

TECHNICAL NOTE

Project No: ITB9105
Project Title: Land at North Angmering
Title: EIA Screening Input - Transport
Ref: TW/ITB9105-015 TN
Date: 7 April 2017

SECTION 1 INTRODUCTION

- 1.1 Rydon Homes and Gleeson Developments Ltd are promoting Land at North Angmering as a mixed-use residential-led development. i-Transport has been appointed to provide highways and transport advice in relation to the proposals.
- 1.2 To determine whether an Environment Impact Assessment (EIA) is required under the EIA Regulations, it is intended to submit a Screening Opinion to Arun District Council (ADC) (as local planning authority). To inform the Screening Opinion this note has been prepared to identify the likely highway and transport impacts of the development, and to consider whether any significant environmental impacts are likely to result, both individually and cumulatively with other local planned growth.
- 1.3 The remainder of this note considers:
- Section 2 – Site Location and Development Proposals
 - Section 3 – Potential Transport Impacts
 - Section 4 – Potential Cumulative Impacts
 - Section 5 – Summary and Conclusion

SECTION 2 SITE LOCATION AND PROPOSALS

- 2.1 The site is located to the north of Water Lane, in the north-east of Angmering Village. The site is bounded by Water Lane to the south, to the east by the A280, to the north by the A27, and to the west by existing built development fronting Dappers Lane.
- 2.2 The development proposals comprise:
- Up to 525 residential dwellings;
 - 3ha Employment Land providing 1.5ha Nett developable land; and
 - Open Space provision.

- 2.3 The mix and configuration of the employment land is not known at this stage and so for the purposes of this note it is assumed that 3ha of employment land would yield up to 12,000sqm of employment space (at 40%), and further that this employment space would be provided as B1a Office development, which in traffic terms represents a 'worst-case' assessment compared to other employment uses.
- 2.4 The site is proposed to be accessed from Water Lane in the location of the existing access to the Oval Raceway, some 50m north of the Water Lane / A280 junction. It is proposed to access the site through an improved priority junction with designated right-turning facilities. This would provide the sole vehicular access to the main part of the site. Vehicular access to that part of the development at St Denys South would be accessed by a simple priority junction to Dappers Lane.
- 2.5 Pedestrian, cycle and emergency access is proposed in a number of locations:
- At Water Lane at the vehicular access, including pedestrian and cycle crossing facilities of Water Lane;
 - To Dappers Lane at St Denys South;
 - To Dappers Lane to the south of Culberry (to include bus access); and
 - To Dappers Lane north of Oak Tree Farm.

SECTION 3 POTENTIAL TRANSPORT IMPACTS

- 3.1 The Proposed Development would have potential traffic and transport effects during both the construction and operational phases. In accordance with the Institute of Environmental Management and Assessment's (IEMA's) 'Guidelines for the Environmental Assessment of Road Traffic (Guidance Note No. 1)' the following potential environment effects may arise from development:
- Severance;
 - Pedestrian delay;
 - Pedestrian amenity;
 - Fear and intimidation;
 - Driver delay;
 - Accidents and safety; and
 - Dust and dirt.

- 3.2 In terms of **Severance, Pedestrian Delay, Pedestrian Amenity, and Fear and Intimidation** effects, the site access strategy promotes a connected and permeable development which provides a number of opportunities for future residents and employees to reach the site on foot without being significantly affected by traffic conditions on local roads. The strategy seeks to provide a number of connections to Dappers Lane, which is a quiet residential road and provides connections onwards to the residential and service areas of the village. The access strategy also promotes safe crossing facilities of Water Lane to access the wider development to the south. For those reasons, it is not considered likely that there will be significant Pedestrian Delay, Pedestrian Amenity, Severance and Fear and Intimidation effects.
- 3.3 To consider **Driver Delay**, a draft Transport Assessment was prepared and submitted to both West Sussex County Council (WSSCC) as local highway authority, and Highways England (HE) as highway authority responsible for the Strategic Road Network, in this case the A27 corridor.
- 3.4 The Transport Assessment presented and agreed the parameters of the Transport Assessment including:
- Vehicular Trip Rates – for residential and employment uses;
 - Traffic distribution and assignment; and
 - Scope of assessment area.
- 3.5 Table 3.1 presents the assessment of traffic impact from the proposed development.

Table 3.1: Predicted Traffic Impacts

Development	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)		
	In	Out	Two-way	In	Out	Two-way
Residential (525 Dwellings)	71	171	242	149	88	236
Employment (3ha – 12,000sqm)	150	25	175	9	135	144
Total	221	196	417	158	223	380

- 3.6 The proposal is likely to generate some 420 two-way vehicular movements in the morning peak hour and some 380 movements during the evening peak hour. Due to the mix of uses these movements are relatively balanced in each peak period. The potential impacts of traffic in terms of **Driver Delay** is presented in Section 4, concluding that any likely effects can be mitigated adequately.
- 3.7 A review of the local accident data (PIA) provided by West Sussex Constabulary identifies that the following accidents have occurred within the study area over the latest five-year period, comprising:
- Three accidents at the A280/ Water Lane Junction;
 - Two accidents at the junction of Dappers Lane and Water Lane;
 - Four accidents occurred along Station Road/Water Lane;
 - Seven accidents at the High Street / Weavers Hill Junction;
 - Eight injury accidents occurred on the A27 roundabouts; and
 - Three accidents occurred on the A27 through the A280 junction.
- 3.8 The number, cause and severity of accidents are typical of a study area of this scale and the detailed assessment does not identify any accident trends or patterns which would suggest that there are any significant **Accident and Safety** issues that would be exacerbated by the proposed development.
- 3.9 In terms of **Dust and Dirt**, whilst there will inevitably be some impacts of the development during the construction phase, these can be addressed through management measures, such as a Construction Traffic Management Plan. Due to the nature of the proposed development, there is unlikely to be any significant Dust and Dirt impacts during the operational phase of development.
- 3.10 On this basis, it is concluded that whilst there will inevitably be transport impacts arising from the development, any such impacts can be managed and mitigated such that there are unlikely to be any remaining significant impacts. A detailed Transport Assessment (and Framework Travel Plan) will be provided as part of any planning application to consider and address any significant impacts of the development.

