

Comments for Planning Application SDNP/20/05236/FUL

Application Summary

Application Number: SDNP/20/05236/FUL

Address: Land Adjoining The Northern Boundary of The A27 Coombes Road Lancing West Sussex

Proposal: Highway works comprising: (1) construction of a highway (a Fourth Arm) from the approved New Monks Farm A27 roundabout to Coombes Road (west) along with associated hard and soft landscaping, and: (2) closure of the existing Coombes Road (east) junction with the A27 and its replacement with landscaping.

Case Officer: Jane Rarok

Customer Details

Name: Mr John Potter

Address: Meadow Edge, The Street, Steyning BN44 3WE

Comment Details

Commenter Type: Parish Council

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:SDNP/20/05236/FUL and AWDM/1906/20 I Highway works comprising; (1) construction of a highway (a Fourth Arm) from the approved New Monks Farm A27 roundabout to Coombes Road (West) along with associated hard and soft landscaping, and (2) closure of the existing Coombes Road (East) junction with the A27 and its replacement with landscaping.

Bramber Parish Council would like to confirm their support for the various expressions of objection ,some of which are included below quotes, to the proposed exit to Coombes Road from the 4th arm of the New Monks Farm roundabout particularly with regard to the following:-

1 - Potential for Coombes Road to be used as a rat run to avoid the A283 by visitors to the new Monks Farm development, IKEA and Lancing College. The need for an effective entrance to Lancing College is clearly understood but not to include an exit onto a narrow country lane with many pinch points having many difficult areas to negotiate . e.g.

- A section of Coombes road (near the pig farm in Annington and part of the South Downs Way is very narrow and shared in an amicable but fairly precarious manner by a huge number of cyclists, walkers and cars. If the road becomes too busy the South Downs Way could become unusable/unsafe.

- That part of Maudlin Lane exiting onto the A283 roundabout at Bramber is ,in practice, single track, has steep banking either side resulting in tree debris frequently falling into the road, is prone to flooding, and already causes tailbacks along the Annington road.

- Many sections of Coombe Road/Annington Road are very narrow, have steep sided banking containing tall trees in various states of decay sited very close to the carriageway ,and any significant increase in traffic volume, with the associated manauvarability issues, will increase the

safety risk to users of the road.

"Coombes Road is a through route to Steyning and, provided with easy access to the A27 and IKEA via the proposed new fourth arm of the roundabout, could easily become a rat-run for those trying to avoid congestion on the A27. This would also be harmful to cyclists, equestrians and walkers who are regular users of Coombes Road."

2 - The danger of driving away current non-motorised users of the road through increased volume of traffic. It is a narrow country road providing relatively safe access to the South Downs National Park for cyclists and walkers alike and is very well used as such. Significant increase in traffic volume would inevitably lead to a decline in this type of usage due to the associated dangers thereby representing a negative impact on the stated aims and policies of the SDNP.

- "Coombes road is a rural road used by hundreds of cyclists a day (particularly at the weekends). This is fantastic particularly as the majority of Coombes Road is within the National Park and its establishment was, in part, specifically to promote and protect this kind of healthy enjoyment of beautiful surroundings. However, keeping the road relatively free of cars is essential to the roads continued use by cyclists (and their safety). I believe it would be an awful (perhaps unintended) consequence if linking the 4th exit to Coombes Road destroyed this hugely popular cycle route within a National Park."

- "Cycling UK

Coombes Road forms a key cycling route from Shoreham to the West Sussex villages and to Steyning. It will be a great loss, and also very dangerous indeed if traffic starts using it beyond current levels. It is a narrow single carriageway lane without pavements. A proportion of drivers already go too fast. A lower speed limit is needed."

Relevant SDNP Policies:-

- SDNP Strategic Policy SD20: Walking, Cycling and Equestrian Routes - which says that development proposals will be permitted provided they contribute to a network of attractive and functional non-motorised travel routes, with appropriate signage, throughout the National Park.

- SDNP Development Management Policy SD54: Pollution and Air Quality-which says that development proposals will be permitted provided that levels of air, noise, vibration, light, water, odour or other pollutants do not have a significant negative affect on people and the natural environment now or in the foreseeable future, taking into account cumulative impacts and any mitigation.

3 - In conclusion Bramber Parish Council's position can be summarised as follows:-

- have serious reservations about the proposed exit onto the Coombes Road from the 4th exit of the roundabout because of the reasons stated above,
- understand the need to have an effective entrance road to Lancing College but without the connection to Coombes Road

- Enable continued access to and from A27/Coombes Road by maintaining the existing connection.

"I would respectfully suggest that your letter focusses on the concern of both residents along, and non-motorised users of, Coombes and Annington Roads of the potential impact of the proposed 4th arm on the tranquillity and safety of this rural route in Bramber. As an alternative, I would suggest not connecting the Coombes Road to the new roundabout - the 4th arm purely giving access to the Lancing College estate, with the existing Coombes Road connection to the A27 being retained as a left-in / left out junction onto the (new) 50mph limit section of the A27."

"If the 4th exit is to be built I wondered if it could be conditional on either having no through road to Coombes Road or having conditional access (bollards perhaps just allowing emergency vehicle access or teachers accessing the college with access codes).

The current junction of Coombes Road and the A27 could remain without traffic lights with the ability to turn into Coombes Road from the East and out of Coombes Road to the West. Trying to turn into the road from the West and out of the road toward the East will become more tedious but not impossible as roundabouts are relatively close by.

I believe safeguarding the rural nature of Coombes Road given its setting within the National Park, its use by cyclists and walkers and its shared status with the South Downs Way should mean it is protected by those given the power to do so. It's protection would appear to me to be far more important than ensuring car users of Coombes Road have perfect access to the A27"