

7 Pine Close
Westergate
Chichester
West Sussex
PO20 3AE

Arun District Council
Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

5 March 2024

OBJECTION to Planning Application AL/11/24/OUT

1. Barnham Eastergate Westergate Strategic Allocation (BEWSA)

This Application is part of BEWSA, and the Arun District Council (ADC) Framework Masterplan (FM) for BEWSA does not establish a mechanism or timetable to deliver the realignment of the existing A29 through Westergate and Woodgate, nor does it establish a mechanism or timetable to deliver the necessary infrastructure in advance of the construction of Planning Applications BN/195/22/PL (551 dwellings), BN/11/22/OUT (1,250 dwellings) and this Application AL/11/24/OUT (400 dwellings), which must all be considered together as a single entity to assess the total impact on the local surroundings. In fact, ADC's Masterplan lacks any content relating to the delivery of BEWSA, especially timing or funding of major infrastructure. Because ADC has no effective Masterplan for BEWSA, the Applicants for the above referenced Planning Applications are appearing to be "doing their own thing" and disconnecting their Applications from the need for the realigned A29 upon which BEWSA is predicated. The Southern Consortium (AN/11/22/OUT) has stated it doesn't need it, and this Application has decided (Ian Johnson, Luken Beck on Behalf of CALA Homes, presentation at Aldingbourne Parish Council Planning Meeting 12 September 2023) that the proposed East West Link Road can only be used by traffic from its proposed development, and it is only busses, cyclists and pedestrians that can use the bridge over the Rife (to which it appears the Southern Consortium have donated a "landing place" on their side of the Rife) until the realigned A29 is complete end-to-end. So why has this landing place been agreed when it wasn't in CALA's previous Application AL/15/17/PL (refused because it did not include necessary infrastructure). BN/11/22/OUT appears to be trying to deliver 1,250 dwellings into a cul-de-sac from Barnham Road to the railway line, but will need an alternative exit as this situation cannot be accepted, irrespective of what CALA Homes is suggesting about usage of the bridge. Should the realigned A29 not get beyond the railway line then the Link Road will have to be an alternative exit point for vehicles from 1,650 dwellings (1,250 +400) and it will be used for building traffic and BN/11/22/OUT well before that. WSCC's A29 Realignment Scheme – Frequently Asked Questions, Section 1. Background, 3rd bullet, 'Why is the A29 scheme needed?' the following statement is made: ***'The existing A29 is already unable to cope with the current volume at peak times which means people are experiencing significant delays and congestion, especially at the Woodgate level crossing and the War Memorial junction. We expect the number of cars on the road to rise in the future, both because of the population rise and the impact of new housing and business development allocated in the Arun Local Plan adopted in 2018.'*** Pine Close is about mid-way between these two locations, and since WSCC's consultation road traffic has increased and queuing occurs past Pine Close throughout the day. Allowing for this Application and BN/11/22/OUT (as a minimum)

will allow significant outflow of traffic onto Westergate Street from 1,650 dwellings, which will result in absolute carnage between the two points. Additionally, there will southbound traffic from BN/195/22/PL (551 dwellings) joining Westergate Street. The proposed location of the Link Road junction with Westergate Street is just North of a North-going blind bend, where a junction has been refused before. It is amazing to see that this, and other Applicants Traffic Assessments infer that there is little southbound queuing at the Woodgate crossing each day, so why is it that I can frequently look at of my dining room window and see the queues that extend northwards beyond Pine Close - am I seeing things that don't exist?

BEWSA was initially predicated on improving Bognor's economic performance by improving the A29 Bognor to the A27 at Fontwell - this seems to have been forgotten.

The original plan (pre-2016) was that WSCC would fund the realigned A29 and take contributions from developers as they built the houses, but WSCC walked away from this commitment, leaving developers to fund it bit-by-bit, at a rate they chose to build houses, which will not be in keeping with the rate that ADC requires. Contributions from the building of BEWSA will not be sufficient to cover for the ever increasing cost of building the realigned A29. It seems that both ADC and WSCC are "travelling hopefully" that the realigned A29 may be built one day, but are not prepared to offer any form of guarantee that this will be so, and in what timescale.

2. Pine Close

When we purchased our house in Pine Close from new in 2016 the mandatory "Searches" had made us aware of the possibility of development of the land to the East of Westergate Street, however there was no mention of a major Link Road/Bus Route being carved through our cul-de-sac at a later time. **Should the "Searches" have been able to reveal ADC's intent to run its proposed East West Link Road through the cul-de-sac then we would not have purchased the house.**

