

# **Standard Response to Issues Raised in Consultation on the Revised Draft Adur Local Plan 2013**

## **Transport**

### **Issues raised through the Recent Consultation Exercise**

Many respondents expressed concerns regarding the potential impact of the extra traffic generated by the proposed allocations, on the existing highway network, some of which already experience congestion in places. Some respondents also suggested potential new roads, including a Worthing by-pass to alleviate existing and future traffic generation.

Other respondents raised issues in relation to non-motorised transport, such as the need for new and improved cycleways, pedestrian routes, bridleways and slipways as part of the proposed new developments and at other locations within Adur.

### **National Planning Policy Framework**

The National Planning Policy Framework (NPPF) (paragraph 29) states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion (paragraph 30). Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people such as giving priority to pedestrian and cycle movements and locating development to have access to high quality public transport facilities (paragraph 35).

All developments that generate significant amounts of movement are required to be supported by a Transport Statement or Transport Assessment. Plans should take account of the improvements that can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (paragraph 32).

Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities (paragraph 37). For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site (paragraph 38).

## **Revised Draft Adur Local Plan 2013**

The spatial strategy of the Revised Draft Adur Local Plan 2013 (RDALP 2013) aims to maximise sustainability as far as is realistically possible which includes reducing the need to travel. This is to be achieved through making the best use of previously developed land (such as the proposed development at Shoreham Harbour); meeting remaining needs on strategic greenfield sites adjacent to existing urban areas thereby enabling the use of nearby facilities, services, and public transport (new infrastructure will also be required) and by securing a mix of uses on the larger proposed housing sites.

The RDALP 2013 sets out a number of requirements specifically in terms of transport. Revised Draft Policy 28: Transport and Connectivity addresses a range of transport issues. Amongst other matters it states that new development should provide for improvements to the road network, including the A259 and A27. Measures to achieve this include junction improvements, traffic calming, and where necessary new roads. Appropriate mitigation measures to address capacity issues at a number of key junctions including the Sussex Pad on the A27 will be sought. The policy also makes clear that Travel Plans and Transport Assessments will be required for certain developments in line with West Sussex County Council guidance and the National Planning Policy Framework. (These would be required at the planning application stage). The policy also supports proposals to extend the existing cycle network and secure a network of cycle and pedestrian facilities linking urban areas, key sites, open space, countryside and coast. These will include new and improved rights of way as well as improved access across the A27.

The RDALP 2013 also addresses specific transport requirements in site-specific policies, as follows:

### **New Monks Farm**

In terms of transport, RD Policy 5: New Monks Farm states that the following should be provided:

- Suitable access onto the A27 in agreement with the Highways Agency.
- Provision or funding of mitigation for off-site traffic impacts on the Strategic Road Network and local roads through a package of measures including improvements to the A27/Grinstead Lane (North Lancing roundabout) junction.

- Provision of sustainable transport infrastructure including improved public transport and improved cycle and pedestrian links to Lancing, Shoreham-by-Sea and the South Downs National Park.
- Site-specific travel behaviour initiatives which maximise opportunities to encourage sustainable modes of transport. (This should include a package of travel behaviour initiatives such as residential and workplace travel plans).
- Significant improvements will be required on the A27 to accommodate new development. Improved access across the A27 to the South Downs National Park for pedestrians and cyclists must be provided.

### **West Sompting**

With regards to the proposed allocation at West Sompting, Policy RD Policy 6: West Sompting includes the following requirements:

- Provision or funding of mitigation for off-site traffic impacts on the Strategic Road Network and local roads through a package of measures including improvements to the A27/ Busticle Lane junction, A27 Sompting Bypass/Upper Brighton Road junction and expansion of the traffic calming scheme in West Street.
- Provision of sustainable transport infrastructure including improved public transport. Cycle and pedestrian links to Sompting/ Lancing and Worthing will be provided across the Local Green Gap.
- A package of site-specific travel behaviour initiatives to maximise opportunities to encourage sustainable modes of transport. (This should include travel behaviour initiatives such as residential and workplace travel plans).
- Footpath improvements along West Street.

### **Shoreham Airport**

With regards to proposed employment development at Shoreham Airport, Policy RD Policy 7 includes the following:

- Significant improvements will be required on the A27 Sussex Pad junction to accommodate new development. Access across the A27 to the South Downs National Park for pedestrians and cyclists must be retained.
- A package of site-specific travel behaviour initiatives to maximise opportunities to encourage sustainable modes of transport will be required. (This should include travel behaviour initiatives such as residential and

workplace travel plans). These initiatives will include improvements to adjacent footpaths, cycle ways and bus transport, linking the Airport to the A259 coast road and Shoreham town centre. A travel plan will need to accompany any future planning application at the site, detailing sustainable transport measures to reduce the impact of development on the highway network

In addition to the above, the RDALP 2013 sets out two potential options for the proposed joint access onto the A27 (Map 7 of the Plan) for New Monks Farm and the Airport.

