

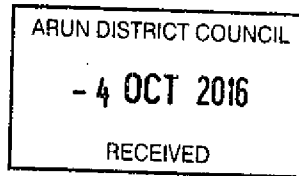
Mr M Constable

138 Highdown Drive

Littlehampton

Sussex

Bn176HP



30 September 2016

REF PLANNING APPLICATION LU/234/16/RES

Fitzalan Link road to A259

Dear Sir.

I have lived at the above address for over 40 years, and it is very close to the border of the proposed new road. I have been fully aware that the road would be constructed since moving into my home, and I have no objections to the road being constructed.

I did some research when a report was brought out, I believe in 2011. I did note that it stated that there was concern that the construction of the link road would increase the amount of pollution and noise and affect the residents of Highdown Drive.

I have visited the Civic Centre to see the new proposed plans for the above new road. I found that most of the information was beyond my knowledge and mostly concerned about the construction of the road.

So basically my concerns are given below.

1.

I approve of much of the design for a bank and high fence to reduce the pollution and noise, at the rear of the properties on the east side of Highdown Drive. However I do think that these could be improved.

The new A259 road at Bognor Regis from Felpham to North Bersted is a wonderful example of what can be achieved. The raised bank and noise reduction barrier is excellent and has been sloped towards the new road, then planted with Shrubs and trees.

My apologies if I am wrong, but I did not see this on the plans for the Fitzalan link road proposals, I only noticed a square bank and fence on top. It will become the main approach to the town and the sea front and should be landscaped like the A259 at Bognor Regis. I would hope that as we are in the same ARUN area that we can expect something of similar to the above mentioned road at Bognor Regis.

- A. Likewise I would hope that the road surface will be of the latest design that reduces tyre noise and cuts down on pollution. I well remember the problems caused by wrong road surface being used on the Chichester to Havant A27. Resulting in the road having to be resurfaced at cost to the WSCC.
- B. So as to keep the noise and pollution as low as possible on the new relief road, a speed limit of 30 M.P.H should be introduced on the full length of the Fitzalan link road from the A259 to the East Street roundabout. This would be of great benefit to all the residents of Highdown Drive, reducing the noise level and also pollution

I feel that the new design of the Highdown Drive joining the A259 via the link road will result in many problems.

A. The S shaped bend that is proposed to join the link road and may prove to be a very dangerous idea. Highdown Drive is used as a "Rat Run" by drivers who speed through, so as to avoid the traffic problems at the A259 Wick Street/ Lymminster Road roundabout. Also drivers taking children to the Catholic School in Highdown Drive have little regard for residents, both through speeding and inconsiderate parking.

B. If the Highdown Drive road junction with the new link road is to proceed the exit should be a left turn only. Any traffic leaving Highdown Drive wishing to go towards the town would have to go around the new A259 roundabout and U-turns back towards the town. To stop traffic attempting a right turn a triangle shaped island should be placed in the centre of the Highdown Drive/ new road junction give way markings. Because of the closeness of the lanes approaching the roundabout, there may be a problem for road users queuing to enter the roundabout from the new road. This may result in traffic leaving Highdown Drive might not be unable to get into the correct right turn lane at the roundabout.

C. There is not sufficient room for traffic queuing to turn right off the new link road into Highdown Drive at rush hours. The Roman Catholic school in Highdown Drive serves a large catchment area and the road is extremely busy at school start and end hours. This will possibly result in traffic queuing back onto the new A259 roundabout at these times. It would ease the problem if at the eastern end of Cornwall Road (southern end of Highdown Drive); a new road junction was included to join with the new link road. This would be most beneficial and ease the problems I have mentioned about the road design.

C. Alternatively the simplest and cheapest way would have been to make the Highdown Drive Junction with the A259 a left turn exit only. This is a practised by many residents already especially at rush hours. Unfortunately the design of the new roundabout is rather large (3 lanes) and its planned position of prevents this idea. With a smaller roundabout (2 lanes) it might be possible to position the roundabout further eastward. It would mean that traffic from Highdown Drive would have to go to the roundabout at Wick Street/ Lymminster Road and U turn back towards Worthing. Traffic wishing to turn right into Highdown Drive from the west (A259), would U turn at the new roundabout to access Highdown Drive from the East, turning left off the A259.

On the better side it is nice to see that the plans show the wonderful trees on the east side of the new link road are to be spared. They are I believe the tallest trees in the town and we should cherish their survival. And that new trees are to be planted along the route of the new road.

I hope my observations might be of use.

Yours Sincerely

M.J.CONSTABLE