

Angmering Parish Council
Highways, Transport and Planning Committee
Dappers Lane Working Group – Interim report
10 November 2020

1 Purpose of this report

1.1 This interim report summarises the progress made by the Dappers Lane Working Group. The report focusses on the findings and recommendations to the Housing, Transport and Planning Committee for two of its five workstreams:

- environment, ecology, health and wellbeing (workstream 2)
- traffic, vehicles, pedestrians, access and egress (workstream 3)

1.2 A brief update is also provided for the remaining three workstreams

- flooding, sewage and ditches (workstream 1);
- footpaths and Lane conditions (workstream 4);
- developments (workstream 5).

2 Actions for the Housing, Transport and Planning Committee

2.3 The Housing, Transport and Planning Committee is asked to:

- consider the findings and agree the Working Group's recommendations for workstreams 2 and 3; and
- note the issues raised for workstreams 1, 4 and 5.

3 Background to Dappers Lane Working Group

3.1 The Dappers Lane Working Group was established by the Housing, Transport and Planning Committee and comprises Angmering residents and parish councillors.

3.2 The Working Group was set up because of concerns about the increasing residential and industrial development along Dappers Lane. The Working Group has the following aims and objectives.

- To retain the Lane's rural nature by ensuring the retention of as many trees and hedgerows as possible.
- 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.
- To minimise vehicle use whilst ensuring that vehicle access and egress is acceptable for residential and business properties.

4 Background to Dappers Lane

4.1 Dappers Lane is one of the last country lanes around Angmering and is an important place for recreation. For many walkers, cyclists, runners and horse riders, Dappers Lane is the only viable route to the Angmering Park Estate and the South Downs National Park.

4.2 Based on current and planned developments, there are two parts to Dappers Lane:

- north of the proposed Heron's Farm development – this is a rural lane with few properties or businesses requiring access on to the Lane.
- south of the proposed Heron's Farms development – together with existing businesses there are an increasing number of properties requiring access to the Lane.

4.3 The Working Group's aims and objectives apply to both parts of the Lane. However, the Working Group recognises that the solutions for the two parts of the Lane are likely to be different. For example, the Working Group's analysis of vehicle journey times (see section 5, below) show that:

- few motor vehicles need access to the northern part of the Lane. This means that any solutions will need to be focussed primarily on non-motorised users;
- for the southern part of the Lane, there is a need for solutions to focus on ensuring that motorised and non-motorised users can co-exist safely.

4.4 A schematic of the Lane and proposed developments is attached at Appendix 1.

5 Environment, ecology, health and wellbeing (workstream 2, see Appendix 2 for full report)

5.1 The importance of Dappers Lane to mental health and wellbeing of the residents of Angmering and beyond is demonstrated by data from the Thriving Places Index and comments by the South Downs National Park Authority.

- The Thriving Places Index (www.thrivingplacesindex.org) scores local conditions for Arun District as 4.61 out of 10 and gives an overall rating of amber. The local conditions score includes factors such as 'place and environment' and 'mental and physical health'. Arun's score is lower than for West Sussex as a whole and is the lowest of the West Sussex coastal districts.
- In responding to planning applications on Dappers Lane, The South Downs National Park Authority has noted the importance of the Lane as a route for non-motorised users to the South Downs National Park.

5.2 Changes to our environment affect us in many ways that are often not considered as part of the planning process. Factors that contribute to the negative impact of the changes to Dappers Lane on the Mental Health and Wellbeing of Angmering residents who live near and/or use the lane include:

- uncertainty about the exact nature of the changes including changes in planning guidance and regulations;
- lack of control over our environment;
- noise from building work;
- potential loss of green space; and
- increasing pressure on other services including on GP services and broadband.

5.3 The new developments pose a significant threat to the ecology of Dappers Lane including many woody plant species, bats, dormice and stag beetles. They also impact on the wider environment. It is possible that the age and biodiversity of the hedgerows that run alongside Dappers Lane may afford the Lane a degree of statutory protection that has not yet been fully explored.

Recommendations to the Highways and Planning Committee

R5.1 Support the Dappers Lane Working Group proposals to:

- Keep residents whose property borders the lane informed, so that they know what options they have to protest etc. This could be achieved through, for example, use of social media, All About Angmering, notice in window of Parish Council, an Open Day at a suitable venue, leafleting or going door to door.
- Encourage users of Dappers Lane to record all wildlife sightings on the Biodiversity Website <https://www.brc.ac.uk/irecord/>. This could be advertised in a similar way to in the previous bullet point and could also include notices in the lane itself.
- Consider engaging an ecologist to review the wildlife and ecosystem of the Lane (not just of the proposed development site) and identify potential statutory protections.
- Work directly with developers to mitigate damage to hedgerows and trees and find solutions that prevent unnecessary tree-felling and hedgerow damage.
- Replace any trees felled 3:1 rather than the usual 2:1. Additionally these should not be saplings, but at least 10 feet tall; one of the 3 should be planted in the same place as the felled tree but the others can be elsewhere on the site.
- Campaign against the felling of mature trees along Dappers Lane.
- Consult the SDNPA to establish more precisely their requirements as referred to in their response to consultation on each development in Dappers Lane.
- Set up a monitoring group to act on behalf of the Housing, Transport and Planning Committee to check developments are proceeding correctly, and report infringements to the Committee. This group could be comprised of volunteers, possibly members of the Dappers Lane Working Group.

R5.2 Highlight and take forward concerns with relevant authorities about pressure on services. This includes concerns about GP provision and broadband.

6 Traffic, vehicles, pedestrians, access and egress (workstream 3 – see appendix 3 for full report)

6.1 The report focuses on Dappers Lane north of the proposed development at Heron's Farm and considers the advantages and disadvantages of four main options:

- doing nothing;
- opening the Lane to two-way traffic;
- reversing the direction of the one-way restriction; and
- closing the Lane to through traffic.

6.2 It also considers four subsidiary options:

- stricter enforcement of the one-way system;
- widening the road and/or building pavements;
- other restrictions (for example restricting use of the Dappers Lane to local traffic only); and
- traffic calming.

6.3 The report found that:

- Dappers Lane is one of the last country lanes around Angmering and an important place for recreation. For many walkers, cyclists, runners and horse riders, Dappers Lane is the only viable route to the Angmering Park Estate and the South Downs National Park.
- The importance of Dappers Lane is reflected in responses of the South Downs National Park Authority to planning applications. In particular, the Authority is concerned that the Lane continues to provide viable access to the South Downs National Park and that damage to its rural nature should be minimised.
- Residents are concerned about the volume and speed of motor vehicles on Dappers Lane and the risk of accidents. Residents also report that traffic has increased in recent years. Using information from previous traffic surveys, the report estimates that the new developments that are planned or in progress will increase traffic using the Dappers Lane A27 underpass by a further 40% compared to 2017.
- Based on an analysis of real-life journey times, the report demonstrates that for most journeys by motor vehicle there are alternative and quicker routes than using the Dappers Lane A27 underpass. Where journey times using alternative routes are longer, the impact on access to residents and businesses by motor vehicle users is minimal.

6.4 Based on an advantages and disadvantages of each option, the Working Group's preferred option is for Dappers Lane to be closed to through traffic. The Working Group has not formed a firm view of the most appropriate place to close the Lane and is particularly mindful of the needs of residents of Swillage Lane who would be key consultees as they would be most affected by any closure of the Lane. Possible options include closing the Lane:

- at or near the top of the hill of Dappers Lane. (This would mean that residents of Swillage Lane would no longer be able to use the Dappers Lane A27 underpass.)
- at the underpass end of the Arundel Road between the Dappers Lane A27 underpass and the "Patching" slip-road off the A27. (This would mean that residents of Swillage Lane would be able to use the Dappers Lane A27 underpass but not have direct access to the A27/A280 roundabout, unless they were given permission to use a private road linking Swillage Lane to Seldon Lane.)

6.5 Closing the Lane to through traffic has minimal costs and meets all three of the Working Group objectives, including ensuring acceptable vehicle egress for residential and business properties.

6.6 All other options would ultimately result in the Lane being dominated by motor vehicles and would be likely to require the widening the road and the building of pavements. Whilst vehicle egress to residential and business properties would be maintained or improved, this would exacerbate the concerns of the South Downs National Park Authority and fail the Working Group's objectives to:

- ensure that the Lane remains safe for recreational users;
- minimise vehicle use;
- retain the Lane's rural nature.

6.7 Members of the group have engaged informally with residents and users of Dappers Lane to gain an understanding of different points of view. The Working Group believes that there is

widespread support for the closure of Dappers Lane. This is reflected in both verbal comments received and in written comments on the Angmering Village Facebook page.

6.8 However, the Working Group also recognises that there are some residents and users who will be sceptical about the proposals and have other concerns. This is reflected in an email sent to the Chair of the Housing, Transport and Planning received after completion of the detailed report. This Working Group is committed to engaging with residents and other users of the Lane to continue to resolve concerns and build support for the most appropriate solution for all.

6.9 Changes to the use of the Lane would require West Sussex County Council to make a Traffic Regulation Order (TRO). This requires the County Council to follow a legal process, including a 21-day period of consultation. Applications can be made to the County Council to make a TRO. However, the County Council advises that before making an application for a TRO, applicants should ensure that they have the support of the wider community.

