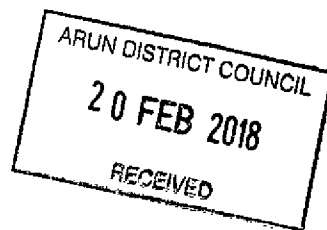


Woodside
Wandleys Lane
Walberton
Arundel
West Sussex
BN18 0QR



Planning Department
Arun Civic Centre
Maltravers Road
Littlehampton
BN17 5LF

18th February 2018

For the attention of Mr R Temple, Case Officer

Reference: WA/73/17/OUT - Outline Planning application for up to 157 houses on land to the East of Wandleys Lane and West of West Walberton Lane, Walberton by Welbeck Strategic Land.

Dear Sir,

I write in connection with the above planning application and the recent amendment relating to: - Supplementary plan - Indicative Road Layout and Access plan 38848-5501-004A Rev A. The comments contained in this letter are further to those contained in my letter of objection dated 3rd November. I have examined the plans and my property is adjacent to the subject land, therefore I know the site well. I wish to object strongly to the development of these houses in this location.

The proposed amendment to the plans is nothing more than a minor cosmetic change to the original application and ceases to address any of the issues raised by the local residents who have objected to this proposed development. The dictionary definition of a lane is; '*a narrow passageway or road especially between fences or hedge. A strip of road for a single line of vehicles*'. The plan to extend the highway to a 6-metre width plus a 1.8-metre-wide footpath could only be achieved in parts of the Lane, with the widespread destruction of established hedgerows and felling of protected trees. The applicant appears to be seeking to transform a lane into a road capable of handling much greater traffic levels; which it will not be able to do.

It is all very well to establish a cycle pedestrian access from the proposed development to the adjacent, as yet unbuilt, Dandara site in order to aid cyclists and pedestrians, however, it does nothing to protect or ensure the safety of any non-development traffic from the potential extra 500 vehicles using Wandleys Lane. Those individuals who already use Wandleys Lane as pedestrians, horse riders or cyclists will be placed at huge risk.

The application seems to be focused on one very incorrect hypothesis; that the majority of the traffic from the site will travel north and so no mitigations are necessary on Wandleys Lane south of the site. This is nothing less than absolute fantasy. Anyone who wishes to go to the nearest railway station, visit the doctor, attend one of the nearby primary or secondary schools, drive to Bognor Regis for shopping or to their place of work will want to head south on the A29. They will therefore not turn right out of the site but left. Who is going to drive three sides of a rectangle if you only need to drive one?

It is common knowledge that the installation of traffic lights on roundabouts causes queues rather than disperse them. Nearby examples include the roundabout at Junction 9 of the M27 when queues of a mile long are commonplace; the junction of the A34 and the M3 where tailbacks are a regular feature of travelling. If traffic lights are installed on the Fontwell roundabouts then Wandleys Lane will be used more and more as a short cut from Fontwell Avenue to join the A27 east of the upper Fontwell roundabout in order to avoid the congestion. Similarly, people who can route south along the Lane will do so, even if they are heading for Chichester or further west, as they will wish to avoid the Fontwell roundabout queues.

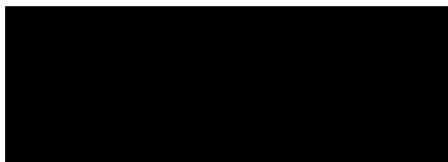
To suggest that *'any increase in traffic travelling along the southern section of Wandleys Lane will be barely perceptible'* shows a fundamental lack of understanding of the existing traffic flows. Hence the statement from ECE Planning Ltd: *'There is no evidence to demonstrate that the proposed development will have an unacceptable impact on the safety of pedestrians and cyclists using Wandleys Lane'* is both invalid and based on subjective opinion rather than fact.

In other areas of transportation, when a change of circumstances is proposed, a Hazard Identification exercise is conducted. This would seek to identify all hazards, determine what risks they pose and then find if any mitigation can be employed to reduce them to as low as is reasonably practicable. There appears to have been no attempt to do this with the application and so it is filled with subjective opinions rather than being objectively based.

The application should be based on compliance with the Planning Regulations together with the draft Local Plan and the approved and accepted Neighbourhood Plan. This must be the basis of any final decision. To allow a potential Section 106 payment to sway any decision, to the detriment of the safety of the residents and users of Wandleys Lane should not and must not be allowed to happen.

Finally, please note that my submission is in respect of the proposed development. Whilst I have taken every effort to present accurate information for your consideration, as I am not a decision maker or statutory consultee, I cannot accept any responsibility for unintentional errors or omissions and you should satisfy yourselves on any facts before reaching a decision.

Yours sincerely

A large black rectangular box used to redact the signature of Martin R Sutton.

Martin R Sutton