
Highways England response (HE ref. 90124) re. AWDM/1264/20 - Land North West Of Goring Railway Station

1 message

Franklin, Richard <Richard.Franklin@highwaysengland.co.uk>

12 January 2021 at 17:27

To: "planning@adur-worthing.gov.uk" <planning@adur-worthing.gov.uk>

Cc: "mail@milestonetp.co.uk" <mail@milestonetp.co.uk>, Planning SE <planningse@highwaysengland.co.uk>, "Bown, Kevin" <Kevin.Bown@highwaysengland.co.uk>, "Bowie, David" <David.Bowie@highwaysengland.co.uk>, "Cleaver, Elizabeth" <Elizabeth.Cleaver@highwaysengland.co.uk>

For attention of:	Gary Peck
Site:	Land North West Of Goring Railway Station, Goring Street, Worthing, West Sussex
Proposal:	Mixed use development comprising up to 475 dwellings 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, as proposed to be amended to use classes E, F and Sui Generis) with associated car parking, car parking for the adjacent railway station, undergrounding of overhead HV cables and other supporting infrastructure and utilities (Outline with all matters reserved).
Your Reference:	AWDM/1264/20
Highways England's Reference:	90124

Dear Mr Peck,

Thank you for your consultation of 22nd December 2020 regarding the above application requesting a response by 12th January 2021.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN. In the case of this proposal, our interest relates to potential impacts upon the A27.

Having examined the Transport Assessment on the planning portal we have the following comments for the applicant to consider:

4. Baseline Highway Conditions

- The PIA analysis should be extended to cover the A27/A280 junction

6. Multimodal Trip Generation

- Paragraph 6.9 references 'Method of Travel to Work' data from the 2011 Census for the Worthing 013 Middle Layer Super Output Area (MSOA). However, the site is located in Worthing 006 Middle Layer Super Output Area (MSOA) as outlined in paragraph 7.13. Therefore, please can clarification be provided?

7. Highway and Transport Impact Assessment

- Paragraph 7.2 states that 505 units has been assessed – please can clarification be provided regarding the level of units assessed as chapter 6 was based on 475? (if 505 units has been assessed, a further table showing the total development trips based on 505 units is required)
- Table 7.3 – Highways England requests that a 'Trunk' road TEMPro growth rate is used for the A27/A280 junction flows
- Table 7.13 – the "2031 Future Year + Committed Development + Development + Sensitivity scenario" in Table 7.20 of the Land North of Water Lane Transport Assessment is considered to be the base scenario in 2031. However, the 2033 base scenario in Table 7.13 shows that the performance of the A280 North arm in the AM is better in 2033 compared to the 2031 Land north of Water Lane scenario.
- Table 7.14 – the "2031 Future Year + Committed Development + Development + Sensitivity scenario" in Table 7.21 of the Land North of Water Lane Transport Assessment is considered to be the base scenario in 2031. However, the 2033 base scenario in Table 7.14 shows that the performance of the following arms are better in 2033 compared to the 2031 Land north of Water Lane scenario:
 - A280 Long Furlong (AM)
 - A280 south (AM and PM)
 - A27 offslip (AM)
 - Arundel Road (AM)
- Table 7.14 – comparison of the 2033 Base with 2033 Base + Development scenarios shows the A27 offslip performs better in the AM with the development – please can clarification be provided as this is not logical?
- Paragraph 7.57 references mitigation at the A280 / A27 / Titnore Lane roundabout in relation to Table 7.15, yet Table 7.15 is labelled "A280 - A27 - Arundel Road – mitigation", therefore please can clarification be provided?

Appendix 14

- Highways England disagrees with some of the route assignment as follows:
 - all Chichester trips should use Titnore Lane / A27 (W)
 - all Horsham trips should use Titnore Lane / A280 (N)
- The final page appears to show trips based on a development of 600 units, which differs from the 475 in chapter 6 and 505 referred to in chapter 7 and therefore further clarification is requested

Appendix 16

- Figure 11 (2033 Base + Committed Development Flows AM Peak (08:00 - 09:00)) has been compared to the 2031 flows in TF23 in the Land North of Water Lane Transport Assessment. The tables below show the Land North of Water Lane Transport Assessment flows that are

higher than the base flows in this TA, which requires clarification as the 2033 flows should be higher:

Southern Roundabout AM		
From/To	A280 North	A280 South West
A27 Off-slip		323
A280 South West	823	

Northern Roundabout AM		
From/To	A280 North	A27 On-slip
A280 South	817	387

- Figure 12 (2033 Base + Committed Development Flows PM Peak (17:00 - 18:00)) has been compared to the 2031 flows in TF24 in the Land North of Water Lane Transport Assessment. The tables below show the Land North of Water Lane Transport Assessment flows that are higher than the base flows in this TA, which requires clarification as the 2033 flows should be higher:

Southern Roundabout PM		
From/To	A280 North	A280 South West
A280 North		663
A27 Off-slip		340
A280 South West	511	

Northern Roundabout PM		
From/To	A27 On-slip	
A280 South	247	

- The development distribution flow diagram (Figure 13) does not reflect the distribution in Appendix 14 at the A27/A280 junction. Therefore, please can the flow diagrams be updated or clarification be provided?
- The total development flows in Figure 20 and Figure 21 do not appear to match those in Table 6.9 and therefore clarification is required.

Based on the above comments, Highways England has concerns regarding the accuracy of the modelling at the A27/A280 junction and therefore it is requested that the trip generation, distribution, traffic flow diagrams and junction modelling are updated in line with the above comments and resubmitted.

Therefore, until such time as the requested information has been provided to enable Highways England to obtain a clear view of the impacts of this proposed development on the SRN (the tests set out in DfT Circular 02/2013, particularly paragraphs 9 & 10, and MHCLG NPPF2019, particularly paragraphs 108 and 109), our informal advice is that you should not approve this application because of the potential for harm to the Strategic Road Network.

This email does not constitute a formal recommendation from Highways England. We will provide a formal recommendation later when we can be confident that the application is in its final form. In the

meantime, we would ask that the authority does not determine the application (other than a refusal), ahead of us receiving and responding to the required information. In the event that the authority wishes to permit the application before this point, we would ask the authority to inform us so that we can provide substantive responses based the position as known at that time.

If you have any queries regarding this response, please contact us at PlanningSE@highwaysengland.co.uk.

Regards,

Sent on behalf of Kevin Bown, Spatial Planning Manager Area 4

Richard Franklin

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Please note that for the foreseeable future we are all working from home. All meetings will be via telephone, Skype or similar. We will continue to seek to work to our statutory and other deadlines. In case of IT or other issues, as a precaution, please copy all emails to PlanningSE@highwaysengland.co.uk . Thank you.

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