

Planning Application A/76/20/PL

I wish to register an objection to Planning Application A/76/20/PL by Persimmon Homes to build 84 dwellings on land to the west of Dappers lane.

In late March this year Persimmon Homes posted a '*Community Consultation*' document to local residents showing outline details of their proposal to build 84 new dwellings on the site and inviting comments. On 31st March I emailed Angmering Parish Council pointing out that consultation required communication between all interested parties, that by launching this 'consultation' when the country had just been placed into lockdown this would not be possible, and the timing chosen by Persimmon could be construed as an attempt to severely restrict any informed and/or co-ordinated comments by residents. The Parish Council forwarded my email to Arun DC Planning, but as far as I am aware received no response.

1.0 Impact on local services

The increase in population due to the high number of new homes built in Angmering over recent years has resulted in key local services, notably schooling, parking and GP availability, having already become significantly overstretched. The 84 proposed new dwellings would bring the number of additional newly approved but as yet not constructed homes to over 1,000 which inevitably mean the village services and facilities becoming totally overwhelmed. The usual routine commitment by developers to make some form of financial contribution to maintain local services has previously made no positive impact and there is no reason to believe that this will be any different with this application.

2.0 Impact on transport and highway safety

2.1 Dappers Lane is a 2-way narrow rural lane much used as the major local route into the South Downs National Park at its northern end, without having to cross the A27. The southern section of the lane up to Greenways is straight and is wide enough for approaching vehicles to pass each other. While there are no pedestrian footways, most of the verges are suitable for pedestrians to safely step off the carriageway when necessary. However, to the north of Greenways the road changes dramatically, narrowing to between 3.5 metres and 3 metres all the way up to the northern end of the lane creating problems when converging vehicles attempt to pass each other. In addition, visibility is restricted by bends, the condition of the carriageway is appalling, with dangerously eroded edges and many potholes, and with continuous running water (which freezes in winter) from Barn Farm down to just north of the proposed site entrance. There appear to be different opinions as to whether this is caused by a leaking water main or a natural spring but neither Southern Water nor West Sussex Highways Drainage Strategy Team have shown any determination in investigating and resolving what remains a significant road safety hazard. The whole of this northern section of the lane has no pedestrian footways and the lane verges are raised and overgrown, offering no refuge for pedestrians from approaching vehicles. The photographs in Appendix F of the Transport Assessment clearly show the rough verges, narrowing road width, eroded edges and running water in the lane in this area.

2.2 S3.2.2 of the Transport Assessment states that at the north end of the lane under the A27 "*southbound traffic under the bridge is restricted to buses only*". The reality is that many cyclists, pedestrians and horse riders are quite entitled to enter the lane legally under the A27 to travel southbound, while daily a high number of vehicles whose drivers ignore the 'No Entry' signs quite blatantly enter the lane illegally to travel southbound, doubtless judging that there is zero chance of being charged with an offence.

2.3 S 3.7 of the Transport Assessment quotes accident data, supposedly in order to "*determine highway safety*". This data looks at the period March 2014 to February 2019 and says that "*it is notable that there are no incidents in the immediate vicinity of the proposed development*". However, this data does not include all traffic accidents, apparently only those where personal injury occurred (but see below for evidence that not even all personal injury accidents have in fact been included).

In 2016 and 2017 there were 2 accidents in Dappers Lane immediately adjacent to my own property, Woodlands, just 30 yards north of the site entrance to the proposed development. On 20/3/16 a car, having entered the lane illegally under the A27, crashed at speed into a telegraph pole, bringing the pole down and resulting in cables strewn over both my drive and the Lane. As a matter of urgency, the pole had to be replaced and ironically now displays one of the public notices for this planning application. Police attended the scene and recorded it as Police Incident No. 0299. The following winter a cyclist travelling south down the lane in freezing conditions skidded on ice formed in a pothole (see above re. continuous running water) and fell off, badly injuring her shoulder. This required the attendance of paramedics and her subsequent admission to hospital. Having personally been witness to the immediate aftermath of both these accidents, I would challenge both the accuracy and reliability of the data quoted in the assessment and of the conclusions drawn.

2.4 S 3.6.1 - The Traffic Survey data used in the Assessment was carried out April 2017, more than three years ago, since when there have been a great many new dwellings built in Angmering, most notably in the Roundstone Lane development area. In 2017 and indeed today Dappers Lane has just 26 dwellings with direct vehicular access to the lane. Since the traffic survey was carried out approval has been given for 123 additional dwellings with direct vehicular access onto Dappers Lane (Merry England Nursery 18, Crete Nursery 6, The Laurels 9, Broadlees 53, land East of Dappers Lane 37 {out of a total 525}). The 84 dwellings proposed in this application will take this number up to 207 - an increase of 796% over today's 26. In addition, a further 663 dwellings have received approval on nearby development sites with direct vehicular access onto Water Lane very close to its junction with Dappers Lane - land East of Dappers Lane 488 (out of a total 525) and land South of Dappers Lane 175. A further development for 160 dwellings has been approved for land West of Arundel Road, from where drivers heading for the A27 eastbound and the A24 northbound will undoubtedly choose to travel via Chantryfield Road, Dappers Lane and the old Arundel Road to reach the junction at Clapham providing access both to the A27 eastbound and to Long Furlong (to A24). As a consequence the volume of traffic recorded in Dappers lane in April 2017 has already increased significantly since the date of the survey in April 2017, and will certainly increase further by several hundred percent once all the more recently approved new properties are occupied by residents using the local highways.