I have now identified that the Grant of Planning Permission for the four houses around the Pine Close cul-de-sac (AL/114/12/) was made on 11 April 2013, at a time when ADC was working-up its Local Plan (Summer 2013), wherein the draft document Local Plan Part C, Living Place (copy of page 129 attached), under section 12 covering housing delivery it states, in Policy SP 11, Strategic Housing, Barnham/Eastergate/Westergate, fifth bullet 'Provision of an east-west route that will join the existing A29 route to the new A29 route and continue eastwards to Barnham'. Pine Close is not wide enough to be a primary link-road, and a bus route, and the proposed junction with Westergate Street will stop the residents around the cul-de-sac from parking in the road because Cala intend to make the road a no-parking area up to the current field-gate. These residents and their visitors will not be allowed to park in the remaining part of Pine Close as that part of the road is owned by the residents of the Swan Court flats and houses number 2 to 5. CALA previously indicated (AL/15/17/PL) that we would have to park on their new estate, so our cars would be out-of-sight to us should anybody choose to vandalise or steal them. Pine Close residents have never had the amount of parking defined by the ADC parking calculator as ADC reached agreement with the Developer to provide less than should have been provided. **ADC chose not to apply the requirements of the Manual for Streets to AL/114/12/, even knowing of its own intent to run the East West link through the cul-de-sac as a bus-route, however it will apply the Manual for Streets requirements to CALA's new development,** making their houses sit much further back from the road edge in a much better situation away from the carriageway than that which will be provided to Pine Close residents, and the new houses will be buffered by grass verges and 3m wide combined Footway/Cycleways, along with roadside

parking bays. Because the existing Pine Close houses are so close to the proposed road - down to 2m from the doorstep - the residents, and particularly their young children, will be subjected to considerable danger from moving traffic and excessive traffic pollution from the potential vehicle movements from the 400 dwellings proposed in this Application and the 1,250 in Application BN/11/22/OUT. Currently there are five young children that have been born/brought-up around the cul-de-sac and freely play in the road because we all take great care when moving our vehicles. ADC is responsible for not ensuring that the cul-de-sac was made wide enough for its future plans for a road of significance, so the East West Link Road should not be allowed.

Pine Close is much too narrow for the proposed East West Link to be constructed through, and the only way CALA can claim the road is wide enough for a bus-route is to stop its proposed 3m wide combined Footway/Cycleway within its parcel of land before the approved boundary of the Pine Close development (more of this later), and resort to saying the existing (Public) Footpath 297 extends to this point from Westergate Street. This approach will incite cyclists, many of whom are children cycling to/from school, to continue cycling on the Footpath, which is an unlawful act, or they will put-in-peril to cycle on what will be a very dangerous road due to the amount of traffic that will be using it - it is considered most improbable that cyclists will dismount and walk their bicycles to Westergate Street. The road plan shown on the Application indicates that Footpath 297 will still run along its current route (approximately), but this will mean that to use Footpath 297 from the South side of Pine Close will require crossing the very busy proposed East West Link Road, a very dangerous thing to do for young children and adults alike! A 2m wide Footway has to be constructed on the North side of the cul-de-sac, making the road 5m wide at this point (the absolute minimum for a bus route), and it is this Footway that Footpath 297 abuts, going in a north easterly direction towards Eastergate/Barnham and its schools, and the Doctors Surgery, so it is far more logical that access to Footpath 297 should be on the North side Footway, and that access should be through the closed-off existing Pine Close entrance. Safety for pedestrians from South of the proposed access point would be afforded by the proposed signal controlled junction of Westergate Street, allowing them to cross the East West Link Road junction in safety to access the closed-off Pine Close access road. This will of course mean that the length of Footpath 297 on the South side of the Pine Close cul-de-sac from Westergate Street to number 7 Pine Close will no longer be necessary, **but this will not suit the Applicant as this means they should run their 3m wide combined Footway/Cycleway all the way to the Westergate Street junction, and this will make the road only 4m wide and not meet the minimum requirements for a bus route.** As the East West Link Road will become an Adopted Road, a Public Footpath along a short part of it is not necessary or required.

The green space at the front of Pine Close adjacent to Westergate Street, is defined in Schedule C of the 'made' Aldingbourne Neighbourhood Development Plan as the "Pine Close Open Space" which "Enhances the ambience of the Close and contributes to pleasant street scene in Westergate Street. Used for informal play with close proximity to housing enabling ease of parental supervision". It is also used for social gatherings of Pine Close and Swan Court residents, and others. There is no footway on the southern edge of this green space, meaning that if the Link Road is allowed the play area will run directly alongside the road edge at a point where road traffic will be turning into Pine Close and accelerating uphill, presenting a significant danger to children and others using the space.

All of the trees on this Open Space are covered by Tree Preservation Orders.

The Eastern boundary of Pine Close, as defined in the drawings L01, Location Plan and Drawing 100, Site Layout (copy of each attached) identified in the Decision Notice for AL/114/12/ (copy attached), signed by Karl Roberts, and specified as SHALL be complied with, should be a 1m high post and wire fence lying 3m from the boundary wall of number 7 Pine Close, thereby

