Richard Lewis
16 May Close
Climping
Littlehampton
BN17 5TF

Your Ref: OWPC12425
Our Ref: CM/1/17/OUT *03-01-2017*
Please ask for:
Claire Potts

6th February 2017

Dear Sir/Madam

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

Outline application for the erection of up to 300 dwellings & ancillary development comprising open space, a building within use class D1 (Non- Residential Institutions) of up to 875 square metres net, a building for A1 (Shops) use having a floor area of up to 530 sq. metres net, together with open space & ancillary works, including car parking & drainage arrangements, with appearance, landscaping, layout & scale wholly reserved for subsequent approval. The access detail, showing the points of access to the development, & indicated on Bellamy Roberts drawings numbered 4724/004 & 4724/005 are access proposals to be determined at this stage of the application. For the avoidance of doubt all other access detail within the site is to be determined as a reserved matter at a later stage. This application is a Departure from the Development Plan & affects the setting of Listed Buildings.

Land West of Church Lane & South of Horsemere Green Lane Climping

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Thank you for your internet representation made on 5th February 2017 which has been recorded as **'an objection'** with the comments as follows:

There are many reasons why this development should not be approved.
1 The land is on a greenfield agricultural site classified as Grade 1 and 2, if the development is allowed to proceed it will set a precedent and will allow unlimited applications along the entire A259.
2 The development is against the local Neighbourhood Plan.
3 Environmentally it will destroy the last East West wildlife and habitat corridor north of the A259.
4 The visual impact on the landscape and the local communities has not been fully considered, the density of housing will double the size of the village.
5 The construction of the new roundabout will not resolve the traffic congestion it will simply move it westward by a 100m. 6 The proposed entrances will only increase the probability of accident with right turning vehicles trying to enter and exit the site.
7 The local infrastructure does not cope with the volume of traffic at the moment, until this is improved any development in this location will make the situation worse.
8 The development does not know if or where it can connect to the sewer system, their own calculations show the existing system does not have capacity.
9 The Flood Risk Assessment does not take into account the flooding that occurs in the field at the moment
10 The local schools, dentist, hospitals and doctors surgeries are working at capacity, this development will only make the situation worse.
Transport Assessment -The development is for 300 house which is likely to attract 600 cars and 400 children.The nearest train station has limited parking for cars and no security for bicycles. The route to the station is unlit heavily trafficked by articulated lorries running the recycling waste to Ford and therefor it is unlikely that any resident would want to cycle or walk. This is obvious by the number of cars which drop off commuters each morning at

the crossing in the mornings.
The nearest School which is a Church of England primary school has a very limited intake per year, 12 pupils. Of the 400 expected children 100 could be expected to go to primary school, where will they go.The nearest secondary school Littlehampton Academy is approximately 2 miles away and Climping is within the catchment where free school transport will not be provided. This means the children either have to walk, cycle or be dropped off by parents. The route to Littlehampton is along the very busy A259 and then down Ferry Lane to cross the river. The route in most places is unlit with no safe crossing points or suitable footpath. The proposal to build a new roundabout to the west will only move the problem to the new roundabout. Making it larger will increase the speed at which traffic can enter the roundabout and also exit it. In the mornings the flow of traffic going from Littlehampton towards Bognor and Arundel causes the tailbacks for the Littlehampton bound traffic. This will not change because if the flow speed increases then drivers will have less opportunity to enter the roundabout. Removing the existing roundabout will increase the risk of right turn accident in to Crookthorne Lane for the school as drivers will try and squeeze across in the gaps between the traffic. The cycle route going south down Church Lane will now have to cross 3 lanes of traffic with only a central island as refuge, increasing the risk to cyclist trying to go down Crookthorne Lane on the Cycle route. There is no real safe provision for pedestrians to cross to get to the School other than a central refuge island similar to the existing set up. A better solution would be to make the existing roundabout bigger in its existing location, it is easier to gain entry at the roundabout than it is to try and get across 2 lanes of traffic. The entry to the proposed housing estate could be made off the roundabout eliminating the need to have additional junctions on Church Lane and Horsemere Lane

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

Karl Roberts
Director Planning & Economic Regeneration