

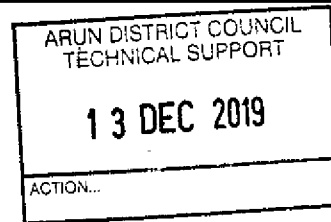
JOANNA E. A. WYATT

Lulworth, Shripney Lane, Beggar Begs, PO22 9NU

Arun District Council Planning Department

11th December 2019

Dear Sirs,



These are my objections to BE/OUT/109/19 in full, in support of my statement on line-OWPC25289.

These points are important to me but they exceed the characters allowed on the Ocella Web:

Before this planning application was made, the developer was Hanbury Properties Ltd. This company has been dissolved. I presume it is continuing as Hanbury (PM) Ltd? This is a large company which deals with major urbanisation in this area-both commercial and housing estates.

Residents of Shripney were invited to a presentation on the proposed development for this "paddock" site. It was presented as a development with amenity value and improvements for local residents. Much was made of a children's play area and "natural landscaping" to promote biodiversity. Footpath improvements and a safe crossing point for the A29 were also mentioned.

These have not translated into the actual application.

I am concerned that work started on site, before the planning application was made. As a pre-emptive action, trees were felled and hedgerows destroyed along the boundary and beyond-on the verge along the A29. This was done covertly and no one knew what was going on. It fell to residents to alert the Tree Protection Officer -who had not been contacted. Once trees are cut down-that's it. However, it was possible to put TPOs on some of the remaining trees, on site.

Please note that this development will alter the rural nature of Shripney Village-something which is valued by residents, surrounded as we are by threats to our landscape and environment by further planned developments.

Hanbury (PM) Ltd has only mentioned the nearby Cottage site but has omitted to say that they are also involved with the LIDL development on Oldlands Farm, immediately to the south of this site.

The massive changes here will have a major impact on Shripney. The quality of life of the residents will be reduced, not enhanced, as claimed.

Construction will start at the same time as other projects-Salt Box Field with ALDI and Warburtons, the Oldlands Farm site with a new LIDL, the BWE Villages mass development. There will be chaos and much disruption to this area.

I also strongly object to Highways' inaccurate description of the A29 in Shripney, where the access to this site is planned:

- The dual carriageway to the RR roundabout and the speed limit through the Village is 40mph, Not 50mph, as stated. The signage is clear.
- There ARE restrictions to overtaking through the village-a mix of double and single white lines stretching from north of Shripney Lane, past the Robin Hood Pub and through Lidsey to Sack Lane and the bends beyond.
- Indeed the long white, broken lines and solid "no overtaking "areas reflect the dangers of the road here.

This is a list of hazards on a short stretch of the A29 where the access to this site is planned:

- 2 bus stops, N and S bound, without pull ins, at each end of Shripney Village.
- The start/end of a short stretch of dual carriageway (and warning signs) -which encourages speeding.
- The mouth of Shripney Lane (now the only access/egress for residents) which has impaired views of the A29 to the N. This is currently used for U turns to give N. bound cars access to their properties on the S. bound carriageway.
- The hatched area giving right turn into Shripney Lane from the N. Plus a right turn across the start of the dual carriageway from Shripney Lane-S bound.
- The proposed "ghost island" giving the access into this development is at the narrowest and lowest lying point of the A29. Here, it is way too close to the hatched area for the turning into Shripney Lane. In the plans-it truncates our safe approach.
- Here there is also the S access for the service road.
- There are dangerous bends with restricted views and double, solid white lines.
- There is the planned access into the Cottage site.
- There are the driveways into and out of the pub and Premier Inn.
- The N. access to the service road is opposite.
- Then there is the entrance into the Marigolds Estate.

Whichever way you look at it, this is a road planning nightmare.

Too many hazards are crammed into too small a space.

This development is going to add to the hazards, at an already compromised area.

The photographs of the road, supplied by the developers, are deceptive- due to the camera lens used. It looks as though there are straight approaches of road with good, clear views, where the access to the development will be situated. I would ask for the access point to be reviewed and possibly relocated, for reasons of road safety.

To be fair, the ADC councillors raised serious concerns about the road safety here-in connection with the Cottage site access plans but Highways had already raised no objections and refused to reconsider.

Highways have raised no objections again, to the access of this development onto the A29.

This decision, based on inaccurate records of the road hazards, needs flagging up—indeed, it is worthy of a red flag.

This could contravene the ROAD TRAFFIC REGULATIONS ACT. As such, Highways is failing in its duty to keep road users safe here, while accommodating private developers' plans.

Highways statement that the eventual building of the A29 realignment will relieve the pressure on the existing road through Shripney, is questionable. The road is dangerous, now.

My other serious concern is the inadequacy of this development's flood mitigation. Those measures in the original presentation have been downgraded.

Make no mistake; the area is, in fact, on flood zone 3 land.

The most recent flood warning in November 2019 included the A29 at the access point to this planned development and it encroached onto the site. The site itself is marginally raised from the road but slopes down towards it. In recent years there have been major floods here—closing the road for several days.

Due to the complex and very real land drainage issues here, I would ask that the developers be advised by the Land Drainage Officers and Environment Agency to ensure the plan complies with the Land Drainage Act.

Of some consideration is the appearance of this site from the village aspect, the effect on light pollution, the additional traffic from out commuting, the effect on air quality and the inclusion of green, renewable energy sources in the new builds.

So, I conclude there are many improvements which need to be made before this planning application is passed.

Yours faithfully,

