

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	Highways, WSCC
DATE:	18/06/2018
LOCATION:	The Laurels, Dappers Lane, Angmering, BN16 4EN
SUBJECT:	A/74/18/OUT Outline Planning Permission with all matters reserved, except access, for the demolition of existing outbuildings and the erection of 9No. two storey dwellings consisting of 2No. two bedroom dwellings, 3No. three bedroom dwellings and 4No. four bedroom dwellings. Departure from the Development Plan.
DATE OF SITE VISIT:	
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☒ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	N/A

Background

The application seeks consent for 'Outline' permission for 9 two storey dwellings. The proposals access onto Dappers Lane which at this point is a 30 mph "D" Class road. This then links to the A27 approximately 1 mile to the north of the proposed site access. The proposals are supported by way of a Transport Statement (TS) which includes Trip Rate Information Computer System (TRICS) data and a Stage 1 Road Safety Audit (RSA). There have been a number of small scale residential developments similar to the one proposed along Dappers Lane in recent years, all of which WSCC in its capacity of Local Highway Authority (LHA) have commented on and not raised objection.

Access and Visibility

An upgraded access on to Dappers Lane is proposed. As the site accesses onto a "D" class road with a speed restriction of 30mph, it would be appropriate for the development to be considered alongside Manual for Streets (MfS) guidance. A Stage 1 RSA has been undertaken on the access arrangements. This identifies one problem (3.3.1) which related to restricted sight lines along Dappers Lane. The Designer confirms that the existing hedgerow will be cut back to obtain an acceptable level of visibility.

The proposed visibility splays, taken from a setback of 2.4 m, extend 43m to a point on the nearside carriageway line and this is consistent with MfS guidance. MfS does provide some allowance for occasional on-street parking within the visibility splay and it would appear that in this area, where most properties have some sort of off-street parking facility, that there is not an extensive demand for on-street parking particularly during peak movement time. It is considered that a suitable visibility condition can be applied in conjunction with the Designers Response to overcome the concerns of the Auditor on visibility.

A review of the access indicates that, visibility is acceptable with the proposed amendments. There have been no recorded accidents within the last 3 years therefore there is no evidence to suggest the access and surrounding highway is operating unsafely at present. The TS demonstrates that large vehicles are able to enter and exit the site in forward gear and although this requires the crossing of the carriageway centre point, such movement would be acceptable given the infrequent nature and low volume of traffic.

The proposals would be subject to a Minor Works Licence Agreement with the WSCC Implementation Team.

Capacity

The TS provided in support of this application includes an estimate of potential vehicular trip generation arising from this proposal. These estimates are based upon TRICS data. The sites used are considered to be comparable in terms of planning use class and location to that proposed. As such the trip rate generated still provides a useful indication likely trip generation from the new dwellings. It is recognised that this proposal would give rise to a more intensive use of Dappers Lane. However an additional 34 trips per day that the proposal will generate is not anticipated to result in any highway capacity concerns.

Parking and Turning

A total of 22 car parking spaces will be provided on site. This provision has been considered against the WSCC Parking Demand Calculator. The proposed provision does not exceed the requirement generated by way of the PDC. From checking and based on the proposed mix and tenure of the dwellings, the car parking provision is anticipated to satisfy the likely demands. Swept path diagrams have been provided demonstrating cars turning with the site, refuse collection will take place from Dappers Lane; the applicant should liaise with ADC's waste collection authority on the suitability of this arrangement.

Construction

Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from Dappers Lane. A comprehensive construction management plan would be sought through condition should permission be granted. The construction management plan should amongst other things set out how deliveries are to be managed along Dappers Lane in light of the carriageway width and presence of other vulnerable road users.

Sustainability and Accessibility

In terms of location at times any future residents would be dependent upon the private car to access any range of services within Angmering or beyond. There may however be other policy reasons supporting the redevelopment of the existing dwellings. The Planning Authority should give suitable consideration to and consider on balance the matters of sustainable access along with other associated matters in deciding this proposal.

In previous applications (A/142/16 namely) along Dappers Lane concerns were raised about the sites accessibility and sustainability. At present there are no footpaths currently in close vicinity of the site. The LHA were previously concerned that there was insufficient evidence provided to demonstrate that safe and suitable access could be gained for pedestrians and cyclists entering and exiting the development along Dappers Lane.

Within previous applications speed surveys have demonstrated that 85th percentile road speeds are less than 30 mph; this would make the road more conducive for cyclists, although given the unlit nature of the road it is accepted that it would only appeal to the more experienced cyclists. Improvements are proposed to pedestrian infrastructure,

namely to provide a length of footway along the southern side of Dappers Lane, with a crossing point via tactile paving to the adjacent footway onto Merryfield Crescent. This would then provide a workable route for pedestrians towards the village centre and the nearby bus stops. The TS makes reference to this improvement and the accessibility benefits it provides. The LHA concur that the proposed new footway could help serve the site in a positive way.

The National Planning Policy Framework (NPPF) states that plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site. In this respect, the site is located within a reasonable walking distance of Angmering village and passenger transport infrastructure. The proposed links the village centre are being enhanced by the addition of the footway. Paragraph 29 of the NPPF also states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Whilst paragraph 29 goes on to say that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas, residents of the proposed development would inevitably still be reliant upon the use of the private car for the significant majority of daily trips, however it is recognised that this is a small scale development intended to be provide for local housing needs.

The previous 3 years personal injury accident data has been checked and this indicates no accidents have been recorded that involve pedestrians or cyclists along Dappers Lane.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

No Objection would be raised to this proposal subject to the following conditions:

Access

No development shall commence until the vehicular access serving the proposed use has been constructed in accordance with the approved planning drawing.

Reason: In the interests of road safety.

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

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 method of access by construction vehicles during construction
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the recycling, removal and disposal of waste materials including an agreed traffic route for the waste vehicles,
- the storage of plant and materials used in construction of the development,

- the erection and maintenance of security hoarding,
- the erection of site offices and ancillary buildings, the provision of wheel washing facilities,
- the measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security.

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

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Deaks Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

INFORMATIVE

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.

Jamie Brown
West Sussex County Council – Planning Services