Recommendations to the Highways and Planning Committee

R6.1 Support the Dappers Lane Working Group proposal to **prepare for an application** for Dappers Lane to be closed to through traffic (by closing Dappers Lane itself or by closing the Arundel Road near the Dappers Lane A27 underpass). This is likely to include:

- consulting key stakeholders, particularly West Sussex County Council, Sussex Police and the South Downs National Park Authority; and
- engaging residents, businesses and other users of Dappers Lane to secure support for the closure of Dappers Lane and help identify and address any concerns.

R6.2 Subject to the satisfactory completion of R5.1, make a formal application to West Sussex County Council for a Traffic Regulation Order (TRO) to close Dappers Lane.

7 Progress made on other workstreams

7.1 Flooding, sewage and ditches (workstream 1)

7.1.1 The Working Group notes that:

- The current drainage system is piecemeal, in poor condition and needs to be sorted out strategically.
- At least two of the development sites on the east of Dappers Lane will drain to package sewage treatment plants.
- A map of modelled surface water flow from the Government website (appendix 4) illustrates potential problems on much of the east side of Dappers Lane. It also shows water flowing along the road surface for much of its length.
- At the Dappers Lane / Water Lane junction the water turns south west (appendix 5) and has, in previous years, contributed to devastating property flooding.

7.2 Footpaths and lane conditions (workstream 4)

7.2.1 The Working Group recognises the need to ensure the safety of pedestrians. However, the Working Group is concerned that:

- footways would not ensure the safety of all recreational users (cyclists and horse riders, for example);
- building footways alongside Dappers Lane will mean that the Lane may lose its rural nature and may contribute to the further loss of trees and hedgerows; and
- surface water drainage system is a significant consideration as to where a footway can go, if a footway is needed.

7.2.2 As a result, the Working Group considers that alternative solutions to ensure the safety of pedestrians and other non-motorised users should be found, where possible.

7.2.3 For the Lane north of Heron's Farm the safety of all non-motorised users would be best ensured by making Dappers Lane a no through road (see section 5). Building a footpath on this part of the Lane should be opposed.

7.2.4 However, if planning permission for Heron's Farm is granted, building a footway alongside the southern part of the Lane may be the only practical solution to ensure safety of pedestrians. If a footway is required, the construction of the footway will need to be as sympathetic as possible to the rural nature of the Lane and minimise the impact trees and hedgerows.

7.3 Developments (workstream 5)

7.3.1 Through its chair, the Working Group has contributed to Angmering Parish Council's response to the planning application at Heron's Farm (A/76/20/PL). Individual members of the Working Group have also made personal comments on the planning consultation.

7.3.2 The Working Group is concerned about the recent destruction of trees and the hedgerow on Dappers Lane alongside the Merry England (A/146/16/OUT) development. This was far more extensive than had been included in the original plans for the site. According to the site manager for Merry England, the additional trees were removed as a consequence of carrying out culvert work to building regulation standards. He has given assurances that replanting is planned, and the original landscaping plans will be adhered to.

Whilst the assurances of the site manager are helpful, the Working Group remains concerned that:

- The hedgerow and trees removed were not included in the original planning application for removal.
- The hedgerow and trees removed were likely to have met the conditions for protection under the Hedgerow Regulations 1997
- The planned replanting will, at best, replace a mature hedge with immature plants that will take many years to grow.
- Other planned developments will lead to additional destruction of trees and hedgerows over and above that suggested by planning applications.

This episode emphasizes the importance and urgency of the group's recommendations at R5.1.

Appendices

Appendix 1 – Schematic diagram of Dappers Lane and proposed developments

Appendix 2 – Detailed report on environment, ecology, health and wellbeing (workstream 2)

Appendix 3 – Detailed report on traffic, vehicles, pedestrians, access and egress (workstream 3)

Appendix 4 – Government modelling of surface water flows

Appendix 5 – Photographs of surface water on Dappers Lane

DAPPERS LANE WORKING GROUP
Report to Meeting, Tuesday 15th October 2020

“Traffic / vehicles / pedestrians / access and egress”
Graham Liddell and Peter Slowe

Summary report

Introduction

Both Angmering Parish Council and Angmering’s residents have expressed concerns about the level of motor vehicles using Dappers Lane and the potential conflict with other users such as walkers, runners, cyclists and horse riders. As a result of these concerns, the Dappers Lane Working Group was established by the Highways and Planning Committee with the following objectives:

- *to retain the Lane’s rural nature by ensuring the retention of as many trees and hedgerows as possible;*
- *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; and*
- *to minimise vehicle use whilst ensuring that vehicle access and egress is acceptable for residential and business properties.*

This report reviews the use of the Lane by both motorised and non-motorised users and the issues arising from this mixed usage. It assesses the options available to address these issues, evaluates each against the Working Group’s objectives and makes recommendations to the Highways and Planning Committee.

The report focuses on the Lane north of the proposed development at Heron’s Farm. This part of the Lane is overwhelmingly for walkers, cyclists, runners and horse riders. Further work is still required for the Lane south of Heron’s farm to find solutions that will enable motorised and non-motorised vehicles to co-exist.

Options considered

The report considers the advantages and disadvantages of four main options:

- *doing nothing*
- *opening the Lane to two-way traffic*
- *reversing the direction of the one-way restriction*
- *closing the Lane to through traffic.*

It also considers four subsidiary options:

- *stricter enforcement of the one-way system*
- *widening the road and/or building pavements*
- *other restrictions (for example restricting use of the Dappers Lane to local traffic only)*
- *traffic calming.*

Changes to the use of the Lane would require West Sussex County Council to make a Traffic Regulation Order (TRO). This requires the County Council to follow a legal process, including a 21-day period of consultation. Applications can be made to the County to make a TRO. However, the County Council advises that before making an application for a TRO, applicants should ensure that they have the support of the wider community.

Key findings

Dappers Lane is one of the last country lanes around Angmering and an important place for recreation. For many walkers, cyclists, runners and horse riders, Dappers Lane is the only viable route to the Angmering Park Estate and the South Downs National Park. The importance of Dappers Lane has been reflected in responses of the South Downs National Park Authority to planning applications.

Residents are concerned about the volume and speed of motor vehicles on Dappers Lane and the risk of accidents. Residents also report that traffic has increased in recent years. Using information from previous traffic surveys, the report estimates that the new developments that are planned or in progress will increase traffic using the Dappers Lane A27 underpass by a further 40% compared to 2017.

Based on an analysis of real-life journey times, the report demonstrates that for most journeys by motor vehicle there are alternative and quicker routes than using the Dappers Lane A27 underpass. Where journey times using alternative routes are longer, the impact on access to residents and businesses by motor vehicle users is minimal.

Preferred option

Based on the report's findings, the Working Group's preferred option is for Dappers Lane to be closed to through traffic.

- *This could be achieved by:
 - *closing Dappers Lane itself at or near the top of the hill; or*
 - *closing, at the underpass end, the section of the Arundel Road between the Dappers Lane underpass and the "Patching" slip-road off the A27.**
- *This option has minimal costs and meets all three of the Working Group objectives, including ensuring acceptable vehicle egress for residential and business properties.*
- *All other options would ultimately result in the Lane being dominated by motor vehicles and would be likely to require the widening the road and the building of pavements. Vehicle egress to residential and business properties would be maintained or improved, but these options would all:
 - *fail to ensure that the Lane remains safe for recreational users;*
 - *fail to minimise vehicle use;*
 - *fail to retain the Lane's rural nature.**

Recommendations to the Highways and Planning Committee

R1 Support the Dappers Lane Working Group to prepare for an application for Dappers Lane to be closed to through traffic (by closing Dappers Lane itself or by closing the Arundel Road near the Dappers Lane A27 underpass). This is likely to include:

- *consulting key stakeholders, particularly West Sussex County Council, Sussex Police and the South Downs National Park Authority; and*
- *engaging residents, businesses and other users of Dappers Lane to secure support for the closure of Dappers Lane and help identify and address any concerns.*

R2 Subject to the satisfactory completion of R1, make a formal application to West Sussex County Council for a Traffic Regulation Order (TRO) to close Dappers Lane.

Detailed report

In this report, we have:

- specified the section of Dappers Lane which we are dealing with;
- identified the main users;
- explained why Dappers Lane is important;
- noted the main changes and extra pressures;
- identified the key stakeholders in any changes;
- looked at the options for different changes;
- proposed a change which we think is best;
- explained how that change might be achieved.

Our overall objective has been to try to find a solution for Dappers Lane which meets the aims and objectives of the Dappers Lane Working Group and is most suitable for the majority of the stakeholders and to the community of Angmering.

The aims and objectives of the Dappers Lane Working Group are set in its draft terms of reference and are as follows:

- To retain the Lane's rural nature by ensuring the retention of as many trees and hedgerows as possible.
- 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.
- To minimise vehicle use whilst ensuring that vehicle access and egress is acceptable for residential and business properties.

1. The Lane north of the proposed Heron Farm development.

This report focuses on the Lane north of the proposed development at Heron's Farm. This part of the Lane is overwhelmingly for walkers, cyclists, runners and horse riders. Further work is still required for the Lane south of Heron's farm to find solutions that will enable motorised and non-motorised vehicles to co-exist.

2(a). The main users: non-motorised.

Dappers Lane is an important route and, for many non-motorised 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 is reflected in the following response by the South Downs National Park Authority (SDNPA) to a planning application (Box 1).

Box 1 – SDNPA comments on the importance of Dappers Lane to non-motorised users

The SDNPA would also wish to draw attention to the fact that Dappers Lane forms a useful access into the National Park from Angmering for non-motorised users due to it being a rare case of a route that is separated at grade where it crosses the A27 and also because of the limits on southbound vehicle access from Arundel Road. The SDNPA would therefore like the District Council to be satisfied that the proposed development would not cause adverse traffic effects along this lane.

