

Halfpenny cottage
Copse Lane
Walberton
Arundel
West Sussex BN18 OQH



9th November 2020

Arun District Council

Arun Civic Centre

Maltravers Road

Littlehampton

BN17 5LF

Dear Sirs,

Re Objection to Planning Application WA/68/20/OUT – Land west of Tye Lane

Please would you accept this letter as a formal objection to the above planning application. We detail below the grounds for our objection.

TRAFFIC

The development will result in unacceptable and unsustainable levels of traffic through the village as follows:

- None of the travel assessments or travel modelling take into account that the A27 bypass (the grey route) will now cross Tye Lane very close to the proposed entrance to the development and that it is likely that Tye Lane will not have access to the A27 resulting in all of the traffic from the development travelling through the village of Walberton. This not only includes the vehicles from 155 houses but also potentially all construction traffic including HGV's. According to the travel assessments the direction of 68% of this traffic is to the westbound A27. There will be no access to the A27 from Yapton Lane so 20% of the traffic that wishes to travel eastbound on the A27 will also travel west through the village up West Walberton Lane to access the A27 at the West Fontwell roundabout. Accordingly, 88% of the traffic from the development will travel westwards though West Walberton Lane, a rural country lane that is also the designated cycle route to the South Downs. This is not sustainable development! There is no designated cycle lane on this road, nor a footpath and it is already a dangerous lane to cycle or walk on. When a bus comes down the lane, generally the cars on the other side have to stop and pull over to let it pass so it is unsustainable to consider that HGV's could regularly use this route.
- The alternative would be travel through the village and along Eastergate Lane but this is an unpopular route as the entrance to the A27 West Fontwell roundabout from Fontwell Village, reached via West Walberton Lane, has priority to traffic queuing from Fontwell Avenue. It is highly likely that most of the traffic would therefore travel up West Walberton Lane.
- The West Fontwell Roundabout currently has a RFC of 3 according to the Travel Assessments, these were actually undertaken in 2017 in support of the development East of Tye Lane so are outdated but even based on these figures the roundabout cannot sustain the current levels of traffic and there are significant delays at peak times, the report from 2017 states it 'operates significantly over capacity'.
- We live in Copse Lane, a bridle path with an entrance onto West Walberton Lane and visibility is very poor when pulling out of Copse Lane, there have been many near misses at the junction. We have to edge our cars out onto West Walberton Lane, hoping that oncoming traffic will see our cars as we cannot see either eastbound or westbound cars in West Walberton lane until we're already near the middle of West Walberton Lane! As it is many cars travel far too fast down West Walberton Lane and it will be inevitable with the

volumes of further traffic that the development will generate that there will be a serious traffic accident one day.

- An assessment of Walking, Cycling and Horse Riding was undertaken on the 11th August 2020, surely an assessment just for one day in the summer holiday period, in the middle of a pandemic when people were staying at home as much as possible cannot possibly be representative of usual consistent patterns of use! The survey reported no horse riders or pedestrians in that period. There is a lot of land in the area with equine use, including fields and livery/training yards within and adjacent to the proposed development as well as in Eastergate Lane and Wandleys Lane. Copse Lane is a bridle path that gives access to Fontwell Village from where horses can use the underpass to reach the South Downs and horses are a frequent sight in the village and local roads and increasing the volume of traffic will pose severe dangers to horse riders legitimately travelling to the bridle path. The report also stated that Copse Lane is in good condition and this is certainly not the case. It is a road comprised of very loose hardcore that is frequently washed away by the rain and watercourse that travels down the lane, the residents are frequently maintaining the lane at their own expense to maintain vehicular access.
- The travel reports also state that there have been minimal accidents at the junction of Tye Lane with the A27, if you have ever tried to pull out on to the A27 from Tye Lane it is clear that it is very difficult to do this especially during peak times, the traffic flows very fast on the A27 and most drivers choose to travel along West Walberton lane to gain access to the A27 from the West Fontwell Roundabout where the traffic has been calmed by the previous roundabout. I believe this explains why there have been few accidents at this Tye Lane junction, it is not that it is a safe junction, it is simply not used for westbound travel!
- The WSCC Local Transport Plan 3 is referred to in the transport assessments and implementation of this by Around District Council should ensure that there is increasing use of sustainable modes of transport and that HGV's should be discouraged from using unsuitable roads. None of these objectives are achieved by this development. There are limited job opportunities in the village and very limited local facilities so residents of the proposed development will by necessity have to use their vehicles for shopping, jobs, doctors and secondary schooling. There is a very infrequent bus service and this cannot be relied upon to increase sustainable travel and neither could the cycle route as the route from Barnham ends at Walberton and cyclists are required to then complete their perilous journey up West Walberton lane where there is no cycle lane or path to take refuge from HGV's , buses and cars travelling dangerously fast.

To summarise, all traffic reports are meaningless and completely inaccurate without considering the new route of the Arundel bypass, they are also nearly four years out of date, they fail to take account of the additional 4300 dwellings proposed by the A29 modelling and do not offer the sustainable travel that they purport to and are not in accordance with the WSCC Local Transport Plan 3.

