

Planning application A/76/20PL

Reference OWPC30829

Full submission including supporting evidence

Objection

I object to this application on the grounds that, as currently presented, the proposed development together with other developments already under construction will significantly increase traffic on Dappers Lane. As a result, the proposed development:

- will be to the detriment of a large number of recreational users from Angmering and beyond
- is contrary to a range of statements, policies and objectives set out in the Adopted Arun Local Plan 2011-2031 (July 2018).

I have concerns about the entire length of the Lane and am particularly concerned about the impact of increased traffic on the Lane to the north of the proposed development.

If Arun DC is to approve the planning application, it would need to ensure that action is taken to ensure that the Lane remains a safe, attractive and viable means for recreational users to access the Angmering Park Estate and the South Downs National Park. This will require:

- introducing measures to reduce non-essential traffic on Dappers Lane particularly for the Lane to the north of the proposed development. This could be best achieved by closing Dappers Lane to through traffic at or near the A27 underpass; and
- where footpaths are proposed (to the south of the proposed development) ensuring that these have minimal impact and do not compromise the attractiveness of the Lane.

For the avoidance of doubt, please note that whilst I recognise that there may be a need, on safety grounds, to build footpaths along Dappers Lane to the south of the proposed development, I would be opposed to any proposals to build footpaths alongside Dappers Lane to the north of the development. This would compromise the attractiveness of the Lane and there are cheaper, more effective solutions, for example by making the Lane a no-through road.

Evidence to support this objection

I have set out the following evidence to support my objection

- Dappers Lane is used by a large number recreational users from Angmering and beyond.
- Recreational users are already adversely affected by current levels of traffic along Dappers Lane.
- There will be a significant (roughly estimated at 40%) increase in traffic on Dappers Lane to the north of the proposed development.
- There are viable alternative (and often quicker) routes for motorists using Dappers Lane as a through route. As a result, making Dappers Lane a no-through road at or near the A27 underpass would have significant benefits for non-motorised users or the Lane at minimal inconvenience for motorists.
- Statements, policies and objectives set out in the Adopted Arun Local Plan 2011-2031 (July 2018) that are not consistent with the proposed development as currently presented.

Supporting evidence

1 Dappers Lane is used by a large number recreational users from Angmering and beyond

Dappers Lane is an important route and, for many recreational users, is the only viable route to the Angmering Park Estate and the South Downs National Park. This is because it is the only route from Angmering that does not require users to cross the A27 dual carriageway. This comment has also been made in previous planning applications along Dappers Lane by the South Downs National Park Authority (see for example, South Downs National Park Authority consultation response on 14 September 2016 to planning application A/142/16/OUT 14).

Strava.com is a social network used primarily by cyclists and runners. It uses GPS (for example through members' mobile phones or sports watches) to record cycling and running activities. For those members who choose to share their data, it is possible, for some defined routes (known as segments) to identify:

- the number of athletes who have recorded a bike ride or run along the full length of the segment
- the number of times a bike ride or run has been recorded for that segment.

Data from Strava.com shows that during the 90 days up to 10 September 2020, the Lane was used at least once by more than 400 cyclists and 100 runners (see Appendix 1)

Even if as many as one in five cyclists and runners used Strava to record times and make them publicly available, this would suggest that the Lane was used at least once for the 90 days to 10 September by 2,500 individuals for cycling and running.

It is also used by other non-motorised recreational users of the Lane including walkers, horse riders and blackberry pickers. I have been unable to find data in respect of these recreational users other than my own anecdotal evidence that walkers would appear to be the single largest group of recreational users of the Lane (ie the Lane is used even more frequently by walkers than cyclists or runners).

2 Recreational users are already adversely affected by current levels of traffic along Dappers Lane

A Facebook post on the Angmering Village Facebook page as to whether there would be support for making Dappers Lane a no-through road received the following comments.

- “I have noticed the increased traffic and the speed they go with no consideration for walkers, cyclists, horses, etc is very worrying. Not sure what the solution is, but I would welcome something being done”

- “I would 100 percent support [the closure of Dappers Lane to motor vehicles] as am a local runner and have often had to dive out of the way of a vehicle going too fast. I would also expect the road to get busier and misused with the new building works.”
- “We have animals up Dappers Lane and it has become noticeably busier since lock down with all forms of traffic. I believe it's an accident waiting to happen in the unrestricted part as cars think they have the right to speed up there at 70 mph and due to the overgrown verges and trees there are several blind spots.”
- “I hate it now, used to be quiet, now I nearly get mowed down when I walk my dog.”
- “It should be closed I saw so much heavy traffic using it yesterday it was nearly impossible to cross from one side to the other.”
- “Please get something done because it's an accident waiting to happen.”
- “My family and I often walk up there and get very frustrated with drivers who drive too fast and give you no room. It never used to be like this. Now we dive for cover every few seconds! And it's only going to get worse”

3 There will be a significant (roughly estimated at 40%) increase in traffic on Dappers Lane to the north of the proposed development.