placing it 1.2m beyond the existing wooden post and rail fence **that is the property of the owners of 7 Pine Close, which Cala Homes are not allowed to tamper with.** You will notice from the Land Registry TP1, Transfer of part of registered title(s) for property transferred out of WSX362713 (attached) that only the road up to the Western edge of the 3m wide buffer was transferred, - this can be identified from the dashed line besides the signatures, almost lining up with the eastern corner of the garage block to the East of number 3 Old School Place as is identified in drawings L01, Location Plan, and Drawing 100, Site Layout. The field gate at the end of the Pine Close cul-de-sac has been placed incorrectly eastward of its correct position shown on attached drawings such that it could be joined to number 7's boundary fence to prevent unauthorised access to, and camping within, the field. There should also be a native hedgerow within Pine Close up to a post and wire fence across the width of the field at the identified distance (AL/46/15/DOC Condition No. 9 approval - copy attached) and the drawing referenced therein, CS-612.01 Rev. A (copy attached). The developer included 1.8m of this boundary within the curtilage of our property but did not install the post and wire fence in its identified position. Many of the plants, including significant trees within the approved Landscaping Plan, are planted within the 1.8m included within our property and some, but not all the remainder, were planted in the 1.2m part. This boundary land is not within Hampshire Developments ownership of the road, which terminates at the edge of the existing North going end of the cul-de-sac footpath. Requests to ADC to Enforce these conditions of the Grant have been **REFUSED by ADC** (Daniel Vick - identified email from ADC's Christopher Best, attached), thereby giving any future developer of the field access to land that is not within their allocation. CALA Homes has no right to destroy the planting within this 1.2m wide band across the field, and shall not be allowed to erect any fencing until it is East of the Pine Close boundary line.

I believe that the Applicant has no authority to cross or build on this 3m strip across the field from North to South that belongs to Pine Close - as it says in the email from ADC dated 18 May 2021....."As approval has not been granted to reduce the width of the buffer to 1.8m, a breach of planning control remains in this respect."

If the road is allowed then the value of houses 6, 7, 8 and 9 Pine Close will fall dramatically and will become very difficult to sell (at a worthwhile price) for a very long time (probably longer than our remaining lifetime and until the realigned A29 is completed - if ever) because of the queuing traffic and pollution issues. ADC will have known at the time of writing its Local Plan that its proposal for this Link Road would have significant impact on the value and saleability of our houses.

3. Violation of Human Rights of Pine Close residents

Opening-up the Pine Close cul-de-sac to provide the East West Link Road from a signal-controlled junction with Westergate Street is a violation of the Human Rights of the Pine Close residents affected, because it puts them in harms way of physical danger from traffic, excessive vehicular pollution and noise from the significant traffic loading, including HGV's and busses, into and out of this and other BEW developments, due to the close proximity of their houses to the running carriageway. Nowhere in modern housing developments has Arun District Council allowed such significant traffic to run so close to the doorsteps of houses, and in this proposed scheme it appears the Applicant has decided to afford the new houses far more safety and security from road traffic than it considers is necessary for the residents of Pine Close, which is at the most dangerous point of the proposed link road and its junction with Westergate Street

My wife suffers from breathing issues exacerbated by transport pollution, which is why we moved here from our previous house in Surrey close to the M25 and London Heathrow Airport. If this development is allowed to go ahead we will have no choice but to move again, making a significant loss on the value of this property.

4. East West Link Road and its Junction with Westergate Street

The documents submitted with this Application provide no indication of how the junction of the proposed East West Link Road with Westergate Street will be constructed, and how it will function in its position North of a North-going blind bend where a junction has previously been Refused on Appeal.

The East West Link Road is unnecessary for local residents because the Barnham Road already provides this capability. The main reason the Link Road will be required is to provide an alternative route for vehicles from BN/11/22/OUT should the bridge across the railway line and the realigned A29 South of this never be constructed - which is highly probable as there are no signs of development South of the railway line. The bridge across the railway line will be the most complicated thing to agree with Network Rail due to its Health and Safety requirements, along with meeting the timetable requirements of the line's users.

5. Woodgate Level Crossing

It must be noted that Karl Roberts of ADC has previously advised there is no requirement or plan for the closure of the existing Woodgate Level Crossing. The comments made by Network Rail in its Objection to BM/11/22/OUT of the..."potential harmful impact that that proposal would have on the nearby level crossing with a likely increase in usage and, therefore, an increase in risk to users, are concerning", must also apply to this Application.

Southern Rail has recently announced that they are increasing the number of services that will use the Woodgate Crossing each hour, Monday to Saturday, from June 2024. It is believed that South Western Trains are also increasing their number of services using the crossing. Information is urgently needed from Network Rail regarding hourly crossing closure times, as this information affects the Transport Assessment of all 3 mentioned Planning Applications, and will increase queuing and delays at the crossing that have not been accounted for.

6. Biodiversity

The CALA parcel is a significantly important habitat for wildlife, and almost the whole site is covered by 100+ metre (50m each side) wide Biodiversity Corridors and stay-out areas, which were accepted to be included in the 2019 ANDP Review. The Parish Council commissioned biodiversity surveys for the Neighbourhood Plan Review to back it up, and these showed the presence of Serotine bats, among others, which are among the rarer species. The land lies within the Singleton & Cocking Tunnel SAC buffer zone. There are known to be significant numbers of Slowworm (*Anguilla fragilis*) and Common Lizard (*Zootoca vivipara*) on this land, and they are regularly found in my garden too. Both of these are included in the UK Biodiversity Action Plan and are protected under the Wildlife and Countryside Act 1981. I get regular visits from Hedgehogs, and some overwinter in shelters in my garden - Hedgehogs are protected under Schedule 6 of the Wildlife and Countryside Act 1981. From my kitchen window overlooking this parcel of land I have seen deer on a number of occasions. I am not a 'Birder' but my personal

record of birds seen in and around my garden covers 55 species, of which 13 are on the 'Red List'. Butterflies and Moths (food for the seven species of bat on this side of Westergate) abound, along with many beetles and insects. In CALA's previous Application (AL/15/17/PL) their own ecologists recognised these to be of County level importance, yet the developer suggested mitigation through leafletting households - forgetting that new families bring dogs and cats that can't read (they kill and eat Slowworms and Common Lizards) - and provision of refuging sites. With greater housing density the refugia they suggested would be under greater pressure. ADC has a statutory responsibility for biodiversity protection.

