

**WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION**

DATE: 15/11/18

TO: Milestone Transport Planning FAO: Tony Wares
FROM: Stephen Gee
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SUBJECT: PRE-89-18
Residential-led development for 600 units accessed from the A259 Goring Street. The development will also include improvement to the car parking facilities at Goring-by-Sea railway station to provide additional facilities.
Chatsmore Farm, Goring Street, Goring-by-Sea, BN12 5BW

RECOMMENDATION:

Advice	<input checked="" type="checkbox"/>	Modification	<input type="checkbox"/>	More information	<input type="checkbox"/>
Objection	<input type="checkbox"/>	No objection	<input type="checkbox"/>	Refusal	<input type="checkbox"/>

The Highways Authority has been consulted for pre-application advice in regard to the proposed residential development at Chatsmore Farm, Goring Street, Goring-by-Sea, BN12 5BW. We currently operate a scheme of charging for detailed highways and transport pre-application advice to enable this service to be provided to a consistent and high standard. Please find further information on our charging procedure at the link below:

<https://www.westsussex.gov.uk/preapphighways>

A pre application scoping note dated October 2018 was provided in advance of a meeting with Milestone Transport Planning and Persimmon Homes.

Background

The site is located to the south and west of the A259 with Goring Crossways to the sites north east boundary and Goring by Sea Station to the south east. The site is wholly within Worthing Borough Councils boundary but borders Arun District. The application is for approximately 600 units. An indicative plan was included within the scoping note which showed a relocated rugby club however at this point it was confirmed that this did not form part of the proposals.

Planning Policy framework

Emerging Local Plan

It was confirmed at the meeting that the application site would only include the site within Worthing District at this time. It is noted that the site is not allocated for development within the plan. A copy of the plan is available at <https://www.adur-worthing.gov.uk/worthing-local-plan/about/>

It should be noted that the Planning policy framework should not include reference to the Adur Local Plan

Worthing Local Plan Transport Study

In support of the Local Plan, a transport study has been undertaken to assess the cumulative impacts of development, the site has been included within the options presented albeit at a smaller scale. A copy of the document can be found at <https://www.adur-worthing.gov.uk/planning-policy/worthing-background-studies-and-info/infrastructure-transport/>

The TA should also consider the West Sussex Walking and Cycling Strategy <https://www.westsussex.gov.uk/about-the-council/policies-and-reports/roads-and-travel-policy-and-reports/west-sussex-walking-and-cycling-strategy-2016-2026/>

Access

A signalised junction would be provided onto the A259 Goring Street. It is proposed to close the access to Goring Street from the A259 to vehicular traffic and permanently reinstate the shared footway/cycleway. Vehicle access to residential properties on Goring Street and the railway station will then utilise the proposed access.

It is recommended that consultation is undertaken with effected stakeholders prior to the submission of an application.

The primary access road will be provided with a carriageway width of 6.75m and flanked by a 3.0m shared footway/cycleway along one side and a 2m footway along the other side of the carriageway

Swept Paths, stage 1 safety audit and designer's response will be provided as part of the planning application.

Sustainable Transport

Walk – The scoping note identifies a number of local facilities within walking distance of the site. A review/audit of the routes to key facilities would identify any improvements that are required.

Cycle – The site is located close to a number of cycle routes and roads that are suitable for cycle.

Public Transport

Bus – The scoping note identifies a number of local bus stops and services that any future residents could make use of, the consideration of improvements to key stops including waiting facilities and RTPPI should be considered to encourage residents to travel by bus.

Rail – The site is well located with Goring-by-Sea railway station located to the south east corner of the site. The station benefits from 3 services in each direction providing connects to locations such as Worthing, Brighton. London Victoria, Littlehampton, Chichester and Southampton.

Railway Station

As part of the development, it is proposed to improve the existing car parking facilities at Goring-by-Sea railway station. It is suggested that the level of parking is determined by a parking survey and in discussion with Southern. I happy to agree the extent of the survey required.

Trip generation/distribution/assignment

Trip Generation

Whilst I do not fully agree with the parameters utilised (with regard to the size of units selected) the outputs provided are acceptable.

Trip distribution has been based on 2011 census journey to work information as is accepted. Confirmation on the assignment method utilised should be provided within the TA, although at first glance would appear suitable.

As discussed at the meeting a plan showing the total number of trips should be provided before I can confirm the extent of Junction modelling required (discussed below)

Junction modelling

In addition to the plan showing which junctions are to be surveyed I would anticipate that the A27/A280 Junctions would require surveying and modelling, this can be confirmed by the provision of a plan showing total numbers of trips.

Committed Development

A list of developments is contained within the Worthing Local Plan Transport Study. It should be noted that Arun application ref A/40/18 does not appear in the list and should be considered due to its impact (and mitigation proposed) at A280/A27/ Titnore Lane Future Year scenarios of 2024 (5 years post application) and 2033 (End of emerging Worthing Local Plan) were identified as appropriate.

Mitigation

A259/ Goring Crossroads – It should be noted that the Transport Study that has been produced to support the local plan provides a high level scheme for the junction, A range of sensitivity tests have been provided which include/exclude the site (albeit at a lower number of dwellings)

The application would be required to develop a scheme that can accommodate both the development and that to come forward through the local plan. I have also began the process of requesting the model files via Worthing District Council.

Parking

Parking and Cycle parking will be provided in line with WSCC standards. The WSCC parking calculator should be utilised to assess the likely demand.

The design of parking provision to the south east corner of the site would need to be careful designed to avoid attracting additional vehicles / ensuring sufficient parking is available for the residential use.

Rights of Way

The scoping note details that the existing rights of way will be retained. These include 2121 east west

2121-1 Footpath to Ferring Lane

During the course of discussions the benefit of a bridleway (thus allowing cycling) being provided to the north west corner of the site was discussed and seen to have a positive impact on the site and would reduce and potential misuse of footpath 2121-1 by cyclists.

PIA assessment

The cordon proposed appears acceptable. Reference should also be made to the data provided within Worthing Local Plan Transport Study which has also considered the PIA on the wider network.

Travel Plan

It was confirmed that the application would require a residential travel plan.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated

- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of proposed Highway works, including plan identified departures from standards
- Final Stage 1 Road Safety Audit of proposed highway works and designers response, including amended plans and a 'Design Audit' of proposed highway works including identified departures from standards
- A 'Transport Statement', including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

I have also included a link to our parking standards which we adopted in 2003 as Supplementary Planning Guidance (SPG) and that sets out parking standards for development in West Sussex. However, in September 2010 a new approach to parking in residential developments was adopted and changes to the original SPG which are affected by the September 2010 changes have been highlighted in the 'Guidance on Car Parking in Residential Development' document provided in the link below. This also contains recommended levels of cycle provision.

Manual for Streets:

[Manual for Streets](#) and [Manual for Streets 2](#)

DMRB supplementary documents TD/93:

<http://www.standardsforhighways.co.uk/ha/standards/dmr/vol6/section1.htm>

Local Design Guide:

<https://www.westsussex.gov.uk/preappphhighways> – available under Additional Information

WSCC car parking standards:

<https://www.westsussex.gov.uk/preappphhighways> – available under Additional Information

Stephen Gee

STRATEGIC PLANNING