SITE ACCESS FOR CONTRUCTION AND RESIDENTS

An application was refused for access onto Tye Lane for the development on the Land East of Tye Lane (WA/95/18/RES) and the reasons for refusal are equally valid for this proposed development.

DESIGN AND ACCESS STATEMENT

It is acknowledged that noise from the A27 north of the development is a constraint to the site but the new A27 route will run extremely close to the development and there will be an interchange within a few metres of the northeast properties. Accordingly there will be a significant impact on the development that has not been considered in any of the planning documents.

As well as increased noise pollution there will be significant visual impacts on the properties in the development due to raised slip roads and traffic pollution and air quality must also be a consideration. The development East of Tye Lane will now unfortunately also find itself right on the edge of a substantial dual carriageway and is now presented with all the above problems of noise, sight and air pollution, what can be the sense of building another development blighted by the same problems? In a beautiful village on the edge of the South Downs National Park do we really need to build a total of 330 blighted houses adjacent to a large dual carriageway that may not be sold and run the risk of London Local Authorities seeking to rehouse tenants to cheaper areas to reduce their Housing Benefit as happened in Bersted and Tangmere?

We are also concerned as the location plans submitted also fail to include the Avisford Park development and thus is misleading to any reader who may not be aware of the high level of development in the village of Walberton, the two developments would constitute a 30% increase in residents in Walberton without any additional facilities!

WALBERTON NEIGHBOURHOOD PLAN

The developer alleges that as our Neighbourhood Plan is incomplete, objections cannot be made that it is not in accordance with the NP. The NP is in fact advanced and has had extensive consultation and Reg 15 was submitted to ADC on 14th October 2020. This site was considered but was overwhelmingly rejected by 90.88% of respondents as the site is outside the built-up area boundary and is not a designated strategic site for ADC. The village has allocated in its NP the new housing targets it was set by ADC so there is no requirement for further housing.

We are concerned that all the planning applications that have already been granted, 400 at Fontwell, 175 at Avisford Grange together with the huge developments in Eastergate, Westergate, Barnham and Yapton, will place an unacceptable level of pressure on local services. At the present time the Croft Surgery has been unable to even provide flu jabs to all its vulnerable patients and it is extremely difficult to get appointments for anything other than absolute emergencies, clearly, they have no more capacity. Mention in the documents of facilities in Walberton are overstated, there is no Doctors, there is no fulltime Post Office anymore, just a visiting post office to the pavilion on a Friday morning, there is a newsagents but only with a very limited amount of fresh produce.

LANDSCAPE AND VISUAL IMPACT ASSESSMENT

There is a complete failure within this report to consider the visual impact of the development from the north western boundary of the development. Private gardens back on to the development and there is no landscape buffer area as there is further down the western side and along the southern boundary. This combined with the fact that the ground is substantially higher on the western side of the ditch running along the boundary will result in the houses immediately to the northwest of the site being faced with a solid brick wall of development. This will be compounded by the fact that the ground does rise significantly in a west to east direction as well as a south to north direction resulting in the north easterly portion of the development being considerably higher than the west and southwesterly portion.

FLOODING AND DRAINAGE

Flooding frequently takes place in the Street and at the bottom of West Walberton Lane and the development breaches the NP Policy VE 7 as the scheme does not aim to reduce the overall flood risk. High groundwater is noted in the reports and despite the flood management proposals this amount of concreting of farmland will undoubtedly worsen the existing position.

We are also concerned as there is frequently a large pool of water very close to the north western boundary, clearly a waterway drains to this area creating a small lake in winter. With the building of houses directly on this area there will either be flooded gardens or the development will create seriously high water levels in the drainage ditch on the western boundary, this is a very deep ditch and a small child could drown in this and any planning needs to consider safety and drainage of this particular area of the site.

ENVIRONMENTAL SURVEYS

We note that there is no Crested Newt or badger survey. We have a badger run at the end of our garden which abuts the development so this would be disturbed by any building works and we also have nesting Sparrowhawks and Kestrels in the tall trees in our garden. The environmental survey did find evidence of nesting Kestrels, this abundance of wildlife surely provides evidence that this is not a suburban area as the reports have tried to indicate, it is a rural area on the edge of the South Downs interspersed with areas of ancient woodlands, this is not the site for a high density housing development, it is just a money making exercise for the landowner with no consideration for the area in which he lives.

HELAA AND ARUN LOCAL PLAN POLICES

Whilst HELAA states that the site is deliverable it also states that current development on this site would contravene policy and therefore the site would not be considered to be suitable. So, at this time it should not be considered. Housing density of the development is also in excess of existing density in Walberton and the NP policy HP11 of Housing Density.

ADC policy SD SP2 states development should be within the built-up boundaries of the village, this is a greenfield site of class 3 agricultural land outside the village boundary.

AC Policy H SP3 – this development does not fulfill the grounds to be an exception, such as housing needs, there is a large development to the east of Tye Lane where they cannot currently sell the houses. It is not in keeping with the character of the local settlement, with closely packed large, detached houses towering over the gardens of properties in Copse Lane which have an extraordinary diversity of wildlife.

ADC Policy SO DM1- Grade 3a agricultural land should be conserved not sold for millions for development.

ADC Policy ENV DM5- environmental surveys are outstanding.

Yours faithfully

Mr and Mrs Settle