

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 28th September 2015

**FROM: Dominic Smith TO: Arun District Council
FAO: Anita Gardner**

SUBJECT: A/94/15/PL

**Change Of Use from C3 (Dwellinghouses) to D1 (Non- residential institutions)
to accomodate a new timber framed Nursery / Pre School, together with
replacement stabling and detached 3 bay garage.**

Brackenside, Dappers Lane, Angmering, West Sussex, BN16 4EN

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☐
Objection	☒	No Objection	☐	Refusal	☐

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has been consulted on the proposed change of use from residential dwelling to a pre-school nursery at Brackenside, which is located on the eastern side of Dappers Lane, Angmering. The LHA raises an objection to the proposed development on the following grounds:

The LHA considers that the proposed development does not provide for safe and suitable access to the site, contrary to paragraph 32 of the National Planning Policy Framework and objective 1.2.1 of the WSCC Local Transport Plan (2011-2026), by virtue of

- (i) It has not been satisfactorily demonstrated that the proposed new access to the site from Dappers Lane does not have a detrimental impact on the safety of highway users and that it is suitable for its intended use
- (ii) Dappers Lane, from the change in speed limit to the south of the site and continuing north, is unsatisfactory to serve the proposed development by reason of its inadequate width and forward visibility, and the proposal would be likely to generate additional traffic that would lead to conditions detrimental to highway safety
- (iii) The proposed development does not provide for safe and suitable access by sustainable modes of transport nor encourage the use of such modes

Access

Site access is proposed via the construction of a new access onto Dappers Lane. Little information has been provided other than the site access being constructed to a width of 4.5m.

It is unclear whether the access is fit for the intended purpose. The location of the access is within the derestricted section of Dappers Lane and whilst speeds are unlikely to be in the region of 60mph given the narrow and winding nature of Dappers Lane at this point, it has not been demonstrated that adequate visibility can be achieved in accordance with the average speeds. Similarly, no tracking has been provided to demonstrate that vehicles can manoeuvre and pass other vehicles at the point of access. The site access has not been subject to a Stage 1: Road Safety Audit.

The southern end of Dappers Lane is subject to a 30mph speed limit and carriageway widths are sufficient to enable two cars to pass one another; the alignment in this section of Dappers Lane is relatively straight and affords good forward visibility. To the north, Dappers Lane moves into a

derestricted section where the road narrows to a single track road; it is not of a sufficient width to enable two vehicles to pass one another. In the vicinity of Culberry Nursery there are a series of gentle bends with the presence of heavy vegetation on either side of the carriageway, restricting the forward visibility of drivers. Whilst no traffic information has been provided, it is anticipated that the proposed development will give rise to a considerable number of vehicles both arriving and departing the site at the beginning and end of the day, as well as the possibility of vehicles over lunch if children are only in attendance for a half day. This will increase the likelihood of vehicles passing one another and, coupled with the lack of passing places or refuge, could result in sudden stopping and reversing manoeuvres, to the detriment of the safety of both other motorists and non-vehicular users of the road or erosion of the verge through overrunning.

The LHA considers that the proposed development does not provide for safe and suitable access to the site, contrary to paragraph 32 of the National Planning Policy Framework and objective 1.2.1 of the WSCC Local Transport Plan (2011-2026), by virtue of

- (i) It has not been satisfactorily demonstrated that the proposed new access to the site from Dappers Lane does not have a detrimental impact on the safety of highway users and that it is suitable for its intended use
- (ii) Dappers Lane, from the change in speed limit approximately 150m to the south of the site and continuing north, is unsatisfactory to serve the proposed development by reason of its inadequate width and forward visibility, and the proposal would be likely to generate additional traffic that would lead to conditions detrimental to highway safety

Accessibility

The site is poorly located to encourage safe access by sustainable modes of transport. There is no dedicated footway provision along Dappers Lane and any pedestrians or cyclists visiting the site would be required to share the carriageway with vehicles. To the south of Dappers Lane the road is wide enough to facilitate two way traffic and is within a 30mph speed limit; there are wide verges which would provide further refuge if required during periods of dry and fair weather.

To the north of Dappers Lane the speed limit becomes derestricted and the road narrows. Conditions are not suitable for safe pedestrian access, particularly as users of the site will be likely to require the use of pushchairs and travelling with young children. There is dense vegetation on both sides of the carriageway and the limited verge adjacent to the highway is steep, providing no refuge for vulnerable carriageway users, and Dappers Lane is unlit.

The Merryfield Crescent/Dappers Lane junction, which provides a connection into the footway network and provides access to the nearest significant residential population, is approximately 600m to the south of the site meaning that even the shortest journeys to the site would be at the maximum of what is considered to be a reasonable walking distance.

The site is not served by public transport.

Given the journey distances and lack of suitable infrastructure to encourage safe and suitable access by sustainable modes of transport, the LHA raises an objection on the following grounds:

The proposed development does not provide for safe and suitable access by sustainable modes of transport, nor encourage the use of such modes, contrary to paragraph 32 of the National Planning Policy Framework

Dominic Smith
Strategic Planning