

**From:** Suzanne Clark [REDACTED]  
**Sent:** 22 November 2021 16:24  
**To:** Michael Eastham <[Michael.Eastham@arun.gov.uk](mailto:Michael.Eastham@arun.gov.uk)>  
**Subject:** WA/63/21 - further objection

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Dear Mr Eastham

Please find attached a letter which I would be grateful if you would please upload to the portal in respect of this planning application.

Thank you

Suzanne Clark

**Mallards  
Eastergate Lane  
Walberton  
BN18 0BA**

Mr Michael Eastham  
Principal Planning Officer,  
Planning Services  
Arun District Council

By email

22<sup>nd</sup> November 2021

Dear Mr Eastham

**WA/63/21**

I object to this application and make these comments in relation to the technical note added November 2021 in which there are numerous errors.

**Technical note – page numbers refer to the pdf numbering**

Pages 4–1.3, 5-1, 6-2, 6-1.7, 34-6.18  
Refers to High Street – should be The Street

Page 5 – 1.5  
Refers to Yapton Lane junction and The Street – irrelevant?

Page 6 – 1.7  
“.....demonstrating a negligible increase in movements....”

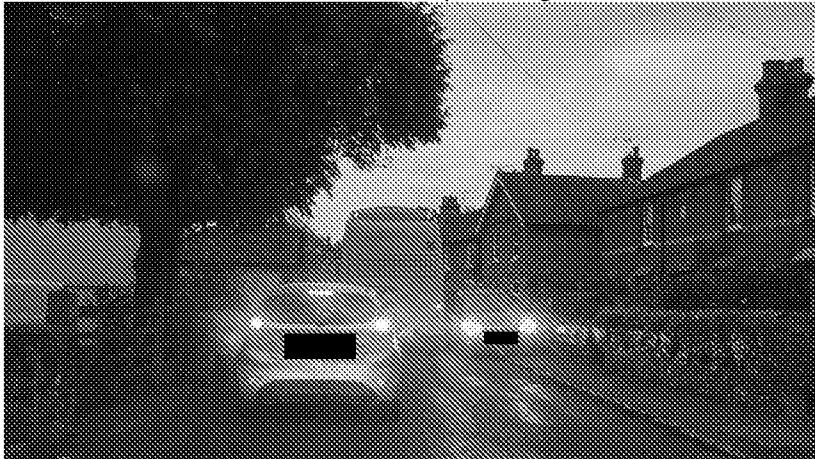
A simple one-day traffic count on Thursday 4<sup>th</sup> November between 8am and 9am. Dry conditions and a normal school day.

Vehicles entering and exiting Parsons Walk and The Meadows, on to The Street – a development of 65 houses and bungalows plus 4 homes near the Church. The population is older than average as many who moved in when the houses were built have remained although children have moved on. This data reflects the effect of Coronavirus - more home working and older people not travelling, so in future we would expect this number to be higher.

Between 8am and 9am – exiting x 31, entering x 31 = 62 per movements per hour

Avisford Grange has 175 properties. Using the 69 properties above gives a ratio of 2.53 to 1 so a peak time projection of 157 cars - not the 45 suggested. That's three and half times more vehicles currently – hardly “negligible”.

The Street is constantly blocked by traffic – this photo from 15 November 2021 illustrates the difficulties vehicles have in passing where the road width is 5.6m.



Page 16 – 2.3 and 2.5

Yapton Lane is between 6.1 m and 7m wide and has a footpath on one side. Tye Lane is approximately 4.8 wide along much of its length... and is to have a footpath added thereby reducing the carriageway width.

***NOTE - The current access is from a 7m carriageway, and this proposed access from a 5 m carriageway (Drawing no: 183248-002 – Page 94)***

Page 22 – 4.8

...to provide the new footway the Tye Lane carriageway has been slightly narrowed to between 5.6 metres and five metres this is still wide enough for an HGV and a car to pass (which requires 4.8 metres) and is also wider than the existing Tye lane carriage way further north of the access. This conflicts with the sizing on page 16 2.5

Page 27 – 4.13

States "Vehicles departing the site are more likely to make use of the A 27 to the north as this offers journey time / distance savings'

This will **not** be the case if the A27 bypass Grey route proceeds.

The applicant did not check their document for accuracy so one has to wonder how many other errors there are.

I trust that you will take note of these points and that this application will be refused.

Yours sincerely

Unsigned – sent by email

Suzanne Clark (Mrs)