

Holly Tree Cottage

Hoe Lane

Flansham

PO22 8NT

24th July 2017

Group Head of Planning

Planning Department

Arun Civic Centre

Maltravers Road

Littlehampton

BN17 5LF

Y/40/17/OUT

Dear Sir/Madam.

Please accept this as my response to plans submitted for the building of 34 homes ref Y/40/17/OUT.

My objection is as follows,

- 1) At the time of the Site 6 development it was announced by Arun District Council that no further development would be allowed north of the relief road. These plans therefore contravene that policy as the proposed development site is situated north of the relief road.
- 2) Any property built within the proposed area, which is sandwiched close to the relief road/A259, would endure constant traffic noise, which will be amplified by the high west/southwest winds the area experiences on a frequent basis. From the acoustic report submitted by Anderson Acoustics, the site was measured as being borderline (on p. 14 the report classifies this as being within the 'upper limit of the WHO [World Health Organisation] guidelines for outdoor living space') in terms of noise levels that would be considered to cause problems to residents. However, the acoustic survey does not list what the wind directions at the site were on the sample survey days; if these were easterly, southerly or southeasterly, the road noise would have been greatly reduced. With the constant road noise at borderline WHO levels already, I propose this would be detrimental to the well-being of anybody trying to enjoy gardens/open space surrounding these properties, especially considering that many mature trees and shrubs, which act as natural sound buffers, will be lost during construction.
- 3) The present entrance to the land has flint walls on each side of it, with trees and shrubs that are very much in keeping with the character of Hoe Lane and the hamlet of Flansham. This entrance is currently about 4m wide and capable of allowing a single lane of traffic only to enter or exit. I understand from the drawings and proposals that the entrance will be altered to 6m wide. The loss of the flint walls will be unwelcome, as well as the removal of the trees and shrubs, especially as these

features and the entrance are both located at the only entrance to Flansham. The changes are also deemed to be wide enough for two vehicles to pass in the entrance/exit as well as to enable large emergence vehicles and refuse collection vehicles to manoeuvre. I believe these measurements are technically correct, but I would point out that Hoe Lane itself has a measurement of just 4.8m, and this would make the turning circle very tight for vehicles exiting the site. On the opposite side of Hoe Lane from the proposed site entrance are grass verges that already sustain damage from vehicles mounting the verge to park or to allow vehicles to pass. Also, the main drainage ditch that runs along the lane at this point would be easily damaged by any heavy vehicles passing too close, as it has no barrier. Any pedestrian or cyclists already on Hoe Lane coming from the northwest end of the lane do not have the luxury of the combined path/cycle track until after the entrance and will find this pinch-point a hazard. The path/cycle track shown on the report only extends from the southeast end of the lane off of the roundabout, a distance of a few meters, and stops short of the proposed new entrance. From that point on pedestrians and cyclists must use the lane itself, which continues at a width of 4.8m for some distance. Many people use this lane for recreation as well as access to the properties and businesses in Hoe Lane and the pedestrian and cycle numbers are significant, something not always measured accurately, if at all, by equipment set up to monitor road use in surveys. One of the reports shows the accident levels in the area as below national average, but the increase of up to 70-plus vehicles coming off the A259 into Hoe Lane at a point that has a poorly designed corner from the roundabout (as highlighted by the resident of Bonham's in a previous planning application for this site in May 2013: please see application Y/18/13) will result in static traffic backing up onto the roundabout. This corner is not able to take two cars passing each other and requires one or other to stop short of the angle of the bend to allow for a safe manoeuvre. This will result in static traffic that will spill onto the roundabout of the main A259 while motorists, pedestrians and cyclists negotiate the tight corner.

- 4) The area is a known flood risk, and the construction of extra culverts and drains to tackle the problem is still ongoing in and around the Site 6 project. The site for this construction is on an area that has a marked increase in standing water during the winter period, with extra demands due to runoff from the relief road since it was opened. Any further building on the site would increase the demands on the drainage system and remove one more open area that allows the water to disperse naturally. At the time of the Site 6 construction, which received permission to extend after the original plans and early phases had been completed, experts appointed by the construction company assured both the residents and, I assume, Arun District Council, that the systems put in would cope with the extra needs. As a resident who lives close to the pumping station in Hoe Lane, I have witnessed the need to close the station to pump directly into tankers on several occasions – which has resulted at times (9 November 2010 is just one example) in tankers coming and going to the pumping station throughout the night. And the flooding of Hoe Lane is a constant concern to its residents.

- 5) The community of Flansham is a small semi-rural hamlet and as such has no amenities of its own. Schools and the local doctors' surgeries in Felpham have already been very much affected with the recent increase in population and a further development of 34 homes would add intolerable pressure to these institutions. Flansham gives the community surrounding it the unique benefit of an area to relax and walk or cycle without the overcrowding that is imposed upon them with constant increases in population and further housing locally. Site 6 residents enjoy the lane for recreation and this enjoyment is helped by the controlled number of vehicles and traffic levels. The introduction of an increase in population which nears 70% to Flansham is extreme to say the least and will change the character of this area in a way that will remove further the opportunity for the local residents to enjoy a little piece of what's left of Sussex rural life.

Yours sincerely
Ann Cosstick