To publish and use such out of date traffic data to support this planning application is both highly misleading and disingenuous.

2.5 It is also worthy of note that the Transport Assessment, which was posted on the Planning website on 20 May 2020, shows under '*Document checking*' on page 2 that the Assessment document was not signed off by its author, nor was checked or approved until 30 July 2020. While this date is clearly an error, it is one which is perhaps understandable as it is consistent with a document which is endeavouring to justify its claim that traffic assessment data which is three years out of date should be accepted now as relevant and valid.

2.6 Dappers Lane provides easy and convenient access to the South Downs National Park for pedestrians (including those with pushchairs and young children), dog walkers, cyclists and horse riders, very often in groups. The narrow width of the road and unsuitability of the verges to offer refuge represent a major and foreseeable risk to these users. During the lockdown period these numbers have increased significantly, and members of the public are very sensibly being encouraged by government to maintain these forms of exercise in the future. When the increased number of residents from all the new dwellings are also taken into account (and bearing in mind also that those occupying the 488 houses in the land East of Dappers Lane will have 2 direct access routes onto the northern section of Dappers Lane for pedestrians and cyclists – one north of Oak Tree farm and one south of Culberry Nursery), it is quite clear that the safety risks for all users of Dappers lane, especially walkers and cyclists, will be far far greater in the future than has been the case up to now. Despite 20mph speed limits being introduced elsewhere in Angmering, Dappers Lane has remained with a 30mph limit as far as Herons Farm and in the very narrow and most dangerous northern section is subject to the national 60mph limit.

2.7 My property is situated on Dappers Lane to the north of the site entrance, sharing a border of 115 metres with the proposed development site. Consequently I have witnessed at first hand over the past few years as more dwellings have been built in the village the significant increase in vehicular traffic (especially the number of vehicles ignoring the 'No entry' signs' at the northern end), greater numbers of pedestrians, dog walkers and cyclists, the accidents which have not been included in the Transport Assessment, and the dreadful condition of the lane surface

and the failure to resolve the constant flow of running water, even during the most prolonged dry spells. This is the reality of the situation, and it is significantly different to conclusions based on general statistical data and formulae.

2.8 S 2.4.4 of the Transport Assessment refers to Policy T DM 1S 3.1.3 of the Arun Local Plan (July 2018) which includes the requirement that *“new development must ensure ease of movement, prioritising pedestrian and cycle access to the green infrastructure”*. The Landscape Visual Impact Assessment, 3.1.3, refers to the requirement to consider the impact on additional traffic and use of nearby roads and footpaths by new residents. Despite these requirements and despite it being quite evident that the most hazardous part of Dappers Lane for all users, but especially walkers and cyclists, is the section immediately to the north of the site entrance right up to the A27, and that the enormous number of new dwellings in the immediate vicinity which have already been approved will massively increase the volume of all types of traffic, the only references in the Transport Assessment and in the whole Planning Application to the impact on lane usage and to improvements required relate to the lane to the south of the site entrance – road widening, provision of footpaths linking to those to be provided under other planning applications. It beggars belief that there appears to be no recognition of the very serious implications for highway safety in the lane north of the site entrance.

2.9 Appendix A of the Transport Assessment shows the WSCC Pre-application Consultation Response. Under ‘Access’ there a passing reference to the northern section of Dappers Lane *“It was considered appropriate to tie the width of the (sic) Dappers Lane north of the site in at a suitable point.”* Quite what WSCC Highways means by this is a bit of a mystery

In its later submission however WSCC Highways does make it clear that it will raise *“no objection subject to a contribution of £302,400 to mitigate the impacts of the development on the local highway network”*. Logically one would expect that such a contribution should at the very least fund or help to fund necessary improvements to the local roadway which will be most badly affected by the development, Dappers Lane to the north of the site, but no, WSCC Highways then go on to state that *“the funding will be utilised towards the A27/A280 Long Furlong junction and A259 improvements”*. This is despite WSCC also announcing very recently that the government has awarded them an extra £9.8m for improving the W Sussex road network.

3.0 Rural character of Dappers Lane

The South Downs National Park consultation response expresses concerns regarding the loss of hedgerow in Dappers Lane. Plan 01, Drawing 001 (Visibility Splays and Vehicle Support Path Analysis) in the Transport Assessment shows that the lane verge for some 25 metres immediately to the north of the proposed site on the western side of the lane (see also Transport Assessment picture 3.2 titled *“Dappers Lane heading North”*) will need to be cut back significantly (by between 1.0 and 2.5 metres) in order to achieve the required visibility splay. This will mean the loss of a significant number of trees and shrubs which currently add to the rural nature of the lane.

4.0 Construction Traffic

During the past few months there has been construction work on two new development sites on Dappers Lane, at Merry England Nursery and at Crete Nursery. On a regular basis many very large and heavy building suppliers’ vehicles (which extend across the full width of the carriageway) have been exiting these sites and travelling north up the lane, resulting in further damage to the road surface, tearing branches off trees bordering the carriageway, creating danger and confusion when endeavouring to pass other lane users and causing significant vibration to my own property. In the current Planning Application, WSCC Highways have stipulated a condition requiring a Construction Management Plan, which must include the method of access and routing of vehicles during the construction. As the northern section of Dappers Lane is totally unsuitable for large construction vehicles and I am concerned at the potential damage being inflicted on my property, I would ask that, should this application be approved, the Construction Management Plan will include a condition stipulating that **all** construction traffic must not travel on Dappers Lane north of the site entrance, but must approach the site from the south and must exit travelling to the south.

John Adams

