

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Adur & Worthing Councils FAO: James Appleton
<b>FROM:</b>	Stephen Gee WSCC - Highways Authority
<b>DATE:</b>	7 September 2021
<b>LOCATION:</b>	Land At Former Gas Works Site Park Road Worthing West Sussex
<b>SUBJECT:</b>	AWDM/1459/21 Full Planning Application for the demolition of existing structures, partial removal of boundary walls and the construction of 209 residential apartments spread across 5 blocks ranging in height from 3-7 storeys, associated access, parking, open space and landscaping
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	More Information
<b>S106 CONTRIBUTION TOTAL:</b>	TBC

The application is for construction of 209 residential apartments at the Former Gas Works site, Park Road, Worthing. The site is currently used as a 93 space car park, SGN depot and office/packing facilities

Pre application discussions were undertaken in December 2020.

The site is allocated within the draft Worthing Local Plan under policy A.9 for 150 homes and includes the following transport requirements:

f) address provision for suitable access/egress on Park Road and Lyndhurst Road

g) enhance permeability and provide an attractive and accessible pedestrian link from the site to the High Street and town centre – this should include consideration of an improved footway / cycleway along the northern boundary.

### Access

The site currently has a single access on Park Road a one way northbound road . The road is circa 5m wide and has on street parking on the majority of the western side for permit holders only Mon – Sat .

The application proposes three vehicular access

- 1- Park Road Access, The access would provide access to 105 car parking spaces, The existing access would be relocated 5.6m northwards and provide a 7.6m wide shared surface arrangement. The relocation of the access would increase the achievable visibility splays from 2.4 x 16m to 23m and to 2m x 33m. It is noted no through routes for vehicles within the site are made.

- 2- Lyndhurst Road Access serving 5 spaces as well as delivery and servicing. The access would be 12m wide and forms a dropped kerb leading to a shared surface. Visibility splays of 2.4m x 43m are to be provided.
- 3- Gas Governor Access, in order to provide access for maintenance vehicles a vehicle crossover with gate set back off the highway is to be provided, a turning area is also provided within the element of the site. Visibility splays of 2.4m x 6.7m or 2m x 10m (with a 1m offset can be provided . Whilst substandard the access would be only used occasionally and vehicles could emerge with extreme care.

#### Safety Audit

A stage 1 Road Safety Audit has been undertaken and identifies 7 issues to which the designer disagrees or only partially agrees with 6. A word copy of the designers response should be provided and the document amended to allow for WSCC overseeing organisation comments and actions to be agreed.

#### Sustainable Transport

##### Public Transport

The site is located in close proximity to the town centre and its range of bus and rail services.

##### Site Frontage

It is proposed to widen the footways along the site frontage on Park Road and Lyndhurst Road to 1.8m, and an additional 1.8m along Lyndhurst Road will be safeguard for future cycle route proposals.

##### Wider linkages

Within the pre application advice it was advised that the site should identify any offsite improvements such as dropped kerbs/tactiles that would benefit future residents in accessing local facilities

And as identified above the draft local plan includes the following development requirement:  
g) enhance permeability and provide an attractive and accessible pedestrian link from the site to the High Street and town centre – this should include consideration of an improved footway / cycleway along the northern boundary.

As such further information is requested as to how the development will provide and enhance offsite linkage

##### Trip Generation

Traffic surveys were undertaken at the site access in October 2020 to establish the baseline trip generation of the site. The surveys recorded 70 two way AM peak movements and 42 two way PM peak movements.

A TRICS assessment utilising the same parameters as Union Place has been undertaken which predicts the site would generate 56 AM peak and 50 PM peak two way vehicular trips.

This would result in a net reduction of 14 AM peak two way trips and an increase of 8 PM peak two way trips and as such the development would not require wider modelling or result in a severe impact on the local highway network.

#### Junction Modelling

A Picady model has provided for the site access on Park Road, pre covid counts and 2021 flows have been compared for a permanent counter site on Lyndhurst Road to provide a suitable factoring up ratio to account for reduced flows during the time of the survey. TEMPRO growth factors have also been applied.

The modelling shows the site access would well within capacity.

#### Parking

The application proposes 110 parking spaces to serve the 209 apartments at a ratio of 0.53 space per unit.