SECTION 4 POTENTIAL CUMMULATIVE TRANSPORT IMPACTS

4.1 The EIA Regulations require the potential significant impacts of a development proposal to be considered in isolation and in combination with other development proposals in the local area. In the context of North Angmering, the following developments are identified as relevant:

- South of Water Lane – Proposed development of 175 Dwellings to be submitted shortly by the applicants of Angmering North;
- Roundstone Lane Masterplan developments including combination of occupied, permitted, under construction and proposed developments making up a development of 700 residential dwellings:
 - Application number A/51/14/OUT - Manor Nurseries for 32 residential dwellings – Approved March 2015;
 - Application number A/82/12 – Land East of Roundstone Lane for 138 residential dwellings – Approved May 2015;
 - Application number A/135/12 – JV Plants – Pound Nursery for 36 residential dwellings – Approved November 2014;
 - Application number A/154/14/OUT – Roundstone Place Roundstone Lane for 18 residential dwellings – Approved April 2015;
 - Application number A/122/12 - VHB Nurseries for 195 residential dwellings – Approved February 2015;
 - Worthing Rugby Club for 193 residential dwellings – Awaiting Planning Application; and
 - Site 101 (SHLAA) for 100 residential dwellings – Awaiting Planning Application.
- Land West of Dappers Lane – Land promoted as part of the wider Angmering North site and being considered for development of 90 dwellings.

4.2 In addition, a recent development has also been approved at Broadlees, Dappers Lane, for 53 care apartments (A/27/16/PL). In transport terms the Transport Statement provided with the application confirms that the site will generate a negligible amount of additional traffic (less than 10 vehicle movements in each peak period).

4.3 **Driver Delay** is likely to be the most pronounced in combination effect of the developments in Angmering.

- 4.4 The draft Transport Assessment carried out assessment of the impact of the local highway network to consider the effects of development. This considered the cumulative impacts of the development proposed at Land at North Angmering, Land South of Water Lane as well as the Roundstone Lane Masterplan development. Whilst the specific impacts of the Lane West of Dappers Lane and Broadlees were not included, TEMPRO growth factors were included and would account for the moderate additional development impacts of these developments.
- 4.5 The assessment considered the future operation of key local junctions and identified their operational capacity (measured by Ratio of Flow to Capacity (RFC) or Degree of Saturation (DOS) for signalised junctions) and average vehicle delay. In two cases, at Water Lane / A280 and at A280 / A27 / Titnore Lane, the assessment identified the need for mitigation measures to ensure there was not a significant impact of the development. Deliverable mitigation measures were identified and included in the assessment. Table 3.2 presents a summary of the operational assessment.

Table 4.1: Summary Operational Performance – Masterplan Option A

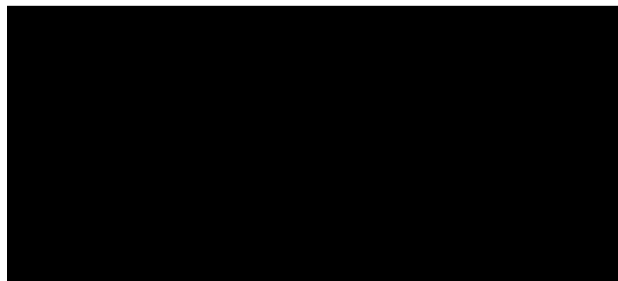
Junction	Morning Peak		Evening Peak	
	Max RFC / DOS	Delay (Seconds)	Max RFC / DOS	Delay (Seconds)
Water Lane Site Access	0.63	27	0.60	22
A280 / Water Lane (signalised improvement)	76.5%	35	68.4%	9
High Street / Water Lane	56.7%	7	42.9%	6
A280 / Titnore Lane / A27 (Approach improvement)	0.84	15	0.87	15
Long Furlong / A280 / A27	0.84	5	0.88	7

- 4.6 It is demonstrated that the traffic impacts of the development can be adequately mitigated and as such there is unlikely to be any significant residual cumulative effects of development on **Driver Delay**.
- 4.7 In terms of other potential impacts (such as **Severance, Pedestrian Delay, Pedestrian Amenity, Accidents and Safety and Fear and Intimidation**), whilst the cumulative development of Angmering will inevitably impact on the local transport network and its users, such impacts are expected to fall below a level of significant impact.

- 4.8 To consider in full detail the cumulative impact of development in Angmering, the development proposal would be supported by a detailed Transport Assessment (and Framework Travel Plan) prepared in accordance with an agreed scope of assessment with both WSCC and HE. This would follow industry standard guidelines to ensure that any impacts are fully and thoroughly assessed, and any necessary mitigation is identified.

SECTION 5 SUMMARY AND CONCLUSION

- 5.1.1 In line with the EIA Regulations a Screening Opinion is to be submitted to ADC to confirm whether an EIA is required for development of Land at North Angmering for a mixed-use development of up to 525 dwellings and 3ha employment.
- 5.1.2 The proposed development will generate additional travel demand, and particularly additional traffic on the local highway network (some 400 movements in peak times). The development will also generate non-vehicular travel, namely pedestrians and cyclists using the local network, to access local facilities.
- 5.1.3 In line with the IEMA Guidelines, potential transport impacts of the development have been identified and considered. In view of the access strategy, which directs non-vehicular movement to quiet roads and provides crossing facilities, it is not likely that there will be significant impacts on **Pedestrian Delay, Pedestrian Amenity, Severance and Fear and Intimidation** effects. In terms of Driver Delay, initial assessment work has demonstrated that whilst there are some impacts on the operation of the local network, deliverable mitigation measures are available such that the impacts of the development on **Driver Delay** are not likely to be significant.
- 5.1.4 A review of the cumulative impacts of the development of North Angmering alongside development South of Water Lane, Roundstone Lane and West of Dappers Lane has been carried out. In this regard, it is concluded that the cumulative development of Angmering will inevitably impact on the local transport network and its users, such impacts are expected to fall below a level of significant impact.
- 5.2 A detailed Transport Assessment (and Framework Travel Plan) would be prepared in accordance with an agreed scope of assessment with both WSCC and HE and submitted with an application to fully assess the transport impacts of the development.



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Land to the North of Water Lane, Angmering

EIA Screening Note – Ecology Report

Location and Proposals

The site is located on land to the north of Water Lane, Angmering (grid reference TQ 075052). The proposals for the site include the construction of up to 525 dwellings, employment land and open space provision.

Baseline Ecological Data

An extended preliminary ecological appraisal was undertaken on the 7th August 2015. The surveyors identified the habitats present, following the standard 'Phase 1 habitat survey' auditing method developed by the Joint Nature Conservancy Council (JNCC). The site was surveyed on foot and the existing habitats and land uses were recorded on an appropriately scaled map (JNCC 2010). In

addition, the dominant plant species in each habitat were recorded. The potential for the site to support protected species was also assessed.

