retail (Use Class A1) is to be provided at a rate of 1 space per 100 sq.m for staff and 1 space per 100 sq.m for customers. The guidance specifies a site specific assessment for nurseries (Use Class D1), based on travel plan and needs.
- 4.18 When applying these standards to this use, a total of 8 cycle spaces including 4 for staff and 4 for customers would need to be provided to ensure compliance.
- 4.19 As with car parking, details on the number and type of cycle parking for both the residential and commercial uses in context with the adopted standards will be considered in greater detail, as part of a RM planning application.

5. Management

Travel Plan Co-ordinator

5.1 The applicant will be responsible for appointing and funding a Travel Plan Coordinator (TPC), approximately three months prior to first occupation. The applicant will be responsible for ensuring that the role is fulfilled for a period of 5 years before being transferred to the Residents Association. The TPC will be responsible for the implementation, communication, monitoring and management of the overall aims and objectives defined in the Travel Plan, including:

- Overseeing the development and implementation of the Travel Plan;
- Raising awareness of the Travel Plan by designing and implementing effective marketing campaigns to promote the Travel Plan;
- Acting as the point of liaison with external organisations, i.e. Adur and Worthing Councils travel plan officers;
- Coordination of any necessary travel surveys and other data collection exercises required to develop the Travel Plan;
- Coordination of the monitoring programme for the Travel Plan including setting targets and review dates; and
- Promotion of the Travel Plan through the provision of effective communication at all levels.

Residents Association

5.2 The TPC will set up a residents association once the development is fully occupied to continue the promotion of sustainable modes and restraint on car use after the development is complete. The timing of this will provide a one-year transition period between the TPC completing their role and the Residents Association taking over the coordination of the Travel Plan.

Communication

5.3 The success of the Travel Plan will rely on the support of all households, and the TPC will need to ensure that the principles and initiatives within the Travel Plan are fully understood. The TPC will act as the first point of contact for any Travel Plan related issues or queries.

5.4 All households will be made aware of the Travel Plan when moving into a dwelling. Details of the schemes put in place through the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving its objectives will be fully explained through a Travel Information Pack.

5.5 Promotional material will also be used periodically to highlight the Travel Plan initiatives. The promotional material will include advice on the appropriate channels for raising specific transport-related matters, encouraging households to contact the nominated TPC who in turn will liaise with the appropriate authorities.