Street and car lights will have a serious effect on bats using the corridor. Pollution from motor vehicles in run-off from roads and other non-permeable areas will cause harm to the aquatic life of the Rife - a chalk stream, which is a priority habitat under the UK Biodiversity Action Plan. The Applicant's plans of the East West Link Road, for which they seek Full Approval, shows surface water from the proposed bridge over the Rife and the balancing pond being discharged into the Rife, which must not be permitted.

This Application will not improve biodiversity as the site is the most biodiverse of the whole of BEWSA, and building upon it means there will be insufficient to improve over what there is now.

7. Recreational Space

The CALA parcel of land has been used for many years by residents of Aldingbourne and the surrounding area to walk safely and to improve their general well-being. During the Covid pandemic this area of land was vital for the physical and mental welfare of so many people and should be allowed to stay as such. This parcel is also of high agricultural value, although the owners of the land adjacent to Pine Close have seemingly left it to become overgrown with brambles and nettles so that it appears more attractive for development. The Government has recently announced that 'brownfield' sites should be prioritised for development, not greenfield as this is, and although the Government Inspector allowed it to be included in the ADC Local Plan, he did not insist that it is developed.

8. Sewerage and Surface Water Drainage

The Southern Water sewers across the site and in the surrounds are inadequate and faulty. It is a regular occurrence in wet weather and during the winter months for untreated human waste to overflow onto the land, a serious health hazard. Too many of the new developments are having to have their waste tankered away each day, adding what should be unnecessary HGV's to the loading on the existing roads. The more housing development that is allowed, the more Southern Water will pollute the local coastline, rivers and land. The Southern Water sewage system is not adequate for the existing houses, let-alone the proposed 2,200+ North of the railway line. South of the railway line there are intended to be another 2,200+ houses in the future, and overall there are thousands more expected from the next version of the ADC Local Plan.

Winter/Spring flooding is now becoming a regular occurrence. Surface water drainage on the A29 from Sack Lane to Salt Box is totally inadequate as can be seen from the number of times this year alone that the road has had to be closed due to flooding. Concreting over the land to build more houses will make the flooding worse year-on-year, resulting on the A29 being closed to traffic more frequently. Flooding now regularly occurs at the junction of Hook Lane with Westergate Street; Nylon Road before the Oving Road junction; the junction of High Street and Gribble Lane, Oving; Fontwell Avenue, and many other places in the surrounding villages. In

coming years Westergate will become an island between the floods, with no way out unless housing development is stopped and the surface water drainage is brought up to an appropriate standard

9. Affordability

The new homes on all developments are unaffordable for local people, with many in the area being on Minimum Wage due to the low quality jobs the area offers. Most of the new Commercial Enterprises around Salt Box and to the East of Rolls Royce offer only low paid jobs, so the people who move onto these new developments will be commuting daily to the jobs outside the area that pay them enough to be able to afford a mortgage.

10. Junction of Existing and Re-aligned A29

The proposed junction point(s) of the realigned A29 with the existing A29 are in the vicinity of where the existing A29 has been repeatedly closed during the winter of the last two years due to flooding, and this situation will get progressively worse due to Climate Change, **and therefore the proposed route is unviable**. Traffic from all three referenced BEW developments, plus those that have previously been approved (and those yet to come), will be added to the traffic congestion on the existing A29, and will be frequent because it is a commuting route and the route to shopping areas from Salt Box down to Bognor Regis. Grocery shopping is a pre-requisite for all, and Aldi and Lidl are located near Salt Box. Travelling South down Shripney Road are Sainsbury's on the eastern side, with The Food Warehouse, M & S Foodstore, and Tesco Superstore on the western side. Traveling further South into Bognor Regis there are Iceland and Morrisons, so a considerable increase in traffic can be expected from BEW just for grocery shopping alone.

11. Alternative Route for East West Link Road

Should the CALA Application be allowed a far better access point for an East West Link Road would be through St. Richard's Road and Ivy Lane, because this moves the traffic further back from the level crossing and closer to a dispersal point to reach the A27. The roadway and green spaces in these roads are wide and are owned by the Local/County Authorities. A bus route through this large housing estate would be very advantageous to residents of the estate.

Ronald Flitter

Enclosures for Item 2:

ADC Draft Local Plan 2013, Part C Page 129

AL/114/12/ Decisions Notice Page 1

AL/114/12/ Drawing No. L01, Location Plan

AL/114/12/ Drawing No. 100, Site Plan

Land Registry TP1, Transfer of part of registered title(s) out of WSX362713

AL/46/15/DOC Decision Notice for Condition 9

AL/46/15/DOC Drawing No. CS-612.01 Rev. A

ADC email from Christopher Best dated 18 May 2021

Policy SP 11

Strategic Housing, Parish and Town Council Allocations

Strategic housing shall be accommodated as follows:

1. Through sustainable urban extensions adjoining Littlehampton and Bognor Regis from existing planning consents;
2. Site specific allocation at Barnham / Eastergate / Westergate;
3. Site specific allocation at Angmering;
4. Broad allocation at Westbank; and
5. Parish allocations.