As a result of the preliminary ecological appraisal ('PEA') further protected species surveys were undertaken including:

- Biological records purchased from SxBRC in 2015
- Hedgerow assessment 2015
- Bat transect surveys 2015
- Remote sound recording for bats 2015
- Dormouse surveys 2015
- Reptile surveys 2015
- eDNA survey 2016

Results of the surveys in 2015 and 2016 have identified the following:

- The site consists primarily of arable fields, surrounded by significant hedgerows and tree lines. There are hedgerows throughout the site, which provide connectivity to the adjacent ancient woodland. There are no ponds on site; however there is an offsite pond that lies adjacent to Water Lane, as well as two ponds or waterbodies within 250m of the red line boundary that could be identified from OS Mapping.
- Ancient woodland, Groom's Copse, lies adjacent to the site on the eastern edge.
- A total of five hedgerows on site were considered to be important due to species richness and associated features.
- Bat activity surveys identified a high number of common pipistrelles using the site with other species recorded including serotine and noctule or Leislars. All activity on the site was limited to the habitat edges. The grazed agricultural grassland was considered to be of negligible importance to bats. No bat roosts were identified on site during the survey.
- Anabat remote recording identified further species including common and soprano pipistrelles, brown long eared bat, serotine, noctule and myotis species. The most common species present on site was the common pipistrelle which was recorded in significantly higher

numbers than other species. Other species recorded were limited in passes with only occasional passes of some species across the whole of the recording period.

- Dormouse surveys identified the presence of a population of dormice within the ancient woodland on the eastern aspect of the site. The dormice were also found along the species rich hedgerows along the centre of the site and down the hedgerows which lie adjacent to the main access.
- Reptile surveys were conducted in September 2015. No reptiles were found in any suitable habitat across the whole of the site.
- eDNA surveys of the pond to the south of the site (the balancing pond) did not identify any GCN DNA within the pond. Other ponds within 250m of the site were fishing lakes.
- Other species identified on site include a main badger sett within the central tree line and hedgerow. Water voles were also identified in the off site balancing pond.

Potential Impacts

Potential construction effects include:

- Loss of habitat, including scrub habitat, small sections of hedgerows and habitats including fields and agricultural land use;
- Disturbance to European protected species (dormice);
- Disturbance to other protected species (badgers) and their foraging habitat;
- Loss of bird nesting habitat within hedgerows;
- Loss of bat foraging habitat and potential disturbance to commuting routes;
- Loss of habitat and habitat fragmentation in relation to the site and wider landscape; and
- Impacts on protected sites and / or habitats including ancient woodland to the east of the site.

The scoping report will identify whether these potential impacts are considered to be significant in terms of nature conservation and ecological value at the site and in the wider landscape.

Potential operation effects include:

- Management of the sites habitats with regards to nature conservation interest;
- Potential operational impacts on nesting bird, badger and dormouse habitat etc;
- The provision of opportunities for wildlife on site; and
- Maintaining some degree of habitat linkages across the site and with habitats in the wider landscape.

Operational effects will be reviewed in terms of running of the site in light of the development as per the masterplan. The operational effects will be reviewed in terms of the local landscape and the wider landscape and their nature conservation value.

Cumulative Impacts

Assessment of the cumulative effects of the proposed development north of Water Lane, in combination with the promoted land south of Water Lane (175 dwellings), the adjacent assisted living flat scheme along Water Lane, Persimmon's 90 dwellings scheme located to the west of Dapper's Lane and any developments on Roundstone Lane which are consented and / or under construction.

Any cumulative impact assessment is considered likely to identify some potential impacts with regards to dormice and bats, however, the impacts are considered to be below the threshold of what would be deemed significant. Potential mitigation measures and compensation measures, which must be addressed in all of the sites, would ensure that European Protected Species are maintained at their favourable conservation status.

Indeed, it is considered that only development to the north of Water Lane would be considered to be 'in combination' in terms of potential impacts on species such as dormice that have been identified within the redline boundary due to the lack of suitable habitats and habitat fragmentation to the south of Water Lane.

There are potential ecological gains and as such potential positive long term impacts resulting from the proposed layout in terms of enhancements of landscape connectivity and new native woodland planting.

Mitigation/Compensation

Surveys have been completed in 2015 have identified a range of protected species using the site and as such outline mitigation measures have already been proposed which include the following recommendations:

- 15m buffer along the eastern edge of the site to buffer an impacts form development on the ancient woodland;
- Providing an enhanced connective landscape along the northern edge of the site for dormice, linking Grooms Copse on the east to further woodland blocks to the west.;
- Provision of new additional dormouse habitat on site through suitable planting;
- Ensuring the no back gardens back onto any maintained tree line, hedgerow or ancient woodland buffer;
- Defensive planting along the edges of the site where required to protect dormice and other species, where required this can include cat proof fencing or double hedgerow planting;
- Lighting plans which include removal of lighting along edges of the site where significant habitats are present with no lighting to be focused on tree lines, woodland edges, hedgerows or newly created woodland or hedgerow habitats;
- Low level lighting within the site as a whole;
- Maintenance of hedgerows on site where possible;
- Maintenance of the green centre of the site, which includes the badger sett;
- Maintaining green linkages throughout the site to ensure species, including badgers, can move across the site and into the wider landscape;
- Provision of new habitats on site, including SUDs ponds, which will be planted to enhance for local wildlife, including water voles;
- Planting new habitats such as wildflower areas to the northern edge of the site to provide new opportunities for bats and birds as well as invertebrates;
- Other enhancement to the site including bat and bird boxes.

Conclusion

The proposed development will result in the loss of habitats which are considered to be common and widespread and of limited ecological interest including managed grassland, species poor grassland habitats and agricultural fields.

The most significant habitat is considered to be the ancient woodland habitat. This is off site and as such there would be no direct impacts. Indirect impacts would be minimised to this habitat through the use of the 15m buffer zone located across the whole of the eastern edge of the site. Other significant habitats within the boundaries are the central tree line which links to the ancient woodland and the two parallel hedgerows. All of these are to be maintained within the scheme. Mitigation measures, including the design of a 'green lung' on site and provision of open space, ensures that these features are retained and maintain their ecological functionality.

