

Philip Long
8 Giles Close
Yapton
Arundel
West Sussex
BN18 0LG

Your Ref: OWPC17176
Our Ref: Y/92/17/OUT 15-12-2017
Please ask for:
Mr D Easton

1st February 2018

Dear Sir/Madam

Town & Country Planning Act 1990 (as amended)

Town & country Planning (Development Management Procedure) (England) Order 2015 - Article 5

Outline application with all matters reserved save access, for up to 300 dwellings, link road, surface drainage, open space and landscaping. Departure from the Development Plan and Access route is within the Yapton (Main Road) Conservation Area.

Land east of Drove Lane Yapton

Thank you for your internet representation made on 31st January 2018 which has been recorded as '**an objection**' with the comments as follows:

Dear Sir/Madam

I wish to object to planning applications Y/91/17/OUT and Y/92/17/OUT on the grounds below.

Transport and Sustainable Travel:

The roads in the village are already at capacity and cannot accept more traffic without causing even more congestion problems and collisions. There are existing problems on all of the routes in and out of the village including dangerous junctions at Comet Corner and the Oystercatcher. Comet Corner experiences long queues at peak times. There is an existing problem with the level crossing to the north of the village and I foresee congestion there when the crossing is converted to a full barrier crossing. There is existing congestion and dangerous parking outside Yapton Primary School during the end and beginning of the school day (on one of the main routes in and out of the village).

The roads in and out of the village do not have safe pavements and are all unlit. Only the route between Barnham and Yapton has a pavement its entire length. That pavement is very narrow and requires pedestrians to cross the road at the Barnham end and make a risky crossing at the Olive Branch roundabout. It is frequently overgrown forcing pedestrians into the road. The bus route to our nearest train station on this route is very infrequent and limited to peak times. It also has a low bridge preventing its use by double decker buses. There are no bicycle lanes or dedicated routes into and out of the village. The roads are narrow and twisty meaning motorists often overtake cyclists where it is not safe to do so. Bus transport past Littlehampton requires a change of bus. All of which adds up to driving a car being the main way to get around in Yapton.

There are several other sites with permission to build in the village which will exacerbate these problems and the impact of these sites does not seem to have been taken into account.

Employment:

There will be no new employment opportunities near to the new developments so the new residents will have to commute creating even worse traffic problems.

Loss of Agricultural Land:

The fields the new development would occupy are high quality agricultural land. It is a greenfield site. How are we to feed the population if all our agricultural land is concreted over? This is particularly pertinent given our uncertain trade relations post Brexit.

Departure from the Yapton Neighbourhood Plan and Development Size:

The site is not included in the Yapton Neighbourhood plan. Residents were consulted on where new developments in the village should take place and this site was not included. The size of the development is much larger than the village needs itself, we are being asked to take a disproportionate amount of housing compared to other areas in the district.

Access to a local health services:

Our GP surgeries are near capacity already. You need to ring as soon as the lines open in the morning to stand any hope of getting an urgent appointment and often you have to go to Middleton. You have to wait weeks for a non urgent doctors appointment. It is hard to find an NHS dentist accepting new patients.

Schools:

There is insufficient capacity at the local schools to take the number of new residents at the new development.

Conservation Area:

The development will impact the conservation area surround the canal, destroying the rural setting.

Flooding.

The B2233 suffers surface water flooding at the roundabout outside the Olive Branch and

at the bends near the pumping station further along the road. Building on the fields will add to the problems.

Your views will be considered before the application is determined and I shall write to inform you of any decision made.

Please be aware that if the application is to be determined by the Council's Development Control committee and your letter has been received at a late stage after the Agenda has been published you will not receive a separate letter notifying you of the date of the meeting and procedures for public speaking. In such circumstances it is recommended that you track the progress of the application on the Council's website or telephone the Council for further information. Please be advised that any comments you make that are not included within the Committee Agenda will be reported to the Members of the Development Control committee. Please also be aware that only a small number of all planning applications received go to the Development Control Committee. Most are determined under delegated powers by Officers in which case your comments will again be considered before the application is determined.

Please be aware that Planning Services operate an 'open file' policy and will publish details of your comments on the internet on the Arun District Council Planning section. Please ensure that you only provide information that you are happy will be made available in this way. If you supply information belonging to a third party, please ensure you have their permission to do so. If you do not wish your comments to appear on the 'open file' please confirm this in writing and I will arrange for it to be destroyed although this means that its contents will then be disregarded.

In the event of a subsequent written representations appeal, against a refusal of planning permission on a householder application, any representations made on the application will be automatically forwarded to the Secretary of State. Unlike all other types of appeal, there will be no further opportunity to comment at the appeal stage.

Yours faithfully

Neil Crowther
Group Head of Planning