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Your Ref: OWQC23626
Our Ref: BE/69/19/OUT
Please ask for:
Mr S Davis

8th July 2019

Dear Sir/Madam

Town & Country Planning Act 1990 (as amended)
Town & country Planning (Development Management Procedure) (England) Order 2015 - Article 5

Outline planning application with all matters reserved except access for 31 No. houses and flats with car parking, landscaping and associated infrastructure & access off Shripney Road (A29), all following the demolition of the existing dwelling & outbuildings - This application is a Departure from the Development Plan
The Cottage Shripney Road Bognor Regis

Thank you for your internet comments made on 8th July 2019 which has been recorded as **'an objection'** with the comments as follows:

Object for the following;-

The proposed outline application does not comply with the following Bersted Neighbourhood Plan Policies; -

ES1 Design The proposed development is out of character with the dwellings in the surrounding area

ES7 The development is outside of the Built-up Area Boundary

GA1 Pedestrian and Cycle connections the application makes no reference to increase or improve the network of footpaths, footways and cycleways through Shripney to better connect it to Bognor Regis or Chichester

HDQ2 Integration of New Housing The proposed development is not connected or visually integrated with the surrounding area

HDQ8 Carparking The proposed development does not provide 2 spaces per dwelling as required by Bersted Neighbourhood Development Plan.

Policy SD SP1 Sustainable Development

The proposed outline is an overdevelopment of the area and does not improve connections to the road, cycle and pedestrian network in Shripney.

Policy SD - SP1a Built Up Area Boundary

The proposed development is outside the built-up area boundary

Policy C SP1 Countryside

Shripney is in a rural setting, the development does not enhance this.

Policy T -SP1 Transport and Development

The proposed development does not reduce the need to travel by car as public transport serving Shripney is a bus every 3 to 4 hours and the stations at Barnham and Bognor Regis are not within walking distance and to the north there is no footway to reach Barnham Station.

The site will add to the traffic movements through Shripney, so will add to congestion.

The position of the site is close to a bend which will not add to the safety of pedestrians or

cyclists using the proposed crossing between the development and the footway opposite on the A29.

Policy T - DM1 Sustainable Travel and Public Rights of Way

Transport document states that Shripney is provided with public transport - bus 66a & c every 2 hours, not Sundays or Bank Holidays based on 2017 timetable.

That route now only has 66a and c buses every 3 or 4 hours and there remains no service on Sunday or Bank Holidays.

No contribution to enhance the existing footways or cycle paths for Shripney in line with Aruns Green Infrastructure Plan

Yours faithfully

A handwritten signature in black ink, appearing to be 'NC' followed by a flourish.

Neil Crowther
Group Head of Planning