The site itself supports foraging and commuting bats and dormice, with a main badger sett located within the central 'green lung'. It is considered that the design of the site will ensure that bats can continue to move across the site post development. Furthermore, the open space provision and the enhancement specially along the northern aspect of the site, will create more optimal habitats than what is currently present.

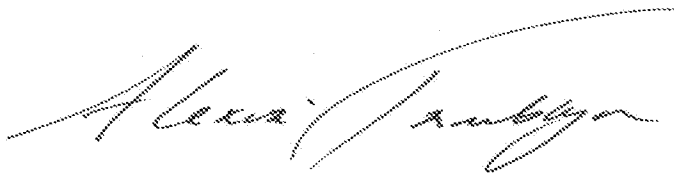
In terms of dormice, indirect impacts resulting from increased population, and as such domestic cat predation is considered to be the only impact which would be considered a likely negative impact. However, the proposals for the site aim to enhance the opportunities for dormice within the boundaries through creation of new woodland areas, providing new connections between western woodland and create buffer zones and planting schemes which will benefit dormice and reduce to a minimal potential predation by cats. As such it is considered that the impacts would not be significant and would fall well below a level that could be considered significant in terms of EIA definitions. Indeed the design of the development has been such as to ensure that the favourable conservation status of these species in the local area is maintained.

With regards to cumulative impacts, development to the west of the site will also have to accommodate bats and dormice, supported by their ecological assessments. These will include compensation and mitigation measures. The creation of an enhanced northern edge of the site could provide enhanced connectivity across the north of Angmering and as such a more linked and connected landscape. This

could create a more enhanced environment for a range of species including bats, badgers and dormice. It is considered that cumulative impacts would be at a threshold that would not be considered significant.

In summary, having regard to the survey work already conducted on the site north of Water Lane, there would be no likely environmental impacts, in terms of ecological interests, either directly as a result of the proposed development, or in combination with nearby consented / under construction developments, that could be considered significant. Any impacts could be appropriately mitigated through design, with further opportunities for enhancements.

Kind regards

A handwritten signature in black ink, appearing to read 'Alexia Tamblyn', with a long, sweeping horizontal line extending from the end of the signature.

Alexia Tamblyn MA (Oxon) MSc CEnv MCIEEM FRGS
Managing Director

Appendix 2

Screening Opinion

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15th May 2017

Please ask for:
Claire Potts
Strategic Development
Direct Dial: 01903 737698

Our Ref: PE/00265/17

Environmental Screening Opinion for Land North of Water Lane, Angmering

The Council considers the above proposal to be an Infrastructure Project (Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas) within paragraph 10(b) of Column 1 of Schedule 2 of the Environmental Impact Assessment (EIA) Regulations 2011. The site area of 31.3 hectares exceeds the applicable threshold of 5ha and the number of dwellings exceeds 150. The proposal is therefore Schedule 2 development and requires screening under the provisions of the EIA Regulations 2011 (as amended) and you have requested a screening opinion which was received on the 24th April 2017.

It is therefore necessary to consider the proposal against Schedule 3 of the Regulations. This schedule outlines the criteria to consider in determining whether development falling within Schedule 2 will require an EIA. The criteria includes the characteristics of the development (e.g. its size, use of natural resources, quantities of pollution and waste generated); the environmental sensitivity of the location; and the characteristics of the potential impact (e.g. its magnitude and duration).

In addition, the Schedule 2 indicative thresholds set out in the Planning Practice Guidance (Paragraph: 058, Reference ID: 4-058-20140306) state in respect of 10(b) Infrastructure Projects that:

"Environmental Impact Assessment is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination.

Sites which have not previously been intensively developed:

- (i) area of the scheme is more than 5 hectares; or*
- (ii) it would provide a total of more than 10,000 m² of new commercial floorspace; or*
- (iii) the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings)."*

Furthermore, the following are identified as the key issues to consider –

Nigel Lynn Chief Executive
Nigel Croad Resources Director and Deputy Chief Executive

Environmental Health
Littlehampton and Bognor Regis
Customer Services Help Points



The council is committed to

Our Screening Response now continues with regard to the Schedule 3 headings.

(1) Location of the Development

The existing land use is a greenfield site in agricultural use, with part of the site taken up by the Oval Raceway. The site is adjacent to low density development along Dappers Lane, which then joins the built up area of Angmering to the west. To the east lies further agricultural land and the South Downs National Park (SDNP). The SDNP is also beyond the A27 to the north. Woodland areas form the eastern boundary, Water Lane and a Public Right of Way the southern boundary, and existing residential and commercial developments to the western boundary. The A27 forms the northern boundary.

The majority of surrounding land uses to the west are residential which would be affected by the development, as would users of the surrounding network of footpaths/ PROWs.

There are areas at risk of flooding to the south of the site but the information submitted shows that development areas would be in flood zone 1 which has the lowest risk of flooding.

(2) Characteristics of the Development

The proposal is for up to 525 dwellings on a 31.3 ha site, to include up to 65,000 sq ft of employment (B1a-c and B8 class uses), public open space, play areas, associated infrastructure and landscaping. There is the potential for cumulative impacts if other sites which are being considered for development around Angmering (as promoted for consideration as part of the emerging Arun Local Plan) were to come forward at the same or similar times. This includes Land South of Water Lane (175 dwellings) and Land to the West of Dappers Lane (80-90 dwellings). Developments to the east of Roundstone Lane have been largely constructed with the exception of Worthing Rugby Football Club. The cumulative impacts associated with the three proposed areas coming forward for development will be greater than each site individually. The total number of dwellings would be close to 790 on all three proposed sites. Therefore, the magnitude of the impacts and urbanising effects of all three sites combined could be significant.

The development will result in the use of natural resources in the construction of the built development on site. It will not result in such a significant production of waste that would have an impact on the need for an EIA. The proposal does have the potential to release pollutants to air, land or water and would result in a number of HGV movements during construction but no greater than any comparative major residential scheme.

The development will generate additional traffic and people movements within the local area. However, it is not considered that this will be significant in the context of the EIA regulations having regard to the existing residential nature of the surrounding land uses, although the boundary to the east with the SDNP will need careful consideration to minimise the impacts on the SDNP.

Although, as considered above, the combined effect of three large scale developments on traffic would lead to more significant impacts on the local area.

