WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation: Milestone Transport Planning FAO: Tony Wares
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	6 January 2020
LOCATION:	Chatsmore Farm, A259 Goring Street, Goring-by-Sea, BN12 5BW
SUBJECT:	Internal Reference: PRE-119-19 Residential-led mixed-use development comprising the erection of 465 residential units (Use Class C3) of mixed type, size and tenure together with associated refuse / cycle storage and car parking; a local centre with commercial retail (Use Class A1) and a crèche (Use Class D1) on the ground floor, car parking facilities for Goring rail station and extensive areas of soft landscaping and public open space on land at Chatsmore Farm, Goring-by-Sea in West Sussex.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Chatsmore Farm, A259 Goring Street, Goring-by-Sea, BN12 5BW.

This response provides a secondary set of comments following the provision of a draft Transport Assessment ref 18-122 Working draft. Initial pre application discussions were undertaken in October 2018.

Access

Vehicle

A three arm roundabout junction is proposed, the junction of the A259 Goring Street and the minor Goring Street would be closed and a realigned link provided. The existing A259 Goring Street / The Strand junction would be amended to Left in Left Out. At present the main concern over the suitability of the access is in relation

to the queuing back of the A259 Goring Street/Goring Way junction to the south which is considered further below.

Ped/cycles

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. Surface improvements would be expected and consideration of upgrade to bridleway status considered to allow use by cyclists.

An additional pedestrian (and cyclist?) 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.

The access point to the north west should be shown to be within the control of the applicant on a plan.

Modelling parameters

Residential

The trip generation, distribution and assignment are acceptable. The development would be anticipated to generate 285 AM peak and 291 PM peak two way trips.

Commercial / Retail trip rates.

No allowance has been made for the commercial retail and a crèche, whilst it is recognised that these are unlikely to generate significant new trips, they may create linked and pass by trips and as such should be provided, any discounts agreed and included within the modelling.

Consented Development

For consistency it would also be helpful to include the 175 dwellings at Land South of Water Lane and the allocation of 250 dwellings at Worthing Rugby Club on Roundstone Lane, as well as those dwellings within the various consented sites at Roundstone Lane which were not occupied by September 2018, when traffic surveys were undertaken. The developments at Roundstone Lane would of course directly contribute to traffic levels at Goring Crossways and other junctions on the A259 and A2032.

TEMPRO

The averaging of a single Arun ward and the whole of the Worthing local authority is not accepted. As the impact of one single ward in Arun compared to numerous in Worthing that impact the local highway network has an uneven influence.

Reassignment

The TA includes the assumption that 50% of vehicles that currently turn right out of The Strand onto the A259 would redistribute to utilise alternative north south links to the A2032 Littlehampton Road such as Limbrick Lane, The Avenue and The Boulevard. It should be confirmed that these vehicles have been added to the vehicle flows at the Goring Crossways roundabout.

Modelling

Amended modelling should be provided taking into account the revised consented developments, TEMPRO, commercial trip rates and reassignment. Additionally the tables in the TA should include the arm delay and to assist in the assessment should be renumbered to read in a clockwise manner starting at 12, (the same approach as undertaken by the survey company).

The application should not rely on the Local Plan mitigation as being fully sufficient for a development on the same site which has these key differences in scale and in the consequences of the network change proposed at A259 Goring St / The Strand.

I have not undertaken a full review of the modelling inputs including geometry – Drawings of the measurements undertaken would assist in any future assessment.

Site Access

The site access appears to operate satisfactorily in the modelling provided, however, when considering the delays of adjoining roundabouts it is apparent that the queuing back from the A259 Goring Street/ Goring Way junction would adversely affect its operation.

The Strand / A259 Goring Street (Left In- Left-Out Only)

The junction modelling provided indicates that the junction appears to operate satisfactorily in the modelling provided, however, when considering the delays of adjoining roundabouts it is apparent that the queuing back from the A259 Goring Street/ Goring Way junction would adversely affect its operation.

A259 / A2032 / Titnore Lane (Goring Crossways)

The junction has been modelled with the improvement of the Worthing Local Plan improvement scheme, the base modelling identifies that even with the improvement

the junction is forecasted to operate close or over capacity in the 2024 base and 2033 base. The development exacerbates the queues and delays on the A259 Littlehampton Road approach by 47 PCUS and by 1min 20 seconds.

It is noted the Arcady output includes a 2018 base scenario. It is assumed that this has been undertaken with the proposed local plan scheme included.

A259 Goring Street/ Goring Way

The queue length surveys from the 2018 surveys do not appear to correlate with the queues within the base year. Further consideration/information is required.

From the modelling provided queues increase on the A259 North Arm by an additional 46 vehicles and result in an increased delay of 3 minutes per vehicle (5 mins to 8 mins)

A259/Ferring Lane

Further information should be provided to the queues recorded between 8.20 and 8.50 on the A259 West, as these do not replicate those provided within the modelling.

Further junction modelling required

It is requested that the A280/Titnore Lane/A27 junction is tested as the development would add 65 AM and 67 PM peak two way trips through the junction. The impacts of mitigation contained within the Land North of Water Lane A/40/17 should be assessed.

Mitigation

Based on the information provided to date mitigation proposals should be developed for the Goring Street / Goring Way and additional mitigation on the Goring Crossway over and above the local plan scheme.

<u>Parking</u>

The development proposals include the provision of a 73 space car park for Goring rail station, the size of the car park has been calculated using the car parking stress surveys undertaken. It is understood that the car park would also serve the commercial elements of the development.

Consideration should be given the management of the station car park and any pricing regime.

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 any proposed highway works, including plan identified departures from standards
- Final Stage 1 Road Safety Audit of site access and any proposed highway works, with designers response and including amended plans.
- A Transport Statement/Assessment, 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
- Junction capacity assessment in accordance with the WSCC Transport Assessment 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.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The page also includes a link to our latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) that sets out parking standards for development in West Sussex. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Manual for Streets:

http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf

DMRB supplementary documents TD/93:

http://www.dft.gov.uk/ha/standards/dmrb/vol6/section1/td993.pdf

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to

the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Stephen Gee
Planning Services