

Jacqueline Spencer
Lulworth
Shripney Lane
Bognor Regis
PO22 9NU

Your Ref: OWPC25287
Our Ref: BE/109/19/OUT 10-10-2019
Please ask for:
Mr S Davis

11th December 2019

Dear Sir/Madam

Town & Country Planning Act 1990 (as amended)

Town & country Planning (Development Management Procedure) (England) Order 2015 - Article 5

Outline application with some matters reserved for up to 46 No dwellings together with access. This application is a Departure from the Development Plan & may affect the character & appearance of the Shripney Conservation Area.

Land east of Shripney Road & south of Haddan House Shripney Road Bersted

Thank you for your internet representation made on 11th December 2019 which has been recorded as '**an objection**' with the comments as follows:

Objection on road safety grounds : This development of some 46 dwellings cannot be seen in isolation. The A29 is a busy main route to Bognor and the coast. The Shripney stretch has numerous entrances/exits including multi-occupant dwelling sites and public use sites ie Marigolds Park homes, the housing development on the short dual carriageway, the Robin Hood pub and the Premier Inn. The road is subject to severe bends with poor sight lines. There is persistent excessive speeding and the dangerous use of U turning around the north end of the dual carriageway for access to housing on the east side. Additionally there is increasing use of Shripney Lane to achieve the same result - these actions cause queuing and access difficulties that affect the main road and lane adversely. The proposed development can only add to these problems especially when considered with The Cottage site of 21 units and the commercial/retail Salt Box site and Oldfield Farm site. Assuming the commercial sites will be a retail success and also allowing for Warburtons distribution hub this small area will be over developed, potentially polluted with massively increased traffic volumes and many more HGVs. The A29 Realignment plan is flawed in that it is clearly a service road to enable the mass development of green field sites. There is no plan to extend it in order to bypass Shripney and Lidsey. The result will be all the through traffic joining the existing A29 at Lidsey and going through Shripney - it will not ease congestion or improve road safety for Lidsey and Shripney, and there will be no tidal effect of the Woodgate rail crossing which currently provides gaps for residents to join the main road. This area is much busier since the opening of Charles Purley Way - new roads may relieve a target area but invariably cause congestion elsewhere. In summary, more development is not good for this area - regardless of this proposal being allowed Shripney needs a thorough overhaul of road safety with 30mph adopted throughout and speed cameras, better signage and reminders to drivers that this is a residential hazardous stretch of road and not a racetrack.

Objection on flooding grounds : it is well known that this is flood zone 3 and that there have been issues with mitigation requirements recently. I would expect the developer to engage with the EA and adhere to their recommendations. In that there is now an admitted climate emergency, which needs action now, I hope the planners realise that removing trees and concreting over farmland will multiply the risk of flooding here as well as adding to the wider environmental destruction. I would have expected by now that all new housing would have solar panels at the very least; perhaps The Paddock site would like to add this? Flooding is a big worry and when it happens it devastates lives. We are seeing many more severe weather events and here we have the tidal effect of the sea on

the land, as well as rainfall - it is crucially important that this issue is addressed.

Unfortunately it is not possible for the council to respond to each representation individually but your views will be considered before the application is determined and I shall write to inform you of any decision made.

If the application is to be determined at the Development Control Committee and your letter has been received after the agenda has been published, you will not receive a separate letter notifying you of the date of the meeting and the procedures for public speaking. In such circumstances, it is recommended that you track the progress of the application on the website or telephone for further information. Please be advised that any comments received after the the Development Control Agenda has been produced will be reported to the meeting. Please also note that only a small number of all planning applications are determined at the Development Control Committee, most are determined by officers under delegated power.

All representations are published on our website so please make sure your views are clear and only include information that you are happy for the public to view. Do not include personal information or information from third parties unless you have their permission to do so. If a complaint is received that permission has not been given for comments included about a third party, the Council reserves the right to redact/remove all relevant information. Do not include information that is defamatory or breaches equality or other legislation. If you do not wish your comments to appear on the website and on the file, please confirm this in writing and I will arrange for it to be destroyed, although this does mean that its contents will be disregarded. For details of what we do with your personal information please refer to our privacy statement comments on planning applications which is available on our website www.arun.gov.uk/planning-privacy-statements.

In the event of a subsequent written representations appeal, against a refusal of planning permission on a householder application, any representations made on the application will be automatically forwarded to the Secretary of State. Unlike all other types of appeal, there will be no further opportunity to comment at the appeal stage.

Yours faithfully

Neil Crowther
Group Head of Planning