

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Highways, WSCC
DATE:	24/05/18
LOCATION:	Land North of, Water Lane, Angmering
SUBJECT:	A/40/18/OUT Outline application with some matters reserved for the development of up to 525 residential dwellings (Class C3), 3 ha (gross) of employment land (Class B1), public open space, play areas, access, associated infrastructure and landscaping. Departure from the Development Plan.
DATE OF SITE VISIT:	20/04/2018
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☒ No Objection ☒ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

Background

The application is for 525 dwellings and 3ha (6,000 sqm) of commercial development. This is an outline application with all matters except access reserved. The site is located to the east of Angmering Village Centre, east of Dappers Lane, north of Water Lane and south of the A27.

The site forms part of allocation SD9 within the emerging Arun Local Plan. An application has been submitted for 175 homes South of Water Lane ref A/99/17/OUT with the remainder of the allocation to be provided on Herons Farm, east of Dappers Lane.

Pre application discussions took place in September 2017 and an ongoing dialogue including sensitivity testing has been undertaken with reference to the site to the south of Water Lane.

Access

The main development access will be in the form of a ghost island priority junction onto Water Lane, approximately 85m to the east of the A280/Water Lane junction and is shown in Drawing ITB9105-GA-101. Visibility Splays of 2.4m is provided to the West in line with DMRB and 2.4 x 84m to the east (to the junction of A280/Water Lane).

A simple priority junction on Dappers Lane will serve a parcel of 30 dwellings, visibility splays of 2.4 x 43m are achievable in line with MfS with a carriageway width of 5.0m and a 2.0m wide footway on the southern side of the access road to connect to a proposed footway on Dappers Lane, illustrated in Drawing ITB9105-GA-117.

A 1.5m wide footway connection is proposed adjacent to the site access on Dappers Lane to connect Water Lane with Merryfield Crescent, shown on Drawing ITB9105-GA-106. Additional pedestrian improvements along Dappers Lane are proposed by the committed

developments of A/27/16/PL and A/142/16/OUT. Should the A/27/16/PL not commence before the south west corner plots are commenced then this application should deliver the works.

An uncontrolled crossing point (with pedestrian refuge island) would also be provided on Water Lane opposite the access to the Land South of Water Lane development site to ensure community connectivity. This is shown on Drawing ITB9105-GA-102.

A footway/cycleway connection to Dappers Lane will be provided to the north of Oak Tree Farm. This will be in the form of a 3m shared use footway/cycleway and would connect onto Dappers Lane to provide onward connection to the Public Right of Way network. The Footpath through the site will be upgraded to a cycleway.

A pedestrian/cycle connection is also proposed onto Dappers Lane south of Culberry Nurseries. This would provide access for bus services to route into the site and would facilitate walking and cycling access to Dappers Lane and onto Merryfield Crescent. General vehicular traffic will be prohibited from using this connection. This is shown on Drawing ITB9105-GA-118.

A stage 1 safety audit has been undertaken on the vehicular accesses and the issues identified accepted and incorporated into the designs.

Sustainable Transport

Walking

Non-motorised audits have been undertaken to identify improvements that would encourage future residents to travel sustainably to local facilities. These considered links between the development and village centre and local primary school.

The audits identified the following issues without improvements:

- Dropped kerbs and tactile are provided along Merryfield Crescent where they meet other junctions, however there are no dropped kerbs or tactile provided with Greenacres Ring junction.
- Tactile paving's provided to cross to Chantryfield Road
- There is a lack of tactiles on Pine Trees Close and Furzefield Close and the absence of dropped kerbs on Garden Close

It is recommended a plan is provided of the above and is delivered by the applicant.

Cycling

An on road cycle route consisting of cycle bypass facilities is provided on Water Lane from the site towards Angmering village centre and a number of local roads are suitable for cycling on carriageway.

Public Transport

The applicant is proposing to deliver a bus connection to Dappers lane to enable the diversion of Stagecoach service 9 into the site. This would enable residents to access a range of destinations such as Shoreham, Lancing, Worthing and Littlehampton as well as Angmering rail station. The mechanism for the control of the bus gate will be agreed at a detailed design stage. The site will include appropriate waiting facilities.

It is recommended that the recommend that the Travel Plan coordinator is required to make contact with Stagecoach at the point the development is commenced to negotiate and agree the timing of the bus diversion

The site is located approximately 2.7km of Angmering Rail Station and is connected via bus service 9.

Parking

Parking is to be form part of a reserved matters application, however a statement of intent has been provided that outlines:

- Car and cycle parking to be provided in accordance with local parking standards as set out in adopted guidance;
- Non-curtilage allocated car parking ideally to be located within 25m of individual dwellings;
- Within parking courts, a proportion of parking would be unallocated to provide for efficient use; and
- On-street parking where appropriate to be provided within discrete parking bays on the main routes.

Trip generation, Distribution and Assignment

Trip rates have been agreed with the applicant and reuse those associated with the Land South of Water Lane application, the applicant has utilised B1 Office trip rates to provide a robust scenario for the employment space.

This results in a total of 328 AM peak and 308 PM peak two way trips.

A combination of census journey to work information and gravity model approach has been undertaken to identify the destination of trips. Trips have been assigned to the network based on Google maps directions facility during the peak hours.