Extract from South Downs National Park Authority consultation response on 14 September 2016 to planning application A/142/16/OUT 14

The main non-motorised users of Dappers Lane are as follows.

(i) Walkers:

Dappers Lane is a key route used for access to the South Downs on foot starting from Angmering Station or starting from Angmering itself. It gives direct access to Angmering Park with its extensive recreational value, large network of footpaths, fine views, and extensive animal and plant life (including famous seasonal bluebell displays). Dappers Lane is, as National Park Authority has said, particularly important because of the access it gives to the National Park from the South without having to cross the A27.

People living on the housing estates around, particularly elderly people and families with children, also use Dappers Lane as a walking route either in itself or as part of a circular route with a woodland footpath link between the far north of Dappers Lane and Pine Trees Close.

(ii) Cyclists:

Dappers Lane is used extensively by cyclists, especially at weekends. In the 90 days to 10 September 2020, users of Strava.com recorded 2,430 cycling journeys either up or down Dappers Lane. Even if we were to assume that as many as 1 in 10 cyclists would record their journeys using Strava.com, this would suggest that there are approximately 270 journeys a day. (See **Appendix 4.**)

Many off-road cyclists use Dappers Lane as their main route to access the Downs bridleways – again because they don't then have to cross the A27.

There are also many casual cyclists, for example making a circuit including the old A27 and the cycle path on the A280.

(iii) Runners:

If we make the same conservative assumption regarding Strava.com about runners' use of Dappers Lane as we did about cyclists, then around 70 runners a day use the Lane, again especially at weekends. (See **Appendix 4.**)

(iv) Horse-riders:

With the closure of stables on Dappers Lane itself, and with Weavers Hill and Dappers Lane both becoming much busier with fast traffic, the use of the lane by horse-riders has decreased, although it is still used regularly as an access to the Downs. We may assume that there would be more horse-riders if the Lane could be managed so it was again regarded as safe.

2(b). The main users: motorised.

Despite the availability of alternative quicker routes (see **Appendix 3**), Dappers Lane is also used by an increasing number of motorists users to the detriment of non-motorists. This is leading to an increased risk of accidents and injury.

(i) Cars and vans:

Dappers Lane is used as a short-cut by vehicles using the A27 underpass to join the A280/A27 roundabout.

- An automated traffic survey in September 2017 found that 330 vehicles per day used the Lane legally as a through-route north and south illegally by 62 cars a day. At peak times there were 31 vehicles an hour travelling North and 7 vehicles an hour travelling south (see **Appendix 5**).
- The perception of residents is that in recent years is that the Lane has become busier and more dangerous (see **Appendix 6**).
- The construction of approximately 100 new houses at Heron's Farm and the small developments adjoining the lane on the East side will generate further traffic. Based on expert submissions to planning applications for Land North of Water Lane, we expect this to increase the traffic flow at peak times by 40% compared to 2017 levels (see **Appendix 5**).

However, most motorised users have no need to use Dappers Lane and the A27 underpass. As shown in the analysis in **Appendix 3**, there are alternative and quicker routes for most journeys by car. Even if you start at the Swallows Gate development half-way up the Lane, a typical journey time to the A280/A27 roundabout takes nearly a minute longer driving north through the underpass than rather than via 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 doesn't depend on passing trade – if you're going to The Fox, you're going to The Fox, and will drive a little bit extra. Swillage Lane has only 5 dwellings and is predominantly a lane for walking and cycling access to the Downs.

Near-misses with pedestrians and cyclists are frequent and are likely soon to result in injury.

- The section on which we are focusing, North of Heron's Farm, is the narrowest part of the lane, barely more than single-track, and it has a 60-mph limit; this, together with the straight section for 250 metres north of Merryfield Crescent, means that local residents frequently witness speeding vehicles (see **Appendix 6**).
- This was corroborated by members of the working group who witnessed a dangerously speeding car during their reconnaissance walk up Dappers Lane on 5 September 2020.

(ii) Buses:

Dappers Lane, North of Merryfield Crescent, is not on a regular route for public buses or school buses. The Compass R3 from Arundel to Sainsbury's Rustington which runs twice a week has very occasionally been seen using the Lane.

3. The importance of Dappers Lane

We have shown already that Dappers Lane is an important access route for people coming from Angmering village or Angmering Station to the South Downs National Park.

But it goes beyond this. Dappers Lane is one of the last country lanes around Angmering. In a village which has seen substantial development, and for which more development is planned, it is an important place for recreation and exercise for increasing numbers of local inhabitants – and this is at a time when exercise is being encouraged more than ever.

The problem is that, if it is left as it is, it will eventually become simply too dangerous for everyone except car-users.

As we have discussed, we are focusing here on the section of Dappers Lane North of Heron's Farm. The section north of Merryfield Crescent and south of the Heron's Farm proposed development must inevitably be planned for motorists, pedestrians and cyclists to co-exist, and this is likely to involve pavements, strict speed limits and speed-inhibitors. The section north of Heron's Farm is overwhelmingly for walkers, cyclists and runners, and any solution for this section should give priority to their needs.

4. Main changes and pressures

The housing developments leading directly into Dappers Lane itself and the growth of the population of Angmering as a whole are putting a great deal of additional pressure on Dappers Lane for all the main users – pedestrians (walkers and runners), cyclists, and motorists.

The likely addition of 80 more houses at Heron's Farm means that a decision really has to be taken now about the future of the lane.

5. The key stakeholders

There are many stakeholders in Dappers Lane, including all the users listed above, the people who live on or near the lane and local businesses. However, we are using the term "key stakeholders" to mean those statutory bodies whose agreement is necessary or desirable for any changes to be made.

(a) West Sussex County Council - the highways authority for Dappers Lane;

West Sussex County Council is the statutory body responsible for Dappers Lane.

Changes to the use of the Lane require West Sussex County Council to make a Traffic Regulation Order (TRO). The County Council notes that it receives hundreds of TRO requests every year and each Council Local Committee area only has the resources to carry out a very small number.

TROs are prioritised on:

- safety
- traffic conditions
- environment and economy
- how people will benefit from the new proposals.

The County Council advises that before applying for a new TRO, applicants should ensure that they have the support of the wider community. This helps the County Council assess whether local people will object to the proposal when it comes to the legal stages. Objections can mean that requests do not progress and those with support from the community stand the best chance of progressing.

The County Council requires applicants to take three steps before making an application (Box 2)

Box 2 - County Council advice before progressing an application for a TRO

1. Contact your local County Councillor to discuss your proposal.
2. Contact local residents/businesses in the area affected by your proposed TRO and ask them whether they support the idea. During the online application you will be able to attach a document with the names and addresses of those that support the request. Think about anyone else who would be affected, such as the town, parish, district or borough council, or the local police, and approach them for support.
3. Consider if your proposal will have a negative impact on other local communities. For example, if car parking is likely to be removed, where would it go, or would HGVs be rerouted to a less suitable route.

<https://www.westsussex.gov.uk/roads-and-travel/traffic-regulation-orders/about-tros/apply-for-a-tro/>

Further useful information on TROs and the process to be followed by highways authorities, including the requirement for permanent orders for a 21-day period to allow objections to be made, are summarised in the relevant House of Commons briefing paper. See <https://commonslibrary.parliament.uk/research-briefings/sn06013/>.

(b) **Sussex Police** who must be consulted if Dappers Lane were to be closed off or if the speed limits were to be changed, for example. Sussex Police would need to be satisfied that access for emergency services is not compromised.

(c) **Arun District Council** can make “improvements” conditional on planning permissions, in co-ordination with the developers themselves who are making detailed proposals about pavements, drainage and other matters.

(d) **South Downs National Park Authority (SDNPA)**. The South Downs National Park boundary is at the extreme north end of the lane. However, the SDNPA has planning policies on access, parking and so on and its remit extends beyond its boundaries. As noted above, the SDNPA recognises the importance of Dappers Lane and has expressed concern at the impact of planned developments. The SDNPA is likely to be a key ally in helping the Working Group meet its objectives.

(e) Finally, there is **Angmering Parish Council**. The role of the Parish Council in this case would be to represent the interests of the people of Angmering to the statutory and non-statutory stakeholders. In representing the local community as a whole, the Parish Council is uniquely placed to represent the cyclists, the walkers, the riders and the runners, and even some of the motorists. They are very much needed to represent us all on local matters such as Dappers Lane.

6. Options for changes

As part of this review we have considered four main options for Dappers Lane north of Heron's Farm, using the evidence obtained during this review. We have then evaluated each option against the objectives of the working group which were:

- To retain the Lane's rural nature by ensuring the retention of as many trees and hedgerows as possible.
- 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.
- To minimise vehicle use whilst ensuring that vehicle access and egress is acceptable for residential and business properties.

The four main options for the north section of the Lane are as follows.

1. **Do nothing** (i.e. retain northbound one-way exit from Dappers Lane)
2. **Remove one-way restriction** (i.e. make the A27 underpass two-way)
3. **Reverse one-way restriction** (i.e. introduce a one-way entry to Dappers Lane for southbound traffic)
4. **Make no-through road** (i.e. block off the road to motorised vehicles at the top of the hill)

Alongside these, we have also considered three subsidiary options:

1. **Stricter enforcement** of the current one-way system (e.g. through cameras or police monitoring)
2. **Widening the road and/or building pavements**
3. Introducing **other restrictions** (for example restricting use of Dappers Lane to local traffic only)
4. **Traffic calming**, for example by obtaining designation as a "Quiet Lane"

7. Summary findings

NOTE: Our detailed analysis of the main options is set out in tabulated form in Appendix 1.

