Woodlands
Dappers Lane
Angmering
West Sussex
BN16 4EN

10th January 2022

Arun DC Planning, Maltravers Road, Littlehampton, BN17 5LF

Dear Mr Easton

Re. A/256/21/RES and A/248/21/PL
Land North of Water Lane, Angmering

Application A/256/21/RES seeks approval for reserved matters following Outline permission for up to 525 new dwellings granted via Application A/40/18/OUT, and Application A/248/21/PL seeks approval for variation of Condition 4 which forms part of that Outline approval.

One key aspect of the Outline approval is a road linking the new development site with Dappers Lane via a junction located between Culberry Nursery and Greenways - this access road is to be limited to be used only by buses, emergency vehicles, cyclists and pedestrians.

Details are clearly set out in Drawing ITB9105-GA-118-RevB which is posted on page 17 of application A/40/18/OUT titled *"Access link from Dappers Lane showing bus/cycle/pedestrian access"*. This drawing shows at the western end of the access road where it links with Dappers Lane a note *"Access to restrict vehicle movements"* and a second note stating *"Mechanism for control of bus gate to be agreed at detailed design stage"* with an arrow directed at a symbol indicating a physical barrier. This drawing also shows that the access road will have *"Granite sets to reduce effective width to 3.5m".*

In the autumn of 2021 agents for the developer held a 'consultation' with local residents at St Margarets Church Hall, during which, when speaking about the access link from Dappers Lane, they said they would be installing an ANPR camera which would be monitored.

Condition 4 of the Outline approval lists a number of drawings as "*approved plans*", one of which is Drawing ITB9405-GA-118-RevB, and this drawing is also one of those specifically listed in the new application A/248/21/PL seeking approval for some form of variation. The application states *"See covering letter for further details".* The covering letter however appears to make only an indirect reference to this drawing, stating *"Please note that there is no change to the access drawings which are required to remain approved plans".* So, from this it would seem that the developer is categorically confirming that it is not seeking to make any changes to what is clearly set out in drawing ITB9105-GA-118-RevB, i.e. a mechanised bus gate forming a physical barrier to prevent unauthorised motorists using the access road to either enter or exit the new housing estate.

However, on ploughing through the very many documents forming the second new application, A/256/21/RES, which seeks approval for reserved matters following the granting of the Outline permission, there is on page 29 a plan which shows the access link with Dappers Lane, and this reveals a very different intention. This plan is titled *"Internal roads general arrangements sheet 2 of 3 2003033-0100-02-REVB"* and shows in separate boxes the western part of the access link road including the junction with Dappers Lane and the eastern part including the junction with the development site. At the eastern junction there is a symbol which is clearly marked as being *"ANPR camera".* Significantly, at the western junction with Dappers Lane this plan shows no mention of measures to restrict vehicle movements and shows no symbol or reference to a "bus gate" or indeed any form of physical barrier.

It would therefore seem that the developer has in one new application made a very clear statement that the approved drawing providing for a mechanised bus gate will remain unchanged as an approved plan, but by inserting a different drawing on page 29 of a quite separate application is indeed looking to achieve approval for an extremely significant change, i.e. not to install any bus gate or physical barrier but to rely solely on an ANPR camera at the eastern end of the access road (where it would even not be visible to motorists trying to enter the site from Dappers Lane). There appears to be no clear statement in application A/256/21/RES drawing attention to this proposed amendment, only the inclusion of a single drawing plan as one of almost 300 documents relating to the application. These strange contradictions need to be investigated and clarified.

All local residents and regular users of Dappers Lane, especially walkers, cyclists and horse riders, are very much aware that every single day motorists choose to ignore the "bus only" signage at the junction just north of the underpass beneath the A27 and to enter the lane in flagrant breach of traffic regulations to travel southbound, quite secure in the knowledge that they will not be held to account. If drivers become aware that they are physically able to use the access link road between the new Rydon housing estate and Dappers Lane to access or to exit the estate, then it is quite evident that all who have this dismissive attitude to traffic regulations will take advantage and choose to ignore any signage. The presence of an ANPR camera may influence some, but how effective this would be will depend entirely on whether proper and legally enforceable follow up action is taken against all those who are recorded by such a camera.

There is however no information given as to who would be responsible for maintaining and monitoring any ANPR camera, what authorities would be involved and what legally enforceable follow up action would be taken.

Until recently, the only vehicular access road linking within the length of Dappers Lane was Merryfield Crescent.

Currently there are four housing developments in process, all of which do have vehicular access directly on to Dappers Lane, plus two more developments which have Outline approval, one being the southern site of A/40/18/OUT and the other being on the site of Broadlees. In total, these developments will add an <u>additional</u> six access roads onto what is a semi-rural area and highway, particularly at its northern end, and is much used by walkers, cyclists and horse riders who wish to safely access the South Downs National Park without having to cross the A27. It is also probable that residents of the 175 properties being built to the south of Water Lane just to the east of Dappers Lane will also use the lane as a vehicular cut-through.

The above paragraph clearly highlights that instead of only one vehicular access road linking within the (relatively short) length of Dappers Lane as is the current situation, there will be seven! The volume of traffic using the lane is consequently going to increase significantly, making it even more imperative to ensure that any motorist wishing to access or to exit any of the hundreds of new dwellings in the main northern site of the Rydon development is prevented from doing so via the proposed limited use access link road.

The only safe and truly effective means of categorically ensuring that the access link road to/from the Rydon development really is limited to *"bus, cycle, pedestrian and emergency vehicle access only"* is to install an appropriate physical barrier at the junction with Dappers Lane, such as the mechanised bus gate shown in the original drawing ITB9105-GA-118-RevB which is an approved plan forming part of the Outline planning permission.

It is also important that such a barrier is installed at the same time that the access link road is built in order to pre-empt and prevent its use by any construction vehicles.

Yours sincerely

John Adams