

**Areas of Agreement and Disagreement  
APPEAL**

**PINS Ref: APP/M3835/W/21/3281813**

Topic or Reason for Refusal	Comment	Local Highway Authority Comments	Status
<b>Areas of Agreement related to the development proposals</b>			
Road Network	As outlined in the Transport Assessment, the A259 Goring Street is a single carriageway two-way road that runs in a north to south alignment and is subject to a 40-mph 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.	Agreed	Agreed
Proposed Access Arrangements	<p>The planning application was outline with all matters reserved including access.</p> <p>As shown on Drawing No. 18122/001 Rev C, 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.</p>	Agreed	Agreed

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.

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.



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.

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 Road	Details of the internal access and layout will be determined as part of a future Reserved Matters planning application	Agreed	Agreed
Pedestrian and Cycle Access	<p>As outlined in the TA, 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.</p> <p>As shown on Drawing No. 18122/SK11 Rev A (attached), in accordance with WSCC Highways request, a pedestrian / cycle link that connects the north-west corner of the residential-led mixed-use development with the existing off-carriageway shared pedestrian / cycle link and existing bridleway (No. 2135) and sports pitches off the southern and northern sides of the A259 Littlehampton Road is proposed.</p> <p>The presence of this new foot / cycleway link would provide future households and other end-users as well as members of the wider community with safe and convenient access and increase the likelihood of them adopting long-term sustainable travel patterns and behaviour for various journey purposes (especially leisure-related), thereby reducing the dependency on use of the private car.</p>	Agreed	Agreed
Residential Travel Plan	<p>As set out in the TAA and attached at Appendix 6 of the document, an updated Residential Travel Plan that included the following commitments was submitted to WSCC Highways:</p> <ul style="list-style-type: none"> <li>• Monitoring in accordance with the TRICS UK Standard Assessment Methodology (SAM).</li> <li>• A target to reduce the 12-hour weekday vehicle trip rate by 15% compared to the predicted trip rate from the Transport Assessment.</li> </ul>	Agreed	Agreed

	<ul style="list-style-type: none"> <li>A financial incentive to encourage residents to use sustainable mode. We would expect this to take the form of a £150 voucher for each household upon occupation.</li> </ul> <p>Provision for enforcement / remedial measures should the five-year target not be met. We would expect this to take the form of a second £150 voucher issue per unit.</p>		
<b>Areas of Agreement on Highway Related Matters (Refusal for Reason 3)</b>			
	<p>WSCC Highways are satisfied that adequate information has been submitted to demonstrate that the proposal is acceptable in terms of access and would not therefore give rise to increased hazards to highways users including the Strategic Road Network.</p>	<p>The results of the VISSIM modelling demonstrates the site access would work within capacity in the weekday AM and PM peak periods, under the '2033 base + development + mitigation' scenarios.</p>	<p>Agreed</p>
<b>Areas of Agreement on Highway Related Matters (Refusal for Reason 4)</b>			
<p>Trip Generation, Distribution, and Assignment of development related and other committed development located in Arun District Council (ADC) and site allocations set out in</p>	<p>The methodology of deriving the multi-modal trip generation, distribution, and assignment of both the commercial and residential aspects of the mixed-use development proposals on the local highway and transport networks.</p>	<p>Agreed</p>	<p>Agreed</p>

Worthing Borough Council's (WBC's) Draft Local Plan (January 2021).			
VISSIM Model set-up, input and validation assumptions.	In October 2021, WSCC in conjunction with consultants, WSP stated that the submission of additional information from ETC was acceptable, and that the VISSIM model "is fit for purpose."	Agreed	Agreed
Stage 1 Road Safety Audits and Designer's Responses (GG119 Appendix F compliant Designers Responses)	Stage 1 Road Safety Audits and Designer's Responses (GG119 Appendix F compliant Designers Responses) for the proposed access design, proposed mitigation for the Goring Crossroads (northern) and Goring Way (southern) roundabout junctions, and pedestrian / cycleway enhancements for the A259 Goring Street and A2032 Littlehampton Road have been submitted to WSCC Highways.	Agreed (and anticipated to be completed prior to the inquiry)	Agreed
<b>Areas of Disagreement on Highway Related Matters (Refusal for Reason 4)</b>			
Residual impact of the development and mitigation proposed at the Goring Crossroads			Whether this constitutes a severe impact in line with NPPF para 111
Residual impact of the development and mitigation at the A259 Goring Street / Goring Way / Aldsworth Avenue / Ardingly Drive / Goring Way.			Whether this constitutes a severe impact in line with NPPF para 111

Signed by:		
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Organisation	Milestone Transport Planning	West Sussex County Council
Date:	23/12/2021	23/12/2021