

1 Gilbert Hannam Close  
Midhurst,  
GU29 9FY  
01730-815238 / 07979-400975

**Copy of response to Planning Application  
for development of 20 dwellings  
on land at Lamberts Lane**

Mr Harvey Tordoff,

You have been sent this email because you or somebody else has submitted a comment on a Planning Application to your local authority using your email address. A summary of your comments is provided below.

Comments were submitted at 2:53 PM on 26 Jan 2018 from Mr Harvey Tordoff.

**Application Summary**

**Address:** Land at Lamberts Lane Midhurst West Sussex GU29 9EA

**Proposal:** Construction of 22 dwellings, access, landscaping and associated works.

**Case Officer:** Richard Ferguson

**Customer Details**

**Name:** Mr Harvey Tordoff

**Email:** harve@bigger-picture.co.uk

**Address:** 1 Gilbert Hannam Close, Midhurst, West Sussex GU29 9FY

**Comments Details**

**Commenter Type:** Neighbour

**Stance:** Customer objects to the Planning Application

**Reasons for  
comment:**

**Comments:** I refer to the Transport Statement prepared by Messrs D MK Mason - Engineering Consultants and dated 12 January 2018.

I notice in Introduction that the instruction is for a "Statement supporting the planning application". Does this mean the Statement is biased in favour of the applicant, or is this just ambiguous wording? Either way, the Statement is not a reliable base for considerations of traffic flow in Lamberts Lane. I have the following comments to make.

The Local Highway Network  
Lamberts Lane is described as varying in width, only 2.5 metres at its northern end. There is extensive on-street

parking. Both access points into and from North Street are poor, the latter being a mere 2.0 metres from a mini roundabout. The splay is insufficient for vehicles to pass and turning vehicles are sometimes obliged to reverse back into the flow of through traffic.

However, no conclusions are drawn as to the unsuitability of Lamberts Lane for the current volume of traffic; something that is readily apparent to regular users.

#### Collision Data

Historical accident rates are relevant but not the only criterion for measuring safety issues. Lamberts Lane is not fit for purpose and additional vehicular traffic should be actively discouraged.

#### Existing Development Traffic Generation

The Statement refers to existing traffic from the development. There isn't any. The site is derelict and has been for many years. It is meaningless to say what a nursery might generate by way of traffic, and this is not an appropriate base from which to estimate additional traffic movement. It might be remembered that Mason has already described in glowing terms the availability of public transport. The community halls and tennis courts, when they were in use several years ago, would likely attract local use - much of which would be by public transport or on foot.

If the base is unreliable, the conclusion that 20 houses will generate fewer vehicle movements is also unreliable. The fact is that the new development would account for 110 additional vehicle movements in Lamberts Lane.

Furthermore, the attempt to estimate traffic movements in the past does not take into account the fact that since the community halls and tennis courts fell into disuse, additional development has taken place on Lamberts Lane. The cumulative effect of an additional 20 houses must also be taken into account, particularly having regard to the 17 houses of Gilbert Hannam Close (formerly Wells Mews Development) completed in 2017.

#### Summary

Lamberts Lane is not fit for purpose. Steps must be taken (by WSCC, not the developers) to reduce on-street parking and to restrict access to the northern end.

The estimate of traffic movements does not take into account the fact that the site has been disused for many years, and a hypothetical nursery cannot be used as a base model.

The estimate of traffic movements does not take into

account the cumulative effect this development would have when factoring in the traffic movements generated by Gilbert Hannam Close.

#### Conclusion

The application should be refused until measures have been taken to improve the traffic flow in Lamberts Lane.

Harvey Tordoff