Junction Modelling

The junction parameters and modelling is accepted that shows subject to the improvements detailed below the site would not have a severe impact on the highway network. The modelling contains a wide range of committed sites and includes the impacts of the adjoining site at Land South of Water Lane.

A280/Water Lane

The junction is currently an uncontrolled limited moves priority junction. From Water Lane traffic is banned from making a right-turn, with all traffic required to turn left to travel north towards the A27. As a result of the poor projected performance of the junction in the future, in association with the planning application for Land South of Water Lane, an improvement was developed and agreed with WSCC which comprised the signalisation of the junction. However, The applicant has also developed a further improvement to enable the right hand turn from Water Lane to the A280. During pre-application discussion WSCC stated a preference for a roundabout to be explored (over signalisation).

Junction modelling and a safety audit has been provided for the proposed roundabout and is accepted and shows the junction will operate under capacity in a robust 2031 scenario with minimal queueing.

It should be noted that the roundabout is dependent on Land secured via the Land South of Water Lane application. As the junction would supersede the proposals of the land south of water lane, this would enable the either/ or nature of the contribution to be utilise towards funding ongoing improvements to the A259.

The junction modelling provided also includes a sensitivity test that considers the effect of traffic redistributing through Angmering.

The following reduction in vehicles travelling through the village are predicted:

- Roundstone Lane - 96 less vehicles in the AM Peak / 65 less vehicles in PM;
- Weavers Hill - 60 less vehicles in the AM Peak / 32 less vehicles in PM;
- High Street - 37 less vehicles in the AM Peak / 32 less vehicles in PM; and
- Station Road - 83 less vehicles in the AM Peak / 54 less vehicles in PM;

Utilising the flows provided by the applicant, the impact on the A259 improvement scheme has also been established, whilst the reassignment would add additional vehicles to the A280/A259/B2140 Old Worthing Road junction, the impact of which would not be considered severe and in reality vehicle reassignment along at the A259 Roundstone Lane junction would sufficiently accommodate the small increases in flows.

A27/A280/Tinmore Lane junction

The junction is forecast to operate over capacity, as part of the land south of Water Lane application a minor improvement was identified however increased mitigation on the A280 South West is required. An improvement scheme has been developed which would improve the A280 South West arm by utilising existing carriageway to develop a two-lane entry.

Dappers Lane Bus Gate

The applicant has undertaken surveys along Dappers Lane that establishes the misuse of the bus gate under the A27. Approximately 3 vehicles per hour were recorded in a southbound direction. Due to the main site access being located on Water Lane, improvements proposed to the A280/Water Lane and A27/A280/Tinmore Lane it is not considered that proposals would give rise to a significant increase in misuse of the bus gate.

Arun Local Plan Transport Study

In line with the trip distribution and assignment exercise, the applicant has provided the development the predicted impacts of development on the wider network to establish the impact of the development on the junctions the study expects the allocated development (of which this site delivers the majority of) to contribute towards.

Direction of Travel		Development Trips	
		AM Peak	PM Peak
A27 – East of Angmering	EB	36	32
	WB	31	34
A27 – West of Angmering	EB	13	16
	WB	19	14
A259 – East of Angmering	EB	6	4
	WB	4	0
A259 – West of Angmering	EB	36	37

	WB	44	38
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On consideration of the above it is thought that the application site is unlikely to have the predicted impact as shown within the Arun Transport Study stage 3 reports and as such WSCC do not consider it a requirement for the development to make contributions towards those on its network (Oystercatcher, A259 Church Lane and A259/B2187 Littlehampton). The remaining contributions required are on the Highways England network, It is noted that their response does not require the payment of the contributions towards improvements on their network.

Framework Travel

A travel plan has been provided and reflects the comments that were made on the A/99/17 application.

Layout

Whilst layout is a reserved matter, the masterplan shows an indirect route between the proposed crossing between the south west pocket of the site and the Land south of Water Lane development, It is recommended that either the route is revised to follow the existing highway or measures put in place to reduce the risk of pedestrians walking along the carriageway.

Conclusion

No objection is raised to the application subject to the follow obligations and conditions:

S106 Obligations

Highway Works to A280/Water Lane as shown on drawing no ITB 9105-GA-100

Highway Works to A27/A280/Tinmore Lane as shown on drawing no ITB 9105-GA-024

Highway works to Dappers Lane as shown on drawing no ITB 9105-GA-106

Dropped kerb works (further information is requested to establish the exact location of the improvements)

Access (details approved, access provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

Car parking space (details required)

No unit of the development shall be first occupied until the car parking spaces associated with unit have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

Cycle parking

No unit of the development shall be first occupied until covered and secure cycle parking spaces have been provided for the unit in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan (approved document)

Upon the first occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor, report and subsequently revise the travel plan as specified within the approved document.

Reason: To encourage and promote sustainable transport.

Surfacing of the Public Right of Way

No part of the development shall be first occupied until such time as plans, details and construction specification showing the proposed surfacing works for Right of Way no. 2149 have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that suitable materials are used for the surfacing works and to safeguard users.

Informatives

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Stephen Gee
West Sussex County Council – Planning Service