(3) Characteristics of the Potential Impacts

The extent of the impact on the landscape will depend on an assessment of the sensitivity and capacity of the landscape to accommodate large scale development. The site lies within the Angmering Upper Coastal Plain (West Sussex Landscape Character Assessment). The local Landscape Character Area is the Ecclesden Hills. Angmering is situated on gently rising ground at the foot of the Ecclesden Hills with Highdown Hill close by to the east. The Arun Landscape Capacity Study carried out for the emerging Local Plan has assessed character of the site and divided it into three areas: 12b, 12c and 14. 12b is located to the north east of Angmering but is

detached from the settlement boundary. 12c is located adjacent to ribbon development along the north-east edge of Angmering. Area 14 is to the east of Angmering but detached from the main settlement boundary and adjacent to the SDNP.

The Landscape Character Assessment concludes the following in relation to each area of the site:

12b: Substantial sensitivity, slight value – it would be difficult to mitigate the effects of a detached unit of settlement and to mitigate the effects on the setting of the National Park to the south east, given the elevated location of the site. A public right of way runs through the site with open views from the public right of way to the south. There are long distance views towards the landscape to the south and intervisibility with the SDNP to the south east. Poling Furzels is located to the west of the site and Groom's Copse which is ancient woodland to the east. There are some semi mature trees around the site boundaries and well developed hedgerows which have the potential to provide habitat connectivity. The report concluded that the area had substantial landscape sensitivity and low capacity and would be unsuitable for significant development in landscape terms. In terms of landscape value, the area forms part of the wider rural setting of the SDNP and the conclusion was 'slight' landscape value.

12c: Moderate sensitivity, moderate value – there is some existing landscape structure within the site which could be enhanced to provide mitigation to views from the public right of way and the SDNP. The rurality of the public right of way would need to be protected. The western side of the site is more suitable for development. The site has mixed native and non-native boundary vegetation. There are some mature trees along the public right of way to the east. The southern paddocks are good quality semi improved grassland. In terms of landscape value, the site is also part of the wider rural setting of the SDNP and soft edge to the settlement and the overall value is moderate.

14: Substantial sensitivity, moderate value – substantial boundary vegetation provides habitat connectivity for local wildlife and the area is adjacent to ancient woodland. The area has a visually prominent setting to the SDNP and there are clear views of the site from the public right of way in the north east corner and from the SDNP. Open south facing topography would make mitigation from the SDNP very difficult. In terms of landscape value, the area forms part of the wider rural setting of the SDNP and the conclusion was 'moderate' landscape value.

However, whilst the landscape sensitivity on two areas of the site is substantial and there will be an impact in terms of the setting of the SDNP, it is not considered that landscape impacts will be significant in the context of the EIA regulations. However, a Landscape Visual Impact Assessment will be required, along with a clear masterplan and design code for the site to show how the development can be designed to minimise the impacts on the setting of the SDNP. Of particular concern is the employment area of the site, which would require a high quality scheme with appropriate heights and styles of buildings (avoiding generic 'sheds') and effective screening.

As set out in the screening request, the retention of TPO trees and protection/ buffering of the Ancient Woodland area to the east of the site will be important considerations in the masterplanning for the site.

The information submitted on ecology identifies the presence of dormice, a badger sett and a high number of bats using the site. A total of five hedgerows on site were considered to be important due to species richness and associated features. The impact identified in the ecology report submitted include the potential construction effects – loss of habitat, disturbance to European protected species (dormice), disturbance to other protected species (badgers) and their foraging habitat, loss of nesting bird habitat, loss of bat foraging habitat and potential disturbance to commuting routes, loss of habitat and fragmentation in relation to site and the wider landscape and impacts on protected sites and/or habitats including ancient woodland to the east of the site. Other operational effects are also noted. The cumulative impacts have also been considered in the submitted ecology report and deemed to be below the threshold of what would be significant. The extensive mitigation and enhancement measures proposed would need to be incorporated into the masterplan for the site and supporting information submitted with any applications to demonstrate that the impact on ecological interests is acceptable. It is not considered likely that the

development will result in significant harm to ecological interests, and that appropriate mitigation can be employed to respond to any localised harm that occurs.

The area is also sensitive to changes in drainage patterns which would result from new development in the area. The main site is not at risk of flooding, although the area to the south of the site along the road is within flood zone 3, and the development represents a potential opportunity to improve the existing surface water drainage system and reduce the discharge rates to local watercourses. As set out in the submitted information, there would be impacts arising from the development in terms of an increased area of hardstanding and the resultant need to appropriately deal with surface water runoff but there would be mitigation solutions available that could effectively reduce potential impacts to a negligible level and this would be set out within a Flood Risk Assessment submitted with any application. It is not considered that the development will result in a significant impact in relation to flood risk.

The submitted information considers the transport impacts of the proposal in relation to the following potential impacts: severance, pedestrian delay, pedestrian amenity, fear and intimidation, driver delay, accidents and safety and dust and dirt. The submission concludes that there are not likely to be any significant impacts on pedestrian delay, pedestrian amenity, severance and fear and intimidation because the strategy promotes a connected and permeable development with connections to wider services in Angmering. It also proposes safe crossing facilities for Water Lane to access the wider development in the south. In relation to driver delay, the draft Transport Assessment (TA) concludes that the proposal would generate 420 two-way vehicular movements in the morning peak and 380 movements during the evening peak hour. The draft TA also includes a cumulative assessment taking into account other recent and proposed development in Angmering. The TA demonstrated that there will be some impacts on the operation of the local network but the traffic impacts of the development can be adequately mitigated and as such there is unlikely to be any significant residual cumulative effects of development on driver delay.

Although the increase in vehicular and other modes of traffic will be noticeable within the local area, it is not considered that this impact will be significant (in the context of the EIA Regulations) or long lasting. It is likely that over time, the new development will be accepted by the local population and the impacts will therefore soften and fade. It is also considered that subject to pedestrian crossing improvements, much of the site lies in a location that will allow people to access local facilities and services without the need to use a private car. A Transport Assessment would be required to be submitted with any application in order to fully assess the transport impacts of the development, including any cumulative impacts.

The submitted information demonstrates that mitigation could be provided against the discovery of currently unknown archaeological assets and that there would not be any likely significant environmental impacts arising from the proposed development upon archaeological assets. The site does not lie within or adjacent to a Conservation Area and there are no designated or non-designated built heritage assets within it or in close proximity.

Finally, although the construction phase of the building would result in some impacts (such as noise and dust) on the local population, these effects are likely to be short lived and not significant given the location of the site. The information submitted on noise concludes that the noise impacts will need to be assessed and any negative impacts mitigated through the design of the scheme. In relation to air quality, the submitted information concludes that an Air Quality Assessment would be required to be provided in support of a planning application but that there is a low chance of significant impacts on air quality. There is no information to suggest that the proposal would result in the exceedance of air quality objectives in the area.