The ratio is considered acceptable given the sustainable location of the application site and parking ratios provided at near by sites including Teville Gate and Union Place. Whilst the TA proposes that future residents could be restricted from applying for residential parking permits. As such the following informative would be added should the application be approved.

#### *Residents Parking Permits in Controlled Parking Zones CPZs*

The applicant and potential future occupiers of the development are advised that future tenants/homeowners may not be entitled to purchase Resident or Visitor Permits that entitle users to park on-street in the roads around the development site. Alternatively, Non-Resident permits may be available in some roads where capacity allows or some tenants/homeowners may have to join a waiting list before permits are issued. Eligibility for permits will be in accordance with existing WSCC parking policy and procedures. Tenants/homeowners are advised to contact the local District/Borough Parking Services Team for further clarification. Further information and key questions and answers about how Controlled Parking Zones work can be found here

<https://www.westsussex.gov.uk/roads-and-travel/parking/residents-parking-schemes/how-parking-schemes-work/>

A car parking management strategy should be provided to detail how parking provision would be managed.

The development also proposes the provision of two car club bays and 40% Electric Vehicle spaces with the remained being passive in excess of WSCC standards.

A total of 205 cycle parking spaces are proposed 96 in excess of standards to be located outside of the buildings but within secure and covered facilities.

#### Servicing

Vehicle tracking has been provided for refuse vehicles, fire tenders and 10m rigid HGV for the two main site access and are acceptable. Tracking for a 4.6t Van has been provided for the gas governor access and shows a vehicle and enter and exit in a forward gear.

#### Travel Plan

- Please remove the work 'Framework' from the document as Frameworks Travel Plans are more appropriate for sites where there are multiple occupiers.
- Remove reference to temp cycle lanes 3.17 as these have now been removed.
- 4.5 - as per the WSCC Development Travel Plans policy, the overarching target should be to achieve a 12-hour weekday vehicle trip rate that is 15% lower than would be expected if a Travel Plan was not implemented. The target should be expressed as numbers of trips and derived from the site's Transport Assessment. Further information can be found with the attached policy document.
- 5.3 - fifth bullet should be amended to reflect that TRICS SAM surveys should be commissioned in years 1, 3, and 5. Informal (questionnaire) surveys can also be conducted in years 2 and 4 to help inform delivery of Travel Plan measures and adjustment where required.
- 5.4 - as per the WSCC Development Travel Plans policy, the Travel Plan should be monitored in accordance with the TRICS Standard UK Assessment Methodology for Travel Plans (aka TRICS SAM). This requires the developer to commission the TRICS organisation to undertake SAM surveys in years 1, 3, and 5. The developer is also required to pay a monitoring fee of £3,500 to West Sussex County Council.
- 5.10 and 5.11 - WSCC to approve Travel Packs and Final TP prior to issue.
- 5.13 - should the 5 year target not be met then the developer should offer a second and final round of £150 travel vouchers to each unit (see 6.12 below).
- 6.3 - please make specific reference to the West Sussex Cycle Journey Planner (see attached model comments)
- 6.7 - please clarify that 2 x car club cars will also be provided
- 6.9 - please include a section on measures to promote bus travel (see model comments)
- 6.10 - please include a section on promoting car sharing (see model comments)
- 6.11 - please include a section on easitADUR AND WORTHING (see model comments)
- 6.12 - we expect to see some sort of travel voucher offering to the initial occupants of the residential units. Vouchers should be worth at least £150 per dwelling and could be exchanged the following:
  - a. a season ticket for the local bus service
  - b. a rail season ticket or network card
  - c. a contribution towards the purchase of a new bicycle and/or equipment
  - d. Cycle training up to 4 members of the household (further details and course costs are available at [www.westsussex.gov.uk/cycletraining](http://www.westsussex.gov.uk/cycletraining))
  - e. 12 months free membership to any local Car Club (including joining fee)

### **Conclusion**

Further information is requested to assess the application including:

- A Word file of the amended designers response;
- Further Consideration as to how the site meets design requirement G of the draft local plan;
- Amendments to Travel Plan

**Stephen Gee**  
**West Sussex County Council – Planning Services**