Based on submissions to support planning application A/40/18 (land to the North of Water Lane), I estimate that the proposed Heron's Farm development and other developments currently under construction is likely to increase traffic to the north part of Dappers Lane by 40%.

i-Transport carried out an Automatic Traffic Count of vehicles using the Dappers Lane A27 underpass for a one-week period in September 2017. This counted approximately:

- 330 vehicles per day northbound (peak 31 vehicles per hour)
- 62 vehicles per day southbound (peak 7 vehicles per hour)

The report also estimated that a development of 525 properties would be expected to generate additional peak time traffic of 330 vehicles per hour. Including the proposed development, there are approximately 100 new properties either under construction or planned with direct access onto Dappers Lane. Using the estimates in the i-Transport report, this would suggest additional peak time traffic of 63 vehicles per day.

If just one in five of these vehicles travel north along Dappers Lane towards the A27 underpass this would increase the use of the north part of the Lane by between 12 and 14 cars an hour at peak time (i.e. an increase of 40% over traffic recorded in September 2017).

4 There are viable alternative (and often quicker) routes for motorists using Dappers Lane as a through route

Dappers Lane is used as a 'short-cut' by vehicles using the A27 underpass to join the A27/A280 roundabout. However, my timing of typical journeys by car on 30 August 2020 demonstrated that, if driving at safe speeds, it is quicker to use the Angmering Bypass. The only places drivers can reach sooner going north from Angmering by using Dappers Lane are:

- The Fox pub (saving less than 1 minute from Water Lane); and
- Swillage Lane (saving less than 3 minutes from Water Lane).

However, neither of these increased journey times are likely to have a significant impact:

- The Fox does not depend on passing trade and unlikely to be affected by patrons taking a minute longer to arrive.
- Swillage Lane has only 5 dwellings and is predominantly a lane for walking and cycling access to the Downs.

As a result, making Dappers Lane a no-through road at or near the A27 underpass would have significant benefits for non-motorised users or the Lane at minimal inconvenience for motorists.

5 The proposed development as currently presented, is contrary to statements, policies and objectives set out in the Adopted Arun Local Plan 2011-2031 (July 2018)

Paragraph 3.45 - New development must be planned to minimise impacts on the countryside and environment

- The increase in traffic will have a significant impact on Dappers Lane, including the rural part of Dappers Lane to the north of the proposed development
- There has been no consideration to minimising the impact of increased traffic, for example by making Dappers Lane a no-through road.

Paragraph 4.2 – The vision is; By 2031 Arun will be a safer, more inclusive, vibrant and attractive place to live, work and visit. Arun’s residents will be healthier and better educated, with reduced inequalities between the most and least affluent.

- The impact of increased traffic on Dappers Lane will make it less safe and harder for non-motorists to access the Angmering Park Estate and South Downs National Park.

Policy SD SP2 - To ensure better management of the rural-urban fringe in those areas where significant new development is proposed, early consideration will need to be given to landscape and biodiversity enhancement, woodland management, recreation provision and access route

- There has been insufficient consideration of the impact of increased traffic flows to the north of Dappers Lane on recreation provision and access to the Angmering Park Estate and the South Downs National Park for non-motorists.

Appendix 1 - Data on cyclists and runners from Strava.com

Strava.com is a social network used primarily by cyclists and runners. It uses GPS (for example through members' mobile phones or sports watches) to record cycling and running activities. For those members who choose to share their data, it is possible, for some defined routes (known as segments) to identify:

- the number of athletes who have recorded a bike ride or run along the full length of the segment
- the number of times a bike ride or run has been recorded for that segment.

There are three segments for Dappers Lane

- a segment for runners from Merryfield Crescent to the A27 underpass
- two segments for cyclists (one northbound, one southbound) for the full length of Dappers Lane.

Strava data for 90 days up to 10 September 2020

Cycling

Strava Segment	Number of athletes recording times	Number of completed segments recorded	Average number of completed segments per day
Dappers Lane Ascent	411	1216	13.51
Dappers Lane Descent	399	1214	13.49
Total		2430	27.00

Running

Strava Segment	Number of athletes recording times	Number of completed segments recorded	Average number of completed segments per day
Dappers Lane Ascent	106	323	3.59
Dappers Lane Descent	No data available, assume same as for Dappers Lane Ascent		
Total		646	7.18