Strategic Housing

Barnham / Eastergate / Westergate

The site specific location for development has been identified on the Key Diagram and Policies Maps. The Council requires a well designed development, that avoids a continuous urban form with existing communities. A modern approach to principles of the Garden City movement will be employed, with reference to the Three Villages 'Visioning Study'. A Masterplan and Design Code shall be prepared in order to fulfil the principles for development as set out in the 'Visioning Study'. The following specifics must be addressed as part of any planning application at this location:

- Provision of at least 2,000 homes.
- Provision of a new A29 route through the Barnham/ Eastergate/ Westergate lands as shown on the Policies Maps, which considers all necessary linkages and routing between the A259 (Bognor Regis Relief Road) to the south and the A27 to the north and includes a bridge over the railway to the east of the current Woodgate crossing. Development proposals must facilitate the needs of pedestrians, cyclists and vehicular users in the overall design concept.
- The construction of a footbridge over the railway line and enhancements of the main street in Westergate
- Improvements to Barnham Road.
- Provision of an east-west route that will join the existing A29 route to the new A29 route and continue eastwards to Barnham. This route will provide access to Barnham village centre and railway station for pedestrians and cyclists.
- Residential development shall be linked to local employment (both existing and proposed) along with local services and facilities (both existing and proposed)
- Access to Barnham railway station shall be maximised through the provision of direct and attractive routes to facilitate bus, cycle and pedestrian movement in particular. An assessment shall be undertaken as to the impact of additional development on the parking facilities at Barnham railway station, how many additional



Town & Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management
Procedure) (England) Order 2010 (as amended)
Application for Planning Permission
DECISION NOTICE

Application Ref: AL/114/12/

1 To Addressee

Mr M Knappett
 Bryan Jezeph Consultancy
 The Gallery
 3 South Street
 Titchfield
 Hampshire
 PO14 4DL

2 Site Address

Land adjoining Sunnyside
 Westergate Street

 PO20 3QR

3 Description of Development

Erection of 4 No. four bedroom detached dwellings with associated car ports & extension of existing access road to serve site

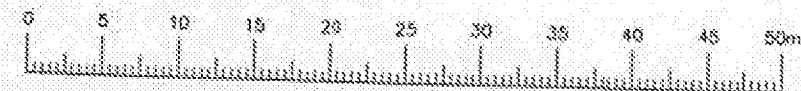
In pursuance of their powers under this Act and related Orders and Regulations the Council **PERMIT** this development to be carried out in accordance with the application and plans .

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

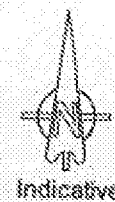
- 2 The development hereby approved shall be carried out in accordance with the following approved plans: drawing L01 Location Plan, drawing 100 Site Layout, drawing 01 Plot 1 (E) - Floorplans, drawing 02 Plot 1 (E) - Elevations, drawing 03 Plot 2 (F1) - Floorplans, drawing 04 Plot 2(F1) - Elevations, drawing 07 Plot 2 carport/cycle storey, drawing 05 Plots 3 & 4 (F) - Floorplans, drawing 06 Plots 3 & 4 (F) - Elevations, Street Elevations Plots 2-4 (East to West), Street Elevations & Section North to South, received on 21 December 2012.

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.



LINEAR SCALE 1:500
AS @ 1:500

OAKS CLOSE



SEE PLAN BASED ON TOPOGRAPHICAL SURVEY BY SHAW COLEGATE

SHAW COLEGATE

HAMPTON LODGE, SUNNYSIDE ROAD,
WEST ARLING, CHICHESTER, WEST SUSSEX PO20 3QR
Tel: (01243) 825254

Job No.: 02067_2005

The site is based on a topographical survey.
For further information, contact the Client Survey Project.
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- 8.70 Existing Levels
- 8.70 Proposed levels & building slabs (dpc 75mm higher)
- Existing trees
- Existing hedges/planting
- Existing trees to be removed
- Existing hedges/planting to be removed
- Proposed planting (subject to detailed landscape design)
- Cycle shed
- Visitor cycle stand
- Bins (waste & recycling)
- Bin collection point (on collection day)

A 29

EX. ACCESS

Milliards Manor Farmhouse

The Homestead

Swan Court

Swan Flats

Plot 1

Plot 2

Plot 3

Plot 4

Plot 1

Plot 2

Plot 3

Plot 4

Sunny Side

OLD SCHOOL PLACE

Approved 4nd. houses

Trees to be cut back subject to LPA approval (see arb. advice)
Diversion & re-alignment of public footpath
Proposed 2m high CB fence

Replacement tree

Field gates (pol)
Ex. public footpath to be diverted

1m high post & wire fence

Car port

3m wide landscaped buffer

Proposed 2m high CB fence

Garage

Garden

Garage

Garage

Garage

KEY

- Contractors parking
- Two storey site offices
- Heavy materials storage area.
- Lockable materials storage cabin.
- Two main connected W.C.
- Plant and materials unloading zone.
- Protected public footpath
- Materials handler movements.