The conclusion of our analysis is a recommendation that Dappers Lane should be made into a no-through road.

The summary of our analysis is as follows.

1. Do nothing (rejected)

Whilst there would be no initial costs incurred, this would not be compatible with the Group's aim to ensure that the Lane remains safe for recreational users. It would leave the usage of the whole of Dappers Lane as a dangerous mix. Ultimately, possibly after some accidents and injuries, it would inevitably result in the domination of use by motorists over others and so not achieve the Group's specific aim to minimise vehicle use.

2. **Remove the one-way restriction (rejected)**

The road would need to be widened and pavements built to make it safe for pedestrians. This would require funding. Vehicle egress for residential and business properties would be improved. However, this option would fail against the Group's aims to ensure that the Lane remains safe for all recreational users, minimise vehicle use and retain the Lane's rural nature by ensuring the retention of as many trees and hedgerows as possible.

3. **Reverse the one-way restriction (rejected)**

This would increase the traffic using the Lane from vehicles accessing Angmering from the A27/Fox slip road. As for option 2, the road would need widening and pavements building so incurring costs. The option would fail against the Group's aims to ensure that the Lane remains safe for all recreational users, minimise vehicle use and retain the Lane's rural nature by ensuring the retention of as many trees and hedgerows as possible.

4. **Closing Dappers Lane to through traffic (preferred and recommended option)**

Minimal costs would be required to implement this option which meets all three of the Working Group's objectives. Implementation would need to ensure emergency services' (and possibly bus companies') requirements are taken into account and include discussions and awareness raising of those likely to be opposed to the changes.

Our review of the subsidiary options is set out in **Appendix 2**. This concludes as follows.

1. **Stricter enforcement:** this would be relevant to main options 2 and 3 but is unlikely to be achievable and would have only limited impact.
2. **Widening the road and/or building pavements:** this would be required for main options 3 and 4 because of the increase in traffic. However, it also ensures that these options fail against the Group's aims to:
 - ensure that the Lane remains safe for recreational users
 - minimise vehicle use
 - retain the Lane's rural nature.
3. **Other restrictions:** this would be relevant to options 1, 2 and 3 and includes applying for restrictions such as limiting use of the Lane to local traffic. However, this is unlikely to have a significant impact because:
 - it would require enforcement
 - most of the traffic on the Lane is local.
4. **Traffic calming:** this might help mitigate against some of the disadvantages of options 1, 2 and 3 but would require investment and would only have a limited impact.

8. **Where and how to close the Lane**

The Lane could be closed to through traffic. This could be achieved by:

- closing Dappers Lane itself at or near the top of the hill;
- closing, at the underpass end, the section of the Arundel Road between the Dappers Lane underpass and the "Patching" slip-road off the A27.

The precise location would need to be determined in consultation with local residents, businesses and other users. Similarly, the Lane could be closed, for example by:

- closing the Lane completely;
- closing the Lane with a gate.

A gate could be opened by emergency services, buses and possibly others, such as people living in Swillage Lane; however, it would be worth talking to the emergency services and Compass buses to see if they actually require access.

The section of Dappers Lane north of Heron's Farm would only then be used by motorists who need access to the two properties there. This would achieve all three of the aims and objectives of the group.

9. Achieving the preferred option

We think that the preferred option to close the Lane to through traffic would most likely be achieved as follows:

- (a) The Working Group to agree that this is indeed their preferred option.
- (b) The Working Group to secure the support of the Highways and Planning Committee;
- (c) The Working Group with the support of the Highways and Planning Committee to
 - consult key stakeholders, particularly West Sussex County Council, Sussex Police and South Downs National Park
 - we will need to find out who are the actual individuals to speak to in these bodies.
 - engage residents, businesses and other users of Dappers Lane to secure support for the closure of Dappers Lane and help identify and address any concern
 - this might include issuing questionnaires to residents and local businesses and launching on-line petitions.
- (d) The Highways and Planning Committee to make a formal application for a Traffic Regulation Order to close Dappers Lane.
- (e) The Working Group to follow through with monitoring action.

10. External references and sources of information

Land North of Water Lane, Angmering Transport Assessment 16 March 2018 by i-Transport
https://www1.arun.gov.uk/PublicViewer/Authenticated/Main.aspx?user_key_1=A/40/18/OUT

West Sussex County Council advice on applying for Traffic Regulation Orders
<https://www.westsussex.gov.uk/roads-and-travel/traffic-regulation-orders/about-tros/apply-for-a-tro/>

House of Commons Library Briefing paper *Traffic Regulation Orders (TROs)*
<https://commonslibrary.parliament.uk/research-briefings/sn06013/>

Data on cycling and running activity on Dappers lane
www.strava.com

South Downs National Park Authority consultation response on 14 September 2016 to planning application A/142/16/OUT 14
https://www1.arun.gov.uk/PublicViewer/Authenticated/Main.aspx?user_key_1=A/142/16/OUT

Appendix 1 - Evaluation of primary options

Option	Advantages	Disadvantages	Evaluation against group objectives	Overall conclusion
<p>1 Do nothing (i.e. retain northbound one-way exit from Dappers Lane)</p>	<ul style="list-style-type: none"> • Maintains current vehicular access to residents and businesses. • No initial investment required. • Ad hoc improvements to (e.g. widening or putting in pavements) could be made as and when needed (e.g. as further developments are approved). 	<ul style="list-style-type: none"> • Use of Dappers Lane would remain a dangerous mix. • Ultimately, would result in the domination of use by motorists over others. • Ad hoc 'improvements' to the Lane likely to result in the loss of trees and hedgerows and so jeopardise the Lane's rural nature. 	<p>Vehicle egress would remain unchanged and continue to be acceptable for residential and business properties.</p> <p>Fails against the Group's aims to:</p> <ul style="list-style-type: none"> • ensure that the Lane remains safe for recreational users • minimise vehicle use • retain the Lane's rural nature by ensuring the retention of as many trees and hedgerows as possible. 	<p>Reject – no initial investment required but fails against the group's objectives.</p>
<p>2 Remove one-way restriction</p>	<ul style="list-style-type: none"> • Improves vehicular access particularly for: <ul style="list-style-type: none"> ○ the small number of properties and businesses in the north of Dappers Lane and in Swillage Lane ○ vehicles accessing Angmering village from the A27 (westbound) at the A27/Fox slip road. 	<ul style="list-style-type: none"> • Instantaneous increase in traffic • Instantaneous increased risks faced by non-vehicle users • Accelerated domination of the use of the Lane by motorists. • Investment required to widen the Lane and put in pavements leading to loss of trees and hedgerows and jeopardising the Lane's rural nature. 	<p>Vehicle egress would be improved for residential and business properties.</p> <p>Fails against the Group's aims to:</p> <ul style="list-style-type: none"> • ensure that the Lane remains safe for recreational users • minimise vehicle use • retain the Lane's rural nature by ensuring the retention of as many trees and hedgerows as possible. 	<p>Reject – Investment required and fails against the group's objectives.</p>

Appendix 1 (continued) - Evaluation of primary options

Option	Advantages	Disadvantages	Evaluation against group objectives	Overall conclusion
<p>3 Reverse one-way direction (i.e. introduce a one-way entry to Dappers Lane for southbound traffic)</p>	<ul style="list-style-type: none"> • Improves vehicular access for vehicles accessing Angmering village from the A27 (westbound) at the A27/Fox slip road. 	<ul style="list-style-type: none"> • Accelerated increased in traffic. • Accelerated increased in risks faced by non-vehicle users. • Accelerated domination of the use of the Lane by motorists. • Investment required to widen the Lane and put in pavements leading to loss of trees and hedgerows and jeopardising the Lane's rural nature. 	<p>Vehicle egress would be improved for residential and business properties.</p> <p>Fails against the Group's aims to:</p> <ul style="list-style-type: none"> • ensure that the Lane remains safe for recreational users • minimise vehicle use • retain the Lane's rural nature by ensuring the retention of as many trees and hedgerows as possible. 	<p>Reject – Investment required and fails against the group's objectives.</p>

Appendix 1 (continued) - Evaluation of primary options

Option	Advantages	Disadvantages	Evaluation against group objectives	Overall conclusion
<p>4 Close to through traffic</p>	<ul style="list-style-type: none"> • Minimal costs to implement and maintain. • Lane remains safe for recreational users • Vehicle use minimised and Lane’s rural nature retained by ensuring the retention of as many trees and hedgerows as possible. • Acceptable vehicular access to residents and businesses via alternative routes. 	<ul style="list-style-type: none"> • Access requirements of bus companies and emergency services not known. For example, a gate may be required to provide access. • Despite availability of acceptable alternative routes. some loss of vehicular access which may alienate a vocal minority of drivers. 	<p>Meets all Working Group aims:</p> <ul style="list-style-type: none"> • Retains the Lane’s rural nature by ensuring the retention of as many trees and hedgerows as possible. • Ensures 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. • Minimises vehicle use whilst ensuring that vehicle access and egress is acceptable. 	<p>Recommended option – minimal costs and meets all objectives.</p> <p>Implementation would need to:</p> <ul style="list-style-type: none"> • ensure emergency services and bus companies’ requirements are met; and • include discussions and awareness raising of those likely to be opposed to the changes.

