

Chris Wall
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Hoe Lane
Flansham
PO22 8NT

Mr. Simon Davis,
Arun District Council Planning,
Maltravers Road,
Littlehampton,
BN17 5LF.

9th May 2018.

Dear Mr. Davis,

Your Ref: Y/20/18/OUT – Land Adjacent to Bonhams

It quite beggars belief that yet another application has been entered to build what amounts to a mini-estate in Flansham and is actually being entertained.

How the owners of this land - who do not live here, and quite plainly regard this as a commodity to be commercially exploited, regardless of the disproportionate and intrusive consequences of their desires - think that such a development could be anything other than a remedial blight escapes me: except of course they will not have to live with the consequences, other than enjoying the results of their profiteering mischief from the comfort of another country. I would like to think that this has some bearing on the granting of permission – that there is no enhanced amenity for the owners in situ, or those on the lane, so much as there is a naked commercial advantage to be gleaned from afar.

More specifically, I note:

The prospect of this development is not part of the current development plan and there are no countervailing factors of such significance that this can or ought to be set aside.

Assurances were given that there would be no further development to the immediate north of Charles Purley Way when the new estate to the south was in consideration and permission granted.

The proposed development represents a 20% increase in the size of the hamlet and cannot be considered to be reasonable or proportionate. It would substantially alter the character of the Hamlet and could not be considered to be in sympathy with existing housing.

There is no current shortage of available housing in Bognor and, probably, on leaving the EU there will be a glut of unsaleable properties with foreign owners disinvesting as the pound tumbles resulting in a concomitant effect on the broader housing market in places like Bognor, where a surfeit of housing will become glut. Moreover, as Site 6 has been expanded, this surely relieves the necessity of finding additional land elsewhere, which anyway is not contemplated in the Development Plan.

The access to Hoe Lane of the proposed development is completely inadequate considering that - depending on orientation - it comes immediately after a blind corner and at a narrowing of the lane; vehicular traffic at the current intensity has to take great care at this point. Even the current users do not use this entrance, preferring to park on the lane. There will inevitably be much greater traffic at peak periods on Hoe Lane with traffic entering having to deal with a short blind corner; similarly traffic exiting.

Access to Hoe Lane is situated at the conflux of cycle, pedestrian and road users. I note that Highways England has submitted observations with regard to the SRN – Strategic Road Network. I can see nothing in this which meets the principal objection of those contesting this development which is concerned primarily with the traffic actually in Hoe Lane at, and either side, of the bend.

There would be an increase of flood risk given that current users are already periodically the subject of flooding on the lane itself.

Yours sincerely

A large black rectangular box redacting the signature of Chris Wall.

Chris Wall.