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13th February 2019

Dear Sirs,

Application WA/1/19/PL

I wish to comment on the above application and the proposal to vary the existing planning conditions to permit the occupation of up to 150 residential units prior to the developer undertaking engineering works to the A27/A29 Fontwell roundabout.

I have considered the application and associated report but have the following observations that may not be adequately considered by the traffic analysis:

1. There is currently intensification of the housing stock in the area such as at the South end of Fontwell Avenue. I have not seen that development (other than by Dandara) has been considered in relation to this condition
2. The traffic analysis only considers residential traffic in the area and not the commercial traffic that is likely to result from the construction of the commercial unit for GTR on the site nor the site traffic itself. Given that Fontwell is not readily accessible by public transport, the vast majority of workers are likely to travel to the commercial unit by private vehicle which could greatly affect traffic flow around the roundabout during peak times.
3. As site traffic will comprise large and heavy vehicles with limited acceleration, the opportunities for pulling out of Fontwell road onto the A27 are likely to be consequentially lower than for private car and light goods vehicle traffic (in my

limited observations, the most common traffic on the route). Given the flow of traffic at peak times, I should like to opine that this will have a considerably larger effect on the journey time than modelled. Whilst there will be site traffic in any event, earlier improvements to the roundabout are likely to ease congestion.

There does not appear to have been consideration as to the effect of the highway engineering (roundabout) works themselves on traffic flow. I appreciate that this will be a temporary issue, the provision of an additional 150 households are unlikely to assist the effect on the traffic during the works. I appreciate that the traffic model is approved for use here but I am of the view that, given the location and nature of the proposed development, purchasers may be younger families perhaps with multiple cars and a higher volume commuting population compared to the area as a whole – based on nothing but speculation). I cannot see that these are considerations within the model.

There is also a proposal by West Sussex County Council to realign the A29, to include the road south of the A27 roundabout given the current and anticipated levels of traffic. Whilst perhaps a contentious issue in itself, the suggestion of such works is indicative of predicted increases in traffic flow.

I appreciate that the application in issue, if assented, would afford the developer some cash flow benefits and one should not wish to stifle development, but if the principal issue was to develop the site as quickly as possible for the benefit of the area and region as a whole, the matters reserved by the outline planning under WA/22/15/out granted in 2017 could perhaps have been addressed expeditiously.

In my view, the issue with traffic at the roundabout is predominantly at peak times but the shape and layout affords for bad lane discipline (the general absence of indication by drivers being a sad fact of life) and makes it difficult for traffic on the A29 to emerge, particularly when travelling on to the A27 Eastbound. It would appear to me to be sensible to deny any further intensification of traffic pending completion of these works.

I hope these observations should assist the parties and local authority in determination of the application

Yours faithfully

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Andrew Titmus