Appendix 2 - Evaluation of secondary options

Secondary option	Options applicable to	Advantages	Disadvantages	Impact on primary options	Overall conclusion
A Stricter enforcement of one-way system (e.g. through cameras or police monitoring)	<ul style="list-style-type: none"> • option 1 (do nothing) • option 3 (reverse one-way restriction) 	<ul style="list-style-type: none"> • Limits increase in traffic ignoring restrictions. 	<ul style="list-style-type: none"> • No effect on traffic obeying one-way restrictions. • May be difficult to achieve in practice: <ul style="list-style-type: none"> ○ cost of installing and maintaining cameras; ○ unlikely to be a priority for the Police. 	Even if stricter enforcement could be achieved, it would have only a limited impact on options 1 and 3.	Reject – unlikely to be achievable and would have only limited impact.
B Widen the road and/or build pavements	<p>Required as part of: option 2 (remove one-way restriction)</p> <ul style="list-style-type: none"> • option 3 (reverse one-way direction) <p>Ultimately likely to be needed for option 1 (do nothing)</p>	<ul style="list-style-type: none"> • Would help ensure safety of pedestrians. 	<ul style="list-style-type: none"> • Investment required • Likely to result in increased vehicle speeds leading to increased risks for cyclists and horse riders • Loss of trees and hedgerows and jeopardising the Lane's rural nature. 	<p>Required to ensure safe access of pedestrians for option 2 and 3 and, ultimately for option 1.</p> <p>However, also ensures that these options fail against the Group's aims to:</p> <ul style="list-style-type: none"> • ensure that the Lane remains safe for recreational users • minimise vehicle use • retain the Lane's rural nature. 	Reject – investment required and fails against group objectives

Appendix 2 - Evaluation of secondary options (continued)

Secondary option	Options applicable to	Advantages	Disadvantages	Impact on primary options	Overall conclusion
C Other restrictions for example by limiting use of the Lane to local traffic.	<ul style="list-style-type: none"> • option 1 (do nothing) • option 2 (remove one-way restriction) • option 3 (reverse one-way restriction) 	<ul style="list-style-type: none"> • provides a less radical option than closing the road and so likely to encounter less resistance 	Unlikely to be effective because: <ul style="list-style-type: none"> • it would require enforcement • most of the traffic on the Lane is local 	Very limited impact on options 1,2 and 3.	Reject - ineffective
D Traffic calming for examples by obtaining designation as a “Quiet Lane”	All options but particularly relevant to: <ul style="list-style-type: none"> • option 1 (do nothing) • option 2 (remove one-way restriction) • option 3 (reverse one-way) 	<ul style="list-style-type: none"> • Redirects some traffic to alternative routes • Reduces speed of vehicles 	<ul style="list-style-type: none"> • Investment required. • Likely to have limited impact on some vehicle users. • Limited appetite for ‘Quiet Lanes’ in West Sussex, so may be difficult to achieve • If urban style traffic calming used, would result in loss of rural nature of lane. • May need to be supported by enforcement action. 	Mitigates against some of the disadvantages of options 1, 2 and 3 but only to a limited extent.	Reject - Investment required and only limited impact.

Appendix 3 – Journey times

Journey times for local traffic using Dappers Lane

Some drivers use Dappers Lane and the A27 underpass in preference to travelling via the Angmering bypass.

This graph shows a typical journey times at a weekend using this route for the following journeys by car driving at a safe speed.

From:

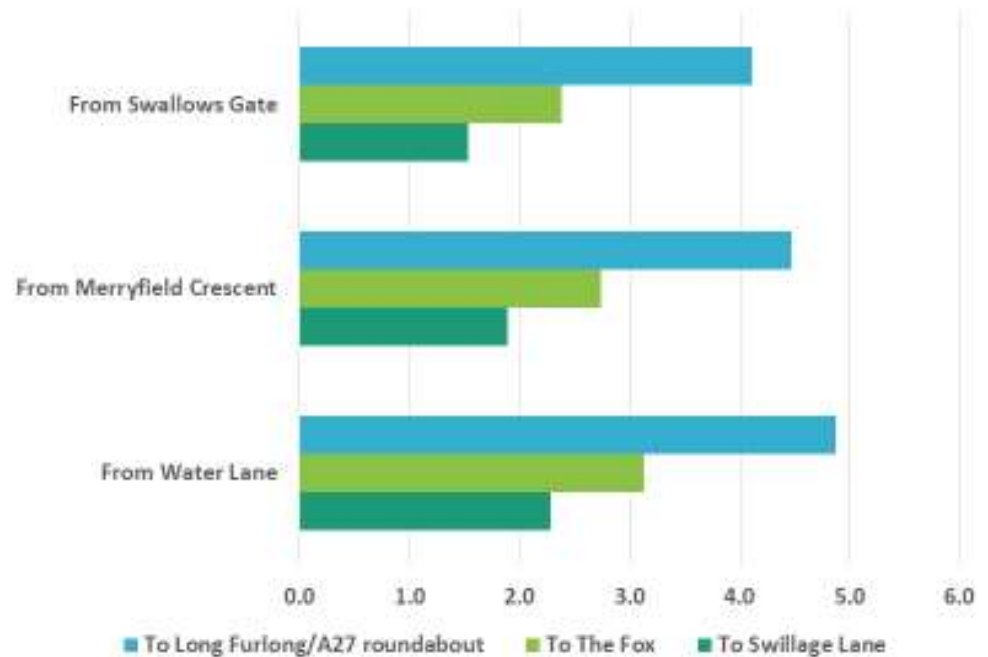
Water Lane
Merryfield Crescent
Swallows Gate

To:

Long Furlong/A27 roundabout
The Fox
Swillage lane

Source: timed journeys on 30th August 2020

Car journey times (in minutes) travelling north via Dappers Lane and the A27 underpass

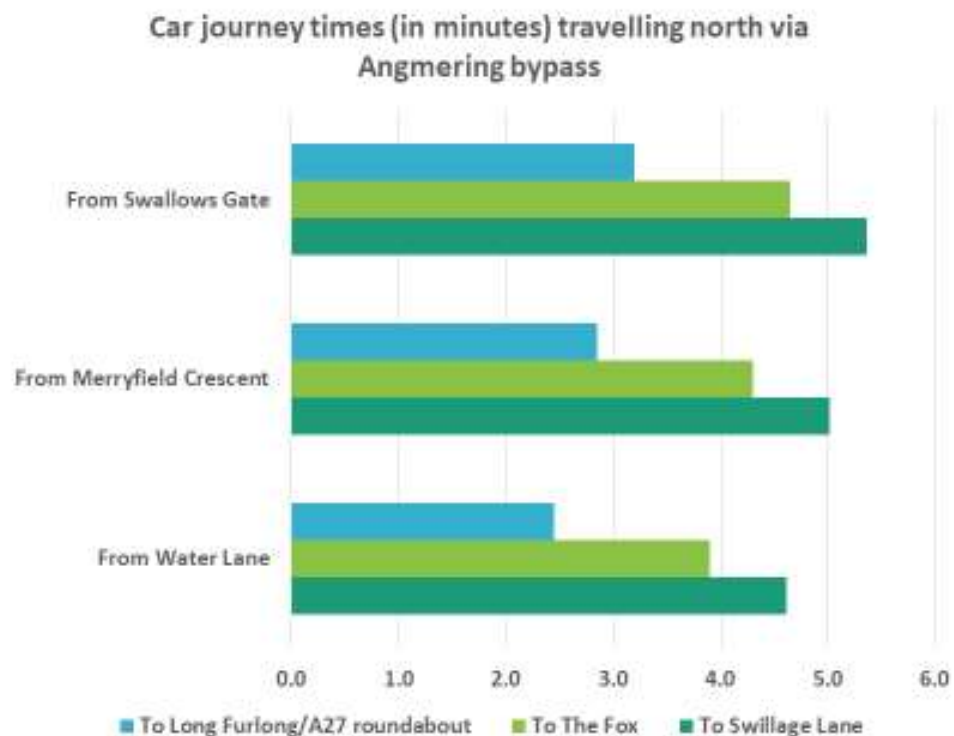


Journey times for local traffic using Angmering Bypass

Alternatively, drivers could make the same journeys via the Angmering bypass.

This graph shows the times for the same journeys using this alternative route.