The submitted information also demonstrates that the development would not have any significant impacts in relation to ground conditions and contamination.

Conclusion

Having regard to the characteristics of the proposal Arun District Council (ADC) do not consider that the proposal is likely to give rise to particularly complex and hazardous effects. In the context

of the existing settlement of Angmering ADC do not consider that a significant effect on the environment is likely in terms of changing the nature of land use in the area. Whilst there is likely to be an impact on the setting of the SDNP (which is a 'sensitive area'), the proposals would not affect the integrity of any sensitive area to the extent that a significant effect is likely. Therefore on the basis of the current information, ADC do not consider that the scheme is likely to result in a significant environmental impact in terms of designated landscapes and overall no Environmental Impact Assessment is required.

Yours sincerely,



Claire Potts
Strategic Development Team Leader

Appendix 3

Pre-application written response



DRAFT

Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF
Planning General Enquiries
Tel: (01903) 737756 Fax: (01903) 730442
Dx: 57406 Littlehampton
Minicom: 01903 732765
e-mail: planning@arun.gov.uk
website: www.arun.gov.uk/planning

Your Ref:

Our Ref: PAA/139/17/

Please ask for: Michael Eastham

01903 737772

25th September 2017

Dear Ms Knott

Pre-Application Advice

525 dwellings with 3ha of employment land, public open space, play areas, associated infrastructure and landscaping.

Land North of Water Lane Angmering West Sussex

I write regarding the above matter and your enquiry received on 17th July 2017.

Description Of Proposed Development

From the details submitted, I understand that you propose to develop approximately 525 dwellings, approximately 3ha of employment land, public open space, play areas, associated infrastructure and landscaping on 30ha (74 acres) of land to the North of Water Lane, Angmering. An illustrative masterplan for the site has been prepared to demonstrate how the proposed 525 dwellings and 3ha of employment land could be accommodated.

Description Of Site

The site comprises agricultural land in arable use and a portion in the north east corner of the site accommodates a racing track. The site is sloping from north to south. The site boundaries have hedgerows interspersed with trees. The site is bounded by a mix of trees and hedgerows.

Description Of Locality

The site is bounded to the north by the A27; to the south by Water Lane; and to the west by Dappers Lane with existing businesses and residential properties. The land to the south of the site beyond Water Lane is subject to a separate planning application (A/99/17/OUT) for 175 dwellings. There is further residential development to the south off Roundstone Lane in Angmering. The area is rural in character with the South Downs National Park to the north of the site beyond the A27 and to the south east beyond the A280.

Planning Issues

The following issues have been identified for consideration.

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Principle of development
 Design
 Neighbour Amenity
 Amenity Space Provision
 Affordable Housing
 Highways, Transport and Parking
 Sustainability
 Sustainable construction
 Flooding / Drainage
 Protected Trees
 Light pollution
 Noise pollution
 Contamination
 Infrastructure provision
 Biodiversity
 Protected species
 Crime
 Loss of Agricultural land
 Landscape impact
 Archaeology
 Housing supply
 Bin Storage

Relevant Planning History

Comment On Site History

A screening request was submitted in April 2017 and the Council confirmed that no Environmental Impact Assessment was required.

Relevant Policies - the following policies are considered relevant to your proposal:

Arun District Local Plan:	AREA10	Strategic Gaps
	GEN11	Inland Flooding
	GEN12	Parking in New Development
	GEN14	Public Transport
	GEN15	Cycling and Walking
	GEN18	Crime Prevention
	GEN2	Built-up Area Boundary
	GEN20	Provision of Public Open Space within New Development
	GEN21	Renewable Energy
	GEN23	The Water Environment
	GEN25	Water Resources
	GEN26	Water Quality
	GEN28	Trees and Woodlands
	GEN29	Nature and Conservation Across the District
	GEN3	Protection of the Countryside
	GEN32	Noise Pollution
	GEN33	Light Pollution
	GEN34	Air Pollution
	GEN7	The Form of New Development
	GEN8	Development and the Provision of Infrastructure
	GEN9	Foul and Surface Water Drainage

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Publication Version of the
Local Plan (October 2014):

C SP1 Countryside
D DM1 Aspects of Form and Design Quality
D DM2 Internal Space Standards
D DM3 External Space Standards
D SP1 Design
ECC DM1 Renewable Energy
ECC SP1 Adapting to Climate Change
ECC SP2 Energy and climate change mitigation
EMP DM1 Employment land: Development Management
EMP SP1 Employment land provision
EMP SP Strategic employment land allocations
ENV DM3 Non Designated Sites
ENV DM4 Protection of Trees
ENV DM5 Development and Biodiversity
ENV SP1 Natural Environment
GI SP1 Green Infrastructure and Development
H DM1 Housing Mix
HER DM3 Conservation Areas
HER DM6 Sites of Archaeological Interest
HER SP1 The Historic Environment
H SP1 Strategic housing, parish and town council allocations
H SP2 Affordable Housing
HWB SP1 Health & Wellbeing
INF SP1 Infrastructure provision and implementation
LAN DM1 Protection of Landscape Character
OSR DM1 Open Space, Sport and Recreation
QE DM1 Noise Pollution
QE DM2 Light Pollution
QE DM3 Air Pollution
QE SP1 Quality of the Environment
SD SP1 Sustainable Development
SD SP2 Built-Up Area Boundary
SKILLS SP1 Employment and Skills
SO DM1 Soils
T DM1 Sustainable Travel and Public Rights of Way
T SP1 Transport and Development
W DM1 Water Supply and Quality
W DM2 Flood Risk
W DM3 Sustainable Urban Drainage Systems
WM DM1 Waste Management
W SP1 Water

Angmering Neighbourhood Plan 2014 POLICY CLW1	Provision of a Youth Centre
Angmering Neighbourhood Plan 2014 POLICY ER1	Retail Provision
Angmering Neighbourhood Plan 2014 POLICY HD1	Built-up Area Boundary
Angmering Neighbourhood Plan 2014 POLICY HD2	Parish Housing Allocation
Angmering Neighbourhood Plan 2014 POLICY HD3	Housing Mix
Angmering Neighbourhood Plan 2014 POLICY HD4	Materials
Angmering Neighbourhood Plan 2014 POLICY HD5	Built Form
Angmering Neighbourhood Plan 2014 POLICY	Housing Layout & Design

