

From: Michael Eastham <Michael.Eastham@arun.gov.uk>
Sent: 13 May 2021 16:59
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: Objection to Planning application WA/93/20/PL: Land East of Tye Lane, Walberton.

Please upload onto Ocella the email below from a **local resident objecting** to planning application **WA/93/20/PL**.

Thanks,

Michael

Michael Eastham
Principal Planning Officer,
Planning Department

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From: Peter Haigh [REDACTED]
Sent: 13 May 2021 12:57
To: Michael Eastham <Michael.Eastham@arun.gov.uk>
Subject: Objection to Planning application WA/93/20/PL: Land East of Tye Lane, Walberton.

Michael,

Please can you register my objection to this planning application below as I understand the deadline is 14th May.

Many thanks

Peter Haigh

Objection to Planning application WA/93/20/PL: Land East of Tye Lane, Walberton.

I wish to register my strong objection to this application.

The grounds for my objection are based on the following points:

- This application should be rejected as it is dependent upon Highways England's detailed design for the A27. I believe one of the mitigations they are considering is to move the route north, away from the current access to Avisford Grange. In this case there would be no need to move the existing access road so the application should be rejected.
- The title for what was previously Tupper's Field and is now Avisford Grange does not give the developers any legal right of access onto Avisford Park Road.
- I strongly object to the Avisford Park Road being used as an alternative emergency access as this is completely inappropriate and the planning application is inaccurate:
 - o The application plan shows 2-way access into Avisford Grange development when Avisford Park Road is a single track un-adopted road that only has access from the Yapton Lane end. So, a left turn access into Avisford Grange would not be possible.
 - o Avisford Park Road is single track, unsurfaced, un-adopted, and maintained by residents, which includes cutting back trees and hedges (not just on residents property) so that refuse vehicles can reverse down it. They reverse because there is nowhere to turn the vehicle within the road. There are no passing places in the road.
 - o Avisford Park Road is periodically blocked by vehicles making bulk deliveries which can last for periods more than 30 minutes. If an emergency vehicle was to meet one of these vehicles it would be delayed for several minutes whilst the vehicle disengages any stabilising props, cranes etc and then reverses back down the road to allow access to Avisford Grange. The multiple daily delivery vans that visit and leave via the only access in Yapton Lane, and residents' cars that are leaving, would also have to reverse back down the road to allow emergency access, thus also causing delays.
 - o Avisford Park Road is not actually a road as would normally be considered. It is primarily a footpath that residents, and visitors to residents, have rights for vehicular access over. Being a footpath, that is used by primary school children as a safer route to school rather than via Yapton Lane and The Street, It is highly inappropriate to have heavy speeding emergency vehicles using it.

- o A number of properties have a “blind” access to the road and extreme caution is required when existing those properties by car or as a pedestrian. There have been collisions between cars recently in these situations. It is horrific to think of the consequences if those collisions had involved fire engine on route to an emergency. Residents have installed advisory speed limit signs to try and avoid and limit such collisions.

Moving the entrance of Avisford Grange to Tye Lane will increase traffic through Walberton as any access to the new A27 Arundel bypass will be closed off meaning all traffic will have to enter and exit via The Street. This is non-compliance with existing Plans and Policies Walberton Neighbourhood Plan policy GA5 (Traffic Management): “Proposals that significantly increase the level of traffic within the villages will be resisted”

This increase in traffic will also detrimentally impact on Walberton’s Conservation Area. Arun District Council Local Plan policy T SP1 (Transport and Development): “To ensure that growth in the District... reduces congestion...” This policy states that support will be given to proposals that are “supported by an effective and deliverable Transport Assessment.

I support Walberton Parish Council’s objection to this application as set out below: .

Traffic issues:

- Traffic will increase through the conservation area In Walberton
- The Road width change in Tye Lane now means that an HGV and a car can no longer pass at this point where the road will be narrower because of the development access. (it was zero clearance before). This further reduces safety if traffic along this road is to be increased. The reduced road width to accommodate the new access point poses increased dangers to pedestrians, cyclists and vehicular traffic.
- A number of Traffic Flow Diagrams that are provided seem to have incorrect data. The 2031 base numbers used refer to 50 vehicles going northwards up Tye Lane to a dead end and 30 heading southbound from this dead end. Also, there would appear to be very few vehicle users predicted for 175 (soon to be 205) dwellings. The conclusion is that more traffic than described in the flow diagrams will be using local roads unsuited for this level of traffic. The application should be refused until correct information can be supplied, and the local impacts assessed.

From the Parish council’s challenge to the traffic assessment, I believe that traffic on The Street and local roads will increased above that described in this application.

The application should be refused due to the probable increased risk to safety of residents, pedestrians and those in need of emergency assistance in Avisford Grange, if Avisford Park Road is used for emergency access.

It should also be refused because of the increased traffic and resulting noise and air pollution

through the Conservation Area.

Finally, due to the premature nature of the application considering HE detailed design of the A27 Arundel by-pass has not been finalised, and assuming ADC are not privy to design information that is not in the public domain, then this application should be refused.

Yours Sincerely,

Peter Haigh