Source: timed journeys on 30th August 2020



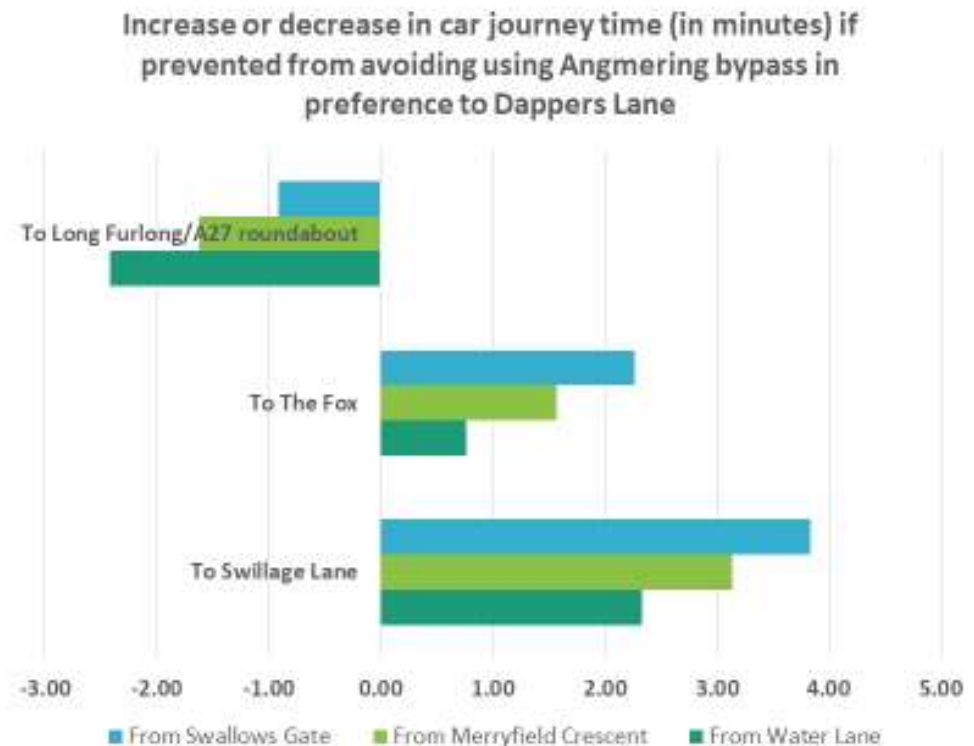
Increase or decrease in car journey times in car journey times

This graph shows the difference in car journey times for the two routes.

For vehicles travelling to the Long Furlong/A27 roundabout from Water Lane, Merryfield Crescent and Swallows Gate, the Angmering Bypass is quicker than using Dappers Lane.

Journey times to Swillage Lane and The Fox via the Angmering Bypass take slightly longer (from less than a minute to nearly four minutes).

Source: timed journeys on 30th August 2020



Appendix 4 - 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	Average journeys per day assuming 1 in 10 cyclists record times on Strava
Dappers Lane Ascent	411	1216	13.51	135
Dappers Lane Descent	399	1214	13.49	135
Total		2430	27.00	270

Running

Strava Segment	Number of athletes recording times	Number of completed segments recorded	Average number of completed segments per day	Average journeys per day assuming 1 in 10 runners record times on Strava
Dappers Lane Ascent	106	323	3.59	36
Dappers Lane Descent	No data available, assume same as for Dappers Lane Ascent			36
Total		646	7.18	72

Appendix 5 - use by vehicles data from i-Transport

Source of information

i-Transport was commissioned by Rydon Homes and Gleeson Strategic Land Ltd to carry out a transport assessment as part of the planning application for 525 properties on Land North of Water Lane (Planning application A/40/18).

The report, *Land North of Water Lane, Angmering Transport Assessment* is dated 16 March 2018. It is available, together with supplementary information on https://www1.arun.gov.uk/PublicViewer/Authenticated/Main.aspx?user_key_1=A/40/18/OUT.

Summary of information relevant to Dappers Lane

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:

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

(Note from Graham Liddell – this information was presented graphically in the report and so some estimation was required to derive the figures. However, I am confident that the figures have been correctly estimated to within 5%.)

The report also estimates that the new development of 525 properties would be expected to generate additional traffic. The report notes that at peak time these properties would generate 330 vehicles per hour.

Impact of new developments on Dappers Lane

The proposal for the 525 properties referred to in i-Transport review will not have direct access to Dappers Lane. However, there are approximately 100 other properties which are either currently under construction or for which planning permission is pending. For these properties, the only car access will be via Dappers Lane.

Following the same assumptions as used by i-Transport, this would suggest that the increase in traffic from these developments at peak time would be $330 \times 100/525 = 63$ cars per hour entering Dappers Lane

If just one in five of these 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%).

Appendix 6 – Responses and comments on the Angmering Village Facebook page

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 36 positive responses. There was a total of 57 comments which were in three broad groups:

- supporting the proposal for a no-through road (36 positive responses)
- agreeing that there is a problem but suggesting alternative solutions such as enforcement of the one-way restriction or building footpaths (10 positive responses)
- advocating opening the Lane to traffic both ways (10 positive responses)

The single largest group of comments reflected increasing concern as to the safety of non-motorised users.

“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.”

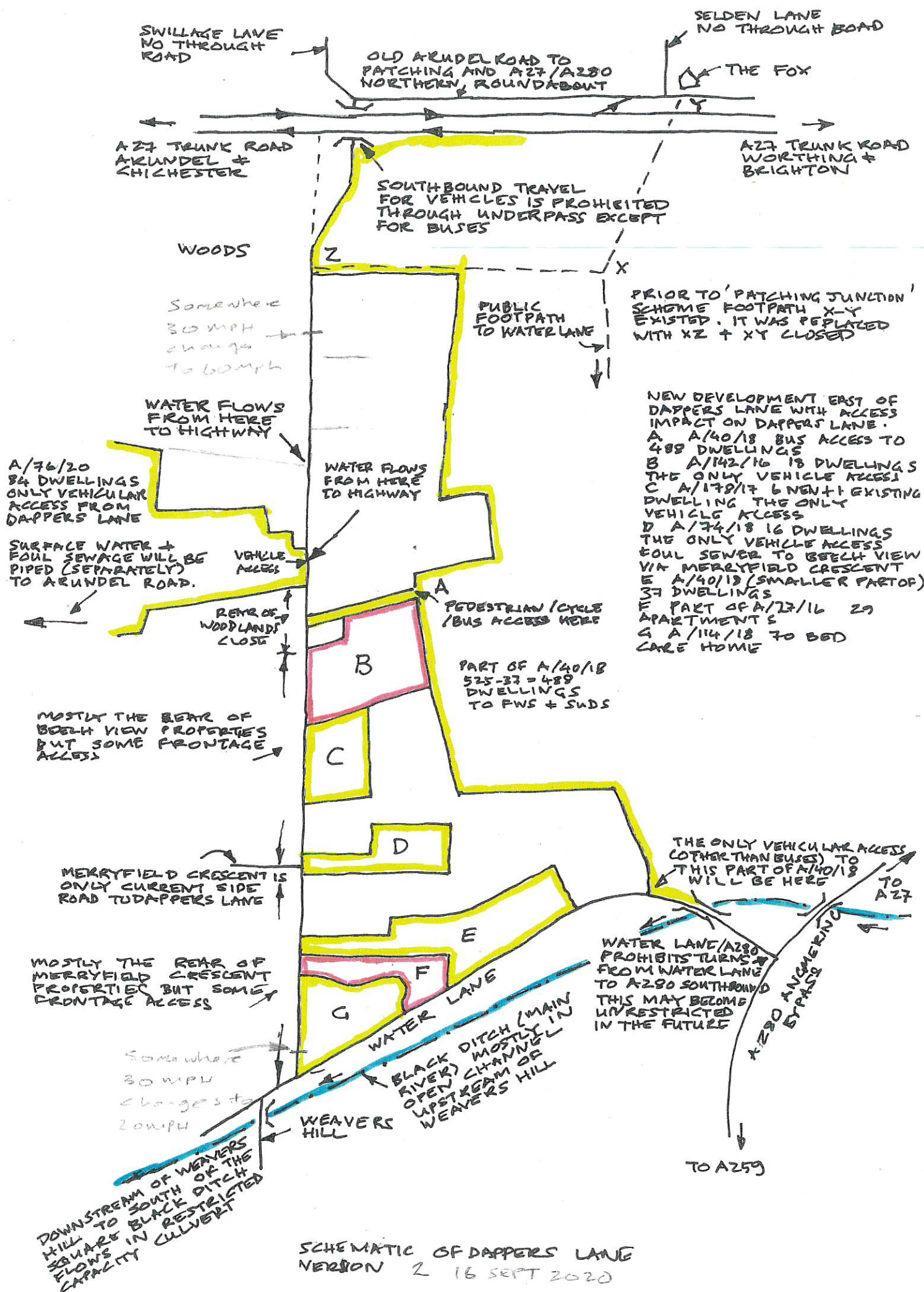
“Please get something done because it's an accident waiting to happen.”

“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”

Some comments were made that indicate that there is a small group of users who view the car as having priority over other users.

“No road or lane should be used for recreational use.”

“I've lost count of the number of times cars have had to swerve to avoid careless pedestrians walking two or three abreast or straying out into the road, oblivious to what is coming behind them...”



SCHEMATIC OF DAPPERS LANE
VERSION 2 16 SEPT 2020

DAPPERS LANE WORKING GROUP IMPACT ASSESSMENT ECOLOGY & MENTAL HEALTH AND WELL BEING

SUMMARY REPORT

INTRODUCTION

The Dappers Lane Working Group (DLWG) was set up because of Angmering Parish Council and Angmering's Residents' concerns of the increasing residential & industrial development along the country lane that leads from the Village into the South Downs National Park and the potential loss of an ancient idyll. The working group's draft aims and objectives are:

- To retain the Lane's rural nature by ensuring the retention of as many trees and hedgerows as possible.
- 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.
- To minimise vehicle use whilst ensuring that vehicle access and egress is acceptable for residential and business properties.

This report considers the impact of changes on environment and ecology of the Lane and the health and wellbeing of Angmering residents.

FINDINGS AND CONCLUSIONS

The importance of Dappers Lane to mental health and wellbeing of the residents of Angmering and beyond is demonstrated by data from the Thriving Places Index comments by the South Downs National Park Authority.

- The Thriving Places Index (www.thrivingplacesindex.org) scores local conditions for Arun District as 4.61 out of 10 and gives an overall rating of amber. The local conditions score includes factors such as 'place and environment' and 'mental and physical health'. Arun's score is lower than for West Sussex as a whole and is the lowest of the West Sussex coastal districts.
- In responding to planning applications on Dappers Lane, The South Downs National Park Authority has noted the importance of the Lane as a route for non-motorised users to the South Downs National Park.