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HD6		
Angmering Neighbourhood Plan 2014 POLICY	Housing Density	
HD7		
Angmering Neighbourhood Plan 2014 POLICY	Parking for New Developments	
HD8		
Angmering Neighbourhood Plan 2014 POLICY	Phasing of Residential Development	
HD9		
Angmering Neighbourhood Plan 2014 POLICY	Local Highways	
TM1		
Angmering Neighbourhood Plan 2014 POLICY	Cycling Walking & Equestrian	
TM2		

Modification to the Local Plan (2017)

Planning policy guidance

Principle

The site lies in a countryside location, outside the built-up area boundary (BUAB) as identified in the Arun Local Plan 2003 where the principle of development is considered unacceptable; and Policy HD1 in the Angmering Neighbourhood Plan (ANP). Development Plan policies seek to exert a strict control over new development in the countryside to protect it for its own sake. Development will only be permitted in exceptional circumstances or where there is a strong justification for a countryside location. The Government's planning advice indicates that planning authorities should continue to ensure that the quality and character of the wider countryside is protected, and where possible enhanced.

Policy H SP1 of the Publication Version of the Arun Local Plan (modified eALP 2017) says that 'within the plan period 2011-2031 the Council will provide for 20,000 new homes through the Local Plan' and the Housing Strategy on page 139 goes on to allocate 800 units in Angmering North. The draft site allocation - as identified on the Policies Map - lies to both the north and south of Water Lane, in Angmering. Parts of the housing allocation for Angmering North are in the process of being delivered in parcels of land notably along Dappers Lane.

The made Angmering Neighbourhood Plan (2014) identifies three sites to meet its housing requirements for the parish: Bramley Green South (Mayflower Way) (HA1); Field in Mayflower Way (HA2); and Chandlers Site (HA3). The site north of Water Lane is not included as an allocation in the Angmering NP.

However, the Council is unable to demonstrate an adequate supply of housing land as required by paragraph 49 of the NPPF. The suspension of the Examination into the Local Plan by the Planning Inspector on the grounds that the Council's Objectively Assessed Housing Need (OAN) should be reviewed higher than that proposed in the Local Plan (originally 580 units per annum). The Council will need to identify more suitable land supply to meet additional housing requirement. The OAN figure has since been increased to 919 units per annum. Additional strategic sites are in the process of being assessed to meet this higher need figure including this site and land to the south of Water Lane (outline planning application A/99/17/OUT).

The Development Plan policies are out of date and, until adopted, the emerging Local Plan can only be given very limited weight and be taken into account as a material consideration. Therefore, until the emerging Local Plan is adopted the principle of mixed use development at the site is not firmly established.

The NPPF has provided clear guidance on the issue of the weight that can be given to both the local plan and to emerging or made Neighbourhood Plans where the District Council cannot

demonstrate the 5 year housing land supply (HLS) of deliverable housing sites. The relevant policies for housing supply in the Arun Local Plan and the Angmering NP, including the village development boundary, should not be considered up-to-date.

Where the development plan is absent, silent or the relevant policies are out of date, the NPPF states that the presumption in favour of sustainable development requires the granting of planning permission, 'unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits'.

Angmering has a range of services and amenities which suggests that this site to the north of Water Lane could be viewed as a sustainable location for housing. Many of the amenities and services, including convenience stores, local shops, community facilities and medical facilities are within a reasonable walking distance within the village centre. The primary schools and secondary school are also within the village; within walking and cycling distance of the site. There is a railway station approximately 2.5km from the southern boundary of the site but the Angmering NP notes that due to its location on the southern side of the A259, the station is not easily accessible by bus, foot or bicycle from many areas in Angmering. The ANP also says that access to bus services is poor.

Issues on Employment Land Provision will be provided separately.

The NPPF says that significant weight should be placed on the need to support economic growth through the planning system (paragraph 19). This needs to be balanced in any decision with the social and environmental aspects of sustainable development. The current status of the site as countryside outside the built-up area boundary of the Neighbourhood Plan needs to be accorded weight in line with paragraph 198 of the NPPF. When the emerging Local Plan is adopted there will be a conflict between the Local Plan and the Neighbourhood Plan. The National Planning Practice Guidance says that the decision maker should favour the policy that is contained in the most recent document to become part of the Development Plan. The NPPG also says that a neighbourhood plan should not be used to constrain the delivery of a strategic site allocated for development in the Local Plan. However, these arguments will only come into play once the Local Plan has been adopted.

It is considered that the site is in a sustainable location in relation to community infrastructure (schools, etc.). Providing there are no adverse impacts which would significantly outweigh the benefits of development in this location, then the site is acceptable in principle in accordance with the NPPF.

Summary

The proposal does not comply with the development plan but there are material considerations that would justify a recommendation to approve the principle of mixed use development (residential and employment) on this site as it would not be contrary to the core principle within the NPPF.

Design

Planning policies and Central Government advice support the efficient and effective use of land. Policy GEN7(i) requires new developments to respond positively to the identified characteristics of a particular site to create developments which respect local characteristics. Central Government advice further indicates that more intensive development is not always appropriate and that design which is inappropriate in its context should not be accepted. Furthermore, new development should be well integrated with and complement the local area in terms of layout, for example.

Emerging Policy EMP DM1 refers to a high standard of design and landscaping appropriate to the

context.

Policy H SP2 also requires the development proposals within the strategic site allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council which incorporates high quality imaginative design giving a sense of place and a permeable layout. Ideally this should be agreed before submission of an application. A design and access statement should be submitted with the application in order to demonstrate how it meets the high quality design aspirations. Policy SP2c goes on to refer to key design and infrastructure requirements for the development of Angmering North Strategic Allocation (site SD9).

The Angmering Neighbourhood Plan (NP), 2014 contains several policies relevant to design. Policy HD4 (Materials) of the ANP requires developments to reflect local materials and features evident in the surrounding area. The policy lists materials to be integrated into the design of the development (stock brick, flint, hanging clay tiles and pastel renders). It also refers to materials for paved surfaces (preference for permeable surfaces) and high quality street furniture.

Policy HD5 (Built Form) of the ANP seeks to ensure that new development reflects the character of Angmering. Of particular importance for this site is the integration with nearby development and the landscape setting. Policy HD6 (Housing Layout and Design) of the ANP also seeks high quality layouts and design. It is considered that the linear park running the length of the site is a positive design feature which provides safe walking, cycling and horse riding routes through the site.

