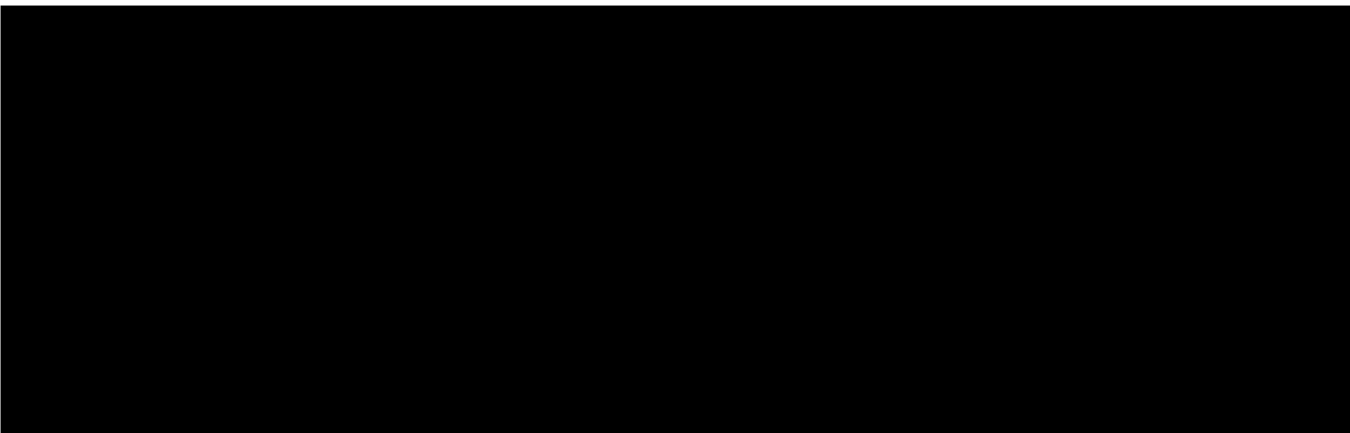


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From: Raymond Lyne [redacted]
Sent: 02 February 2022 15:28
To: Planning <Planning@arun.gov.uk>
Subject: WA/127/21/OUT

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I am emailing these comments to you as the website is not allowing me to submit a comment, error message of 'Illegal Access Attempt'.

Raymond Lyne
4 Field Close
Walberton
BN18 0QL

With the appeal still ongoing with The Planning Inspectorate, it is amazing that a second application has been lodged which appears to be the same as the previous one. I don't think anyone is naïve enough to think that the standard ploy of reducing the number of dwellings is a mitigating factor for the acceptance of this plan. The same reasons for refusal of the application still stand. In fact, there are even more reasons now. Access to the Avisford Grange site from Tye Lane has been refused so what is the difference between that and an access road to this site the a few metres up the other side. The same problem regarding traffic and road widths still holds true. In fact, this has been exacerbated by the rather startling statistic that the new bypass will increase traffic through the village by 42% give or take.

Having had a year to prepare this second application, one wonders how much notice has been given to comments on the previous application. Quite a few of the previous supporting documents held inaccuracies and errors and these still exist in the latest documentation.

The Travel Plan is probably the most offending document, but what is even more distressing is that the same errors are being repeated in their glossy brochure entitled 'Design & Access Statement'. Both of these documents also contain a number of spelling mistakes and typos.

In the section titled 'Local Aecessibility', para 3.7 shows a table of local amenities and facilities. Please note:

- Walberton does NOT have a Post Office, unless they're referring to the mobile one in the Sports Pavilion on a Friday morning, but I suspect not.
- The Flintcroft Surgery is NOT a GP surgery, it is a physiotherapy centre.
- Walberton Golf Club is assumed to be the Avisford Park Golf club which is in jeopardy from the A27 bypass anyway.

A lot is made of sustainable transport but surely the section titled 'Public Transport' is a glorious own goal. Table 3 shows the bus timetable which apparently presents an opportunity to encourage bus travel. I'm sorry, but looking at these times it does anything but. Three early morning buses and three early evening buses is not viable and makes nonsense of the statement in para 3.27. that it encourages bus train bus commuter journeys.

In para 4.11 it states that the landowner has right of access through Field Close. It is not made clear that Field Close is a private road and that right of access is for agricultural vehicles only.

The Travel Plan seems to be mainly waffle, why do we need 5 pages telling us how to walk the few hundred yards from the proposed site to the village school?

With reference to the 'Design & Access Statement' again. In the Site Context section there are a series of photos of the village. One is titled 'High Street looking South'. It should be noted that the road is not the High Street, it is called 'The Street' and picture is looking East, not South. This section also states that the development will provide new quality open space. Interesting, it already is an open space, a field with crops. How can 130+ dwelling improve the open space quality of that?

With such poor and sloppy documentation what kind of building quality can we expect, if planning is granted of course.

Whilst the West, North and East sides of the site are partially protected by trees and hedgerows, the southern boundary is not. Although the properties on this boundary mainly have a low fence marking the border of these properties, the site itself is fully open to view from these properties. Consequently, there is no privacy offered to these properties, nor is there any need at the moment as we are talking about a field with crops. However, with the proposed construction of play areas to the south of the site. what privacy will there be in the future. The original indicative plan had a footpath running alongside this boundary. Is that still planned? Very convenient for looking into the property bedrooms which overlook the field! Would any such construction require lighting at night thus causing another source of light pollution for these properties.

The 'Lead Local Flood Authority' is of interest also. It states that flood risk for both surface and groundwater flooding is based on modelled data but does not make a definitive statement as to whether flooding is a possibility or not but does state that there is no record of historic surface water flooding. This may well be true, but I can assure the reader that with the large amounts of rainfall we experience every year, the groundwater level in the properties on the southern boundary is extremely high causing some flooding in gardens. The drainage ditch that runs alongside this boundary is also put to good use diverting the surface water away from these properties to drain down the access roads. Comments regarding drainage were made in the previous application WA/68/20/OUT suggesting a full investigation. Is it sensible for an application to be granted until all these investigations are complete? What effect will the proposed SUDS have on the excess surface and groundwater experience by these properties?

Regards
Raymond Lyne