### **Transport Studies**

A detailed transport study (Adur Local Plan and Shoreham Harbour Transport Study August 2013) produced by consultants on behalf of the Council, has informed the RDALP 2013. This modelled the impact of the proposed development sites on the road network and junctions. The results of this study conclude that overall the levels of development proposed in the Draft Adur Local Plan and the emerging Joint Area Action Plan for Shoreham Harbour can be accommodated in terms of their traffic impacts providing the capacity of a number of key junctions can be improved and a package of sustainable transport measures can be put in place. The proposed developments will be required to provide for these improvements and measures (as set out in the policies referred to above). Access, vehicular movements and ways of mitigating traffic impacts are being addressed through current transport work being undertaken by the developer for land west of Sompting and will be included in the next iteration of the emerging Adur Local Plan.

A draft Transport Strategy (February 2014) has been prepared by West Sussex County Council on behalf of the Shoreham Harbour Regeneration Partnership to inform policies for Shoreham Harbour being taken forward in the Joint Area Action Plan as well as in the Adur Local Plan. This includes a package of measures to address traffic impact as well as secure a range of sustainable transport measures. A Shoreham Town Centre study was produced by consultants in 2013 which recommends improvements which will help to mitigate the impact of the proposed development levels from Shoreham Harbour Western Arm on Shoreham Town Centre. This proposes a number of measures to improve the town centre for vehicular movement and circulation efficiency, enhance pedestrian accessibility and manage air quality.

Further assessment and appropriate improvement measures will also be required at the planning application stage for the proposed developments following the adoption of the Local Plan.

Some respondents also suggested potential new roads, including a Worthing bypass to alleviate existing and future traffic generation. The proposed strategic allocations will have new or improved access points and access roads off the

existing highway network. However, there are no proposals in the Local Plan for new strategic roads. Development proposals in the Adur Local Plan are not contingent on large scale interventions to the A27. The Adur Local Plan and Shoreham Harbour Transport Study proposes a package of interventions that are proportionate to the scale of proposed development. The study provides evidence to demonstrate that the package of local transport infrastructure improvements and sustainable transport measures (or a similar package of measures) is likely to provide sufficient mitigation so that any residual cumulative impacts of the proposed development would not be severe. This is the key test imposed by the NPPF.

The West Sussex Transport Plan (2011-2026) identifies effective improvements to the A27 as a high priority and states that the County Council will work with the Highways Agency and other partners to develop a package of major improvements to reduce congestion and improve safety and community cohesion. Solutions for the A27 at Worthing/Lancing are being considered as part of a DfT study for the A27. The A27 Corridor Feasibility Study commenced in January 2014 and is expected to be complete by March 2015.

Some respondents commented on the advantages and disadvantages (in terms of traffic, economic and environmental impacts) of the two proposed roundabout options to serve new development at New Monks Farm and at Shoreham Airport. In response, Part Two of the RDALP 2013 referred to the location and detailed design of these two options (including signalisation) which are currently being assessed and the results will inform the next draft of the Local Plan. The assessment work is taking account of the proposed improvements required at a number of existing junctions in the vicinity which aim to reduce congestion and improve traffic flows.

Other transport issues raised by respondents included the need for new and improved cycleways, pedestrian routes, bridleways and slipways as part of the proposed new developments and at other locations within Adur. As mentioned in the policies referred to above, developers will be required to provide such facilities as part of the proposed new developments and additional delivery mechanisms and funding streams will be sought. Slipways are being addressed through the emerging Shoreham Harbour Joint Area Action Plan.

## **Conclusion**

In line with the National Planning Policy Framework, the Revised Draft Adur Local Plan aims to facilitate sustainable development including reducing the need to travel. Transport Policy 28 requires new development to address its transport impacts (to improve the road network where necessary and to address capacity issues at a number of key junctions) as well as promote sustainable transport. A detailed transport study, produced in 2013 has informed the draft Plan. The results of this study conclude that overall the levels of development proposed in the Revised Draft

Adur Local Plan and the emerging Joint Area Action Plan for Shoreham Harbour can be accommodated in terms of their traffic impacts providing the capacity of a number of key junctions can be improved and a package of sustainable transport measures can be put in place. The proposed developments will be required to provide for these improvements and measures (which are listed in the relevant policies in the draft Local Plan). Additional work is currently being undertaken with regard to a number of specific transport issues and this will inform the next draft of the Local Plan.