

It's now coming up to two years since this application was originally submitted. There are been very little material change with it over this time. However the same isn't true with the surrounding area. There are now two additional warehouses being built around the existing Rolls Royce parts distribution site/Lidl. A large flood compensation scheme has been implemented for them. However it's effectiveness has yet to be proven with a real life winter flooding scenario. As well as the impact (positive or negative) on the golf course.

There has been discussion over the delivery of Site 4 (LEC airstrip) and the B2259/A259 link road. There hasn't been an update/response from Luken Beck published with the application recently. The current position therefore needs made clear within the application so that comments on it can be made in the correct context. Especially when it has a bearing on the possibilities for access to the site and the layout proposed within the application. As well as, potentially, the viability of building houses adjacent to an operational airstrip.

Many documents within the application remain inaccurate in terms of the interface between the sites eastern boundary and the western side of the adjoining Site 6 (Blakes Mead) development. Specifically all the submitted plans are from when Site 6 was still being built. With the dwellings in Daisy Gardens and most of Wellers Close missing. This has a material impact on the discussions on the proposed layout. Especially in terms of proximity to the boundary line and the proposed heights of the buildings. With the application also proposing to remove most/all of the boundary trees (some of which enjoy TPO status) then this will have a negative impact on the level of daylight and privacy of existing properties in these closes. Which, combined with a lack of indicative pictures taken from these areas, the application is currently obfuscating. Also within this treeline is a drainage ditch which forms a soakaway from Wellers Close and Bridgers Close and part of SUDS system for Daisy Gardens. This is currently completely missing from the application. But needs to be included and considered as, again, it will have a material impact on the adjacent properties on the Site 6 development. The proposed layout is also out of keeping with the local area, which is mostly one to two story detached dwellings in their own grounds and hence a low DPH. The application seeks to create a layout more associated with an inner city urban area with over twice the recommended DPH in some parts.

Last winters flooding of the areas around Lidsey rife, including the golf course, raises the issue of the currency of data used for the application. Much of it is now over a decade old and it's fair to say that accelerating climate change has had an impact on it's accuracy. Using out of date information generally for an application raises the risk to a successful development. Using data this old raises the possibility of misrepresenting the grounds being used for determination in the first place.

The application seeks to represent the golf course as a brownfield site. However, given it's current use and semi rural location then, in reality its a greenfield site that's just one step away from already being agricultural land

It should be noted that Southern Water haven't objected to this application. However, they are already a repeat offender for pumping sewage into the sea around the local area. The recent burst of the sewer in Yapton resulted in a continuous line of tankers driving to the local Butlins to pump the spill into the sea. Combined with multiple active housing developments in the Yapton area it's pretty obvious their waste water handling is already over capacity and desperately in need of modernization in this area. Implementing appropriate solutions therefore needs to be a prerequisite for any further large scale developments, including this one.

It's not clear from the application how the developers are proposing to incentivise the use of alternative methods of transport. With the application seeking to use Downview Road as a means of access then cycling/pedestrians are 'funneled' towards Felpham village. Not towards the local industrial areas or to major link roads. There has been mention of bus services from Wroxham Way, but this is only on a local Compass bus route with an infrequent service. There are more major routes serviced from the end of Downview Road, but these will be negatively affected by the increase in traffic from the site and proposed changes to traffic control at the crossroads to the village. Making an already much delayed, canceled and generally slow set of services even less viable for commuting.

Given all these facts and the sheer volume of objections, HLM should be afforded the opportunity to 'refresh' this application. Then, realistically, it needs to go to the planning inspectorate for a thorough investigation, review and decision.

Arun District Council, Civic Centre, Maltravers Rd  
Littlehampton, West Sussex, BN17 5LF  
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**To:** Planning <[Planning@arun.gov.uk](mailto:Planning@arun.gov.uk)>  
**Cc:** David Easton <[David.Easton@arun.gov.uk](mailto:David.Easton@arun.gov.uk)>  
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Hi all,

I've be grateful if you could upload the enclosed attachment as an objection to the above application.

Many thanks,

Alan.