

46 Beech View, Angmering, Littlehampton BN16 4DE



13 JAN 2022

Attn the Director of Place / Planning
Arun District Council
Maltravers Road
Littlehampton, BN17 5LF

[copies to District Councillors for Angmering and County Councillor Deborah Urquhart]

Dear Sirs

OBJECTION

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

Introduction

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.

Application A/248/21/PL seeks approval for variation of Condition 4 which forms part of that Outline approval.

Link road and restrictions

Included in the Outline approval A/40/18/OUT is a road linking the new development 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 p17 of application A/40/18/OUT entitled "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". Then, in the autumn of 2021 agents for the developer held a 'consultation' with local residents at St Margaret's 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.

This is not good enough.

The conditions for the link road

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 makes 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". Thus, the developer has confirmed that they are not seeking to make any changes to what is clearly set out in drawing ITB9105-

GA-118-RevB, which is 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.

Breach of the conditions for the link road – camera instead of barrier

In A/256/21/RES, which seeks approval for reserved matters following the granting of the Outline permission, there is on p29 a plan which shows the access link with Dappers Lane, entitled "Internal roads general arrangements sheet 2 of 3 2003033-0100-02-REVB". This 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. 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.

Thus, the developer has in one new application stated that the approved drawing providing for a mechanised bus gate will remain unchanged as an approved plan, and then, by inserting a different drawing on p29 of a separate application is actually trying to make a significant and impactful change, which would be 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).

Objection to the breach of conditions – camera instead of barrier

The dangerous amount of traffic in Dappers Lane is already well documented.

Until recently, the only vehicle access road linking within the length of Dappers Lane was Merryfield Crescent. Currently there are four housing developments in process, all of which have vehicle 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 additional six access roads onto what is a semi-rural area and a highway which, particularly at its northern end, is much used by walkers, cyclists and horse riders who wish to access safely the South Downs National Park without having to cross the A27. The volume of traffic using the lane is consequently going to increase significantly, making it even more important to ensure that any motorist wishing to access or to exit any of the hundreds of new dwellings in the main site north of Water Lane is prevented from doing so via the proposed limited use access link road. For this, there must be a physical barrier.

The only effective means of ensuring that the access link road to and from the development north of Water Lane 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 would be a breach of trust with everyone living near Dappers Lane and with everyone who uses Dappers Lane if the switch from a physical barrier to a camera were allowed now by Arun District Council.

Yours sincerely,

Dr Peter M Slowe

