

Mrs June Skelton
Summerfield House
Summer Lane
Nyetimber
Bognor Regis
West Sussex.
PO21 4NG.

Planning Department,
Arun District Council,
Arun Civic Centre,
Maltravers Road,
Littlehampton,
West Sussex BN17 5LF

BY E-MAIL
26th August 2015

Dear Sirs,

Re Land at Summer Lane - P/58/15/OUT

As outlined below I strongly oppose the Planning Application P/58/15/OUT off Summer Lane.

Yours Faithfully
June Skelton

Summer Lane is totally inadequate to serve these new houses and the developers proposed improvements do not overcome the issues.

1 The proposed number of houses has the potential to have in excess of 180 vehicles using Summer Lane in both directions. (See Appendix F) With the proposed increase in vehicle activity as well as the current Farm vehicles, commercial refuse and service vehicles the proposed new width of Summer Lane is not wide enough to accommodate these large vehicles passing nor this level activity. Often the sewerage tankers service the sewerage works on numerous occasions daily and activity increases during inclement weather. Many of these service vehicles access Summer Lane at rush hour/school drop off times so would cause traffic havoc on Summer Lane. There is a high risk that Cars would lose wing mirrors.

2 The plan also provides for the relocation of the footpath to the north side, this plan does not then provide suitable safe width for the properties at the entrance to Summer Lane on the south side of the redesigned Road. There will also be visibility issues from the accesses for the south side existing dwellings. (See Appendix B)

3. With parked cars on Summer Lane the access and exit to Summer Lane is reduced to single lane access. At the narrowest points of the proposed road and areas allocated for parked cars, neither service vehicles nor cars would not be able to pass each other, therefore creating safety issues for vehicles and pedestrians as vehicles may mount/drive over the pavement, kerbs, gardens and boundary structures. Large Farm vehicles such as tractors, combine harvesters, crop spraying equipment use this lane frequently and their size alone can block the road, making it impossible for traffic to pass, let alone access emergency service vehicles.

4. Site Access Plan Drawing No 120843/A/11

The “no parking” yellow lines will not prevent parking by disabled blue badges. With additional cars using Summer Lane and limited parking in the immediate area serving local shops and amenities it will exacerbate illegal parking. This again could result in commercial and emergency vehicles not being able to access/exit the road.

See Appendix C

5 With the relocation of the footway to the north side of Summer Lane alterations may need to be made to property owners driveways, gardens, and or boundaries. Such changes are unlikely to be approved by the property owners and are outside the control of the applicant and the Local Highway Authority. There are neither plans nor agreements for the developer to deliver this. See Appendix D

6 The owners of the houses to the north side of the un-adopted part of Summer Lane are all responsible for the Maintenance of the surface and repair of the road in front of their own properties. This proposal would increase the burden of their responsibility, which would not be acceptable and would be blocked.

7. At the junction where the lane narrows there is an Electrical Sub Station which is in close proximity to the road. With the proposed increase in traffic this gives rise to additional risk to safety were there to be a traffic accident.

8 Summer lane is used by many dog walkers, hikers, bikers families out walking and horse riders and with the proposed increase in traffic and lack of visibility at junctions there is a grave risk of accidents.

9. Trip Generation and Highway Capacity. The calculations are incorrect and the LHA had advised the parameters should be revisited and revised. (See Appendix E)

10 A recent Survey in 2013 shows the average household in Britain has 2 cars and with 90 homes this could generate 180 cars. (See Appendix F)

11 Flooding is a frequent issue in Summer Lane and the fields/land one either side of Summer Lane. After only one nights rain on the morning of Monday 24th August 2015 Summer Lane and the road through Pagham were flooded, see pictures attached. The rain continued to fall for the rest of the day so the flooding was twice as bad as the pictures show by the end of the day. The soil in this area gets saturated and waterlogged and water does not drain away easily. Some of the gardens and the land behind the houses on

Summer lane and the field opposite Summerfield House (see field picture) are often partially under water during the winter months. Often the field opposite Summerfield House has the planting delayed as the ground is so waterlogged and partially flooded that the tractor cannot prepare the field for planting and if seeds were planted they would rot in the water. There is a high water table in this area.



Field opposite Summerfield House on morning of Monday 24th August 2015



Above and below picture Summer Lane on the morning of Monday 24th August 2015





Flooding on Pagham Road close to exit of Summer Lane on the morning of Monday 24th August 2015

12 The junction at the end of Summer Lane has very poor visibility of approaching traffic and with the volume of proposed traffic entering and exiting Summer Lane there is a high risk of potential accidents to vehicles and to pedestrians. The junction cannot meet the required standards for pedestrian safety and minimum traffic clearance dimensions at the same time. There will always be hazards at this spot as well as traffic queues trying to exit the junction at peak times.