0543 365 1473 mail@adp-uk.co.uk www.adp-uk.co.uk											
Richmond Court, 94 Bailey Road, Park Gate, Southampton, SO31 1BA											
Project Name/Address: Residential Development Land adjoining Sunnyside (B1) Westergate Street Westergate PO20 3QR											
Client Name: Wilson House Ltd											
Drawing Title: Site Layout											
Job Number: 1558	Drawing Num: 100	Revision: <table border="1"><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>									
Drawing Scale: 1:500 (A3)	Date: Nov 12	Drawn: P.J.L.									
Checked: 											

MEADOW WAY

A 29

Site Layout 1:500

Land Registry

Transfer of part of registered title(s)

TP1

If you need more room than is provided for in a panel, and your software allows, you can expand any panel in the form. Alternatively use continuation sheet CS and attach it to this form.

Leave blank if not yet registered.

When application for registration is made these title number(s) should be entered in panel 2 of Form AP1.

Insert address, including postcode (if any), or other description of the property transferred. Any physical exclusions, such as mines and minerals, should be defined.

Place 'X' in the appropriate box and complete the statement.

For example 'edged red'.

For example 'edged and numbered 1 in blue'.

Any plan lodged must be signed by the transferor.

Give full name(s).

Complete as appropriate where the transferor is a company.

Give full name(s).

Complete as appropriate where the transferee is a company. Also, for an overseas company, unless an arrangement with Land Registry exists, lodge either a certificate in Form 7 in Schedule 3 to the Land Registration Rules 2003 or a certified copy of the constitution in English or Welsh, or other evidence permitted by rule 183 of the Land Registration Rules 2003.

1	Title number(s) out of which the property is transferred: WSX362713
2	Other title number(s) against which matters contained in this transfer are to be registered or noted, if any: WSX86332
3	Property: Land to the east of Westergate Street, Westergate, Chichester The property is identified ☒ on the attached plan and shown: edged red on Plan 1 ☐ on the title plan(s) of the above titles and shown:
4	Date: 26th February 2015
5	Transferor: WILSON HOUSE LIMITED <u>For UK incorporated companies/LLPs</u> Registered number of company or limited liability partnership including any prefix: 05439198 <u>For overseas companies</u> (a) Territory of incorporation: (b) Registered number in the United Kingdom including any prefix:
6	Transferee for entry in the register: HAMPSHIRE DEVELOPMENTS LIMITED <u>For UK incorporated companies/LLPs</u> Registered number of company or limited liability partnership including any prefix: 03449666 <u>For overseas companies</u> (a) Territory of incorporation: (b) Registered number in the United Kingdom including any prefix:

Each transferee may give up to three addresses for service, one of which must be a postal address whether or not in the UK (including the postcode, if any). The others can be any combination of a postal address, a UK DX box number or an electronic address.

Place 'X' in the appropriate box. State the currency unit if other than sterling. If none of the boxes apply, insert an appropriate memorandum in panel 12.

Place 'X' in any box that applies.

Add any modifications.

Where the transferee is more than one person, place 'X' in the appropriate box.

Complete as necessary.

The registrar will enter a Form A restriction in the register *unless*:

- an 'X' is placed:
 - in the first box, or
 - in the third box and the details of the trust or of the trust instrument show that the transferees are to hold the property on trust for themselves alone as joint tenants, or
- it is clear from completion of a form JO lodged with this application that the transferees are to hold the property on trust for themselves alone as joint tenants.

Please refer to Land Registry's Public Guide 18 – Joint property ownership and Practice Guide 24 – Private trusts of land for further guidance. These guides are available on our website www.landregistry.gov.uk

7 Transferee's intended address(es) for service for entry in the register:

Forestside House, Forestside,
Rowlands Castle, Hampshire PO9 6EE

8 The transferor transfers the property to the transferee

9 Consideration

☒ The transferor has received from the transferee for the property the following sum (in words and figures): One pound (£1.00)

☐ The transfer is not for money or anything that has a monetary value

☐ Insert other receipt as appropriate:

