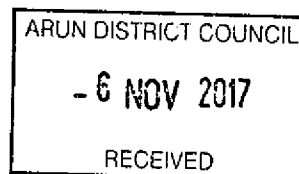


9, Hunters Mews

Fontwell

Arundel

West Sussex



2nd November 2017

Dear Sir/Madam

I wish to object to the Planning application in Wandleys Lane, Fontwell, Ref: WA/73/17/OUT on the following grounds.

This application is in conflict with the local neighbourhood plan. Indeed why encourage Parish Councils to produce a neighbourhood plan if you as a Planning Authority are going to ignore it.

The application is in Green Belt land.

There are already problems with surface water & sewerage drainage in West Walberton Lane, the road surface is collapsing in various areas, this will only add to the problem.

The proposed development will be obtrusive in the local landscape and will just add to the growing transport problems.

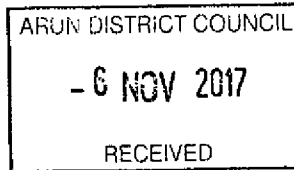
Regards



Brian & Elizabeth Sullivan

Woodside
Wandleys Lane
Walberton
Arundel
West Sussex
BN18 0QR

Planning Department
Arun Civic Centre
Maltravers Road
Littlehampton
BN17 5LF



3rd November 2017

For the attention of Mr M Eastham, Case Officer

Reference: WA/73/17/OUT - Outline Planning application for up to 157 houses on land to the East of Wandleys Lane and West of West Walberton Lane, Walberton by Welbeck Strategic Land.

Dear Sir,

I write in connection with the above planning application. I have examined the plans and my property is adjacent to the subject land, therefore I know the site well. I wish to object strongly to the development of these houses in this location.

The application is a departure from both the Neighbourhood Plan and the Local Plan produced by Arun DC. Their independent assessment clearly states in the HELAA Assessment summary table that this land is 'not currently developable' and this in itself should be grounds for rejection.

The land in question provides habitat for, amongst others; deer, foxes, grey heron, Sparrowhawks, Red Kites, Barn Owls Buzzards and bats. Some of these species are protected and granting this application would adversely affect these creatures. Whilst a bat survey was carried out it can only be regarded as a 'snap shot' and not necessarily indicative of the actual number of bats present. Indeed, the report itself states; '*no single investigation could ensure the complete characterisation and prediction of the natural environment*'. Placing anabats will give a sound recording but gives no indication of numbers and to suggest that it is a small population constantly returning to forage is pure conjecture. Many locals, myself included, have seen large numbers of bats in the area both foraging off the subject land and adjacent hedgerows. Furthermore, they roost in buildings both on and around the land. It is noteworthy that the rare Barbastelle bat was detected there and is yet a further reason to reject the application.

Wandleys Lane is a narrow lane where, for a large proportion of its length, two regular cars cannot pass each other unless one pulls over to the side of the road. This is evidenced by the numerous locations where the highway shoulders have been exposed and have started to crumble. Following a report requested by West Sussex Highways, it was determined that Wandleys Lane is 'an Historic Rural Lane' and shall not be modified or used for access, or even emergency access, due to the narrow lane and its character. The lane is frequently used as a short cut to avoid negotiating the congestion at the roundabout where the A27 and A29 meet at the top of Fontwell Avenue. Regrettably, many drivers ignore the 30-mph speed limit during this short cut and the limit is even more rarely enforced. Coupled with the fact that the lane is frequently used by cyclists, joggers, pedestrians and horse riders any increase of traffic is likely to make the situation more dangerous to all road users. With the planned Arundel bypass even more traffic will use the A27 and so congestion at the roundabout will increase (even more so if traffic lights are installed on the roundabout) and more drivers will opt to use Wandleys Lane as a short cut.