Changes to our environment affect us in many ways that are often not considered as part of the planning process. Factors that contribute to the negative impact of the changes to Dappers Lane on the Mental Health and Wellbeing of Angmering residents who live near and/or use the lane include:

- uncertainty about the exact nature of the changes;
- lack of control over our environment;
- noise from building work;
- potential loss of green space; and
- increasing pressure on other services

The new developments pose a significant threat to the ecology of Dappers Lane including a large number of woody plant species, bats, dormice and stag beetles. They also impact on the wider environment. It is possible that the age and biodiversity of the hedgerows that run alongside Dappers Lane may afford the Lane a degree of statutory protection that has not yet been fully explored.

RECOMMENDATIONS TO THE HIGHWAYS AND PLANNING COMMITTEE

R1 Support the Dappers Lane Working Group to:

- Keep residents whose property borders the lane informed, so that they know what options they have to protest etc. This could be achieved through, for example, use of social media, All About Angmering, notice in window of Parish Council, an Open Day at a suitable venue, leafleting or going door to door.
- Encourage users of Dappers Lane to record all wildlife sightings on the Biodiversity Website <https://www.brc.ac.uk/irecord/>
This could be advertised in a similar way to in the previous bullet point, and could also include notices in the lane itself.
- Consider engaging an ecologist to review the wildlife and ecosystem of the Lane (not just of the proposed development site) and identify potential statutory protections.
- Work directly with developers to mitigate damage to hedgerows and trees and find solutions that prevent unnecessary tree-felling and hedgerow damage.
- Replace any trees felled 3:1 rather than the usual 2:1. Additionally these should not be saplings, but at least 10 feet tall; one of the 3 should be planted in the same place as the felled tree but the others can be elsewhere on the site.
- Campaign against the felling of mature trees along Dappers Lane.
- Consult the SDNPA to establish more precisely their requirements as referred to in their response to consultation on each development in Dappers Lane.
- Set up a monitoring group to act on behalf of the Housing, Transport and Planning Committee to check developments are proceeding correctly, and report infringements to the Committee. This group could be comprised of volunteers, possibly members of the Dappers Lane Working Group.

R2 Highlight and take forward concerns with relevant authorities about pressure on services. This includes concerns about GP provision and broadband.

DAPPERS LANE WORKING GROUP IMPACT ASSESSMENT

ECOLOGY & MENTAL HEALTH AND WELL BEING

DETAILED REPORT

INTRODUCTION

The Dappers Lane Working Group (DLWG) was set up because of Angmering Parish Council and Angmering’s Residents’ concerns of the increasing residential & industrial development along the country lane that leads from the Village into the South Downs National Park and the potential loss of an ancient idyll. The working group’s draft aims and objectives are:

- To retain the Lane’s rural nature by ensuring the retention of as many trees and hedgerows as possible.
- 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.
- To minimise vehicle use whilst ensuring that vehicle access and egress is acceptable for residential and business properties.

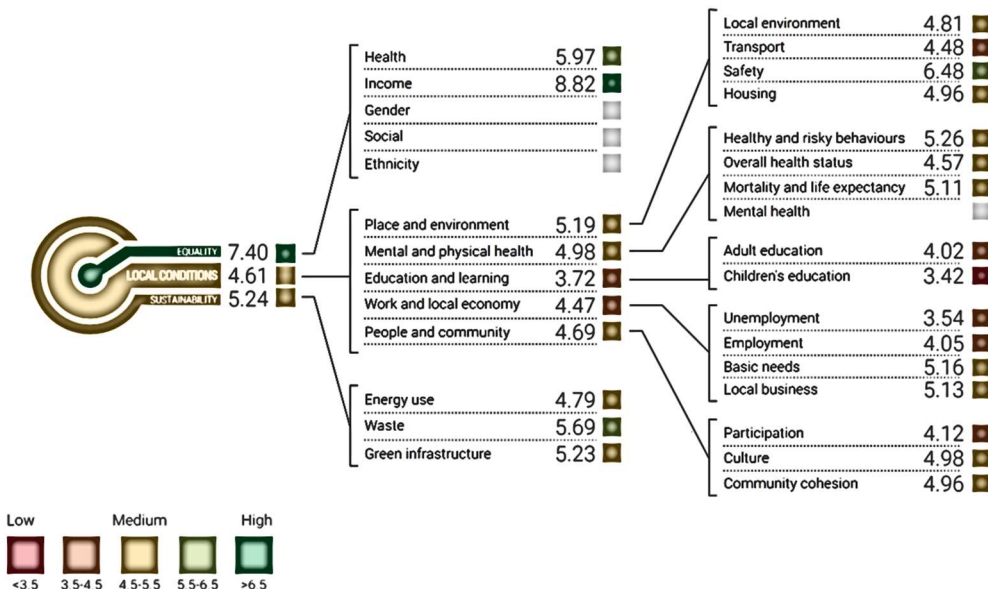
This report considers the impact of changes on environment and ecology of the Lane and the health and wellbeing of Angmering residents.

BACKGROUND

The thriving places index is produced for all District and County areas in the UK giving a total score out of 10 for the area considered. This comprises scores out of 10 for Sustainability, Equality and Local Conditions. Arun District Council has an overall rating amber of 4.61 out of 10 for ‘local conditions’. This includes amber ratings for:

- Place and environment (5.19)
- Mental and physical health (4.98)

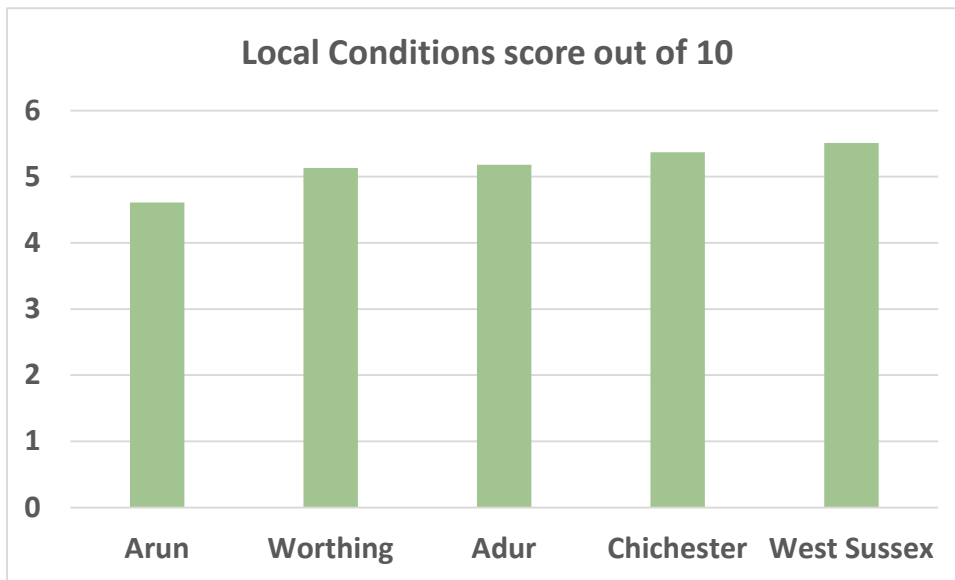
Arun



Source: www.thrivingplacesindex.org

Arun's score of 4.61 for local conditions is lower than for West Sussex as a whole and lower than each of the West Sussex coastal districts, emphasizing the importance of the work of the group for the residents of Angmering and beyond.

Arun is a large area with a range of socioeconomic districts, however we have all been impacted by a huge increase in traffic volume and congestion in recent years. This has been very noticeable in Dappers Lane, which has experienced a significant increase in traffic and incidences of speeding amounting to dangerous driving. Additionally, the increased strain on local services and infrastructure has adversely affected us all.



Source: www.thrivingplacesindex.org

There is also growing recognition of the need to focus our economy to deliver what really matters to people - health, wellbeing, equality and community.

If the primary goal of the economy was to grow wellbeing, and local places were designed around their capacity to create the conditions for such growth, how differently would policy and investments look for towns, and the citizens who live there?

Source: www.powertochange.org.uk

IMPACT ASSESSMENT

Mental Health and Well Being

Changes to our environment affect us in many ways that are often not considered as part of the planning process:

- Uncertainty about the exact nature of the changes
I have searched through the planning portal and been unable to find plans of the proposed widening of the lane. I have emailed Michael Eastham (Planning Officer) requesting information and am waiting for a reply.

- Lack of control over our environment
The feeling of being powerless in the face of unwanted change is a significant cause of anxiety and depression.
- Noise from building work
While there are restrictions on the amount of site traffic and hours of work, the repetitive signal from on-site vehicles has been constant and intrusive. Herons Farm's proposed 84 houses will be worse – more houses mean more construction noise.
- Impact on MH&WB of potential loss of green space.
There is increasing recognition of importance of green space to MH&WB. The current and proposed developments involve significant alterations to the visual nature of the lane. These changes will undoubtedly make a difference to the significant benefit to our MH&WB that a walk or cycle along the lane currently provides.
- Increasing pressure on other services
In addition to the increase in vehicle use (not within the scope of this report) the new developments are likely to increase pressure on other services that are needed and valued by Angmering residents. These include:
 - GP Provision
 - Broadband connection

All of the above factors contribute to the negative impact of the changes to Dappers Lane on the Mental Health and Wellbeing of Angmering residents who live near and/or use the lane.