10 The transferor transfers with

☒ full title guarantee

☐ limited title guarantee

11 Declaration of trust. The transferee is more than one person and

☐ they are to hold the property on trust for themselves as joint tenants

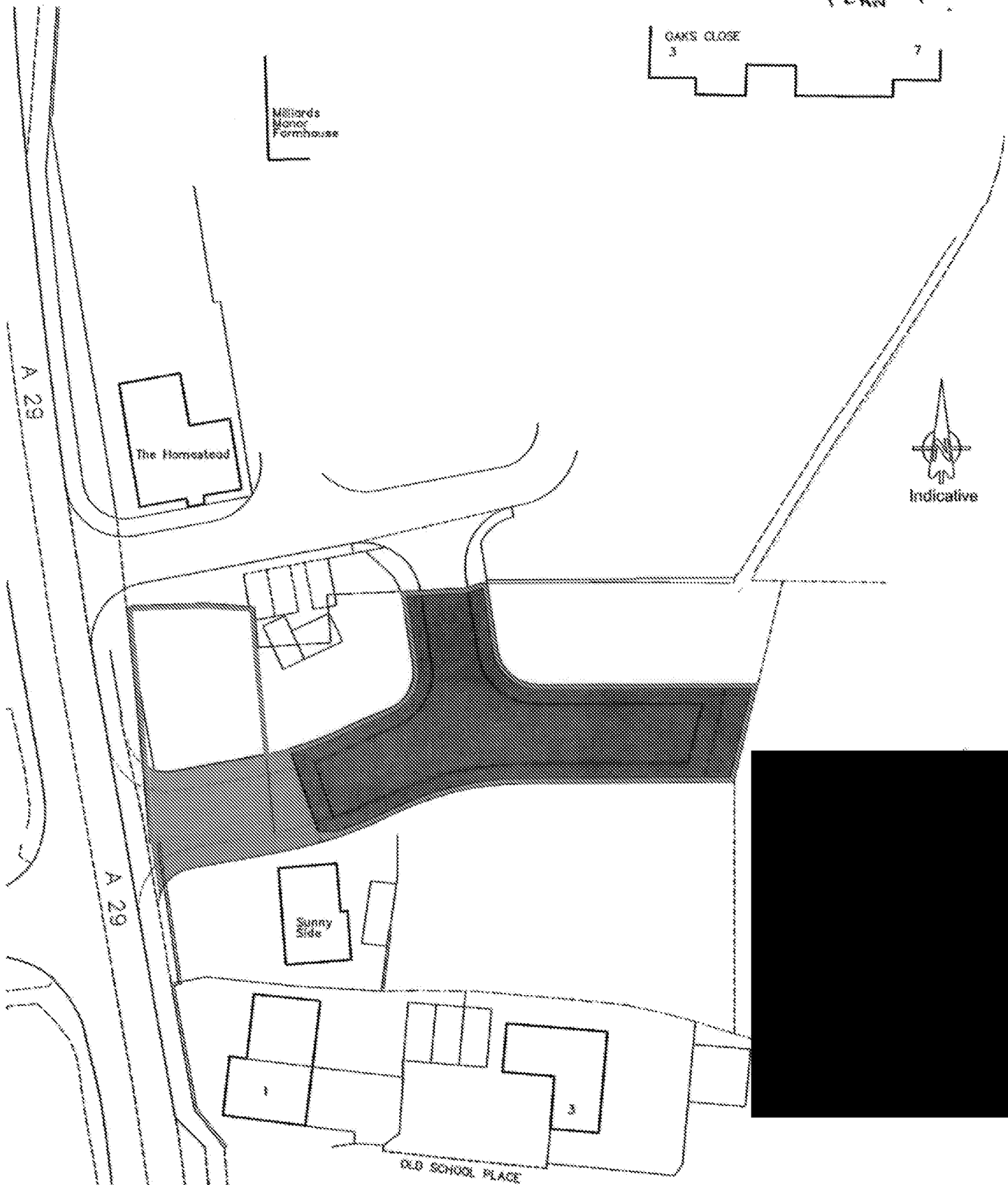
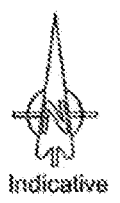
☐ they are to hold the property on trust for themselves as tenants in common in equal shares

☐ they are to hold the property on trust:

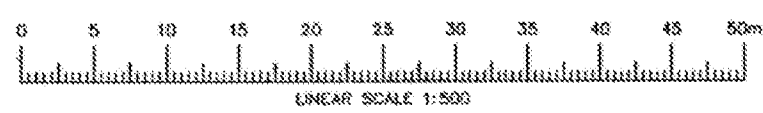
PLAN 1



Millards Manor
Farmhouse



SITE PLAN 1:500



SUB-SALE
CONTRACT PLAN 1

B1 Land rear of Sunnyside
Westergate Street
Westergate
PO20 3QR
Scale 1:500 16.01.14



Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF
Planning General Enquiries
Tel: (01903) 737756 Fax: (01903) 730442
Dx: 57406 Littlehampton
Minicom: 01903 732765
e-mail: planning@arun.gov.uk
website: www.arun.gov.uk/planning

Wilson House Limited
Brambles Business Park
Waterberry Drive
Waterlooville
Hampshire
PO7 7XX

Your Ref: AL/46/15/DOC

Please ask for:

Simon Davis

15 July 2015

Dear Mr House

Town & Country Planning Act 1990 (as amended)

Town and Country Planning (Development Management Procedure) (England) Order 2015

Application for approval of matters reserved by condition imposed under AL/114/12/ relating to conditions 3,4,5,7,9,12,13,15 & 16 for schedule of materials & finishes & samples, site set up during construction, public right of way, surface works for right of way, landscaping scheme, surface water drainage, SUDS system, translocation of reptile population & design of access road.

Land adjoining Sunnyside Westergate Street, Westergate,

Notification regarding the above application:

Condition Number 9

No development shall take place until there has been submitted to, and approved by, the Local Planning Authority, a landscaping scheme including details of hard and soft landscaping. The approved details of the landscaping shall be carried out in the first planting and seeding season, following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and of the environment of the development in accordance with policy GEN7 of the Arun District Local Plan.

Decision:

Arun District Council have decided to **APPROVE details reserved by this condition**

The soft landscaping details (namely that on Drawing CS-612 01 Rev A) are considered to provide a detailed and adequate landscape scheme.

