

Church Farm Barns

Hill Lane
Barnham
PO22 0BN

Mr R. Cole
Planning Officer
Arun District Council
Maltravers Road
Littlehampton
BN17 5LF

Re. Planning Application BN/142/20/OUT

We were amazed and frustrated to see the planning application for 200 new homes on land South of Barnham Station, the proposed 'estate' is on beautiful open countryside which is currently used for agricultural and equestrian pursuits, there is little common land remaining in the Barnham area following the recent urbanisation of a once delightful village.

The proposal is adjacent to a strictly controlled conservation area and would have a detrimental effect on the sustainable development of community life in the Church Lane environment. It is to be remembered that in the past the community of Barnham was centred around the eleventh century church of St Mary situated in the conservation area at the confluence of Church lane and the existing cycle and footpath joining Barnham with Flansham and further along the newly developed cycle path to Littlehampton. This cycle way has encouraged a significant increase in cycle journeys along Church Lane both for business and leisure travel. Already there is conflict between motorists and cyclists, motorists and motorists due to the very narrow width of Church Lane, indeed one of the narrowest stretches is between 'Fircroft' and the Murrell Arms public house which passes in front of the proposed entry route to the proposed estate through Marshall Close. In addition, during the months of food production large contractors' tractors and trailers are passing through Church Lane with produce from farms at the end of Church Lane. The 4pm traffic report which was appended to the application was only a fleeting glance at the very real traffic problems that exist in Barnham and did not consider the estate of homes currently being built on Yapton Road, or the fact that schools in the area finish their day at 3.15 in the afternoon. There is daily considerable traffic congestion in the Murrell Arms area with traffic having difficulty turning both to the East towards Yapton where the slip road to the front of the Murrell is blocked by customers parking and across the Yapton Road where traffic emerging around the bend from the railway bridge is difficult to see until the last moment; to the West through Barnham congestion is apparent throughout the day especially under the low railway bridge with traffic backed up by others turning right towards Walberton, traffic is further impeded by all day parking on both sides of the main road through the village by persons travelling by train, further through the village congestion is apparent especially outside the Coop

store and opposite where parking all day is common as there are no traffic wardens to police the overstaying motorists.

Marshall Close is a narrow cul-de-sac totally unfit for a major route through to the proposed estate, it is a quiet residential area with facilities for young children to play; the exit to Church Lane is already dangerous and compromised by large vehicles unable to proceed down or up Church Lane due to the road width between the Murrell and Fircroft. Air quality is already affected around the junction of Church Lane and Yapton Road a situation which will be made worse by the vehicles from 200 new homes.

Church Lane is in itself a cul-de-sac, any blockage to the lane does not have an escape route except through Hill Lane a very narrow lane with an unmade-up pot holed surface which is a private lane maintained by the residents.

In the Abbey Letchford report on flood risk and drainage it clearly states that 'local councils when considering planning applications must ensure that 'flood risk is not increased elsewhere' there is considerable winter flooding to the South of the proposed estate (see www.getthedata.com/barnham) which will certainly be exacerbated by concreting over a vast tract of open countryside.

The Government's National Planning Policy Document emphasises that building must add to sustainable growth whilst also protecting the environment, clearly the proposed building plan for the estate fails on both counts, particularly protecting the environment, which in Barnham has deteriorated rapidly in recent years by urbanisation of a once beautiful village.

The government algorithm which determined where new homes should be built has come under much recent adverse comment in Parliament and it seems likely that the method of determining building priority areas will be changed, this is obviously the reason why Gleeson are trying to rush through the planning application before the rules are changed and Arun has less pressure to overbuild.

John and Sonia Hayward