Due to its narrow width, typically 4.6m, any large vehicle (delivery truck, refuse lorry etc) effectively blocks the lane preventing two-way traffic flow. The proposal in the application is to widen the carriageway to 6 metres and provide a 1.8m wide footpath on the north side of Wandleys Lane between the site entrance and the junction with West Walberton Lane. This is simply impossible as the distance between the property boundary lines that abut Wandleys Lane is less than the necessary 7.8 metres. Furthermore, there are Tree Preservation Orders in place on many of the trees in the verges from the proposed site access point towards the area where this carriageway widening is

proposed. This means that the verges are unavailable for use in the widening plan. The application includes a plan to add a cycle and pedestrian link to allow a direct link through to the village centre/shops without the use of Wandleys Lane. The shops in Fontwell comprise of four premises, one of which is closed and one is only open during restricted hours, and will not sustain the shopping requirements of residents.

Similarly, whilst the claim that the development is within an easy walk of the bus stop is factually correct, the bus service that is provided comprises of only three services each day; primarily to transport pupils to and from Bishop Luffa School in Chichester. In terms of being available for someone wishing to use the bus to travel to the shops or to work it is wholly inadequate and so they will revert to driving. Promises of providing new bus services can be hollow and so any decisions should be based on the facts extant at the time and not some potential for the future.

The proposed development of some 157 properties could potentially, generate approximately 500 cars which would further increase the risk of accidents in the area. The Transport Assessment mentions 'crash data' but this only includes reported accidents. These statistics provide a very skewed impression and far more 'minor' occurrences take place which are dealt with between the parties involved and never formally reported. As a regular road user, I would estimate that an incident occurs at least one a month within the area featured in the crash data statistics.

The proposed exit / entrance to the site is immediately after a bend in Wandleys Lane. This means that motorists leaving the site have little chance of seeing any traffic especially that heading south on Wandleys Lane which, as already discussed, is probably travelling at more than 30 mph. Any new entrance should be fully compliant with the highways requirements, which I do not believe this entrance would be.

The land is currently utilised as active and productive agricultural land. This should not be changed as other 'brown field sites' exist and should be developed in preference to green field ones. Furthermore, the land acts as a means of absorbing rainwater which will no longer happen if it is built on. There have been flooding problems at the southern end of Wandleys Lane which have, in the past, necessitated closure of the lane for some six weeks. Waste water and sewerage systems in the locality are old and operating at maximum capacity. Whilst I understand that there are plans to build a new pumping station at Lidsey, this will simply enable the sewerage system to cope with the present demands and not with the additional housing being planned. Additionally, it is common knowledge that other local developments of similar sized schemes have had difficulty in selling the houses once complete. The influx of more houses onto this already crowded market is neither necessary nor desirable.

The land sits within the noise footprint of Fontwell Racecourse which, on race days with a gentle wind blowing, can be very significant. The public-address system has not been modified despite complaints to the racecourse management by locals and comments from Arun DC.

At present, the general area is not highly light polluted and is close to a dark skies site apart from the glow from the coastal strip. However, this will be lost if this development is permitted as the area will be flooded with unnecessary light, which is neither needed nor welcome.

There appears to have been little thought given to the overall local infrastructure despite this being raised by the few respondents at the public exhibition in July. Doctors surgeries, dentists and schools are all operating at and beyond capacity. Many schools are full and to accept more pupils will increase class sizes beyond government recommendations, as well as potentially having a detrimental effect on the standard of education provided. It is now very difficult to find a dentist who will accept NHS patients and those that do are fully booked, making it difficult to obtain an appointment. The situation is similar with local GP practices. I have heard many GPs express their concerns about the increasing population, all requiring treatment of some form or another. Many of these facilities do not have room to expand, nor can you recruit a suitably qualified GP quickly so any promises of Section 106 payments does nothing to address the problems.

Finally, please note that my submission is in respect of the proposed development. Whilst I have taken every effort to present accurate information for your consideration, as I am not a decision maker or statutory consultee, I cannot accept any responsibility for unintentional errors or omissions and you should satisfy yourselves on any facts before reaching a decision.

Yours sincerely



Martin R Sutton