

From: Amanda Scholes on behalf of Planning.Responses
Sent: 21 December 2020 12:12
To: Planning Scanning
Subject: FW: REF : BN/142/20 OUT

Amanda Scholes | Receptionist, Department, Arun District Council | Location: Ground Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF
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-----Original Message-----

From: Raymond Cole <Raymond.Cole@arun.gov.uk>
Sent: 21 December 2020 11:03
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: REF : BN/142/20 OUT

Please could you upload the e-mail below to the application folder BN/142/20/OUT as a representation letter objecting to the proposed development?

Thank you

Raymond Cole
Principal Planning Officer
Directorate of Place

T: 01903 737598
E: raymond.cole@arun.gov.uk

Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF www.arun.gov.uk

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-----Original Message-----

From: Eileen Hale [REDACTED]
Sent: 18 December 2020 11:23
To: Raymond Cole <Raymond.Cole@arun.gov.uk>
Subject: REF : BN/142/20 OUT

From E.Hale & B. Hale
2 little Barton
Church Lane
Barnham
PO22 0BW

Sir,

I am writing to express my objection to the planning application by Gleeson's for 200 houses on farm land . To be accessed via Marshall Close.

My objection is related to many aspects:-

1. Access and egress via Marshall close, a road not built for large amounts of traffic and on which residents currently use for parking their cars , vans etc . Because they have no off road parking and due to the steep banks each side of the road.

2. The lower part of Marshall Close is very well known for flooding , it is low lying and is part of the flood plain area. So any road going through this area will be flooded during the winter and Spring along with some of the houses already in the close . Flooding will also be increased due to the run off from any development (we are already seeing floods increasing related to global warming)

3. The access from Marshall close onto Church Lane is currently quite dangerous and the junction gets very congested even on a good day.

Add to that 200- 400 extra cars going in and out and you will have dangerous gridlock and increased toxic emissions.

4. The congestion will severely impact on the junction of Yapton Road and Church Lane, where we have already seen a large increase in traffic along the B2233 due to all the other developments that are being pushed through currently. Not only that you have to factor in large numbers of cyclist ,peadestrians and horses that access the lane , which has no footpath and they have to walk along the narrow lane negoting traffic on the often flooded congested lane .

5. To the left of The junction onto the B2233 is the railway bridge over a notoriously narrow and bendy part of the road , with poor visibility due to said bridge that already has issues due to volume of traffic and dangerous turn off to Lake lane. Plus flooding under the bridge during winter months.

6. There is also concerns over the types of veichles that need to access the lane at this junction, Very large farm tractors with very long large trailers ,combined harvesters , Horse boxes etc servicing the farm at the bottom end of Church Lane . Along with the already very large H.G V trucks that service activities at the farm as well.

7. The other concern around the access is the top of the lane is already used as a parking area for commuters using the the station as there are no parking restrictions in place and the Public house parking is accessed of the same part of the lane and is often over subscribed.

8. Safety issues around the pedestrian crossing over the railway line (Bognor) increasing the numbers of people using it . In particular children looking for a short cut to get to the local schools from this development.

So if the council in their wisdom sees fit to agree this inappropriate over development , you will have to find monies to deal with all the ongoing collateral damage it will cause to the environment and to the residents of this area , as we know from past experiences that developers promise much and deliver little.