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From: Peter Bruce [REDACTED]
Sent: 29 September 2021 18:38
To: Planning <Planning@arun.gov.uk>
Subject: Objection To Planning Application AL/113/21/OUT

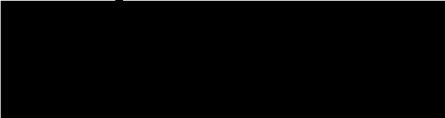
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Please find, attached, our objection to AL/113/21/OUT

Regards

Peter and Janet Bruce

Culver
Level Mare Lane
Eastergate
CHICHESTER
PO20 3SA
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COMMENTS ON AND OBJECTIONS TO – APPLICATION AL/113/21/OUT

We are resident in Level Mare Lane, PO20 3SA and have been since 1988 and are, individually, concerned by this application.

Our understanding is that this planning application is for a new development in ALDINGBOURNE, to be accessed primarily through an ongoing new project in EASTERGATE. This activity would immediately cause any “village gap” to cease to exist and would appear to be opportunism at best and, at worst, a pre-planned attempt at this result, from the outset. The nature of the local villages is predominately rural and this type of development significantly alters the very character of the villages, detrimentally.

The proposed development is, we believe, outside of the publicly consulted and agreed Aldingbourne Neighbourhood Plan, 2020-2031, (June 2021). This is, indeed, a greenfield site in a rural location.

The need for this housing at the present time and in this location, surely, cannot be justified. The local infrastructure and services are already overstretched. The local Medical Practice has far too little space, far too many patients and too few doctors. It has recently been assessed by the CQC as being “inadequate” overall. A new surgery is proposed, but this will take a long time to be built and become fully operational. Level Mare Lane, itself has no mains drainage (sewers), has low water pressure, no mains gas and poor broadband. The lane is also very poorly maintained.

Access to public transport in this location is not good. The A29, Fontwell Avenue has only a very poor, narrow and badly maintained footpath.

The prime access for this development is through the adjacent site. This access, itself, will be to the existing A29 which already has problems, both Northbound and Southbound at peak times. This section of road is proposed as the feed in to the Westergate bypass, still some years away. The junction for the new road will be only a 100 metres or so from the access to this development. We believe that traffic flow will then be further negatively impacted.

It is understood that despite Reside’s earlier notification that there will be no direct access onto Level Mare Lane, an updated plan will allow access for at least six dwellings. The already poor access onto this far too narrow Lane, which has itself a problematic access from the A29 Fontwell Avenue can only exacerbate the situation.

Level Mare Lane, is a “Quiet Lane” designated as being green and is extensively used by horse riders, cyclists, and walkers. Its narrow nature, already can prove difficult for pedestrians as it is starting to be used as a short cut when the A29 is blocked (fairly frequently) for tailbacks at the Fontwell roundabout due to heavy peak hour traffic (gridlock) or accidents. This has been made worse recently by placing a speed limit “end” sign at the access from Fontwell Avenue. The proposed access to the six dwellings is in relatively close proximity to this junction with Fontwell Avenue.

We are surprised that drainage to both this site and the development currently in progress is deemed adequate. The junction of Level Mare Lane with Fontwell Avenue

floods frequently in Level Mare Lane, itself, and it becomes a treacherous, icy nightmare in freezing conditions.

Where will the jobs be and how will the local community benefit from losing green field to yet more development? Local wages are relatively low. Unless homeworking becomes the norm, higher paid employment for the likely purchasers / residents of these new dwellings is not likely to exist locally. Owners / tenants will therefore have to commute – placing a further burden on local roads and any local public transport. The environmental impact of further traffic (at a standstill from the already poor and worsening local roads system) is most worrying.

Finally, we are uncertain of the further impact to the local ecology. In the past 20 to 30 or so years, we have watched the local bat population decrease enormously. 25 years ago, I would frequently hoist my (now oldest) granddaughter on my shoulders and go onto the lane to watch the bats. Now, we could wait for hours and see none! Other wildlife, including deer, seemed to thrive. Now, they are scarcely seen! Recent developments in the vicinity also seem to have taken their toll on both the wildlife in, and the character of, this quiet semi-rural area. The proposal to mitigate the damage caused by felling trees and building on this pasture land, by providing a small pond and adding a few bushes to the hedgerow, is totally inadequate.

Given that the residents would, probably, also use in the region of 140 to 150 cars, this cannot be of any benefit to the environment or to the community. We object to this application.