Ecology and environment

The new developments pose a significant threat to the ecology of Dappers Lane and also impact on the wider environment. It is possible that this may afford the Lane a degree of statutory protection that has not yet been fully explored.

- Sites for development are considered in isolation not as part of a whole Dappers Lane. Planning applications contain detailed surveys of the site in terms of trees and protected species but do not comment on the impact on the access to the site and its impact on the current roadway.
- We are experiencing climate change and loss of wildlife across the world and even small amounts of local damage will have a negative impact. Trees are vital to our health and that of the environment; a tree can drink anything from 5 litres of water per day for a small tree, up to 900 litres of a day for a fully mature tree on a hot midsummer day. Thus, cutting trees down will inevitably increase problems with drainage and lead to flooding. A tree also is an important source of shelter and food for many insects and animals. As an example ivy, seen growing on several trees in the lane recently, is very valuable for insect populations at this time of year. A mature oak, such as the one opposite Culberry Nursery, can be host to as many as 500 different species of birds, animals, insects, lichen and fungi. Developers are required to replace felled trees 2:1 but this is inadequate; replacing a mature tree with two saplings will not provide sufficient shelter for wildlife, nor drink an equivalent amount of water.

- Bats are frequently sighted in the area and according to Sussex Wildlife Trust are likely to be using the trees along the lane for foraging and roosting.
- The current hedgerows that border the lane are over 30 years old and include approximately 20 species of tree. They are also likely to contain other protected species such as stag beetles.
- These issues may afford the Lane some statutory protection. For example, it is likely that the hedges may be protected under The Hedgerow Regulations 1997. This is because they appear to meet all three criteria for protection:
 - Length (over 20m)
 - Location (eg on land belonging to the state)
 - Importance (at least 6 woody species and contain protected animals)
- Further information on hedgerow protection is set out in <https://www.gov.uk/guidance/countryside-hedgerows-regulation-and-management>
- South Downs National Park Authority (SDNPA)

In its capacity as a neighbouring authority the SDNPA is consulted on the plans for development sites bordering Dappers Lane. As discussed in the Working Group's report on 'traffic, vehicles, pedestrians, access and egress', the importance of Dappers Lane to non-motorised users has been noted. The SDNPA has also commented on the landscape and biodiversity of the Lane. Its response to the Herons Farm planning application is shown below.

Neighbouring Authority Consultation Proposal: Adjacent Authority Consultation - A/76/20/PL

Landscape and Biodiversity

Given the proximity to the SDNP and the interconnectivity of habitats, considerations relating to biodiversity on or near to the site (especially bats and dormice) are of relevance to the SDNPA. We would therefore support your ecologist in seeking a dormouse mitigation strategy and for the application to demonstrably deliver net biodiversity gain. The site currently provides a transition between the built up area of Angmering and the woodlands and SDNP beyond to the north, and this is also reflected in the character of Dappers Lane. It is inevitable that some hedgerow would be lost to create an entrance into the site, but this must be carefully designed to minimise loss of vegetation and to ensure the lane retains a rural character.

The provision of a safe footway is supported by the SDNPA. As mentioned above with regard to a site entrance, this would need to be designed to ensure the rural character of Dappers Lane is retained. In particular the removal of hedgerows should be kept to a minimum, with suitable replacement planting sought.

Whilst this is encouraging there remain questions:

1. How much is a minimum removal of hedgerow and what is suitable replacement planting?
2. What design will minimise loss of vegetation?
3. Who will monitor and police these requirements?

https://www1.arun.gov.uk/PublicViewer/Authenticated/Main.aspx?user_key_1=A/76/20/PL

Recommendations to the Highways and Planning Committee

R1 Support the Dappers Lane Working Group to:

- Keep residents whose property borders the lane informed, so that they know what options they have to protest etc. This could be achieved through, for example, use of social media, All About Angmering, notice in window of Parish Council, an Open Day at a suitable venue, leafleting or going door to door.
- Encourage users of Dappers Lane to record all wildlife sightings on the Biodiversity Website <https://www.brc.ac.uk/irecord/>
This could be advertised in a similar way to in the previous bullet point, and could also include notices in the lane itself.
- Consider engaging an ecologist to review the wildlife and ecosystem of the Lane (not just of the proposed development site) and identify potential statutory protections.
- Work directly with developers to mitigate damage to hedgerows and trees and find solutions that prevent unnecessary tree-felling and hedgerow damage.
- Replace any trees felled 3:1 rather than the usual 2:1. Additionally these should not be saplings, but at least 10 feet tall; one of the 3 should be planted in the same place as the felled tree but the others can be elsewhere on the site.
- Campaign against the felling of mature trees along Dappers Lane.
- Consult the SDNPA to establish more precisely their requirements as referred to in their response to consultation on each development in Dappers Lane.
- Set up a monitoring group to act on behalf of the Housing, Transport and Planning Committee to check developments are proceeding correctly, and report infringements to the Committee. This group could be comprised of volunteers, possibly members of the Dappers Lane Working Group.

R2 Highlight and take forward concerns with relevant authorities about pressure on services. This includes concerns about GP provision and broadband.

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16/10/20

Bibliography

Thriving Places Index

<https://www.thrivingplacesindex.org/>

The Hedgerow Regulations 1997

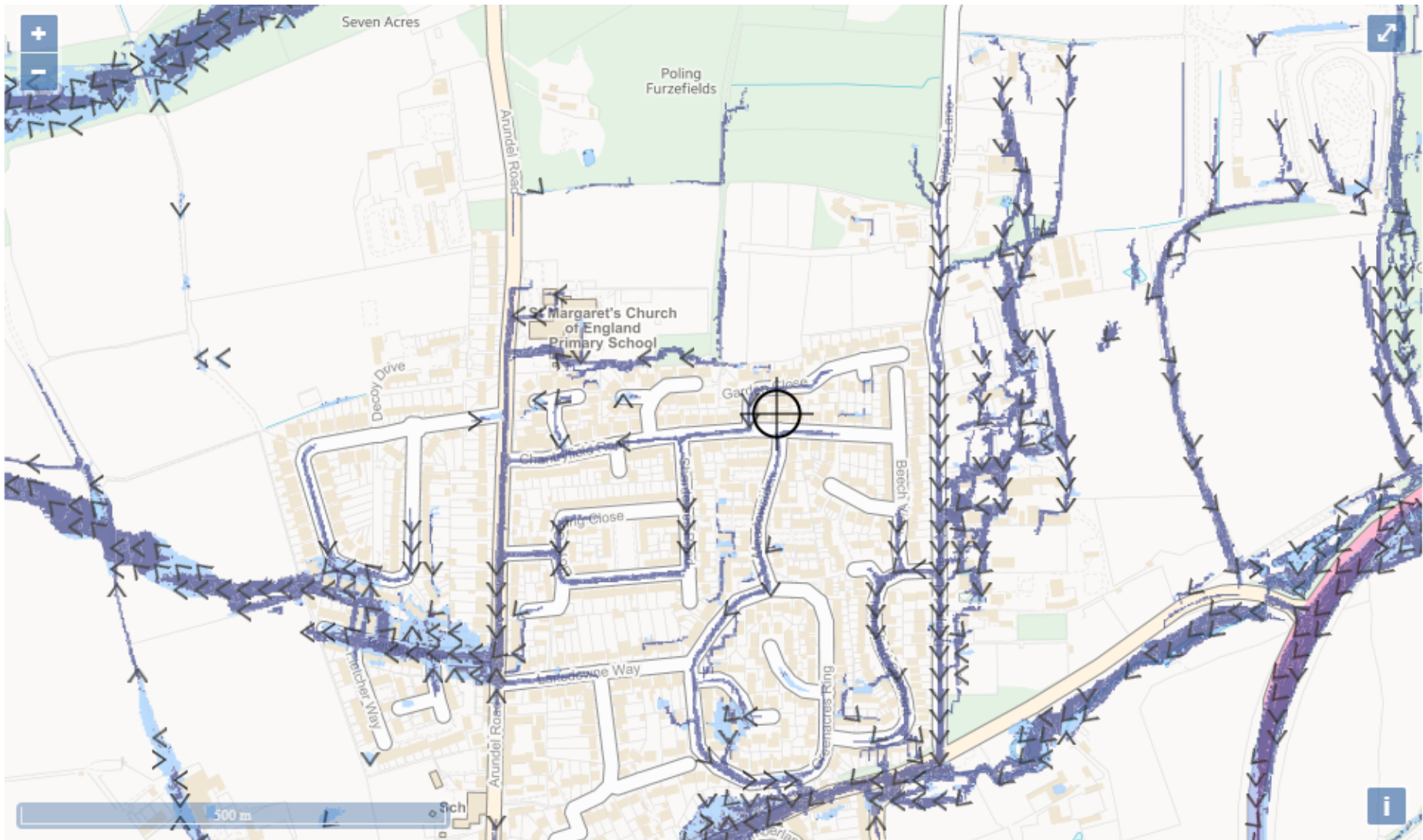
<https://www.gov.uk/guidance/countryside-hedgerows-regulation-and-management>

SDNP response to consultation on Herons Farm development

https://www1.arun.gov.uk/PublicViewer/Authenticated/Main.aspx?user_key_1=A/76/20/PL

Biodiversity Record

<https://www.brc.ac.uk/irecord/>



Dappers Lane modelled surface water flow pattern

Dappers Lane surface water flooding photographs 2002. Runoff from adjoining land and frequently flowing down both sides of the road.