It would be helpful if the applicant provided an analysis of the concept design in the Design and Access Statement setting out the thought process behind the masterplan for the site which comprises areas of greenspace, public open space, a linear park running through the site from north to south; and the fact that the site will be divided up into terraced blocks of housing that will be screened from existing hedgerows and hedgerow trees.

The site is essentially a cul-de-sac with vehicular access and egress from Water Lane to the south. Is there any possibility that two way vehicular access could be created from the western side of the site, and ensure that there are two accesses / egresses into and out of the site, serving both the housing and the business park? Could your transport consultants speak to the house builders who are currently developing the sites at Greenways and Merry England Nursery off Dapper Lane, which are located immediately south of the proposed bus access road (bus lane) along the western boundary of the Land North of Water Lane, in Angmering to acquire land to create a second vehicular access / egress to the site?

Policy HD7 (Housing Density) of the ANP seeks to ensure that the density of new development is in keeping with the surrounding area and should be complied with.

The Design and Access Statement should set out how the policies referred to above have been addressed by the proposed development. Policy D SP1 (Design) of the eALP specifies that development proposals should have been derived from a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness and usability, health and wellbeing and climate change); and the influence these objectives have on the form of the development. With large scale developments, in addition to a Design and Access Statement, a context appraisal, context plan and analysis of the site will also be required. Aspects of form and design quality are all set out helpfully in Policy D DM1 of the eALP.

Providing that the relevant design and layout policies can be addressed satisfactorily, the proposed development is considered acceptable in design and layout terms.

Amenity Space Provision

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The NPPF says that good design should contribute positively to making places better for people and indicates that creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character. Policy GEN7 of the Arun Local Plan further indicates that development will be permitted provided that amongst other considerations the proposal creates attractive places and spaces with the needs of people in mind. On this basis, well designed and adequate amenity space provision for residents is considered essential to meet the policy requirements of the Local Plan, Angmering NP and Central Government advice. The provision of useable private amenity space in new residential development is covered in Policy D DM3 of the eALP.

Affordable Housing

Policy HD3 (Housing Mix) of the Angmering NP seeks to ensure that the mix of housing reflects local requirements and is encouraging the delivery of more smaller and fewer larger properties. This is reflected in the comments below from the ADC's Housing Strategy and Enabling Manager and also in emerging evidence to support the Local Plan:

Affordable Housing Policy requirements: The Council aims to ensure that 30% affordable housing is achieved on all new residential developments in the district where more than 15 units are proposed such as on this site. Based upon a proposal of up to 525 dwellings then 157 would need to be affordable to comply with the Council's current policy requirements.

Tenure: The tenure of the affordable housing is to be agreed with the Council but a split of 75% rented and 25% intermediate housing is initially sought.

Housing Need: There is high demand for affordable housing throughout the Arun District for both rent and low cost home ownership. As at July 2017 there were 1,228 households in housing need on the Council's housing register.

Property sizes design and mix: The applicants should ensure that the quantum of affordable housing is broadly delivered as follows:

	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Market	5-10%	40-45%	35-40%	10-15%
Intermediate Homes	15-20%	50-55%	25-30%	0-5%
Affordable rented	35-40%	35-40%	15-20%	5-10%

The intermediate housing (shared ownership) dwellings should comprise of a mix of 1, 2 and 3 bed dwellings - 4 bed dwellings are not recommended for shared ownership purposes.

Integration - The affordable housing should be integrated into the overall development to form clusters of no more than 20 dwellings.

The affordable housing should be constructed and designed to be indistinguishable from the market housing.

S106 considerations and Affordable Housing Agreement: The Council would not support capped percentage transfer values to a provider of affordable housing being applied to the affordable housing dwellings.

The Council would request that the applicants engage with one of our preferred registered partners or an approved non registered partner for the acquisition of the affordable housing. Starter Homes have been assessed as not being affordable to most of those in housing need in the Arun area. At present therefore, the Council would not support the inclusion of Starter Homes

as an affordable housing product and would seek on-site affordable housing as described in this consultation response.

All of the necessary affordable housing requirements would need to be included in S106 planning obligation not secured by planning condition.

At present there are no details provided on the affordable housing provision so it is not possible to critique this specific aspect of the application.

Highways, Transport and Parking

Planning policies allow for the safe movement of pedestrians and vehicles, giving priority to pedestrians, and car parking. Car parking requirements will vary according to accessibility of the site to public transport or services, or a location within a town centre. Some guidance is provided within Appendix 2 Parking Standards of the Arun District Local Plan. A separate pre-application advice service is provided by West Sussex County Council as the Local Highway Authority. The amount of parking and impact on the highway will be dependent on the mix of uses proposed. Provision should be made for the safe movement of pedestrians around the site through footways, crossing points and the use of different materials to demarcate the pedestrian routes.

The following policies in the Angmering NP should also be considered and addressed through the application:

TM1: Local Highways

TM2: Cycling, Walking and Equestrian.

Access

Vehicular access is to be taken off Water Lane by upgrading the existing Oval raceway junction, with a bus/emergency access to Dappers Lane it is assumed that this would also provide an emergency access. A small residential enclave also is accessed by a priority junction from Dappers Lane.

At the northern end of the site, the District Council would like to see the proposed development site linking in with the A27 underpass. At the southern end of the site the District Council would encourage the widening of Water Lane to the west of the proposed vehicular access to the site - which is in the applicant's ownership, as it width of the road is narrow at this point.

The site has been included within the modelling for the Arun Transport Study 2016 and within the planning application ref A/99/17/OUT Land South of Water Lane which is currently pending consideration. A number of schemes and funding requirements are established within the transport study associated with the local plan to mitigate the impacts of the development.

Sustainable Transport

Bus Service 9 provides an hourly link to Angmering railway station, Littlehampton, Worthing and Shoreham. At present the nearest bus stop to access the service would be on Merryfield Crescent however from the presence of a bus access from Dappers Lane, it would be of logical to consider if it could directly serve the development. Consideration should be given to the enhancement of frequency of the service and discussions take place with the operator Stagecoach.

A southbound bus gate is present at the northern end of Dappers Lane under the A27 Bridge towards Patching. It is thought that only a free shopper bus uses the gate for one journey on a Wednesday. Consideration should be given to closing the underpass to vehicles except in an emergency. This would provide an opportunity to enhance sustainable transport links to the north of the A27 and into the South Downs National Park.

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