Visibility to right and left at the exit of Summer Lane onto the main road.

13 The fields and land in front and behind Summer Lane are inhabited by many Bats

Given all the above and the significant issues of safety I totally reject Planning Application P/58/15/OUT off Summer Lane.

Mrs June Skelton
Summer Field House
Summer Lane
Nyetimber,
Bognor Regis,
West Sussex
PO21 4NG

Appendix A

“There are two problems that the LHA consider need further investigation.

The first relates to clearance to boundary features on the southern side of Summer Lane with the proposed scheme including no margin to existing features. It is normal practice to provide clearance of 450mm (300mm absolute minimum) to features alongside the carriageway to ensure these are not struck. Such clearance would

appear achievable in certain locations where the carriageway widens to over 5 metres. The designer is recommended to revisit the design to determine if a margin can be provided along the southern side of Summer Lane. Depending on the outcome of this, the LHA may need to consider an exception report”.

Ian Gledhill

Strategic Planning

WEST SUSSEX COUNTY COUNCIL DATE: 28th July 2015

STRATEGIC PLANNING CONSULTATION

Appendix B

“The arrangement shown would also involve relocating the existing narrow footway from the southern side of Summer Lane to the north. In principle, there would be benefit to this given the widening of the footway that would result. Removing the footway from the southern side of the carriageway may have consequences for visibility from the accesses for those existing dwellings. It would appear that visibility may be substandard based on the existing arrangements, the proposed works would potentially worsen matters. Again, this matter should be appropriately considered with it determined how much of an impact would result from relocating the footway”.

Ian Gledhill

Strategic Planning

WEST SUSSEX COUNTY COUNCIL DATE: 28th July 2015

STRATEGIC PLANNING CONSULTATION

Appendix C

“The access road widths leading into the development differ between the east and west access points; the east access appears shown as 4.2 metres whilst the western access is nearly 6 metres. It is recommended that a consistent width of at least 4.8 metres is achieved at both access points. Visibility splays are also only shown at the western access looking east; visibility splays would need to be shown at both junctions in both directions”.

“In order to achieve a consistent 1.8 metre wide footway, the carriageway width is shown reduced below 4.8 metres over distance of approximately 40 metres. The width would vary over this but at the narrowest the carriageway would be 4.1 metres. Manual for Streets suggests that this width is adequate to enable two cars to pass at slow speed. However this is still particularly tight. The narrowest location is also in the immediate vicinity of the eastern access”.

Ian Gledhill

Strategic Planning

WEST SUSSEX COUNTY COUNCIL DATE: 28th July 2015

STRATEGIC PLANNING CONSULTATION

Appendix D

“There is also a potential issue relating to the build-ability of the footway arrangement

as shown. There is quite a notable gradient on the driveways of the two properties, Moonrakers and Shelig. The gradient on both falls towards Summer Lane with the cross fall of Summer Lane appearing to fall towards these properties. The construction of a footway on the north side of Summer Lane would involve the building up of the carriageway to create a segregated arrangement. Due to the gradients on the driveways it's unclear how the driveways would then tie into the footway without resulting in a significant step from the private driveways onto the footway. Alternately, works would be required to the driveways of both properties that lie outside of the control of the applicant and the LHA. It's suggested that a cross section is provided showing the ability to provide the footway in light of the existing driveway gradients".

Ian Gledhill

Strategic Planning

WEST SUSSEX COUNTY COUNCIL DATE: 28th July 2015

STRATEGIC PLANNING CONSULTATION

Appendix E

"Trip Generation and Highway Capacity

The LHA at that time advised that the selection parameters (namely the population within 1 and 5 miles of the site) should be revisited and revised to better suit the location of the development. It would appear that the TRICS parameters have not been revised."

Ian Gledhill

Strategic Planning

WEST SUSSEX COUNTY COUNCIL DATE: 28th July 2015

STRATEGIC PLANNING CONSULTATION

Appendix F

Average household in Britain has two cars, according to a new survey by

Direct Line

Reference: <http://www.gloucestershireecho.co.uk/Average-household-Britain-carsaccording-new/story-20257863-detail/story.html#ixzz3inNrMnGq>

"While the average household in Britain has two cars (47 per cent), new figures suggest that over 2.2 million (six per cent) households have four or more cars on the same driveway.

Analysis of car insurance policies by Direct Line has found that less than one in three people (30 per cent) are 'single-car households', while another 16 per cent have three cars at the same home