

[REDACTED]

From: alan hobbs [REDACTED]
Sent: 30 July 2022 17:29
To: Planning <Planning@arun.gov.uk>
Cc: David Easton <David.Easton@arun.gov.uk>
Subject: FP/274/21/OUT

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Hi all,

I'd like to add the following comments to the above application:

I must admit I'm struggling to see the benefit to the local community in this application. It appears to be taking the current greenfield site with it's mature trees and hedgerows supporting a multitude of local wildlife. And replacing it with ultra high density housing, positioned in the part of the site that floods the least, and new plantings in the area most prone to flooding. And this is before considering the current greenfield location for the proposed new course.

The disparity in the provision towards infrastructure that Blakes Mead was mandated to deliver and this application is pretty stark. Blakes Mead delivered the Bognor Regis relief road, shops, a community centre, sports pitches and an allocation for a small school (now earmarked for a care home). This application only commits to deliver an aging club house as a community hall that's superfluous to requirements. Elsewhere in the feedback to this application it has been highlighted that a new secondary school is needed. Plus a new GP surgery (along with a practice to reside in it), a new dental practice and so on. Surely the application could seek to deliver at least some if not all of these necessary improvements to the local infrastructure.

The travel plan mentions that currently some 27% of trips to work from Felpham are to Chichester. Which it goes on to say is less than 10km and so doesn't require a car. Having cycled this journey myself I believe this is substantially untrue both in terms of distance and viability of using greener options such as a bicycle. These should realistically be considered car journey's and the effects on the A259 relief road and A27 Bognor Regis roundabout included in the application. It's also worth noting point 9 in WSCC Highways final response. It admits that large vehicles can only access to Downview Road by performing a right turn from the B2259 junction. This means all construction traffic, and indeed removals vehicles, will need to use the A259 relief road, which again isn't catered for in the plans (either in traffic impact or by calling out that construction traffic would be prohibited from attempting to approach from Bognor and performing a left turn. It should be noted that the traffic calming in Downview Road can be classed as 'soft' and doesn't materially affect most vehicle speeds (especially larger vehicles). It also doesn't consider the impact of parking in Downview Road. With Blakes Mead having delivered the whole relief road it's not a stretch for this application to deliver the strategic link road from the B2259 to the A259 relief road. Assuming that the old LEC site, currently being used by Bognor Regis gliding club, is available. This would solve many of the issues with access to the development both during construction and going forwards.

The estate around Downview Road, as well as Blakes Mead currently stands higher than the golf course. So surface water will naturally run off via the course and into the rife. There are also drainage ditches between the golf course and the Blakes Mead development to assist in the capture and distribution of this water. If the levels are raised in the new development then this will no longer be possible resulting in increased water

retention within the existing developments. Section 6.4 of the 'Bognor modelling note 220407' goes into more detail. For the Downview Road development this admits that there will be an increased level of water retention in Golf Links Road. It indicates that this is no more than road curb height, but of course every property has a dropped curb and a number of them are built at or below that level. In addition the drainage ditches between Blakes Mead and the golf course are no longer present on the post development maps (in fact they aren't on the pre development ones either). The absence of these will have a material impact on those properties in Wellers Close, Daisy Gardens and Bridger Close, which are built at a lower level to the rest of the development.

There are several other factors to consider in relation to this application. Most notably that much of it is based on data and maps compiled back in 2015. When it comes to climate change and rising sea levels the situation is now and continues to be rapidly changing. Up to date assessments should therefore be undertaken to reflect the latest understanding. In addition we are now in a state of flux government wise. It's highly likely housing policy will change once a Tory new leader is installed. Already there are admissions that the south is overburdened with housing requirements and that too many greenfield sites (and too many mature trees) have been lost to developments. Also that local communities should have more say in the proposed developments. Approving the application with this knowledge may well be premature and lead to costly legal challenges later down the line. The impacts of approving AL/87/21/PL also need to be included in the application as altering levels may have an impact to both applications.

On a final note, this is quite an extreme solution to the challenge of replacing the golf club drainage/irrigation system that went end of life a decade or so back.

Many thanks,

Alan.



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