

Alan Benson
38, Newbarn Lane
North Bersted
Bognor Regis
West Sussex
PO215DN

Your Ref: OWPC15664
Our Ref: BE/113/17/RES 07-09-2017
Please ask for:
David Innes

25th September 2017

Dear Sir/Madam

The Town & Country Planning Act 1990 (as amended)

Town & country Planning (Development Management Procedure) (England) Order 2015 - Article 6

Approval of reserved matters following outline consent BE/18/17/PL for appearance, landscaping, layout & scale for a mix of up to 90No. residential units, associated open space, landscaping, access & car parking

Land West of New Barn Lane Bersted

Thank you for your internet representation made on 24th September 2017 which has been recorded as '**an objection**' with the comments as follows:

It seems to have been conveniently forgotten that if BE/77/16/OUT is approved (and i have no doubt it will be) a significant amount of additional traffic will be forced to use the proposed entrance because only one access is to be allowed. This will make a mockery of Lindens traffic flow projections which are already based on a much outdated traffic survey. It appears that a spur, alongside the sub station, has been added to the proposed access road to accommodate this eventuality. Traffic needing to enter the smaller development (BE/77/16/OUT) will need to turn into the proposed access road then make an almost immediate left turn to enter the smaller development. I believe that this will create confusion to drivers with the risk of collision at this junction. At peak morning times, traffic leaving the smaller development will be forced to queue as attempts are made to exit onto the proposed access road.

I have stated time and time again that this proposed new access is in a dangerous location. What may seem feasible on paper is, in the real world, unsafe. Lindens own ariel plan view clearly shows that this access is approached by a long, blind, bend with the visibility frequently obstructed by parked vehicles. A vehicle travelling at speed from this direction (sadly, a frequent occurrence) will not be clearly seen until it is only a short distance from the new entrance. Lindens own plan clearly shows that, by utilizing the existing lay-by to form the access road (as in the original outline permission) will give far superior visibility in both directions. If this new access road is built in the proposed location the risk of collisions occurring is very high.

As can be seen by my address, the new access road will be directly opposite my property. I have to be extremely careful when i exit and enter my property because of approaching vehicles and cyclists. If the proposed access is built i will have to drive into (or reverse) directly into the mouth of this new access. I have stated a number of times that i believe that this will place me in a position of danger with a very real risk of a collision and possible injury to myself and and my family. I also have serious concerns that should a collision occur at this junction, for what ever reason, because of the very close proximity of my property front boundary to the proposed access road i am very likely to sustain damage to my property or to my own car that is parked in my drive.

Linden have already admitted that they will not be able to build during the winter months because of the extremely high water table. One of the concerns when this development was first proposed was the very real risk of flooding to Newbarn Lane. Linden have

refused to answer questions on how they propose to deal with the surface water problem especially as there are no surface water drains, only soak-a-ways. Who is going to maintain whatever surface water removal system is used to ensure that flooding does not occur?

It is well known that the existing foul drains are not is the best of condition. Once again Linden refused to answer questions on their proposals for effective foul drainage, will they ensure that existing properties will not be adversely affected and who will monitor this.

Alan Benson

Your views will be considered before the application is determined and I shall write to inform you of any decision made.

Please be aware that if the application is to be determined by the Council's Development Control committee and your letter has been received at a late stage after the Agenda has been published you will not receive a separate letter notifying you of the date of the meeting and procedures for public speaking. In such circumstances it is recommended that you track the progress of the application on the Council's website or telephone the Council for further information. Please be advised that any comments you make that are not included within the Committee Agenda will be reported to the Members of the Development Control committee. Please also be aware that only a small number of all planning applications received go the Development Control Committee. Most are determined under delegated powers by Officers in which case your comments will again be considered before the application is determined.

Please be aware that Planning Services operate an 'open file' policy and will publish details of your comments on the internet on the Arun District Council Planning section. Please ensure that you only provide information that you are happy will be made available in this way. If you supply information belonging to a third party, please ensure you have their permission to do so. If you do not wish your comments to appear on the 'open file' please confirm this in writing and I will arrange for it to be destroyed although this means that its contents will then be disregarded.

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