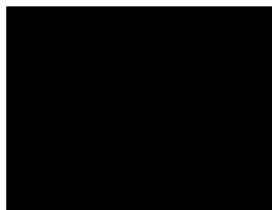
The condition is therefore fully discharged insofar as the submission of details relates and on the understanding that the landscaping works will be carried out in accordance with the approved drawings.

It is also noted and agreed that the responsibility for the maintenance of the scheme will fall within the remit of the private residents beyond the initial 12 months defects period.

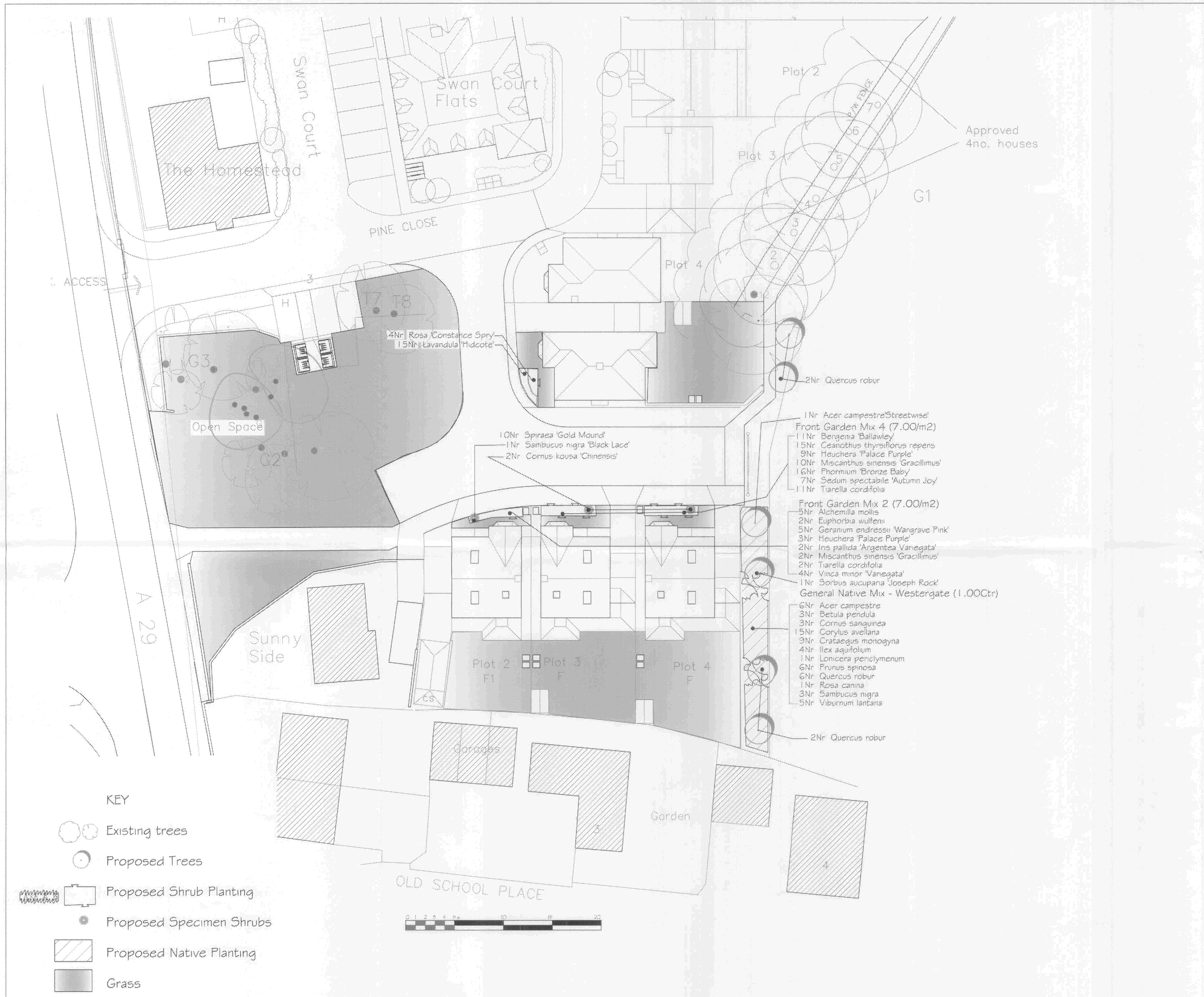
docdeci

Please do not hesitate to contact the above officer if you require any further assistance.

Yours sincerely



Karl Roberts
Director Planning & Economic Regeneration



From: Nicola Oktay on behalf of Planning.Responses
Sent: 11 March 2024 09:35
To: Planning Scanning
Subject: FW: CALA Homes: AL/11/24/OUT OBJECTION
Attachments: AL1124OUT Objection.pdf

REP

Nikki Oktay
Planning Receptionist, Planning Department

T: 01903 737965
E: Nicola.Oktay@arun.gov.uk

Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

To register to receive notifications of planning applications in your area please go to
<https://www1.arun.gov.uk/planning-application-finder>



From: David Easton <David.Easton@arun.gov.uk>
Sent: Friday, March 8, 2024 10:50 AM
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: CALA Homes: AL/11/24/OUT OBJECTION

Could the attached letter please be uploaded as an objection to AL/11/24/OUT.

Many thanks,
David