

**WEST SUSSEX COUNTY COUNCIL  
PLANNING SERVICES CONSULTATION**

**DATE: 24<sup>th</sup> July 2017**

**FROM: Stephen Gee TO: Arun District Council  
FAO: Michael Eastham**

**SUBJECT: A/99/17/OUT - Outline application with some matters reserved (Access only) for development up to 175No. residential dwellings, public open space, play areas with associated infrastructure including roads, drainage & landscaping. This application affects the character & appearance of Angmering Conservation Area & the setting of Listed Buildings. This application is a Departure from the Development Plan.**

**Land South of, Water Lane, Angmering**

**DATE OF SITE VISIT: 23<sup>rd</sup> June 2017**

**RECOMMENDATION:**

|                  |                          |                     |                                     |                         |                          |
|------------------|--------------------------|---------------------|-------------------------------------|-------------------------|--------------------------|
| <b>Advice</b>    | <input type="checkbox"/> | <b>Modification</b> | <input type="checkbox"/>            | <b>More Information</b> | <input type="checkbox"/> |
| <b>Objection</b> | <input type="checkbox"/> | <b>No Objection</b> | <input checked="" type="checkbox"/> | <b>Refusal</b>          | <input type="checkbox"/> |

**S106 contribution total (see below for breakdown): £**

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**Background**

The outline application is for up to 175 residential dwellings located to the south of Water Lane, Angmering. All matters are reserved except for access. The application site is located 800m to the east of Angmering village centre and is bounded by the A280 to the East, Weavers Hill to the west and the High Street to the South.

To the south of the site is the Manor Nurseries development, and to the north of the site is land within the applicant's control being promoted as a residential led, mixed use development with the Arun District Council emerging local plan.

Pre application discussions were undertaken in April and May 2016.

**Access**

A priority junction is to be provided to Water Lane consisting of a 6.0m wide carriageway and 10m radii. A bridge structure will be provided to raise the access road over the existing water course. A minimum of 2.4m x 62m to the left and 2.4m x 56m to the right visibility splays will be provided (given the straight nature of Water Lane, a greater visibility can be achieved). Swept path analysis has been provided for refuse and fire appliances.

A construction management plan will be required to detail how the new access and bridge would be constructed. The land to the north which is also under the control of the applicant would provide an opportunity for a site compound to be located close by.

No footway or cycleway is proposed as part of the access onto Water Lane at this stage however sufficient width is provided to enable a 3m shared use footway/cycleway to be constructed as shown on Drawing number ITB9150-GA-025. This would link to the proposed development to the north of Water Lane. A footway / cycleway link would provide limited benefit without a link to proposed site to the north due to a lack of existing footway along Water Lane and as such the

provision of the footway / cycleway can be secured via condition which sets out a timescale for future provision.

Two pedestrian/cycle/emergency access points are proposed, one onto Weavers Hill and one onto the High Street. The control of emergency access is to be considered at the reserved matter stage however various options have been included within the transport assessment report.

## **Sustainable transport**

There are no footways along the Water Lane site frontage with footway provision commencing west of Dappers Lane, the site does not propose to construct any provision.

A non-motorised user audit has been provided detailing routes towards Angmering Village Centre, the High Street and Roundstone Lane and along Water Lane. These routes will benefit from improvements contained within a traffic management scheme to be implemented by WSCC as detailed within the following link <https://www.westsussex.gov.uk/media/9301/jea6009.pdf>

The sustainable transport strategy of the site also includes:

A travel plan coordinator, travel information website, travel information pack, walking and cycling maps, wayfinding strategy and travel vouchers to be utilised by residents towards sustainable transport.

### Walking and cycling links

#### **Weavers Lane**

The proposed footway/cycleway access onto Weavers Lane will benefit from relocated bus stops and tactile paving the link is to be provided prior to occupation.

#### **High Street**

A 3.0m wide footway/cycleway/emergency access route will exit the site onto the High Street and tie into the Manor Nurseries site. Dropped kerbs and tactile paving will be provided. The link is to be provided prior to the relevant phase of the development.

The indicative masterplan appears to highlight a central walking and cycling route, it is suggested the northern end of this route is linked back towards the northern bridge access onto Water Lane to take advantage of any future walking and cycling provision associated with potential development of the land north of Water Lane.

## **Parking**

Parking and cycle parking are a reserved matter and will be provided in accordance with local parking standards.

## **Trip Generation, Distribution and Assignment**

The proposal is anticipated to generate 81 two way vehicle movements in the AM peak and 79 two way vehicle movements in the PM peak

Trip distribution has been developed by undertaken using census journey to work information for commuting and a gravity model for other journey purposes.

## **Modelling**

### Site Access

The site would be accessed by the creation of a simple priority junction access to Water Lane. Modelling shows the site access will operate within capacity.

#### Water Lane / A280

The junction currently operates as a priority junction with a restricted right turn out of Water Lane. Modelling of the existing junction shows the junction operates at capacity in a 2019 with consented development and is exacerbated by the development.

A mitigation scheme is proposed that provides signals at the junction. The principal of signalisation of the junction has been established via planning applications along Roundstone Lane.

The modelling provided for the Water Lane / A280 junction improvements has a Mean Max Queue on the A280 southbound right turn of 5.5 vehicles, The right hand turn lane has sufficient capacity for approximately 9 vehicles. As this a mean maximum queue, there is the potential for queues to be higher than noted in the LinSig modelling and additional right hand turn capacity maybe required. As such the applicant has revised the scheme to include stacking capacity for 14 vehicles.

#### Water Lane / High Street / Station Road / Arundel Road Junction

The modelling highlights that the junctions will continue to operate within capacity.

#### A280 / Titnore Lane / A27 roundabout

The modelling highlights that the junction is approaching capacity when development traffic is included on the A280 South West Arm. A mitigation scheme is proposed in which the two lane entry is extended via lining improvements on the existing carriageway.

#### Long Furlong / Arundel Road / A27 / A280 roundabout

The modelling highlights the junction continues to operate within capacity when the impacts of the development are considered.

#### A259

An assessment of the impacts of flows upon the A259 junctions has been undertaken.

#### Sensitivity Tests

Sensitivity tests have also been undertaken should the land north of Water Lane be developed, two robust masterplan options have been modelled and mitigation developed should the proposals develop.

#### **Framework Travel Plan**

Pre application advice was received by the applicant and comments have been incorporated within the document.

No objection is raised to the proposed development, subject to the following conditions/obligations

#### Conditions

##### *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

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.

#### Access

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

Reason: In the interests of road safety.

#### Access

No development shall commence until a timetable is developed for the provision of a shared use footway / cycleway from the site northern access to Water Lane.

Reason: To encourage and promote sustainable transport.

#### Car parking space

No part of the development shall be first occupied until the car parking spaces 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 part of the development shall be first occupied until covered and secure cycle parking spaces have been provided 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.

#### S106 Obligations

- Highway works to A280 / Water Lane Signal Improvement (Drawing ITB9105-GA-021B)
- Highway works to A27 / A280 / Titnore Lane – Approach widening (Drawing ITB9105-GA-023)
- Highway works to Weavers Hill - Bus Stop Improvement (Drawing ITB9105-GA-026A)

#### 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**  
**Planning Services**